

BRADWELL HISTORICAL SOCIETY



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Up-coming events

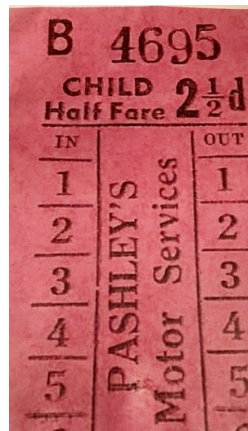
Once again for October we are fortunate to be able to welcome two of our members as joint speakers. They are Joanna and Peter Makey and their subject is 'Local Carols'. They have written: A talk on local carols (also called old carols), based on the research carried out in the late 1990s by Peter and Joanna Mackey, into carol singing in Bamford, Derbyshire, and with reference to the research carried out by Professor Ian Russell. The villages of the Hope Valley, including Bradwell, and those on the West of Sheffield have a proud tradition of local carol singing with many carols unique to one or just a few villages. Peter and Joanna will look at what defines a local carol, and give a brief account of their history and survival in this area. They will describe the various groups who were Carol Singing in Bamford in the first half of the twentieth century and their anecdotes. Plus they will have a look at why we have so many different tunes to While Shepherds Watched.

William Edwin Pashley

The following piece was originally written by Chris Furness who also supplied most of the photographs. The text was later expanded somewhat by Brian Gillham (based on Ancestry searches, documents in the possession of Andrew and Jane Dalrymple, and newspaper cuttings). The photograph of the Pashley garage was taken by Keith Hall.

Bill was a strange person in many ways but an integral character in the fabric of Bradwell village life. He was the proprietor of a bus service which was licensed by the railway between Sheffield and Manchester to deliver passengers from Bradwell to Hope station and vice versa. You can find a personal account by Joyce Emsen of a journey with Bill to and from Hope Station on p43 of 'After Seth'. Bill had no time for passengers who only used his service when the weather was bad and told them

so. He also provided a touring bus for groups going elsewhere as well as a taxi service.



Child's Pashley bus ticket

Bill was born in Rotherham, in 1890, where his father George owned a department store. George also owned stores in two nearby towns and a drapery store in Windsor. The family home was a large house in Rotherham but in 1905, his father decided to move to Castleton. He sold all the shops and the family house and bought the Nags Head Hotel, which he proceeded to operate. He also took over a taxi business, which comprised of several taxis.



A George Pashley taxi with the name Nag's Head Hotel on the side

In the 1911 census for Castleton Bill is described as a draper's assistant but he was soon employed by his father's new business until he joined the 3rd (King's Own) Hussars in September 1914. His stay in the Army was a short one with a difficult-to-read fragmentary record suggesting he was suffering from urticaria(?) and was discharged in December of the same year. Nevertheless he must have recovered by

1917 when he re-joined the Army as a driver in the Royal Army Service Corps (RASC)



Bill Pashley with what seems like a Royal Army Service Corps cap badge

When he was discharged again in 1919 he was recorded as being 'fit'. After leaving the army he re-joined his father's businesses. At that time, the Bradwell to Hope Station service was operated by the Caterer family, who rented the Newburgh Arms from the Duke of Rutland. Then in 1922 the Duke, perhaps to pay taxes, decided to sell the estate properties in Bradwell and these included the Newburgh Arms and much land. The Bradwell Liberal Club decided to bid for it all and issued a prospectus for the creation of a Temperance Hotel, Social Club, and some sports facilities. They were successful in raising sufficient cash from Bradwell residents to be able to buy the Newburgh Arms and the land. These new owners gave notice to the Caterers because they did not want a bus around their newly-acquired premises. George Pashley heard about this and made a bid for the bus service and bus, and the Caterers accepted. The bus service was to be run by Bill. He, of course, needed a garage for the bus and made applications to build one in various places in Bradwell. His first application proved unsuccessful when applied to the group that had acquired land with the intention of building the War Memorial Hall. Part of their newly acquired land lay on the opposite side of Netherside (then referred to as Station Road) near where the Waining Garage later came to be built. It was on this land that Bill wrote for permission to build a garage but this was turned down. As a temporary measure he seems to have been able to use part of the land beside the bridge over the Brook for a while.

With George Pashley's record of acquisitions it is not surprising that he bought property consisting of a 'dwelling House or Tenement with barn, stable and garden' on Brookside in Bradwell (now the Cottage and Brook Barn of the Dalrymples).



Bill in Bradwell with his dog.

By 1938 George had retired to Cleethorpes and gave this property to his son who was already living there. What had been the barn was later converted into the garage for which Bill had been searching. By this time Bill had also started his own taxi service.



The Pashley Garage c. 2006

Bill Pashley had a taste for disputations concerning his business. In 1928 a fracas arose between Bill and Frank Boulton whose parents were the then licensees of the Shoulder of Mutton. As was mentioned Bill had a franchise to carry passengers to Hope Station and back to Bradwell. But the Boultons were offering a rival service. In October 1928 Frank summoned Bill for Common Assault and the matter ended up in court in Chapel-en-le Frith. Frank's claim was that when he met the last train at Hope Station and delivered his passengers to catch it the defendant (Bill) compelled him to

drive his bus into a wall. Following this there was an altercation when blows were struck, each man claiming that the other hit out first. The Bench dismissed the case binding both men over to keep the peace.

In 1937 in trying to expand his bus service to allow him to make trips between Hope and Tideswell via Bradwell he had made an application to the North-western Travel Commissioners who were based in Manchester and had the power to allow or deny the proposed journeys. In answer to his application he received a terse rejection consisting of a 'single slip of paper'. It wasn't long before Bill referred the matter to the attention of the Bradwell Parish Council who passed it up the line to the next layer of government at that time meeting in Bakewell. Neither council could see the reason for the refusal by the Commissioners but at the same time neither was prepared to support him and the matter went no further.

In 1952 Bill married Grace Elizabeth Major. Grace was born near Guildford in Surrey in 1916. By 1939 in the data collection in preparation for the issue of rationing books Grace is shown as living as a lodger with William Dawson, a window cleaner in Stoke on Trent. Her occupation was given as a bank clerk. (The name Pashley has been inscribed above the name of Major in the 1939 record.) After their marriage Grace was often seen driving one of the Pashley taxis.



A Pashley Taxi outside the garage on Brookside

This taxi service had the reputation of collecting those returning from a boy's night out in Tideswell for example. The challenge being how many revellers could be crammed into the vehicle (not driven by Grace?).



Grace Pashley (left) together with Betty Bancroft and Doreen Bradwell

Bill Pashley died on 2nd October 1972 and when his will was proved the following year all of his possessions were left to his wife Grace. Grace continued to live in their property until shortly before her death in a care home in 2006 at the age of 90.