

A DRIVER and WEATHERHEAD family history

Silsden, West Yorkshire, England

Tracing the story of two Silsden families, through six generations of change

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also had an older married daughter Elsie who had married in 1916. Annice married in 1921, shortly after her father's second marriage.

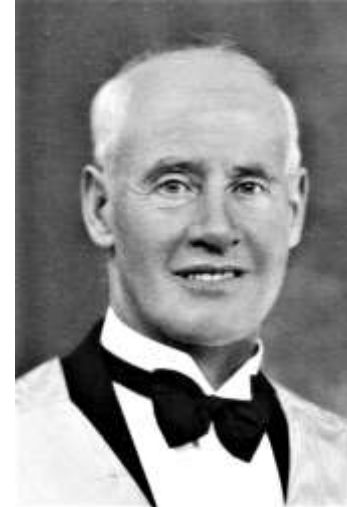
Albert Hill was born in 1868 in Lothersdale to his parents James Hill and Mary Jane Hudson. He was a textile manufacturer and also a Masonic member at the same lodge as Frank Driver. Albert was to become Master of the Craven Lodge in 1932 and was followed the next year by Arthur Driver. See Appendix 9. In the 1911 census, in the column for infirmities, someone wrote 'No infirmity but hair coming off the old man'. Albert's interest included the Silsden Bowls Club and he appears in the photograph of the opening of the tennis court at Silsden's bowling green in 1933, Appendix 3.



When Mary Anne married Albert, Sarah's executors were able to administer her will. This task fell to Frank and Mary Anne. The will involved sharing Sarah's sizeable estate equally amongst the children, but it did have a slight problem in that Hugh was resident in the family home. It looks as if Frank found a solution and Hugh was installed at Scarghyll Farm on Addingham Moorside, which Frank owned, and maybe purchased for this purpose. Hugh ran the farm for a number of years. Since the family home was now vacant it could be sold together with 'the gardens and lands adjoining thereto' and the proceeds of the sale distributed, although, with Sarah having died in 1908, there had been earlier opportunity to sell unwanted lands.

Albert founded the textile firm of Hill, Benson and Bailey and enjoyed many other interests. He was a prominent Conservative, valued church worker,

supporter of Silsden Bowling and Tennis Club. He was President of the Silsden Agricultural Society and enjoyed farming as one of his hobbies



having a moorland farm, Moorcock Hall, between Silsden and Draughton. He started farming in his early 70s having seen different approaches to farming on his travels to Italy, Germany and North Africa. As a result, he was reclaiming the moorlands for crops with his successes, particularly with growing oats, reported in the Bradford Observer in support of the war effort.

Mary Anne was similarly involved with Silsden activities. She was invited to church events to crown the May Queen, open fund-raising events and visit football clubs to open their new stands. Through the war she, along with many women,

helped the war effort through events like Warship Week.

Both Albert and Mary Anne lived into their 80s, both dying at the age of 81, Albert in 1950 and Mary Anne in 1953.

We now move on to generation R where all are direct line. Because of this, from this point forward, there will be no further underlining of names.

52 • • • • • Arthur Driver and Katharine Bedford, R2. Arthur born in 1890 was the second child of Charles and Florence, their first child, William Weatherhead Driver, having lived for only four months. Coming from a musical family it is no surprise that he made his first public performance at the age of 5 when he played a piano duet with his sister, Sally, aged 3.

Arthur attended Bolton Road Schol in Silsden and, from about the age of 11, Keighley Grammar School. He was evidently a successful pupil being

awarded the book prize for Fourth Form A Class Work in the year 1904-5, his final year at school. In the class photo we see that he was wearing his prefect's cap.

A newspaper report at the time of his retirement indicates that Arthur started employment at his uncles' weaving mill in 1905. This presumably held better prospects than the traditional family nail making business. It would have been typical if he had started as teaboy and messenger and then moved through various departments to learn all aspects of the business while his seniors would be able to assess where his skills might best be used. By 1911 when 20, the census shows that he had risen to being employed as one of their textile designers.

Arthur followed the family interest in sport. In 1906, at the age of 16, he was in the Silsden tug-of-war team that won the Keighley Gala Cup. He played cricket and was in the Silsden 1910 team. In 1912 he was photographed at the opening of the new club house at the Silsden Golf Club in Brunthwaite with several young men, including his Weatherhead cousin Charlie Cockshott, the only living son of Ann Weatherhead and Henry Cockshott. They were described as being founding members.

The children of Charles and Florence were all musical and Arthur learnt to play the cello from about the age of 16. He became a leading member of orchestras in Silsden, Keighley and Skipton and in December 1910 Arthur was one of seven members of the Entertainment Committee for A Grand Bazaar, organised by his uncle and fellow cellist, Frank Driver.

So, during his early twenties Arthur was a young sportsman with a love of music and opportunities to socialise with his friends and cousins. He was in skilful work during the week, in church on Sundays and playing sport and music on Saturdays. No doubt he attended Silsden's newly opened Picture Palace of silent moving pictures with a pianist providing accompanying sound. But by the age of 24 all was to change with the declaration of war.

Arthur entered the war in 1914, joining the 1/6th Battalion, The Duke of Wellington's Regiment as a Private, survived the battles of The Somme and

Passchendaele and ended his military career in November 1918 as the commander of the 9th Battalion, Duke of Wellington's Regiment as it fought one of the last battles of the war. He held every rank up to Acting Lieutenant Colonel and was mentioned in dispatches and awarded the DSO and MC, the two medals on the left of the photograph. Arthur would tell his grandchildren that 'he earned his DSO for disobeying orders'. He was awarded the rank of Major on leaving the army at the end of the war. Private Edward Darcy's poem, History of the 9th Duke of Wellington, ends by mentioning Arthur's role in the trenches.

History of the 9th Duke of Wellington

I'll never forget the 21st of March, 1918, we thought we were left
on the shelf,
Colonel Warnell was supposed to have sent word down the trenches
"Everybody for themselves,"
But Captain Driver, afterwards Colonel, kept his headpiece, he wouldn't
stir our Company a fraction,
He brought us down in an orderly manner, then made us fight
a Rear Guard Action
Then after hard fighting we chased them back to Germany, so now we
don't give a care,
But Good Luck to the 9th Duke of Wellington's, for they certainly
did their share.



A full account of Arthur's WW1 service can be read in the publication, *Men on the Memorial*, written by his grandson A. James Driver.

Arthur returned to Silsden to live with his parents and siblings and to work at his uncles' mill. His brothers Morris and Frank had likewise returned home safely, but there were others from the village that had not been so fortunate. A memorial was unveiled at Road End, the bottom of Bolton Road, in 1921, at which event Major Arthur Driver read the memorial inscription. Arthur became a volunteer for the War Pensions Committee. He rarely talked about his wartime experiences.



In 1919 Arthur became a Special Constable and between the wars gained the position of Inspector in Charge of Silsden, Addingham and Bolton Abbey. He maintained his association with the Specials for 36 years, resigning in 1955.

In February 1920, Frank Driver, Arthur's uncle and a freemason, was Master of Ceremonies at Skipton's Craven Lodge when Arthur, at the age of 29, was initiated. This membership was one that Arthur maintained for the rest of his life.

A mile and a half south of Kildwick is the small village of Sutton-in-Craven, and it was at Raven Stones on the moors above that village that Arthur courted Kath Bedford. After they were married in January 1924, they lived in Elm Grove, off the Skipton Road in Silsden. They named their house Raven Stone and the name was still on the gate in 2019. It was here that they brought up their children. Katharine Annie Bedford was born in Sutton-in-Craven in 1897. She was the third of John Smith Bedford and

Frances Smith's five children. John Bedford was a bookkeeper and later a manager of a worsted weaving factory in Sutton-in-Craven.



In the school year 1916/17, Katharine, aged 18, attended Bingley Training College to gain teaching qualifications. She became Headmistress of the infant's department of the Sutton National School from 1919 to 1924. At the age of 26 she gave up teaching to marry Arthur, aged 34, and start her family. Arthur and Katharine, usually Kath, had four children, Tom, Jane, Ben and Jerry.

Arthur and Kath had much in common; quiet in nature, hardworking, musical and loyal. Both had experienced some hardship before meeting. When Kath was 15 her mother died and for Arthur his service in the war.

Kath ran the home and employed her teaching skills when bringing up their children. Nursemaids were employed when the children were babies, typical for middle class families at the time, but Kath was hands on when it came to encouraging her children at play in the garden or in their schooling. She nurtured their individual interests and talents. Like Arthur, Kath was involved with the church and we have photographs of her judging fancy dress competitions on gala day. In one newspaper report it states that Kath had been a social worker, we think she may have volunteered for organisations like the Red Cross.

Family and friends were important companions. Trips were made to the seaside. These included visits to Bispham near Blackpool (1926), Knott End-on-Sea (1929), and, with Kath's widowed father, Morecambe (1930). Outings along the lanes and countryside of Silsden, with Charles and Florence, were frequent. Wherever the location, picnics were included.

Arthur continued to support the Duke of Wellington's regiment. In 1936 the Leeds Mercury reported that he attended a meeting that was encouraging an increase in the numbers for the Territorial Army, evidently appreciating the possibility of a coming conflict. At the outbreak of WW2 in 1939 Arthur, 49, was still employed at the Driver mill, known as North Street Mills. Kath was 41 and their children ranged in age from 5 to 15.

On the formation of the Home Guard in 1940 Arthur was given command of the Silsden Company and later commanded the 33rd West Riding Battalion, taking in the whole of the Craven area. In these early days of the war there was a Whitley bomber crash into the hillside at Hayhills on Silsden Moor. Two local men were first to arrive and one of them ran off to phone Major Driver to report the incident.

The mill had come into the ownership of and was managed by Norman Driver following the death of his father, Frank, in 1935. Business was not always easy with strong competition in the market place. Shortly after the start of WW2, Norman, who was 33 and Arthur's cousin, volunteered for service in the RAF. He had learnt to fly in 1932 and he became a flying instructor. Arthur was left in charge of the business and he continued to be so until soon after the end of the war, late in 1945, when Norman was demobilised. A difficult situation arose for both of them. After about five years of absence, Norman was returning to manage his business and Arthur was having to take a step back. Arthur had about 16 years longer employment in that business than Norman, and he continued to work for a further ten years, retiring in 1955.

Arthur was very active in the local area. In addition to being a musician, a Mason since 1920 and elected as Master of Craven Lodge for the year 1933, he had been treasurer of the Parochial Parish Council for ten years and a churchwarden at St James Church. He had also been an Urban District Councillor and in charge of the Home Guard, a director of Silsden Building Society and of the Leek and Westbourne Building Society, but most importantly he now, in the post war years, had a grown-up family to focus upon.

After the war Arthur and Kath enjoyed seeing their children marry and have children of their own. We can only speculate how they felt over the years as Tom and Ben moved to southern England, Jane emigrated to Canada and only Jerry stayed living in Yorkshire. Drivers moving away from Silsden had started a generation earlier when, after marrying, Arthur's brother Morris and sister Betty moved away. However, Arthur and Kath's children were the first generation of Drivers where all siblings left Silsden.

By 1957 Arthur and Kath had moved to Holmston, 90 Skipton Road, with views across the fields on the edge of the town. After Arthur's retirement they enjoyed travelling around the UK including trips to Rothesay and the Isle of Wight. Arthur and Kath made at least one visit to Canada and travelled to stay with both Tom and Ben's families in Hampshire, West Sussex and Essex. The importance of family was certainly the legacy that Arthur and Kath passed onto their children and, like many of this generation, instilled the belief to look forward and not back.

Kath died in 1968. Arthur found this a very hard time and he missed her greatly. However, he was determined to carry on, attend his organisations, be part of the Silsden community and continue to listen to music and read. In 1974 he moved to Flat 16 of the newly completed Brierdene retirement housing on the Bolton Road, not far from where his grandmother had lived in Banklands when he was a boy and close to North Street Mills where he worked for so many years.

Brierdene, had been the home of James Boyes, the founder of the mill in North Street that became the property of Driver Brothers North Street Mills and was used as a canteen for the mill employees. It was pulled down and rebuilt as apartments in 1973.

Nine years after Kath's death, Arthur died in 1977. At the time of his death people commented that he really was a splendid person. He was described in the newspaper as 'one of the best known personalities of Silsden' and known in the town just as Major. Arthur was the last member of our Driver family to live in Silsden.

53 • • • • • Sarah (Sally) Driver, R3. Known as Sally, she was the third of Charles and Florence's eight children, born in 1892. As a three-year-old she was playing a piano duet with her older brother. For the first twelve years of her life, she was the only girl in the family. At the age of seven she experienced the loss of her youngest brother, three-year-old Charles, and it was another five years before she had a sister, Betty.

In the 1911 census, at the age of 18, she is described as a music teacher working on her own account. At this time Sally was involved with a variety of village activities. In 1910 she and her older Weatherhead cousin, Mary Booth, were helping at the refreshment stall and tea room on the occasion of the Village Bazaar raising money for the sports clubs. Photographs, from a 1913 album that could be Sally's, suggest that she enjoyed socialising with friends in their gardens, including cousins at Howden House and possibly had some link to the golf club.



Sally is reported to have become engaged and her fiancée, whose name is not known, was killed in WW1. She was to remain unmarried.

Sally became a teacher at the Silsden infant or primary school. At the age of 22 she was bridesmaid at Arthur's wedding to another teacher, Kath. A year later she became an aunt to Tom, whose baby record book tells how he enjoyed the company of his aunts and would choose to pray for them all before going to bed! At this time, she was named as an Associate for the Parish Church with specific responsibility for literature.

Photographs show Sally with her parents enjoying trips out and times with the growing number of nephews and nieces. As well as one with her younger sister Betty in 1942, when Sally would have been 50.

Towards the end of her career, Sally was still enjoying being with the younger children of the family. She introduced one of her young nephews, David Ronald, to his first taste of schooling. This happened when in 1942 David and his mother were staying in Silsden with Sally, shortly after the death of her father, in Skipton Road.

