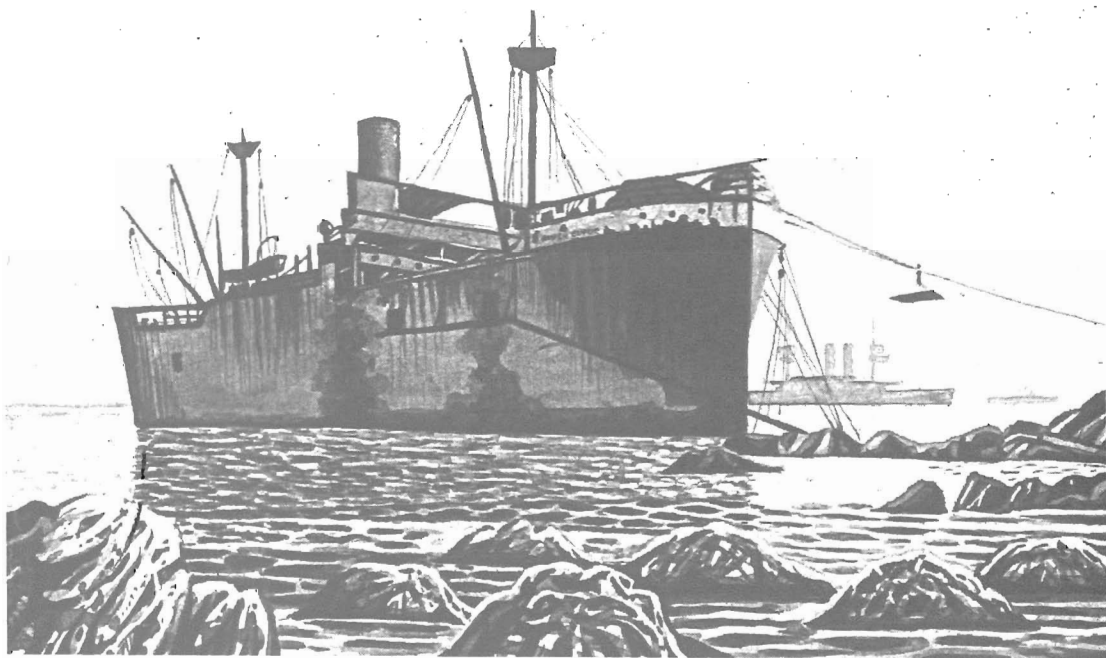


The Gallipolian

*The Journal of the
Gallipoli Association*

No. 79
WINTER 1995

ROYMAN
BROWNE
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THE GALLIPOLIAN

THE JOURNAL OF THE GALLIPOLI ASSOCIATION
FOUNDED BY MAJOR E. H. W. BANNER IN 1969
ON THE CAMPAIGN OF 1915

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RIVER CLYDE

The painting of the *River Clyde* on the cover was kindly made available to the Association by Lella Raymond (0999), to whom we are most grateful, before being donated to the National Army Museum. It was given about 1961 to her father, Ernest Raymond, who had served at Gallipoli as a Padre attached with the 42nd (East Lancashire) Division, and whose books *Tell England* and *A Quiet Shore* provide classic accounts of the campaign. The painting was to remain on his mantlepiece until his death in 1974. The artist is Royman Browne, though nothing is known of him.

GALLIPOLI MEMORIAL*

JIM FALLON 1200
(PUBLIC RELATIONS OFFICER)

The 28 November proved to be a memorable day in the history of the Gallipoli Association. Our Patron, HRH Prince Phillip, the Duke of Edinburgh, unveiled a superb bronze depicting the landing from the *River Clyde*, in the crypt of St Paul's Cathedral. It proved a most moving and memorable occasion for all those present.

Eight Veteran Members, our President Lord Granville of Eye, together with Jack Gearing, D. A. Jones, W. H. Lunn MM, E. D. Parry, E. M. Peacock DSM, W. E. Theakston and F. T. Wheatcroft, the oldest aged 103, were "on parade". Afterwards each spoke with Prince Phillip who presented them with framed commemorative certificates which he had signed.

In a simple but moving ceremony, Prince Phillip read the Lesson, Ecclesiastes 44: 1-13 after which the Memorial was unveiled and dedicated. The Silence was observed and Buglers from the Princess of Wales's Royal Regiment sounded the Last Post and Reveille. Veteran Member Jack Gearing read the exhortation, being followed by His Excellency, Mr Ozdem Sanberk, The Turkish Ambassador, who read the famous words of Kemal Attaturk "Those heroes who have shed their blood and lost their lives, ——" A Piper from the 1st Battalion the Irish Guards then played a lament for the Irishmen involved in the campaign. The notes poignantly fading gently into the distance as he marched away from the Memorial.

Afterwards some 450 Members and guests repaired to the nearby Stationer's Hall where a Reception was held. Here Prince Phillip met the Vice Patrons, the Committee and others associated with the Memorial. Prince Phillip then moved to the main Hall where after a speech by the Association Chairman, Captain Christopher Fagan he made a presentation to Mary Scott, the sculptress responsible for the design, after which he moved and spoke with many of those present. Music was provided by one of the Bands of the Royal Marines, excellent refreshments were available including wine generously provided by the High Commissioner for Australia.

Mention must be made of the excellent work carried out over many months by the organising Sub-committee under the enthusiastic and capable leadership of our Chairman, Christopher Fagan, which ensured we now have public recognition and a national memorial for all those who served at Gallipoli.

**It is intended that a full account with photographs, will be published in the Spring issue of The Gallipolian, this report having been prepared in order to bring Members up to date on this outstanding event.*

AGM GALLIPOLI ASSOCIATION 1995

CHAIRMAN'S REPORT

The Committee met in January and July at the RAMC Officers Mess, and this morning here at the Naval Club.

The Autumn Lunch 1994

Again, this was held at the Naval Club, a committee meeting and the AGM having taken place beforehand. Our speaker was Professor Geoffrey Till, who gave us a very interesting talk, appreciated by all present.

All agreed that the Naval Club was excellent for our purpose, and our thanks are due to Jim Fallon for introducing us and to James Watson Smith for co-ordinating the arrangements.

Reception at New Zealand House

On 4 April His Excellency Mr. John Collinge, High Commissioner for New Zealand very generously held a Reception at New Zealand House for members of the Association and their guests. This was an extremely successful and enjoyable occasion, with some 150 people present, representing probably the largest single gathering we have had. Sadly we had to refuse a further 40 people who would have liked to attend. We were delighted that there were two Veterans there, namely Jack Gearing and Mr. W. Lunn MM. Everybody appreciated Mr. Collinge's kind and warm hospitality. He was unwise enough to say that he hoped we would come again, and I am quite sure Members would love to do so.

25 April 1995

As last year, members were encouraged to march on to Whitehall. We have not got it quite right yet, but I think we are improving! Jack Gearing, aged 100 and accompanied by his son, laid the wreath at the Cenotaph. We were most grateful for the transport to the Abbey and then to Chelsea Barracks arranged with the kind help of London District. For the lunch in the Officers' Mess we again had a full house, and were delighted that Jimmy Page was able to join us there. A brass quintet formed by bandsmen of the Welsh Guards played during lunch, and I believe it would be correct to say that everyone there enjoyed it very much indeed. Our thanks are due, once again, to Lt. Col. Sebastian Roberts, the Commanding Officer of 1st Bn Irish Guards, for allowing us to hold the lunch in the Mess, and for putting up with the inevitable disruption that such a function causes.

The Gallipoli Memorial Lecture Trust Lecture

This was attended by a number of members at Holy Trinity Church, Eltham, who listened to a fascinating lecture by Sir Martin Gilbert. Since we could not arrange

for a Veteran to be there, the Trustees invited me to lay the wreath, and I was honoured to do so.

The Eightieth Anniversary Memorial Project

This has developed into a huge undertaking, but it will all be immensely rewarding and worthwhile. Eminent people have been amazed to learn that there has, up to now, been no National Memorial to the Campaign. It has engendered a great deal of interest, not least from our Patron who is strongly in favour of the objects of the Association. Space simply does not permit me to report on all the stages which the project has had to go through, but the obvious headings are the various approvals which had to be met, the initial drawings and evolution of the final design, visits to the artist and upsetting everything done so far with the clay modelling, arrangements with St. Paul's, the Stationers' Hall and the Palace, production of the Appeal brochure and all the design and printing, involved, letters to Vice Patrons and Veterans, to say nothing of all the letters which are to go out to all and sundry for the appeal, etc. etc. I would like to pay tribute to all those Committee members who have done so much to help make this a success. I would also like pay tribute to Mary Beattie Scott, who has spent literally months of her own time creating the clay model for the bronze sculptures and who even paid a visit to Gallipoli for the specific purpose of getting the atmosphere and local details correct, and to Richard Kindersley the well known designer and lettering specialist, who has worked tirelessly to create a superb overall design incorporating Mary Scott's bronze within it. Now it's up to all of us to do our utmost to contribute and to encourage others to contribute all we can to raise the necessary funds. We have already had private contributions ranging up to four figures, and we need every contribution possible please both small and large.

Finance

Once again I am glad to be able to say that your Treasurer will report a healthy financial situation as far as Association funds are concerned. However I must mention that the subscription has been at £6 p.a. for many years now, and, having done an appraisal, it seems likely that we will have to increase this to catch up with the increase in costs of postage and printing that have crept up over the years.

Denis Pollard has worked tirelessly as your Treasurer and we owe him our grateful thanks. He has however said that he needs to run down his commitments, and although he will remain in his post for the time being, nevertheless he would like to be relieved before too long. Therefore we would like to hear from anybody who would be prepared to take on the task of Treasurer.

Membership

Jim Fallon's bandwagon continues to roll! In addition there has been an upsurge of interest in the Association because of the Memorial. So many people I have talked to recently have turned out to have forefathers or relations who took part, and all are

delighted to join. I am sure that you have all found the same. Please encourage people to join. The membership is now up to about 670, including 32 Veterans.

The Gallipolian

We are sincerely grateful to David Saunders our editor for all he does for us with regard to the production of *The Gallipolian*. Not only does he do the editing, but also he arranges the printing and then, with his wife to whom we also extend our grateful thanks, they stuff all the envelopes. The standard is getting better all the time and we very much appreciate the results and the time spent.

Conclusion

Although not over yet,* I hope that this will have proved to be a vintage year in the annals of the Association. In addition to the activities already mentioned, a number of members have visited Gallipoli this year including myself. It is certainly an amazing experience, and one cannot help being gripped with the drama of it all. Certainly the forest fire, which swept the Anzac area, has made it possible to walk in places which have been impenetrable and largely invisible for years. It will not take too long before the Anzac area is grown over again.

Finally on your behalf I would like to thank again not only those officers on the Committee that I have already mentioned but also the other members of the Committee all of whom have given time and effort on behalf of the Association. As a result it is carrying out its objects in admirable fashion.

