

# ***World War One***

## **The Home Front**

Many changes occurred at Norton Free School between October 1912 to July 1917 as increasing numbers of men were needed for the armed forces and some women teachers obtained leave to serve in nursing units or in the Women's Auxiliary Services. Married women teachers appeared on the staff at Norton for the first time, reflecting the national trend of helping in the emergency.

Among them was Mrs Bessie Burgess who was appointed Uncertificated Teacher in May 1914. The school Log Book tells us that on 10th June 1915, "This afternoon at 3.30, the ordinary school work was suspended when a collection of gifts was made for the wounded soldiers at the St John's Ambulance Hospital, Abbeydale. Following this collection a performance of *A May Day Revel* was given by the children under the direction of Mrs Burgess, assisted by the other teachers. The playground was packed by parents and friends who fully appreciated everything."

On 5th November 1915, Mrs Burgess was reported to be in a state of collapse and on 8th-9th November she went to London to visit her husband who had just arrived from the front. She was released from her duties on 12th November to join him in the south of England.

It was the practice for the Master, Mr Joseph Atkin (Head 1886-1920), to address the children on Empire Day, 24th May, on their duties of citizenship. They had a half-day holiday in the afternoon. On Empire Day 1915, "The scholars brought gifts of many kinds of useful articles which were forwarded to the wounded soldiers at Abbeydale Hospital."

During the 1916 Christmas vacation, entertainments were given in the school for Lord Roberts' Disabled Soldiers' and Sailors' Fund, the proceeds amounting to £9-10s.

From 1906 older boys were instructed in gardening with the help of the Headmaster and this became an integral part of the school curriculum. It is reasonable to assume that vegetables as well as flowering plants were cultivated during the war years as six Dutch hoes were supplied to the garden boys in April 1916.

As was usual in a rural area like Norton, boys were kept away from school for harvesting. From 1916 to 1918 boys were given leave of absence to do other agricultural work because there was a shortage of labour as a direct result of the war.

There was rather an intriguing entry in the school Log Book for 18th September 1917 when "Mrs Bagshawe visited the master and asked for garden boys to go in her park to gather horse-chestnuts to be sent to the Minister of Munitions!" By this time in the war, enemy submarines were cutting off supplies from America, including acetone, which was made from starch, usually maize. Horse chestnut conkers were suggested as a substitute and many gallons of acetone were produced in Britain and used to make cordite, a propellant for ammunition.

The shortage of food was evident towards the end of the war. The Headmaster was appointed to the Local Food Economy Committee on 4th December 1917 and on 8th February 1918 children were kept at home from school while their mothers went into queues for food. Finally on 6th-8th March 1918, the school was closed to enable the teachers to go round the district with cards for food rationing.

No mention of the Armistice of 11th November 1918 appears in the school Log Book but in 1919 a service of Silence and Remembrance was held, prior to which the King's letter to his people was read. The children were given a holiday on 30th June 1919 to commemorate the signing of the Peace Treaty.

An Armistice service was held in Norton Church each 11th November up to and including 1938. If 11th November fell on Saturday or Sunday, the occasion was commemorated on the previous Friday and the children were always given a half-holiday.

J.Ross begins his book ***Royal Flying Corps - Boy Service*** with a page about Greenhill School at the outbreak of the first World War. He tells how the children followed the progress of the war by pinning flags on wall maps. The girls made sandbags and first aid slings. Collections were made to buy comforts for the troops and the school sold coloured silk Union Jacks for a penny each for the local Relief Fund, assisting Belgian and British wounded.

## **Norton servicemen**

Saturday, 3rd January 1915, was appointed as a Day of National Intercession throughout the Church of England and the British Empire, in view of the great crisis which the Nation was passing through. A special Form of Service was used at Norton at Holy Communion at 8 a.m. and at Morning and Evening prayer on this day. The offertory at 8 a.m. was given to the Red Cross.

The Roll of Honour, presently in St.James's Church, Norton, is in the form of two framed lists of names. The first list began in alphabetical order, then was added to as the war

progressed. Both lists have been copied in that order in this book, to preserve the historical accuracy.

The second list in the church has been altered. Originally the names on the left were of parishioners, the names on the right non-parishioners. Then a strip of paper was stuck down the right hand side apparently to extend the list of parishioners.

Another complication arose when the right hand side became affected with damp from the belfry wall. Names from the underneath piece of paper show through and can be confused with the names on the added strip. The list from F.Bullifent to George Tomkins inclusive can be seen twice. It is hard to determine how many names are missing from the list and that may account for a few discrepancies between the names on the War Memorial and on the Roll of Honour.

Private Hebblethwaite of Norton died of wounds received in the war (*Sheffield Year Book*). His name is not in the list so may have lived in Norton Woodseats or Norton Lees.

Major Glynne Everard Earle Welby of Norton House, 1st Battalion South Wales Borderers, fell on the 26th September 1914 at the battle of the Aisne while gallantly leading his regiment (*Sheffield Year Book*).

Two letters sent to the Vicar from Private W.George Rose, at the Front with the 1st Battalion Coldstream Guards, were reproduced in the Church Magazine in September 1915. The Vicar said that their cheerful tone was a valuable witness to the dauntless spirit in which brave soldiers were enduring the perils and hardships of the titanic war. Some extracts are given here.

(1) "Thank you for the box of cigarettes you have sent me. Of course I handed them round and have to thank you very much on behalf of my comrades. Most of us were hard up for fags but now we are what Tommy calls "in clover". What a contrast was last Sunday in your peaceful village, to the one where we are now. Now I am back again it seems to me all like a dream. Those bells of yours, often ringing in my ears, are the sweetest tonic I have had for a whole eleven months. I had only been back an hour when the place was bombarded with many shells. Some of my chums said it was a German reception for my "home-coming". I said, well, I don't appreciate it very much but I'm thankful they forgot to send over the one labelled "for Rosey". So we go on, from day to day, living on one another's jokes and seeing the danger afterwards."

(2) "This week I have had the pleasure of finding my brother Arthur who is looking well and

much stronger than he appeared to be before his military training. I told him of that long retreat at the Battle of Mons, the Marne, the Aisne and the first Battle of Ypres, which I have many causes to remember.”

He writes of Sir John French praising the Coldstreams and continues, “I regret to say that my own Battalion were reduced to about the number of about 85, with only one Officer, the Quartermaster. Of course they are not all killed. Many that were wounded have returned and I expect, when Peace comes along, those that live to see it will see many old faces from Germany.”

George and Arthur did return from the war although Arthur was wounded. The Rose family lived in Backmoor and the elder boys attended the school in School Lane. They were part of the bell ringing team and their sister Connie, still living in Norton, says that the girls in the family were invited to take over their bells when the boys went to war.

**Norton Church magazine list of the local men known to be wounded at that time, December 1917**

H.ADLINGTON	Shot in the head, now in Kilmarnock Hospital
H. APTHORPE	Wounded in the left hand
R.F.APTHORPE	Sick and lying in a French hospital
J. LINLEY	Lost a leg
M. LUNDY or MUNDAY?	Severely wounded in the leg and for three days lay in the battlefield. Now in Southmead Hospital
L.RHODES	Suffering from attack of Trench Fever. Now in hospital in Burton-on-Trent
G. ROBINSON	Badly wounded in the arm, the leg and the lung. Now in Leicester Hospital
A. SHAW	Suffering from Trench Fever with complications. Now in Winter Street Hospital, Sheffield
J.Thorpe	Broken knee. At present in Edinburgh Hospital
T.URTON WILSON	Shell wound in side. Received MILITARY MEDAL. Now in Irish Hospital in Co. Down
Cpl. CLARENCE NEEDHAM	Reported missing, but now known to be a Prisoner of War in Germany

## The War in the Air

Part of Norton changed for ever when it was developed firstly into a landing ground for aircraft and secondly an aircraft repair depot. Much information has been lost but the account which follows, gleaned from the few records and photographs which do exist, has been written with as much care as possible and in the hope that anyone with more accurate knowledge or with family connections will contact the Norton History Group.

