



WESTENDER

IN OUR 21st YEAR OF PUBLICATION

NOVEMBER - DECEMBER 2020

CHRISTMAS ISSUE

VOLUME 12 NUMBER 8

FROM OUR ARCHIVE



Our picture this issue was taken on Hatch Grange (the jewel in West End's crown) on January 29th 2004 at 9.27am, after a good fall of snow. The picture is looking towards the "Jubilee Ring" of trees planted on the slight rise to commemorate Queen Victoria's Diamond Jubilee in 1897

Due to the current situation regarding the Covid - 19 outbreak .

Following Government guidelines, we feel the society must behave responsibly and not hold any large meetings. We have therefore taken the decision to postpone our monthly meetings until next year, and for the time being close the Museum until further notice.

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STORIES BEHIND A MUSEUM OBJECT: West End's Post-War Builder

By Sue Ballard, PhD

Haines is a familiar name in West End as a long-standing family of local builders, but the second half of the twentieth century saw much post-war development, both in the village and beyond, by a new family firm, A.G. Guy & Sons Ltd. A section from a manhole cover, retrieved from Exeter Road and bearing the company name, has recently been presented to the museum by family members who live locally.



PART OF AN A.G. GUY & SONS LTD MANHOLE COVER FROM EXETER ROAD, TOWNHILL

Ambrose Gwyn Guy, who preferred to be known simply as Gwyn, was born at Crofty on the northern coast of the Gower Peninsula in South Wales on 22nd January 1921. Gwyn was the second of five children of Robert Ambrose Guy and his wife Elizabeth Ellen Eynon.

Gwyn's mother Elizabeth was born at Llanrhidian Higher, Glamorganshire in 1900 and was the daughter of a coal miner, Thomas Eynon. However, her grandfathers and great-grandfathers on both her paternal and maternal sides had for many years been farmers in and around Pembrey, Carmarthenshire. Tithe records show that in 1839 her paternal great-grandfather David Eynon was a tenant farmer leasing lands amounting to a little over 50 acres. Over the next twenty years or so he prospered, increasing his holdings. The 1851 census records that he farmed 111 acres, which by 1861 had increased to 120 acres and Elizabeth's grandfather Arthur Eynon, then aged 19, assisted him on the farm. But in 1871 David's farm appears to be reduced to 70 acres and Arthur, who in 1863 had married into a family with an equally long tradition of farming, was working as a coal miner. In 1881 David was again farming 120 acres and Arthur was a farmer in his own right, but with just 38 acres. David died in 1888 and by 1891 Arthur was back in the mines. The 1901 and 1911 censuses show that Arthur had returned to farming, but do not detail the size of his holding.

Why do David and Arthur Eynon's successes at farming appear to have fluctuated so much during the final quarter of the 19th century? G. Dyfnallt Owen indicates in his article "Agriculture - The eighteenth and early nineteenth centuries"¹, that until the early 19th century, traditional farming in Carmarthenshire

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was a mix of arable and dairy farming. The first Enclosure Act to affect the local area was passed in 1807, when common lands, waste lands and marshlands were enclosed, divided and allocated by the Enclosure Commissioners visiting from London. Local landowners and wealthy tenants benefitted from the Act, which was part of a national effort to consolidate holdings and make them more productive during the food shortages of the Napoleonic Wars (1803–1815). Poorer labourers lost their ancient rights to firewood and pasture – and even their dwellings, if built upon the wasteland – and in Carmarthenshire many from the valleys moved to the towns or industrialized areas seeking employment. David Eynon, born around 1810, was clearly the son of one of the wealthier tenants who had benefited from the Act. Then why, some 60 years later, did his farm appear so reduced in size? How did he apparently recover within ten years? And why did his son Arthur seem unable to prosper? In his article “Farm Size in England and Wales from Early Victorian Times to the Present”², David Grigg points out that in 1851, 62.5% of all farms in England and Wales were what is now classed as small farms – more than 5 acres and less than 100 acres. Historians agree that after 1851 there was a decline in the number of small farms and an increase in the number of larger farms, which we see reflected in the increasing size of David Eynon’s holdings. There followed a general depression in agriculture throughout the 1880s and 1890s, which would explain why Arthur Eynon was working in the mines in 1891. Only the censuses of 1851, 1861 & 1871 required farmers to state the size of their farm, which is why we do not know the size of Arthur Eynon’s holding, and therefore the extent of his economic recovery as a farmer, in 1901 or 1911. Where farmers were required to state the size of their holdings, they were instructed to exclude upland hill pastures, which may have formed the bulk of David Eynon’s lands in 1871 (his address on his probate record reads simply “Pembrey Mountain”), suggesting that the perceived downturn in his fortunes may have been more apparent than real. However, given that Arthur spent periods in the mines, we can see that his financial struggle was a real one.

