Milford Street Bridge Project
memory walk

Introducing our Memory Walk

Our memory walk takes you through an anecdotal history of the area around the Milford Street Bridge Mural. You will discover stories of our local characters who lived here before the Churchill Way Ring Road. You will see where they lived, where they worked and how they lived their lives – we will be weaving around in time, from century to century. We will show you some of the diverse aspects of Salisbury's rich social, industrial and railway history. This walk also reveals how the Ring Road impacted on the lives of a tight-knit community; ruining small businesses and demolishing irreplaceable heritage buildings.
A Little Bit Of Background

Salisbury was renowned for congestion on its City-centre streets. In the early 1970s, the Ring Road you can see was built to ease this historic problem. Part of it followed the old route of London Road and Rampart Road.

Anne Abrahams, an oral history interviewee, remembers the problem well: *'Salisbury always had a tendency to get clogged up, what with the cattle and the traffic…'*

In the late 1960s, preparations for the new Ring Road were underway and the residents along Rampart Road, Culver Street and Milford Street, Salisbury, received the letters that changed their lives forever. Compulsory purchase orders for their homes and businesses arrived out of the blue. Relocation and witnessing the demolition of their homes followed. The Beckingsale Training Home for Girls at the end of St Martin's Church Street, Number 88 Milford Street – a beautiful late Mediaeval building, the almshouses at the top of Winchester Street were also demolished and a strip of land was removed from the Greencroft.

Robert Fitzgeorge, an interviewee, remembers what this meant to him: *'Well, it was quite a shake up when they brought that road, put that road through there because they pulled, the house down my wife was born in. 'Cause her family had to move elsewhere and, well we lost father and we lost mother and they moved to other properties, you know, old people's homes and places like that. And, very often we're going along that road, the old Rampart Road, the dual carriageway now and, just look across and think to myself that's where the house was.'*

A whole community was swept away, gone… but not forgotten.

The Milford Street Bridge Project – a community project – has recorded and archived the rich history of the area before the Ring Road. Significant memories have been discovered of past times and have been depicted on our Mural. The journey of our Project is showcased on our website www.milfordstreetbridgeproject.org.uk .

George Fleming, the Project's historian has researched and orchestrated our walk in his distinctive style. The Project's oral historian, Barbara Gibson, has adapted the walk for on-line use by incorporating the memory clips from our oral history interviewees along with contributions from volunteers.

Clare Christopher
Project Co-ordinator
Milford Street Bridge Project
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www.milfordstreetbridgeproject.org.uk

Introducing George Fleming who researched and orchestrated our walk. He is standing in front of The Cafe on the Park. *Photo John Palmer 2014*

MP3 audio clips of the interviewees can be downloaded separately from the Memory Walk page on our website and listened to on an MP3 player or on a computer.

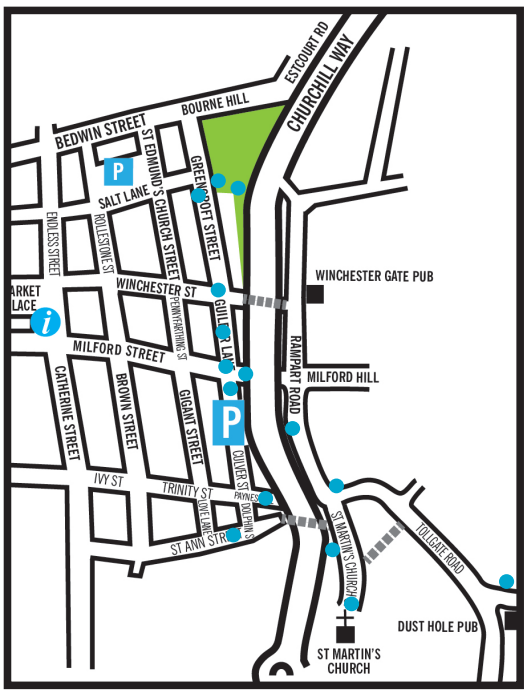
www.milfordstreetbridgeproject.org.uk

heritage lottery fund
LOTTERY FUNDED

St. Edmund's Community Association

Milford Street Bridge Project
memory walk

Getting Started



The walk is simple to follow. You can either follow the walk online or, from early September you can download the Walk Guide, the map showing the 15 Stands along the route, and the oral history clips. You can follow the planned walk or feel free to alter or shorten it yourself. It is easy to get to the Start of the walk from the City Centre.

Length: Half a mile approx.

Level: Easy

Time:
Variable – between 1-2 hours, depends on how much you time you want to spend at each Stand.

Wheelchair:
Accessible

Nearest car park:
Salt Lane

Refreshments:
At start of walk: Cafe on the Park. Open Monday-Fridays, 11.30-14.30. Good food – snacks, lunches, eat in or take away. Half way through walk: Anchor and Hope – characterful pub, with real ales and cider. Towards end of Walk: The Dusthole – family friendly pub with good food, real ales and garden.

Ending the Walk
Our walk ends at Stand 15 on Rampart Road. Rita Jacob lived at No.16 Rampart Road which was demolished when the Ring Road was built. She tells her story which evokes how life was lived on this street. Rampart Road takes you back to the Mural at the cross roads with Milford Street. From here you can easily return down Milford Street into the City centre, or back to the car park, or you can continue along Rampart Road to another traditional real ale and cider pub – The Winchester Gate on your right.

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St. Edmund's Community Association

Stand 1. The Greencroft

The Greencroft is generally held to be the oldest green space within the City boundary of Salisbury. Since the Middle Ages it has been a space where commerce and industry have co-existed with recreation and, at times, this feature has had to be jealously guarded by the citizens.

During the Middle Ages, Salisbury was the centre of a thriving wool trade. Newly made woollen cloth was hung out to dry and stretch on large racks, called 'tenterhooks'. Hence our expression for tension 'being on tenterhooks'. This, like the grazing of animals, was environmentally friendly and permitted by the City. But the City Fathers were careful to safeguard the citizens' rights to recreation. Leases of the Greencroft usually included the clause 'reserving the liberty of playing and walking'.

The Dark side - Plague Pits

In 1348, the whole of Europe was devastated by the pandemic known as 'The Black Death'. This is usually held to be bubonic plague, spread by fleas on rats. It is estimated that one third of the population of Europe was wiped out in a couple of years and Salisbury was no exception. The plague became endemic and returned at intervals, though usually more localised and less virulent. Salisbury was hit by a particularly bad outbreak in 1627. In St Edmund's churchyard alone, 172 victims were buried in one month.

When the plague struck, churchyards simply couldn't cope and mass graves - known as 'plague pits' - were dug on the outskirts of towns. One of Salisbury's chosen sites was the Greencroft. The precise location of the pits is uncertain, but there is a long-established principle that subsequent building is not permitted on the plague pits and this may have protected the Greencroft from development in the following centuries.

In 1939/40, air raid shelter trenches were dug here, but they were on the line of the old city rampart, which would not have been used for plague pits in the fourteenth century.

A Place of Execution

Among the rights reserved by the City Fathers, when leasing out the Greencroft, were 'rights of execution'. In an age when you could be hanged for stealing anything worth more than a shilling, it was always a problem finding venues for gallows. Executions in Salisbury also took place on the other side of town, in the Fisherton district. The Greencroft had plenty of space, needed as executions were public spectacles. The gallows could be dismantled and the Greencroft returned to its role as a playground. It is recorded that in the 18th century two soldiers were executed here for desertion.

