



# CHESTERFIELD WFA

## Newsletter and Magazine issue 31

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### Welcome to Issue 31 - the July 2018 Newsletter and Magazine of Chesterfield WFA.

The next Branch meeting is tomorrow, on Tuesday July 3<sup>rd</sup> and our speaker will be a first time visitor to the Branch.

**Dr Graham Kemp. "American Expeditionary Force" the story and experiences of the AEF, 1917-18.**

**Talk covers the training of the new Army from the States to France. Taking in the experience, the hardship and humour. It looks at their first action at Belleuille Wood success and tragedy of 'Argonne Wood.' It reveals the way the US Army contributed to the ending of the war and why afterwards the US turned its back on Europe.**

Dr. Kemp is Chairman of the Lancashire North Branch

The Branch meets at the Labour Club, Unity House, Saltergate, Chesterfield S40 1NF on the first Tuesday of each month. There is plenty of parking available on site and in the adjacent road. Access to the car park is in Tennyson Road, however, which is one way and cannot be accessed directly from Saltergate.

***Grant Cullen – Branch Secretary***



## Western Front Association Chesterfield Branch – Meetings 2018

Meetings start at 7.30pm and take place at the Labour Club, Unity House, Saltergate, Chesterfield S40 1NF

|           |     |   |
|-----------|-----|---|
| January   | 9th | <b>Jan.9<sup>th</sup></b> Branch AGM followed by a talk by Tony Bolton (Branch Chairman) on the key events of the last year of the war 1918. Councillor Steve Brunt (a member of the WFA) will also be present to tell members about Chesterfield Borough Council's plans for a WW1 2018 Commemorations Group.  |
| February  | 6th | <b>Tim Lynch</b> <i>'The Unknown Soldiers - the BEF of 1918'</i> By 1918 the BEF was mostly made up of conscripts as it launched the most successful campaign in its history. How did an army many regarded as "shirkers" fight so effectively? Tim Lynch is a freelance writer and battlefield guide. This talk is based on research into his own family's part in the Great War.  |
| March     | 6th | <b>David Humberston</b> , Chairman of the Leicester Branch, will be making his first visit to WFA Chesterfield to talk about <i>'Women Spies in The Great War'</i>  |
| April     | 3rd | <b>Peter Hart</b> making his annual pilgrimage to Chesterfield. His presentation will be <i>'Not Again' - the German offensive on the Aisne, May 1918.</i>  |
| May       | 1st | Making his debut as a speaker to the Chesterfield Branch will be Jonathan Steer who will compare and contrast the <i>'BEF at Mons in 1914 with the BEF at Mons in 1918'</i>   |
| June      | 5th | Rob Thompson – always a popular visitor to Chesterfield Branch. <i>"Running Out of Road. Supplying the BEF During the 100 Days Offensives. 1918"</i> . This is a new talk dealing with the logistical and supply problems the BEF had as the end of the war approached (BEF needed Armistice as much as Germans).   |
| July      | 3rd | <b>Dr. Graham Kemp. "American Expeditionary Force" – the story and experiences of the AEF, 1917-18. Talk covers the training of the new Army from the States to France. Taking in the experience, the hardship and humour. It looks at their first action at Belleville wood, and then turns to the success and tragedy of 'Argonne Wood.' It reveals the way the US Army contributed to the ending of the war and why afterwards US turned its back on Europe.</b> |
| August    | 7TH | <b>Peter Dennis</b> is an artist who lives in Mansfield but he has made a name for himself as an illustrator for the Osprey series of monographs on The Great War (as well as other conflicts from ancient times to the present) Peter will explain how he carries out his researches for technical accuracy. He will also bring some of his original artworks for members to view.   |
| September | 4th | <b>John Beech. "The Great Escape"</b> . John needs no introduction to Chesterfield members as he rarely misses a meeting. In September 1917 a group of POW German officers escaped from where they were being held (now on the site of the University of Nottingham). Using his meticulous research, John will tell this story.   |
| October   | 2nd | Making a welcome return to Chesterfield will be our former Chairman / Secretary, <b>Peter Hodgkinson</b> , who will explain the <i>Battle of Selle in October 1918.</i>   |
| November  | 6th | <b>Bryn Hammond</b> . Another leading light in the field of historical research, study and publication on the Great War, Bryn will <i>discuss 'The 500 piece jig-saw: Tank – Other Arms Cooperation in the First World War.</i>   |
| December  | 4th | Rounding the year off in style will be <b>Dr Phylomena Badsey</b> on <i>"Auxiliary Hospitals and the role of Voluntary Aid Detachment Nurses during the First World War"</i>  |

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*Any opinions expressed in this Newsletter /Magazine are not necessarily those of the Western Front Association, Chesterfield Branch, in particular, or the Western Front Association in general*

There are still places available for the York Conference 'Towards Victory' - details below:

**Saturday, 7th July 2018**

Doors open at 09.00, Conference starts at 09:45 and ends at 16:15

**Manor Academy, Millfield Lane, Nether Poppleton, York YO26 6AP**

Speakers:

**Taff Gillingham:** The Tommies in 1918

**Dr Peter Hodgkinson:** The Battle of the Selle 17/18 October 1918

**Dr. Tim Gale:** From the Battle of Montdidier to the Battle of Guise - The French Army in the 100 Days Campaign 1918

**Prof. David Stevenson:** Politics and Strategy in the Making of the November 1918 Armistice

Tickets: £30 which includes buffet lunch plus tea/coffee.

Please book

at <http://www.westernfrontassociation.com/shop/conferences/towards-victory-western-front-association-york-conference/>

## A Personal note from The Chair (24)



It seems as if every time I write one of these notes I have just returned from holiday but I can tell you that despite being so called 'retired' it is actually difficult to find a time to get away for a few days around all the commitments we take on. That said, my wife took me off to Coniston in the Lake District in mid- June to celebrate my birthday. It wasn't a 'big' birthday but I have now got to the stage when they are all worth celebrating.

Whilst we were away my wife bought the glossy magazine *Cumbria Life* and thumbing through it I was surprised to see a couple of articles related to the First World War. The first was a report on the rebuilding of the cairn on the summit of Scafell Pike, which at 3,210ft. is England's highest peak (Sorry my copy of Wainwright's

*Southern Fells* predates the use of metric, my calculation would be around 1,008m.). However I digress, National Trust Rangers have rebuilt the memorial cairn in recognition of the centenary of the Armistice. I for one was not aware that this 7.5m cairn, unveiled in 1921 was a dedicated war memorial nor I suspect are many of the 250,000 walkers a year who make it to the top. The summit of Scafell Pike was donated to the Nation in the aftermath of the war by Lord Leconfield who in 1919 dedicated it '*in perpetual memory of the men of the Lake District who fell for God and King, for freedom peace and right in the Great War 1914-1918*'. The gift of Scafell Pike was just one of 14 such gifts of Lakeland peaks in memory of the war dead.

In the same magazine there was an article recording the dedication of a commemorative stone to stand alongside the grave of James Hewitson V.C. in Coniston's St Andrews churchyard. Hewitson, a Coniston man, was one of only two Great War VC winners from South Cumbria. He earned his VC on April 26 1918 at Givenchy whilst serving with the King's Own (Royal Lancashire) Regt. Surviving the war he died on 2 March 1963.



Many of us visit the Lakes, maybe the next time you are there you can wander down to St Andrew's church at Coniston or cast a glimpse up at Scafell Pike. It reminds us that every part of the country was deeply affected by the war, even the idyllic Lake District and it certainly was idyllic in the warm sunny weather we continue to experience this summer.

*Tony Bolton*

Branch Chair

## Secretary's Scribbles



Welcome to the July 2018 edition of our Branch Newsletter and Magazine. Hard to believe we are past the summer solstice and into the second half of the year - where does the time go ?

Tuesday 3<sup>rd</sup> July will see our regular branch monthly meeting with our guest speaker Dr. Graham Kemp whose topic will be on the "**American Expeditionary Force**" - the story and experiences of the AEF, 1917-18. The talk covers the training of the new Army from the States to France. Taking in the experience, the hardship and humour.

It looks at their first action at Belleville Wood, and then turns to the success and tragedy of 'Argonne Wood.' It reveals the way the US Army contributed to the ending of the war and why afterwards the US turned its back on Europe. Regrettably, it is almost certain I will miss this meeting as my wife goes 'under the knife' that day, having hip replacement surgery. Originally scheduled for mid August, two weeks ago the hospital called her and said they could do her operation on July 3<sup>rd</sup>, an opportunity she has jumped at as she has been in so much pain over the last few months. By the time you read this the Branch will have participated second Armed Forces Day at Worksop, organised by the Worksop Branch of the Royal British Legion. We attended last year and it was a great day out and hopefully this year has been even better. Unfortunately, due to pre-booked holiday I wasn't there but our stand was manned by Committee Member Jon-Paul Harding and Branch Member, Roger Avill.

We are just about ready to have the inaugural meeting of the WFA Chesterfield Book Discussion Group . This first meeting will be held on Thursday July 19th 7pm - 9pm at the Chesterfield Labour Club Meeting Room. We would suggest attendees make a voluntary donation (suggested £3) to defray the cost of the room hire.

Those who responded to the questionnaire chose,

**'How the War Was Won'** by Tim Travers

Published by Pen & Sword under ISBN 1 84415 207 3. The cover price is £7.99

Although the book is 'only' 187 pages, do not underestimate its length as it is set in small 9 point print. Please let me know if you have trouble getting a copy. This book will be my 'light' holiday reading as my wife and I spent the last week of June afloat on a ship cruising the northern British Isles as well as making a foray up to and around the Faroe Islands.

We hope that this Book Group will be fun, inclusive and not an 'academic competition'. In the initial stages a 'moderator' might ask individuals for their opinions. Obviously, we will need a couple of meetings to establish a good format. Please let me, or Andrew Kenning (contact details below) know of any ideas you may have.

Nearer the time of the meeting it may be useful to contact Andrew on mob 0795 803 1782 or via e mail [andrewkenning@btinternet.com](mailto:andrewkenning@btinternet.com) with aspects you would particularly like discussed so we can e mail these to all members for their consideration. Andrew has suggested an agenda be circulated before the meeting then we will know when topics are coming up and we won't have too much repetition. We should also discuss if individual members would like to lead a meeting in turn.

Grant Cullen - Branch Secretary

07824628638      [grantcullen@hotmail.com](mailto:grantcullen@hotmail.com)

## BACKS TO THE WALL

'To commemorate the 1918 Spring Offensives, the Western Front Association has commissioned a Limited Edition bone china mug featuring part of Sir Douglas Haig's 'Backs to the Wall' Order of 11th April 1918.'

Price: £14 (+£3 p&p)



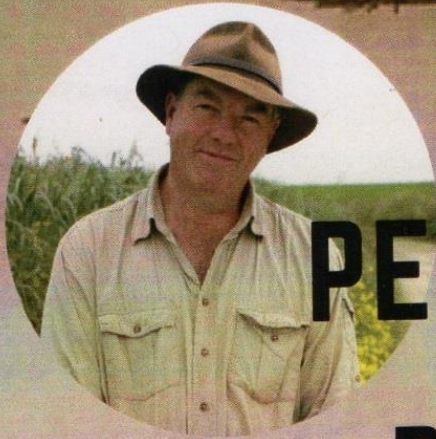
Available from the eShop on the WFA website

# FIRST WORLD WAR SEMINAR

A SERIES OF 1918-THEMED PRESENTATIONS

29 SEPTEMBER 2018

12.30 - 5.00 PM



KEY SPEAKER

**PETER BARTON**

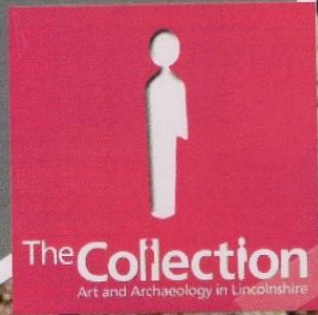
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RICHARD PULLEN**

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**CHESTERFIELD**  
BOROUGH COUNCIL

# Be part of the Chesterfield community poppy cascade

We need thousands of poppies to create a cascade on either side of Chesterfield Town Hall to commemorate 100 years since the end the First World War.

You can help by:

- Knitting or crocheting poppies
- Donating wool or felt.

You can pick up a free pattern and also drop off your poppies at the Town Hall.

The last date for collection is  
Friday 2 November 2018

Contact Rob Nash on 01246 550 516  
or email:  
[mayors.office@chesterfield.gov.uk](mailto:mayors.office@chesterfield.gov.uk)  
for more information or collections.



