

**North East Derbyshire
Industrial Archaeology Society**
NEDIAS Newsletter No. 39 – August 2010

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NEDIAS Members Visit Papplewick Pumping Station and Reservoir

Derek Grindell



The 25ft. beam of one of the James Watt & Co. Engines



Gilded Ibis support the entablature



On display in a new building – one of Linby Pit's Winding Engines

The NEDIAS visit to Papplewick Pumping Station and Reservoir on May 2nd was blessed with fine weather and was seemingly enjoyed by all. After a guided tour of the Engine House members crammed into a small bus for a thankfully short ride up a narrow and bumpy country lane to a field overlooking Papplewick Pumping Station. The wonders of the first reservoir were revealed by folding back the flaps on a large manhole, which opened onto a winding concrete staircase. The reservoir interior was brick lined and could easily be mistaken for an ancient place of worship. The access was originally within a small house, which had been demolished and the rubble thrown onto the reservoir floor. Visitors are thus invited to take at least one 'Bulwell' brick away with them as a souvenir. Several NEDIAS members obliged...

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In 1831 the Nottingham Trent Waterworks Company opened their new plant at Trent Bridge. It was designed to extract water not from the Trent itself but from gravel beds on its north side overlying the Bunter sandstone, 20% of which consisted of interconnected voids, enabling it to act as both sponge and filter. The water went through brick filter tunnels set in the natural beds of sand and gravel and into a rectangular storage reservoir. From there it was pumped through a 45 cm cast iron main by means of a single cylinder beam engine into a reservoir at the top of Park Row. The Trent works were the first in England to commission and maintain a water supply to consumers at high pressure. The system designer was Thomas Hawksley (1807-93), who had been appointed Chief Engineer of the Nottingham Waterworks Co. when it was created in 1845 from an amalgamation of the town's minor water companies. In the same year, the passage of the Nottingham Enclosure Act enabled the town to expand beyond its mediaeval boundaries, a development blocked over previous decades by fierce conciliar opposition.

Largely self taught, despite a fleeting attendance at Nottingham Grammar School, Hawksley was articled to Edward Staveley, the Borough Surveyor and a practising architect. He later became a partner in the firm but it was dissolved in 1850 and he moved to Westminster where, as a consultant civil engineer, he became involved in bringing water to many of London's deprived areas. Hawksley had experienced the cholera outbreak of 1832 when 289 of Nottingham's inhabitants died and he had organised the erection of a temporary hospital. When a more virulent nationwide outbreak occurred in 1848, the town was barely affected. The Town's Sanitary Committee later recorded with pride their conviction that it was Hawksley's provision of high pressure water supplies that had 'promoted the cleanliness and comfort of the people' and effectively saved countless lives.

Faced with increasing industrial demand and a booming population the new company built pumping stations at The Park (1850), Basford (1857) and Bestwood (1871). Basford, sited on the centre of the Bunter Sandstone, was later described by Marriott Ogle Tarbotton, who was appointed Surveyor of the Corporation Estates and Local Board of Health in 1859, as to 'constitute the very sheet anchor' of the town's water supply and 'one of the most successful and wealthy sources of water yield in the Triassic series of this country...' By 1930 the enlarged Basford Works was drawing water from three interconnected wells each 110ft. deep. Unusually for a successful public servant, Hawksley received the acclaim of his peers in his own lifetime. Elected the first President of the British Association of Gas Managers in 1864, he served as President of the Institution of Civil Engineers (1871-73), then as President of the Institution Mechanical Engineers (1876-77) and was elected a Fellow of the Royal Society in 1878. His legacy to the townspeople of Nottingham was his design for Bestwood P/S, erected 1871-74 and Papplewick Reservoir, which was constructed in 1880. It was decommissioned in 1906 when its brick lining developed fissures due to mining subsidence from the nearby Linby Colliery. Bestwood's fine building if not its motive power can still be admired since it has been converted for use as an upmarket restaurant and fitness centre known as 'Lakeside'.

