



Index

Plaistow, Ifold and Kirdford,

Local History in Wartime Online Exhibition

INDEX

Part 1. Sussex At War - A Timeline, pag. 1

Part 2. Village Life on the Home Front – Plaistow, pag. 5

- Plaistow Village 1939-45, p. 5
- Frank Cooper, Life in Plaistow in the War, p. 16
- Gas Protection Masks, p. 18
- ARP and the Lancaster Bomber Crash, p. 22
- Plaistow Home Guard, p. 26
- Womens Land Army, p. 30
- Tilly of Bloomsbury, p. 32
- Canadian Connection, p. 33
- Shillinglee House, p. 35

Part 3. Village Life on the Home Front – Ifold, pag. 37

- Ifold 1939-45, p. 37
- Alice Wooldridge: life in Ifold in the war, p. 45
- C Bayley: life in Ifold in the war, p. 48
- Ifold Stores, p. 50

Part 4. Village Life on the Home Front – Kirdford, pag. 51

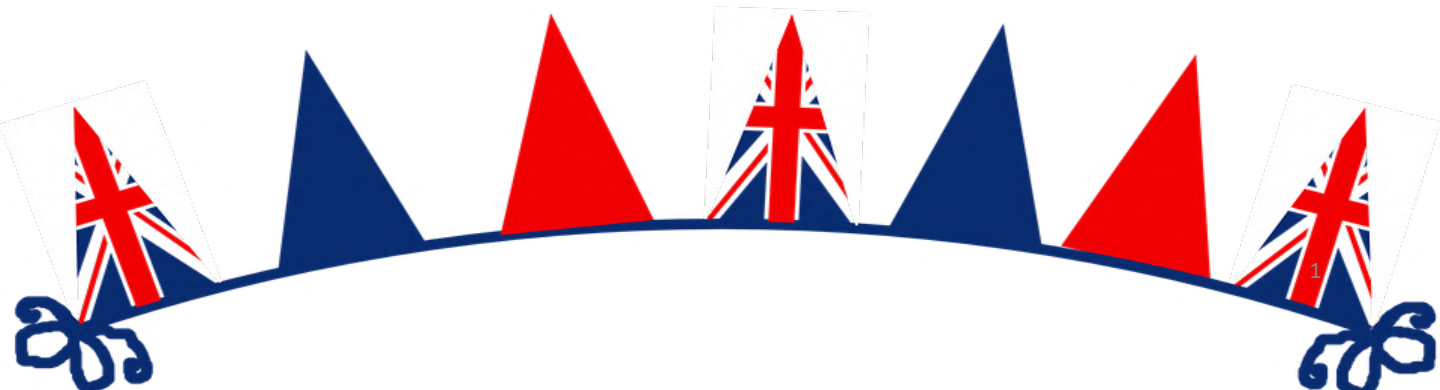
- Kirdford Maps 1913 & 1949, p. 54
- The Village Pub & The Canadians, p. 56
- Eldridge – The Carrier, 58
- Kirdford School, p. 62
- Kirdford Growers, p. 65
- Kirdford shops, p. 68
- Ron Snelling – Village Postman and Garage Owner, p. 71
- Kirdford Village Hall, p. 74
- Photo Gallery, p. 77

Part 5. Local People Who Served in the War, pag. 81

Part 6, War Memorial, pag. 88

To contact the Kirdford Plaistow and Ifold History Society:

Sara Burrell. Burrells, Plaistow Road, Ifold 01403 752538 saraBurrell@gmail.com



Wartime West Sussex 1939 – 1945

1938 International Timeline

- 16 May** – Women's Voluntary Service for Civil Defence started
- September** – Civilian volunteers called to join air raid precaution, fire brigades, territorial units and other defence work
- 9 September** – Auxiliary Territorial Service for women created
- 26 September** – Gas mask distribution in all areas
- 26 September** – Anti-aircraft units and coastal defence units of territorial army mobilised
- 27 September** – Air Raid Precautions handbook issued as guidance
- 30 September** – Munich Agreement; PM Neville Chamberlain tries to negotiate peace with Hitler



ARP air raid wardens, Worthing, 1940. P00399

L'Alouette family picnicking in gas masks, Bognor Regis, c1939. FLA/P010



Local Timeline

- Summer** – people fill sandbags from the beach in preparation for war
- 9 August** – large civil defence exercise in Chichester
- September** – 42,000 evacuees arrive in West Sussex
- 7 December** – voluntary war workers reception at County Hall, Chichester

1939

- 27 April** – Conscription introduced; British armed forces increase in number by more than 1.5 million by end of 1939
- June** – Women's Land Army re-founded
- 28 June** – Women's Auxiliary Air Force (WAAF) created
- 1 September** – Hitler invades Poland
- 1 September** – Evacuation of children from cities begins in case of air raids
- 3 Sept** – Britain and France declare war on Germany
- 10 September** – Canada declares war on Germany
- 10 September** – Battle of the Atlantic begins
- October** – Government launch "Dig for Victory" campaign
- 28 September** – Meat rationing introduced
- September to May 1940** – Phoney War; no air raids or invasion

1940

- February** – many evacuees return home due to the "phony war"
- 14 May** – Local men start to join Local Defence Volunteers (later Home Guard) with 26 battalions being formed in Sussex with Worthing as the most responsive town in Britain
- 26 May** – Sussex fishermen and boat owners help with Dunkirk evacuation
- 29 May** – first high explosive bomb falls on the County at Cowfold
- Summer** – Coastal gun batteries installed at Bognor, Angmering, Littlehampton, Worthing and Shoreham
- 2 July** – General Montgomery meets Winston Churchill for first time, at Lancing College
- 16 August** – Tangmere Airfield attacked, leaving 13 dead
- 18 August** – Fleet Air Arm at Ford and area attacked, killing 39
- September** – Germany plans Operation Sealion, with the flat coastline of West Sussex as a likely invasion point
- September** – Canadian troops begin to arrive in West Sussex
- 8 October** – Air raid on Worthing kills 5 and injures 12
- 21 October** – Shoreham bombing kills 5
- 12 November** – Worthing air raid leaves 5 dead and 5 injured
- 29 November** – 6 killed and 15 injured in Horsham air raid

1940

- 8 January** – Basic food items rationing introduced
- 10 May** – Winston Churchill replaces Prime Minister Neville Chamberlain
- 10 May** – German 'Blitzkrieg' begins leading to invasion of Belgium, Holland and France
- 14 May** – Local Defence Volunteers formed (later known as Home Guard)
- 26 May** – Dunkirk Evacuation of British Expeditionary Forces begins
- 11 June** – Italy enters war on the side of the Axis powers
- 22 June** – France signs armistice with Germany
- 16 July** – Hitler orders preparations for Operation Sealion (invasion of Britain)
- 10 July to 31 October** – Battle of Britain; German air force (Luftwaffe) begin mass bombing of Britain
- 7 September to 16 May 1941** – The Blitz on London and other British cities by Luftwaffe
- 17 September** – British victory in Battle of Britain forces Hitler to postpone Operation Sealion
- 22 September** – Mutual alliance pact signed by Germany, Italy and Japan



Wartime West Sussex 1939 – 1945

Local Timeline

1941

International Timeline

- 19 January** – Heinkel 111 crash in Steyning; the funeral, with military honours for the 5 German aircrew, by people of Steyning causes national controversy
- From March** - Evacuation of some West Sussex children due to threat of invasion (Worthing children to Newark; Shoreham and Southwick children to Wakefield and Doncaster)
- May** – Chichester City and Rural District people raise £621,000 for War Weapons Week
- 9 August** – Wing Commander Douglas Bader is taken Prisoner of War in France having been on operation from Tangmere
- 1 November** – Air raid on Worthing kills 7 and injures 26
- December** – 277 Squadron Air Sea Rescue set up at Shoreham

- June** - Clothes rationing starts; Government launches "Make do and Mend" campaign
- 22 June** - Hitler begins Operation Barbarossa, invasion of Russia
- 7 Dec** - Japan attacks U.S. naval base at Pearl Harbour
- 8 December** – U.S. declares war on Japan and joins war on Allied side
- 18 December** – National Service Act is passed, conscripting unmarried women between ages of 20 and 30 to help with war work



Firewomen dispatch riders, Bognor Regis, c1939, FLA/P180

1942

- February** – Petworth's Warships Week raises £70,000 for a Motor Torpedo Boat
- 18 July** – Air raid in Littlehampton kills 8 and injures 16
- 14 August** – Bognor Regis air raid causes 9 deaths, 13 injuries and damage to 250 properties
- 19 August** – Dieppe Raid; many Canadian troops involved were stationed in West Sussex
- 29 September** – Petworth Boys' School bombing kills 32 (28 boys)
- 16 December** – German Dornier 217 crashes into Bognor Gas Works scattering unexploded bombs and killing 2 civilians

- January** - Mass murder of Jews begins at Auschwitz extermination camp.
- 15 February** - Singapore falls to Japanese in February with around 25,000 prisoners taken; considered to be Britain's worst defeat of the war
- 23 April to 3 May and 31 May to 6 June 1942** – Germans launch "Baedeker" Raids on England destroying 50,000 buildings in five historic towns
- 30 May, 1 June and 25 June 1942** – Britain launches Thousand-bomber raids on Germany destroying German factories and homes, particularly in Cologne
- 1 - 4 July** - Allies stop German and Italian troops from taking Egypt; first battle of El Alamein grinds to a halt until October.
- 19 August** - Dieppe Raid by Allies
- 23 October** - Germany suffers defeat in Second Battle at El Alamein

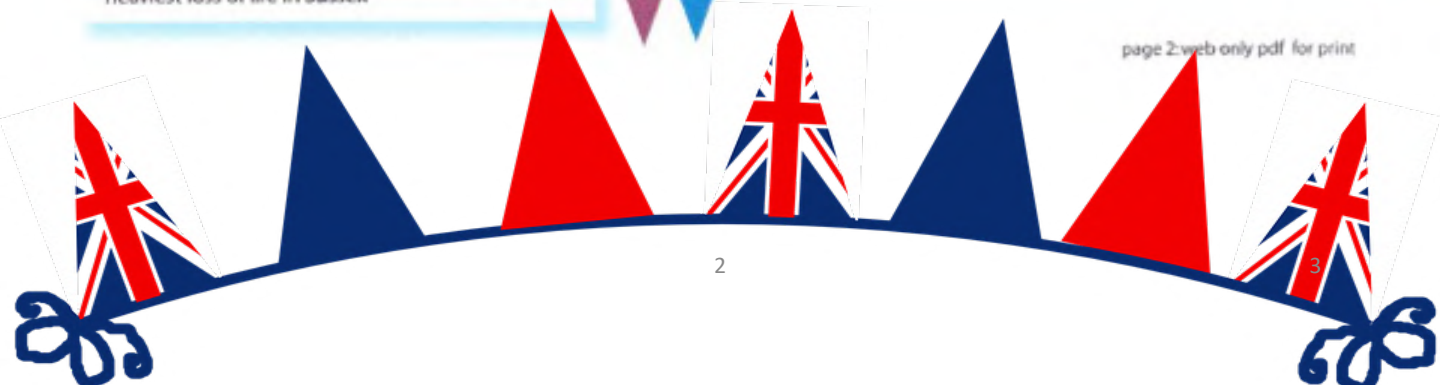


Aftermath of Chichester bombing, February 1943, West Sussex Record Office, PH7463

1943

- 8 February** – Raid on Worthing kills 9 and injures 43
- 10 February** – Chichester bombing kills 18 and injures 37
- 8 March** – Raid on Worthing kills 9
- May** – Chichester and District raise £1/2 million for Wings for Victory Week
- 9 May** – Women's Land Army awards by Lady Denman at Arundel Castle
- 9 July** – East Grinstead bombing (including Whitehall Cinema) results in 108 deaths and 235 injured; the heaviest loss of life in Sussex

- 2 February** - Surrender at Stalingrad marks Germany's first major defeat
- April** - Turning point in Battle of the Atlantic is reached, thanks to improved convoy systems and breaking of German secret codes
- 13 May** - Allied victory in North Africa enables invasion of Italy to be launched
- 16/17 May** – Dambusters Raid breaches two major dams supplying water and power to the Ruhr valley – first use of 'bouncing bomb'
- 8 September** - Italy surrenders
- 18 November to 24 March 1944** – Berlin Air Offensive by Allies





Wartime West Sussex 1939 – 1945

Local Timeline

1944

International Timeline

- January to June** – 30 Commando Assault Unit (Royal Marines), billeted in Littlehampton, included men who inspired Commander Ian Fleming to write his James Bond novels
- April** - General Dwight D. Eisenhower inspects airfields in Chichester area and is guest-of-honour at formal dinner at RAF Tangmere
- May to June** – Mulberry Harbours are assembled off Pagham and Selsey in preparation for D-Day
- June** – Horsham, Crawley and district raise £430,000 during Salute the Soldier week
- 6 June** – D-Day; Shoreham used as embarkation port and Littlehampton as ammunition supply port
- 13 June** – One of the first flying bombs (V1 or doodlebug) to hit Britain lands at Cuckfield
- 10 July** – Air raid on Crawley kills 7 and injures 44
- 12 July** – King and Queen inspect bomb damage at East Grinstead caused by V1 flying bomb which killed 3, injured 38 and damaged over 400 properties
- 14 July** – King and Queen visit RAF Tangmere for field investiture

King and Queen visit after bombing of London Road, East Grinstead, 12 July 1940, P002659



- February** – Lady Denman of Balcombe resigns as honorary director of the Women's Land Army because of their exclusion from war service grants scheme
- 8 May** – Parties take place across the county to celebrate Victory in Europe Day
- 15 August** – End of the war is celebrated on Victory in Japan Day



V.E. day tea party, Ringmer Road, Worthing, May 1945, L000863



- 6 June** - D-Day landings launch Operation Overlord, Allies' invasion of North West Europe
- 13 June 1944** – First V1 (flying bombs) launched by Germans on Britain.
- 4 August** - Anne Frank and family are arrested by the Gestapo in Amsterdam and sent to Auschwitz
- 25 August** – Liberation of Paris
- 8 September** – First V2 rockets launched by Germans on Britain
- 15 to 25 September** – Operation Market-Garden launched, preparing for Allied advance into Germany
- 11 November** – Home Guard is disbanded

Pilot watches men fill a fuel tank with beer for D-Day troops, Bognor Regis, June 1944, FLA/P176



1945

- 26 January** - Auschwitz liberated by Soviet troops
- 13 to 15 February** – Allies launch devastating air attack on Dresden
- 15 April** – Liberation of Bergen Belsen Concentration Camp by British troops
- 28 April** – Mussolini captured and executed
- 30 April** – Hitler commits suicide
- 7 May** – Germany officially surrenders to Allies
- 8 May** – Victory in Europe Day
- 13 May** – National Day of Thanksgiving
- 6 and 9 August** – Atomic bomb dropped on Japan at Hiroshima and Nagasaki
- 14 August** – Japan surrenders bringing the war in the Pacific to an end
- 15 August** – Victory in Japan Day - end of World War 2
- 24 October** – United Nations is born
- 20 November** – Nuremberg war crimes trials begin

www.westsussexpast.org.uk



page 3: web only pdf for print



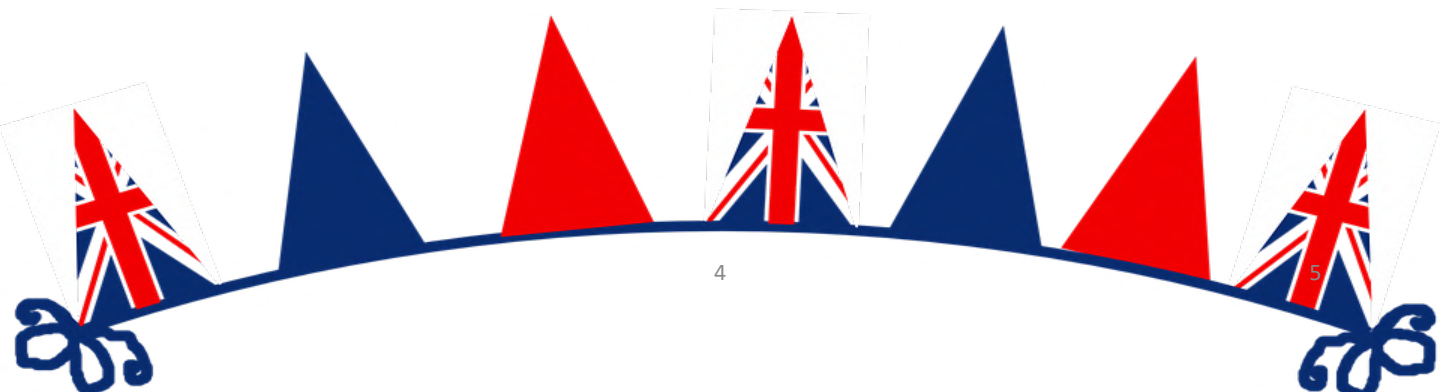


Village Life On the Home Front - Plaistow

Plaistow Village 1939-1945

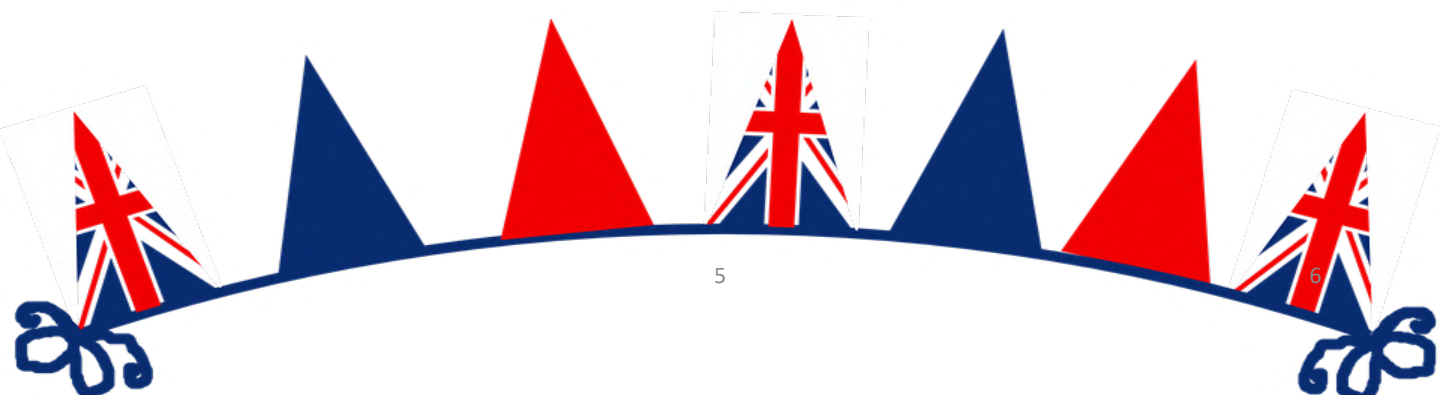


Aerial photo of Plaistow Village 1935





Until the mid-1950's, although it has remained one Parochial Church Parish. The map above dated 1898 gives a fair representation of Plaistow village layout at the start of WW2. Nell Ball was not built until after the war. Most people lived and worked locally in the area. Employment was in agriculture on local farms and landed Estates , forestry and related trades, such as hoop making, stick-making, charcoal burning, broom dashers.

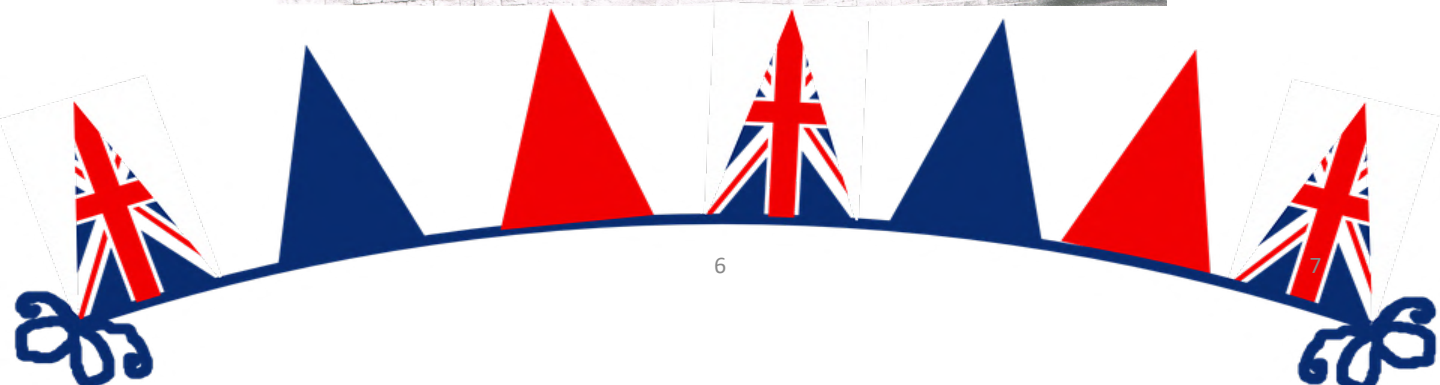
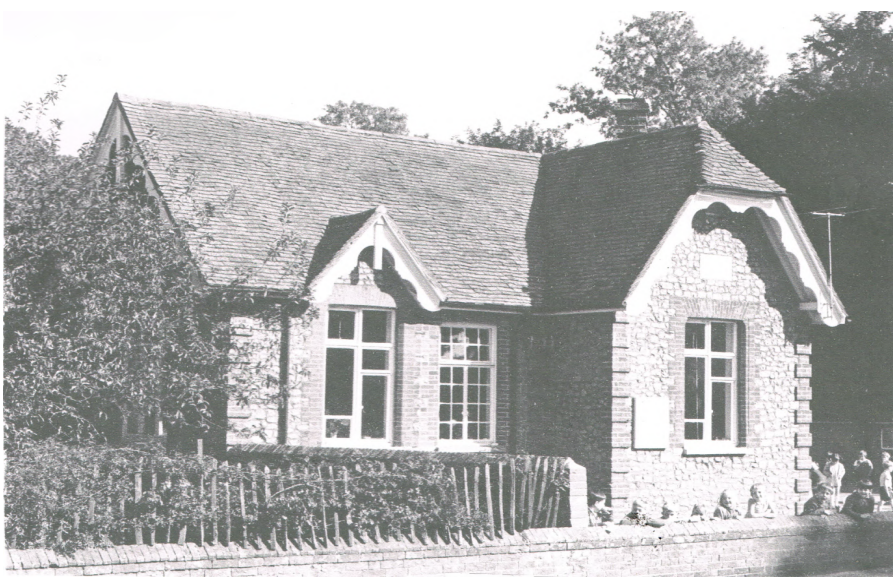




Lintotts Walking Stick factory in Fisher Street employed some 70 men. There was brick making at Ashpark on the Shillinglee Estate, although it stopped operating during the war years. The brick yard in Foxbridge Lane had closed by the mid 1920's. There was also fruit picking and packing for the apple farms between Plaistow and Kirdford, forming the Kirdford Growers co-operative.

Most people in the village lived in tied or rented accommodation, the houses owned by the wealthier land owners. There was no Local Authority housing until after the war. Where today one family lives in one house, a number of families would occupy the same building.

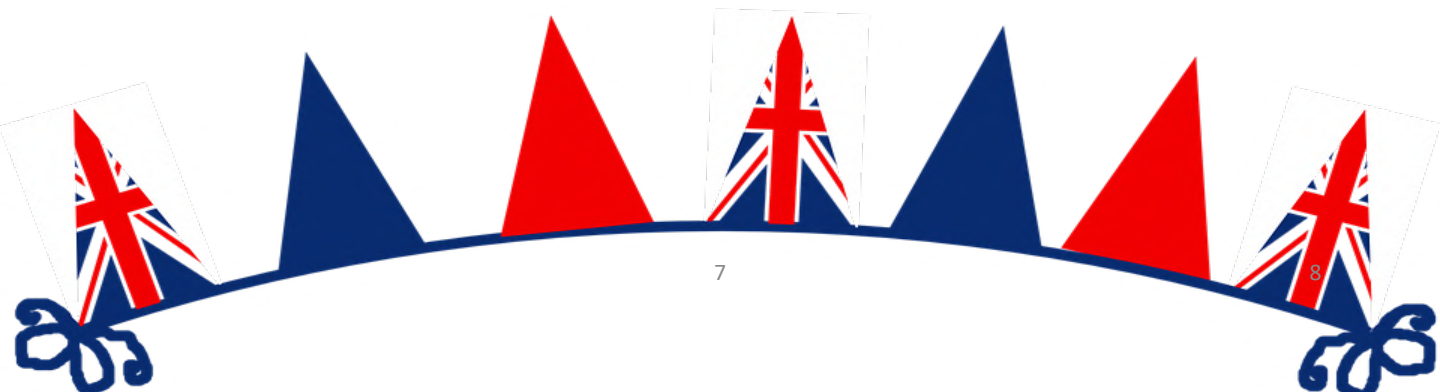
The School, built in 1869 By John Napper Esq. of Ifold House, provided education for all children in the Plaistow area from 5 -14 years, free secondary education did not come in until after the War





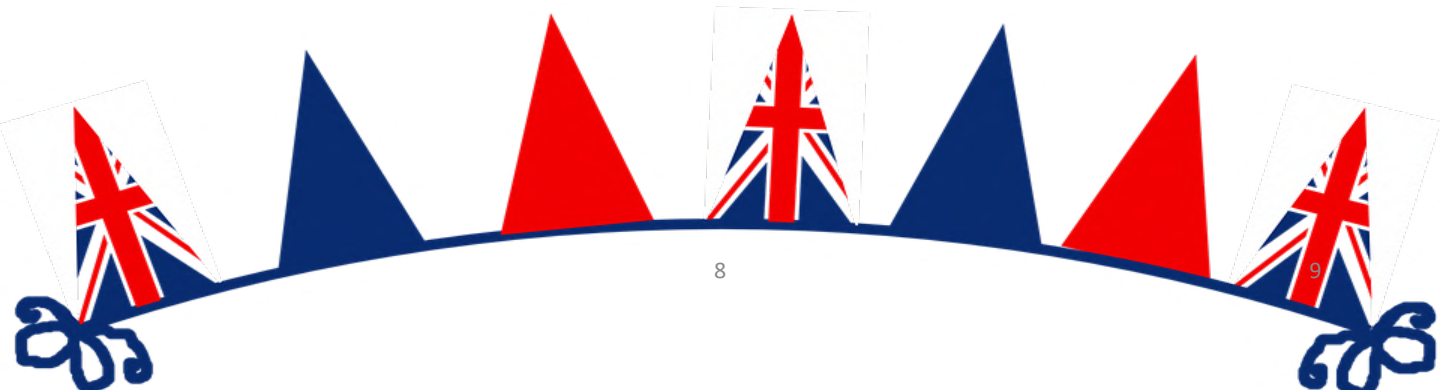
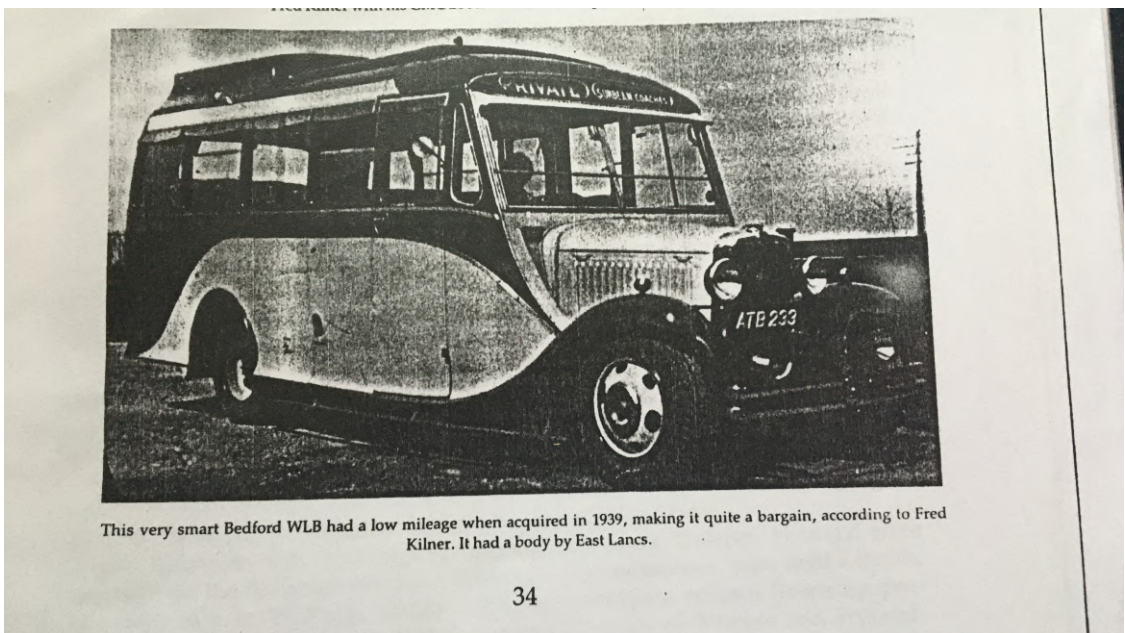
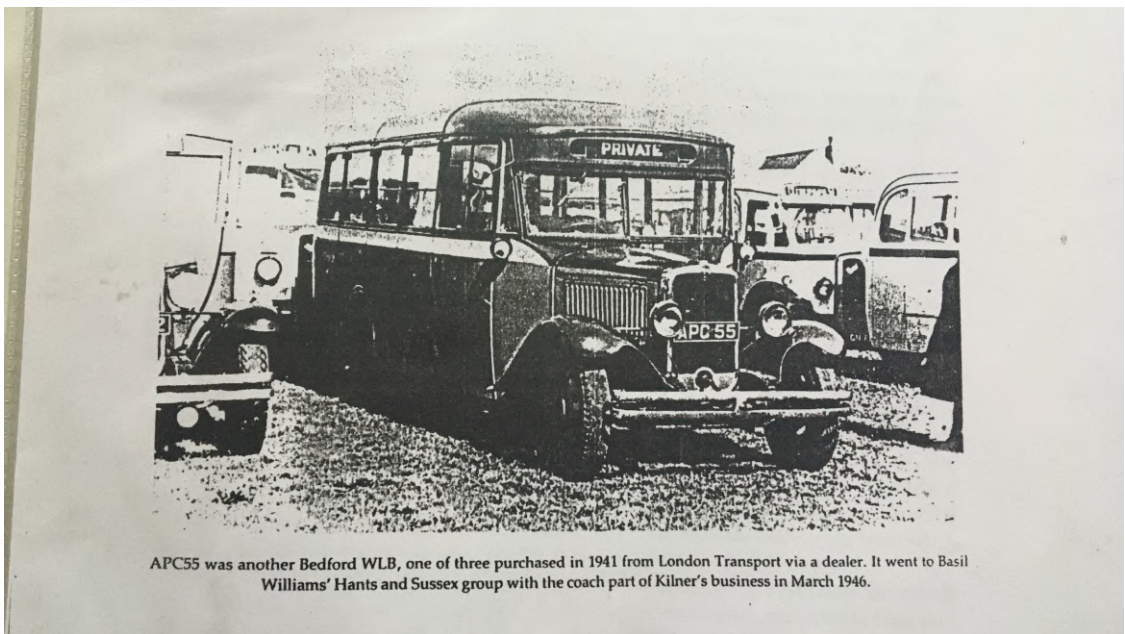
The School showing bell tower, where is the Bell now?
also old entrance now blocked up. Alterations & path made 1944

His Majesty King George V Jubilee Celebrations
Maypole dancing by the schoolchildren
in Walnut Tree Meadow. Year 1935..





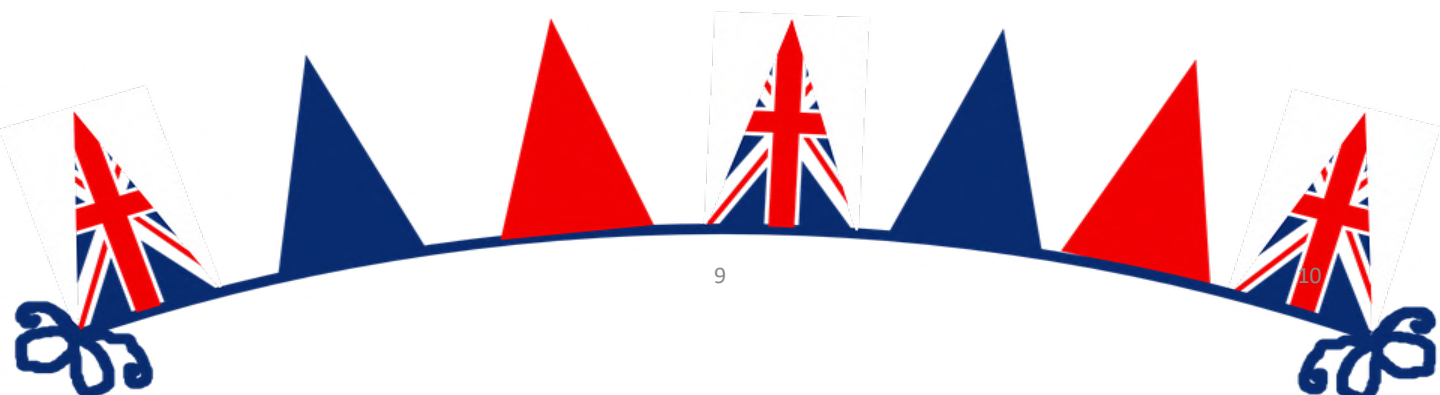
Few people owned cars and there was a regular bus service from Plaistow through Ifold Loxwood and Rudgewick to Horsham run by Kilner of Loxwood. Certainly after the War it ran 2 hourly from 7am til 9 or 10pm.





Shillinglee Estate was owned by Lord and Lady Winterton , who moved out of their main house to allow the Canadian Army to be billeted there during the war. Ifold Estate had been sold off and Brake Brothers ltd had started to sell off parcels of land to people , mainly from South London for initially holiday homes.

There were local cricket and football teams and Womens Institute and two Pubs , The Bush (now Bush House) and The Sun Inn. Social events were held in the Winterton Hall built for the village in 1908 by the Winterton family. The Village Green comprised only the lower part as Common Land, the upper Green was given to the Parish in 1953 by Sir Admiral Hope of Common House. Football was played on the current football field. The Church had a large and award winning Choir. And there was a Chapel at the top of Rickmans Lane.





There were 4 shops in the Village, Pennicards with post office (Plaistow Stores), Goodeves Grocer Baker and Draper(this may have closed in 1938), The Tuck shop run by Mr and Mrs Ayling and The Corner Shop. Mr Edwards ran the Garage , formerly the blacksmiths. A F Wooldridge had a cycle repair shop in Rickmans Lane.



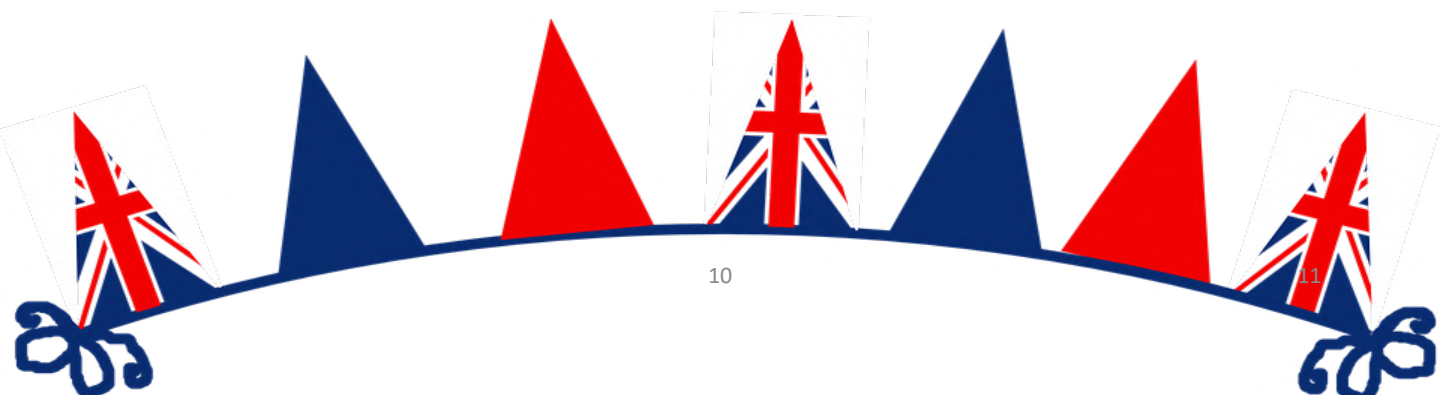
Plaistow Football Team -The Pups 1935

Many of these boys are named as being in the Home Guard

Back Row- Rev Hudson Darcy Ayling Charlie Hadderton
Eric Cooper Reg Peskitt Mr & Mrs Peskitt

Middle Row- Unknown Charlie Cooper Joby Jones Ron
Peskitt

Front Row- Bob Lintott Lionel Childs Alan Greenfield
Flossie the Dog Gordon Cooper





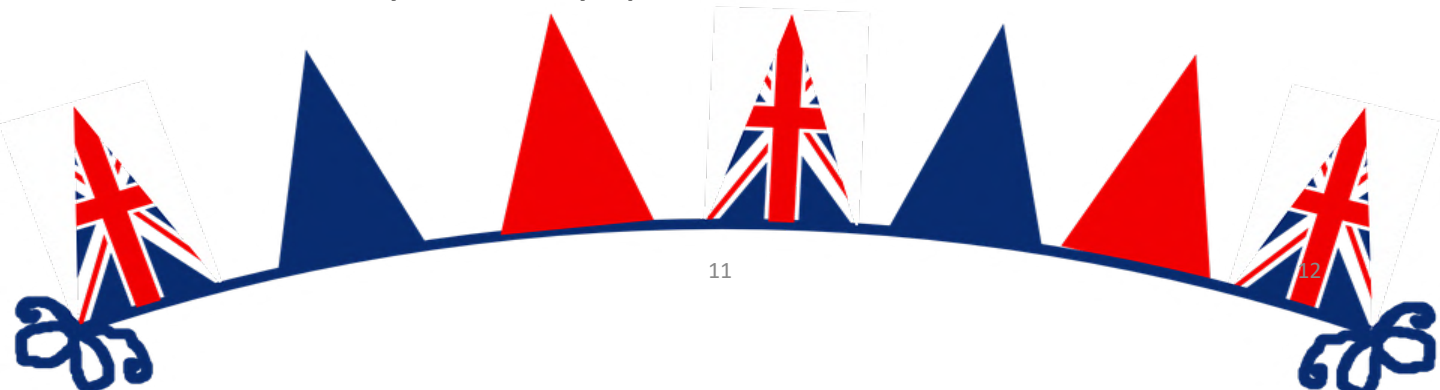
Plaistow Football Team (1950's)

Back Row - Frank Cooper Alan Greenfield Andrew Forrest Tom Wooldridge Pat Mitchell

Kneeling - Reg Fuller Den Blackman Jim Howell Peter Fuller Rod Remnant Bill Jones

In the exhibition there is an account of life in the Village from Frank Cooper seen above in the football team and details from the WI Scrap Book on the A.R.P in which Frank's Dad served in the War.

There is much more information to be found and sourced and also within the Local History Society archives which could not be accessed due to the current pandemic lockdown. If you have photographs or can provide more information to the Local History Society please do contact us.





Plaiستow Women's Institute & the WW2

The Institute was formed in the Spring of 1939 and held its first meeting on the 11th of May, under the guidance of Miss Kathleen Style; voluntary community organiser. Mrs Lutthman Johnson was elected President. World War II started in September and presented the Young Institute with hosts of difficulties which were surmounted most gallantly.

" FOR HOME AND COUNTRY "

19 W 41

... THE W.I. CARRIES ON ...

Plaiستow Women's Institute
National Federation of Women's Institutes

President—Mrs. Lutthman Johnson.
Vice-Presidents—Mrs. Tom Cooper, Mrs. Donald Thorpe.
Hon. Treasurer—Mrs. Arthur Woodridge.
Hon. Secretary—Mrs. E. Horsman.

Bank Holidays :
Good Friday—April 13
Easter Monday—April 14
Whit Monday—June 2
Bank Holiday—Aug. 4
Christmas Day—

Full Moon :
Jan. 13, July 8,
Feb. 12, Aug. 2,
Mar. 13, Sept. 5,
April 11, Oct. 5,
May 11, Nov. 4,
June 6, Dec. 3.

JANUARY, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31

FEBRUARY, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29

MARCH, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31

APRIL, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25 26
27 28 29 30

MAY, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31

JUNE, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30

Engagements :

JANUARY 9th.
Party.

FEBRUARY 13th, 2.30 p.m.
Motto—" It's a long lane that has no turning."
Business.
Travel Talk.
Competition—The Best Exhibit from a Foreign Country.
Social Half-hour.

MARCH 13th, 2.30 p.m.
Motto—" Don't look at your hill, climb it."
Business.
Dancing Demonstration.
Competition—The Largest Number of Things in a Matchbox.
Social Half-hour. Give out Seed Potatoes.

APRIL 10th, 2.30 p.m.
Motto—" It is easier to know how to do a thing than to do it."
Business.
Talk on Needlework.
Competition—Best Piece of Own Embroidery.
Social Half-hour.

MAY 8th, 2.30 p.m.
Motto—" Thrift is the best means of thriving."
Business. Demonstration by Cadbury's.
Competition—Best Bowl or Vase of Spring Flowers arranged for effect.
Social Half-hour.

JUNE 12th, 2.30 p.m. Garden Meeting at Mrs. Verner's.
Motto—" Spare the rod and spoil the child."
Business.
Talk on Mothercraft.
Competition—Best Rose. Garden Games.

JULY 10th, 2.30 p.m. Garden Meeting at Mrs. Lutthman Johnson's.
Motto—" He who laughs last laughs longest."
Business.
Talk on Acting. Will members please represent a song.
Games.

AUGUST.
Outing (date announced later).

SEPTEMBER 11th, 2.30 p.m.
Motto—" The early bird catches the worm."
Flower Show.

OCTOBER 9th, 2.30 p.m.
Motto—" Many a mickle makes a muckle."
Business.
Demonstration of Rug-making.
Competition—Best Potatoes from W.I. Seed.
Round Table Conference for next year's programme.

NOVEMBER 13th, 2.30 p.m.
Motto—" Every cloud has a silver lining."
Business. Annual Meeting.
Social Half-hour.

DECEMBER 11th, 2.30 p.m.
Motto—" Be of good cheer."
Business.
Community Singing.
Competition—Best Christmas Stocking (not to cost more than one shilling).
Social Half-hour.

Meetings held on 2nd Thursday of each month in the Winterton Hall, Plaiستow.

Revised Postal Information :
Island Letters. Up to 2 or 2½. Every additional 3 or 4½.
Parcel Post.
3 lbs. — 7d.
4 lbs. — 8d.
5 lbs. — 9d.
6 lbs. — 10d.
7 lbs. — 11d.
8 lbs. — 12d.
9 lbs. — 13d.
10 lbs. — 14d.
11 lbs. — 15d.
12 lbs. — 16d.
13 lbs. — 17d.
14 lbs. — 18d.
15 lbs. — 19d.
16 lbs. — 20d.
17 lbs. — 21d.
18 lbs. — 22d.
19 lbs. — 23d.
20 lbs. — 24d.
21 lbs. — 25d.
22 lbs. — 26d.
23 lbs. — 27d.
24 lbs. — 28d.
25 lbs. — 29d.
26 lbs. — 30d.
27 lbs. — 31d.

For 9 words, of Each additional word 1d.

TELEGRAMS.
For 9 words, of Each additional word 1d.

JULY, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31

AUGUST, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31

SEPTEMBER, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30

OCTOBER, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31

NOVEMBER, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30

DECEMBER, 1941
Sun. Mon. Tue. Wed. Thu. Fri. Sat.
1 2 3 4 5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31

Special Dates :

Members Name _____ Copyright © J. Smart & Co., Printers, Torquay, South

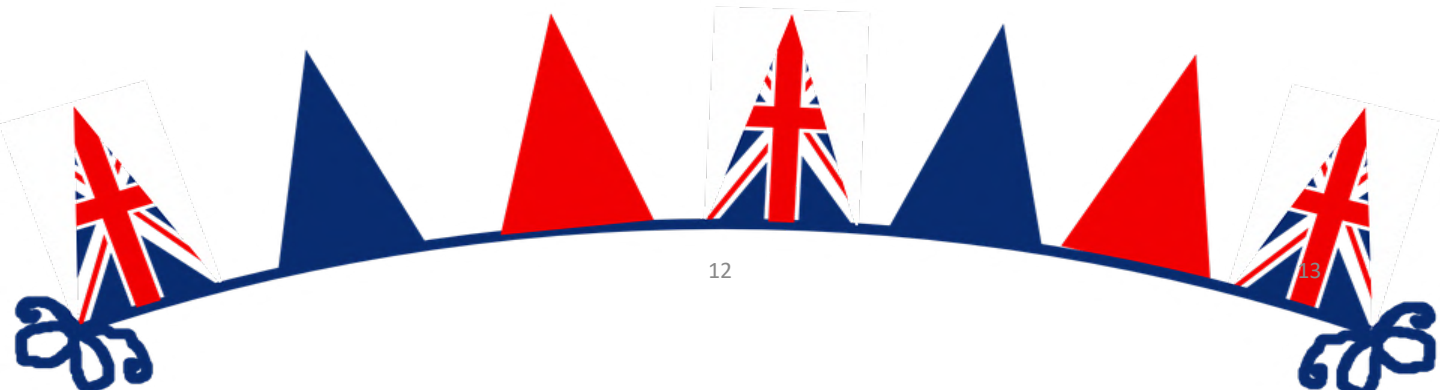
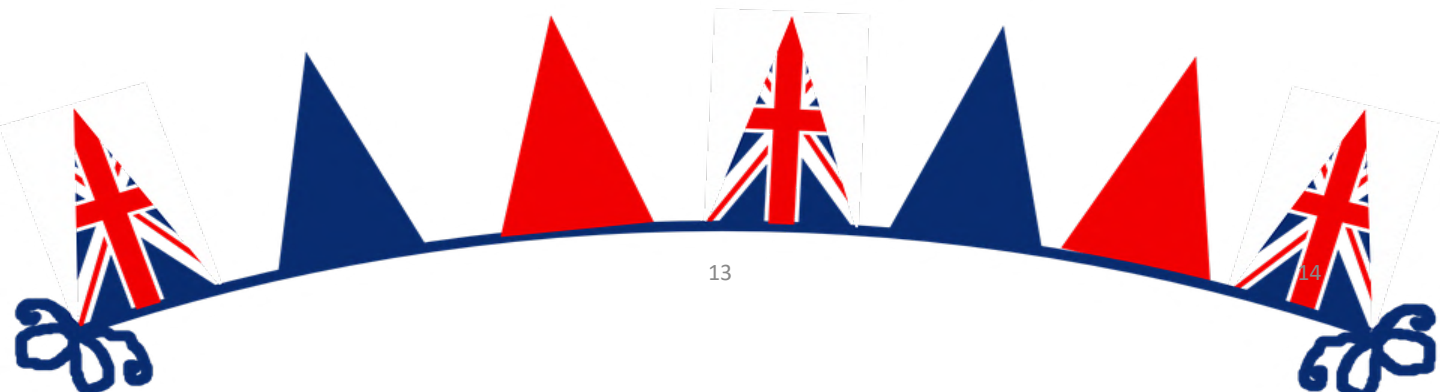




Photo of Mrs Priest who was “a most active WI member during the war (WW2)”





The ladies of the W.I. before and just after the War.
Many related to men who were serving.



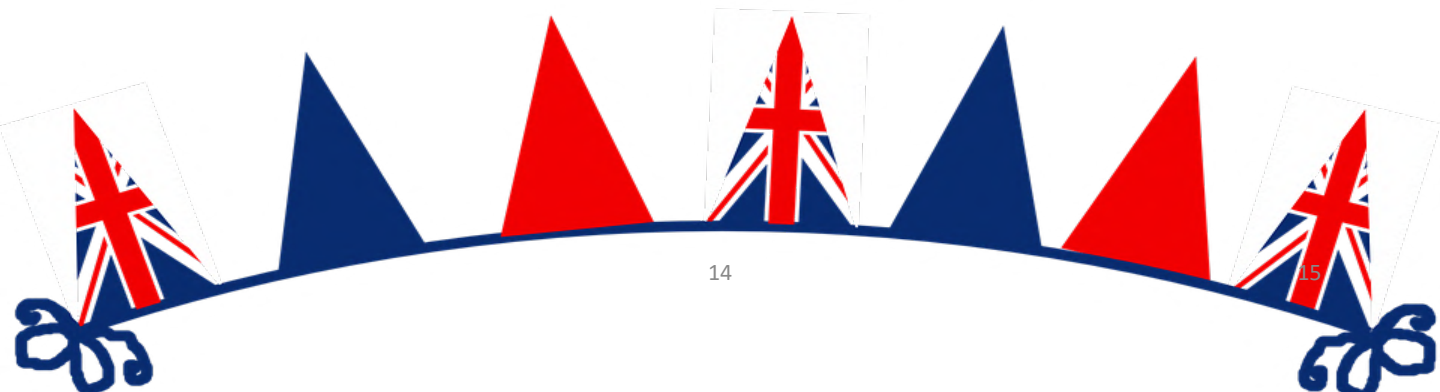
W.I. OUTING 1930 ?

Group includes: Mrs.Chalcraft, Mrs.Darcy Ayling,
Mrs.Piper, Sally Wooldridge, Mrs.Durrant,
Mrs.A.Wooldridge, Mrs. Stacey, Mrs.Bellchamber,
Mrs.Josh Wooldridge. Driver Alf Spooner (Loxwood)



W.I. TRIP to Switzerland 1947

Group includes: Miss J. Herrington
Miss R. Herrington, Mr.& Mrs. Ray Herrington
Mrs. Luttman-Johnson, Miss A. Mitchell
Mrs. Chalcraft.





Frank Cooper – Life in Plaistow in the War

PLAISTOW VILLAGE IN WARTIME

All the windows of the houses were blacked out, so that at night no lights were visible. My father was an A.R.P. (Air Raid Patrol) Warden, and was responsible for seeing that people complied with this law. Which was rather funny because once he was making a blackout frame for our house and it was getting dark, so he lit some candles and paraffin lamps to see what he was doing. Unfortunately he forgot that the lights were shining through the windows, and within a few minutes another A.R.P. Warden shouted : "Put those - - - lights out !"

All the children were supplied with gas masks, and had to carry them everywhere they went. There were three types of masks: Adults' masks, ones they called Mickey Mouse masks for children, and for babies the masks were rather like a cradle with a perspex facepiece, which had to be pumped, using the pump attached to the side, every so many minutes, so that the baby inside could breathe. Unfortunately my mother had twins, so this meant she was supplied with two of these contraptions. Don't ask me how she would have coped with pumping two pumps had the occasion arisen! Fortunately, gas was not a problem here.

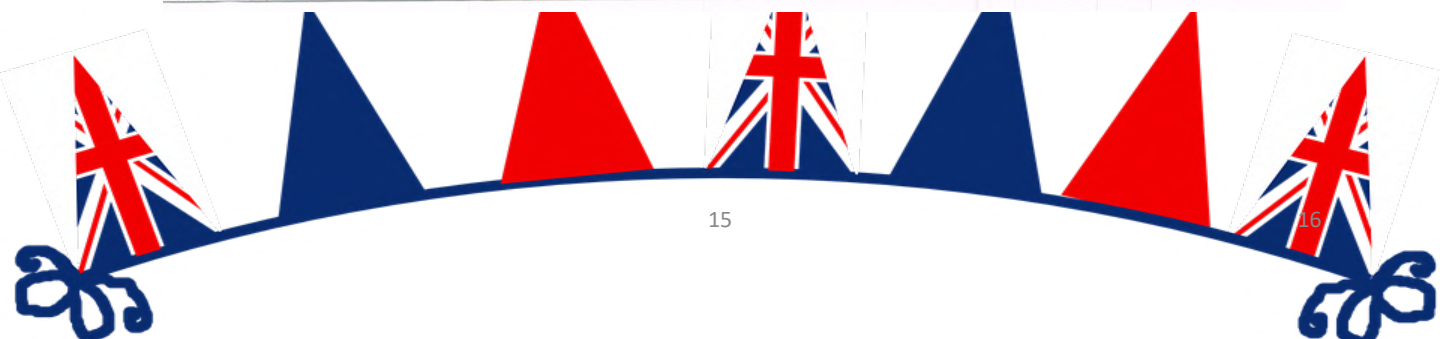
All the school windows were taped up to stop shattered glass flying. Every morning the schoolchildren would have a half-hour's rest, which meant resting your head on your hands on your desk and sleeping if you so wished. This was because you did not get much sleep at night with all the action in the air. There were quite a few bombs that fell around the area.


We were able to watch "dog" fights in the sky - this is when the German and British aircraft met in the sky over our village. I don't think we children realised how serious it was, and we quite enjoyed the show.

Not many houses had electricity or tap water in those days. Some of the farmers, and the big houses, had generators to run electricity, and water was drawn from a well. Most houses had a well, or you shared with another. It was lovely, crystal clear water.

We children collected acorns for the Forestry Commission to plant and grow. We also picked rose-hips to make rose-hip syrup.

