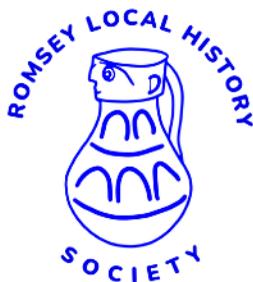


Romsey Local History Society

[LTVAS Group]



Luzborough House, painting by Fanny Buckell about 1900

Spring 2025

CONTENTS

Title	Author	Page
Some of the History of Cedar Lawn Nursing Home	Lynda Emery	3
100 Years of bus services around Romsey 1920- 2020	Neil Kearns	8
The Swan Song of Parson Avery	Ronnie Munday	15
Three Generations of the Lordan family in Romsey	Mary Harris	18
News from the Society and King John's House fire		21



Fire damage at King John's House see p 23-4

Some of the History of Cedar Lawn Nursing Home by Lynda Emery



This house has had several names in its past – Woodley Court, Woodley Lodge & Woodley House. I have yet to discover the date when it was originally built but it has, undoubtedly, been extended & altered over the 200+ years of its existence. My thinking is that it is, originally, Georgian – but I am up for being corrected!

I personally discovered the house in the 1950s when I passed it when travelling to Romsey on the 66 bus with my mum. I was about 5 when I first looked at the large house in the big garden and wondered who lived there. The 1841 census listed William Stead living there and then this record of a land exchange was found.

"Whereas on the 25th of November, 1839, Richard Withers was seized of an estate with several pieces of land, messuages and tenements " (and with Stead) has " mutually agreed to exchange a piece of land with the timber and trees containing two acres twenty rods and eight perches. Bound on all parts by the Rising Sun road, the Winchester turnpike road and the piece of land next hereafter described, and by property formerly allotted to the representatives of William Seward Trodd. and now belonging to William Stead in which a messuage or tenement called Woodley Lodge hath been erected and built." In exchange William Stead gave "The piece of arable land "situated near the Rising Sun Inn called Sunfield, containing six acres late in the possession of William Tarver, With outbuildings." . . . Mr. Withers eventually exchanged Sunfield with the Flemings for land at the bottom of Woodley Cottage grounds." The Rising Sun became the Hunters Inn. This seems the same plot on which Woodley Court stands.

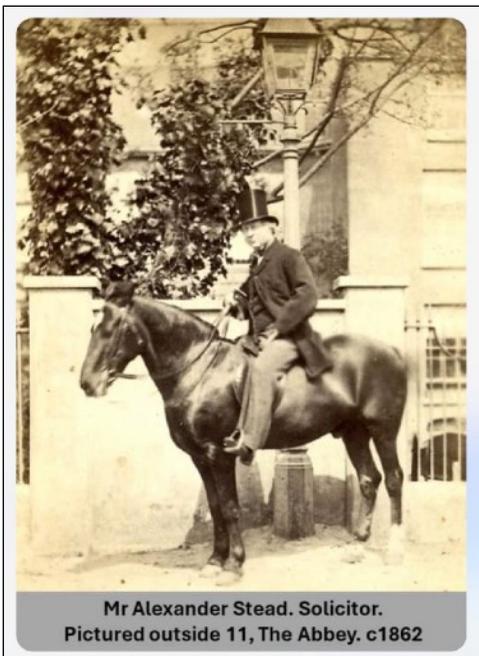
William Stead agrees on land exchange

Anyway, back in 1841, the house was owned by William Stead, who had previously lived at Elm Close, Winchester Road, and was baptised in Lambeth on 17 August 1803. He became a solicitor and was 37 in 1841. He was with his wife Beata – aged 30 and his son, Alexander Stead aged 9. The house was then called Woodley Lodge and had other occupants, William's mother, Ann Stead, aged 75 lived there and his sister, Penelope and her husband, William Wyatt, a clergyman. Three female servants and one male servant completed the household. (I have their names and ages, but lists can become boring!)

Ten years on (1851) we find that William and Beata are living with three female and two male servants but their son is at Oriel College, Oxford where he is a student. The house is still called Woodley Lodge. A Victorian Ordnance Survey map dated 1888-1913 shows Woodley Lodge and three outbuildings – possibly stables.

Sadly, Beata died at the house in June 1867 and in 1871 William lived there with his sister Penelope Wyatt, they are 67 and 69 respectively. They have three female servants and one male. In December 1878 William died and his death was registered in Romsey. However, that is not the end of the Steads in Romsey.

Let us return to Alexander Stead who, by 1861, had left Oriel College and was a Barrister in practice. The 1861 census lists him as a visitor at Kimpton Lodge, Andover, the house of the rector of that village. By 1871 his motives for being at Kimpton are clear as he had married the rector's daughter, Ellen F Randolph, and the couple were living at 15, Harewood Square, Marylebone and have a 9 year old daughter Beatrice (Beata) C Stead and four servants. However, all seems not to be well as he is now listed as a Barrister NOT in practice. Also in March 1874 the death was registered, in Marylebone, of his wife, Ellen Foyle Stead. So Alexander Stead, possibly unwell himself, was left with an eleven year old daughter and no wife, but not for long, as he remarried in 1875 in Brighton to Millicent Dancey. He was 42 and she was 23. By 1881 they were living at 31 Connaught Gardens, Marylebone with six servants and have three children of their own. The family then consisted of Alexander 48, Millicent 29, Beatrice (Beata) – 19, Frances 4, Blanche 3 and Eva – 10 months.



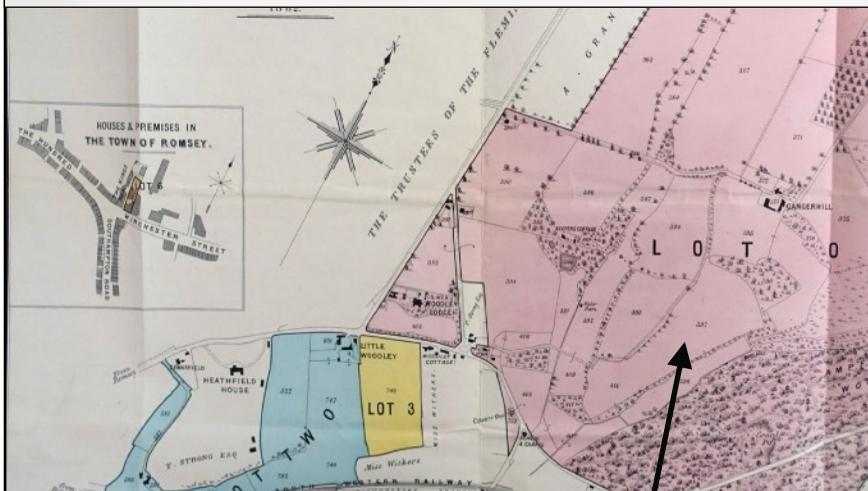
It seems that they then inherited, Woodley Lodge, or Woodley House, as they name it. However, tragically Alexander then died in December 1881 at Romsey, leaving Millicent with four daughters. By 1891 the three youngest girls, Frances - 14, Blanche - 13 and Eva - 10 and their mother Millicent (and their governess Elizabeth Travis), one cook and three servants are at Woodley House. (All ladies together, we would assume)



The Stead Vault at Chilworth

Funeral of Mr Stead.