M. O. Tarbotton worked tirelessly to eliminate the pollution in the river Leen and much of his ideas were incorporated in the Nottingham & District Sewerage Act of 1872, which led to the Stoke Bardolph Sewage Farm being commissioned in 1880. In the same year, following his report on the need for increased water production and storage capacity, Papplewick Pumping Station and a second Mapperley reservoir were brought into operation in 1884. Tarbotton had been aware, when preparing his plans, that Hawksley had previously envisaged further pumping capacity in the Papplewick area although he chose not to remind the Council of the fact at the time. Hawksley had negotiated the rights to water extraction from the owner of the estate so that, once instructed to proceed, Tarbotton had a flying start. He was again reminded of Hawksley's benign influence on the project in June 1883 during an exchange of letters with James Watt & Co., who were then working on the Yarmouth Water Works. Suggesting that the contract be drawn up immediately the company continued *we shall be glad to know if we may practically adopt, subject to minor alterations to suit dimensions, the design for the columns and entablature which we are now constructing for Mr. Hawksley for the Yarmouth Water Works ... There is a great similarity and we seem to detect Mr. Hawksley's design and ornamentation in your drawings. It would be a great saving in time and in getting on with the works and a convenience to ourselves to adopt the columns and entablature intended for Yarmouth for your work and we think them quite handsome.*

The result of Hawksley and Tarbotton's ad hoc partnership at Papplewick was a glorious confection of Victorian engineering and a triumph of the founder's art housed in a delightful brick building. The two 170 HP engines were capable of lifting 1,500,000 gallons of water daily from shafts driven 220ft. into the Bunter Sandstone.

The units, each costing £5525, were said to be the last built by James Watt & Co. of London and Soho, Birmingham. They had a beam of length 25ft. and weighed 13 tons. Six Lancashire boilers supplied steam at 50 psi to the 46 in. diam. cylinders and each engine had a stroke of 7ft.6in. Beyond the magnificence of the plant and its almost noiseless operation under steam, the eye is drawn to the massive square cast-iron columns, which are an integral part of the engines' supporting structure. Painted in dark green, eau de nil and cream they culminate in capitals from whose corners gilded ibis peer down, their necks nestling beneath the entablature. The space between is filled with water lilies in high relief. As if these features alone were deemed inadequate, the sides of each column are infilled with a cascade of lacquered brass decoration. The motifs deployed include fish, reeds, bulrushes and other water plants (see below).



After eighty years Papplewick's motive power became 'time worn assets' and they were replaced by electric pumps in June 1969 at a cost of £50,000. Fortunately, the Ministry of Public Buildings & Works requested that the site be scheduled as an ancient monument. Forty years on not only are the station and its grounds in good order but its band of volunteers have the rare distinction of being able to also offer visitors a tour of the former reservoir. A new exhibition hall houses one of the former Linby Colliery's winding engines and the Chesterfield Model Railway Society has a track within the grounds. For those who missed the NEDIAS trip a visit on a 'steaming day' is highly recommended whilst brick collectors will find a descent into the reservoir particularly rewarding (see below)!



Papplewick Reservoir's 'Monastic' Interior – a space awaiting a new role

The Evolution of an Architectural Gem – Buxton's Great Dome

Derek Grindell

Formed in 1991, Peak District Products is an association of professional artists, designer-makers, artisans and fine food producers based in and around the Peak District. In 2006 the Earl of Burlington, himself a professional photographer, replaced his grandmother, the Dowager Duchess of Devonshire, as their President and it was particularly fitting that the group's 'Great Dome Art Fair' was last year held over the weekend of 25th/26th July within the splendid setting of what is now Derby University's Royal Devonshire Campus at Buxton.



Fig. 1 The interior of Buxton's Great Dome – an impressive space and a great asset to the county.