John Ponton RFC

His wife, Mabel was the daughter of Herbert Rhodes,  
Postmaster of Norton for many years



## Landing Ground for 33 Squadron, A Flight

Approximately three years after the founding of the Royal Flying Corps (RFC) on 13th April 1912, from the Air Battalion of the Royal Engineers, work began in 1915 to prepare a landing area to the south of Norton Lane, west of Jordanthorpe House.

This airfield, confusingly known as Coal Aston Aerodrome, was planned as one of several Landing Grounds needed for the defence of Sheffield and its munitions factories. The other Grounds, listed by B.J.Rapier in his book *White Rose Base*, were Redmires, Ecclesfield, Wombwell, Thorne and Brancroft, near Doncaster. Each Ground had refuelling facilities and flare paths and all were used by B.E.2c aircraft of A Flight, 33 Sqn, between March and October 1916, mostly for Night Patrol duties.

J.Ross in his book *RFC Boy Service* describes much of the activity at Meadowhead and in Woodseats due to the arrival of the RFC. He tells of looking over the hedge at the canvas hangars, which were of the temporary Bessoneau type, and hoping to see a B.E.2c take off.

Mr Rapier gives an interesting account of the development of aerial defences of Yorkshire. Home Defence Units of the RFC were set up to combat the attacks by Zeppelins, which had started over Britain in January 1915.

Zeppelins crossed the English coast 202 times in World War One and dropped 205 tons of bombs, killing 556 people and injuring 1,358. York blacked out its lights completely on 30 occasions but, in spite of this, the city was attacked and deaths occurred. The first raid over Sheffield was on 25th September 1916 and J.Ross's book has a full and gripping account of this. Another witness, Mr Chapman, then living at Myrtle Road, says he saw "a kind of shadow, like a cloud, move across. As I looked out of my box-bedroom window I saw bombs burst - one, two, three, four, five bombs burst. I waited a bit then went and woke my father up and said, Zeppelins are here, Dad!"

J.Ross states that no aircraft took off from Coal Aston to intercept the Zeppelin. It is recorded that a pilot was flying on the previous evening. His Coal Aston Log entry states, "24/25 Sept 1916 Night Patrol B.E.2c Captain E.N.Clifton was in the air for approx. 30 minutes then crash-landed in poor visibility on high ground. He was slightly injured."

This and another log entry made a few days later indicate that the area was not particularly suitable for aircraft. "Captain E.N.Clifton was in the air approx. 30 minutes. Returned because of fog." Norton residents know that fog is very thick in that area even now, in the 1990s, and the ground is wet and heavy in spite of drainage of the land and all the housing on the site.

Other recorded hazards were three ditches and boggy ground at the Jordanthorpe House side. A local resident, Mr N.Gibbs, recently supplied useful information of the area and mentioned that the airfield land near Dyche Lane Farm was always a very soggy bog, covered with long reed grasses. He was astounded when the houses of the Jordanthorpe Estate were built there.

## **Establishment of No.2 (Northern) Aircraft Repair Depot, RFC Greenhill, Sheffield**

Coal Aston was the only Landing Ground in the Sheffield area to continue to be in use after 1916, chiefly because the main function of the site changed.

Workshops and hangars were erected, forming the No.2 (Northern) Aircraft Repair Depot (No.2 (N) ARD). This was one of seven repair depots, No.1 being No.1 (Southern) Aircraft Repair Depot at Farnborough. J.Ross states that his father, who then lived in Harbord Road, Woodseats, was among the local builders who were employed in this work and it is thought that R.E. soldiers based at Edmund Road were involved. As H.Tatton described in his notebook [see below], much of the labour was provided by the prisoners of war who were held there.

The Coal Aston site eventually covered a wide area from Jordanthorpe House in the east to the present Greenhill Avenue in the west and from Little Norton in the north to the fields well down Dyche Lane towards Coal Aston in the south.

The establishment comprised three camps housing the large number of personnel (two for accommodation of airmen and one for women), a Stores Depot, an Engine and Mechanical Transport Repair Depot and an Aeroplane Repair Depot, plus the original landing ground.

## **Early memories of the site**

Henry Tatton's notebooks, compiled between 1920 and 1934, give a very graphic description of all the hustle and bustle involved in the building of the new airfield. Next to a drawing of a garage on the corner at the south side of Norton Lane and Chesterfield Road, he wrote that during the war [WW1] all this land was covered with buildings belonging to the air force and army and he noted that a few of them were still standing in 1933. On some of the buildings many German prisoners were employed. They were lodged in buildings along Greenhill Road under armed soldiers. Thousands of people went to watch them at work and to see the aeroplanes.

Another entry by Tatton again describes the scene at the top of Meadowhead, which was still very rural. He stated that there was “a great difference in the war.” The fields at the corner of Greenhill Lane and Chesterfield Road were covered with huts, in which the German prisoners were kept and guarded by many sentries. During the day they were marched onto the fields at the opposite corner where they were building for the air force. It was all surrounded by barbed wire, with soldiers about. At the other side of Norton Lane were extensive hangars, flying machines and troops practising. Great numbers of lorries were coming and going, and aircraft in the air, doing stunts for practice. It was one of the busiest places round Sheffield.

## **Prisoners**

It is not known how many prisoners were at Norton and there are some doubts about where they were held. Most elderly people agree with Tatton, saying that it was near where the present garage stands, on the corner site between Meadowhead and Greenhill Main Road. Mrs Boothroyd, now in her 90s, who has lived in the district throughout her life, says “The prisoners were where the present garage is now, behind a fence. I saw them there, between Greenhill Main Road and Meadowhead. There wasn't a road down Greenhill Avenue then. No, they were not on the other side of Meadowhead.” Mr Mills identified the site on a plan as “next

to the No.2 Camp on Greenhill Main Road.” Mrs Burton, also in her 90s, remembers them there. She listened to them singing one day.

Later most of the PoWs moved over to the more well-known camp at Redmires. It may be that The National Archives (TNA) at Kew holds details of both camps.

A number of people have said their parents had told them about the prisoners marching down to the tram terminus at Chantrey Road, Woodseats, and going to work in other parts of Sheffield. They may also have “helped to repair the Meadowhead road in WW1.”

One gentleman understood that Mr MacDonald, who lived in the Summer House in Graves Park close to the present café, was in charge of the prisoners. However, Mrs Ingall, now aged 96, worked for the MacDonald family at that time and says he had no connection with the camp.

Some prisoners were still at Meadowhead in March 1918 because camp personnel were ordered not to communicate with them. Norton people “talked to them through the wire fence”, though a few references in Sheffield Year Books give some idea of the penalties involved:

On 19th Oct 1917 a Sheffield man was sentenced to six months' imprisonment for conveying six loaves of bread to German PoWs. On 3rd April 1918 a woman was fined £5 for communicating a letter to a German PoW. On 18th Oct 1918 a German PoW was injured - he was shot by a farmer whose potatoes he was stealing at Redmires.

In view of these incidents it is surprising that risks were taken at Norton. “We boys pinched turnips from Birch Farm at Little Norton, then crossed Meadowhead and pushed them through the wire netting for the prisoners.”

On a more regular basis, “Mr Tindall supplied milk to the camp.”

## **Why “Coal Aston Aerodrome” ?**

The confusingly named Coal Aston Aerodrome was neither at Coal Aston nor was an aerodrome in the accepted sense of the term. Only for the few months in 1916 was it used by operational aircraft of the RFC.

The name of the establishment is a matter for conjecture only. “Norton” may have been rejected because there are three villages of this name in the wider Sheffield area and they are confused even in the present day.



It is possible that the Landing Ground was given the name of the nearest high land which could be used as a landmark. Coal Aston is a village on a prominent area of high ground to the south of Norton.

## **Why “Greenhill Camp” ?**

On an Ordnance Survey map dated 1924, the whole area around the Meadowhead-Norton Lane crossroads is called Greenhill Moor, a name which had been used for many years. Also on the 1924 map, the wooded area at the Norton Lane end of Little Norton Lane is named Greenhill Plantation. These Greenhill names on the map could be the explanation for the choice of the words “Greenhill Camp” for the address of the No.2 (N) Aircraft Repair Depot.

