

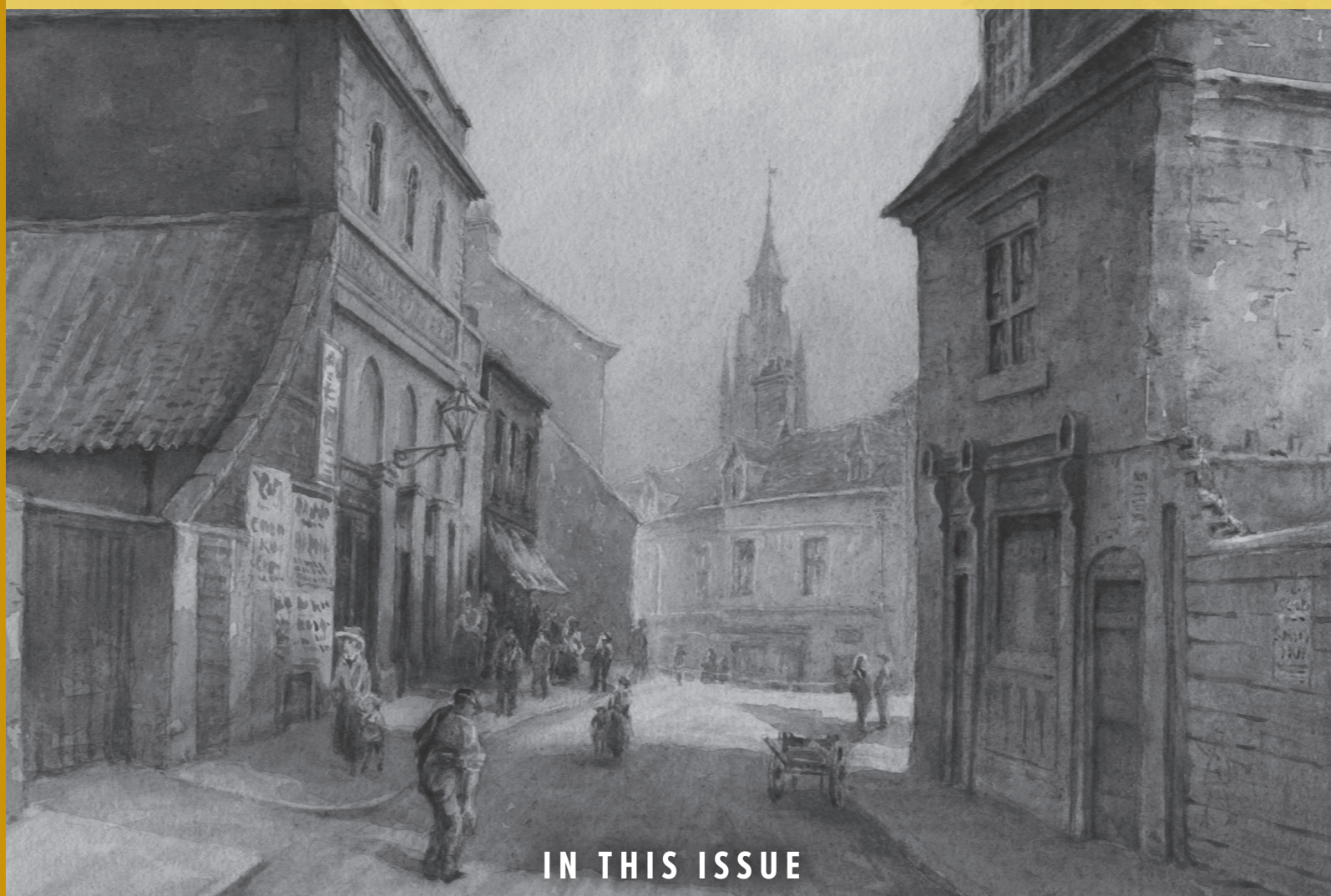
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Summer 2020



IN THIS ISSUE

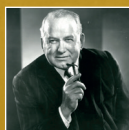


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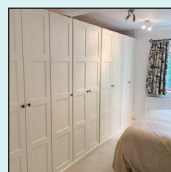
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FEATURED ARTICLE

Roll-Royce 1933-1960

A company
history

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From the moment my mum handed me a bag of toilet roll tubes and empty cereal boxes I've been re-inventing the tired and old into something unique, beautiful (more so in later years) and desirable. I practiced painting, drawing and sculpture at every opportunity from being super small until I went to France, seven years ago.

While refurbishing a Bistro for a friend, I began to learn my trade from a very experienced lady who showed me how to bring life to the forgotten gems that we found in charity shops, and that our customers asked us to refurbish, repair and up-cycle alongside our gardening business. She taught me how to splice slithers of wood into cracked table tops, strip varnish from beautiful old oak and paint with every technique she knew.

I returned to the UK in 2017, heavily pregnant and with a badly broken leg. Up-cycling furniture for people and painting kept me sane while I went through several operations. In 2019, I had enough projects to launch a simple business.

Working from 'up-cycled' garden shed, I now offer repair work, restoration, refurbishing and up-cycling of furniture. Included in this is furniture art, where I can add bespoke twists either by freehand or with stencils to your pieces or pieces that I sell on social media. I've been learning upholstery for the past year, and while I can't yet upholster your sofa, I can upholster chairs, stools and footstools.

In addition, because I've been doing it since I can remember and I love variety and anything creative, I also do wall art as a bit of a side line. Take a look at my Facebook or Instagram for more information.



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Before



After



**TOTALLY
PATIOS**



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Breathing new life and purpose into the former Darley Hall's disused Stables and Bakehouse in Darley Abbey.

Working with clients with a wide range of wellness needs, Body in Mind Pilates and Old Stable Wellness are based at the re-purposed stables in Darley Park, helping clients take time out to re-connect and re-build body, mind and spirit.

The Building

The Old Stable Studios and Wellness Suite are set in the historic and tranquil former stables of the old Darley Hall in Darley Abbey and form part of the Derwent Valley Mills World Heritage Site. The hall, outbuildings and Darley Park have been under the ownership of the local authority since 1931, although the hall was demolished in 1962. Long disused and awaiting attention, the Grade 2 Listed stables and bakehouse buildings had been empty and diminishing until the sympathetic redevelopment of the site in 2013/14.

Part funded from the Derby Regeneration Fund, local Heritage Developer Dr Tanya Spilsbury of DAS Sanctuary LLP, ensured the important historical elements of the buildings, both inside and out were refurbished to a high

standard, using materials in keeping with the site's heritage.

Transformed into a series of eight units, on the edge of the beautiful and historic park grounds, situated around a central courtyard, the outbuildings house a range of small local businesses. The Old Stable Wellness studios retain many historical features and fittings including the original horse stalls and exposed beams that date back to the early 18th Century, some of which are rumored to have been from the old Abbey. Bathed in natural light the building provides a uniquely relaxing yet invigorating environment for clients to enjoy.

The Business:

Body in Mind Pilates was started by local businesswoman Louise Collinson in 2004 and was

originally based at a small space in Vernon Street in Derby's Friargate. Creating personal fitness and injury rehabilitation programmes for a range of clients on the specialised Pilates equipment with her team of three teachers, developed rapidly and became difficult to house in their small studio space. Working with DAS Sanctuary LLP to create a conducive space in which to house the studio and give it room to develop, saw the transformation of the company to the Stables and Bakehouse in May 2014 and gave rise to the Body in Mind's sister company Old Stable Wellness.

At Body in Mind and Old Stable Wellness, there is a wide-ranging programme of activities that helps clients to start, maintain and support them on their journey to find a good health and wellbeing balance. Housed in the beautiful, historic space in Darley Park, the range of wellness activities help clients to find calm and relaxation as they exercise.

Learning to relax is important in this fast-moving and often stressful world. The release of unnecessary tension helps us to move more effectively, breathe better, expend less energy, make better and more focussed decisions.

The extensive and exciting range of classes, workshops, therapies and events, led by a highly experienced and dedicated team of practitioners means there is something fun and appropriate for everyone.

Rejuvenate:

In our studio programme which is designed to rehabilitate, rebalance, relax and reinvigorate:

- Open-up and gain understanding in Yoga.
- Re-align your posture and rehabilitate injuries in Pilates and our specialized Pilates Equipment Studio.

■ Lengthen, strengthen and be inspired in Ballet Barre & Ballet Fit.

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■ Suspend your body and push your practice in Bodhi Suspension Ropes.

■ Take an hour out, chill and release in Stretch & Relax.

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Re-align & Restore:

with therapists working from our Therapy Suite, offering a range of sessions, treatments and workshops to support injuries, postural issues, to help rehabilitate and relax; the perfect to compliment your practice.

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Whether you are young or old, fit or have some medical issues, join our community and benefit from our regular workshop programme, designed to re-energise the body and soul:

■ **A Breath of Fresh Air - Outdoor Summer Programme** - classes and workshops especially programmed in the tranquil Butterfly Garden in Darley Park.

■ **Wellbeing Weeks**, each Spring and Autumn promoting wellness, including: free taster workshops, restorative sessions and therapies.

■ **Stretch & Relax**, Candlelit Restorative and Mindful Meditation Sessions to help de-stress from general worries and physical strains. Learn ways to relax, be mindful and develop a peaceful physical practice.



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ADVERTISING FEATURE

THE GENERATION GAME

Prudent financial planning should cater for the needs of all the members of a family, from the youngest to the oldest.

When the Queen turned 93 on 21 April 2019, she served as a very public reminder of how much longer, as a society, we are living. In her own family, four generations are now all alive at the same time, from the Queen herself down to her latest great-grandchild. An increasing number of families now find themselves in the same position, which has implications for financial planning.

As a nonagenarian, Her Majesty is far from alone. The number of people over 90 years old rose by 39% between 2007 and 2017, according to a report published by the Office for National Statistics (ONS) in 2018.¹

A further ONS report states, by 2037, the UK's 65 years and over age group could reach 24% of the whole population - a marked increase in the 18.2% figure recorded in 2017.² Another key theme is how we manage our wealth against the backdrop of a growing generational wealth gap.

For those born after the Second World War and in the 1950s, the economy of their working years was benign and kind to them; but it was less so for those born in the 1980s and 1990s – the so-called 'millennials' – who are finding it harder to get jobs and to get onto the property ladder. It means many parents are having to support their children financially well into their adult lives.

While our children are struggling with their finances, our parents are living longer. This has

led to an increase in the need for long-term care, which is likely to be financed from accumulated savings, selling the family home or with support from younger generations.

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FROM ONE GENERATION TO
THE OTHER IS BECOMING
MUCH MORE COMMON.

St. James's Place provides a range of family-oriented financial products and services, enabling families to work collaboratively to support each other across the generations. Financial support need not be in the form of a handout; it can become an integral part of generational financial planning.