A REGISTER OF THE FALLEN

PATRICK GARIEPY (1323)

In *The Gallipolian* No 72: 25-34 I introduced members to the massive project I have undertaken to compile a Register of all those who fell at Gallipoli, or who subsequently died of their wounds, or of illness. Sample lists were provided from a number of Regiments.

I would be pleased to hear from members who have details of Gallipoli casualties, or who may be able to help by extracting local information. Please write to me at 4147 W.18th H 103, Eugene, OR 97402, USA.

OBITUARIES

JOSEPH CLEMENTS (0925V)

The last surviving Royal Marine of the Gallipoli campaign, Joseph Clements, died in a Caterham nursing home in early November, just a short time before he was due to join other Veterans at the unveiling of the Gallipoli memorial in St Pauls Cathedral.

Born in Caterham, where he lived all his life, in 1898, he started work as a shop delivery boy before trying to join the Royal Navy which refused him on health grounds. Although just 16 years and five months he subsequently managed to enlist in the Royal Marine Light Infantry at Croydon in August 1914 by adding one year on his age, and trained at Deal throughout the autumn of that year, before being sent to Blandford, and eventually to Egypt on board the *Franconia*.

With the Deal Battalion he was one of those who participated in the diversionary operations off Bulair on 25 April before landing at Anzac two days later. He was later to recall how on one occasion the Turks attacked seven times in one night. "There were flags flying and bugles blowing and they were coming over in droves." And how it finished all of a sudden. "They just turned and there wasn't anybody there any more."

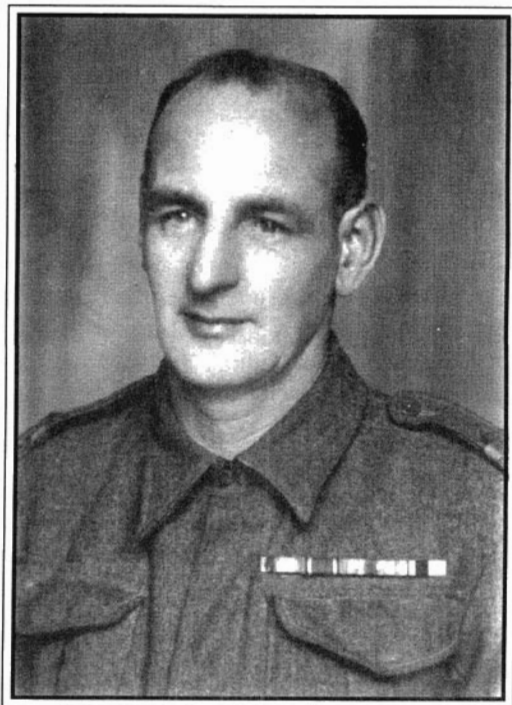
The Battalion moved in mid-May to the Helles front where it was to remain until January when it was evacuated on board the *Prince George*. Like all those who served at Gallipoli Joe Clements had many memories of the lice problem. In the beginning "I used to take my clothes off to have a clean up and found a lot of white looking insects on me and I couldn't make out what these were. In shrub-land I thought it must be something off the bushes. I used to go around the corner somewhere out of sight, take my tunic off and go round all the seams, shirt and everything else." Eventually I found out they were body lice of course. I got worried and I thought I was going to get into trouble by having these lice so I took my vest, cellular pants, shirt and buried them."

"Well this particular day we were down in reserve and we were told off to go up with a party to help build another communication trench. So off we go carrying a pick or shovel. The sergeant said to me, 'Come on, Clements. Get your tunic off!' All the others had, it was a hot day. I said, 'I'm alright.' He said, 'Get your tunic off; get stuck in.' I took my tunic off; I had no shirt on. He said 'Where's your shirt?' I told him in the finish. 'It was full of insects so I buried it.' 'Oh,' he said, 'you know what you've done destroying government property.' That evening the young officer made us form up and he told us the big crime I'd committed destroying government property, threatened I would be shot three times a week. 'Any rate,' he said, 'everybody's the same, everybody's got the same.' I thought it

was just me and I was very self conscious about it. I got issued with some more and I got away with it.!"

Wounded three times at Gallipoli Joe Clements later moved to the Western Front where he had a bad fall breaking his right kneecap and left wrist injuries which brought his front-line war service to an end. He was a founder member of the Caterham branch of the Royal British Legion in 1923. Between the wars he worked as a mental nurse at St Lawrence Mental Hospital, Coulsdon Road, Caterham, before joining the Royal Army Medical Corps in 1939 seeing service in France, Egypt, North Africa and Italy with the 8th Army. At the end of the war he returned to become a charge nurse at St Lawrence's until retirement in 1957 after which he worked part-time for a further 18 years.

In 1927 he married his wife Mary who survives him, they had two children – Ray, who provided much assistance with is Obituary, and Mollie, six grandchildren and four great grandchildren.



Joseph Clements 1940.

WALTER TOBIN (1461V)

Walter Tobin died at the age of 97 on 15 September 1995 at St John's Newfoundland. He was the last survivor of the Royal Newfoundland Regiment who participated in the Battle of Beaumont Hamel, 1 July 1916. A Military Funeral attended by the Lieutenant Governor and the Premier of the Province together with former Colonels of the Regiment, was followed by interment in the Field of Honour.

Walter Tobin was born in Boston, Massachusetts, of Newfoundland parents but returned to Newfoundland to attend school at St Bonaventure's College with his brother James. At the outbreak of war Jimmy Tobin enlisted, while Walter, wishing to follow, enlisted at the age of 17 on 15 March 1915, going overseas in April and training at Stob's Camp, Hawick.

The Regiment proceeded to Egypt as part of the Middle East Expeditionary Force in August 1915, landing at Suvla Bay on 20 September where they joined the 88th Brigade of the 29th Division. They were soon in the front line trenches and while they did not take part in any major offensive action, were part of the rear guard at the evacuation of Suvla Bay. From there they moved to Cape Helles, and again were amongst the last troops to leave the beaches on the night of 8/9 January 1916. At Gallipoli the Newfoundland Regiment lost 44 men from action and disease, Walter came through it all without a scratch, as he said, "except from the lice."

He then proceeded to France in March, training for the big push on 1 July 1916. At 0915 he went over the top with the Newfoundland Regiment at Beaumont Hamel and was wounded about 20 yards from the trench, but managed to crawl back to safety. In March 1917 he returned to France and spent as he said "the worst 72 hours of my life in the trenches at Sailly-Saillisel" - Silly Sally to the Newfoundlanders - repulsing repeated German attacks. From there he went to the Battle of Arras at Monchy-le-Preaux on 14 April 1917, where he was severely wounded in the leg. The war was over by the time he was fit again for action. Returning to Boston he worked in the United States at various jobs until the Second World War when he returned to Newfoundland and the construction of the Naval Base at Argentia.

In 1990 Walter Tobin went to Gallipoli where he represented the Royal Newfoundland Regiment, which had received the prefix "Royal" in recognition of its part in the Battle of Cambrai, and Canada at the 75th Anniversary of the landings. The following year he was in France for the first time since the war to take part in the 75th Anniversary of the First Day on the Somme, and at Beaumont Hamel, again as a representative of the Regiment. While in France he visited the grave of his brother, who was killed in action on 20 November 1917 at Marcoing.

In April 1995, he came home to Newfoundland to take part in the celebrations of the

200th Anniversary of the Royal Newfoundland Regiment and decided to remain in St John's where he died peacefully on 15 September 1995.

Walter Tobin was, in Chaucer's words, "A Parfait Gentil Knight." All who knew him will miss him. He was a fine example of that wonderful generation who gave so much from 1914 to 1918.

David Parsons (1116)



Walter Tobin in 1915 prior to departure for Gallipoli.



Walter Tobin being introduced to Tom King, Secretary of State for Defence by David Knowles, National Chairman, Royal British Legion, at Gallipoli during the 1990 commemoration service. The other veterans are Arthur Bull, Francis Ching and Arthur Scudamore. Photo MOD Crown Copyright.

With regret the deaths of the following Veterans are also recorded, it is hoped that Obituaries can be published in subsequent *Gallipolians*.

E. J. B. Adams, BEM, S. Cutts, T. C. Dare, J. M. E. Donaldson, F. J. Orton MBE, Jimmy Page, G. Peake, R. C. Perkins. Also Oliver Ford MBE, brother of the late Major John Ford.

THE QUINTINSHILL RAIL DISASTER

THE MEMORIALS AT LARBERT STATION AND GRETNA GREEN

JOHN M. CAMERON (1248)

THE CAUSE OF THE DISASTER

In May 1915, the worst disaster on the railways of Great Britain occurred on the metals of the Caledonian Railway, when a troop train carrying over 400 officers and men of the 1/7th (Leith) Battalion of the Royal Scots, the Battalion HQ, together with A and D Companies, all bound for Gallipoli crashed into a stationary local train. The events of that day have recently been remembered when Memorials to those killed were dedicated at Larbert Station and at the Old Blacksmith's Shop at Gretna Green.

Just north of Gretna, the Quintinshill signal cabin stood on the north side of the main line from Carlisle to Glasgow. Before the 1923 Grouping, this section of the railway network was part of the Caledonian Railway. As at many other such sites, sidings had been installed to allow faster express trains to overtake slower goods or passenger trains. These trains could be shunted into the sidings to keep the main line clear; once the express had passed, the slower train would emerge from siding and continue on the main line.

The safe and unhindered movement of trains depended on a very simple system of semaphore signals; these were visible to the engine driver and had only two settings, namely "line clear" and "line not clear". They were operated by signalmen in a series of cabins sited at intervals along the line. These signalmen controlled the train, by passing it from one cabin to the next but the distance between the cabins was such that there was time to set the signals, allowing the train to travel without stopping.

Messages about the trains were sent between these cabins by a system of bells; the number of strokes on the bell indicating the nature of train, whether the line was clear, etc. Before the train arrived at his cabin, the signalman would have "belled" the next cabin along the line to ask if the line was clear to allow the train to proceed unhindered. He would not set his signals at "all clear" until he had received the reply that it was safe for the train to continue.

To return to our story. In wartime conditions, it was not uncommon for the overnight express from London to be late in arriving at Carlisle. If the delay were to

be more than a few minutes, the early morning north bound local would be allowed to precede the express. It would continue as far as the Quintinshill signal cabin where it would be shunted off the main line until the express had overtaken it; this had happened on 21 occasions during the six months previous to 22 May 1915.

On Saturday 22 May 1915, the express was again running late and the local was allowed to leave Carlisle, heading north for Quintinshill. On this particular morning, however, when the train arrived at Quintinshill, both north bound and south bound sidings were occupied. This situation had been foreseen and railway working rules had procedures covering just such emergencies; what to an outsider would appear to be a very dangerous move, was carried out as part of the normal routine. This was to shunt the local from the north bound line on to the south bound main line – an operation which had been carried out on 4 of the 21 occasions mentioned. Normally there would have been no trains due from the north for some time and any specials coming south would have been stopped as signals farther north would have been set at danger.