The camp Stores Park was situated between Meadowhead and Little Norton Lane where the Norton Hotel, shops, Hunstone Avenue and Norton Lane houses are today. The camp Post Office was in this area. Mr George Platts of Dronfield told us that two Post Office cancelling handstamps were issued to the RFC Camp and that they are reproduced on Plate XXI in *Postal History of Dronfield* (1990) by R.Ward. They had the words “Greenhill Camp” in a circle.

Other references are made to Greenhill. It is in the heading to the Orders of the Day, written in March 1918 and issued by the CO of the Aeroplane Repair Section, Capt Cleghorn. Also, when locomotives were ordered in 1918, the address given to the firm was “Officer in Charge, Greenhill, Sheffield”.

## **Record of the entire Camp site**

Following the cessation of hostilities the site was closed down and the buildings offered for sale. The Sale Plan of March 1922 (Ref. BUSH S586) at Sheffield Archives, Sheffield Libraries and Information Services, Shoreham Street, is the main source of details of the layout of the No.2 (N) ARD. Other details can be seen on photographs held at the Local Studies Library, Sheffield City Libraries, and at the Royal Air Force Museum, Hendon.

To the northern (Woodseats) side of Norton Lane and Greenhill Main Road were the three camps for personnel.

## **Camps 1 and 2 : Men's Camps**

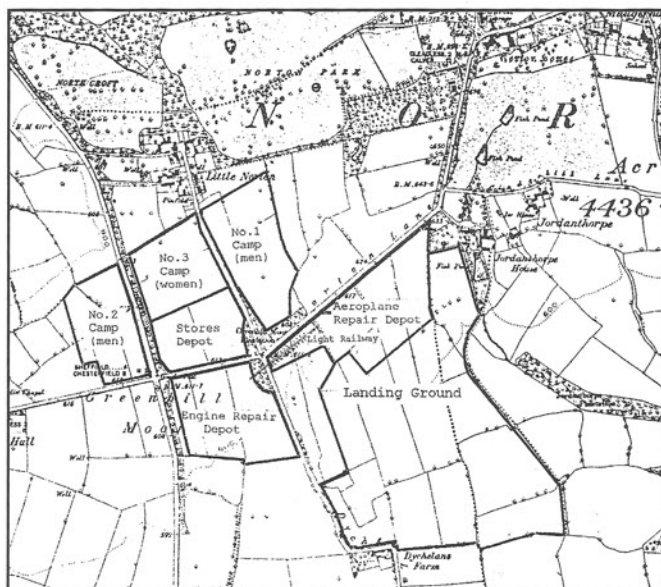
These were almost identical in content, consisting of some 30 huts, 80ft long by 15ft wide, plus bath houses, ablutions and latrines. Other buildings were the regimental stores, manager's quarters, guard room, cook house, kitchen, wash up and drying room. Each camp

had a boiler house and coal shed. The floors were of concrete or wood, the roofs were mainly of wood and the walls mainly of wood or asbestos.

No.1 Camp was on land owned by B.A.Firth of Norton Hall. It lay to the east of Little Norton Lane, now completely covered by houses of Norton Park Crescent, Drive, View and Road. Present residents of Little Norton Lane and Norton Park View have found remains of buildings, possibly latrines, in their gardens.

The complete No.2 camp site is now occupied by shops and by houses fronting Meadowhead and on each side of Robert Road. The main part was on seven acres of Pegge-Burnell Estate land farmed by Mr Scott of Greenhill.

A letter to the Auctioneers dated 21st April 1922 stated that some buildings in No.2 Camp had been reserved for the use of the (by then) RAF. These were the regimental institute, dining room, sergeants' mess and the gymnasium. These seem to be additional to the general camp buildings described above and were possibly some of the larger structures on a 3-acre site fronting Meadowhead, part of the Pegge-Burnell Estate and farmed pre-war by Mr Crawshaw.



*No.2 (Northern) Aircraft Repair Depot. Three residential camps, stores and repair depots, railway and landing ground.  
Drawn on 1875 Ordnance Survey mapping with the permission of the Controller of HMSO*

It is not known how many men lived on the site. Figures of one thousand and two thousand are given in newspaper articles but these would include the men who were billeted in the district and in the city. One might guess at the number of men per hut but that would also depend on whether they slept in beds or bunks. A sale of camp furnishings after the war included 550 iron bedsteads and 5,000 bed boards.

### **No. 3 Camp: for Women**

This was between Little Norton Lane and Meadowhead. Although very alike in many respects to the men's camps, almost all of the buildings had brick walls. This was probably a major factor taken into account when the site was

developed after the war as the Painted Fabrics workshops for disabled ex-Servicemen. The women slept in 26 dormitories, 70ft long by 20ft wide, plus 4 cubicles which were within a separate building. They also had two dining rooms and a laundry. Again, it should be noted that many women lived away from the camp.

Women assisted greatly by releasing men for duty in the front line overseas. The first women at Norton were in Volunteer Aid Detachments (VAD) of the Army, becoming the Women's Army Auxiliary Corps (WAAC) in 1917. The Women's Royal Air Force (WRAF) was formed on 1st April 1918, the date when the RFC became the Royal Air Force. The WAAC uniform colour was light brown and the WRAF uniform light blue, changing later to air force blue.

At Coal Aston a woman Grade I engine fitter earned 18 shillings (90p) a week and a Grade I Section Leader Fabric worker 16 shillings (80p) a week.

## **The Stores Depot**

The Stores Depot with its Stores HQ, Depot HQ and post office has been mentioned before. Also in that area was a tailors' shop, shoemakers' shop, bread store, timber store and a much larger building for general storage purposes.

## **Engine and Mechanised Transport Repair**

In the area bounded by Chesterfield Road South, Norton Lane and Dyche Lane were the Engine Repair Depot and the Mechanised Transport Repair Depot. Engines of aeroplanes and motor vehicles were repaired and overhauled, including those of the site locomotives.

Sheffield Local Studies Library has copies of two aerial photographs (M8.5/2), taken in 1935, of the remains of the No.2 (N) ARD. They show some of the layout of the buildings. One shows the area which is now Norton College and the Graves Tennis and Sports Centre, with Dyche Lane in the foreground while the other is of the Engine Repair Depot area, now the site of Meadowhead School.

The workshops here were well constructed, most of them having concrete floors and brick walls. Some of the named workshops were the test bench buildings, smiths' shop, vulcan shop, receiving shed, loco shed, repair garage and engine packing shed. Other facilities were the pump house, motor generating house, petrol store and boiler houses.

As fuel was scarce in 1914, it was decided to run the aero engines being tested on coal gas, or town gas as it was called at that time. A nine-inch gas main was run up from Chantrey Road to the Workshops. Mr Bidgood, later Manager of the old Dronfield Gas Works, was foreman of this operation. He told a Norton resident that, in spite of dry weather, the trench for the pipe constantly filled with water from the many natural springs in the Norton-Dyche Lane area, and eventually the completed pipeline had to be cleared with compressed air.

## **Aeroplane Repair Section**

Several photographs of Coal Aston Workshops survive at the RAF Museum at Hendon. Two photos (PO 16135, PO 16136) are of a DH9 aircraft, No.C 1322. This stands near the two large double hangars, which have the basic 1915 design but with later improvements, being reinforced with brick arched door supports. The side walls are made of brick with a row of windows set high in the wall.

