

Stapleford and District Local History Society



Newsletter No 40 – Spring 2016
£1.00 Free to Members

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MEETING REPORTS

11 November 2015

ADVERTS YOU HAVE KNOWN AND LOVED by Maureen Rushton

As announced in the talk's title, Maureen showed us slides of past advertisements. Some of these we had forgotten, some were instantly nostalgic and some we had never seen. All were interesting.

Many of the adverts had stories to them. Maureen told us when and where and by whom these companies had been founded and which ones had continued to the present day.

The adverts mentioned covered a wide range of products and included clothes, shoes, soaps, electrical goods and food.

Here are a few interesting snippets:

The Bissell Carpet Sweeper was invented because Mr Bissell was allergic to dust and wanted to produce a sweeper that contained the dust.

The Goblin Vacuum Cleaner was so called because it 'gobbled up' the dust. The first vacuum cleaners were huge and would be delivered to the house by horse and cart. They were first used in England at Buckingham Palace.

Dr Martens had a skiing accident and damaged his foot, so he devised the 'air-cushion' sole for Dr Marten boots, which were made in Loughborough.

King Camp Gillette was fed up with constantly having to sharpen blades to shave, so invented the razor with blades. In 1903 he started manufacture and by 1917 he was making three and a half million blades a year.

William Addis made the first tooth brushes from bone and horsehair in the reign of King George III. They were made from plastic in 1927 and soon Wisdom (his firm) was selling forty million a year.

Mr Brooke started selling tea in Manchester in 1865. In 1954 the firm was putting themed cards in the packets. In 1969 720 million cards were made. There was no Mr Bond in Brooke Bond.

Another tea seller, Thomas Twining, started trading in tea in 1706 and his shop at 216 The Strand in London still sells Twining's tea. It holds the honour of having the world's oldest continually-used company logo, and is

London's longest standing rate-payer, having occupied the same premises in the Strand since 1706.

Edwin Moore from Birmingham came to Nottingham to collect a £150 debt from Mr Garton. He took a liking to some sauce that the grocer had made and used the debt to buy the recipe and brand of HP Sauce. It was called HP because it had a picture of the Houses of Parliament on the label.

In 1877 Frank Bowden started making bikes. In 1896 the Raleigh factory in Faraday Road, Nottingham opened. The business boomed and branched out into motorbikes and even three wheeled cars. It then slumped and was only revived in the 1970s by the manufacture of the Raleigh Chopper.

WWI was a slack time in publishing so the first children's Ladybird books were printed. Each book had 52 pages of text opposite a picture page. The pattern continues to this day.

Also mentioned was Tupperware, which did not sell well in the shops, so domestic parties were used as sales outlets. Heinz Foods never did have 57 varieties – it was just a slogan. Bird's Custard advert said "... and when the pie was open the birds began to sing the praise of Bird's Custard". Walls Ice Cream was sold from thousands of tricycles with the slogan "Stop me and buy one" and Horlicks started in 1890 with the idea of "guarding against night starvation" in the advert.

A lot of products were mentioned and there were some very surprising facts and figures. One of the main surprises was how long ago some of the products had first been made. There were lots of pictures and details in this talk. It was well prepared and presented. Comments in the audience, as the pictures revived memories, showed that all were interested and were enjoying it.

John Shaw

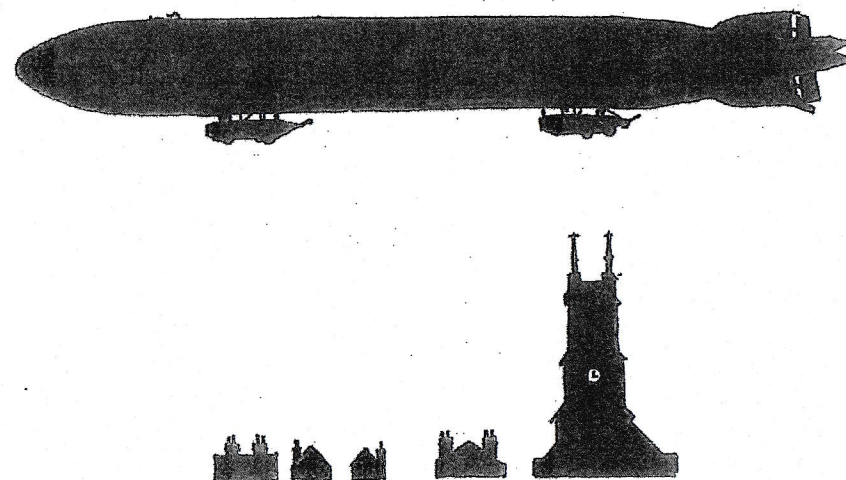
9 February 2016

TERROR FROM THE SKIES –
THE NIGHT THE ZEPPELINS CAME
by Stephen Flinders

Stephen began his talk with a short description and history of Zeppelins. They were developed by Count Ferdinand von Zeppelin who pioneered rigid airship development at the beginning of the 20th century. Zeppelin's ideas were first formulated in 1874 and developed in detail in 1893. They

were patented in Germany in 1895 and in the United States in 1899. We were given some of the 'vital statistics' of the German airships eg they were huge – about 580 feet long, they were filled with hydrogen (highly flammable) and could reach speeds of 55 mph. Stephen also explained that bombs were a new form of weapon and were therefore quite unreliable. The Zeppelins were regarded as German Naval Vessels.

There had been quite a few Zeppelin raids at the beginning of the war, but the reports of them were heavily censored and the facts quite obscure. This was the first time that civilians away from the battlefields had become so involved in war. Perhaps it was this idea that had made the Kaiser very reluctant to bomb London. However, there had been a few London raids and we were read the report of one of these written by D H Lawrence, who was in London at the time. The civilian response to this involvement was to attack German shops and factories.



