



THE DUGOUT

Branch Patron: *The Lord Lieutenant of Dorset - Angus Campbell*

NEWSLETTER OF THE WESSEX BRANCH OF THE WESTERN FRONT ASSOCIATION

Your Local WW1 Historical Society

(Registered Charity : 1142787)

www.wessexwfa.org.uk

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2019

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MEETINGS 2019

At Pimperne Village Hall, Newfield Road, Pimperne Nr Blandford Forum. DT11 8UZ- 2pm for 2.30pm start

6th April - AGM

Followed by - The Last Battle Endgame on the Western Front - Peter Hart

11th May -

17th-18th October - Battle of the Selle - Peter Hodgkinson

1st June -

Alsace- Dr Simon House

7th September -

'Hancocks Quest' - Kevin Patience

5th October -

'The Sawdust Fusiliers' - Dr Kent Fedorowich

2nd November -

Hillary Briffa - Malta WW1

FIELD TRIPS:

13th April - RAF MUSEUM HENDON

BATTLEFIELD TOURS:

14th-23rd May - ITALY

12th-16th September - Vosges to Km Zero

Chairman's Chat

Welcome to The Dugout 18th edition. As I write we reached the culmination of four years of commemorations covering the centenary years of the First World War. Your Chairman and Secretary were invited to a service marking the Centenary of the Armistice at Westminster Abbey in the early evening along with another member

Many of you will I am have attended services in your local area to mark this significant milestone in the history our nation. Of course the Armistice marked the cessation of hostilities but not the end of the war. That had to wait until 28th June 1919 when the state of war between Germany and the Allied Powers was ended by the Treaty of Versailles. In late 1918, American, Belgian, British, and



from the branch which is an honour as well as a fitting conclusion to the commemorative events. Twelve hours earlier your Vice Chairman represented Wessex WFA at Bournemouth's Battle's Over: Armistice morning Centenary Commemoration at the War Memorial in Bournemouth's Central Gardens starting at 0600 hours.

French troops entered the Rhineland to enforce the armistice. Prior to the treaty, the occupation force stood at roughly 740,000 men. The British Second Army, with some 275,000 veteran soldiers, entered Germany in late 1918. In March 1919, this force became the British Army of the Rhine (BAOR). The total number of troops committed to the occupation rapidly dwindled as veteran soldiers were

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Chairman's Chat continued....

demobilized, and were replaced by inexperienced men who had finished basic training following the cessation of hostilities. It was not until the 30 June 1930, after speeches and the lowering of flags, the last troops of the Anglo-French-Belgian occupation force withdrew from Germany. In addition to the sustaining of BAOR the British Army still had many operational commitments including a role in the North Russia Intervention from late 1918 until late 1919. Thus Wessex Branch WFA will continue to "REMEMBER" those who served on after 11 November 1918 as an intrinsic element of our study of the conflict.

Wessex WFA has had a busy 2018 and it continues to uphold its reputation for quality in terms of its management, programme of events, and the excellence of the speakers who have taken the time to visit us in rural Dorset and our tours and trips. It would be difficult to single out any one speaker as they were all "First among Equals" bringing a broad range of topics and very deep knowledge of their subjects to the great appreciation and enjoyment of our members. Branch membership remains stable and so does attendance at branch meetings which has seen a slight increase to an average of 60. In addition to our monthly meetings we had stands at Tank Fest and the Wimborne History Festival where your Chairman also gave a lecture on Gallipoli. Our volunteers were kept very busy at both events. Our tours and trips included a visit to the National Army Museum, our second Battlefield Tour to the Italian Front and the Asiago in May and a very interesting Battlefield Tour to the Western Front (The 15th Wessex annual visit to the Western Front) visiting the French Sectors at Les Eparges and Hartmannswillerkopf in the Vosges and the St Mihiel Salient with a focus on the American operations in this area. Roger Coleman (Portland) is to be thanked for his diligence in producing tour reports and a range of articles for "The Dugout" and the website. Of which: We will continue the review of the branch website having placed an unsuccessful 'final call' for a web manager and having no additional internal resources available to manage the site as effectively as I wish I will propose in due course a draw-down of the website and discuss future proposals for media visibility with the trustees.

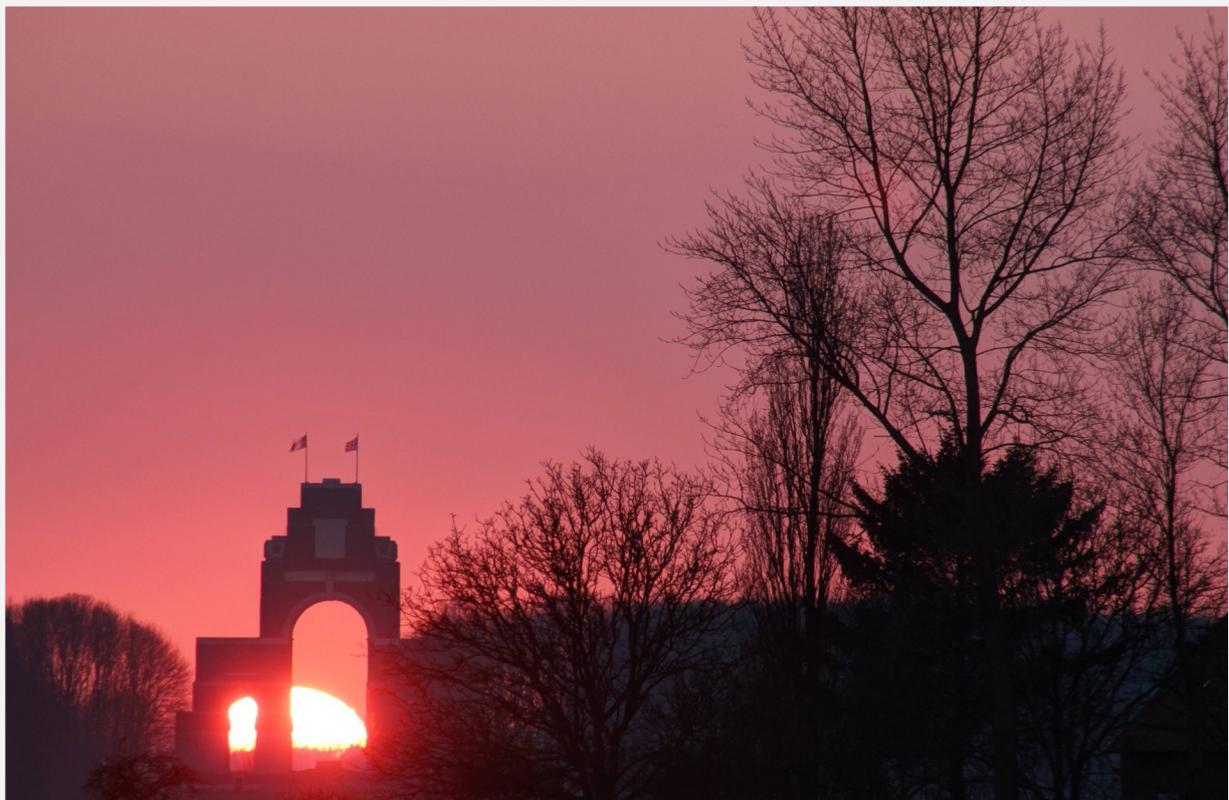
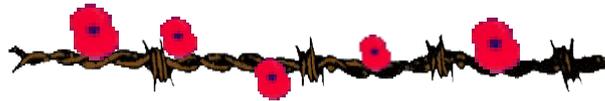


Sadly Ian Duffin a long standing WFA and early Wessex Branch member passed to the Green Fields in June and your Chairman and Secretary attended his funeral in July. Many of you will remember Ian a stalwart of Branch Battlefield Tours – map in hand following the programme location by location not necessarily in the right order! Ian very kindly left the branch a legacy in the form of his WW1 library. His extensive collection formed an important part of the Branch 2018 annual book sale, the proceeds of which go to the branch education fund

which currently supports two PhD students from Exeter University and Poole Grammar School.