Chesterfield and District  
Combined Ex-service Associations

# Be a part of the Chesterfield Community poppy cascade



## Community poppy cascade

This year Chesterfield will come together to commemorate 100 years since the end of the First World War. Why not get together to knit or crochet poppies (pattern and instructions provided) which will be hung either side of the Town Hall steps during the commemorative period to create a stunning cascade.

### Get involved

You can start anytime and your poppies can be taken to a number of outlets in Chesterfield, see the website for information. The last date for collection is Friday 2nd November 2018.

### Tell us how you are getting on

Keep us informed of your fundraising events and how many poppies you've made by contacting: [jenny.flood@chesterfield.gov.uk](mailto:jenny.flood@chesterfield.gov.uk) or [mayors.office@chesterfield.gov.uk](mailto:mayors.office@chesterfield.gov.uk) or calling 01246 345 239.

#### I can't knit

Don't worry, we have trainers who can help you and videos you can learn from.

#### Can I crochet a poppy?

Yes, the pattern can also be used for crochet.

If you can't knit or crochet you could make a poppy out of red felt.

#### Funding

We are seeking various funding streams but are asking local charities to donate the needles and crochet hooks and businesses to supply money or wool to help us.

#### Can I do it at home?

Of course, and we can help to get you started and support you.

#### How can I help?

Spread the word, hold fundraising events to buy the wool, needles and hooks.

# NOTTINGHAMSHIRE REMEMBERS THE GREAT WAR

**11 November 2018** marks **100 years** since the end of World War 1. The County Council is hosting a series of events, including an open air film screening of *War Horse* and a Heritage Day at Rufford Abbey Country Park, to commemorate the centenary of the end of the war and the sacrifice of men and women from across Nottinghamshire.

## A lasting legacy to our Great War heroes

The culmination of the First World War commemorations will see the creation of a new memorial, located at the Victoria Embankment in Nottingham, which will feature the names of all 14,000 Nottinghamshire and Nottingham fallen during the Great War. Names of both forces personnel and civilians will be included on the memorial.

The memorial project is being led jointly by the County and City Councils, in partnership with other local authorities, businesses and military associations. It is hoped that a proportion of funding for the project can be raised through public donations.

Since 2013, volunteers have been carrying out the painstaking task of compiling the Nottinghamshire Great War Roll of Honour – an online database of all the county's Great War fallen, including their place of birth, family history, military information, where they are buried and the location of any memorials bearing their name. This was part of the wider Trent to Trenches project, a countywide programme of events and activities to commemorate 100 years since the start of the Great War.

The names of people listed in the Roll of Honour will be used in the creation of the new memorial.

You can view the Roll of Honour and/or submit further information at [nottinghamshire.gov.uk/rollofhonour](http://nottinghamshire.gov.uk/rollofhonour)

Find out more about the events and projects commemorating the end of The Great War  
[nottinghamshire.gov.uk/nottsremembers](http://nottinghamshire.gov.uk/nottsremembers)



Victoria Embankment Memorial



## June 2018 Meeting



The guest speaker at our Branch June meeting is a regular and popular visitor - Rob Thompson. Rob began his working life as a labourer before becoming, variously, a tax clerk, motor cycle despatch rider and `Youth and Community Worker` in Salford. He then took a degree in in Politics and Contemporary History graduating with a First. It was here that he `blindly` stumbled into the world of military history and The Great War which he ended up teaching at the Salford and Birmingham Universities, subsequently becoming an independent military historian specialising in logistics and engineering in the development of the BEF`s operational method on the Western Front. His publications include `Mud, Blood and Wood - BEF Operational and Combat Logistic

Engineering during the Third Battle of Ypres 1917` - in Peter Doyle and M.R. Bennett (eds) *Fields of Battle* (Kluwer 2002) and `Delivering the Goods. Operation Llandoverly Castle: A Logistical and Administrative Analysis of Canadian Corps Preparations for the Battle of Amiens 8 - 11 August 1918 in G.D. Sheffield & P.Gray (eds) *Changing the War : The British Army, the Hundred Days Campaign and the Birth of the Royal Air Force , 1918* (Bloomsbury, 2013). He has also published various articles for organisations ranging from the Western Front Association to the Chartered Institute for Logistics.

After the usual introductions, Rob launched into his presentation "*Running Out of Road. Supplying the BEF During the 100 Days Offensives. 1918*". This was a new talk dealing with the logistical and supply problems the BEF had as the end of the war approached indeed as Rob would show the BEF needed Armistice as much as Germans.

He started by saying...`how did the allies win the war in 1918` ....by the end of 1917 we were exhausted, so exhausted that we had to go on the back foot. We would have to wait for the Americans to arrive and at that time the Americans had no army as such and would not be ready until 1919. Then we had the German *Kaiserschlacht* offensives in March 1918. Fast forward to August - Battle of Amiens - 100 days later - we`ve won! Rob said he had asked several eminent professors of history how did we win - John Bourne and Gary Sheffield to name but two - and after some oohing and aahing....the answer, well we don`t really know why we won.

So, next question....`why did we have an armistice?` Rob referred to an article by David Stevenson in the BBC History Magazine in June 2011 in which he asked the question `why did the Allies not march on Berlin at the end of 1918` - good question - why didn`t they ? Why not finish the job off properly? Anyone who has served in the military knows that the only way to defeat any enemy properly in warfare is to annihilate his forces and we did not annihilate the German forces, we certainly had him on the run but we allowed him to retain a kernel of his forces - a kernel which would grow again and result in another global conflict just over 20 years later, what with the `stab in the back` theory. Stevenson believed that the armistice of November 1918 was a political decision, including the influence of America who did not want to squeeze Germany until the pips squeaked. This, Rob, believed, was a classic misrepresentation of history, resulting from the lack of study, by historians, of the *mechanics* of warfare. The First

World War is an *industrial* war - a *mechanical* war. Soldiers felt like cogs in a machine - they *were* cogs in a machine. When you look at machines, machines are a product of an industrialised society - they require administration, they require supply, they require maintenance - and that was the acme, the peak of what the BEF had become - a *machine*.

Actually, in truth, the Allies were in a very, very perilous state as by the last quarter of 1918 they had *outrun* their supply lines and faced catastrophe on the battlefield - they were **60 miles** ahead of a useable railhead - they were strung out - and in a war of *mass* - and an industrial war is a war of *mass* and they needed mass supplies, colossal tonnages, and that means rail. They were suffering catastrophic road and rail breakdowns. It is interesting to note that in October 1918, Sir John Monash, Commander of the Australian Corps could not get springs for his staff car! This obviously limited his ability to get about his area of command. Also, and possibly more importantly his Australian forces were suffering a shortage of underpants! They were short of shells, ammunition - everything - and they were also facing the stark reality of having to bed down for the winter. You can't just tell armies - stop - bed down for the winter - this requires massive organisation - providing food, blankets, shelter, braziers. So, they were at the absolute limit of their advance - they could go no further - maybe 7 to 10 days beyond the 11<sup>th</sup> of November. Hence, for the Allies, the armistice was a godsend. Had there been no armistice what would have happened. There were very powerful historical implications, not just militarily, but politically also. Had the Germans realised that the Allies were at their limits, they could have fought on and history could have been dramatically different. It raises the spectre of the war continuing into 1919 and a partially reconstituted German army backed by a more settled situation on the home front (at that time they were not quite in the situation of a full scale revolution). The Germans would have been defending their homeland against war weary allies if the war had dragged on into a fifth year. In that situation, had the Germans suggested peace talks, it is likely that the allies would have had to agree - even if the politicians had not wanted this, their people did - they had had enough! This would have meant that Germany would have been at the table of any peace talks as an *equal* to the allies. This was what Ludendorff was trying to achieve in the months of October / November and shows the perilous situation the allies were in. The timing of all this really does matter when it comes to a consideration of 20<sup>th</sup> century military history and if that had happened - and we are now in the realms of counterfactual history - Hitler and his odious regime might never have happened.

### **The Great War - its Nature and its Legacy.**

Transportation is civilisation, so said Rudyard Kipling - in order to have civilisation you have to be able to move. Transportation has transformed our world

Logistics is central to the Great War and transportation is central to logistics - it is the midwife to the birth of modern warfare itself. What we saw in the Great War, was similar in the second and, indeed is not radically different today. Complex relationships and synergies.

Logistics defines what is possible and we became very close to an alternative possibility when it came to the armistice of November 1918. 1918 was different from that which had gone before in 1915 through to 1917 in that in these previous years you had what was the 'set piece assault' - the frontal assault to penetrate as deeply as possible (Somme 1916) or Plumer's 'step by step' attack such as at Messines in 1917. These gave rise to a static logistics situation which arose to support these methods, indeed the developed railway system was not that dissimilar to that in peacetime. Between March and November 1918 we see five distinct types of operation - defensive, retreat, mobile warfare, set piece assault and pursuit. How was it done? Where did we get the experience from? We did not just miraculously reform and develop all-arms cooperation. So, how was it done?

The critical role of motor transport in 1918....it all boiled down to...lorries! Something which keeps today`s society going as well. Motor transport between 1914 and 1918 was a war winning weapon, indeed the BEF`s motor transport policy is possibly the single biggest reason for the success of the 100days offensive - but - could have been the biggest reason for the collapse of the advance. In 1914 motor transport had been a specific part of the supply chain. There is a misconception that the cavalry generals could only see horses as the means of transport for the BEF - this is not so. Since 1912 motor transport had been an integral part of the supply system. The reason for that was simple - Britain had created the mobile army - but of course after the Retreat and the solidification of the Front into trench lines, it is the wrong army for the job. It is a mobile army - light and quick - its eighteen pounder gun was in fact heavier than the French 75mm, but it carried a lot less ammunition, the British army in training focusing on accuracy, rather than the French with their thirty rounds per minute `rafale`. If you are a horse army you have a seven mile radius of operation, beyond that there is problem with horses tiring, supply of water, forage etc. Seven miles will simply not do the job in this modern war. With motor transport you could add a further 30 miles radius of action making 37 miles in total. In the 1914 the British army was the only one with sufficient motor transport to make dependency on horses for transport unnecessary. Other belligerents did have motor transport but it was not specific to the supply chain. Indeed in world war two, the Germans were still predominantly a horse drawn army.

In 1915 motor transport is running relatively smoothly, a reason for that was we did not have that much material to move, we were still building up and building up, so ad hoc measures came in to play to keep things going. In 1916 the railway system began to crumble under the sheer volume of movement. There was an agreement with the French that they would run the railway system, indeed in 1916 there was only 16 Railway Transport Officers in the BEF to manage the whole of the BEF`s rail movements. By 1916 the French were exhausted, the railways were falling to bits, track failing, locos and rolling stock breaking down. In addition they had lost an awful lot of railway engineers and operatives in the first eighteen months of the war.

So, motor transport use increases to take the pressure of the railways.

#### Logistics, Motor Transport and the Interconnecting of all Things



The motor transport of 1916 illustrates perfectly the `Law of Intended Consequences`. The build up to the Somme, with the increasing use of motor transport sees the destruction of the already poor French roads. We are not talking about `roads` in rural France, not tarred, `pave` or cobbled, we are, particularly in the Somme region, cut chalk roads which with increased use deepen to be what comes to be known as `sunken lanes`. This means vastly increased maintenance and reconstruction which in turn requires vast quantities of roadstone - roadstone is one of the key weapons of this war! Only railways can move the quantities of stone required which, of course makes the railways deteriorate even further, throwing more pressure on road transport and the whole system starts to slowly grind to a halt. The British army realises it cannot rely on railways alone, if it does, it will fail. If it relies on motor transport alone - it will fail. This situation in 1916 is not that dissimilar to that in the latter stages of the war in 1918.

Motor Transport policy changes in 1917 and matters very much going into 1918. The railway / motor transport conundrum continues and sees increasing uses of - the `light` railway.

The concept of the light railway was to fill the gap between the standard guage railhead and the front line. It will reduce wear and tear on the roads - and reduce wear and tear on nthe railways as well. The problem is - it does not really work that way.



It is one thing laying a light railway but another thing sticking a locomotive weighing about eighteen tons on it - this was often the result.



That, of course means proper rails, sleepers, ballast, radiusing of curves which becomes progressively more difficult as you drive your railway forward over broken, shell-pitted ground. Light railways can only be used if there are no viable alternatives. However, as we move through 1917, there is a greater push for light railways as the staff planners wanted to get rid of, as much as possible - motor transport. This of course, begs the question - what would have happened in 1918 if this had actually taken place and the supply and logistics systems had become entirely dependent upon standard and narrow gauge railways. Narrow gauge light railways become a target for enemy artillery and can easily be degraded if targeted effectively. Furthermore to use light railways you need people who understand it and can make it work.