On the night in question (31 January 1916) nine Zeppelins were launched from the North Coast of Germany. The plan was that they should drop bombs on the Liverpool docks. The most significant of the nine to us

locally was L20. It was captained by Frank Stabbert. All the Zeppelins immediately ran into fog over the Lincolnshire and Norfolk coast. They wandered about for a while. One dropped bombs on Norfolk and L17 considered it hopeless and went home.

The L20 persevered and dropped some bombs on Loughborough, and by half past eight in the evening it was over Ilkeston. Captain Stabbert thought he was over Sheffield, having mistakenly identified Stanton and Bennerley Ironworks. Bennerley Viaduct was damaged. Very ironically, when the airship was over Ilkeston, there was a play on in town called 'The Enemy in our Midst' that featured the sound effects of a Zeppelin raid! Inside the theatre there were the sound effects – outside the real thing was going on!

L20 travelled over the Stanton Ironworks, where two people were killed. One was Walter Wilson who, on his way home from work and about to catch the tram, saw the airship and decided to shelter near the wall of the Parish Rooms. The Parish Rooms suffered a direct hit and the wall fell on him. The other victim was James Hall who was working on one of the furnaces. He was a Stapleford man who lived on Frederick Road.

L20 went on to bomb Burton-on-Trent, before it returned home. Captain Stabbert continued to command airships until he was killed in L44 in October 1917.

There continued to be Zeppelin air raids over England until we developed an incendiary bullet that would cause instant fire, because of the hydrogen contents of the airships.

Stephen's talk was, as he warned us at the beginning, interspersed with some of his 'quirky humour'. This was really appreciated by the audience and helped to produce a very relaxed atmosphere. As usual, he also added a few personal anecdotes, often about some of his impressive research experiences. These, along with his excellent knowledge of his subject, made this a very enjoyable and informative presentation.

John Shaw

8 March 2016

BLUE PLAQUE CHALLENGE

By Dr Peter Robinson

After a short discussion about whether to pronounce 'plaque' in the northern or southern way, Peter began by giving us a short history of Blue Plaques, which started in London. The first one had a strong East Midlands connection, however, as it was erected to mark the London birthplace of Lord Byron in 1870. Various London Councils had the responsibility for similar plaques in London until 1984, when it was taken over by English Heritage.

There was then another local link because Sir Neil Cossons (Beeston boy) became chairman of English Heritage and tried to roll out a programme of plaques all over England. In 2005 he contacted people in the East Midlands. Beeston and District Civic Society submitted some ideas to English Heritage but nothing happened and it became clear that this work could not be done centrally from London. In 2009 a group called Experience Nottinghamshire planned 12 plaques to help promote tourism throughout the county. Beeston Civic Society, Beeston Local History Society and Stapleford Local History Society started discussions and came up with their own ideas. In November 2009 a 'Plaque Group' was formed (Bramcote Conservation Society joined later). Their plan was "to identify,



select and research people and places that have shaped our local communities, with a clear focus on marking achievement and placing plaques."

Together they began by choosing 8 – 12 plaques. Peter detailed some of the difficult and unusual decisions they had to make eg material (London plaques are ceramic), plaque shape and size, font etc.

In 2010 the first plaque to Thomas Barton, the public transport pioneer, attached to the Barton building in Beeston, was unveiled by Sir Neil Cossons. Peter then explained that the group soon realised that the actual unveiling events were very important. Some events were small, some big and very formal, some were family orientated and some very moving. The Richard Beckinsale plaque unveiling attracted over 600 people and included some celebrities as well as family. All of the unveilings were good for community cohesion and local pride.

Peter outlined some of the difficulties they had to overcome. These included extensive, detailed, accurate research, finance raising (each plaque cost about £400), applications for listed building consent, local planning laws and gaining permission from various concerned bodies. There was a tremendous amount of work involved in the preparation of each plaque which, once in place, becomes the property of the building owner and may incur additional insurance costs.

The last plaque prepared by this group was unveiled on Beeston Station in October 2014, once again by Sir Neil Cossons. In the last part of his talk Peter said that the group had become known for their work and had been asked to help other people. They helped with the "Ten Bell" near Beeston Sainsbury's and the war memorial at Attenborough Station.

The final job was to prepare a Guide Book for the plaques (once again much hard work involved). This was now done and the guide would soon be available free of charge. There were also plans to put this on the internet.

This was a fascinating talk and was very well prepared and delivered. We all gained a real insight into some of the 'behind the scenes' work.

The Blue Plaque Group can be very rightly proud of the work they have done. From Peter's explanation of some of the effort involved we can well understand why it has been a 'Challenge'.

John Shaw

STAPLEFORD PLAQUES

ARTHUR HENRY MEE 1875-1943

The plaque on the front elevation of Central College Nottingham's Arthur Mee Centre in Church Street was unveiled by nephew Alan Mee on 22 March 2011.

The celebrated journalist and author, best known for his *Children's Encyclopedia* and *Children's Newspaper*, was born and attended school at this address, then Stapleford Board School. He was editor of the *Nottingham Evening News* by the age of 20, prior to an illustrious literary career in London, becoming renowned throughout the English speaking world.

ADMIRAL SIR JOHN BORLASE WARREN 1753-1822

The ground mounted bronze plaque in the Walter Parker VC Memorial Square, Derby Road, was unveiled on 18 May 2011 by the Vice Lord-Lieutenant of Nottinghamshire with due ceremony, before a large crowd.

Sir John was born and lived at Stapleford Hall. He studied at Cambridge University, then had a distinguished naval career, rising through the ranks to become Admiral in 1810. As a diplomat he served as British Ambassador to the Russian Court at St Petersburg and had several terms as Member of Parliament for Great Marlow, Nottingham and Buckingham.

ST JOHN'S CHURCH OF ENGLAND PRIMARY SCHOOL

The plaque, sited on the front wall of the school premises at 82 Nottingham Road, was unveiled on 14 June 2013 by the Rev Peter Huxtable, Vicar of St Helen's Church, Stapleford, as part of the 175th anniversary celebrations of the foundation and endowment of the school in 1837 by Dame Caroline Warren of Stapleford Hall, widow of Admiral Sir John Borlase Warren.