For reasons which will be explained later, Tinsley, the signalman on duty at Quintinshill that morning, forgot that the local was there – and on the wrong line. When the signalman at Kirkpatrick, about three miles to the north, “belled” to ask if the line was clear, Tinsley replied “line clear”, letting Kirkpatrick allow a south-bound special to proceed.

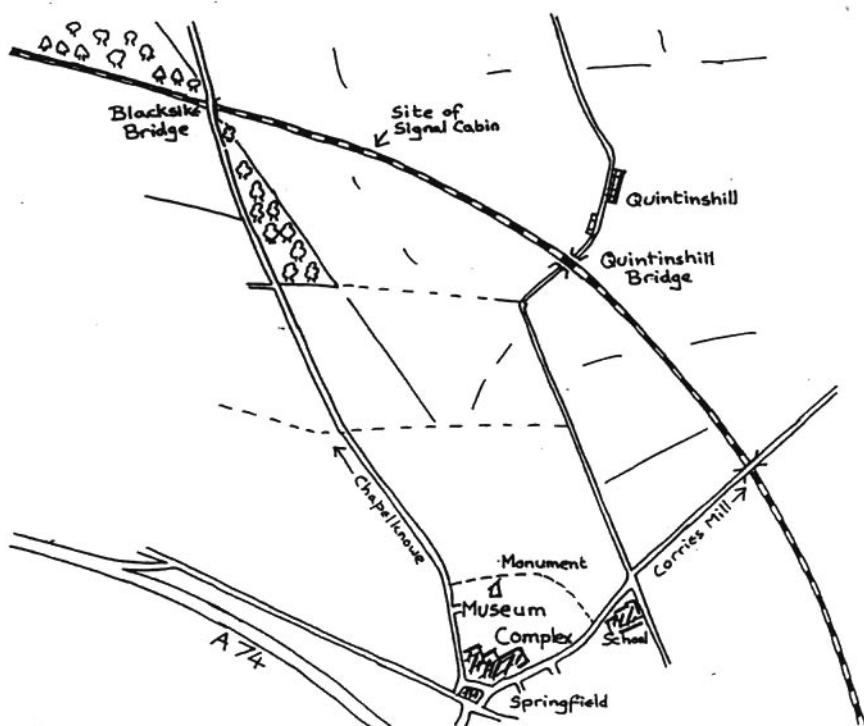
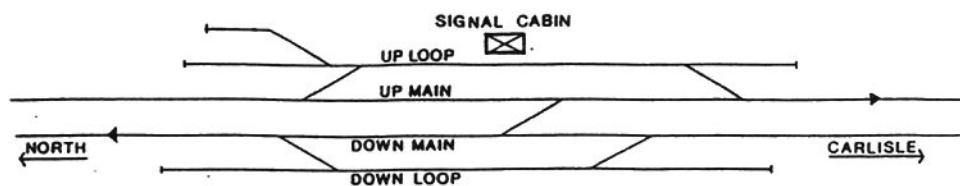
This was one of two troop trains which had left Larbert in Stirlingshire in the early hours of the morning. This was once an important station on the Caledonian Railway with Larbert Junction a short distance to the south. During the Great War the surrounding area was used for the initial training of many of the recruits to the Scottish regiments and large numbers of troops entrained at Larbert for the Front.

Only after the troop train thundered at full speed under the road bridge just north of Quintinshill could the driver see the local ahead, giving him no time to apply the brakes before ploughing into the stationary train. Moments later, the express from Carlisle, ran at high speed into the wreckage of the two trains which now blocked both main lines.

The troop train was made up of older rolling stock, mainly six-wheeler wooden coaches from the Great Central railway; of the 15 passenger coaches, 13 were lit by gas oil lamps. These two factors caused the rapid progress of the fire which killed many who had not been killed in the crash itself. The express, being mainly steel coaches suffered fewer casualties.

The blame was laid on two signalmen, James Tinsley and George Meakin, who had been in the habit of making an irregular hand-over of duties – at 6:30am rather than at the correct time of 6 o'clock. Meakin, knowing that the local would have to make

QUINTINSHILL



an unscheduled stop at Quintinshill, had let the signalman at Gretna know that Tinsley, who lived near the station, could travel up on the local. In the meantime, Meakin kept a pencil note of all the train movements which had taken place; Tinsley could complete the train register in his own handwriting. If they had not done so, the railway authorities would have noticed the irregularity.

Doing this, while continuing to operate the signals and point levers, inevitably led Tinsley to forget the local on the wrong line, despite the fact that he had just travelled on the footplate. Even then he should have been prevented from operating the signal lever, which gave the "line clear" to any approaching train, by a collar placed on it by Meakin while he had been controlling the shunting of the local on to the south bound line. That morning he had omitted to do so.

At the subsequent trial at the High Court in Edinburgh, both men were found guilty of culpable homicide (the Scottish equivalent of the English charge of manslaughter). Meakin received 18 months imprisonment and Tinsley 3 years penal servitude. In view of the horrific results of their actions and the prevailing sentences, these may appear to be rather light but the Lord Justice General of Scotland may have considered that there should have been another accused in the dock, namely the Caledonian Railway Management. The railways before the 1923 Grouping, were close-knit communities where information travelled quickly and it is most unlikely that officials were unaware of the reputation of Quintinshill Box as one of the best social centres on the line. Certainly, Donald Mathieson, General Manager of the Caledonian Railway, was not knighted after the Great War and one cannot help but wonder if there is any significance.

A few days after the accident, the remains of the Royal Scots casualties were buried in Rosebank Cemetery in Leith. The other casualties, buried in cemeteries around the country, largely disappeared from public memory. On 16 May 1916, a memorial to the 214 officers and men of the 1/7th (Leith) Battalion of the Royal Scots was dedicated in Rosebank Cemetery in Leith. And there the story might have ended.

THE MEMORIAL AT LARBERT

Billy Buchanan, Councillor for the Antonine Ward of Falkirk District Council has, for many years, been deeply interested in the fateful journey. Each anniversary of the crash he would lay a wreath at Larbert Station. In 1994 he commissioned Falkirk sculptor, Katrena Syed, to carve a plaque in memory of the men who died.

On Sunday 9 December 1994, despite the worst rain for over 100 years curtailing both the attendance and the ceremony, a moving service of dedication of a Memorial

Plaque was held on No. 1 platform at Larbert, the very same platform which had been used by the 1/7th Royal Scots.

Members of the Scottish Area of the Western Front Association were asked if they would also like to be associated with the dedication of the Memorial and a number of members and friends arrived at Larbert Old Church early in the afternoon of Sunday 11 December 1994. The programme was to have included a march from the Church, led by Camelon Pipe Band. Unfortunately, the atrocious weather conditions of torrential rain and widespread floods, meant that this part had to be abandoned and the whole ceremony took place at the station itself. Most of the crowd were able to shelter in the waiting room while the rain bounced several inches off the platform; they were able to listen to the service being relayed over the public address system. A small detachment of Royal Scots, four privates and a sergeant under the command of Lt. Bathgate, the Camelon Pipe Band and the official party were able to shelter under the station canopy and the road over-bridge.

The members of the Camelon Pipe Band were determined to brave the elements and marched up the platform, playing a selection of well-known Scottish airs immediately before the ceremony itself. The moving story of the connection between the band and the day's ceremony deserves to be told. When news of the Gretna Disaster reached the Falkirk area and it was realised that the Royal Scots Pipe Band was included among the casualties, the whole of the Camelon Pipe Band enlisted in the Royal Scots to replace those lost.

Councillor Buchanan introduced the proceedings and welcomed everybody. Councillor Goldie, Administrative Leader of Falkirk District Council, gave an address describing the events which took place 80 years ago and how Councillor Buchanan had worked hard over the years to bring about this Memorial. I was then introduced and spoke briefly on what the Western Front Association stands for and how the Scottish Area had commissioned the Memorial to be dedicated in May 1995 at Gretna. I then introduced the Minister of Larbert Old Church, Rev. Clifford Rennie, MA, BD, who was to lead the service of dedication. The congregation sang Psalm 23, The Lord's My Shepherd, after which Rev. Rennie read out the inscription on the Memorial to be unveiled by Mrs Doig, daughter of the late Dugald Campbell McLachlan, founder member of the Camelon Pipe Band in 1913 and its Pipe Major from its formation. During the Great War, his army rank was Quartermaster Sergeant; one of his principal duties was to look after the supply of liquor – no temptation as he was a teetotaller.

Following the prayer of dedication, a lone piper of the Camelon Pipe Band played that great lament, "The Flowers of the Forest"; a bugler from the Queen Victoria School, Dunblane, then played the last post. After the minute's silence, he sounded the Reveille and Lt. Bathgate, on behalf of the 1st Battalion Royal Scots, laid a wreath in memory of those Royal Scots who died at Gretna.

As the final act of the ceremony, commemorative plaques were presented by Falkirk District Council to me on behalf of the Western Front Association, Lt. Bathgate of the Royal Scots and to Camelon Pipe Band. The assembled company were then invited to the Station Hotel for a buffet laid on by Falkirk District Council.

Prior to the ceremony and during the buffet, I was able to pass round a small collection of photographs of the aftermath of the Gretna crash, the site as it is today and the proposed Gretna Memorial. As the plinth had now been erected I was able to include photographs of the W.F.A. plaque laid temporarily on top to give an indication of how the Memorial will finally look; this aroused much interest and favourable comment.

THE MEMORIAL AT GRETNA GREEN

In May 1990, at a service held at the lineside to commemorate the 75th Anniversary of the crash it was suggested that a permanent memorial should be erected at Quintinshill. The original idea was for a memorial near the lineside but in this day and age that is not practical. Few would know it was there. It would be difficult to find, high tension cables pass nearby and it could be easily vandalised. The site finally chosen for the Memorial was on the north side of the car park of the Old Blacksmith's Shop at Gretna Green. Adair Houston, the Managing Director of the Gretna Museum offered the site and said that he would erect the plinth if the W.F.A. would arrange for the plaque. From this spot the crash site can be seen about half a mile to the north.

A number of donations towards a memorial were made as a result of the 75th Anniversary service, although the total at that time was not sufficient. A couple of years later, I took over as the Chairman of the Scottish Area of the W.F.A. and received a bankbook which contained the funds collected to date. An appeal for further funds was made through *Gallipolian* and the W.F.A. Bulletin; letters were also sent to national newspapers and to various railway magazines. A number of comparatively small donations came in but fairly slowly at first – £5, £10, £20 – and I wondered if the target would be reached in time – I shouldn't have worried.

An item about the proposed memorial in the Sunday Post of 6 February 1994 had caught the eye of Mrs Rachel Buchanan of Newcastle-upon-Tyne. She wrote to me asking about the memorial and sent a very generous donation; as a three year old child she had been in the crash which claimed her mother and one year old brother. It was this donation which convinced me that we would succeed and by the end of 1994, sufficient funds were available.