Nelson Morris' Yard

No. 85, The Greencroft was originally a stable yard, and has the initials 'N.M.' engraved on its front. This was the business of a prominent Salisbury character in the early 20th Century – Nelson Morris, the horse dealer and slaughterer. At that time, horses were used extensively for haulage. Nelson, in fact, provided a service that would nowadays be supplied by a vet. He also provided 'horse ambulances' for the Salisbury Races. When he died, the 115 wreaths at his funeral included those from Salisbury vets, Chipperfield's Circus and the Salisbury Racecourse. When horses were superseded by the motorcar Nelson Morris turned his premises into a garage.

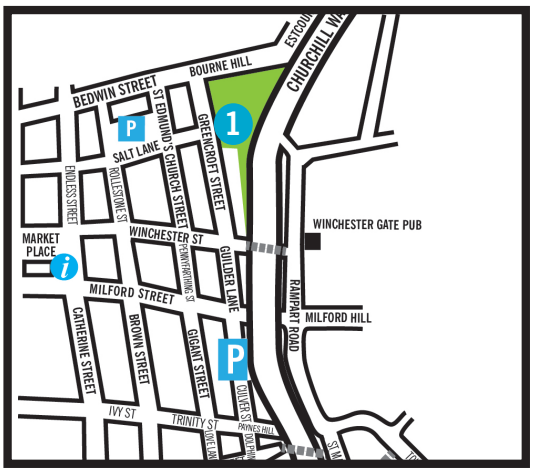
Leaving Stand 1, walk up the Greencroft along the tarmac path, keeping the children's play area on your left.

The Greencroft. Looking towards the Ring Road.
Photo John Palmer 2014

No 85 The Greencroft. Where Nelson Morris ran his Horse Slaughtering Business.
Photo John Palmer 2014

Michael Winterman remembers:

'And just along the street there was Nelson Morris and they used to have this great place where there were always horses coming there and I didn't realise as a small boy that they used to sort of be licensed horse slaughterers... and if a horse died they would take this horse away and I used to think, how kind, they're sort of looking after this horse but they used to actually chop them up in the end and they used to have these great freezers in this place... and I always remember this, people used to go and get their dog meat along the street at Nelson Morris' yard and they used to put it in a big pot and boil it and cook this meat and I remember as a small boy this acrid smell that used to come out of some houses of this meat cooking.'



Stand 2. The Greencroft Children

Salisbury has always regarded The Greencroft as an essential recreation area. This was particularly important for the children and there is still a playground here now.

Bonfire Night

Bonfire night on the Greencroft was the highlight of the year for many local children, particularly in the 1950s. Rival gangs of children from Greencroft Street and Culver Street competed with each other to build the biggest bonfire.

Iris Evans remembers the fun she had:
'It was really funny because Culver Street where this demolition had been done, they used to have their bonfire on there. Well they'd come up and try and steal things from our bonfire and we did the same thing, it was hilarious but they still had their bonfire and if theirs burnt out quicker than ours they come up onto the Greencroft'.

In addition there may have been up to 30 individual bonfires alight at once, with families all setting off their own fireworks.

Reg McGee describes the scene:
'There were some big bonfires, there were some small bonfires but it was literally a sea of fire.'

Disaster!

Michael Winterman, a child in Greencroft Street in the 1950s, recalls one year when disaster struck:
'And then one year we had this enormous bonfire and… it was about a week before bonfire night and someone came racing in our back garden along the alley way and saying 'The bonfire's on fire' and all the children…we went rushing up the street and there was masses of flames in the Greencroft and then we heard, these bells and the fire engine rushing up Salt Lane and round the corner and up Bourne Hill onto the grass and there were these firemen there with this big hose pipe and they were just sort of watering it all down around the bonfire and we thought 'it's our bonfire!' and of course when you think about it there were tyres on this bonfire, there were sort of tar barrels and things like that and this black acrid smoke, I can remember it now and the smell was unbelievable'.

Health and Safety?

The memory of those bonfire nights still linger today as Ken Edwards, who also grew up in Greencroft Street, describes:
'And it got very, very big and after a while we went to the council…'cause we kept getting told off for burning the grass, 'Could you build a concrete square?' and that concrete square that's in the middle of the Greencroft now is where we used to build a bonfire and that's what it was put there for, for the bonfire. And that shows you the sort of size that it was. 'Cause we used to cover that and right the way up, once or twice we got told to make it a bit smaller because they felt it was a bit too big but we used to build that and even guard it. I've spent many a night up there in the bonfire on guard'.

Changing Environment

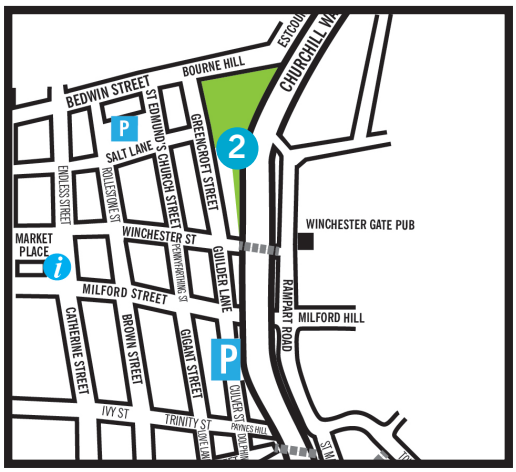
Before we leave the children, look at the background of the photograph. The nearby row of houses is still there, but the Ring Road has eliminated those on the far left corner of the Greencroft. These were the 'Eyre's Alms Houses' named after their founder. They stood on the London Road, just before it swung down into the City.

Notice again how the Ring Road sliced off part of the Greencroft.

Now leave the Greencroft and go down back to our starting place at the letterbox. From there, turn left and walk along Greencroft Street.

Stand 2 - Site of the Children's Playground on The Greencroft. *Photo John Palmer 2014*

Children on the Greencroft at the start of the twentieth century. A group of about 40 children sitting on the grass of the Greencroft. in 1901 or 1902, taken in the same location as the photograph above, as it is today. The photo shows the original layout of that corner of the park, before it was changed with the building of the ring road. It was originally published as a postcard.
Copyright and with kind permission Peter Daniels.



Stand 3. Walking Greencroft Street

The Barley Mow

The first building you'll see on your right is a square-built, two storey structure, originally the Barley Mow Public House. Along with the Greencroft, this was once one of the focal points of life in a lively community. The Barley Mow is one of England's traditional pub names and this was very much the 'local' for the people who lived around here. The Barley Mow thrived from the 1830s to the 1960s. Sadly, it has now gone the way of hundreds of other British pubs – a victim of changing social habits and retail competition.

Clarence Court

Clarence Court used to be the premises of the Salisbury Timber Company, a noisy and quite dangerous hive of activity, where children sometimes sneaked in to forage spare scraps of timber for firewood.

Jan Truckle remembers:
'Next to the Methodist Church was the Salisbury Timber Company and there was a just a high noise all the time... it was like a whirring noise until they closed at night. And it was just part of our life.'

Steamrollers and Spuds

No. 37 Greencroft Street was the home of Joe Ackerman, driver of Salisbury's steam road roller. The steam road roller was a prominent machine in the days before tarmacking, when most of the streets were of tightly impacted gravel and needed continual refurbishing.

In 1912, Joe and his wife Fanny had two sons Frank and Albert who lived in Southampton with their young families. They were both stewards on the Atlantic passenger liners. Sadly, both died with the 'Titanic'.