The school had recently returned to its home after an extensive refurbishment of the complete site. It is the second oldest school in Nottinghamshire still operating from its original building.

WESLEY PLACE METHODIST CHAPEL

The plaque, on the wall adjacent to the chapel on Nottingham Road, was unveiled jointly by the Mayor of Broxtowe, Councillor Iris White, and the Mayor of Stapleford, Councillor David Grindell on 17 June 2013.

The chapel was built near the place where John Wesley, the founder of Methodism, preached to the people of Stapleford as he passed through the village en route for Nottingham in 1774 and again in 1780. The chapel was enlarged and improved in 1848, but eventually closed for worship in 1975, to be replaced by the Eatons Road Methodist Church. The building now belongs to Broxtowe Borough Council and is hired out for community activities.

EXTRAORDINARY GENERAL MEETING 12 APRIL 2016

At an Extraordinary General Meeting of the Society held immediately prior to the Annual General Meeting, it was unanimously agreed that paragraph 4 of the Society's Constitution should be amended to read:

Paragraph 4: OFFICERS AND COMMITTEE MEMBERS

- a) Unchanged
- b) All Officers and Committee Members shall be elected at the Society's Annual General Meeting for a term of office of one year. Retiring Members may offer themselves for re-election.

21st ANNUAL GENERAL MEETING, 12 APRIL 2016

CHAIRMAN AND SECRETARY'S REPORT

This has, once again, been a good year for the Society, but overshadowed by the sudden death of Malcolm Jarvis, Committee Member and Newsletter Editor, who in 2014 undertook the huge task of researching details about all the Stapleford men who fell in World War I. As a result of his work the Society was able to mount an impressive display of this information, which was available for viewing in the memorial chapel at St Helen's church every Saturday morning from July to November 2014. Two Committee Members were on hand each of these Saturdays to help and advise family members of those remembered about further research. We were congratulated by many people at county level for our efforts.

Malcolm will be greatly missed as a very willing worker for the Society and as a colleague and friend. We extend our sincere condolences to all his family.

In view of the fact that Broxtowe Borough Council had decided to demolish the Maycliffe Hall and replace it with a block of flats, it was necessary for the Society to change our venue. We therefore moved to St Helen's Church Hall on Frederick Road in February 2016, changing the evening to the second Tuesday of each month, except for January and August. We have settled in well and are finding the accommodation suitable, the acoustics excellent and the parking relatively straightforward.

The talks and presentations at meetings throughout the year have been lively and interesting with a Derbyshire and Nottinghamshire focus.

At the most recent meeting a talk, entitled *The Blue Plaque Challenge* by Peter Robinson, dealt with the six year project to erect plaques commemorating people and places of southern Broxtowe, in which our Society has been involved along with Beeston & District Civic Society, Beeston & District Local History Society and Bramcote Conservation Group. The thirty four plaques have all been installed and a Guide is now nearing completion, giving details about the subjects of the plaques, their sites and their significance to the local area. It has been a very worthwhile project, but we shall all be relieved when it is complete!

Eileen and I have led two walks round the Town Trail, one as part of Broxtowe's Guided Walks scheme and the other, accompanied by the Mayor of Stapleford, as part of the national Heritage Open Days Weekend. I have also led the newly formed Stapleford U3A History Group round the first part of the trail. I have given my usual local history talk to George Spencer Academy year 8 pupils.

The Archives Group (Eileen, Nigel, Colin and I) meets regularly to continue work on sorting and labelling the interesting material about Stapleford that we continue to acquire. We have had three Committee Meetings during the year to discuss our various activities and plans for the future.

Now is my chance to thank all members for their co-operation and work during the year – Eileen for operating the sales stall, Nigel for the programme and publicity and Pat Kelly who runs the library, assisted by Dorothy Prentice. Thank you to Pat Hodgkiss, who will shortly be presenting the Society's Accounts as Treasurer, for looking after our finances through the year with assistance from husband, John, and for their preparation of a quiz for the Christmas social evening. John Shaw keeps the Society's website up to date and writes reports on most of the talks at our meetings and Margaret Watt is ready to step in and help whenever required. Lillian and Tony continue to serve welcome refreshments at the break. Malcolm's sterling work as Editor of the newsletter will be very much missed, but Nigel and I are preparing the Spring 2016 issue.

We are also grateful to Robert Butler for arranging to have our accounts audited by C J Lucking & Co. of Long Eaton.

Finally, I want to thank you all for your co-operation and support of our Society. Why not bring a friend along to give us a try? We should like the chance to welcome a few new members.

The Society will mount a stand at the third *Nottinghamshire Local History and Archaeology Day* to be held at Lakeside at the University of Nottingham on Saturday 9 July.

On Sunday 24 April, after the usual Annual Service of Commemoration at St Helen's Church, a new memorial will be dedicated to Walter Parker VC in his Square.

A new explanatory plaque at the site of the Saxon Cross in St Helen's churchyard will shortly be unveiled to complement the newly published 12th volume on Nottinghamshire of *Corpus of Anglo-Saxon Stone Sculpture*.

Barbara Brooke, Chairman and Secretary

REPORT OF THE TREASURER AND MEMBERSHIP SECRETARY

The deficit of £1,550.69 shown on the accounts may appear excessive but can be explained. A loan of £1,500 was made to a Committee member towards the publishing of a historical book. This loan was repaid in January but could not be included in the 2015 accounts.

Once again thanks go to Robert Butler for arranging and auditing the accounts for us and to Committee members for their continued support.

Our membership in 2015 was 44, four more than the previous year. Unfortunately, some of these have not renewed, so we must all do our best to recruit new members.

