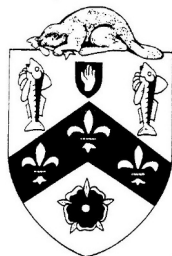


A TRANSPORT AND FITNESS SPECIAL in 3D with FREE FIG LEAF

THE



TUBBS

Christmas 2010

Vale Elise Tubbs (1919-2010)





UPPINGHAM HURRAH! The Stewarts and Lloyds Connection

This locomotive finally stopped wheezing for a living around 1976 having occasionally had to stand in for failing infernal combustion engines. Sadly it looks as if it will not be restored in time for its centenary. It was built by Peckett of Bristol as works no. 1257 in 1912 and started its life as "Uppingham" working for James Pain Ltd, Uppingham Quarries. Beautiful unspoilt little Uppingham had its very own limestone quarry, just south of the Uppingham School Middle playing fields, despite the School's best efforts to keep all railways at bay. This was the beast that helped to move Rutland elsewhere. Many industrial locomotives changed hands during their working lives and were usually renamed. However Uppingham moved on via Market Overton Quarries and Holwell works to Bowne and Shaw's quarry in Wirksworth, the link being that all these concerns came in to the ownership of Stewart's and Lloyds, which itself became part of British Steel, later Corus. By no coincidence at all the Chairman of Stewart's and Lloyds, based in Corby, was, ex-officio, a Governor of Uppingham School. The living proof of the eternal and undying relationship between the school and the company was the Uppingham-Corby

Boys Club, whose annual dance/disco in Corby was the occasion of much embarrassed fumbling and the occasional lesson in practical biology, or so I was informed. Uppingham was filmed at work in Wirksworth at least once. Ind Coope brewery locos also finished up at Wirksworth! Wirksworth is, for a beer buff, a very inconvenient destination. Very soon the Ecclesbourne Valley Railway will be fully operational as Wyvernrail and it will once again be possible to travel by rail from Derby to Wirksworth, change at Duffield. Wirksworth itself still houses an ex-Holwell locomotive, which is in working order. Uppingham now resides, appropriately, at the Cottesmore museum in Rutland. S&L used limestone as flux in steel manufacture. Her nameplate, etc. are in safe-keeping, though her cab is retained by a large elastic band. Possibly one of the very most endangered of any item in any of our national collections is this Stewart's and Lloyds narrow boat (picture overleaf), partially submerged at Ellesmere Port, one of the three sites housing the National Waterways Museum, and that was before the cuts affecting the cuts, canals and everything else that moves or doesn't.



Another locomotive at the Rutland museum - completely unrelated to the well-being or otherwise of the family. Reason for inclusion. "You've got to pick a Peckett or two"



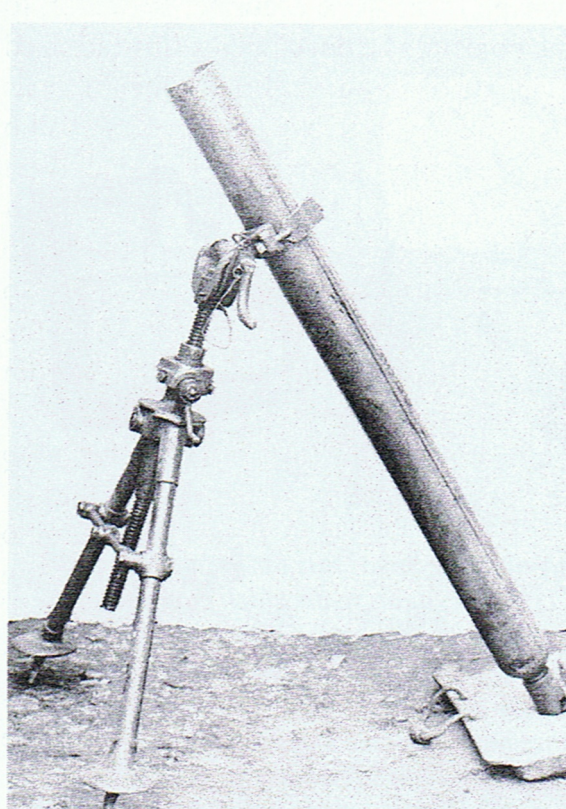
No apologies for including this picture either. It's not perfect but captures the moment just, on shed at Loughborough. If you don't already know, Tornado was completed as recently as 2008 and is named after the RAF Tornado. The technical connection therefore is my support of the RB199 RAF Tornado Engine's documentation, or it was at the time of going to press!