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¹ ONS – births, deaths and marriages data, September 2018

² ONS, Overview of the UK population: November 2018



Simon Dixon and Simon Annable
Directors of White Peak Wealth Management

Between us, we have over 40 years of experience in the wealth management industry. We met in 2001 when we were both focused on providing mortgage and protection advice. We built up a good professional relationship over the years and in 2009 we decided to join forces and work together with the shared common goal of striving to provide sound financial advice to individuals and business owners.

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H2SJP0095 01/20

The Old Derbeian Society

The year was 1939, the date was Saturday 2nd September and Derby Corporation buses were travelling north from Derby to a place in north Derbyshire called Overton Hall near Ashover. The buses were full of Derby School pupils complete with their gas mask boxes plus rucksacks and kit bags as they were being evacuated away from their school in the centre of Derby as a precaution. World War Two was literally just round the corner as on the following day at 11.00 a.m. the Prime Minister, Neville Chamberlain, declared that Great Britain and its British Empire were at war against Germany. It was thought with the School being so close to the very large Electricity Power Station situated behind the Derby Cathedral in Full Street it would be a target for German bombers!

In memory of
J. Barrie Sheard FCIEH
October 18th 1934 – January 22nd 2020

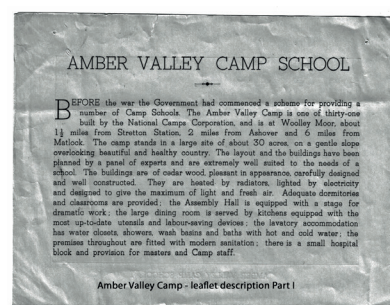


Overton Hall (in colour) as taken in 1970.

Overton Hall was then used as a Youth Hostel and could relatively easily be used as a boarding school along with several neighbouring farms and local houses could act as additional dormitories. Obviously changing overnight from a day-school to a boarding school was traumatic both for the pupils themselves as well as their respective families.

For a short time a small number of pupils already living in country areas did not accompany the first group of evacuees but as more sleeping facilities and additional classrooms were organised they made that journey. Using Overton Hall lasted just ten months until the special purpose built camp was finished at Amber Valley in Woolley Moor.

Amber Valley Camp was one of thirty five (35) such camps built around England and Wales in a mid-1930 government initiative within a special programme called the National Camps Corporation, so that city and town school children could enjoy a month at a time of country fresh air, bearing in mind at the end of the nineteen thirties the polluted atmosphere of towns and cities plus the poor housing conditions were not helping children's' health. A leaflet made available at the time for parents emphasised this important initiative, and so was an obvious choice why Amber Valley Camp was chosen for evacuation.



Amber Valley Camp description on leaflet.

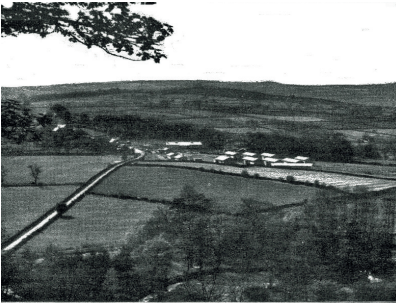
As there was not enough sleeping accommodation in the Hall, a group of around 30 pupils were billeted in the nearby Raven's Nest Farm. Others were billeted with local families. Because classroom space was limited several pupils had to walk about one mile up to the Ashover Village Hall to be taught.

This change from Overton Hall to Amber Valley Camp took place in July 1940 and entailed all the pupils walking the five miles in one long chain, their personal belongings being transferred by open topped Lorries provided by local farmers.

Besides the normal activities of any school, being evacuated right out into the countryside had



Pupils in an open topped lorry taken in 1940.



Panoramic view of camp with dormitories and hillside around 1940 to 1945.

many benefits in that they had far greater freedom to explore the lovely surrounding countryside, roam the surrounding woods. For a while an outdoor badge system was developed by which pupils could get awarded this badge for building and creating their own special dens and hideaways using materials they found within the woods, including rocks, boulders and fallen tree branches which were covered with grass turf cut from nearby fields. In addition during the very first winter at Amber Valley Camp of 1940/1941 there was a huge snow fall which allowed much sledging to take place.

Many ex pupils recount that some nights at Camp when they lay in their respective dormitories listening to the drone of hundreds of German aeroplanes flying overhead, making their way

towards Sheffield, Liverpool and Manchester.

Derby School already had a very well established Officer Training Corps (OTC) group of Army cadets which was brought from Derby and soon became well supported by many pupils who wished as pupils starting in their Lower Fifth Form right up to the Sixth Form. It was during this time that the title was changed to Junior Training Corps (JTC) which in fact remained until around the late 1960's when because of the greater importance of the RAF during WWII, they became the Combined Cadet Force (CCF) with both an Army and also a RAF section enabling pupils

to experience and train how to fly gliders and for some specially able pupils to fly ordinary powered small airplanes.

This new camp remained their home and school until hostilities ceased in the summer of 1945 and when St. Helen's House and the adjoining Pearson Building (known by pupils as 'B' Block) was vacated by the Ordnance Survey people who had used these buildings in their wartime role as map making and drawing maps for the allied forces.

So Derby School returned after five long years to their original home which they had originally arrived at way back in 1861 after vacating their previous establishment in the St. Peter's Churchyard Schoolroom in 1554. This could well be the basis of another story in due course?

They started back at the start of the autumn term in September 1945. And as author of this article I was one of those very pupils who after obtaining my '11+ Scholarship' started my grammar school education that very year. It certainly takes some imagination but the area in front of 'B' Block, known as the main playground, had at least four large underground concrete air-raid shelters with soil covered tops. In those early return days



Snowy scenes in Amber Valley in 1942.

The Old Derbeian Society Continued



Group of pupils with Bill Green Maths Master around 1942.

of Derby School, bearing in mind there were not many refrigerators around one of these shelters was used every day to store the pupil's daily third of a pint milk bottle. As milk monitors every morning the pupils had to descend the steps into the dark and damp shelter to bring up that day's milk supply.

One of the great benefits of the return to Derby was that the school had its own special sports field known as Parker's Piece down by the river Derwent and with City Road as its eastern boundary. Here took place all the sports associated with many schools - football or soccer, cricket in summer and athletic sports on a specially marked out running and track events, it was only later in

the 1960's that hockey and tennis was started. The same sports field also acted during both the spring and summer terms as the Parade Ground for special Cadet Corps Parades and the annual official War Office inspections.

Not to be forgotten was that in one corner of Parker's Piece, right by the river and adjoining the LNER railway tracks was the rowing club clubhouse, which shared the premises belonging to the Derby Rowing Club. This enabled many pupils to progress their rowing skills after leaving school with the main parent Rowing Club, where in those days Derby held their Annual Rowing Regatta attracting many clubs to compete every year. As a former member of the Derby

School Rowing Club (DSRC) we experienced very professional coaching and took part in many regattas.

FOOTNOTE: It is perhaps interesting to recall that from the mid 1850's for almost 125 years Derby School had an in-house Magazine entitled "The Derbeian" which was published at the conclusion of the three terms each year.

In order to bring readers up to date we have asked Miss Jenny Baldwin, Head of Marketing and Development to add several words, explaining how today's Derby Grammar School fits in with today's education within Derby and Derbyshire.

TO THE PRESENT DAY...

Although Derby School no longer exists, out of its ashes grew today's Derby Grammar School which is based at Rykneld Hall, in Littleover.

Opened in 1995, Derby Grammar School educates boys aged 7 to 18, and girls aged 16 to 18. Whilst rowing is not a school sport, we now concentrate on rugby, hockey and cricket, playing competitively at all age groups against other schools in our region. We also offer scholarships to boys who show particular talent in these sports.

Derby Grammar School is proud of its links with the former Derby School, and continues to go from strength to strength. In 2017 our A Level and GCSE results were outstanding, we surpassed the £70,000 fundraising target which is all focused on supporting Gedeli B School in Mwanza, Tanzania, and saw pupils leave us to progress on to universities including Cambridge, King's College, Imperial College and Warwick.

Jenny Baldwin

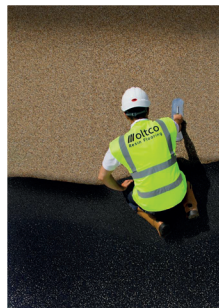


Senior Four of DSRC on river Derwent with Mr Ison coach on landing stage- taken in 1951.

Main Article and photographs prepared by J. Barrie Sheard, archivist on behalf of the Old Derbeian Society.



Oltco, the UK's leading sustainable resin driveway specialist, has launched in Derby ran by local businessman Adam Smith. Oltco will be delivering premium resin bound solutions ideal for driveways, pathways and patios.



Features of Oltco resin bound surfacing include:

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- A range of colour blends available to suit your property
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- Installation can often be completed in one day to minimise disruption

Each resin bound driveway can also be customised with patterns, symbols and borders to create a truly bespoke finish.

Exclusive to Oltco, "recycle bound" was developed in-house and is a unique innovation made from single use plastic such as straws, drink bottles and food packaging. For every customer, Adam carries out a face-to-face consultation, oversees installation and performs a quality inspection following completion.



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adam.smith@oltco.co.uk | www.oltco.co.uk

A Different Kind of Ball Game in Derby

Beer and football have been inextricably linked since time immemorial with the tradition of meeting friends for a pint before/after the match being passed down through the generations. Here we look at some of the connections between Derby County and pubs hereabout.



First, though, a little history. The Rams' name emanates from the mascot of the Sherwood Foresters, the Nottinghamshire and Derbyshire regiment, and the club was inaugurated in 1884 at the **Old Bell Hotel**, Sadler Gate. Four years later, Derby County was one of twelve founding members of the Football League. The County (cricket) Ground hosted Rams' matches until 1895 when a packed meeting at the **Derwent Hotel** at The Spot decided to relocate to the Baseball Ground in Derby's burgeoning Normanton district. Industrialist, Francis Ley, attempted to replicate baseball's popularity in America, here in Derby, and Steve Bloomer, the Rams' and England's first footballing superstar, excelled at both sports. The prolific goal-scorer helped Derby County win the English (baseball)

Cup thrice in the 1890s. By this time the curved **Baseball Hotel** opposite the Baseball Ground was in-situ, but after a century's service to Rams' supporters, it was prematurely demolished in the mid 1990s when plans to extend the Baseball Ground were hatched. This was a profound loss, not only for its historic association with the Rams, but also for its architectural features which included a parquet floor and a fine, curved bar and back fitting, the longest in Derby. Pride Park would become the Rams' new



home, and the Rams' owner, the late Lionel Pickering, oversaw the club's move whilst owning his local, the **Yew Tree**, Ednaston.