Pat Hodgkiss, Treasurer and Membership Secretary

ELECTIONS

All current Committee members had indicated their willingness to continue, so they were automatically re-elected for one year: Eileen Bloor, Nigel Brooks, John Hodgkiss, Pat Kelly, John Shaw, Margaret Watt. One nomination for an additional Committee member had been received – Keith Goodman – proposed by Margaret Watt and seconded by John Shaw. He was unanimously approved.

It had been unanimously agreed at an earlier Committee Meeting that the constitutional right to elect a Vice Chairman should be exercised, to work alongside the Chairman during the second year of her office. John Shaw proposed Nigel Brooks and Barbara Brooke seconded him. He was unanimously approved.

NOTE The Chairman/Secretary and Treasurer, having been elected for two year terms in 2015, remain for their second years.

ADDITIONS TO THE SOCIETY'S LIBRARY 2015/2016

Basford Bystander, Nos. 167, 168, 169, 170
Local History News, Autumn 2014 no.113,
Winter no.114,
Spring 2015 no. 115,
Summer no.116,
Autumn no.117,
Winter no.118
The Local Historian, Volume 45 No.1, no.2, no.3, no.4, vol.46 no.1
The Nottinghamshire Historian no.93 (interesting articles on local issues),
no.94, no.95, no.96
Sandiacre History Group Newsletter – no.29, no.31
Publications by Ilkeston & District Local History Society –
Top of Town
Around and about Town
From Bottom to Top of Town
Frank Underwood's Ilkeston by Andrew Knighton
100 years of Freemasonry in the Hemlock Stone Lodge no. 3734
Derbyshire Family History Society – no.144
Canary Child by David Field and Alan Dance
A City of Light, Socialism, Chartism and Co-operation – Nottingham 1844
by Christopher Richardson
The Nottinghamshire Village Book – WI
Nottinghamshire by Roy Christian
Nottingham Yesterday and Today by Geoffrey Oldfield
Victorian and Edwardian Nottingham from old Photographs
by Sheila Cooke
Beeston & District Civic Society Newsletter no. 166
Tales of Old Nottinghamshire by Polly Howat
East Midlands History and Heritage, Issue 01, 02
The Church History Project – Our Churches
(A guide to the churches of Southwell and Nottingham)

ADDITIONS TO THE SOCIETY'S ARCHIVES 2015/2016

Walter Parker VC Centenary Service sheet
Mortuary Chapel
Stapleford Matters 2006 (Regeneration) issues 1,2,3 + adverts
Albany Primary School June 1968
Photograph St Helen's Church Trowell + Ironworks in background 1950s

STAPLEFORD PUBLIC LIBRARY LOCAL STUDIES RECENT ACQUISITIONS 2015/16

Nottingham, A History by Jill Armitage	942.527
Derbyshire, Views of Matlock Bath by George Miles	L90
Curious & Surprising Victorian Derbyshire by Glyn Jones	942.51081
The Home Front: Derbyshire in the 1 st World War by Scott Lomax	942.51083
Nottinghamshire Murder Stories by David J A Bell	364.152

Periodicals stocked regularly:

The Thoroton Society Newsletter
Nottinghamshire Family History Society Journal
The Nottinghamshire Historian

MALCOLM JARVIS, 1945 - 2015

We were having an archive meeting when we heard the terrible news of the sudden death of Malcolm on Saturday 14 November 2015, after celebrating his 70th birthday with his family. He had attended the history society meeting the previous Wednesday and was looking forward to picking up copies of his latest book from the printers, *Railway People of Skipton*.

Malcolm was a very active member of the history society, sitting on the committee, contributing chapters to our previous publications, and was editor of the society's newsletter, contributing many interesting articles over the years. He gave his time freely and told numerous anecdotes about his previous experiences of railways, army and the police force. Many people will remember when he was the Stapleford Bobby for 19 years until his retirement in 2001.

Malcolm Gordon Jarvis grew up in Skipton, Yorkshire, one of five brothers. He left school at 15 and followed his father onto the railway, becoming a fireman on the Settle to Carlisle line. At 17 he moved to Willesden in London. It was while working on the railway that he met his wife, Helen.



Four years later he joined the army (Royal Signals), rising to the rank of Corporal. Three of his four children were born in Germany where he was posted for a number of years, and he also completed a tour of duty in Ireland.

In 1975 Malcolm joined the police force, becoming the resident beat officer in Eastwood, moving on to Beeston CID, before being transferred to Stapleford. He was a familiar and popular figure in Stapleford and remained there for 19 years until his retirement from the force in February 2001.

Another of his passions was the Royal British Legion where he was Chairman of the Ilkeston branch. Malcolm not only worked tirelessly fund raising for the legion, but he was the standard bearer at ceremonial events. One of his proudest moments was carrying the Legion standard at the Festival of Remembrance at the Royal Albert Hall.

Malcolm will be deeply missed, not only by his wife Helen, four children, six grandchildren and three great-grandchildren, but by members of the many organisations he was actively involved with who are proud to have had him as a colleague and a friend.

Nigel Brooks



PULLING THE COMMUNICATION CORD!

by Pamela Zmarzty, aged 90, mother of our member Phil Burton

On a hot summer day in 1937 when I was only 12 years old and living in Stapleford, my cousin, Margaret Evans, and I were allowed to travel by train to Long Eaton Swimming Baths. In those days the cost of a child return ticket from Stapleford and Sandiacre to Long Eaton was 1 3/4d (one penny and three farthings!).

When we returned to Long Eaton Station (the original town station, not Sawley Junction which was renamed Long Eaton in the late 1960s), the platform was packed with people waiting for an afternoon and evening trip to Belle Vue, near Manchester.

(In those days, the LMS Railway ran many such trips, the most popular being a four shilling return to Blackpool leaving at 4pm, taking four hours to reach Blackpool, having four hours to view the illuminations and taking four hours to travel back.)