The town's development as a spa began in about 1779, when the fifth Duke of Devonshire, as lord of the manor, retained the services of the renowned John Carr of York to create a built environment in the style of Bath close to the original St. Ann's Well. Between 1785 and 1790 the Duke and Carr created a large stables complex to the north, which was extended and converted in 1859 'for the use of the sick poor' by the sixth Duke and his architect Henry Currey of London. Carr's design, which was realised by the masons Robert Smith and William Booth of Stoney Middleton, essentially comprised a square with chamfered corners and a large open circular court with a colonnade of large Tuscan columns for riding exercises. In 1881-2 R. R. Duke devised an elegant and effective engineering solution as to how the courtyard might be enclosed by covering it with a dome, which with a diameter of 156 ft. was then the largest in the world. Today the casual visitor can be forgiven for assuming that this most impressive space, achieved by imaginative engineering design executed with artistic flair, was an integral part of the original architectural vision rather than a much later addition. Featured on *Great British Railway Journeys* (BBC2, 1830hrs on Monday 25th January 2010) it was revealed to Michael Portillo, the presenter, that following the Tay Bridge disaster, said to have been caused by faulty construction practices, work was halted on the Dome. Bolts already inserted to secure metal

roof supports were removed and carefully replaced to ensure correct alignment and hence minimum stress between adjoining sections.

One of the most unusual exhibitors at the 2009 event was *Leander Architectural*, a small business providing a casting service for local artists and craftspeople. Located at the Fletcher Foundry, Doveholes, near Buxton, they cast primarily in aluminium and bronze alloys and specialise in plaques, murals, sculpture and architectural feature work. Current projects include a series of tactile historical bronze maps, poetry trail monoliths and war memorials for the Royal Marines. One recently completed commission was a detailed topographic model of the Bugsworth Basin (Fig.3), which was visited by NEDIAS in July 2005 (see Newsletter No.19). It will be mounted in a central location to show visitors the site as it was in its heyday at the end of the 18th century. The buildings and narrow boats had been cast separately and fixed in place by screws driven from under the base. I was assured that, despite it being open to the elements, the model was sufficiently robust to withstand the worst excesses of the local climate and all but the most extreme acts of vandalism. Only time will tell.



Fig. 2

Structural supports for the Great Dome viewed from the mezzanine floor

Fig. 3

Leander Architectural's finely detailed model of Bugsworth Basin



WHAT'S ON?

NEDIAS Lecture Programme, 2010

Venue: Friends' Meeting House, Ashgate Road, Chesterfield @ 7:30pm

13 September 2010	Tony Hallam: <i>"The Family Markham"</i>
11 October 2010*	Cliff Williams: <i>"An Industrial Pick-and-Mix"</i>
8 November 2010	Thelma Griffiths: <i>"Longshaw estate and the Quarry Industry"</i>
13 December 2010	Christmas Meeting: <i>A seasonal Melange of Members' Proclivities and Mince Pies</i>
10 January 2011	Eric Galvin: <i>The Pentrich Revolution</i>
14 February 2011	Jan Stetka: <i>Sir Richard Arkwright's Bakewell Mill</i>
14 March 2011	Annual General Meeting + talk (to be arranged)
11 April 2011	Ron Presswood: <i>Staveley & Devonshire Works Past and Present</i>
9 May 2011	Richard Booth: <i>The Ashover Light Railway – Origin, History and Future</i>

** Jim Brightman, representing Archaeological Research Services Ltd., an experienced commercial practice based in Bakewell, will give a short presentation on the group's activities across the county. Established in 1999 the company has worked with Longstone Local History Group at Fin Cop, Monsal Dale and has provided professional support at the excavations at Sheffield Castle and Willington Marina. Diana Wilmot has kindly agreed to act in a liaison capacity with ARS Ltd. and the NEDIAS Committee would welcome your views on whether we could assist in any future industrial or transport related project.*

Other Diary Dates

13 - 15 Aug 2010	<i>Florence Nightingale.</i> A weekend of events around the village of Lea, 100 years since her death.
9 - 12 Sept 2010	<i>Heritage Open Days.</i> Your chance for free-of-charge entry to many heritage sites in and around the area. Information from English Heritage – http://www.heritageopendays.org.uk/
13 October 2010	<i>Canal Lectures.</i> A double bill of Canal Lectures at The Winding Wheel. The first 45 minutes will be Liam D'Arcy Brown on the Grand Canal of China. After a short intermission Dr. Geraint Coles of the Chesterfield Canal Trust will speak on the future of the Chesterfield Canal.

Our 2009/10 talks programme ended on a particularly high note when BBC *Look North*'s anchor man and roving reporter, Tom Ingall, delivered The David Wilmot Memorial Lecture on May 10th. Despite deliberate restraint in advertising the event, a queue was already forming outside some forty minutes before the appointed start time and our Chairman was about to consult his contingency plan for crowd control when the provision of additional seating resolved the situation, enabling the riot squad and a contingent of mounted police to be stood down.