By mid-1917 the Corps has become the centre for all operations and each corps key man for the light railway operations was the CLRO - the Corps Light Railway Officer. Corps is the `customer` as the light railway is good for moving shells - mainly heavy gun shells.



For these to be effective you need an experienced officer to manage it. In February / March 1917 the first CLRO was appointed. Each Corps operated according to its own particular whims, some through the senior transport officer, others the corps quartermaster. This led to a situation where there was no coherent systems of light railways. What was also found - to Corps cost - light railways can be destroyed faster than they can be repaired! A road - even if badly damaged, either by volume of traffic or enemy action, can be restored relatively quickly.

An example, the Battle of Third Ypres - the light railway system petered out 6 MILES from Passchendaele - again motor lorries got the supplies up to the front. There are pictures of lorries smashed up by the side of the road, indeed if a lorry broke down it was just pushed to the side with little interruption to the flow of traffic.

If the locomotive or one wagon on the light railway breaks down - the whole train stops. If one 3 ton truck breaks down - the others just by pass it and carry on. Indeed, artillery commanders

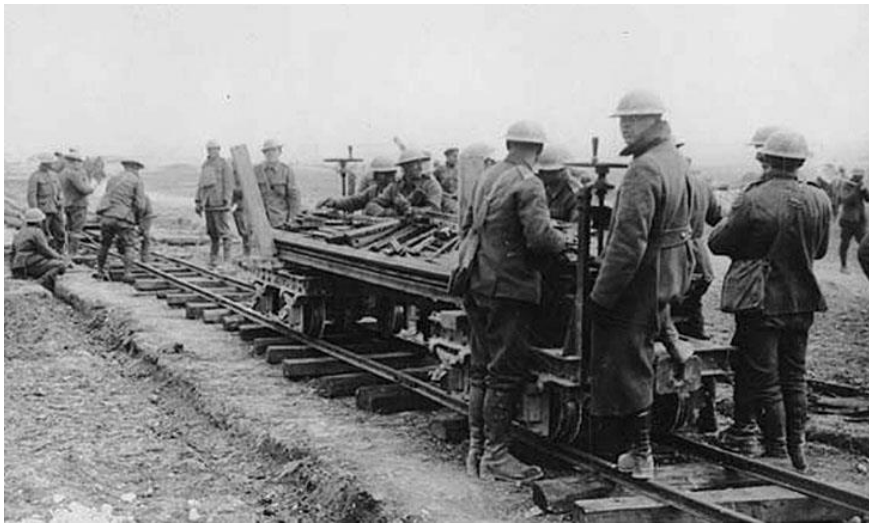


asked that roads be constructed parallel to the light railways too take account of the frequent breakdowns.

Rob then should some `before and after` aerial photographs of the land in the rise up to Passchendaele ridge. In the first (October 2<sup>nd</sup>) the railway could be seen - but in the second, taken eight days later following the heavy shelling, the railway had been obliterated.



Trying to construct a light railway across such a `moonscape` battlefield to bring up supplies for advancing troops was a hopeless task.

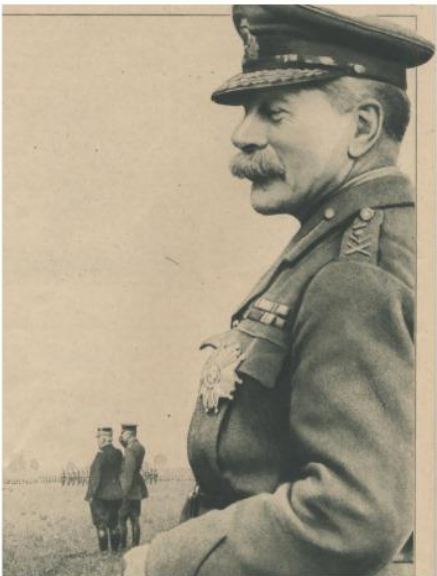


The amount of manpower to build a light railway, properly sleepers and ballasted, was colossal.

In late 1917, towards the end of Third Ypres - this was the means of getting shells up to the forward artillery - mules. There was simply no other way.



This mode of transport for ammunition and other supplies had been used at Gallipoli in 1915 where there had been no mechanical transport and was simply replicated in the mud of the Western Front.



From Haig`s perspective - and Rob put up a rather rare and unusual picture of Sir Douglas Haig - Haig smiling - the BEF experienced a brief return to mobile warfare in pursuit of the Germans as they made their retreat to the Hindenburg Line March and April 1917. This was time under *mature* modern warfare conditions and this was where the secret of British success in 1918 starts to come to the fore as it was a similar situation - the Germans are retiring, they are devastating the land as they move back through a series of lines of defence to keep the British at bay and cover their retreat - exactly as they would do again in 1918.

The British found it tremendously difficult to get moving forward. Communications became progressively more difficult and a major lesson was learned that in a war of forward movement transportation needs to be decentralised and have greater flexibility. Bringing Eric Geddes in for the static war was a great idea but in mobile warfare, the military need to take over and delegate responsibility to the Corps QMG who can respond more quickly. It was also essential that divisions act in concert with one another, instead of in isolation and not taken account of what each was doing on their respective flanks. Each division has their own priorities so coordination at Corps level is essential.

However after August 1918 such coordination needs to be devolved back down to divisional level again to a much more flexible system. In 1917, for example, bridging was an issue as the Army held centrally all the bridging assets, pontoons etc. and these had to be shuffled down from Army to Corps etc., all the way to the front. Divisions needed to hold and control those assets. Again, light railways were useless in the advance to the Hindenburg Line - you simply cannot lay them quickly enough. Motor transport matters most - motor transport was critical - it was the only way of keep supplies moving up to the advancing armies.

During this advance the BEL came across a new problem - IEDs - Improvised Explosive Devices - left by the Germans to disrupt the forward movement of the pursuing troops. How often have we heard today in Syria, Iraq or Afghanistan of the devastating effect of IEDs? IEDs were a major problem for both road and rail construction. These lessons of 1917 were not forgotten during the hundred days advance just over a year later.

The lessons learned in the mobile warfare of 1917, in fact it became the focus in the unglamorous world of logistics, and to a lesser extent engineering.

In 1917, when construction of light railways is at its peak, the War Office demands the return of 12000 lorries from the Western Front because of the perceived effectiveness of light railways. One thing the promoters of light railways were good at was producing was statistics - lots of `em. However, these statistics, like so many statistics were misleading and Sir Douglas Haig was wise enough to spot that.

For every single ton moved by a light railway, 30% of it was for its own use - rails, sleepers, ballast, oil, coal etc. The statistics did not say whether the stuff was delivered or not and light railways were notoriously unreliable. An example being materials for construction or repair of trenches being sent up but gets delayed and by the time it arrives on site the working party which was going to use the material has returned to their billets, the result being that the materials cannot be offloaded or used and are sent back down the line to be included again in statistics of tonnage carried by that particular section of light railway. The same material is sent back up the line the next day - it is counted again.

The net result was that the 40% of the material transported by the light railways was `dead` material - it was for its own use or stuff being shunted up and down but not actually being unloaded and used for its intended purpose - so it is only about half as effective as it was made out to be.

The War Office had `demanded` the return of the motor vehicles, Haig, who was by now aware of the transport problems emphatically said `no!`. What Haig does is he proposes a GHQ `pool` of motor transport, so that the vehicles will not be returned to the UK but retained, and under the control of, GHQ. He also authorises the complete motorisation of Corps and Division ammunition supply columns, hitherto horse drawn. Similar for trestle wagons carrying pontoons and bridges for crossing rivers and watercourses - one of the reasons for slow progress of advances in 1917 was that these necessary pieces of kit were on horse drawn wagons which struggled to make their way forward.

Rob, said, as we all know, that he has been studying transport in the Great War for a long time and it is only now he is really fully understanding the importance of all of this - it is the **second great learning curve** of the war . The first, of course being the importance of all arms cooperation - infantry, machine guns, artillery, aircraft and latterly, tanks.

This quiet revolution in transport goes on throughout the whole of 1917. By the winter of 1917-18 it was becoming clear to everybody that light railways were a failure, certainly during

advances, or follow ups when, for example, the Germans had retreated to the Hindenburg Line. So it was decided that their future lay in their operation in *quiet* localities also to save wear and tear on motor transport and roads. It was an all-out effort by the Roads Director HP Maybury - who had been responsible for the 'A' roads in the UK - to get the roads in order. This really applied to the rear or middling, rather than the forward areas.

By this time there was a focus within the BEF of roads and bridges and the need to maintain these. Roadstone was given a much higher priority - if you had to ask a commander towards the end of 1917 - what did he want - shells or roadstone - his answer would have been shells, shells and more shells. What commanders don't always think about is those shells have to be moved and that means you need roads and rail. Without getting a shell to its requisite position it is just a big lump of metal and explosive. Even the gun itself is useless if it cannot be transported to its desired position. With the focus now on roads the BEF now start to open up their own quarries to produce this roadstone. Training was stepped up for bridging companies and this training bore astonishing results in 1918.

In 1917 the railways carried 80% ammunition, 20% 'the rest' - now in early 1918 there was a proliferation of railheads solely for the distribution of roadstone and other engineering materials. The BEF have learned, through 1915, 1916 and 1917, finally 1918 there will be at some point a return to mobile warfare - something Haig has been aiming for some time. Even Ludendorff for the Germans had the same goal in mind. In a mobile war the means of transportation will be everything. All this is complimented by a massive expansion in standard gauge railways, these railheads being pushed forward as far as possible to save wear and tear on roads and motorised transport through the winter of 1917-18, all knowing how vital the shortest possible distance from railhead to the front would be at some stage in 1918.

That motor transport had been reorganised may seem an oversimplification, said Rob, but it was reorganised on a *Corps basis* keeping control at a local level but more than that sections like the engineers now had dedicated vehicles, removing the 'beg, steal and borrow' philosophy which had often seen large numbers of lorries belonging to ordnance (you don't touch 'our' things) lying idle yet needed by the engineers.

However what they did was - for any given formation - the whole lot becomes 'pooled'. So - for example, 5000 lorries in an Army, those 5000 can be passed about and used as and when necessary, the whole being supervised by Corps Senior Motor Transport Officer - a Colonel in the Army Service Corps - these guys were unsung heroes - they made the BEF tick! Lorries were not to adapted or specialised for use as only one particular purpose, so you ended up with the 'standard' lorry - motor transport being allocated solely in accordance with operational need, making their use far more effective and efficient. With motor transport being brought 'in house' it was to prove invaluable during the 1918 German attacks and, of course the last one hundred days. Corps and Divisions set up workshops, both heavy and mobile.

The late 1917, early 1918 shipping crisis brought on by the increase in U boat activity, led to an unprecedented efficiency drive by the BEF so as to release much need shipping for use elsewhere. The BEF's Army Service Corps, established a very effective Salvage Corps to recycle and re-use as much war materiel as possible. Rob said he had studied this in depth and was gobsmacked by the tonnages and scale of this operation. Motor transport usually means lorries but let us not forget the motor omnibuses which fall into the motor transport category - these are the most effective way of moving a brigade - 112 buses precisely!!

All of the above shows how GHQ is changing, how its mode of operation is adapting to the circumstances with the creation, too, of strategic reserve of motor transport with every effort

being made to standardise on a few types as possible for, at one stage, they had over one hundred types of lorry - could you imagine the spares issues that number caused?? Standardisation was not just on motor transport, it was spreading throughout the whole of the BEF - standardising of training, of weapons.

1918 was a year which was dominated by logistics, something which Ludendorff failed to realise - armies have to move. Prisoners captured by the Germans during the early days of the Kaiserschlacht offensive, being taken back through the lines were shocked at just how primitive and ineffectual the German logistics system seemed to be compared with the BEF.

Indeed Ludendorff never really grasped until it was too late how critical Amiens was to the total British war effort. Similarly further north with Hazebrouck, a vital centre of logistics and supply for the BEF, he ignored and aimed for Kemmel instead. Even his whole attack in March 1918 is across a devastated zone - devastated during the Battle of the Somme and further in the `scorched earth` policy of the retreat to the Hindenburg Line. Lack of understanding of logistics every German offensive - a trait that persisted in World War Two - look at Rommel in the North African desert. Thus the Germans ended up weak, overextended and poorly supplied. That there was success at the Battle of Amiens in August 1918 comes as no surprise, the Germans simply could not maintain that front, and neither did they have any equipment - all focus had been on guns, ammunition and Stormtroopers - not logistics and supply.