Being well into 2019 may I on behalf of the Trustees I wish you all continued health and wealth and thank you all for your continued support of Wessex Branch (probably the best branch in the WFA!).

Martin Willoughby Branch Chairman



**At the going down of the sun
We will remember them**

Brigadier General Gordon S Shephard DSO, MC, (Chevalier) Legion of Honour, RFC (MiD X6 1885-1918



Whilst researching Dorset War Memorials, I came across the following paragraph -

'In the grounds of the camp at Osmington is a small wooden sentry box. Inside is a truncated propeller, cut to form a cross. On the boss is a small plaque

"In memory of Brigadier GS Sheppard DSO, MC and RFC Jan 1918" '

(Note Misspelling of Shephard)

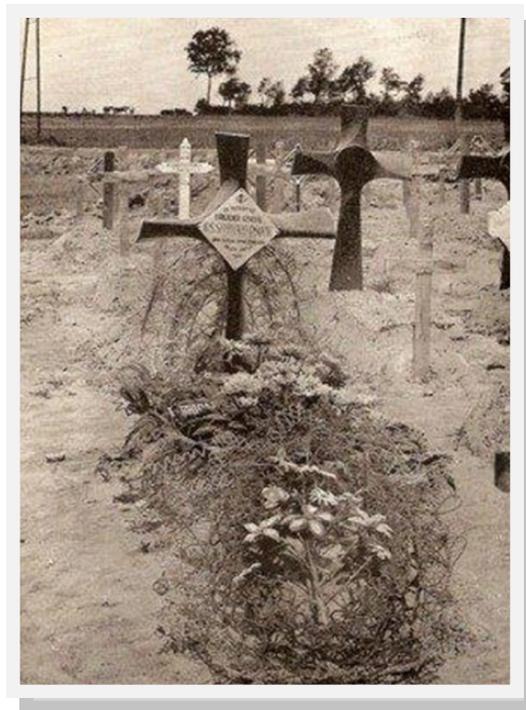
Born in India where his father Sir Horatio Shephard was a High Court Judge in Madras, his family returned to the UK in 1901 and lived in London. He passed Sandhurst in 1903 and was commissioned into the Royal Fusiliers in 1905. He combined his military career with his passion for sailing and in 1911 he and a companion were arrested by the German Authorities at Emden whilst photographing installations on the German coast. They were held for three days on spying charges but released. He learnt to fly at his own expense being awarded Royal Aero Club certificate 215. He joined the Royal Flying Corps in 1912 (13?)

The coming of the Great War saved him from serious trouble. He flew a BE2 to France with the original RFC contingent. On 13 August 1914, he was flight commander of 4 squadron, carrying out Aerial Photographic sorties for the BEF. On 24 August, he and his observer, Lieutenant I M Bonham-Carter, brought back conclusive evidence to the Staff that von Kluck's right wing would swamp the British Army unless retreat was continued. On 4 November 1914 he narrowly escaped disaster when his BE2b came under fire. He led 6 squadron equipped with Bristol Fighter aircraft through the battles of 1915, returning to the UK to take over Eight Wing RFC as Lieutenant Colonel.

In early 1916 he took command of 12 Corps RFC as Lieutenant Colonel, which consisted of 8, 12, and 13 squadrons. In January 1917 Shephard took command of 111 Brigade RFC and in February 1917 1 Brigade with the rank of Brigadier.

Shephard was one of the youngest Brigadier Generals in the Army at 31 (The RFC was still part of the Army until April 1918). He was very much a hands on senior officer and was well known for flying his Nieuport Scout over enemy lines to see the situation for himself, and also frequently visited the front line squadrons under his command. In January 1918 on a flight to visit some of his squadrons at Auchal in the Nord Pas de Calais his aircraft went into a spin and crashed. He was taken to hospital but died of his wounds. He was the highest rank casualty in the RFC during the Great War.

He is buried in Lapunoy Military Cemetery northwest of Arras. A private memorial was erected on his grave, identical to that described above. I think it was probably replaced by a Commonwealth War Graves stone and the original somehow came to Osmington Dorset where it seems he had no personal connection. However after some research I found out the Brigadier General's connection to Osmington as that his uncle Lieutenant Colonel Charles Sinclair Shephard DSO 1848-1930 (late the Royal Fusiliers) lived in the village at Shortlake House, now part of the PGL (Young Peoples Adventure) camp.



Trevor Lindley



A Tragic End To A Short Army Career

Albert Beverley was born c.1874 the son of Samuel and Emma Beverley at Leeds, Yorkshire. His father was a butcher and the 1881 Census recorded that he was aged 53 years, his wife Emma aged 50 years and their three children Clara aged 15 years and Martha aged 10 years and Albert aged 7 years. The family at that time were living at 5 Brown Square, Leeds. Their two daughters had left the family by 1891 and Albert was living with parents at 2 Chapman Square.



In 1897 Albert married his fiancée Rose (née Shaw) and he was employed as a Horse and Trap Driver. The 1901 Census listed them living at 17 Yard End Place with their daughter Winifred aged 2 years and son Sidney aged 1 year. By 1911 the family had increased in size and were living at 24 Nowell Walk, Harehills Lane. Albert was 37 years of age, Rose a year younger, daughters Winifred aged 12 years, Emma aged 5 years and Marjorie aged 11 months their sons Sydney, Stephen and Charles were aged 11, 9 and 7 years respectively. Albert had forsaken horse transport and was employed as a Corporation Car Driver.

When Great Britain declared War on Germany in August 1914, Albert was not among those who flocked to join the fighting services to serve King and Country. Perhaps he considered at first that he was too old for active service, but in August 1915 he enlisted at Leeds aged 42 years into the Army Service Corps. He was posted to Wilton, near Salisbury as a private, regimental number DM2/112267 – the DM2 prefix indicates a Mechanical Transport Learner – with the 348th Company, Mechanical Transport.