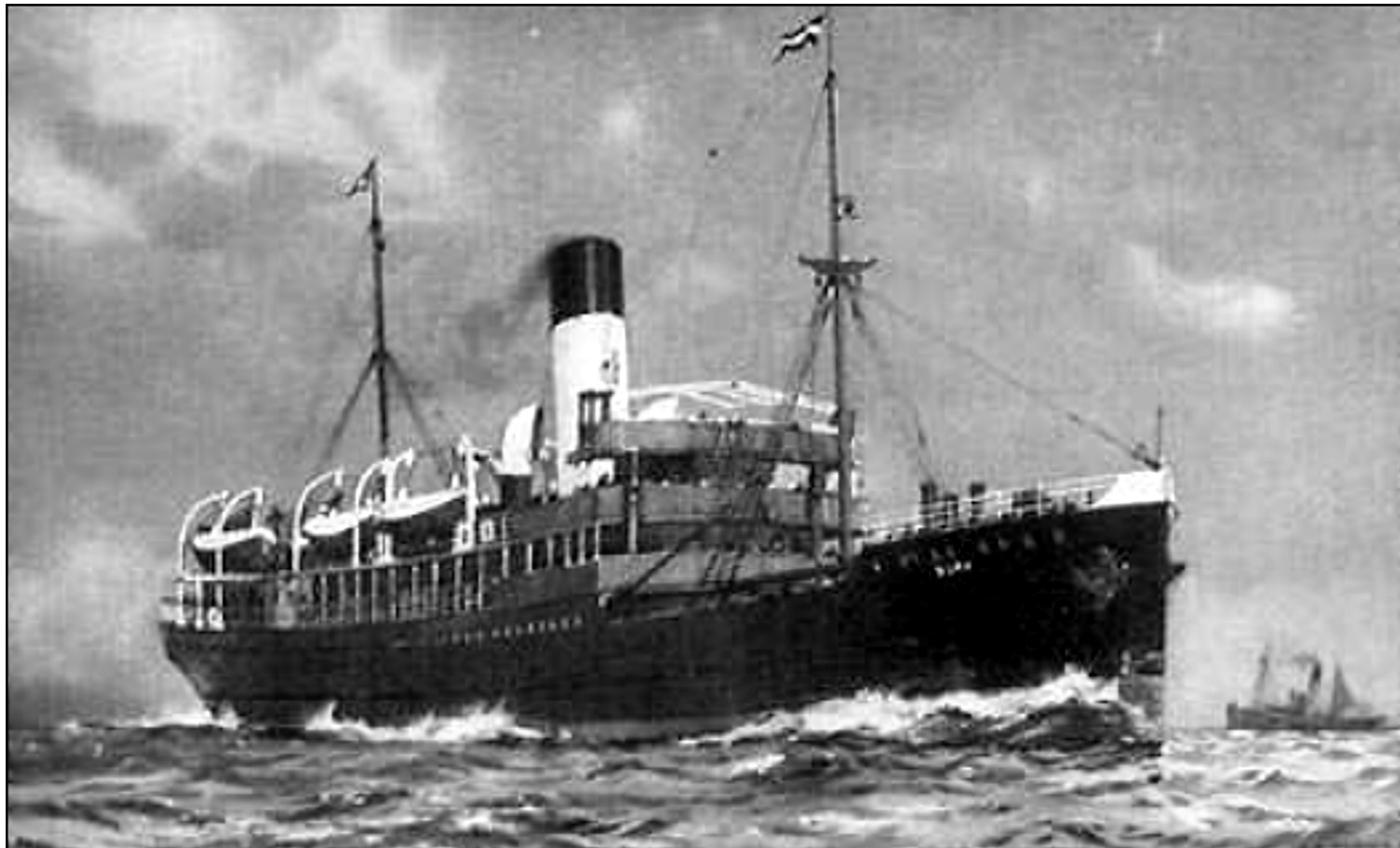
Tom related how, in 1969, a group of enthusiasts decided to recreate, for future generations, the great British age of steam at Loughborough. From small beginnings, this preserved section of the Great Central Railway is now one of the region's top tourist attractions, enabling visitors to step back in time and enjoy the charm of steam travel as it once was. Loughborough Central Station is typical of the 1960's, Quorn & Woodhouse Station recreates the 1940's whilst Rothley Station captures the Edwardian period. Today's GCR now boasts over 20 steam locomotives and an extensive selection of rolling stock, which includes passenger carriages, wagons, first class dining cars and kitchen/buffet vehicles. Being a mainline railway means that the largest, heaviest and most impressive of British steam locomotives can be operated and famous guest locomotives visit the line on a regular basis. Double track is being re-laid from Rothley to Loughborough Central to allow the passing of trains and the re-creation of true main line operation. The Loughborough Station canopy restoration project is well advanced with the new beam for the canopy's north end now in place. Tom Ingall's speaker's fee was donated to this fund and hence NEDIAS now appears on the roll of honour for donors, which can be viewed on the GCR website.