Throughout her life Sally lived at 54 Skipton Road with her parents, losing first her mother in 1939, then her father in 1942. Under the terms of Charles' will the house was left to his trustees with the right given to Florence and then Sally to occupy it for life or until Sally was married. Sally developed ovarian cancer and died in Bradford at the Regional Radium Institute in May 1945 when she was 53. We also know from her estate that Sally's inheritance included a Teachers' Superannuation Act Gratuity payment probably indicating that she was still working when she became ill and died.

Some of Sally's music books were handed down to her niece Florence, as were some of her parents' tableware and her mother's writing box.

54 • • • • • Morris Driver and Annie Fort, R4. Morris was Charles and Florence's fourth child. Born in 1894, he attended the Keighley Trade and Grammar School and is likely to have continued at school until he was 14 or 15, that is until about 1908. He clearly did well at school as, still existing, are a few book prizes that were awarded to him.

In the 1911 census Morris is shown to be age 16, living at the family home at 34 Bolton Road, and being an apprentice gas engineer at the Silsden Gas works.

Gas in Silsden was provided by a local firm until about 1880 when The Silsden Local Board had arranged bulk supply from Kildwick Gas Company. This continued until 1903 when the UDC had built the new Hainsworth Road gas works. Silsden Council operated this until 1949 when it became the responsibility of the North Eastern Gas Board.

Morris, who was 20 in 1914, is thought to have volunteered for army service soon after the start of WW1, but his war record has not been found and it may no longer exist. At Silsden Town Hall in the St James Church survivors list, Morris appears as Gunner, 18th reserve battery Royal Field Artillery, Service number 222918. The 18th reserve battery seems to have been stationed, for a while at least, at Topsham near Exeter.

There is a photograph of the brothers Arthur, Morris and Frank, all in uniform, which is thought to have been taken at their parents' home in 1916. The photograph shows Morris with a white lanyard, indicating he was serving in the Royal Field Artillery, and a bandolier across his chest, showing he was part of a mounted battery. Horses were relied upon for pulling guns, ammunition and other equipment.

An artillery brigade, made up of a number of artillery batteries, would be attached to a Division and used in support of the infantry battalions. Reserve batteries were essentially training camps for Artillery new recruits, which, once they had been trained, were sent off to replace casualties in France or to form new batteries. The Artillery, like the rest of the army, underwent a huge expansion. The reserve battery itself never went into battle.

It is known that Morris served in India and this is supported by the fact that he was awarded the British War Medal, but not the Victory Medal which was for those who served in a 'theatre of war'. The family understand that he spent much of his time in India on the NW frontier. Morris was presumably posted to India in 1916 or 1917.



Recollections within the family tell of Morris saying that he got an early release from the army in order to continue his work in the gas industry and that he had a letter from Winston Churchill to prove it. Being a skilled and experienced gas engineer, he may well have been considered to have been in a reserved occupation and hence might be given special consideration.

Morris, back in England again, was involved in designing, setting up and



managing municipal gas works and in 1927 he is recorded as being the Manager of the Silsden Gas Works. He was also a published author on this subject in a trade journal. Morris married Annie Fort in 1928.

Annie Fort was born in 1901 and was baptised Sarah Annie Fort. Her parents were Frank and Eliza Fort, a surname that is reported to be of Huguenot origins. In 1911 Frank was a tanner and daughter Annie was a scholar aged 9, and the family were living in Browfield Terrace in Silsden. Annie had two older brothers Ralph and Norman. In 1928, when Morris

and Annie were married in the Wesleyan Chapel, Annie was a 27-year-old spinster of Browfield Terrace, and employed as a clerk, although family recall her as a Sample Girl at North Street Mill. Morris was 34 and Gas Manager still living at home which, by this time, was at 101 Bolton Road. In 1930 the electoral register shows them to be living at Gasworks House which was a company house provided for the Manager of Silsden gasworks.

The first of their two daughters, Nancy, was born in 1930. By 1935 the family had left Silsden and were in Morley, Bradford, and it was here their second daughter, Frances, was born. As the family have described, 'this

was an event that was to unexpectedly shape our lives, as Frances was found to be mentally handicapped’.

From Morley the family moved to Harrogate and then, about the start of WW2, they settled in Norton, adjacent to Malton, some 18 miles north east of the City of York. Here they were to stay until the early 1950s when Morris retired from the gas industry. He and Annie bought the White Swan pub at Newton on Rawcliffe, north of Pickering, a quiet village on the edge of the North Yorkshire Moors National Park.

During the whole of this period, they were looking after Frances, keeping her in the family environment. Morris, Annie and Frances retired from the White Swan in the mid 1960s but still lived in the village. Then in 1973 Annie died at the age of 73 and Morris and Frances moved a short distance to Yatts Farm where daughter Nancy, Dobson and their four, nearly grown up, children were now living.

Morris died in 1981 at the age of 87. He is remembered as a very intelligent man with lots of interests including carpentry, golf, cricket and playing the clarinet. Annie is remembered as being very sociable and good fun as a grandmother.

55 • • • • • Frank Littledale Driver and Mina Wall, R6. Frank was born on 19th July 1898 at 34 Bolton Road, Silsden. He was the sixth child of William Driver and Florence Weatherhead. After much searching it was found that his middle name, Littledale, was his great grandmother’s maiden name. When aged 5 and 10 Frank received two books, ‘Little Harry’s 1st Journeys’ and ‘Uncle Tom’s Cabin’, presented by the Primitive Methodist Sunday School for regular attendance in the years ending 31st December 1903 and 1908, and these are the only connections we have found of Charles and Florence Driver’s leaning towards Primitive Methodism.

When Frank was 9, he was given an illustrated book called Chatterbox inscribed ‘To Frank from Uncle Frank Christmas 1907’. He was also given the 1911 edition of the same book by the Silsden Primitive Methodist

Sunday School for regular attendance. The photo of the front of the 1911 book is included in Additional Photographs. Chatterbox originated in 1866 as a weekly magazine and later edited the annual books of about 400 Pages which offered a combination of short nonfiction articles, short stories, serialised fiction and wonderful illustrations, including hundreds of beautiful animal illustrations by renowned artist Harrison Weir.

In the 1911 census Frank was shown to be at school and from books and a few photos, and notes written on the reverse, we know he attended the Keighley Trade and Grammar School as did his brothers, Arthur and Morris. Frank was awarded a prize from the Technical School, as part of the Trade and Grammar school was now called, in the academic year 1911/12. The photos also tell us that he was good at athletics, being photographed doing the high jump and running, and being presented with the Junior Champion’s Cup by the Mayoress of Keighley. The high jump was before the Fosbury flop was devised and he had arms and legs high in the air. He also received an engraved 1912 Junior Champion Keighley Trade and Grammar School medal. A young Frank also features in the ‘Ladies in hats’ photograph, Appendix 19.

The ‘trade’ referred to the teaching of textiles with pupils being introduced to spinning and weaving machinery as part of this curriculum. The trade part of the school was changed to a Technical College about 1900 and the name of the other part of the school was eventually changed to Keighley Grammar School. It is interesting that although Frank would have been at the school from say 1906 to 1913, the book, the photo and the medal all have the old name for the school. Frank had his sixteenth birthday in July, 9 days before WW1 commenced.

Compulsory call up began in January 1916 and applied to men of 18 years and over so Frank would presumably have joined the army in mid 1916, probably having joined the family nail making business before being called up. He served in the army for a few years but didn’t talk about that period of his life. However, a few photos of him in army uniform tell us that he was in the Wireless Section of the Royal Engineers, and because he is

wearing a bandolier it is telling us that he was in a horse mounted unit. The arm band he was wearing in one photo (a band that is blue and white) signifies that he was a signaller in the Royal Engineers. His military records seem not to have survived. It may be that he was a member of a cable section which laid signal cables from a horse drawn team. One photo of him in uniform has Frank 1915 written on the reverse, but it is considered unlikely he joined that year. He appears not to have qualified for the 1914-15 medal. We have one book, *The Red Cockade*, undated, in which is written 'Sapr F.L. Driver'.



Another few photos taken after the war show Frank in casual wear in a deck chair at Howden House where his Aunt Elizabeth Booth (née Weatherhead) was living. In one photo he is holding a pigeon and this would be a period when pigeon fanciers, pigeon breeding and racing were much in favour. Frank would have been about 23, still unmarried, but his Booth cousins, with the exception of John, were roughly ten years older, married and away from home. John, born in 1901 would have been of similar age to Frank and still at home.

Some five years later, in 1926, Frank married Mina Wall. Mina, who was a couple of months younger than Frank, was the only daughter of James Wall and Florence Craven. At that time Frank was living at his parents' home at 101 Bolton Road, called Nab View, which in due course would become his own family home.

Mina was born on 10th August 1898 in Delph in the Parish of Saddleworth, which is on the boundary between Lancashire and West Riding. Her father, James, was a policeman from March 1895 until he retired as a Sergeant in 1923. Her mother was Florence Craven, born and married in Armley and

Bramley, midway between Leeds and Bradford. Between 1901 and 1911 the family moved to Keighley and were living at 30 Carleton Street, Beechcliffe, on the outskirts of Keighley. One tale that Mina used to relate



was that if a dead body were found in the canal the policeman who found it would quietly push it over to the opposite bank which would be in the area of a different police station.

Mina was also sports minded. We have photos of her playing hockey and find that she was in the county second mixed hockey team. Arthur Conan Doyle wrote *The Sign of Four* in 1890 and this book was the President's Prize given to Mina in Session 1916/17 for Satisfactory Attendances at Glusburn Institute. The book is in prime condition because it is written in Pitman's

shorthand. This supports my understanding that Mina became a secretary at Austin Reed, a high quality clothing retailer, at their branch in Leeds. Austin Reed's flagship store was in Regent Street, London, and from 1929 onwards they had concessions on transatlantic liners, including the Queen Mary and Queen Elizabeth. Commercial transatlantic travel was by steam ship until the late 1940s. Mina was also a fan of Brown Muffs of Bradford. She was always smartly dressed, an attribute she passed on to her daughter Florence. Mina was also a good cook.

Frank and Mina were married at Wrangthorn, Leeds, on 9th September 1926, they were both 28 years old. Frank described himself as a leather merchant and was living with his parents, Charles and Florence Driver, at Nab View, 101 Bolton Road. Mina's parents, James Wall and Florence Craven, lived at 48 Ash Grove, Hyde Park, in Leeds. Florie Wall and Morris Driver were the witnesses. It is assumed that Florie was Mina's mother,

Florence. Frank and Mina set up home at 19 Elm Grove, Silsden, which is off Skipton Road.

In 1931 they had their first and only child, a girl. The doctor, having asked what name had been chosen and having learnt that both grandmothers and the intended godmother were all named Florence, declared that the newly born girl had to be called Florence. For a while Florence had the benefit of being cared for by Nurse Wade as well as by her mother. The photo of Nurse Wade is included with the additional photographs to illustrate the head dress worn by nurses at that time.

As explained in Appendix 8, the nature of the business of William Driver was changing and a reorganisation took place in 1935 with Frank Littledale as its managing director, running the business from the new office and warehouse on the corner of North Street and Pickard Lane. Frank became known over much of north west England as a leather factor. This business involved considerable travel and later he was able to stretch his journeys into Cumberland. His sister, Betty, and her husband had settled in the Lake District and this enabled Frank to stay overnight with them during his business travels.

Frank in all probability was a car driver from a fairly early age because of the nature of the business. He was well experienced, having to negotiate the moorland roads in all weathers, and for company he had a dog. In later years this was an Airedale, Pat, who was kept as a working dog, guarding the contents of the vehicle. Pat did not come into the house, his kennel was in the garage. Ian recalls, when Frank was unwell, that he took Pat his evening meal and the growl caused shivers up Ian's spine which he still feels today when recounting the story. In the house was another dog, a Dandy Dinmont, which they described as being two dogs long, one dog high, with Queen Anne legs. Her name was Sherry, reflecting the colour of her coat, and was a much loved pet.

Frank was a quietly spoken gentle man with a distinctive laugh. Like the rest of his family, he played a musical instrument, the violin, and he and

Mina used to have musical evenings at their house, usually with near family such as Frank's older brother Arthur, and occasionally with another musical friend or two. Mina played the piano and Florence the flute. They enjoyed local theatre and opera, with 'local' stretching as far as Skipton and Leeds.

Frank and Mina's front door was nearly always unlocked and friends would open the door and call out. Two of the friends that remain in Ian's memory from his visits were 'Aunt' Nellie Fortune who would breeze in and, after a short visit, would breeze out saying she must dash as she was on her way to Wakefield (she was a County Councillor), and Norman Driver who was passing the door in his sporty blue Bristol car on his way back to Ilkley. Norman, Frank and Mina were close family friends and Norman was a great help to Mina when Frank died.

On a number of occasions Frank and Mina took holidays on the European mainland. This was before roll-on/roll-off ferries were in service so their car was hoisted on board the ferry. They also visited Norway. These European holidays would have been encouraged by daughter Florence who was training to become a teacher of French and had been a student at the Sorbonne in Paris for a short while.

Frank and Mina, in common with other members of the William Driver family, had shares in London's Park Lane Hotel which was built in 1924 and situated in Piccadilly. The history behind this is that the original owners ran out of funds in 1906 and the bare steel structure remained in full view for many years. A group of Yorkshire businessmen formed a consortium in 1921 which then completed the hotel. On completion those funding the completion had preference shares in the new hotel. These shares were passed down to generation R in due course.

Frank died in 1962, at the relatively early age of 64, having suffered a thrombosis some three months earlier. Mina, who was unwell at the time of Frank's death, decided to move south to be near her daughter and family, where she was to see her two grandsons grow up. She died some twenty-four years later at the age of 87.

56 • • • • • **Florence Elizabeth (Betty) Driver and Archibald Ronald, R7.** Known as Betty she was the seventh child and second daughter of Charles Driver and Florence Weatherhead. She was born in 1904 at 34 Bolton Road. Four years later a brother, Herbert, was born but he only lived for a couple of years. Betty was educated at Skipton High School and she then went to Edinburgh University to study arts with a speciality of geography. Betty was the first of the Silsden Drivers to go to university, and Edinburgh, in the late 1800s, had been in the forefront of British Universities providing higher education for women.