Coal mining was an obvious fall-back occupation for younger farmers and farm labourers who had fallen on hard times, like Arthur Eynon. In his article “The Tinplate, Steel and Coal Industries”³, L.W. Evans tells us that Carmarthenshire had two main coalfields, one of anthracite in the Gwendraeth Valley, which was opened in 1817, and the much older Llanelly Coalfield of bituminous coal, which runs in a belt from Llanelly to Pembrey, where the Eynon family lived. Coal mining on a small scale in the Llanelly region dates from the 16th century, but it was developed in earnest in the mid to late 18th century, when many deep pits were opened by a number of wealthy industrialists with the use of steam engines for the pumps from at least 1762. The Llanelly Coalfield fed the local iron industry and later the non-ferrous metal industries of the region, with a railway and dock being constructed specifically for the coal industry in 1834. Between the railway, the dock, the coal mines and the metal industries, farmers in dire straits like Arthur Eynon could find plenty of paid work in hard times, albeit not to their liking.

Elizabeth’s father Thomas Eynon, like so many young men in South Wales at this time, appears to have gone straight down the mines, with no attempt at farming. Sometime between 1881 & 1891 Thomas moved to Llanrhidian in Glamorganshire where he married Elizabeth’s mother, Ann Williams, who worked as a cockle picker.

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ANN EYNON NÉE WILLIAMS IN HER COCKLE PICKER'S WORKING CLOTHES

Cockle picking was a common occupation for women living on the Gower coast for much of the nineteenth and twentieth centuries. The 1911 census shows that two of Gwyn's paternal aunts, Emily & Gwladys Guy, were self-employed cockle pickers at the ages of nineteen and sixteen, respectively. The National Museum of Wales tells us that daughters commonly followed their mothers into the business, which was traditionally carried out by low-income families. Cockles would be gathered and washed on the beach and transported home on donkeys. Untreated cockles (cocs cregyn) may be sold from a large basket carried over the arm, but once boiled and removed from their shells (cocs rhython) they were carried in a wooden pail balanced on the vendor's head. In an oral history interview, one retired cockle-picker, who had worked at the trade for sixty years, stated that she initially sold cockles at a halfpenny per pint and later at sixpence per pint, "a very mean reward for the tedious work involved." A HistoryPoints article, "Women's History in Wales", describes the traditional Penclawdd cockle industry at Gower where Ann Williams and Emily & Gwladys Guy grew up: "Crofty is one of several locations on this stretch of coastline where generations of women brought ashore cockles ... At low tide, women would gather them using rakes and sieves. Some of the local women walked to Swansea Market – a journey of about 12km (8 miles) each way – with cockles loaded onto donkeys. ... The opening of the railway to Penclawdd in 1867 enabled fresh cockles to be sold over a much wider area. The branch line from Gowerton was nicknamed the "Cockle Line", despite mainly carrying locally-mined coal. Trains took Penclawdd cockles as far away as Birmingham. In the South Wales Valleys, they were sold by women who went from house to house with cockle baskets." A South Wales Sea Fisheries Association report of 1916 estimated that almost 320 tonnes (315 tons) of cockles per month were harvested in the Penclawdd area. On a typical day, around 50 women could be found working on the beaches, with each donkey carrying around 150kg (around 3 cwt) of cockles in sacks. The donkeys were replaced by horses and carts in the 1960s. The industry continues today using motor vehicles, though now it is no longer a female enclave, but organised big business for export using migrant workers.

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THE BRITISH BROADCASTING CORPORATION

Head Office: Broadcasting House, London, W. 1

Broadcasting House, Queen Street, Carmarthen

TELEPHONE AND TELEGRAMS: ~~CARMARTHEN~~
Swansea 56451

Reference: 13/TF

11th December 1947

Dear Mrs. Eynon,

This is to confirm our conversation of last night. The train for Paddington leaves Swansea at 10.45 a.m. and arrives at Paddington at 3.45 p.m. It will be necessary for you to make the journey on Tuesday next, and the man who will be meeting you in Paddington is himself a Welshman from Cardiff. The name is Ted Jones.

We would like you to take up the complete rigout of a Cockle Woman, and tools, and also samples of the cockles as you gather them in their shells and samples ready for eating. (Miss Joan Gilbert, who will be looking after you in television, suggests that it would be a good thing if they could taste them in the Canteen).

I am writing by the same post to your friend, Mrs. Ruth Morgan.

Yours sincerely,

TOM PICKERING
West Wales Representative

Mrs. Ann Eynon,
Green Close,
Llanmorlais,
Penclawdd.