The Great Central Railway evolved from the much smaller Manchester, Sheffield and Lincolnshire Railway, which had been incorporated in 1846 from a number of even smaller companies. In an interview, given to *The Railway Magazine* in 1899, the GCR's General Manager, William Pollitt, claimed that 1837, the year of Queen Victoria's accession, was the real 'birth year' of the principal portion of its system. In addition to the acquisition of such arcane companies as the Marple, New Mills & Hayfield, the Manchester, Bollington & Marple and the Trent, Ancholm & Grimsby, the GCR owned 111 miles of canals. The first sod of the Woodhead Tunnels was turned on October 1st 1838 by Lord Wharnccliffe but the difficulty of penetrating the 3 miles through the Pennines ensured that the first tunnel was not opened until December 1845; the second, started early in 1847, was not in operation until February 1852. Pollitt defined Grimsby as ... *one of the Company's richest gathering grounds for traffic ... and its position today as the largest fishing port in the world is entirely due to the enterprise of the old Manchester, Sheffield, and Lincolnshire*. He claimed that its population, once nearly 10,000, had dwindled to 928 by 1790. Following the MS&L's purchase of the rights of the old Dock Company and major investment in docks and warehouses the town had developed a flourishing fish market and its population had risen to 60,000.

It was Edward Watkin, GCR's General Manager in 1854 and Chairman a decade later, who had envisioned a rail link between the industrial centres of England and the burgeoning markets of Continental Europe. Such a network was outrageously ambitious for its time since it involved the construction of a Channel Tunnel and interconnection between the MS&L lines and London. Although he became Chairman of the South Eastern Railway, which connected London with Dover and of the Metropolitan Railway, which was then extending its suburban line north-westwards from London through Rickmansworth, he was unable to persuade rival companies to cooperate as they saw him as the main benefactor. Watkin was obliged to seek his own solution and the extension from the MSL to the Metropolitan, known as the "London Extension" was opened in 1899. The company name was changed to Great Central Railway to better reflect its status as a trunk line but Watkin was forced to retire due to ill health.

Watkin's dream of a channel tunnel may have faded but, by the turn of the century, the GCR had 13 steamers operating a daily goods and passenger service to and from Hamburg, Antwerp and Rotterdam. Between 1903 and 1912 the company's fleet was further augmented by a further nine vessels from the Hull yard of Earles Shipbuilding & Engineering Co. Ltd. alone. *City of Leeds* (1903), *City of Bradford* (1903), *Dewsbury* (1910), *Accrington* (1910), *Blackburn* (1910), *Bury* (1910), *Stockport* (1911), *Brocklesby* (1912) and *Killingholme* (1912) accounted for a total of 12,861 tons.