Archie Ronald was the son of John R Ronald and was born in Falkirk in 1903 but grew up in Milnathort. He attended Perth Academy and went on to Edinburgh University. Having initially thought he might become a vet, he instead studied medicine. It was at university that Betty and Archie met.



Betty gained her Scottish Teaching Diploma and settled into a post at the Beacon School at Bridge of Allan near Stirling, while Archie completed his post-graduate training as a junior at the Royal Infirmary in Edinburgh, gaining his Fellowship of the Royal College of Surgeons of Edinburgh, and then, as a result of a personal recommendation at a time when there were virtually no medical vacancies in Scotland, he was offered and accepted an appointment in Warrington. Whilst working in Warrington he was offered a GP post in Barrow-in-Furness and this enabled Archie and Betty to be married in 1931 and to set up home in Abbey Road, Barrow. This ship-building town was in recession. Archie volunteered as a consultant orthopaedic surgeon at North Lonsdale Hospital in Barrow and, in 1935, still working as a GP, he became a RAF Volunteer Reserve medical officer.

In 1936 John Michael was born but he lived for only a very short time and therefore there will be no narrative for him. Their second son was named David, but family life was disrupted when WW2 commenced and Archie was immediately called up. He was posted to RAF Halton, at Wendover near Aylesbury, where he was principally employed on medical boards processing the large number of returning RAF reservists called up at the outbreak of war. Betty and David followed in the first of several moves during the next five years, 'following the flag', including to Bedford and Wiltshire. In the later war years Archie appears to have been involved in the commissioning of new RAF hospitals.



For a few months in 1942 Betty and David went to stay in Skipton Road, Silsden, with Betty's sister Sally. This was shortly after the death of their father Charles with whom Sally had been living and whose house she occupied. This was where Ian was born. The family were then reunited at RAF Cosford, near Wolverhampton, where they stayed until after the Allied landings in Northern France. Betty and the children returned to re-establish their home in Barrow and Archie followed, having been de-mobilised soon after VJ Day, Victory over Japan Day.

In 1948 Britain's National Health Service came into operation and Archie accepted a full-time post as senior orthopaedic surgeon at the North Lonsdale Hospital and this is where he remained until retirement in 1968. A member of Rotary and later appointed a magistrate on the Barrow Bench, he supported many local activities but resolutely declined to become in any way involved in politics.

Betty did not return to school teaching but developed her craft skills of embroidery and watercolour painting. However, she was also an excellent cook and taught those skills to a girl straight from school, this girl then

joined the WRNS and later became head cook/chef at the House of Lords. Betty was a strong supporter of the Inner Wheel in Barrow and became its chair. In a number of family photographs their Dandy Dinmont and West Highland White Terriers are to be seen.

Together they travelled to Scandinavia and parts of Europe, both on holiday and visiting family and friends. They retired to live in Great Urswick and later downsized moving to Kendal Cottage at Little Urswick. This was where Archie died in 1983. Betty, having taken up residence in the Abbeyfield complex in Ulverston, died in 1990.

Now we move to the second of the four families, the family of Fred and Alice.

57 • • • • • Mary Annie Driver and John Boothman, Q4+.

Mary Annie, who was often called Polly, was the oldest of Frederick William Driver and Alice Clark's three children. She was born in Silsden in 1910 when the family were living at 1 Cragg View. We know almost nothing about her childhood but she had plenty of cousins growing up in Silsden and in particular there were Phyllis in Bolton Terrace and Joan and Didi at Moorfield in Swartha, who were about her own age.

Mary Annie was a keen sports woman playing golf, cricket and tennis. She was captain of the ladies' team at Silsden Golf Club. In Appendix 3 Mary Annie is in photographs with her Silsden cricket team mates in 1930 and also alongside her uncle Frank, aunt Polly and uncle Albert at Silsden tennis courts.

It is quite likely that Mary Annie had some employment in her late teens and early twenties of which we have no record, moreover her marriage church register gives no indication of employment. She married John Boothman in 1935, when she was 24, and became a farmer's wife. Frederick, her father, was deceased and said to have been a leather merchant. Her witness was her younger brother William. Their wedding photograph includes Alice and Mary Annie's brothers, Will and Jack.

John, to give him his birth name, born in 1907, was the son of dairy farmer Benjamin Boothman and Paulina Downs who were living at Elm Farm at Steeton. He was the eldest of five children. In his marriage record John gave Low House Farm Silsden as his address. This was in the Aire Valley on the south side of Silsden. The 1939 register shows Mary Annie and John living next door to John's parents and two younger brothers all working on the farm. During WW2 Mary Annie served in the Women's Voluntary Service.



Mary Annie and John had one son, Michael, born in Keighley. Then, when two of John's brothers returned from WW2 and wanted to take up farming, John and Mary Annie moved to a farm in the North Riding called Normans where they were to live until about 1958. They then moved back to be near Silsden, finding Grange Farm on the outskirts of Ilkley. During the whole of this period, they had son Michael living and working on the farm. In due course Michael took over the management of the farm thus becoming the second Boothman generation at this dairy farm. John died in 1997 and Mary Annie in 2008.

58 • • • • • William Driver and Jean Chew, Q4+. William, the second child of Frederick William Driver and Alice Clark, was born in 1912 when the family were living at 1 Cragg View in Silsden. At that time

his father was 50 and his mother was 32. In 1925 he was a member of the Silsden football team that became renowned for its victories that season. See Appendix 3. In 1932, when William was 20, his father died.

In 1938, at the age of 26, William married Jean Chew at Mytton, adjacent to Clitheroe, in the Settle registration district and the following year, in the special census, they were shown to be installed at Top Lodge, Browsholme, in Bowland, 5 miles north west of Clitheroe, in Lancashire, where he worked as under keeper (a gamekeeper) on that estate. Browsholme was an old established estate owned by the Parker family.



Jean Chew, born in 1917, was the twelfth child of thirteen born to John Chew, an estate foreman, and Mary Jane Simpson Pye of Grindleton in Lancashire. Jean was working at the Red Pump pub in Bashall, a nearby village, when she met William. After being married she worked as a part-time postman with a 19 mile round, which she did on a bicycle. But she also collected money for the Red Cross with such results that the President of the Red Cross at that time, the Duke of Gloucester, personally signed a letter of thanks to her.

William and Jean had one child, a son Frederick Harry, always known as Harry, born in 1942, and Jean relinquished her cycle rides.

During WW2 William was in the army and had a variety of postings, including in Wales working with amphibious craft and later at a massive

ammunition dump in North Africa's Western Desert. He returned home in 1947 just over a year after the end of hostilities, in the winter of the great snow, and having arrived at Clitheroe railway station he had to walk the five miles to Browsholme as no public transport was running.

A couple of years later William and Jean moved to The Beat House on the Whitemoor Estate, owned by the Rushworth family, where Bill (William) had been made Head Keeper. This estate is located between Colne and Barnoldswick, which is where son Harry then attended school. The area of Barnoldswick used to be in the West Riding of Yorkshire until 1974 when some boundaries were changed and Barnoldswick was moved into Lancashire.

In 1977 Bill retired and the three of them moved to Star Hall Farm on Whitemoor, again owned by the Rushworth family. Jean catered for the shoots and cleaned for the family and Bill was able to spend time on his photography and produced an extensive collection of slides depicting wonders of nature. Bill died at the age of 87 in 1999 and Jean died some eight years later in 2007.

59 • • • • • Jack Driver and Edith Shackleton, Q4+. Jack was the third child and younger son of Frederick William Driver and Alice Clark. He was born in 1914 and grew up at 1 Cragg View and went to school in Silsden. In the 1939 Register he was shown to be living at home with his widowed mother and to have been a rayon textile warp twister. He then took up employment in farming and because that was an essential employment (a reserved occupation) he was not called up during WW1. He was employed on Moorcock Farm, on Silsden Moor, owned by Albert Hill. Albert was the husband of Jack's aunt Mary Anne Driver.

In 1940, when he was 26, Jack married Edith Shackleton of Steeton, a village a mile and a half south of Silsden. Edith, born in 1913, was a Jacquard weaver of fancy rayon fabrics at Hill, Benson and Bailey's mill in Elliott Street. They set up their new home in Silsden, firstly in Elliott Street and then in Barrett Street.

Edith's parents were William Shackleton and Martha Lister and Edith was the ninth of ten children. The 1901 census shows William Shackleton was a clog iron maker living at West View in Silsden and by 1911 the couple had moved to Skipton Road in Steeton and he was described as a domestic gardener. Martha, born at Kirby Malham was a worsted twister.

Jack and Edith had one child and he was baptised John Morris, preserving the name of Jack's grandmother and after Jack's eldest uncle, a nail maker, who had died in 1933.

When Albert Hill's farm was sold Jack became employed at the Hill, Benson and Bailey mill in Silsden. Unfortunately, Jack was suffering from tuberculosis and in 1951 he died at the early age of 37. Jack had become a leading figure at the golf club, a sport at which he excelled.

Edith resumed working as a weaver at Hill, Benson and Bailey's and some ten years later she married Walter Deighton. She died in 2003 at the age of 90.

The next narrative introduces the children of the third of the four families, namely Henry R and Mary's children.

60 • • • • • Marjorie Driver and Geoffrey Butterfield, Q5+. Marjorie, the eldest daughter of Henry Ripley Driver and Mary Green was born in 1902. Her birth certificate provides her father's residence as North



Street, Silsden, but they were soon to be at 3 Bolton Terrace in Silsden where she grew up. The family moved to 84 Bolton Road in about 1916 when Marjorie would have been 14. This was just two years after her father retired from being a joint owner of Driver Brothers North Street Mill.

It is not known where Marjorie was at school and it was likely to have been



at a boarding school, which was not unusual for children of affluent parents. It was perhaps at school that she developed her musical instinct and lovely singing voice.

In 1923, when she was 21, she went with her Uncle Frank and his family for a holiday in Norway and it seems as if her parents and younger sister, by now living at 84 Bolton Road, did not join the party. This event features in the account's ledger of the North Street Mill.

In 1926 Marjorie married Geoffrey Butterfield. Geoff, six years older than Marjorie, was the son of William Butterfield and Georgina Jeffrey. Their family had a business, established by Geoff's grandfather in 1849, retailing optical equipment, cutlery and silverware in Tyrrell Street, Bradford. In

1912 Geoff joined the family firm but in 1915, at the age of 19, he volunteered to join the second Bradford Pals, which was the 18th battalion of the Prince of Wales Own West Yorkshire Regiment. As well as serving briefly in Egypt in defence of the Suez Canal, he spent most of the war on the Western Front including going over the top on the first day of the Battle of the Somme when, unlike many of his pals, he was lucky to survive. Having returned from the war and rejoined the family business, on 9 December 1919, Geoff applied to be admitted to the Freedom of the City of London, by redemption, in the Company of Spectacle Makers. The application was witnessed and date stamped by Order of the Court of Aldermen 9 Dec 1919.

After their marriage in 1926, Marjorie and Geoff lived at Bargrange Avenue in Shipley where their two daughters, Shirley and Moira, were born. Late in the 1930s they moved into a stylish new house that stemmed from Marjorie's vision and creativity, skills she probably inherited from her father Henry. Four Oaks in Glenview Road, Shipley, was a spacious, detached, well-proportioned stone-built home, with a billiard room on the top floor and large windows. It reflected some Arts and Crafts movement characteristics, without being overworked or fussy. In particular it drew upon the practical skills of Marjorie, perhaps supported by Geoff's meticulous attention to order and tidiness. By this time Geoff, together with his younger brother Donald, were running the family business. During the Second World War Geoff volunteered as a special constable and firewatcher. In about 1945 Marjorie's mother, Mary, who had been living alone at 84 Bolton Road came to live for a while at Four Oaks. She later went to live with her second daughter, Phyllis.

As well as playing golf, Geoff had become a keen cine photographer and his record of their elder daughter's wedding has provided a few interesting photographs of family members in 1952. Marjorie was a skilled needlewoman. She hand embroidered large tablecloths, bedspreads and so on which were born of her creativity.

After their children were married in 1952 and 1954 Marjorie and Geoff would regularly travel, overseas, if necessary, to visit Moira and family who, being an 'army family', were in Germany and Ireland for extended periods. Shirley and her family were close by in Menston. Geoff's film of 1950s and 60s aircraft brings back memories.

They moved to Fulwith Grove, Harrogate in the mid 1960s. Unfortunately, Geoff had little chance to enjoy his retirement. Relations between Geoff and Donald came under particular strain with the sale of the business as they each had a different focus. It was eventually sold to Dolland and Aitchison as a going concern. In the late 60s and again in the 70s Geoff had a series of strokes which left him unable to speak and walk without sticks. After Geoff's death in 1981, at the age of 85, Marjorie moved to a flat in Farnley Road, Menston, Ilkley, to be near her daughter Shirley. Marjorie died in 1986 at the age of 84.

61 • • • • • Phyllis Driver and Ralph Townson, Q5+. Phyllis, the second daughter and child of Henry Ripley and Mary Green, was born in 1909 at 3 Bolton Terrace, Silsden, nearly seven years after her sister Marjorie. The family were shown in the 1911 census to all be at the Bolton Terrace address. There was another daughter born a couple of years later, Mary, but she died the following year.

When Phyllis was five her father retired from Driver Brothers mill. A few years later, about 1917, the family moved just around the corner to 84 Bolton Road, and in 1926, when Phyllis was 16, her sister Marjorie married Geoffrey Butterfield.

Phyllis' father Henry died in 1932 when he was 68 and a couple of years later Phyllis and Ralph Townson were married in Silsden. They were both 24 and Ralph was from the Hollies in Ilkley. Ralph was a keen scout and Phyllis was Silsden's Brown Owl so it is assumed that he and Phyllis met at a joint scout and guides' event.

We have already described how Mary gave her daughter away, with Frank Driver's daughters as bridesmaids and the Brownies and Girl Guides guard of honour.