The remains of the late Mr Stead were interred in the family vault at Chilworth on Friday last. The funeral service was taken by the Rev. Barr. The invitations were confined to family and staff but many chose to show their respect for his memory by their attendance. Among those present were H. D. Curzon and R. G. Linzee and ? Everett, Esqs., (County Magistrates) and the Mayor and Corporation of Romsey. The carriages of Lady Mill, Sir Thomas Read C.B., the Rev. T. Woodham and others were in the funeral cortege. In Romsey the shops were partially closed for the occasion.



Map showing the extent of Woodley Lodge land

By the 1901 census 49 year old Millicent was still a widow and living on her own means with Frances , Blanche, and Eva, all in their twenties. However, their address at the census, usually in April, was 32 Kildare Terrace, Paddington, London. Whether this was their home address or a second residence, is unclear at this point.

Millicent Stead
 auctions her furniture
 1900

Hampshire still features in their lives though because in 1911, Frances was single and at "Fernwood" Lymington and living from private means, Millicent died in 1923 (leaving effects valued at £3,231 19s) at a house called "Woodley" in Lymington, Hampshire – so the place of Woodley was obviously dear to her.

TO-MORROW (SATURDAY).
WOODLEY HOUSE, ROMSEY,
 About 1 Mile from Romsey Station.

JOHAN T. WOOLLEY is favoured with instructions from Mrs. Stead, on account of the House having been sold, to Sell by Auction, on the Premises, on SATURDAY, OCTOBER 6th, 1900, a portion of the

HOUSEHOLD FURNITURE

IN THE SITTING ROOMS—Chenille and Art Serge Curtains, Brussels, Velvet Pile and other Carpets, 6 Mahogany Chairs covered in Leather, Mahogany Library Table, Settees, 2 Walnut-framed Easy Chairs, GRAND PIANO by *Broadwood*, handsome 8-day Striking Timepiece under glass shade, Steel Ormolu-mounted Fender and Set of Fireirons, Rosewood Card Table, 2 Mahogany 3-tier Dinner Wagons, Mahogany Cheffonier Bookcase, Hanging Centre Dining Room Lamp, Mahogany Hat and Umbrella Stand, &c., &c., a large number of BOOKS.

IN THE BEDROOMS AND CORRIDORS—Two large Stained Wardrobes, Bamboo ditto, MAHOGANY WING WARDROBE 7ft. 6in. by 7ft., Mahogany Wardrobe 6ft. 9in. by 5ft. 8in., Brussels Carpets, Linoleums and Floor Cloths, 6 Black and Gold Antique Canes-seat Chairs, Rosewood Easy Chair in Morocco, Marble-top and Painted Washstands, Iron Bedsteads, Hair and Flock Mattresses, Feather Beds, Cornice Poles, Blankets, Chest of Drawers, &c., &c.; also

THE OUTDOOR EFFECTS,
 and about 700 GREENHOUSE & HOTHOUSE PLANTS.

Sale to commence at 11.30 o'clock.
 Auction Offices: The Castle Auction Mart, Salisbury, and Market Place, Romsey.

A Gift of appreciation

Advertiser August 17th 1900 is the following snip. Whether Mrs Meridith worked for the Steads perhaps as a companion I do not know. "Fond farewell Mrs Meridith, of Woodley House, Romsey, who has performed such a good and useful service as an organist at the little mission church in Crampmoor, is, to the general regret, shortly leaving the neighbourhood. She will not do so, however, without some token of appreciation of her work. The choir have presented her with a pretty pair of salt cellars and spoons in a case. This gift, of course, was received with a feeling of gratification in the spirit which prompted it."

Eva married at St.Martin's in the Fields, Westminster, on May 16 1929 to Robert Ernest Malcolm Summerville and settled in Widemouth Manor at Poundstock, Cornwall. She and her husband died there within 3 days of each other in January 1958, leaving effects totalling about £25,000

Blanche became a midwife, never married and emigrated to Canada where she died in 9 April 1974 aged 95.

Anyway, back to the house – a directory of 1903 (found by Charles Burnett) shows one Piercie Severn Anderson, living at Woodley House. A daughter of

his married a Mr. Norris and this couple lived at Michelmersh Court. They had a son, Walter E Norris, who was a Romsey vicar from 1952 until 1971.

In fact this was, yet again, a house full of little girls because Piercie (born 1867, Pancras, London) and his wife, Charlotte Maria Louisa had three daughters, Eileen, born London in 1897, Ruth born 1903 at Woodley (baptised Ampfield) and Nancy at Woodley (baptised Ampfield) in 1905. Piercie Anderson was a Civil Engineer who worked in the Dredging Co. in Egypt (Cairo) and appears for many years in the UK Civil Engineers lists working out of Cairo – so a well travelled fellow who made money.....enough to leave £21,516 15s 2d when he died on 25 January 1957. So it seems that Woodley House/Lodge was in the ownership of the Anderson family until the beginning of WW2.

During the Second World War it was offices of The Petroleum Board – not sure what it's exact function was . . .

By the end of the war Alec Rolfe (of Rolfe's Garage, Romsey) bought it for £5,300 in December 1947 and he sold some of its land to John Charles. Chas Burnett was one of John Charles' employees and he helped build a bungalow on land that faced School Road. This was called Gwent Cottage (1956). Years later another bungalow was also built alongside on the corner plot across from the Hunter's Inn by the son of John Charles.

In the mid 50s the house was converted into flats and Chas was part of the team that did the alterations and renovations. He recalls a Cleverley and a Sullivan family there in the 1950s.

On Romsey Revisited Facebook page Laurence Hattat (of the Jam Factory family) posted that Edward Blishen had been a resident.

Sally McKay on Romsey Revisited recalled a tennis court at Woodley Court – as it was then called, also a donkey and grey pony called Smokey in a field at the back of the house.

Dave and Sheila Leigh lived in the front downstairs flat, consisting of a bedroom, bathroom and lounge, they had their two children whilst there.

In 1987 the place was owned by Beaumont – a care firm. Pam Dawson worked there (and again in 1996). The cook was Carole Shepherd. Jan Ricketts worked there for a time as did Di Solloway. Sarah Willets was the first nursing home manager (says Val Hindmarch on Romsey Revisited)

Karen Elkins (Romsey Revisited) wrote that in 1990 a Daniel Tuck worked there – still a Beaumont Nursing Home.