/ As.....





As the War dragged on we could see the sky at night, looking in the direction of London, glowing red with the fires burning after intense bombing, and this happened night after night.

Being a small village in the South of England, Plaistow is in line with London, and later on in the War, V1 and V2 weapons were used which became quite frequent overhead here. The V1 was a jet-propelled flying bomb, commonly known as a "doodle-bug". It would fly over, and when the engine cut out it would crash to the ground and explode. The V2, which was rocket-propelled, made very little noise and this missile crashed on England with devastating effect.

Life carried on, and we children played as normal, down in the woods we would collect nuts and dig for pig-nuts, build camps out of hazel benders and ferns. We were allowed 20 half-days from school to help on the local farms, potato picking, swede pulling, kale cutting and any other jobs that we were able to do. We did cheat a bit. The farmer signed a card for the half-days we had done, and if he signed the card in pencil, we could rub it out, and so have a few extra half-days off. The farmer did not mind - he was getting free labour. This was to help the war effort.

On the eve of D-Day we watched hundreds of aircraft towing gliders towards the coast and the sky looking westwards was black with aircraft.

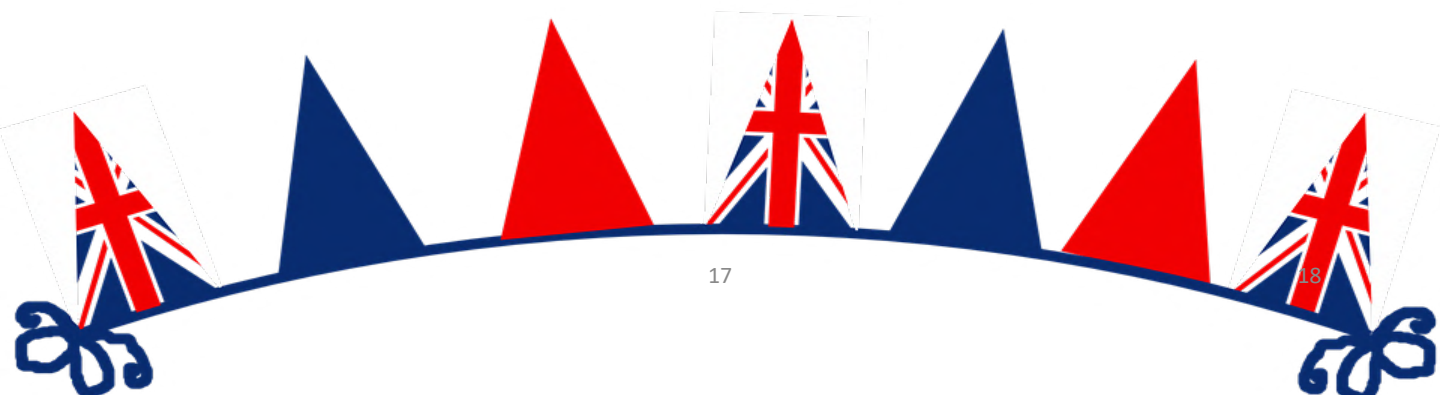
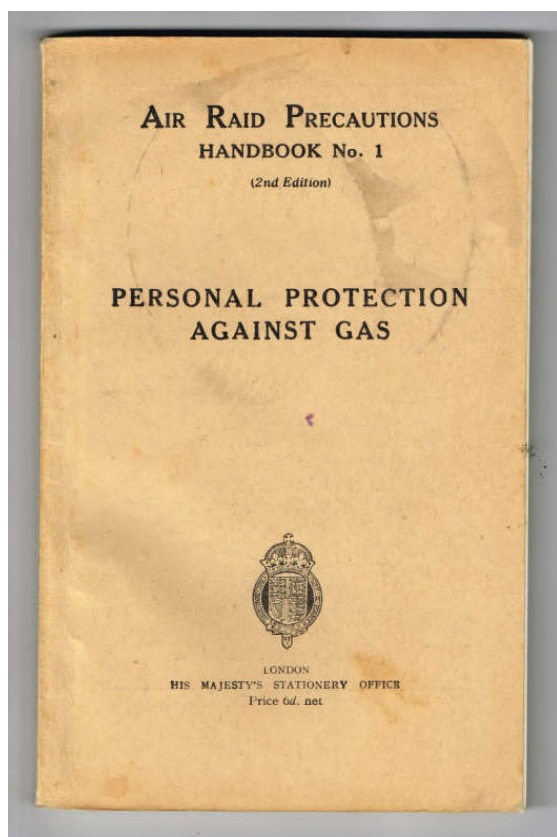
Frank Cooper



Gas Protection Masks

Booklet on Personal Protection Against Gas

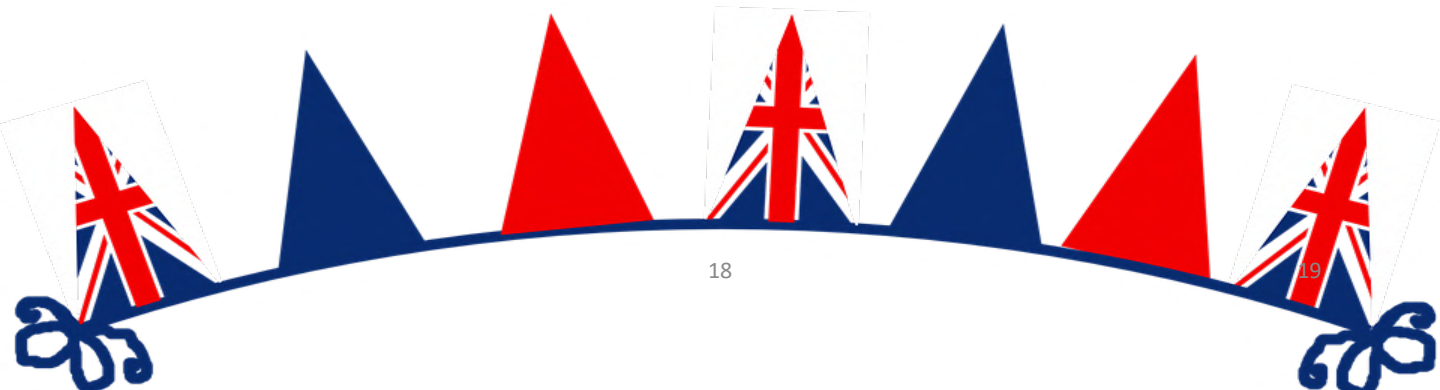
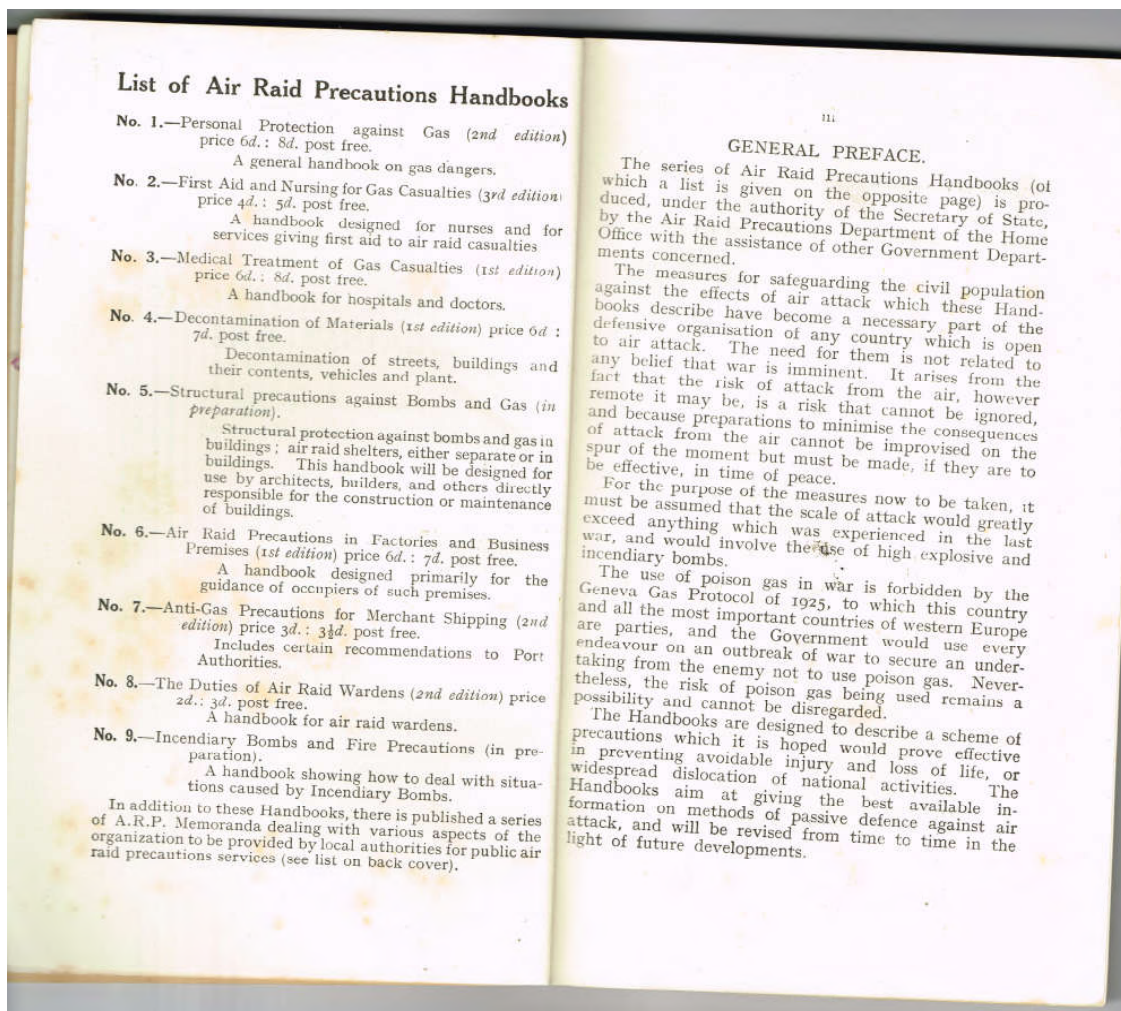
Frank Cooper in his account of life in Plaistow notes the issuing of gas masks. In our archives is held this booklet and below are a couple of pages from the 115 pages detailing all people would need to know about wearing gas protection masks but also how to protect yourself and others from gas contamination. This was the reality of living at War.





Booklet on Personal Protection Against Gas -General Preface

Although the use of poison gas in war is forbidden by the Geneva Gas Protocol 1925, the Government considered 'the risk of poison gas being used remains a possibility and cannot be disregarded'

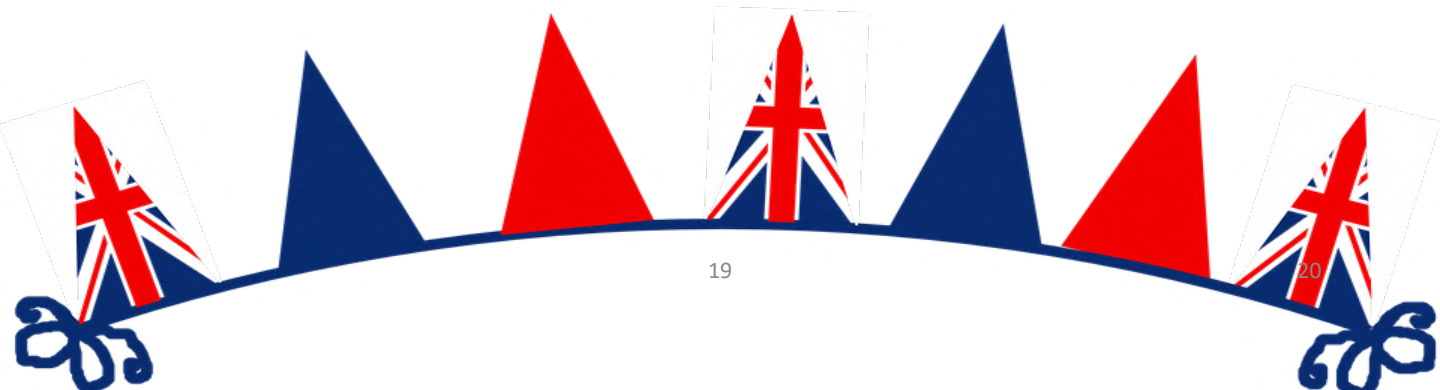




Booklet on Personal Protection Against Gas -Contents

The contents page shows you the breadth of the information provided.

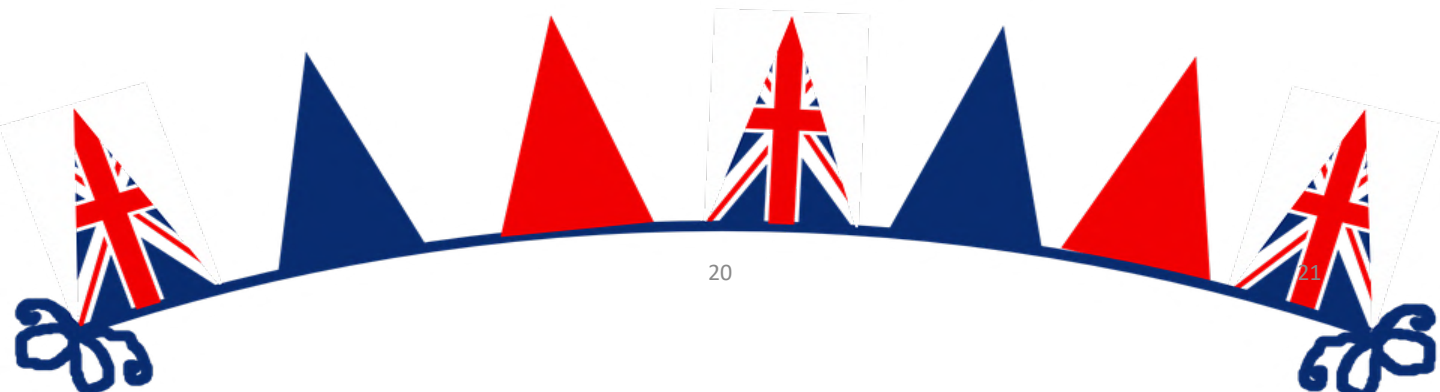
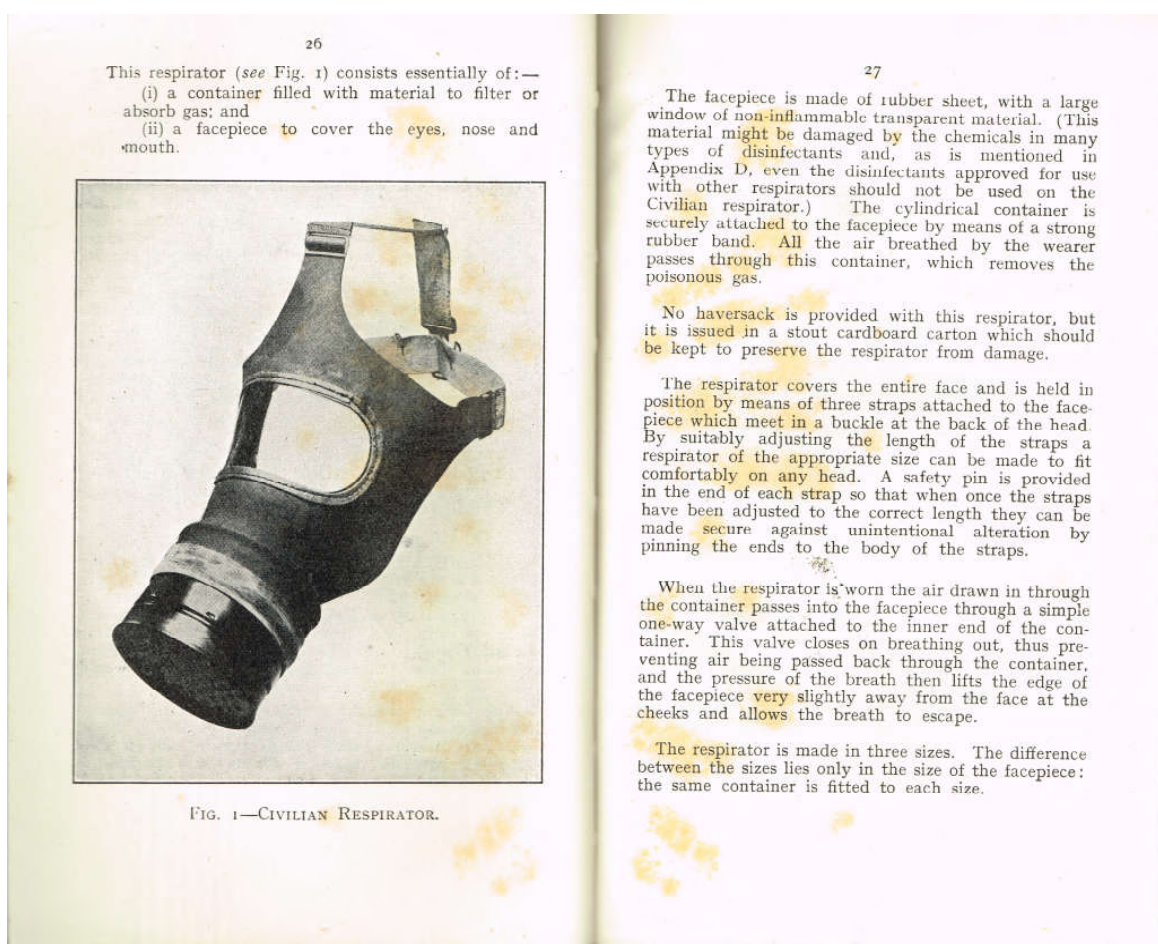
IV		v	
CONTENTS		<i>Page</i>	
Glossary of technical terms	1	CHAPTER VII.—Anti-gas treatment of persons	60
Introduction	3	25. Anti-gas treatment of persons	60
CHAPTER I.—The nature and properties of war gases	4	26. Preventive cleansing for members of air raid precautions services	62
1. What is meant by "gas"	4	CHAPTER VIII.—Decontamination of clothing and equipment	64
2. Effect of weather	5	27. Decontamination of clothing	64
3. Effect produced by gas on personnel	6	28. Decontamination of respirators	67
4. Types of the more important gases	8	29. Decontamination of stretchers	69
CHAPTER II.—The methods of gas attack from the air	13	APPENDIX A.—The fitting and use of the Civilian respirator	70
5. Bombs from aircraft	13	APPENDIX B.—The fitting and use of the Civilian Duty respirator	77
6. Spray from aircraft	15	APPENDIX C.—The fitting and use of the Service respirator	90
CHAPTER III.—The detection of gases	17	APPENDIX D.—Disinfection of Civilian respirators	98
7. Principles of gas detection	17	APPENDIX E.—Disinfection of Civilian Duty respirators	100
8. Detection of the various types of gas	17	APPENDIX F.—Disinfection of Service respirators	103
9. Chemical indicators	19	APPENDIX G.—Disinfectants for Civilian Duty and Service respirators	106
CHAPTER IV.—General anti-gas precautions and collective protection	21	APPENDIX H.—Cleansing depot for air raid precautions services	107
10. How to avoid becoming a casualty	21	INDEX	115
11. Precautions for those out of doors in a gas-contaminated area	23	1st Edition, August, 1936. (477,000 copies.)	
12. Collective protection in buildings	24	2nd Edition, March, 1938.	
CHAPTER V.—Protection of the eyes and lungs	25		
13. The Civilian respirator	25		
14. The care of the Civilian respirator	31		
15. Inspection of Civilian respirators	33		
16. The Civilian Duty respirator	35		
17. The Service respirator	38		
18. The care of Civilian Duty and Service respirators	47		
19. Inspection of Civilian Duty and Service respirators	49		
CHAPTER VI.—Protection of the body	52		
20. Need for protection of the skin against blister gas	52		
21. Anti-gas clothing	52		
22. Patterns of anti-gas garments	53		
23. Use of anti-gas garments	50		
24. Order of dressing and undressing	55		





Booklet on Personal Protection Against Gas -Civilian Respirator

Civilian Respirator , as referred to by Frank Cooper in his account. This page details the respirator its material and how it is worn.





ARP and the Lancaster bomber crash report

An extract from the Plaistow Women's Institute Scrap book.

63

Plaistow A.R.P.

Just prior to the Munich crisis in 1938, Plaistow in common with all other towns and villages in the country, formed its section of Air Raid Wardens the personnel being:-

Senior Warden...C.R.Verner Esq.

Second Warden...E.F.Horsman Esq.

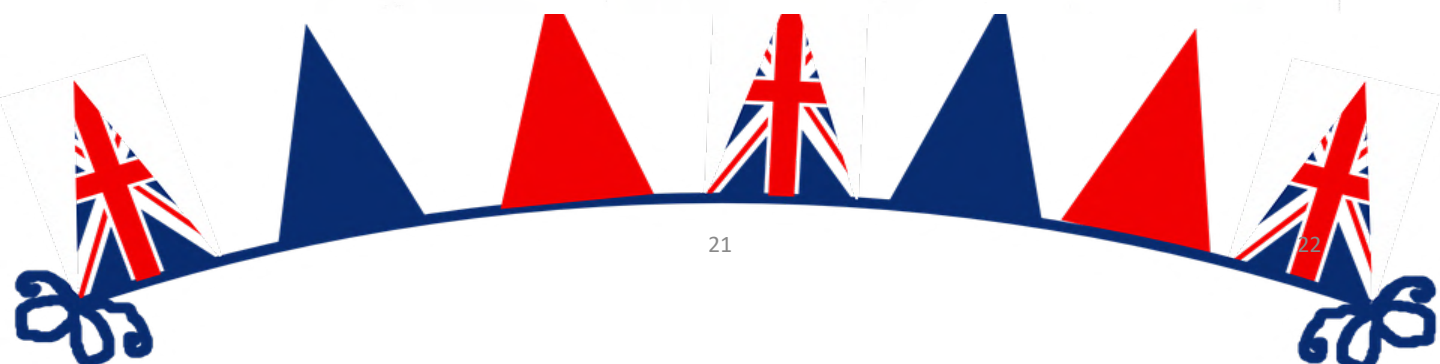
Warden.....Eddie Cooper Esq.

Warden.....D'arcy Ayling Esq.

They received training and instruction in Air Raid and Anti-Gas precautions, and were awarded certificates of proficiency.

Several incidents occurred in the district, e.g.

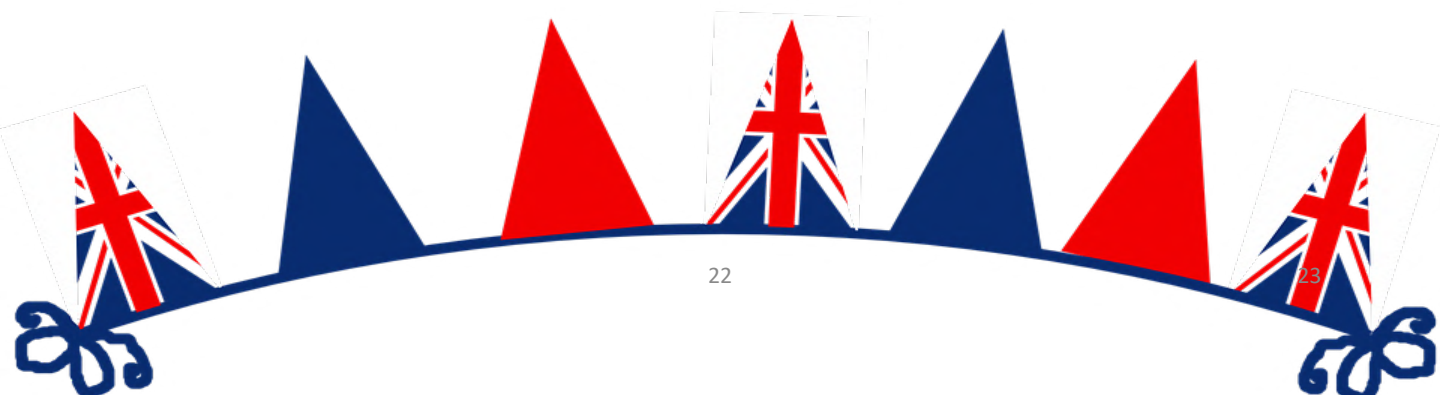
Attention to deceased crew of German bomber brought down in Mitchel Park. Collection of Barrage Balloon in Kings Park. Attendance at Lake Cottage, Shillinglee after 12 H.E. bombs had fallen in the near vicinity. Attention to crew of Lancaster which crashed at Wild Barkfold, all the crew baled out and were located with the exception of the rear gunner, his body was found in Kings Park 12 months later. Mr E.Horsman was appointed Head Warden on Mr Verner's retirement, Mr Cooper rising to second warden. About 30 bomb craters were located and reported, also 4 unexploded H.E. bombs were located and reported to the bomb disposal squad who dealt with them without damage.





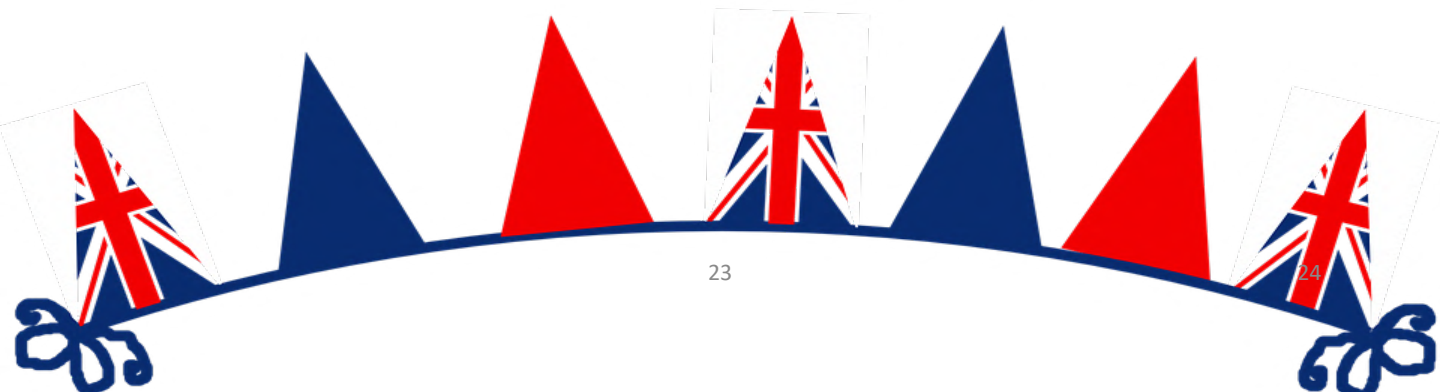
Air Raid Precautions (ARP) were organised by the national government and delivered by the local authorities. The aim was to protect civilians from the danger of air-raids. At the beginning of the war, ARP wardens had no uniform, but wore their own clothes, with the addition of a steel helmet, Wellington boots and an armband. In May 1941 full-time and regular part-time wardens were issued with blue serge uniforms. A small percentage of ARP wardens were full-time and were paid a salary, but most were part-time volunteers who carried out their ARP duties as well as full-time jobs. Part-time wardens were supposed to be on duty about three nights a week, but this increased greatly when the bombing was heaviest.

Mr Horsman is in a later report in the Exhibition directing and acting in an amateur dramatic play, Tilly of Bloomsbury, in the Winterton Hall, when the lights went out and enemy aircraft were flying over head. Mr Horsman ran the Corner shop? Darcy Ayling was born in the village in 1892 and provided a fascinating account of life in 1901 in the village when he was 10 years old. Eddie Cooper lived with his family at Stone House and worked at Rumbolds Farm. Eddie was Frank Coopers dad and Frank gives an account of life in Plaistow during the war.





Possible bomb craters off the Surrey Sussex border path Ifold. Now used by Ifold children with their bikes





Report on the Lancaster Bomber which crashed at Weald Barkfold Farm August 1943

AVRO LANCASTER B1

RAF No. ED 361

Built 10th November 1942 – by A.V.Roe, Manchester

5th December 1942 – Taken on charge by RAF 467 Squadron, Waddington.

23rd May 1943 – Taken on charge by RAF 207 Squadron, Langar.

13th August 1943 – Crashed, Weald Barkfold Farm, Plaistow, West Sussex (Burnt out).

Account of Final Mission

12/13 August 1943

Crew:--	Sgt. R. Cartwright – Pilot
	Sgt. S.V. Venton
	Sgt. J.M. Crawford
	Sgt. E. Harman – <i>BOMB AIMER</i>
	Sgt. R.E. Broadbent
	Sgt. T.A. Davidson
Killed -	Sgt. K.E. Goodsell – Rear Gunner

Target:- Milan, Italy.

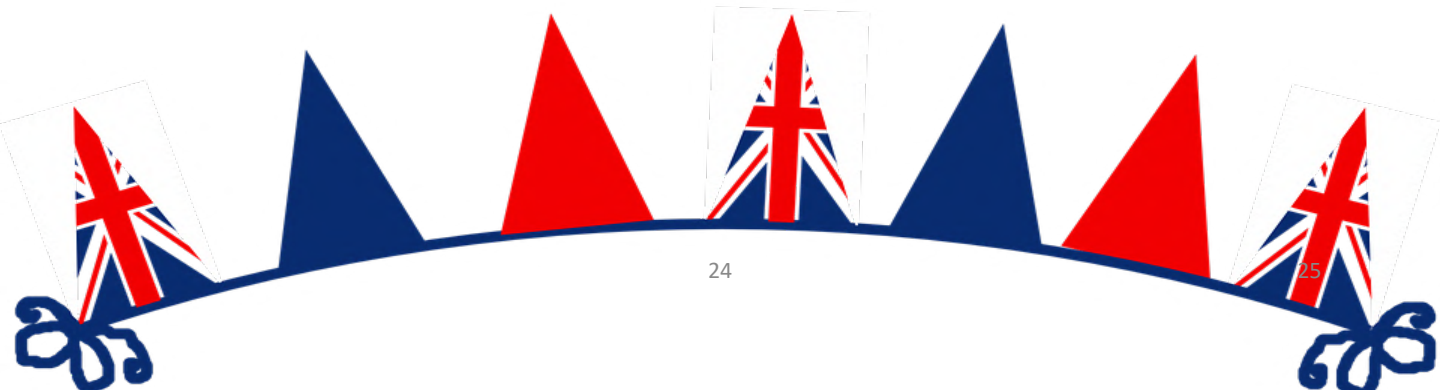
Aeroplane took off 21.54 hrs. on 12th August 1943, bombed target at 0.36 hrs. from 12,000 ft. with 1 x 4000 lbs. bomb and 9 SBC's dropped on green target indicator flares. On return journey, when approximately one mile inland off Selsey Bill on West Sussex coast, near Chichester at height of 5600 ft. the port rudder collided with the port wing tip of another Lancaster (JA 844 of 619 Squadron based at Woodhall Spa, Lincoln – former base of 617 Squadron 'The Dambusters').

The order to abandon ED 361 was given over West Sussex. The aeroplane crashed on Weald Barkfold Farm, Plaistow at 05.30 hrs. on 13th August 1943. All crew were safe, except for the Rear Gunner, Sgt. K.E. Goodsell (VR 1337423), who was missing. His body was found in Kingspark Wood, Plaistow, West Sussex, on 14th March 1944. He was buried in Tunbridge Wells Cemetery. The rest of the crew baled out and were taken in by people in the village and looked after until RAF Officers came for them. The other Lancaster involved in the collision attempted to get to Tangmere, West Sussex, but failed to make it and was ditched in the sea off Littlehampton. All the crew were rescued, apart from one who could not be found.

Information courtesy of Croydon Aviation Research Group 1991.

Further information on ED361 from East Kirkby Aviation Heritage Centre, Spilsby, Lincolnshire (formerly an RAF Bomber Aerodrome).

In a glass case at the above museum is a display entitled 'The Air Gunner' and is an account of the final mission of ED 361 taken from the Rear Gunner's (Sgt. Terry A. Davidson) Log Book, which is part of the display. It is the same as the previous account, apart from an anomaly as to who the Rear Gunner was. The most likely explanation is that Davidson was the Rear Gunner, as recorded in his Log Book, and Goodsell, who was killed, was the Mid-Upper Gunner.

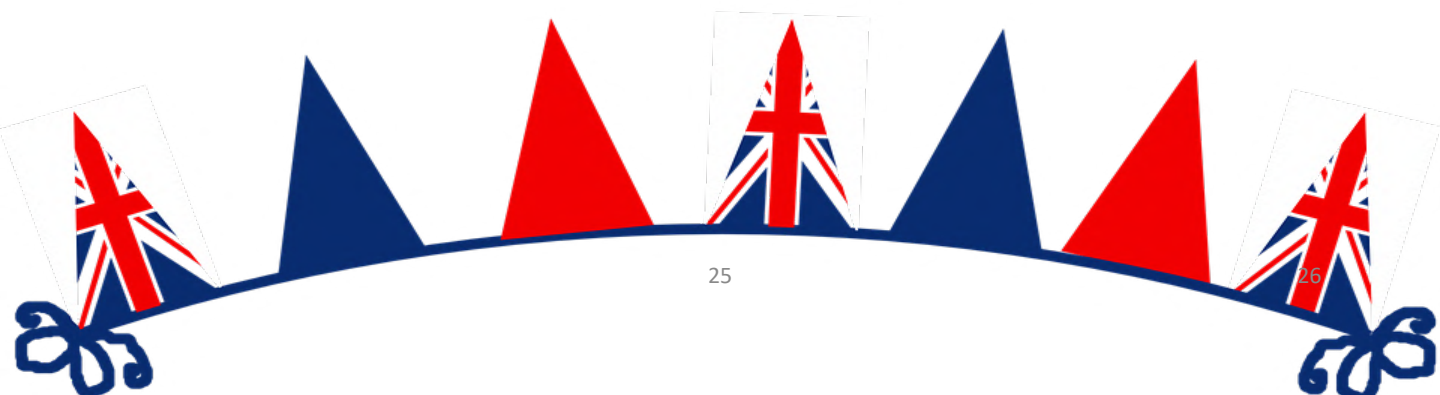




Plaistow Home guard

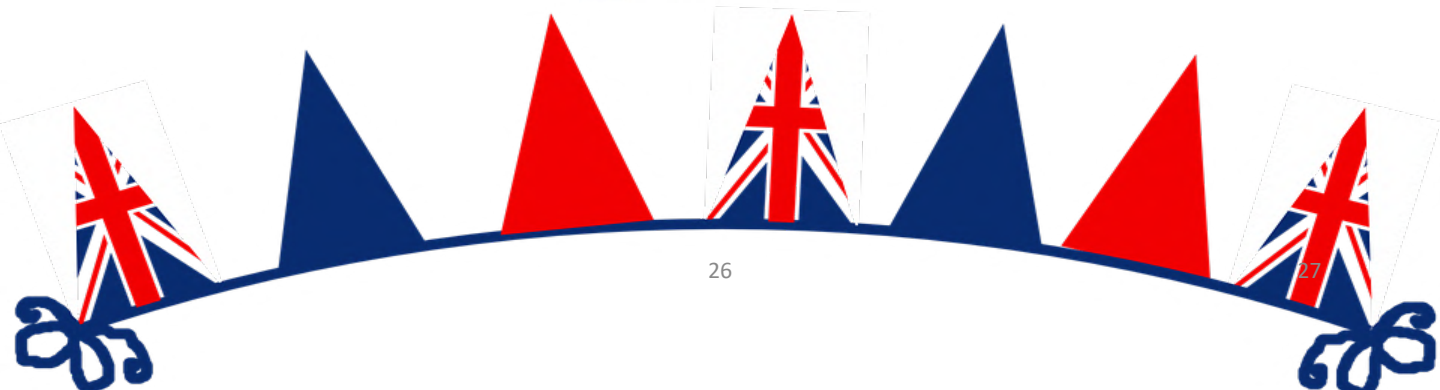
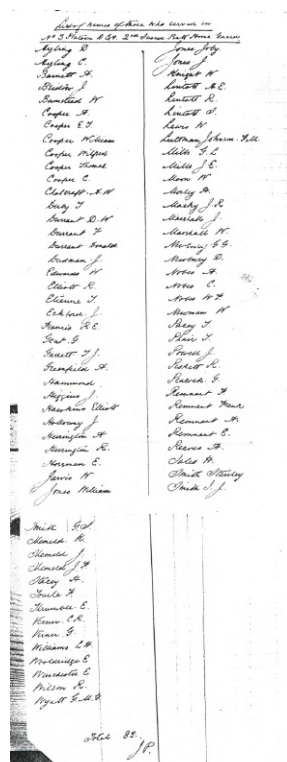
In May 1940 an appeal was made for men aged between 40 and 65 to join the Local Defence Volunteers (LDVs - later known as the Home Guard, renamed by Winston Churchill). By the end of June nearly a million and a half men had been recruited nationwide, creating a force intended to delay an enemy invasion until the Armed Forces could be mobilized. The Home Guard was established at a time when the threat of such an invasion was very real. Initially however the Home Guard was poorly resourced - weaponry mostly consisted of First World War relics, bayonets and imported guns. In addition, the Home Guard came to be nicknamed 'Dad's Army' because the majority of volunteers were too old to serve in the regular army. The Home Guard was stood down in December 1944.

Photograph (on next page) taken in front of Todhurst The Street Plaistow with Old Post Office in the background (1945). Can you name any of these men, if so contact Sara Burrell 01403 7525





From the Plaistow W1 Scrap book there is a list of local men who served in No.3 Platoon D Company 2nd Sussex Battalion Home Guard. The list has been typed up on following pages as the script is hard to read, there may be some errors in deciphering the names.



No.3 Platoon D Company 2nd Sussex Battalion Home Guard

~~Avling D~~
~~Avling C~~
Barnett A
Butler J
~~Bumstead W~~
Cooper A
Cooper E T
Cooper William
Cooper Wilfred

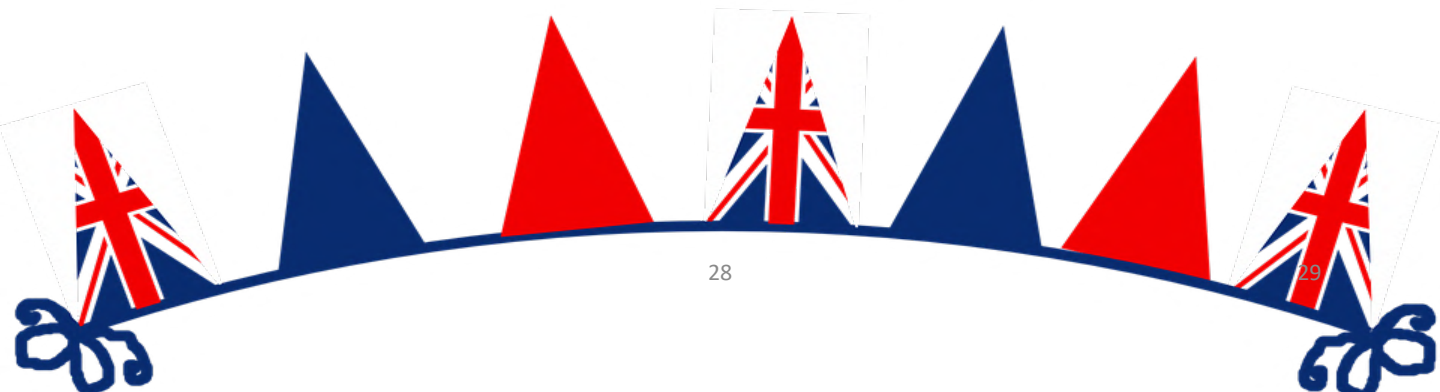
Cooper Thomas
Cooper C
~~Chalcraft A W~~
Derby T
~~Durrant D W~~
~~Durrant E~~
~~Durrant~~
~~Dudman I~~
Edwards W
Elliot R
Etienne T
~~Eckforce J~~
Francis R E
Gent G
Garnett T J
~~Grenfield A~~
Hammond
Higgins J
Hoskins Elliott
Holloway I
~~Herrington A~~
Herrington R
Horsman E
Jarvis W
Jones William
Jones ~~Goby~~
Jones J
Knight W
Lintott A E
Lintott R
Lintott I
Lewis W
~~Luttman Johnson FM~~

Newbury D
~~Nobes A~~
~~Nobes C~~
~~Nobes W~~
Newbury J I
Newman W F
Marshall I
Marshall W Moon W
Mills G L
Mills J E
~~Plan T~~
~~Pasy T~~
~~Plaenck G~~
~~Peskett~~
R Powell J
Remnant F
Remnant Frank
Remnant E
Remnant A
~~Mack J R~~
Mosley A
Smith Stanley
~~Talis H~~
Reece A
Smith I J
Smith G D
~~Shemald H~~
~~Shemald I~~
~~Shemald I F~~
Stacey H
~~Thrumbell E~~
Towle F
Verner C R
Verner G
Williams L H
Wooldridge E
Winchester E
Wilson R
Wyatt G M G

Total 82 I P



Petworth Park Home Guard on Parade





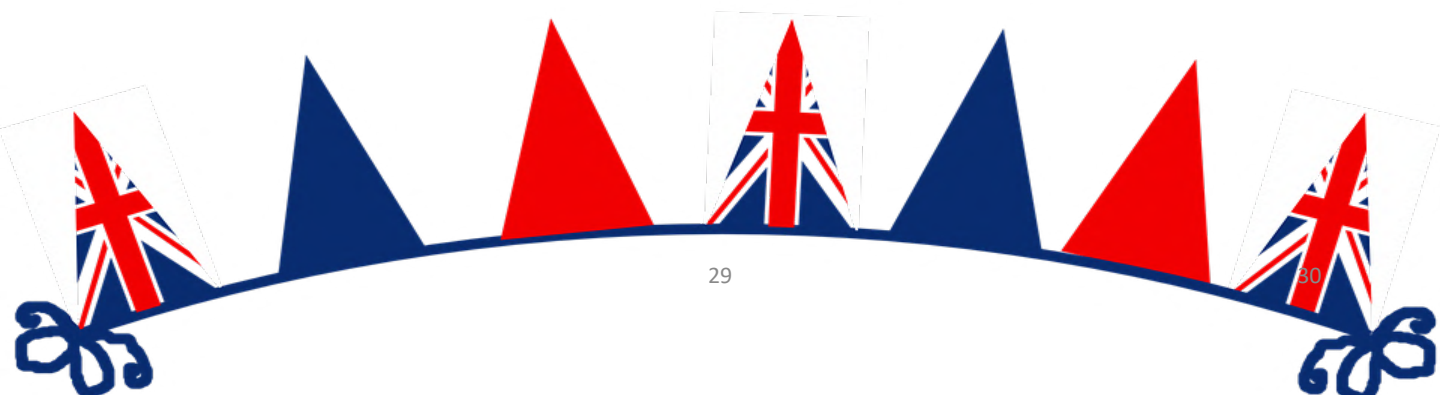
Women's Land Army

The Women's *Land Army* (WLA) was a British civilian organisation created during *World War II* so women could work in agriculture, reviving a disbanded World War One organisation and replacing men called up to the military. Women who worked for the WLA were commonly known as *Land Girls*.

There was minimal training and most **women were** expected to learn about agricultural **work** while they **were** actually doing it. The **Land** Girls lived either on the farms where they worked, or in hostels. They came from a wide variety of backgrounds, with more than one third from London and other large cities.

The Women's Land Army was established in **January 1917** to help increase the amount of food grown within Britain. It was wound up in 1919, and then re-established shortly before the outbreak of the Second World War, in **June 1939**. It was finally disbanded in 1950.

The **Land Girls did** a wide range of **jobs**, including milking cows, lambing, managing poultry, ploughing, gathering crops, digging ditches, catching rats and carrying out farm maintenance work. Some 6,000 women worked in the Timber Corps, chopping down trees and running sawmills.





Land girls were **paid** directly by the farmers who employed them. The minimum wage was 28s per week and from this, 14s was deducted for board and lodging. The average wage for male agricultural workers was 38s per week.

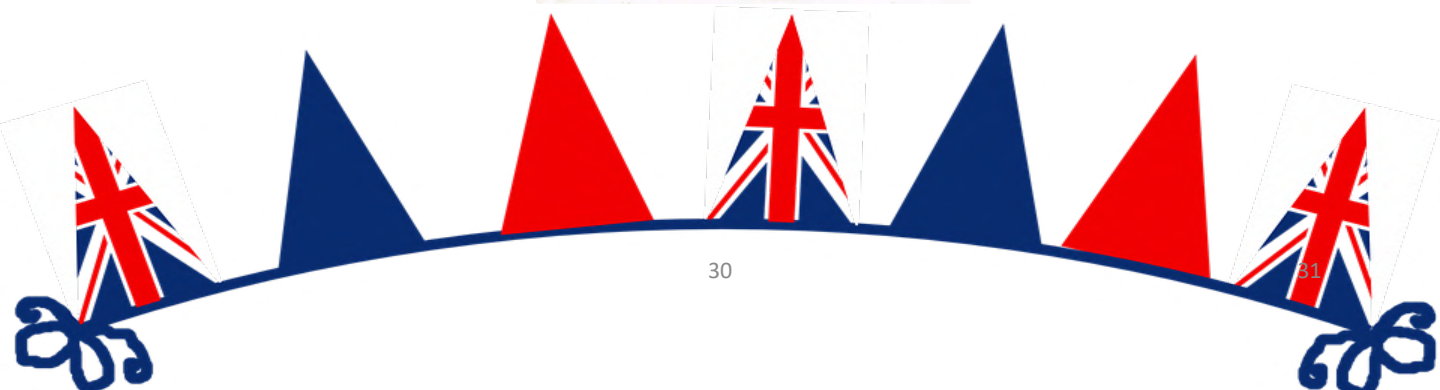
Locally there were Land Army Girls working and Conny Bayley in her book on Plaistow Ifold and Loxwood recounts that 'Where the new council houses stand [note: probably referring to land at the top of Plaistow Road at the junction with the B2133, now Lakers Lea] was a long brick building built for prisoners of war which was used to house the women's Land Army. How they ever survived in such a damp and dreadful place remains a mystery.'

Two Plaistow Girls in the Women's Land Army

Beatie and Marge Cooper



Are Beatie and Marge related to Eddie Cooper A.R.P and Frank Cooper. Can you help with their story?





Tilly of Bloomsbury

A Report from West Sussex Gazette and South England Advertiser April 24 1941

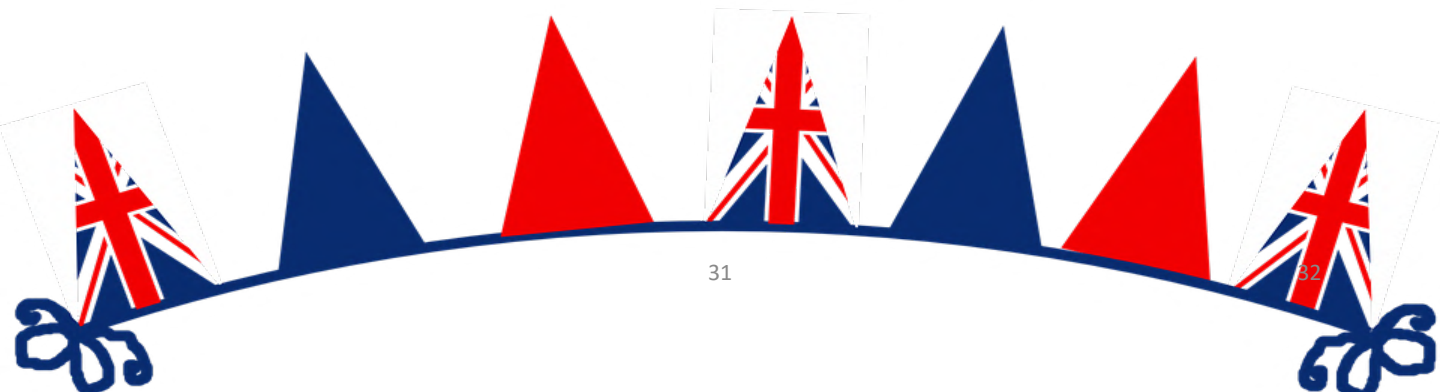
Mr Horsman was also in the A.R.P during the war and Lord Winterton was yet to lose Shillinglee House to fire in 1943, burnt out during the Canadian Army billet. It is noted that a John Ingram was in the cast and John Paton Ingram is listed on the war memorial dying in 1943 aged 19, believed to be the same person.

Plaistow

Tilly of Bloomsbury- When the lights went out

Mr Edward Horsman and those associated with him in the performance of Tilly of Bloomsbury have received many indications of the way the play was appreciated. Lord Winterton has for instance written as President of the Plaistow Social Club:- ' I want to express my gratitude to the company for producing Tilly of Bloomsbury so admirably. I have never seen a better amateur cast. But I want to go further. I think the highest praise is due to the cast for carrying on without a tremor when the lights failed yesterday. I have a great admiration also for the way the audience behaved. It is a bit alarming when with many enemy planes overhead the lights suddenly go out in a crowded hall with a lot of children in it. Yet no one made a sound or moved and all behave like soldiers on parade. That is the spirit that will drive the Germans out of the skies and off the land and sea and win the war for us. Well done Plaistow!'

A professional actress states:- 'As an evacuee just arrived here I was taken with some trepidation on Wednesday night to see a performance given by the Plaistow Social Club of Tilly of Bloomsbury. The curtain went up to a full house and from the word go the characters came to life and the story held our interest. Even Hitler and his Luftwaffe couldn't upset the performers and terrific praise must be given to Miss Eileen Johnson and Mr John Ingram for the magnificent way they carried on after the lights went out during the third act. Mr Edward Horsman made a very good job of this play. The sets and lighting were extraordinarily good and his own performance of the worldly wise and humorous Mr Stillbottle was a joy. Let us hope the Plaistow social club will soon give another performance. It is this marvellous spirit and hard work that is going to keep the theatre alive in these troublesome times.'





The Canadian Connection

WW2 The Canadian Army in Plaistow Ifold and Kirdford.

Shillinglee

During the Second World War, the house was occupied by Canadian forces, who accidentally burnt the house down. This was around January 1943 according to a report by a Canadian soldier. See separate report

Hawkhurst Court

Originally a country house with outbuildings. Between the wars it became a hotel, then in WWII, headquarters for part of the Canadian army,

Dunsfold Aerodrome

It was built by the Canadian Army and civilian contractors as a Class A bomber airfield for Army Co-operation Command. It was commanded by the Royal Canadian Air Force from 1942–1944 and was known as **Royal Canadian Air Force Station Dunsfold**. Under RAF control it was **RAF Dunsfold**.

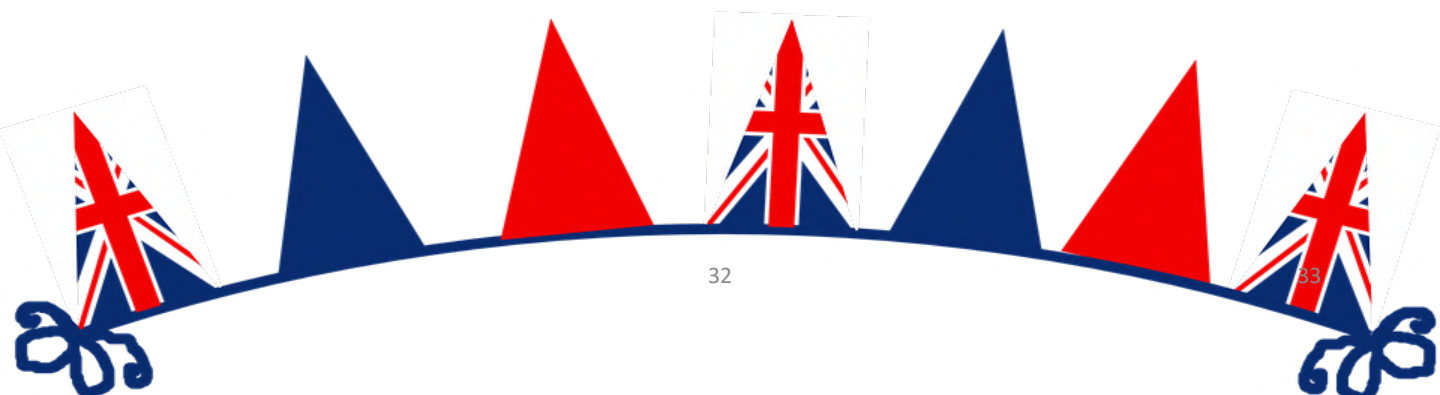
A museum is maintained on site (open on Wednesdays to the public) by Reg Day who served with 98 Sqn RAF at Dunsfold in 1943-44.

Dunsfold Aerodrome began its life on 11 May 1942, when the First Canadian Army – mainly the 2nd Battalion Royal Canadian Engineers – began construction of an emergency airfield. After just 20 weeks the site was officially handed over to the Royal Canadian Air Force, on 16 October 1942. Between 1942 and 1945 a variety of aircraft operated from Dunsfold, including B-25 Mitchell bombers, Typhoons, Mustangs, Mosquitoes and Spitfires.

After the war the aerodrome was used as a repatriation centre and over 47,000 prisoners of war were returned to their homelands using Dakota, Lancaster, Stirling & Halifax aircraft. Skyways Ltd, a charter airline, leased the aerodrome and subsequently played a significant part in the Berlin Airlift of 1948-49. Skyways also used the aerodrome to refurbish, test fly and deliver Spitfire and Hurricane aircraft for the Portuguese Air Force.