Sadly his army career ended prematurely a few weeks later as Albert committed suicide on the 30th October, 1915. His body was found beside the railway line at Bremerton near Salisbury. The events as far as could be ascertained were disclosed at Albert's inquest held at Railway Farm, Bremerton by the Coroner for South Wiltshire Mr F.H. Trethowan on Tuesday, 2nd November, 1915.

Mrs Rose Beverley informed the Coroner that her husband aged 42 years was a private in the 348th Company, Mechanical Transport, Army Service Corps, stationed at Wilton. He had been in the Army for approximately twelve weeks and she last saw him a week previous when he was on leave. They were living at 90 Lower Oxford Street, Castleford and he had appeared to be quite normal, saw several of his friends and loved being at home with his children. Before entering the Army he had driven cars in Leeds for fourteen years. As far as she knew he had no health problems, never saw a doctor and consequently had no reason to think there was anything wrong with his mind either.

Private Norman Buckley of the 348th Company stated at the inquest that he last saw the deceased at about 2030 hours on Saturday evening near Wilton Town Hall. Albert, he continued was a quiet man and had been in the Coffee Tavern writing letters. Being of sober habits he only ever drank one glass a beer a day. Private Buckley thought that on the evening in question Albert appeared to be quieter than usual. He was not aware the deceased was troubled in any way but he knew that Albert was not pleased about being unable to drive one of the transports and thought he had been treated unfairly. The witness was questioned by the Coroner about Albert's treatment. Private Buckley said that there had been no improper conduct other than the occasional sharp words from his superiors. Albert had remarked to him on one occasion that "it was enough to drive a fellow to anything." Further questioned by the Coroner, Private Buckley was adamant that he did not consider things had been serious enough for Albert to take his own life.

The next witness to give evidence was Mr William Vincent, a platelayer with the London and South Western Railway, who found the body at 0715 hours on Sunday morning a quarter of a mile along on the Wilton side of Skew Bridge and near to the level crossing which led up to Railway Farm. He described the horrific injuries to the deceased. It was apparent that he had been lying across the railway line and as the train passed the deceased's head was severed from his body. There was nothing to suggest that Albert had been knocked down or dragged along the line.

Mrs Bessie Musselwhite of 13 St John's Square, Wilton told the inquiry that Private Beverley had been billeted with her for several weeks. When she last saw him on Saturday morning he was downhearted and had a heavy cold. Albert told her that he had got on to the wrong side of Mr Parnall, one of the Warrant Officers who should not be allowed to talk to men as he did in time of war. Mrs Musselwhite told Albert to take no notice but he was very emotional about it and crying. Being a quiet man he took things to heart when spoken to in phrases which he was not accustomed to. He was upset over being told "never to let them see his face again." The Coroner asked her if she thought he would take his own life. "No," she replied. "He got over it and when he left he was going to the barbers and then report for roll call.

Dr Kempe told the Coroner he had seen the body on Sunday morning after it had been taken to Railway Farm. He described graphically the injuries which were the cause of the deceased's death.

Police Constable Titt related that on inspecting the deceased he had found two pieces of paper on the body giving his Wilton and Yorkshire address and a cutting from a Yorkshire newspaper. No witnesses had come forward who saw the deceased at or near the railway line.

Mr H. Meardon, a representative from the L & SWR told the coroner that all the railway engines that had passed along the line had been examined and there was nothing to indicate which engine had run over Private Beverley.

Lieutenant Jack from the Mechanical Transport unit said that there had been some friction between the men and an NCO, but the latter were obliged to speak at times very plainly to soldiers. Warrant Officer Parnall asked the Coroner that as his name had been mentioned he would like to address the inquiry. He made it clear that he had only seen Private Beverley on one occasion for about thirty minutes when taking him through a test procedure. Private Beverley failed the test and he had not seen him since. He denied any harsh treatment towards the deceased.

The Coroner in summing up the evidence for the jury said that Private Beverley appeared to have been an emotional man and "it was extraordinary that a man should come home and weep at what had taken place at the camp." What had or had not been said was not for the jury to consider. If however his treatment had been unconscionably harsh then more would have been forthcoming from the witnesses.

It was quite probable that Warrant Officers did not recognise that a man who had joined the Army at 42, harsh words were difficult to take. He continued, "If you gentlemen of the jury were in the Army you would find that having been your own masters harsh words would not come kindly to you." After consideration the jury returned a verdict of "Suicide during temporary insanity."

The day after the inquest Private Albert Beverley was buried in Wilton Cemetery with full military honours. Grave Location: A.244. A firing party from his unit and the band of the Durham Light Infantry from Hurdcott Camp were present. Among the mourners were Mrs Beverley, Officers and Men from Albert's unit. The graveside service was conducted by the Reverend G.R. Campbell at the end of which the "Last Post" was sounded, followed by three volleys. At the conclusion the mourners laid their floral tributes on Albert's grave.

At a band concert held during the evening in the Market Place, the Mayor initiated a collection which raised £4 18s 11d for Albert's widow. Together with a donation of £1 3s 3d from the employees of the Felt Mill she received a total of £6 2s 2d. Subsequently she also received £4 2s 5d from the residue of her husband's Army pay and 16s 6d was allocated to his eldest daughter, Winifred.

R.G. Coleman

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[Sources: The Salisbury Times & South Wilts Gazette – Friday, 5th November 1915.

*Ancestry Web-Site ~ Census's for 1881, 1891, 1901 & 1911. – www.ancestry.co.uk
Howard Williamson's Great War Collectors Companion – Volume II]*

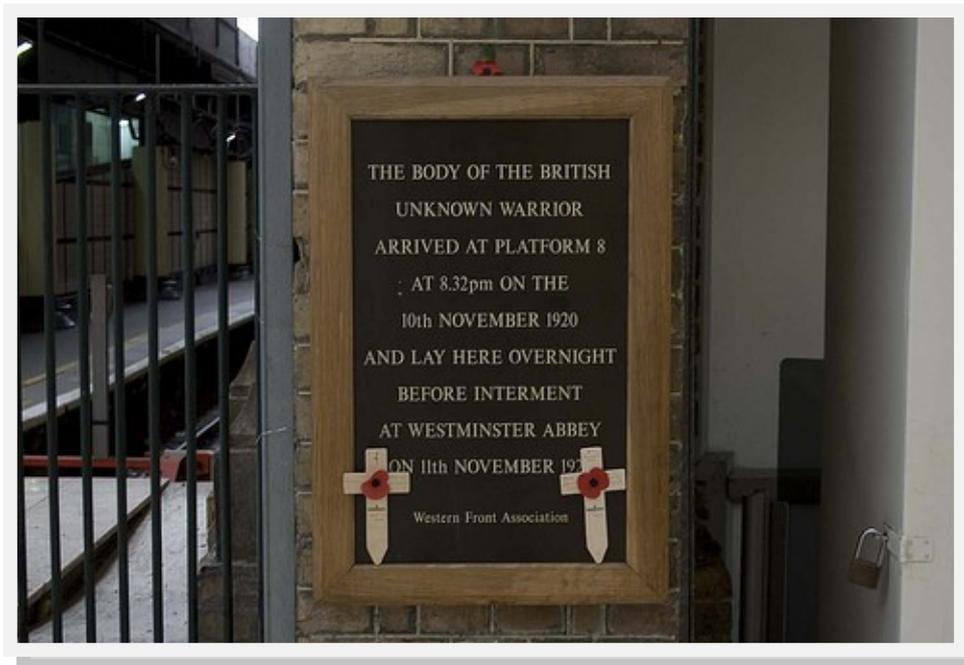


Memorial to the Unknown Warrior at Victoria Railway Station

Pause for thought when your train pulls into Platform 8 at London Victoria

Most of the major railway terminus in London have some sort of memorial to the railway staff who died during the two world wars, but Victoria Station has something really rather special hidden away behind the central block of shops.