Ralph, born in 1909, was the second child of Richard Townson of Ulverston, Lancashire, and Clara Duff of Bradford. Richard was an accountant working in a drapery store and they were living in Ilkley. As a married couple Phyllis and Ralph were to have six children, Jill, Isabel, Elizabeth, Andrew, Ruth and Philip, all born between 1935 and 1948 in Baildon. Unfortunately, apart from one telephone conversation with Jill Hellewell, Elizabeth was the only member of the family who contributed to these narratives.



Ralph ran his own engineering business of machine tool makers and since this was a reserved occupation needed to support the war effort, he was not called up but was required to remain in that business. At the business premises in Ingleby Street in Bradford he is said to have developed a working routine that kept him on the shop floor during the day and to dealing with correspondence shortly before his secretary was due to go home.

Visits by the young and growing family to Mary living on her own at 84 Bolton Road were a regular event. One memory provided by Florence, who lived nearby at number 101, and who was an older cousin to Phyllis' children, was that she remembered visiting number 84 playing with and teaching the children numbers and the alphabet. This was in the sun lounge, a unique addition to this terraced house in Bolton Road.

Phyllis' mother, Mary, appears to have still been at 84 Bolton Road in 1944, according to the telephone directory, when she was 73. Soon after that she

went to live with Marjorie and Geoff at their new house called Four Oaks in Shipley. This was not entirely satisfactory as Mary found going upstairs difficult. So, Ralph took the opportunity to purchase the other half of their semi-detached house and make significant alterations. Their eldest child Jill was about eleven at that time and the youngest not yet born. The alterations provided more space for their family and a downstairs bedroom and bathroom for Phyllis. The dates relating to these movements are not known but Mary died in 1949 after being with Phyllis and Ralph for some time.



We should remember that 1939-1945 was the period of the Second World War and a time of many hardships. Food and clothing were rationed and petrol was only available for essential business travel. Most of the relatively few cars at that time were laid-up for the duration. The importation of all items that were not essential was suspended.

In September 1947 Ralph visited the USA travelling from Southampton to New York on the Queen Elizabeth returning four weeks later. He gave his address as Studholm, Salisbury Avenue, Baildon. In 1950 he again made a visit to New York, on the Parthia, this time returning from Quebec, on the Franconia, giving his address as 4, Salisbury Avenue. These visits were most likely business trips.

In the early 1960s Phyllis and Ralph made a memorable visit to Australia and New Zealand. This was when their daughter Liz was working in Sydney. They went to Sydney and then on a coach tour in New Zealand. They were away from home for six months, door to door.

Phyllis died in 1984 age 75. Ralph died in 1996.

We now move to the last of the four brothers' families to be narrated, the family of Frank and Cis.

62 • • • • • Norman Driver and Mary (Molly) Brierley, Q6+.

Norman Driver was born in June 1906 and was the first of three children born to Frank Driver and Cis Pilling. They lived at Moorfield in the Swartha hamlet on the eastern extremity of Silsden.

Until the age of about 14 he was educated at home. He then attended Rugby School in Warwickshire, where he was a boarder in Dickinson House from May 1920 until April 1922 and then entered his father's business, Driver Brothers Mill in North Street, Silsden. From his own admission he disliked his time at Rugby School, but he did not expand on the matter.

His father's North Street ledger shows that Norman's interest in photography started early. In 1922 there is an entry for the purchase of a Baird camera for Norman costing £19, and there are a few other photo related expenses for Norman that are mentioned. Norman was later to extend his photographic skills to include cine filming, with which, amongst other things, he recorded skiing holidays in Switzerland. He enjoyed this photographic hobby throughout his life.



Norman's 21st birthday in 1927 was celebrated at the mill. A photograph in Appendix 8 shows the mill employees with Norman and his father Frank, uncle Henry Ripley and cousin Arthur Driver on a grassy bank, at an unidentified location in the Lake District. Norman is in the front row and is wearing light coloured trousers.

In 1932 Norman learned to fly. His period of learning and subsequent flights are recorded in his pilot's logbook. The training logbook shows that

he gained his Pilot's Licence Certificate taken on Moth, Cirrus-III, 85HP at the Yorkshire Aeroplane Club on 5.12.32. He was again certificated on a Moth, Gipsy, 95 HP at the Yorkshire Aeroplane Club on 15.8.39.

In 1939, shortly after the outbreak of war, Norman became an Air Raid Warden, he was 33. Conscription eventually enrolled men between ages of 18 and 41, with a few men employed in essential work being required to stay in that employment.

Norman served in the RAFVR (Volunteer Reserve) from 8th September 1941 until 30th November 1945. He was Airman 149034 and he became a Link Trainer Instructor. The Link Trainer was a simulator which was used to teach new pilots. There were a number of different training simulators, but the Link was the one adopted by the RAF.



Norman went to the No1 EFTS (Elementary Flying Training School) run by De Havilland at Hatfield, probably in September 1941. In December 1941 he was posted to the No 18 Advanced Course at the Central Link Trainer School at Boreham Wood in Hertfordshire.

Subsequently, with the rank of Sergeant, he was a Link Trainer Instructor serving at Abbotsinch (Glasgow Airport), Thornaby Yorkshire, Killadeas Northern Ireland, St Davids and Brawdy in Wales.

Not much detail is available but, against Killadeas, Catalina training is mentioned.

The Catalina was a very successful WW2 flying boat. There were several RAF stations in the north west of Northern Ireland which performed long range anti-submarine missions out over the Atlantic Ocean to protect shipping between North America and Britain. Norman's postings to RAF St Davids and RAF Brawdy were to two other Coastal Command bases.

Victory in Europe (VE Day) was 8th May 1945 and Victory over Japan (VJ Day) was 15th August 1945. None the less Norman was sent on Central Link Trainer School's No 96 Refresher Course at Boreham Wood in September/October 1945. On reflection one wonders whether this was more a case of the course staff wanting a debrief from the experienced practitioner. He was discharged on 30th November 1945 and returned to Silsden.

Norman, by that time age 39, resumed his place as head of Driver Brothers North Street Mills. This would have been a slightly difficult time as his cousin Arthur Driver, who was 55, had been in charge of the mill since Norman volunteered for RAF service four years earlier, but Norman owned the business. In the 1950s it is known that Norman made mill business visits to Europe, presumably promoting sales but also to see new developments in mill machinery. On a couple of those occasions, he met his cousin Frank L's daughter, Florence, who was at university in Paris.

With Norman in the RAFVR, sister Joan in the WRAAF and sister Elizabeth (Didi) married and living in Scotland their mother Cis and one or more servants were the occupants of Moorfield during the war. Norman and Joan may have been able to visit their mother occasionally, since, apart from Norman being in Northern Ireland for a time, they seem not to have been posted overseas. We are told that Moorfield was burgled probably in 1944. Elizabeth and the children were visiting Moorfield when that happened. Amongst other things two of Norman's cameras were stolen. A little while after the burglary the North Street Mill had a fire which gutted the old chapel building.

In 1951 Norman married Mary (Molly) G Brierley of Huddersfield, the elder of two daughters of John Brierley and Mary Nicholson. John owned a spinning company. Molly had been a petty officer in the Women's Royal Naval Service (WRNS). She had been driver for the Captain of RNAS (Air Station) Evanton, north of Inverness. Norman and Molly went to live in a property on the northern fringe of Ilkley. With his mother living in Glasgow and his sister in London Moorfield became empty and was sold in 1953.

The house was dismantled in order to reuse the dressed stone. It has been said that some of the stone was used by Norman and Molly at their house in Ilkley. The fact that in 1961 Norman wrote a post card to his sister on which he advised her that "The Moorfield site is counted as a chinchilla farm the establishment of which has been opposed everywhere else" shows Norman's continued interest in the Moorfield site. It perhaps supports the idea that he still owned the land. Indeed, it is thought that Norman only sold all the houses and farms he owned a short while before he died in 2003. The information about a chinchilla farm came as a surprise to a number of Silsden residents.

One further unusual feature of Moorfield was that it provided a home in the garden for an old malt oven that had originally been installed in North Street. When Moorfield was sold a new home was found for the 17th century oven at Shibden Hall Museum in Halifax. See Appendix 5 Item 10.

Another of Norman's interest was cars and his blue Bristol sports saloon car was well known in Silsden and Ilkley in the 1950s and early 60s. Norman and Molly enjoyed many a holiday in Scotland.

Norman had made Driver Brothers into a limited company of which he and Molly were the Directors. Molly resigned her directorship in 1979 and Norman, at the age of 83 and before the final closure of the mill, did likewise. Molly died in 1996 at the age of 91. Norman then moved to a flat in the centre of Ilkley where he died some seven years later. He was 97.

63 • • • • • Joan Driver and David Cooper, Q6+. Joan was the second child born to Frank Driver and Cis Pilling in 1908, when they still had the 'small house' at Moorfield. Until about the age of 12 Joan was educated at home, as were her two siblings. She then attended St Leonards School in St Andrews, Fife, followed by a finishing school in Switzerland.

From about 1860 there had been concerted efforts made to provide higher education for girls, with the aim of securing admission to the examinations of the colleges of Oxford and Cambridge. In 1873 Girton College near Cambridge was opened. In 1924 it was granted a Charter, but it wasn't until

1948 that women were admitted to full membership of the University of Cambridge and Girton College received the status of a college of the university. In about 1927, Joan, being a top pupil, gained a place at Girton College.

After college, probably about 1930, Joan started teaching and it was said in the family that she met with some criticism from the girls at her father's mill for taking a job opportunity away from a man. This was a period of high unemployment. It is thought that later she focussed on social work and in the 1939 register she is said to be a probation officer and to have joined the ARP Casualty Service.



In the early part of WW2 Joan joined the WRAAFs (Women's Royal Auxiliary Air Force) and was commissioned and served as an interpreter of photo-reconnaissance pictures. There is also some suggestion that she was sent into France, all of that work being highly confidential. During this period, she met David Cooper who was an artist with a commission in the army. They were married in 1945, just before the end of hostilities, with a reception at the Park Lane Hotel in Piccadilly, London, where Joan's father had been a director and the family were shareholders.

David Cooper was born on 1st March 1909 in Marylebone, the younger son of Arthur Tennant Cooper, a surgeon and freemason, and Edith Barber. In the 1911 census he and his brother Anthony were to be found with their nurse staying as visitors at Bourne End, which is on the Thames north of Maidenhead, while his parents were at Gt Portland Street in London with their two servants and a visitor.

Biographical notes written by David show that he was educated at Wyggeston School in Leicester and the Royal Grammar School in Worcester. This was then followed by art training at Leicester College of Art. David taught art at Kingston High School in Hull from 1935 to 1939 when he was called up for war service. During the pre-war period he and a music teacher at the school shared a flat which was next door to a Mary Sheppard, the sister of the Director of Hull Museums, of which the Ferens Art Gallery became well known to David.



David was called up for military duties in 1940 and had nearly two years of basic training and being moved around England and Wales on various postings that were boring or not to his liking. However, his skill as an artist and caricaturist were recognised. In 1942

David became a commissioned officer and was posted to the Intelligence Corps where he was interpreting reconnaissance photographs. This was perhaps aided by experience gained during his initial army service learning about camouflage.

Joan and David are recorded as being passengers on a ship sailing from Southampton in 1950 to Madeira and Tenerife, presumably for a holiday.

After the war David wrote about his wartime experiences. Joan later extracted some of those early army experiences and provided a booklet embellished by some of his sketches which she gave to her relations. These extracts are both amusing and informative as to how an artist fits or does not fit into a wartime army.

Joan and David lived in apartments generally in the Bloomsbury district of London but in 1961 were at 76 Harley Street where David had set up a studio. Living in Bloomsbury was to prove very convenient for their nephew Ernest who had to travel, often on an overnight train, from Glasgow to Portsmouth during his period in the RNVR doing National Service.

David's work concentrated mostly on the environment and his paintings are primarily in private collections. Moreover, we are told that there was much excitement when one of his pictures was chosen to be shown at the Royal Academy. Then in 1978 another painting, Valori, chosen by David, was donated to the Ferens by Mary Sheppard, mentioned above, and it is from this gallery that much of David's biography has been provided.

Joan and David did not have any children. David died in 1982 in Westminster and Joan died in London in 2001.

64 • • • • • Elizabeth (Didi/Elspeth) Driver and Ronald Leslie Cormie, Q6+. Elizabeth, known as Didi in Driver circles but more often, and in Cormie circles, called Elspeth, was the third child of Frank Driver and Cis Pilling. She was born at Moorfield in 1911. The name Didi came from the call of a bird outside her nursery window that was considered to repeat 'didi-coo'.

Elspeth (Didi) was initially taught at home and then attended St Leonards School at St Andrews but did not enjoy school and did not like being compared with her sister Joan's performance. None the less she probably got more out of school than she let on, especially in biology. She was a keen swimmer and gained a lifesaving award. After leaving school she spent a summer term at a finishing school in Switzerland.



She then trained as a nurse, ending up as a staff nurse at Harrogate Hospital where she met Dr R Leslie Cormie. Elspeth completed her nursing career by training as a midwife in Hull. This necessitated Leslie taking a position as a locum nearby.

Leslie, born in Levin, Fife, in 1907, attended George Watson senior school in Edinburgh, following this with a medical degree at Edinburgh University.

Elspeth and Leslie were married in Silsden on 30th November 1936. They had a one day honeymoon in the Lake District and moved to Pollokshields in Glasgow where Leslie had purchased a single doctor practice. They remained in that house until Leslie died in March 1997.

Elspeth and Leslie had two children, Ernest and Margaret. War had been declared in September 1939 and by June 1940 Leslie had volunteered for service and was commissioned in the Royal Army Medical Corps. After various postings in Scotland, he was sent overseas, embarking in November 1941 to join the 1st Army in North Africa. Here he was in charge of ambulance train number 22. Then later in the war he was moved into Italy.



This meant that Elspeth, like so many other women of that time, was suddenly a single mother bringing up two young children for four years. Leslie returned home in Autumn 1945.

After the war the medical practice had to be re-established with Elspeth as receptionist and nurse. Changed days! Leslie was in the forefront of the Glasgow BMA negotiations in establishing the National Health Service in 1947. For many years Elspeth and Leslie attended many annual representative meetings of the BMA throughout the country, usually travelling with their caravan, which they both loved.