Railway lines were vital, indeed Amiens was the main focus for bringing up supplies from the ports on the coast. To which Rob added quite a telling point - the hundred days offensive was all about cutting German railway lines to make re-supply of their troops at the front even more difficult.

The advance from Amiens on the 8<sup>th</sup> August 1918 was driven, not by tanks, not by artillery - but by the proximity to the strategic railhead at Amiens and the good condition between Amiens and the Hindenburg Line which would make feeding supplies to the advancing troops less of a problem. Amiens, where the build up to the offensive, which involved tens of thousands of men and masses of munitions and materials took place without the Germans becoming aware that a `big push` was about to take place. The logistical task, of, as an example the Canadian Corps of 150000 men, and maintaining secrecy, was simply mind-boggling. Their divisions were roughly twice the size of their British equivalents. By this stage in 1918, the Canadians led the way in showing the utility of light railways. Having built thousands of miles of new frontier track in Western Canada in the previous decades, these "colonials", led by J. Stewart, supplied the Canadian Corps. From this the light railways were expanded to 700 miles (1,100 km) of track, which supplied 7,000 tons of supplies daily. The ebb and flow of war meant that rail lines were built and rebuilt, moved and used elsewhere, but by August 1918 from Amiens, light railways came again into their own moving men to the staging areas. Marched from the staging area to the embarkation area where 38 trains per division moved them to the railhead. Marched from railheads to billets, then billets to the concentration areas, generally by bus or motor transport. Finally from the concentration areas to the dropping off points they would be marched. All these movements were done at night - and had to be camouflaged by morning to dupe any German reconnaissance aircraft. This also applied to the back areas. So focusing on the logistics, the administration, the paperwork, all this is beginning to bear fruit in so many ways. All this would have been impossible even as recent as 1917 where attacking was on a single axis - a `bite and hold` operation. Now, the attack would be on parts of the line and if a part of the thrust ran out of steam, the focus could be quickly moved elsewhere - that being the function of logistics - not grand strategy - it's a function of roads, railways and roadstone - and the pen-pushers - the staff !. While Rob highlighted The Canadian Corps, all of this applied to the BEF -

we now had strategic movement. The ability to hit them all along the line meant we could run the Germans ragged. The speed at which this took place was impressive. At 6pm on 29<sup>th</sup> July QMG received their orders - 9am on 30<sup>th</sup> July, reliefs to take place by August 2<sup>nd</sup>. 3am on July 31<sup>st</sup> relief actually begins, with all trains leaving on time for the attack to commence on August 8<sup>th</sup>. Superb planning, movement - and all under a blanket of secrecy. Of course there was hitches but these were promptly overcome. Where there was a problem of supply, the availability of transport from GHQ's pool of lorries meant that they could always get the materials where they were needed on time.

All this is about logistics - it is not about genius, it is not about Currie, not about Haig - and relies on the skills to *manage* an army, rather than to *command* an army. The key word here is *standardise* - just like motor transport, just like bridging support, just like engineering.

So we see a very, very different kind of BEF moving forward and this 'new' BEF is supported by logistics and transportation.

Rob said he would not go into too much detail about what happened at Amiens, but basically because of the massive force built up there the Germans, stretched to the limit, didn't really stand much of a chance. For the BEF it was a classic set-piece assault although the preliminary bombardment - a million shells in 24 hours - was smaller than those in 1917 - but this eased the pressure on the logistics of supply. Bridging and road construction takes over as the main focus at a tactical level - you have a network of rivers and streams, old trench systems and the added danger of delayed action mines - all of these going to dictate the pace of moving up to take the Hindenburg Line.

This advance, up to the armistice, is a great triumph, not just of a feat of arms, but of the system which took the troops forward to the limit where they were in effect 'running out of road'. Through the Hindenburg Line, the Germans are still defending - and defending well - but they don't get to choose where to defend, but for the BEF, advancing at an average of one mile per day, more and more shortages are occurring - you can't build a mile of railway in a day - you can't build a mile road requiring about 2000 tons of road stone, in a day. Ammunition, food and fuel starts to become an issue. Despite best efforts these shortages are happening each consecutive day with greater frequency. The main problem is the roads, shelled and bombed by the Germans as they pull back. Those railways that they do have undamaged are heavily congested and frequently blocked both by broken down trains and damaged track. Motor transport starts to run short of fuel, not that there is a shortage at the channel ports - no - it is delivery along the congested roads to the front, which is moving forward and therefore further away from the sources of supply. This is where that strategic reserve of lorries, controlled by GHQ that comes into its own. Horses, too are suffering, more so since the reduction from six for a team of horses to pull a general service wagon, to four. Why? well the Americans paid scant attention to logistics. They sent over loads and loads of troops but little in the way of guns and ammunition and even less with respect to horses wagons and other road transport. So where does the Americans get these - from the BEF and the French. Rob, also drew attention to American soldiers going into action wearing British 'Brodie' helmets the AEF didn't have their own supply of helmets either! Those ports through which American soldiers and supplies were arriving were also a complete mess as well - basically making all the same mistakes the BEF had made throughout the latter part of 1914 and all of 1915.

We are now entering the 'bodging' period - bodging things up to keep things going. In 1917 we saw that Corps could not keep up with supply, now it Divisions that cannot keep up with the pace of the vanguard at the front. This saw the formation of 'ad hoc' units formed of infantry,

tanks, artillery and air support, but fortunately these had a short lifespan as all of these needed divisional support, and eventually divisions would need Corps support.

As we approach the middle of November we are really at the limit of what we can do -the railways - that line of steel is strung out to the railhead - but a railhead needs facilities, not just sheds and / or a big field . Now those railheads with facilities are now 40 to 60 miles behind its advancing army and the lorries taking materials up to line from the railhead are only supposed to go a maximum of thirty miles - their radius of action. Now we have no roads - roadstone isn't coming through, there is no forward storage.

We are now at a point where we - the BEF - needs an armistice. An army which has outrun its supply lines is no longer a mobile army and is vulnerable to a counter attack. Had Ludendorff got his act together and realised that the offensive had run out of steam, outstripped its supplied line, and got things going on the German side he could have stalled the advance and put the BEF back onto the back foot and changed the whole of modern history. In September 1918 there was a minimum of 32 lorries under repair, maximum of 154 at any one time. By October this figure was in the range 114 to 199 - an increase of 38% - and this is just the resilient Canadian Corps. Total lorry mileage increased dramatically from August 1918 as did driver fatigue with lorries running of the road or loads being delivered to the wrong places.

Shuddering to a halt!, said Rob as get got his presentation to the winding up stage. With winter closing in there became an urgent need for winter accommodation for the troops - you can't just park`em in a field - all of this needed a complete re-orientation. Medical supplies needed to be re-jigged, food all needed for an army coming to a standstill - then there was colds and `flu - the Spanish Flu was starting to hit hard - more particularly with the Americans and, of course the Germans were suffering badly as well. Accommodation for exposed troops at the front dug in for the expected harsh winter. Increasing supply problems, heavy rain , with the roads, poor to start with, basically farm tracks, rapidly becoming almost impassable.

It was clear that the BEF could not continue for much longer and indeed by October had begun to plan to abandon the advance and start over again in 1919. All this planning focused on stopping around the 12<sup>th</sup> or 13<sup>th</sup> November - it was that close. We are shuddering to a halt.

Reflections ! 1918 is a radically different year from all the previous years, it is a testament to engineering and logistical abilities of the BEF. It is a testament to Haig and his senior commanders for finally grasping that this army runs on rails and roads. That is how it runs, how, in effect, it fills its stomach, how you pursue the enemy. They were appreciative and smart enough to know and take the lessons from the retiring Germans in 1917. It indicates that the BEF had become professional, had adopted the good doctrine of standardisation. These all mattered, made enormous differences. We see a great battle, we either win it, or lose it but you can never pin it to a single lorry breakdown as to why we did not win a particular battle - it is a degradation process followed by a reconstruction process and this dominates.

So we have better policy adoption, quality equipment with a new focus on it. Motor transport with logistical cooperation as well as tactical awareness. We have a flexible logistical and engineering system capable of responding and adapting to rapidly changing circumstances and high levels of uncertainty. We have Haig to thank for that and the GHQ motor transport reserve. We also have the logistical learning curve that integrates the operational requirements. All of which combined to deliver an AMAZING achievement.

## THE HARDWICK VILLAGE WAR MEMORIAL CLUMBER PARK

In 1918 exactly two weeks after the Armistice came into effect a ceremony took place at the Clumber Estate village of Hardwick. A Wayside Calvary was dedicated as a War Memorial to all the men from the village and the Estate who had been killed in the war.

Clumber, situate at the Northern boundary of Sherwood Forest, was the seat of Henry Pelham-Clinton, the 7<sup>th</sup> Duke of Newcastle-under-Lyme, and the park extended to an area of 3800 acres. The Duke was a keen supporter of the Anglo-Catholic Movement within the Anglican Church and it is for that reason that the Memorial takes the form of a Wayside Cross and the Dedication Service, in the words of the Worksop Guardian reporter, 'was accompanied by the by adjuncts of Catholic devotion in vogue at Clumber.' After a sung Mass at the Oratory in the village the party of banner bearers and torch bearers, the Bishop of Southwell and the Revd. F.B. Hawkins (chaplain to the Duke) followed by the congregation headed by the Duke and Duchess and including relatives of the fallen and a company of Land-girls, assembled at the site of the Calvary. The Bishop officiated at the dedication ceremony in which the memorial was censed and sprinkled with Holy Water by the Revd Hawkins. The newly composed hymn, 'O Valiant Hearts' was sung with the rendition of the National Anthem completing the service.



The names of the 14 men known to have fallen had been temporarily painted on boards to be replaced in due course with the permanent plaques which would include the names of any fallen men then still unknown.

At the end of the Second World War the names of the men who fell in that conflict were added.

The Hardwick Village Calvary War Memorial after the theft of the metal plaques commemorating the fallen in both World Wars



Until early in May 2018 the Memorial stood unmolested, with its woodland backdrop, and was treated with utmost dignity by all residents on the estate and since the estate was acquired by The National Trust's many visitors.

The theft of the plaques was an abomination, almost certainly by those who do not share the traditional respect for the war dead, showing a complete lack of respect for the sacrifice of the men named on the Memorial and it is hoped that The National Trust have arrangements in hand for the full restoration of the Memorial.



It was to ensure the proper continuing remembrance that the local representative of The Western Front Association on matters of remembrance, Mr Robert Ilett on 6 June 2018 placed the wreath with a dedication to all the men as named on the stolen plaques.



Robert is pushing both the National Trust and Bassetlaw District Council into having the memorial restored as quickly as possible.

# The Home Front : The United Kingdom 1914 - 1918

20-22 June 2018



University of  
St Andrews



Department for  
Digital, Culture  
Media & Sport

WW100  
SCOTLAND



Scottish Government  
Riaghaltas na h-Alba  
gov.scot



Hosted by WFA Patron Sir Hew Strachan, Professor of International Relations, the conference took place at University of St Andrews, Scotland's oldest university. It had the support of the Scottish Government and the Department of Culture Media and Sport of which representatives of both attended, and are to be incorporated by both in their sequence of commemorative events to mark the centenary of the First World War.

The First World War changed the ways in which men and women thought and spoke. One of its innovations was the 'home front', a phrase which has entered the English vocabulary precisely because the fighting of 1914-18 required the mobilisation, not just of the armed forces but of British society as a whole.

Industry was converted to war production, the state intervened in the management both of the economy and its workforce, and civilians - women as well as men - bent their efforts, voluntarily as well as compulsorily, to sustaining the war effort. This was not uncontroversial. Liberals bemoaned the challenge to the principles of free trade; Conservatives feared that the war would destroy the very community the nation was fighting to protect; and Labour had to compromise on the hard-won rights of workers and trades unions. Britain became the arsenal and financier not only of its own imperial effort, but also of its allies'. Some parts of the country, particularly the east coast and London, came under direct attack from sea and air, and the fear of a German invasion never totally dissipated. The victory of 1918 belonged to the nation as a whole, not just to its army and navy

So far the national events chosen to mark the centenary have focused on the latter, the fighting forces, and have neglected the former. However, as the applications to the Heritage Lottery Fund and the projects supported by 14-18 NOW have shown, the social impact of the war generates enormous public interest. Indeed the British appetite for the centenary commemorations effectively began here, at the local rather than at the national level. By 2014 groups of interested individuals wanted to know how the war had affected their communities -

their towns, villages, schools, churches, workplaces, sports clubs, and more. Moreover, as the centenary nears its culmination, many of them have now provided answers to their questions.