At the end of Greencroft Street and the junction of Winchester Street, go to the corner on the left hand side. Do not cross the road. You are now going to explore the top of Winchester Street towards the Ring Road end.

Walking Greencroft Street.
Photo John Palmer 2014

Greencroft Street, decorated for the Queen's Silver Jubilee in 1977

Stand 4. Winchester Street

Blechynden's Almshouses

On the corner of Greencroft Street and Winchester Street are Blechynden's Almshouses. These were founded by Margaret Blechynden in 1683, and were renovated in the 1970s. When they were built, the City provided welfare in the form of the workhouse. By contrast, churches, charities and private legacies provided more comfortable homes to many of the elderly - almshouses - with wardens to keep an eye on their well-being. Almshouses, unlike the workhouse, carried no social stigma. You could even retain any small private income you had. Today, there are still over 200 almshouses in Salisbury caring for the elderly.

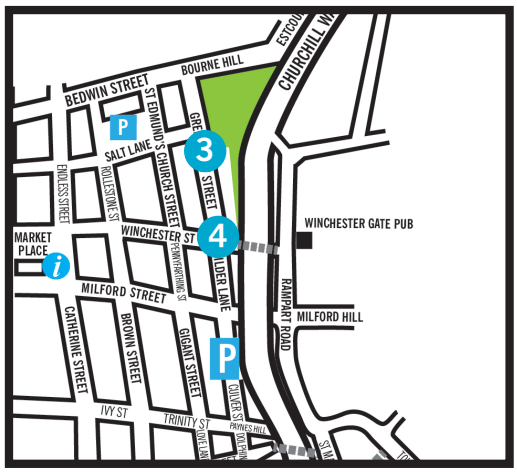
Continue left a short distance up to the top of Winchester Street until you get to the underpass and flyover.

Winchester Gate

You are now standing near what was one of Salisbury's main entry points until the 1970s and the coming of the Ring Road. The medieval gate and gatehouse stood here and you can see that some of the adjacent old houses still exist. Traffic coming in from the north-east travelled along the London Road, which ended here at that time. It then swung down Winchester Street towards the City Centre.

The Winchester Cyclists' Rest

Crab Apple Cottage, No. 80 Winchester Street, is the tallest building in the vicinity. In the 1900s, it was an establishment called The Winchester Cyclists' Rest. It offered a wide range of services to the passing traveller – particularly the bicycling traveller. It was run by an ex-soldier called Richard O'Leary and his wife Minnie.



Stand 4. Winchester Street (continued)

Return back down Winchester Street.

As you can see, the building was large enough for the variety of services on offer and its location, at one of Salisbury's main entry points, meant a there was good 'passing trade'. Every week people cycled in from outlying parishes for Salisbury's two weekly market days. Hundreds of recreational cyclists flocking to Salisbury in the evenings, on weekends and holidays would have been a major boost for the Cyclists' Rest too. Just about every community and institution in the land boasted a cycling club. After football and cricket it was probably the nation's most popular form of exercise!

Richard and Minnie were active radicals in politics. Both participated in the campaign for women's suffrage and Richard was a founder member of the Salisbury branch of the Labour Party. Indeed its weekly meetings were held here until they became too large for the premises. Richard was also an inveterate writer of long letters to the Salisbury Times (the local Liberal newspaper), on subjects as diverse as politics and 'the morality of music'.

When Richard and Minnie came to Salisbury in 1901, they lived at No. 80 and had two children, Galbraith and Eileen.

Eileen

Eileen would have played in Guilder Lane and the Greencroft, with her best friend, Carrie Mould. Carrie was the daughter of Sydney at No 64 Winchester Street. The two girls were very close playmates and both keen young pianists.

Eileen attended St Thomas's Girls' School with her friend Carrie. She must have been a clever pupil, because in her late teens she was a cashier in the Silver Street branch of Thomas Lipton's, then Britain's most prestigious grocery retailer.

At Lipton's she met and married one of the firm's highfliers, Neal McNamee. In 1912 he and Eileen were selected to run a major part of Lipton's operation in the U.S.A. and set sail on the Titanic on its ill-fated maiden voyage.

Eileen's body was recovered, but buried at sea. Neal's was never found.

Cross over the road and continue down Winchester Street on the left hand side until you reach No 64.

'Go to Mould's when you're hungry'

Sydney and Lucy Mould ran a restaurant at No 64 Winchester Street until the mid 1930s. As his advert boasts, Sydney could provide your main meal of the day for a mere six pence. The specialite de la maison was faggots and peas. Dried peas were put to soak in zinc bathtubs out in the back yard. Throughout the First World War, the Australian Army contracted with the Moulds to supply daily meals for a unit of forty of their soldiers based in Salisbury. So it must have been good!

'The Anchor When You're Dry'

Opposite No. 64 Winchester Street is The Anchor and Hope, one of Salisbury's oldest pubs, dating from the Middle Ages. When the O'Learys came here in 1901, it had a notorious reputation as 'a rough boozer'! The sitting tenant, Arthur Jones, was a Welshman with a short fuse and a heavy stick which he regularly employed in the interests of good behaviour.

'Go To Churchill's When You're Tired'

Churchill's Lodging House was immediately next door at Nos. 65 and 67 Winchester Street. The house extended back, parallel to Greencroft Street, for about 50 yards. It had over SIXTY small rooms – but no bath and only basic toilet facilities. It was known as a 'Common Lodging House' providing the cheapest possible lodgings for the poorest possible lodgers.

Stand 4 - Corner of Greencroft Street and Winchester Street. *Photo John Palmer 2014*

Photo of Eileen O'Leary
Courtesy of Salisbury Newspapers
Cyclists' Rest Advert, Winchester Street.

Cyclists' Rest Advert, Winchester Street

A song of Winchester Street

Go to Mould's when you're hungry,
The Anchor when you're dry,
Go to Churchill's when you're tired,
Go to Heaven when you die!

Stand 5. Walking Guilder Lane

One possible explanation of the meaning of the name Guilder Lane is that it is derived from 'Guilds'. These were societies formed by mediaeval craftsmen, such as stonemasons, for mutual assistance, job protection and collective wage bargaining – an early form of trades union. Another explanation is that it's a variation on 'gilds', suggesting that it was a street of decorative metal workers. Either way, it's believed that Guilder Lane housed mediaeval craftsmen.

The first seven houses on your right survive from this period, dating from circa 1450. One of these has part of its wall open to view, showing the original 'wattle and daub' construction. This involved a 'skeleton of wattle' – interwoven from flexible trees like the willow and a filling and coating of mud mixed with lime and cow dung.

The People

In 1901, over thirty families lived in this small street. They ranged from those who were quite prosperous to those who probably had to count every penny. It must have been a very mixed and lively community. And between them they had FORTY-NINE children, between the ages of four and fourteen.

Alternative Playground

Like most small streets before the automobile, Guilder Lane was an un-official playground most evenings and weekends. There were sometimes 'territorial' disputes with The Greencroft Street children. We can imagine what the noise and activity must have been like. Guilder Lane was still a playground within many of our interviewees' living memory.

The large corn mill on the right hand side (now Salisbury Printing) would have generated a fair amount of mess in the street outside, e.g. when flour was loaded on to wagons.

Opposite the mill you can see the cobbled entrance to No. 13 Guilder Lane. This is usually a giveaway that the premises had something to do with horses. Concentrated on a small stretch of pavement, their iron-shod hooves would have created havoc, hence the strengthening of the entrance.

