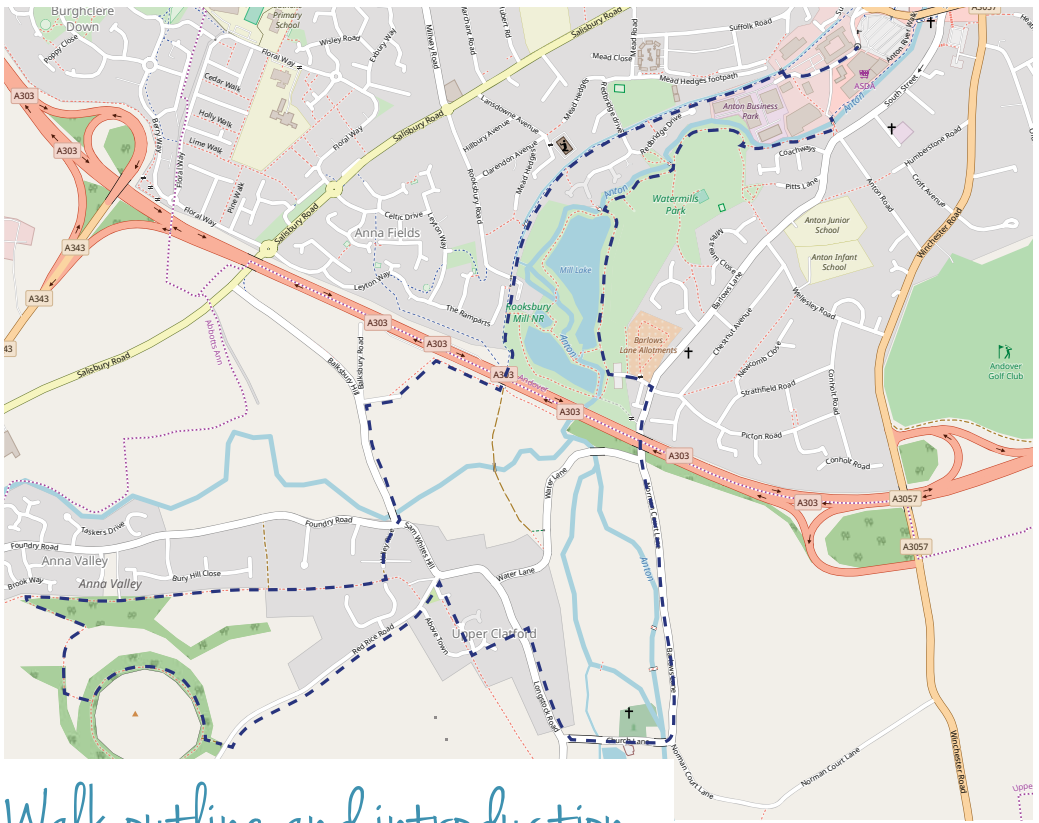


# Andover History Walk



*Come and explore Andover's History*





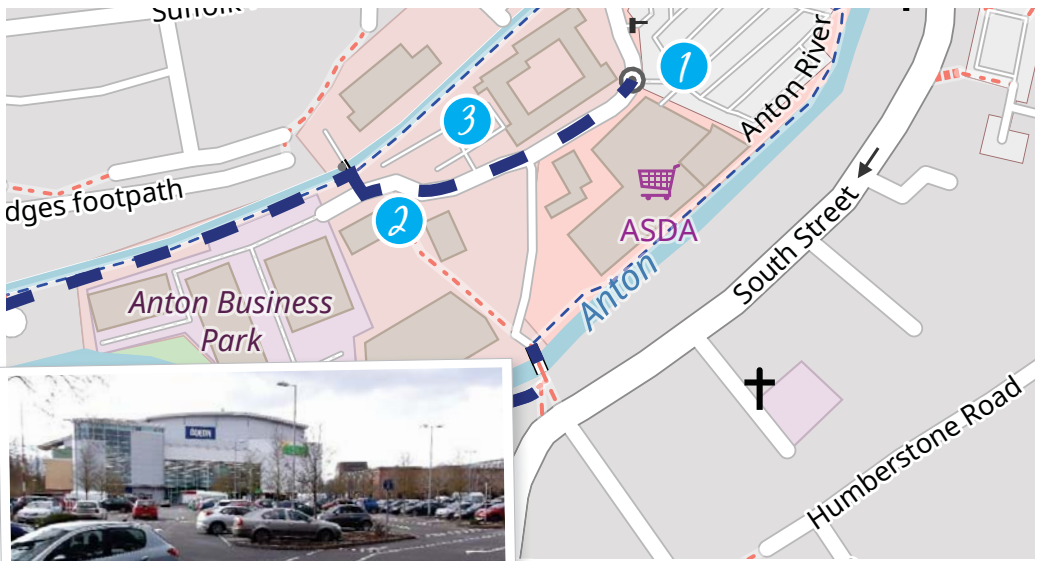
## Walk outline and introduction

This walk is not an attempt to capture the entire history of Andover, it is however designed to give an insight into some of the key local history related to Taskers of Andover, the Andover – Redbridge Canal and the Andover & Southampton Railway (Sprat and Winkle Line).

Taskers of Andover (Waterloo Iron Works) were one of the original supporters and shareholders of the canal and later railway line. They imported around 200 tons of coal and 500 tons of Iron a year, 400 tons of which came all the way from South

Wales. The cost of the iron alone was some 20 Shillings per ton, but the coming of the railways reduced this by about 50 per cent. (Rolt, 1969)

The canal was also to serve a purpose in the rebuilding of the new St Mary's Church in Andover in 1844, as it was used to import the Caen Stone by barge. Likewise, the design of the Chancel in the new church was only made possible with the addition of cast iron pillars to support the structure, these pillars being cast and made by Taskers of Andover.



Canal Basin & Gasworks



Andover Power Station



Town Wharf. Railway Sidings

- 1** Walk start, outside Asda. What's now Asda car park was once the canal basin for the Andover Canal, later the gas works and storage accumulators (Gasometers)
- 2** Cross the road to car park behind Lloyds Office Building, note that on the other side of the road, the large newly converted building was once the turbine hall for the Power Station. This was before Andover was connected to the National Grid
- 3** Car Park, behind Lloyds. This is close to the location of the Town Wharf for the canal, here goods were loaded and unloaded. Note: All the stone used in the building of St Mary's Church came from Caen, via Southampton and along the canal to Andover.