Those responses are local, but they were part of wider effort, coordinated at national level, as the British Isles responded collectively to the greatest demands made of the state thus far in its history. In the 1920s the Carnegie Endowment for International Peace set out to create an Economic and Social History of the World War. The British series for this massive undertaking was master-minded by a board, which included John Maynard Keynes, and was chaired by Sir William Beveridge. Most of those who contributed volumes had been party to the policies of wartime and, for all their efforts to be objective, might struggle to be wholly so. In the 1960s, as departments of economic and social history flourished in British universities, much of the work of the Carnegie series was revisited by scholars who were able to bring fresh approaches to sources that were now being opened for the first time. Since then, however, the social history of the First World War has moved away from the efforts put into domestic production, from issues of economics and state control, to focus instead on a new agenda, culture, memory and gender. The British Home Front 1914-1918 is a timely return to topics which had permanent effects for British government, tax patterns, class structure and political economy. It is also a conference devoted to an achievement that had a more immediate effect: the mobilisation of the home front had a major role in winning the war.

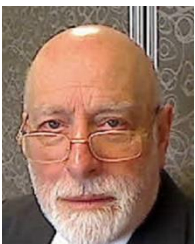
## Conference Programme



### **The United Kingdom in 1914 - By Professor Catriona Pennell**

Catriona Pennell is Associate Professor of History at the University of Exeter. She specialises in the history of 19th and 20th century Britain and Ireland with a particular focus on the relationship between war, experience, and memory. Her publications include *A Kingdom United: Popular Responses to the Outbreak of the First World War in Britain and Ireland* (OUP, 2012; 2014), 'Presenting the War in Ireland, 1914-1918', in Troy R.E. Paddock (ed.) *World War I and Propaganda* (Brill, 2014), and 'Learning Lessons from War? Inclusions and Exclusions in Teaching First World War History in English Secondary Schools', *History and Memory*, 28:1 (2016), pp. 36-71.

Bullet points from Professor Catriona Pennell: Total War of 1914-1918 required Mobilisation of British Society as a whole. 1914-United Kingdom (A United Kingdom of Great Britain and Ireland), April 1912 (3rd Home Rule Bill), 1914, only 4% of Britons paid tax, by 1918 this had doubled to 8%



### **The Growth of Cabinet Government - Professor George Peden**

George Peden is an emeritus professor of History at the University of Stirling. A Dundonian, he is a graduate of Dundee and Oxford universities and a fellow of the Royal Society of

Edinburgh. He has written about the First World War in *The Treasury and British Public Policy, 1906-1959* (Oxford, 2000) and *Arms, Economics and British Strategy: From Dreadnoughts to Hydrogen Bombs* (Cambridge, 2007). His most recent publication is 'Neoliberal Economists and the British Welfare State, 1942-1975', *Journal of the History of Economic Thought* (December 2017).

Bullet Points from Professor George Peden: Changes and how it worked -Growth of Scope  
Growth in Expectations -Growth on numbers of Departments (15 to 24)including Ministry of Munitions -Ministry of Shipping -Ministry of Food -Ministry of Reconstruction - Restoration of Treasury Control.



### **The Role of the Monarchy - Dr Heather Jones**

*Heather Jones* is an Associate Professor in International History at the London School of Economics and Political Science. She is a graduate of Trinity College Dublin where she was a foundation scholar and a Government of Ireland Research Scholar in the Humanities and Social Sciences, and St John's College, Cambridge. Dr Jones has held a Max Weber Fellowship at the European University Institute, Florence and is a member of the Board of Directors of the International Research Centre of the Historial de la Grande Guerre, Péronne. Her monograph *Violence Against Prisoners of War in the First World War: Britain, France and Germany, 1914-1920* was published by Cambridge University Press in 2011, with a paperback edition published in 2013. She has co-edited two books and published over 27 scholarly articles and chapters on the First World War. She is currently researching the British monarchy at war 1914-1918 for a forthcoming monograph with Cambridge University Press.

Heather Jones was not present to deliver her paper and it was delivered by Dr Edward Madigan.  
Just a couple of Bullet Points picked up, King and Royal Family important (for King and Country)  
- The Kings Armies, The Kings Men.



### **The Defence of the Realm Act and Surveillance - Professor Gerry Rubin**

Professor Gerry Rubin is a retired Emeritus Professor of Law at the University of Kent. He has written on the interface of law and economic, social, labour, military and police history in the nineteenth and twentieth centuries. His most recent publications are "Dennis, Alan and Arthur x 3: Literary Legacies of the 'Blazing Car Murder' of 1930", *Law and Humanities*, Vol. 9, 2015, pp. 203-16; and (with Colin R Moore), "Emergency Legal Powers in Britain in World War One: 'Corporatist' Law or a Government that 'Bluffed with Confidence'?", in David Deroussin (ed), *La Grande Guerre et Son Droit* (forthcoming).

Bullet Points by Professor Gerry Rubin the complete talk was on the DORA Act The Defence of the Realm Act (DORA) was passed in the United Kingdom on 8 August 1914, four days after it entered World War I. It gave the government wide-ranging powers during the war period, such as the power to requisition buildings or land needed for the war effort, or to make regulations creating criminal offences. DORA ushered in a variety of authoritarian social

control mechanisms, such as  censorship: *"No person shall by word of mouth or in writing spread reports likely to cause disaffection or alarm among any of His Majesty's forces or among the civilian population"*



**Local Government, focusing on Essex - Dr Stuart Hallifax**

Dr Stuart Hallifax completed his PhD entitled "Citizens at war: the experience of the Great War in Essex, 1914-1918" in 2010. Prior to undertaking his doctoral research, he was a curator at the National Army Museum, working on exhibitions on topics including the 1916 Battle of the Somme and the 2006 British deployment in Helmand, Afghanistan. Since 2010, Stuart has worked in various roles in the UK Government and Parliament, including as researcher for the House of Lords Constitution Committee and his current role as a policy adviser in the Northern Ireland Office. He writes a blog on Great War London and wrote the London volume in the History Press's "Remembering 1914-18" local history series.

Bullet Points by Dr Stuart Hallifax - The Food Queue 1918 - Tribunals



**The Churches and the State - Dr Edward Madigan**

Lecturer in Public History and First World War Studies at Royal Holloway, University of London. His work combines cultural, military history and he is particularly interested in the British and Irish experience and memory of the First World War. Before joining the history faculty at Royal Holloway, he was the resident historian at the Commonwealth War Graves Commission. From 2012 to 2013 he sat on the UK Government's Centenary Events Planning Group and he currently sits on the editorial board of the 14-18 Online Encyclopaedia and the executive committee of the International Society for First World War Studies. In his capacity as a historian of the Great War and the Irish Revolution, Edward has appeared on British, Irish and US television and worked with numerous public-facing history and heritage organisations. He also co-edits the Historians for History blog. His publications include *Faith Under Fire: Anglican Army Chaplains and the Great War* (2011) and, with John Horne, *Towards Commemoration: Ireland in War and Revolution, 1912-1923* (2013)

Bullet Points by Dr Edward Madigan Society in the Armed Forces, Was it a Just War or Holy War.



**Dr Peter Claughton - Iron and Steel**

Peter Claughton is a University Fellow in the College of Humanites at the University of Exeter, an economic historian and archaeologist with many years experience in the investigation of metal mining in Britain, Ireland, France and Australia. He works primarily within the voluntary sector

and is currently managing a detailed assessment of mining archaeology in England, funded by Historic England, the first part of which was published in 2016.

Over the years his interests have been quite diverse, included research into silver mining in England and Wales during the medieval period, the supply of iron ore resources for the British steel industry in the 19th and 20th centuries, and access to key minerals during periods of conflict. Current projects include the investigation of multi-period iron mining and processing in Pyrénées-Orientales (France), the processing of silver-rich ores in Queensland (Australia), and the working of home resources for the iron and steel industry in the United Kingdom during First World War.



**Forestry - Rob Newman**

Robert W. D. Newman. PhD Student, University of Kent.

Robert arrived at the University of Kent (Canterbury) with a keen interest in, but amateur appreciation of, the field of military history. However, having completed his BA in *War Studies* and MA in *War, Media and Society* he decided to stay and attempt a PhD. His BA and MA dissertations both focused on aspects of the Great War, British use of chemical weapons and a quantitative study of the contents of the 1917 Daily Mirror respectively.

Currently entitled *Forestry, the British Empire and the First World War: Supply Networks, Logistics and Environmental Sustainability* his PhD looks to highlight the importance of this much overlooked natural resource in a war more commonly associated with mass industry, scientific and technological advances and the birth of modernity. It examines the methods used by those at all levels, from Prime Ministers down to unskilled labourers in UK and French forests, to obtain the massive quantities of wood required to keep the war effort going both on the British Home and Western Fronts. In doing so it will also examine how issues of sustainability were regarded by the many different organisations and individuals involved. Furthermore, how forestry practices, timber trade practices and cultural perceptions of forests altered as a result of the war.

This thesis will be submitted in March 2018, and he is therefore currently rushing to write up a great deal of research obtained in trips to Canadian, American and British archives over the last few years, as well as edit down chapters that are already far too long.

Rob has spoken on the topic of First World War forestry at a couple of conferences, but has unfortunately not managed to publish any work yet.

[Bullet Points by Mr Rob Newman](#) Pre War State - Gradual Centralisation of Management Bodies rules, - Mobilisation and expertise available in the UK

|      | IMPORTS   | PRODUCTION |
|------|-----------|------------|
| 1913 | 11589811  | 900000     |
| 1914 | 84132646  | 900000     |
| 1915 | 9665524   | 900000     |
| 1916 | 6318872   | 1,000,000  |
| 1917 | 2875143   | 3,000,000  |
| 1918 | 2,400,000 | 4,250,000  |



**Fisheries - Dr Robb Robinson**

Robb Robinson is based at the Maritime Historical Studies Centre, University of Hull and from a family engaged in seafaring for generations. He is Treasurer for the North Atlantic Fisheries History Association and a Trustee of the British Commission for Maritime History. He was an academic advisor to the BBC *World War One at Home* series (Joint BBC AHRC project Oct. 2013 to Dec. 2014) and involved in researching a range of programme features and participating in some radio and TV broadcasts as part of this multi-platform project as well as presenting at three BBC *World War One at Home* roadshows

He has written a wide range of articles and four books, including *Trawling: the Rise and Fall of the British Trawl Fishery* (Exeter, 1995) as well as contributing to a number of academic publications including: *The Encyclopaedia of Maritime History*, published by Oxford University Press; the *Journal of Transport History*; the *Mariner's Mirror*; *Northern History* and the *International Journal of Maritime History*. His book *Viola: from Great War to Grytviken* (written jointly with Ian Hart and published in 2014) is a history of the former Armed Trawler, *Viola*, one of the few surviving vessels involved in action in the Great War. He was also a substantial contributor to *England's Sea Fisheries* (London, 2000) and was associate editor and a contributor to *A History of the North Atlantic Fisheries, Volume 1: from Earliest Times to 1850* (Bremerhaven, 2009) and also contributed a chapter for the volume 2 (Bremerhaven, 2012) as well as an article on fisheries history for the Centenary Issue of the *Mariner's Mirror* (97:2, 2011).

Robb currently writing a book on the role of fishermen and the fishing industry in the Great War. His latest article, 'A Forgotten Navy: fish, fishermen, fishing vessels and the Great War at Sea' was published in the *Journal for Maritime Research*, (19:1, September 2017).

Bullet Points by Dr Robb Robinson Pre-War, (fishing industry) Steam Trawling focused on Humber Ports and Fleetwood, but also Aberdeen and other Scottish Ports - Investment in fishing, -Anti U-boat Patrols-Minesweepers-Maintain Food Supplies.

STEAM TRAWLERS Requisitioned 1457 Lost 244

STEAM DRIFTERS Requisitioned 1502 Lost 127

(All Fishermen already in RNR Immediately Called up)



**Agriculture - Professor Keith Grieves**

Keith Grieves is a professor at Kingston University and has a research interest in British agriculture and rural society in the era of the First World War. He also works with Education professionals who are undertaking postgraduate research projects. In 2011-12 a fellowship at the Museum of English Rural Life, University of Reading, facilitated a project on 'Open spaces after the First World War: Re-forestation, Remembrance and Recreation'. He has contributed to events in West Sussex and Surrey in their First World War Centenary Commemoration programmes.