An artist's impression of the memorial was drawn and after discussion a final design

was decided. This was to include a representation of the badge of the Royal Scots on the north side of the plinth. In the end, two such badges are in place, one in bronze on the north face and one in stone on the south. On top is a plaque with an inscription explaining that the memorial commemorates not only the Royal Scots killed but also the railwaymen and passengers who lost their lives; the latter victims are often forgotten. The 80th Anniversary was suggested as a suitable date for the unveiling. In fact Sunday 21 May 1995 was chosen as being the most suitable date for the Dedication of the Memorial.

One of the decisions which had to be made was to find someone suitable to carry out the unveiling; Mrs Buchanan would be ideal but I wondered if she would be fit enough to travel; after all she was over eighty years of age. On asking her, she replied that she would be delighted at being so honoured. Those who attended the dedication service or who watched the TV report saw that she was a very sprightly and charming lady.

The memorial site is open to the winds from all directions and there is no shelter nearby. What if the weather on 21 May were to be like that at Larbert the previous December? We needn't have worried. There was a bit of wind but it wasn't too cold; it was dry and sun shone. A crowd of about 200 turned up to take part in the service which was recorded by BBC Radio Scotland, BBC TV and Border Television. Before the service both Mrs Buchanan and I were interviewed – I hadn't time to have the luxury of being nervous.

After welcoming all attending, I introduced the "platform party" including a detachment of the Royal Scots under Lt. Dobson, Sir Hector Monro, the local M.P. (who has been a keen supporter of the project), Rev. Bryan Haston, Minister of Gretna, Mrs Rachel Buchanan and Mrs Joy Bratherton, W.F.A. Area Co-ordinator. Also in the gathering were Councillor Billy Buchanan of Falkirk District Council and Mr. P. O'Connor of A.S.L.E.F. Since the story of the crash was printed in the Order of Service, I have a resume of the events since that time. The day before I had been given a poem, written by a local poet for the 75th Anniversary. As it was as relevant on the 80th Anniversary I read the poem to the company.

No wreaths to Commemorate our glory day,
or tears to be wept o'er the permanent way.
Just "Floo'ers o' the Forest" for youth in their prime
for the piper's lament stills the passing of time.
No tears – and no sorrow, as memories unfold,
Just Eternity's promise!
"They shall never grow old".

Sir Hector Monro, M.P. said a few words explaining his interest in the project. His maternal grandfather General Sir Spencer Ewart was G.O.C. Scotland at the time



Mrs Rachel Buchanan laying her wreath in memory of her mother and younger brother, at the memorial at Gretna Green to those killed in the Quintinshill Rail Disaster.



Memorial at Gretna Green to those killed in the Quintinshill Rail Disaster.

Photo John M.Cameron

and had rushed from Edinburgh to co-ordinate the rescue operation. Sir Hector expressed his appreciation that the Memorial had at last become a reality and thanked all concerned. Joy Bratherton then added the thanks of the W.F.A.

The Dedication Service was then conducted by Rev. Bryan Haston, opening with the singing of the 23rd Psalm. Rev. Haston led the congregation in prayer to remember all those killed, not only at Gretna but also in other transport disasters which had occurred in the area. He then read the inscription on the Memorial Plaque and dedicated the memorial.

I introduced Mrs Buchanan and explained why it was so appropriate that we had invited her to remove the cover which was hiding the memorial. After this there was one minute's silence, I recited Binyon's words "For the Fallen" and a piper from the Royal Scots played the lament "The Flowers of the Forest".

Wreaths were then laid, Mrs Buchanan laying the first in memory of her mother and baby brother; this was followed by the laying of the other wreaths. Rev. Haston pronounced the Benediction after which I presented Mrs Buchanan with a small gift as a memento of the day. Afterwards everyone retired to the coffee room for refreshments – but not before a large number of photographs were taken!

Poppy wreaths were laid on behalf of W.F.A., W.F.A. (Scottish Area) and the Royal Scots. The floral wreaths and sprays were laid on behalf of Mrs R. Buchanan & Family, Falkirk District Council, Railtrack, A.S.L.E.F., Springfield Community Council, "In Memory of Uncle Robert from his brother George's family" and "In Memory of James McSherry".

There was also a local Wild Flower posy. There was no dedication but I strongly suspect that it was laid on behalf of Denis Muir from Springfield who every 22 May, walks down the road, picking wild flowers as he goes and lays them at the lineside at precisely 6:49am.

Gretna Green can now be remembered for more than runaway marriages over the anvil. Sidings, seldom used, are still to be seen at Quintinshill, the signal cabin is no more, being made redundant when the signalling system was modernised. The West Coast Line continues to be busy, with expresses rushing past at about a hundred miles an hour. Few of the passengers will know exactly where they are, and even fewer give a thought to Quintinshill, Britain's worst railway disaster.

INFORMATION PLEASE

HMS *Queen Elizabeth*: Chief Yeoman of Signals Fitzgerald Wilkinson Kelly serving on the battleship HMS *Queen Elizabeth* went ashore at Anzac to establish a Radio Station. The party came under heavy fire and failed to achieve their objective. Despite being wounded in the head, arms and legs, he insisted that his men were attended to first, before being evacuated to the ship where he died and was buried at sea.

Information regarding Chief Yeoman Kelly, or this particular incident, would be gratefully received by his daughter born after her Father's death. Her Mother was so overcome by her loss she would burst into tears when asked for information and to avoid further distress the quest for exact details relating to her father's service and death had to be abandoned.

Any information, however little, would be welcomed by Mrs Enid Bray, a c/d Urb, Miramar, Torre Alta, Avenida Nicaragua, 03500 Benidorm, Alicante, Spain.

Royal Dublin Fusiliers: Brian Burke (1620), 26 Marigold Place, Conniburrow, Milton Keynes, MK14 7AB, seeks information regarding his Grandfather 12714 Private Thomas Donachie who landed with the 6th Royal Dublin Fusiliers at Suvla on 7 August 1915. He had been born in Burnbank and enlisted at Hamilton, his home being 42 Forrest Street, Blantyre, Lanarkshire where he worked as a coalminer. Private Donachie survived Gallipoli but was drowned near Dunkirk on 16 July 1917 while serving with the 1st Royal Dublin Fusiliers.

Tasman Millington 1896-1963: Tasman Millington was the Commonwealth War Graves Commission officer in charge at Gallipoli from 1919 to 1960 and is to be included in the forthcoming volume of the *Australian Dictionary of National Biography*. From Tasmania, he was himself an Anzac veteran while his son Bernard, born in Constantinople in 1922, was christened on Anzac Beach on Anzac Day 1934 at the exact spot where his father came ashore in 1915.

The author of the article, Professor Robert O'Neill, All Souls College, Oxford, OX1 4AL, is anxious to contact Bernard Millington, who may be living in Surrey, and to hear from anyone who may remember Tasman Millington and his work with the Commission.

SUBSCRIPTIONS

The start of another year brings Subscription time. Prompt payment of subscriptions is a great help to the Association and I, as Hon Treasurer, look forward to hearing from Members during the first weeks of 1996 and meanwhile thank everyone for their support. Those who pay by Bankers Order should ignore the reminder sent with this Gallipolian.

AUTUMN LUNCH 1996

The Autumn Lunch will take place on Wednesday 23 October at the Naval Club, Hill Street, London when the Guest Speaker will be General Sir Charles Guthrie, GCB, LVO, OBE, ADC (Gen) Chief of the General Staff. More details in future *Gallipolians*.

GALLIPOLI MEMORIAL LECTURE

The twelfth Gallipoli Memorial Lecture will be given in Holy Trinity Church, Southend Crescent, Eltham, SE9 at 2000 on Tuesday 23 April 1996 by Professor Jean-Charles Jauffret, Professor of Modern History at Universite Paul Vabry, Montpellier, and Professor of Military History at the St Cyr Military Academy. His subject will be Gallipoli: A French Perspective.

Admission is by ticket only, obtainable from Wing Commander J. V. Towey, OBE RAF (retd), Secretary, Gallipoli Memorial Lecture Trust, 242 Avery Hill Road, Eltham, London, SE9 2JL. 0181 859 2952.

GURKHA EXHIBITION

The Gurkha Museum are planning a Gallipoli Exhibition from 13 to 25 August, several Gurkha Regiments being involved at Gallipoli, notably the 6th and 10th; indeed it was the 6th who held for those precious moments the vital heights of Sari Bair.

Members who might have Gallipoli material of interest to the Museum and which might be made available for the Exhibition should send details to Brigadier (Retired) C. J. D. Bullock OBE, MC, The Gurkha Museum, Peninsula Barracks, Romsey Road, Winchester, SO23 8TS.

A PENSIONER AT GALLIPOLI

JOHN C. WELCH (1548)

James Sheppard was discharged to pension by the Royal Navy in 1901. Behind him lay 23 years service, whilst ahead lay shore life with a steady job as a prison warder. Yet 14 years later he would be back in naval uniform, risking his life off the beaches of Gallipoli.

He had been born on 16 November 1862 in the Somerset village of Creech, two miles from Taunton. Fifteen years later he was living at Lyng, a few miles further east, where he was working as a farm labourer. His early life had thus been spent inland, the Bristol Channel being some ten miles to the north, whilst the English Channel lay twice that distance to the south.

Three months before his sixteenth birthday James joined the Royal Navy. His description on entry was given as 5' 3", ruddy complexion, brown hair and blue eyes. He was sent to be trained on the *Impregnable* at Devonport, and after a year progressed from Boy 2nd Class to Boy 1st Class. After a total of 21 months training he received a sea going posting to *Bacchante*, where on his 18th birthday he was rated as Ordinary Seaman. He had by this time grown two inches, and his complexion was described as freckled. Whilst on this ship he suffered his only serious brush with naval authority. The punishment received for this unknown misdemeanour, was that he forfeited three months seniority by sentence of Court Martial.