Looking back towards the Car Park

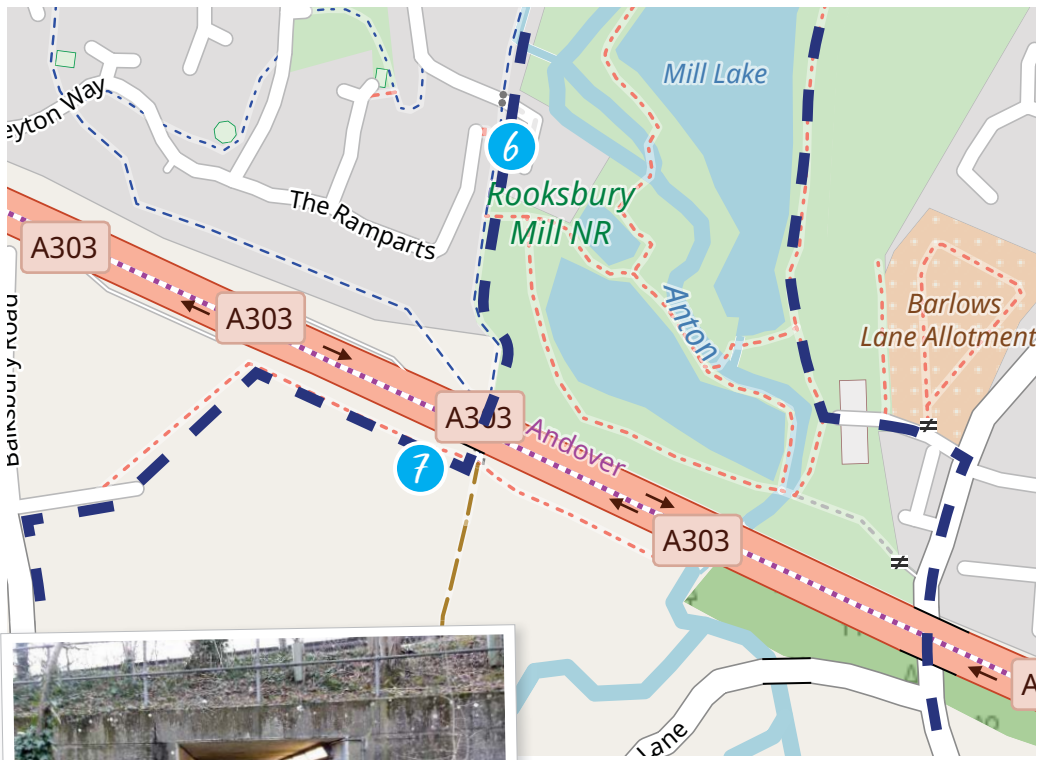


Rooksbury Mill

**4** The Andover & Redbridge Canal had been completed in 1793, but falling revenues led to a decision in 1857 to convert their canal to a railway, and as a result the Andover & Redbridge Railway Act was passed in 1858

Proceed to walk along the footpath beside the river, towards Rooksbury Mill and Upper Clatford. Note: this is the route of the Andover Canal and later the Old Andover town railway line. Started in 1858, 1863 taken over incomplete.

**5**

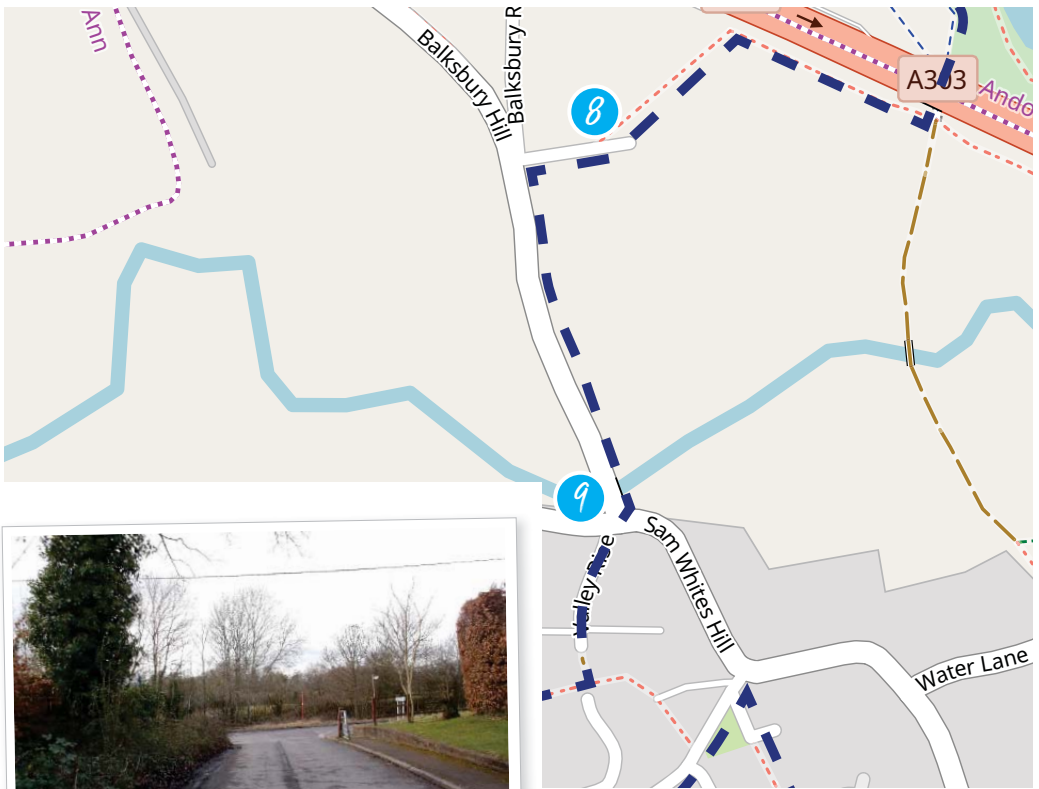


A303 Underpass



Footpath to Bawksbury

- 6** Rooksbury mill, one of the 6 mills recorded in Domesday book, later years a private fishery, now the mill buildings a private residence. The lakes created through gravel extraction after WW2. Lakes area belongs to and maintained by TVBC as a nature reserve, links to Watermills Park
- 7** At the A303, head through the underpass, turn right and follow footpath beside A303 towards Bawksbury. Note: Bawksbury was another Iron Age hill fort, abandoned around 400BC, not much now left of it due to A303 and the new housing estate