Phyllis Maple

Phyllis was our oldest oral history interviewee, born in 1919. She moved to Guilder Lane from Rampart Road in the mid 1940s. She told us what her home was like when she first moved in. When the Ring Road was built, Phyllis, and her husband lost a substantial amount of garden and they were no longer able to keep chickens.

She told us: *'They took 'alf my garden and my lovely apple tree, they took an' all my gooseberry bushes , an' I had twenty seven pound for that'.*

Walk to the end of Guilder lane until you get to the junction of Milford Street.

View Down Guilder Lane From Greencroft Street. *Photo John Palmer 2014*

Stand 6. Milford Street

A Mediaeval Industry

Look up Milford Street towards the Bridge. Just beyond it you can see Rampart Road. This was the line of the medieval rampart. When the bridge was being built, a 'rescue' dig was carried out by local archaeologists to trace anything left of the 14th century bell foundry. It was known to have been owned by John Barbur who was from this area and also one of England's most successful bell founders. Some of his bells can be found today, still giving good service in English churches. The archaeologists found furnace remains and his 'puddling' pit, in which clay was stirred to make it smooth and free of bubbles. This was used for the casting of the bells. The remains of the stirring devices were also found.

Small Shops – Local Tradespeople – Sadly Missed

On this corner you can see the former premises of Foster's bakery but it looks very different now – still spoken of fondly by our local people and depicted on the Mural at the next Stand. Fosters was the hub of the community and sellers of the best jam puffs in town!

Our interviewees remembered frequenting the many different small shops in this area. The local shops did a thriving business as people shopped locally. It was a time when there were no fridges; so continual 'top-up' shopping was needed.

These small shops offered a vital and usually a quality service. The bakeries particularly were remembered as being astonishingly good and are sadly missed.

The Coming Of The Automobile

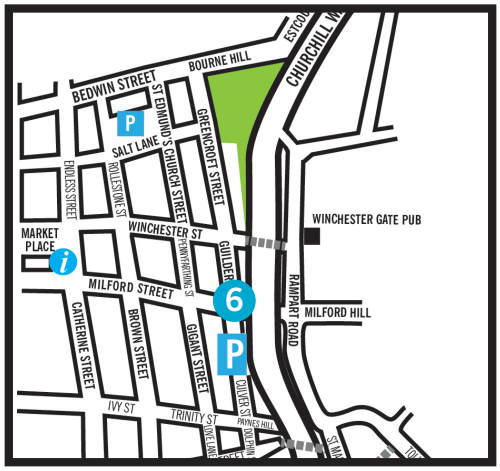
We noted, in Guilder Lane, how safe the streets were for children in the 1900s, because of the placid nature of horse-drawn traffic. Sadly, if inevitably, that was about to change. In 1930, a traffic census was held on Milford Street. Motors outnumbered horsed traffic by ten to one. On average, 1,000 motor vehicles used the street daily. Of these, two in every five were privately owned.

On our next stop we shall meet the image of a building which once stood where the bridge is now. This was No. 88 Milford Street, a handsome late mediaeval structure, which remained in use till 1972, as a church hall and club rooms for St Martin's Church.

Now walk up to the top of Milford Street until you get to the Milford Street Bridge where you will see our two Murals.

Site of Fosters Bakery on the Left.
Photo John Palmer 2014

Fosters Bakery at carnival time. It was a thriving business loved by all the locals.
Courtesy David Ralph



Stand 7. The Milford Street Bridge Mural

Standing by the information plaques and facing you, is the celebratory Milford Street Bridge Mural painted in 2011. It represents some of the local characters, buildings and businesses that were here before the Milford Street Bridge and Ring Road were built in the late 1960s and early 1970s. The images were drawn from the memories of people who lived here and who we interviewed for our oral history project.

Phyllis Maple remembers the Mediaeval house at No 88 Milford Street that is depicted in our mural. She says "*it was the best house in the district. The community were told it was to be taken down brick by brick and to be rebuilt elsewhere. It was destroyed".*

Conception

The idea for the first Mural originated with artist Fred Fieber. Living close to the bridge, he saw its depressing concrete ugliness. He had also been gripped by the story of No. 88 Milford Street, destroyed to make way for the Milford Street Bridge and the Ring Road. This action also destroyed a thriving local community, many shops, businesses, buildings and the lives of many who lived there. So came the idea for a commemorative mural. He shared his vision with Clare Christopher in the nearby Wyndham Arms.

'When Fred told me he had an idea to paint a mural on the wall of the bridge, I was enthused and inspired. Making his idea happen meant finding funding, sorting out legalities, building a project team and, most importantly, involving the local people. From the outset, we wanted local people to feel that they owned the mural, that they had a part in its creation and that it meant something to them. Through running our oral history project, doing lots of research, getting schoolchildren involved, putting on exhibitions and events I think we have achieved what we set out to do. And of course Fred has got the murals up there for us all to enjoy!'

Clare Christopher – Project Co-ordinator

'Standing in front of a 31 x 7 metre blank canvas with a small paint brush was indeed daunting! After many months of meetings, planning, design and redesign, I had come to the scariest moment. Once I had scaled up the designs and drawn out in chalk on the wall, the paint (a German architectural paint) began to flow and when Number 88 began to form, confidence and creativity followed. Comments and encouragement from passers-by kept our two-man team going, especially on freezing mornings when painting while wrapped in many layers and wearing gloves. I think we had only one shout of 'waste of time', from a passing taxi driver – public support was 100%.

On completion, after six weeks of painting, the public support and community spirit the project evoked was overwhelming and has resulted in the great pride and satisfaction of a job well done!'

Fred Fieber – Artist

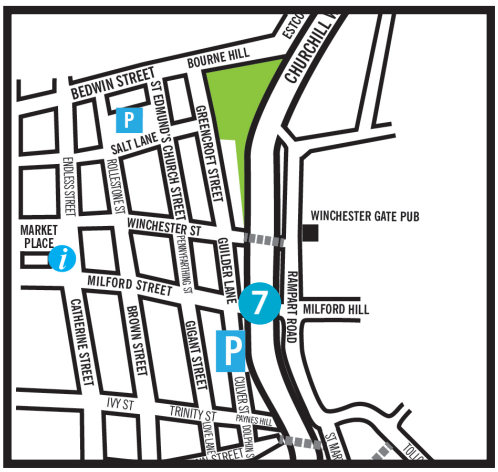
The first mural was declared 'open' by Margery Bodger, one of our oldest interviewees, assisted by St Martin's School pupil Amber Riley.

Walk back down Milford Street and enter Culver Street on your left.

The Milford Street Bridge Mural.
Milford Street Bridge Project

The Ghost of No 88 Milford Street on the Milford Street Bridge.
Milford Street Bridge Project

Demolition of Number 88 Milford Street to make way for the Milford Street Bridge and Ring Road



Stand 8. Walking Culver Street

Culver Street was one of the original Mediaeval streets of Salisbury. In the Middle Ages, it was part of Salisbury's 'red light district'. It is recorded that in 1452 the women scandalised the citizenry by neglecting to wear the striped hoods prescribed as their official dress and the City Fathers ordered them out of town.

By the 19th and early 20th centuries, it was a residential street, rather like Guilder Lane, complete with small shops and a pub. By the early 1970s, most of the street was demolished for development associated with the Ring Road – hence today's dominant feature, the car park.