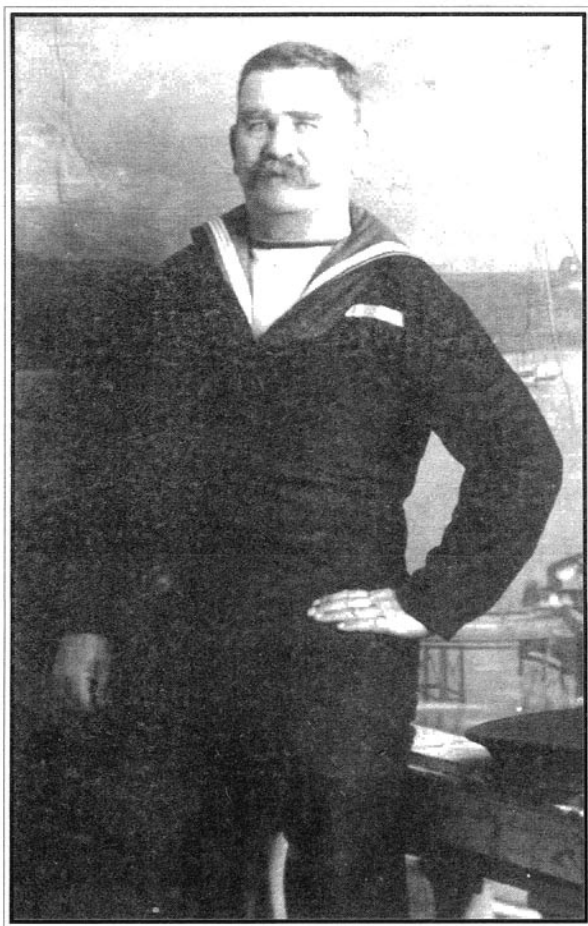
Another result for James Sheppard of this incident, was his transfer to HMS *Carysfort*, a 4th class screw corvette with a complement of 255. He served on her from 30 November 1881 until 31 December 1886, during which time he established his position in the navy and never looked back. The *Carysfort* was engaged in active operations during 1884 and 1885, at the Red Sea port of Suakin in the Sudan. Initial moves were to secure the place as a base for operations against Dervishes led by the wily Osman Dinga. Later actions were designed to regain control of the Sudan, following the death of General Gordon at Khartoum.

James Sheppard received the Egypt Medal with two bars (Suakin 1884 and Suakin 1885) and the Khedives Star for his time on active service with *Carysfort*. He was rated Able Seaman on 1 August 1884, and a month later received his first good conduct badge.

Numerous postings followed the *Carysfort*, on all of which his character was rated "very good". This led to his being awarded the Long Service and Good Conduct Medal in August 1897, whilst serving on HMS *Penelope* at Simonstown in South Africa. The *Penelope* was the first major vessel in the Royal Navy to have twin

screws, and ended her days on the Cape Station as a prison hulk. Another long service medal he received about this time, was that of the Royal Naval Branch of the National Temperance League. He must have persevered with his total abstinence, for he eventually received a bar for another ten years membership. He successfully completed ten courses in gunnery, which helped to take him on to Leading Seaman, Petty Officer second class and eventually, in 1893, Petty Officer first class.

James Sheppard's retirement in 1901 however, did not mean that he was entirely free of the Royal Navy. Until he reached the age of 50 in 1912, he had, as a member of the Royal Fleet Reserve, once a year to attend *Defiance* for a week's training.



James Sheppard, a studio photograph taken about 1905. John Welch

When the war broke out in 1914 he was soon back in uniform, and on the 2 August reported to HMS *Vivid*, the Devonport barracks. Most of his duties involved training new seamen, and at his age, he was now 52, and experience, he could expect to see the war out in Plymouth. All was to change however, when, on 30 June 1915 he was posted to the cruiser HMS *Europa*.

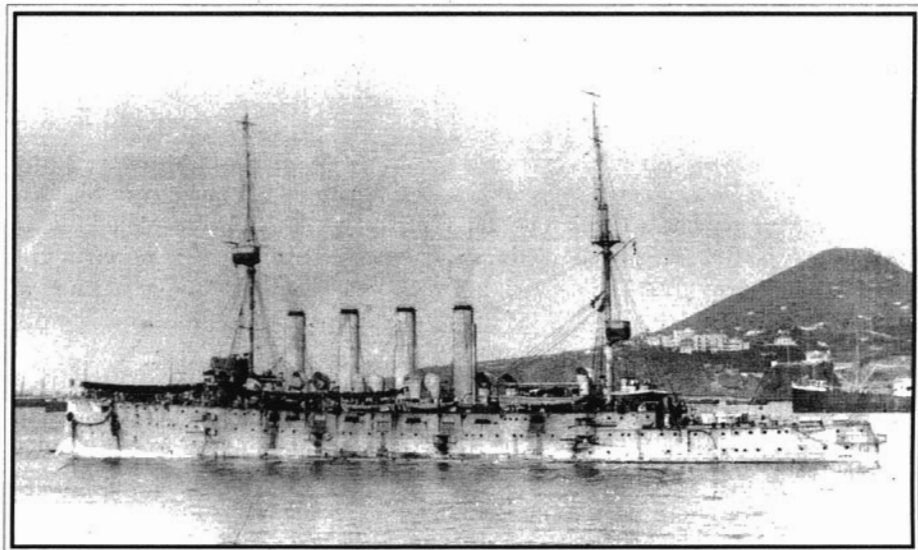
What lay behind James Sheppard's new posting was a telegram sent late on the night of 19 May 1915 by Rear Admiral Wemyss, the SNO (Senior Naval Officer) at Mudros, to the Admiralty. Mudros was a large, but exposed, natural harbour on the Greek island of Lemnos, which had been occupied by Allied forces in February 1915. Gallipoli lay some 50 miles to the east. Transports arrived with men, animals and supplies, which were unloaded and taken to the beaches in fleet sweepers. The SNO requested not just small craft to act exclusively as lighters, but a depot ship to be their home. He cited the trawlers based on Imbros, which had the *Osiris* as a depot ship. What he asked for as a base for his new charges was a ship of the Eclipse or Edgar class.

What the Admiralty sent him from home was HMS *Europa*, one of seven Diadem Class heavy cruisers built between 1896 and 1899, and intended for commerce protection. They were 460 feet long, 69 feet wide, drew over 25 feet, displaced 11,000 tons and had a maximum speed of 21 knots. Their armament consisted of 16 x 6" guns and 12 x 12 pounders. Protection was afforded by an armoured curving deck, and as such they were the last class of cruisers in the Royal Navy to be so fitted.

The Diadems were not highly regarded. They were considered too lightly armed for their size, and none of the guns being mounted in turrets had the effect of halving the broadside. There was no side armour, and the turning circle was equal to that of much larger cruisers. When the war broke out they were obsolete, being nearly 20 years old. They had a heavy coal consumption, and the maximum speed was down to about 18 knots, and even that could not be sustained for any length of time. One had already been hulked, and two more were relegated to training duties.

The *Europa* was not only younger than either of the two classes requested, but substantially larger. Why had she been chosen? The answer was to be found in the linings of the cylinders in her engines. they were good only for 5,000 miles, and then she would have to be paid off. She could however get to Mudros, and once there, little movement would be required of her. There was an additional reason in selecting the *Europa*, in that she carried Poulson W/T equipment. The SNO had complained that his messages were taking up to 24 hours to reach England. He had specifically requested a ship carrying this type of wireless.

En route for Mudros, the *Europa* called at Gibraltar, where the deck hands, marines and signalmen were reduced to one watch (her normal complement was 677). Once



HMS Europa at Mudros. Maritime Photo Library

at Mudros numbers were further reduced, especially the engine room complement. CPO James Sheppard was attached to *Europa* for exactly five months. This time saw him working on motor lighters, mostly at night, running men and supplies to the beaches of Gallipoli. When the evacuation started officers from the *Europa* acted as beachmasters for ANZAC and Suvla. CPO Sheppard worked through the evacuation to the very end.

Admiral Wemyss wrote to the Admiralty from HMS *Lord Nelson* on 22nd December 1915, that he wished "to bring to the notice of the Lords Commissioners of the Admiralty the following officers and men who performed meritorious service during the period of the evacuation of the Suvla and ANZAC positions". There then follows a list of officers, petty officers and ratings, a few of whom have specific recommendations for rewards e.g. promotion, confirmation of acting rank or an award. These names are grouped in headings and then sub headings. Thus James Sheppard's main heading is, "The following men are recommended for good service", and then his name appears under "Motor Lighters". His is one of only two names in the whole report shown as being pensioners.

The result of the report was that on 15 May 1916, the London Gazette listed his award of the Distinguished Service Medal. This medal had been instituted in October 1914, for award to Chief Petty Officers, Petty Officers and men of the Royal Navy and non commissioned officers and men of the Royal Marines. Recipients of the DSM were to be men who set an example of bravery and resource under fire, which did not warrant the award of the Conspicuous Gallantry Medal. Some 4,000 were awarded during WW1, compared with 115,000 of the army's equivalent, the Military Medal.

One Diadem was lost to enemy action, and the rest quickly passed out of active service once the war was over. The *Europa* herself came to a strange end. She was flagship at Mudros until 1919. The following year was sold in Malta, to an entrepreneur who was going to use her as an emigrant carrier! She sank during a gale off Corsica in January 1921, was raised and then broken up. HMS *Europa* came to life again in the Second World War, as the Central Depot of the Royal Naval patrol Service at the Sparrow's Nest, Lowestoft.

James Sheppard left *Europa* on 31 December 1915, and the next day joined HMS *St. George*. He stayed with her in the Mediterranean, until August 1916, when he finally returned to *Vivid*. A CPO of his experience was worth holding on to, when stores had to be accounted for and men processed for discharge. Not until 18 February 1919 did he leave the navy for good, over three months after hostilities ended.

He was by now 56 years old, and could look back on a total of 38 years in the Royal Navy and Fleet Reserve. The 15 year old farm labourer had become a Chief Petty Officer with eight medals, who had at Gallipoli taken part in one of the most momentous feats of British arms in the 20th century.

GALLIPOLIAN BINDERS

We are pleased to announce that we are now able to supply a very attractive Cordex Binder which will house up to 12 copies of *The Gallipolian*. The Binder is finished in an attractive simulated leather, coloured maroon, with the title blocked in gold on the spine. It will meet the request we have received from many members for a binder in which they can keep their copies of the magazine in order and preserve their appearance.

The price per Binder is £4.75 including post in the United Kingdom and £5.70 for overseas. Orders with payment, cheques and postal orders made out to The Gallipoli Association, to Jim Fallon, Public Relations Officer, The Gallipoli Association, 2 Sunnysfield, The Ryde, Hatfield, Herts, AL9 5DX.

GALLIPOLI ARCHIVE – THE LIDDLE COLLECTION

UNIVERSITY OF LEEDS

A graduate of both Glasgow and Liverpool University, Clare McGread, has been appointed to the staff of the Liddle Collection in the Library of the University of Leeds with a specific Gallipoli objective in view. She has the task of preparing a computer-based catalogue for the many hundreds of sets of Gallipoli papers. The system she is devising, we offer an example here, is to be instituted throughout a collection holding 1914-18 material for some six thousand men and women.

The scale of her task is challenging; she may have not far short of a thousand men to consider – that is British, Australian, New Zealand, Newfoundland, and material of Indian units engaged, French, Turks and Germans, and of course for the British it includes sailors and airmen too. If time were to allow, she will tackle not just the original letters, diaries, photographs, maps and official papers in private hands, she will also summarise the sound recordings, and there the number is known to be around four hundred and fifty. The work of transcribing these tapes is well advanced, thanks to the dedication of Carolyn Mumford, a volunteer in the Collection.