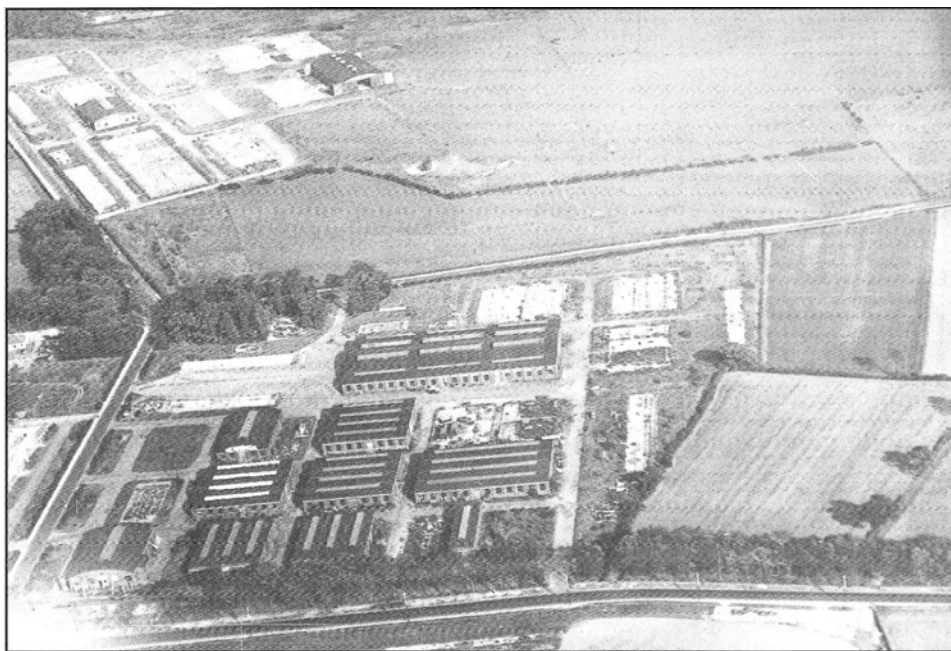


*Aerial view of Jordanthorpe House and Farm taken in 1935. This shows one workshop and one hangar, the remains of the Aeroplane Repair Section  
The landing ground was to the right (south) of the hangars, Dyche Lane is in the foreground, in the foreground note Norton House, Norton Free School, Maugerhay and Norton Green House.*

Very few other photographs of the outside of the buildings are still extant. Mr. Paul Francis of the Airfield Research Society has two of a very large wooden building at Coal Aston, shown in the course of construction. It appears to be about the same size as one of the double hangars but has an angled roof.

*Aeromilitaria* No.3 (1976) lists four hangars 160ft x 75ft, two erection sheds 210ft x 75ft. and one salvage shed 150ft x 150ft. These measurements correspond fairly well with those of buildings listed in the 1922 Sale Plan. The plan lists various workshops, for example, a dope shop, fitters' shop, fuselage shop, fuselage house and flight sheds. Smaller buildings included gas meter, petrol pump and boiler houses, coffee stalls, cinema, motor ambulance shed and conveniences for men and women.

A photograph at Sheffield Local Studies Library (N3.2/3) shows the hangars in the right hand background and workshops beside Norton Lane. The view is taken looking up Norton Lane from its junction with Dyche Lane. A signpost on the corner indicates Aston 1 mile and Unston(e) 4 miles.



*Aerial view of the derelict buildings of No 2 (Northern) Aircraft Repair Depot. Meadowhead School and part of the Bochum Parkway now cover the site of the Engine Repair Depot, which was between Chesterfield Road South, Norton Lane and Dyche Lane. The light railway crossing the field to the Aeroplane Repair Section workshops farther along Norton Lane is visible on this photograph.*

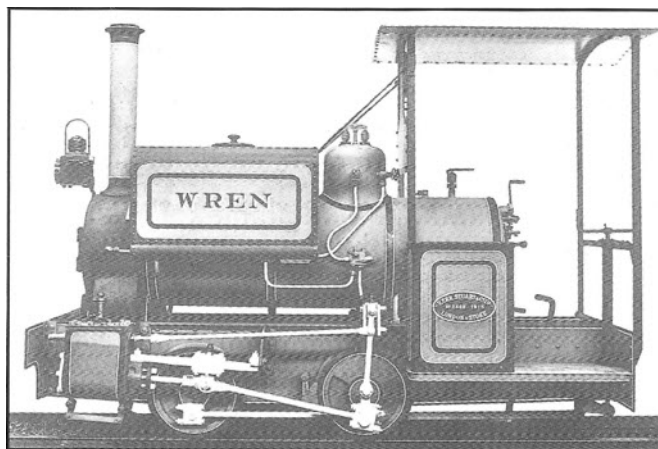
## The Light Railway

A light railway ran across Dyche Lane near the junction with Norton Lane. It was used to convey heavy materials and aircraft engines from the Engine Repair workshops across the lane to the Aeroplane Repair Section. In the photograph (N3.2/3) referred to above, a short length of track raised on a slight bank parallel to Norton Lane is just visible through a gap in the hedge. This bank is now beneath Bochum Parkway and no traces remain. The date of laying the track may possibly be found in the Highways records of the Norton Rural District or the Derbyshire County Council.

The following information has been generously supplied by Mr.K.P.Plant from his research material.

KERR, STUART & CO. LTD., Locomotive Builders, California Works, Stoke-on-Trent. No original correspondence survives but their records show that they built and supplied four steam locomotives to the Northern Aircraft Repair Depot, Greenhill, Sheffield, these being of their standard 'WREN' Class, rated at 28 h.p.

These were all small 0-4-0 saddle tank locomotives with a track gauge of 2ft 0in. They had 1ft. 8in diameter wheels and two outside cylinders, 6in diameter x 9in stroke; boiler pressure was 140 lbs per square inch; the wheelbase (i.e.distance between the axles) was 3ft 0in; the engines weighed empty (no coal in the bunker, no water in the boiler) 3 tons 7 cwts 2 qrs. Very occasionally 'WREN's had the more costly copper fireboxes and brass tubes but not the ones sent to Greenhill, which had steel fireboxes and steel tubes. The locomotives were painted grey, the standard wartime livery!

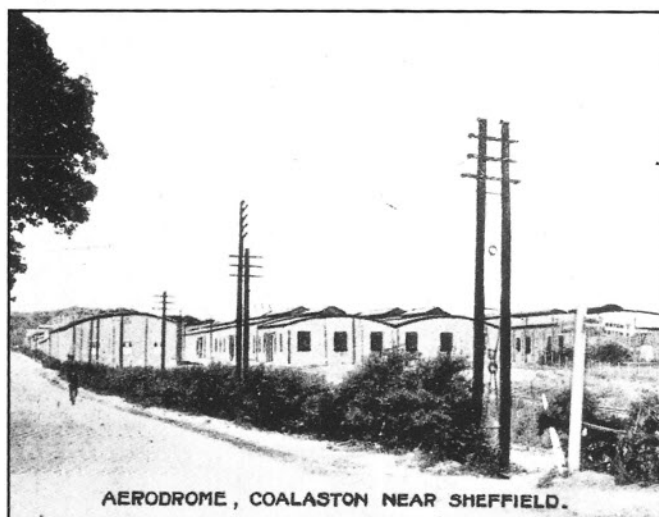


*Kerr, Stuart 'WREN' Class locomotive built in 1915. Identical to the four engines supplied to No 2 (Northern) Aircraft Repair Depot.  
From the K.P.Plant photograph collection.*

Twelve locomotives, Nos. 4013-4024, were ordered on 24th August 1918 by the Ministry of Munitions for use by the Air Ministry. Nos. 4017-4020 were marked down for Greenhill but the camp received the first three of the batch, perhaps indicating the urgency of the work being undertaken there.

Kerr, Stuart Works number	Date ordered	Date despatched from Stoke	Estimated cost of construction	Sale price
4006	31st July 1918	31st Dec 1918	£711 18s 7d	£795
4013	24th Aug 1918	28th Jan 1919	£698 9s 2d	£795
4014	24th Aug 1918	28th Jan 1919	£698 9s 2d	£795
4015	24th Aug 1918	28th Jan 1919	£698 9s 2d	£795

*Details of 'WREN' class locomotives supplied to the Northern Aircraft Repair Depot, Greenhill, Sheffield*



*Looking along Norton Lane from its junction with Dyche Lane.  
A good view of the Aeroplane Repair Section workshops and hangars.  
The light railway track is just visible through the hedge.  
This area is now covered by Bochum Parkway, Norton College and the  
Graves Tennis Centre.*

## Craftsmen and craftswomen at work

The workshops at Norton must have been kept very busy repairing aircraft which crashed in Britain. The numbers of crash fatalities at training establishments were horrifying. Letters quoted in Peter Liddle's book, *The Airman's War 1914-1918*, speak of "sixth fatal accident in three days"; "six flying boats crashed in training in one week"; "eleven crashes in one day" (one fatal). These were in 1916 and 1917 so it would seem that there was an urgent need for the No.2 Repair Depot in 1916. Men who were trained as fitters, riggers, sailmakers, blacksmiths, coppersmiths, welders and armourers would all be in demand.