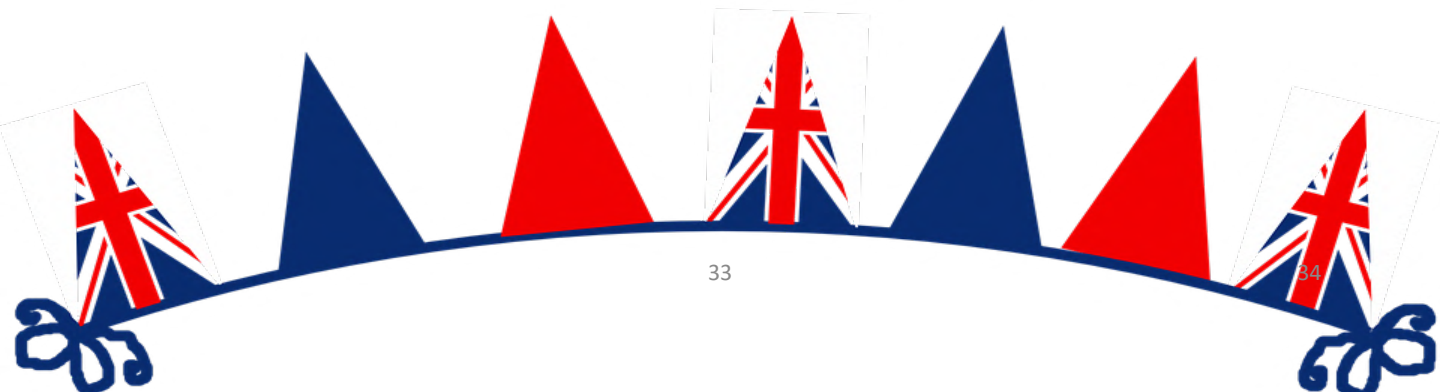
When Skyways went into voluntary liquidation in 1950, the Hawker Aircraft Company Ltd (today part of BAE Systems) acquired the lease. The company moved into Dunsfold, using the aerodrome as a flight test centre for its parent factory at Kingston, testing and refurbishing Sea Hawks, Hunters, Sea Furies, Gnats, Harriers and Hawks for worldwide markets. It also supported British military actions overseas for five decades.

A number of milestones were recorded at the site, such as in May 1953 when Test Pilot Neville Duke broke the sound barrier at an average of 727.63 miles per hour (mach 0.92 at sea level) and held the world speed record in a prototype Hunter Mk3. In October 1960 the forerunner of the Harrier Jump Jet made its first tethered flight at the aerodrome, which led to its first conventional flight in November of the same year. Until 2000, when BAE Systems





ceased activity at the aerodrome, all derivatives of the Harrier family of aircraft evolved from Dunsfold.





Shillinglee House

Shillinglee House Plaistow



Built in 1735 and revised in the 1770s, Shillinglee was the home of the Earl Winterton and was originally a manor of the Arundel Estate, which belonged to the Norfolk Family. A 2,000 acres (810 ha) landscaped park was laid out in the 1770s with fishponds and tree planting. The garden and parklands laid out by the 1770s have been changed significantly since.

There is little documentary evidence for the design but it is known that in 1766 there were 26 gardeners.

During the Second World War, the house was occupied by Canadian forces, who accidentally burnt the house down. This was around January 1943 according to a report by a Canadian soldier.

The shell of Shillinglee House has been rebuilt and now consists of private residences.

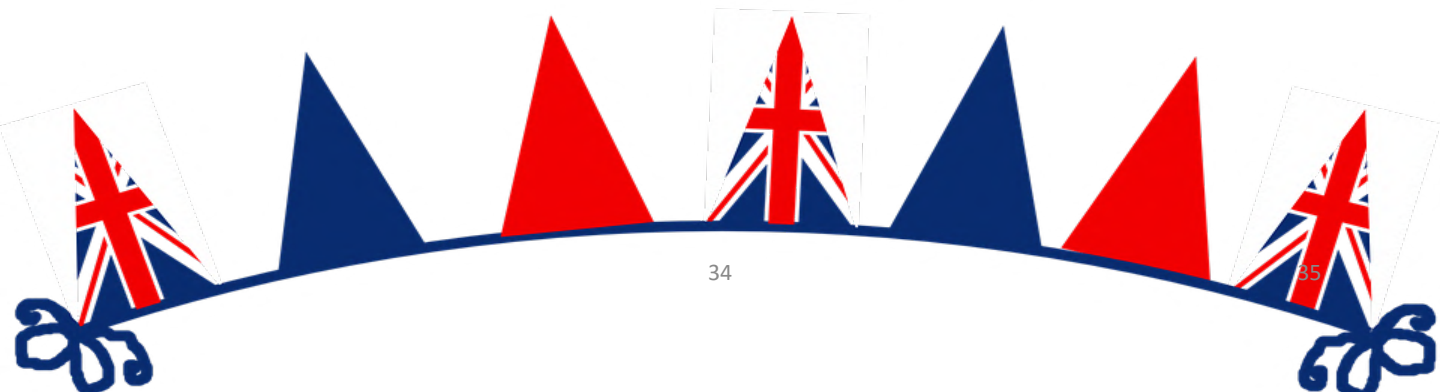
(from Wikipedia reference)

Part of the Memoir of Stewart Hastings Bull (Major)

Stew Bull was a Canadian soldier from Essex Scottish Regiment who did his basic training in Canada before being sent to England. He spent some time in coastal defence in Middleton and in Surrey and Sussex in training and exercises. He was sent to Normandy France to fight where he was badly injured in the face losing an eye and was repatriated back to Canada. He writes:-

'In 1939, I was anxious to do my part in helping to defeat Hitler. I enrolled in the COTC at the University of Toronto, .. starting in September

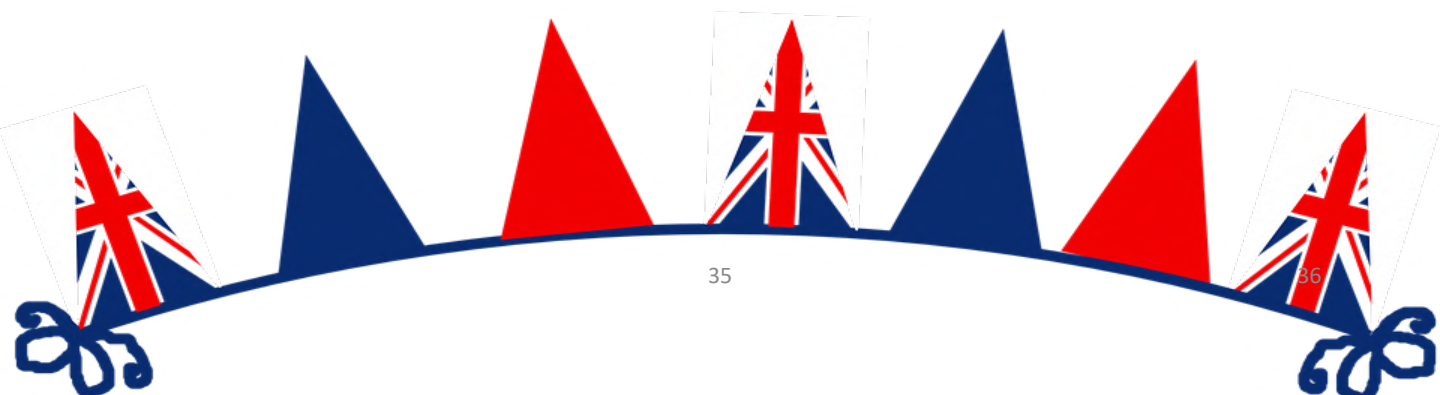
.....So, then we got a challenge to go off to Shillinglee which was a great big estate out in the country, in Surrey. I didn't know what it was for, and I didn't know what we were going to do there, but they said this was a headquarters for a camp for Canadian soldiers and officers. When I got there I found that we were billeted inside the big house, which was very elegant and grand. Most of their beautiful paintings and other works of art had been stored in the front two rooms and locked in. We lived in the rest of the rooms in the house, whereas the men who were there too, came and lived in Nissan huts outside. When we got ensconced, there was a fire drill, and we went around learning where all the escape routes were in case there was a fire. There had never been a fire in two or three hundred years, but that night, it was in about the second week of January, and very cold, I was sleeping in a bed





which was just opposite the window in the big room that we were in up on the third floor, and we heard a noise. One of the fellows, who slept near the door, opened the door, "Oh" he shouted and slammed it shut. "Fire, fire!" It was roaring along the wooden panelled wall, and there was no way out from there, but there was a way out from my window. There was a rope ladder. So I got all the people organized and they got through and climbed down. There were seven of us in there, and I waited until the end. In the meantime I was putting on my great coat, and my slippers, and my glasses. And I got out and began to climb down the rope ladder, which was not very easy. I got out, right down to the second floor, and then there was a rope ladder from there down to the first floor, and then down to the ground floor. And I went around to the back of the house and by god, the house was one big blaze - a great massive blaze, sweeping up from the ground. Some fool of a fireman, or at least a guy who was in charge of the stoves, had fallen asleep and the place had caught fire. Well, I walked all the way around the front and saw that there were some areas that hadn't been touched by the fire yet, but there were other fellows who got in and they were beginning to hand out things and I got in the line and we began to carry out pictures and objects of art of every kind, books, manuscripts and all sorts of things. We piled them out on the meadow in front. When that was done, I went around the side and discovered that the fire hadn't gotten into the front of the house yet. I was standing outside, looking up at this terrible blaze. Then I became aware of a woman standing near me. She was a tall woman with gray hair. I realized this must be the lady of the manor, Lady Winderton. Her husband, Lord Winderton had been supervising the removal of everything, and she was standing there looking disconsolate; I said, "Ma'am, it's a terrible shame that all your beautiful furniture, and household things, and grand manuscripts from the old days, are all gone up in flames." And she answered, "Well, we would have gotten more out if one of your officers had not had a bomb in his suitcase." And I said, "Now why in the world would he do that?" She said, "I don't know" "Did you lose everything?" I said, "Everything I own Ma' am. I only have my great coat and my slippers." She said, "Oh, you'll be frozen, follow me." And she led me around to the back of the house to the stables, an old set of buildings where they had built an apartment for themselves, and she said, "Follow me up here". She climbed the steps and I went up with her and she took me into a beautiful little living room, and said, "Come over here." She pulled out a dressing table drawer, and said, "Here, here's a sweater, put this on." And I did; it was comforting. And she said, "Have you got any socks? Here, put these on, they're my husband's." So I put them on, and I said, "Thank you so much. Here you are, your ancestral home is burning to the ground and you're thinking of a young Canadian soldier, with some clothes for him." And I thanked her profusely and climbed down the ladder. In a little while the trucks came around and took us down to Aldershot, which was only about 10 miles away where we got new battledress. Well, that was my farewell to Shillinglee, and Lady Winderton. I heard about Lord Winderton later, he was a member of the House of Parliament. They were old English-style people. I went back to Middleton and picked up from where I left off,.....'

(from the Canadian Letters and Images Project)



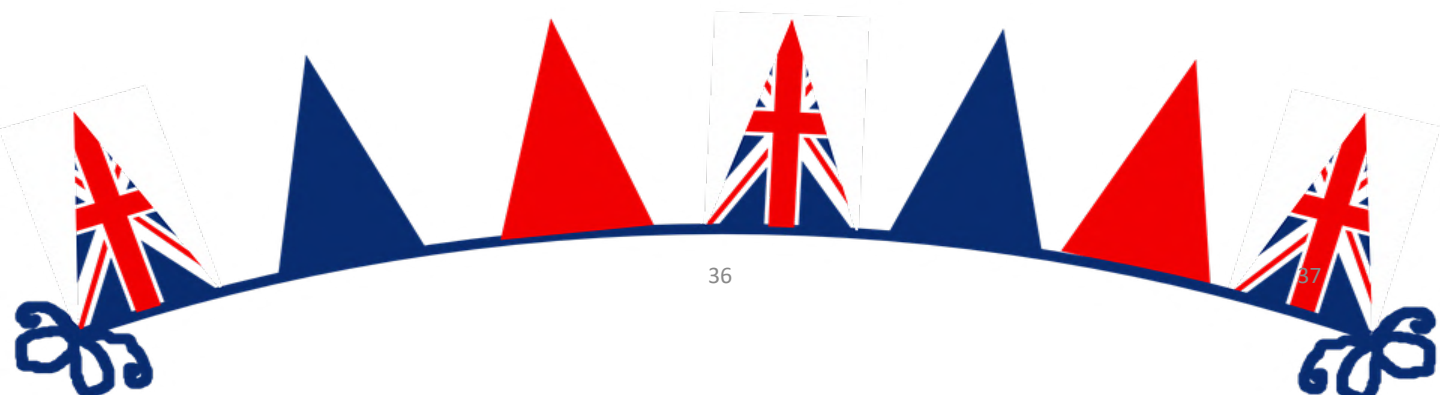


Village Life on the Home Front - Ifold

Ifold 1939-1945

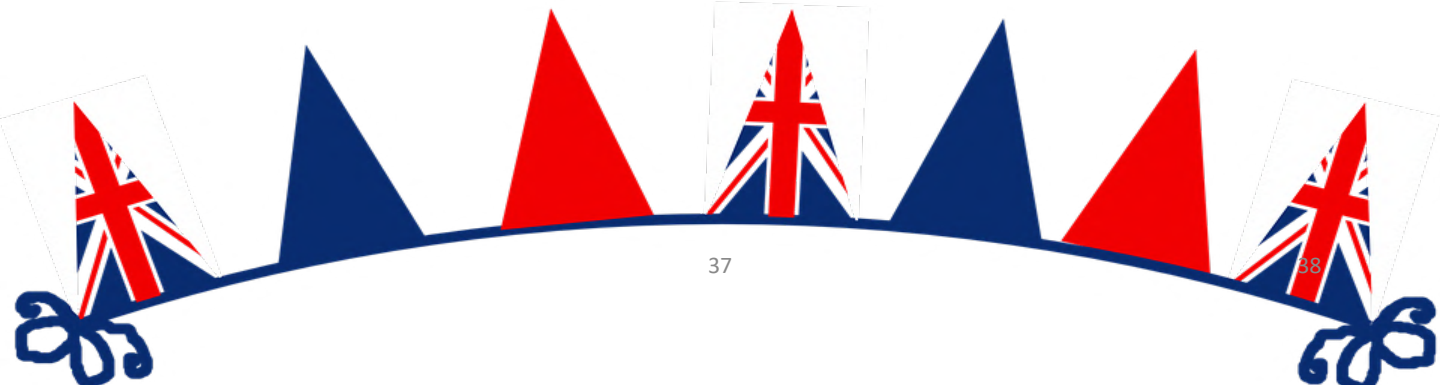
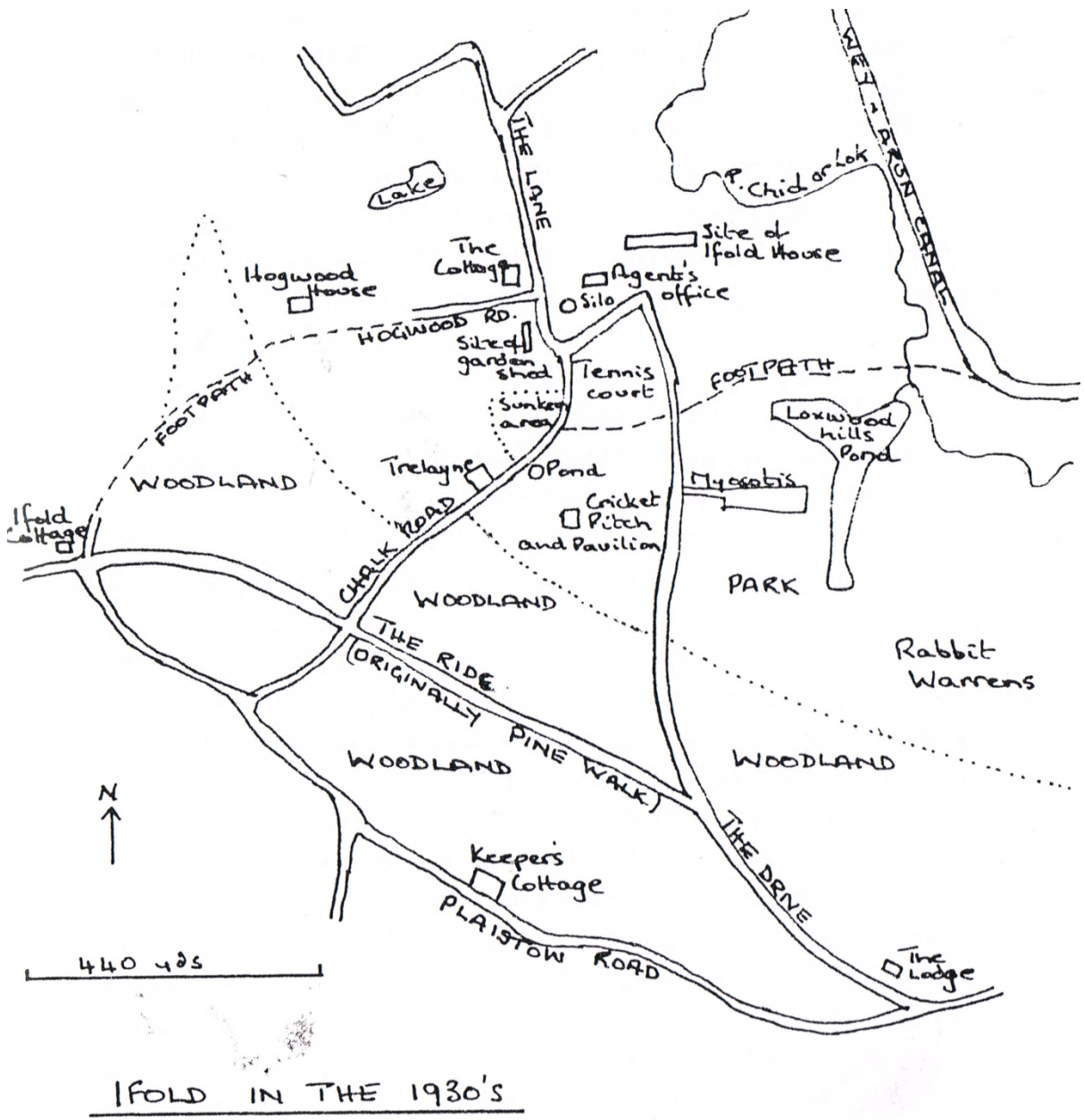
Ifold as a settlement was only just developing by the start of the War. In the 1930s H. W. Brake divided up the landed estate of Ifold into plots of land and these were sold off to form building plots and land sufficient for small holdings. Gradually these plots were bought up through the 1930s 40s and 50s and people began to build their own homes. Conditions were initially quite primitive with no mains water, electricity or drainage. More established homes had wells dug and septic tanks built. Mains water was not available until the 1950s and mains drainage in the early 1970s.

There are accounts of life in Ifold during the war years from Conny Bayley, who wrote a book, *Ifold Loxwood and Plaistow -Forgotton Border Villages*, and from Alice Wooldridge (nee Wiley). Their stories are typical of many, their parents, from London, buying land in Ifold to build initially little more than sheds or garages in which to visit from London at weekends and holiday time. During the War many made Ifold their homes to escape the blitz.





Map from CH Bayley book Ifold Plaistow and Loxwood



PARTICULARS OF CHEAP FREEHOLD LAND
for SALE on
The Ifold Estate, Loxwood, Sussex.

Baynards Station 4 miles. Rudgwick Station 4 miles.

In the heart of the beautiful Sussex Countryside.

From £10 per plot, 20 feet by 200 feet and £20 per acre.

Situate about 6 miles from Cranleigh, 10 from Horsham, and 15 from Guildford, while the villages of Plaistow and Loxwood, with church, schools, post office and shops, are each only about 1 mile distant.

This estate is situate amid charming rural surroundings on the borders of Surrey and Sussex, and is linked by convenient bus services, which will undoubtedly be augmented as time goes on, with the large towns in the neighbourhood.

The estate, comprising about 150 acres of woodland and 300 acres of excellent meadowland, offers sites for all purposes. The woodland sites fronting the Council Road between Plaistow and Loxwood, of 20 feet by 200 feet at £20 each, and with extra land at the rear at £50 per acre, are ideal for the man who wishes to retire into the country, while cheaper plots of the same size, with a frontage to estate rights of way, are available at £10 and £15 each. In all cases extra land is available at the rear, in some cases as low as £20 per acre. The man who wishes to go in for poultry farming, pig keeping, market gardening or fruit growing is also well catered for with blocks at £20, £35 and £40 per acre, with a direct frontage to estate rights of way. In all cases both meadow and woodland sites are available, and on a number of the latter there are some valuable trees.

Situate in a rural district (thus escaping Urban Rates), in a county, famous for its footpaths, beautiful walks and rambles may be found in all directions, and the existing bus services, which are quite convenient, and are bound to be improved, give easy access to several important towns.

The prices quoted are the lowest possible, and at those figures sites can be obtained to suit all pockets. Purchasers may, if desired, pay by easy payments spread over a period of years, and the terms are as follows:—

A deposit of 10 per cent. to be paid on signing the agreement and the balance by monthly instalments of 2/- for every £10 of the purchase money, with 6 per cent. interest on the yearly unpaid balance.

For example, if £60 worth be purchased, the deposit would be £6 and the monthly instalments 12/-.

In all cases a free Deed of Conveyance would be given on completion, the purchaser only paying the stamp duty and the cost of registering the restrictions, both quite small items. Possession would be given on payment of the deposit.

On the estate are situate a Country Mansion with 15 bedrooms, numerous farm buildings and piggeries, and several Cottages. All for sale with vacant possession. ~~One of the latter is a very beautiful old Tudor Cottage, which although it has been sadly neglected, will undoubtedly be considered by many to be worth pulling down and re-erecting elsewhere.~~

Further particulars of any of these properties will be gladly sent on application.

PARTICULARS OF A PAIR OF COTTAGES ON THE ESTATE.

These cottages are well built and a considerable sum has recently been spent in placing them in substantial repair and decoration. The accommodation is as follows:—

No. 1. Large Living Room with chimney hearth fire place, Sitting Room and large combined Kitchen and Scullery. One large and two small Bedrooms.

No. 2. Large Living Room, Lobby, detached Kitchen and Scullery, one large and one small Bedroom. Water is from a well with a semi-rotary pump.

ALSO with 7½ acres land £735.

For any further particulars and appointments to view apply:—

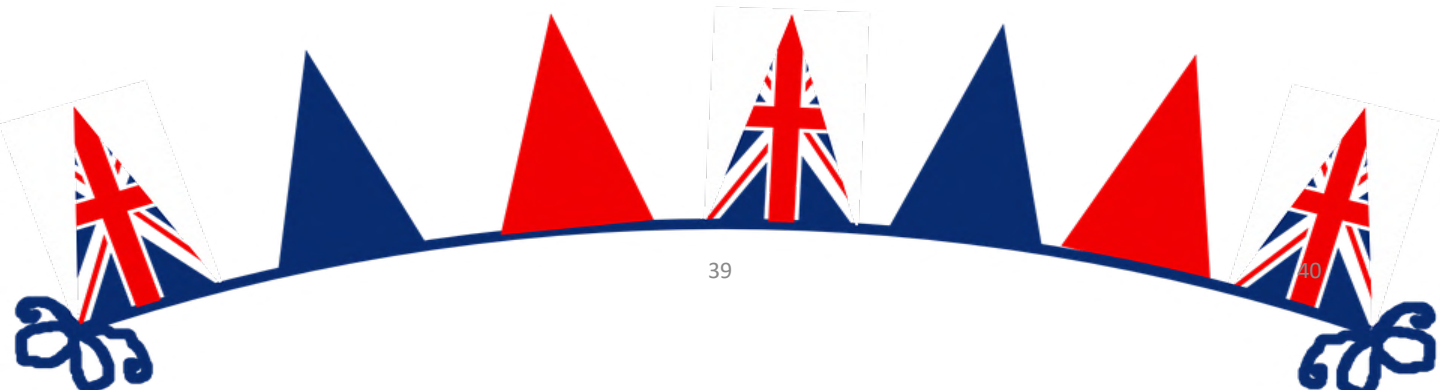
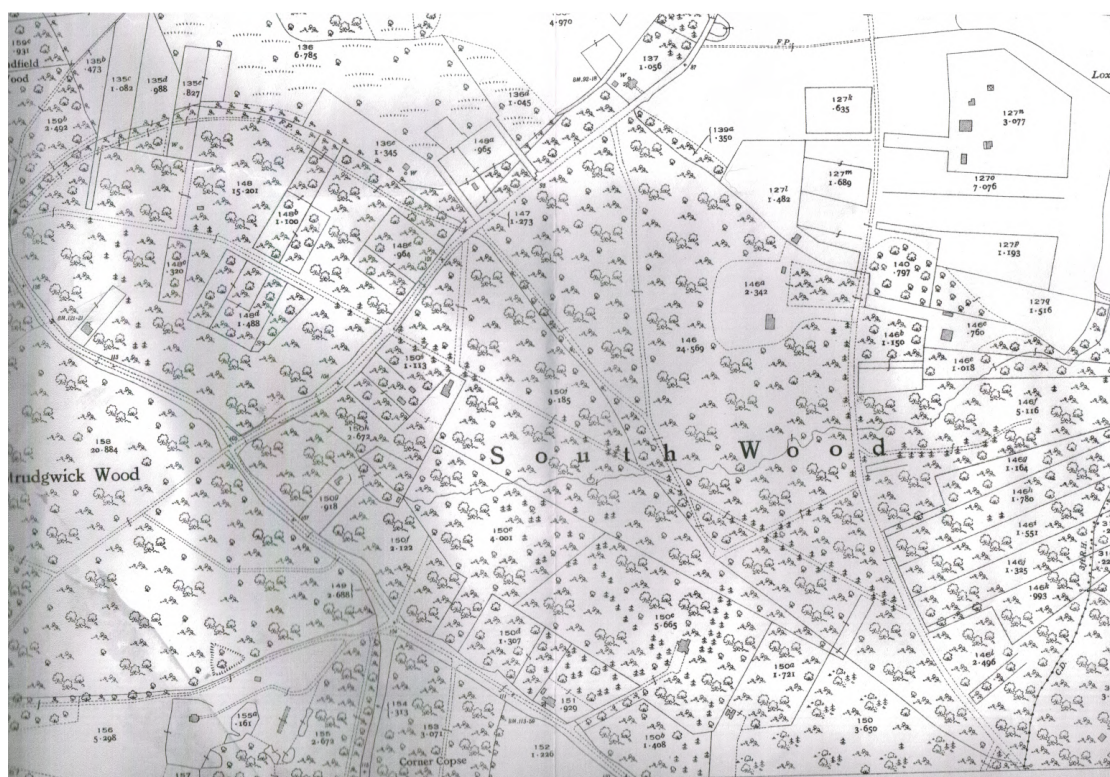
MR. H. W. BRAKE,
FARNBOROUGH, HANTS.

Telephone:—Farnborough Hants 190.



Map of Ifold in 1937 . South Wood forms most of Ifold with the Estate tracks becoming the private road layout of Ifold village. Corner Copse is noted at the bottom on the corner of Foxbridge Lane and Plaistow Road. Foxbridge Lane at this time was unmade and by all accounts very rough potholes. Strudgwick Wood to the left hand side was cleared of timber and now is fields below Charleshurst.

From this map extract the beginnings of plots of land and dwellings are visible. The land was very wooded and residents cleared sites to build and to have small holdings with livestock and growing vegetables, mainly for their own use. Most of the original Estate cottages remained but Ifold House was demolished in 1934.

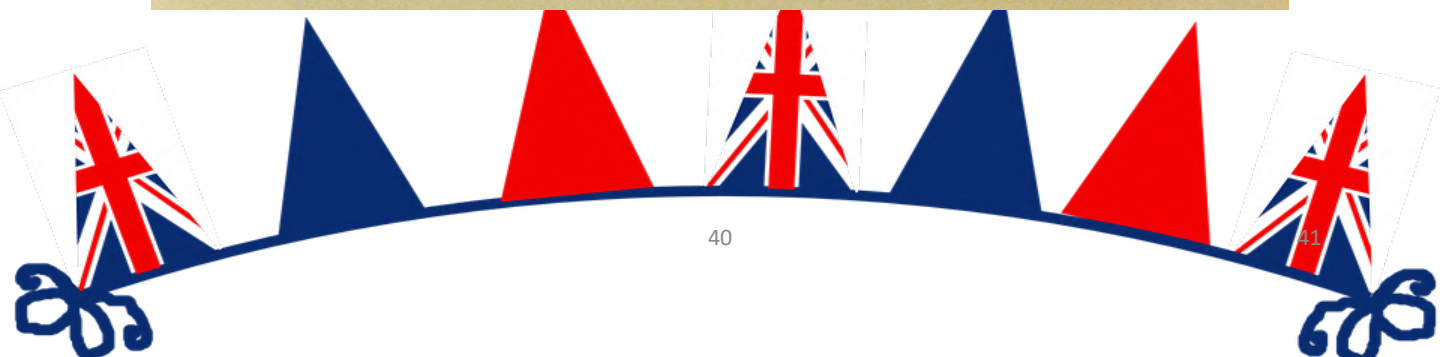




The Drive, Ifold - 1936



Chalk Road/Plaistow Road – 1935 Site of Robin Ridge

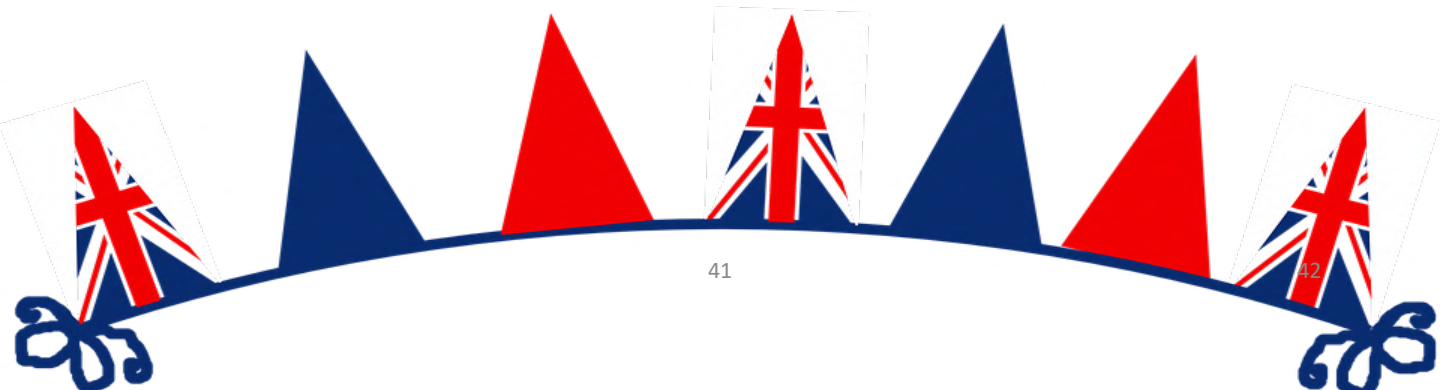




Ifold did have two shops , Ifold Stores and a further small shop in the drive.

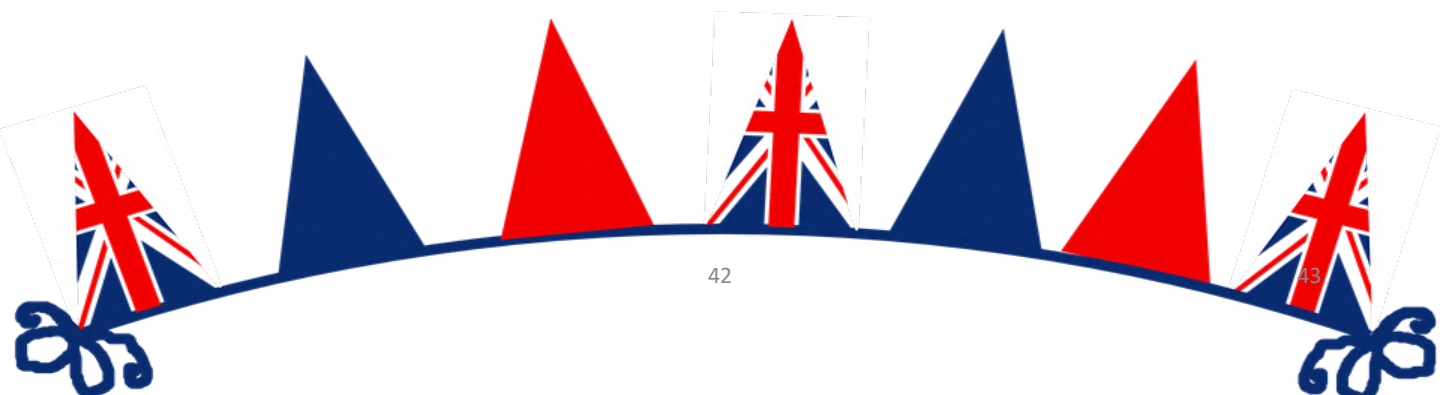


And a garage and bicycle repair shop .





Residents of Ifold would walk to Loxwood or Plaistow to the pubs, social events in the village halls, churches or to larger shops, such as the Combination Stores in Loxwood. Few people had cars and petrol was rationed. There was a regular bus service from Plaistow via Ifold to Horsham and from Loxwood to Guildford. Children walked to school in Plaistow or Loxwood.





An article called Ifold 1948 – 1968 also explains

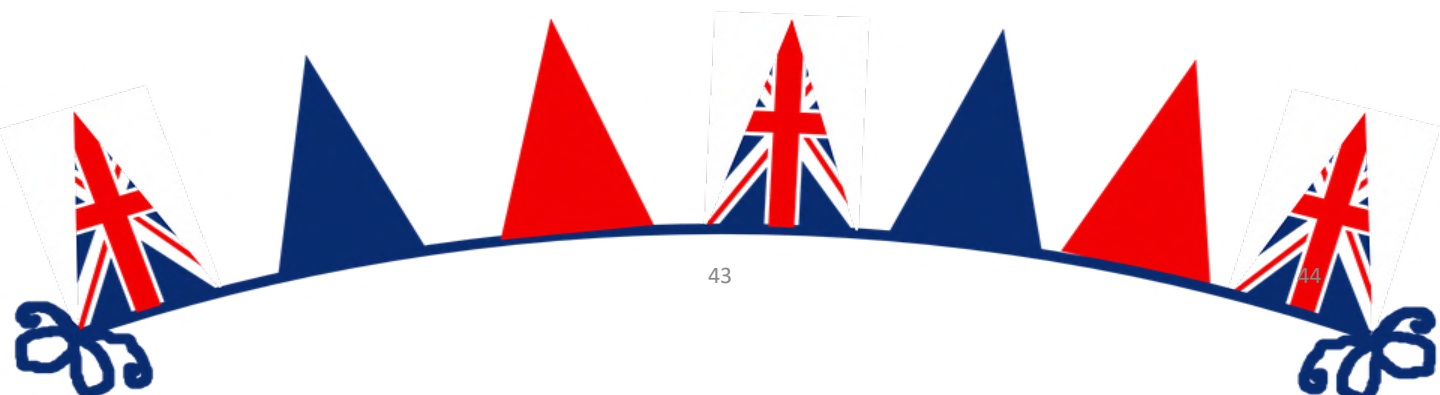
“(...) The Ifold Property Association had lapsed during the war but afterwards, Mr. Edgar Keel, who had bought Trelayne in Chalk Road, endeavoured to create an effective association and this culminated in a tremendous surge of interest. Over 100 people packed into the Green Shed Barn, opposite the silo, and Mr Keel was elected Chairman. At Mr/ Barrow’s suggestion, the name Ifold Freeholders Association was unanimously accepted. He also proposed Lord Winterton as President if he would accept, which he willingly did.

The association had its agreed rules and yearly subscriptions of Ten Shillings from each member to provide some initial working finance.

A large number of German and Italian prisoners of war in the area were employed to dig trenches for the main water pipes.

The roads, too, were an immediate problem – nearly two miles of them merely ballast, and deteriorating rapidly as a result of wartime tank manoeuvres.

Through Mr. Kee’s efforts, the War Office finally acknowledged the tank damage and paid almost £1 pounds in compensation.





Alice Wooldridge – Life in Ifold during the War

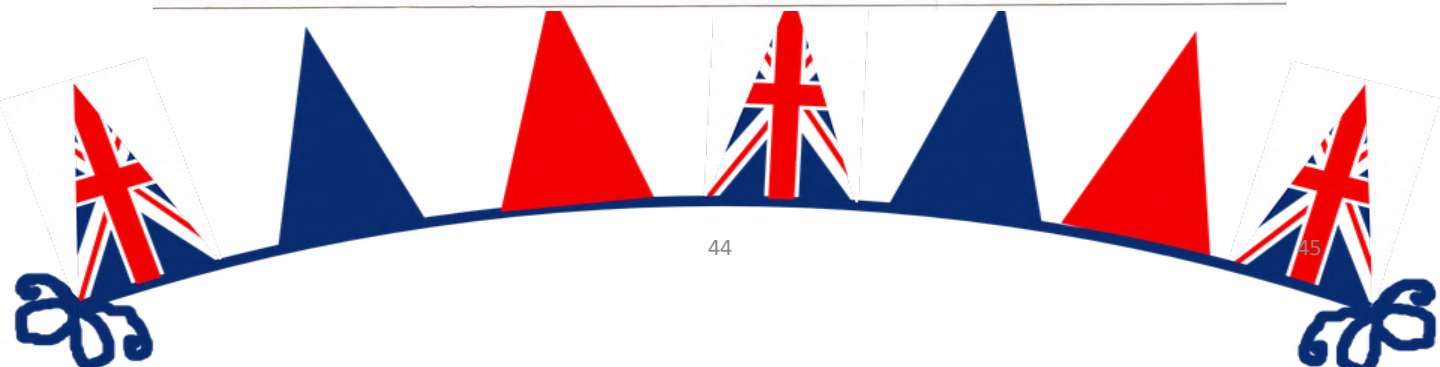
SETTLING INTO IFOLD AT THE BEGINNING OF THE WAR
FROM
ALICE WOOLDRIDGE (NEE WHILEY).




Joa!, Haqwood Rd



Jean in front of
bungalow






After the 1914-1918 war my father, Tom Whiley, went back to St. John's Wood to continue working for the firm of butchers he had been with since he was 14, and here he met a new young man called C. Curtis. They became friends and remained friends even after Mr. Curtis married and eventually moved away. When the 1939 war started the Curtis family asked us to come to stay in Ifold. We had visited them in 1937. There was no electricity, running water or drainage and my mother said that she would not want to live there. We arrived on September 2nd and war was declared on September 3rd. My aunt and young son came with us and stayed for 4 or 5 weeks but as there was no bombing they went back to London. We stayed for my mother to help Mrs Curtis who was pregnant. We stayed until after the baby girl (Pam?) was born and then went home.

Mrs Nichols asked if we would like to buy her plot of land in Hogwood Road. My mother thought that if we came safely through the war we could come down for holidays. Mr. Curtis (who owned the garage) undertook to provide a shed 10' x 20' made from any wood they could find - you were only allowed £15 worth of new wood a month. It would have asbestos sides, a felt roof and was to be built at the bottom of the plot. My mother came to Ifold to see how the shed was progressing and found it in the middle of the plot where a permanent building would have to go. She named it JOAL after my six year old sister, Joan and myself, Alice.

In October 1940 my father thought he could take a few days off so hired a van with driver to come to Ifold. It was loaded with doors and windows (which were easier to get in London) to make the privy: some beds from our home in St. John's Wood (we were sleeping in the air raid shelter) and a few pots, cups blankets etc. We arrived on Sunday and on Monday father received a telegram from his boss asking him to return to London as he had 6 shops and a block of flats bombed. Father left us to finish our holiday but two days later came a telegram from father saying "Stay where you are. House flat" That is how my mother came to live in the country.

We had to start making the shed more habitable, firstly by lining the walls and ceiling. My father came some weekends bringing more windows and doors. We in time enlarged the living area, attached the privy (so that it would stay up in a gale) to what we laughingly called the bicycle-shed and made a lean-to kitchen. My mother and I built a brick porch at the front door which was all we had to stop the rain running under the door. The butcher leaned against it before it was dry and with a thud in the night it came down. Like every thing else we had to start again.

A man from Ifold dug us a well and we had a kitchen range. This was our only means of cooking but later we had a paraffin oil cooker. Coal was rationed to 100cwt. a week and the coalman left it on the road by Curtis Garage but my mother had to stay with it until I came home from work to carry it home as someone was helping themselves to it. Lighting was by oil lamps. We grew vegetables, kept chicken, geese and when we found a rat in the kitchen, a cat and a dog. We could exchange our egg ration for a quota of chicken feed. Any surplus eggs were put down in Isenglass.



There were no dustmen but we had little rubbish because we ate mainly fresh food and goods weren't wrapped so we took our own bags which were used time and time again. Most shopping was done at the Loxwood Combination and the Hilltop stores - butcher, baker, grocer, clothes and tools. There was a delivery 2 or 3 times a week and anything ordered at one visit would be brought the next. We used the butcher from Alfold to begin with. The milkman came daily. A chemist (Dan Clare) came from Cranleigh from time to time. He carried all the obvious needs but would also take orders.

The bus company was Kilners from Loxwood and there was an hourly service to and from Horsham. They were very obliging and would stop where it was most convenient. The wireless had an accumulator which needed recharging at the garage at Plaistow. This was very heavy and had to be carried to the bus stop on the main road to go to Plaistow to leave at the garage and pick up the recharged one. If Mr. Edwards was busy or slow we missed the return bus and had to walk home carrying the heavy accumulator.

I worked at Costrong fruit farm which was owned by Mr. Folwe who also owned Redlands and farmed Lanlands. I worked here for 6 years all the year round as did two other Ifold women, one being Mrs. Laws, and three men. who had been there all their working lives. The work was very hard as everything was done by hand in those days. In the picking season there were 30 to 60 people at one time or another - Italian and German P.O.W. and British soldiers. We had to grow Brussel Sprouts in the winter as these would be harvested before work began on the fruit trees. The heavy clay soil was not suitable for root crops. We three Ifold women would cycle when we could. Chalk road was full of pot-holes and Foxbridge Lane was just a muddy track. The Plaistow end had stepping stones and the other end was grass. Tommy Cooper let people walk along his fields when the lane was too bad.

The owner of BARNSWOODCROFT was a French man who worked for the Suez Canal Company. When the war started they turned the cottage into an office. All important papers were duplicated and sent to Ifold where a secretary came to work sometimes. Mrs. Littleton who lived in Chalk Road acted as caretaker, she could see the cottage from her place. When she found she had cancer she asked my mother if she would take over as we lived in the same road.

There was an old cottage TRELAYNE and a bungalow was built for a customer by Mr. Smith, builder at Loxwood. In front of where KELSEY HALL now stands (always called KELSEY) was a brick and tile garage. The lady who lived here was the sister of the owner Mr. Sidney Mill. She a little girl and her husband was lost at sea.

I married Arthur Wooldridge, the builder in 1947 and went to live with him in Zion House in Plaistow before we built my present home. He died in 1967. My sister married John Ward in 1954. My mother died in 1961 after a long illness. She had Parkinson's disease. My father came to live with me at Plaistow and died in 1974.

Alice Wooldridge nee Whaley



C Bayley: Life in Ifold during the War

**Extract from C.H Bayley's book - Ifold Loxwood & Plaistow
Forgotten Border Villages**

Ifold During the War

The war clouds of Europe were fast approaching. Soon we were to learn that war had been declared. Petrol rationing came. Rationing of every kind was upon us. No longer were we able to jump in the car to get away from London. Most able-bodied men and women were called to do their service. The remainder of the population were directed into war work.

In 1941 my mother decided to evacuate with my nieces to Ifold. On an occasional weekend I was able to travel to Loxwood (return fare from Wimbledon to Guildford 4s10d then by bus from Guildford to Loxwood 2s 6d). Walking through the footpath to Ifold was so wonderful. Gone were the fears of war. It was another world.

After several visits I became aware that there were more little huts and garages being built. These were lived these were lived in by folk who had been evacuated out of the bombing. Who could blame them!

Also during the war and for a short time afterwards, on the site of Lee House Farm in the forest, there were chalets which housed tuberculosis patients.

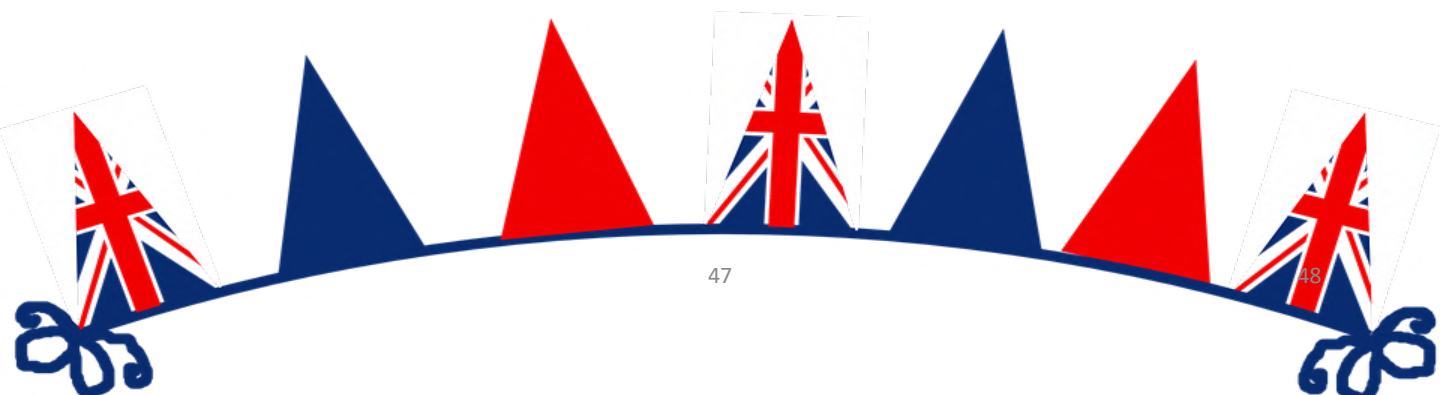
In the field opposite Gatehouse on the Plaistow Road was a manned searchlight battery. The base of which is now removed.



Gate House Plaistow Rd

Where the new council houses stand [note: probably referring to land at the top of Plaistow Road at the junction with the B2133, now Lakers Lea] was a long brick building built for prisoners of war which was used to house the women's Land Army. How they ever survived in such a damp and dreadful place remains a

mystery. After the war this dreadful place was made into what were called, flats (although it was a single story building). The floors and walls were covered with mould. How could anyone allow this to go on but it did until March 1985 when it was finally demolished. No one was sorry to see the demise of that building.



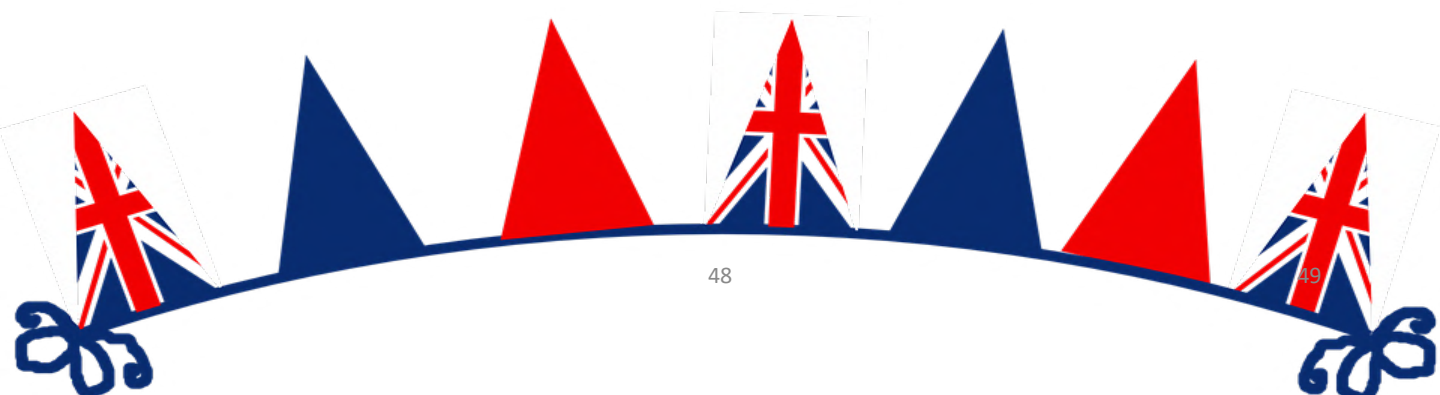


Any land which was not cultivated was requisitioned by the Ministry of Agriculture and Fisheries. The land around Loxwood Hills pond grew linseed and was farmed by Captain Chase of Spye Farm. Everyone pulled their weight. Loxwoods Home Guard was formed by the late Captain O.L. Price in command and the late Major W.F Sheffield DSO second in command. There were 22 men each issued with a rifle with 1000 rounds of ammunition. According to Mr Arthur Sheffield OBE one man shot himself in a barn. After that it was shown on the inventory -999 rounds.

There were many Canadian servicemen around these parts also Polish airmen and refugees. Even today men of the Canadian Armed Forces visit Wisborough Green church to pay homage to their dead and thanksgiving for those who survived.

On a weekend visit to Ifold, whilst walking through to Devils Hole Bridge I was horrified to see that the canal lock had been blown up. There were great boulders of stone strewn around the field and on the riverbed. What devastation! Apparently the army needed to practice on explosions- hence the destruction of a sound and lovely lock. Nothing is sacred! The roads on Ifold were also broken up. Tanks were driven upon them. The potholes made even larger. They were a sorry site! Who was going to put right all the damage which was been done. None say. No-one could say!

Note : After the war a claim was made to the Ministry of Defence for costs to repair the tank damage to the Ifold road network and between £1000 and £1900 was paid over to the Ifold Freeholders Residents Association, and a contractor appointed to undertake the repairs. There after residents themselves carried out the repairs for many years until the roads were finally top dressed with tarmac. The private roads are still maintained by resident subscription.





Ifold Stores

This account is from June Blackman when she started work in the shop in 1946, post war, however the shop would have run like this during the war years. And it is an interesting firsthand account.



As one of the last to leave school at 14 I got a job at Ifold Stores working for Mr and Mrs Skinner. I was to work in the house in the morning and the shop in the afternoon.

Grace Sears was the shop assistant.

The shop was very different then it was shorter with two bays which had to be dressed. Looking out from the shop the window on the left had hardware, including wicks and glass chimneys for oil lamps as there was no electric in Ifold. The right window had mostly tin food which was sold.

There was still rationing.

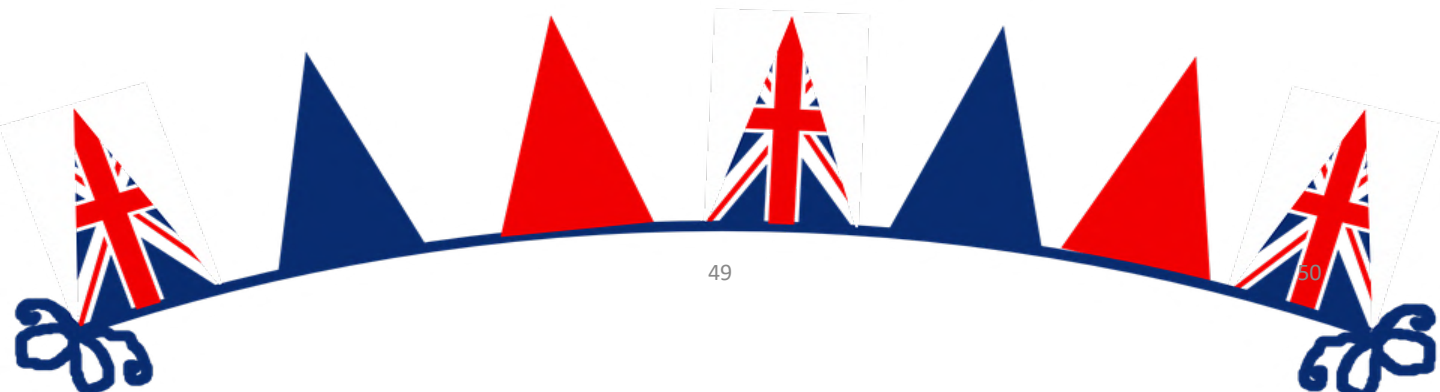
It was counter service, the counter was all round.

The left side was sweets and tobacco etc. All the sweets were in jars. We even saw some tobacco loose (try getting 4x4 ounces out of a pound of tobacco). The front counter was where we served. On the right hand side of the shop we had the bacon machine turned by hand and where we cut the cheese by hand. No fancy cheeses but 1 1/2 ounces per person a week except if you worked on the land when you've got 3/4 of a lb. As you can imagine with no fridges it was a nightmare with bacon in the summer and only muslin covers. (We won't go into gory details). Large cheese and often sugar all came in bulk which called for a lot of weighing up and because of rationing, had to be exact. Biscuits came by the tin and sometimes golden syrup by the gallon. We also sold nails by the pound and paraffin by the tin and sometimes golden syrup by the gallon. We also sold nails by the pound and paraffin by the tin and sometimes golden syrup by the gallon, sometimes by the quart and meths by the pint, all had to be measured.