On the 10th November 1920, the mail train arrived at Victoria Station at platform 8, but one of the carriages had its roof painted white to mark it out as different from the others.



This was the carriage carrying the remains of the Unknown Warrior.

The coffin carrying the remains had been ceremonially escorted from France across the Channel to Dover earlier that day. The coffin was then placed in a carriage, which was already significant for having carried the body of Edith Cavell and put on the South Eastern

The top of the carriage was painted white so that people standing on bridges and beside the railway line would know which specific carriage to salute or otherwise pay their respects to as the train passed.

Considering the pomp and ceremony that accompanied the coffin from France, I find it odd that it was put in a carriage as part of the Mail train, rather than having a dedicated carriage and locomotive all to its own. Anyway, the train, and special carriage arrived, at Platform 8 at precisely 8:32pm in the evening and remained there overnight with an honour guard until the following morning, when it was taken down the road to Westminster Abbey.

I say "it", for while it is almost certainly the body of a man, the whole point of it being an unknown warrior is that we would never be 100% sure.

Part of the reason behind the Tomb of the Unknown Warrior I was told recently at the Poppy Factory, was a bit of a fuss over the lack of religious symbols on the Cenotaph. That memorial deliberately lacks a Christian Cross on its design so that people of all faiths (and none) can salute it when marching past on Remembrance Sunday.

Therefore the Church wanted a religious memorial, and got the Tomb.

However, back to Victoria Station, and if you go to the less used Platform 8, you will find a small wooden memorial to Unknown Warrior and its arrival in London.

It is said in various sources that there was a memorial mark on Platform 8 itself where the carriage stopped, but if so it has since vanished, and the three staff I asked at the station looked at me as if I was a bit weird.

On the evening of 10th November 2018, a short ceremony took place at Platform 8 to remember the moment the carriage arrived. Forming up at 8pm, at 8:30, the Last Post was sounded, and there was a two minute silence. Then at 8:32pm, the exact moment the train arrived, there was a presentation of wreaths.

The train carriage that carried the coffin was recently restored and is now preserved as a memorial at the Kent and East Sussex Railway in Tenterden.

A final note

Did you know that the two minute silence is not a two minute silence?

It was originally, if rather less so these days, two one minute silences in succession. The first minute is for thanksgiving for those that survived and the second is to remember the fallen.



Courtesy of
ianVisits

The Cavell Van

Van 132 and Funerals of National Importance.

The Cavell Van usually resides in the siding at the rear of Bodiam Station platform. As an item of national significance however, it is occasionally loaned to other organisations - please contact us (call 01580 765155 or email) in advance should you intend making a special visit to the van. Please note that, due to the historic nature of the Cavell Van, it is not accessible to wheelchair users.

The Cavell Van has now been placed undercover for winter maintenance work. It will therefore NOT be available for public viewing at Bodiam Station until the spring of 2019.

The Cavell Van is due to be exhibited in Harwich from 5th - 19th July 2019.
Nurse Cavell's Funeral.

The Nurse Cavell van is a historically important prototype luggage van that entered service in 1919. As the South Eastern & Chatham Railway's most modern van, and as one able to run with all types of passenger stock, it is not surprising that a few weeks after its completion, No. 132 was used to convey the body of Nurse Edith Cavell on its return from Belgium, giving rise to the name of "Cavells" by which vans of this type were known to the older generation of railwaymen.



Edith Cavell was born in 1865 as the oldest of four children of a Norfolk vicar. After leaving school she worked as a governess, including six years in Brussels. After training as a nurse she returned in 1906 to Belgium, to organising a training school for nurses on British lines. In 1910 she was appointed matron of the newly-built Saint-Gilles hospital in Brussels.

With the outbreak of the Great War in 1914, Germany invaded France through Belgium, and the German army entered Brussels on 20 August. Most British nurses working in Belgium were repatriated, but Edith Cavell and a few of her colleagues were allowed to remain treating wounded soldiers.



Edith Cavell became involved in undercover resistance as early as September 1914, when two escaping British soldiers were hidden at the school of nursing, before being passed on to another safe house.

She was soon playing an important part in organising the escape network, especially after early 1915, when the Germans took over the Saint-Gilles hospital and brought in their own nurses.

An image of nurse Edith Cavell, sitting in a garden in Brussels with her two dogs before the outbreak of the First World War. The dog on the left, "Jack" was rescued after her execution.



Miss Cavell came under suspicion and on 5 August 1915 she was arrested and with twenty-six other defendants she was brought before a German military court on 7 October 1915. The verdict of guilty was inevitable; she and four others considered to be leaders of the escape network were sentenced to death the following day. Despite efforts by the United States and Spanish legations to secure a delay, she was executed by firing squad in the early hours of 12 October.

With the end of the war, it was decided that Edith Cavell's body should be returned for burial at Norwich Cathedral, with a memorial service at Westminster Abbey. Her body, which had been buried at the execution ground in Brussels, was exhumed on 17 March 1919, the site having been visited by King Albert of Belgium and King George V and Queen Mary.

In May 1919, she was returned to England with military honours at each stage of the journey. Her coffin was escorted through Brussels to the Gare du Nord and carried by train to Ostend on 13 May and was then brought aboard the destroyer H.M.S. "Rowena". Accompanied by a sister ship, H.M.S. "Rigorous", the "Rowena" steamed across the Channel and entered Dover Harbour at 5.45 pm on a cloudless day, whose sunshine was belied by a cold east wind. The dockyard tug "Adder" and a lighter brought the flag-draped coffin to the Naval Pier, together with many wreaths and the party of relatives accompanying the body. It was met by the naval and military commanders and their staffs, placed on a wheeled bier and covered with a Red Cross flag. At the pier head, the coffin was put on a hearse accompanied by sixteen pall bearers from the women's nursing and other services. With a military guard the procession moved along the seafront. At the recently opened Marine station, van No. 132 was waiting, suitably prepared with a catafalque and the coffin and wreaths were placed in it and hung with drapes. It stood there overnight, with a guard provided by the Buffs.

On the following morning, 15 May, a fine spring day, the van was attached to the 7.30 am train, together with a special saloon carrying the funeral party. The train ran via Faversham and Chatham (as the line through Folkestone Warren had not yet been reopened after the great landslide of 1915). The Times recorded that "at almost every station along the line and at windows near the railway and by the bridges there were crowds of children quietly and reverently watching the passing. Schoolboys and schoolgirls in bright summer clothes had been brought by their teachers to the rail side and stood in long lines three and four deep on the platforms."