One of these craftsmen was Air Mechanic Fred Ellis. His daughter and grandson still

possess his Mess spoon with his number, 64496, on the handle. He made a model aircraft for his daughter which has wheels which originally were brass pulley wheels. Many of the little scraps in the Salvage Shed were fashioned by the men in their spare time into models and objects such as picture frames. Mr Ellis could well have been one of the airmen responsible for the fine work on the altar and cross now in Southwell Minster and the brass bowls in Nottingham Cathedral. [See below]



*64496 Air Mechanic F. Ellis RFC taken in May 1917 when he was in Norton, Note the smooth front of the uniform jacket*

P.Allonby's article (1977) includes the fact that two of the first three women volunteers in Sheffield came to work at Coal Aston. Private Creeves was an Engine Fitter. Although 79 years old in 1977, she could still remember details of the engines on which she had worked. She said the CO in 1917/1918 was 2nd Lt Thomas Pike, later Sir Thomas Pike.

Two RAF Museum photographs are taken inside the Repair Workshops. One (PO 16168) shows clearly a row of six aircraft fuselages. On the floor nearby, a water carrier with an up and down pump can be seen. The second (PO 16169) is of a group of RFC Fitters at Norton; two of them might just possibly be Fred Ellis and Sidney Gray. Mr Gray made copper propeller bosses.

Aircraft wings were covered with strong Irish linen, doped and varnished, then the roundels were painted on. This was a job undertaken by the women, who included Lily Gorman and Lucy Smalley, a day worker and Team Leader at the No.2 (N) ARD. They wore long sleeved overalls of the type common at that period, revers at the neck, buttons down the front and the skirt below calf length.

Lucy used to tell her daughter that one day a Naval pilot came in wanting his aircraft to be repaired the same day but she told him that he would have to wait.

Some of the types of aircraft rebuilt were: R.E.8; B.E.12; Sopwith Ship Strutter; Sopwith Pup; Armstrong-Whitworth F.K.8; F.E.2b; Sopwith 1½ Strutter, Fleet Camel and Snipe aircraft.

B.J.Rapier also lists the following aircraft at Coal Aston: in 1917, F.K.8, R.E.8 and B.E.12; in 1918, Sopwith Pup, F.E.2b, Camel and Snipe. He also includes a photograph of the Armstrong-Whitworth F.K.8 aeroplane Number B4145 rebuilt at Coal Aston.

At least 200 aircraft of varying types were rebuilt at the Depot. When the aircraft were completed they were pushed out on to the airfield and a pilot flew them to their new airfield.





Lt Sydney Lawrence, aged 22, was one of these pilots. In a letter dated October 1917, now in the possession of his family, he tells of staying in an overnight billet then being driven in an RFC vehicle "to Norton aerodrome" (No.2 (N) ARD). He had a good look over the new machine, signed for it and took over the log books. He took off in a fairly thick mist and flew the aircraft, by compass at 9000ft, to Catterick. He noted that the engine and aeroplane were splendid.

Another pilot was Captain H.E.Dixon whose aircraft, en route to an operational aerodrome, crashed shortly after take-off on 10th Aug 1917. He suffered broken legs, collar-bone and jaw and unfortunately succumbed to his

*Mechanics at No 2 (Northern) Aircraft Repair Depot, Norton Lane.  
RAF Museum, Hendon. Photograph PO 16169*

injuries a week later. His grandfathers were both well known Sheffield men.

Two other men, whose names are remembered by the family of a Norton Air Mechanic, were "Flying Fish" Herring and Sgt Thornton Wills. Sgt Wills, of the W.D. & H.O. Wills family, would not accept a commission. They were at Coal Aston from the early days, living in tents while the huts were being built.

A report in the *Sheffield Daily Telegraph* of 20th January 1919, headed "Sheffield Flying Man Killed", is an account of the funeral of Sergeant Pilot A.W.Ellis, who had joined the RFC in September 1916 as a Mechanic. He had been killed in a disastrous aeroplane collision at Collinstown, Dublin, and brought



*De Havilland 9 aircraft, C1322, on the landing ground to the south of the four hangars, No 2 (Northern) Aircraft Repair Depot.  
RAF Museum, Hendon. Photograph PO 16135.*

home to Sheffield. His funeral was carried out with full military honours, his coffin being taken to City Road Cemetery by a group of men from Coal Aston and an escort from Collinstown.

### **Administration : Norton Hall used by Officers**

The *Sheffield Daily Independent*, Thursday, 20 November 1919, states, "The Hall itself stands in a park of about 200 acres. Col. Firth resided there until the early days of the war and it was subsequently used as quarters for the officers from the aerodrome."

A gentleman visiting Norton Church in 1992 said he remembered the RFC sentry, dressed in a "maternity jacket" uniform, standing outside the Hall Lodge on Norton Church Road.

The Audit Board met at Norton Hall on 3rd April 1918 in order to audit the Regimental Accounts so it seems that offices were located in the Hall, presumably the main administrative offices for the entire establishment.

The Orders, referred to previously, were issued on 28th March 1918, three days before the change from the RFC to the RAF. They state that Lt Col R.H.Collier had ceased command on 27th March and that Major S.S.Kennedy, RFC, had assumed command.

The Stores Section and the Aeroplane Repair Section were to come under the command of Capt A.M.Lester and Capt W.G.Cleghorn. Each Section had its own HQ building.

The Norton Hotel has been suggested as the main HQ but there is no building on that site on the 1924 map. In 1933 Henry Tatton drew a diagram of the cross-roads at the top of Meadowhead naming the Norton Hotel as New Hotel so it was probably built between 1929 and 1932.

### **Uniforms worn in 1916**

Group photographs taken at this time usually show a rich mixture of army and naval uniforms, especially among officers, who continued to wear their regimental caps.

A photograph owned by Lucy Smalley, of officers and men said to be at the No.2 (N) ARD, RFC, Coal Aston, is of a mixed bunch but mainly Royal Marine Light Infantry - both officers and ratings - including some Warrant Officers. There is a RN Warrant Officer seated fifth from left on the front row.

Third from the left on the back row is a Royal Marine officer - not RMLI. The officers are identified by the Broderick cap. Officers have either Naval double breasted jackets or Army single breasted jackets.



Group of officers and men at No 2 (Northern) Aircraft Repair Depot. Note the different styles of uniform.  
The naval type hat band reads Royal Flying Corps.

Other ranks also have Naval uniform and some of the men have talleybands bearing the title Royal Flying Corps. This is interesting as it is rumoured only 80 odd were made with RFC in full.

This variation in uniform can be better understood by reading about the history of the RFC. When set up in 1912 it had three parts; the Air Battalion Royal Engineers (which operated

observation balloons) became the Military Wing; a Naval Wing was formed, based on a tiny number of Naval officers who had learnt to fly at Eastchurch in Kent in 1911; thirdly, the Central Flying School, Upavon, was established for training purposes for both Wings. There was also a Reserve. The Royal Aircraft Factory was at Farnborough.

Another change came in July 1914, when the Royal Naval Air Service (RNAS) split off, under Admiralty control. The Navy had different needs and wished to develop different aircraft.

Men's uniforms are described by P.H.Liddle in *The Airman's War*. He says that newly trained airmen wore a forage cap with a metal RFC badge; a "maternity jacket" which did not have a centre front opening (leaving a smooth area over the chest) and a high close fitting neck collar; breeches; puttees and boots. The RNAS wore a peaked cap; a jacket, waistcoat and tie; breeches and puttees for working; trousers for Sundays and leave.