Of more immediate family interest than the Napier-engined Railton Special in post-war livery used by John Cobb to break the land speed record from 1938 onwards was Eyston's Thunderbolt with two 37 litre Rolls-Royce R Schneider Trophy winning aero engines. They cost £5800 each new and Eyston was lucky to be given his by an admirer (RR, you must be joking!) Eyston's 312 mph record runs at Bonneville in 1937 were witnessed by D.B. Tubbs, during his scholarship year at Harvard. In 1938 both cars set records at Bonneville.

The Great Stokes Gun Hunt. The Birmingham Connection

Nothing to do with Brian Stokes my housemaster at Uppingham, I believe. The inventor's full name was Frederick Wilfrid (possibly Wilfred) Stokes and he became head of Ransome and Rapier, engineers of Ipswich (later part of RHP the bearings concern of Newark, Nottinghamshire), Read no further if you are feeling squeamish. CBT in his memoirs reports that he was one of the first Regimental bombing officers in WWI. He graduated from making home-made bombs, nowadays known as IEDs - i.e. hand grenades propelled via a form of gigantic catapult, to the very much more sophisticated Stokes 3" trench mortar. I have spent ten years in quiet pursuit of a Stokes Mortar, having not found one in the Imperial War Museum or the Royal Armouries at Leeds, though later and larger mortars have been displayed there. One finally turned up in the newly commercialised whizzo affair called Thinktank that used to be the Birmingham Industrial Museum, but very badly lit so the picture is not good. I shall spare you from any more steam locomotives. The Stanier Pacific "City of Birmingham" is a static exhibit there, alongside the Railton.. Strictly static that is. The old City museum used to propel it a few feet along the rails every 15 minutes. Hurrah! No late departures then! Stokes mortars were designed as a private venture and fully developed by Stokes before being deployed. Introduced in 1915, they were manufactured by the Birmingham Small Arms Company, it seems. Compare my picture with one of the production weapon. The Stokes gun was the Allies' answer to the Moaning Minnie. Its projectiles used a release mechanism similar to that of a Mills bomb. With a range between 150 and 1200 yards the bomb could be made to drop into an enemy trench, with foreseeable consequences.



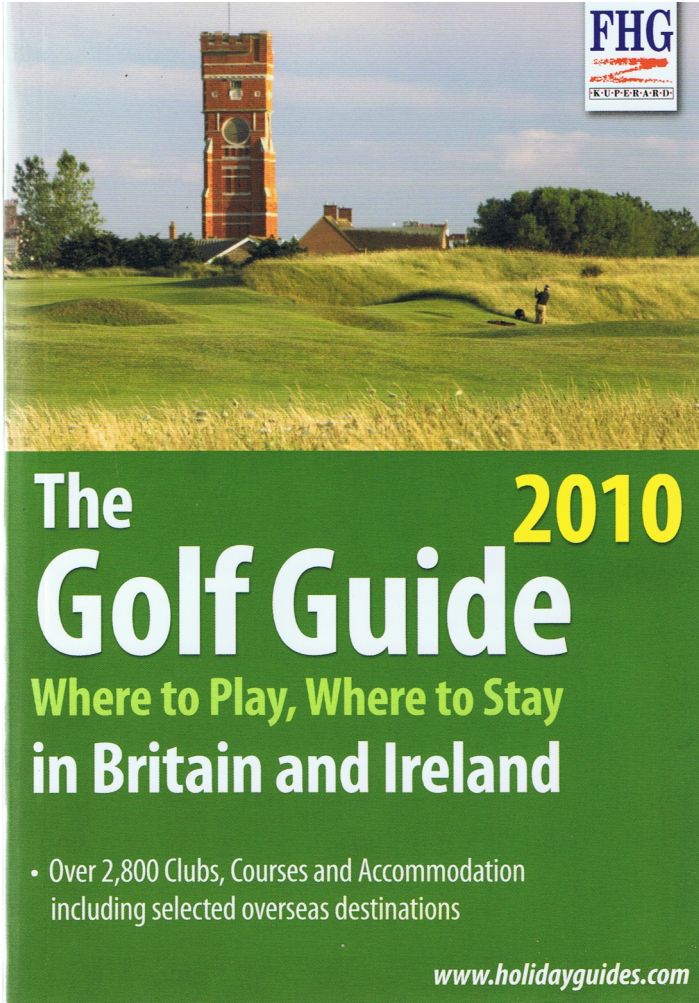
The original Stokes 3in mortar of 1915, in its production form.