In the early 1950s Leslie gave up his NHS GP practice and retrained as a dermatologist becoming a visiting consultant to several Glasgow hospitals and further afield. Elspeth, who never forgot her Yorkshire roots, retained her membership of Yorkshire Cricket Club until the 1960s, when she disagreed with their policies.

Leslie retired in 1973 and they continued to caravan for many years. They both enjoyed active membership of the Glasgow branch of the RSPB. Elspeth loved to perform, she sang in the BMA ladies' choir and she took part in several of St Ninian's spring concerts. St Ninian's was the church that Elspeth and Cis attended in Pollockshields. Their family had grown up, married and there were seven grandchildren to cherish.

In 1981 Leslie suffered a heart attack from which he recovered but this marked the start of a gradual deterioration. In 1986 Elspeth and Leslie celebrated their Golden Wedding followed ten years later by their Diamond Wedding. Leslie died in 1997 at the age of 89. In 2001 Elspeth, who had been a faithful member of the Mother's Union, was thrilled to receive a 90th birthday card from Trish Heywood the World Wide President. On that occasion Elspeth, who loved reading and reciting humorous poems, entertained the family. She died later that year.

Narratives are now starting on the last lap in this Driver history, reporting upon generation S, alternatively shown as Q3++, Q4++, Q5++ and Q6++, with a brief mention of their descendants, generation T.

65 • • • • • • • • Tom Driver and Sheila Campbell, S1. Tom, born in Silsden in 1924, was the eldest of four children born to Arthur Driver and Katharine Bedford. In choice of names, there was a move away from names that could be abbreviated and so he was christened Tom, and only Tom. After attending school in Silsden he moved, at the age of 11, with a county minor scholarship, to Keighley Grammar School.

In September 1939 WW2 commenced. Tom, on leaving school in 1941, went on to study agriculture at Leeds University. In 1943 he joined the University Training Corps and in July of that year transferred to the Duke

of Wellington's Regiment in anticipation of being called up in November when he would have become 18. He did not return to complete his degree. We have discovered that Tom's Weatherhead relative, Brian Booth, joined up at the same time and into the same regiment. Coincidentally, in 1915 both of their fathers, Arthur Driver and Tom Booth, are pictured together in the same 2/6 Duke of Wellington's battalion.

In 1945, having been commissioned early that year, Tom was posted to India where he served until mid-1947, leaving India and the army a month or so prior to the partition of India. While there he became interested in the life and works of Rudyard Kipling (1865-1926) who had strong connections with India. As a boy Tom followed his mother's passion for the outdoors. He loved cycling, school camps, climbing and distance running. But he also enjoyed sketching, photography and collecting things. He had a 'museum' at home and would charge his friends and family to come and see it. When he returned to civilian life, aged 23, he joined the Yorkshire Copper Works Ltd in Leeds, which was experiencing a boom in demand because of the post war rebuilding effort. He was to remain with them for 33 years moving from Sales and Technical Rep in Leeds to Bristol, then Southampton as Branch Manager and eventually to Burgess Hill and Worthing as their Area Manager.

It was when he had moved to Bristol that he met Sheila Campbell and together they explored the outdoors of Somerset and Yorkshire. They became engaged in 1950, married the following year, and took up residence in Southampton.

Sheila, born in 1929, was the only daughter of James Campbell and Nora Withers of Somerset until, 11 years later, when her sister Diana was born. Their father, originally from Ayrshire, was a cheesemaker and dairy manager and during Sheila's childhood they lived in a variety of places in Somerset. Sheila lived in Bristol while she was gaining nursing experience and qualifications, and it was here that she met Tom. They were married in Minehead and there is a Driver family recollection of this being the first post war 'great party.'

In 1952 their first child, Jonathan, was born, and by the time their second child, Susan, was born in 1953 they had moved out of the urban area and nearer to Romsey. Anthony James, known by his second name, and Jane followed and in the year that Kate was born, 1961, they moved into their fourth home, in Chandler's Ford, to which they gave the name Cobbydale, the alternative name for Silsden.



Tom had been volunteering with the army cadets and scouts and continued his outdoor pursuits of hiking, camping and potholing. These activities were shared by the children as they grew up, and also included, investigating rock pools, damming streams, exploring the New Forest, fossil collecting and acting in cine films. Holidays were initially with the grandparents at Minehead and in Yorkshire, but developed to include holiday cottage rental in or near National Parks.

In 1968 Tom's workplace moved from Hampshire to Burgess Hill in West Sussex, and the family were uprooted. They were now within reach of London as well as being close to the south coast. In 1971 Sheila, busy as ever, became School Nurse at a comprehensive school in Lancing and she continued to work there, becoming bursar from 1982 until 1994.

Back in about 1955 Tom's sister, Jane, and her husband had emigrated to Canada and were resident near Toronto. In 1974 Tom and Sheila's eldest son Jonathan went to Calgary to commence his PhD studies. By 1981 he and his Canadian wife, Cathy, and their first son, born in England, had settled in Canada, so in 1982 Sheila, experiencing flying for the first time, and Tom travelled to Canada visiting first Jane and Dick and then Jonathan and Cathy.



Tom and Sheila, both interested in books, had started a sideline of selling antiquarian and second-hand books at fairs and by post and it was now that Tom's early interest in Rudyard Kipling was renewed.

In 1983, after Tom had been made redundant and had various health problems, he and Sheila opened a second-hand book shop in Arundel which Tom ran until shortly before his death in 1987.

This part of his life is best summarised in an obituary in *The Bookdealer* of September of that year, which reads: -

'Born and bred a Yorkshireman, he was a man of few words, but would discourse with enthusiasm upon a favourite topic, which became the subject of his specialty – Rudyard Kipling. Always a book collector, Tom developed his deep interest in Kipling while serving with the army in India in 1947. His fine display of Kipling titles became a familiar sight at fairs, and he soon became established as one of the chief specialists in his chosen field dispatching books all over the world. Attentive and courteous to customers, he was also unstinting in support of and generous to colleagues. Tom had been seriously ill, intermittently, for several years but with characteristic courage and forbearance, continued to work hard. The Arundel Bookshop was a great source of interest to Tom, despite his illness, and he and Sheila lavished much care upon it. Bookselling to Tom was the final creative phase of an active and profoundly useful life. He was very much a family man. He will be greatly missed.'

Sheila retired from being bursar but carried on working at the school in various roles until finally retiring when she was in her 80s. She lived for a

further six years very independently until she died in 2016.

Tom and Sheila's five children all took up employment in the education sector. Jonathan and Cathy have two children and five grandchildren. Susan and John had two children and Susan, John having died, has two grandchildren. Susan is now married to Mark. James married Bryony, who had a son, and together they had another son. Following Bryony's death James married Nicky. Jane is single and Kate is married to Alan. As well enjoying their own diverse activities all are enthusiastic gardeners who also share an interest in wildlife and landscapes. They live in British Columbia, North Somerset, Surrey and Northamptonshire. Kate believes that all still eat their fruit cake and apples with cheese, the Yorkshire way, just like Tom.

66 • • • • • Jane Driver and Richard Roberts, S2. Jane, the second child of Arthur Driver and Katharine Bedford, was born at Ravenstone, 3 Elm Grove, off Skipton Road in 1927. Like her older brother Tom, she was given just the one name.

Jane was at school during WW2 and was 18 the year war ended. She most probably attended Silsden's Bolton Road School and we know then went on to Keighley Grammar School. Jane, the only daughter of four children, enjoyed field hockey and playing the piano.

On leaving school Jane undertook further training but we are unsure as to where this took place. However, we believe that it was during this time that Jane met and became friendly with Bunty Roberts and through her met Bunty's older brother Richard S



Roberts, who was to become Jane's husband. Jane and Richard, known as Dick, became engaged and were married in 1948.

Dick was the son of Richard O Roberts and Gladys Hughes. He was born in Marylebone in 1919. His father was a County Court Judge in Cheshire and local politician in London and North Wales. Richard died at the early age of 53 in 1929 when Dick was only ten. Dick's mother was from Birkenhead, Cheshire. She was the youngest daughter of Millward Hughes. Images of Richard and Gladys are held by the National Portrait Gallery.

After the wedding Jane and Dick lived in London. Dick was a land appraiser. It was here that their first child was born, Richard Marc, known as Marc. Later they moved to Enfield where Sally Jane, their second child was born.

At this time Jane and Dick spent occasions with Tom and Sheila giving the opportunity for the young cousins to play with each other. Then, six years after marrying, Jane and Dick took the opportunity to emigrate to Canada. Dick felt Canada was a young country and there was more opportunity in his new career.



In July 1954 Jane boarded the Canberra in Southampton with her two children and travelled to Canada. Her parents and her brother Tom, with his family, waved goodbye from the dock. She travelled with Marc and Sally to Montreal and then on to live in Peterborough, Ontario.

On the passenger list Jane gave her address as that of her parents suggesting Dick had already left for Canada earlier in the year either by boat or plane. To mark the occasion, on the day before leaving, Jane and the

children planted a japonica tree in Tom and Sheila's Hursley Road garden in Chandler's Ford, near Southampton.

Jane and Dick's third child Kim Alexander was born in Peterborough.

Dick worked in Real Estate while Jane brought up the children and later taught in schools and went to university to become a fully qualified teacher specialising in the field of special educational needs.

Jane used to tell the story of how she was stopped by passing cars when out pushing the pram with her children in her local neighbourhood. The driver would ask if she needed a lift. The Canadians thought it most unusual to take one's children out each day to get some fresh air.

Keeping contact with the rest of their family in England was an imperative. Jane kept in touch with her parents by writing letters and sending photos and in due course all three children separately went to England to visit their grandparents and their extended family. Arthur and Kath visited the Canadian family too. Jane and Dick returned occasionally for holidays and to visit family. These visits were really enjoyed by the English cousins, fascinated by the Canadian accents and different approaches to life.

Both Jane and Dick enjoyed travelling, playing bridge, reading and outdoor activities of hiking and cross-country skiing. Jane played the piano, knitted and sewed and Dick enjoyed photography. Jane was also an excellent cook.

Jane and Dick saw their children flourish with their respective careers; Marc in social work, Sally an intensive care nurse and Kim in landscape management and photography. All three live in Ontario. Marc has five children and five grandchildren. Comprising three children with Linda, one with Julie and Julie's son. Sally with husband Clare have four children and two grandchildren. Kim and Anna have two children, and with Anna's two children and Kim's two boys with Gordina, they have a family of six. Jane and Dick always enjoyed hearing about their 15 grandchildren's various activities including snow skiing and racing, snowboarding, hockey, football, golf, dance, running in track and field.

Jane died in December of 2004. She had non-Hodgkin's lymphoma and Dick died in June of the following year. He had Parkinson's disease and was in a long-term care facility.

67 • • • • • Charles Ben Driver and Dorothy Brabin, S3.

Ben, as he was always known, was the third child of Arthur Driver and Katharine Bedford and was born in 1932. He attended junior school in Silsden and then Keighley Grammar School. He was a successful student who won a place at Christs College, Cambridge.

Ben served two years National Service in the army as a radio mechanic. He was stationed in the Middle East in Egypt. He went to university after National Service. He studied English Literature and Anthropology and attained a degree from Cambridge University. He was keen on all the arts including theatre, literature, films and classical music, especially opera, ballet and musicals. He enjoyed visiting art exhibitions including fine art and photography. He acted in several student productions and was a critic for a university publication.

He maintained his love of opera, theatre, literature, music and the arts generally throughout his life. He owned an extensive library of books, films and CDs and passed on these interests to his daughters and wife.

After university Ben joined the Civil Service and was posted to Ibadan University in Nigeria. He travelled from Liverpool in July 1954 on the Accra. He helped to set up the Ibadan University. One of his duties was to arrange visits by speakers and other celebrities. He also wrote speeches for politicians.

He remained in the Civil Service and on his return to England went to another new university, Keele University. Here he worked as a university administrator, arranging visits etc. He met many household names, getting to know some of them quite well. He remembered some fondly and others as being very difficult to please. From Keele he joined Bradford Probation Service and lived back in Silsden with his parents.

It was here, at work, that he met Dorothy Brabin who had been a Probation Officer in Bradford for several years. Prior to this she had been a police officer in Ilkley at a time when there were few female police officers. Dorothy was the eldest of three daughters born to David Brabin and Edna



Russell of Bolton in Lancashire. She went to Canon Slade Grammar School in Bolton but had to leave to work, aged 14. She worked for the railway and enjoyed travelling around Europe with her work friends. At the age of 22 both her parents had died and she was looking after her two sisters.

Ben and Dorothy soon got together, marrying in 1965, and, as Dorothy wrote, they wasted no time in starting a family. Rebecca, Jessica and Abigail were all born in Bradford. At first, they lived on a rather bleak housing estate in Wyke, Bradford. They then took the opportunity of a joint posting as Probation Officers at Bullwood Hall female borstal in Essex. They were offered Development Corporation Housing in Basildon New Town. This suited the family well and was an ideal location for trips on the train to London theatres and galleries. Ben was a 'new man' in Basildon, shocking the neighbours by wheeling a pram and being hands on caring for the children.

Ben and Dorothy both worked in a variety of areas of social work. Ben became a manager working in residential homes for the elderly and stayed until he retired aged 65. Dorothy managed teams of inspectors in her area of social work.

By this time their three daughters had flown the nest. Rebecca and her husband Derek Buck live in Ely. Jessica and husband David DaSilva with their two sons, lived in London and then moved to Westcliffe on Sea. Abigail remained in Basildon.

Ben and Dorothy sold up and moved to a purpose-built tiny house in the grounds of David and Jessica's house in Westcliff on Sea. Ben died at the age of 83 in 2015, he had appreciated enormously being able to live very comfortably near to his two grandsons. Dorothy died in 2021.

68 • • • • • Jeremy John Driver and Wendy Alcock, S4.