In the opinion of a distinguished scholar researching the Gallipoli campaign, “a pilgrimage to Leeds is as essential as one to the Peninsula, for the serious study of the Dardanelles/Gallipoli campaign”.

i) Catalogue entry for 2nd Lieutenant Donal Addams-Williams, giving a brief personal biography and summarising the material available for research. The individual items, such as letters and photographs, are catalogued individually in the database.

Ref No:	Gall 1
Name:	Addams-Williams DA
Rank:	2nd Lieutenant
Unit:	A Company, 4th South Wales Borderers
DoB:	1896
DoD:	11 August 1915 KIA
Biography:	Donald Arthur Addams-Williams. Educated at Winchester and Marlborough, enlisted 1914, joining the Public Schools' Brigade at Epsom, and then received a Commission in October into the 4th Bn South Wales Borderers. Embarked for Dardanelles on 29/6/15, and arrived 12/7/15. Was leading No. 1 A Company when killed at Chocolate Hill 11/8/15 (See Gall 1/63). (Given as 13/8/15 in “The Cross of

- Material:** Sacrifice") Commemorated 7th Field Ambulance Cemetery, Anzac Gall 1/1-105: Cap and shoulder badges, 104 letters and photos dating from pre December 1914-1921. Collection includes 33 letters from Addams-Williams to his family, 19 letters from serving men and NCOs to family re: death of Addams-Williams, 25 other letters from family and friends re: death of Addams-Williams. Addams-Williams wrote mainly to his mother, Mrs Grace Addams-Williams, nee Lysaght, and father Herbert Addams-Williams, Rector of Llangibby, Monmouthshire. Addams-Williams signs himself "Trog"; letters to "Imp" or "Impie" are to his sister Imogen Tangye, nee Addams-Williams, she was a VAD at Berck Plage; "Ye Babe" was Addams-Williams's nephew, St. John Tayleur, son of Eileen Tayleur; "Far" was his maternal aunt, Frances Lysaght.
- See Also:** WOMEN: Miss Imogen Adams-Williams (sister of DA Addams-Williams)
- Donor:** GS: Sir W. Lennox Napier and Sir Joseph Napier
Mrs P. Addams-Williams, Dr. Sheila Tangye and Miss Tangye

COMMONWEALTH WAR GRAVES COMMISSION

To meet unprecedented demand (over 40,000 enquiries worldwide in the last 12 months) the Commonwealth War Graves Commission has computerised its records. Information for all of the 1.7 million casualties killed in the two World Wars, as well as the civilian casualties of the Second War, are now held within a vast database. All telephone and written enquiries are now responded to via this new computer system.

This development, as well as providing a quicker and more effective casualty tracing service to the public, enables the Commission to deal with an additional range of more sophisticated and specialised requests for information.

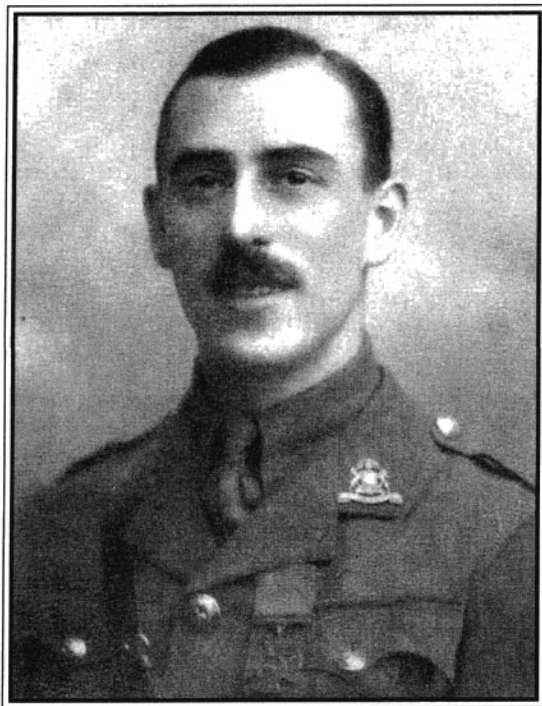
Further information from Beverly Webb, Information Officer,
Commonwealth War Graves Commission, 2 Marlow Road, Maidenhead, SL6 7DX.

WILLIAM THOMAS FORSHAW VC – THE MANCHESTER REGIMENT

CAPTAIN R. A. BONNER

William Thomas Forshaw was born in Barrow in Furness on 20 April 1890 and educated at Barrow Grammar School (now the Parkview School) and Westminster College.

He became a master at North Manchester Grammar School and lived in Ashton under Lyne where he became a leading light in the local amateur operatic society. He also joined the Territorial Army and in March 1914 was commissioned as a 2nd Lieutenant in the 9th Battalion The Manchester Regiment based in Ashton. War with Germany was declared on 4 August. On 10 September the 9th Manchesters, as part of the East Lancashire Division, embarked for Egypt where they remained, guarding Egypt and the Suez canal until in May 1915 they became part of the ill-fated invasion of the Turkish peninsula of Gallipoli.



William Forshaw VC

After weeks of battle little was achieved other than a mere foothold on the peninsula. The Turks proved to be a redoubtable enemy and fighting was constant and fierce. On the night 7/8 August a successful and gallant stand against great odds was made by 'A' Company of the 9th Manchesters. The attack continued for the greater part of two days. In the words of the official citation:

"When holding the north-west corner of the 'Vineyard' his position was attacked and heavily bombed by Turks who advanced time after time by three trenches converging at this point. He directed his men and encouraged them with the utmost disregard of danger, personally throwing bombs at the enemy continuously for 41 hours. When his detachment was relieved after twenty-four hours he volunteered to continue the direction of the operations. Three times during the night of 8th/9th August he was again heavily attacked and once the Turks got over the barricade. After shooting three with his revolver he led his men forward and recaptured it."

Eyewitnesses said that Forshaw was magnificent. He treated bomb throwing as if he were throwing snowballs. His citation does not mention that many of the grenades which he threw were improvised from jam tins and which were ignited by means of lit cigarettes. Apparently throughout the time of the action in the Vineyard he smoked continuously for the purpose of lighting the bomb fuses. Afterwards he became very ill and for several days lost his voice completely.

In January 1916 the army withdrew from Gallipoli. Forshaw had by then been medically evacuated and was back in England by October. He was invested with his Victoria Cross by King George V at Buckingham Palace on 18th October 1915 and promoted Captain on 2nd November. Both Barrow in Furness and Ashton under Lyne gave him civic receptions.

At the end of the war he transferred to the Indian Army and after a six month attachment to the 1/76th Punjabi Regiment he was appointed Staff Captain 67th Brigade in May 1919. He took part in four major Indian campaigns and was mentioned in despatches for his services in Waziristan in 1920. By September he was a Staff officer responsible for education in the Indian Southern Command but this post was abolished in February 1922 and in November he retired from the army.

He returned to teaching and started a private school for boys at Rushmere St. Andrews, near Ipswich. However this was not a success and it is believed that for a time he was employed by one of the major film companies. In 1941 he moved to Holyport near Maidenhead in Berkshire where, on 28 May 1943, he died from a heart attack whilst cutting a hedge. Forshaw was only 53 years old. For one reason or another, probably because of wartime conditions, no headstone was erected on his grave and for many years it was believed that he had been buried in his birthplace of Barrow. After some years of research his old Regiment were able to establish that he had been buried in the little churchyard of Touchen End, near Bray. On 24 October

1994, the King's Regiment with whom The Manchester Regiment is now amalgamated, erected a headstone in Touchen End churchyard. So the last resting place of this Gallipoli veteran is recognised at long last. (See also *The Gallipolitan* No. 76 Winter 1994.)



*Presentation of the Sword of Honour by the Mayor of Barrow-in-Furness to
Lieutenant William Forshaw VC.*

The Museum of The Manchesters occupies the ground floor of the Town Hall in Ashton under Lyne and a new gallery has been named after Forshaw. In the museum are his Victoria Cross and medals, the magnificent sword of honour presented to him by Barrow in Furness and the silver casket of the Freedom of Ashton together with other memorabilia. The museum is open from 10am to 4pm Monday to Saturday and on most public holidays. (0161 342 3078).

TO THE MARTYRS OF CHANAKKALE

TRANSLATED AND INTRODUCED BY
 PROF. DR. ERKAN TURKMAN (1592)

Mehmet Akif Ersoy (1873-1936) is the greatest national poet of Turkey. He wrote the Turkish national anthem in 1921. His anthology of national and religious poetry has been composed under the title "Safahat". The following poem is the part of his long poem "Asim" which was published later under a separate heading, "To The Martyrs of Chanakkale". It reflects the truest feelings of the Ottoman Turks who had to enter an undesired bloody war. The poem is so impressive that it has always kept the memory of the war alive in the minds of the coming generations⁽¹⁾:

What is this the Chanakkale war? Matchless in the world
 Four or five heavy armies have surrounded a tiny place
 To make a way through heaps and hills on to the Marmara
 Countless fleets have come around to invade a little space
 What a shameless siege! all horizons have been covered up
 Where is that Western Man with his fine character?
 Should now I call him, "A wild, senseless man like hyena,
 A broken away prisoner or an uncaged brutal creature?"
 Like assembling on the doomsday with countless men as sand
 Worlds with different colours and languages all there
 Some from Australia, others from Canada or from New Zealand
 Incident is one and simple but savageries are so unfair
 Some are Hindus, others cannibals and God knows what bale?
 This invasion is mean, plague-like and is of no avail
 Alas this modern age! in form it's noble but inside foe⁽²⁾
 It's companions are so wretched and in character they're low
 They played all sorts of tricks treacherously one by one
 In front of the Turkish soldiers month after month
 They would keep looking pretty, if their masks weren't undone
 Westernization is deceptive and in reality it's unreliable
 Damned as they are, they have technology to devastate
 A full country with ease or even the largest state
 Since long horizons are being pierced by the brutal thunders
 Sea-bottoms are shaken up by heavy quakes and bursting sound
 In each trench befalls sharpnel on the heads of the soldiers
 Tearing up their heads and chests it goes to the ground
 Many trenches under the earth are worse than pits of hell
 Death falls from the sky and the dead stick out of earth
 Hundreds of men are on fire with each blasting shell
 Strong is the storm that's blowing up pieces of cadaver
 Heads, eyes, bodies, legs, arms, fingers, hands and feet