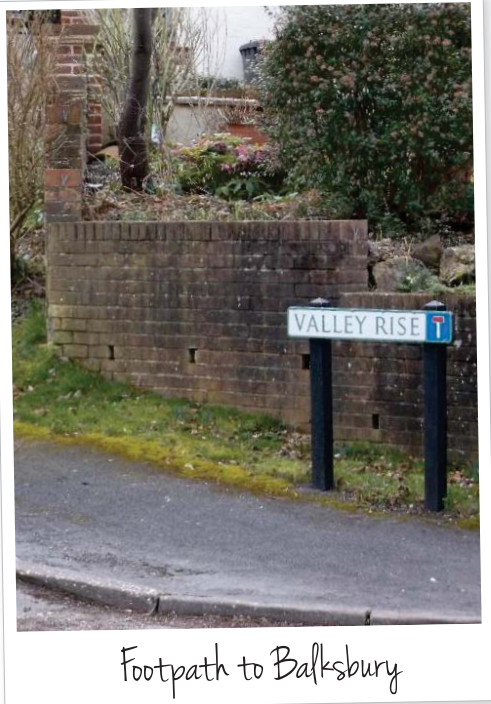
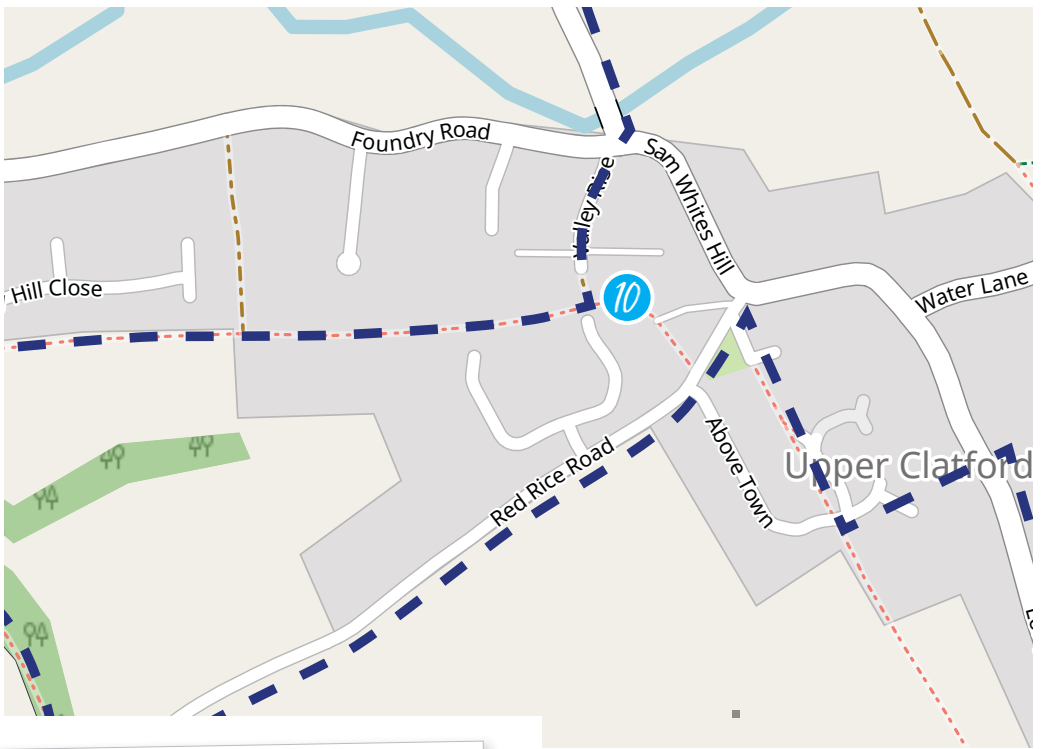
Entrance to Balksbury Industrial Estate



Balksbury Bridge Playing Field

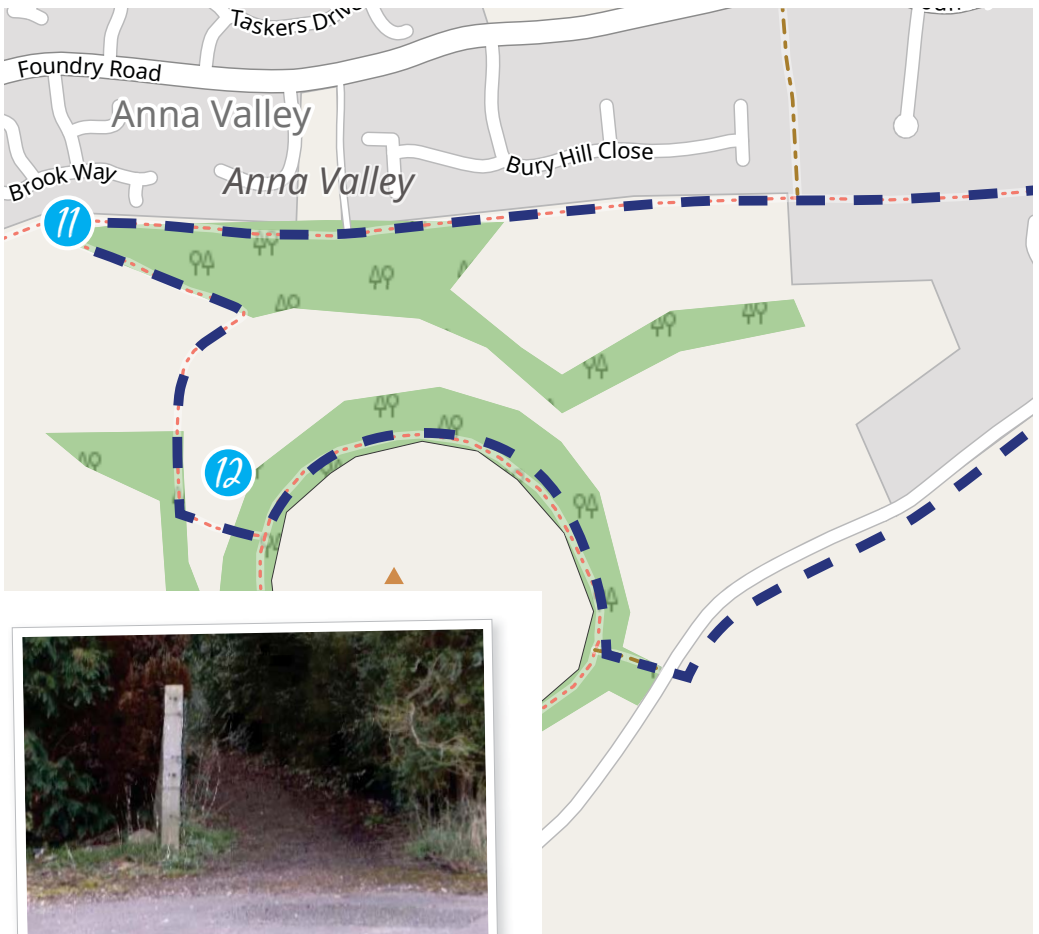
**8** Walk down past the Andover Tennis Club, through the trading estate. Turn left onto road to walk down to the bridge at the bottom of Sam Whites hill. Note: So named for the Landlord of the pub situated once at the bottom of the hill, once on of two pubs in Anna Valley

**9** Looking up the Pill-hill brook, note that this area was once known as Clatford Marsh, low lying ground that was not of much use to anyone. It was here that Robert Tasker built his foundry. Details on this to follow...