Jeremy, always known as Jerry, was the fourth child of Arthur Driver and Katharine Bedford. He was born in 1934 in Silsden. Jerry, unlike his siblings, was not academically inclined and was strongly attracted to all things relating to nature and animals. As a boy he loved to talk with farmers, gamekeepers and farm workers and would slip away from home to enjoy an outdoor life. Arthur and Kath were very proper people and Jerry would tell how he let them down by saying awful things to family and friends.

In 1939 the school leaving age was 10 but although it was agreed that it should be raised to 15, the advent of WW2 delayed implementation until 1947. Jerry by that time was living and working at the Greenwood's farm in Arncliffe in Littondale. He nevertheless had to do two years of compulsory military service known as National Service and that took him to Germany. This Jerry did not enjoy but the army did teach him to drive a road vehicle and he was asked to care for the horse belonging to the colonel's wife.

On being demobilised he worked initially for an ex-army man at Hawkswick, unpaid but with living provided free, and then was asked to return to Richard Greenwood's Low Rylands farm at Arncliffe. In 1956 his

friends, the lads in the village, decided that it was time Jerry had a girlfriend and introduced him to Wendy Alcock in Wilsden. An inspired choice since it led to fifty-five years of a very happy and successful marriage. During their courtship they had a brief holiday in Paris and Jerry went up several notches in Wendy's estimate when he ticked her off with an outburst saying to her, "I didn't bring you to Paris for you to look at bloody lampshades."

Wendy was the younger daughter of Tom and Edith Alcock. Tom was a woolman. He had his own business which was unable to function during the war and for that period he became Sports Command Officer for the Air Training Corps north east division. In recognition of his work he was awarded an MBE in 1945 and it was from her father that Wendy learnt to love sport, a major interest that she continues to enjoy. Wendy, having been at Keighley Girls Grammar school, then worked for a dentist. This was to become an employment she returned to whenever home life permitted, finally retiring at the age of 70.

Jerry and Wendy were married in 1960 and for a short period owned a small farm in the Forest of Bowland area of Lancashire. However, with the only water supply coming from a none too clean well and not being able to stock the farm to a profitable level they moved back to live with Edith at Oak Lee in Wilsden. Jerry's sheep dog, Spot, from his Arncliffe days, came too.

Oak Lee was Wendy's parents' house where Wendy and her sister Joyce had grown up and, after their parents were divorced in the mid 1950s, it was retained by Edith and then passed on to Wendy and Jerry where they lived and brought up their own family. Edith died in 1978.



In the early 1960s the first of their five children was born. This was Nicholas. Some fifteen months later they had twins, Timothy and Judy. Six years later, tragically, Judy caught meningitis and died. Their second daughter, Susie, was born a year later.



Nicholas was enjoying being at boarding school and Tim, who had been at school locally with Judy, was now boarding at Monkton Wyld School in Dorset, a school with a difference. So, fearing Susie would be spoilt with no sibling of her own age, they adopted a baby, Sasha. He was given the name Simon.

Having become accustomed to having children around, and with both older boys away at school, Wendy and Jerry became foster parents. Nine-year-old

Garry came to live with the family which led to a successful launch into his independence. Social services then asked that they take on another fostering. This was of a boy and his young sister. They were part of the family for many years and much later Wendy was told that it was thought "you gave them the only happiness they ever had."

Jerry over the years of farming had many animals, sheep, cows and ducks but also a few goats and a donkey. He was a great authority on all wildlife and especially birds. During his married life, Jerry was always self-employed. He made time to look after the children and his mother-in-law since Wendy was working as a dental nurse and receptionist. Ducks were bred in large numbers and were supplied to restaurants and hotels around Yorkshire.

Wendy talks about her ‘three Cs’, Cricket, Christianity and Conservatism and that Jerry shared the last two but never liked cricket. Jerry’s love of animals and outdoor activities included agricultural shows, moorland shoots and even fox hunting. Wendy loves reading and writing which were not amongst Jerry’s strengths. Wendy says, “Jerry and I always laughed a lot with the same sense of humour. Jerry would never go to a cricket match and I hated shows.” They did not take family holidays largely because of Jerry’s concern for the animals in his care.

The second of Wendy’s Cs is a serious commitment. Jerry and Wendy had been constant church goers since a young age. Wendy tells an amusing story about their wedding when the vicar forgot to arrive and at the last minute a vicar visiting the parish was found and he agreed to be a substitute. When taking their vows, he had to quietly ask each in turn what their name was. But they also greatly appreciated the comfort and friendship given by the vicar when Judy died. Yet again when Jerry died in 2016. The church which the family attended did a lot to support children from the developing world.

Wendy has written that Jerry was so well thought about. “We had an amazing ‘celebration’ for his life – church was standing room only. I cannot think of a nicer man. A very big ‘Thanks’ to the Driver family. It gave us all a good name.”

To bring this narrative to a close, Jerry and Wendy’s children all live and work locally. Nicholas and his wife, Veronica, have three children and two grandchildren. Susie and husband, Christian, have seven children and one grandchild. Timothy and Sasha are single and currently at home supporting their very active mother and exercising their dog.

69 • • • • • Nancy Driver and Thomas Dobson Mitchell, 55. Nancy was born in 1930. She was the older of two daughters of Morris Driver and Annie Fort. She attended various primary schools as this was a period when her father’s work involved several moves. She took the 11 plus exam a year early and passed to go to Malton Grammar School. She

then attended Leeds College of Art for one year following which she went to The Slade School at University College London, where her cousin Florence was also a student, studying French.



Nancy’s first employment was to teach in a private school in Weston-super-Mare for approximately one year and then she returned to Newton to help her parents at the White Swan. Also helping at the pub occasionally was Thomas Dobson Mitchell a local farmer from Yatts Farm. Nancy and Dobson married in 1954.

Dobson was born in 1915 and was the third son of Thomas Mitchell and Annie Coates. He was born at Bean Sheaf south of Pickering and left school at the age of 12. The family moved around various farms until settling at Yatts Farm in 1933. After Dobson and Nancy married, they lived initially at the White Swan, then at a cottage in the High Street, followed by the Post Office in Newton which Nancy ran from 1961 until 1968. In that year Dobson’s older brother moved out of Yatts Farm, following the death of his wife, and Dobson and family moved in. Dobson worked at Yatts Farm from 1933 until he died, in semi-retirement, in 2002, working there initially with his brother and later with his sons. Yatts Farm was, and still is, a mixed farm

with cattle, sheep and other animals but also arable. Dobson enjoyed playing cricket and football locally. He was 87 when he died.

Nancy continued her painting for much of her life and had several notable commissions including the Iranian Ambassador and the Earl of Feversham. She also taught evening classes for many years and had many regular students. Nancy was involved in village life and ran a youth club and taught most of the local children to swim. She was a lively and intelligent woman who died in 1994 at the age of only 64.

Nancy and Dobson had four children and five grandchildren. The first child was Katharine and studied art, she is married to Robin Allen and has one child and one granddaughter, and lives in London. She was followed by three boys, Malcolm, Morris and Robert. Malcolm married Judith and they have three children and three grandchildren. Morris is single, while Robert is married to Dawn and they have one child and two grandchildren. The three sons are farmers and formed a partnership to manage Yatts Farm which has now been extended from less than 300 acres to approximately 1000 acres. Malcolm, a guitar player, continues the family musical tradition.

70 • • • • • Frances Driver, S6. Frances, the second child of Morris Driver and Annie Fort, was born in 1935 when the family was living near Bradford. For unknown reasons she was unable to develop beyond the mental age of about 5 and, while specialists suggested that she should live in an institution, her parents decided to keep her within the family caring for her at home.

Frances was able to appreciate life around her. She loved music and could recognise many songs and pieces of music of all types. Although she couldn't write it seemed that she could read a bit as she always knew what was on TV after looking at the Radio Times. She liked to be involved, and always was, both in family and village events.

In the early 1950s, when Morris and Annie ran the White Swan at Newton on Rawcliffe and Frances was in her late teens, she enjoyed the extra

activity and interaction with the locals who were always caring and had a cheery word for her.



Caring for Frances was not always easy. She had bouts of ill health and conversation with her was somewhat limited. When her mother died in 1973, Morris and 38-year-old Frances moved to Yatts Farm where Nancy, Dobson and their teenage family were living. There, Frances enjoyed the presence of those working on the farm and of the sheepdogs and cats. She was particularly fond of birds and butterflies and had numerous pictures and books of them.

During the war years and until the early 1950s Morris and Annie's family had lived near Malton, about ten miles south of Newton. In 1976 a Camphill Village Trust care centre for support of adults with learning difficulties was established in Malton and in the late 70s Frances started to visit the centre on a daily basis. She made new friends and joined in their events and community life. In 1981 her father died and eventually Frances went to live permanently at the centre and seemed very happy. Frances was near enough for Nancy and the family to make frequent visits and life was varied by having her back at Yatts Farm for occasional weekends. Frances died in 1990 at the age of 55.

71 • • • • • Florence Driver and Ian Stimson, S7. Florence was born in 1931, the only child of Frank Driver and Mina Wall. After attending primary school in Silsden she went to Skipton High School for Girls. At home she learned to play both the piano and the flute and I recall enjoying Driver family musical evenings with Uncle Arthur playing the cello, Florence's father the violin, Florence's mother the piano and Florence the

flute. Music scores were from collections of both Driver and Weatherhead music teachers. At school Florence developed a liking for languages and decided to study French at University. She also enjoyed sports, especially tennis. Guided by her French mistress at school she opted to go to University College in London.

In 1950 eight weeks of her three year study at UCL was spent at the Sorbonne in Paris where she was in lodgings with a lady, Mme Brottier, who made sure Florence gained the most from her stay. In London she was fortunate to be in university halls of residence for all three years. At the same time cousin Nancy Driver was also at UCL, at Slade School of Fine Art. Florence played badminton for the college and the university teams. It was while at college that she met Ian.



Ian, the son of Eric Stimson and Lilian Barlow, had been at school in Derbyshire, spent a year at Battersea Polytechnic and then studied engineering at University College. His sports were hockey and badminton. Before long Ian and Florence became regular Saturday night theatre goers in London, queuing for seats in the 'gods' which were on sale on Saturday mornings at a cost of 2/6, (12.5p).

After college Florence took a teaching diploma at The Institute of Education and had practical teaching at a school in East London. Her first appointment as a teacher was at Greenacre School for Girls, a day and boarding school in Banstead, Surrey. How convenient that was.

Ian, having gained his degree had to do National Service for two years. Before being called up he and Florence became engaged. Ian had opted to join the Fleet Air Arm and after an initial period of square bashing at

Torpoint and Portsmouth and learning the protocol of the Navy, was sent to the Royal Naval College at Keyham in Plymouth to learn about naval aircraft, a six-month assignment, attending the engineering college at Manadon.



Ian, when qualified, became an Air Engineer Officer and was posted to an anti-submarine squadron at Nuneaton, a town about as far from the sea as one could get in the UK. The army provided the 'submarines'.

During these two years, when Ian had occasional leave, Ian and Florence were able to meet thanks to the invitation for Ian to stay with his grandparents who lived in Banstead. As a consequence, Florence initially knew Ian's

grandparents better than his parents.

Shortly before the two years were completed Ian had a letter inviting him to go for an interview at de Havilland Aircraft Co. expressing their confidence that he would have the skills and experience de Havilland were seeking. He attended the interview and ultimately accepted the position of a development engineer. A somewhat easier process than job seeking in recent years. Florence and Ian were married in 1956 and set up home in Harpenden, Hertfordshire.

One amusing event happened not long after joining the company. The prototype Comet 4 (known as the Comet 3) had taken off at Hatfield and one main wheel fell off during the take-off run. Ian, who had been allocated to the undercarriage development group and had just seen the aircraft depart for its test flight, immediately advised the pilot whose response was "Don't worry young man, we have seven more." This aircraft was one of

the first to have a bogie undercarriage, 4 wheels on each of its two main legs. The pilot that day was John Cunningham of WW2 renown.

Some nine years later Ian accepted a position at the Aviation Division of Dunlop. Florence and Ian moved to Bilton village on the outskirts of Rugby, in Warwickshire. Ian later became Chief Engineer and during this period the company was deeply involved with the development of Concorde and the introduction of carbon brakes. Ian's final business activity was to set up and manage an Anglo-American company to design and manufacture specialist avionic equipment.

After their two sons, David and John, were born and had started school, many summer holidays were spent in France, Switzerland and Austria, organised and planned by Florence. On a number of occasions these holidays were in the company of another family with children of similar age to David and John. Florence returned to teaching and became a member of staff at Bilton Grange Preparatory School for boys in Dunchurch.

This was a bit of a shock for all, as all the senior teaching staff were male. A number of years later the school expanded to admit girls. Florence inspired the boys with her passion for all things French.

In 1986 Florence retired from teaching. She accompanied Ian on a few international conferences at which there were ladies' programmes. Ian, after he retired, gave his services to Bilton Grange for several years and then wrote the family history of his maternal grandfather, then of his maternal grandmother and now of Florence's paternal grandparents. Another Stimson family member has compiled the Stimson family details.

Florence had kept her interest in playing badminton throughout her active life. Her flute playing took a back seat after a while and was replaced by becoming a member of the Rugby Philharmonic Choral Society of which she was a member for over 40 years. She also performed at the music festival organised by the National Federation of Women's Institutes, which included a pageant depicting the lives of women through the ages. The first public performance of the Brilliant and the Dark was held at the Royal

Albert Hall in 1969. It involved a number of specialist choirs and dancers. Dancers, choirs and pianists competed from WI groups throughout the country. From Bilton the WI choir was one of several selected and also from Bilton WI were two of the eight pianists.

Florence enjoyed tapestry needlework and was a prodigious reader being able to read a book while knitting. In retirement she also learnt some Spanish and Italian but had few occasions to make use of them. Florence died in 2016 after suffering dementia for some years.

David and John followed the family tradition of studying at UCL. David was an electronics and computer specialist who, together with a friend, formed their own company. David and his wife Marian had two girls one of whom is a doctor and the other specialises in sustainability. David developed a medical condition from which, after many years, he died in 2015.