The Official History of the Somerset Light Infantry in WWI records the activity of the 8th Battalion of the SLI at the Battle of the Ancre on 18th November 1916 thus.

At 2.30 p.m. The Battalion Bombing Officer (2/Lieut C.B. Tubbs) was sent to take command of A Company and explain the situation to B Company, the latter being still under heavy sniping fire. An hour later orders were sent out to the same officer to reoccupy the line of posts held in the early morning. The latter movement was carried out at dusk.

At 7p.m. the 4th Middlesex began the relief of the Somersets in Puisieux and Ancre Trenches, while two companies of the York and Lancaster R. took over the line of posts. (Lce./Sergt. W. Hedley was awarded the D.C.M. for conspicuous gallantry on the night of 17/18th November, and for their gallantry on 18th November 2/Lieuts. F.H. Baker and C.B. Tubbs were awarded the M.C. and C.S.M. Henman the D.C.M.)

The Littlestone links



Get fit! Play Golf! Littlestone Golf Club has featured in these pages before. The Romney Warren Golf Club is adjacent and shares the same officials and professional.

Wot no bus pass!

For the purposed of obtaining a free bus pass I am female! That is to say I can get one when a female of my age is eligible to get her state pension. That is no longer on her 60th birthday but is in the process of being extended out until eternity. I get mine on Friday 6th May 2011. Despite this being no cause for celebration there were some but nobody has dared vouchsafe a photograph, which is why there is room here for an advertisement for pastimes of doubtful value to health, wealth and sanity.



The Norton Story in vivid 3D

What you need to view the images properly is an Owl stereoscopic viewer. You may be able to "freeview" the image in stereo if you had the knack of seeing stereos, Magick Images which were in vogue a few years ago, which are based on the same principle. All I need to make the bike go is another £1500. The engine has been rebuilt to a high standard by Mike Pemberton, the leading specialist in Norton pushrod single engines. Elsie, LCH 138, is a 350cc Model 50 with slightly lower performance, when working, than a modern, legal 125 cc learner bike and has had about a dozen careful owners since 1957, all of whom have lived in Derbyshire and she last ran in about 1972 and has never been registered at Swansea. It should be possible to recover her



original number as we have the brown (pre-Swansea) log book. The image I learn is actually hyperstereoscopic because the distance between the lenses was greater than the distance between the eyes. The impetus for attempting to make a stereoscopic image came from a birthday gift, a printed volume of images made in the 1850s and lavishly published by astrophysicist, collector and part-time musician Dr. Brian May.

The Sandow Connection

Eugene Sandow was born in Prussia on April 2nd 1867 and before he died on October 14th 1925 he had created the body building industry with his own two rippling pecs. He left Koenigsberg as one of the original draft dodgers and established himself in London. He seems to have been no fool and despite being contracted to Florence Ziegfeld in America, he retained control of his career. I am indebted for all of this material to the internet so you can look it up for yourself. What, you are now asking yourself, has this got to do with The Tubbs?

I am afraid I am not able to say with any certainty that the Sandow Company of Huddersfield is the outfit in which Stanley William Tubbs learned to stand on his own two feet and throw sand in his father's disinheritance, but the truth according to DBT is that HTT bought a Sandow merchandise company and gave it to his son. Stanley proved himself adept at business and grew large by exploiting the body-building market. Sandow generated a large amount of popular literature and merchandise. The company's London Offices were at Evelyn House, (A coincidence? Aunt Evelyn wasn't on the scene then) Finsbury Pavement. The technical connection of course is the rubber and elastic used in the body building devices. My father used to say that he had two sound principles in business; those were to have



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This very handy all-round developer consists of a powerful four-spring steel Chest Expander with steel stirrups which enable one to perform some exercises not possible with an ordinary expander. Its uses include those of General Developer, Chest Expander, Arm and Leg Strengtheners and Weight Lifter. Boxed complete with Exercise, Routine, and Self-Measurement Charts and the famous booklet, "Be Strong."

Buy your Sandow Combination Outfit now, fill in your measurements on the Self-Measurement Chart, work hard and regularly for one or two months and measure yourself again. You will be amazed at the increase, and you will be stronger, fitter, and more "alive" than you have ever been before!