The train came in and I could see it was scheduled to stop at Stapleford and Sandiacre and other stations up the Erewash Valley, but I checked with the porter if we were permitted to travel just one stop on this train, and he assured me it was acceptable.

The passengers were packed like sardines, but we stayed by a door ready to get off at Stapleford and Sandiacre but, unfortunately, the train sped through without stopping. As the train was packed, the driver had been



Stapleford and Sandiacre Station by Nigel Brooks

told that a duplicate service had been arranged and that it was following behind to collect passengers from Stapleford and Sandiacre northwards. This information wasn't passed on to the staff at Long Eaton Station!

When the train failed to stop at Trowell and Ilkeston Junction I began to panic and my cousin was, by then, in floods of tears. I decided that the best thing to do was to pull the communication cord to stop the train, which I did, and the train came to a juddering halt near to Pye Bridge Station.

Heads were hanging out of every available window and the guard had to climb down onto the track and walk along the train to find the coach involved and the culprit!

I tearfully explained what had happened and the guard helped us both to climb down from the coach onto the trackside. With no platform, it was a very long way down and the guard was only a small man, but we managed it. The Station Master was summoned from Pye Bridge Station and he escorted us along the trackside to the station.

Many ribald comments were made by the passengers, particularly, "There's a £5.00 penalty for pulling the communication cord. Have you got the money?" We didn't even have enough money to buy a ticket back to Stapleford and Sandiacre!

Eventually the train went on its way 25 minutes late and the staff at Pye Bridge looked after us and got us on the next train going back to Stapleford and Sandiacre, having explained the circumstances to the guard as to why we hadn't got tickets.

I can't imagine the consequences if I had not pulled the communication cord. My mother would have had a dickie fit, returning home from the bowling green and realising that we were not there and that our tea had not been touched. There was no phone contact in those days and the prospect of being stuck in Belle Vue was frightening.

Fortunately, we arrived back safely, but very late, and had to explain all the circumstances. Mum was horrified as my father only earned £3.10.0 a week and how on earth were we going to pay the penalty?

Dad went to work at Toton Sidings for the 10pm shift and he saw the excursion train coming back at 2.00am in the morning. On his way home the next morning, he called in at Stapleford and Sandiacre Station and explained the circumstances to the Station Master, who was already aware of the incident. He assured my father that no penalty would be enforced because it was an error by the railway staff in giving incorrect and misleading information.

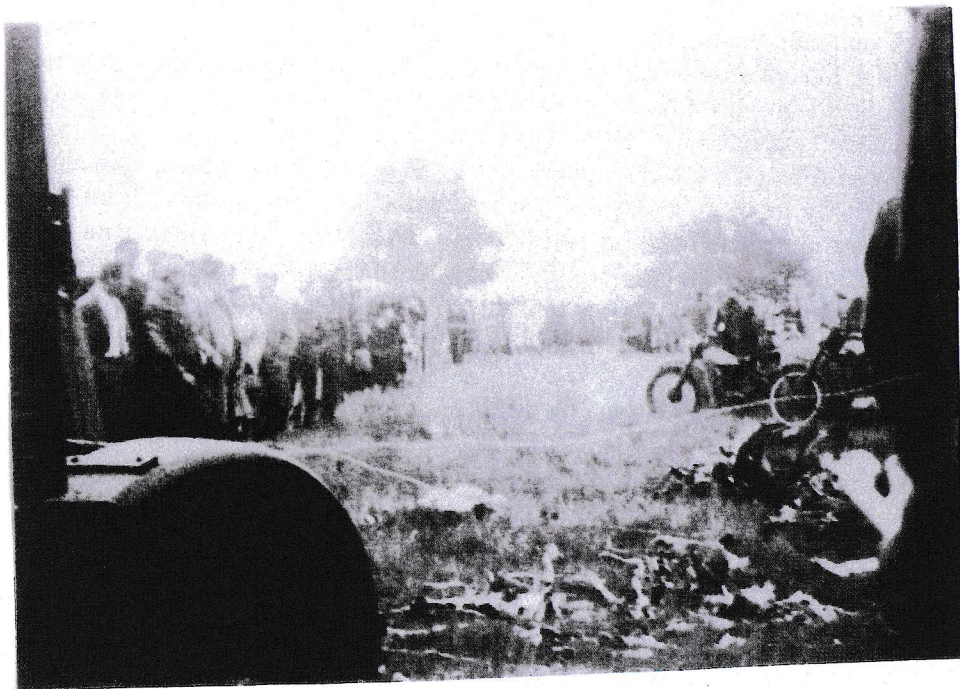
SHOREHAM AIR SHOW CRASH AND A MEMORY OF AN EARLIER ONE AT FARNBOROUGH

by Alan Clayton

On 4 September 2015 a Hawker Hunter, exhibiting at the Shoreham Air Show in Hampshire, ploughed into the crowd near the edge of the airfield, killing 11 spectators and passersby on the A27. Many others, including the pilot, were seriously injured. Media reports frequently referred to the previous worst air show crash in Britain at the Farnborough Air Show on 6 September 1952. I was there.

My family home was in Stapleford, but in 1952 I was serving in the RAF as a National Service Officer and in that year was a trainee pilot at the Advanced Flying Training School at RAF Wellesbourne Mountford.

A few of us with a weekend break went down to Farnborough for the day. De Havilland test pilot John Derry was demonstrating the new DH110 when, over the airfield, it disintegrated, with most of it falling on the field below, except for its two engines hurtling towards the crowds.



One missed the crowds but the other flew into a packed hillside, killing 29 spectators, who had little chance to escape. My friends and I were on that hillside – we were about 250 yards from the disaster. Not a pretty sight. I have one photograph, showing some of the engine parts, and another of myself in Pilot Officer uniform taken in June that year.

John Derry and his observer were killed instantly. Derry was the first British pilot to have broken the sound barrier.