Margery Bodger, born in 1921, lived all her life in No. 40 Culver Street until it was demolished to make way for the car park. Listen to a childhood memory of hers in the audio clip on the right side of this page or in the MP3 from the Downloads page.

Entrance To The Street

The only original part of Culver Street which survives today is the side entrance to the corner shop at No 68. Milford Street. Here, there was once a row of six small almshouses run by St. Martin's Church. They accommodated six elderly women who each received a weekly gift of three shillings and sixpence from the Church.

Walk on to the car park and then left round it by the tarmacked footpath. Go under the archway on your left into the car park of block of flats Nos. 12-18 Culver Street. Walk as far as the 'No Ball Games Sign'.

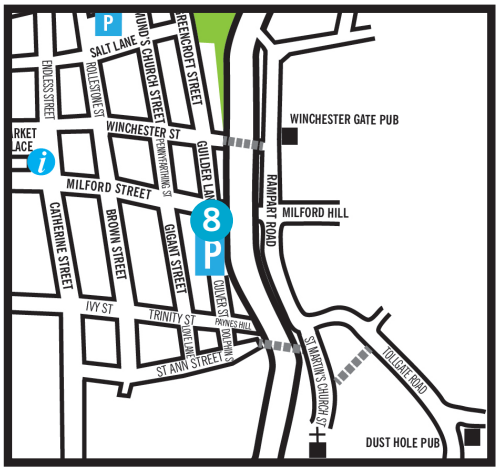
View From The Car Park

From here you can see the volume of traffic on the Ring Road, which occupies what was once the west side of Rampart Road. Both the inhabitants of Culver Street and Rampart Road were evicted out of the homes their families had lived in for generations, to make way for the Ring Road.

The 'Invicta Leather Works' occupied most of the space taken up by the houses on the far side of the car park. It was dominated by a tall chimney and was a major Salisbury industry. There is more about this at the next Stand.

Go to the end of the street to the junction and turn left into Paynes Hill and view the modern houses on your left which occupy the site of the Invicta Leather Works. There is little to see here nowadays, but the text accompanying Stand 9 reveals a little of what life was like here before these houses were built.

Entrance to Culver Street, once a lively street. Demolished to make way for car park.
Photo John Palmer 2014



Stand 9. The Invicta Leather Works

Originally established down in central Salisbury in 1824, the works moved to this site in 1901, after a disastrous fire. During the 1920s it was taken over by a German firm and renamed 'The Colonia Works'. German ownership ended abruptly in 1939, when the works were taken over by the British Government and afterwards by a British company, under the new name 'Invicta'. As such, it continued in production until 1970.

The Product

Already famous as the largest leather works in the west of England, Invicta went from strength to strength after 1901. It carried out every stage in the process, from tanning the hides to making the end products 'everything from a belt to a saddle'. One of its celebrated specialities was 'exotics' – shoes, handbags, etc., from the skins of reptiles and rare species. In its latter years it was even commissioned to produce a set of matching accessories, in mauve crocodile skin, for Her Majesty Queen Elizabeth the Queen Mother.

The Workers

The firm employed over 300 local people, men and women and was by all accounts a good employer. One interviewee has told us she earned £7 a week here, in the 1950s. The downside was that some departments were downright unpleasant to work in – hot and stinking – and many people did not stay long.

Margery Bodger described what it was like working in the factory in the 1950s and 1960s:
'Smelly, very…I was a dresser, I used to have to match all the shades up on the skins and they done snake skins and crocs…sheep and goats' skins. But you had to work hard mind to get any money…you had to wear gloves and they had big scissors…and if you didn't wear any gloves you had blisters on your hands. And you had to do a dozen, for tuppence ha'penny'.

The Neighbours

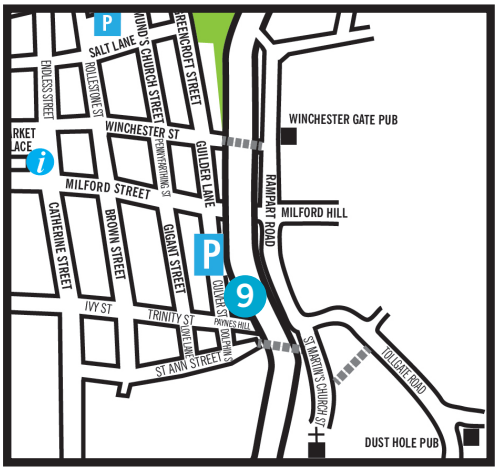
Invicta was not always a good neighbour. In a westerly wind, Rampart Road experienced life downwind of a large, smelly neighbour. Washing came in from the line from the back green covered in brown spots. Worse still – the spots then developed into holes. We were told that complaints to Invicta and the Council were met, initially, with the answer that the factory had been there before the houses (a historical misconception). However, eventually a satisfactory solution was reached, when Invicta agreed to increase the height of their chimney.

Rita Jacob: recalled:
'It got so bad that a petition actually got up, and we approached the Council. They told us that the factory had been built first so we couldn't do anything about it but that was a blatant lie because I've since found out that was not the case. It got onto the Southern Television too, I think they were interviewed up at the Greencroft, I know our neighbour Mr Dotterill spoke, in the end they put up a higher chimney which was supposed to cure the problem but it didn't cure it very much.'

Now return back down Paynes Hill and turn left into Dolphin Street to St Ann Street. Stop at the large timbered building just to your right, on the opposite side of the street, labelled 'Joiners' Hall'.

These modern houses are on the site of the Invicta Leather Works, Paynes Hill.
Photo John Palmer 2014

This photograph shows the Invicta Leather Works in 1966.
With kind permission of The Salisbury Museum © Salisbury Museum



Stand 10. The Joiners' Hall & St Ann Street

The Joiners' Hall

This Grade 1 listed building is impressive even today. When it was built in the early 17th century, all of its timbering was new, it must have been even more so. This befitted its civic status, as the guildhall of Salisbury's Joiners' Company. At that time the City had a high reputation for wood-working and furniture making.

Humphrey Beckham did the fine decorative woodwork. He also provided it with equally fine interior fittings and a beautiful Warden's Chair. Beckham's craftsmanship had made him rich, but he appears to have lived frugally to the ripe old age of 83.

Look closely at the six humanoid figures that grace the front of the building. Instead of the more usual gargoyles or animals, they consist of five unmistakably male heads, but surmounting five unmistakably female bodies! The heads are realistic in style and differ from each other sufficiently to suggest that they are carvings of actual characters. The female bodies, on the other hand, are grotesque to the point of near obscenity.

Why did Humphrey do this? A traditional belief is that he fell out with six of the city Aldermen, or with leading members of the Guild. Did he then insultingly caricature them as women for posterity; an acceptable insult, of course, in the 1600s.

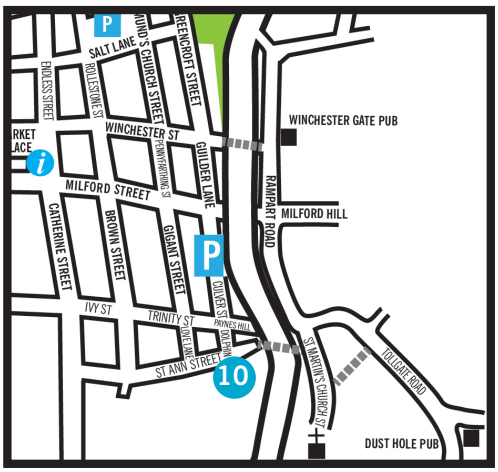
St Ann Street

Until the Ring Road cut it off, St Ann Street was the main exit route from Salisbury to the Southampton Road. At the height of the City's wool trade, in the 15th century, it's estimated that a third of Southampton's commerce came to and from Salisbury. After the decline of its trade, the street still retained some of this importance. In the 18th century it was obviously considered a desirable part of town, as you can see by the number of handsome town houses dating from then and co-existing with equally fine buildings from earlier periods.