John worked in the computing sector and he and his wife Sandra had two children, both of whom are married, one is a doctor and the other is in marketing. John and Sandra decided to end their marriage and after a couple of years John married Donna. His son was his best man and also, together with his guitar group, provided the music at that evening's reception. John is now a grandfather.

72 • • • • • • • • David Ronald and Mary Shephard, S9. David was the second son of Betty Driver and Archibald Ronald, the first having died soon after birth. David had his first taste of school when he attended Aunt Sally's reception class in Silsden at the time his younger brother was being born. Later, when the family were in Barrow, he became a boarder at Edinburgh Academy, where his mother had completed her final teaching practice.

The Academy was mainly a day school and the boarders had free time enough for them to explore the city on their bicycles. From there he enrolled into an engineering course at Edinburgh University, but that was an unsatisfying experience and, on being offered a 3 year commission in the Royal Engineers as an alternative to the standard 2 year National

Service, he chose the Royal Engineers. This took him to West Germany during the Cold War and with a transfer to RE (Transportation) his future career was being defined. He then went to the Royal Military College of Science at Shrivenham and graduated from the National Defence College, (the Staff College), at Camberley.

It was during David's first posting to Osnabrück with the British Army of the Rhine, BAOR, and at a rather informal Scottish country dance group which he ran in their Mess, that he met Mary Shephard.

Mary was the third of four children born to Ronald Shephard and Ellen Boulter who lived in Leicestershire. Mary attended Bingley teacher training college and her eldest brother, who having completed his National Service stayed on in the army, had suggested that she might like to apply for a teaching post with the British Families' Education Service. This was effectively a Local Education Authority which managed all the education requirements for army children outside the UK. The outcome was that in 1960 she was seconded for three years by Leicestershire Education Department, for whom she was working, to the BFES and initially to the BAOR.

David and Mary were married in 1964 (note the coincidence of the daughter of Ronald W Shephard marrying David W Ronald) and the first home, of eventually 26 married homes, was set up. Mary was now a full time much valued army wife although in later overseas tours she did work as a supply teacher for BFES. David and Mary have two daughters, Joanna and Sarah.



David's army career path changed when he was transferred to RE (Transportation) and become part of the UK Strategic Reserve which had to be ready at short notice to respond to overseas emergencies wherever they might happen. In 1982 he was about to be sent to the Falklands when the Argentine surrender defused the crisis.



The posting, he says, which gave him the most satisfaction was as Officer Commanding Trials Wing at the Military Vehicle Engineering Establishment. These trials included cold weather in Norway and hot weather in Sardinia.

After 28 years in the army, and as a result of cuts and reorganisations, David decided to retire from the regular army as a Colonel in 1988. His last appointment having been equipment manager of all the Royal Corps of Transport's vehicles, ships, planes and trains. As a retired staff officer he had two further appointments over the next twelve years. Firstly, for eight years he was one of the army's emergency regional planning officers, a task for which his army experience had admirably fitted him, followed by being a regional director of the Army Benevolent Trust.

David and Mary lived near Grantham for many years and later moved to Helensburgh to be close to their younger daughter and family. It was there that Mary died in 2015. David has had a lifelong passion for trains. As a young man he had found time to help preserve and restore the Ffestiniog light railway in North Wales, and more recently to research and help preserve documentation and photographic records relating to the War Department's Light Railway serving the needs of the front-line armies on the Western Front in WW1.

Joanna was born in Germany and lives near Carmarthen in South West Wales working as a picture framer and conservationist. Sarah was born in RAF Hospital Wroughton near Swindon. She has a degree in three-dimensional design and is now working in traditional upholstery and furniture construction and restoration using the name Shephard. She and her husband Andrew Selman have two sons. They live in Helensburgh, Scotland.

73 • • • • • Ian A Ronald and Valerie Turner, S10. Ian, the younger son of Betty Driver and Archibald Ronald, was born in Silsden during WW2. His mother, Betty and 5-year-old David had returned to Silsden to stay with her sister Sally in order that she could look after David while Betty was in the maternity home. Husband Archie was away from home having been called up for service as a doctor in the RAF. Betty's father Charles, at whose home Sally was living, had died five weeks earlier so it was helpful to Sally to have her sister's company and a small boy to look after.



Ian, as with his older brother, went as a boarder to Edinburgh Academy and it was during this time that he became interested in music and learnt to play the clarinet, thus continuing the musical interests of both his Driver and Weatherhead ancestors. It was also while at school that he started to take part in their gliding club. During school holidays, and living in Barrow on the edge of the Lake District, he was in a prime position to enjoy beautiful walks.

Following on after the Academy Ian gained an engineering degree at the University of Manchester Institute of Science and Technology (UMIST). He had won sponsorship for this from Vickers Armstrong in Barrow and this led to a career with that company.

As with numerous industries of the post war era its name changed many times with new ownership, up to being part of the current owners BAE Systems. Ian returned to Manchester later to complete a higher degree specialising in production engineering. The main business of the company was design and building of submarines, and in particular of nuclear vessels, for the Royal Navy. His retirement from that career was a gradual one which finally wound down in 2020.

During these years he enjoyed playing the clarinet with the Westmorland Orchestra and for an extended period was its chairman. The orchestra regularly met once a week.



Ian's other interest in gliding also continued through much of his married life, becoming a member of the Lakes Gliding Club based at nearby Walney Island. It was at this club that he met Valerie Turner, another glider pilot, and they were married in 1968.

Valerie, a primary school teacher, was the daughter of William R W Turner and Isobel Sharp and was the youngest of their three children. The family lived on the outskirts of Barrow. William Turner worked at one of the banks that eventually became one of the HSBC group. Valerie, in addition to having three children, was able to continue gliding for a few years and keep her teaching career going for a long period retiring about 2010.

The three children are Julian, who is now a qualified mechanical engineer and works in the offshore oil industry, Emma who is in the textile design business and Lucy who is English Heritage's site manager at Furness Abbey. Lucy, with George Newton, have a daughter.

lan, later in life, became a JP on the Barrow Bench for many years and has a shield to commemorate that service. He found the work both interesting and rewarding and explained that he was one of about 50 JPs on the Barrow Bench and the work typically involved him allocating one day a week.

74 • • • • • Michael John Boothman and Jillian Summers, Q4++. Michael, the only child of Mary Annie Driver and John Boothman, was born by caesarean at Keighley when the family were living at Low House Farm, a dairy farm on the southern fringe of Silsden. He reports that as a child he was sickly, a state of health that was not helped by the fact that both his parents smoked and that they were within 150 metres of the Silsden Gas works. The farm was close enough to have friends in the village and of course at school.



This was to change when, at the age of 11, he and his parents were to take up the offer of a partnership on a large 330 acre farm called The Normans at Bilbrough, south west of York, where the nearest village was two miles away. Having no siblings, the only contacts Michael now had were at school. The move came about after two of his uncles (his father's younger brothers) returned from WW2 and decided they wanted to follow the family tradition of farming. These brothers were Ben who had been in the RAF and spent 2 years in a POW camp, and Peter ex RN who had been in Ceylon (Sri Lanka). For two years Michael's father trained his brothers at Low House Farm and then moved his family to Bilbrough.

Michael gained a scholarship to Tadcaster Grammar School, where he was to remain for six years, and he says, "Then my life changed. Through joining

the Combined Cadets it broadened my interests and increased my self-confidence which had taken a hammering. I took my O' Levels and decided no more education I was going to farm." It was also a period during which many of the workers on The Normans farm were ex-army veterans from the 14th Army who fought the Japanese in Burma, and Michael, working with them, learned the broad meaning of 'give and take'.

The Normans was on a tenancy which came up for sale and, with too high a price and an underlying desire to get back to the Silsden area, his parents



moved back to a 100 acre marginal farm at Ilkley, and Michael says, "reality approached". He relates how he, now 20, took a long time to settle, but he became interested in and became a regular at the Young Conservatives. A few years later he and some of his friends were now on its committee and they decided that the club needed a shake up. The up and coming beat groups provided the inspiration and as he says, "before long we were packing them in."

Not only were his parents thankful that Michael had found his feet but the senior Tories, who were being given a hard time by the Liberals, were delighted by the success and support they received from the Young Conservative branch. By the time Michael was 27 he had been elected to the Ilkley Urban District Council, and became Chairman of the Highways and Amenities Committees. He served on the UDC for ten years until local government was reorganised.

Michael met Jillian Summers at the Conservatives and they were married in 1969 at Bolton Abbey. Jill, born in Herefordshire, was the daughter of Charles Summers an engineer and Louisa Prosser, the daughter of a farmer,

and was a graduate of Ilkley College. She was teaching in Pudsey but gave up teaching before their first child Jacqueline was born. Jacqueline now practices as a lawyer. Their second child, William, together with his wife, Karen, have two children. He keeps up the family tradition of farming becoming the third Boothman generation on Grange Farm, Ilkley.

Michael had concentrated on farming and raising the family, but in 1993 and with his children in their twenties, he had the opportunity to serve as a Justice of the Peace (Lay Magistrates) on the Keighley Bench which he did until 2008 when his tenure was finished due to age. Sadly, Jillian died suddenly in 1996 at the early age of 50.

The farm, originally a tenancy, is now owned by their family trust and has been developed into a modern dairy farm with some of the buildings from the 1600s being preserved.

75 • • • • • Frederick Harry Driver and Judith Horner, Q4++. Frederick Harry, known by his second name, was born to William Driver and Jean Chew at Browsholme, Lancashire, in 1942. He was their only child and, with it being wartime for the first four or so years of his life he did not know his father. He went to school initially at Browsholme and then, when he was 7 and the family had moved to Whitemoor, he attended school in Barnoldswick.

Harry served an apprenticeship as a blacksmith in Gisburn while also attending evening classes five evenings a week to gain his qualifications in metal work. Initially he worked as a farrier and this included working at the Dickinson Racing Horse Livery Yard at Gisburn.

In 1980 he married Judith Horner who was the daughter of John Horner and Margaret Clarke of Gargrave. Judith, the youngest of four, attended schools in Skipton taking her A levels at Skipton High School and followed on at the teacher training college at Alnwick in Northumberland. Subsequently she spent many years teaching at a number of primary schools in Lancashire. One of the first schools was in Gisburn where she met Harry.



The year after their marriage Harry set up his own business as an agricultural engineer, specialising in putting up steel framed buildings across Lancashire and Yorkshire. Harry's relaxation in his earlier days came from motor bike trialling which later transferred into vintage tractor restoration and rallies.

Harry and Judith had two children John and Helen. John qualified as a chef and is now a pest control officer. Helen in 1999, when 16 and still at school, caught meningitis and very sadly did not recover. Harry, who with his love of country sports and his hobbies was known as a great character, died in 2013 at the age of 70. Judith, who enjoys walking, reading and baking, has one granddaughter.

76 • • • • • John (Jack) Morris Driver and Jean Taylor, Q4++. John Morris, the son of Jack Driver and Edith Shackleton of Silsden was born in a nursing home on Ilkley Moor. John is usually known as Jack but, to avoid any confusion between him and his father, he is referred to by his christening name in this family history.

John went to school in Silsden and, perhaps influenced by his Uncle William, decided at an early age to become a gamekeeper. He was working in the Gisburn area when he met Jean Taylor and they were married in 1971. Jean was the daughter of Edwin Taylor and Elizabeth Dawson.

John was gamekeeper on the estate of Sir Alfred Hall-Davis the Member of Parliament for Morecambe and Lonsdale until 1979, for Christopher Hindley at Gisburn Park, and for 7th Baron Bolton at Bolton Hall for about 14 years. This was a period when the very significant wealth of some

Lancashire and Yorkshire mill owners and coal mine owners was on the wane, with maybe twenty or so shoots organised each year declining to just one in the locality, and the acreage of estates reduced to become a fraction of that of their heyday. The gamekeeper's responsibilities included pheasant, grouse, pigeon (live and clay), sika deer and fishing. He would have the task of training gun dogs, usually Spaniels or Labradors, and have the pleasure of their company.



John and Jean have two married daughters. Both Caroline with Richard and Suzanne with Paul have two children, a son and a daughter, so providing their parents with four grandchildren.

77 • • • • • Moira Butterfield and David Molloy, Q5++.

Moira was the elder daughter of Marjorie Driver and Geoffrey Butterfield. She was born in 1928 and lived at Bargrange Avenue, Shipley. From the early 1930s to the late 1940s she lived at Four Oaks, Glenview Road, Shipley. After leaving school she attended the Charlotte Mason College at Ambleside until 1948, when she qualified as a Parents National Educational Union teacher.

It was in Berlin that Moira met Captain David Molloy, and they were married in 1952, a few weeks before David was sent with his regiment to the Korean War.

David was born in Chatham, the son of Percy Molloy, the Royal Marine Commandant at the time, and Sylvia Hatherell. He was educated at St Neots School, Eversley, Hants 1937-42 and at Haileybury and Imperial



Service College 1942-1946. He joined the army and attended RMA, Sandhurst 1947-48 and was commissioned into the Kings Regiment. He saw service around the world, which included a series of postings in northern Germany as part of the BAOR and a two year stint in Northern Ireland and also in Belgium.

During this time Moira used her training to tutor children who had fallen behind from disrupted schooling. Unlike most army wives she learnt to speak German and would shop in the local town and not just frequent the NAAFI. She was an accomplished needlewoman and knitter. She taught ceramics to an adult education class in one posting.

David was always a keen sailor, sailing dinghies in Germany, then in 1972 he was left a legacy by his godmother that allowed him to fulfil his dream and buy a 6 berth yacht called 'Tranquilliser'. This required the family and friends to make up the crew to sail her. When Rupert and Hellis, their children, were teenagers summer holidays were spent cruising the waters of the Baltic and then later on, the yacht was moved to a mooring in Holland. These holidays were rather like an outward bound adventure, there was always some unforeseen predicament. However, with David's cool head and assured manner of skippering, danger was always averted.

David retired from the army in 1983, settling with Moira in Kingswear, Devon. Moira and David set up a small business renovating local properties over the next 10 years. Then they retired and devoted themselves to voluntary work. Moira passed away in 2015 at the age of 87, and David moved to Tunbridge Wells to be nearer his family.