Derby's two best pubs for Rams' memorabilia are the **Neptune** at The Spot and the **Peacock**. Steve Kirk is the Neptune's long serving landlord who has raised considerable sums for charity and Steve is a positive supporter of St George's Day. The well upholstered pub has a sporting theme with Rams' mementos to the fore including a large, autographed photograph of the late, great Dave Mackay. A jacket laden with Rams' badges belonging to Douglas Else, affectionately known as "the badge man", hangs proudly in a display cabinet. Douglas sadly passed away in 2012. In the rear courtyard outside, you'll find a turnstile from the Baseball Ground and a truly iconic image of Messrs Clough and Taylor holding aloft the old first division championship trophy in 1972. Offler's used to own the Neptune, and before the Ley Stand was built in 1969, the Derby brewery's name was emblazoned





on the Popside terracing's roof. The Neptune opens at 7am for breakfast on match days and you can watch Sky Sports and BT Sport whilst downing Cask Marque approved Doom Bar and Pedigree.

footballers, it's hard to imagine Harry Kane in similar garb after retiring from the game! The Peacock is entirely free of tie and well-kept Draught Bass, Pedigree, Hartington IPA and

Leatherbritches Peacock Pale Ale are augmented by changing guests. Roger is a long time Rams' season ticket holder and he runs a bus from the pub to home matches.

In the early 1980s, the Mafaway was a supporters' coach to away matches organised by Nigel Barker from the **Mafeking**, Porter Road, a characterful Bass house now sadly



that were popular on match days were the **Sun Inn** (Hardy and Hanson), Middleton Street, and the **Grange** (Ind Coope), Douglas Street, but they, like the Mafeking, have slipped into history.

Prior to the riches of the Premier League, a number of former Rams' players ran pubs after their playing days were over. Ross MacLaren, (**Blue Bell**, Kirk Langley), Eric Steele (**Holly Bush**, Breedon on the Hill), Billy Hughes (**Rising Sun**, Friar Gate), John O' Hare (**Queens Head**, Ockbrook) and further back, Tom Crilly, (**Hilton Arms**, Osmaston Road), were just a few of those who entered the licensed trade. Stuart McMillan was simultaneously Rams' manager and landlord of the **Nag's Head**, Mickleover, when Derby triumphed at Wembley in the 1946 F A Cup final. On that famous Spring day, centre forward, **Jackie Stamps**, scored twice, and much later, in 1998, a pub in the former Cantor's furniture shop on Derby Market Place was named after him by a Yorkshire pubs' group that was coincidentally titled Jack Stamps. The premises are now known as Walkabout.

Brewery sponsorship of football clubs wasn't uncommon in the 1980s, and in the Rams' centenary year, the 1984/85 season, the world-renowned Bass brewery was the club's main sponsor. Oh, and just to bring things up to date, the birth place, the Old Bell Hotel, has been restored splendidly by local businessman, Paul Hurst, offering a good choice of real ale in its bars.

Paul Gibson



Roger and Penny Myring are familiar faces to Derby beer buffs having run the Friargate and Smithfield before taking on the Peacock, Nottingham Road, in 2011. Inside this stone-built inn, part of the centuries old Liversage Trust, there's a host of old Rams' photographs certain to enthuse the club's historians, including a great shot of Rams' legend, Kevin Hector, in postman's uniform with the Baseball Hotel in the background. In these times of multi-millionaire

closed. Stoke on Trent born Nigel would become Derby's youngest licensee (26) at its oldest pub, the Dolphin, in 1984, and in the early 1990s, he ran the aforementioned Baseball Hotel. The immaculate crown bowling green, like the pub, is now consigned to history but it's worth noting that between 1940 and 1997 the Mafeking was run by three generations of the Morris family.

Just two of many Normanton pubs

The Arrival of the Railways: A Positive Revolution for Derby

The 1830s saw three newly formed railway companies seeking rail routes into Derby. These were the Midlands Counties Railway, the Birmingham and Derby Junction Railway, and the North Midland Railway whose initial interests lay in the transportation of coal, iron ore and minerals. Lines into Derby town centre were originally mooted but in order to build a through line it was felt that Castlefields to the south was a better option. In 1836, parliamentary approval led to Royal Assent being granted for the line. In 1839, lines to Nottingham and Birmingham opened and the following year, a line from Leicester to Leeds through Derby became operational. The railway had arrived and Derby would never be the same again.

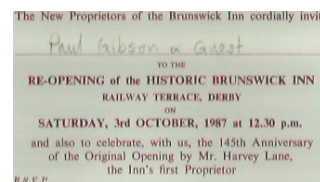


The North Midland Railway (NMR) was headquartered in Derby and the directorate read like a who's who of local worthies. The strategic importance of the station, which was designed by Suffolk born architect, Francis Thompson, and built by Thomas Jackson of Pimlico, initially earned the "Grand Central" title. The station was soon to be known as the Derby Tri-Junct with an exceptionally long (1,050 foot) main platform serving all three rail companies. The Roundhouse, whose turntable accommodated up to 30 small engines, was also a Thompson design and now functions as a college that hosts the hugely successful CAMRA annual beer festival. The NMR was, however, short-lived and in 1844 it merged with the two aforementioned rail companies who were locked in a fares battle. The huge costs

of construction and running costs had caught up with them in the "Hungry Forties" and the merger was a financial imperative. The 5,000 employees of the newly-formed Midland Railway conglomerate made it Derby's biggest employer in the mid 19thC and it was transformational in turning the town into a significant industrialised centre. 180 miles of main line made it Britain's biggest railway of the time. Trains were more comfortable, much safer and

quicker than the stagecoach and, in 1839, London Euston Square could be reached in just five hours from Derby. In 1841, travel pioneer, Thomas Cook of Melbourne, operated a rail excursion from Leicester to Loughborough which was the beginning of the world-renowned travel franchise whose regrettable recent demise is still fresh in the mind. It wasn't until 1867 that St Pancras became Derby's London terminus with cellars beneath platforms specifically designed to store beer barrels from Burton on Trent. The railways had revolutionised the transportation of goods and people and by 1851, staggeringly, there were nearly 80 million passenger journeys by rail. By then, local time had been abandoned, being replaced by London "railway time" thanks to the new electric telegraph. There was now a standard time across the country.

Before the merger, the North Midland Railway had constructed the station and the railway village





to accommodate NMR staff. It was the second railway village; Wolverton in Buckinghamshire was the first. **North Street**, **Midland Place** and **Railway Terrace** enclosed a triangular development, the names being derived directly from North Midland Railway (NMR). Later, North Street was renamed Calvert Street. In all there were 92 houses, 4 shops and a pub. The 1851 census listed 586 men, women and children resident and the standard of building construction was ahead of its time. One of the residents was Edward Clulow, a Midland Railway employee who became a successful printer and bookseller, later opening Clulow's bookshop at the top of Iron Gate which some will recall. In 1892, faith in the future of the railways was absolute and a staff institute of learning was built on the corner of Railway Terrace and Midland Place which necessitated demolishing 15 NMR houses. The Midland Institute comprised of a library, concert hall, meeting and games room, dining room and café. The Midland Hotel and Posting House was also designed by Thompson and built by Jackson as the country's second purpose-built railway hotel in 1841 but it was independent of the NMR. In 1849 Queen Victoria stayed here with her family en-route to Balmoral.

Nowhere was the impact of the railway in Derby felt more keenly than in the suburb of Litchurch which pre-dated the Domesday Book of 1087. An exponential rise in

population, housing, industry and pubs led to Litchurch becoming an autonomous township in 1860 complete with its own fire brigade. St Andrew's church on London Road became known as the "railwaymen's church" and one wonders how many railway employees married here. The Arboretum had earlier opened as England's first public park in 1840, a gift to the town from Joseph Strutt. The township of Litchurch was short lived, however, becoming part of Derby Borough in 1877.

Derby's rail industry spawned a whole host of allied industries creating a virtuous circle of work which was much better paid than the old agricultural labouring jobs. William Bemrose, stationer, bookseller and printer won lucrative contracts with the North Midland Railway and then the new Midland Railway Company. Bemrose employed generations of Derbeians, many from the same families, at their Midland Place works, and later at Wayzgoose Drive off Nottingham Road, and at Spondon. Another industry to benefit from the railway's arrival was iron-founding in which Andrew Handyside played a major role



after acquiring the Britannia Foundry in 1848. It was located in Duke Street next to what is now the Furnace Inn, and Handyside supplied all of the ironwork to the Midland Railway stations, and the bridges over the lines. Notwithstanding his spectacular roof work at St Pancras, his most famous structure, locally at least, was the Great Northern railway bridge over Friar Gate in 1878 and extant today. The Edinburgh born industrialist enjoyed world-wide acclaim for his work.



By the end of the 19th century the Midland Railway had well over 20,000 staff on its payroll with the Carriage and Wagon Works, Litchurch Lane, and separate locomotive works manufacturing the requisite rolling stock and trains. So, what became of the Midland Railway? On the 1st January 1923 the company lost its independence when it was subsumed by the London, Midland, Scottish railway which became part of the UK's "big four". Nationalisation in 1948 was followed by privatisation in the early 1990s.

The Brunswick Railway and Commercial Inn was the nation's first pub to specifically serve railway employees and provide accommodation when it opened in 1842. Originally bereft of bar server, pot-boys brought own brewed beer to customers. A Mr Singleton was the original lessee who paid £230 per annum for a 7-year lease in 1842, and the Brunswick was always packed on Thursday pay days on account of railwaymen picking up their wages. Brewing on site continued well into the 20thC before Hardy and Hanson (Kimberley) brewery bought the premises from the LMS (London, Midland, Scottish) railway in 1947. During WW2, the cavernous cellars which were two storeyed at the northern end, were used as air raid shelters. But the clearance of the terraced housing in the Castlward district circa 1970 deprived the Brunswick of local residents' patronage and the run-down pub was closed by the Kimberley brewery in 1974.

In the late 1970s, Derby City Council intended to demolish the entire triangular railway village to make way for a new road, a not unfamiliar scenario to those cognisant of Derby's post war history. Derby Civic Society and later, the Derbyshire Historic Buildings Trust persuaded the city council to sell the historic site which was officially declared a conservation area in March 1980. Grade 2 listings were also appropriated to the properties. The licensing of the Brunswick wasn't nearly as easy as one might think and Michael Mallender played a leading role in the re-establishment of the Brunswick Inn. Michael was a senior partner in solicitors, Taylor, Simpson and Mosley, and was prominent in the Derbyshire Historic Buildings Trust. In the 1980s, the closed Brunswick was at the centre of protracted legal wrangling which saw owners, Hardy and Hanson, reluctant to cede the licence as the Kimberley brewing company sought to transfer it to a new pub. Michael, together with

Derby North MP, Greg Knight, and the late Ivor Clissold, Derby CAMRA's pub preservation officer, fought a legal battle which, incredibly, saw the case reach the House of Lords and the High Court. Ultimately, Michael held the licence for five years, and by 1984 the Brunswick's structural integrity had been restored making it ready for sale. It wasn't, however, until Trevor Harris and John Evans, bought the railway pub for a nominal sum and then fitted it out, that the Brunswick opened to universal laudation on the 3rd October 1987. Michael sadly passed away in 2016, aged 75.



