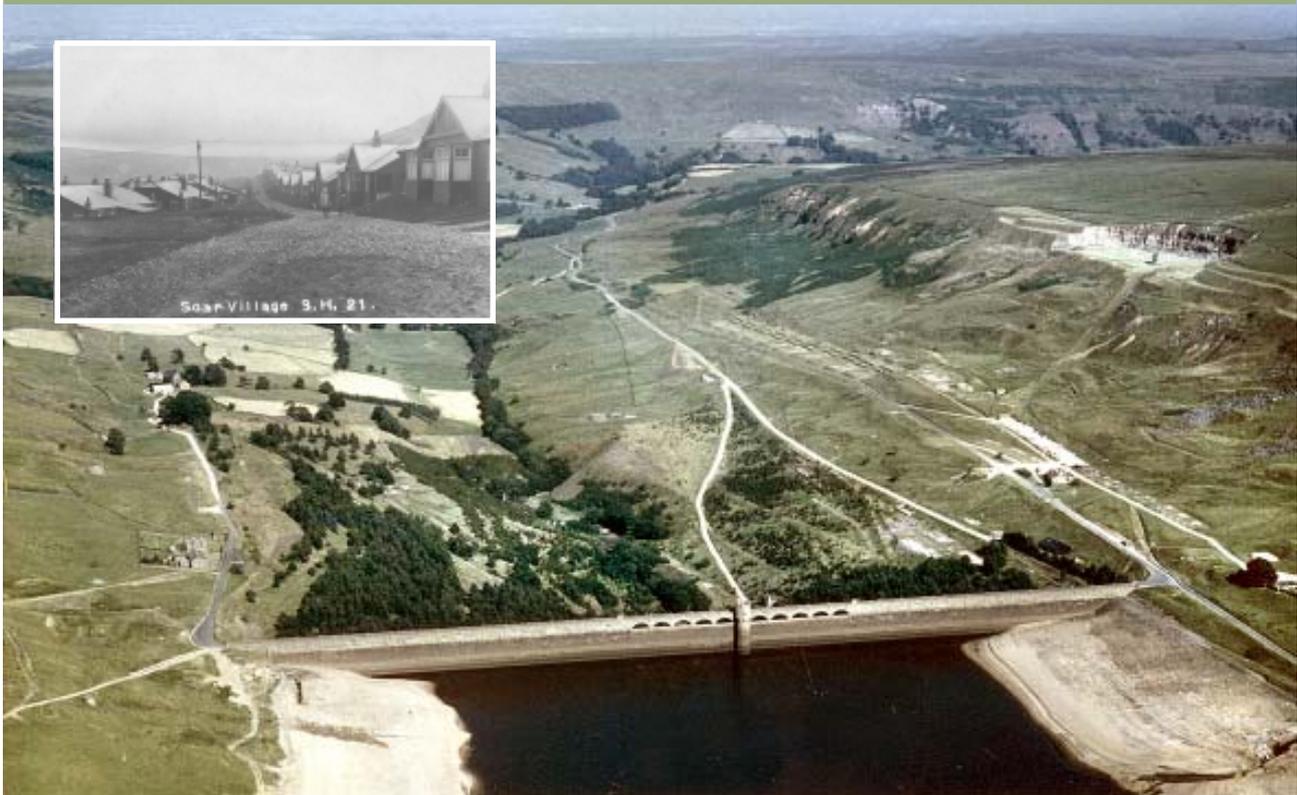


BACKGROUND INFORMATION

Scar House Reservoir's History



courtesy Nidderdale Museum

Scar House Facts

- Capacity of water 2,200 million gallons (10001.2 million litres)
- Greatest depth of useable water 36.3m (120ft)
- Year completed 1936
- Water surface area 70 hectares (172 acres)
- Dam height 71m (233ft)
- Dam length 600m (1968ft)
- Dam masonry Over 1 million tonnes
- The reservoir provides 21 million gallons (95.5 million litres) of water for Bradford each day.

During the 19th century Bradford thrived as a result of the industrial revolution. People flocked to the city to benefit from its growing prosperity. It was realised that if it were to continue to expand the city would require a supply of water to feed the growing number of people and mills.

Scar House Reservoir was built by Bradford Corporation to supply water to the Bradford area. Water is transferred via the Nidd aqueduct, which is a major engineering achievement as it transports water without pumping. Work began on the 5th October 1921 with the Lord Mayor, Alderman A. Gadie, who cut the first sod. It took 15 years to complete.

Building the reservoir and dam

The workmen were paid 1s ½d an hour, which is 5 pence in modern money. Work was carried out in all available daylight hours, from 7.30am until dusk, with a half hour lunch break. One man was killed during the construction of the reservoir.

Stone for the reservoir dam was quarried from the two sites that can be seen on either side of the valley at Scar House. Steam excavators were used to dig out the trench, but when the digging became too hard for machines, they resorted to hand drilling and explosives. Standard gauge wagons hauled by steam locomotives carried the rubble from the



courtesy Nidderdale Museum



courtesy Nidderdale Museum

trench to the spoil heaps that can be seen downstream of the dam. About 460,000 cubic yards of excavation were removed taking about three and a half years to achieve. Two fixed aerial cableways spanned the valley carrying materials. One crossed the length of the embankment and the other ran between the stone crusher and the concrete mixer. The dam was built at about 35 feet per year.



courtesy Nidderdale Museum

Scar Village

During construction of the reservoir an entire village was constructed just below the dam to house the workforce. The population reached 2,000 and the village had all the amenities they might need. There were 10 large hostels for workmen, 34 semi-detached bungalows, 28 houses in 5 blocks and several other buildings including:



courtesy Nidderdale Museum

- Shops (grocer, butcher, draper, newsagent, fishmonger)
- 600-seat cinema
- Canteen (this building was relocated after the village was sold off and is now Darley's Memorial Hall)
- Reading and recreation room
- Concert hall
- Hairdresser
- Fish and chip shop
- Library
- Mission hall for Sunday services
- Post office (Scar Village once had its own postmark)
- Bank
- Tennis courts, golf course and its own football club
- Full-board (including 3 meals a day) for a week at one of the hostels cost £1
- School with 3 teachers and up to 90 pupils
- Fire brigade with 18 firemen and a police constable

The village had hot and cold water, electric lighting and flushing toilets. As the population of the nearby town of Pateley Bridge had no such luxuries, the village workmen were under strict instruction that if they or any of their family misbehaved in any way, they would be thrown out of Scar Village and their job would go to someone else.

A resident doctor and nurse cared for workers' health needs in the on-site hospital. This was necessary due to the harsh working conditions.

On completion of the reservoir in 1936 the village was sold off in lots over 2 days and dismantled.

The Nidd light railway

Built for transporting materials and machinery from the railhead at Pateley Bridge. The line went from Pateley Bridge to Angram at a cost of £40,000 to create. The line was open to public between Pateley Bridge and Lofthouse.

The railway closed in 1929 a few years before the completion of the dam and then was dismantled. The banks of the track can still be seen in some places along the route.