Footpath to Balksbury

10 Cross the road and follow Valley Rise road until it becomes a footpath, then take the right fork along the footpath. Stop at the Chalk Pits. Note that on the enclosure of Upper Clatford in 1786, the parishoners of the village were awarded the right to dig chalk from the pit to the extent of one acre. It also gave them the right to use the private road linking the pit with the public highway. The Taskers realised that they could use this chalk to reclaim the marshy land and build a foundry, the Pill Hill brook would provide the necessary power by use of a water wheel



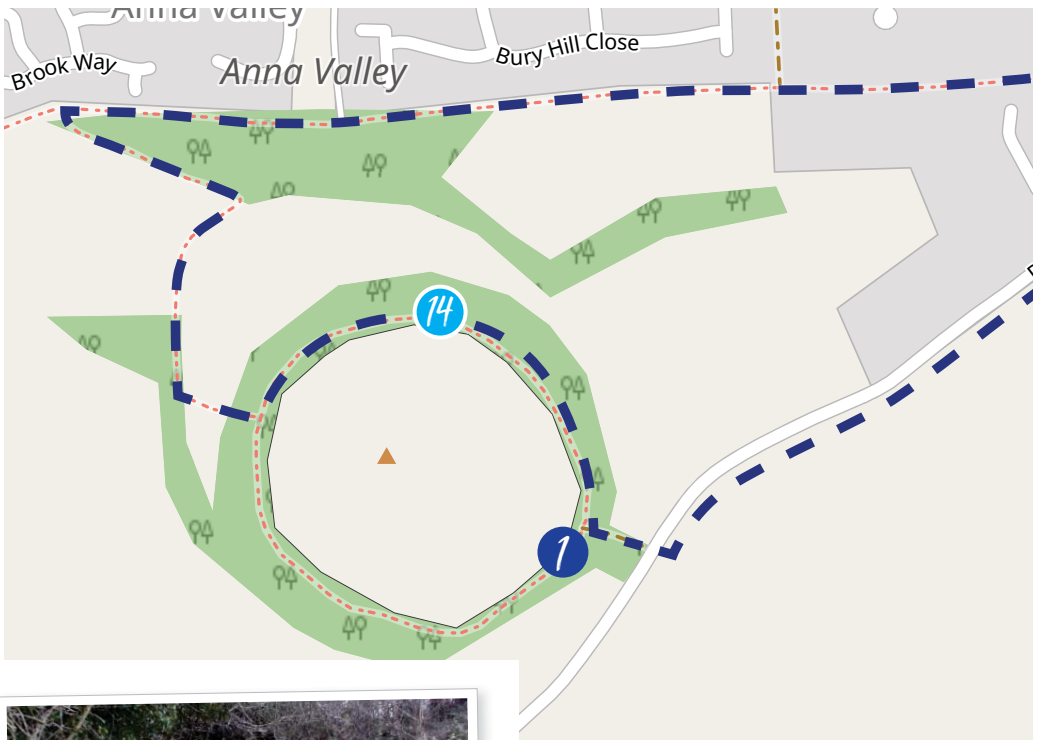
Footpath from Valley Rise



Steps leading to Bury Hill

- 11 Continue along footpath until it meets the footpath on the left to climb Bury Hill
- 12 Bury Hill another historically important hill fort in the area. Within line of sight of Barksbury and Danebury. Note: again abandoned around 400BC, there is evidence of Roman use.





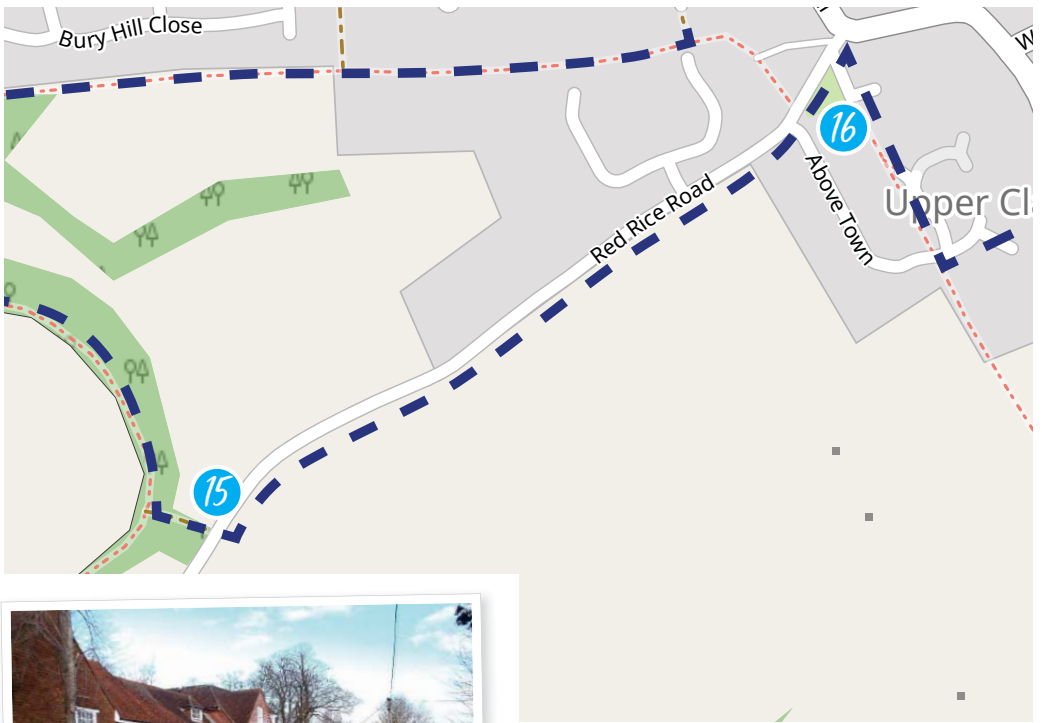
Next step of steps to Bury Hill



Please keep to the footpath

**13** This is not the only battle to feature Andover... Not related to this walk, but in 1141, also as part of the Rout of Winchester, Andover and Wherwell burned by Matilda to cover her retreat from Stephens armies.

**14** Follow the footpath around Bury Hill, note the earth works still visible today and the two clear stages of building. Please adhere to the signs, the centre of the land is private farmland and there are often sheep grazing, so please keep dogs under control.

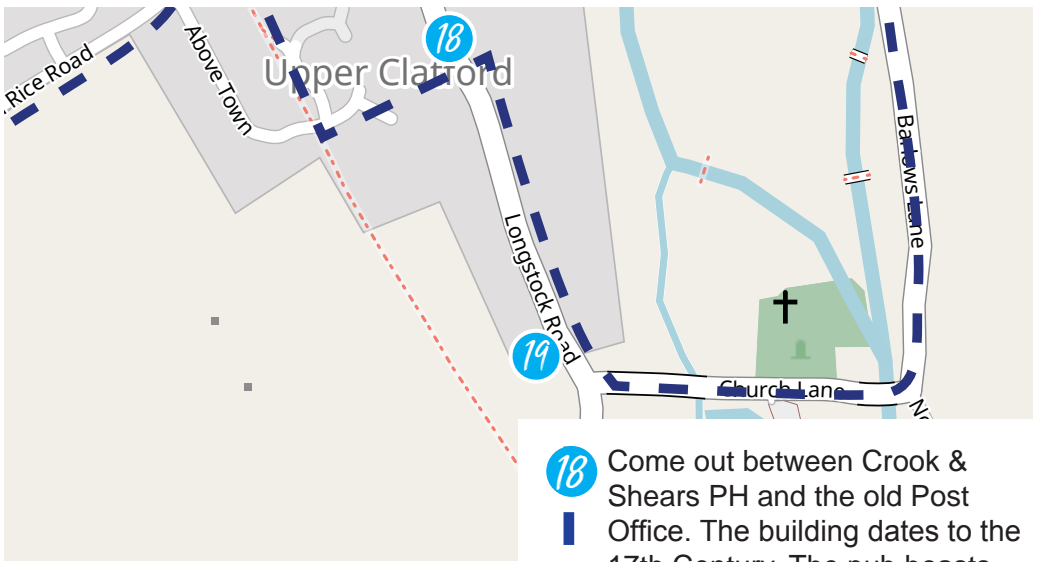


Clatford Manor House



Footpath into Above Town

- 15** Follow the footpath over the stile next to the gate and out onto Red Rice Road. Turn left towards Upper Clatford and Clatford Manor.
- 16** Note that Clatford in 1066 had 4 manors, Clatford Manor, Sackville Court, Norman Court and Clatford Mill. Clatford Manor at one time was purchased and belonged to the Tasker family and was used as their residence. Summer fairs were held on the village green for the community.
- 17** Follow footpath through Above Town housing estate, footpath down to the main road