The Cedar Lawn detached houses were then developed and The Cedar Lawn Nursing Home came into being – and here we all are!

Ancestry researched by Lynda Emery and Co-ordinated by Sandy Morwood. Many thanks to Chas. Burnett for the additional information. Also thanks to all those who contributed information.

100 Years of bus services around Romsey 1920-2020

by Neil Kearns

The first reference to a bus service to Romsey was in 1919 when French's Garage in Southampton applied to Southampton Watch Committee to operate buses from Southampton to surrounding towns. The Romsey Advertiser reported on 19th March 1920 that an application had been made by Bournemouth and District Motor Services to operate a Southampton to Romsey bus service. Bournemouth and District Motor Services were renamed Hants and Dorset shortly afterwards to reflect their operating area.

A Hants and Dorset handbill timetable dated 30th August 1920 described a service between Southampton and Romsey via Nursling with five return trips per day plus a late evening return trips on Wednesdays and Saturdays. There were only four return workings on Sundays. In December 1920 a second route via Chilworth and North Baddesley commenced operation.

By October 1921 a joint service with Wilts & Dorset had been introduced between Southampton and Salisbury with four return workings per day. Two ran via Romsey and two direct via West Wellow. Eventually all workings ran via Wellow and Whiteparish with a different service between Romsey and Whiteparish. November 1921 saw the start of the Winchester to Romsey service.

In 1923 uniforms were provided for drivers and conductors.

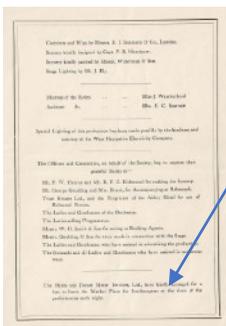
During 1927 Hants and Dorset established a depot at Winchester and the route has been operated from there ever since. In September 1926 a Southampton to Romsey route via Totton and Ower started operation. R.H. Keevil (Waterways and Docks Bus Company) of Southampton with their Southampton to Romsey services were acquired by Hants and Dorset in November 1927.

HANTS AND DORSET MOTOR SERVICES, LTD.									
NOTICE.									
ALTERATION OF TIME TABLE.									
On and from MONDAY, AUGUST 30th, 1920. MOTOR									
OMNIBUSES will Run DAILY (Sundays included) as follows:									
Bournemouth, Lymington and Southampton.									
Bournemouth Square (dep't)	8.00	8.40	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Bournemouth, Hardy's Garage	8.10	10.30	2.10	3.10	3.10	3.10	3.10	3.10	3.10
Christchurch, Town Hall	8.20	10.30	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Highcliffe-on-Sea	8.30	10.40	2.30	3.30	3.30	3.30	3.30	3.30	3.30
New Milton	10.20	11.20	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Milford	10.20	11.20	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Overton (dep't)	10.20	11.20	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Portsmouth Green	10.30	11.30	2.30	3.30	3.30	3.30	3.30	3.30	3.30
Lymington	10.40	12.0	2.40	3.40	3.40	3.40	3.40	3.40	3.40
New Milton	10.40	12.10	2.40	3.40	3.40	3.40	3.40	3.40	3.40
Overton (dep't)	11.10	12.25	3.10	4.10	4.10	4.10	4.10	4.10	4.10
Bournemouth, King Road	11.30	12.45	3.30	4.30	4.30	4.30	4.30	4.30	4.30
Lymington Road Station	11.45	1.0	3.45	4.45	4.45	4.45	4.45	4.45	4.45
Bournemouth	11.50	1.05	3.50	4.50	4.50	4.50	4.50	4.50	4.50
Totton	12.08	1.13	4.08	5.08	5.08	5.08	5.08	5.08	5.08
Southampton	12.15	1.19	4.15	5.15	5.15	5.15	5.15	5.15	5.15
Stone's Road									
A—Change at Lymington for Southampton.									
Southampton (dep't)	8.0	8.40	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Stone's Road	8.10	10.30	2.10	3.10	3.10	3.10	3.10	3.10	3.10
Totton	8.15	10.35	2.15	3.15	3.15	3.15	3.15	3.15	3.15
Bournemouth	8.20	10.40	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Lymington Road Station	8.30	11.0	2.30	3.30	3.30	3.30	3.30	3.30	3.30
Christchurch, King Road	8.40	11.10	2.40	3.40	3.40	3.40	3.40	3.40	3.40
Brookhurst	8.50	11.20	2.50	3.50	3.50	3.50	3.50	3.50	3.50
New Milton	10.20	11.20	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Lymington	10.30	11.30	2.30	3.30	3.30	3.30	3.30	3.30	3.30
Portsmouth Green	10.40	11.40	2.40	3.40	3.40	3.40	3.40	3.40	3.40
Overton (dep't)	10.42	11.42	2.42	3.42	3.42	3.42	3.42	3.42	3.42
Milford	10.45	11.45	2.45	3.45	3.45	3.45	3.45	3.45	3.45
New Milton	11.10	12.10	3.10	4.10	4.10	4.10	4.10	4.10	4.10
Highcliffe-on-Sea	11.15	12.15	3.15	4.15	4.15	4.15	4.15	4.15	4.15
Brookhurst	11.20	12.20	3.20	4.20	4.20	4.20	4.20	4.20	4.20
Christchurch, King Road	11.30	12.30	3.30	4.30	4.30	4.30	4.30	4.30	4.30
Bournemouth, Hardy's Garage	11.40	12.40	3.40	4.40	4.40	4.40	4.40	4.40	4.40
Bournemouth Square, dep't	11.45	12.45	3.45	4.45	4.45	4.45	4.45	4.45	4.45
B—Change at Lymington for Bournemouth.									
Southampton (dep't)	8.0	8.40	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Stone's Road, Above Bar	8.10	10.30	2.10	3.10	3.10	3.10	3.10	3.10	3.10
Totton	8.15	10.35	2.15	3.15	3.15	3.15	3.15	3.15	3.15
Bournemouth	8.20	10.40	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Lymington Road Station	8.30	11.0	2.30	3.30	3.30	3.30	3.30	3.30	3.30
Christchurch, King Road	8.40	11.10	2.40	3.40	3.40	3.40	3.40	3.40	3.40
Brookhurst	8.50	11.20	2.50	3.50	3.50	3.50	3.50	3.50	3.50
New Milton	10.20	11.20	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Lymington	10.30	11.30	2.30	3.30	3.30	3.30	3.30	3.30	3.30
Portsmouth Green	10.40	11.40	2.40	3.40	3.40	3.40	3.40	3.40	3.40
Overton (dep't)	10.42	11.42	2.42	3.42	3.42	3.42	3.42	3.42	3.42
Milford	10.45	11.45	2.45	3.45	3.45	3.45	3.45	3.45	3.45
New Milton	11.10	12.10	3.10	4.10	4.10	4.10	4.10	4.10	4.10
Highcliffe-on-Sea	11.15	12.15	3.15	4.15	4.15	4.15	4.15	4.15	4.15
Brookhurst	11.20	12.20	3.20	4.20	4.20	4.20	4.20	4.20	4.20
Christchurch, King Road	11.30	12.30	3.30	4.30	4.30	4.30	4.30	4.30	4.30
Bournemouth, Hardy's Garage	11.40	12.40	3.40	4.40	4.40	4.40	4.40	4.40	4.40
Bournemouth Square, dep't	11.45	12.45	3.45	4.45	4.45	4.45	4.45	4.45	4.45
C—Southampton, Nursling and Romsey.									
Southampton (dep't)	8.0	8.40	9.00	9.30	10.00	10.30	11.00	11.30	12.00
Stone's Road, Above Bar	8.10	10.30	2.10	3.10	3.10	3.10	3.10	3.10	3.10
Nursling	8.20	10.40	2.20	3.20	3.20	3.20	3.20	3.20	3.20
Romsey (dep't)	8.30	11.0	2.30	3.30	3.30	3.30	3.30	3.30	3.30
Nursling	8.40	11.10	2.40	3.40	3.40	3.40	3.40	3.40	3.40
Southampton (dep't)	8.50	11.20	2.50	3.50	3.50	3.50	3.50	3.50	3.50
Stone's Road, Above Bar	9.00	11.30	3.00	4.00	4.00	4.00	4.00	4.00	4.00
W & S—Woolmsley and Burscough only. N.S.—Not on Sunday.									
The Company will make every effort to maintain the Service, but give no guarantee that the same will be performed, and reserve the right to alter or revise the Time Table or these without notice. They will not be liable for any loss, damage, injury or reimbursement that may be incurred by any failure to maintain the service for any of the reasons stated above.									
Registered Office: THE ROYAL NEWS, NEWBISH AVENUE, BATHURST, WILTSHIRE.									
Telephone 2284, Southampton.									
Southampton Depot: 208, Shirley Road, Southampton. Telephone 1665, Southampton.									
(By order) W. W. GRARAM, General Manager.									
August 11th, 1920.									