Because of rationing people had to be registered to shop, so you got the same people coming in each week. Sweets could be bought anywhere.

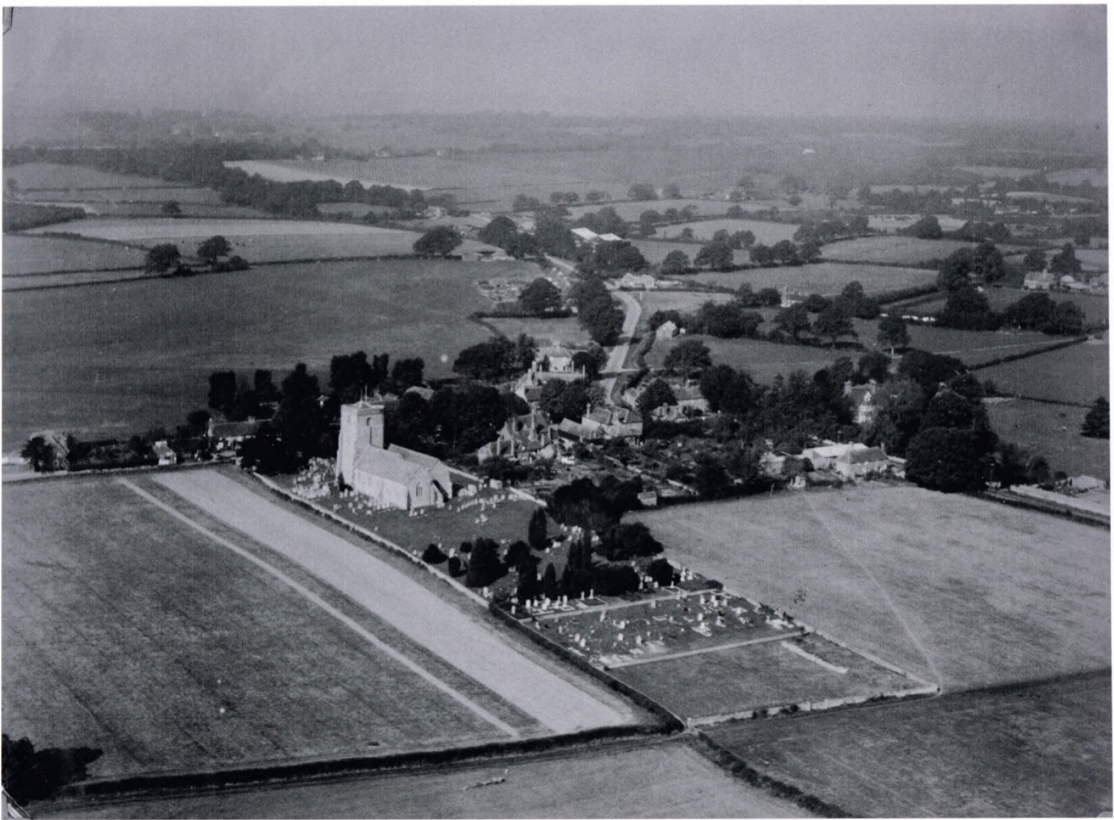
June Blackman.

June married Bill Blackman who worked with Eric Sherwood in the Garage in Plaistow





Village Life on the Home Front - Kirdford



Kirdford from the air - early 30's

8th May 2020 marks the 75th Anniversary of the end of the Second World War in Europe. The recently reformed Local History Society had been asked to put on a small exhibition as part of the village celebrations. With the outbreak of Coronavirus and the country's lockdown our plans had to change. Much of the research for Kirdford has been based on the publication written by Janet Austin and published by Ifold and District Local History Society called 'Kirdford The Old Parish Discovered'. The result of an exhibition held in 1989.

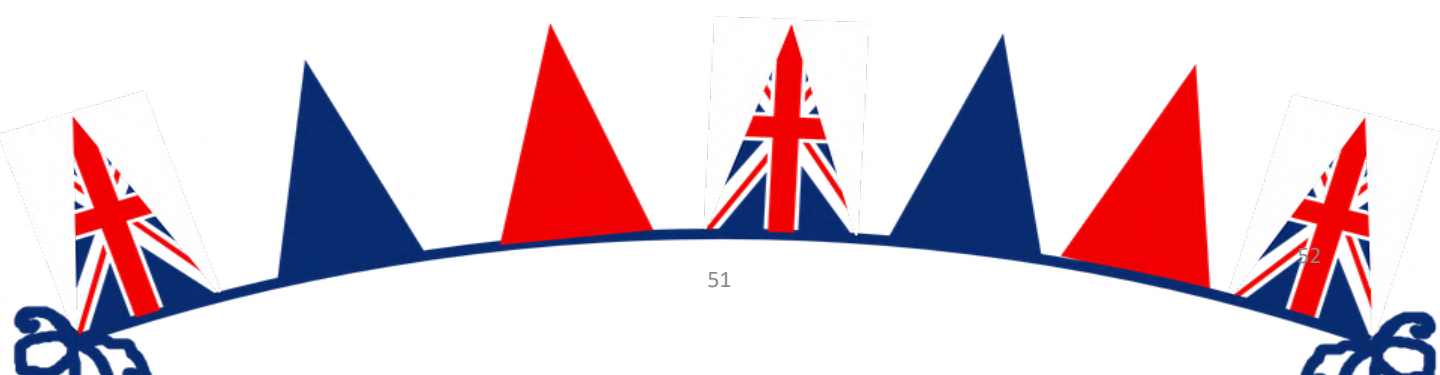


Kirdford today, consists of over 2000 acres and as of 2011 (according to Wikipedia) a population of 1063. Most residents have jobs in the nearby towns or in London and the area is desirable and property prices are high. But at the outbreak of war, the village was very different, most of the residents were employed in agriculture and worked within walking distance of their home.

The aim of our research is to give you a flavour of what life was like in the village for many, how things have changed and what life was like for those who lived through those years. Seventy five years on, those who can remember those days are becoming fewer, Jill Morrish commented 'life may have been harder in those days, but what a lot more fun we got out of it'.

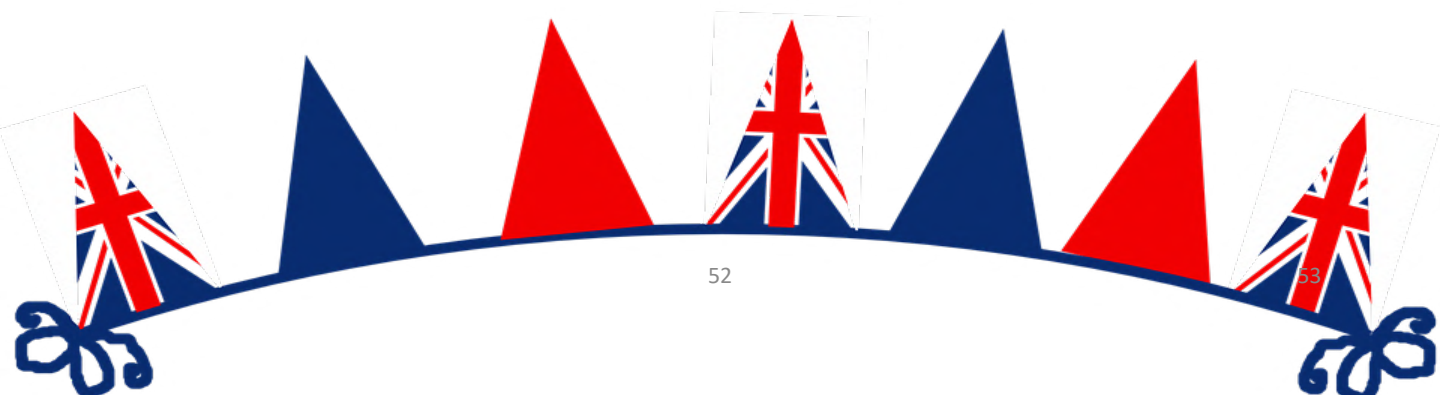
Due to the lockdown, our research has been limited to public domains and we would welcome fresh input including photos, memorabilia and most importantly stories to add to our collection.

The war marked a turning point for the village, water mains supply came, the motor car had arrived, wartime rationing caused great hardships though and the young men of the village had gone to war. There were 2 army camps in the village, Brownings and Barkfold. Canadian and American soldiers were stationed at these camps.



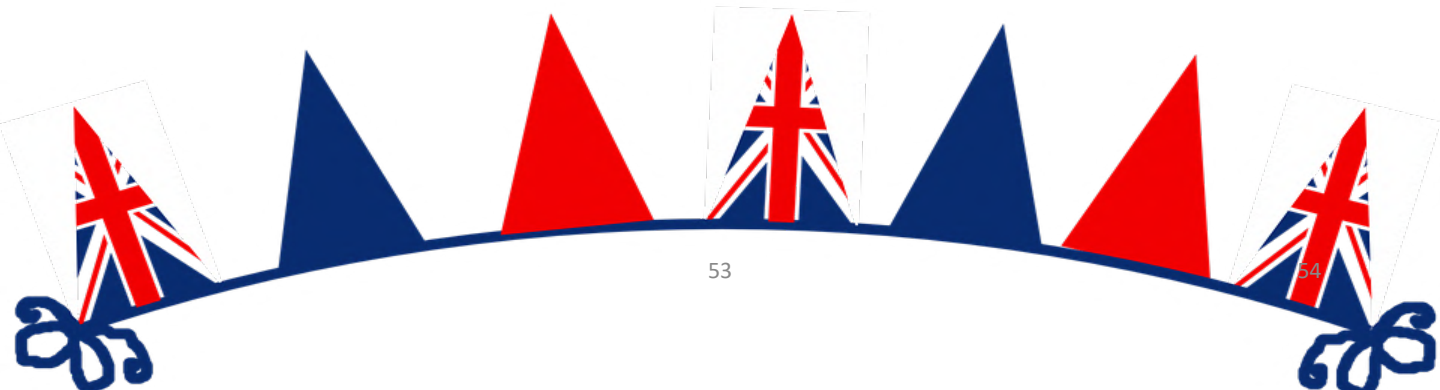
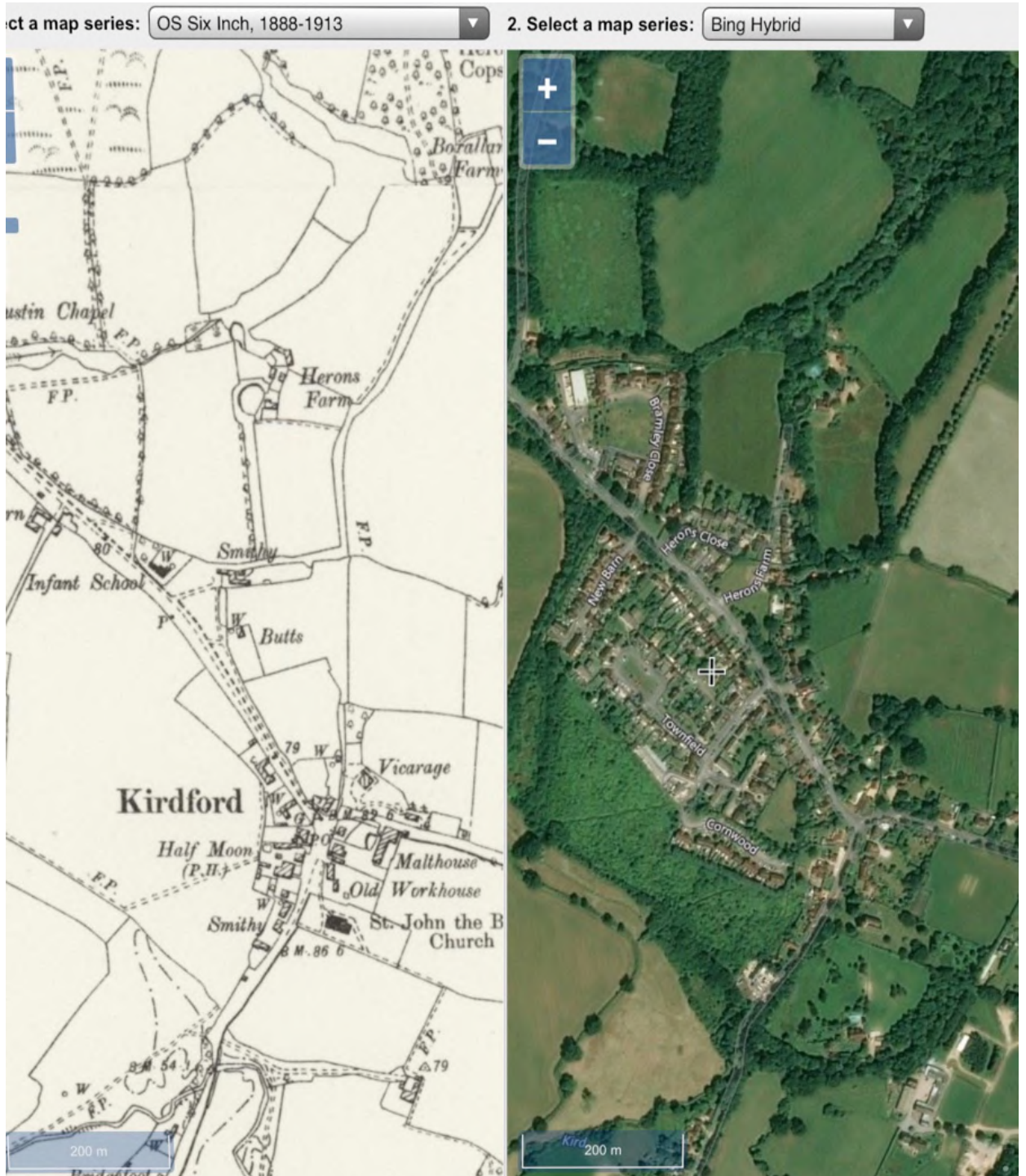


The soldiers enjoyed supporting the community and at Christmas time held Christmas parties for the children of the village. A searchlight camp was based where the pumping station is located at Bridgefoot. A single bright beam of light would guide planes across the night skies. The Home Guard Unit was based at the Packhouse / Kirdford Growers and Land Army girls came to work on the farms in the village. Evacuees came to the village from Portsmouth and London. Later there were also Jewish and Polish refugees.



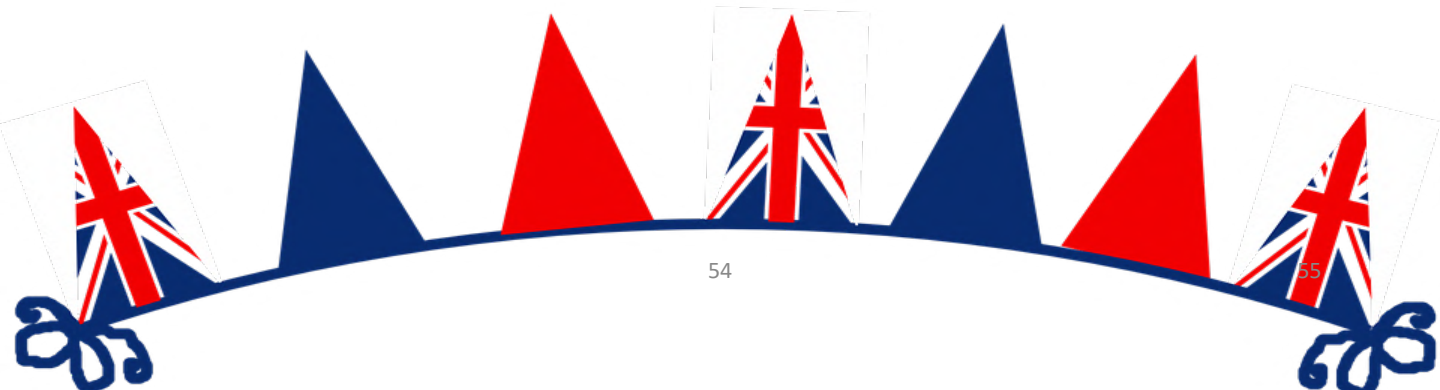
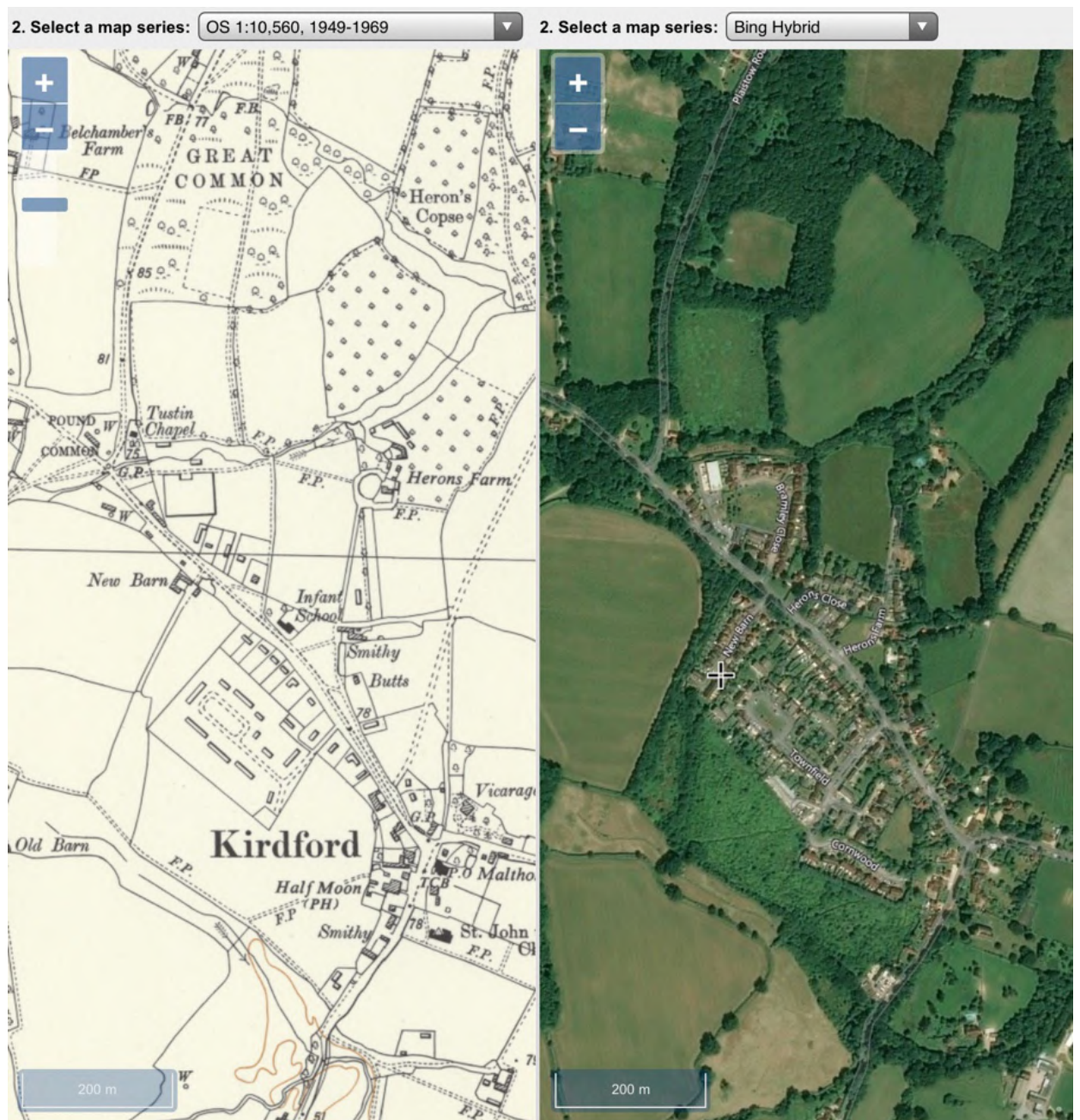


Map of Kirdford c1913 and today





Map of Kirdford c 1949 and today



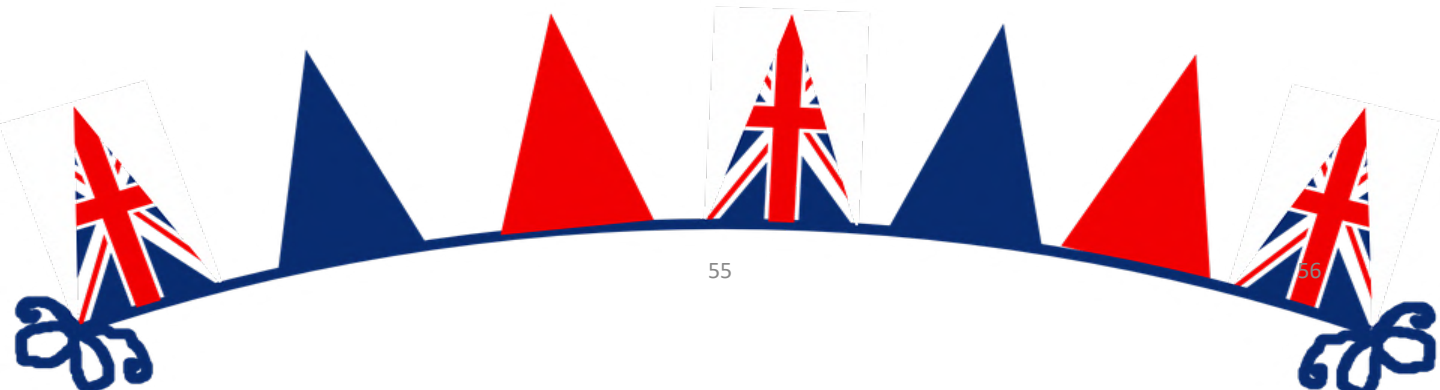


The Village Pub and the Canadians



Drinking out of jamjars in 1943 - photo by George Garland

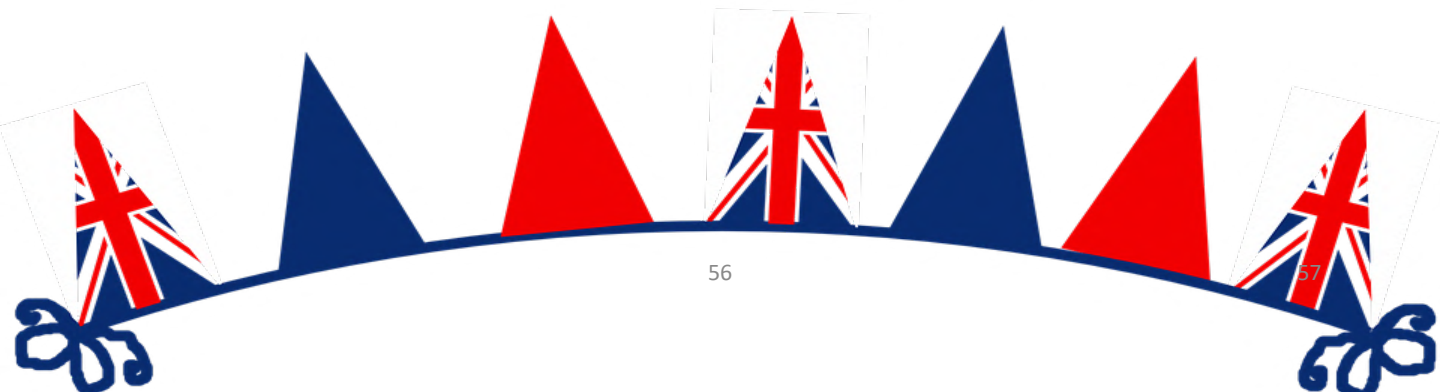
The picture above was taken in the Half Moon, Harold Pelham was the landlord and he was known to be the fastest chicken plucker in the district. Harold had served in the First World War with the Royal Sussex Regiment and had been wounded and partially blinded. The Canadian soldiers are drinking their beer from jam jars with Harold. The soldiers would have been based at Brownings (Royal Engineers) or at Barkfold (South Saskatchewan). Brownings is owned by the Nicholls family. During the Second World War, the War Office requisitioned half the farm. They took 30 acres which they covered with Nissan huts for about 250 Canadian soldiers. The family received a rent of £17 10s pa which was paid half yearly. Most of these soldiers took part in the D Day landings of 1944 and sadly many lost their lives. After the soldiers had gone, the camp was used for Polish refugees who stayed until the 1950s.





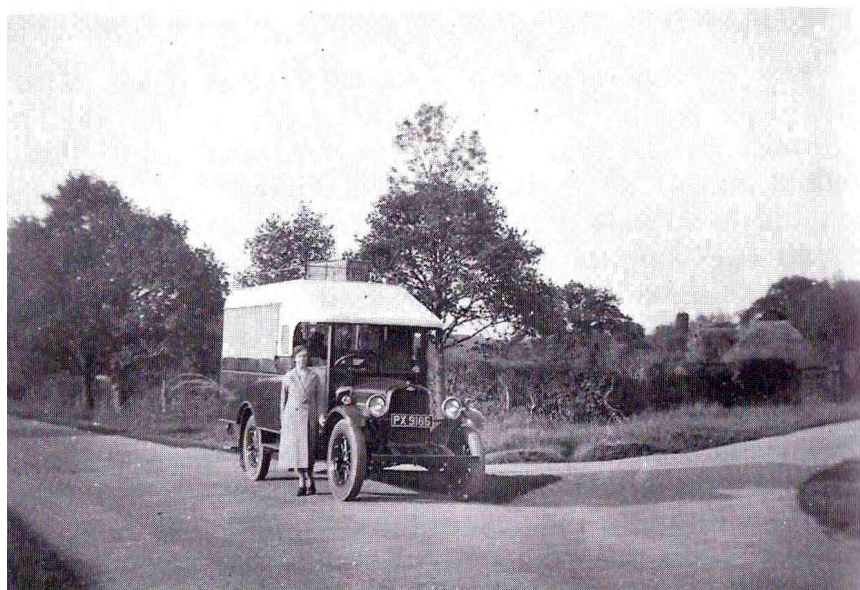
Harold's son Cecil had joined the Royal Tank Corp in 1930 and spent five years with the colours before taking a job at Fords Dagenham and later DCRE at Farnborough. With the outbreak of war he was recalled to the Corps. He was in the retreat from Dunkirk. Later at Tobruk he was taken prisoner by the Germans and handed over to the Italians. As a keen artist, he bartered his watch for paper, paints and brushes and would draw portraits of other P.O.W.s in exchange for bread rolls, the camp currency. As the Germans retreated, he was moved north from camp to camp. He made one unsuccessful attempt to escape before finally escaping when the Germans were making yet another move. Unfortunately he lost his kitbag and all his sketches on his first escape attempt. In a talk he gave about his life as an artist Cecil Pelham credits his first 20 years in Kirdford as giving him the will to survive his time in the P.O.W. Camp.

It was not until after the end of the Second World War that The Foresters Arms obtained its spirit license. It was an ale house or beer shop. The upstairs was the club room for The Ancient Order of Foresters. This was a national friendly society formed in 1834. It provided its members and dependents with weekly allowances during sickness, old age or widowhood. There were other friendly societies in the village. Below the club room was a bowling alley. Over the years, there was once a smithy worked by the Enticknapp family and a butchers before it moved to the little shop at Pound Common which had been the saddle making workshop.





Eldridge – The Carrier



One of the Carrier's vans

Based on the memories of F C Eldridge.

Up until the Second World War nearly every village would have at least one carrier. Up to the commencement of the bus service, in the rural areas, the carrier was for many the only means of transport for goods or passengers. For passengers it would have been a rather drawn out affair with plenty of time to see the country and little comfort. Prior to 1918, horses and vans were used but after 1918 motor vehicles started to take their place, mostly ex army vehicles.

Kirdford had had a carrier from very early days connecting up the villages in the area with Guildford and Horsham. Carriers would pass on goods for further afield by passing them on to other carriers or onto the railway to give a countrywide service.

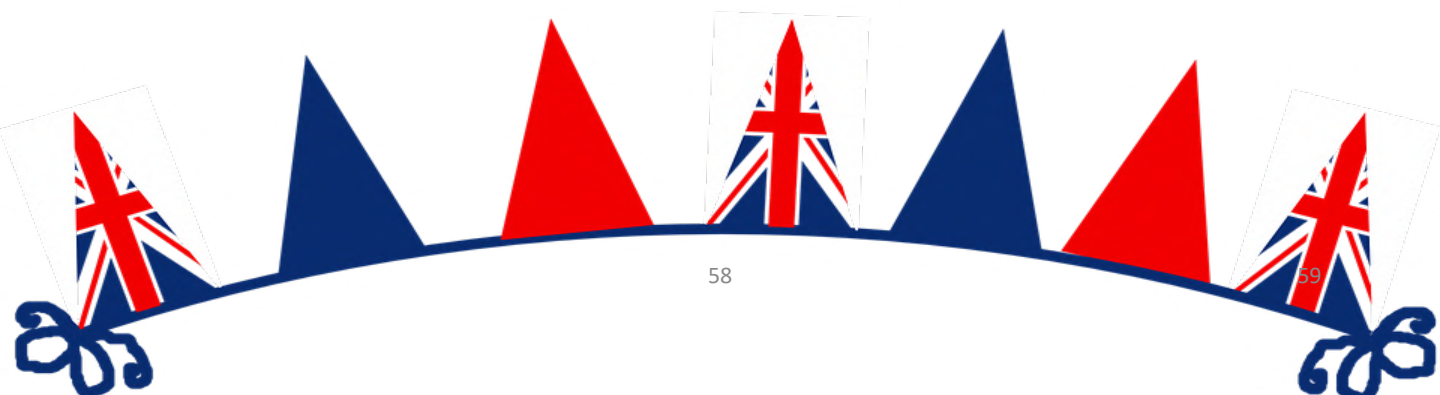




With the outbreak of war, the pattern of trade changed, personnel were called up and the Government formed distribution services for the meat and other trades. Commodities became scarce and what for many years had been an old established way of life for many just died. A few returned after the war but many closed down or transferred their interests into other forms of transport such as haulage or removals.

As the Kirdford carrier F C Eldridge and Sons would carry or cater for almost everything. There were groceries for the grocer, meat for the butcher and ice for his box safe (no fridges then). Fruit and vegetables to deliver to the towns – whatever was in season. Additionally, they would obtain chemicals and medicines from Boots the Chemist. If a family wanted clothes, a selection would be brought out to choose from. No need to waste a day or a fare going to town.

Mr Eldridge recalls how the days were long. With an early start, up to 50 stops would be made on the way out and the same on the way back. First stop would be Barkfold garden produce for sale in Hastings the shop in Guildford. Chicken and eggs from Mr Cooper. The laundries at Loxwood and Alfold had no delivery services to the villages so collections were made at the beginning of the week to be redelivered Friday. Wages were low £3 a week, no overtime you worked until the job was done.

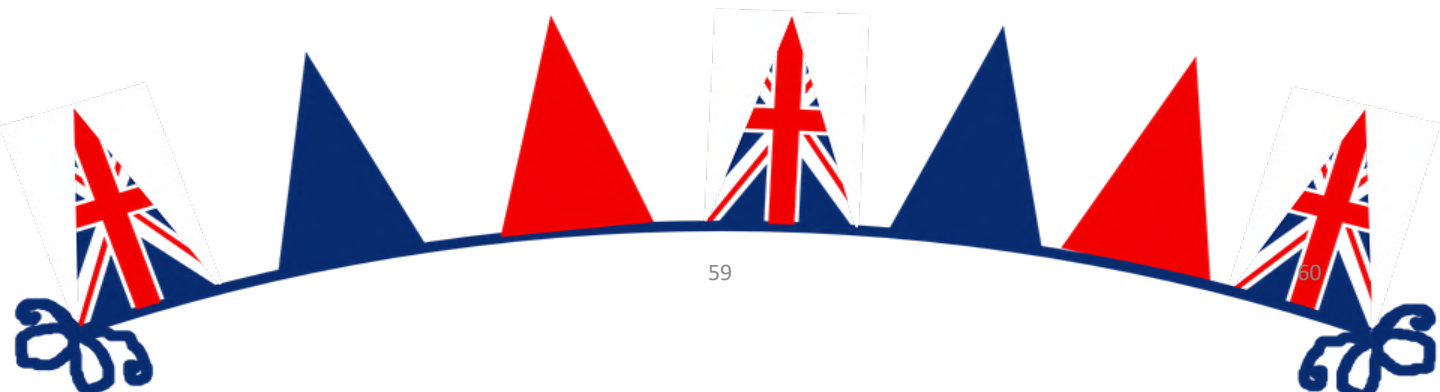




Frank's business was originally based at the malt house before moving to the Creamery. The Creamery was built by Lord Leconfield as a depot to which local farmers could bring their milk for transit to London and was opened in 1911. The milk was pasteurised and sent in churns to London via Billingshurst station. Later it was pumped into a milk tank and moved by road. In 1943, owing to petrol restrictions the depot was closed.



The Creamery

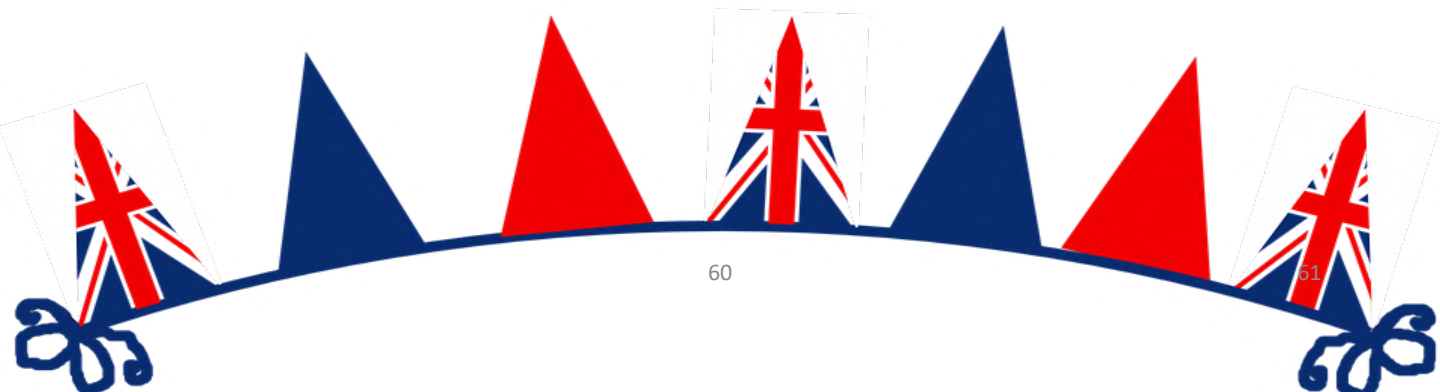




F.C. Elderidge and Sons continued as a furniture removal company after the war.



The Eldridge Fleet. Photograph by George Garland





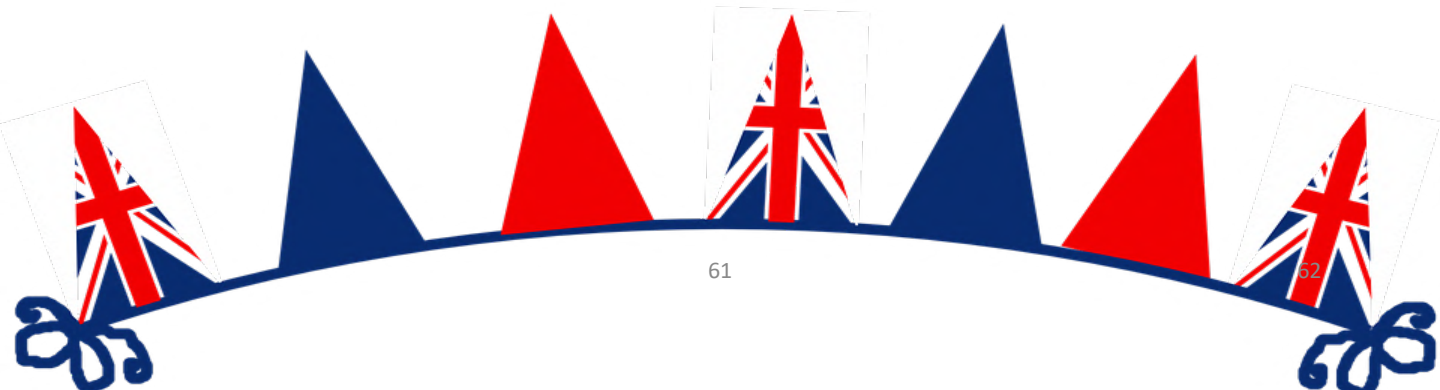
Kirdford School



Outing to Portsmouth, 1939

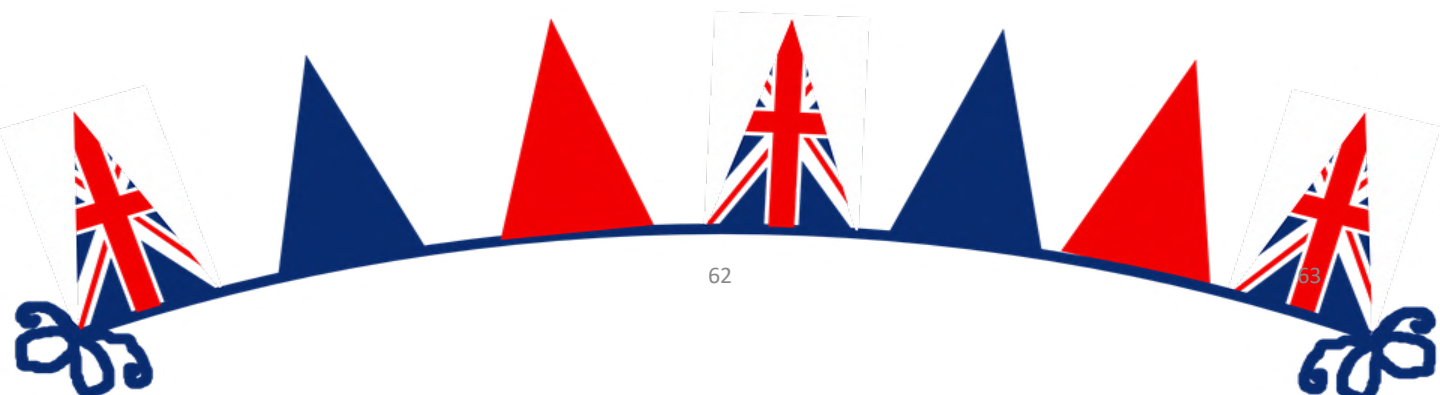
All identified by Toots Gould as follows, from left to right: Jimmy Peacock, Jimmy Wooding, Peter Allfrey. Reg Jones, in front, Margaret Allfrey, Mrs Holt with the hat - she was a teacher, Joyce Parsons, Daphne Martin (now Purdie), Marjorie Pullen, Miss Lerwill (teacher), Joan Peacock who can just be seen, Miss Gibson (headmistress), Mrs Allfrey - the one with the fox fur who was one of the mothers, Mrs Cole and Mrs Jones, other mothers.

Right to left in front: Toots Sopp, Pat Allfrey, Daphne Nichols (now Bryder) with the white tee shirt. June Allfrey, (the young child), Gus Cole, Den Jones, Raymond Baker, Kathleen Pullen, Allan Knight, and Charlie Peacock (then the two boys already named at the beginning of the list).





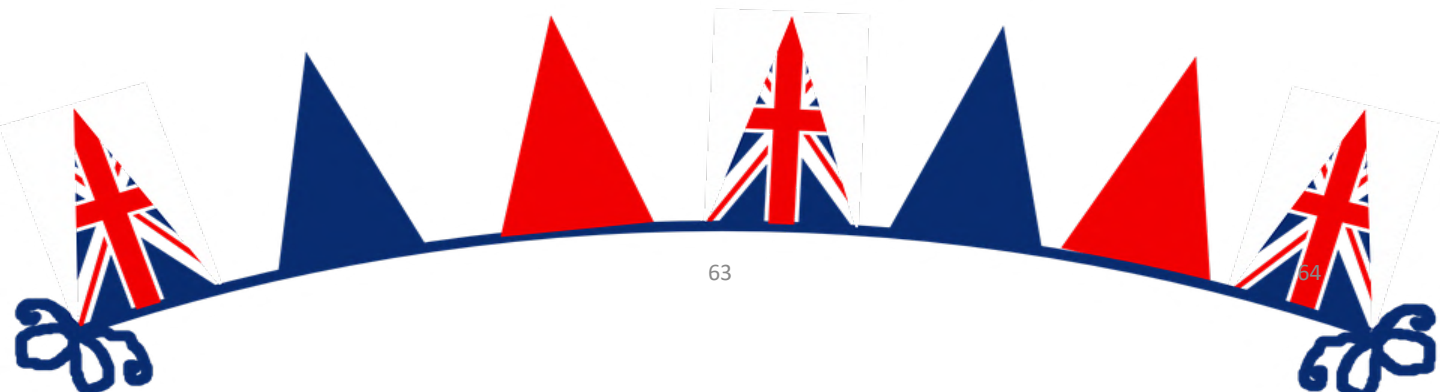
The school in Kirdford was built in 1819, by 1875 a school had been added in Plaistow and in Ebernoe. In 1898 the school was enlarged to take 153 children. Memoirs published by various villagers in Kirdford The Old Parish Discovered recall how the daily attendance was posted on a board and that 49 was the most frequently recorded number. Tony Matthews recalled how children had to walk quite considerable distances to school. At the age of 5 I with my sister who was 7 walked from Iron Pear Tree in all weathers. We would be joined by the Bakers from Roundwick, the Pullen's from Hillsgreen, the Stennings from Strood Green, the Moulands from Barkfold and so the list continued. Mr Matthews also remembers competing in the West Sussex Choir Competition in Bognor with the school choir. They sang hymns, carols, folk songs and roundelays. The National Anthem was sung daily also a song called 'The Flag Song' which extolled the Union Jack. Sussex by the Sea was a regular feature as well. Many of the children who attended the school at this time both here in Kirdford and in Plaistow and Ebernoe would have gone on to serve in the Second World War.





The school was demolished in the 1960s and a new school was built adjacent to Townfield (now School Court) and in 2001 this school closed and Plaistow became Plaistow and Kirdford Primary School.

Kirdford, The School c.1950





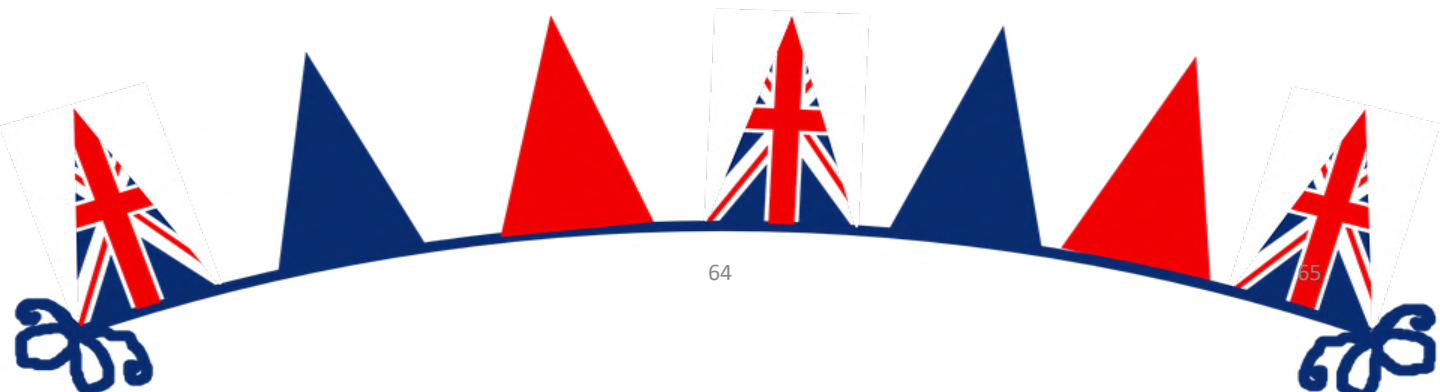
Kirdford Growers



Kirdford Growers in 1938. Photo by Garland

This page is based on a leaflet produced by G H Kenyon in 1950.

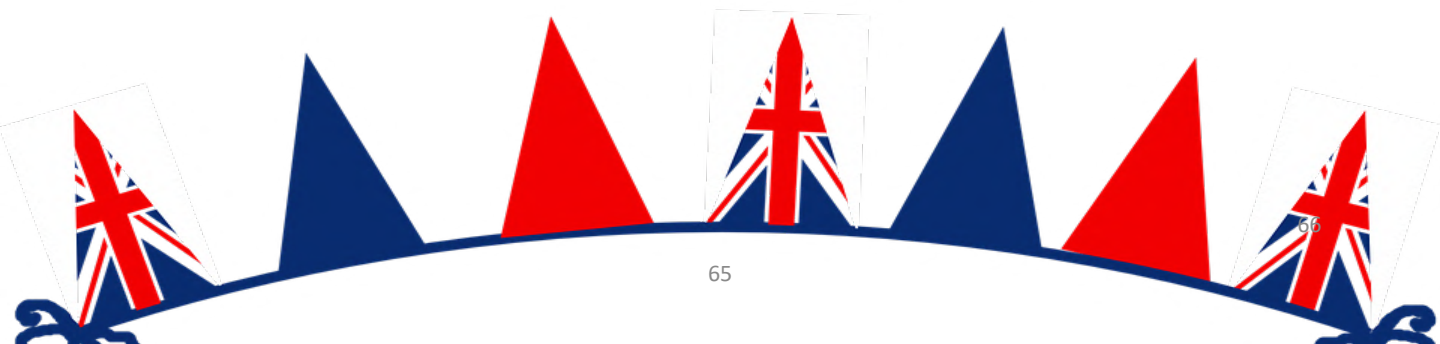
Kirdford and Wisborough Green has been associated with cider making for over 600 years but by the 1850s the industry was in decline and most of the acreage was turned to corn growing initially, then hay and more recently dairy farming.

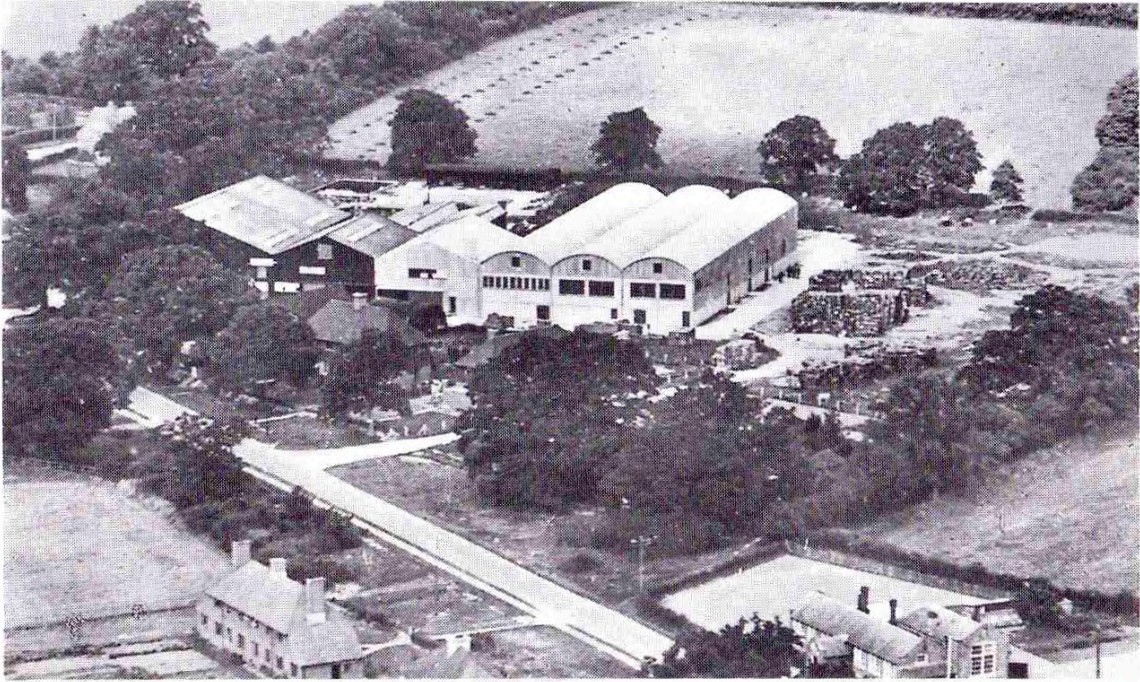




In the early 1920s East Malling Research Station trialled an experimental fruit plot on A J Carter's farm in Wisborough. The results were promising and the area was recommended to prospective growers. Five investors (Baker, Fowle, Holdsworth, Napier and Spence) bought up farms in the Kirdford area including Hills Green, Costrong, Bellchambers, Little Slifehurst and Laneland. Initially the trees were bought cooperatively and when G H Kenyon joined the group in 1928 an Association was formed known as Kirdford Fruit Growers Association. In 1931 land was bought at Pound Common and the first packing shed was built.

During the 1930s, the business grew with apple acreage rising to 400 by 1937. The site at Pound Common grew with the addition of gas stores, two grader rooms, a full time Manager and laying of concrete roads around the buildings. Following the outbreak of war, the buildings served as the H.Q. of the Kirdford Home Guard and NFS. Between 1939 and 1947 the pack house handled over half a million bushels. In 1947, 135,000 bushels were handled, the number of Growers had grown to 10 and the acreage was 520. Post war Kirdford Growers continued to grow and adapt to changing market forces and technology. It was a major employer in the village and a social focus for the community. A shop was opened in the 1970s but by the start of the 21st century, the business was in decline and Kirdford Growers closed their doors in 2000

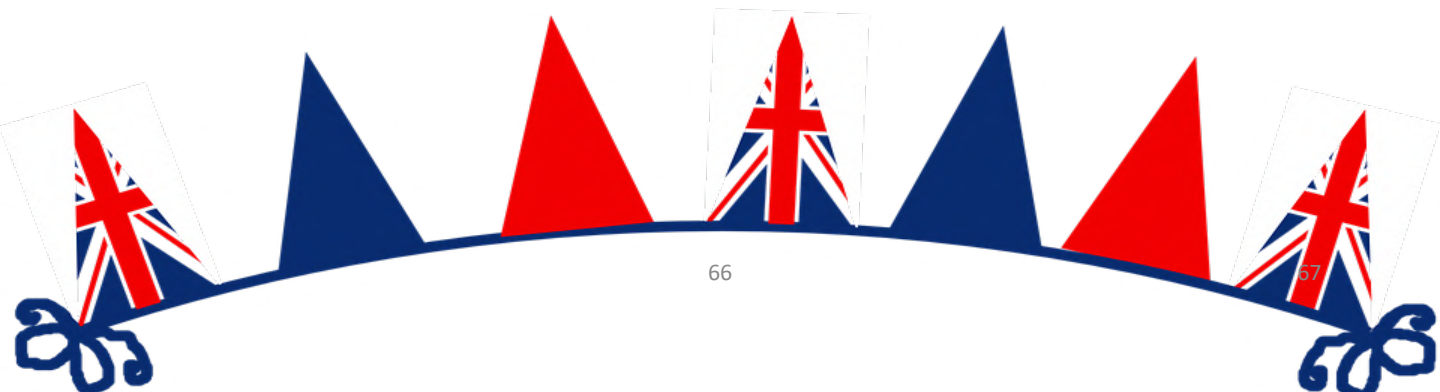




Kirdford Growers c. late 40s.



The site as now been developed for housing (Bramley Close) and one of the original wooden buildings is home to the new Kirdford Stores which opened in 2010.



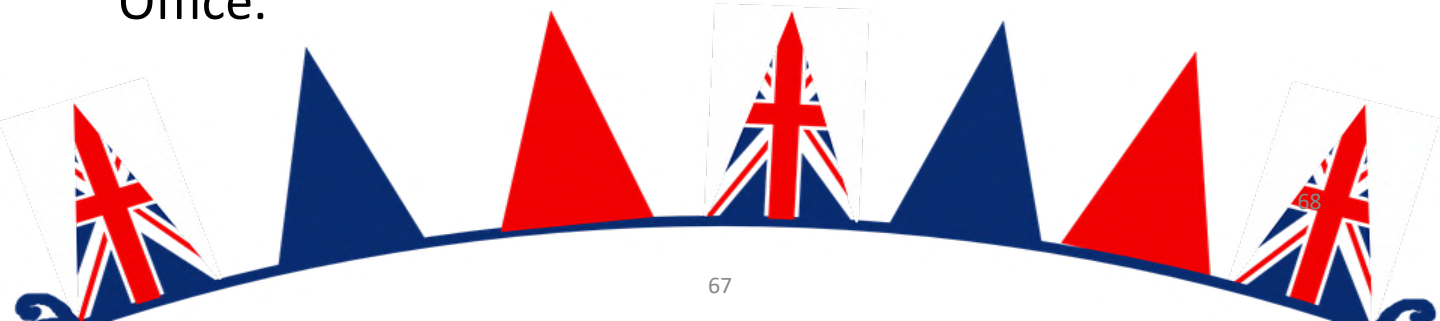


Kirdford Shops



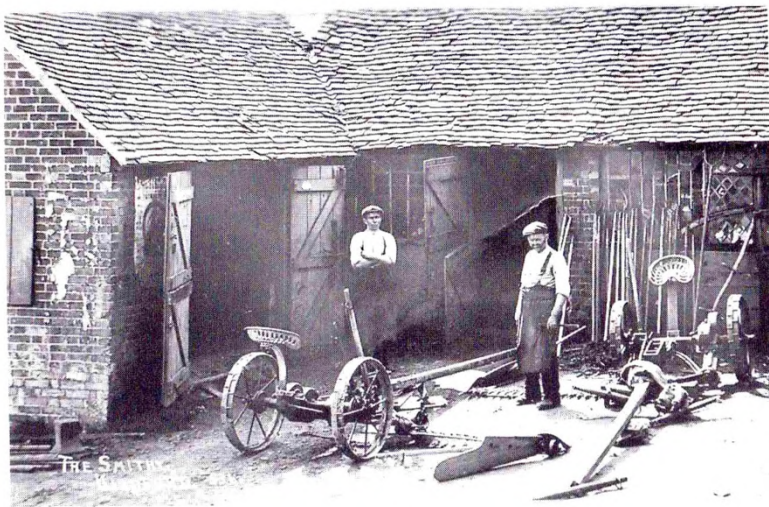
Kirdford in the years up to the outbreak of war in 1939 had several shops and businesses.