**18** Come out between Crook & Shears PH and the old Post Office. The building dates to the 17th Century. The pub boasts a fine skittle alley and function room to the rear, this would once have been the stabling for horses.

**19** Resume walk, turning right to follow the hill down to the Railway Bridge by Sackville Court.

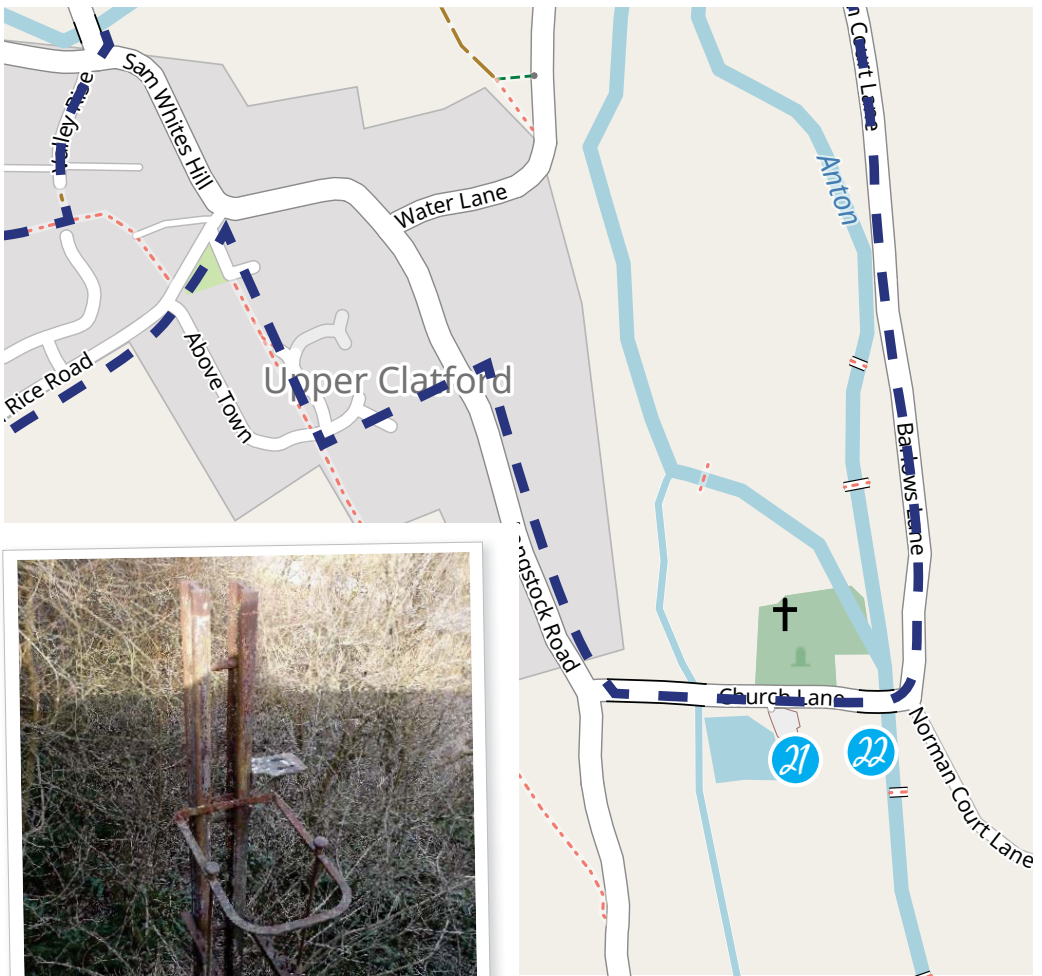
**20** Note that the railway bridge likely dates to around 1884 when the railway line was made dual to Clatford. It is of interest to architects and engineers as it has an odd number of arches (13 in total). It was built to carry pedestrians and horse and cart over the railway line. The land is private, but it is still possible to walk along the old track bed an under the arches, the soot blackening from Steam trains is still visible under the main arches.



*Crook & Shears C17th*



*Railway Bridge*



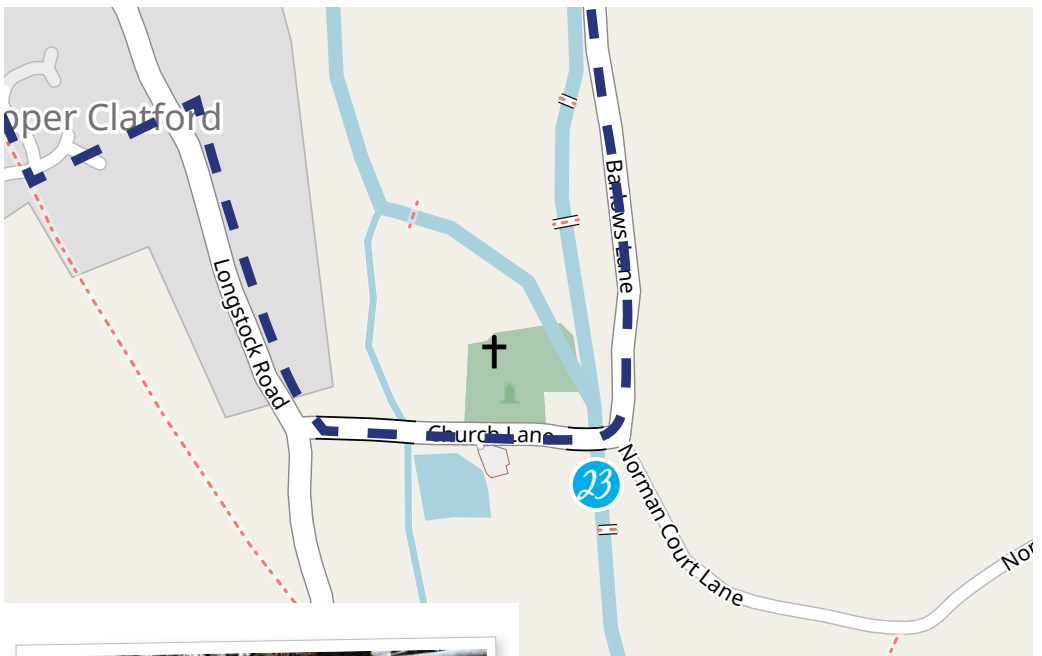
Signal Box



Footpath into Above Town

**21** Note the old signal box structure made from old rails.

**22** Walk along the road towards All Saints Church, This dates from around 1100 – 1135 (reign of Henry I). Rebuilt in the Sixteenth and again transformed in the Seventeenth century. The extension work and changes are clearly visible in the roof line of the church