The van and saloon were detached from the train at Herne Hill and taken on separately to Victoria, where they arrived shortly after 11.30 am. Here the train was met by a small party including nurses, and the coffin was placed on a gun carriage drawn by six horses and covered with a Union Jack and the procession made its way along Victoria Street to Westminster Abbey, watched by a silent crowd that filled the pavements on both sides.

After the service at the Abbey the procession moved on to Liverpool Street station through Westminster and the City, again with large crowds on the pavements to pay their respects. At Liverpool Street, the coffin was placed in the GER hearse carriage, No. 512. The special train carrying the coffin left at 2.30 pm for Norwich, where it arrived at about 5 pm. The coffin was placed on a gun carriage and taken through the streets of Norwich, escorted by soldiers from the Norfolk Regiment, to the Cathedral.

Captain Fryatt's Funeral

After Edith Cavell's funeral, the next time van No. 132 is known to have been used was the repatriation of the remains of Captain Charles Fryatt, whose death aroused almost as much indignation at the time as had that of Nurse Cavell.

Charles Algernon Fryatt was born in Southampton in 1871, the son of an officer in the merchant marine. Charles Fryatt followed his father to sea, and by 1913 he had risen from the rank of Able-Seaman to be master of the cargo steamer "Ipswich". The outbreak of the Great War naturally disrupted cross-Channel services, but the GER attempted to maintain a service to ports in the Netherlands, which remained neutral throughout the War. He came to command the GER ship "Brussels" and on 28 March 1915, the "Brussels" was approaching the Maas light vessel when a submarine U-33 was spotted on the surface. The U-boat made the flag signal for the "Brussels" to stop,



but Fryatt continued to take evasive action, finally steering straight towards the U-33 at full speed. The U-boat made a crash dive and narrowly escaped being sunk. Fryatt became a popular hero as "the pirate dodger" and was presented with gold watches and certificates of appreciation by both the Admiralty and the GER.

However on night of 22 June 1916, the "Brussels" left the Hook of Holland carrying Belgian refugees, one fare-paying passenger and a cargo of foodstuffs. Once out of Dutch waters, she was surrounded by German torpedo boats, boarded and taken as a prize into Zeebrugge in German-occupied Belgium and from there along the ship canal to Bruges. There is a suggestion that the interception had been planned in advance, and that the German ships had been alerted to Fryatt's departure.

At first, the British crew were interned in Germany, but on 27 July Captain Fryatt was returned to Bruges, where he was tried by a hastily convened court martial, found guilty of being a "franc-tireur" - in effect, a pirate - for his attempt to ram the U-33, and executed by firing squad. Public opinion, not only in Britain but also in neutral countries such as the United States and the Netherlands, was outraged; the German action was considered indefensible.

Here it was placed in van No. 132, which had been draped inside with purple, and the wreaths were arranged on and around the catafalque.



After standing at Dover overnight, the van was attached to the 7.35 am up train the following morning. The van was detached at Chatham and coupled to a special train which carried a naval detachment and band. As with Nurse Cavell's train, schoolchildren had been drawn up on the platforms of many of the stations to pay their respects, and flags on the towers of village churches near the line flew at half-mast.

At Charing Cross, where the train arrived at 11 am, the platform was reserved for those taking part in the proceedings, but a big crowd had gathered elsewhere in the station and outside it. The naval escort alighted from the train and paraded in front of the van containing the coffin. The coffin was placed on a gun carriage and drawn through the streets to St Paul's Cathedral. From St Paul's, the coffin was taken through the City to Liverpool Street station, where the special train waiting to carry it to Dovercourt again included the GER hearse van, No. 512.. Arrival at Dovercourt, where the station had been decked with flags, was at 3.25 pm.



The coffin was escorted through the town to All Saints Church, where the burial service was conducted by the Bishop of Chelmsford.

A permanent memorial over the grave was unveiled by Lord Claude Hamilton, chairman of the GER, on Friday 18 June 1920. There is also a memorial plaque to Captain Fryatt at Liverpool Street station, erected in 1917 by subscriptions from Dutch sympathisers and refurbished and relocated next to the GER war memorial during the rebuilding of the station in the 1980s.

The Journey of the Unknown Warrior

The third important public event which involved van No. 132 was the burial of the "Unknown Warrior" in Westminster Abbey in November 1920.

The Government had decided quite early in the war of 1914-18 that the bodies of servicemen killed overseas would not be returned to Britain but would be buried in military cemeteries near the battlefields. However because of this the need to provide an alternative focus for public and private grief which resulted in war memorials in towns and villages throughout the country. In London, the national war memorial, the Cenotaph in Whitehall, was supplemented by a grave containing the body of one of the many unidentified dead as a representative of all those who had been killed and it was considered appropriate to combine the ceremony with dedication of the Cenotaph on 11 November, the second anniversary of the Armistice.

On the night of 7 November, one body was selected from the remains of four unidentified British soldiers brought to the Army headquarters at Saint-Pol, near Arras, from different parts of the Western Front. . It was placed in a coffin and the following day it was taken under escort to Boulogne, where it was placed in an oak coffin sent out from England. The coffin bore the inscription "A British Warrior who fell in the Great War 1914-1918" and was banded with two iron straps, through one of which was fixed a Crusader sword from the Royal collection.

On the morning of 10 November, the coffin was covered with a soiled and torn Union Jack which had been used by an Army chaplain throughout the war, and was taken through the streets of Boulogne, escorted by French troops it was then carried aboard the destroyer H.M.S. "Verdun" - selected as a tribute to France -which then set off into the mist to a nineteen-gun salute to meet its escort of six destroyers of the Atlantic Fleet.

At 3.30 pm, H.M.S. "Verdun" came alongside the Admiralty Pier at Dover and the coffin was carried ashore towards the Marine station along a route was lined by troops. The coffin was placed in van No. 132, which had been decorated with laurels, palms and lilies, and covered with wreaths and flowers which were brought by the crew of the "Verdun". Four sentries, one from each Service, stood guard until the time for departure.

A passenger coach was attached for the escort of one officer and fifteen men, and at 5.50 pm the special train pulled out of the Marine station. People gathered at every station on its journey to London. As the Daily Mail reported, *"The train thundered through the dark, wet, moonless night. At the platforms by which it rushed could be seen groups of women watching and silent, many dressed in deep mourning. Many an upper window was open, and against the golden square of light was silhouetted clear cut and black the head and shoulders of some faithful watcher.... In the London suburbs there were scores of homes with back doors flung wide, light flooding out and in the garden figures of men, women and children gazing at the great lighted train rushing past."*

Arriving some three hours later at Victoria station (platform 8) where there was a crowd of silent watchers behind the barriers. As the correspondent of The Times put it, *"the carriage, with its small shunting engine, came in very slowly. The few civilians who awaited its coming on the platform took off their hats. Officers and the Grenadier Guardsmen drawn up at the end of the platforms saluted. There was great silence.... One heard a smothered sound of weeping. The smoke in the roof bellied and eddied around the arc lamps. The funeral carriage stopped at last. The engine-driver leaned from his cab."* The coffin remained in the van at the station for the night, watched over by Grenadier Guards.