There had been three main shops. There was Irelands (now Hannahs Cottage). This shop sold everything except clothes. There were steps up to the shop and in the large cellar below where mature cheeses were kept. Next door was Mr Enticknapp the boot maker and boot repairer in what is now Angle Cottage and Cobblers Cottage. Above the shop there was a fascia board that read ' The Reliable Bespoke and Readymade Boot and Shoe Stores and Repairing Depot'. Around the corner in what is now Chestnut House was Thompsons. The family sold the shop in 1949 but it had several owners after and was the last to go in February 1988 when there was a fire which demolished the shop extension. When it was Thompson's, the shop sold everything and had an upstairs department as well which sold clothes (see photo above). It was also the Post and Telegraph Office.

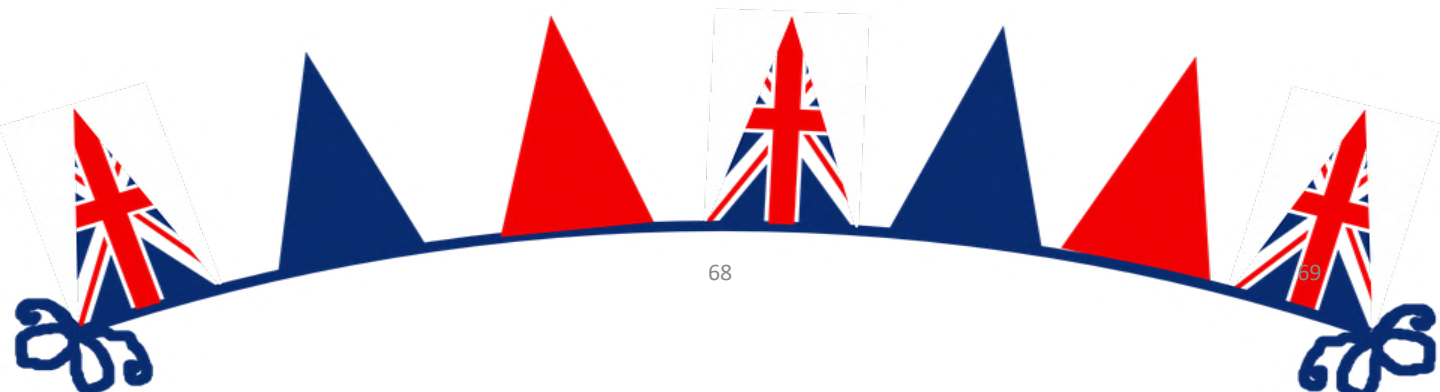




The forge was opposite the church (now the garage for Forge Cottage) and was worked by Charles Enticknapp and his son James and there had also been a smithy at the Foresters. Mrs Nineham recalls to the author Janet Austin how the men would troll the iron tyres down to the river. Sometimes sparks would come from the flint stones on the road which was not covered with tarmac in those days. At the river, the rims were placed on a bonfire of faggots until red hot. Then three men would carry them with tongs to the iron slab where the wooden wheel was lying and the rim would be placed over the wheel to be shrunk on. Water was poured on from buckets to prevent the wheel catching alight. The wheelwright Mr Wadey had his shop in the Half Moon Yard.



The Forge

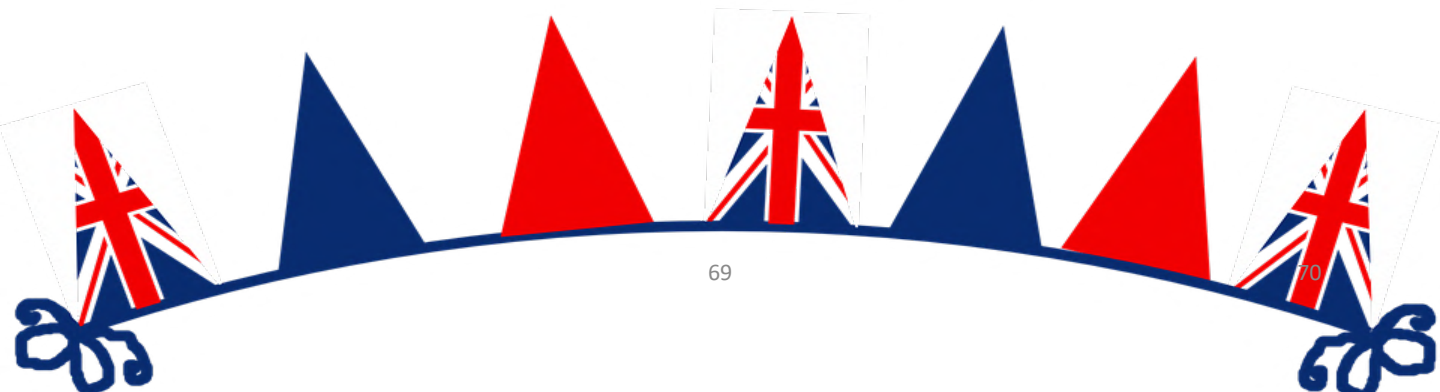




At the other end of the village there was Snelling's garage and bakery. Whilst in the little shop opposite there was originally a saddle making workshop and later a butchers.



Biggs Butchers Shop, 1932 Photo by George Garland





Ron Snelling – Village Postman and Garage Owner

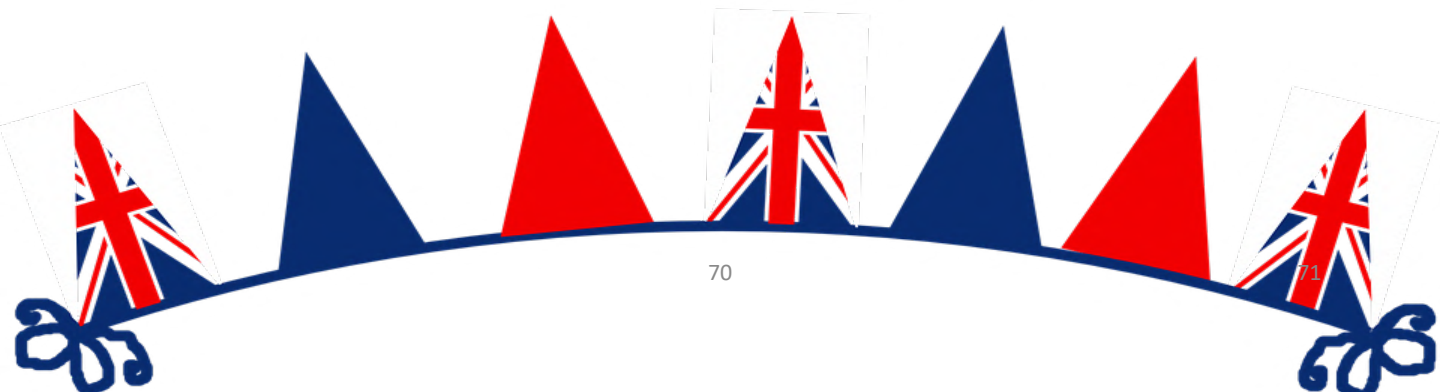


Ron Snelling

Ron Snelling was a well-loved character of the village. He was the village postman for 68 years and was still the proprietor of the little garage on Pound Common when he reached his 100th birthday in 1988. Ron was born 8th June 1888 in Kirdford and lived here all his life except for the years. Of the First World War.

In an interview for the Petworth Society in 1982, Ron Snelling recalls his view of Kirdford:-

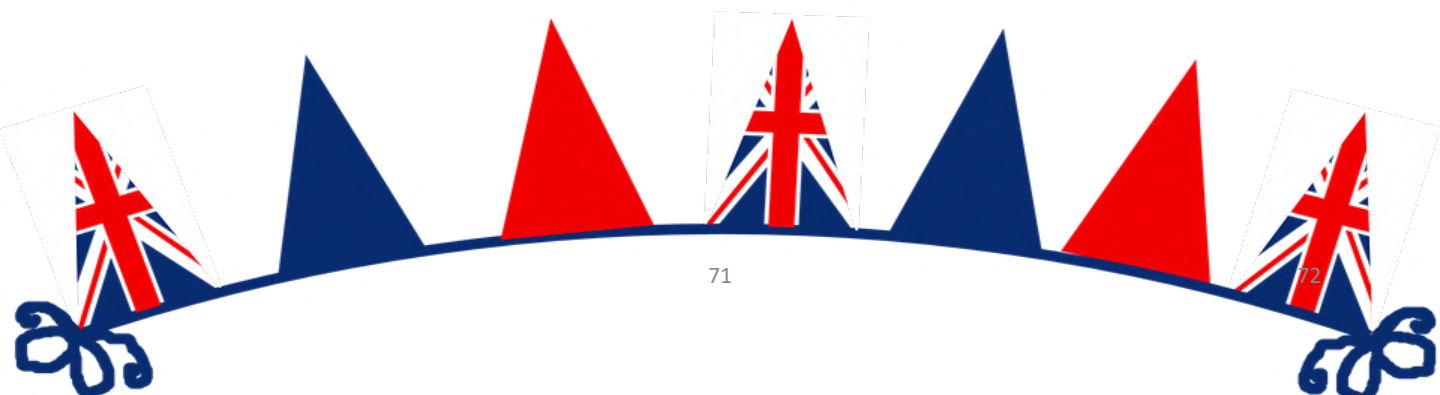
‘When I first took on the job as Kirdford’s postman the pay was 7/6d a week. I started in 1910 and you were paid based on the time the round was expected to take. Mine was a walking route. The post would come from Billingshurst by van and in the early days by horse and cart.’





It was a 3 mile round and described it as easy money. He would get up at 5.35am and start work at 6.30am and at the age of 90 he was still doing it as reported by the Sunday Express in 1978 and he had no plans to retire as long as he could put one leg after another. At that time, Ron Snelling was the oldest postman in the country.

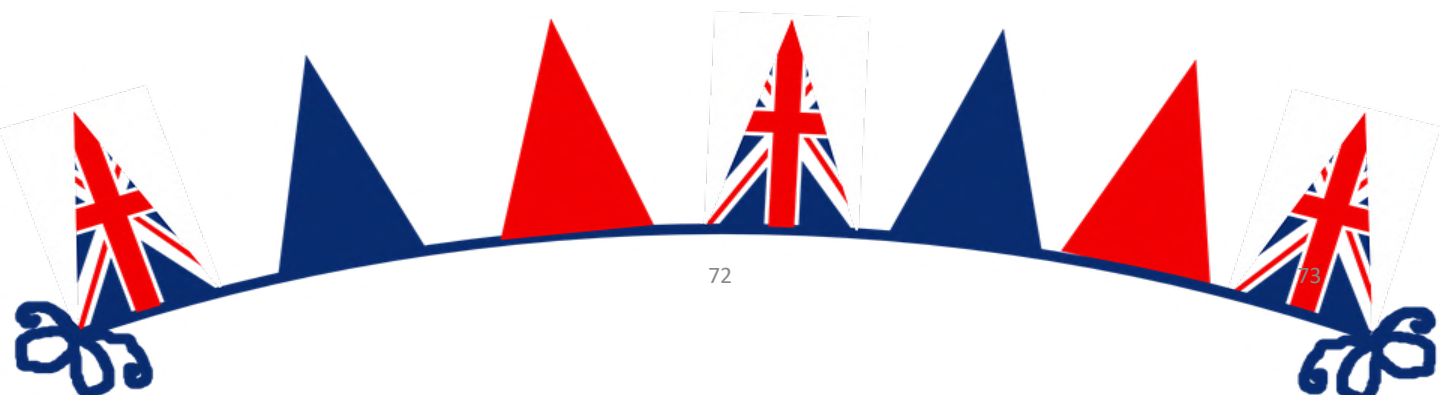
The garage on Pound Common had started as a cycle business when cycle tyres were still solid. In 1910 Ron had his first motorcar license. At that time there were only two people in Kirdford who had a license – Ron and the chauffeur at Barkfold. He recalls how cars had to be washed every night otherwise the coach work would go spotty because of the varnish. Twenty mph was the speed limit and going out in the car was a real adventure, he recalls often getting stuck on Duncton Hill and fare paying passengers having to get out and walk behind as he struggled to get the car up the hill. Fare paying passengers were charged 6d a mile, and it cost 6/- to go to Billingshurst station and back. Before petrol pumps, they sold petrol in cans which had to be kept in a pit 30 yards from any buildings and when someone pulled up to fill up he had to go down the garden to fetch a can. He commented ‘ this could take a while as you can imagine but no one seemed to worry about time’.





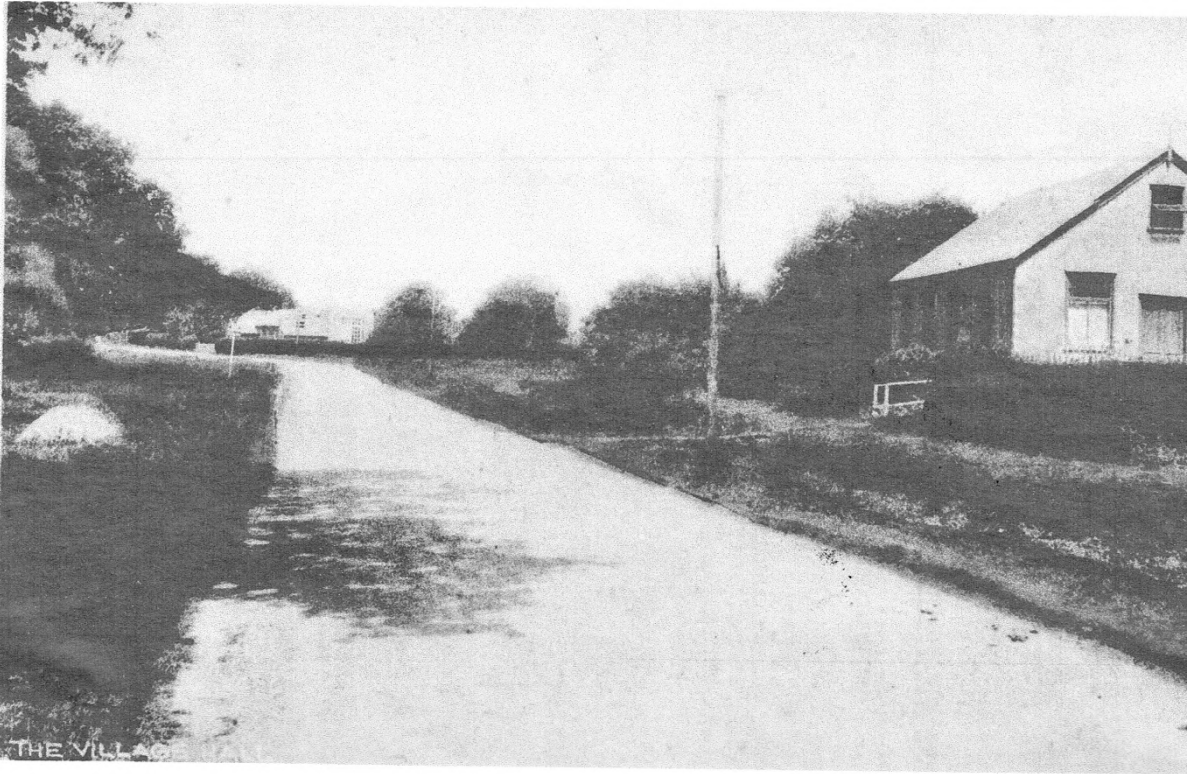
During the 1st World War, Ron served with the Naval Air Service in the Orkneys on the watch for German Submarines and servicing the Rolls Royce engines of the biplanes that searched for them. He also worked in his father's bakery next to the garage which was renown for its cakes and Sussex rolls. He concluded that the village has remained much the same but of course the motor car has made it less remote. Outings would be organised to Littlehampton and other places and spoke of one old lady standing on Billingshurst Station and looking fearfully down the line and when the the train came puffing up it was as much as he could do to stop her taking flight - she'd never seen anything like it before.

Ron passed away on 31st March 1989.

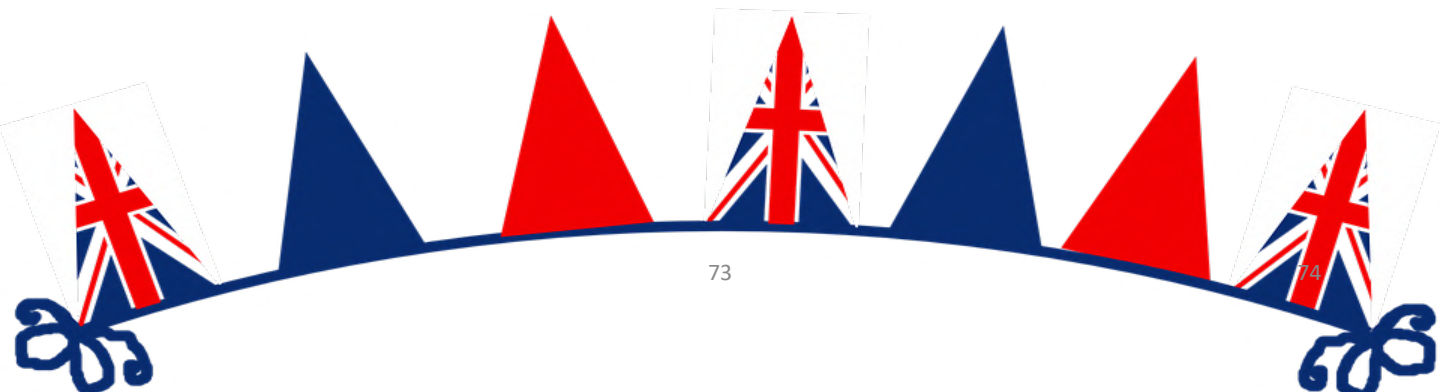




Kirdford Village Hall



During the wartime years, the village hall was very much the heart of the community. On the same site as today, it was much smaller. Jill Morrish comments 'those who remember the size of the hall will remember what a feat it was to get a cast of 40 on the minute stage for the finale. With hardly any room behind the stage, most of the chorus of children were ferried to and from the Vicarage between appearances'. Rev Sidebotham and his wife, keen musicians were at the forefront organising plays and musicals with the the GFS (Girls Friendly Society).

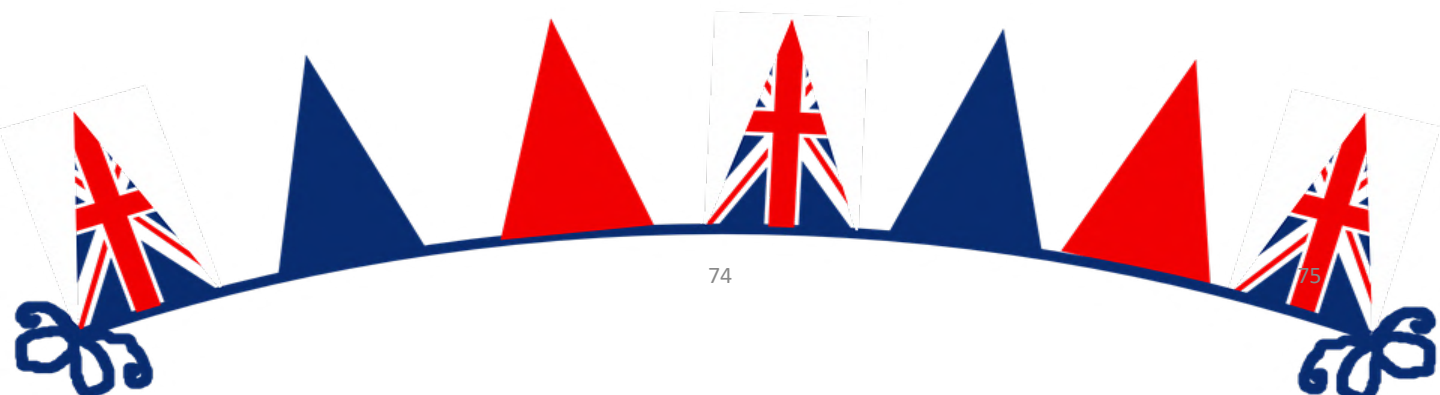




The Friday evening ‘Socials’ were very popular at the village hall. These evenings were a mixture of dancing, games and singing with Rev Sidebotham at the piano. For many of the youngsters, they seldom left the village so these socials and societies like the GFS were great for meeting their needs.

The new Kirdford village hall was opened in 1953. A report in the West Sussex Gazette states:-

‘Sir Edward Howarth who presided over the ceremony said the idea of the new hall had begun eight years previously. A committee had been set up to raise funds, and had raised £4536 from some 70 people. The original plans had been to provide a hall and pavilion on the new recreation ground, North of the Church on land given by Mr Murrell. Before anything effective could be done, the Government had withdrawn the grants for village halls and stopped allowing building licences for them.’

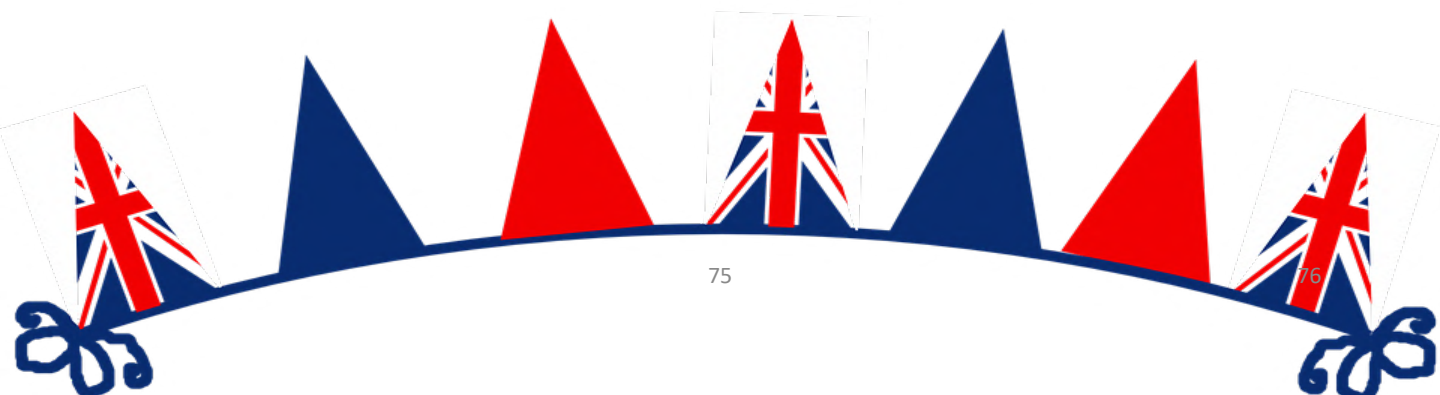




A further article stated:-

With rising building costs the committee had to modify plans, and in the end they gave up the idea of combining it with the pavilion at the east end of the village, as with the building of the new council houses on Townfield, the whole focus and balance of the village had changed.'

The new hall was built on practically the same site as the original galvanised hut it was replacing. Another local resident Vera Jones recalled the dances during the war 'us Loxwood girls would compete with the Kirdford girls for the Canadian soldiers – the South Saskatchewan's stationed at Barkfold and the Royal Engineers at Brownings'



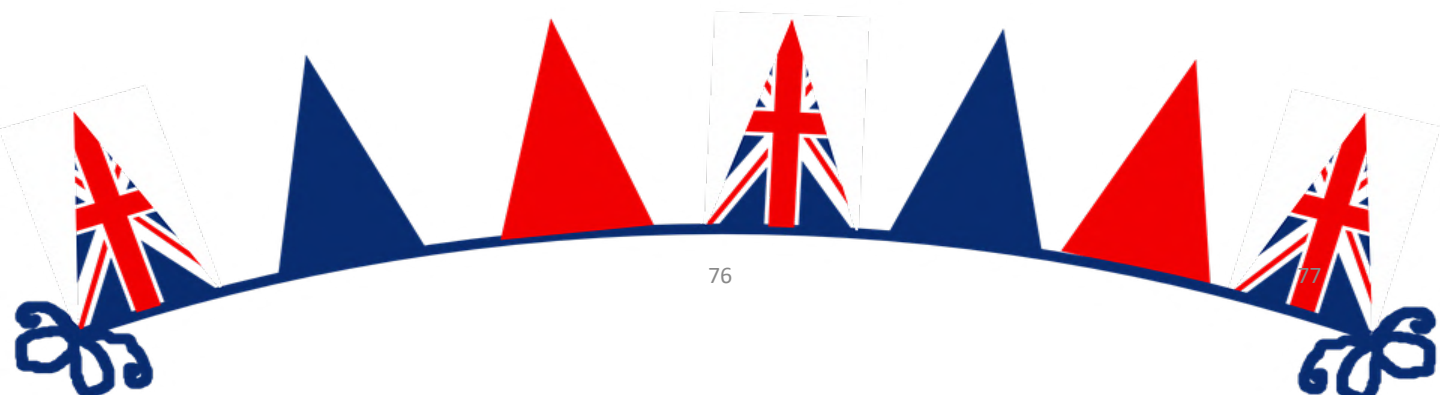


Kirdford Photo Gallery



Farming, of course was and is an integral part of life in Kirdford. After the decline of the glass and iron industries, farming became the main occupation and a great number of the existing farmhouses date from the 1600s. With many farm labourers being called up to the military many young women joined the Women's Land Army.

The Women's Land Army (WLA) was a British civilian organisation created during World War II so women could work in agriculture, reviving a disbanded World War One organisation and replacing men called up to the military. Women who worked for the WLA were commonly known as Land Girls.



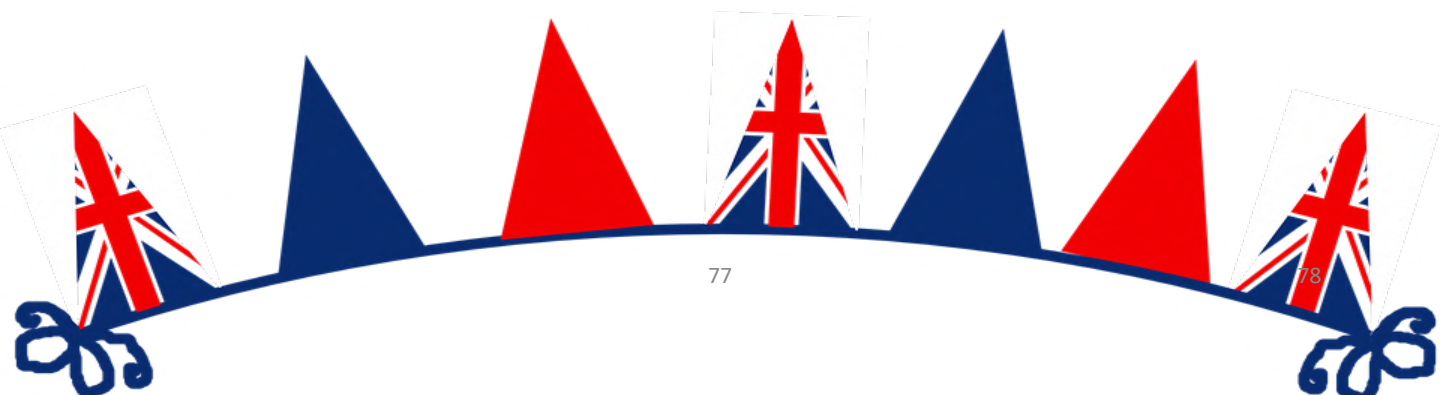


There was minimal training and most women were expected to learn about agricultural work while they were actually doing it. The Land Girls lived either on the farms where they worked, or in hostels. They came from a wide variety of backgrounds, with more than one third from London and other large cities.

The Women's Land Army was established in January 1917 to help increase the amount of food grown within Britain. It was wound up in 1919, and then re-established shortly before the outbreak of the Second World War, in June 1939. It was finally disbanded in 1950.

The Land Girls did a wide range of jobs, including milking cows, lambing, managing poultry, ploughing, gathering crops, digging ditches, catching rats and carrying out farm maintenance work. Some 6,000 women worked in the Timber Corps, chopping down trees and running sawmills.

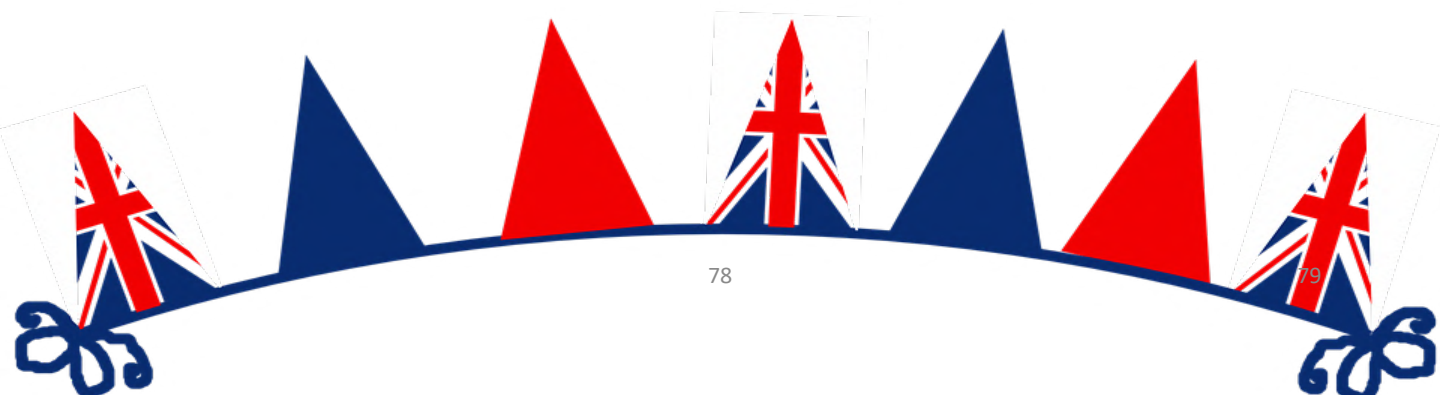
Land girls were paid directly by the farmers who employed them. The minimum wage was 28s per week and from this, 14s was deducted for board and lodging. The average wage for male agricultural workers was 38s per week.





Rogation procession 1944. Photograph by George Garland

This picture taken in 1944, shows the rogation ceremony taking place. A common feature of Rogation days in former times was the ceremony of beating the bounds, in which a procession of parishioners, led by the minister, churchwarden, and choirboys, would proceed around the boundary of their parish and pray for its protection in the forthcoming year.

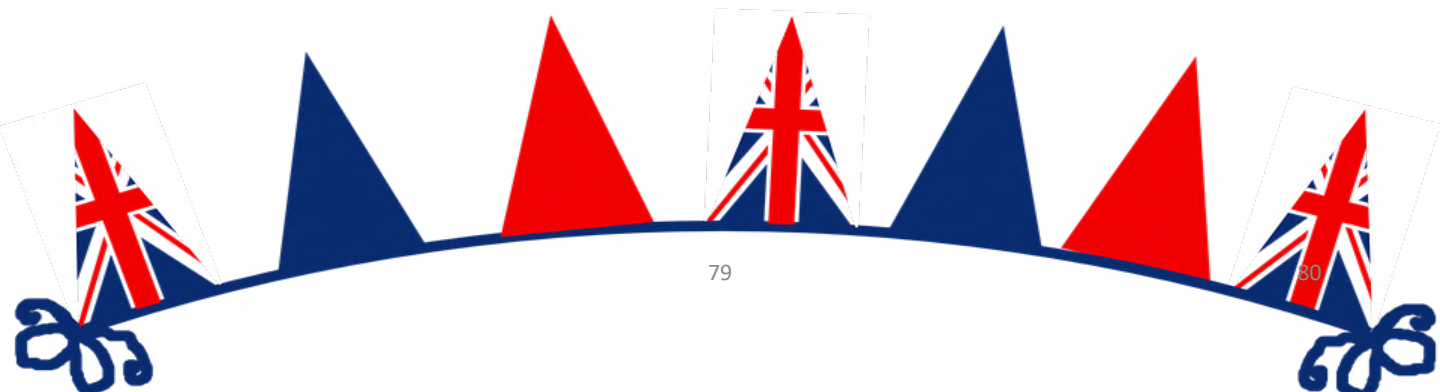




A wartime wedding taking place at St John the Baptist Church Kirdford followed by the Reception at the Village Hall



No change here, flooding of the River Kird still an issue. Pictures from 1939 and 1950.



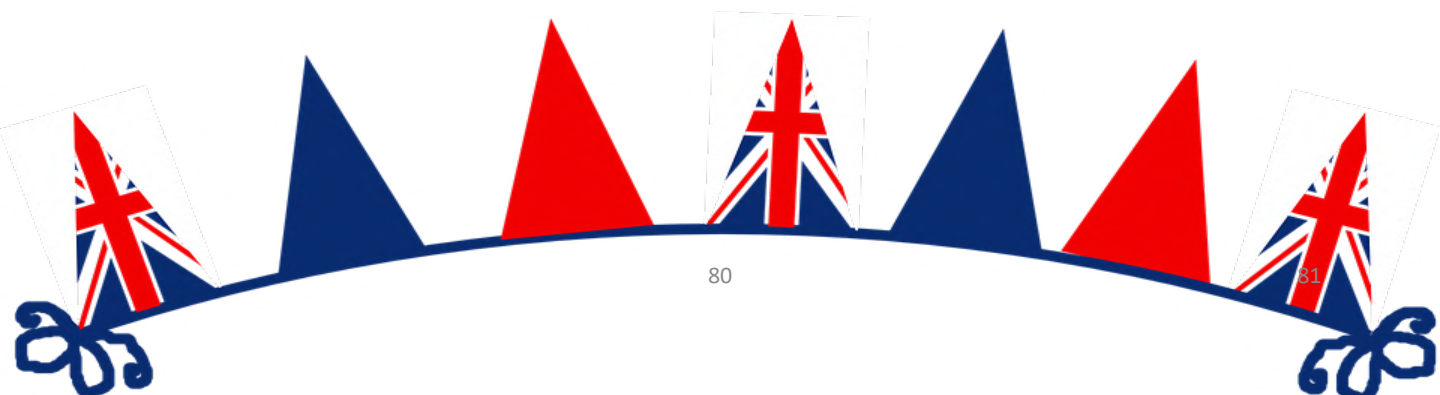


Local people who served in the War

Plaistow, Ifold and Kirdford are extremely grateful to the lots of people across the whole community who served in many different ways during the war, not only in the arm forces but on the Home front on the land, in industry , in medical services, and in keeping the Home Front safe.

The following lists include the information that the History society has been able to glean from Parish News obituaries and files in the boxes of material of local history under our care.

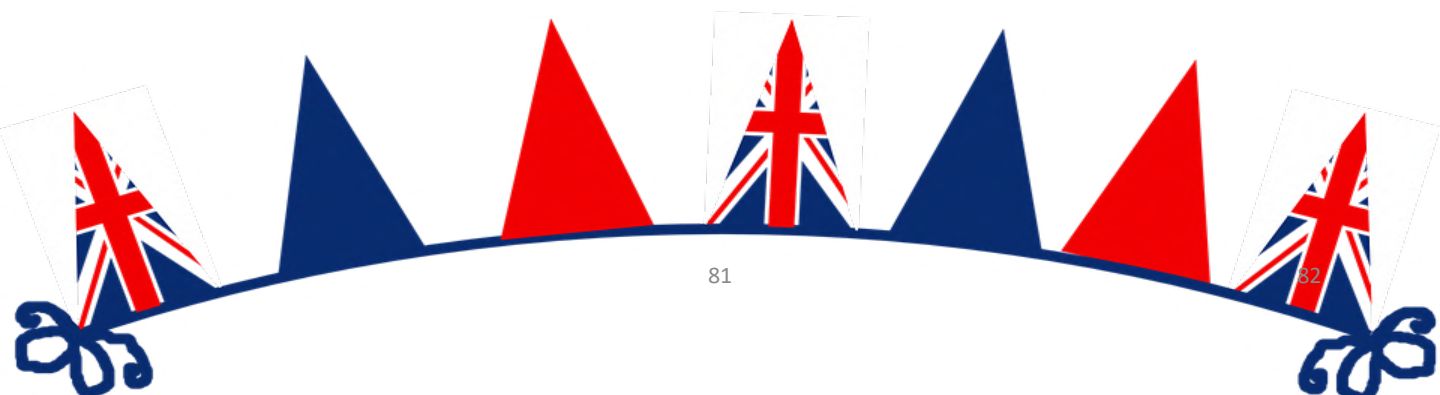
We are aware that this might not be definitive list. If you or anyone that you know has more information on those who served who lived locally, let us know.





THOSE WHO SERVED

NAME	D.O.B / D.O.D	RESIDENCE	SERVICE
Darcy Edwin Thomas Ayling	1919 - 1998	Plaistow – Barkfold Cottages Woodsman	Royal Artillery ‘Desert Rats’ suffered partial hearing loss and a shrapnel injury to his left arm
William(Bill) Knight	1916 - 1998	Plaistow Farm work / woodsman	Bevin Boy Durham
Bertha Harriett Eldridge	1914 - 1999	Loxwood / Kirdford	Admiralty
Grace Eileen Wooldridge	1920 - 1994	Plaistow	Nanhurst, Cranleigh children’s home for evacuated children. Land Army on Secrets Farm Milford.
James William ‘Eddie’ Fox	1917 - 1994	London / Corner shop in Plaistow / Ifold	Enlisted 1940, took part in Normandy landings as dispatch rider and was captured St Valerie. Force marched across Germany to Silesia and then spent rest of war as P.O.W. In Poland. Escaped 1945 and found by allied forces hiding in an underground pipe.
Charlie Chalcraft	1916 - 1991	Plaistow	Royal Engineers
Bill Pratt	Died 1996	Devon / Kirdford Railways	RAF
Frank Pullen	1916 - 1995	Bedham / Kirdford Timber throwing, chicken farm, Carter Bros	Royal Sussex Regiment saw service in France (Dunkirk evacuation) Egypt, North and South Africa, Germany, later transferring to the Tank Corps.
Paul William Rickards	1915 - 1997	Cheshire / retired Forge Cottage Kirdford. Management Consultant	Royal Navy – M.T.Bs in Med and the North Sea – sunk 4 times
Margery Keogh Murphy	1906 - 1994	Kirdford Councillor Deputy Lieutenant of the county	Billeting Officer in Petworth. Foundation of Petworth Cottage Nursing and Convalescent Home.
Archibald Henry George Moorey	1917 - 1989	Kirdford Costrong Farm / timber business	14 th Army In Far East - - a Burma Star veteran

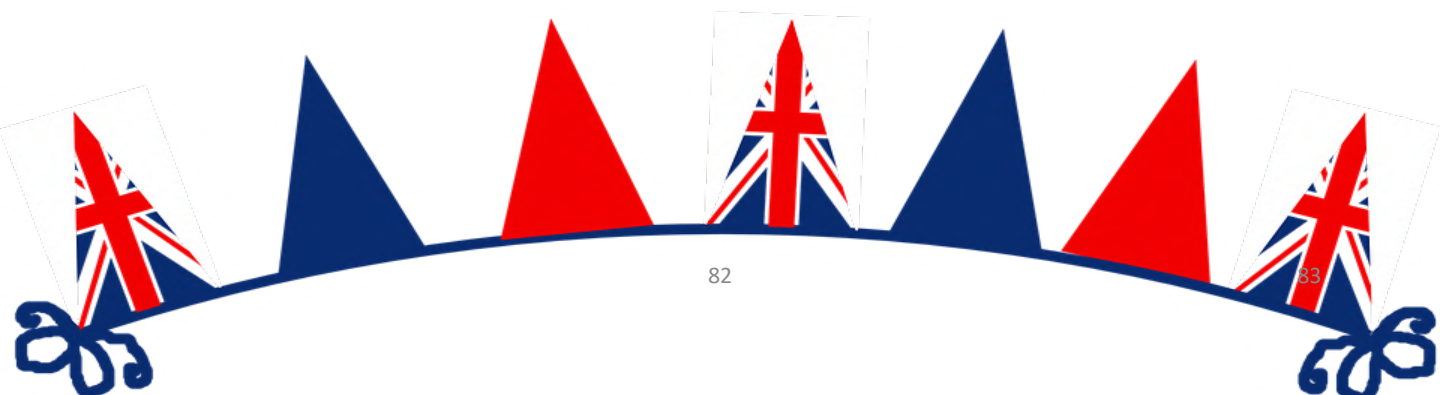




THOSE WHO SERVED

Joan Thatcher	1922 - 2003	Plaistow	WRAF — trained in catering
Ernie Thatcher		Plaistow	Royal Navy
Margaret Rosemary Florence Hearn	1914 - 2006	Plaistow – Springers / Quennells Farm	Red Cross nurse looking after injured soldiers in Leatherhead
Harold Tanner	Died 2003	Oxfordshire / Kirdford Lorry driver	Army. His wife Ann was in ATS which is where they met
Thomas Donald Lucey	1922 - 2004	Retired Plaistow Test pilot for Hawker Siddeley flying sea Hawks, Comet, Hunter, Canberra Lighting	Fleet Air Arm. Pilot training Canada served on carriers seeing action at Salerno and landings in Italy. Escort duty of Russian convoys where he was shot down and spent 2hrs in dinghy in the Arctic. Air cover at D day landings. Mentioned in Dispatches for Distinguished Service.
Ernest Arthur Francis Camp	1918 - 2006	Ebernoe Cobbler	RAF
Mary Rickards	1917 - 2005	Prestwich, Kirdford	Red Cross Nurse
Charles Henry Cooper	1922 - 2002	Plaistow	Royal Army Service Corp based in Middle East.
Ann Sarah Beatrice Tanner	Died 2002	Kirdford	ATS

The table above contains names and details of those who saw service during the war years as mentioned on their memorandum in the Parish News. The list is work in progress and would welcome any additional information.



46

MEN + WOMEN of PLAISTOW who served in WORLD WAR II

Bunnington Jack	Bunnington, William
Ayling, Darcy	Jones, Joey
Ayling, Cecil	Jones, Guy
Ayling, Kenneth	Jones, Leslie
Barnard, Sylvia	Lintott, Leonard
Buss, Robert	Luttmann Johnson, Peter
Cooper, Eric	Manners, Margaret
Cooper, Gordon	Mitchell, Thomas
Cooper, Charles	Piper, Douglas
Chalcraft, William	Piper, Wilfred
Chalcraft, Charles	Pestett, Ronald
Camp, Ernest	Pestett, Reginald
Durrant, Joan	Pestett, Ruth
Durrant, Alfred	Penfold, Harold
Derby, Ian	Phair, Lillian
Greenfield, Reginald	Remnant, Ernest
Greenfield, Alan	Shemeld, Kenneth
Herrington, Harry	Shawcross, Michael
Herrington, Philip	Shawcross, Joan
Hawkins, Norah	Verner, G.R. (Tim)
Hill, Joyce	Verner, Godfrey
Holmwood, John Somers	Winchester, Eric
Holmwood, Patrick	Wood, Susan
Hope, Maurice Webley	

Harry Herrington, Killed in Action, Feb 17th 1945

Joey Jones, Killed on Active Service, April 30th 1944

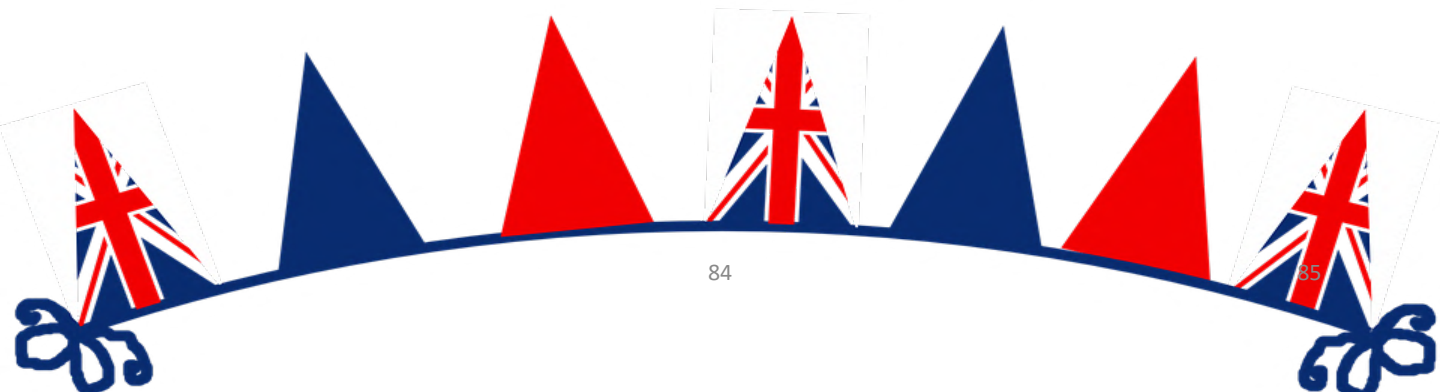


60

PLAISTOW FIRE BRIGADE .
YEAR 1939 - 1945 . EMERGENCY SERVICE

Buss , R }
Blackman , W } Boys .
Blackman , J
Dumant , A.
Herrington , Ray
Loader , J
Knight , J
Pacey , W
Penfold , H
Thompson , W
Waters , W
Wooldridge , A.F.

Moulant , W.H.





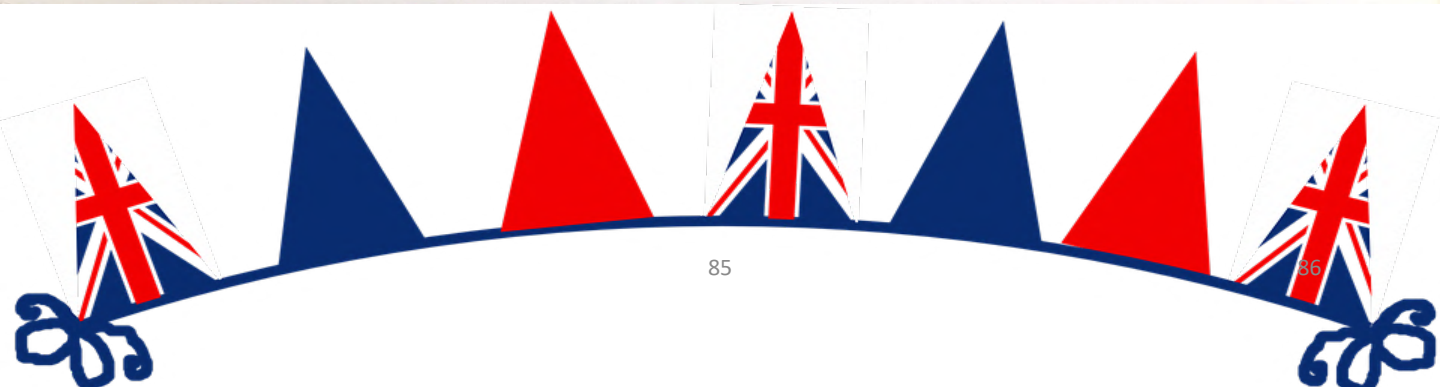
70

Plaistow Red Cross Section

Formed in the year 1938
Disbanded in 1946

Gooper Mrs Daisy
Gooper Mrs Arthur
Durrant Mrs Stephen
Durrant Mrs Gladys
Herrington Mrs Reg.
Herrington Mrs Ray
Lady Hope
Horsman Mrs E
Toule Mrs Frank
Smith Miss Edna
Verner Mrs G.R.

H.M. Horsman
1947





63

Plaistow A.R.P.

Just prior to the Munich crisis in 1938, Plaistow in common with all other towns and villages in the country, formed its section of Air Raid Wardens the personnel being:-

Senior Warden...C.R.Verner Esq.

Second Warden...E.F.Horsman Esq.

Warden.....Eddie Cooper Esq.

Warden.....D'arcy Ayling Esq.

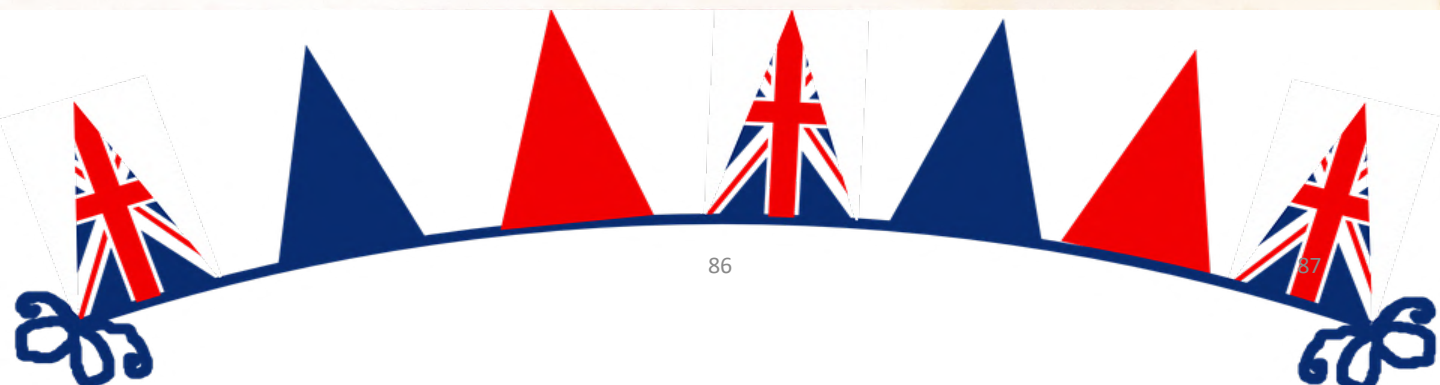
They received training and instruction in Air Raid and Anti-Gas precautions, and were awarded certificates of proficiency.

Several incidents occurred in the district, e.g.

Attention to deceased crew of German bomber brought down in Mitchel Park. Collection of Barrage Balloon in Kings Park.

Attendance at Lake Cottage, Shillinglee after 12 H.E. bombs had fallen in the near vicinity. Attention to crew of Lancaster which crashed at Wild Barkfold, all the crew baled out and were located with the exception of the rear gunner, his body was found in Kings Park 12 months later. Mr E.Horsman was appointed Head Warden on Mr Verner's retirement, Mr Cooper rising to second warden.

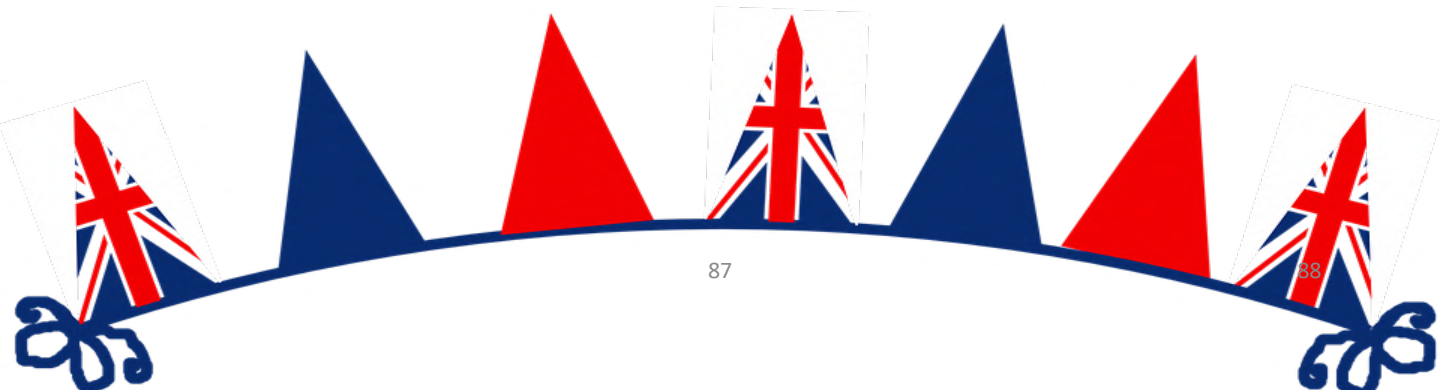
About 30 bomb craters were located and reported, also 4 unexploded H.E. bombs were located and reported to the bomb disposal squad who dealt with them without damage.