Trevor had met John at Derby Grammar School, St Helen's House, in the 1960s and Trevor went on to run the Bull's Head, Repton, and the Vine, Mickleover, before they collaborated to such good effect. The reopened Brunswick was Derby's first multiple choice real ale pub in a city that had largely been dominated by Bass and Allied Breweries. In 1991 an on-site brewery was added and the aptly named First Brew was launched by brewer, Graham Townsend, who sadly died earlier this year. In 1993, John Evans left the partnership to re-invent the Flowerpot and then the Smithfield under the Headless Brewing banner, but he sadly passed away in 2008, aged 58. The Brunswick is frequently Good



Beer Guide listed and over the years it's received more awards than you can shake a stick at. It was sold to Leicester brewers, Everard's, in 2002 and with Graham Yates at the helm it went from strength to strength until Brampton of Chesterfield acquired the lease around 2013 when the closure of the London Road bridge over the railway line damaged trade as the Brunswick became isolated. Since 2014, however, it has revitalised in spectacular fashion thanks to the shrewd management of Alan Pickersgill and Philippe Larroche who secured back to back Derby CAMRA Pub of the Year awards in 2016 and 2017. James Salmon, who learnt much under Graham Yates' tutelage, is the Brunswick's brewer today. Our photograph shows a re-union of licensees and brewers in 2017.



Back in 2011, thousands thronged through the streets of Derby in support of a massive, successful campaign to preserve the Litchurch Lane manufacturing site which is integral to what has been described as the largest cluster of rail related firms in the world. This is the wonderful legacy of the Midland Railway Company.

Paul Gibson

With thanks to Peter Billson author of "Derby and the Midland Railway" and John Arguile, Derby pubs' historian.

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Valley CIDS are an independent Christian charity based in Derbyshire, committed to serving children, young people and families through outreach work in schools and the wider community.

A vital part of funding to help with our work is generated through our Lighthouse charity shops. Our retail portfolio consists of 36 shops including specialist Vintage and Retro, Designer and Bridal along with our fun loving children's shops!

We pride our image on innovation and creativity to stand ahead of competitors in a competitive industry. Charity shopping has become hugely popular over recent years driving towards a more sustainable future recycling and reusing pre-loved goods.

Helping your local charity AND caring for your environment. It's a WIN WIN if you ask us!

Our newest venture is our Boutique Lighthouse in Matlock town centre. The quirky shop is profiled to the picturesque busy town, full of clothing, accessories, bric a brac and much more! All of our shops have recently launched Autumn Winter stock and our Christmas goods will be landing in a few weeks' time in preparation for the festive season!

We don't just stop there... Our second shop in Matlock is what customers describe as a 'children's wonderland!' The specialist children's shop is bursting full of toys, games, specialist equipment, clothing and much more. Both shops are situated in the town centre.

All of our shops are profiled to their areas and we encourage donations either over the door or we can collect furniture. To find out more about donating furniture please call: **01773 851352** and we will be happy to help!

In 2018 we launched our first Donation and Distribution warehouse in Riddings. Out of this main hub runs a fleet of 5 vans, 7 days per week servicing our retail portfolio. The dedicated team at the warehouse work hard to help meet the needs of staff, volunteers and members of the public. If you would like to find our more please contact us! You can also visit the warehouse to buy goods direct.

If the hustle and bustle is more for you when it comes to shopping, why not visit our Derby Lighthouse in the heart of the City Centre. Adam and his amazing team there won the 'Winter Wonderland' best dressed window last year... Keep your eyes peeled to see what they have up their sleeve this year! For all your Glitz and Glam party wear at half the price!

Our specialist bridal and designer boutique 'Purple Robes' on Alfreton High Street also have quality designer outfits for all occasions. Dena and her team will spend that extra time with you to complete your shopping experience with us.

For a full list of our Lighthouse shops please visit our website: www.valleycids.co.uk or why not follow us on Facebook and Instagram @lighthousecharityshops

If you would like to find out more about our work or could help us in any way contact Harriet Webster, Head of Retail Sales and Marketing on **07484052751** or email harriet@valleycids.co.uk



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What happens to email, social media, and other online accounts when someone dies?

Most people only consider their material assets when it comes to making a Will. Houses, cars, savings, personal possessions, etc. are all high on the list of things to gift or assign should you pass away. But what happens to all our online assets and accounts, i.e. our 'Digital Estate'?

This can include things like photos on our mobile phones, facebook pages, and online accounts for a whole range of social media apps and websites. In most cases there may only be content in your Digital Estate, e.g. postings, emails, and pictures. But increasingly people have financial assets that are purely online such as betting and gambling accounts, paid for gaming apps, and cryptocurrencies e.g. bitcoin.

So should we be including information on all of these accounts and assets in our Will? If the answer is yes, then what information should we list?

There are really two essential things that everyone should think seriously about:

- Should I be keeping a list of all online, digital and social media accounts, and where should I be keeping this list?
- What do I want to happen to these accounts when I pass away?

In answer to the first question then we recommend that everybody keeps an up-to-date and detailed list of their Digital Estate. This can be a simple list including just the name of the account, the website address, and possibly even your account name (i.e. your name as it appears to everyone, for example, email address, facebook name or twitter name). This is all effectively in the

public domain anyway, so keeping a list is not a security issue.

At Else Solicitors we ask all our Wills & Probate clients if they would like to keep a list of their Digital Estate with their Will (and if necessary in storage with us). This will then help the executors manage both your traditional estate and your digital estate in the event of your passing away.

Note that I've not mentioned passwords yet! And there is good reason for this, which brings me on to the second point in relation to what happens to accounts when someone passes away.

You may think that it would be perfectly acceptable for a next of kin or executor of a Will to go into a mobile phone or online account for somebody who has passed away. But at the moment this is illegal, and Under the Computer Misuse Act 1990 it may be a criminal offence for someone else to use your password, even if you have died.

Unfortunately this is an area where the law has not quite caught up with technology and it will not be long no doubt before changes are made and guidelines set as more and more cases are heard. The other difficulty is that every website / social media site appears to have a different procedure for registering and dealing with the death of a user. So you cannot rely on being able

to take the same action every time. At the moment it is simply a case of finding out what the procedure is for that particular site and following it carefully.

As a result we do not recommend keeping passwords in your Digital Estate list. Even if they were included, then executors or next of kin would in theory not be legally allowed to access them directly. What they should do is contact the account or service provider and inform them of your death and any instructions you left in your Will.

You should also think about what you want to happen with those accounts after your death – are they to be closed down and the contents deleted? Or the contents passed on as far as they are able to be? You may even find that you do not actually 'own' the contents of an account – such as with a provider like iTunes – your contract with them is simply a licence to listen to the music. You do not 'own' it.

Many social media pages can be memorialised after someone dies – would you want this to be done?

Making a Will and thinking about your death is never an easy thing to do, but in this digital world it is important to consider your Digital Estate just as much as any other asset you own. At Else Solicitors we encourage all of our clients to think about their Digital Estate and provide a document template for them to complete and keep alongside their Will.

For more information on Digital Estates and what to do with them in relation to your Will, then please contact Kathryn Caple, Head of Wills and Probate at Else Solicitors, by email: kathryn.caple@elselaw.co.uk or directly on **01283 526230**.



MEET THE TEAM



Kathryn Caple

Kathryn specialises in and heads up Wills and Probate. Kathryn has been working as a private client solicitor since qualification and is also a member of the Society for Trust and Estate Practitioners (STEP).

She is an active member of the Etwell & Hilton Rotary Club and is a keen viola player, having performed with the Nottingham Symphony Orchestra. She enjoys reading and is a board game enthusiast when her children give her time!

Tel: 01283 526230

Email: Kathryn.caple@elselaw.co.uk



Imogen D'Arcy

Imogen has a law degree and a Legal Practice Certificate, both of which were obtained at Swansea University. Prior to beginning her Training Contract Imogen worked at Else Solicitors

as a Paralegal in the Debt Recovery Department, and has also worked within the commercial property department of a top 5 global law firm. Imogen joined the Wills & Probate team as a qualified Solicitor in January 2020.

Imogen enjoys walking her dogs as well as spending time with her family and friends. She also enjoys travelling.

Tel: 01283 526202

Email: imogen.darcy@elselaw.co.uk

TESTIMONIALS

"I have used Kathryn Caple at Else Solicitors for my Estate Planning requirements and would highly recommend her services. She was extremely patient with me and dealt with my rather complex needs. I found her to be knowledgeable, courteous and professional. I am very reassured that she has put in place all that is required."

Susie Owen, Curious Guys

"Else Solicitors Wills department dealt with my wife and my Will in a sensitive manner which left both my wife and I feeling relieved that at the end of our lives all our intended plans will be carried out. We could have brought one of those do-it-yourself Will kits but we would always have worried would it be found and would it be written properly. With Else Solicitors we have complete peace of mind and would definitely recommend them to anyone else."

Peter and Jane Hodson

"I was really impressed that Kathryn came to see us at home to discuss our Wills and also at the signing stage. Everything was clearly explained. Thank you."

Isabel Wilson



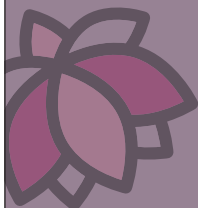
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The company has gone through a number of changes over the years. When Peter became ill a partnership was formed, The Peter Woore Watkins Partnership. Haydn Watkins had started working at the practice at fifteen while still at school. It was his driving ambition to become an architect, and he duly qualified in 1989, the same year as the partnership was formed. With Peter's death the business was run by Ian

Woore his son, who also followed in the family tradition of architecture, together with Haydn. Ian has his own distinctive style being highly creative but well-grounded in the practical skills.

As Ian progressed towards retirement the running of the company fell to Haydn, who is still practicing today, upholding the traditional values of the company adding his ethos. History repeated itself when an Ashbourne builder asked if his son could do his experience with the company whilst training at university. Needless to say he now works closely with Haydn ensuring the company maintains its distinctive style and personal service.

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Haydn Watkins



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The OLIVE TREE Cafe

The owners and the staff at the newly opened Olive Tree Café on Albion Street in Derby are waiting to welcome you into our new café. It has 100 seats and is open 7 days a week and we cater for a wide age range with a diverse menu but the basic meals are all good old fashioned English cuisine which are all homemade and we pride ourselves in the fact that we source the ingredients as locally as possible therefore keeping the business in the area.

The owners have had other establishments in the town centre from as far back as 1976 and feel that carrying on with the theme of Traditional English food in a relaxed atmosphere is still required in the city centre, after all there aren't many places left in Derby where you can get this variety of high quality homemade food for the prices that we can offer.

We offer various breakfasts from Bacon and Sausage rolls to The Full English breakfast and bigger and we don't just serve these in the morning they are available all day every day as we do all our meals.

Our more traditional meals include homemade Cottage Pie, Steak Pie, Braised Steak, Liver and bacon, Casseroles and traditional Roast

dinners just to name a few and once again these are all served all day.

Some of the specials that we do on a weekly basis include a two filling breakfast roll before 11.00am for £1.99, we have Fish on a Friday and we also do OAP meals which includes bread and butter and a tea or coffee for only £5.75. There are plenty of reasons for you to make that first visit to The Olive Tree Café and we will do everything in our powers to make sure you have a positive experience so you have no hesitation in returning.