The next morning, 11 November 1920, was a lovely autumn day with mellow sunshine. The coffin was taken from the van and placed on a gun carriage drawn by six black horses; on the coffin were a steel helmet, webbing bell and bayonet. With admirals, field marshals and generals as pall-bearers and led by massed bands, the procession set off from Victoria through Grosvenor Gardens and Grosvenor Place. It went down Constitution Hill, past Buckingham Palace and along the Mall to reach Whitehall. At 10.45 am, the procession stopped opposite the Cenotaph. King George V laid a wreath on the coffin, and as Big Ben began to strike eleven, he pressed a button which caused the Union Jacks which had shrouded the Cenotaph to fall away.

For two minutes there was silence, not only in Whitehall but throughout the country. With the King following the gun-carriage on foot as the chief mourner, the procession continued to Westminster Abbey for the burial service. During the six days before the tomb was sealed with a temporary stone, more than a million people filed past to pay homage.

Courtesy of the Kent & East Sussex Railway

K CLASS SUBMARINES

At the start of the First World War, the submarine was a new and untested weapon system. There was much discussion in naval circles as to how best to use the boats. The emergency war building programme was underway in Britain and all sorts of ideas began to emerge. Some were good, some bad, and some envisaged roles for which the submarine was totally unsuitable.

One school of thought believed that the submarine was most effective when operating alone; others thought that they should operate as an integral part of the main battle fleet.

The basic concept behind what became known as fleet submarines was that they should keep company with the battle fleet on the surface until contact with the enemy was made, and then dive to mount a submerged attack on the opposing fleet.

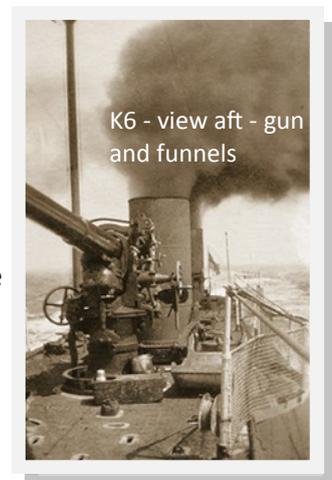


The immediate problem facing this idea was that the normal speed of the battle fleet in 1916 was 21 knots (about 24mph). Any vessel keeping company with the fleet would need 2/3 knots above this to enable them to manoeuvre and keep station within the fleet and to move ahead towards the enemy before diving and closing to attack at their lower submerged speed. A fleet submarine would therefore require a surface speed of about 24 knots (27.5mph).

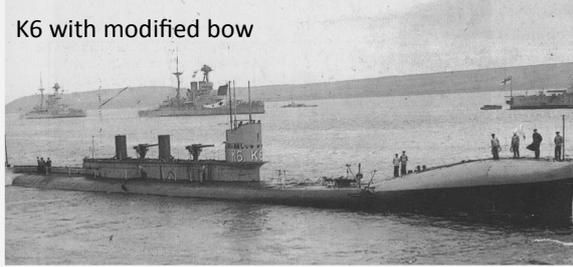
In 1914 the most modern submarines in service with the Royal Navy, the E Class, had a surface speed of 16 knots (18.25mph) and 10 knots (11.5mph) when submerged.

No Diesel engine in existence at that time could give a submarine a speed of 24 knots. The only method of achieving it was steam power. Fleet submarines would have to be designed with boilers and steam turbines.

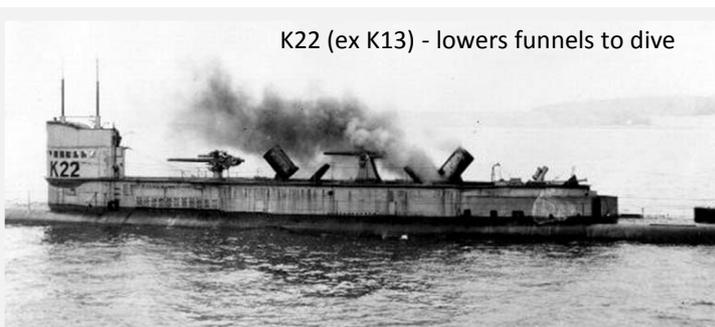
Despite the lessons of the Battle of Heligoland Bight, where an attempt to use submarines in conjunction with surface ships had almost proved disastrous, and the advice of Admiral Jacky Fisher, whose response to the suggestion when proposed in 1913 that the “most fatal error imaginable would be to put steam engines in submarines”, the plan to build such vessels went ahead.



Building a ship with a boiler meant funnels were required. A special collapsible one was designed which could be shut down and made watertight when the boat dived. The boiler room had to be sealed off from the rest of the boat with heat-resisting material to prevent temperatures on board becoming unbearable.



K6 with modified bow



K22 (ex K13) - lowers funnels to dive

An experimental boat, the 'Swordfish', was built. She was not a success and only achieved a surface speed of 18 knots (20.5mph). 'Swordfish' ended her career as a surface patrol vessel at Portsmouth.

Nevertheless the decision was taken to proceed with the building of what became the K Class submarine. The project had the support of Commodore Roger Keyes, then Inspector of Submarines, and of Admirals Sir John Jellicoe and Sir David Beatty, commanding respectively the Grand Fleet and the Battle Cruiser Force.

Seventeen K Class boats (K1 to K17) were built during the war. Operational experience led to them becoming known as "the widow makers" or the 'Kalamity and Katastrophe' Class. The boats had to be very large to fit in the boiler, fuel tanks and steam turbines required. A K Class submarine was 338 feet long compared with the E Class 180 feet. When dived at high speed the bows were forced down very quickly. At a dive angle of 10 degrees the control room depth gauge would show the boat as 80 feet below the surface when the bows were down at 125 feet.

Their submerged displacement was 2,500 tons (E Class - 835 tons). Any lack of control in diving could send the boat down to a depth where the hull could not withstand the outside pressure. It is thought that at least one boat – K5 – was lost this way.

If a "crash dive" took place, the boat would submerge driven by the steam turbines. At that moment the boat would have a speed considerably in excess of her designed submerged speed. This would make the boat very difficult to handle. At least five minutes was required to shut down the turbines and switch to the battery motors for submerged use.

The most oft quoted complaint about the K Class was that they had "too many damned holes..." in the pressure hull that required securing before a dive could commence.



K Class (3) - K4
aground at
Walney Island

Steaming at speed on the surface pushed the bow down making already poor sea-keeping worse. A bulbous bow was later added to remedy this to improve handling, but there were still problems. In a heavy storm, sea water could enter the boat through the short twin funnels and put the boiler fires out.

Six of the K Class boats were lost through accidents.