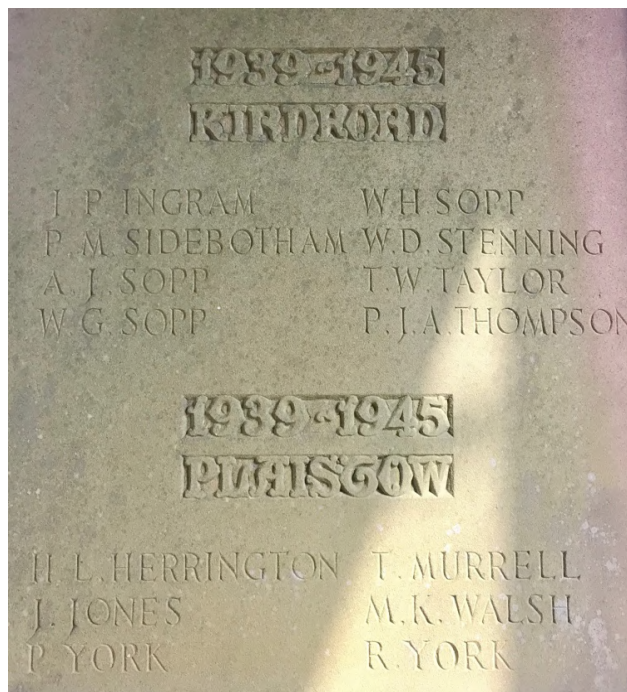
The War Memorial – St John the Baptist Church – Kirdford

In 1950 the Lychgate and War Memorial were erected partly using old timbers from the parish. Only days before her death Rev Pauline Lucas explained to me how often in rural villages the war memorials are placed in lychgates rather than as civic memorials as there was a sense of wanting to be reunited with their lost loved ones when passing through the gate. The purpose of the lychgate is traditionally a place where the coffin can shelter before entering their final resting place.

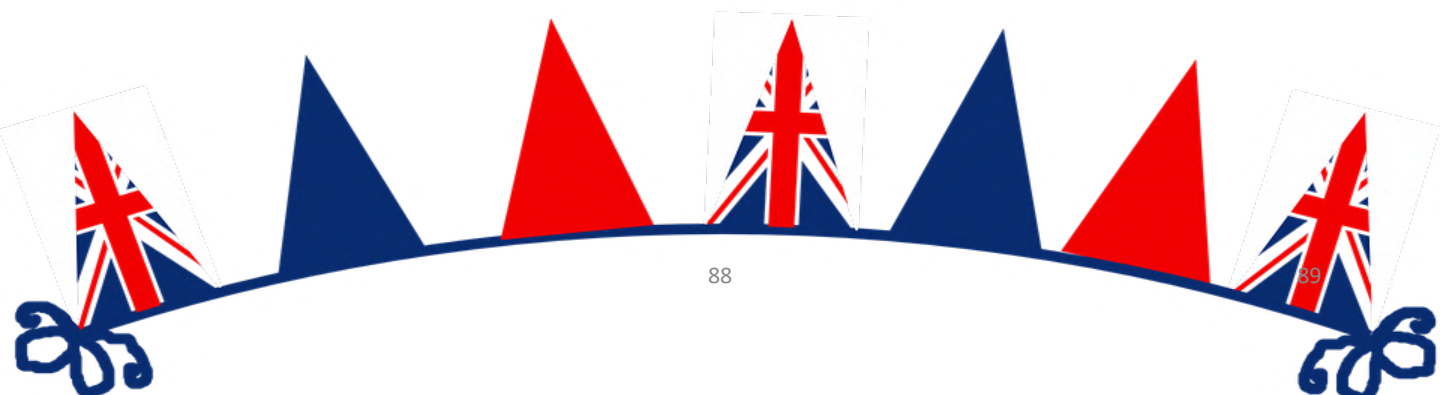




In 2018 as part of the 100th Anniversary celebrations of the end of the First World War an exhibition was held and included was a display of those who had fallen from the community. On 8th May 2020 we are celebrating the 75th Anniversary of the end of the Second World War. In this file you will find a brief history of each of the fallen from our Parish who gave their lives during the Second World War and are named on the war memorial.



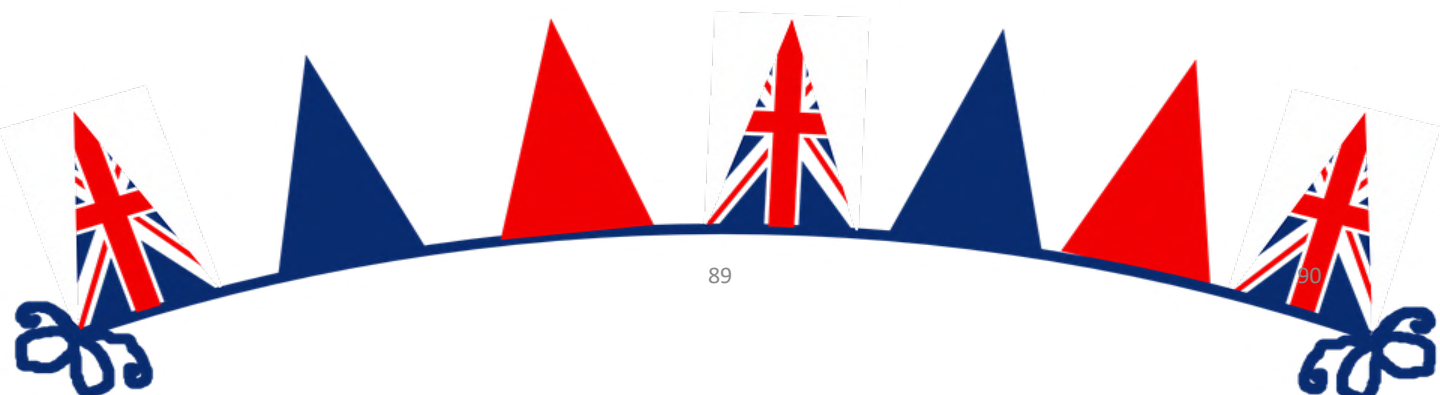
The Local History Society has based their research on what is available on public domains and within the restraints of the current lockdown. Every effort has been made to ensure the accuracy of the information published. If you wish to add or have any comments the Society would be very pleased to hear from you. Our research is ongoing and would welcome the opportunity to extend our findings.





Below is the name of those on the memorial and/or buried in the cemetery:

PARISH	NAME	DEATH	PAGE
Kirdford	John Paton Ingram	10 th March 1943 age 19	91
Kirdford	Peter Maurice Sidebotham	8 th November 1944 age 21	95
Kirdford	Arthur James Sopp	16 th April 1940 age 27	101
Kirdford	William George Sopp	6 th August 1944 age 33	101
Kirdford	Wilfred Henry Sopp	19 th March 1939 age 24	101
Kirdford	William Douglas Stenning	12 th November 1944 age 26	107
Kirdford	Thomas Walter Taylor	22 nd November 1941 age 28	111
Kirdford	Peter Jon Alfred Thompson	13 th May 1941 age 20	115
Plaistow	Harry Leslie Herrington	17 th February 1945 age 19	121
Plaistow	Joseph Jones	30 th April 1944 age 24	126
Plaistow	Thomas James Murrell	25 th October 1943 age 30	131
Plaistow	Malcolm Kennedy Walsh	9 th June 1944 age 23	135
Plaistow	Pierson York	9 th September 1944 age 21	141
Plaistow	Walter Reginald Victor York	1 st June 1941 age 23	141
Porthcawl	John Llewellyn Griffith	24 th July 1944 age 26	146





In Memory of
Sergeant

John Paton Ingram

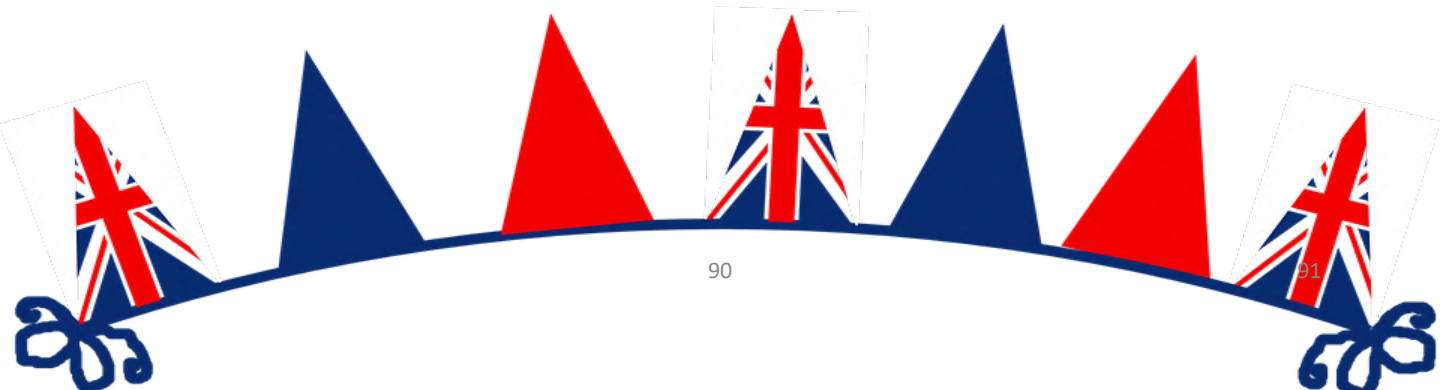
1388776, Royal Air Force Volunteer Reserve who died on 10 March 1943 Age 19

Son of H. A. and Gwendoline Ingram, of Kirdford, Sussex.

Remembered with Honour
Runnymede Memorial



Commemorated in perpetuity by
the Commonwealth War Graves Commission

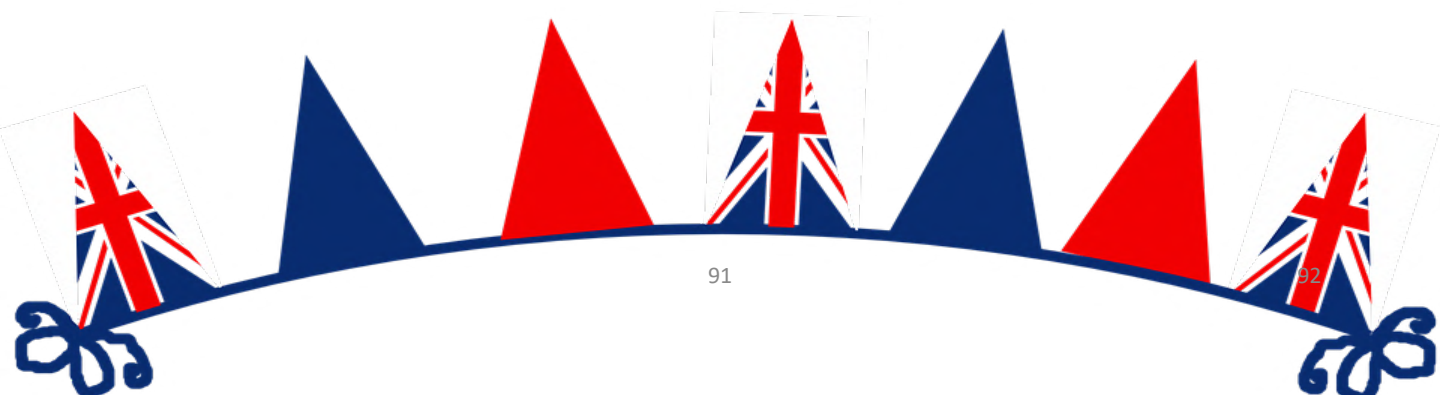
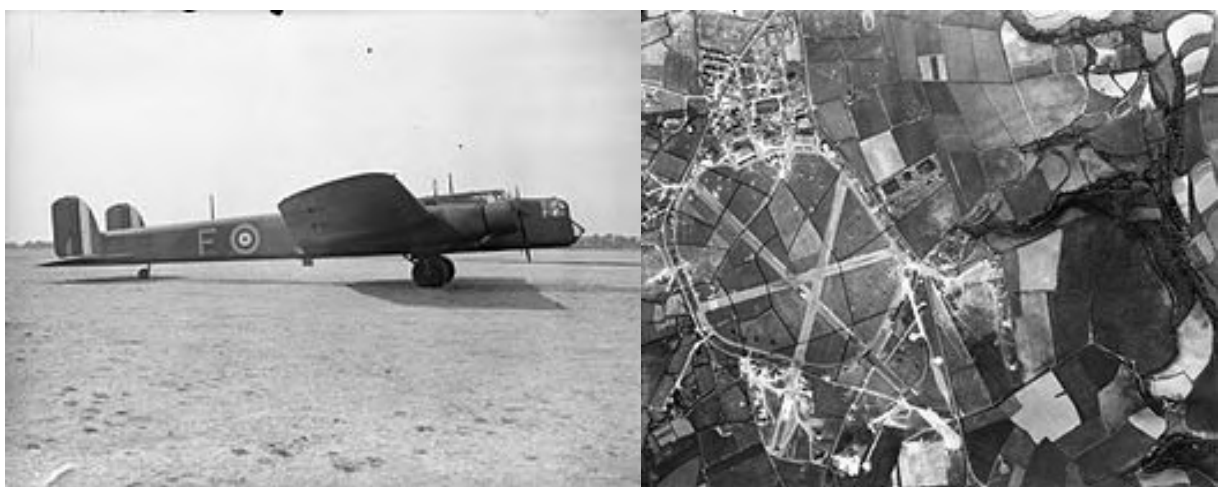




John Paton Ingram was born 30th March 1923 at Helford Cottage, Thames Ditton, Surrey. He was the only child of Herbert Alfred Ingram and Gwendoline Emily Taunton Ingram nee Pegler

His father was a bank clerk and John spent his early childhood in Thames Ditton. By 1939 his father had retired and they had moved to Kirdford. The 1939 register has the family living at Message Cottage, Plaistow Road, Kirdford near the Great Common. John was still at school at this time.

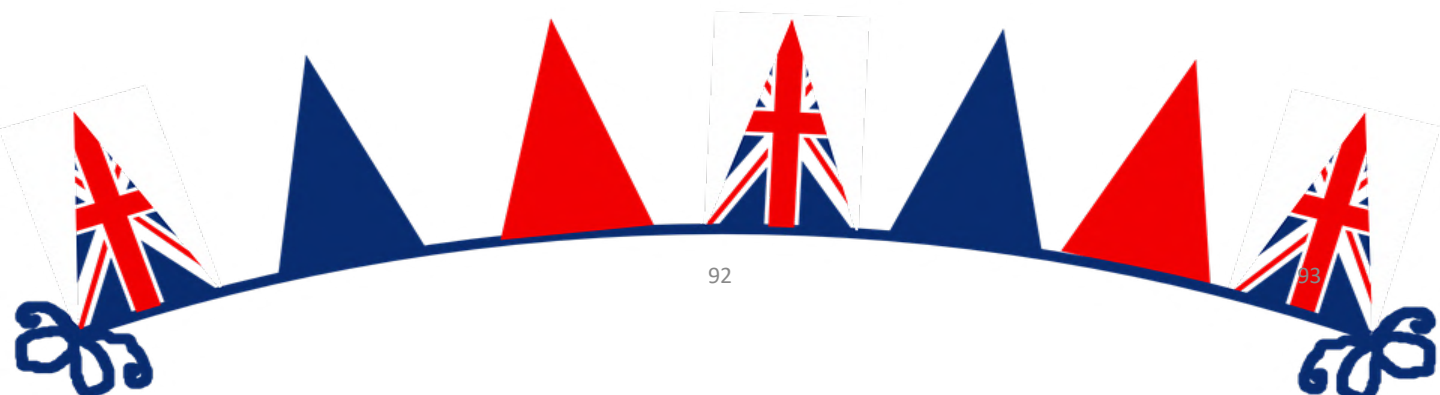
John Paton Ingram enlisted into the RAFVR, joining No 10 Operational Training Unit which had been formed 8th April 1940 and was based at RAF Abingdon. The unit was part of No 8 Bomber Command and was flying Armstrong Whitworth Whitley's to train night bomber crews.





During 1942 10 OTU took control of an anti-submarine flight detached to St Eval and was transferred to No 91 Group. St Eval was a strategic RAF station in Cornwall for Coastal Command. It's primary role was to provide ant-submarine and anti-shipping patrols off the southwest coast. The base was also used for photographic reconnaissance, meteorological flights, convoy patrols and Air Sea Rescue.

On the 10th March 1943 Sergeant Ingram and his crew took off from St Eval onboard Whitley V BD202. It was daytime and they were on a standard anti-submarine patrol. The airbase received an SOS, an indication that enemy aircraft had been spotted. Nothing further was heard. Later it was confirmed his aircraft had been shot down by Lieutenant Dieter Meister of 15/KG 40 flying a JU 88 C twin-engine fighter at 1215hrs. It was his 5th kill. Sergeant Ingram and his crew were reported missing and their bodies were never recovered.



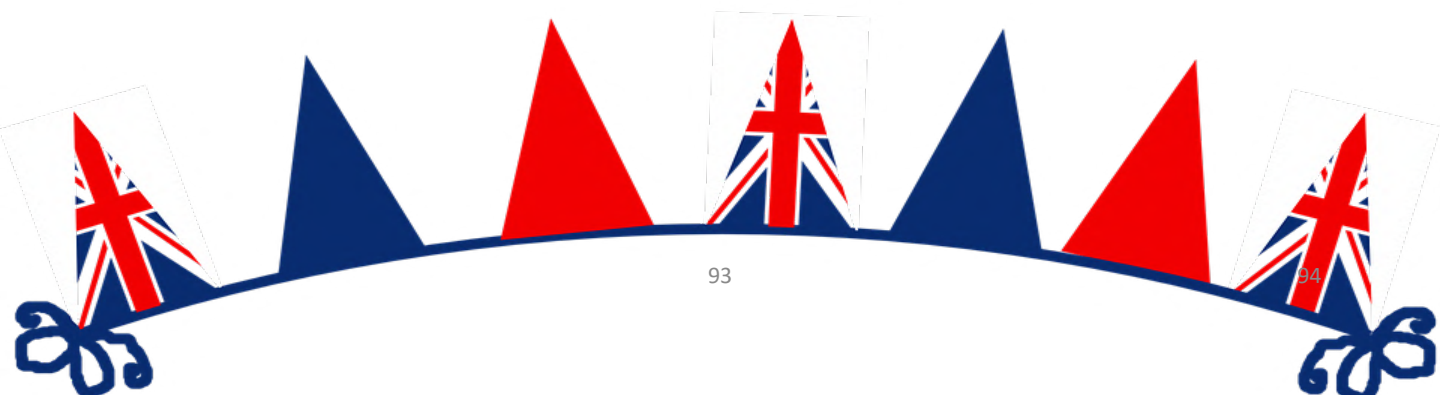


The crew are listed as follows and are commemorated at Runnymede Memorial, Egham, Surrey. :-

- John Paton Ingram- Sgt – Pilot age 19
- Robert Marriott – F/Officer – Air Gunner age unknown
- William Mills – Sgt - Air Gunner age 21
- Jack Mitchell – Sgt – Wireless Operator age 24
- James Edward Woollam – Sgt - Navigator age 20
- William Stanley Young – Sgt – Air Gunner age unknown

Following the death of their only child, Herbert Alfred and Gwendoline Ingram resided at Message Cottage, Kirdford until their deaths in 1952 and 1977 respectively.

Source:Ancestry.co.uk, CWGC , RAF Commands, International Bomber Command Centre, Wikipedia, Forces War Records.co.uk



In Memory of
Sub-Lieutenant

Peter Maurice Sidebotham

H.M.M.L. 916, Royal Naval Volunteer Reserve who died on 08 November 1944 Age 21

Son of the Revd. Edward Maurice Sidebotham and Evelyn Rose Sidebotham, of Kirdford, Billingshurst, Sussex; husband of Pauline Muriel Sidebotham, of Dormans Land, Surrey.

Remembered with Honour
Portsmouth Naval Memorial



Commemorated in perpetuity by
the Commonwealth War Graves Commission



Peter Maurice Sidebotham was born in 1923 the eldest son of Rev Edward Maurice Sidebotham and Evelyn Rose Sidebotham nee Budd. Although Peter was born in Sussex, the family's roots were in Cheshire. His Grandfather had been M.P. For Hyde where the family had been at the forefront of the cotton trade.

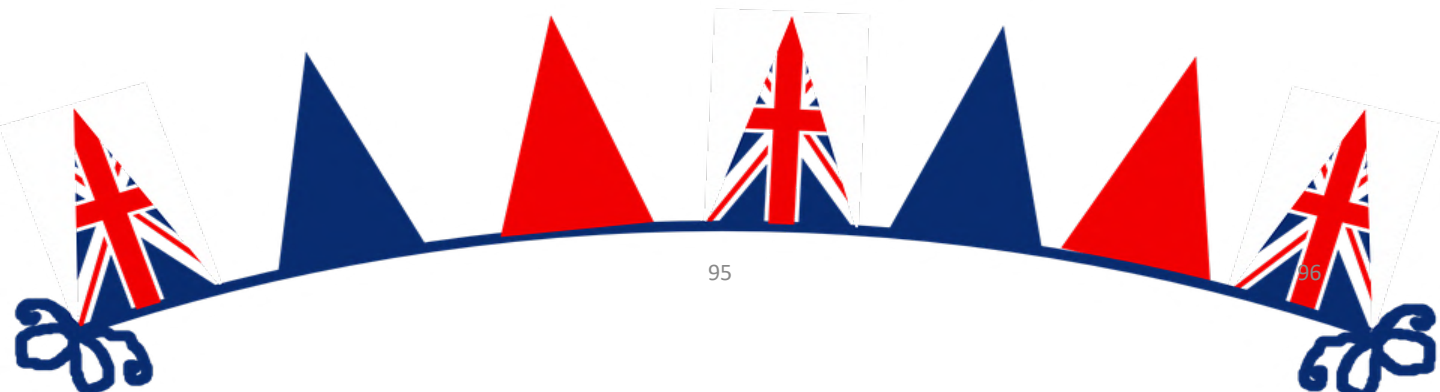
The family moved to Kirdford in 1938, his father becoming vicar, having been priest in charge at St Peter's Crawley. His father had served as an officer in the First World War with the Cheshire Regiment before spending ten years dairy farming in Ifield.



Vicar with Mr Thompson's van - by George Garland

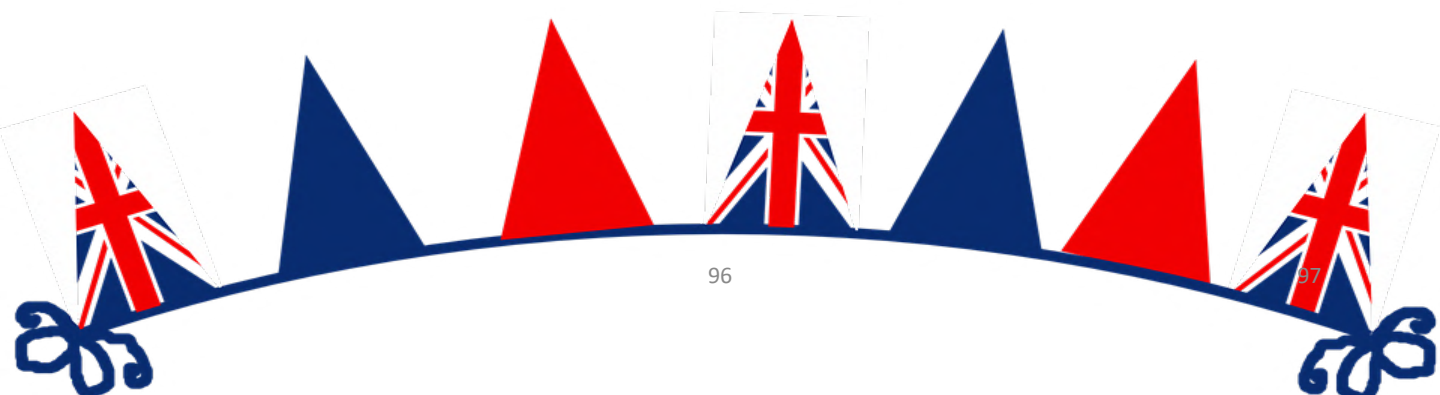


GFS Picture. Photograph by George Garland





His father, Rev Edward Maurice Sidebotham was a key figure in the community during the war years. His daughter Jill, recalls in Janet Austin's book how they used to keep cows on the land adjoining the Vicarage. On one occasion, it was reported to her father that the cows seemed very peculiar and were staggering around and could hardly stand up. When the vet asked where the cows had been grazing it soon transpired they had been grazing in a field next to the Kirdford Growers and had put their heads through the wire and gorged themselves on a pile of rotten apples. She reckoned they had a hangover for about three days. Peter sent the story up to the national newspapers and even reached the 8th Army in North Africa, where one of the Plaistow lads was serving, who sent the cutting home. She also noted that her father purchased a horse and trap and did most of his visiting on horseback or using the trap. Additionally, he collected the newspapers from the station every morning for Mr Thompson and helped with deliveries to the outlying areas of the parish.



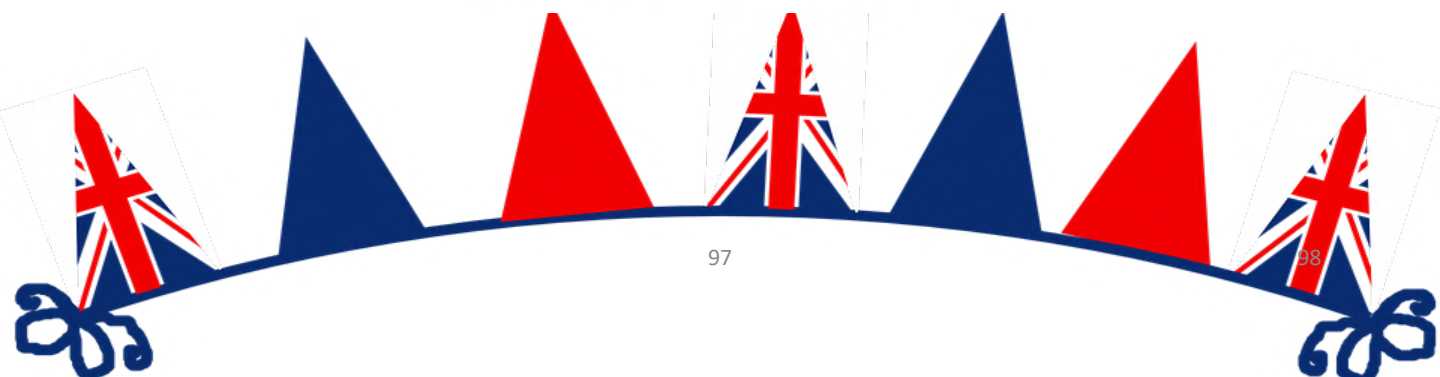


He was also a talented musician organising many Friday evening socials at the village hall cantered around the Rev at the piano. Jill also recalls how Mother started a Girls' Friendly Society which was very popular. Many shows and plays were put on including a Pantomime called 'The Babes in Bedham Woods' which had been written by a friend of her father and her parents had written all the songs. During the early war years like many in the village they had evacuees and they also took in some Jewish refugees from Danzig before they were able to resettle in America.

Peter Maurice Sidebotham joined the R.N.V.R as a Sub-Lieutenant. He was assigned to ML916, a Fairmile 'B' Motor launch part of the 19th ML Minesweeping Flotilla in September 1944 when it was commissioned. Before joining the ship he had married Pauline M Cooke in the July.



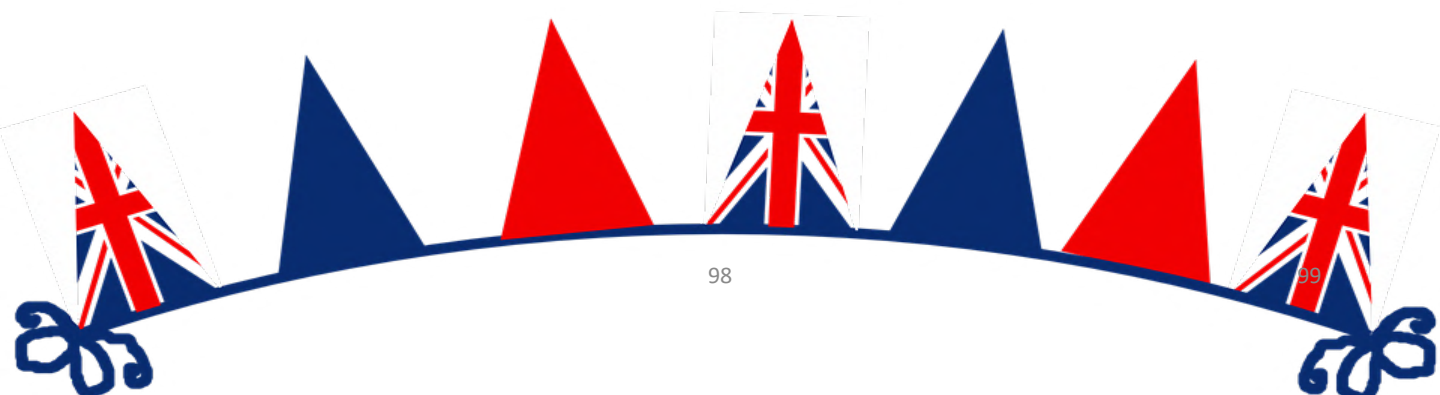
Wedding Celebrations July, 1944
From left to right, Mr and Mrs Thompson (from the shop) who were celebrating their Silver Wedding: Rev Sidebotham, Peter and Pauline Sidebotham, who had been married a week. Mr and Mrs Tear from Little Slifehurst celebrating their Silver Wedding. The couple who are seated were Mr and Mrs Enticknap who were celebrating their Golden Wedding.





Following the D Day landings, Allied forces had progressed through Belgium and into Belgium liberating Antwerp on the 4th September. With allied supply lines badly stretched it was vital to open the port of Antwerp to shipping but the approaches had been heavily mined and guarded to the north by the fortified island of Walcheren. On 1st November Operation Infatuate began with forces being landed using the coastal forces flotillas. Once the guns on Walcheren had been silenced Operation Calendar began to clear the 1700 mines of differing types that had been lain in the mouth of the Schelde and further 600 in the estuary. The 19th ML Minesweeping Flotilla had moved up from Ostend in late October to join Operation Calendar and commence clearing mines in the estuary.

On the 8th November 1944 the flotilla left Antwerp and headed towards Terneuzen and had just commenced their sweeping when Sub Lieutenant Sidebotham's launch ML916 was struck by an acoustic mine, likely triggered by another launch who was laying a smoke screen. The whole launch was blown in the air and disintegrated immediately leaving its C.O Lt McPherson and one other as the only survivors, the remaining 19 crew members died. Sub Lieutenant Peter Maurice Sidebotham's body was never recovered he was 21.

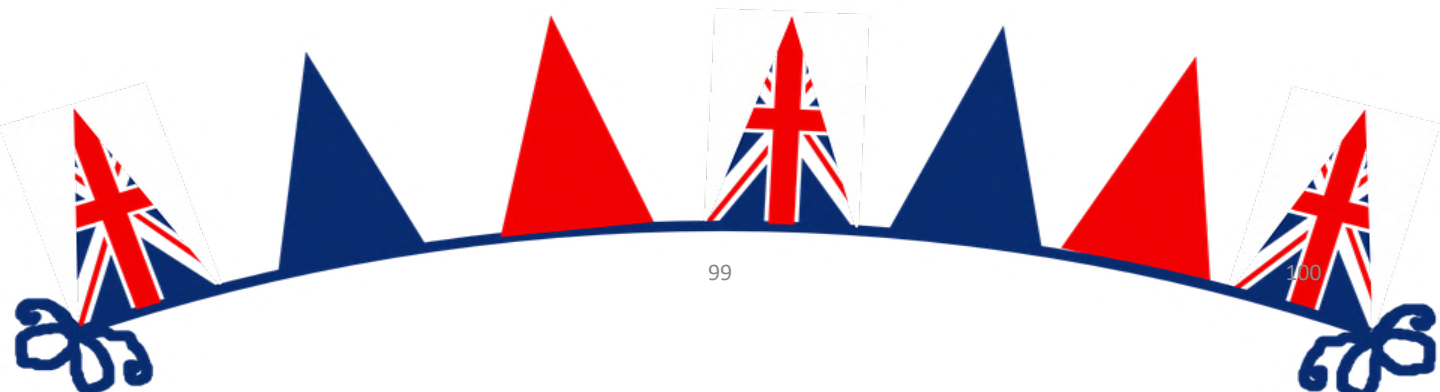




He is remembered at Portsmouth Naval Memorial and Bergen op Zoom where 4 of the crew are buried



Sub-Lieutenant Peter Maurice Sidebotham, lost





In Memory of
Royal Marine
Wilfred Henry Sopp
Died 19th March 1939 Malta
Age 24

In Memory of
Lance Corporal
Arthur James Sopp

6396620, 2nd Bn., Royal Sussex Regiment who died on 16 April 1940 Age 27

Son of William George and Ethel Lily Sopp, of Kirdford, Sussex.

Remembered with Honour
Bath (Haycombe) Cemetery



In Memory of
Lance Corporal
William George Sopp

6396602, 7th Bn., Hampshire Regiment who died on 06 August 1944 Age 33

Son of William George and Ethel Lily Sopp; husband of Winifred Frances Sopp, of Kirdford, Su-

Remembered with Honour
Hottot-Les-Bagues War Cemetery

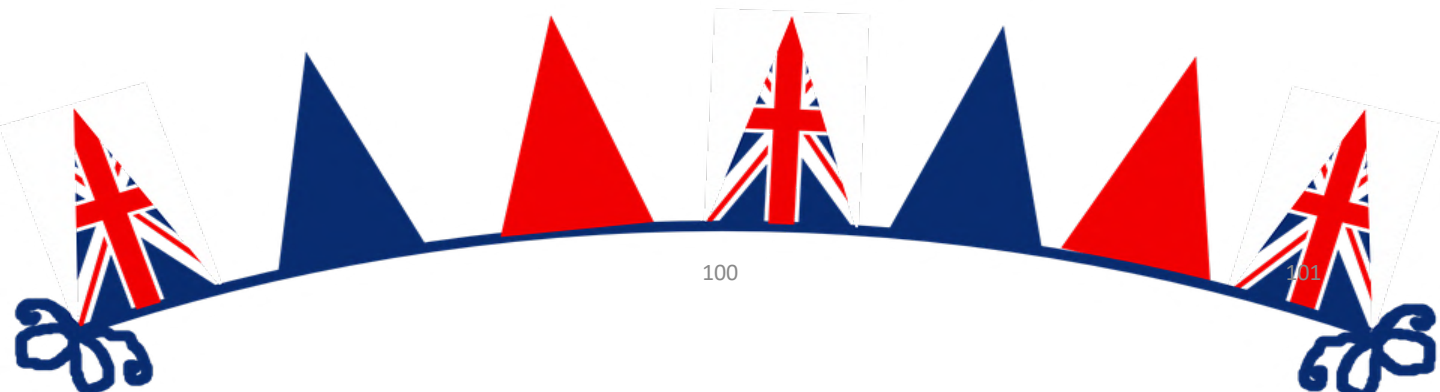


Commemorated in perpetuity by
the Commonwealth War Graves Commission



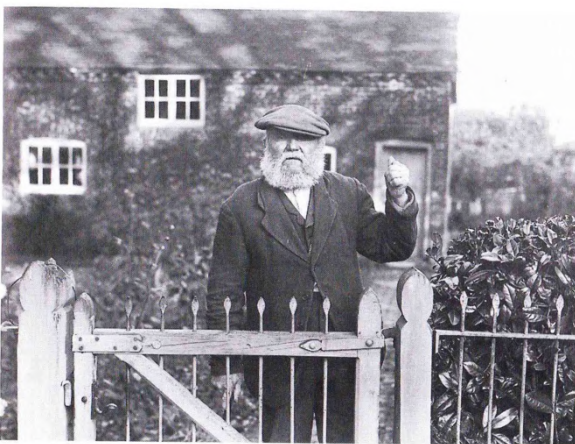
Commemorated in perpetuity by
the Commonwealth War Graves Commission

PIC COLLAGE





William George Sopp married Ethel Lilie Stemp in 1907 in Kirdford. Both the Sopp and Stemp families have lived in the parish for many generations. Like many local residents, William George was a farm labourer, Ethel Lilie's father Ephraim was the village carrier living at Black Bear

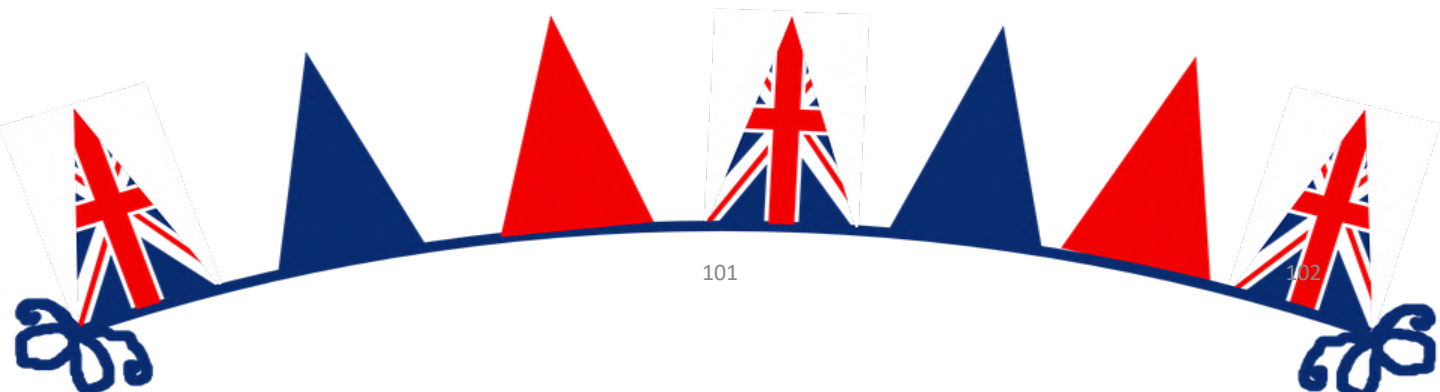


Mr Sopp of Kirdford by George Garland 1934



*Stemp, the Carrier, outside the Half Moon early this century
The group consists Ephraim Stemp on the right of the picture and his son Bill Stemp on the left. The young boy is Fred Elliott who is standing next to his father Strike Elliott.*

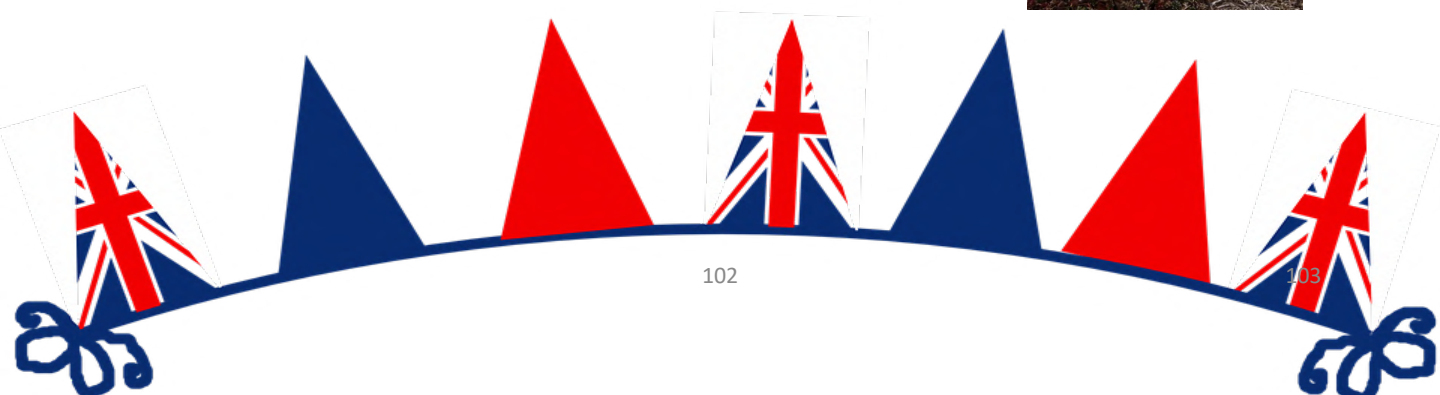
In 1911 William George and Ethel were living at Staple Hill, he was working locally as a carter/horseman and their first child William George was 3 months old. They went on to have a large family, Arthur James was born in 1912 and Wilfred Henry in 1915. Their youngest child Alice was born in 1929. By 1939, they had moved to Bridgefoot Cottage along with the younger children. The youngest child Alice recalls collecting water using a yoke for two buckets from the river.





The three eldest boys had joined the military and tragedy had already struck the family. Wilfred Henry had joined the Royal Marines at Portsmouth and was serving onboard H.M.S. Penelope nicknamed Pepperpot, an Arethusa Class Light Cruiser which had been commissioned in 1936. Enroute to Malta with the 3rd Cruiser Squadron, on Sunday 19th March 1939, Wilfred Henry Sopp age 24 accidentally fell overboard and drowned.

Meanwhile, his brother Arthur James had joined the Royal Sussex Regiment, 2nd Battalion. Prior to the war, the 2nd Battalion saw service in Northern Ireland before joining the 4th and 5th Battalion for training in Dorset at the outset of the war. At the beginning of April 1940, the Battalion sailed to Cherbourg from Southampton to join the British Expeditionary Force in the fight for France. Casualty List 182 reports L/Corporal Sopp was dangerously ill following action on the 14th April 1940. An update was made on Casualty List 185 which states he died of his injuries on 16th April 1940. He is buried in Bath (Haycombe) Cemetary .

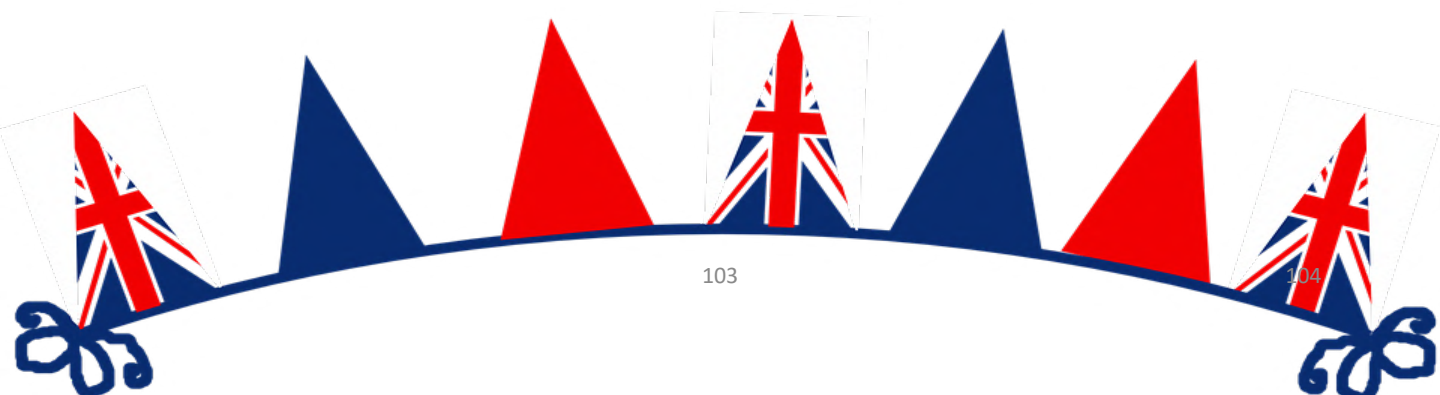




William George Sopp was the eldest child of William George and Ethel Lilie Stemp. In 1934 he married Winifred Francis Herman and soon had a young family. In 1939 the family were living in the village and William George had also joined the Royal Sussex Regiment. By 1944 he was in the 7th Battalion Hampshire Regiment.

On 22th June 1944, 7th Hampshire landed on the Normandy beaches near le Hamel, where 1st Hampshire had landed 16 days earlier.

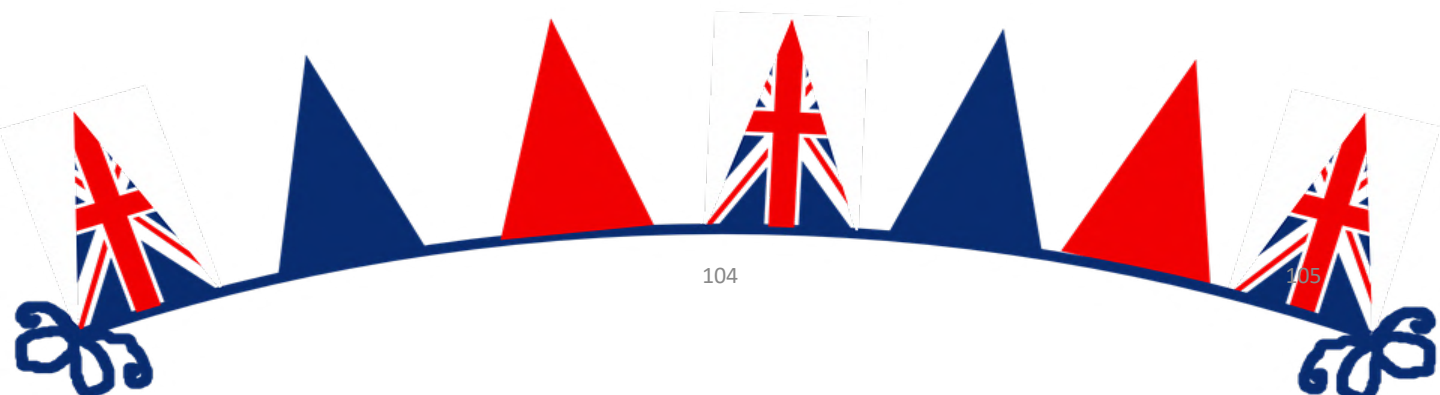
Initially in reserve, but on 10th July they were given the task of capturing and holding the village of Maltot and the woods beyond. This entailed a long advance down a slope with little cover and in full view of the enemy.





7th Hampshire attacked at 8.15am supported by tanks. Advancing towards Maltot, they met fierce opposition and sustained heavy casualties. Part of the Battalion did manage to enter the village where they attempted to secure defensive positions. Unfortunately, they ran into a very strongly defended enemy position with Tiger tanks concealed and dug in on the outskirts of the village. Consequently, the enemy were able to counter attack strongly and the situation for the companies in the village became hopeless. Although help came from reinforcements, they eventually had to withdraw. The casualties suffered were high, 18 officers and 208 Other Ranks were killed, wounded or missing.

7th Hampshire continued in the line and towards the end of July were part of the general operation for the breakout. On 30th July their attack began on the village of Cahagnes, in the difficult close wooded country of the bocage. A night advance to capture the enemy position was unsuccessful but constant pressure was maintained and the enemy withdrew.

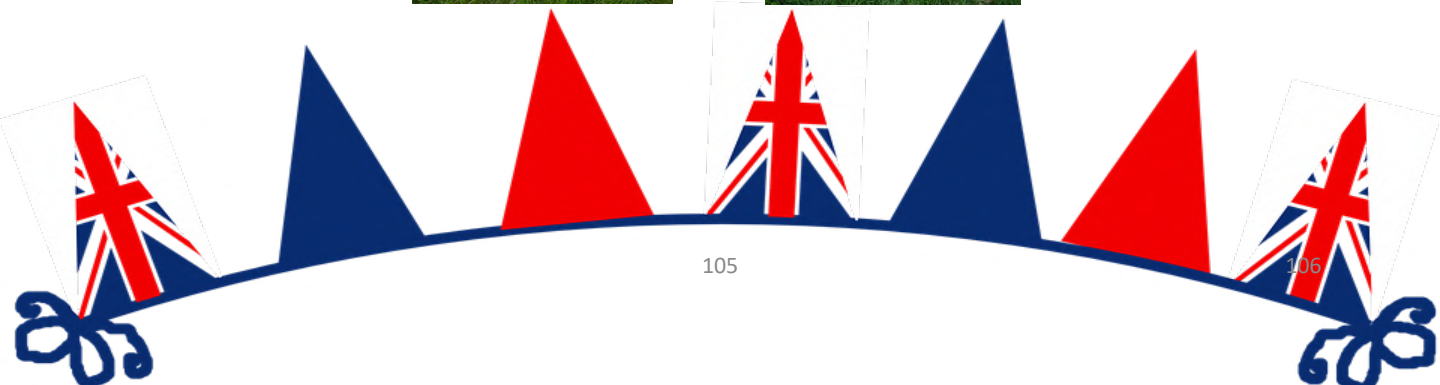




Their next task was a deceptive frontal attack on Mont Pincon. This dominated a large area and it was essential that this feature was taken. . On 2 August, the battalion moved up to Jurques, and after a short stiff fight advanced to "Point 132", close to Mount Pincon. On 6 August, the battalion put in a deceptive attack on Mount Pincon, making a diversion whilst 129th Infantry Brigade made a flank attack. During heavy fighting, 'C' Company incurred many casualties, including all the officers. L/Cpl William George Sopp was killed in action age 33. He is buried at Hottot-Les- Bagues Cemetary

His sister Alice recalls in Janet Austin's book that William George had nicknamed her 'Toots', she had been born early and it looked like she was going to die, George rushed in, in his nightshirt and shouted 'Come on Toots live'. His daughter having learnt of her father's death told her aunt 'always keep the name Toots because Daddy gave it to you'.

William George's family continued to live in the village, his wife Ethel Francis lived in Townfield until her death in 1984 and is buried with his parents in Kirdford St John the Baptist churchyard.





In Memory of
Gunner

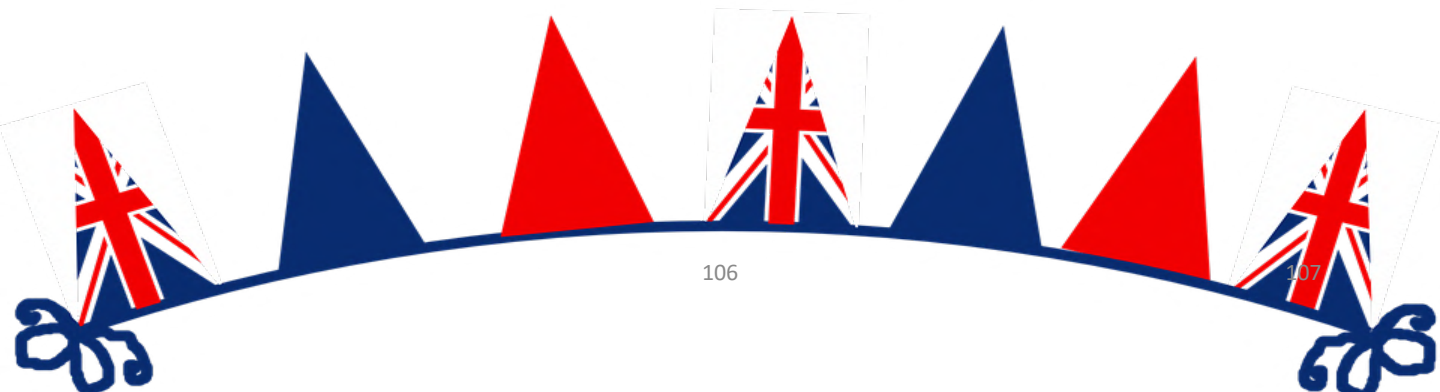
William Douglas Stenning

1515791, 155 Bty., 52 Lt. A.A. Regt., Royal Artillery who died on 12 November 1944 Age 26

Remembered with Honour
Milan War Cemetery



Commemorated in perpetuity by
the Commonwealth War Graves Commission

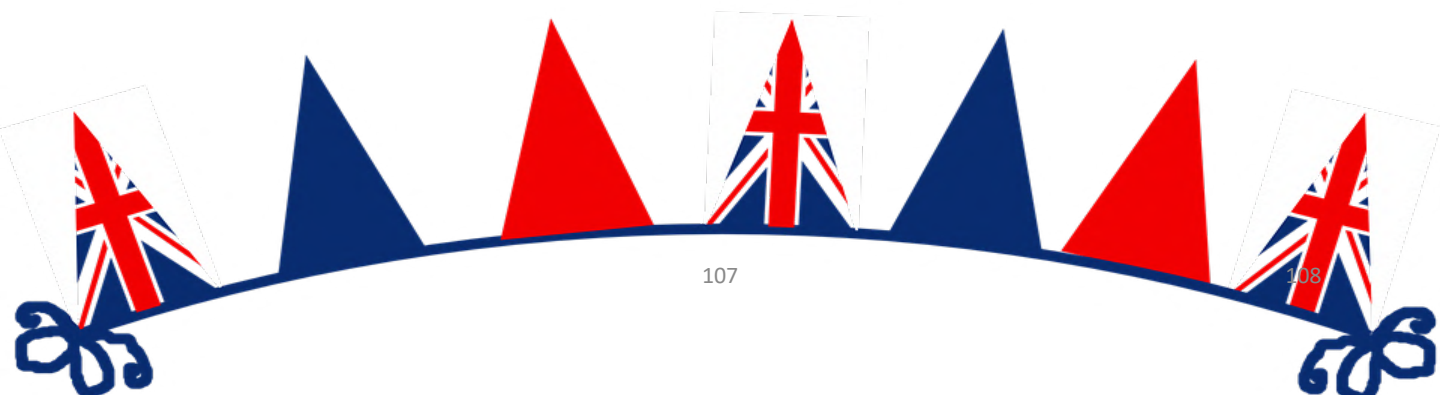




William Douglas Stenning was born 8th October 1918 in Kirdford. The son of William Arthur Stenning and Edith Stenning nee Ayling. The family lived at Pound Common, Kirdford. The Stenning and Ayling families were known to be the hoop makers of Kirdford and had lived in the parish for many generations.