In 1929 the Southern Railway purchased a major shareholding in Hants and Dorset and Wilts and Dorset giving them representation at board level. The railway industry regarded their bus interests as feeder services to the railway and used their influence to limit direct competition. Eventually joint advertising and inter-availability of road and rail tickets was introduced.

The Road Traffic Act of 1930 introduced a national system of licensing bus services. Routes had been approved by local councils, watch committees and local police forces. Councils sometimes insisted on payment for every working to assist with road maintenance. The Act established a system of Traffic Commissioners who oversaw the registration of operators and routes. They were the final arbiters in disputes between bus companies and with other bodies such as local councils or railway companies. As part of the same legislation, drivers and conductors were licensed for the first time.

With an assured market and limited competition, both local bus companies settled into a period of operational stability and improving services and vehicles. Financial stability was assured by the Southern Railway acquiring a shareholding in both Hants & Dorset and Wilts and Dorset from 1929.



The programme for the RAODS production of the Mikado in 1935 when Hants and Dorset laid on a special bus to Southampton at the end of the performance.

The Hants and Dorset Motor Services, Ltd., have kindly arranged for a bus to leave the Market Place for Southampton at the close of the performance each night.

The Second World War saw a reduction in services and conductresses were introduced to replace men who had joined up. Blackout regulations were applied to all buses with reduced internal and external lights. Mudguards and the rear platforms had white paint applied to assist visibility, while cream or aluminium roofs were repainted green or grey to camouflage vehicles from the air.

Hants and Dorset moved their eastern area office from Southampton to Romsey in December 1940 until late 1944. During the blitz on Southampton, crews were allowed to take their vehicles and families out of the city and park overnight in the New Forest or around Romsey. Some Hants and Dorset vehicles were loaned to London during 1940 and 1941 to cover for losses from bombing. They carried commemorative plaques for the rest of their working lives.

In September 1942 there was a financial restructuring of some majority shareholders into the Tilling Group. Standardised liveries and vehicle types were applied across the group for the next thirty years. In 1948 the railways were nationalised and in September 1948 the Tilling Group sold out to the British Transport Commission and state ownership.

After World War Two it took about 10 years to catch up with vehicle replacement where older vehicles had been kept in service. The retention of staff competing against better paid work was never fully resolved. Some batches of vehicles from provincial operators were diverted to work for London Transport in 1948 to 1950 before being delivered to their rightful owners, including Hants & Dorset.

The timetable dated July 1949 for Wilts and Dorset route 36 between Romsey, Lockerley and Salisbury showed the level of service provided. There were nine return workings throughout on weekdays with seven short workings between Romsey and Dean. Sundays only saw seven return workings.

Fuel rationing ended in 1950 which allowed the re-emergence of private motoring. Eventually this caused a decline in bus traffic which continued for many years. There was also an increase in fuel duty at the same time. December 1950 saw the first fare increase in 20 years.

From the late 1950's one man operation of buses on country routes was introduced to save the cost of a conductor. This was facilitated by the introduction of buses with underfloor engines and front entrances. Within a few years Hants and Dorset started down grading coaches by fitting destination blinds and ticket machines to extend their working life on lesser used services.



This is outside the Plaza Cinema on one of the occasions that the Tadburn Lake burst its banks in the early 1960's. The bus is Bristol Lodekka which entered service in April 1960 and was based in Southampton.

The routes 83 and 84 up the Test Valley to Andover were enhanced in 1964 following the closure of the railway line between Romsey and Andover. The agreement to close the line required that an enhanced bus service should be

provided for a number of years. By 1982 the service had been split at Stockbridge and within a few years the through service had withered away.

This shows where Hants & Dorset buses used to park next to the Palmerston statue until the mid 1960's. Increasing traffic and longer (30 foot long) buses made it impractical and H & D services moved to the north side of the Market Place. The bus is a Bristol Lodekka with an Eastern Coach Works body and entered service in June 1959.



Hants and Dorset and Wilts and Dorset were combined under common management in 1964, but kept their separate identities.

An allocation report for 30th March 1967 shows Hants and Dorset had two vehicles, four drivers and two conductors based at Romsey, plus one clerical post staffing the enquiry office. Wilts and Dorset had two vehicles and four drivers based at Romsey around that date for route 36 to Salisbury and routes 83 & 84 to Andover.

The 1968 Transport Act amalgamated the Tillings group of state owned bus companies with the British Electric Traction group to form the National Bus Company from 1st January 1969. Initially the National Bus Company made no difference passengers or bus crews.