After a discreet interval the show continued with Hawker's test pilot Neville Duke demonstrating a prototype Hawker Hunter. Something of a coincidence, – 63 years before Shoreham. The Hunter had, in the meantime, seen admirable service for many years in the Royal Air Force.



Sergeant Owen Taylor

In the Autumn 2014 Newsletter, we mentioned eight Stapleford men who lost their lives in the First World War. These details were obtained from the Ilkeston Pioneer and Ilkeston Advertiser, both papers keeping families and local people informed of the latest casualties of the conflict. They also reported on the wounded and any gallantry awards issued to local men at the front.

In the Pioneer dated 13 October 1916, it was reported that Sergeant Owen Taylor, son of Mr & Mrs Chas Taylor of Church Street, Stapleford, had been wounded on the Somme in the early morning of the 15 September. He was badly wounded by a bullet from a machine gun, which had entered his back and emerged on his left side.

He was trapped on the battlefield for twelve hours, before being rescued during the night and taken to the dressing station. He had lost a lot of blood and only survived because of his magnificent constitution. After being in three French hospitals and three days on a hospital ship, he eventually arrived at the Torquay Red Cross Hospital, where he was nursed back to health and fitness.

Sergeant Owen Taylor enlisted in the Sherwood Foresters on August 7 1914 (war was declared on 4 August). After training he was drafted to France in early January 1915 where he saw action at Neuve Chapelle, Loos and Hooze. In November 1915 he was granted a short leave and returned home to Stapleford. Whilst on leave he returned to his old school and was invited by his old headmaster, Mr George Spencer, to give a short lecture to the older pupils.

After his short break he returned to France and on 28 March 1916 he bought himself to the attention of his commanding officer, who commended him for distinguished conduct, signed by Major General Commanding 6th Division British Army in the field.

Sergeant Taylor was one of the leading members of the Stapleford Physical Culture Class, organised by the Stapleford Adult School and was trained by Mr Whyte (of the Premier Gas Engine Co. Sandiacre). He gave demonstrations of heavy weight lifting at the Stapleford Picture Palace, and was awarded second prize.

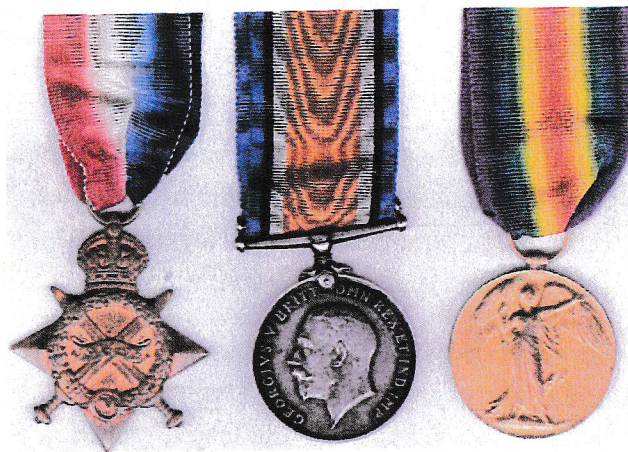
We meet Sergeant Owen Taylor again in the Ilkeston Pioneer dated 18 January 1918, when the paper reported that he had been wounded in France on the 5 January for the third time. It is reported that

‘the gallant Sergeant, received wounds from a bursting shell in three places. We are glad to report that, after a successful operation in France, he is progressing favourably in the Edinburgh Military Hospital’.

I assume that Sergeant Taylor returned to Stapleford after the War, if anybody can confirm this or knows anything about this brave man we would be pleased to hear from you.

Nigel Brooks

World War One Medals



1914/15 star, the War Medal and the Victory Medal, commonly known as 'Pip Squeak and Wilfred' after popular cartoon characters. These three medals were awarded to those who saw action in the war around the world between 4th August 1914 and 1st January 1916. Those starting their service after this date were entitled to the War Medal and the Victory medal.



Sherwood Foresters Cap Badge

Sec. Lieut. Norman Chambers

Another local casualty of World War One was Sec. Lieut. Norman Chambers second son of Frederick and Margaret Chambers. Frederick founded Chambers Pencil factory and was also the grandfather of Norman Chambers who died in 2014 (you may remember he came to give the society a talk in March 2000). The pencil factory was set up during the First World War when Frederick and a friend realised there would be an opportunity in pencil production as at that time the majority of pencils were produced in Germany. At the time of his son's death Frederick was one of the chief officials of the Stanton Ironworks Co; being Manager of the Foundry Department.



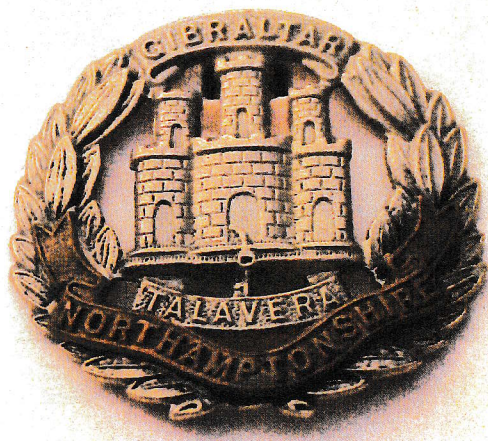
The Late Sec.-Lt. Norman A. Chambers

Sec. Lieut. Norman Archibald Chambers was 21 years of age. He was educated at Trent College, and received his military training in the O.T.C. attached to the College. After leaving Trent College he had three years engineering training at the Nottingham University College. He then became Assistant Works Manager of the Stanton Foundry Department, where a promising career lay open before him.

After war broke out, he joined the Nottingham University Training Corps under Captain Trotman, receiving his commission in June 1915 in the Northants Regiment, reserved Battalion. He was transferred to the 1st Battalion Northamptonshire Regiment and sent to France with his regiment 22 May 1916. He died on 17 August 1916 from wounds he received on the previous day at the battle of the Somme. He is buried in the Puchevillers British Cemetery, north-east of Amien's along with another 1,762 casualties of WW1.