Once again our establishment has gained a five star review from the local Environmental Health Dept which means all our customers can enter secure in the knowledge that we keep the highest standards attainable when it comes to conforming with all the regulatory bodies and are prepared to go that bit further to ensure all our customers have a first class experience when they visit us.

We can cater for parties of up to 20 and we also provide a free delivery service to St Peter's quarter and the Cathedral quarter addresses at most times of the day. We also provide a service to local offices and shops where we can supply sandwich platters or small buffets.



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Someone once told me that every seven years I become a new me. That is every bit of me will have changed down to the tiniest bit of the microbe in the tiniest cell in my body. The one thing that remains unchanged, thereby allowing me to access the proceeds of the family fortunes at the local Cayman Islands savings bank without let or hindrance, is my own unique true identity. I remain yours truly despite the microscopic manipulations of human biology. This profound thought came to me as I relaxed in the smoothie bar of the neighbourhood vegan cafe, following a drive in the impressive new Vauxhall Astra. A car, thought I, unchanged in identity yet still its ever dependable and uplifting self and yet utterly renewed within and without as befits a machine designed for today and destined to be driven by discerning customers canny enough to be suspicious of trend-chasing for the sake of it. The new Astra is a paean to versatile practicality.

C3. Now is the time to make a strong case for common sense. We live in a world where rumours fly, panics proliferate and lunatic ideas are greeted as though they sprang forth fully formed from the mouth of the GREAT ORACLE. No wonder people are baffled. All they want to do is travel comfortably from A to B and back again in time for tea and the new reality show on the box. Why all the fuss and bother when things are really not complicated? This is why certain motorcars induce in their owners that deep sigh of contentment. Owners know as they settle behind the wheel

that all is well with the world. This sort of reassurance comes free. If you want to see what I mean then treat yourself to a drive in the new Citroen C3 Aircross. Some really good cars are easy to overlook because they don't beat drums, bang gongs or dance the hokey kokey in the all-together. Cars like the top spec Citroen C3 Aircross Flair are the understated aristocrats of the motoring world. They are good mannered, impeccably bred, tastefully attired and as reliable as brass candlesticks. You can take them anywhere and they are instantly at home.

As the harsh winter sunlight - that implacable scrutineer of merest imperfections - fell upon the walls of my chateau, I averted my eyes from the all too evident signs of domestic neglect (The flaking paint, the chipped mortar, the cracked and lime-blotched bricks) and apprehended as though for the first time, just how flawless in appearance was the Citroen C3 Aircross. Parked on the gravel drive the gleaming contours of the car rebuffed with their unabashed elegance the censorious sunlight. It was as though the car was saying "Sunlight, do your worst and I shall appear all the better for it!"



Citroen C3 Aircross

Flair PT 130 Man.

Certainly the postman was impressed as he panted into view, half jogging and half lurching as his heavy bag swung to and fro like the proverbial tail wagging the dog. Despite the chilly morning he wore his customary shorts and long socks.

"That's a nice car!" He exclaimed. "I could do with finishing my round in that!"

"Ha, ha, ha" I responded. "You can't fool me. You're as fit as a fiddle, with all the dashing around. You must be the fittest chap on the manor."

"If only" He said. It's the knees. They're the first to go."

Later as I drove the C3 Aircross along a busy dual carriageway en route to the well known market town of Evesham, I considered the postman's last words and wondered how they might be applied to a car. In a car - any car - which components would be the first to go? The demands placed on these everyday machines that we take for granted are unceasing and heavy - to the point of being excessive. That we may indeed take cars for granted (well most of them) represents a triumph of modern engineering technology.

This legendary manufacturer of sensibly interesting cars had managed over many decades to produce motor vehicles that embody rational design but with the élan of Gallic artistry. The result is a range of individualistic - some may say almost eccentric - cars that never fail to impress with the charm of true ingenuity. The rationalisation of their core car range (C1, C2, C3 etc.) may suggest an over cerebral approach. As my drive in the C3 amply demonstrated, this is too severe a judgement. There has never been, I would claim, a Citroen that failed to put a smile on the face. A smile of approval. A so comforting smile of warm appreciation for the characteristic charisma that is an essential ingredient of the Citroen brand.

The C3 Aircross offers a comfortably appointed and well styled cabin with an 'Art Deco' dash that makes you feel at home right away. A sense of well furnished spaciousness envelops you.

There's no squeezing, no pinching,

Even when hurrying along and using the 190 PS of the smooth engine driving through a six speed manual gearbox, you don't feel rushed. You could 'rush' to a 124mph should you be silly enough but that would be very bad style. Controls are smoothly responsive and inevitably reliable. Every component part radiates a clear message that it will last as long as a stretch of interstellar sunshine. Frankly readers, I felt that at last that I was behind the wheel of a car that befitted my status as MAN OF THE PEOPLE EXTRAORDINAIRE.

After attending my meeting in Evesham I returned to the C3 by way of a twilight stroll along the riverbank. The last beams of light reflected in the ever moving waters. The sight recalled to mind an earlier impression I had of the Winter sunshine gleaming on the smooth flanks of the C3. A philosophical thought occurred to me. As the Ancient Greeks famously said.. 'You can never step into the same



Thinking about this I reckoned that in older cars the points would be the first to go: or, perhaps, the condenser. Past mechanical breakdowns I have experienced loomed up in my mind like spectres of doom. You can well imagine the sorts of things that once upon a time went wrong regularly.

Just as I was about to break out in a self induced cold sweat I seemed to hear sweet music. It was the sweet music of Citroen progress.

no unnecessary contortions. It's as though an invisible valet was in constant attendance making minor adjustments with imperceptible deftness. With the Flair specification variant at £22,370 you get reclining rear seats and a wonderfully useful folding front passenger seat for when you might want to carry a long load that won't fit in the big 520 litre boot. The result is peaceful, calm, considered and comfortable motoring.

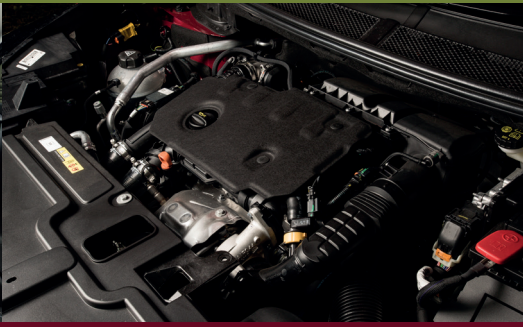
river twice!' A river is in a state of constant flux. And yet, paradoxically, it remains the same river. Such, I concluded, is the case with Citroen. A Citroen is always a Citroen, even when - as with the new C3 - the process of flux-like evolution has resulted in a car more advanced than anything we dared dream of only a few years ago. Reaching the car I climbed in and treated us both to a celebratory, tactfully light, toot of the horn.v

Vauxhall Grandland X

Elite Nav 1.2 (130PS) Turbo 6sp manual.

Could 2020 be a much needed boost to the new motor market? I'm no clairvoyant but having just enjoyed a spell of blues banishment at the wheel of Vauxhalls new and very stylish SUV, I have to say that the signs are certainly promising. The Vauxhall Grandland X is just the sort of multi-functional tooled up twenty first century solution to today's transportation requirements that we so desperately need. And that means right now. Today, too many 'Cassandras of doom' denigrate progress. A vehicle like the Vauxhall Grandland sings a different, more uplifting tune. If you want a bit more zip in your doo dah, a little more dash in your debonair display deficit, an extra flourish of contour in your cummerbund then this SUV delivers the 'Hey Presto! revelation' right from the very first moment you set eyes on its appealing looks and inviting persona.





The SUV configuration has pretty much sealed the argument in it's favour over the years. Once an innovation, the 'go anywhere' appeal of this type of car has firmly established it as a favourite in the market. Today the question is: 'Which SUV do I choose?' Here subjective elements are bound to intrude into the business of choice. In the field of decision making nothing is ever wholly rational. But you would have to be - to choose a politically incorrect phrase - absolutely bonkers in order to overlook the sensible advantages of putting the new Vauxhall Grandland X right at the top of your SUV shopping list.

Frankly I can't think of a current design that looks as cool on the road as the Grandland X. Sharply styled as anything you are likely to come across, this car, sitting on the tarmac with a ready to roll pose of poised alacrity, sets the pulse racing.

Power comes from a choice of engines - a 1.5 diesel or 1.2 petrol; both turbocharged. You can elect to have manual or eight speed automatic with either. Both are fully equal to the task and both remarkably economical given their performance potential.

Inside the car you will find a comfy, cleanly appointed and fuss free cabin that offers as you would expect, all the latest in driver and passenger essentials. I felt at home right away. A few quick minor adjustments to seating and mirrors and I was ready to press the starter button. Yes..I do like a starter button. It takes me back to the days when Rufus and I used to borrow

Uncle Reg's M45 Lagonda Rapide for a quick blast up to Lossiemouth.

Today offered a similarly memorable occasion. I had promised members of a Morris Dancing troupe that I would give them a lift all the way to The Fiddlers Arms in Lewisham. Their aim was to broaden the appeal of their particular folk art by visiting a local pub in an urban environment with their jingling bells and straw boaters. There was - I was told - an old muddy creek near to the pub which had some local significance. Perhaps William Kempe himself had once fallen in. Who knows? Certainly when the Morris Dancers themselves were collected from their respective abodes on the periphery of my great estate in Wolverhampton, they presented themselves as a bunch of gentlemen looking advanced in years - not to say creaking of limb. However, their eyes lit up at the sight of the Grandland X and with rejuvenated movements they accommodated themselves inside the car. I was impressed by their spritely urgency of intent. They were eager to show me that traditionalists like themselves were nonetheless firm advocates of progress.

"What a splendid car!" They chorused in admittedly reedy voices.

Our journey amounted to a constant affirmation of the positive attributes displayed by this fine and sensible car. Subjected to a full complement of rather weighty passengers, the 1.2, 130 PS turbo petrol engine driving the front wheels through a six speed manual gearbox, pulled smoothly and

robustly throughout its range. (Up to 117mph). Ride and handling were found to be top notch and it was such a pleasant and easy car to drive that I felt it stepped into a league of cars costing much more than the £27,915 price of the variant tested. My passengers all commented on the smoothness of progress. In traffic the driving position offered a wide view of the road while on the motorway the commanding presence of the Grandland X ensured safe and stress free passage. Also there was no escaping the horrors of London traffic - but Hey! If you need to sit nose to tail for an hour or two admiring adrenaline-fuelled lycra clad cyclists performing their dangerous pedal dances: if you need this - well, you need to keep a grip on your sanity. At such moments the Grandland X comes to your rescue. It's certainly the sanest solution to sanity retention.