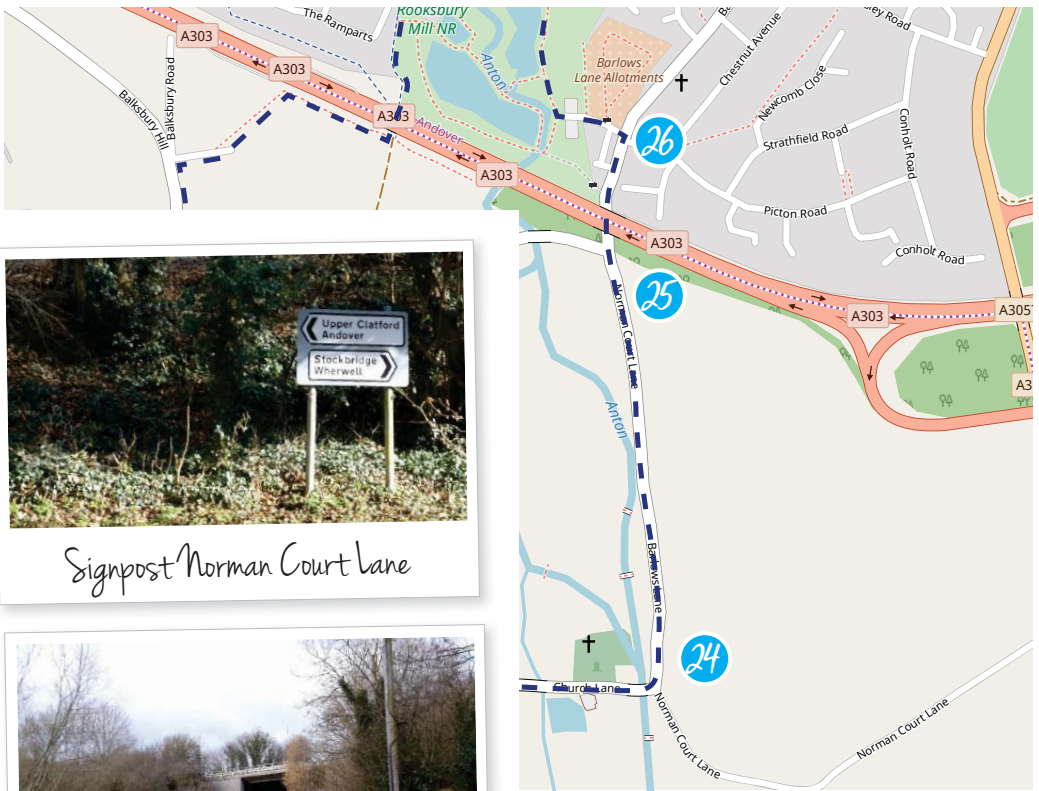


*Taskers Iron Bridge*

23

Follow the road to Fishing Cottage and the Iron Bridge, note that this was the first pedestrian Iron Bridge made by Tasker in Andover (1843). The design is very similar to that of the later bridge built to carry Ladies Walk (part of the Mark Way) over the new Micheldever Road.

This Bridge replaces one demolished in the Andover Riots on the 20th November in 1830. The men protesting had started out in town earlier in the day around 11am, some 300 of them. They converged on the Angel Hotel, where they were read the Riot Act by the local Magistrates from the upper window of the Angel, they roamed the town for a while (drinking ale presumably) and around 3pm set out from Andover to march on the Ironworks. They destroyed 'several' ornamental bridges on the way, one of them likely the predecessor to this one.



Signpost Norman Court lane

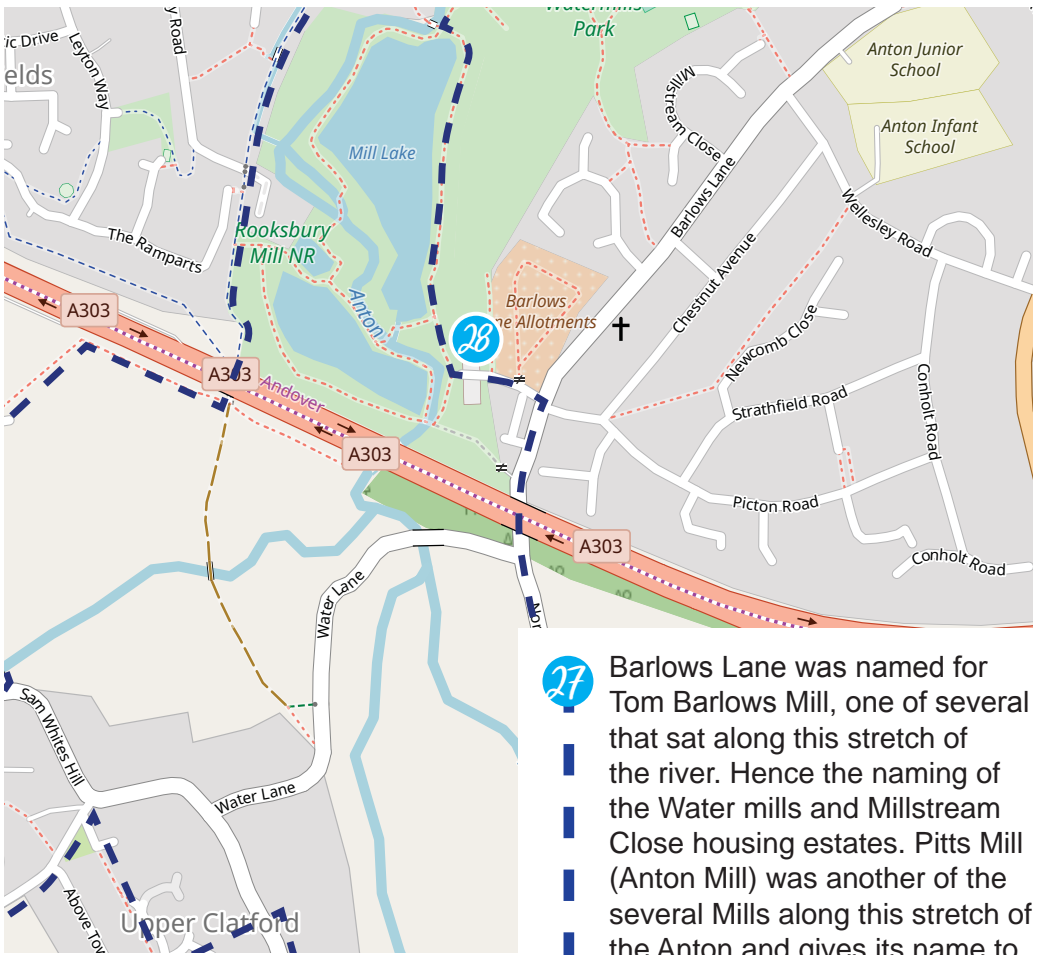


Looking towards the A303



Nature Reserve from Barlows Lane

- 24** Turn left after the bridge to keep river on left. This road is known as Norman Court lane, another reference to one of the old Manors of Clatford.
- 25** Follow the road (careful of traffic) to meet the modern A303 underpass at the bottom of Watery Lane, another road to Upper Clatford. Note the water meadows that can be seen from the road.
- 26** Under the bridge turn left into the new car park for the nature reserve, follow footpath through past the allotments.