Come down like gusts of rain over valleys and mountains
 Armoured base hands open fire to create a fatal beat
 Flowing floods of fire, tempests of thundering bolts
 Firing from the fleets of planes come down to burn
 The open chests of standing soldiers on the ground
 Balls of guns outnumber bullets fired turn by turn
 Yet behold! the brave army to this threat only smile
 They need no steel fortification nor they ever retreat
 Their faith in God is fortified in their steely bosoms
 Which earthly power can crush them down or even mistreat
 For the fortification of their chests is made by God Himself
 Man made forts and castles can be besieged by a nation
 It's not possible to confine a man's strong determination
 The breasts (of our soldiers) are God's eternal dwelling
 It's God's promise, "I shall never let them be demolished
 I used to praise Asim's⁽³⁾ race, and a lie I wasn't telling
 See God has finally saved them from being trodden down
 Strong like rock and stones are the bodies of the martyrs
 Their heads did only bow to God in ritual prayers
 His neat forehead is wounded while in peace he lying
 For a single crescent, O Lord how many suns go to setting
 O soldier you have gone beneath the earth for your country
 Your neat forehead deserves to be kissed by your ancestry
 By your noble blood you have saved God's worshipped Unity
 You have set an example of the lions of Bedr's bravery
 Tell me, who can dig a grave large enough for thee
 How can your remarkable time and your glorious deeds
 Be buried in the pages of our unforgettable history?
 Then only eternity can encompass your daring victory
 If I place the Kabbe at your grave like a headstone
 And inscribe on it the deepest inspiration of my own
 And then I bring down the heavens to cover thy tomb
 Thy bleeding tomb then with stars I set to decorate
 And fetch the Pleiadeas of seven stars in a majestic state
 And when you lie blood-covered under that chandelier
 I keep a watch like graveyard keeper at your holy grave
 And then I bring the moonlight down when you rest over there
 Later in the morn I fill thy chandelier with light of dawn
 And then I dress your wounds with the slimming sun-set
 Yet I fail to do but little in they eternal memory
 O you, who by resisting the Crusaders' cruel attack
 Have dazzled even Saladin and Qilich Arslan's glory⁽⁴⁾
 O you, who have broken down upon your breast the iron yoke
 That for long have been choking Islam by its fatal shock

If we bury you in the past centuries with thy celestial name
 The horizons and worldly boundaries thy glory can't contain
 O martyr, son of martyr well now don't ask a grave from me
 For the prophet Muhammed in heavens awaits to embrace thee

Notes:

(1) For a wider review on the poem see M. Kaplan, *Turkluk Arastirma Dergisi*, Marmara U.Fen-Ed.Fak. Istanbul 1987, p. 137.

(2) For more than a century many educated Turks have put faith in the western technology and civilisation. Akif, however, after the war had become sceptical and thinks that westernization aims at killing a man instead of providing him with spiritual peace.

(3) "Asim" is a symbolic prototype Turk with fine character that Akif had in mind.

(4) Saladin or Salah al-Din Ayyubi (1138-1193) was a founder of the Ayyubid dynasty, who fought against the crusaders successfully by leading Muslim armies. Qilich Arslan (ruled between 1138-1193) belonged to the Turkish Seljuki dynasty, who also waged wars against the crusaders.

MAKING OF A LEGEND

A full colour print, size 19" x 27" *The Making of a Legend: The Landing at Anzac Cove Dawn 25 April 1915* by George Lambert is now available from Cranston Fine Arts to members of the Gallipoli Association at £18.00 plus £3.00 post & packing. This is a reduction of £9.00 on the normal price. Cheques or postal orders to Cranston Fine Arts, Torwood House, Torwoodhill Road, Rhu, Helensburgh, Scotland, G84 8LE.

TELL ENGLAND

Colonel Michael Hickey will be speaking about the Gallipoli campaign at the Imperial War Museum on 17 April when it is also intended to show the classic film *Tell England*. Further details in *Spring Gallipolian*.

SUB-LIEUTENANT ARTHUR TISDALL VC

The Winter 1994 *Gallipolitan* No. 76 reported on the proposal to restore the war memorial standing in front of St. George's Church Deal, which contains amongst other names that of Sub-Lieutenant Arthur Tisdall VC, who, having landed from the *River Clyde* was subsequently killed at the Second Battle of Krithia on 6 May 1915. His Victoria Cross was awarded many months later for his acts of supreme bravery during the landings on the 25th.

David Heald of Canterbury managed to raise £1,400 towards the restoration of the memorial. First it was steam-cleaned and then the letters painstakingly re-enamelled before the restored memorial was blessed on 18 June.

The inscription reads "Ad Gloriam Dei – To the bright and beautiful memory of Arthur Walderne St. Clair Tisdall VC Sub-Lieut. RNVR Scholar of Trinity College, (B.A., Double 1st Cl Hon) & Chancellor's Gold Medalist in the University of Cambridge. Son of Rev. W. St. C. Tisdall, DD., Vicar of St. Georges Church Deal, & of Marian (nee Gray) his wife. Born July 21 1890 killed fighting gallantly in the attack on Achi Baba, Gallipoli, May 6 1915."

Awarded the Victoria Cross by his King and Country in recognition of his most conspicuous bravery and devotion to duty in rescuing many wounded officers and men under violent and accurate fire during the landing of the British troops from the *SS River Clyde* on V Beach, Gallipoli, April 25th, 1915."



The newly restored memorial to Arthur Tisdall VC at St George's Church, Deal.
Photo David Heald

BOOK REVIEWS

GALLIPOLI

MICHAEL HICKEY

John Murray 1995. 363 pages, 28 illustrations, 5 maps. £19.99.

This book, by the Director of the Gallipoli Memorial Appeal, was the subject of a special offer to members of the Association last autumn. If you did not avail yourself then, don't delay, for a copy deserves to be on the shelves of every member of the Gallipoli Association.

Thirty years ago Robert Rhodes James classic *Gallipoli* was published, this new volume has the same title, though what better, and will surely rank as the years go by with its illustrious predecessor. It provides a spirited account of the campaign which came so close to victory, and which has such a special place in the hearts of all members of the Association. As six Australian soldiers writing to Sir Ian Hamilton almost a year after the first landings said, "We know that you could have led us forward to Constantinople, if those responsible in London could have got interested enough to provide you with the means when you asked for them."

The author conveys to the reader not just the military actions, and the background to the campaign, but also the very special nature of the battlefield and the participants on both sides. Concluding with, "It is surely the most beautiful of all old battlegrounds. Out to sea lie the islands of Imbros and Samothrace, and to stand on the summit of the Sari Bair ridge at Point 971 and watch the sun go down behind the latter is possibly the most moving of all experiences to be undergone in this place. It is here that the visitor is moved to silence, to reflect that around these hills, and on the plain to the front, there died an age of innocence." To conclude with an earlier quotation, from Virgil, "At such a tale, who could forbear to weep."

BLOODY RED TABS

FRANK DAVIES AND GRAHAM MADDOCKS

Leo Cooper 1995. 225 pages, 24 illustrations. £17.95.

"I wonder how many general's were killed and wounded in the Great War?" A chance question as the authors stood by the grave of "Inky Bill" – Major-General Ingouville Williams, C.B., D.S.O, at Warloy-Baillon Communal Cemetery and Extension on the Western Front, resulted in much research which has come to fruition in this well documented book.

After the introductory chapters the bulk of the book is taken up with short biographical accounts of the 232 casualties, 78 of whom were killed in action or died of wounds as a result of active service, the remainder being wounded or gassed or

became prisoners of war. An Appendix provides the locations of their graves, or memorials in the case of the missing.

Turning to Gallipoli, eight Generals were killed on the Peninsula – Anthony Baldwin at Chunuk Bair 10 August, William Bridges on 19 May as the result of injuries received near Steele's Post four days previously, George Hodson in Malta on 25 January 1916 following a serious head injury at Suvla on 14 December. Paul Kenna, who had won his Victoria Cross in the charge of the 21st Lancers at Omdurman, died on 30 August of wounds received at Chocolate Hill the previous day. On 4 June Noel Lee was wounded in the throat at the Krithia Nullah and although evacuated to Malta died on the 22nd. The Earl of Longford was killed during the attack on Scimitar Hill and is commemorated on a special memorial at the Green Hill Cemetery. Henry Napier fell on the morning of the 25th as he was being rowed ashore at V Beach and is commemorated on the Cape Helles Memorial. William Scott Moncrieff had come out of retirement to command the 52nd (Lowland) Division and died at the head of the Cameronians on 28 June, being commemorated on a special memorial at Twelve Tree Copse Cemetery.

A further seven – C. H. J. Brown, D. J. Glasfurd, E. J. Granet, C. M. G. Holmes, F. E. Johnston, G. E. Matthews and Sir Frederick Maude all of whom served at Gallipoli were later to die in action elsewhere. While no fewer than 31 who served at Gallipoli were injured there or during subsequent service on other fronts.

An excellent, well presented account, of a generally overlooked and under estimated aspect of the First World War which will prove an invaluable reference work for many years to come. The authors "hope that from now onwards, when the poppy petals fall at the Service of Remembrance in the Albert Hall each November, people will realise that some of them fall for generals."

GRAF SPEE'S RAIDERS

KEITH YATES

Leo Cooper 1995. 336 pages, 25 illustrations, 15 maps. £18.95.

Sub-titled *Challenge to the Royal Navy 1914-1915* this is a fine and detailed account of the exploits of the eight German raiders on the High Seas during the first months of the war and their final fate. The armoured cruisers *Scharnhorst* and *Gneisenau* and the light cruisers *Dresden*, *Emden*, *Karlsruhe*, *Königsberg*, *Leipzig* and *Nürnberg*. Two, the *Emden* and the *Königsberg* might be said to have connections with the Gallipoli campaign.

The *Emden* was intercepted at the Cocos Islands by HMAS *Sydney*, which had been detached from the nearby massive Anzac troop convoy en route for the Middle East, with many men later to serve at Gallipoli. Despite being grievously damaged during the action which followed the *Emden* was beached and the survivors were taken

prisoner. Previously she had put ashore a party of 49 officers and men commanded by Hellmuth von Mucke, to occupy and demolish the wireless station and cut the submarine cables. To escape they commandeered a 100 ton schooner, the *Ayesha*, later transferring to the freighter *Choising* in which they sailed to Hodeida on the coast of Yemen, then a Turkish possession. From here they made an amazing trek, sometimes overland, sometimes in dhows, to reach Constantinople in May 1915.

As part of the efforts to sink the *Konigsberg* hiding in the Rufiji River, East Africa, the Admiralty sent the battleship *Goliath* but to no avail. The shallow waters meant that even her 12" guns could not reach the trapped German ship and she went off to the Dardanelles and eventual destruction. A story told in *From Dartmouth to the Dardanelles* by an anonymous author, one of her Midshipmen.

A SERIOUS DISAPPOINTMENT

ADRIAN BRISTOW

Leo Cooper 1995. 202 pages, 14 illustrations, 4 maps. £18.95.

Written by one of our members whose father served with the 4th Battalion Royal Sussex Regiment at Gallipoli, the book tells the story, in detail for the first time, of the debacle of Aubers Ridge on the Western Front. Although overshadowed by the Second Battle of Ypres, and by the Battle of Festubert, the events on that single day, 9 May 1915 played a significant part in the political scene later in the month when the Coalition Government was formed with Lloyd George as Minister of Munitions.