I dropped the keen dancers off at the pub and looked for a place to park. A long time later, depressed by failure, I returned to The Fiddlers Arms. The good news was that I'd missed the performance. I expressed a zealous eagerness to head back home in the Vauxhall Grandland X. A true 'Graceland' of a car if ever there was. This is a car you need to drive as often as possible for as long as possible. It simply fills the bill for today's motoring needs. The season for jingling bells might be over but I still seemed to hear sonorous chimes drowning the snores emanating from my exhausted passengers. Ring in the New. Ring in the Grandland X.



Rolls-Royce 1933–1960

Although Sir Henry Royce died in 1933 the company remained an important Derby concern and the ethos and values of Sir Henry still remained and were embodied in the next major aero engine development, the Merlin.



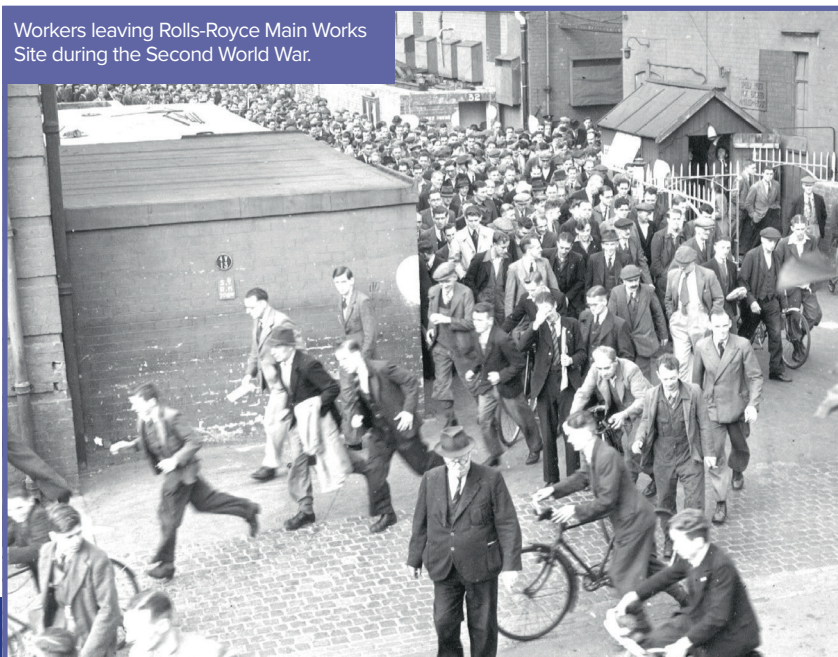
Merlin engines on build at Main Works, Derby 1938.

Much has already been said and written on the eponymous Merlin, or PV12 as it was first known short for Private Venture 12 Valve, but it's significance cannot be understated in the history of the Rolls-Royce and its role in the establishment of the company as a major force in engineering. The Merlin aero engine, which as with the majority of other Rolls-Royce aero engines before the Second World War is a 12 valve liquid cooled 'in line' engine was developed along similar lines from Sir Henry Royce's 'R' Engine. The 'R' engine was designed by Sir Henry for the Supermarine aircraft used by the RAF High Speed Flight in the 1929 and 1931 Schneider Trophy races.

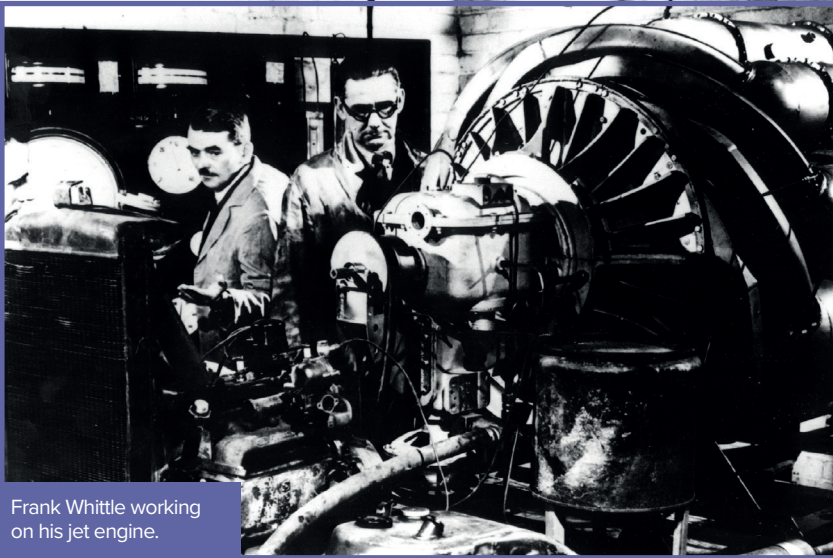
It was this engine which formed the bases of the design for the Merlin, which first went on test in Derby in July 1934 and first flew in February 1935. In the mid 1930's the development of aero engine business resulted in the need of a flight test establishment being needed and former Hucknall aerodrome was acquired for this very purpose. Over the years this site saw many new products tested on wing including the developments on Merlin and later the RB211. It remains a Rolls-Royce site today but not for flight test.

For Rolls-Royce the Merlin development seemed to come at the right time. The 1930's had been hard for many areas of the world including Britain and Derby with the onset of the Great Depression triggered by the Wall Street Crash of 1929. Many employers in Derby had a hard time in the early 1930's including Rolls-Royce with layoff of workers and companies going bankrupt becoming common. However as the 1930's progressed the economic situation stabilised but the world political situation deteriorated with the rise of Nationalism, particularly Adolf Hitler's NAZI party in Germany. This resulted in nations across Europe starting to rearm causing a steady increase orders for all forms of equipment from many employers including Rolls-Royce. This expansion was mainly seen in the aero engine division where the Merlin was partnered with the famous Supermarine Spitfire and Hawker Hurricane resulting in a massive success for Rolls-Royce seeing large numbers aero engines built and refurbished from the mid-1930's onwards. The passenger market for aero engines was still existence although it was dwarfed by government orders as the 1930's progressed.

Workers leaving Rolls-Royce Main Works Site during the Second World War.



Rolls-Royce 1933–1960



Frank Whittle working on his jet engine.

In the 1930's the car side of Rolls-Royce was also hit dramatically by the Wall Street crash, however it did see small expansion with the acquisition of Bentley Motors in 1931, which had gone into receivership. Bentley production was moved to Derby and throughout the 1930's Bentley's and Rolls-Royce cars were made side by side in Derby. Car production continued to be focused on the

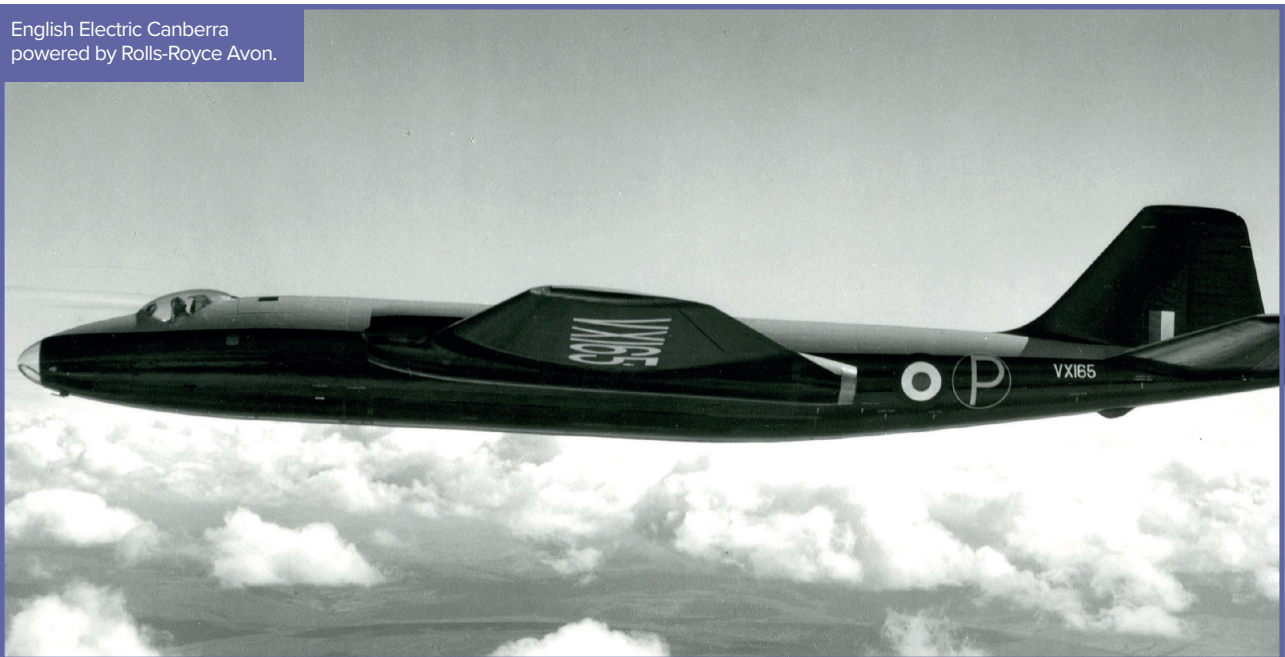
Phantom but as 1930's developed Bentley Models themselves were developed like the 3 ½ litre which became a popular car under the slogan 'the silent sports car.' Car production stopped in 1939 with the start of the Second World War and only restarted after the Second World War.

In 1936 Ernest (Later Lord Hives) Hives became Works Manager

of Rolls-Royce and he started to reorganise the company in particular splitting the two main focuses of the company aero engines and motor cars into two separate divisions with both divisions still in based in Derby. It was this change it can be argued that greatly helped Rolls-Royce to be able to cope with demands of the Second World War that was to come.

Although many efforts were made throughout the 1930's to stop the world sinking into all-out war, unfortunately they were to no avail and war that was eventually to become a world war was declared in September 1939. The war was change to everyone's lives for next six years including many citizens in Derby and the surrounding area. For a majority those who did not end up in the armed forces they ended up supporting the war in other ways on the home front, supporting efforts on the land and in particular the factories including those of Rolls-Royce.

English Electric Canberra powered by Rolls-Royce Avon.



Continued over...

Rolls-Royce 1933–1960



Ernest (later Lord) Hives Managing Director and later Chairman of Rolls-Royce.



Apprentices after the Second World War in one of the Rolls-Royce Training Schools in Derby.

Quickly into the War Rolls-Royce expanded production greatly in 1935 Rolls-Royce employed some 8000 workers however by 1944 it employed some 57,000 across its sites not just Derby. In Derby it was not just employees that were expanded to wartime needs but buildings and equipment also. Other sites within Derby were acquired such as Rolls-Royce's current site on Elton Road originally used a drawing offices and the testing of engines was carried out on Sinfin Moor. In addition the threat bombing in Derby (although Derby escaped some of heavy bombing that affected cities such as Coventry) meant other sites in the surrounding areas were used such as Clan Foundry in Belper (where D S Smith Packaging is now largely located) and the Belper Swimming Baths where some parts of the drawing offices and rig design functions were moved too. Many other buildings within Belper

also saw use by Rolls-Royce on occasion throughout the war and in other localities around Derby.