Frederick and Margaret had two other sons who were also in France with the forces. They were Pt. James F.M. Chambers (aged 22) in the Mechanical Transport Section of the Army Service Corps, and John Finley Chambers (aged 18) Air Mechanic 2nd Class in the Royal Flying Corps, (he was the father of Norman Chambers last owner of the Chambers Pencil factory when it was on Derby Road, Stapleford).

Nigel Brooks



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Chatfield's

Chatfield's on Derby Road was another shop in Stapleford which many people still have fond memories. The shop sold ladies wear, children's wear and household linen and closed in 1981 after 55 years. Chatfield's was founded in 1926 by Laurence and Mary Chatfield, selling baby linen and wool on Church Street.

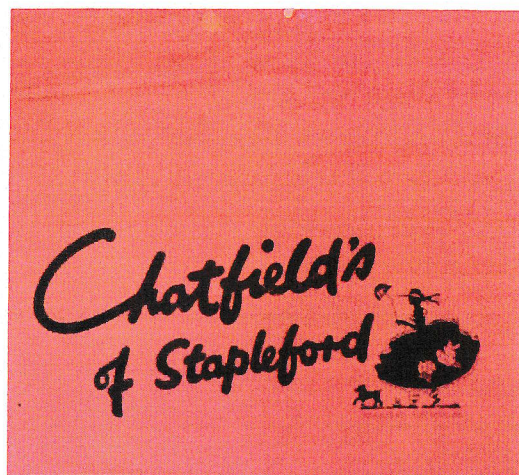


Laurence and Mary Chatfield in 1971

Laurence Chatfield was born in 1900 and at 12 years old was a shoe-shine boy outside the Co-op on Albert Street. One Christmas he was presented with a teapot for all his efforts. He then began work as an apprentice at Stanton and his son David has a brass matchbox holder in the shape of a boot that his father made at the time. After he married Mary they lived on Mill Road. Mary did alteration work for the Mantles Department of the Co-op and made and sold baby clothes from their home.

In 1930 the business moved to a new shop on Derby Road and over the years it was extended and employed 15 staff. Son David with wife Molly took over the shop until its closure.

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Staff reunions were held regularly until a couple of years ago and in 2005, 19 people attended the staff reunion including Minnie Smith who was 90 and had worked for the shop for 50 years. Also at the lunch were Violet Bailey and Rene Bailey who started working at the store in the 1930's.



Chatfield's staff c.1930's, back row l to r : Kath Riley (Aldershaw), Mrs Henson, Minnie Smith (Manageress), Edith Hilliard (Hughes), front row l to r : Violet Bailey (Clarke), Mary Chatfield, Margaret Smith (Placket), Irene Bailey (Cooper).



Staff in the 1960's, l to r: Norma Usher (Watmore), Pam Rogers (Shaw), Mary Palmer (Hitchens), Kath Riley, Marlene Bestwick (Clements), Miss Minnie Smith.

Hostess : "Oh ! Good Evening Mrs. Brown, you do look well, come along and get ready to enjoy the Party, and how slim you are, what on earth have you been doing ?"
Mrs. Brown : "Yes, my dear, I'm feeling better than I have felt for years. Got rid of those surplus inches since I saw you last."
Hostess : "How did you manage that, in so short a time ?"
Mrs. Brown : "Haven't you heard of the New Slimming Corsets at CHATFIELD'S? Corsets, and Brassieres too, quite inexpensive you know. My husband says I look ten years younger."
Hostess : "CHATFIELD'S—isn't that the shop where you get all your lovely things from ?"
Mrs. Brown : "Yes, my dear, practically everything I need, and so nice. All the girls are always smiling, You can't do better than shop at

CHATFIELD'S

where shopping is a pleasure, and the value will make you go again and again."

CHRISTMAS GIFTS IN ALL DEPARTMENTS—

MILLINERY	GOWNS	COATS	FOOTWEAR	GLOVES
SCARVES	SILK STOCKINGS AND UNDIES, &c., &c.			
CURTAINS	CUSHIONS	HOUSEHOLD DRAPERIES		

SHOP AT **CHATFIELD'S**, The **ECONOMY BUYING CENTRE**
 DERBY ROAD, STAPLEFORD.

David and Molly Chatfield now live near Chesterfield in Derbyshire and David has kindly contributed photos and articles to the History Society for many years.

Parade at the bottom of Brookhill 1910



Usually you would think that this banner represented a church or Sunday School taking part in a 'Bank Holiday Demonstration' - as they were called in the early 1900s. However, on close inspection, I was able to see that it belonged to the 'Amalgamated Society of Railway Servants, England, Ireland, Scotland, Derby Branch'.

The ASRS held its first meeting in London in 1872 and was one of the first railway unions to be successful. Although there had been attempts to form unions earlier, they had soon collapsed as the railway companies were strongly against any union activity.

There had been a number of strikes in the early 1800s; most were strongly opposed, which in a number of cases resulted in sackings. In 1836 one strike resulted in participants being sentenced to hard labour for breaking their contracts.

The success of the ASRS was largely due to the help and encouragement of the Liberal MP for Derby, Michael Thomas Bass. Bass was unhappy at the way the Midland Railway treated its workforce. The Midland relied on the business provided by Bass for their financial security, they could not afford to ignore the MP, as they transported half a million barrels of beer from Burton on Trent annually. The beer trade was so important to the company that the undercroft of St. Pancras Station had been specifically designed for the accommodation of beer barrels. Bass helped to organise the first meeting of the union in 1872 and went on to fund the union and even subsidised its newspaper the *Railway Service Gazette*.

In 1913 the ASRS, General Railway Works Union (GRWU) and the United Pointsmen and Signalmen's Society (UPSS) merged, forming the National Union of Railwaymen (NUR).

The main Union for drivers and firemen was the Associated Society of Locomotive Engineers and Firemen (ASLEF), established in 1880. In 1990 the NUR amalgamated with The National Union of Rail, Maritime and Transport Workers (RMT).