FOR GOD'S SAKE SHOOT STRAIGHT

LEONARD SELLERS

Leo Cooper 1995. 179 pages, 20 illustrations. £15.95

Another member having put pen to paper has written this book, published just a few short months after his first, *The Hood Battalion* which was reviewed in the previous *Gallipollian*. It tells in detail the story of the court-martial and subsequent execution on 5 January 1917 of Edwin Dyett of the Nelson Battalion of the Royal Naval Division. He had been commissioned on 24 June 1915 and although he did not serve in Gallipoli, the tragic circumstances of his short career clearly influenced A. P. Herbert when he wrote the novel *The Secret Battle*, part of which is set on the Peninsula.

Len Sellers, no doubt his career in the Essex Police standing him in good stead, has painstakingly delved into the records, many of which were closed until very recently, to bring all the known facts to life. What he tells is as disturbing a story as it is a moving one, raising many questions over such court-martials which exacted the ultimate penalty on 306 other men in addition to Edwin Dyett.

LIEUTENANT COMMANDER FREDERICK SEPTIMUS KELLY DSC RNVR, KILLED IN ACTION 13 NOVEMBER 1916

C L W PAGE

“Cleg” Kelly was one of the original, supremely-talented band of Officers who joined the Royal Naval Division on its establishment in 1914. The group included Rupert Brooke, Bernard Freyberg, Aruthur Asquith, Charles Lister, Patrick Shaw Stewart, William Denis Browne, A. P. Herbert, and the list goes on. Kelly was at Eton from 1893 to 1909, and went on to read music at Balliol, followed by an extended period of study in Frankfurt: he was described as a brilliant pianist, and he excelled at chamber music. In addition, Kelly was a superb all-round sportsman, but it was on the water that he excelled: he rowed for Oxford, and in 1908 won a Gold Medal in the Olympics in the victorious English Eight, and he was one of the greatest scullers of all time, winning the Diamond Sculls on three occasions. His record time for the event held for many years, and even bettered the best time recorded in the Goblets.

Kelly was a big man in all respects: he records that he and Freyberg weighed themselves in Malta, and Kelly was only a few pounds lighter than the fifteen and a half stone of the powerful New Zealander. Along with Freyberg and Asquith, Kelly was a powerful swimmer, and volunteered to accompany the former when he swam ashore off Bulair to light flares, to cause a diversion from the landings which were taking place at the southern end of the Gallipoli Peninsula. He and Asquith were both refused permission: Freyberg went alone, and was awarded the DSO for his actions.

Kelly and his friends became known as the “Latin Table” during the sea voyage out to the Dardanelles, a comment on their conversation and an acknowledgement of their high intellectual abilities. When Rupert Brooke died in the afternoon of 23 April 1915, the decision was taken to bury him on the island of Skyros: Denis Browne and Charles Lister took a working party ashore to dig a grave. The burial party reached the site with the coffin at 2245, and the Chaplain of the 1st Naval Brigade read the service. Patrick Shaw Stewart commanded the firing party. Kelly thought it a most moving experience: he wrote that the small olive grove in the narrow valley and the scent of wild sage gave a strong classic tone which was so in harmony with the poet they were burying that to some the Christian ceremony seemed out of keeping. Kelly was one of those who remained behind at the graveside after the service when Brooke’s closest companions piled pink and white marble stones on top of the grave to form a cairn. Later, Kelly would compose an elegy for strings in memory of Rupert Brooke.

HOOD Battalion, in which Kelly was a Platoon Commander, landed on Gallipoli a

few days after the initial assault, and they were quickly in action. In the costly attack of 4 June, he was wounded by a bullet which grazed the inside of his right heel, causing a gash half an inch deep which necessitated his evacuation to Alexandria to recover. On return, he was given command of a Company, which under his leadership became highly efficient. From August, HOOD Battalion was continuously in and out of the trenches on alternate weeks, and apart from two days leave on the nearby island of Imbros, Kelly was with his men the whole time. He was one of the last to leave the Peninsula during the evacuation in January 1916, and for his services there, Kelly was awarded the DSC.

In May 1916, he joined the RND in France, in command of his old Company, first in the trenches around Souchez, north of Arras, where he set a fine example of active patrolling, particularly at night. He did not endear himself to the Army establishment when leading a detachment of the RND on a course during a spell out of the line: Kelly insisted that the Royal Navy, as the Senior Service, took precedence over all the Army details also undertaking the course, and prevailed upon the Camp Commander to allow the naval men to take pride of place on parade. Returning to the front, he continued his coaching of the Battalion band, which became highly-proficient under his direction: he achieved his ambition of conducting a performance of the 1812 Overture to the accompaniment of real guns in a wood near Souchez during a bombardment. Kelly loved animals, particularly cats, which he referred to as "Tibbins", frequently collecting orphans from deserted French villages, and keeping them in the Front Line. When his Company moved, his officers were each allocated one to carry in a sandbag slung over the shoulder. Even in the trenches, he was fastidious about his personal cleanliness, wearing gloves all the time, and even going to extent of irritating his brother officers by the number of times he cleaned his teeth!

On 13 November 1916, the RND took part in its first major attack in France on the Ancre: the enemy positions were formidable. Kelly's Company was chosen to be part of the first wave of the extreme right of the Division. In the German Third Line, as he led a party to deal with a troublesome defensive position, he was killed. The Battalion doctor later found him shot through the back of the head. His body was recovered and he is buried among many of his colleagues in Mesnil-Martinsart Cemetery in a village just behind the British Front Line. The headstones for these graves are, unusually, not made from the white Portland stone with which we are all so familiar; those of Kelly and the others being made from a beautiful red sandstone.

Kelly, and his sister Mary, lived at Bisham Grange near Marlow. He was a man of independent means. Mary married a naval officer, by coincidence with the same surname, who went on to become Admiral of the Fleet Sir Joe Kelly. Cleg Kelly had kept a diary, which Mary subsequently asked Arthur Asquith to edit, which forms a fascinating record of his life with the RND.

In the Eton Chronicle of 7 December 1916, Arthur Asquith wrote:

"He was not, and I think would never have made, an enthusiastic soldier. He spent most of his leisure composing music and reading books, and was not alive to all the aspects of military life around him. But he had a true artist's desire to perfect his Company. He was an uncompromising disciplinarian, spared neither others nor himself, and rarely turned a blind eye. Highly-strung, and as brave as a lion, aware and utterly contemptuous of all risks, he commanded confidence and respect of all under his command.

"As a companion his joy of life and his white-hot enthusiasm in discussing subjects abstract and personal, communicated themselves electrically to those with whom he lived. He was contentious, always happiest in argument: interested in the psychology of his friends, highly critical of them, and warm-heartedly loyal to them; and violently intolerant of anything that had the tinge of cheapness, insincerity, pretentiousness of bad manners."

WHO SAID THIS?

In the Autumn *Gallipolian* we asked who said:

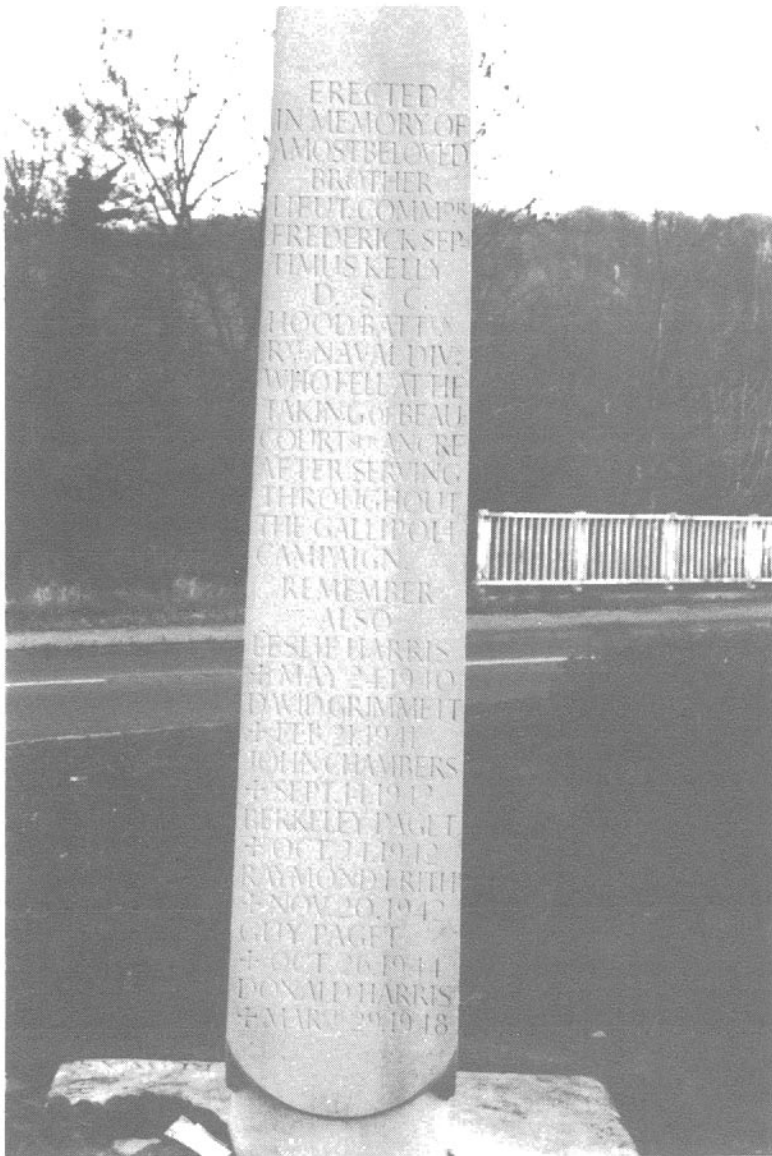
"Thus the curtain rang down on a sound and far-sighted conception, marred by a chain of errors in execution almost unrivalled even in British history."

"For years controversy has centred round the incubation period of the Dardanelles project, and the plan which was evolved. More depressing is the later revelation of the opportunities thrown away after the force had landed – lost opportunities hitherto obscured by a halo of romance."

The answer B. H. Liddell Hart in *History of the First World War* 1970.

Now another WHO SAID THIS?

"Down the Aghyl Dere where the gallant Overton rests under the shade of the Turkish trees; out to Hill 60 where the white bones lie in heaps; along to Ari Burnu where the graves are thickly crowded; and so to Anzac Cove itself. Here, pathetic beyond words, were the skeletons of old barges and boats – rotting in the smooth white sand once pock-marked by thousands of scurrying feet; here on the sandy beaches the Turk paid the men of Anzac the greatest compliment, for they wired the beach against another landing! Did not the daredevils say they would come back? Was it not wise to prepare for possibilities? But the soldiers who went so quietly away in December, 1915, chose to come another way as victors."



The roadside War Memorial at Bisham. The reverse also records "Clegg" Kelly's name and date of death, together with eleven others who fell in the First World War.

See pages 39-41. Photo David Saunders