Wartime expansion also saw Rolls-Royce expand beyond Derby. The need for more production space for aero engines meant new Rolls-Royce sites were built in Crewe and Hillington near Glasgow and refurbishment on aero engines was subcontracted to companies such as de Havilland at Hatfield and Sunbeam-Talbot in London. Even with all this expansion and subcontracting Rolls-Royce sites across Derby were working at full capacity throughout the war. The Merlin and later the Griffon engine saw service in many aircraft types in addition to fighter aircraft including the Avro Lancaster and the de Havilland Mosquito.

It was not just in the air that the Merlin saw use in addition the Merlin was developed for use in

Tanks, such as the Cromwell tank which saw development at Clan Foundry in Belper, and in boats with Motor Torpedo Boats (or MTB's) that were used for covert operations and coastal patrol duties throughout the Second World War.

Throughout the Second World War they were in great need on either side to develop faster planes that could fly higher. The Merlin saw many developments to achieve this, particularly through the use of superchargers. In fact with use of superchargers and other modifications to the Merlin, largely ideas developed in Derby under Dr Hooker, power output was able to double over the course of the war. But this was still not enough.

In 1930 a young Flying Officer Frank Whittle patented an idea that would change the world of aviation and the direction of Rolls-Royce after the war.

Rolls-Royce 1933–1960



Rolls-Royce Works at Crewe.

Although the patent lapsed in 1935 Frank Whittle came up with the idea that was to become bases of the jet engine and over the course of the middle to late 1930's his company Power Jets Ltd based in Lutterworth developed the concept into workable prototype. The War brought renewed interest in their developments and the Government at last saw interest. In 1940 to help Power Jets to commercialise their operation the government issued contracts which led to company to work with Rover Car Company at their site in Barnoldswick in Lancashire, a relationship that was prove difficult but did lead to the first British powered jet aircraft the Gloster E.28/39 flying on 15 May 1941.

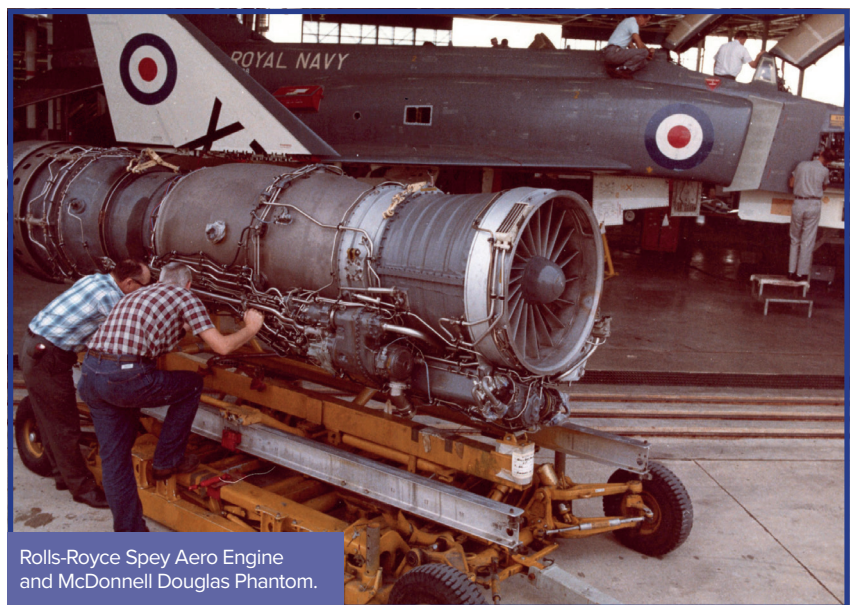
This is where the story starts to involve Rolls-Royce in greater depth, Rolls-Royce had already assisting Power Jets with parts and knowledge, but as the relationship with Rover deteriorated leading Rolls-Royce step in taking over the working relationship with Power Jets from Rover and Rover gained Rolls-Royce tank engine operations

at Bobbers Mill near Nottingham, the deal being sealed at the start of 1943. Success was quick from here and although Germany had jet engine powered aircraft in the air before the British the British quickly capitalised and with developments from Whittle engine made by Rolls-Royce such as Welland and later the Derwent the RAF had its first operational jet fighter, the Gloster Meteor which emerged

in operations with the RAF in July 1944. The Jet age was born.

The war finally ended in 1945 and now it was time for companies like Rolls-Royce to win the peace. The war had left Rolls-Royce a much more expanded company with sites across the UK as well as in Derby. However after the war military spending reduced and Rolls-Royce looked to the civil engine market to expand with engines such as the Merlin 620 powering the Avro Tudor. However with the renewed perceived threat of the Soviet Union military spending quickly increased and with it Rolls-Royce operations across the county and across the world.

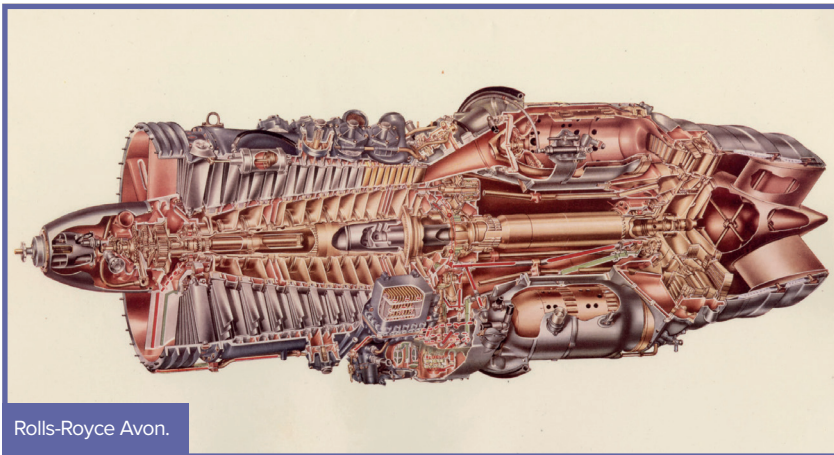
When car production restarted it was decided that the focus in Derby should be on the expanded aero engine division so the Car Division was relocated to the Crewe factory built for increased aero engine production in the war. From now on Rolls-Royce cars would no longer be made in Derby but the Crewe factory is still existence as the site where Volkswagen makes Bentley cars today.



Rolls-Royce Spey Aero Engine and McDonnell Douglas Phantom.

Continued over...

Rolls-Royce 1933–1960



Rolls-Royce Avon.

The jet engine was still an unknown quantity for the Civil Market so most of the focus until early to mid-1950's was on piston engines, however the military which needed fast and high altitude aircraft spurred the development. The sites of Rolls-Royce across Derby to hummed new jet engines such as Avon and later the Conway, the world's first high by-pass aero engine. The Avon saw service in many aircraft including the English Electric Canberra and Lightning it also saw use in other applications such as generating power and powering shipping.

The 1950's also saw the development of nuclear technology both for power generation and for submarines for the Royal Navy. In the late 1950's Rolls-Royce developed a site at Raynesway to develop and manufacture nuclear technology for these operations. Raynesway still carries out this function for Rolls-Royce's submarine business today.

The jet age entered into the civil aviation world with the introduction of the de Havilland Comet jet airliner on 27th July 1949 powered by the de Havilland Ghost, however issues with the aircraft meant it was not until late 1950's when Comet became powered by the Avon

and Conway on Boeing 707 that airliners powered by jets started to become the norm and many aero engines concepts were tried and tested. The expansion on the aero engines meant Rolls-Royce in Derby needed to employ more persons. Many persons came to Rolls-Royce on apprentice programs which were expanded, meaning the Training Schools on Gresham Road and Ascot Drive became full with eager young pupils. But it was not just the apprentice programs that saw expansion, across board Rolls-Royce along

with many other engineering companies within Derby expanded into the 1960's.

The 1960's saw great changes in many aspects of life and the same is true of Rolls-Royce. The government was keen to see consolidation in the aero engine industry with Rolls-Royce acquiring the aero engine business of Napier in 1962 further consolidation occurred in 1966 with the merger of Rolls-Royce and Bristol Siddeley, bringing to Rolls-Royce the work on the Olympus engine that was to power the Concorde and Pegasus engine that was to power the Harrier. Rolls-Royce's own Spey engine was to power Phantom for the RAF and Navy while also powering the Trident aircraft for the civil business.

By end of 1960's great changes had taken place since Royce's death in 1933 but Rolls-Royce was still a global success story and in the years that were follow that were challenges but they were overcome just as they were in Second World War.



de Havilland Comet 4B powered by Rolls-Royce Avon.

Do you love holidays but find there is too much choice? Do you not have enough time to plan your ideal holiday?

My name is Jasmine Rowe and I work for Travel Counsellors, a multi award winning company that retains 96% customer satisfaction year on year. As part of an International company your money is guaranteed safe with our financial trust fund and ATOL protection.

I offer a truly personalised one to one travel experience before, during and after your trip that removes any stress and hassles from planning and booking your trip. I tailor to your personal requirements and as I am independent I am not tied too any one supplier so what I offer you is what will work best for you and you alone.

Travel has always been a massive part of my life, I have been fortunate enough to travel to most points of the globe over the years allowing me to gain experiences in a variety of holiday styles from European breaks, Camping,

Ski, City breaks and Luxury long haul multi-stop trips.

As a Travel Counsellor, any holiday is possible, from Family trips to the European beaches, trekking with Gorilla's, cruise and Ski. I have a keen interest in off-the-beaten-track destinations and multi-centre trips, but more recently family holidays with my two young children.

I work from home and am available at times that suite you. We can consult over the phone, via email or even face to face with a cup of tea and a slice of homemade cake!



Jasmine Rowe
Travel Counsellor

Tel: **01283 440 036**

Email: jasmine.rowe@travelcounsellors.com

Web: www.travelcounsellors.co.uk/jasmine.rowe

travel counsellors



With us... it's personal

An insight into me...

Since an early age, travel has always been an important part of my life. I was born in Darwin, Australia and then moved to the UK as a child. Family holidays spent in Australia or Europe and adventure trips to Iceland helped to form a life long love of travel.

After studying for a BA in Travel and Tourism in Edinburgh, I took a year out, travelling extensively in Asia, Indonesia, Australia and New Zealand. When I returned to the UK, I joined an award winning international travel company and

spent 10 years as a travel consultant creating tailor made holidays. I worked in both the leisure and First and Business departments covering all areas of travel. With over a decade of industry experience, a keen interest in unusual destinations, multi stop trips, city exploration and, most recently, family holidays with two young children, my aim is to remove the stress from booking your holiday

From getting engaged in a canoe on Halong Bay to nearly falling out of my bunk on the Trans-Siberian railway, I have unique travel knowledge that enables me to create, find and book your dream trip.





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How to Choose the Right Care

What value do you place on your own home?

After all, it often holds the key to many cherished memories, and allows you the freedom and privacy to live as you please.

But when either old age or health conditions mean that some daily tasks pose a challenge or risk, it becomes necessary to introduce some changes to protect that person's independence.