GCR's Head Office moved from Manchester to Marylebone in 1905 where a new senior management team



ABOVE:

The GCR's ss Bury (1634 tons) built in 1903 by Earles Shipbuilding & Eng. Co. Ltd. of Hull

BELOW:

Seven of Immingham's eight hydraulic Coal Hoists, each capable of moving 700 tons per hour



was led by Lord Faringdon as Chairman and Sam Fay as General Manager. Retrieving from the MS&L archives draft proposals, first mooted in 1873, for a new deep-water port on the Humber they invested £2.6 million in developing 1000 acres of marshland into the Immingham Dock complex, which was served by 150 miles of rail sidings. Some indication of the sheer scale of the new dock estate can be gained from the power house, which was erected on the western jetty to supply hydraulic power for coal hoists (see opposite), cranes and capstans. Four pairs of compound surface-condensing steam pumping engines, each capable of delivering 700 gallons per minute at a pressure of 800psi, received steam from nine two-flued Lancashire boilers.

This facility, started in 1906 and opened by King George V in 1912, not only complemented those at Grimsby for both goods and passenger traffic, which included significant numbers of emigrants from northern Europe to the USA, but it created strong competition for the North Eastern Railway at Hull. At the outbreak of WW1, three of the company's fleet were seized by the Germans and the remainder were requisitioned by the Royal Navy. A new marshalling yard at Wath, commissioned in 1907, was designed to handle 5,000 wagons in 24 hours and by 1914 some 67% of the company's gross receipts were attributable to freight; passengers accounted for only 22%.

The government assumed control of the railways in August 1914 and, under an Act of 1921, 120 undertakings were amalgamated into the LNER, GWR, SR, or LMS, an arrangement which lasted until nationalisation in 1947. Today the name 'Great Central Railway' lives on as the established heritage railway so ably described by Tom Ingall but the company's greatest legacy must surely be the flourishing Port of Immingham, which in 2012 will celebrate its centenary; in conjunction with Grimsby it is now the UK's largest port complex in terms of tonnage handled.

Bailey and Mabey – A Pair of Complementary Spanners

Derek Grindell

Whilst NEDIAS members will be perusing Newsletter No.39 in the, hopefully, balmy days of August this article was penned in early June with the anniversaries of both Dunkirk and VE Day fresh in the mind. The names of Bailey and Mabey may not be familiar as a partnership, nor should they be, but the former's invention made a major contribution to the prosecution of WW2, in particular the invasion of Europe, whilst the latter developed the concept for peace time applications.

Donald Coleman Bailey, was born in Rotherham in 1901, the only child of Joseph Henry Bailey, a commercial cashier, and Caroline Coleman. He was educated at the Leys School, Cambridge and Sheffield University where he took several degrees culminating in the award of a Doctorate in Engineering. He worked for Rowntree & Co. of York, the Civil Engineering Dept. of the LMS and the Sheffield City Engineer's Dep. before joining the War Office in 1928. Employed as a civil engineer designer, based at the Military Engineering Experimental Establishment (MEXE), Christchurch, his proposal for a bridge created by temporary spans capable of withstanding heavy loads was approved by the War Office in 1941. Since the component parts were small, their production could be entrusted to literally hundreds of small manufacturers normally supplying goods for the domestic market and, by late 1941, the first bridges were being delivered to Allied troops. At the battle for Monte Cassino in February 1944, Bevil Mabey, a 28 year old soldier witnessed, at first hand, a team of Royal Engineers rapidly deploy what was already known as the Bailey Bridge.

The task facing 21 Army Group after D-Day was challenging to say the least. All the rivers from Normandy to Berlin had to be crossed together with the canal systems of the Low Countries and Northern Germany. The Group's position on the left flank of the Allied Armies meant that the rivers had to be traversed nearest their mouths and, therefore where they were widest points. Many of the bridges were built under conditions of flood and snow. Almost four months elapsed before Brussels was liberated and fortunately those bridges not badly damaged by the RAF were not entirely demolished with legendary Germanic thoroughness. During the ensuing winter, however, through Holland and Germany, not only were bridges destroyed but craters, up to 70ft. in diameter, were made in the roads around the flooded valleys of the Meuse and Rhine. After the Rhine crossing, the retreating Wehrmacht's ability to inflict serious damage was such that from the 24th March, D-Day for the Rhine crossing, to the end of hostilities on 5th May 1945, 509 equipment bridges had to be constructed by British and Canadian forces. During the course of the entire campaign 1509 Bailey Bridges were built, which equated to 29 miles fixed and 3 miles floating. Of those built, 571 exceeded 80ft.,

840 were less than 80ft. and 18 were less than 30ft.