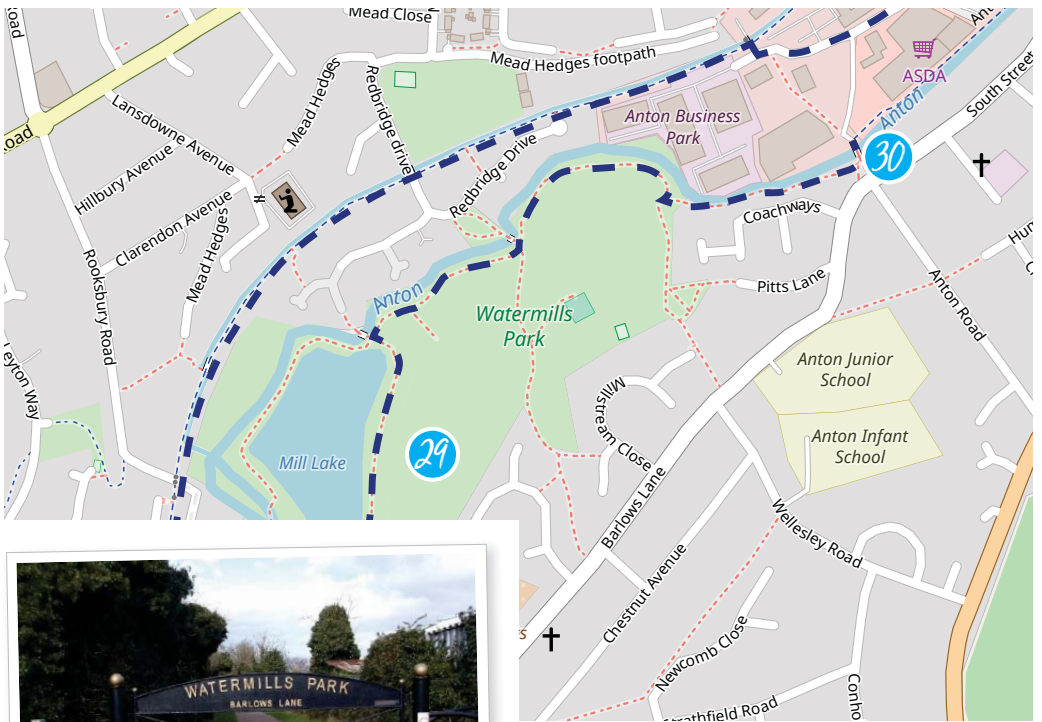


**27** Barlows Lane was named for Tom Barlows Mill, one of several that sat along this stretch of the river. Hence the naming of the Water mills and Millstream Close housing estates. Pitts Mill (Anton Mill) was another of the several Mills along this stretch of the Anton and gives its name to a track leading to the field from further along Barlows Lane.

**28** This end of Barlows lane was once part of the first organised sanitation in the town, now handled by the more modern sewage works at Goodworth Clatford. The history of this was published in the Spring Edition 2010 of 'Look Around' the newsletter of the Andover History & Archaeology Society.



Entrance to Watermills Park



Watermills Park central path

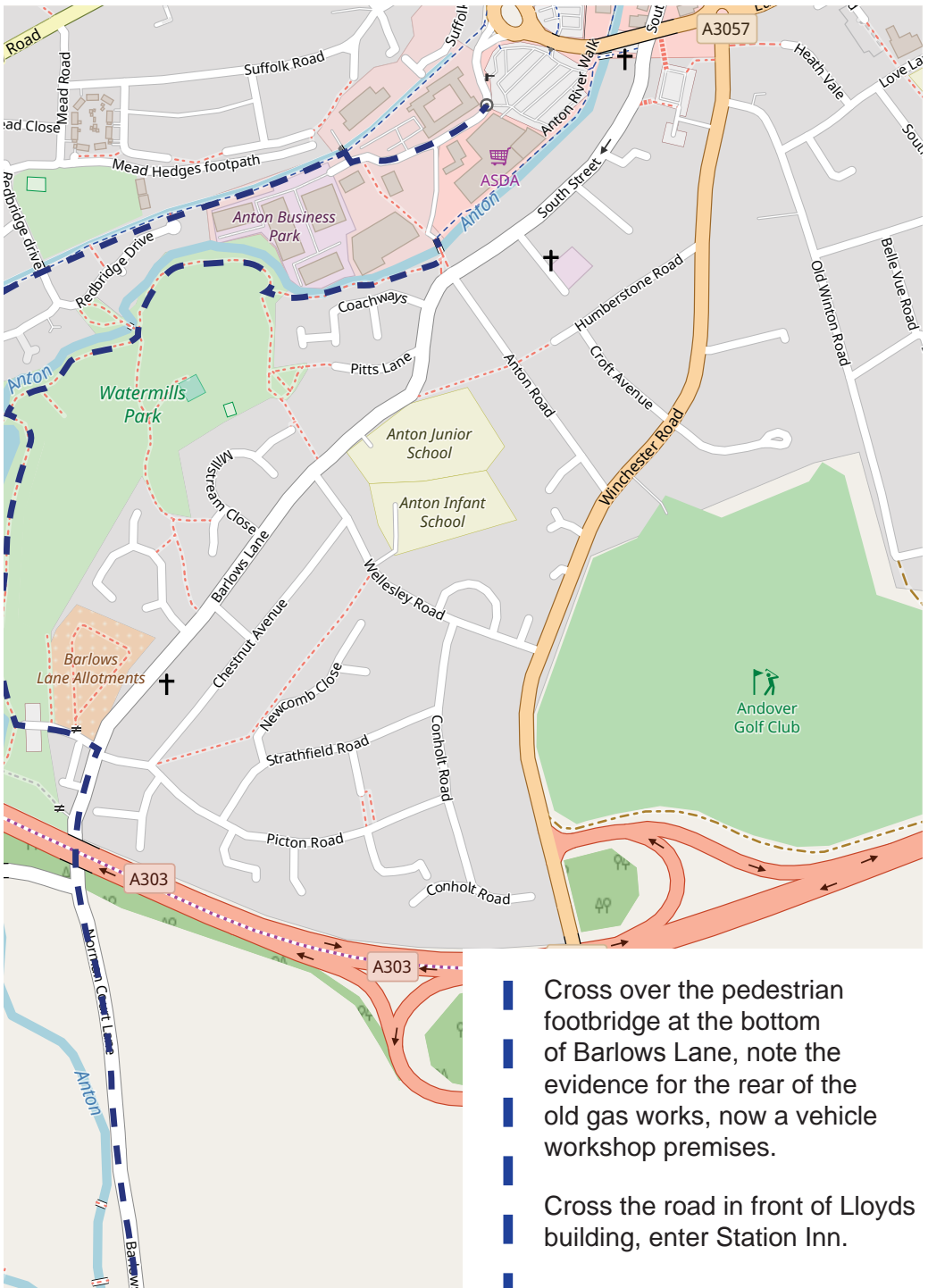
**29** Follow the foot path up through Watermills, towards the river, follow the trail around to the right back towards Anton Mill. This upper section of playing fields and housing estate was previously landfill and the town tip.