Thankfully, there are options that allow people to continue enjoying their usual daily routines and social activities safely. These days social services only provide support for severe or critical needs. New services are now available that allow the individual to choose how they want their

care to be provided. Any social services allocation can be taken in a "direct payment" allowing the individual to choose their own care provider.

When it comes time to choose care, do not rush into the first option put to you. Discuss with family and friends what outcomes you would like to achieve. Speak to a care provider such as Right at Home and ask:

- Will you guarantee continuity of carer?
- Will you arrive on time at a time of my choice, not when it fits into your schedule?
- Are you accredited with CQC, CredAbility, UKHCA and what are your latest inspections?

- How often are your carers DBS (CRB) checked and what references do you take?
- How are the carers trained and are they trained in any specialisms such as dementia?
- Do they do person centred planning?
- Will they encourage and help regain your independence?

Right at Home match individual carers to clients to ensure continuity of carer. We build a bespoke support plan to help encourage independence, fulfilment and quality of life. Care can be provided from as little as 1 hour per week up to managed live in care. We arrive on time and at a time to suit you.

How to detect and prevent Strokes

In the next six seconds, someone in the world will have a stroke.

Are you among those at highest risk?

A stroke occurs when a blood vessel in the brain ruptures or is blocked by a clot.

A stroke caused by a blockage is called an ischemic stroke. A hemorrhagic stroke is the result of a ruptured vessel that bleeds into or around the brain.

The blockage or bleeding deprives brain cells of adequate oxygen-carrying blood and the cells start to die, which can lead to ongoing mental and physical impairment (difficulty thinking, speaking and moving) or even death.

Each year about 15 million people worldwide suffer a new

or recurrent stroke, and of these individuals, nearly 6 million die and another 5 million are permanently disabled. Across the globe, stroke is the second leading cause of death for people over age 60. Fortunately, 80 percent of all strokes are preventable.

If a person shows signs of a stroke, it is crucial to seek medical help immediately. Never wait to see if symptoms lessen. Signs of a stroke include the following:

- Sudden weakness, numbness or paralysis of the face, arm or leg, often on one side of the body.
- Sudden trouble speaking or understanding; confusion.
- Sudden vision problems in one or both eyes.
- Sudden difficulty walking, dizziness or loss of balance.

- Sudden severe headache with no known cause.

Older adults experience more strokes, often because they face more cardiovascular disease and are more sedentary. To reduce the risk of a stroke, particularly in ageing loved ones, follow these recommendations:

- Eat a healthier diet.
- Manage blood pressure.
- Maintain physical activity.
- Lose extra weight.
- Lower cholesterol levels.
- Reduce blood sugar.
- Avoid smoking.

To learn more about stroke prevention and resources to help a stroke survivor, contact the Stroke Association, a medical facility or a Right at Home office nearest you.

50 Canal Street, Derby DE1 2RJ

Tel: 01332 913232

The Trinity, George St, Burton upon Trent DE14 1DP

Tel: 01283 777700



There's a saying, "Do what you love, and you'll never work a day in your life." I couldn't agree more, I genuinely love what I do, specializing in wedding and portrait photography across Derbyshire and South Yorkshire, with prices starting at £450.

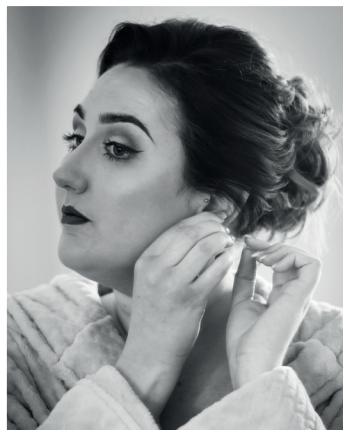
My photography style is photojournalistic, with a traditional base. This means, that as well as the formal shots of the wedding party, I also take natural shots throughout the day which capture the feeling of a moment.

On the morning of the wedding I head off to meet the Bride and Bridal party. Here I take candid, documentary style shots of the Bridal preparations, but don't worry I will fully respect your privacy and I'm good at keeping myself occupied capturing some of the details like the dress and the bouquets.

After the ceremony and the more formal group shots, I steal the Bride and Groom away for some portraits, while the guests enjoy a canapé and a glass of fizz or two.

I will be there during the speeches and the first dance, to make sure you have a full record of your special day.

Once the fairy lights have been taken down and the champagne glasses washed, my work continues. All images are tastefully edited to enhance the mood of the shot. You will have access to an online gallery from which you can order a range of products. I also provide all your images on a souvenir USB in a beautiful presentation box.



If you would like more information, or to make a booking, please contact Isobel on:

07826 068805

or email: info@steelrosephotography.co.uk

www.steelrosephotography.co.uk

I've never met a dress yet that I can't alter!

Above
**Fortey's
coffee
shop**

When I was 9 years old (much to my mum's horror) I cut up a woollen sweater because I thought it would look better shorter and with short sleeves. My dad bought me my first sewing machine when I was 12 years old and I've never looked back.

I have a degree in Art and Sociology and 4 years ago I took my Post Graduate Certificate in Education which focussed on textiles.

I totally love my job, it's never dull and I like to say that: "I've never met a dress that I can't alter".

In 1993 I went to America as a nanny for a year, I stayed for 11 years, as I met my husband there and had our two children. My son is 19 and my daughter is 16. Whilst in the States I worked in

a very large fabric store as a manager of the dress fabric department, I probably spent more than I earnt, and it was there that I honed my skills with lace and expensive fabrics.

I specialise in altering bridal, bridesmaids and prom dresses but I also do general alterations on almost any clothing; male, female, children's or other. I make and alter curtains too.

Paula J Fordi
01283 565393



Thinking of Selling a second home or a home that hasn't always been your main residence?

“BE AWARE”

Currently, a UK resident individual disposing of UK property that results in a **taxable gain** is required to report that gain on their annual UK self-assessment tax return. The deadline for reporting the gain and paying the tax due is the 31 January following the year of the disposal. If you are not within self-assessment you are required to register by 6 October following the end of the tax year in which the disposal takes place. This however does not apply if you are selling your home and it has been your home for the entire period of your ownership as you are entitled to Personal Property Relief (PPR) which reduces any gain to NIL.

From 6 April 2020, a UK resident individual disposing of UK residential property will be required to file a 'UK land return' within 30 days of the completion date. Where properties are held jointly or in partnership, each owner is required to submit a UK Land return (and pay the tax) in respect of their share of the disposal. **Penalties will apply if the return is filed late.**

The vendor will also be required to pay an estimate of the Capital Gains Tax 30 days from the

completion date. This will be treated as a “payment on account” against your total income tax and Capital Gains Tax liability for that year when the annual self-assessment tax return is submitted.

The individual will, therefore, be required to estimate how much tax is payable. This will depend on several factors which could result in a refund/additional liability being due when the annual self-assessment return is submitted. If additional tax is due when the annual return is filed, then interest will be payable at the standard rates set by HMRC.

This is a **major change in reporting and payment of tax liabilities**, as the filing and payment obligations need to be considered immediately on completion of the sale rather than left until after the end of the tax year.

Exceptions

Some common examples of where a UK land return will not be required are:

- Where the gain is covered by principal private residence relief ('PPR') throughout the duration

of the taxpayer's ownership –i.e. it has always been your main home and there is no business use

- If a loss arises on the sale of the property
- The gain is covered by capital losses arising before the sale takes place or in the same tax year
- The gain is small enough to be covered by the individual's annual exemption for the year of disposal, currently for 2019/20 - £12,000 per taxpayer

The above list is not exhaustive and therefore, if you have any doubt over whether a return will need to be submitted please contact one of our team to discuss.

In practice, a UK land return will be required for let properties, second/holiday homes and homes with extensive grounds and gardens not fully covered by PPR, in so far as such disposals give rise to a CGT liability.

Note: The return and payment on account will not be required where the property disposed of is not residential property or where the property is situated outside the UK.

Penalties

Penalties for filing the UK land return start at £100 immediately. If the return is more than 6 months late a penalty equal to the higher of £300 or 5% of the tax due is payable. If more than 12 months late, a further penalty of either £300 or 5% of the tax will again be due. £10 daily penalties may also be levied for up to 90 days (between 3 months and 6 months of filing date), but by concession HMRC has stated that



it will not usually charge these. For larger transactions, the 10% penalty could be quite significant.

As with other penalties, a taxpayer may be able to appeal on the basis of having a reasonable excuse, but, as has been seen with Non-resident CGT returns, HMRC can be resistant and taxpayers taking appeals to the tax tribunals have not always been successful.

Individuals may not know precisely what their CGT liability will be at the time of the sale and some of the relevant information may not

be known until after the end of the tax year. For example you may not know if your other income in the tax year will place you in the higher rate tax bracket or not. You should therefore contact your tax adviser as soon as possible, ideally when the property is first put on the market, in order to submit the returns on time and to determine an appropriate estimate of the CGT liability.

If you do not have a tax advisor and require advice, then you can call Paul Bradley or Penny Fletcher on 01332 293396 for an initial appointment which is free of charge.

Important these notes were prepared and sent for printing before the Budget on March 11 and you should check that no announcement in the Budget alter the above.



Further information on any of the above can be found at:
www.dekm.co.uk

or contact our office on:

01332 293396

8 Vernon Street, Derby DE1 1FR





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Summer 2020 issue cover image

**The Old Royal Theatre
and Shakespeare Tavern,
Bold Lane, Derby.**

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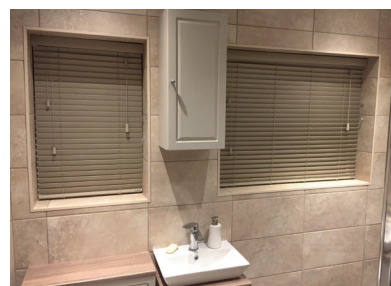
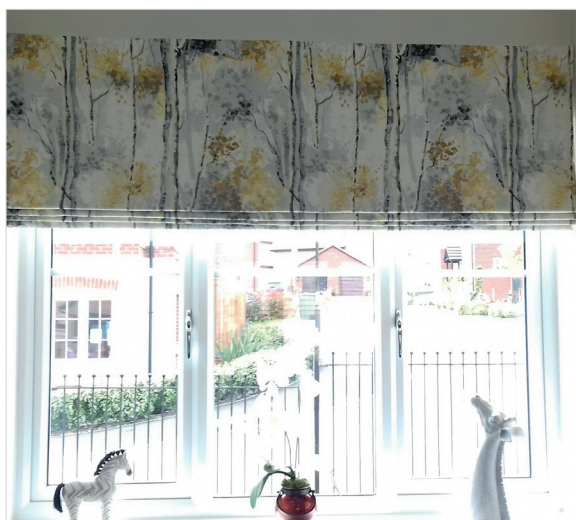
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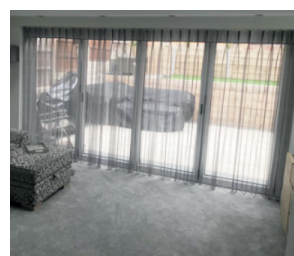
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