New legislation on drivers working hours from 15th March 1970 led to a severe reduction of overtime working and rest day working which led to many ad-hoc cancellations. In one week Southampton depot alone lost 2700 miles of services. For the first time ever Hants and Dorset made a loss of £200,000 on revenue of £4.7 million for the year ending 31 December 1970. The economics of the local bus companies were poor in the early 1970's. Hants and Dorset and Wilts and Dorset saw a reduction of four million passenger journeys between 1969 and 1971. The National Bus Company was requesting greater economies and wider introduction of one person operation. The joint fleet was reduced from 770 vehicles in December 1969 to 670 in June 1971. All single deck buses were suitable for driver only operation by 1970, but the entire double deck fleet was conductor operated. Hants and Dorset and Wilts and Dorset received batches of second hand Leyland vehicles from Maidstone and District all suitable for one man operation. Maintenance costs initially increased



2 June 1972 Last day of bus terminations in Market Place.

as there were no Leyland spares in stock and none of the fitters were familiar with the chassis designs.

1972 saw visible changes to bus operations across the

country. The National Bus Company launched its corporate identity scheme. Wilts and Dorset was absorbed into Hants & Dorset and the fleet was painted an insipid red livery over a few years. Crews were issued with light grey uniforms. Many crew members' expressed their dislike of the new order by replacing the corporate NBC badges with H&D or W&D enamelled badges. The first Leyland National single deck buses were introduced and were designed for mass production with a limited number of seating and furnishing options.



H&D 1825 (MW-ECW former coach) Romsey. 2 July 1972 Last 65A to Lyndhurst.

The town bus station finally opened 4th June 1972 and bus services ceased terminating in the Market Place. The bus station had been completed a couple of years earlier, but only used for stabling buses overnight. In the background the Local Government Act allowed local authorities to subsidise local services and to co-ordinate public transport. Hampshire County Council still produces excellent local transport timetables.

In April 1973 King Alfred Motor Services were taken over by Hants and Dorset and a number of their buses appeared on Route 66 from Winchester over the next few years. Vehicle shortages resulting from long delivery times and shortages of spare parts led to hiring buses from other fleets during 1974. Primrose yellow Bournemouth Corporation buses worked from Southampton depot and Southampton City buses worked around Poole.

Over the next few years services were economised and rural routes like the 36 to Salisbury via Lockerley started to be funded by local authority grants for socially important services and school travel. In 1982 the route had declined to 5 return weekday workings. By 2018 the route was split into one return trip

between Romsey and Lockerley, three days per week and four Monday to Friday return trips between West Dean and Salisbury. In early 2023 the last rump of the Romsey to Lockerley service was withdrawn.

With declining traffic, high capacity single deck buses provided adequate capacity for former double deck workings. In 1978 the final conductor operated buses were withdrawn by Hants and Dorset. In the same year, the National Bus Company started the Market Analysis Programme to make best use of vehicles and crews. Local brand names were applied to buses according to their allocation. With more efficient planning of vehicle operations and cancelling non profitable workings, the savings were considerable. In 1980 Winchester reduced from 19 to 14 vehicle duties on weekdays, which was typical of the economies achieved.

The next reorganisation was from July 1980 to break up the large operating companies into smaller locally focussed organisations. Hants & Dorset was split into Wilts and Dorset (Salisbury, Bournemouth and Dorset) from March 1983, Hampshire Bus (Andover, Basingstoke, Winchester, Eastleigh, Southampton and Lymington) and Provincial was recreated to operate the Gosport and Fareham area. Separate companies were created for coach operations and heavy engineering. With this change new liveries were introduced, almost anything apart from plain red.

This arrangement was short lived as the 1985 Transport Act set up deregulation of the bus industry allowing open competition and the sale of the National Bus Company. The deregulation of services took effect from October 1986 without problems around Romsey with only limited gaps in the market. In Southampton City deregulation led to fierce competition and Solent Blue Line was started by Southern Vectis in competition to the City Transport services and local Hampshire Bus services.

In April 1987 Stagecoach Group purchased Hampshire Bus. After a few months, they sold Southampton bus station and Grosvenor Place depot in Southampton to property developers and sold the fleet and routes of Southampton and Eastleigh depots to Solent Blue Line. Stagecoach retained ownership of Winchester, Andover and Basingstoke depots and services. Later in 1987 Solent Blue line purchased the business and routes of B.S.Williams of Bishops Waltham.

The new route licensing regime allowed smaller operators to compete with established operators. Around Southern Hampshire over the last 25 years, Countywide were absorbed by Stagecoach and Unilink was quickly absorbed by Go-Ahead. Brijan Coaches expanded into bus operation from coaches on excursions and charters. Velvet Buses was a new company created to compete for tendered services. Both suffered maintenance problems and their licences were revoked by Traffic Commissioners. Another new company, Xela Bus, has survived on council sponsored routes and school contracts.

Southampton City tendered for the county sponsored Sunday service in the early 1990's and operated to North Baddesley and Romsey as an extension of one of their cross city routes.

In 1996 the South West Trains rail franchise which was held by Stagecoach experimented with running connecting buses to expand their network. Designated buses operated limited stop services to connect with the train service and sold a small selection of railway tickets. The first two routes were Liphook to Bordon and Winchester to Romsey. The Stagecoach Hampshire bus fleet had been reduced to the barest minimum, so vehicles had to be hired from elsewhere in Stagecoach group and painted in the current Stagecoach Rail livery. By 2005 the rail-link buses were interworked with route 66 buses. In 2009 the service was withdrawn as it was carrying very few rail passengers.

The creation of larger financial groups started soon after privatisation. Provincial and Southampton City were swallowed by First Group in 1995 and 1997. Go-Ahead group purchased Wilts and Dorset in 2003 and Southern Vectis/Solent Blue Line in 2007.

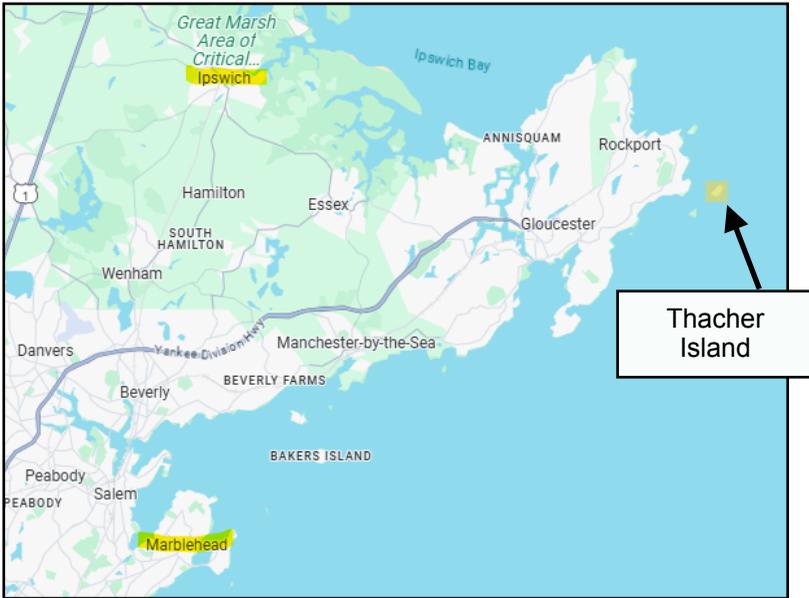
Legislation introduced in 2004 introduced the ruling that stage carriage buses must have flat floors for disabled access if they were to be used after 2017. As the accountancy lifespan of buses is between 12 and 15 years this was less of an upset for bus operators than might be expected. Low floor buses had been in production for about ten years before this legislation, so most of the reliability problems had been resolved.