With the Cathedral behind you, walk to the top of the St Ann Street, go through the underpass, under the Ring Road. As you go, notice how short the underpass is reflecting on how narrow the Ring Road is. Pause as you emerge on St Martin's Church Street. Look at the large red brick buildings towards your right, which are now part of Salisbury College.

The Joiners' Hall at No. 56 St Ann Street.
Photo John Palmer 2014

Carvings of Male Heads With Female Bodies On The Joiners' Hall.
Photo John Palmer 2014



Stand 11. St Mary's

St Mary's

These characterful, old buildings are now Salisbury College's Halls of Residence. They date back to the 1830s.

St Mary's – A Home For Salisbury's Catholics

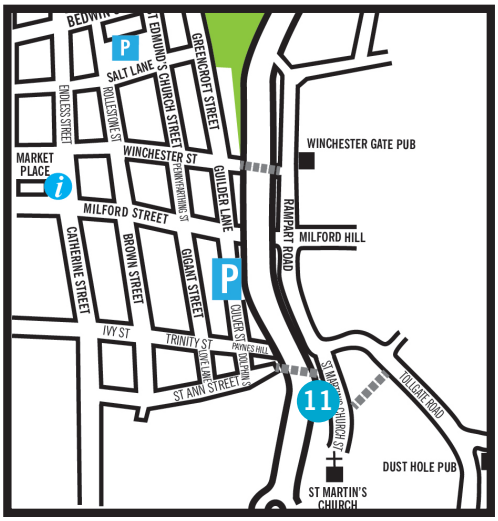
Towards the mid 1800s, the Roman Catholic faith was experiencing a liberation in Britain after a period of repression and persecution lasting nearly 300 years. They had been left without churches in Salisbury. St Mary's was put into service as the focus of the Catholic community. One of their devotees was the celebrated architect Augustus Pugin, who designed a chapel for them within these old buildings. This did good service until, in 1848, his design for a full-sized church was realised and Salisbury's Catholic Church of St Osmund's was opened. It can be visited, not far from here, in Exeter Street. Pugin also restored the Medieval great hall of Salisbury's 15th century Mayor, John Halle, which now forms the entrance hall to the Odeon Cinema.

St Mary's – A Home For 'Fallen and Wayward Girls'

After St Mary's ceased to be the Catholic centre for Salisbury, it became 'St Mary's Home'. This was a reformatory run by Anglican nuns for unmarried mothers and girls with questionable behaviour. The girls had to participate in a strict programme of work and prayer designed to equip them to get a job or bring up a family on their departure.

Now walk into St Martin's Church Street, pass by St Mary's Chapel on the right, until you reach the Church gate.

St Mary's.
Photo John Palmer 2014



Stand 12. St Martin's Church & School

Martin's Church

The oldest part of the present church dates from the early 13th century, but there is evidence to suggest that it stands upon the site of an earlier church which was founded here before 1091, well before the beginning of the new Salisbury Cathedral in 1220. Part of the chancel of St Martin's Church predates the Cathedral by about 50 years and some decorated masonry has been identified as salvaged from the original Cathedral at Old Sarum. It is a church full of treasures and has recently been redecorated and has a light and airy feel. The stunning new altar will be unlike any other you have seen. It has gold Cosmarti mosaic and built with the local Purbeck stone. Other interior features include the finely carved rood screen – dedicated to the memory of a young soldier, Cecil Rawlings, who was killed in action in 1915. There are also three fine stained glass windows by Christopher Webb and a beautifully-sounding organ built by William Hill in 1869. Externally, the most striking feature is the 14th century spire. The spire is very reminiscent of that in the Cathedral. St Martin's has always had a close relationship with the Cathedral.

Sadly, the Church can no longer be left open to the public as in days gone by. The Church interior can be viewed on Saturdays between 10am-2pm. It may be possible to view on a weekday morning too, please telephone 01722 503123 in advance. See St Martin's Church website for more in depth history, details of services and concerts.

The Parish Church of Sarum Saint Martin, commonly called Saint Martin's Church.
Photo John Palmer 2014

Former St Martin's School

This formidable-looking building for a school, has played a significant part in the educational history of Salisbury. The original building was a malt house. It was fitted out as accommodation for French prisoners of war in 1811, so it was clearly adaptable. In 1812 it became Salisbury's first 'National School' – a worthy attempt to provide cheap, or free, education for all children. After a shaky start, by 1859 it was a successful school, with about 200 boys and 90 girls.

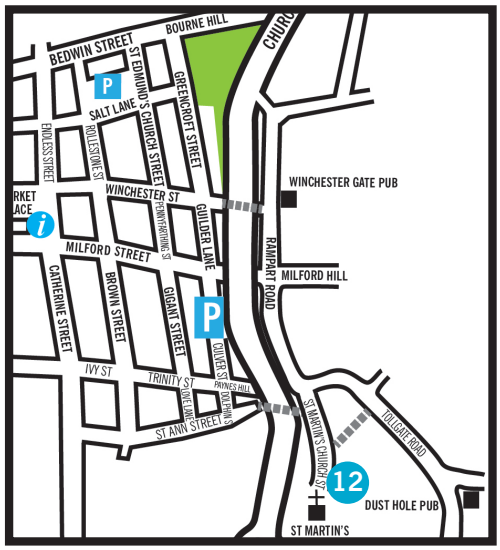
The former St. Martin's School, St Martin's Church St.
Photo John Palmer 2014

God, King And Empire

In his book, 'I Remember, I Remember', Arthur Maidment, a former pupil of St Martin's School, describes an annual ceremony, held here, in the street outside the school, in the inter-war years. May 24th was Empire Day and schools throughout the land were expected to celebrate Britain's achievements as the world's greatest imperial power. The wooden benches and the school piano would be manhandled out into the street and the pupils gathered to perform patriotic songs and recitations. The audience of local dignitaries would sit up on the ready-made grandstand on the opposite side of the street. In Arthur's day, these included enormously fat Brigadiers – with huge waxed moustaches!

A School Hero

Among the school's distinguished old boys was Salisbury's V.C., Captain Tom Adlam. Tom was a keen sportsman and had been particularly renowned for his wins in throwing the cricket ball. During the Battle of the Somme, in 1916, he put this skill to military use by pelting enemy machine gun posts with hand grenades, despite being wounded. His award of the Victoria Cross followed. Tom was to make the dedication speech at the unveiling of Salisbury's War Memorial. A modest hero, he returned to his lifetime vocation as a teacher.



Go back along St Martin's Church Street, round the houses to the right until you join Tollgate Road on your right. Pause at this junction.

Stand 13. Walking Tollgate Road

St Martin's Church Street, Tollgate and Rampart Roads

When you reach the junction of St Martin's Church Street, Tollgate and Rampart Roads, there is a characterful old building on your right – Tollgate House. Until 2008, this was 'The Tollgate Inn' – now another of Salisbury's lost pubs. You can imagine what an interesting old pub this was. It was previously known as 'The New Inn' and had a history going back to the 18th century. Its situation, at the junction of St Ann Street and the Southampton Road, made it an important wayside inn for travellers to and from the City and, until its re-development, its stables and stable yard survived as evidence of this.