The Times of 21st May 2010 carried a full page obituary of Bevil Guy Mabey, who had died on April 27th at the age of 94. His name meant nothing to me but one of the accompanying photographs commanded my attention. It showed the test assembly of a bridge destined for Workington to replace the Northside Bridge, which had been destabilised by the floods of November 2009. Born in Richmond, Yorkshire, in 1916, Mabey read anthropology, archaeology and history at Cambridge and, in WW2, saw active service in France, North Africa, Sicily, Italy, Yugoslavia and Greece. On returning to the family's construction business, Mabey & Johnson, after the war, he invested in research and development to improve the concept for civilian applications. He also bought up Bailey bridge components on the army surplus market for resale to contractors and anticipated the demand for steel modular bridges from the construction industry in the late 1950. He designed an improved version of the Bailey bridge, which was lighter but with fewer parts and twice the loading capacity. It was also less noisy, easier to maintain and its component parts could be transported by Land Rover.

In 1966, Mabey & Johnson bought the failing Fairfield Shipbuilding & Engineering Co. in South Wales, which not only saved 300 jobs but enabled the firm to supply larger bridges and thereby access a wider international market. Glasgow's Erskine Bridge (1971), the Avonmouth Viaduct (1975), a large section of the Humber Bridge (1981), Anglesey's Britannia Bridge (1980) and more recently 46 bridges for the M6 Toll (2003) were but a few of the company's achievements. In the 1980s, Mabey negotiated a contract with the British Army to supply bridges, which quickly proved themselves in Bosnia and later in Iraq and Afghanistan. Appointed CBE in 1984 for his export achievements, Bevil Mabey, who had never trained as an engineer, must have frequently mused on the stroke of fate that brought him into contact with the team of Royal Engineers assembling a Bailey Bridge at Cassino in 1944.

In 1948 Sir Donald Bailey was awarded £12k for his invention and he became Deputy CSO at the Ministry of Supply in 1952. He chaired the Bailey Committee on House Interiors (1952-53) and was appointed Dean of The Military College of Science in 1962. He died in Bournemouth in May 1985.



Class 40 Bailey Pontoon Bridge built over the river Meuse at Maeseyck by VIII Corps Troops Engineers January 1945

I. A. News and Notes

Harry Brearley's Laboratory

As the centenary of the discovery of stainless steel in 1913 approaches it is welcome news that the former Brown Firth Research Laboratory where Harry Brearley made the breakthrough has now been granted listed status. Located in Princess Street it was a prime example of a modern industrial research building when built in 1908. Today it is occupied by a pewter firm and already displays a commemorative plaque.

The Hawley Tool Collection : A Permanent Home at Kelham Island

For the past fifty years, Ken Hawley has collected tools, cutlery, catalogues and other ephemera connected with the Sheffield tool and cutlery industries. Selected items had been displayed at Sheffield's Ruskin Gallery and local museums. In 1995 the Ken Hawley Collection Trust acquired legal status with the initial aim of raising funds to ensure that this unique collection, an integral part of the city's heritage, was retained locally. A major award from the Heritage Lottery Fund made this possible and the major portion of the Collection was initially moved from Ken's home to larger and more secure premises where the items could be sorted and a start made on cataloguing and recording. The University of Sheffield not only provided a new home for the Collection in Mappin Street but arranged for Dr. Joan Unwin to work with Ken and other volunteers to assess its research potential. NEDIAS members will recall Dr. Unwin's welcome contribution to our 2009/10 Lecture Programme when she spoke on the *History of the Company of Cutlers in Hallamshire*.

Despite displaying selections of items from the Collection at various exhibitions, public access to the Mappin Street premises was restricted until the Sheffield Industrial Museum Trust (SMIT) facilitated the provision of a permanent home at Kelham Island. By good fortune the last derelict building at Kelham proved capable of housing the Collection. In 2008 the HLF awarded £595,000 for the restoration and conversion of the building. Sheffield University and SMIT each contributed £50,000 to comply with the matching funds component of the bid and construction work was completed on time and within budget in August 2009. Fitting out and display assembly commenced in November 2009 and the opening in March 2010 coincided with the completion of the final phase of the Kelham Museum post flood recovery plan.