Another new independent operator, Wheelers Coaches, started operation from Romsey to Southampton in 2013 via Abbotswood, Halterworth, North Baddesley, Chilworth and Portswood to Southampton. By November 2018 the service had been cut back to Southampton Science Park only and had been withdrawn by early 2020.

One hundred years on and there is still a bus service between Romsey and Southampton. But what would the early pioneers have made of soft seats, electronic next stop displays and air conditioning?

Bibliography

Centenary leaflet produced by Go Ahead for Hants & Dorset (2016)
Wilts & Dorset 1915 - 1995, Steve Chislett pub Millstream Books 1995
Hants & Dorset – A History, Colin Morris pub DTS publishing 1996
Hants & Dorset Motor Services Ltd Fleet History Part 1 1916 – 1949 (PK781),
Pub PSV Circle August 1999
Hants & Dorset Motor Services Ltd Fleet History Part 2 1950 – 1975 (PK782),
Pub PSV Circle December 1999
Fleet History of Hampshire Bus Company Ltd; Pilgrim Coaches Ltd; Provincial Bus Company Ltd, (PH13) Pub PSV Circle 1995
Romsey Advertiser (Various dates)
Romsey Revisited facebook page
Romsey Local History Group photo archives.
HCC Timetable leaflets and Hants & Dorset Enthusiasts facebook page.



Map of Massachusetts coast north of Boston



Many groups of Puritans emigrated to America in the first half of the 17th century. One group followed John Winthrop who became Governor of the colony of Massachusetts during its first twenty years. Unlike the Pilgrim Fathers of the 1620s who settled in Plymouth, this group did not want to separate from the Church of England but sought merely to reform it. One particular group embarked at Southampton on the 'James of London' in April 1635. Included in the manifest for the passengers are the names of 53 individuals including 6 individuals from Romsey: John Knight, Tailor; Richard Knight, Tailor; Thomas Smithe, Weaver; Nicholas Holte, Tanner; John Emery, Carpenter; Anthony Emery, Carpenter. Among the other passengers was Joseph Avery's cousin, Anthony Thatcher, and his nephew, Thomas.

In June of the same year Joseph Avery and his family also emigrated to Massachusetts. Joseph was born in Berkshire in 1599 and gained a degree from Oxford University. He was ordained at Salisbury Cathedral on 8 June 1623 and became a curate of St James Church, Ansty, Wiltshire in the same year. He became vicar of Romsey in 1626. He had four children John, Susanna, Elizabeth and Sarah. There are no further specific references to Joseph Avery in the Abbey Register after 1632, and it may be significant that the manner of writing up entries in the register switches to Latin from May 1635 which would coincide with the likely departure of Joseph Avery to America.

A reliable account of the fate of Joseph Avery can be found in a letter that Anthony Thacher wrote to his own brother, Reverend Peter Thacher, (father of Thomas) a few days after the accident that killed Joseph Avery and his family and 'when matters were fresh in his memory'.

Anthony said that there was a "league of perpetual friendship between my cousin Avery and myself never to forsake each other to the death but to be partakers of each other's misery or welfare as also of habitation in the same place". He said that on their arrival in New England, his cousin was invited to Marblehead to be the pastor but Joseph was reluctant to go as there was no church there and, because of the fishing trade, he felt that the behaviour of his parishioners would leave a bit to be desired! So, they initially went to Newbury but after being persuaded by the local ministers and magistrates that it would be beneficial to "Country and Commonwealth" if they went to Marblehead, they consented to take on the challenge.

They embarked at Ipswich on the ship *the Watch and Wait* on 11 August 1635 with their families being twenty-three persons in all:-

Anthony Thacher - party of eleven: Joseph Avery - party of seven:

William Elliot of New Sarum; and four mariners.

Anthony reported that around 10 o'clock at night on 14 August, there was a fresh gale of wind and the sails were destroyed, so they cast anchor intending to put up fresh sails in the morning. However, before light he said "it pleased the Lord to send so mighty a storm as the like was never known in New England, . . . nor in the memory of the Indians". This storm was known as the Great Colonial Hurricane and caused the loss of several ships and lives.

Thacher went on to say that as the families sat comforting themselves, they were lifted upon a rock and were up to their middles in water and stuck between two rocks and, it seems, still in their cabin. The mariners appear to have abandoned ship and left the two families on the boat ready to die together. Then some of the group, including Thacher and Avery, appear to have been washed out of the boat onto a rock but a further wave washed them back into the sea. Finally, Thacher and his wife seem to have made it to shore on an Island, now renamed "Thacher Island" off Rockport where the Cape Ann Light Station is now located. However, the rest of the party, including the mariners, were all lost.

Thacher says that he and his wife survived on the island by gathering a few clothes, a flint and gunpowder and some food from a knapsack which had been cast ashore. They were able to start a fire and survive for a while until a rescue boat came on the Monday following to take them to Marblehead. Poignantly, he reported that he found the body of his cousin's eldest daughter, Susanna, then aged eight, on the shore and she was buried on the Island.



Thacher Island

Because of Thacher's letter, word of the tragedy spread very quickly throughout England and the American colonies. A number of 17th-century Puritan ministers even wrote about it, including both Increase and Cotton Mather, renowned ministers of Boston, Massachusetts.

Later, in the 18th and 19th century, it was mentioned in a number of books about New England history. It was perhaps because of this documentation that the 19th century New England poet, John Greenleaf Whittier, chose to write about it in his poem "The Swan Song of Parson Avery".

*"There was wailing on the mainland, from the rocks of Marblehead
in the stricken Church of Newbury the notes of prayer were read,
And long, by board and Hearthstone, the living mourn the dead.
And still the fishers outbound, or scudding from the squall,
With grave and reverent faces, the ancient tale recall,
when they see the white waves breaking on the rock of Avery's fall!"*

The post-script to this sad story is the winding up of Joseph Avery's estate with administration granted to Mr Anthony Thacher:

Due to him from John Emery, carpenter, £07 00s 00d.