On 29th January 1917 K13 foundered on builders trials in Gareloch with a full crew plus dockyard workers and observers on board. The boat settled on the bottom in 60 feet of water, with 49 survivors trapped forward and 31 dead aft. After a 50-hour rescue operation the bow of the submarine was raised and an escape hole cut through the pressure hull to extricate the survivors. The boat was salvaged and entered service as K22 in October 1917.

K1 was badly damaged in a collision with K4 off the Danish coast on 18th November 1917. After the crew were rescued the boat was sunk by gunfire from the cruiser HMS Blonde.

The folly of submarines operating with surface ships was demonstrated on 31st January 1918 in what became known as the Battle of May Island. No enemy ships were involved – the “battle” was an exercise which ended with two K Class submarines sunk (K4 and K17) and four others, together with the cruiser HMS Fearless, damaged. Over 100 submariners died. This incident is worthy of a separate article which should appear in a future edition of ‘The Dugout’.

The death toll aboard K class submarines reached two hundred and seventy men without a single shot ever being fired at the enemy.

The K5 survived the war but foundered on exercise in the Bay of Biscay on 20th January 1921. Nothing was heard from the boat after she signalled she was diving.

K15 sank at her mooring in Portsmouth on 25th June 1921. Temperature changes affected the pressure of hydraulic oil causing the diving vents to open. The boat flooded through open hatches as it submerged. The previous month the boat had shipped a sea into her funnel uptakes which had doused the furnaces and she sank stern first to the bottom. Prompt action by the officers and crew saved the boat and prevented loss of life. The boat was raised after the June sinking but saw no further service and was sold for scrap in 1924.

There were other incidents which did not lead to the loss of a boat.

K3 experienced an uncontrolled descent to the bottom of the Pentland Firth. The boat managed to surface despite spending an unrecorded period below 'crush depth.' The incident gave K3 an unofficial record for maximum diving depth (266 feet / 81m).

K4 ran aground on Walney Island off Barrow-in-Furness in January 1917 and remained stranded there for some time.

Both K12 and K16 were trapped on the bottom of Gareloch. Their crews were luckier than that of K13 - after several hours submerged they managed to surface.

In 1923 K2 and K12 collided when leaving Portland Harbour.

The surviving submarines from the original seventeen were all sold for scrap between 1921 and 1926.

In 1917 a follow-up group of six K Class boats was planned (K23-K28) but only K26 was eventually completed in 1923 to a much revised design. In 1924, K26 undertook a long voyage via Gibraltar, Malta, Suez Canal, Colombo and Singapore and returned without major incident. She was withdrawn from service in April 1931 because her displacement exceeded the limits for submarines in the 1930 London Naval Treaty. K26 was broken up soon afterwards.

The K Class were failures not only because of the problems created by their excessive size and speed which tended to make them dangerous, but also because they represented an attempt to use submarines for a purpose for which they were unsuited.

After the K Class British submarines reverted to the proven combination of diesel engines and electric motors for propulsion until the 1960s.

It is ironic that today the Royal Navy's submarines are known as fleet submarines and for propulsion use nuclear power to generate steam!

Rod Arnold

Acknowledgements

H.M. Submarines – Lt. Cdr. Peter Kemp
Royal Navy Submarines 1901-1982 – M.P. Cocker
British K Class Submarine – Wikipedia
K for Katastrophe – Edward C. Whitman



'Eggs' in the First World War, and my family

According to British Egg Processors today, one third of eggs used for food manufacture comes from abroad, which is roughly the equivalent of one billion eggs annually. With the current political climate this might give cause for concern, but what was happening back in 1914 – 18 as my Great Grandfather, John Gardiner, ran an egg import business in Edinburgh, Scotland?

In 1914 the UK produced 55,000 tonnes of eggs. In 2013 the UK produced 1.7 Million Tonnes. This equates to 50% self-sufficiency in 1914 compared to 87% self-sufficiency in 2013.

In Britain, during the First World War, queues for food had become dangerously long. A Ministry of Food was created to help with the home front food situation, and rationing was introduced starting with sugar in December 1917, then with meat and butter in February 1918. But eggs were never rationed.

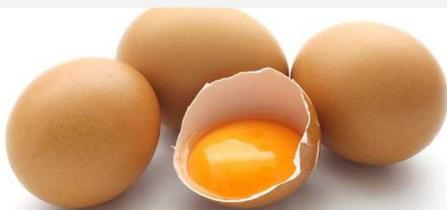
In fact, a new laid egg was a novel addition to the food market in the early twentieth century. Eggs were available in the nineteenth century but on a haphazard basis. Before WW1 the 'new laid' and 'fresh' eggs trade was remarkably seasonal. Many housewives bought eggs during the British season of March/April to June/July, so they could preserve them and consume preserved eggs from August to February. So, by the turn of the century, the market for imported eggs was a recent phenomenon. The British market relied upon imported eggs other than March/April to June/July when British laid eggs were in abundance. Imported eggs varied in price and quality, although so did 'fresh' eggs as producers didn't always send their eggs

straight to market in the hope of getting better prices, not necessarily when they were still fresh. Egg imports to the UK at that time were mostly from Denmark and Russia.

The growing demand for eggs in pre-1914 Britain was caused by many factors, not least by the growing urbanisation of the population as more and more people moved away from the countryside to the towns.

In November 1914, 'The National Egg Collection' was launched by the Poultry industry with the aim of providing 20,000 newly laid eggs a week to wounded servicemen in hospital in Boulogne. This target was reached by Easter 1915, and the target was increased to one million eggs a week by August 1916; this target was actually achieved. To make this scheme work, depots were set up around the country, eggs were transported by train for free, and central collection points were organised in London, including a Harrods warehouse.

'something
about
Eggs !'



Posters were put up encouraging children to collect eggs for the national war effort, and donors were encouraged to write their names and addresses on their eggs with a message for the wounded. These were sometimes known as 'eggograms'.

***National Egg
Collection for the
wounded.
Johnson, Riddle
and Co Ltd, Penge,
London SE20.
Share and reuse
under the Imperial
War Museums'
non-commercial
licence.***



By the end of the war, over 41 million eggs had been collected and over 32 million dispatched to Base Hospitals in Belgium and France.

Now back to my Great Grandfather. Having been brought up in Southern Ireland, he emigrated to Edinburgh, Scotland in 1880, were sometime later he and his brother set up an egg import business, importing eggs principally from Russia, and possibly elsewhere. His business is recorded in the 1900/01 Scottish Post Office Directory as 'Gardiner Brothers, Egg importers, 120 Bridgegate, Edinburgh.

In those pre-war years, my impression is that his business was booming. By 1911, he was at a Poultry Keepers conference in Wellington, New Zealand. Why he was there I have no idea, possibly by invitation, but no doubt he was looking at new business opportunities. The journey there and back must have taken several months. Of particular note he is reported as saying that Scotland, via Edinburgh, imports up to 10 million eggs a week. England imports many times more.