Later photographs of airmen show another kind of mixture of uniforms, both of style and colour. The RFC became the Royal Air Force (RAF) on 1st April 1918; from that date uniforms were replaced only as necessary. The first RAF uniforms were a pale blue colour but this was not well received and was quickly replaced by the familiar deeper blue.

## **Leisure activities**

It is not known whether personnel took part in competitive team sports but they had a recreation ground. A cinema was sited in the aeroplane repair park. The boys of the RFC Boy Service attended separate performances but it is not known if they watched the same films as the men.

Music was one hobby, apparently, because the Local Studies Library holds a photograph (L13.1) of a small group of musicians said to be from the RFC Coal Aston. One man is named as Sgt George Scott. Instruments played were double bass, cello, drum, clarinet and violin. A Church magazine records a concert given on 3rd Jan 1917 for the entertainment of the RFC in Maugerhay Schoolroom, organised by Mrs Isherwood Bagshawe and Miss Welby. Boy Scouts handed round refreshments.

As it was a major repair depot, airmen from other countries came to Coal Aston. In the 1918 Orders, No. 805 American Air Squadron is mentioned. A Norton resident said that his mother told him that Americans were encamped in tents on the field which is presently the Sheffield Transport Ground at Meadowhead. She remembered watching them play baseball. Another person remembers American soldiers there too, mainly because of their "strange pointed

caps". There is a record of American servicemen playing baseball at Bramall Lane to celebrate their Independence Day.

## **Site Church**

Church of England church parades were held at the Nissen Hut Church and also at Norton church on special occasions. Roman Catholics paraded and marched to the tin church at Woodseats.

Many older Norton residents are very proud of the Altar, Altar Cross and Chalices used during the First World War in the Nissen Hut Church at the RFC Camp. These were made at Norton from aircraft propellers and aircraft engine parts. After the war they were removed to a side chapel in Southwell Minster but a plaque in St James's Church, Norton, still commemorates them.

The *Guide to Southwell Minster* by Henry Thorold has pictures showing the interior of the RFC and RAF Chapel. Part of the text reads, "The chapel at the east end of the north aisle is the Airmen's Chapel. Here the handsome altar was made in the workshops at RAF Norton (near Sheffield) in memory of those from Norton who gave their lives in the Great War; it was made from parts of the aeroplanes which had been shattered in air battles in France, the panels from broken propellers and the cross from the cylinders. It was given to the Minster in 1919."

[For "RAF Norton" read "RFC Coal Aston No.2 (Northern) Aircraft Repair Depot." Norton was in the diocese of Southwell in 1919]

Paul Allonby writes of the five brass altar bowls in the Roman Catholic Cathedral at Nottingham (though no confirmation of their present whereabouts has yet been received). He spoke in 1977 to a female Engine Fitter who had made one of the bowls, thus recording that women also had offered their craftsmanship to the camp church.

## **Other traces remain**

Propellers were kept as souvenirs and a Meadowhead garage had a four-bladed one displayed on its frontage for many years. Another propeller is said to exist in private ownership at Totley. The daughter of Air Mechanic F.Ellis has a walking stick, beautifully carved from the wood of a propeller, showing the laminated structure.

Aircraft fuselages were left lying in the derelict buildings of the Repair Depot until the early 1930s, according to men who explored the sheds as inquisitive children.

Several Norton people have told of the pieces of struts from World War 1 aircraft to be found reinforcing hedgerows throughout the district between Jordanthorpe and Bradway. Mr Widdowson collected pieces of aircraft from Dyche Lane Farm land and stored them for many years. He has now given them to the South Yorkshire Aircraft Museum.



*Six fuselages awaiting repairs in a workshop beside Norton Lane, No 2 (Northern) Aircraft Repair Depot. RAF Museum, Hendon. Photograph PO 16168.*

A hut from the Depot was used for many years off Greenfield Road and another small hut is still doing good service on a Dore allotment.

## **Armistice**

The armistice was signed on 11th November 1918 and the First Great World War came to an end. The use of Coal Aston Workshops diminished. Air Mechanic Fred Ellis moved to Harlaxton then on to Clipston where he was demobilised in 1919.

## **Coal Aston 1919**

A number of references to Coal Aston occur in the *Year Books* for 1919 and 1920 and the original newspaper articles are very interesting. The name of the site is copied below as given in the newspapers.

The *Sheffield Daily Telegraph* reported the arrival at Coal Aston of a huge Super Plane on 18th January 1919. Although it was very early on a cold morning “the men came tumbling out of their huts”. The plane had taken 2hrs 50mins to come from Belfast. The reporter noted that armistice conditions had not altered the strict regulations at the camp. “On the short journey between the road and the hangars I was pulled up four times by sentries.” He found a couple of thousand men surrounding it. They admired the ease of its landing, saying a Sopwith Scout could not have done better. Because it was so large and would not fit into a hangar it had to be left out all night. Before leaving for London, bucket upon bucket of hot water was poured into the radiators to heat up the engines.

## **Protest March to Town Hall**

On 4th April 1919, soldiers at Coal Aston Camp marched to the Town Hall and laid their grievances before the Lord Mayor. The account of this in the *Sheffield Daily Telegraph* is most entertaining.

The attention of the Lord Mayor, Alderman William Irons, was attracted to the regular tramping of feet in Surrey Street. RAF men halted at the Town Hall entrance and a deputation asked to see the Lord Mayor. The men were from Greenhill (Woodseats) No.2 Northern Airplane Repair Depot and they had come to lay before him some grievances, which they felt they had, with regard to their treatment at the camp.

The Lord Mayor received them and explained that, although it was really a military matter, he would pass on their statement to the correct quarters.

The chief complaints of the men centred on questions of drill, parades and leave. The NARD was a technical depot and the men were subject to military discipline, but they contended that the discipline at Greenhill was unnecessarily severe. Leave had been taken away from them and parades summoned too early in the morning.

They thanked the Lord Mayor, re-formed and marched singing back to the camp. On arrival at the camp they betook themselves to their huts and did not do any work for the day. They were unanimous in their resolve to do nothing in the shape of work or parades until they saw the result of their protest in orders on Monday night next.

In all nearly a thousand men participated in the march. In consequence of the stoppage of work at Greenhill, the WRAF employed at the camp were sent home for the day.

## **More commercial flights**

A month later, on 1st May 1919, Sheffield was chosen by the Air Ministry as one of the stations on the "aerial trunk line" between London and Belfast. It was noted that for civilian flying the airfield would need the expenditure of a reasonable amount of money, the taking in of another field and the dismantling of a hedge. No hangars at Coal Aston could house the large aeroplanes then in the air.

A few days later a commercial aeroplane was flown from Manchester over to Sheffield, dropping leaflets on the city advertising a film. It made no attempt to land and did not notify

the Sheffield Air Station. Was Coal Aston now under the management of the Sheffield Development Committee?

On the 17th June 1919 Lieut Sir Arthur Brown sent a message of congratulations to Sheffield, saying the city should be proud of the firm (Vickers) associated with the aircraft which he and Captain Sir John Alcock had flown over the Atlantic.

On 19th July 1919, RAF men at the aerodrome helped with preparations for peace celebrations and yet it was also stated that in July the aerodrome had been completed for commercial flight purposes. The *Sheffield Daily Telegraph* reported on the 23rd July that to signalise this, the Sheffield Development Committee had arranged with Messrs Vickers to provide a four-day programme. Vickers Aviation Department organised a Flying Week Exhibition. Alcock and Brown visited the ground on the 25th.

Flights for members of the public were booked in advance, half of them by women. Four Avro aeroplanes each carried two passengers. Details of the pilots were given in the newspaper.

A Vickers Vimy took newspapers and mail, including a letter from the Lord Mayor to the Mayor of Doncaster, to Doncaster aerodrome, taking only 16 minutes. It could also take parties of 10 people at 2 guineas each, by arrangement.