Flying High – Before and after Take-off !

Derek Grindell

Beryl Clutterbuck was born in Rutland in 1902. Four years later she was taken to what was then British East Africa by her father, an ex-army man. He created a viable farm from a wilderness and Beryl's childhood was spent playing and hunting with her friends of the Nandi tribe. She spoke Swahili and the languages of the Nandi and Masai and became apprenticed to her father, who bred and trained racehorses. A drought in 1919 laid waste to the farm and her father left for Peru. Beryl, who had entered into an ill conceived marriage at 16, astonishingly encouraged by her father, was divorced after three years but stayed on and, in 1920, became the first woman in Africa to be granted a trainer's licence. She trained six East African Derby winners and remained active in the sport until her death in 1986. Married for a second time in 1927 to a visitor from England, who was on safari, she met the Duke of Gloucester when she was four months pregnant. Queen Mary intervened swiftly and she returned immediately to Africa, allegedly under the terms of a financial settlement. She was divorced in 1929 and handed her son, Gervase, a sickly child, over to her parents in law and saw him infrequently thereafter.

At the age of twenty-nine she became a qualified pilot, carrying supplies, passengers and, for a time, mail for East African Airways. A friend suggested she could be the first woman to fly the Atlantic from east to west and after two marriages and divorces she left for London where she found the milieu of the flying pioneers and their aristocratic followers much to her liking. Having witnessed the reception accorded Amy Johnson in

1930, on her triumphant return from Australia, Beryl was ambitious for similar public recognition and she had no qualms about being portrayed misleadingly in the press as a 'beautiful mother'. On the 4th September 1936 she won the international recognition she had craved when she flew solo from England to North America in a Percival Vega Gull. She was seen off at Abingdon by Jim Mollison, husband of Amy Johnson and yet another of her numerous conquests. Her life story, virtually a ready made film script, attracted interested from Hollywood but never reached the screen. In WW2 she was recruited into the Civil Air Patrol and flew lookout along the coast of California. More recently her achievements as an aviatrix were honoured by those entrusted with updating the cartography of the solar system, thereby ensuring that the name of one of North Derbyshire's most notable families has an enduring memorial in the night sky. Puzzled? Tony Hallam will reveal all in his talk to NEDIAS on 12th September when he becomes our first speaker of the 2010/2011 season.



Bibliography

Beryl Clutterbuck *West With The Night* (first pub. Houghton Mifflin 1942)

Midge Gillies *Amy Johnson Queen of The Air* (pub. W & N 2003)

..... and Finally ...

... NEDIAS Journal Vol.3 hot off the press!

Cliff Lea

Volume 3 of the NEDIAS Journal was recently published and is now available for purchase by members and non members. This edition runs to almost 100 pages of which 70 pages are devoted to the history of the Staveley Works site. Ron Presswood, a former company employee, has contributed a major paper, which includes a comprehensive 'Time Line', a series of contemporary photographs and additional text drawn from previous work by Edwin Nicholson. Derek Grindell has complemented the main article with an account of the company's role as a significant generator and distributor of electricity. David Wilmot's paper on an incident at Damstead Works, Dronfield, originally published in an early NEDIAS Newsletter, is included together with Derek Brumhead's account of the history of the Torr Vale Mills. Cliff Lea has provided a timely reminder of the past relationship between Silkolene/Dalton & Co. of Belper, Rolls Royce and the aviation industry. Vol.3 ends with a moving personal memoir by the late Trevor Skirrey of the last train to leave Scarcliffe Station.

NEDIAS members can purchase one copy of Vol.3 of the Journal for the discounted price of £3 – a £5 reduction on the retail price. Copies will be available at the first NEDIAS meeting of the 2010/11 season on 13th September.

NEDIAS Committee:

Chairman and publications – Cliff Lea; **Vice-Chairman** – Derek Grindell; **Secretary** – Patricia Pick; **Treasurer** – Pamela Alton; **Membership Secretary** – Jean Heathcote; **Lecture Meetings and Visits Co-ordinator** – Brian Dick; **Archivist** – Pete Wilson; **Committee Members** – Diana Wilmot, David Hart, Les Mather, David Palmer.

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