Tollgate House, the former Tollgate Inn until 2008. It stands on the junction of St Martin's Church Street, Tollgate and Rampart Roads. *Photo John Palmer*

Armitage's Foundry, The Blacksmith, The New Forest Laundry

Immediately opposite the inn stood Armitages's Foundry – another example of 'heavy' industry in old Salisbury. It has now been replaced with modern houses. It functioned from 1825 until well within living memory of some of our interviewees. When it became defunct, the site housed a large steam laundry. As a foundry, it boasted a chimney 80 feet tall and from here you would also have had a clear view of the Invicta Leather Works' chimney. Add to this the nearby Clock factory and the old railway which we shall be shortly coming to and, you would have been aware that Salisbury had industrial districts as well as tourist attractions.

Turn right into Tollgate Road

'... more the appearance of an elegant gravel walk than of a high road.'
Traveller's Account c. 1760

During the 1950s, the New Forest Laundry occupied the large site that once was Armitages. Although unaffected by the construction of Churchill Way, the premises were demolished as part of a new housing development.
Picture with kind permission of Salisbury Museum
©Salisbury Museum

High Road South

The width of the Tollgate Road gives us a clue as to how important it has been in the past. Until the 1970s it was the Salisbury end of the main road to Southampton - as we've seen - carrying the City's traffic onward from St Ann Street. It was also the main 'feeder' of Salisbury's major railway freight yard, which we'll shortly come to. It actually used to be called 'The Southampton Road'. The name 'Tollgate Road' only came in after the Ring Road usurped its original function.

But the new name had significance too. In the 1760s most of our arterial roads were farmed out to turnpike trusts – private companies that had a duty to maintain the roads and the right to charge travellers a toll for using them. The tollgate was literally a gate that you had to pay to have opened for you. Our road was obviously well maintained, if we are to believe the traveller quoted above.

Walking down the road towards the obvious pub you pass a small car park on your right, alongside a rather derelict looking building.

The English Clock Factory

This building is owned by Salisbury College. Until 1909, this was the site of 'The English Clock Factory', a highly successful firm producing watches and clocks. Owned by the London clockmakers Williamson and Son, under its German manager Herr Bley, the factory went from strength to strength.

Then, sadly, a disastrous fire in 1909 destroyed it almost completely. There was some recrimination locally. It was alleged the fire brigade's hoses lacked water pressure because the factory, as you can see, stood on a hill. Although no one was killed or injured, it was a tragedy, because Herr Bley was employing several hundred local people in skilled and well paid work. A relief fund was got up and steps taken to find re-employment for them. But the factory was never rebuilt and the coming of the War a year or so later put paid to any idea that it might be.

Now go further down the road until you come the Dusthole pub. Cross the road carefully.

Stand 14. The Pub With Two Names

The Pub With Two Names

If you scan the pub's frontage, you'll see that it's called both 'The Railway Inn' and 'The Dust Hole'. It's not unusual for a pub to have a nickname as well as its legal title, but this one has two names that are both official. This is a part of Salisbury's railway history – the pub's the last working relic of our first railway station.

The Coming Of The Railway

The first railway company to come to Salisbury was The London and South Western, in 1847. They already had a good connection from London to Southampton and now they ran a line from there up to the nearest point in Salisbury – here in Milford. Salisbury's first railway station, Milford Station, was built where the modern flats – The Sidings – now stand and further up Blakey Road a large freight depot took shape – served by Milford Goods' Station.

The coming of the railway created the economic boost that Salisbury badly needed and at this time the Railway Inn opened.

A fire destroyed Milford station and it was rebuilt on the other end of Salisbury, where the present station now stands – at the end of Fisherton Street.

With the loss of the station, the Railway Inn became a working man's pub, serving the railwaymen, coal heavers and cattle drovers who used the freight yard and Milford Goods' Station. Add the smoke from the big steam locomotives and you should get the picture – dusty men, drinking down the dust, in a dusty pub!

Inevitably, it was nicknamed 'The Dust Hole' and the name remained even after the yard closed in 1962. No one ever called it anything else and in 1976 Gibbs Mew, the brewers who owned it, had the second name legally registered. For a time at least it was the only pub in Britain with two official names and even appeared as such in the Guinness Book of Records.

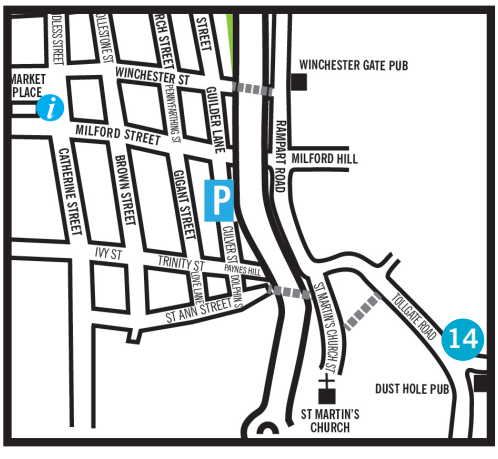
The Dust Hole is a good family-friendly pub selling local real ales, beers, lagers, ciders and food.

Now return back down Tollgate Road onto Rampart Road.

The pub with two names - The Dust Hole/Railway Inn 2013.
Photo John Palmer 2013

Percy Andrew's the 'cow-walloper', drove the cattle from Milford Goods Yard to the Market. Some cattle invariably escaped, some of our interviewees remember them crashing into Foster's Bakery in Milford Street - as depicted on our Mural. *Photo by John Palmer*

The Blakey Road coal bunkers, opposite the Dust Hole pub, where the local coal merchants unloaded and stored coal from the yard, creating loads of dust - hence the 'Dust Hole' pub name. The last 2 were demolished c.2012-13.
With kind permission of Salisbury Museum ©Salisbury Museum



Stand 15. No.16 Rampart Road

Rampart Road

Walking along Rampart Road today, it is difficult to envisage that, once, there were houses on both sides and it was a major highway, linking routes to London, Southampton and resorts along the south coast. Unfortunately, however, the increasing queues and gridlocks eventually led to the demolition of properties between St. Ann Street and Winchester Street, work on a relief road beginning in the late nineteen sixties.

Buildings may have disappeared beneath concrete and tar but memories of Rampart Road as it was before the construction of Churchill Way linger on.

If you look at the Stand photo, the top photo on this page on your right, No.16 stood opposite the first lamp post outside Nos.1-4 Rampart Road.

Rita Jacob tells her story...

No.16, which was my home between July 1948 and July 1969, was one of a group of houses that had front doors up to forty five centimetres below pavement level, a low brick wall enclosing a small paved area around a bay window. At the rear of the building, however, the garden was less than two metres below the back bedroom window and was reached by climbing eight steep brick steps located at the end of a yard. Near the steps was the only toilet, nearly all the houses on our side of the road being without bathrooms.Two tin baths hung on the fence nearby, these being taken into the house when required and filled with water boiled on the stove.

Like most of the properties in Rampart Road, No. 16 had a hallway leading to a sitting room and a separate dining room where we spent most of our time. The kitchen or scullery could only be accessed from the latter, the other door opening on to the yard which had no back entry. Therefore, when the coalmen called, sacks had to be humped through the hall and dining room as well as across the kitchen itself, the coal house door being in the far wall.