Moira and David had a son, Rupert and a daughter, Hellis, both born in the UK in the 1950s. Rupert, who works in the healthcare sector, married Paula Slevin and they had two children. Sadly, Paula died in 2004 and Rupert is married to Victoria Morgan-Bellamy.

Hellis, who qualified with a degree in economics at Exeter, later retrained and practised as a homeopath. She married Michael Hill and has two

children. Michael died in 2022. She is a keen tennis player and latterly has become engaged in finding novel ways of using wool, fabrics and stitch craft to quilt and decorate pictures, bags and other items. The family are enthusiastic skiers and still enjoy ski holidays together.

78 • • • • • Shirley Butterfield and Peter Hudson, Q5++.

Shirley was the younger daughter of Marjorie Driver and Geoffrey Butterfield and was born in 1931. She lived initially at Bargrange Avenue, Bradford and from about the age of 6 at Four Oaks, Glenview Road in Shipley. Shirley was educated at Bradford Girls Grammar School and at Eastbourne School of Domestic Economy.

Shirley met and fell in love with John Peter Hudson, known as Peter, and they were married in July 1954, the day after Shirley's 23rd birthday.

Peter was born in 1924 and went to Bradford Grammar School and Worksop College. He joined the Territorial Army in 1943 before being commissioned into the Royal Engineers. He served in India towards the end of the war and the first year of peace. He probably returned to the UK in 1946 to take up his role as a director of the family business of timber merchants in Bradford. The business involved the large scale purchase of timber which was stocked and sold on in smaller quantities to companies in the West Yorkshire area. As a timber merchant Peter was able to identify any wood at a glance and provide valuable advice to their customers.



Following their marriage they bought and lived in White Lea, a substantial 1920s house with expansive garden on the outskirts of Menston which backed onto fields. This provided an ideal place to bring up their family.

Shirley and Peter had three sons, Nicholas, Alistair and Christopher. All three were educated at a school at which Peter was a governor and then chairman of governors.

Nicholas joined the Royal Navy in 1974 and during his career of thirty years, he served in eleven warships including commanding two of them. He is now an organic beef farmer in North Dorset. Alistair, a radiographer, is married to Janet and they have two sons. In retirement he is an active thespian both treading the boards and behind the scenes. Christopher, qualified in material sciences, is now in management in industry and is married to Susan with two children.

Throughout her married life Shirley was a very active member, and one of the original members, of the Children's Charity Circle which raised money to give to needy families struggling to raise children in the Bradford area. Shirley and Peter were both keen gardeners.

In 1980 they moved into a bungalow in Fairfax Avenue in Menston with a more manageable garden, enabling them to travel especially to the Balearic Islands and Tenerife.

Shirley died in December 2002 at the age of 71 as a result of a sudden and severe heart attack. As a widower for over seven years, Peter continued to live at Fairfax Avenue albeit with gradually declining health and the occasional stay in hospital until his death in 2010.

We now come to the children of Phyllis and Ralph and have been advised that most of that family preferred not to become engaged in this family history project. For this reason, there are no narratives for 80, 82 and 83. However, Jill helped with some information about her grandparents, her parents and herself. The Henry Ripley and Mary Green family tree is thought to show the full family.

79 • • • • • • • • Jill Townson and Keith Hellewell, Q5++. Jill, the eldest child of Phyllis Driver and Ralph Townson, was born in 1935 and in the course of the next few years had the company of three sisters and two brothers.

Jill recalled visits to her grandmother, Mary Driver, at 84 Bolton Road and mentioned the sun room on the side of the house, which itself was the end

of a terrace. This sun room is still to be seen and is clearly a desirable addition. Jill recalled as a small girl, when visiting Granny, being in the sunroom and Florence Driver who lived a few doors away, showing her how to draw letters and numbers. Florence was four years older than Jill and would have been living at 101 Bolton Road.

Again, Jill recalled one day being in the front garden of 84 when an elderly man passed by and stopped to tell them that they would not know who he was but he knew who they were. This was Fergus Green, Mary's younger brother, who, the 1939 Register tells us was married and living at 17 West View in Silsden.



Jill was told that her grandfather was a very good golfer and used to leave home each morning as if going to work, but in his case, it was to a golf club, occasionally to play with Percy Alliss. "In 1941, Granny's 70th birthday was celebrated with all her family and a photo was taken of her with her grandchildren". Unfortunately, a copy of this photo has not been found.

When Jill was approaching her 'teens' Mary came to live with them in Baildon. Her father had bought the adjacent semi-detached house and made more space for their children and downstairs accommodation for Mary. Mary died in 1949 when Jill was about 14.

In 1958, when she was 23, Jill married Keith Hellewell, and at this point this narrative ends. Unfortunately, the Covid 19 epidemic prevented us from meeting and Jill died in 2020 before we could finish her family history.

80 • • • • • • • • Isabel Townson and David Shuttleworth, Q5++.

81 • • • • • Elizabeth Townson and David McGiffert,

Q5++. Elizabeth was the third child of Phyllis Driver and Ralph Townson. Liz, as she was usually called, had two older sisters, one younger sister and two younger brothers. The family lived in Baildon, four miles north of Bradford. She recalls many outings and visits to Granny living in Silsden. One little but memorable incident happened in 1945, when the war was in its final months, at Brimham Rocks a few miles north west of Harrogate. Her older sisters were having fun on a roundabout and Liz tried to get on but fell off hurting herself. She recalls that she was tended to by an aunt who was a nurse and was with them. This would most likely to have been Frank's daughter Elizabeth who was a nurse at Harrogate Hospital.

Liz went to Sandals School in Baildon and then to Skellfield boarding school near Thirsk. She completed her training by going on a secretarial course in Bradford and later a domestic science course in Leeds at what was called the Pud School. In 1961 Liz was on board the SS Canberra on the ship's maiden voyage to Australia and she was to stay in that part of the world for the next four years.



She worked in Sydney for a time and it was while in Sydney that her parents came out to see her. One of Liz's employments in the catering trade was at a psychiatric hospital where she had 6 weeks annual holiday. She travelled to New Zealand and called on a friend who lived on a farm in Cheviot County north of Christchurch in NZ South Island. Liz then moved to New Zealand where she stayed for ten months before returning to England.

Liz had an old Hillman Husky small car which she travelled around in and it was on visits to the friend in Cheviot that she was to meet her future husband, David McGiffert, one of their neighbours.

David farmed a property called Mina Downs, some 80 kilometres south of Sefton, which his father had purchased when Cheviot was being divided up and sold off and this was where David was born. The McGiffert family had emigrated from Northern Ireland in the mid 1800s and settled in Sefton. Mina Downs was a sheep and beef farm, initially using horses for farm work.



In about 1936 when David was 11, his father died of TB, leaving his wife, son David, two younger daughters and some farm workers to run the farm. In 1971 the farm had an electrical fault which started a fire and the farm house needed rebuilding. In 1981 David and his mother had been living at Mina Downs and his mother went to stay with one of her daughters. It was this that prompted David to come to England with the intention of marrying Elizabeth.

So, in 1981, when Liz was working as a House Matron at Wellington College, she gave her half term's notice, married David, had a brief honeymoon and some weeks later followed David back to New Zealand and to Mina Downs. Having packed a container with her Ford Fiesta and a few pieces of her Driver grandmother's furniture and other belongings, including a family photograph album, she flew to New Zealand.

David had returned from Europe 5 weeks before Liz arrived and, as well as preparing to welcome his bride, resumed farming work.

David introduced a few milking cows and farmed pigs and Emus for a short time. Liz and David had farm dogs, hens, grew raspberries and potatoes and David slaughtered his own meat for the house. More McGiffert family remained in Sefton where relatives continue to live today.

Liz and David's daughter, Mary, grew up and went to school in Cheviot after which she went to Christchurch to train as a nurse. She married Cameron Wiering in 2012 and now, having had three sons, has returned to part time nursing at Christchurch Hospital as well as being a District Nurse.

Liz, who many years ago was one of my wife's bridesmaids, together with her daughter Mary have helped generate the narrative of this part of the family and provide copies of the photos that went with her to New Zealand in 1981. Sadly, they have reported the death of David early in 2021.

82 • • • • • • • • Andrew Townson and Ruth Patchett Q5+.

83 • • • • • • • • Ruth Townson and John Charlesworth Q5+

84 • • • • • • • • Philip Townson and Susan Lister, Q5+.

Philip, the sixth and last child of Phyllis Driver and Ralph Townson was born in 1948. Jill mentioned that Philip was born on the same day as Prince Charles, and to celebrate that occasion, the Queen arranged for all parents who had a child born that day to receive a food hamper. This was very useful since food rationing still applied in the UK. Philip married Susan Lister in 1973. Susan, also interested in family history, made a few initial contributions to the research but then dropped out of the process. Philip died in 2019.

85 • • • • • • • • Ernest Cormie and Jessie A (Jan) Neil Q6++.

From their home in Bearsden, Glasgow, Ernest has made a number of valuable contributions to this Family History. He is the son of Elizabeth (Elspeth) Driver and R Leslie Cormie and was born in Pollokshields, Glasgow. He and his sister, Margaret, were to become 'official supporters' to Florence and Ian, S7, at their wedding in 1956.

Ernest was educated at Kelvinside Academy where in addition to the academic subjects, especially maths and science, he participated in the CCF (Combined Cadet Force) in firstly the army section and then the naval section, joining the RNVR in his final school year. He also was a good rugby player and a keen dinghy sailor.



At the age of 18 he started a two year apprenticeship learning to become a quantity surveyor, but then he had his two years of National Service to complete. Having failed a medical to become an RNVR pilot he joined as an able seaman and joined HMS Bigbury Bay. This took him to Cape Town (Simonstown) and had various tasks allocated including Captain's motor boat driver. Then they were ordered to the Red Sea, Aden and Aqaba, before returning to Plymouth.

After being demobbed he enrolled at Glasgow University in 1959 and gained a BSc in Pure Science. It was there that he met Jan Neil who was studying geography and history. They both undertook teacher training and then were married. Over the next eight years they had three children, Fiona, Carole and Douglas. After a couple of promotions and school moves (Lochend Secondary in Easterhouse) in the early 1970s he became Assistant Head Teacher in Braidfield High School, Clydebank, in 1974 and remained there until 1997 when he retired. In 1978 Ernest had been

ordained as an Elder of the local Parish Church. Then, in 1984/85/86 Ernest ran three Glasgow marathons and one London Marathon. Jan returned to primary school teaching in 1979, retiring in 2001.

In retirement Ernest took up golf and on his 60th birthday scored a hole in one. He also joined a Scottish dance club. To complement his outdoor activities, he bought a Beneteau First 29 yacht which he renamed JANTOO and sailed mainly in the Forth of Clyde with family and friends. More recently, having sold the yacht he has joined the Bearsden Art Club.

Their eldest child, Fiona, that being her second name, trained at Queens College in Glasgow to become a physiotherapist and married Michael. He is a medical physicist and they work at adjacent hospitals at the Glasgow Hospital Campus in Govan. Fiona and Michael have two children and five grandchildren.

Carole, the second child, at the age of 18 was employed by a Scottish bank initially in Glasgow but then transferred to St Helier, Jersey. Two or three years later whilst on a sailing holiday in Greece, she met Rolf, a Dutch GP also from Jersey. They have two children.

Douglas, the youngest child, is a qualified civil engineer and works for a well known civil engineering company whose headquarters were in Glasgow. He emigrated to Dubai where he has worked with three different companies. Douglas is married to Michelle.

86 • • • • • Margaret Cormie and Iain Percy-Robb Q6++.

Margaret, the daughter of Elizabeth Driver and Leslie Cormie attended Laurel Bank School in Glasgow. She then trained as a Registered General Nurse at the Royal Infirmary in Glasgow. At a similar time in Edinburgh, Iain Percy-Robb was training to be a doctor at the Edinburgh Royal Infirmary. They met at a dance arranged by the father of a friend.

Iain the son of Ian Percy-Robb and Daisy Galbraith was born in 1935. When a student he was Scottish Breaststroke Champion and competed in the Commonwealth Games of 1958 in Cardiff. The following year he graduated

in medicine and worked for 6 months in the surgical and then 6 months in the medical wards in the Edinburgh Royal Infirmary. After that he did 12 months at Durham doing Obstetrics.

Margaret and Iain were married in 1961 and for the next year Margaret worked as a District Nurse and Iain as a GP, living in Edinburgh. Over the next nine years Margaret and Iain had four children; Jane, Michael, Stephen and Claire, all born in Edinburgh.

Iain studied Endocrinology for a year and then undertook a PhD in



Biochemistry. This led to him becoming Reader in that department in Edinburgh while Margaret managed to fit in some research work in family planning, then some work on health of men at the Edinburgh Royal. Iain also found time to be Session Clerk at Cramond Kirk for several years.

In about 1980 Iain was offered the Professorship of Pathological Biochemistry at Glasgow University. He worked mainly in Gartnavel Hospital but did many research jobs visiting Biochemistry Departments in many places and attending meetings around the world including Australia and New Zealand. He was also editor of a science journal for a while. Iain's last 3 years' work was as Associate Dean of Medical Education helping to change the way medical students were taught in Glasgow. In 2001, he and Margaret retired to live in Peebles.

Margaret and Iain's four children are all married and the family includes eight grandchildren. Iain died in 2014 at which time the youngest grandchild was 4 years old.

The oldest child, Jane, a chef and Norman live in London. Michael and Ardyth, both chartered accountants, live in Toronto with their son and daughter. Stephen, a management consultant, and Elizabeth, working in publishing, have two boys. Claire and Matthew's four children were all born in Tokyo, but the family have returned and now live in England.

This completes the narratives of the Driver family, having started in the 1600s at generation K, with the first William and Sarah, moving through the second William and Sarah of generation Q, and ending at generation S, thus reporting on nine generations.

Many of these Drivers are remembered at their resting place in St James' Churchyard. The photograph shows Kate visiting her two times great grandparents' memorial, that of the second William and Sarah, where those names are accompanied by names of other family members.