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The SANDOW Adjustable Ringing Dumb-Bells

As a Physical Culture appliance, the dumb-bell took on a new importance with the advent of the Sandow Grip pattern. The new Sandow Ringing Dumb-bells mark a further advance. In this model there are no small springs requiring to be constantly changed and there is no possibility of relaxing your grip without knowing about it. A warning bell rings when compression is complete and also when relaxed. By the simple turn of a screw to the right or to the left resistance is either increased or decreased as desired. A scale and pointer is provided indicating in pounds and kilos the pressure exerted. Boxed complete with full Exercise, Routine and Self-Measurement Charts and the famous booklet, "Be Strong."

The regular use of the Sandow Grip Dumb-bells will tone up and improve your whole body and give you immense strength in your shoulders, back, arms, wrists and hands.

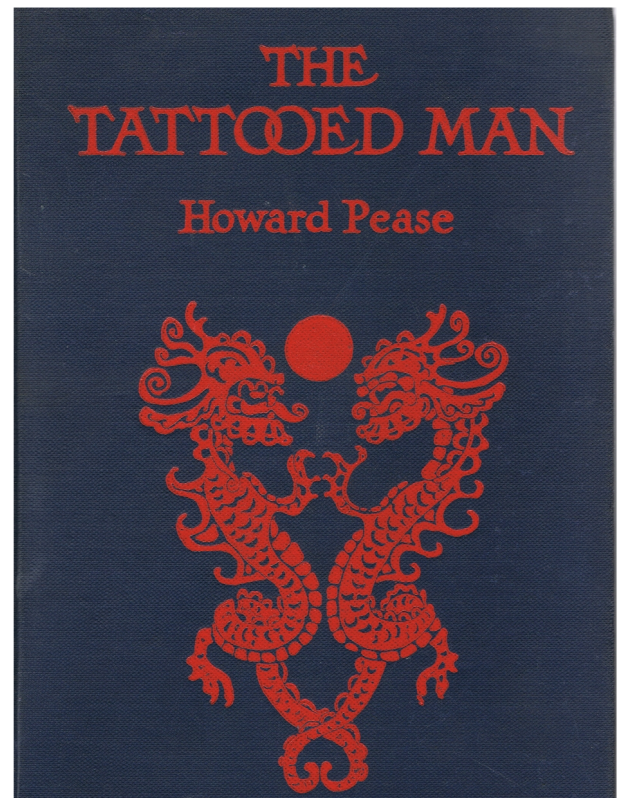
Prices:
Nickel Plated **15/-** per pair.
Enamelled **12/6** ..
Carriage paid United Kingdom. Add 3/- for packing and postage abroad.
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nothing to do with elastic and nothing to do with Marks and Spencer, but all the same the Tubbs fortune was made by supplying boot and knicker elastic to the whole known universe.

Another strange connection which may be spurious is that Sandow's statuette was created by the sculptor Frederick W. Pomeroy and cast in gold, silver and bronze as prizes in a body building competition organised by Sandow in 1901. It was held in the Albert Hall and was judged by Sir Arthur Conan Doyle, the sculptor Sir Charles Lawes and Sandow himself. What I do not yet know is whether Pomeroy is related to the motoring Laurence Pomeroy's pere et fils. Apparently reproductions of the statue are still used today as prizes by the Federation of Body Builders. I bet you think I am making this up. Stanley won control of the main Tubbs, Lewis business, residing at Ellerncroft in Wotton-under-Edge and becoming a knight of the shire, Member of Parliament and joint master of the Berkeley Hunt, a fate than which there can be none less fortunate if you are a cockney, and technically he probably was. I learn from Siegfried Sassoon that the role of master was pretty much open to the highest bidder in those days, so I guess it cost Sir Stanley a florin or more.

The Boy with the Dragon Tattoo - The Cornish-American Connection



This view of the seaside Church of St Just in Roseland is taken from just below the site of the grave of Herbert Edward Prior (1864-1955) and Gertrude Alice Prior (1869-1952). There is also a memorial plaque erected by Richard N Hunt and the children of Grace Lee Hunt, nee Prior, also known as Allunt. Although Uncle Dick later repudiated the nickname of Allunt there is an inscription in MCT's copy of *Westward Ho!* (Author Kingsley's exclamation mark) which reads "Martin Cecil Tubbs from Allunt and Uncle Dick on their Wedding Day, July 6th 1929. On that day UMT and MCT were filmed here with all the other participants.

MCT was reading Howard Pease from 1935, the *Tattooed Man* being a gift from Allunt, then living in USA. The author inscribed MCT's copy of his wartime story, *The Black Tanker*, "To Martin: this my small contribution to the cause - yours and mine! May 8, 1941". That's seven months before USA entered the war!