Item from Robte. Andrewes of Ipswich, which

he confesseth to be due & pd. Forthwith, 02 00 00

Item from Mr William Hilton, 02 16 00

or a sow & pigs to that value. Testis, Rich: Kent

*From Rich: Kent of Ipswich, ten bushels of Indian corn, which he
acknowledgeth.*

It seems that Joseph Avery had contracted with John Emery to build the church intended for Marblehead and Emery claimed he had done some of the work and therefore his debt was less than the full £7. They both travelled to New England on the same ship in 1635.

Three generations of the Lordan family in Romsey by Mary Harris

Jeremiah Lordan was born in Richmond, Surrey in 1785. He was living in Romsey by 1815 and married Ann, daughter of William Legge, in 1816. Jeremiah clearly thought that his wife was important because he established the custom of naming their descendants 'Legge Lordan'. By 1820s Jeremiah was established in Romsey, well enough thought of to be elected local agent of the Hampshire Benefit Society. Trade Directories list him as printer. Their children, Christopher Legge Lordan and Elizabeth were born in 1818 and 1819.

In 1828 Jeremiah's address is given as Church Street when he was appointed sub-distributor of Revenue stamps 'for this town and neighbourhood' but he was soon established in the Market Place.



The Stamp Office, Market Place, Romsey about 1860

The Stamp Office was not the Post Office (although both activities took place here between 1867 and 1889). These fiscal stamps were physical stamps which had to be attached to or impressed upon the document in question when the required tax was paid. Stamp duties covered newspapers (until 1855), almanacks (until 1834), playing cards (until 1860), apprentices' indentures, insurance policies, dice (until 1862), and advertisements (until 1853).

Many of the old documents and deeds preserved for Romsey buildings have stamps which must have been attached at the Romsey Stamp Office. The Office was run by Jeremiah Lordan from 1828 who also ran the shop as a stationers and printers and operated a lending library. In addition he personally acted as clerk to several local organisations.

By the census of 1841 Christopher, then aged 23 years, was listed as a printer alongside his father in the building on the site of the present TSB bank in the Market Place. In 1836 he was one of the Romsey Provisional Committee for the Salisbury, Romsey and Southampton Railway. By 1840 he was Surveyor of roads for the Romsey, Broughton, Stockbridge and Wallop Turnpike Roads. In 1849 Trade directories list Jeremiah as bookseller, clerk to the Board of Guardians, Superintendent Registrar of births, deaths and marriages, as well as subdistributor of revenue stamps. 1857 C L Lordan now Superintendent Registrar of births, deaths and marriages and publisher of Romsey Record. and by 1850s was clerk to the Turnpike Trustees. He served on the Town Council for many years before his death in 1855. In 1851 Hunts Directory lists Jeremiah as Clerk to the Board of Guardians.

The 1851 census records Jeremiah as resident in the Market Place but Christopher and his family living at Luzborough.

Burgess Dispute:

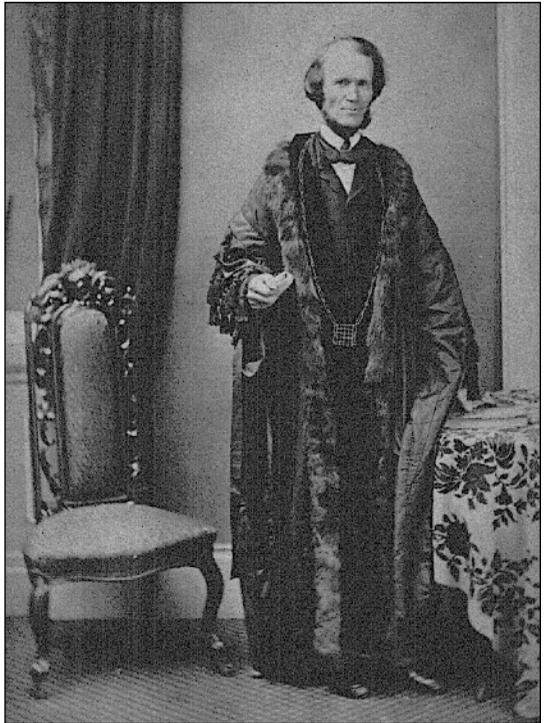
Usually the revision of the list of burgesses passed off without any problems but in 1851 two names were left off the list, Jeremiah Lordan aged 66y and his son, Christopher Legge Lordan aged 33y, both of whom had been on the list for a good many years. Mr James Sharpe from Southampton attended the meeting representing the overseers and disputed the right of the Lordans to be included on the burgess roll. It appeared that the only entry in the board roll book was Messrs. Lordan, and there was no first or surname, and no separate assessment for either party. In addition and perhaps more importantly Mr Sharpe maintained that Christopher Legge Lordan had no right to be a burgesses because he did not live inside the borough boundary. Christopher, representing himself and his father, claimed that since he took over his father's printing business within the town he did have the right to be on the burgess list. He claimed that there had been a deed signed to this effect and Mr Sharpe asked him to produce it. Unfortunately although the court waited an hour the deed could not be found and Christopher admitted that he did now live at Luzborough which was outside the borough and that he had not slept on the premises in the Market Place for at least 7 years. As an inhabitant of Romsey Extra Christopher Legge Lordan did not pay rates to the borough. However, the court felt that he should be again placed on the list of burgesses and, although one assessor disagreed, the other assessor and the mayor, Mr H P Curtis agreed. The journalist of the Hampshire Telegraph felt that someone who did not pay rates being able to be a burgess was 'a perfect anomaly'.

Jeremiah Lordan continued to act on local bodies, being surveyor of roads and clerk to the Trustees for the Romsey, Broughton, Stockbridge and Wallop Turnpike Trust and clerk to the Romsey Board of Guardians until he died in 1855. His obituary described him as 'for many years a Town Councillor'.

Christopher Legge Lordan had married in 1845 Jane Fryer Withers whose family were prosperous tradesmen in Romsey. He and Jane moved to Luzborough House where they raised their family. According to his deposition to the Court in 1851 Christopher had already formally taken over his father's business as a printer in Romsey Market Place. This comprised the Stamp Office and a stationer's, book seller's, a lending library as well as a printer's and publisher's.

*Christopher Legge
Lordan in mayoral
robes*

Christopher became a burgess and member of the Town Council and served as mayor in 1862 and 1865. He was mayor when the present Town Hall was built and his initials are above the front door. In 1859 he began publishing and printing a local newspaper, 'The Register'. The newspaper consisted of 4 pages with the front page carrying local news and adverts (including a number for his own products and services) and the other three pages national and international news. It was published on the fortnightly Thursday Market day. He also took on a number of his father's roles, as Clerk to the Board of Guardians etc.