He imported shipments of eggs from Russia – the eggs being transported at 33 degrees to ensure they did not go off. This must have been quite difficult, as refrigerated shipping was in its infancy at this time. He also held eggs in cold storage for up to 6 months before selling them, as egg prices were up to 50% higher out of season i.e. between August and February. Finally, he preferred transporting the eggs in what are referred to as ‘American paper frames’ (which maybe what we know as egg boxes today) – so he led quite an international business life.

He seemed to do very well for an Irish immigrant, as he was able to stand the financial impact of a boat load of eggs from Russia ‘going off’ on him during the WW1 years, which probably equates to roughly £25,000 in WW1 terms, which is a substantial amount to lose at any time.

Despite this set back, his egg import business continued to do well, allowing him to finance one son through Edinburgh University as a medical student (who incidentally served as the Medical Officer in the RAMC with the KOSBs in Gallipoli & Palestine in WW1) and set up another in a farm in the Borders of Scotland (my Grandfather).

My Great Grandfather may not have been directly involved in WW1, but he was certainly instrumental in helping feed those north of the border during the conflict! Thanks to developments in the poultry sector, at this time and since, we have moved from seasonal egg laying to enjoying British eggs all year round.

If you want to read the full article from the New Zealand newspaper in 1911, courtesy of the National Library of New Zealand, follow this link



Noel Smith



<https://paperspast.natlib.govt.nz/newspapers/OG19110306.2.19>

GREAT WAR MEDALS

Canadian Memorial Cross

The Memorial Cross was established on the 1st December, 1919 by King George V on the recommendation on the Canadian Government. It was awarded to mothers and widows of Canadian military personnel who had lost their lives during the First World War. Manufactured in dull silver, the 32mm cross has at the top of the vertical arm a St Edward's crown and in the centre the royal cypher of the reigning monarch. At the foot of the lower arm and on either end of the other two horizontal arms is a maple leaf. Incorporated into the top of the vertical arm is a ring through which is attached another ring for suspension from an 11mm violet ribbon. Between each arm and surrounding the centre of the cross is laurel wreath.

The reverse is plain and inscribed with the name, initials, service number and rank of the deceased person. Towards the end of the lower arm is a sterling silver mark. The Memorial Cross was issued in a presentation case.

Criteria for the award were amended during the Second World War to include merchant seaman and civilian fireman. The Memorial Cross since January 1945 has been issued with a straight silver bar brooch replacing the violet ribbon. From April 1949 service personnel from Newfoundland became eligible and further changes were made during the Korean War and for those deployed on peace-keeping duties.



In May 2006 the Memorial Cross was for the first time awarded to a widower. Subsequent changes in January 2009 to the regulations allow members of Canadian Forces to nominate up to three recipients for the award of the Memorial Cross in the event of their death. Each year a Silver Cross Mother is chosen from those who have received the Memorial Cross.

The above Memorial Cross was awarded the Mrs Mary Mowat of Penzance, Cornwall in remembrance of her son 19093 Private Malcolm Mowat, 2nd Battalion, Canadian Infantry, CEF. He died on the 22nd April, 1915 and has no known grave. He is commemorated on the Ypres (Menin Gate) Memorial..

[Sources: Wikipedia Web-Site ~ www.wikipedia.org
 Veterans Affairs of Canada Web-Site ~ www.veterans.gc.ca
 Medal Yearbook 2015 ~ Published by Token Publishing Limited
 Commonwealth War Graves Commission Web-Site ~ www.cwgc.org]



R G Coleman



The Big One!



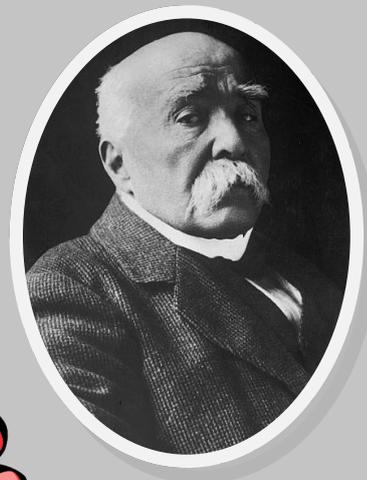
Great War Quiz

1. Who made a speech urging "Peace without victory" on 22nd January 1917?
2. The Third Battle of Ypres began on 31st July 1917. On which day of the week did 31st July fall in that year? 
3. The biggest human-linked explosion prior to the Trinity A-Bomb test in 1945 occurred on 6th December 1917. Where?
4. By what name was Margaretha Geertruida Zelle better known?
5. The United States declared war on Germany on 6th April 1917. Which country declared war against the same enemy the next day?
6. What propaganda story appeared in the Northcliffe owned Times and Daily Mail on 17th April 1917?
7. Who declared British support for the "establishment a national home for the Jewish people" with the clear understanding "that nothing shall be done which may prejudice the civil and religious rights of existing non-Jewish communities" in November 1917?
8. What took place over London on 13th June 1917?
9. What was renamed a "*Salisbury Steak*" in the United States during 1917?
10. The October Revolution began in Russia on 25th October 1917. What was the date in Western Europe?
11. A large scale attack on German positions using 121 tanks took place on 16th April 1917. Where?
12. Who met whom at Craiglockhart War Hospital on 17th August 1917?
13. New Zealand suffered its biggest loss of life in a single day at Passchendaele on 12th October 1917. What proportion of its population was killed?

14. What "first" occurred at Scapa Flow on 2nd August 1917?
15. What did a patrol from 21st Bn Manchester Regiment discover near Serre on 24th February 1917?
16. Who changed their name on 17th July 1917?
17. Who became the French Premier on 15th November 1917?



**17 Questions !
Spot the link !**



(Answers on back cover)



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Found my original print of this; taken in 1919 looking from the Pozieres Ridge to Courcellette on the **Somme**. Shell smashed ground, the 'crater zone'. It's an image that has influenced me greatly; the start of the crisscross paths of the Great War which still mark its path today.



I took this photo in the snow on the **Somme** last week. As I stood there it reminded me of wartime images of shell smashed ground. It felt like an echo; how the silent landscape of the Great War still speaks to us.



A new dawn begins over the Old Front Line



Courtesy of

Paul Reed

Important Information

Meetings are held at:

**Pimperne Village
Hall,
Newfield Road,
Pimperne
Blandford Forum
Dorset
DT11 8UZ**



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Angela Tozer
Trustee



And finally.... (Quiz Answers)

[1] US President Wilson; [2] Tuesday; [3] Halifax, Nova Scotia - ammunition ship exploded; [4] Mata Hari - executed 15th October 1917; [5] Cuba; [6] German corpse factory; [7] Arthur Balfour; [8] First major bombing raid by Gotha fixed-wing aircraft - 162 killed, 432 injured; [9] Hamburg; [10] 7th November; [11] Chemin des Dames; [12] Wilfred Owen met Siegfried Sassoon; [13] Approx. 1:1000 (845 officers and men); [14] First ship's deck landing by an aeroplane; [15] Start of German withdrawal to Hindenburg Line; [16] British Royal Family surname became Windsor; [17] Georges Clemenceau.