Nigel Brooks

SERVICES, TRADES AND CRAFTS

In 1851 about one third of heads of households in Stapleford, as well as a number of other people, were employed in providing services for the neighbourhood as craftsmen, shopkeepers and in the professions.

A large number of men were employed in connection with the building trade. Joseph Blackwell was one of the seven bricklayers living in Stapleford. His two sons, George and Reuben, were also in their father's trade. John Oldershaw of Toton Lane was a builder, and his son John, a bricklayer. Three carpenters, all men on their sixties, and two joiners, Paul Fisher and his son Isaac, recently moved from Stanley in Derbyshire, provided the woodworking skills. Two plumbers and glaziers, James and John Gollin, provided a local service.

At this time horses were the chief source of motive power for farming and local transport. Sixteen leather workers, including Francis Hooley and his two sons, and a tanner, Thomas Riley, from Dublin, were kept busy making and repairing the necessary harness. Two wheelwrights, Robert and John Wood, father and son, provided wheels for the carts. William Eaton of Eatons Yard and his two sons, Richard and John, were one of three families of blacksmiths who kept the horses well shod.

Heating of premises was by coal fires, the coal being supplied in Stapleford by seven coal dealers. The fires made a sweep necessary and John Pearson of Pinfold Lane and his sixteen year old servant, Edward, performed this essential task.

In 1836 the railway came to Stapleford and by 1851 nine local men were employed by the railway company. These included James Hewitt from Trowell, an engine stoker; James Ball from Congleton, the railway station clerk, and Charles Summers from Belper, a railway inspector.

Three local men were employed as turnpike labourers, maintaining the road connecting Nottingham and Derby, which ran through Stapleford.

Joseph Hooley of Nottingham Road was the local carrier, employing his two sons and his son-in-law to help maintain his weekday service to and from Nottingham.

Stapleford was serviced by a number of shops clustered mainly in Nottingham Road and Church Street. There you would find the main provision shops including: Richard Ford, described as a dealer in tea, provisions and tallow Chandler; William Hetherington, one of three bakers; Frederick Piggan, one of three butchers; Richard Kerry, druggist and grocer; and a shop run by Elizabeth Aspenshaw and her son, John. In addition to the shop of Jeremiah Shaw, a beer retailer, there were four public houses. Charles Brown was landlord at the Horse and Jockey, Thomas Wells at the Chequers, Thomas Barton at the Warren Arms and Harry Cordon at the Nag's Head.

Peter Kent of Mill Road was the corn miller for Stapleford. His son, Peter, was also a miller and combined this activity with a baker's and retailer's shop in Pinfold Lane.

The population of Stapleford was clothed and shod by the following:- Euclid Shufflebottom, a boot and shoe maker; Zillah Brigg, a straw bonnet maker; Ann Starbuck, milliner and dressmaker, and Henry Shardlow, who combined his tailor's business with that of hairdressing. The facilities of Stapleford were enhanced by the presence of a florist's business owned by Joseph Gibbons and his two sons.

Sarah Butler was the postmistress and 'receiver of mail', which arrived at 9.30 am daily. Departure time was 5.30 pm daily. William Calston, aged 70, of Pinfold Lane, was Stapleford's letter carrier or postman.

The law was maintained by a police officer, John Bostock, whose wife, Sarah, was a straw bonnet maker. John Ellam, surgeon and general practitioner, assisted by Hannah Hallam, a nurse, cared for people's bodies, while William Almond, the vicar, and William Wallis, a local Primitive Methodist preacher, tended to their souls. The New Connection Methodist Chapel and the Wesleyan Chapel were served by circuit preachers. William Daykin kept the records of Stapleford, in his capacity of parish Clerk.

James Perrin and his wife, Jessica, were school teachers at St. John's School, recently founded by Dame Caroline Warren. Elizabeth Walker was an infant school mistress and Ann Belfield, Ruth Greasley and William Scott ran small schools in their homes.

At this time people of any substance could afford to employ several servants. Mary Beresford of Stapleford Hall employed a housekeeper, a cook, three housemaids, a kitchen maid, a groom and an errand boy. Additionally, a gamekeeper and several gardeners, including John Kirkby, who lived at the lodge by the gates, were employed on the estate. William Almond, the vicar, employed a coachman, a cook, a nursemaid and a housemaid.

Ann Gill, a washerwoman, provided a laundry service for those who could afford to send their washing out.

Barbara Brooke

NOTE

This article was based on research carried out in connection with a WEA Evening Course I attended, run at Stapleford Library (then in the Carnegie building) in the mid 1970s.

Cromwell House, Stapleford

T. TOWLE

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English Beef, best cuts, 8d. lb. downwards; Canadian, finest Beef grown, duly inspected by Government Agents before and after landing, slaughtered in England, and chilled only to facilitate transit, best cuts, 7d. lb.

Australian Mutton, good quality, Legs, 6d., Shoulders, 5d. lb.

Pic Nic Hams, 6d. lb. Home-cured Bacon, 8d.; Hams, 9d. lb. A trial is all we ask. Sincerely yours,

THOMAS TOWLE

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Bran, 7d.; Fourths, 9d.; Barley Meal, 9d.; Barley, 11d.; Indian Corn, 10d.; Split Beans, 11d.; Rolled Oats, 11d.; Indian Meal, 10d. and 1s. 5d. per Stone of 14 lbs.—a reduction by the Sack.

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Pickled Tongues and Corned Beef always in Stock.

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**The deadline for submission of items for the next
Autumn 2016 issue of the Newsletter is 30 September.
Material can be given to any committee member or the
above-named.**

This is YOUR newsletter! We'd love to hear from you!

Front cover:
Sail Bros. Ltd. furniture store, Nottingham Road
Now The Meeting Place (Community Centre and Cafe)
by Nigel Brooks