Recent publications include:

‘Useful war memorials, landscape preservation and public access to the English countryside: fitting tributes to the fallen of the Great War’ (co-authored with Jenifer White) *Garden History. Journal of the Garden History Society* 42: Suppl. 1 (autumn 2014), 18-33

‘ ‘A future too awful to contemplate’: Lord Lansdowne, war aims and peace advocacy in England in 1917’ in Olmstead, J. (ed.) *Reconsidering Peace and Patriotism during the First World War* (Palgrave Macmillan, 2017), 127-147

‘Patriotism in things of beauty’: Thomas Cecil Farrer, historical continuity and liberty in the Surrey countryside’ *Surrey Archaeological Collections* Vol. 100 (2017), 163-185

Bullet Points by Professor Keith Grieves Old Cultures -Pre War Agriculture Case -Conditions 1916-1917 - National Safety in 1917 - Sale of Horses ?? -Danger Spots (Breadstuffs, Winter milk, Winter meat) -poor North American Grain Market -European Potato Harvest -from August 1917-1918 labour is the limiting factor.



#### Science and Outside Expertise - Professor Roy Macleod

Roy MacLeod is a historian of science and technology. Educated at Harvard and Cambridge, he was the Foundation Reader in History and Social Studies of Science at Sussex University, and has held visiting appointments in Paris, London, Cambridge, Oxford, Bologna, Göttingen, Hamburg, Harvard, and Washington, DC. In 1971, he co-founded the journal *Social Studies of Science*, and was Editor of *Minerva* between 2000 and 2008. Currently, he is an Emeritus Professor of History and Hon. Professor in the School for the History and Philosophy of Science and the Centre for International Security Studies at Sydney University. He has written extensively on science, medicine and technology in the Great War. His most recent publication is ‘The Mineral Sanction’: The Great War and the Strategic Role of Natural Resources’, in Tait Keller, John McNeill, Martin Schmid and Richard P. Tucker (eds.), *Environmental Histories of World War I* (New York: Palgrave Macmillan, 2018).

Bullet Points by Professor Roy Macleod - Loyal talk won’t beat the Kaiser, - HM Factory Gretna was covered in some detail, H.M. Factory - Gretna was the United Kingdom’s largest Cordite factory in World War I. The government-owned facility was adjacent to the Solway Firth, near Gretna, Dumfries and Galloway. Built by the Ministry of Munitions in response to the Shell Crisis of 1915; almost 10,000 Irish Navvies were responsible for constructing the factory site, as well as the townships of Eastriggs and Gretna.



#### Labour and the Trades Unions - Professor Chris Wrigley

Chris Wrigley (born 1947) is Emeritus Professor of Modern British History at Nottingham University (since September 2012, before he was Professor 1991-2012). Previously, from 1971, he taught at Queen’s University, Belfast, and Loughborough University.



His books include *David Lloyd George and the British Labour Movement* (1976), *Arthur Henderson* (1990), *Lloyd George and the Challenge of Labour :1918-22* (1990), *Lloyd George* (1992), *British Trade Unions since 1933* (2002), *AJP Taylor: Radical Historian of Europe* (2006), *Churchill* (2006) and the edited *A History of British Industrial Relations 1875-1979, 3 volumes* (1982-97), *Challenges of Labour: Central and Western Europe, 1917-20* (1993), *The First World War and the International Economy* (2000), *The Blackwell Companion to Twentieth Century British History* (2003) and *Britain's Second Labour Government, 1929-31* (2012).

He was President of the Historical Association (1996-99), a Vice President of the Royal Historical Society (1997-2001), Chair of the Society for the Study of Labour History (1997-2001) and on the Council of the Economic History Society (between 1983 and 2008). He was a trustee of the Arkwright Society 2012-17. He was awarded an honorary doctorate by the University of East Anglia, 1998.

He was a Labour Leicestershire County councillor, 1981-9 (and Leader of group on a hung council, 1986-9) and a Charnwood Borough councillor, 1983-7 (Deputy Leader and Housing spokesperson). He was Labour Parliamentary candidate in Blaby, 1983, and Labour and Co-op Parliamentary candidate in Loughborough in 1987.

Bullet Points by Professor Chris Wrigley Collective Bargaining - Trade Unions very much empowered the strength of the Labour Party -Labour Party got stronger and stronger while Liberal Party was collapsing.



**Conscription and Enlistment - Professor Ian Beckett**

Professor Ian F. W. Beckett retired as Professor of Military History from the University of Kent in 2015. A Fellow of the Royal Historical Society, he previously held chairs in both the UK and US, including the Major-General Matthew C. Horner Chair of Military Theory at the US Marine Corps University from 2002-2004. He was also Chairman of the Council of the UK Army Records Society from 2000 to 2014. His most recent publications include (with Tim Bowman and Mark Connelly) *The British Army and the First World War* (2017), *A Guide to British Military History* (2016), and (ed.) *Citizen Soldiers and the British Empire, 1837-1902* (2012). *The Politics of Command: The Late Victorian Army, 1872-1902* will be published by the University of Oklahoma Press in 2018.

Bullet Points by Professor Ian Beckett "Nations in Arms", Enlistment and conscription, 4.9 Million(M) Wartime enlistments, 2.4M prior to conscription, 2.5M after January 1916, (but 1.3M actual conscripts) pre war regulars , reservists and Territorials 733000, so total Wartime Army 5.7M men, (22% UK Men population) Scotland gave more % of Volunteers than the remainder of the UK.

Number of Reservists per 10,000 (November 1914)

|                        |     |
|------------------------|-----|
| Scotland               | 237 |
| Midlands               | 196 |
| Lancashire             | 178 |
| London & Home Counties | 170 |
| Yorkshire & North East | 150 |

Conscription January 1916-single men and childless women 18-41, Married men will not be taken before single men.



### Charitable Work - Dr Peter Grant

Dr Peter Grant is Senior Fellow in Grant-making, Philanthropy and Social Investment at Cass Business School, City University of London. He began his career in the arts before running a charity. He held senior management positions at both Sport England and the Big Lottery Fund. Peter is a Fellow of the Royal Historical Society, trustee of the Amy Winehouse Foundation and former Chair of the Voluntary Action History Society. He is a member of the newly established Centre for Modern History at City. His books include *Philanthropy and Voluntary Action in the First World War* and *National Myth and the First World War in Modern Popular Music*.

Bullet Points by Dr Peter Grant Sir Edward Ward - Knowledge and on line ability - Empathy and Compassion -Innovation -Efficiency & Effectiveness -Sense of humour.  
Gender age and class 1918,

|           |         |           |
|-----------|---------|-----------|
| Croyden   | Male 73 | Female 28 |
| Blackburn | Male 69 | Female 31 |



### Refugees - Dr Pierre Purseigle

Pierre's research to date has focused on the comparative history of the First World War and especially on the experience of the French, British, and Belgian populations. His work examines social mobilisation in Britain and France, and how civil societies mobilised their resources in support of - or in opposition to - the war effort. As part of this Pierre has researched and published on topics as varied as wartime social mobilisation, the experience of refugees and pictorial humour.

As part of Pierre's work on social mobilisation, he is currently writing on the process of nationalisation and political mobilisation in Britain and France in the early Twentieth Century, examining the reconstruction of belligerent societies after the conflict.

This work has stressed the role played by local identities and enables us to identify these patterns in contemporary issues. By examining the post-war stabilisation of countries following the First World War, Pierre's work is able to shed light on the ramifications of war in a contemporary world.

Bullet Points by Dr Pierre Purseigle Confrontation between Refugees and Hosts\*Refugees after Belgium Invasion, influx of Belgium Refugees, 200 rejected their final destination after Belgium Riots broke out in London, 1917 campaign touring company exploring the way the Belgium men are not fighting on the front, In Scotland after 2 Belgians were arrested as they were heard speaking in Flemish and thought they were German Spies, saying Belgium have fight on their hands to persuade Belgian reconstruction.



### Prisoners of War and Internees - Professor Panikos Panayi

Panikos Panayi is Professor of European History at De Montfort University. He has been working on the First World War since the 1980s and his most important publications in this field include: *The Enemy in Our Midst: Germans in Britain During the First World War* (Oxford: Berg, 1991); *Prisoners of Britain: German Civilian and Combatant Internees during the First World War* (Manchester: Manchester University Press, 2012); (Ed.), *Germans as Minorities During the First World War: A Global Comparative Perspective* (Farnham: Ashgate, 2014). His current projects include a book with Stefan Manz of Aston University examining internment in the British Empire during the First World War.

#### Bullet Points by Professor Panikos Panayi

POW's could be any of the under:

- (a) Germans who are on British Soil
- (b) Women with intent (Married German Men) Interned
- (c) Military Prisoners,

Internees in Britain 1914-1919

22 Sept 1914 Civilian 10500 Military 3100

Germans very good at Football and Gymnastics, Only three (3) made it back to Germany (none from Isle of Man -Decline of German Population in Britain, (see under)

1914 57500 (Male 37500 Female 20000)

1917 48338 (Male 32012 Female 16326)

1919 22254 (Male 8676 Female 13778)

(Female figures include British born but married Germans therefore assumed Husbands Nationality)



IWM Films of the Home Front



**In the Byre Theatre** The Byre Theatre originally founded in 1933 by Charles Marford, an actor and Alexander B Paterson, a local journalist and playwright,

#### Introduced by Matthew Lee,--- Imperial War Museum

An evening at the cinema 1918: a screening of contemporary First World War factual films from the archives of the Imperial War Museum with piano accompaniment from Stephen Horne.



### Munitions - Dr Gerard Charmley

Dr Gerard Charmley holds degrees from Aberystwyth, Cardiff and Swansea Universities. His Ph.D. thesis was on D. A. Thomas, who, as Viscount Rhondda, played a significant role on the home front during the Great War. In addition to his work on D. A. Thomas, Dr Charmley has published widely on political, religious, and social history in England and Wales. He is a contributor to the *Dictionary of National Biography*, and to the *Gwent County History*. His most recent publications are:

*David Smith of Siddal: Strict Baptist Pastor, Politician, Industrialist & Local Politician* (James Bourne Society, 2016).

‘Reviving Liberal Fortunes: The East Glamorgan Parliamentary Liberals and the 1910 Parliamentary Vacancy’, *Morgannwg*, vol.60 (2016).

‘Richard Foulkes Griffiths, 1850-1901: Political Dissenter,’ *Baptist Quarterly*, vol. 46 (2015.)

Dr Charmley has also published a number of articles on hymn-writers and ministers in *Peace & Truth*, the quarterly journal of the Sovereign Grace Union.

Dr Gerard Charmley lives in Leeds, where he works in financial services. He is also a Particular Baptist minister, and preaches frequently.

Bullet Points from Dr Gerard Charmley -Pre War Situation - Shell Crisis and Creation of Ministry of Munitions -The Changes and Challenges which flowed from this -Lloyd George headed up the Ministry of Munitions -This is an Engineers War -We need men, but we need Arms more -pre-war employment women, (metal workers) 1914=170000, 1918= 594000.



### Clothing, Uniforms and Boots - Dr Krisztina Robert

Krisztina Robert is Senior Lecturer in History at the University of Roehampton in London. Her research interests combine social, cultural and military history in First World War Britain. Her main research focuses on British women’s wartime work and experience along with constructions of femininity, especially through visual, material and performative representations. Related interests include wartime definitions of militarism, martial symbolism and iconography, particularly with regard to uniforms, as well as discourses of modernity and new conceptualisations of space, such as the Home Front. Her recent and forthcoming publications in these areas include ‘Constructions of “Home,” “Front,” and Women’s Military Employment in First World War Britain: A Spatial Interpretation’ (*History & Theory*, 2013), ‘The Unsung Heroines of Radical Wartime Activism: Gender, Militarism and Collective Action in the British Women’s Corps’ in *Labour, British Radicalism and the First World War* (MUP, 2017) and ‘Fashioning and Performing Martial Femininities: Uniforms, Modernity, and Gender Identities in the British Women’s Corps, 1914-1921’ in *Cutting a New Pattern: Uniformed Women in the Great War* (The Smithsonian, 2019).