## **Air Force leaves Norton**

To sum up, Coal Aston was certainly in RAF hands until July 1919. In that month, did Messrs Vickers' own flying and ground staff work with the RAF men who were still there? Possibly the majority of the personnel had been demobilised or sent to other airfields by then but, unfortunately, the final date of leaving the site has not been pinpointed. Very little information about the matter is recorded at the RAF Museum or at Cranwell but the Public Record Office may hold the appropriate records.

Sometime during the year the debate began concerning the future use of Coal Aston as either a private civilian flying ground or as a municipal aerodrome. The 1920 Sheffield Year Book (events of 1919) says that the Government was no longer using Coal Aston and the City Council proposed acquiring the buildings in connection with the development of civil flying. This debate was to continue for many years post war and has no place in the present account.



## War Memorial

A Public Meeting was held on 13th January 1919 to consider what steps should be taken towards the erection of a Parish Memorial which would be a fitting memento of Norton parishioners who had fallen in the War. The notice of the meeting in the parish magazine stated, "It is hoped that a good attendance will mark the sympathy that is felt in paying this debt of gratitude to our honoured dead."

The War Memorial which was erected on the Green beside St James's Church was designed by the Sheffield School of Art and was made and fixed in position by G.Maile & Son. Costs of almost £320 were covered by subscriptions and Church collections. Full accounts were given in the Parish Magazine in September 1920.

In June 1920, a service of dedication was held on the Green, beginning and ending with a peal of muffled bells. After a hymn and a prayer, Major Godwin-Austen gave an address and the cross, covered by an RAF flag, was unveiled by Mrs Isherwood-Bagshawe of Norton Oakes. Buglers sounded the Last Post and then Reveille. Colonel Firth of Norton Hall and Clifton Maybank, Dorset, thanked Mrs Isherwood-Bagshawe and also the RAF for its guard-of-honour and help. The service ended with singing God Save The King.

The church choir members in the picture of the dedication ceremony are female, a fact that has not been recorded elsewhere.

*Widows attending the service of dedication of the War Memorial on the green near Norton Church, probably in 1920. The lady pulling the cord and unveiling the cross may possibly have been Mrs Welby but there is no written record of this event.*



The following was inscribed upon the Memorial:-

To the Memory of the Officers and Men of the Parish of  
Norton who sacrificed their lives in the Great European  
War 1914-1919

Officers

Major Glynne Everard Earle WELBY  
Captain Michael BARSTOW  
Lieutenant David Harry PROSSER

Non-commissioned Officers

Sergeant James Harling LOWE  
Corporal Clarence BELBIN  
Corporal Thomas William WRAGG  
Lance Corporal Albert ALLEN

Men

Harry ADLINGTON  
Edgar BILLAM  
Wilfred BIRTLES  
Walter Leslie DOWNES  
Vincent ELLIS  
Herbert GODBEHERE  
Edwin HEWKIN  
Horace MILNER  
Oliver PERKINS  
Joseph REANEY  
Arthur ROADHOUSE  
William ROWBOTTOM  
Arthur SHAW  
Harold SHAW  
James TAYLOR  
Arnold WINGFIELD

## Peace Celebrations 1919

Thanksgiving Services of Victory, Peace and Remembrance were held in Churches and other places of worship throughout the Empire on 6th July 1919. A special Service Sheet was printed for use in the Church of England. Ten Hymns of Thanksgiving were listed, starting with the National Anthem. This was printed in the Key of G, to enable everyone to join in, whether sung in unison or harmony.

An additional or alternative copyright verse was included, though whether it was actually sung at Norton is not known.

*“After war's darkest night  
Shed Thou Thy peace and light  
On England's King.*

*On this Thanksgiving Day  
With him we praise and pray,  
And with full hearts we say  
God save the King!”*

The following accounts were written in *The Visitor*, Norton parish magazine, in August 1919.

“Other acts of National rejoicing were planned for Saturday, 19th July 1919. The Parish Council called a Public Meeting and several forms of celebration were quickly resolved upon: Tea and Sports for the Children; a Dinner for the Demobilized Men; the inevitable Bonfire.

The Children's Tea and Sports were left in the hands of the School Teachers from Norton, Greenhill and Bradway Elementary Schools. The children divided into three groups and were catered for and supervised by their own teachers. A very happy and memorable afternoon was spent, though heavy rain at 6 p.m. cut short the sports programme.

Members of the RAF stationed at Norton (Coal Aston) Aerodrome had undertaken to convey the wood and build up the framework of the fire on their own recreation ground. Flare lights and rockets were let off and the sky was illuminated by their radiance for miles around. The fire was lighted at 11 p.m., the official time, and was still burning at 10 a.m. on Sunday morning.

The Dinner for the Demobilized Men took place on 21st July. Ninety three returned combatants, together with Parish Councillors and other friends, sat down to an excellent repast at the Abbey Hotel, at 6.30 p.m. After the meal, when the toast of the King had been drunk, a hearty welcome was accorded to the men who had done so much for the credit of their country, their homes and their parish. The proceedings were enlivened with songs and musical sketches and a mirthful evening was spent until closing time at 10 o'clock."

# For King and Country

## Roll of Honour 1915

**Ecclesiastical Parish of Norton**

**Men serving their King and Country**

Name	Unit	
Colonel B.A.FIRTH	Hallamshire Rifles	
Major G.E.E.WELBY	South Wales Borderers	Killed
Captain P.COLLIER	Royal Engineers (T)	
Lt A.M.B.FIRTH	Hallamshire Rifles	
2nd Lt C.P.L.FIRTH	Worcestershire Regt	Wounded
Harry ADLINGTON	Derbyshire Yeomanry	Killed
L Cpl Albert ALLEN	20th Hussars	Killed
George BENNETT	Royal Garrison Artillery	
Kilburn BOOTH	Royal Field Artillery	
Headley BOOKER	Derbyshire Yeomanry	
Thomas BROWN	Royal Field Artillery	
James BUNTING	20th Hussars	
George DAWSON	Northumberland Fusiliers	
Edward GOODWIN	Hallamshire Rifles	
Frank GOODWIN	Queen's Own Yorkshire Dragoons	
Harry GREEN	York & Lancs	
Willis HOLLINGWORTH	Royal Garrison Artillery	
Ernest HOLLINGWORTH	Army Service Corps	
Thomas HORNER	Royal Field Artillery	
William HORNER	Coldstream Guards	
Sgt James H.LOWE	1st South Wales Borderers	
Cpl Gerge A.LOWE	105th Fusiliers Canadian Contingent	
Harry LOWE	Royal Field Artillery	
John METCALFE	Royal Field Artillery	
Horace MILNER	Royal Garrison Artillery	Killed
Harry NEWSHAM	Hallamshire Rifles	

Joseph William PARR	Royal Engineers	
John PATTISON	Royal Field Artillery	
Albert PEARSON	Royal Engineers	
Arthur RHODES	York Light Infantry	
Bernard RHODES	Hallamshire Rifles	Wounded
Leonard RHODES	Royal Field Artillery	
Arthur SHAW	Highland Light Infantry	Killed (Died in Hospital)
John SHILLITO	Hallamshire Rifles	
Sgt Harold SMITH M.M.	Highland Light Infantry	
Sgt Herbert STAITE	Royal Field Artillery	Wounded
Cpl Harry SYKES	Lincs Regt	Wounded Prisoner of War
James TAYLOR	Royal Field Artillery	Killed
John THORPE	Royal Fusiliers	
Elijah WARD	Royal Field Artillery	
Frederick WHITEHEAD	Army Service Corps	
James WILLIAMS	Worcestershire Regt	
Charles RHODES	Army Service Corps	
Frank RHODES	Army Service Corps	
Thomas ALLEN	Army Service Corps	
Albert STUFFINS	East Riding Yorks Yeomanry	
Collin HILL	Army Service Corps	
Montague Mark FIRTH	2nd Lt. Royal Wilts Yeomanry	
William GREAVES	Royal Field Artillery	
Algernon FIRTH	King's Own Yorks Light Infantry	
James Owen SCHOFIELD	City Battalion York & Lancs	
Arthur SHIPLEY	City Battalion York & Lancs	
Cpl Hubert FOX	Coldstream Guards	Wounded
William PHILLIMORE	London Scottish	
Maurice MUNDAY	York & Lancs	Wounded
Douglas BILLAM	King's Own Yorks Light Infantry	
Harry HORNER	York & Lancs	
Thomas William WRAGG	King's Royal Rifles	Killed
William CHETWYND	10th York & Lancs	
Herbert Sydney APTHORPE	Machine Gun Corps	
Arnold PALMER	East Yorks	
James REANEY	West Riding Regiment	