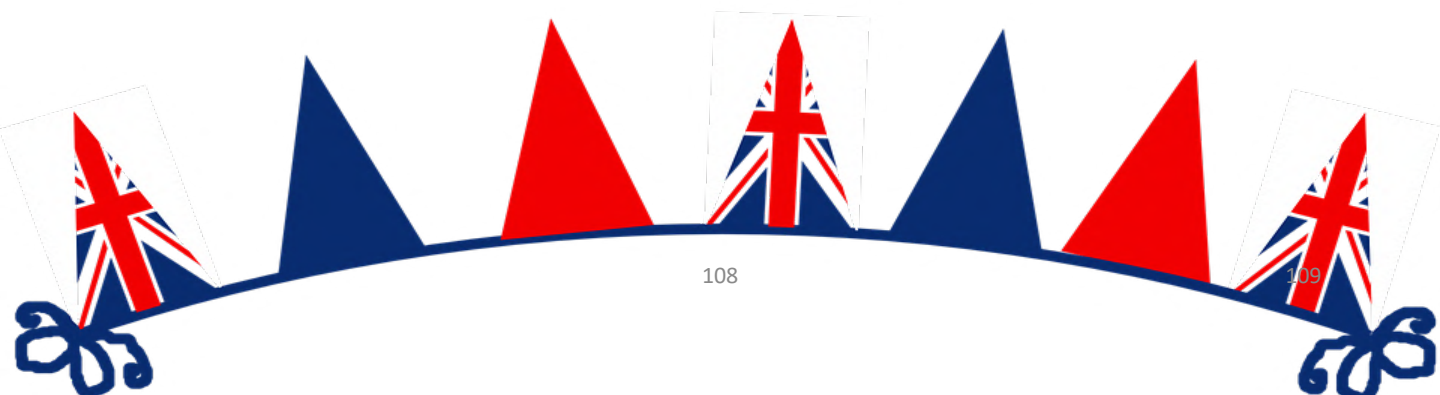


William Arthur Stenning saw service in the 1st World War with The Royal Sussex Battalion and married Edith Ayling in 1918, William Douglas was born later that year. Edith's first husband Frederick George Oliver also from Kirdford had served with the 3rd Battalion Coldstream Guards during the war and died as a result of wounds 12th September 1917 in Belgium leaving Edith a young widow with a small daughter. William Arthur's brother Shad who had also enlisted in the Royal Sussex Regiment died weeks later on the 6th November in Israel leaving behind a young widow Ellen and son.





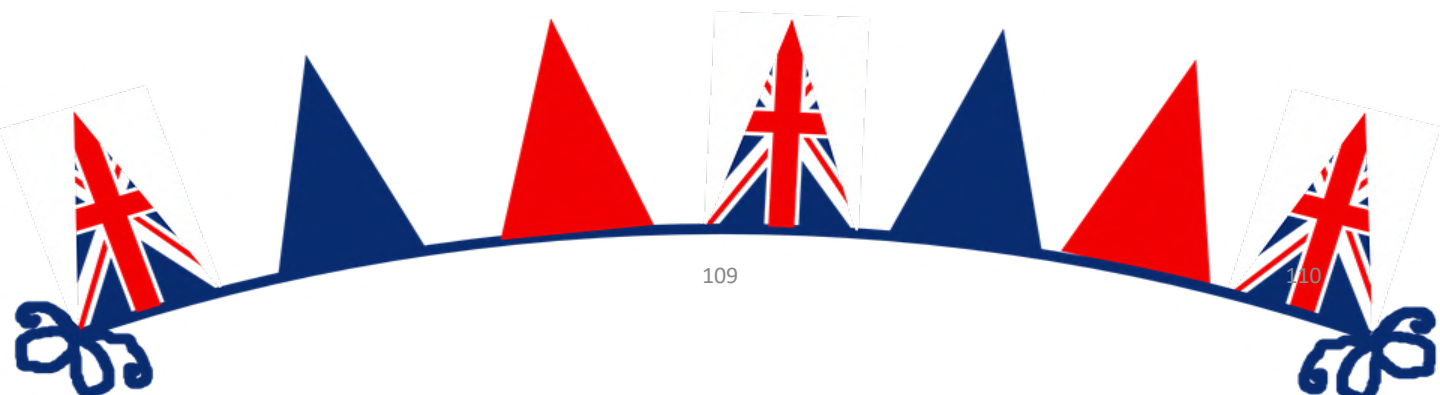
In 1939, the family were still living in Pound Common, William Douglas was working as a farm labourer and he now had several siblings. After September 1939 he enlisted into the Army joining the Royal Artillery 52 Light Anti Aircraft Regiment. By 1942, 155 Battery had seen service in France and was heavily involved in the defence of Crete before returning to Egypt. Whilst on service in the Western Desert, he was reported missing on 28th June 1942. The battle of Mersa Matruh took place between 26 – 28 June and it was likely that Gunner Stenning was taken prisoner here along with 7000 other allied troops. This battle was Rommel's last victory against the Eighth Army before El Alamein.





It was not until the Italian Armistice on 8th September 1943, that his parents would have known he had been taken prisoner by the Italians and was a POW in Camp 55 Bussito near Piacenza, Italy. At the time of the Armistice there were over 80,000 Allied POWs in Italy. Camp 55 was a work camp probably based on small farms belonging to the estate of Luigi Boselli. He would have been made to work the farm. Based on the memoirs of another prisoner captured at the same time and being held at the same camp, when the Italians surrendered, some POWs escaped to Switzerland with the assistance of local villagers but many were retaken by the Germans and transported to Germany. It was only on 29th November 1945 that casualty list 1923 reported Gunner Stenning has died 12th November 1944 – circumstances unknown.

William Douglas Stenning is remembered at Milan War Cemetery.





In Memory of
Corporal

Thomas Walter Taylor

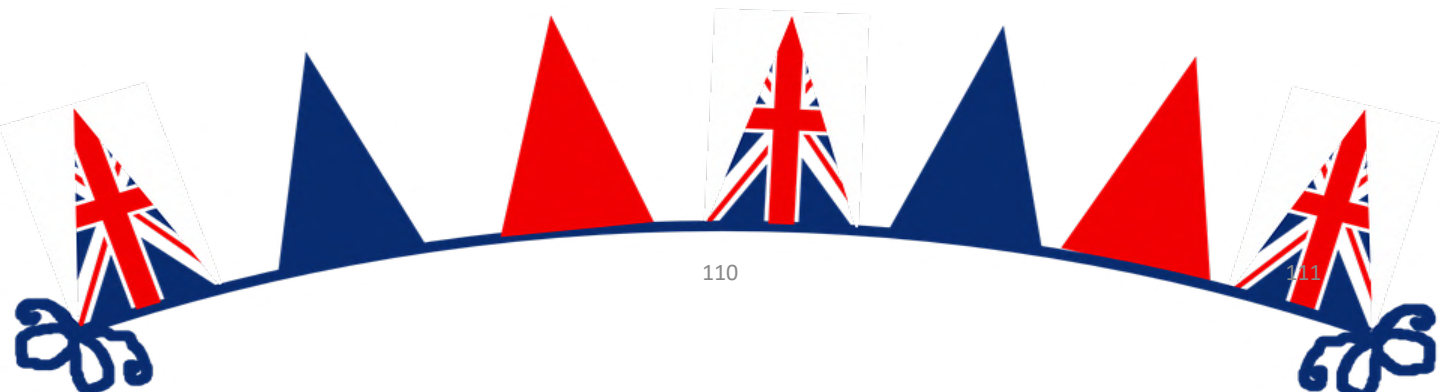
6398420, 1st Bn., Royal Sussex Regiment who died on 22 November 1941 Age 28

Son of George Hubert and Mary Knight Taylor.

Remembered with Honour
Halfaya Sollum War Cemetery



Commemorated in perpetuity by
the Commonwealth War Graves Commission

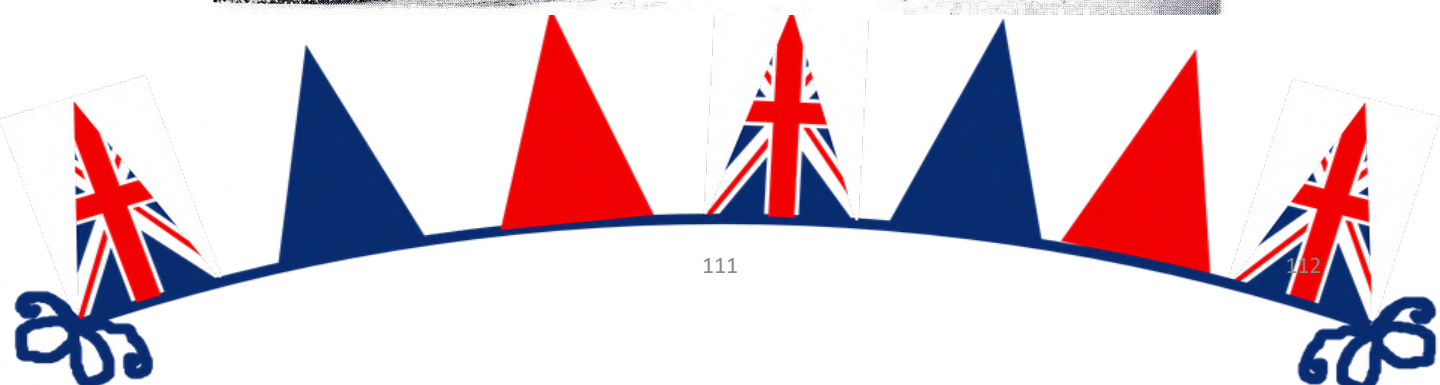




Thomas Walter Taylor was born approximately 1913 the son of George Hubert Taylor and Mary Knight Taylor.

Information on his early life is currently not known. When war broke out in 1939, Thomas Walter was most likely already in the regular army having joined The Royal Sussex Regiment 1st Battalion and was already in Egypt having possibly seen service in Palestine.

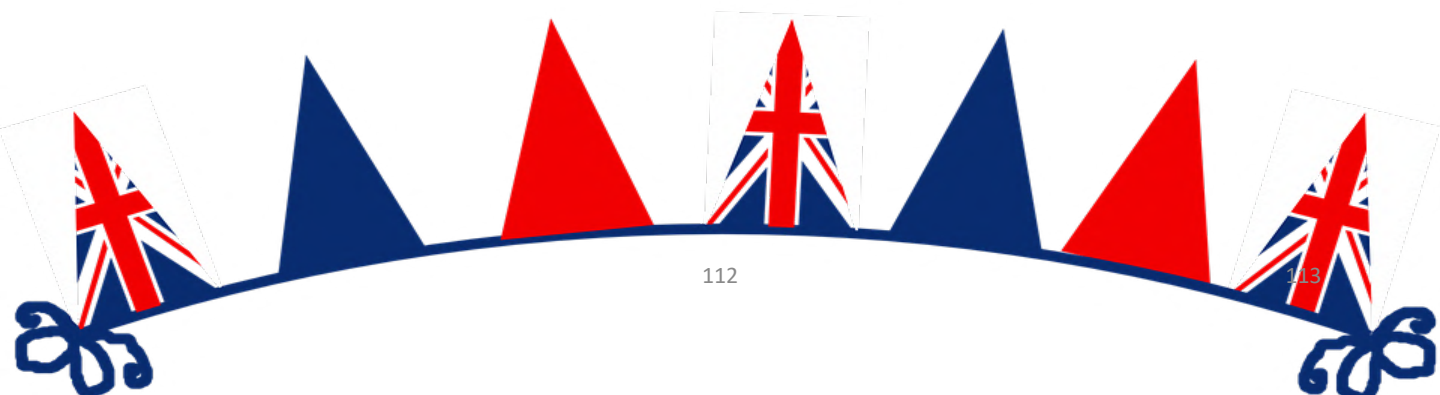
The 1939 register shows his mother (widow) and brother John living in Kirdford at Pennyfields (now Pennygate ?). John was a motor mechanic. In 1942 he married the daughter of Ron Snelling, the village postie and garage owner. John (known as Jack) and Mary his wife ran the village garage, Mary continuing the business after her husband's death until her own in 1988.





The 1st battalion, Royal Sussex Regiment joined the 7th Indian Infantry Brigade, part of the 4th Indian Division and after service in the Western Desert moved to East Africa where they were instrumental in the liberation of Eritrea and Abyssinia from Italian force in the spring of 1941. Having returned to North Africa, the 1st Battalion rejoined the Western Desert Campaign as part of the 8th Army's fight against axis forces led by Rommel.

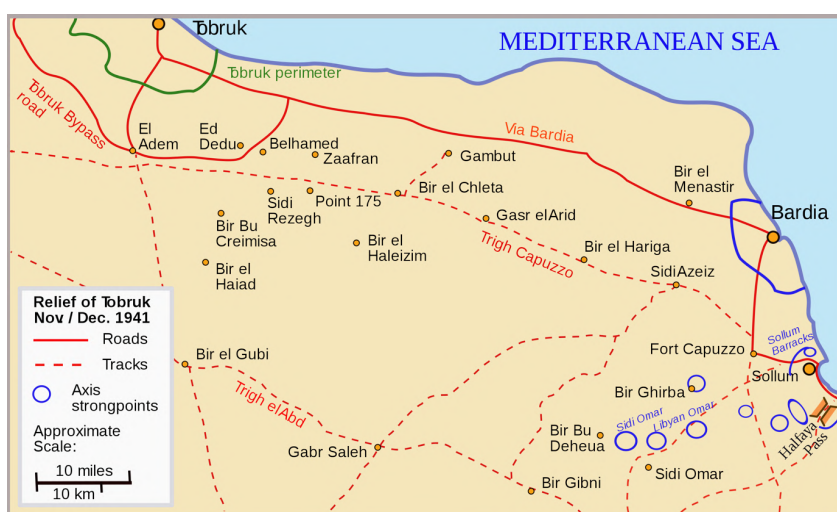
Between November and December 1941, Operation Crusader was launched, a plan to bypass axis forces and relieve allied forces under siege at Tobruk. Known as the 'Battle of the Omar's', the battalion was at the heart of the battle for Sidi Omar. On the morning of the 22nd November 1941, the Sussex and Punjab Battalions advanced towards Sidi Omar in trucks. Their advance was halted by a minefield, laid the night before. The troops continued on foot. Eleven tanks were put out of action by the mines and the remainder milled around for some minutes before a Bren-gun carrier discovered a small gap in the field. All tanks still in action then went through the gap in column and continued the attack. The existence of this mine field, which took such a toll of the tanks, appears to have been a complete surprise to the attacking troops.



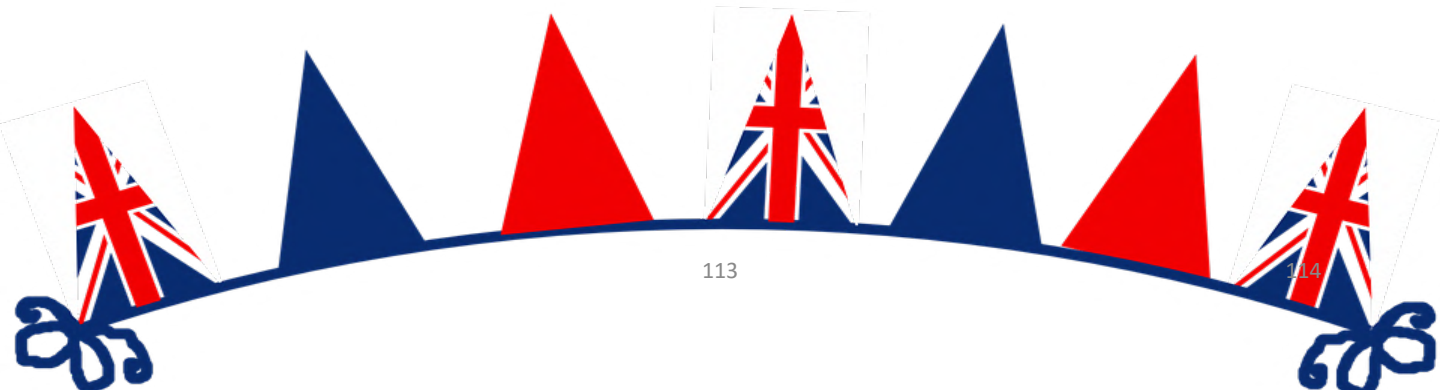


The mine field proved to be incomplete, but was effective enough to cause heavy tank casualties, which in turn resulted in a large infantry toll. The delay at the mine field also set the tanks up as excellent targets for a battery of 88-mm. German anti-aircraft-antitank guns and some Italian 75-mm. guns, which knocked out more tanks with their extremely accurate fire.

The Axis forces stayed well concealed in their slit trenches until the tanks passed, but came up in time to catch the infantry their fire at a range of less than 50 yards. The result was heavy casualties in the Royal Sussex Battalion.



The casualty list for S company confirm Corporal Thomas Walter Taylor was killed in action on the 22nd November 1941. He is remembered at Halfaya Sollum Cemetery. His family and fiancée reported his death in the West Sussex Gazette on the 18th December 1941.



In Memory of
Pilot Officer

Peter John Alfred Thompson

87644, 261 Sqdn., Royal Air Force Volunteer Reserve who died on 13 May 1941 Age 20

Son of Reginald Alfred Peter and Elsie Gertrude Thompson, of Kirdford, Sussex.

Remembered with Honour
Malta Memorial

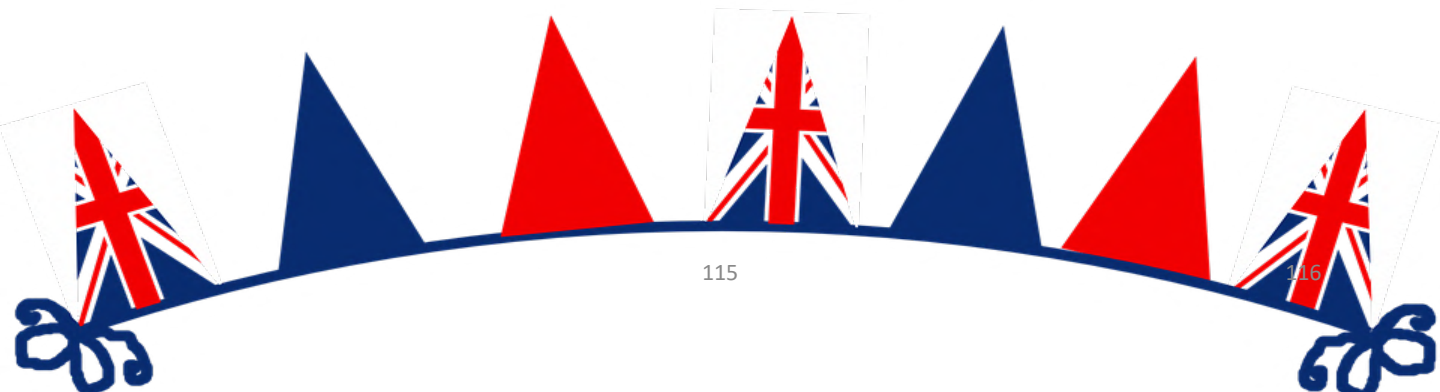


Commemorated in perpetuity by
the Commonwealth War Graves Commission



Peter John Alfred Thompson was the eldest son of Reginald Alfred Peter Thompson and Elsie Gertrude Thompson nee Payne. He was born 4th October 1920 in Kirdford and his brother, Reginald followed on 14th June 1922. Reginald had married Elsie on 3rd September 1919 at St John the Baptist Church, Kirdford. Elsie was born in Balls Cross where her father owned the Stag Inn.

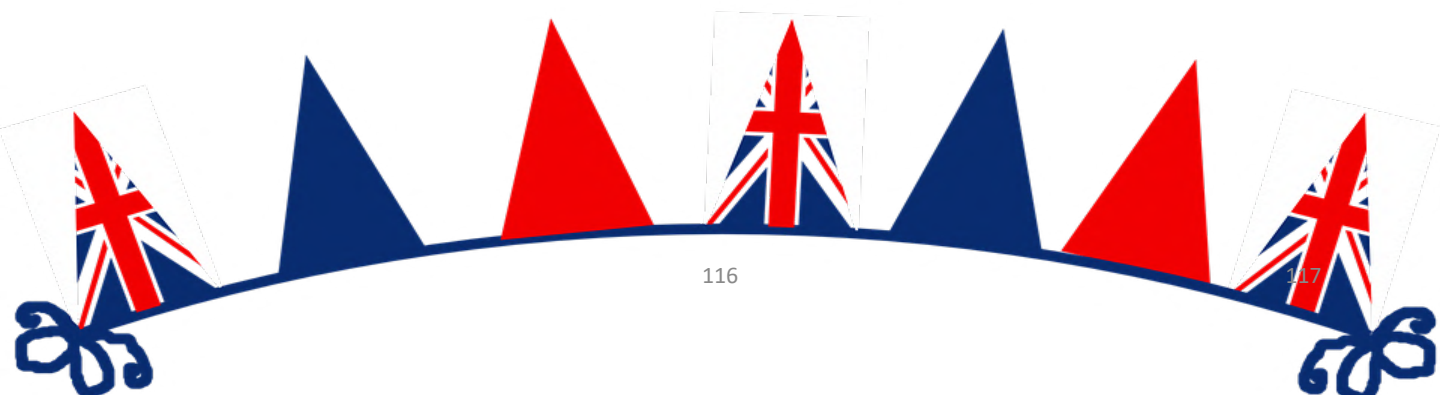
His father worked in the family business based in Chestnut House, Kirdford eventually taking over the business when his parents retired to the Isle of Wight.. The boys' grandfather Alfred James Thompson was a grocer and draper who had been born in Devizes, Wiltshire. Between 1883 and 1889 he had moved the family business to Kirdford from Reading. They lived above the grocers and draper shop. An extension was added later to House the Post Office. Following a fire in 1988 the shop became a private residence now known as Chestnut House.





The boys Peter and Reginald attended the village school before continuing their education in the 1930s at Collyer's Horsham Grammar School. They cycled daily to Billingshurst in order to catch the train to Horsham. In 1938 Reginald joined the RAF qualifying as an aircraft fitter in June 1940. Meanwhile Peter had also enlisted into the RAFVR originally flying spitfires with 604 Squadron before transferring to Hurricanes. The brothers wrote to each other, Peter wrote about getting 'a hell of a kick' flying Tiger Moths, how bad the food was, horse racing tips and Jerry raids on the airbase where he was training.

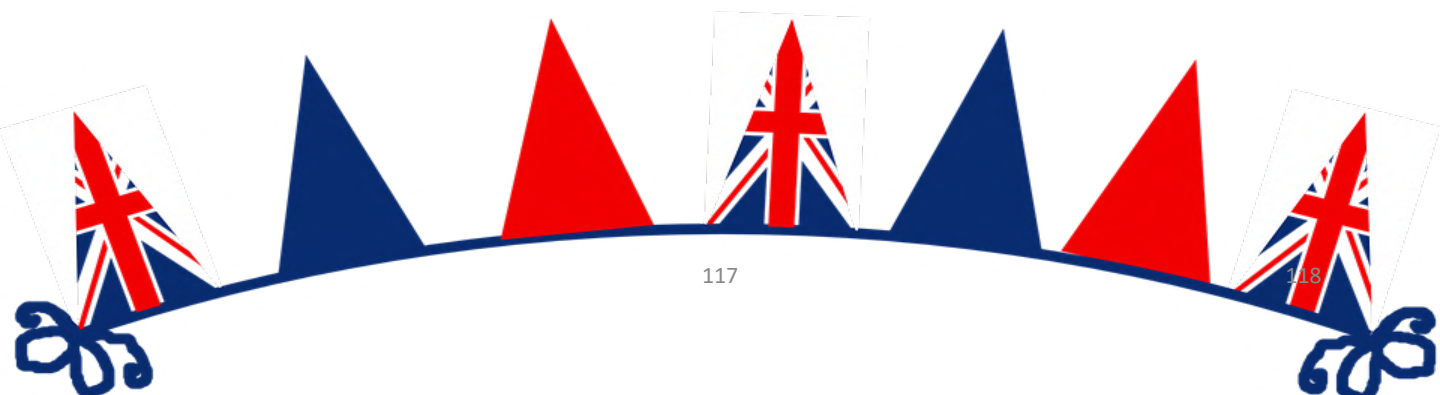
Early 1941, Peter was posted to 261 squadron based at RAF Takaki in Malta. Malta was of huge strategic importance to Great Britain and its ability to exercise control over the Mediterranean. From June 1940 after Italy declared war on Great Britain, Malta came under increasing attack from the Axis powers. On 16th April 1941, the old aircraft carrier HMS Argus left Greenock bound for Gibraltar. Aboard were 24 Hawker Hurricane fighter aircraft, pilots and ground crew. In Gibraltar they were reassembled and auxiliary fuel tanks fitted before being hoisted aboard HMS Ark Royal bound for the Mediterranean.





On board, 5 former pupils from Collyers Horsham were reunited including Peter Thompson as they sailed through a section of the Mediterranean known as 'bomb alley'. On 27th April as part of Operation Dunlop, Peter Thompson and 22 other Hurricane pilots were launched from HMS Ark Royal. It was the first time any of these pilots had launched from a carrier they then faced a 500 mile flight to Malta escorted by a Fairey Fulmer.

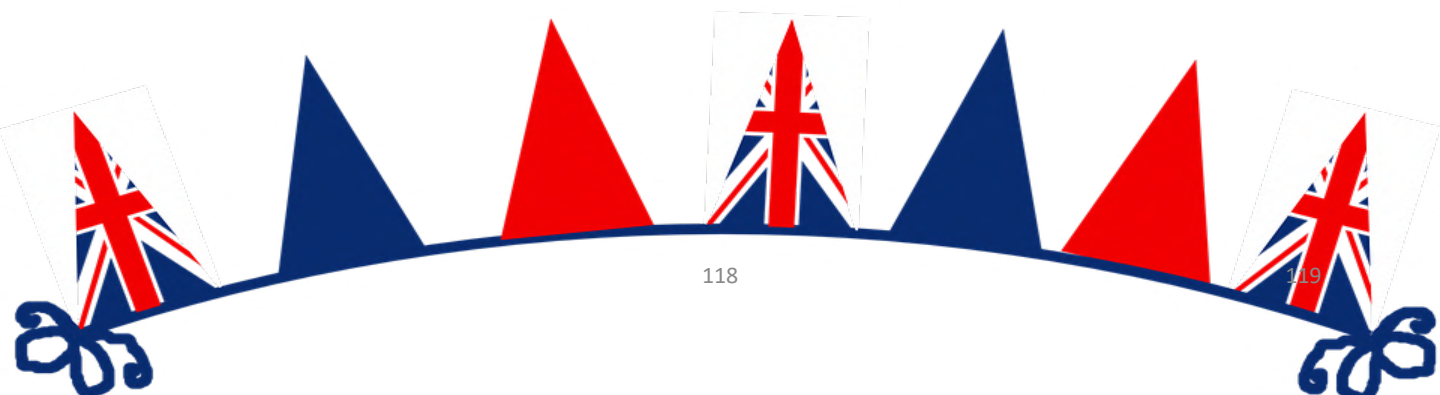
Through April, Peter and No 261 squadron flew defensive operations by day and night with little respite. Inexperienced, there was little time for these pilots to absorb battle tactics as the enemy were strengthened by more combat experienced units operating out of Sicily.





On Tuesday 13th May 1941, 4 hurricanes led by Lieutenant Westmacott took off from Takiki at 1330hrs. They climbed to 8000ft where they were attacked by a group of ME109Es from III/JG 27 led by the German ace Oberleutnant Ebro Graf Von Kageneck, Westmacott's plane was hit and he ejected landing safely on Malta. As the action unfolded, V7115 flown by Pilot Officer Peter Thompson was attacked by Kageneck. His plane crashed into the sea and Pilot Officer Peter Thompson was killed. It was observed that he had not bailed out so was probably dead before the plane struck the water. He was the only fatality that day and was the last pilot from No 261 squadron to be shot down in the defence of Malta before the squadron was replaced and disbanded on the 21st May 1941. During the squadron's combat operations in Malta, 21 pilots were killed in action.

Back home in Kirdford, on the 25th May 1941, Peter's father Reginald as Postmaster in the Post and Telegraph Office took down details from an official War Office telegram only to realise it was his own son's death he was recording. Twenty year old Peter Thompson's body was never recovered and he is commemorated with other members of his squadron on the Malta Memorial in Valletta, Malta and also in Horsham on Collyer's memorial

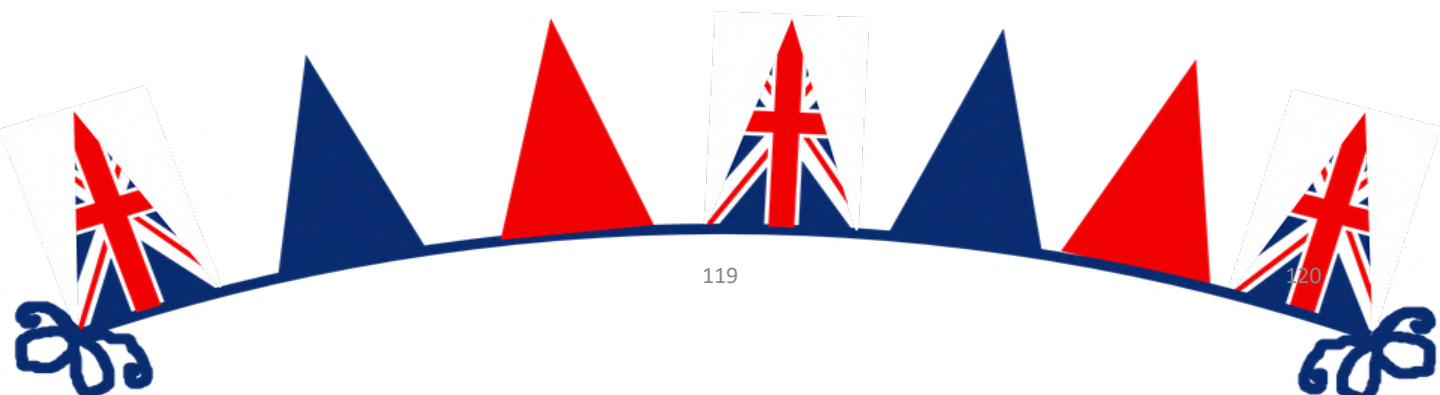




Peter Thompson's brother Reginald survived the war serving with a number of squadrons operating Hurricanes, Stirling's and Lancaster's. Post war he stayed in the RAF and completed a 12 year service before joining Hawker Aircraft Ltd at Dunsfold. Whilst there he worked on the Hawker Harrier as an Inspector and then in charge of inspection in the Experimental and Flight Sheds. Reginald's family continue to live in the village. Reginald, Peter's brother passed away 13th December 2017.



Source: Ancestry.co.uk, Family, CWGC, Collyer's Casualties by G.T. Cooper





In Memory of
Telegraphist

Harry Leslie Herrington

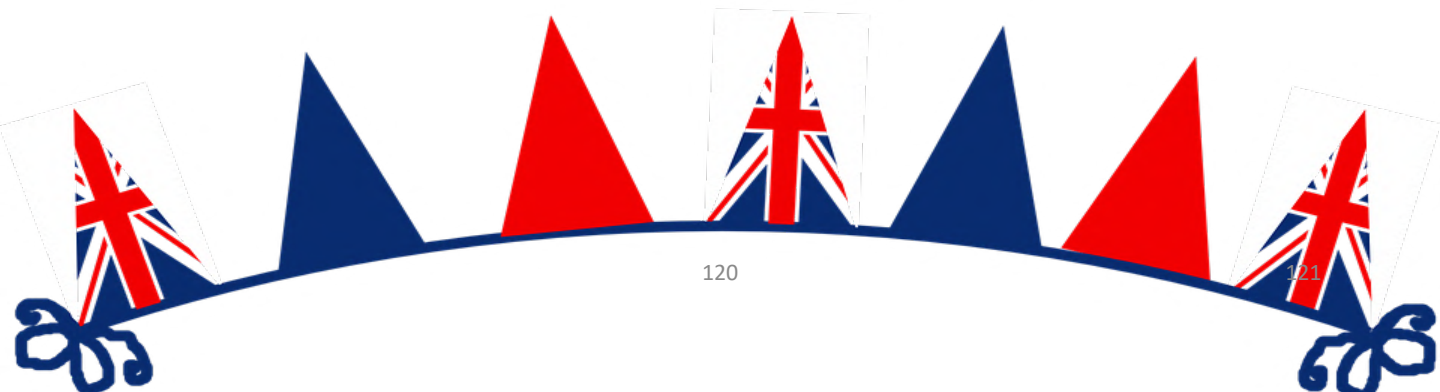
P/JX 610373, H.M.S. Bluebell, Royal Navy who died on 17 February 1945 Age 19

Son of Ray Leslie and Fanny Florence Herrington, of Plaistow, Sussex.

Remembered with Honour
Portsmouth Naval Memorial

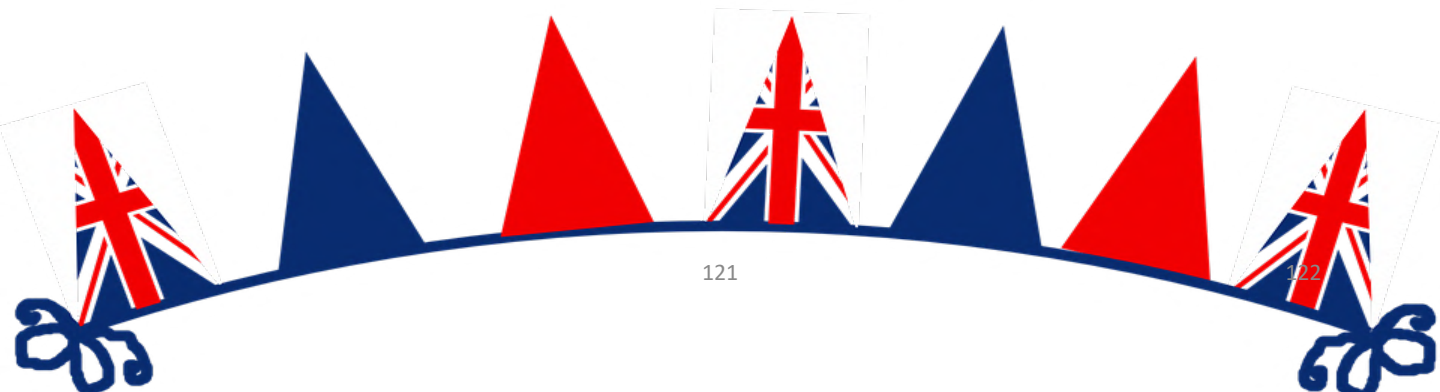


Commemorated in perpetuity by
the Commonwealth War Graves Commission



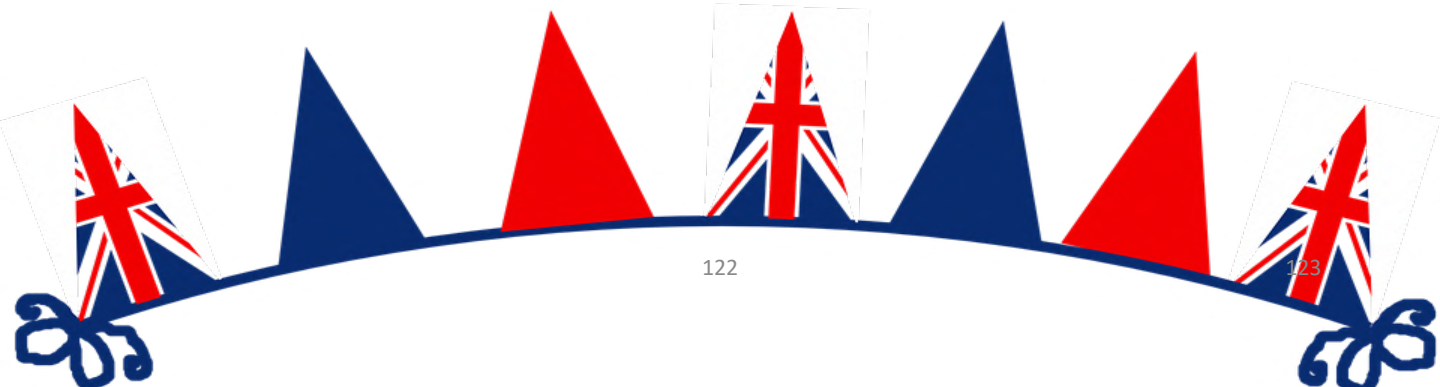


Harry Leslie Herrington was born 5th July 1925 in Plaistow West Sussex. He was the second child of Ray Leslie Herrington and Fanny Florence Herrington nee Ayling (see pic below circa 1930). His sister Florence was born 9th August 1922 and married Ernest Arthur Francis Camp in 1941 – the village cobbler.





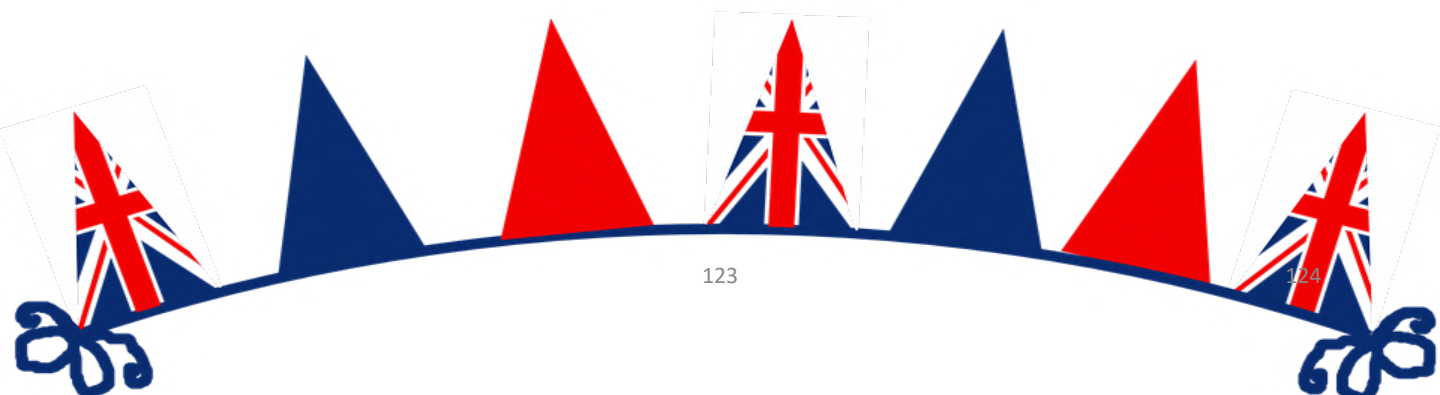
Harry's father, uncle and grandfather were all walking stick makers. They would have worked for Lintott's Walking Stick Factory based in Fisher Lane near Plaistow. Leonard Lintott, originally a woodcutter founded the company in 1858. He began by sending cut chestnut and ash to other manufacturers but later started making the sticks themselves. The Lintotts bought the cutting rights of local woods and had their own plantations., the wood from which was made not only into walking sticks but also shepherds' crooks, scout poles, umbrella handles, hockey sticks and army officers' sticks. His factory used steam power and employed up to 70 people. The Lintott stick was exported all over the world in large quantities inc Ireland, Russia and the USA. The work was skilled with skills being passed on from father to son resulting in several generations of a family like the Herrington working at the factory at the same time. The factory closed in 1968.





In 1939 the family was living in No 1 Pond Cottage Plaistow, his father still working at Lintott's Walking Stick Factory. The picture of the house below is circa 2000. The house is a C17 timber framed house with a half hipped roof.

Harry Leslie Harrington enlisted into the Royal Navy as a Telegraphist and was onboard H.M.S. Bluebell a Flower Class Corvette commissioned 24th April 1940. The ship saw service in the Atlantic and Mediterranean before being part of the D Day landings in Normandy 1944. It is unknown when Harry joined the ship. But it is likely he was onboard during the Invasion of Normandy. After various convoy defence and interception duties on 2nd Feb 1945 she was attached to the escort for Russian Convoy JW64. She sailed from Loch Ewe in Scotland to Kola Inlet in Russia taking part in ant-submarine operations against U boats known to be gathering. On 17th February 1945 near Murmansk, the Bluebell was scouting ahead of convoy RA64 on the lookout for enemy submarines when at 5.30pm the Bluebell was hit from behind by an acoustic homing torpedo fired by U-711 which caused her depth charges to explode. The Bluebell sank in less than 30 seconds. From her crew of 86 ratings and officers there was only one survivor Albert Holmes from Southampton.



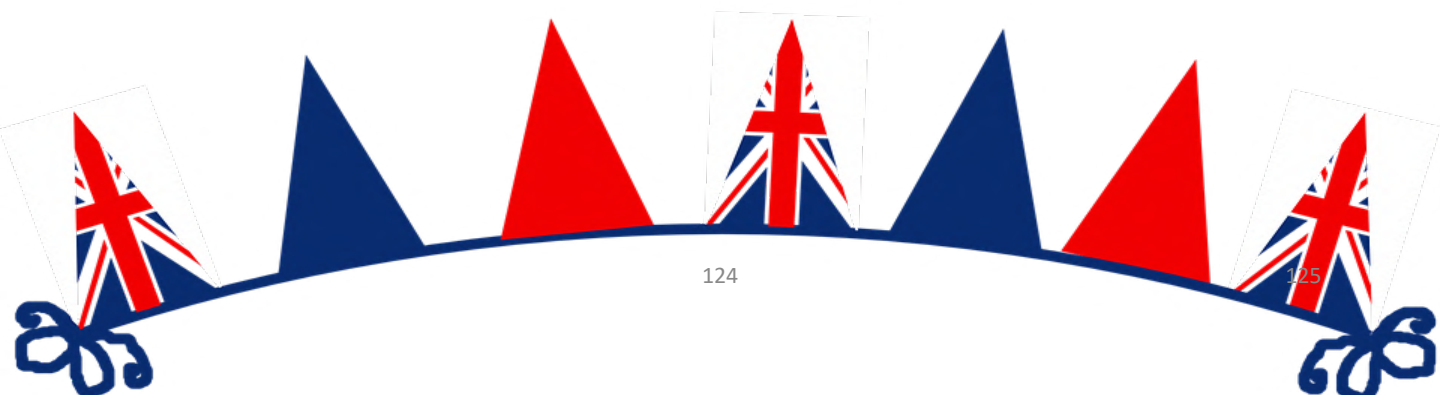


Harry Leslie Harrington's body was never recovered. U-711 was subsequently sunk 4th May 1945 near Harsted, Norway.

He is remembered with honour on Portsmouth Naval Memorial.



Sources: Ancestry.co.uk, CWGC, West Sussex Records, Forces-War-record's, Wikipedia





In Memory of
Sergeant Wireless Operator (Air)
Joseph Jones

1332717, 460 (R.A.A.F.) Sqdn., Royal Air Force Volunteer Reserve who died on 30 April 1944 Age 24

Son of Joseph and Kate Kathleen Jones, of Plaistow.

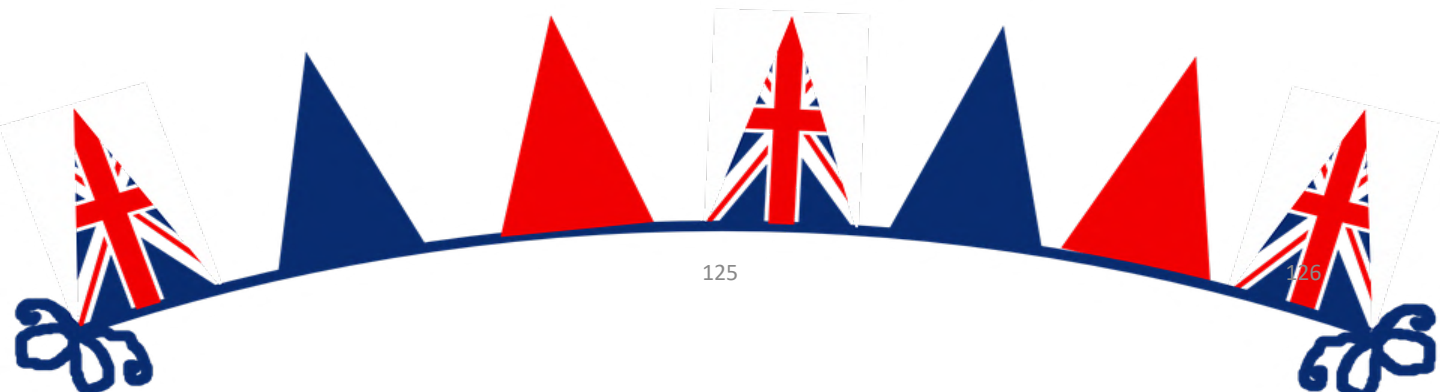
Remembered with Honour
Kirdford (St. John the Baptist) Churchyard Extension



Kirdford (St. John the Baptist) Churchyard Extension



Commemorated in perpetuity by
the Commonwealth War Graves Commission

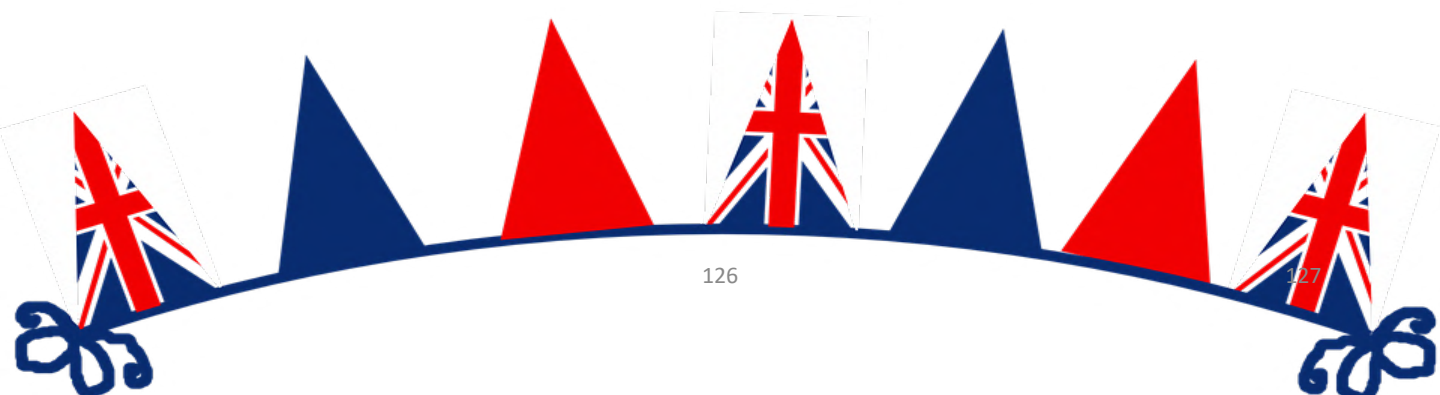




Joseph Jones was born 10th May 1920, the son of Joseph Jones and Kate Kathleen Jones of Plaistow.

The family were living at Rose Cottage, near the Sun Inn in Plaistow. His father was a timber cutter. In C.H Bayley's book she notes that the family had lived there for many years. Joseph's mother Kate was renowned for her ability to cure warts. Many people visited her having attended hospitals for lengthy treatment without success. Within a few days these warts started to disappear as if by magic. She received many requests for the recipe but she had none to give. Kate didn't touch or give medication she just chatted with them....C.H. Bayley goes on to describe how beautiful the sitting room was. There were brasses wherever you looked. In the sunlight they glinted like a thousand eyes and she adds Kate must have spent many hours cleaning them.

At the beginning of war, the 1939 register shows Joseph was working as a builder's labourer and he is known as 'Joby'. Archives show Joby and his father joined No 3 Platoon 2nd Sussex Regt Home Guard along with many others from the community



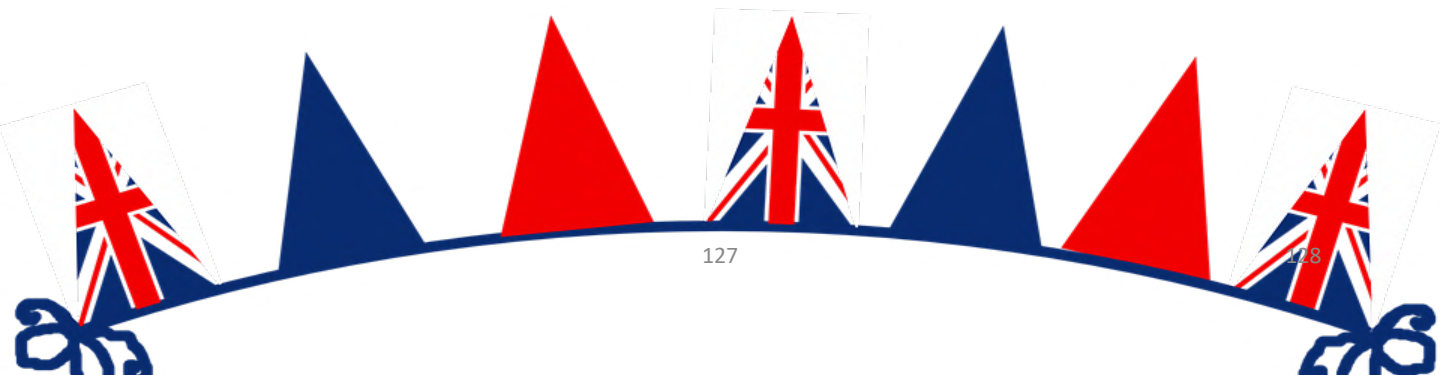


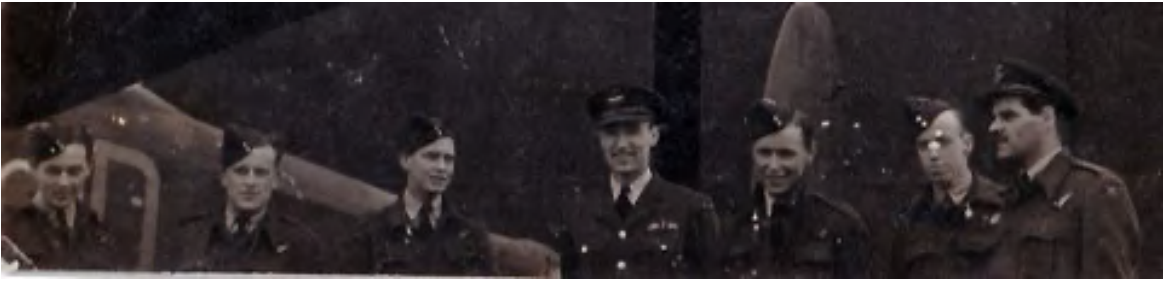
After 1939, Joby enlisted in the RAFVR and joined 460 squadron as a wireless operator on Lancasters.



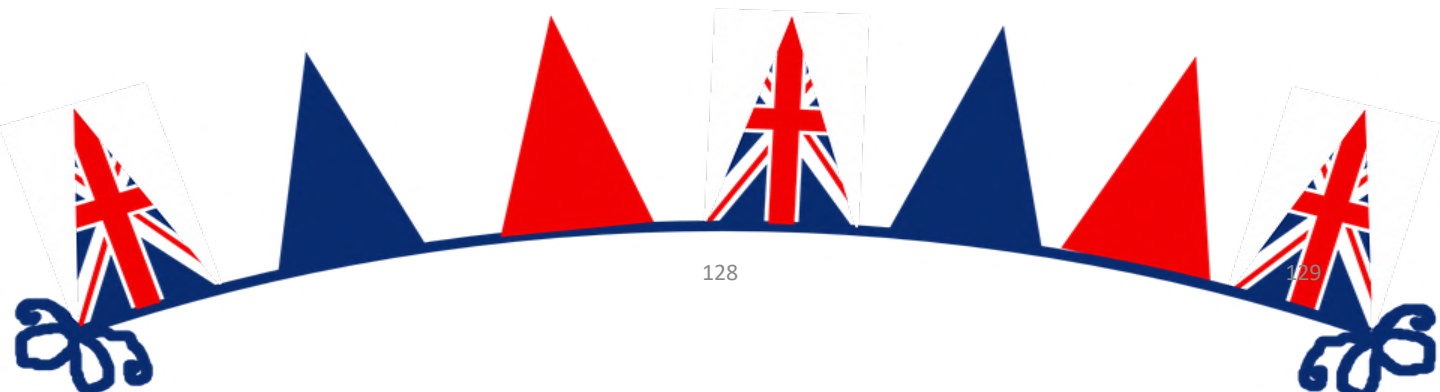
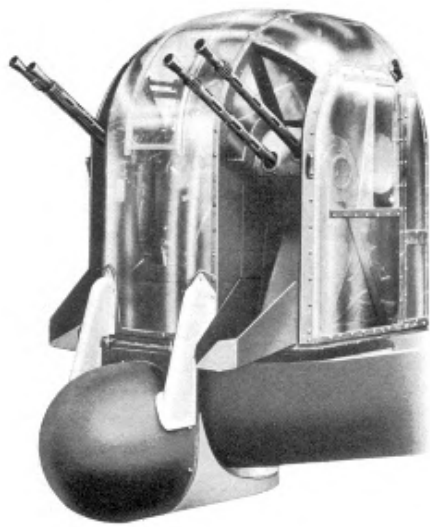
460 squadron was part of Bomber Command and undertook many sorties over France and Germany. During the month of April 1944 Sergeant Jones and the crew of Lancaster III ND553 were seconded to 49 squadron as part of the Bomber Development Unit at Newmarket along with F/Lt Bill Healey DFC RCAF. They were testing a new radar operated gun turret (A.G.L.T). The codenamed for this equipment was 'Village Inn'.