Bullet Points by Dr Krisztina Robert - Exploring Uniform Production - Workshops & Mills (Textile, Clothing & Shoe Factories) -Local Government providing demands) - Concept\_Khaki shortage, - role of textile and clothing



### Shipbuilding - Professor Hugh Murphy

Hugh Murphy MA, PhD, FSNR, is an Honorary Professor at the University of Glasgow, Visiting Reader in Maritime History at the National Maritime Museum, Greenwich and a former Editor of *The Mariner's Mirror*, the International Journal of the Society of Nautical Research. He is a previous winner of The Anderson Medal for Research in Maritime History. His research specialism is the British shipbuilding industry and he is the co-author with Lewis Johnman of *British Shipbuilding and the State since 1918: A Political Economy of Decline* (University of Liverpool Press, 2002) and *Scott Lithgow: Deja Vu All Over Again! The Rise and Fall of a Shipbuilding Company* (University of Liverpool Press, 2005). With David J. Starkey, *Beyond Shipping and Shipbuilding: Britain's Ancillary Maritime Interests in the Twentieth Century* (University of Hull Press, 2007). With Anthony Slaven, *Crossing the Bar: An Oral History of the British Shipbuilding, Ship Repairing and Marine Engine Building Industries in the Age of Decline, 1956-1990* (University of Liverpool Press, 2013), with Marcel van der Linden and Raquel Varela, *Shipbuilding and Ship Repair Workers around the World: Case Studies, 1950-2010* (University of Amsterdam, University of Chicago Press, 2017)

Professor Hugh Murphy, MA, PhD, FSNR, Visiting Reader in Maritime History, National Maritime Museum, Greenwich. Department of Social and Political History, University of Glasgow  
Bullet Points by Professor Hugh Murphy: 1014-Shipbuilding Admin Control to be passed to the Government (but not the day to day control)

Gross tonnage lost August 1914-November 1918

|              | <u>British</u> | <u>Allies</u>  | <u>Neutral</u> |
|--------------|----------------|----------------|----------------|
| 1914         | 251636         | 25352          | 46638          |
| 1915         | 905541         | 205259         | 212314         |
| 1916         | 1,290,846      | 506148         | 570374         |
| 1917         | 3854003        | 1289960        | 1206481        |
| 1918         | 1758800        | 669154         | 296054         |
| <u>TOTAL</u> | <u>8060826</u> | <u>2695873</u> | <u>2331861</u> |



### Railways - Dr Chris Phillips

Christopher Phillips is a History lecturer most recently employed at the University of Huddersfield. His research focuses upon the intersections between government, military, and private enterprise in the years surrounding the First World War, with a particular interest in the role of railway companies and their senior officials in the war. Christopher's doctoral thesis, entitled 'Managing Armageddon: the science of transportation and the British Expeditionary Force, 1900-1918' was awarded the Donald Coleman prize for the best doctoral thesis in the field of business history by the Association of Business Historians in May 2016. He is currently developing a monograph, provisionally entitled *Britain's Transport Experts and the First World*

*War*, for publication in the Institute for Historical Research/Royal Historical Society's New Historical Perspectives series. Christopher has published articles in *War & Society* and the *British Journal for Military History*, contributed to the reference works *1914-1918 Online* and the *Oxford Dictionary of National Biography*, and discussed his research as part of the BBC television series *Railways of the Great War*. Christopher is a founding member and part of the steering committee for the Arts & Humanities Research Council-funded First World War Network, which is dedicated to establishing a community of postgraduate and early career researchers with a shared interest in all aspects of the First World War.

Bullet Points by Dr Chris Phillips: Starting comment-Bring the Railway back to St Andrews- The line was successful until road transport competition began to abstract traffic, and when the Tay Road Bridge opened in 1966, 40% of the line's passenger carryings were lost immediately. Decline continued and the line closed completely in 1969\* but back to 1914-(Railway Executive Committee- Final Calculation, 20% of Locos require Overhauling (3% Overseas)1919, most restrictions had been removed - Concluding Dr Philips said that the length of the War needed redoubling of all out efforts towards economy after 1916

### Shipping and Overseas Trade - Dr Martin Wilcox

Dr Martin Wilcox's research has encompassed various aspects of modern British maritime history. In particular, he has worked on the Royal Navy in the eighteenth and nineteenth century, especially in terms of logistics and organisation and the interaction of the Navy with wider society. He has also worked on the British fishing industry in the 19<sup>th</sup> and 20<sup>th</sup> centuries, and on maritime labour and the history of ports.

He gained his MA and PhD from the University of Hull, before joining Greenwich Maritime Institute as a postdoctoral fellow. He returned to the University of Hull in 2014.

He is Director of the North of England Consortium for Arts and Humanities, a member of the Council of the Navy Records Society and Reviews Editor for the *International Journal of Maritime History*.

Bullet Points by Dr Martin Wilcox : 1914 Imports-100% sugar, 40% meat, 80% Grain, Supreme Warfare, Cruise and warn first, followed by Unrestricted Warfare pattern in War -main pattern if requisitioning -troopers, Hospital Ships and materials, cruisers, colliers - Shipping Control, All British ships liable to requisitioning control, shipping expended in response to tonnage shortened, General requisition February 1917.



**Press and Proaganda - Dr David Monger**

David Monger has worked at the University of Canterbury, New Zealand, since 2010 and is Senior Lecturer in Modern European History. He specialises in the history of British First World War propaganda and patriotism. His publications include *Patriotism and Propaganda in First World War Britain: the National War Aims Committee and Civilian Morale* (2012) and, with Sarah Murray and Katie Pickles, *Endurance and the First World War: Experiences and Legacies in New*

*Zealand and Australia* (2014). He has also written several articles and chapters on British First World War propaganda topics, including articles on propaganda for soldiers in *Sport in History* (2010) and *Cultural and Social History* (2011); an article on propaganda by and for women in *Women's History Review* (2014); an article on the rituals associated with public propaganda in *Twentieth Century British History* (2015) and a forthcoming article on 'tangible patriotism' in war savings and national service propaganda in *War and Society* (2018). He has also contributed articles on the British press and domestic propaganda to the *1914-1918 Online: International Encyclopaedia of the First World War*, and is working towards a larger monograph on the subject.

Bullet Points by Dr David Monger: Outline-Establishing voluntary opinion, Have control remained negotiable, War weapon week was only one propaganda purge, Extreme Irish Nationalist Propaganda.



### **Pacifism - Professor Martin Ceadel**

Having taught at the Universities of Sussex, 1973-4, and London (Imperial College), 1974-9, he returned in 1979 to Oxford, where he had been an undergraduate at Corpus, 1966-9, graduate at Nuffield, 1969-72, and junior research fellow at Jesus, 1972-3, this time as politics tutor at New College, working alongside first Alan Ryan and then Elizabeth Frazer. He was Oxford's co-ordinator for politics and international studies in the 1996

Research Assessment Exercise, and acted as head of the Department of Politics and International Relations in its "shadow" phase, 1999-2000. Currently MPhil and International Relations Course Director.

Bullet Points by Martin Ceadel: Liberals wanted permission for Conscientious Objections, (20.000 in Britain)



### **Families - Professor Maggie Andrews**

Maggie Andrews is Professor of Cultural History at the University of Worcester; she writes, researches and broadcasts on twentieth century British Women's History. Her publications include *The Acceptable Face of Feminism: The Women's Institute Movement 1915-1960*, (2015 and 1997), *Femininity and Feminism: A Reader on Women and the Media since the 1900s* (2014), *The Home Front: Images, Myths and Forgotten Experiences* (2014). She is the historical consultant to the Radio 4 Series *Home Fronts* and a Co-Investigator for the AHRC funded Voices of War and Peace World War One Engagement Centre.

Bullet Points by Professor Maggie Andrews: Homes and Families in Wartime, expanding and moving areas of responsibilities, Statements for harassment-if I don't receive my Husbands pay I shall be forced to carry out immoral things, (Derbyshire News and Advertiser) Be careful with all

foodstuffs, at Bromley a householder was fined £5 (or 2 months) at Bristol bread wasters were fined were fined £% and £20 respectfully.



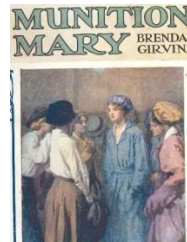
**Crime and Policing - Professor Louise Jackson**

Louise A. Jackson is Professor of Modern Social History at the University of Edinburgh. She is an expert on the history of crime and policing and has published widely in these areas. Her books include *Women Police: Gender, Welfare and Surveillance in the Twentieth Century* (2006), *Policing Youth: Britain 1945-70* (2014) and, with Shani D'Cruze, *Women, Crime and Justice in England Since 1660* (2009). Amongst other projects she is currently completing a book on the social history of policing in twentieth-century Scotland. She is a co-editor of the academic journal *Social History*.

Bullet Points by Professor Louise Jackson: Juvenile Courts (England) 1913=under 4000, 1018=over 5000, In Ireland the sinking of the *Lucitania* made Police very busy (RMS *Lusitania* was a British ocean liner and briefly the world's largest passenger ship. The ship was sunk on 7 May 1915 by a German U-boat 11 mi (18 km) off the southern coast of Ireland.) Louise also gave a brief explanation of the NUPV (National Union of Police Volunteers)



**Children - Dr Rosie Kennedy**



Rosie Kennedy is a lecturer in Modern British History at Goldsmiths, University of London. Her work explores the lived experience of early twentieth century British childhoods with a particular focus on war, education, the family, games and play. Her monograph *The Children's War: Britain 1914-18* was published by Palgrave in 2014. Other publications include: "'How Merrily the Battle Rages": Props for Make-Believe in the Edwardian Nursery' in L. Paul, R. Johnston and E. Short (eds.) *Children's Literature and Culture of the First World War* (Routledge, 2016) and "'So Strangely Works the Mind of a Child" Childhood, Memory and the First World War' in A.K. Smith and S. Barkhof (eds.) *War, Experience and Memory since 1914* (Routledge, 2018).

Bullet Points by Dr Rosie Kennedy : Total War included children, Children who remained in school found that the War affected their life, - Girls worked on School Allotments -Pupils made clothing for the War effort -Pupils paid weekly contributions to the Savings Association\* Boy Scouts etc served as Hospital Orderly's, stretcher bearers, Military dispatch cyclists, and sounding all clear warnings\*Girl Guides overcome some opposition, photos shown about Munitions Mary, (see photo above) join Kitcheners Army, transport girl power, 35000 children lost their families in WW1





**Food - Dr Mary Cox**

Mary Cox read for a B.A. in Comparative Literature at Brigham Young University, an MSc in Economic History at the London School of Economics, and DPhil in Economic History at the University of Oxford.

Her research examined the effects of war on the living standards of non-combatants at all levels of society. Her first book 'Hunger in War and Peace' (2017) with Oxford University Press elucidated the nutritional impacts of wartime blockades on children, women, and the elderly. Understanding the physical impacts of war on such vulnerable members of society required analyses of disparate sources precisely because their stories are either untold or, alternatively, exploited for propaganda purposes. Mary says Anthropometric data can be analysed to chart the course of wartime deprivation through time. When such quantitative insights are combined with qualitative sources, previously unconsidered questions can be explored.

Bullet Points by Dr Mary Cox: Various Countries imported food during WW1, this was calorie and quantity, (measured on calorie per person) 3454 daily average calorie consumption in 1914 (3442 1919-1913) comparison of daily average calories consumption before the War as under: Germany: 4020, France 3800, UK 3442 (Germany was very well fed) German imports roughly 30% of its calories, --UK 60%, Issues- loss of men farming the land etc, price increases, (especially sugar) food supply heavily reliant on the British Navy.



**War Finance - Dr Jonathan Boff**

Jonathan Boff is a Senior Lecturer in History at the University of Birmingham, where he teaches courses on conflict from Homer to Helmand. He specializes in the First World War and his books include *Haig's Enemy: Crown Prince Rupprecht and Germany's War on the Western Front* (OUP, 2018) and *Winning and Losing on the Western Front: The British Third Army and the Defeat of Germany in 1918* (CUP, 2012). He was educated at Merton College, Oxford and the Department of War Studies, King's College London and spent twenty years working in finance before returning to academia. He serves on the councils of the National Army Museum and Army Records Society and has worked as a historical consultant with the British Army and the BBC. His new research project explores the history of Money in wartime.

Bullet Points by Dr Jonathan Boff: As disastrous the old, the War created new -Finance- Government spending -Stock Exchange closed until January 1915 -If you paid tax at beginning of War you would be paying 4-6 times that at the end of the War - What relationship should private personal and national interest be ??