The stairs at the end of the hall led up to a split landing and three bedrooms; the largest being the one over the sitting room. In the late 1940s, only two of these rooms were habitable, the landing and stairway also being in a dilapidated condition with the dark grey wallpaper hanging off the walls. Yet, by the time we left, my father had modernised and completely redecorated No. 16; the council house that we were allocated being in a much worse state!

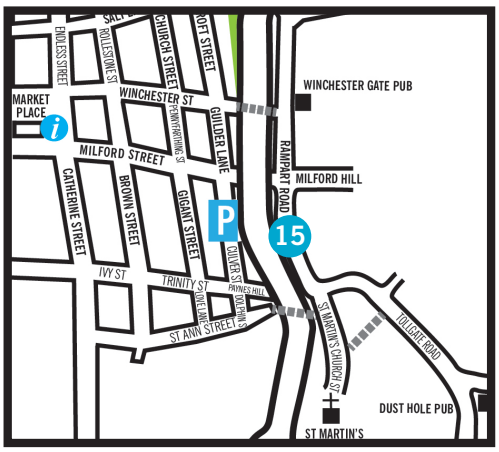
Like the other children who lived in Rampart Road, my sister and I were not allowed to play outside on the pavement as, with the growth of motor transport, it had become much too dangerous to do so. Therefore, we had to play either inside the house or in the garden which was overlooked by the Invicta leatherworks. These restrictions made us more inventive, the area under the dining room table and chairs becoming a dolls' hospital or palace while the stairs were used as tiers of theatre seats for 'performances' in the hall.

At Christmas, Rampart Road became a fairyland when darkness descended, most front windows containing a tree decorated with coloured lights. The residents also celebrated major events together, houses being draped with flags on VE Day and Coronation Day. On both occasions, the road could not be closed so tables were squashed together on the pavement for the VE Day party; the Tollgate Inn gardens and St. Martin's Church Street being used for the Coronation festivities. Sadly, by the time Salisbury celebrated the Silver Jubilee in 1977, the community was no more; families choosing not to be rehomed in the Tollgate flats were scattered across the city. Nevertheless, in my memory, the houses and their occupants live on!

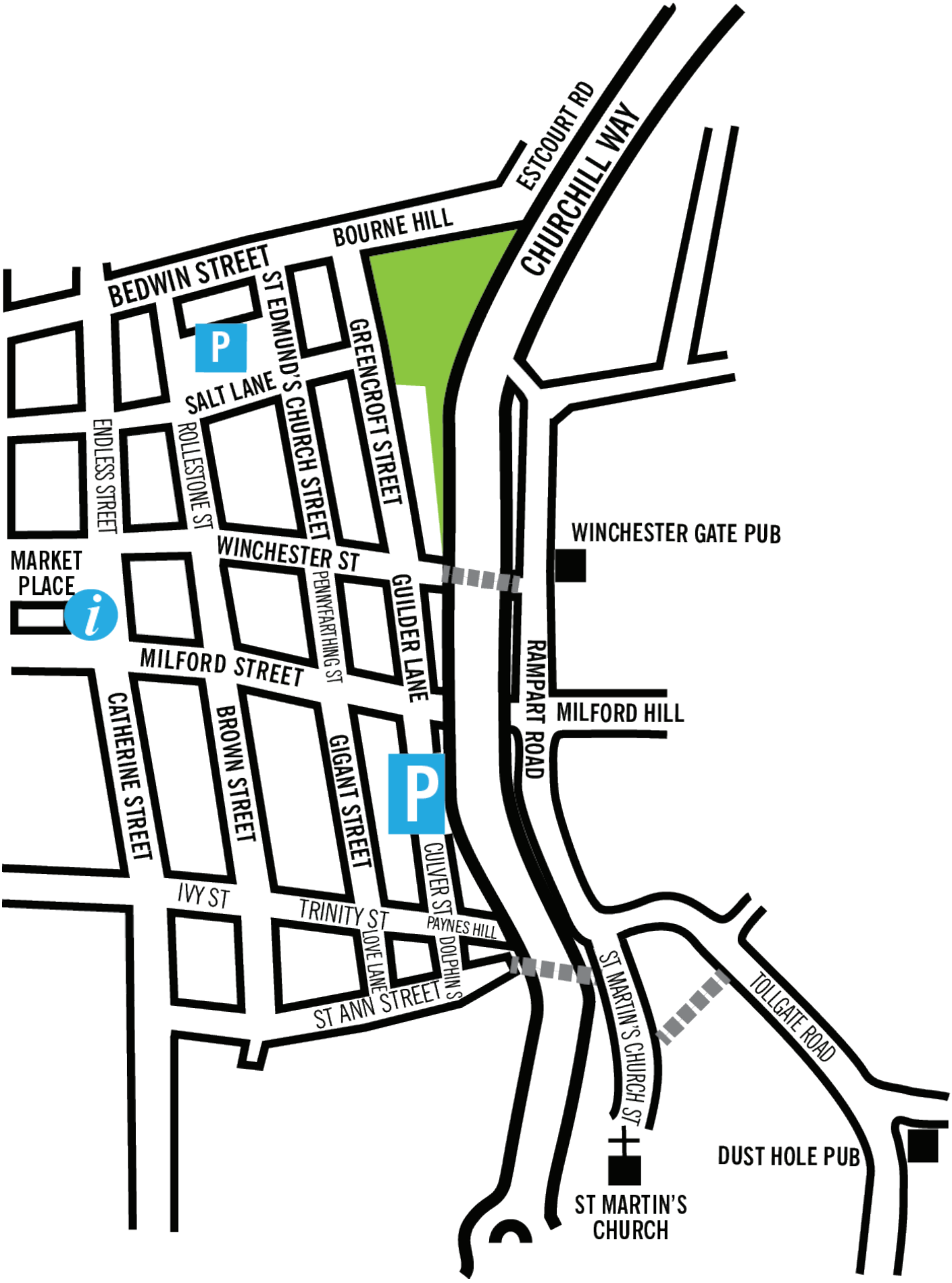
I wrote 'Ode to Rampart Road' soon after I became involved in the Milford Street Bridge Project. For over forty years, I had avoided the site of my former home, finally standing opposite on the day I was interviewed at St.Martin's School.

Stand 15. View down Rampart Road from Tollgate Road with Ring Road on your left. *Photo John Palmer 2014*

I was about three when this picture was taken. At the time, I was probably walking home from my great aunt's house which can be seen in the background. *Picture by kind permission of the Jacob family*



Our walk finishes here. We hope you have enjoyed it.


ESTCOURT RD
CHURCHILL WAY
BOURNE HILL
BEDWIN STREET
ST EDMUND'S CHURCH STREET
GREENCROFT STREET
SALT LANE
ROLLESTONE ST
ENDLESS STREET
WINCHESTER GATE PUB
WINCHESTER ST
MARKET PLACE
PENNYFARTHING ST
GUILDER LANE
RAMPART ROAD
MILFORD STREET
MILFORD HILL
CATHERINE STREET
BROWN STREET
GIGANT STREET
CULVER ST
IVY ST
TRINITY ST
PAYNES HILL
LOVE LANE
DOLPHIN S
ST ANN STREET
ST MARTIN'S CHURCH ST
TOLLGATE ROAD
DUST HOLE PUB
ST MARTIN'S CHURCH