Edwin MARKHAM

York & Lancs

**Parishioners Ecclesiastical Parish of Norton plus  
Non-Parishioners connected with Norton Parish and Church**

Name	Unit	
Michael BARSTOW 2nd Lt	Royal Garrison Artillery Siege Battery	Killed
Edgar BILLAM	7th Suffolk Regt	Killed
Wilfred BIRTLES	York & Lancs	Killed
Jasper CARTWRIGHT	East Lincs	
Donald CLIFF	Royal Navy	
J.(or I.) COFFEY	Royal Garrison Artillery	
Herbert DAWSON	Royal Field Artillery	
Walter Leslie DOWNES	Training Reserve Battalion	Killed
Vincent ELLIS	K.O.Y.L.I.	Killed
Alfred ENDICOTT	York & Lancs	Wounded
Fred GASCOIGNE	Army Service Corps	
J.W. HERRINGTON	York & Lancs	Wounded
F.E. HULETT	Army Service Corps	
J. LITTLEWOOD	York & Lancs	Wounded
Fred LITTLEWOOD	Royal Field Artillery	
Harold MARKHAM	East Yorks	
W.MARSHALL	London Regt	Prisoner
H. MORTON	Royal Army Medical Corps	
D. MUNDAY	Royal Garrison Artillery	
H. NEEDHAM	Royal Field Artillery	
Oliver PERKINS	Royal Field Artillery	Killed
	(Died in hospital from wounds)	
Joseph REANEY	K.O.Y.L.I.	Missing. Killed
Arthur ROADHOUSE	Royal Field Artillery	Killed
T.L. ROTCHELL	Army Service Corps M.T.	
W. ROWBOTTOM	K.O.Y.L.I.	Killed
T. SHARP	Machine Gun Corps	
Walter SHAW	West Riding Regt	
D. STACEY	A.V.C.	

Stanley SHAW	Royal Garrison Artillery	
E.B. STRATFORD	Royal Flying Corps	
M. UNWIN	Royal Field Artillery	
G. WAINWRIGHT	Royal Field Artillery	Wounded
James WILD	Royal Engineers	
H. WILSON	Royal Flying Corps	
John WILSON	West Yorks	
T.F.C. HARRISON	Northumberland Fusiliers	
Charles CROOKES	Royal Garrison Artillery	
Lewis SPAFFORD	K.O.Y.L.I.	
E. CHETWYND	Army Service Corps	
F. STEDHAM	Royal Flying Corps	
H. ARNOLD	Royal Garrison Artillery	
H.S. DUNGWORTH	Army Service Corps	
Clement ELLIS	11th Hussars	Prisoner of War
F. BIRTLES	Cycle Corps	
Herbert SHAW	Army Service Corps	
H. APTHORPE	York & Lancs	
R.F. APTHORPE	York & Lancs	
F. RAYNOR	12th Training Reserve Battalion	
J. DUNGWORTH	Royal Garrison Artillery	
Harold FOX	Army Service Corps	
C.V. YEOMAN	York & Lancs	
Driver I.H. TIBENHAM	Royal Field Artillery	
Fred TIBENHAM	Machine Gun Corps	Wounded
Leonard HORNER	Royal Garrison Artillery	
Frank RAYNOR	K.O.Y.L.I.	
J.W. RHODES	Royal Field Artillery	
George H. SMITH M.M.	Royal Garrison Artillery	Wounded
Arthur V. ALLEN	3rd East Yorks	
John BILLAM	Training Battalion	
Arnold WINGFIELD	Royal Garrison Artillery	Killed
Aubrey WILSON	K.O.Y.L.I.	
H. BEARDSHAW	Royal Field Artillery	
B. CAWTHORN D.C.M.	York & Lancs	
A.M.G. CORK	Royal Flying Corps	



A. CORK	Royal Engineers	
Harry ELSHAW	Royal Field Artillery	
Cpl W.E. HACKNEY	Royal Field Artillery	
W.H. HARDCASTLE	Royal Engineers	
Alfred HOLDEN M.M.	Royal Field Artillery	
Lt Robert MOSS D.C.M.	Machine Gun Corps	
Sapper C.H. NEEDHAM	West Riding Royal Engineers	Missing
G. ROBINSON	2nd Cavalry Division	Wounded
Cpl A. ROSE	Highland Light Infantry	
G. ROSE	Coldstream Guards	
Sgt Major W. STATON	Indian Army	
H. TAYLOR	Royal Garrison Artillery	
George THORPE	Royal Field Artillery	
Joseph WHELDON	East Yorks	
W. WHELDON	Royal Engineers	
C.E. WINGFIELD	Army Service Corps	
2nd Lt A. WRAGG	Royal Flying Corps	
Sgt C.W. WRAGG	Royal Flying Corps	
J.Urton WILSON M.M.	London Regt	
T.K. ROUTLEDGE	Dorset Yeomanry	Killed
S. BIGGIN	K.O.Y.L.I.	
C. HELLIWELL	K.O.Y.L.I.	
W. HORSFIELD	Royal Engineers	
H. VALE	Royal Navy	
B. ROWLAND	York & Lancs	Killed
Gunner R. COWIE	Royal Garrison Artillery	
L Cpl John LINLEY	King's Royal Rifles	Wounded
F.R. NEEDHAM	Coldstream Guards	
F.B. PERKINS	West Yorks	Killed
F. BULLIFENT	5th West Yorks	
Thomas ANDREW	K.O.Y.L.I.	
W.J. NEEDHAM	5th West Yorks	
Edward PERKINS	Lincs Regt Reserve	
William DALTON	K.O.Y.L.I.	
Harold SHAW	Lincs Regt Reserve	Killed
J.A. HOBSON	Army Service Corps	

George T. DYSON  
Fred NEEDHAM

K.O.Y.L.I.  
K.O.Y.L.I.

Arthur S. APHORPE  
John W. BULLIFENT  
John GREEN  
James LINACRE  
George Lister OXLEY  
Bernard PERKINS  
Harold RICHARDSON  
Frank SPRING  
William SHAW  
Benjamin THORPE  
Albert WEBSTER  
Edward LOWE  
George TOMKINS  
G.W. BROWN  
H.I. OUTRAM  
A. GOODWIN  
H.O. MILLS  
G.A. RAMSDEN  
J. COLE  
M. ROADHOUSE  
C. HIBBERD  
H. THWAITES  
E.B. STRATFORD  
B. DUNGWORTH  
W. FISHER  
Dr T. SUMMERVILLE  
B. CARTLEDGE  
Jos WILD  
H. WILD  
A.K. WARD

Royal Field Artillery  
Notts & Derbys  
K.O.Y.L.I.  
Machine Gun Corps  
West Yorks  
Royal Air Force  
Royal Horse Artillery  
Royal Air Force  
Tank Corps  
Royal Marines  
Royal Garrison Artillery  
Northumberland Fusiliers  
Royal Garrison Artillery  
K.O.Y.L.I.  
Armoured Vehicle Corps Rem.Dept.  
Army Service Corps  
Royal Engineers  
Royal Air Force  
Lincolns. Regt  
Royal Garrison Artillery  
Leicester Regt  
Durham Light Infantry  
Royal Air Force (formerly RFC)  
Machine Gun Corps  
York & Lancs  
Royal Navy  
Highland Light Infantry  
Tank Corps  
Machine Gun Corps  
Army Service Corps

Prisoner