In 1867 John Pepper, Postmaster of Romsey, resigned and emigrated to New Zealand and Christopher Legge Lordan took on the role of Postmaster combining it with the stationers, printers, and Stamp Office functions at No 6 Market place.

Christopher Legge Lordan wrote and printed an almanac each year. As well as this and the newspaper Christopher Legge Lordan wrote a number of books



Christopher Legge Lordan's initials above the Town Hall door.

mostly on local issues. He was also the author of *Of Certain English Surnames and Their Occasional Odd Phases when Seen in Groups and Colloquies, Desultory and Diverse, But Chiefly Upon Poetry and Poets*. This last was first published 1843 and is claimed to be the first or one of the first books ever printed without being first written. Christopher Legge Lordan claimed in the dedication that *'Of the little volume before you, one individual has been the composer, and compositor and imprinter throughout ... The pen has been a stranger to the prose part of its composition, and the scribe's office subverted'*. In 1843 he was only 25 years old but had

been working with his father as a printer since a child and was very familiar with the process of type setting. He was therefore able to put his thoughts straight onto a composing stick. The book is listed as printed by J Lordan.

Christopher Legge Lordan retired as postmaster in 1882 and his son, Frederick Legge Lordan, seems to have taken over the whole business. In 1889 Frederick left No. 6 Market Place and moved into the premises at No. 27 Market Place where the Pepper family had run the Post Office until 1867. These premises became solely used for Post Office business and Lordan acquired No. 26 next door to use as a stationers and printers. By the time the Romsey Register closed in 1890 it was being printed by C A Truman for Lordan and Co. printers. About 1895 No. 6 Market Place became the premises of Sydney Sawbridge, Estate Agents and The Studio of the photographer, William Rendall Vandyke. In 1900 the old building was demolished and replaced with the Capital and Counties Bank built by George Goulding, builder, of The Hundred.

Frederick Legge Lordan married Mary Ann Cave in 1885 and they had several children, but all seem to have moved away from Romsey as they grew up. In 1907 Frederick Legge Lordan retired as postmaster and was granted a Post Office pension, or at least requested one. His son, William Legge Lordan (born in 1889), was a civil servant and living in Westminster by 1920.

News from the Society Autumn - Spring 2024-5

Some recent donations to our archives:.

More postcards of old Romsey, 1960s & 70s Hampshire Magazines, Records of Brook Close Residents Association to 2019, possibly to pass on to HRO, a few TVAT records including photographs of Tylee, Mortimer and Attlee document store. In addition we have had the donation of a number of books on how to research local and family history. These books are available for members to read and to borrow on request.

Monday Morning workshops have been busy all year, with regular researchers and visitors. We are also trying to find a way to make the photograph catalogue easier to use for members and visitors.

Third Thursday Zoom Chats

Barbara Burbridge has continued to share her knowledge on Romsey's history through Zoom chats on Romsey market and on the Latham bankruptcy. We hope to have a few more sessions where we can discuss our ideas on the development of Romsey's roads and routeways.

Revision of *'So Drunk He Must Have Been to Romsey'*

The revision of *'So Drunk he must have been to Romsey'* is taking longer than we anticipated because we have found a good deal of extra information from the censuses now available and from local newspapers. We hope to publish the new revised version later this year.

SORP (Survey of Romsey project)

Plans are in place to create a website to showcase our work on the streets and buildings of Romsey. Recently we have been studying the late 19th century terraced houses, some of which have date and name plaques.

Town Hall Archives

Work continues and the Town Council hopes to have an exhibition of their paintings and artefacts in the near future.

Wellow History Society

Sadly Michael Sleigh who has been a very important member of both the Wellow and Romsey Societies died on 17th February. Michael's knowledge of the Wellow area was very useful when we were researching the Saxon period in the lower Test valley area and his contribution to the Saxon project was much valued.

Queries

We receive a large number of queries on aspects of local history through our email address. Some of these are easily answered but some require research and provide very interesting results. We have discovered that part of one of the huts from Romsey Remount camp is still in use as a store at Bramshaw Village Hall.



Remount Camp hut at Bramshaw



J E Alcock on the left, with the 1902 De Dion Bouton car.

We also researched the Alcock family of West Wellow who owned a 1902 De Dion Bouton car and took part in the London to Brighton Veteran car run. The car is now owned by a gentleman in Pennsylvania who sent the query.



Archaeology

Romsey Abbey have recently given the Saxon spearhead which was found near Greatbridge in the late 19th century to the Hampshire Cultural Trust for safekeeping. A group from the Society visited Chilcomb House to have a good look at this artefact. We also took the opportunity to look at some of the other archaeological finds from Romsey.

King John's House Fire

We were very saddened by the news of the fire at King John's House in the early hours of Sunday, February 23th.

Museum manager, Jade Poulton, said:

"We are incredibly grateful to the fire service, and to Test Valley Borough Council for helping to quickly secure the site and the building. It appears the fire was largely confined to the Grade I medieval building known as King John's House and did not spread to the adjoining Tudor Cottage and tearoom. The Victorian buildings that house most of the museum's collection, archives, and exhibitions, were not affected.

"The Grade II Tudor Cottage has sustained smoke damage. We can see fire damage to the twentieth century flooring in King John's House. The visual impact is dramatic, but we won't know the detail until we are given permission

to access all parts of the building, and it is safe to do so. We await the official fire investigator's report.

“Now we are through managing the initial emergency response phase, everyone involved with the museum is recovering from the shock of the fire, assessing its impact, and taking advice from supporting agencies and experts.”

King John's House and Museum, along with its tearoom, and gardens are temporarily closed to the public and are likely to remain closed for some time. The gardens and main museum buildings on Church Street were untouched by the fire and are likely to re-open to the public first.

“This fire will become another part of the astonishing survival story of King John's House and the timeline of changes to the buildings in Church Court over the centuries. Doubtless there will also be some impressive learning and research to come from this special building and its ability to withstand the many trials it has faced over 800 years. We are about to embark on a major restoration of King John's House and Museum and although we now have an unexpected set of challenges ahead of us, we are committed to telling the remarkable story of this place in exciting new ways.”

A team of local volunteers from the Romsey area are already back to work in the museum gardens and postgraduate students from the University of Winchester continue working on an archives project, which received £8,250 from the UK government through the UK Shared Prosperity Fund.

There is currently no telephone line and all contact with the museum is via info@kingjohnshouse.org.uk.



The damage at KJH



The museum's website has a donate option, with updates being posted on Instagram and Facebook.

[Donate – King John's House and Museum](#)

King John's House and Museum is managed by King John's House and Tudor Cottage Trust Ltd, an independent charitable trust, supported by Test Valley Borough Council.