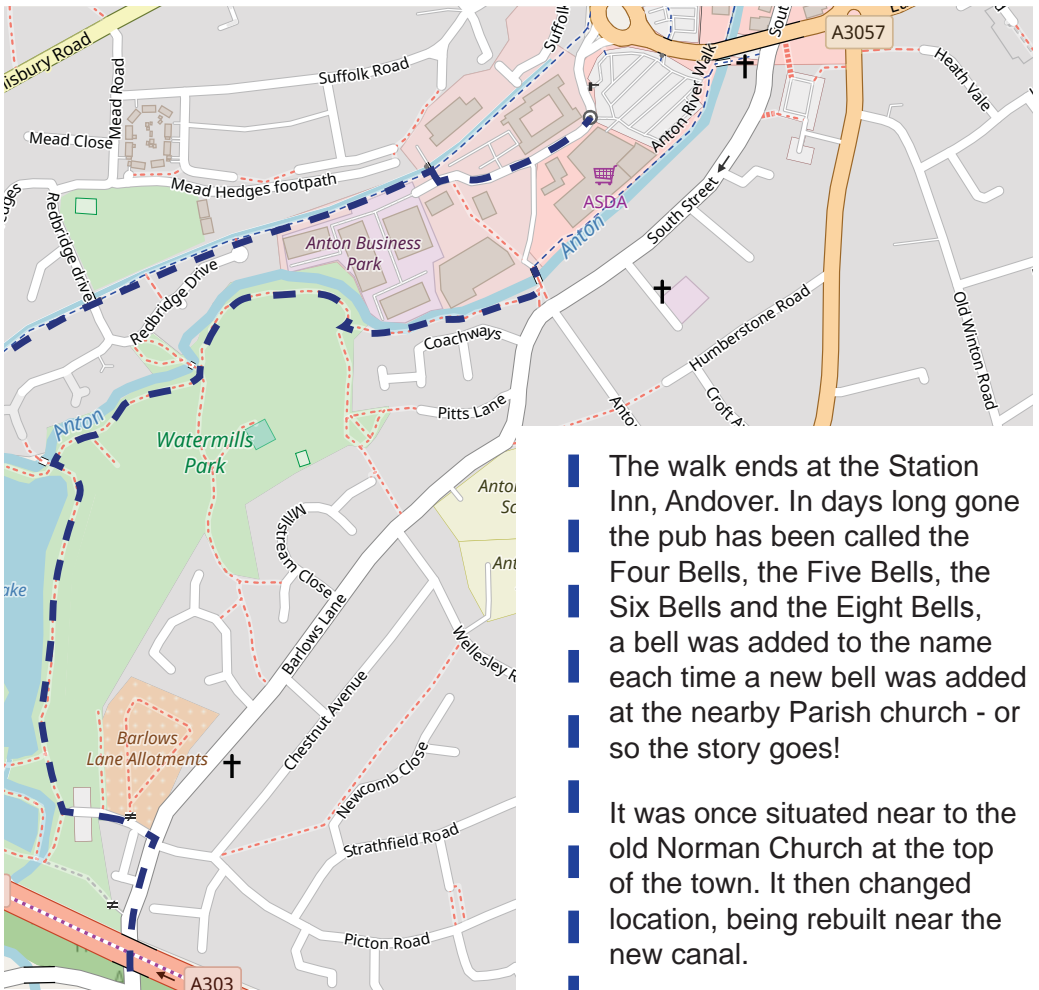
Gearing for a sluice gate

**30** Cut through the footpath that leads along the back of Anton Mill (Stannah Lifts). Note: the evidence of old gearing by the river, this would have been part of the sluice gates and water control for the mill. In old OS maps from 1941, there is also mention of Andover Swimming Baths, presumably in or around the river!





- Cross over the pedestrian footbridge at the bottom of Barlows Lane, note the evidence for the rear of the old gas works, now a vehicle workshop premises.
- Cross the road in front of Lloyds building, enter Station Inn.



The walk ends at the Station Inn, Andover. In days long gone the pub has been called the Four Bells, the Five Bells, the Six Bells and the Eight Bells, a bell was added to the name each time a new bell was added at the nearby Parish church - or so the story goes!

It was once situated near to the old Norman Church at the top of the town. It then changed location, being rebuilt near the new canal.

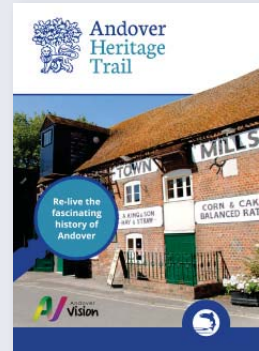
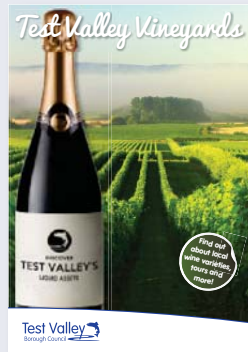
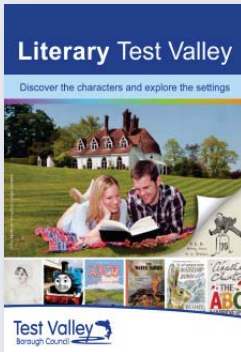
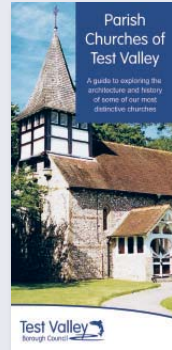
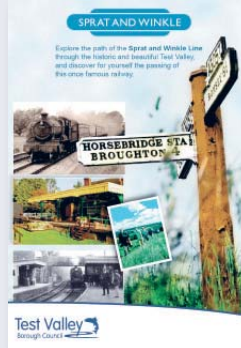
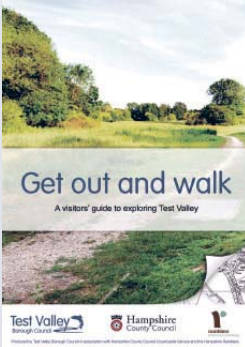
The present name refers to the time when the Andover to Southampton railway ran adjacent to the pub.

The rear courtyard would have been located very close to the Town Wharf and later the Level Crossing and Railway sidings. The pub and the brick stable building to the rear were also one of the first places of Catholic worship in Andover.



Rear of the Station Inn, Andover

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