Late Sunday afternoon 30th April 1944, tactical trials using 'Village Inn' were being carried out between an attacking friendly fighter and Lancaster ND553. During the bomber's vigorous evasive actions the dinghy accidental started to inflate and burst from its stowage hold in the starboard wing. It blew back covering one fin causing the aircraft to flick onto its back. F/Lt Healey immediate reaction was to haul back on the control panel in an attempt to complete the loop. With insufficient height the Lancaster smashed into the ground near Witchford. The time was 1655hrs, there were no survivors. Sgt Joseph Jones was 24



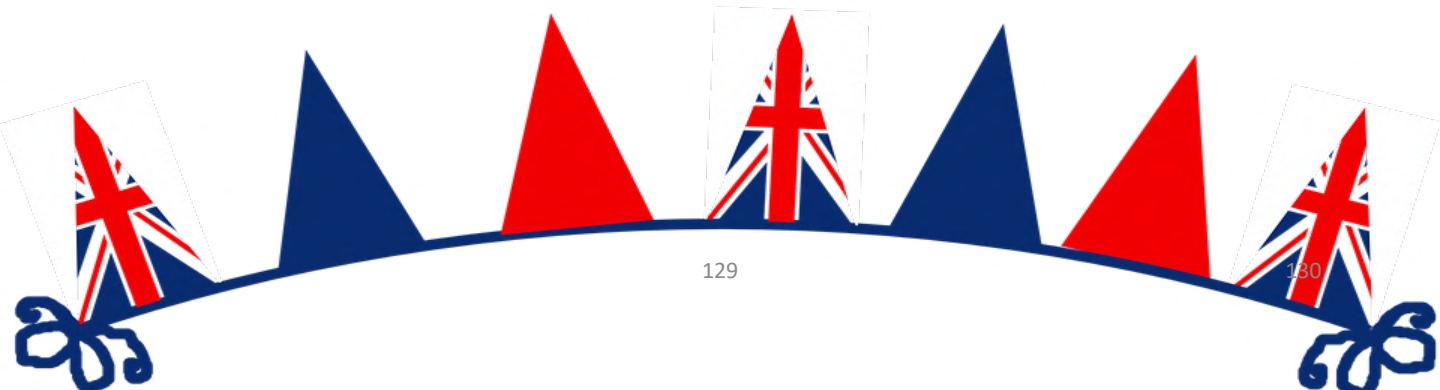


49 squadron continued to the develop the A.G.L.T.The system was devised to allow a target to be tracked and fired-on in total darkness, the target's range being accurately computed as well as allowing for lead and bullet drop.49 Squadron who pioneered the development of the AGLT system were given the opportunity to be the first squadron to use it in combat on a raid in September 1944 on Darmstadt with huge success.





Sgt Joseph Jones is buried in Kirdford (St John the Baptist) churchyard. His parents continued to live in the community until their deaths in 1975.





In Memory of
Signalman

Thomas James Murrell

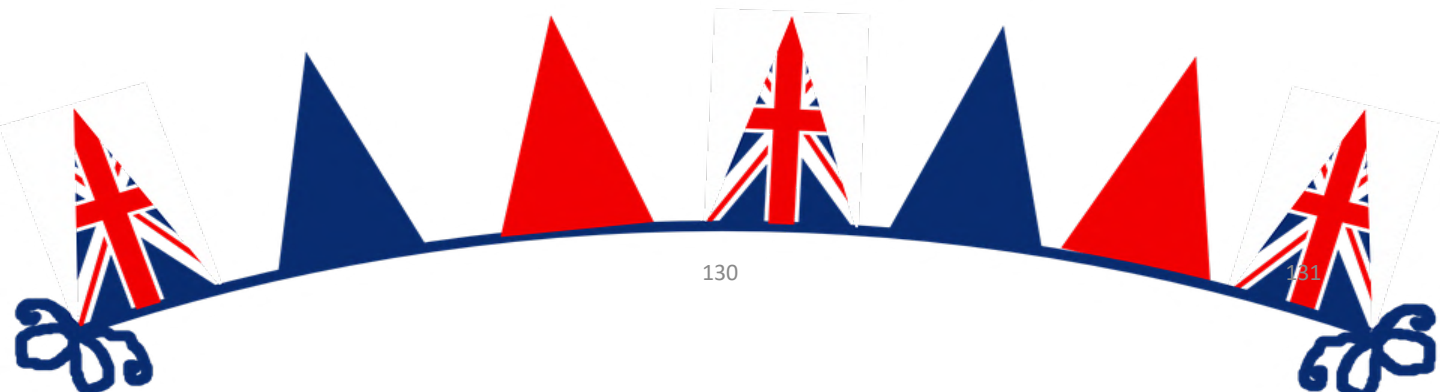
2329269, Royal Corps of Signals who died on 25 October 1943 Age 30

Son of Harry and Rose Murrell, of Queen's Park, London.

Remembered with Honour
Tripoli War Cemetery



Commemorated in perpetuity by
the Commonwealth War Graves Commission



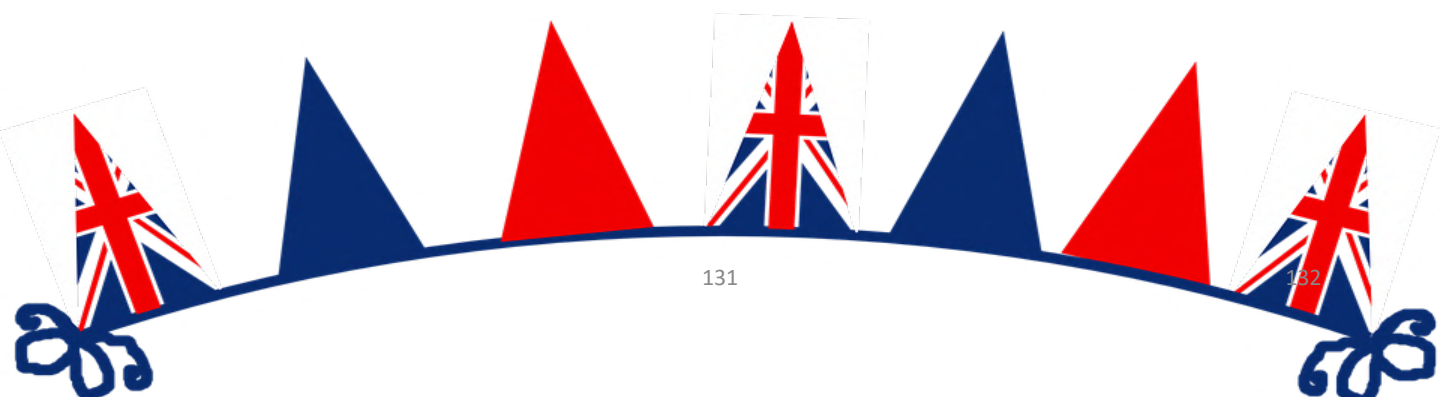


Thomas James Murrell was born 28th July 1913 in Kensal Green, London. He was the 5th of 9 children of Harry Murrell and Rosannah Murrell nee Gray.

His father was a railway checker for Great Western Railway based at Paddington. He joined as a porter in 1902. At the time of Thomas James birth, the family of 7 at that time were living in a 3 room property on the Harrow Road.

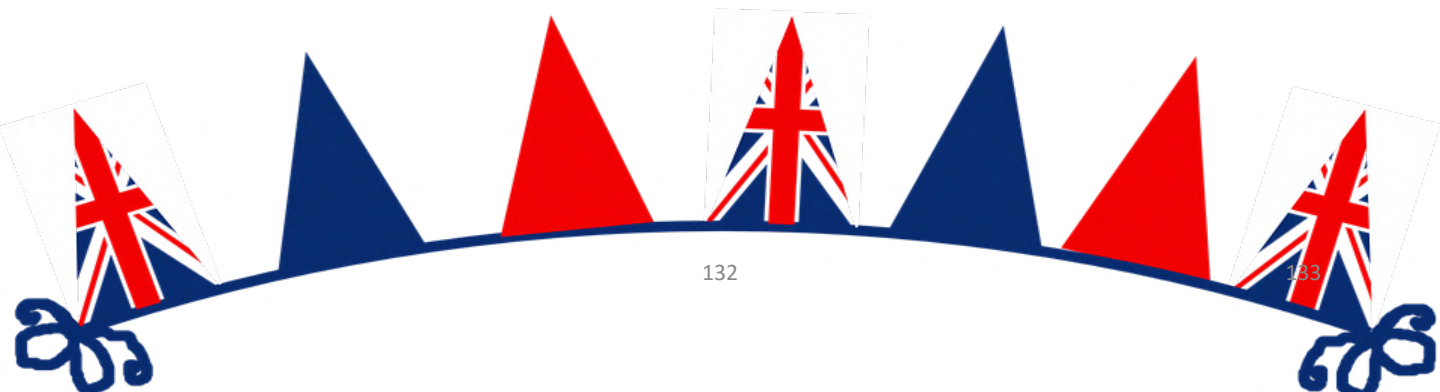


By 1939, Thomas James had left London and was registered as residing at Camperdown Farm, The Lane, Ifold as a smallholder. He was still single and living alone at this address. Although, CH Bayley does not mention the Farm or the family name in her book, he must have been one of the earliest residents to settle full time on the Ifold Estate. At this time, water was supplied from a well and there was no electricity so paraffin was used. Residences consisted mainly of brick garages, chalets or sheds.



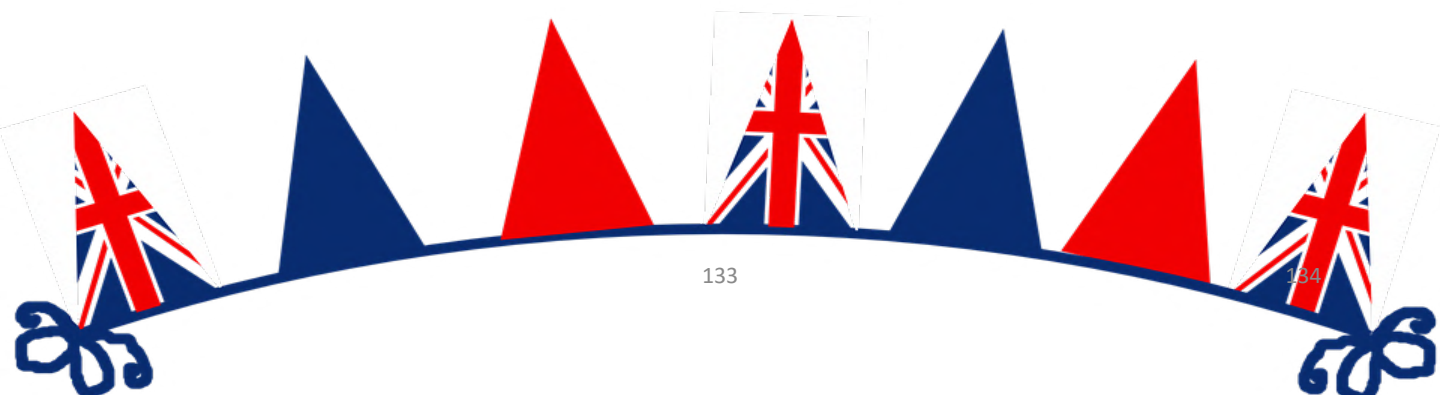


With the outbreak of war in 1939, Thomas James enlisted along with his two younger brothers Maurice Douglas and Arthur Robert. He joined the Royal Corps of Signals as a Signaller. At the time of his death on the 25th October 1943 he was part of the 7th Armoured Division Signals more commonly known as the Desert Rats. It is likely as part of this Division he would have seen significant action in North Africa including Tobruk and El Alamein and would have been part of Montgomery's 8th Army. By 1943 the Division was based in Libya following the fall of Tripoli in the January and was undertaking training in amphibious warfare. After his death the Division returned to England to take part in the Normandy Landings. Army Casualty List 1296 indicates Signaller Thomas James Murrell died as a result of an accident on 25th August 1943. The Royal Corps of Signals suffered over 4000 fatalities during the Second World War. The corps provided vital telecommunication equipment and information systems of the time and were essential to all military operations.





Thomas James Murrell is remembered with honour at Tripoli War Cemetery. For his parents still living in Kensal Green this was a second tragedy for the family. Their youngest son Arthur Robert had joined the Middlesex Regiment 1st Battalion . On the same morning Japan attacked Pearl Harbour they also attacked Hong Kong. With the fall of Hong Kong on the 25th December 1941 Private Arthur Robert Murrell was taken prisoner alongside 10,000 other allied servicemen. Having been held at Shamshulpow POW camp in Hong Kong he was loaded onto the Lisbon Maru, a Japanese Transport Vessel along with 1815 other POWs and 700 Japanese troops. On 1st October 1942 the ship was torpedoed by a US submarine. The Japanese troops were evacuated from the ship but the POWs were not, instead the hatches were battened down. After 24 hours some POWs managed to break free but many were shot by Japanese troops or drowned as the ship went down. Of 1816 POWs onboard the ship, 826 died the rest were recaptured by the Japanese army. The ship was not marked to alert Allied forces it contained POWs, so the U.S. Commander was unaware allied POWs were onboard.. Arthur Robert was listed as having died on the 1st October 1942 he-is remembered at Sao Wan Memorial, Hong Kong.





In Memory of
Corporal

Malcolm Kennedy Walsh

M M

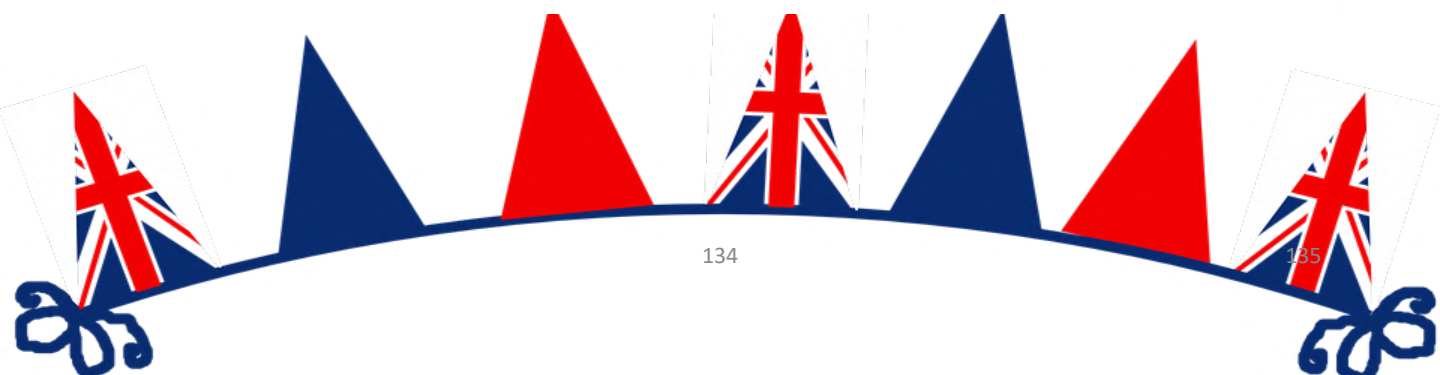
14427403, 12th (10th Bn. The Green Howards [Yorkshire Regt.]) Bn., The Parachute Regiment, A.A.C. who
died on 09 June 1944 Age 23

Son of Walter Whitman Walsh and Lindsay A. Walsh, of Loxwood, Sussex.

Remembered with Honour
Ranville War Cemetery



Commemorated in perpetuity by
the Commonwealth War Graves Commission

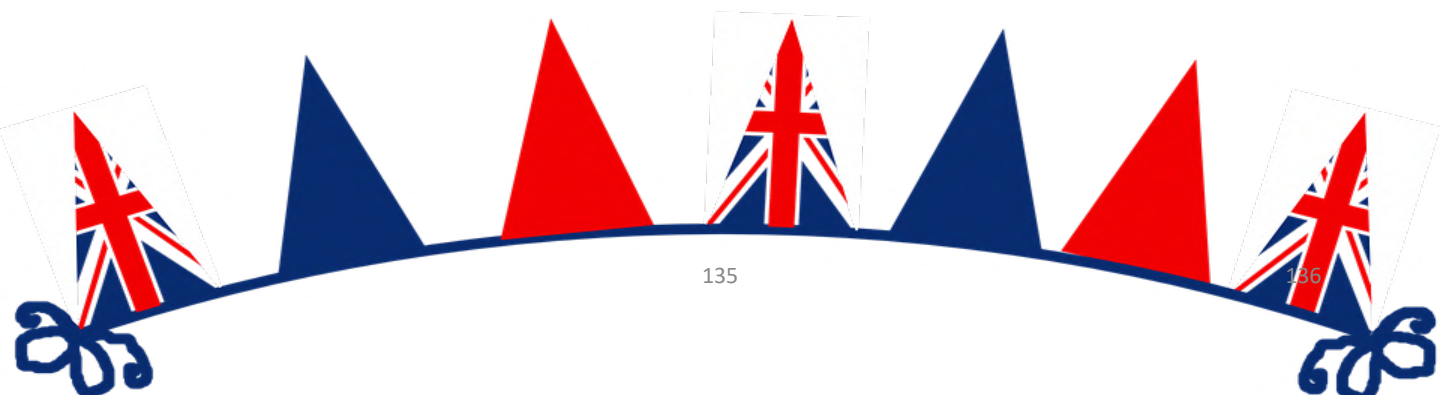




Malcolm Kennedy Walsh was born May 1921 in Letchworth Herts. He was the eldest child of Walter Whitman Walsh and Lindsey Ann Walsh nee Cooke.

Connie Bayley in her book *Ifold, Loxwood and Plaistow Forgotten Border Villages* mentions the Walsh family in 1934 or 5. They were living at Barnwoodcroft, originally Hogwood House on the Ifold Estate. Malcolm was about 12 or 13 and had a younger sister Jean who was born in Godstone, Surrey in 1924. She comments he was fascinated with guns and this was his main conversation, he was a nice lad but always seemed alone. In 1939 his parents and sister are listed in the 1939 Register as living at The Pebbles, The Drive, Ifold. His father Walter Whitman who originated from Newcastle upon Tyne was a Fruit and Vegetable Grower.

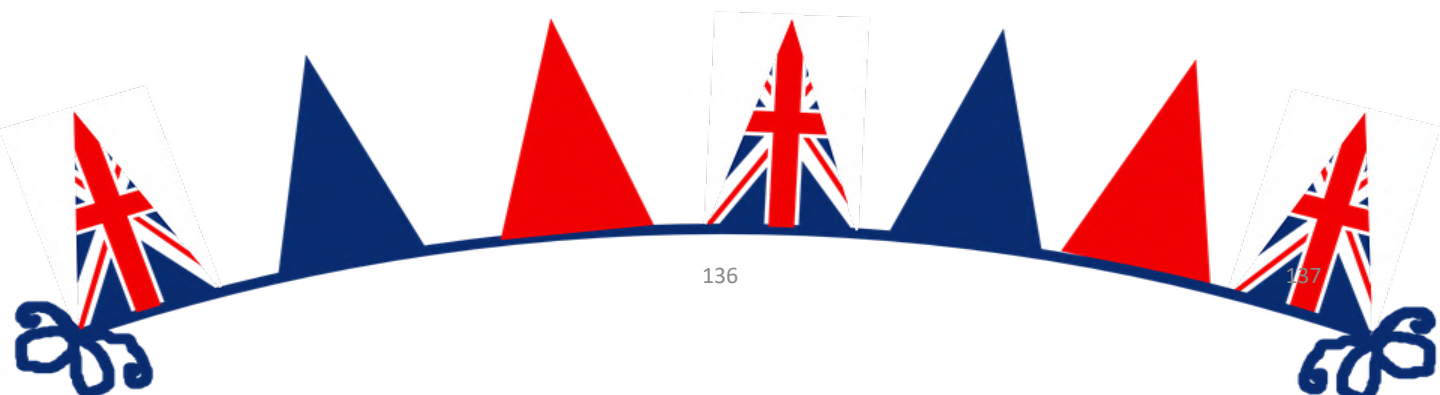
Malcolm enlisted at the beginning of the war in the Queen's Royal Regiment and was sent to France in 1940. He returned through Dunkirk, wounded and was in Bradford Hospital for 8 months before being discharged from the army on the 13th January 1941.





He then joined the A.T.A. – the Air Transport Auxillary as an aircraft engineer which was a civilian organisation based at White Waltham Airfield near Maidenhead that ferried new, repaired and damaged military aircraft between factories and airfields. When fit he re-enlisted 31st March 1943 as a dispatch rider. He was offered a commission but instead responded to an appeal for paratroops, joining 'B' Company 12th Parachute Battalion as part of the 6th Airborne and the 5th Parachute Brigade under the command of Major-General Richard N Gale.

On the 6th June 1944 as part of Operation Tonga during the D-Day landings, the battalion landed in Normandy at 00:50 hours. The battalion was tasked with securing the village of Le Bas de Renville, despite the battalion's drop being heavily dispersed the village was secured by 04:00 hours and the battalion began digging in. The 12th held their ground until relieved by the 3rd Infantry Division which had advanced from the beaches before moving forward to relieve the glider borne infantry of 2nd battalion at the River Oren and Caen canal bridges.

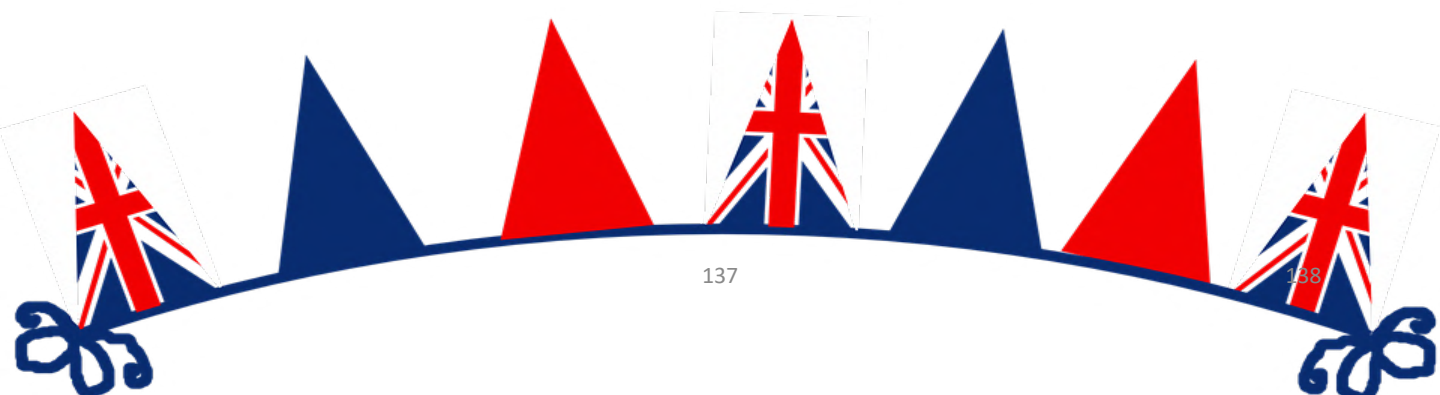




During this time the 12th Parachute Battalion was bombarded with heavy mortar and artillery fire and repelled two German counter attacks by the 125th Panzer Grenadier Regiment. On 7th June the Battalion held a defensive line protecting the bridgeheads south of Ranville when they came under attack by 8 Panzer IV tanks and an infantry company of the. 21st Panzer Division.

Corporal Malcolm Kennedy Walsh Received the Military Medal for his actions at Ranville on 7th June 1944. "B" Company were suffering casualties from two isolated machine guns situated to the front, one was located and Corporal Walsh offered to go out single handed and destroy it. This he did and brought back the damaged German weapon. Whilst out on this mission he located the second German machine gun position and later went out at night and destroyed it with grenades.

On 9th June two companies of the battalion were ordered to support the Royal Ulster Rifles in their assault on Honorine la Chardonnerette. The village proved to be heavily defended. Corperal Malcolm Kennedy Walsh was killed on this day.



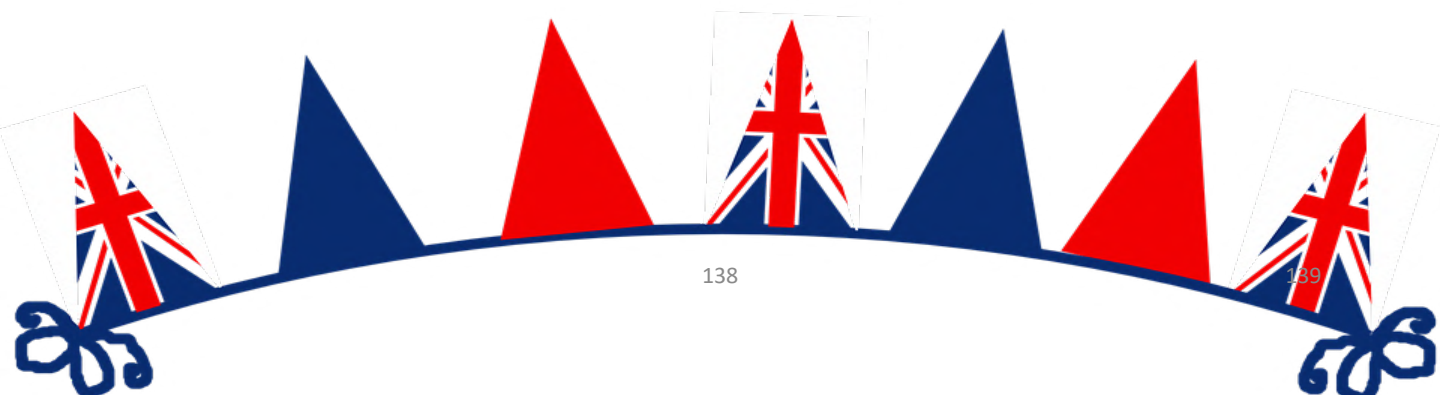


Corporal Malcolm Kennedy Walsh is buried at Ranville War Cemetery along with many others from the division. Ranville was the first village to be liberated in France. General Gale wrote to his parents commenting “it is hard indeed for a Commander like myself to lose such a fine, gallant young man like your son”. He had his 23rd birthday 3 weeks before his death.

The London Gazette reported his death and the awarding of the Military Medal on the 28th September 1944

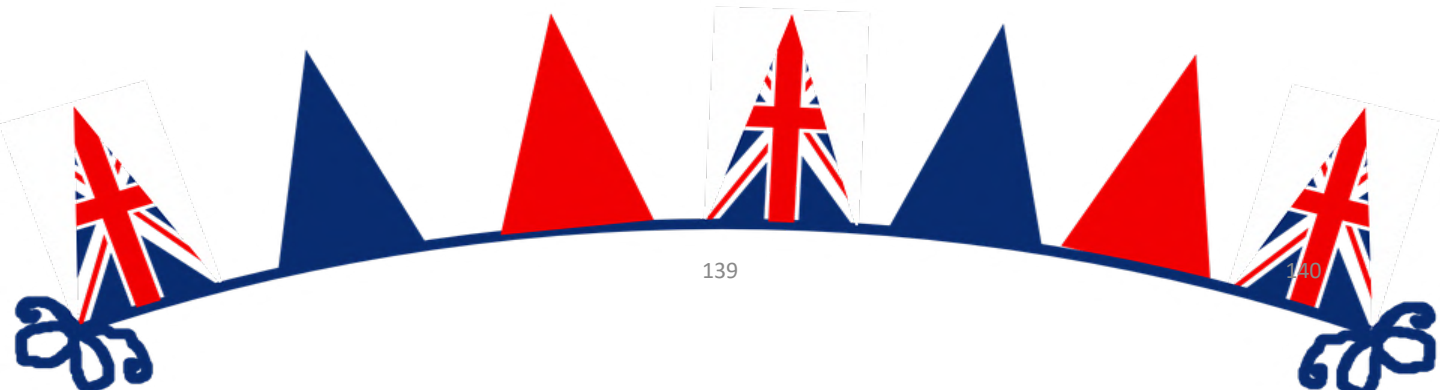
His mother Lindsey Ann Walsh and sister Jean who had been a Leading Aircraft woman during the war went in May 1946 to Buckingham Palace to receive her son’s medal from King George VI. An article was published in the West Sussex County Times Friday May 24th 1946.

His parents continued to live in the same house in Ifold until his father’s death 3rd February 1965 at King George V Hospital Milford, Godalming. At some point after this his mother moved away from the area before passing away in Malvern Worcestershire in 1971.





- Sources: Ancestry.co.uk, CWGC, National Archives, West Sussex County Times, Wikipedia





In Memory of
Trooper

Pierson York

4218176, 4th/7th Royal Dragoon Guards, Royal Armoured Corps who died on 09 September 1944 Age 2

Son of Mr. and Mrs. W. York, of Plaistow, Essex.

Remembered with Honour
Geel War Cemetery



Commemorated in perpetuity by
the Commonwealth War Graves Commission

In Memory of
Marine

Walter Reginald Victor York

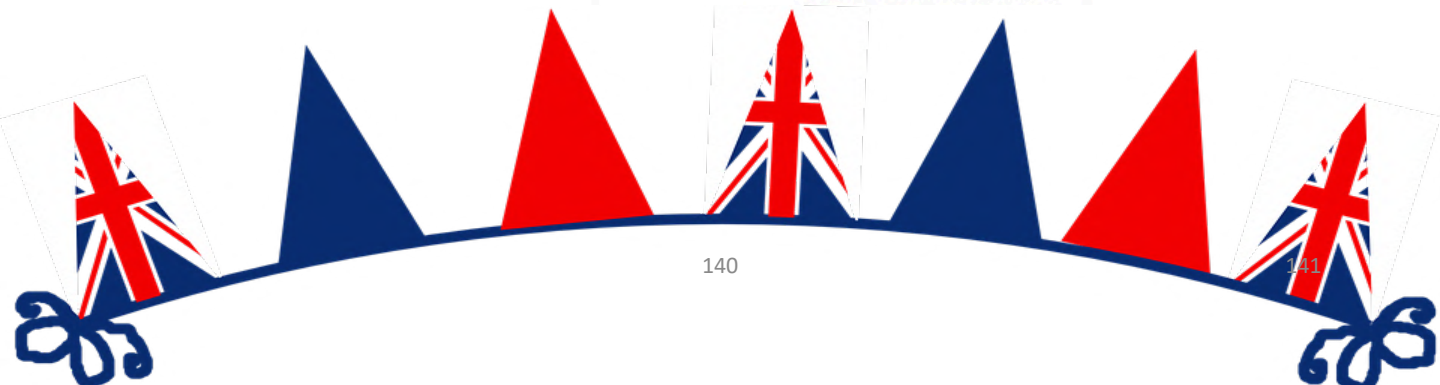
EX/5300, R.M. Group, M.N.B.D.O.1., Royal Marines who died on 01 June 1941 Age 23

Son of Mr. and Mrs. W. York, of Plaistow, Sussex.

Remembered with Honour
Plymouth Naval Memorial



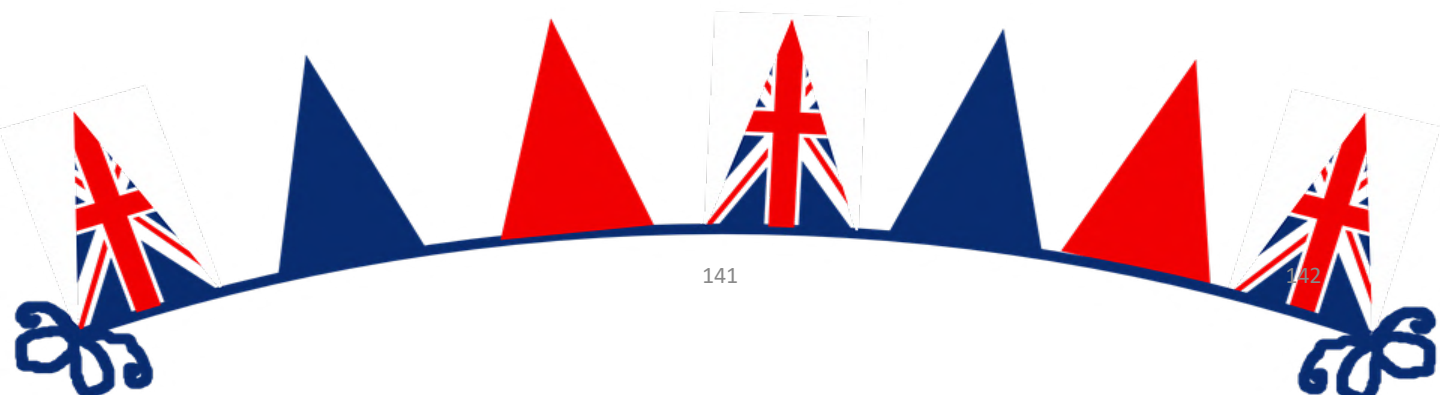
Commemorated in perpetuity by





Walter York married Bessie Ada Perren in 1915. Bessie was from Cuckfield and this is where they lived when first married and where Walter Reginald Victor was born 29th May 1917. Bessie's father was a gardener and she had been in service. By 1923 the family had moved to Thakeham and where Pierson and his sister Gladys were born. At the outbreak of war the family were living in the Ebernoe area and both father and sons were working on the roads whilst Gladys had gone into service for a local family.

Walter Reginald Victor York enlisted in the Royal Marines joining Mobile Naval Base Defence Organisation No 1 which was formed at the beginning of the war and equated to the size of a Battalion. They were designed for amphibious warfare. After initial training at Fort Cumberland and Hayling Island, MNBDO1 set sail for Egypt via South Africa due to the threat of German bombing and submarine attack. They reached Tahal Camp, Egypt on the 23rd April 1941. On 9th May Walter Reginald Victor York was part of a deployment sent to Crete near Souda under the command of General Weston. They were used as infantry in the defence of Crete following the airborne invasion by the Germans on 20th May 1941.. Fierce fighting took place and allied forces of over 30000 were gradually pushed south towards Heraklion.

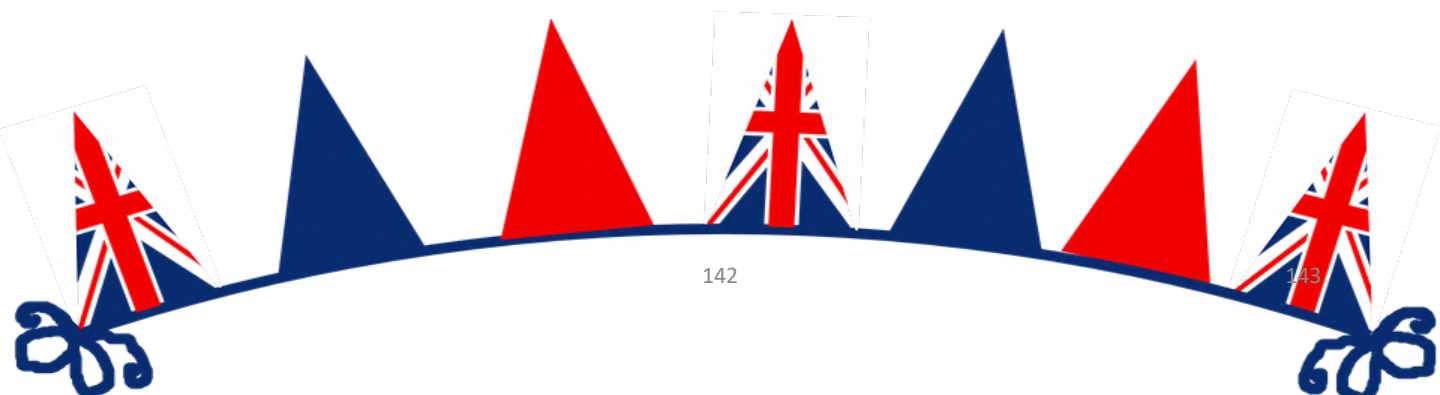




Between 28th and 1st June 18600 were evacuated to Egypt. The island surrendered on 1st June leaving many allied forces, dead, injured or POWs still on the island under the control of the Germans.. The fate of Walter Reginald Victor York is unknown but ultimately he was reported died 1st June 194 age 23.. There were nearly 1200 casualties from MDBDO1 during the Defence of Crete. He is remembered with honour on Plymouth Naval Memorial.

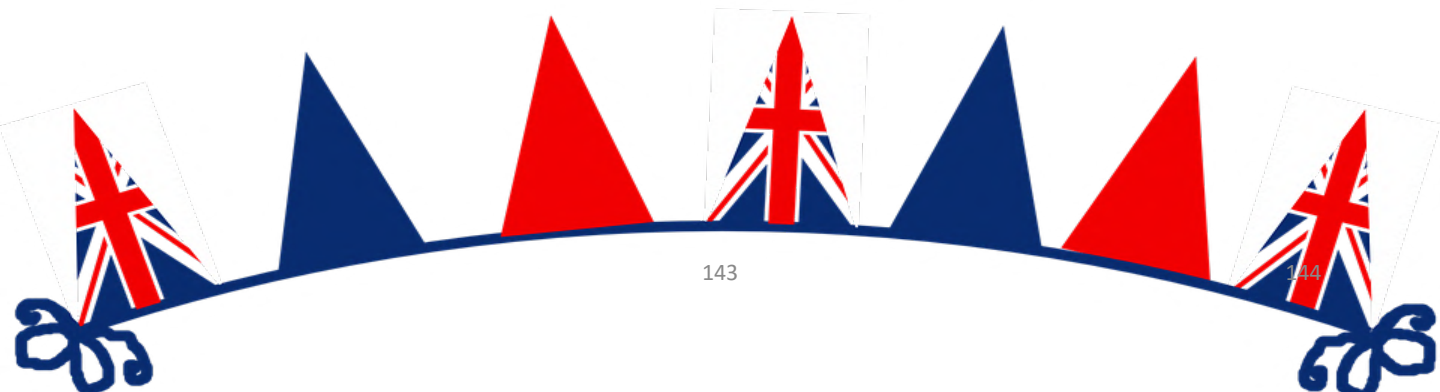


Meanwhile, Walter Reginald Victor York's brother Pierson had enlisted into the 4th/7th Royal Dragoon Guards, part of the Royal Armoured Corps. Much of 1943 was spent training using heavier more amphibious Sherman Tanks in preparation for the Normandy Landings. On 6th June 720hrs the 4/7th Royal Dragoon Guards under the command of the 8th Armoured Brigade landed at King Green Gold Beach, the first tanks to land and advanced towards Caen as part of the Normandy breakout...





The Regiment having broken out of Normandy, were the first armoured unit to cross the Seine and were instrumental in the liberation of Lille on 2nd September 1944. The regiment's tank then led the column that advanced towards Arnhem during Operation Market Garden. Between 8th and 9th September the Regiment suffered stiff opposition at Beringen Bridge on the Albert Canal following a counter offensive by German paratroopers before moving on towards Geel. During this period Trooper Pierson York lost his life age 21. He is remembered at Geel War Cemetery.





On the anniversary of his death on 9th September 1944, the family remembered the two brothers in the West Sussex Gazette dated 11.9.47 and 9.9.48.

11TH SEP 1947
WEST SUSSEX
GAZETTE

IN MEMORIAM

SMITH: Pulborough.—In loving memory of our Dad, who died September 7, 1939; also of our dear Mum, who died September 29, 1946.

Not a day do we forget you,
In our home two vacant chairs;
As we loved you, so we miss you,
The pain of parting so hard to bear.
—From your seven sons and daughters.

YORK:—In treasured memory of my dearly beloved sons, Walter R. V. York, R. Marines, missing at Crete; also of his dearly beloved brother, Trooper Peirson York, Royal Dragoon Guards, missing September 9, 1945.—Sadly missed by mother, father, Dorothy, Gladys, Bert, Plainstow Sussex. For ever in our thoughts. Some have forgotten, but mother never will.

LEWIS & CO.,
FUNERAL FURNISHERS,
37/34, SOUTHGATE, CHICHESTER.
ROLLS HEARSE
PRIVATE RESTING CHAPELS.
Phone: Chichester 2253-2254.
Phone: Bognor Regis 89-90.

TELS. 71
SI
GE
P
Personal Atten
A small Hotel
ings. Central
for a quiet b
exce
Cate
STOR
ABINGW
THE COUNTRY
OF V
7 acres of Groun
Tennis Court. B
Buses to Horsha
Central Heating
Reside
Lunches and
WEST
WA
COUNTRY
Main London
Road

IN MEMORIAM

ELLIOTT:—In loving memory of a dear wife and mother, Martha Elliott, of Tednam, passed away September 10, 1946, in memory's garden we meet every day.—From her husband and family.

JELLEY:—In ever-loving memory of my dear son Edwin Jelley, of Church Farm, Lymminster, Hampshire Regt., killed in action September 9, 1943.

He lies beside his comrades
In a foreign grave unknown,
His name is written in letters of love
By all he left at home.
—From Mum, Dad, brothers and sisters.

PUTTOCK:—In loving memory of Naomi Harriet Puttock, who died at Coates, Sept. 9, 1944, after a painful illness.—Sadly missed by dad and family. Gone but not forgotten.

RADBOURNE:—In loving memory of a dear wife and mother, Annie Elizabeth Radbourne who fell asleep on September 9, 1947.—From her devoted husband and family. "Always in our thoughts."

YORK:—In treasured memory of my dearly beloved sons, W. R. V. York, Royal Marines, missing at Crete, and his brother, Trooper Peirson York, Royal Dragoon Guards, missing Sept. 9, 1944. Sadly missed by Mother, Dad, Gladys, Dorothy, Bert, Plainstow Sussex.
Forever in our thoughts.

LEWIS & CO. (SUSSEX) LTD.
FUNERAL FURNISHERS,
37/34, SOUTHGATE, CHICHESTER.
ROLLS HEARSE
PRIVATE RESTING CHAPELS
Phone: Chichester 2253-2254.
Phone: Bognor Regis 89-90.

WHITE & SON,

born, London, W.C.1 (Tel. Holborn 6488)

Immediate Cash Advances
£25 upwards

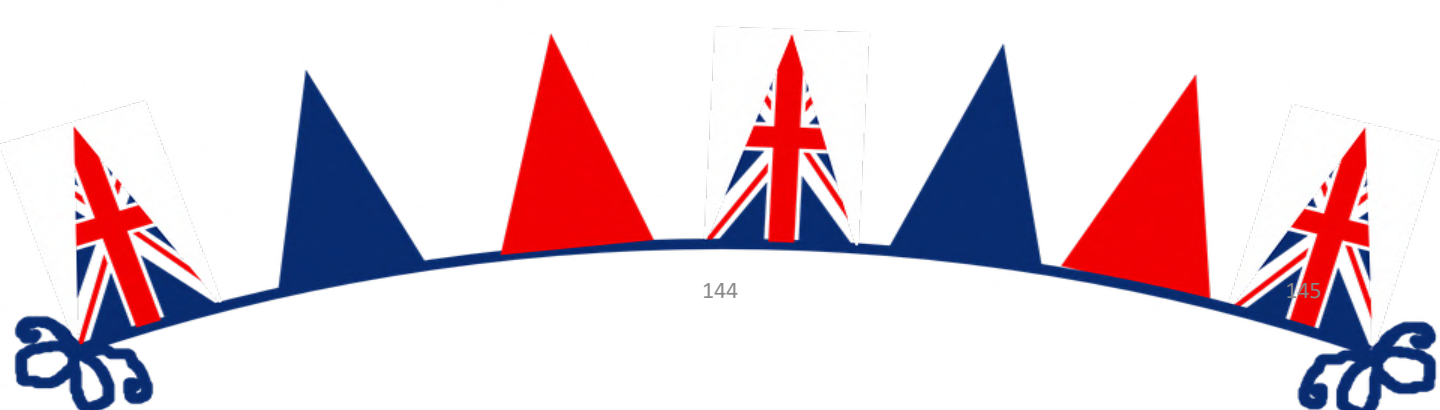
C. & W. MATTHEWS, Ltd.
9TH SEP 1948
11, 12, WEST SUSSEX Street,
L. GAZETTE.
Telephone: Mansion House 6925.

PRIVATE LOANS WITHOUT SECURITY
£25 to £5,000
METROPOLITAN LOAN CO. Ltd
1, 2, POULTRY, LONDON, E. C. 2
Phone: CITY 1546.
NO DELAY Est. 1904

WE LEND MONEY PROMPTLY
£10 to £500
London & Provinces Advance Co., Ltd.
(Business Founded 1875.)
78, QUEEN VICTORIA STREET.
LONDON, E.C.4

LOANS £10 - £10,000 WITHOUT SECURITY.
ADVANCE TRUST LTD.,
Successors to
JERMYN FINANCE CO., LTD
11, Duke Street, St. James's,
LONDON, S.W.1.
TELEPHONE WHITEHALL 3023.

LOANS, £10 to £10,000





In Memory of
Squadron Leader

John Llewellyn Griffith

D F C

87671, 180 Sqdn., Royal Air Force Volunteer Reserve who died on 24 July 1944 Age 26

Son of Frederick Samuel and Sybil Virtue Griffith, of Porthcawl, Glamorgan.

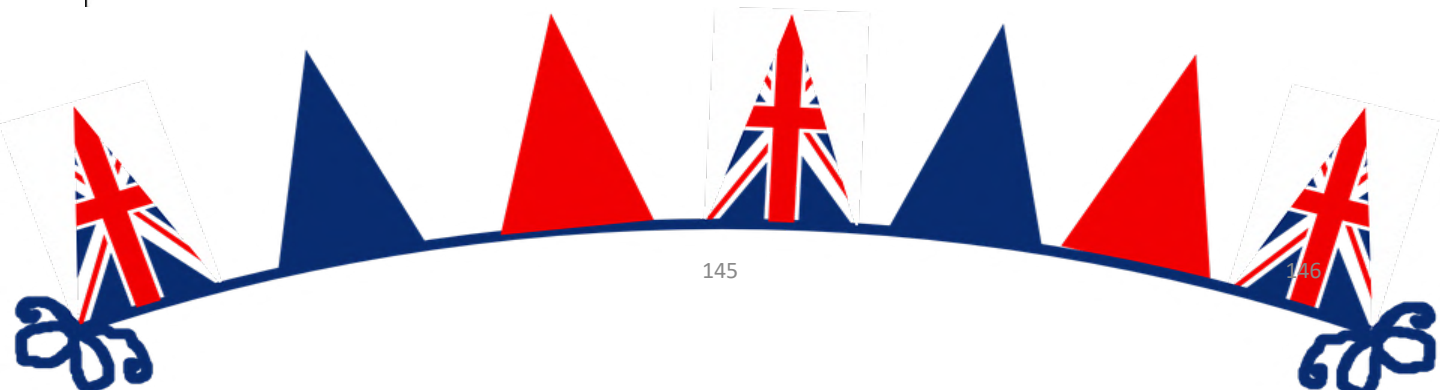
Remembered with Honour
Kirdford (St. John the Baptist) Churchyard Extension



Kirdford (St John the Baptist) Churchyard Extension



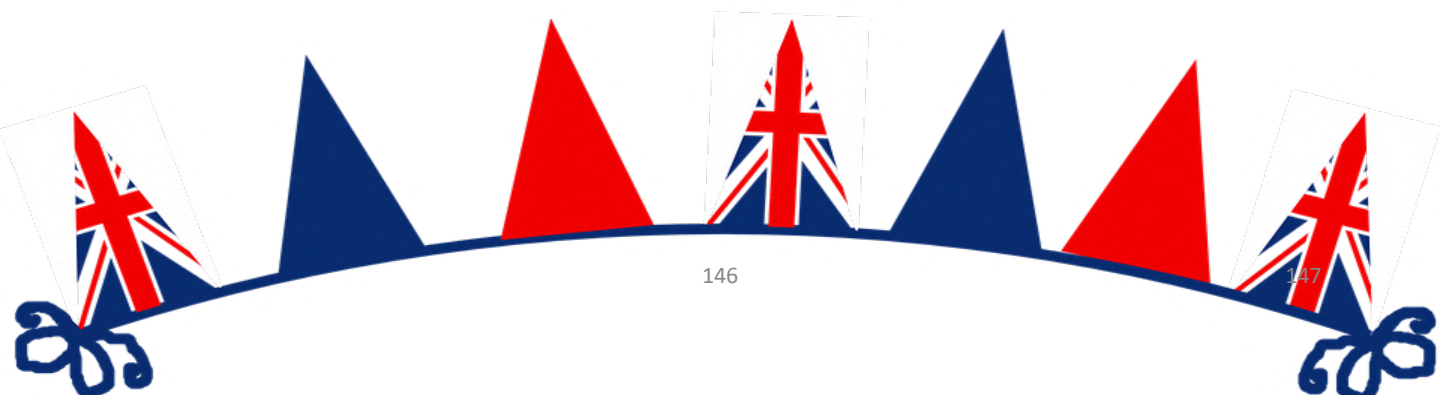
Commemorated in perpetuity by
the Commonwealth War Graves Commission





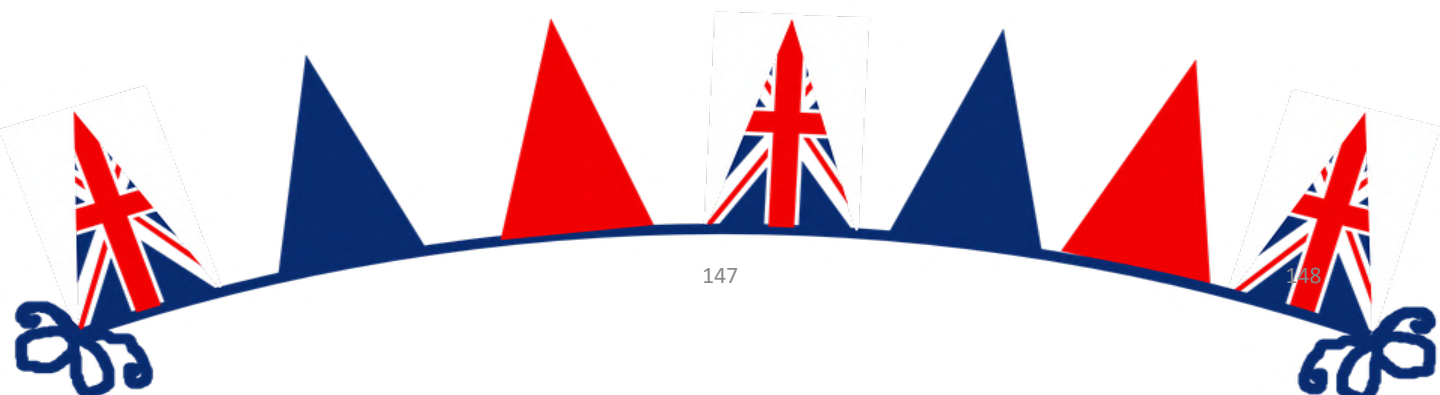
John Llewellyn Griffith was born 1918 the second son of Frederick Samuel Griffith and Sybil Virtue Griffith nee Preston from Porthcawl, Glamorgan. His father, Frederick Samuel was born 11th September 1870 in Brecon and was a Forester. He married Sybil Virtue Preston on 28th December 1904 in Capetown South Africa. By the time John Llewellyn was born he was a Superintendent for a forestry company and records indicate he travelled regularly by steamship between Wales and South Africa, although the family seem to have predominantly based in South Africa.

Following the outbreak of war, John Llewellyn Griffith joined RAFVR and joined 180 squadron which was formed September 1942 flying B25 Mitchells. The B-25 was a twin engined American medium bomber manufactured by NAA. On 6th October 1942 Acting Flight Lieutenant Griffith was awarded the DFC. He was based at Foulsham/ West Raynham Norfolk before the squadron moved to Dunsfold at the end of May 1943 to join the Second Tactical Airforce.





From June 1944, the Squadron supported the breakout from Normandy, providing vital bombing cover for allied forces on the ground. On 24th July 1944 , Squadron Leader Griffith was co-pilot on Mitchell B-25 FW190, part of a bombing raid on woods near La Hogue. The woods were known to contain 12-16 mobile guns and 1800 enemy troops. The object was to harass the enemy and prevent him from forming up for a counter attack against allied ground forces. Spitfires gave cover to a total of 60 Mitchells and enemy flak positions were to be kept under mortar fire during the raid. The first aircraft reached the target at 2130hrs and found an intense barrage of flak. There was no cloud but it was very hazy, with visibility reduced to 1-2 miles. The target was very close to allied lines and the possibility of hitting them, heavy flak and poor visibility disorganised the boxes resulting in 33% being abortive. Five aircraft sustained flak damage. Onboard FW190 Squadron Leader Griffith was killed and the Pilot Wing Commander Boulton and the navigator Burgess were seriously wounded by shrapnel. In spite of his injuries the pilot with the assistance of the Navigator managed to get the aircraft back to Tangmere where he made a bellyflop landing.





Squadron Leader John Llewellyn Griffith is buried at Kirdford (St John the Baptist) Church He was 26 years old. His parents who continued to live in South Africa after war, have had their ashes placed here on their deaths in 1946 and 1965.