### The United Kingdom in 1919 - Professor Martin Daunton

Martin Daunton was Professor of Economic History at the University of Cambridge from 1997 until his retirement in 2015; he was also Master of Trinity Hall from 2004 to 2014 and Head of the School of the Humanities and Social Sciences. He was previously Astor Professor of British History at UCL. He now serves as a Commissioner of Historic England and chairs the Leverhulme Trust Research Awards Advisory Committee, and has in the past served as a Trustee of the National Maritime Museum and as President of the Royal Historical Society. He has published extensively in modern British economic history, including *Just Taxes: The Politics of Taxation in Britain, 1914-1979* (Cambridge University Press, 2002) *Wealth and Welfare: An Economic and Social History of Britain, 1851-1951* (Oxford University Press, 2007). His most recent publication is an edited volume with Marc Buggeln and Alexander Nuetzenadel, *The Political Economy of Public Finance: Taxation, State Spending and Debt since the 1970s* (Cambridge University Press, 2017). He is currently completing a book on the economic governance of the world since 1933 for Penguin.

Bullet Points by Professor Martin Daunton: Government Crisis/Irish Crisis -Declaration of an Irish Republic -Call to Arms -Start Irish War of Independence - The Amritsar Massacre - Apr 13, 1919 - Peace Day 19th July- A Brief History On July 19, 1919, England celebrated Peace Day in honour of winning World War I. Unfortunately, her veterans were not so thrilled, and expressed their unhappiness by rioting and burning down the Luton Town Hall -Miners wanted 30% pay rise - Railway Strike, lasting 9 days leading to a victory by the National Union of Railwaymen., The end of the War did mark a fundamental shift in British Society, despite problems ex/soldiers were demobilised, - reintegrated, not a failed resolution, growth was poor, - threat to Globalisation-loss to expand Market-squeeze on profits/concern for profiteers, decontrol the purge of spending, problem of how to deal with overvalued assets, larger demands took wages higher, War alone was not the issue.(it was War happened in 1919) redistribution of equality - Glasgow rent strike 1915 -rent strikes against increases -Capital Levy-waste, Eric Geddes (brought in) and his axe - (was it an axe or a scalpol?) Home fit for Heroes - Political Economy-small Businesses are of initiative and versatility. free Trade Reform - massive rally at Hyde Park about profiteering in milk - Eric Geddes appointed in 1918 to reorganise transport,\* Large is beautiful (not Small)



### Women and The War - Professor Susan Grayzel

Susan R. Grayzel recently joined the faculty at Utah State University as a Professor of History. In 2017, she published *Gender and the Great War* (Oxford University Press), co-edited with Tammy M. Proctor and an essay with Alison Fell for the volume *Women Activists between War and Peace: Europe, 1918-1923*. Her prior books include *Women's Identities At War: Gender, Motherhood, and Politics in Britain and France during the First World War* (1999), awarded the 2000 NACBS British Council Book Prize; *Women and the First World War* (2002—under contract for a revised, second edition); *The First World War: A Brief History with Documents* (2012) and *At Home and Under Fire: Air Raids and Culture in Britain from the Great War to the Blitz* (2012). In conjunction with the start of the centenary of the First World War in 2014, she contributed essays to *The Cambridge History of the First World War* and *The Oxford Illustrated History of the*

First World War (2<sup>nd</sup> edition). Her current research focuses on gender, citizenship, and civil defence, especially efforts to prepare civilians to face chemical weapons in the British Empire, c. 1915-45.

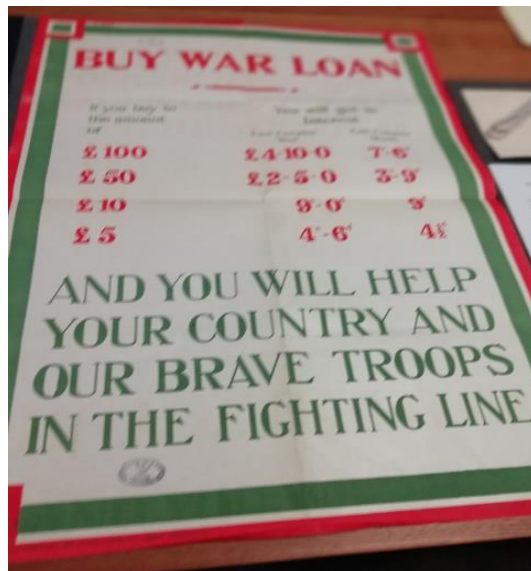
Bullet Points by Professor Susan Grayzel: (Gender, Peace and Experience in First World War) - Started 1915 - Zeppelin Raids - National Baby Week 1-7 July "Save the Babies" \*Women in War (not at War) - Women Employment on Munitions and in Hospitals - For the Glory of Ireland - Will you go or must I - The Hun and the home, The Kitchen in the home, (eat Less Bread) - It is far better to go and face the bullet than face the bomb at home, - The London Air Raid in June 1917 (life, we are in death) there are no civilians now, we are all soldiers (wife, mother, voter)

On the evening of the Wednesday (20th June) all attendees attended a Reception and Dinner in the Lower College Hall. This was an ideal opportunity for all to mingle and get to know each other, Which resulted in giving some of us the opportunity to explain about the Western Front Association and what we do. A really good Social Evening was enjoyed by all.



Concluding, after the Saturday Morning Presentation (Women and The War) a few attended the "Records of WW1 - Show and tell Event" this was displays at the University Library, which was very informative, the staff could not be more helpful, A lot of information on Sir Douglas Haig was on display, including his Funeral Service Information and attendees, also I was very impressed after my chat at the CWGC, Patricia Keppie, the Public Engagement Coordinator (Scotland) brought me up to date with their plans.

In conclusion I felt that I had to show these two posters (under) unfortunately the photos don't give the posters justice.



Mark Macartney  
Branch Vice Chair/WFA Trustee

## The Munitions Crisis - part 13

It is true that during this period there had been a steady tendency for wages to rise and that, in addition, on account of the regular full work available in this country, combined with overtime, the workers were earning considerably more than they had previously done. But on the other hand, prices of food and other necessities had also been rising at a pace which in some cases outstripped any advance in wages. Strikes were in consequence occurring with ever-increasing frequency. Mr. I.H. Mitchell, of the Industrial Commissioners Department, when reviewing the tendencies of the last six months in June 1915, wrote,

*“ I am quite satisfied that the labour difficulty caused by the men being of the opinion that, while they were being called upon to be patriotic and refrain from using the strong economic position they occupied, employers, merchants and traders were being allowed perfect freedom to exploit to the fullest the Nation`s needs. This view was frankly submitted to me by the leaders of the Clyde engineers` strike in February last. As soon as Labour realised that nothing was being done to curtail and prevent this exploitation by employers it let loose the pent-up desire to make the most they could in the general scramble. This has grown until now many unions are openly exploiting the needs of the nation. If the work is Government work, it is a signal for a demand for more money. Trade Union leaders, who, from August last year until February this year , loyally held their members back from making demands, are now with them in the rush to make the most of the opportunity.”*

The labour situation as it presented itself when the Ministry of Munitions was formed in June 1915, may be thus summed up;

Recruiting had taken away from industry a considerable number of its most essential workers and was still being pushed forward without any limitation other than that resulting from the belated `badging` of key men in the most important firms. Arrangements had been made by Kitchener to permit the release from the colours of skilled workers badly needed by firms engaged on war work, but, of a quarter of a million men employed in the metal trades who had joined the forces, only about 5000 had actually been brought back. The principal of dilution of skilled labour, though adopted in the Treasury agreement, had not yet been confirmed by the trade unions and put into force.

Profits of the firms engaged in war work were still unlimited and were attaining unprecedented dimensions. Industrial unrest, stimulated by this spectacle, was growing rapidly. Whereas the number of disputes involving stoppage of work known to the Board of Trade at the beginning of 1915 was 10, 47 fresh disputes arose in February, 74 in March, 44 in April, and 63 in May. As regards labour this was the general situation with which the Ministry of Munitions was at the outset of its existence, called upon to deal with.

The Minister, David Lloyd George, took a first step in coping with this situation by laying before Parliament on the 23<sup>rd</sup> June 1915 the Munitions of War Bill. This was a measure designed to implement by Statute the various proposals which had already been discussed with the employers and workers in the munitions industry. It dealt with the settlement of labour differences, the prohibition of lock outs and strikes, the controlling of establishments engaged in the production of munitions and the limitations of their profits, the control of munition workers and the issue to them of badges; and it also provided for voluntary enrolment of a body of munition workers to be at the disposal of the Ministry and work where the need for their services was greatest. Introducing this Bill, the Minister reminded the House of the tremendous

task which production of munitions for modern war had turned out to be, and outlined the steps he was taking to organise the available national resources to this end. He mentioned some of the difficulties, such as the question of raw material and he hinted that the government might find it necessary to take complete control of the metal market. It might have to deal firmly with people who attempted to hold up necessary supplies in order to exploit higher prices. It might have to take steps to avoid a coal shortage. Existing machinery was often idle because there was no skilled men to operate it. Many such men had enlisted in the army, and they must be found and brought back from the firing lines to their workshops. The holding up of work through the slackness of a minority had to be remedied, and the restriction of output because of yard regulations, written and unwritten, must be avoided. The question of compulsory service, the Minister said, had been the subject of a very frank discussion between the leaders of the trade unions and himself and he pointed out that if there was an inadequate supply of labour for the purpose of turning out munitions of war which were necessary for the safety of the country, then compulsion would be necessary.

The trade union leaders put forward as an alternative the proposal that the Government should give them the opportunity of securing the men required. They said,

*“Give us seven days and if, in seven days, we cannot get the men, we will admit that our case is considerably weakened”*

The Minister agreed, but did explain that it would still be necessary to take powers in the Bill to enforce contracts with them and to secure discipline in the workshops. Here again an agreed solution had been reached for the setting up of a Munitions Court. Lloyd George then came to the very important provisions in the Bill with regard to limitation of profits from munitions work, he said,

*“The trade unions insisted, and I think properly insisted, on their share of the bargain. They said that workmen are quite willing to work for the state, to put their whole strength and to suspend their trade union regulations, as long as they know that the work is to be to the advantage of the country. But the objection in their minds is that they are to suspend trade union regulations important to them in order to increase the profits of individual employers. That they will not assent to, and they say, as a condition of all other provisions to which they have given their assent, there must be a clause in the Bill which will limit the profits of those establishments which are working for the state and that the provisions which I have enumerated only apply to those establishments, so that where the State assumes control of a workshop all the conditions to which I have referred shall apply to that workshop. That means the workshops where the munitions of war are being supplied from at the present moment. It means practically that the state assumes control of the profits of these establishments that whatever suspension of regulations takes place, it will be entirely for the benefit of the state and not the individual employer, and upon those conditions the trade union leaders are prepared to accept those suggestions which I have already made”*

The Munitions of War Bill quickly passed through its Parliamentary stages and received the Royal assent on 2<sup>nd</sup> July 1915. No time was lost in bringing the solution of the labour problem the aid which its powers afforded. Systematic effort was made to get back skilled men serving with the Colours to resume their work in the munition firms. On June 9<sup>th</sup> a circular letter was sent to engineering and shipbuilding firms to get lists of the skilled men in their employ who had enlisted, and telegrams were sent by the Adjutant General to certain Commanding Officers to ascertain what skilled men were in their units. However, Lord Kitchener stipulated that, for the time being, only those men should be released who were not yet overseas or in units just about to be sent out.

The recovery of skilled engineers from the ranks, however, under this limitation was not very successful. From July until the end of October 1915 the total number thus brought back, either under the `bulk scheme` for those known to be skilled engineers, or the individual release of men specially asked for by their own firms, barely exceeded 5000. The flower of these skilled men who had joined the forces were either abroad or in the `barred` units at home.

On December 20<sup>th</sup> 1915, Lloyd George addressed the Commons,

*“ We are trying to get men from the Colours.....it is like trying to get through barbed wire entanglements without heavy guns. There are entrenchments behind entrenchments. You have not merely the Army, the Corps, the Division, the Brigade, the Battalion and the Company, but the Platoon and even the Squad - everybody fighting to prevent men be taken away. I am not surprised. I am not blaming them. Skilled men at any trade are skilled men at every trade. Your intelligent, skilled man is good man in the trenches and nobody wants to lose him. Therefore, every corporal fights against parting with a good, intelligent skilled workman. As my honourable friend points out, the men themselves feel that they are running away from danger in order to go back to comfort, high wages and emoluments, and they don` t like it. It is a very creditable story.....”*

By August 1<sup>st</sup> the Minister had discovered that the bulk of the men he wanted were in the `barred` units and he wrote to Kitchener making a very urgent plea for the release of at least the most valuable of these.

**To be Continued**