Dictated by Mr. Pickering;
despatched in his absence by: *B. Anthony*

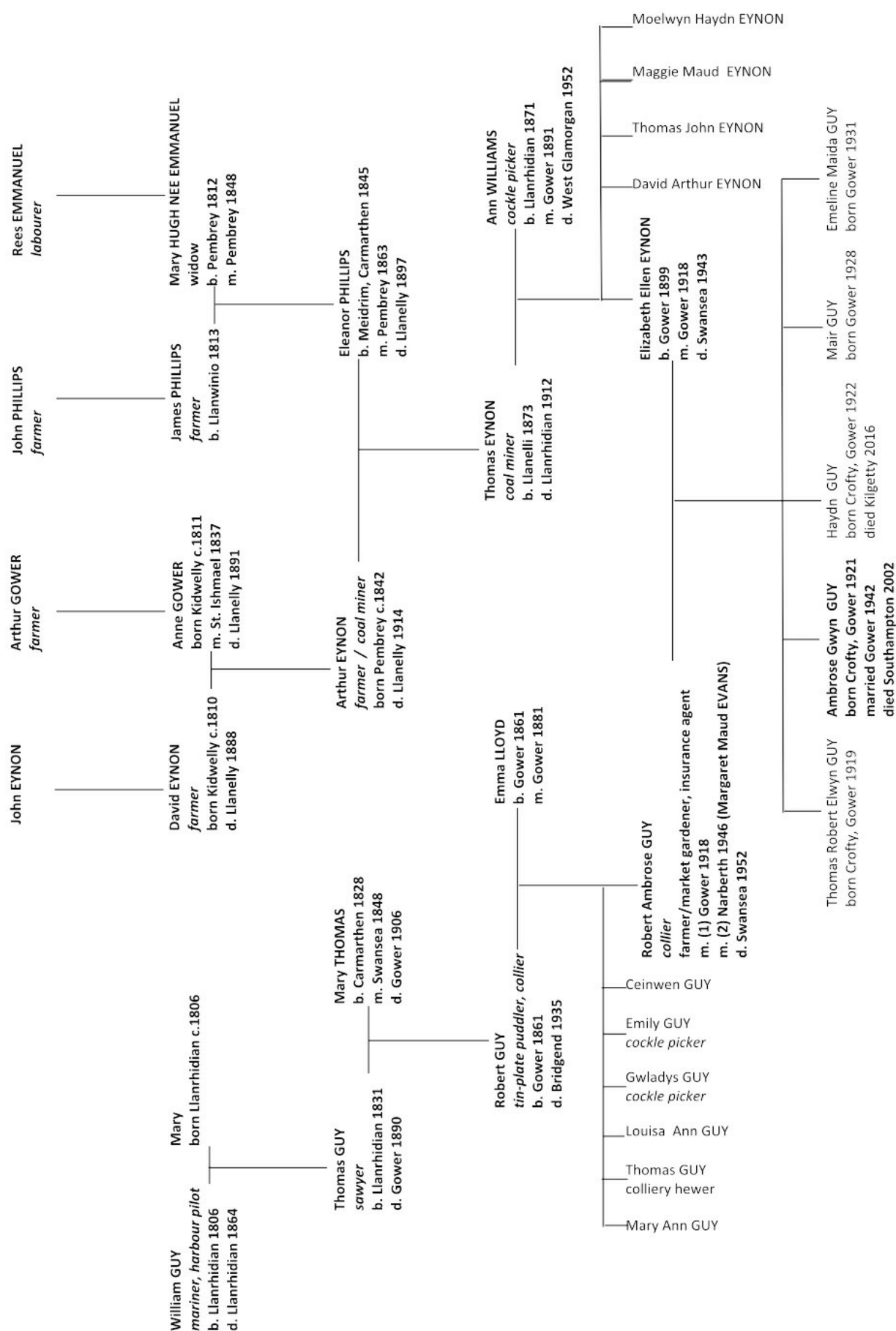
BA

BBC LETTER TO ANN EYNON NÉE WILLIAMS 1947

In December 1947 BBC Wales invited Ann to visit their television studios in London. She was advised to take the train from Swansea to Paddington and asked to dress in her cockle picker's working clothes complete with tools and to bring samples of cockles in their shells and some ready for eating which would be served in the BBC canteen. It appears that her work as a cockle picker was originally intended to feature in a television documentary, but the BBC have confirmed that it eventually featured on Woman's Hour, which aired on Radio 4 in June 1948. Sadly, however, the recording has not been retained.

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SIMPLIFIED FAMILY TREE OF AMBROSE GWYN GUY (1921-2002)

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Gwyn's mother Elizabeth Ellen Eynon married Robert Ambrose Guy in 1918. The Guy family had lived at Llanrhidian Higher in Glamorganshire since at least 1806. Unlike the Eynons, the men of the Guy family had no longstanding traditional occupation. Robert Ambrose Guy (who preferred to be called Ambrose) was the son of a tin-plate puddler, Robert Guy, who later worked as a collier. Ambrose's grandfather Thomas Guy was a sawyer and his great-grandfather William Guy, a mariner who later worked as a harbour pilot.

Gwyn's grandfather Robert Guy was the first generation in his paternal family to work in the mines – the same generation as Gwyn's maternal grandfather, Thomas Eynon, who was the first in the Eynon family to go straight into mining – suggesting that it was during the 1890s that mining and metalworking became more important than farming in Glamorganshire. But Gwyn's father Ambrose broke the mould. Instead of a farmer turning to mining, he was a collier who became a farmer and market gardener. The 1911 census shows Robert Ambrose Guy as a 14-year-old boy shifting coal in the colliery. By the time of the 1939 Register, he had left the colliery and was a farmer and market gardener, working part time as an insurance agent and, at the age of 42, serving as a special constable for his war work.

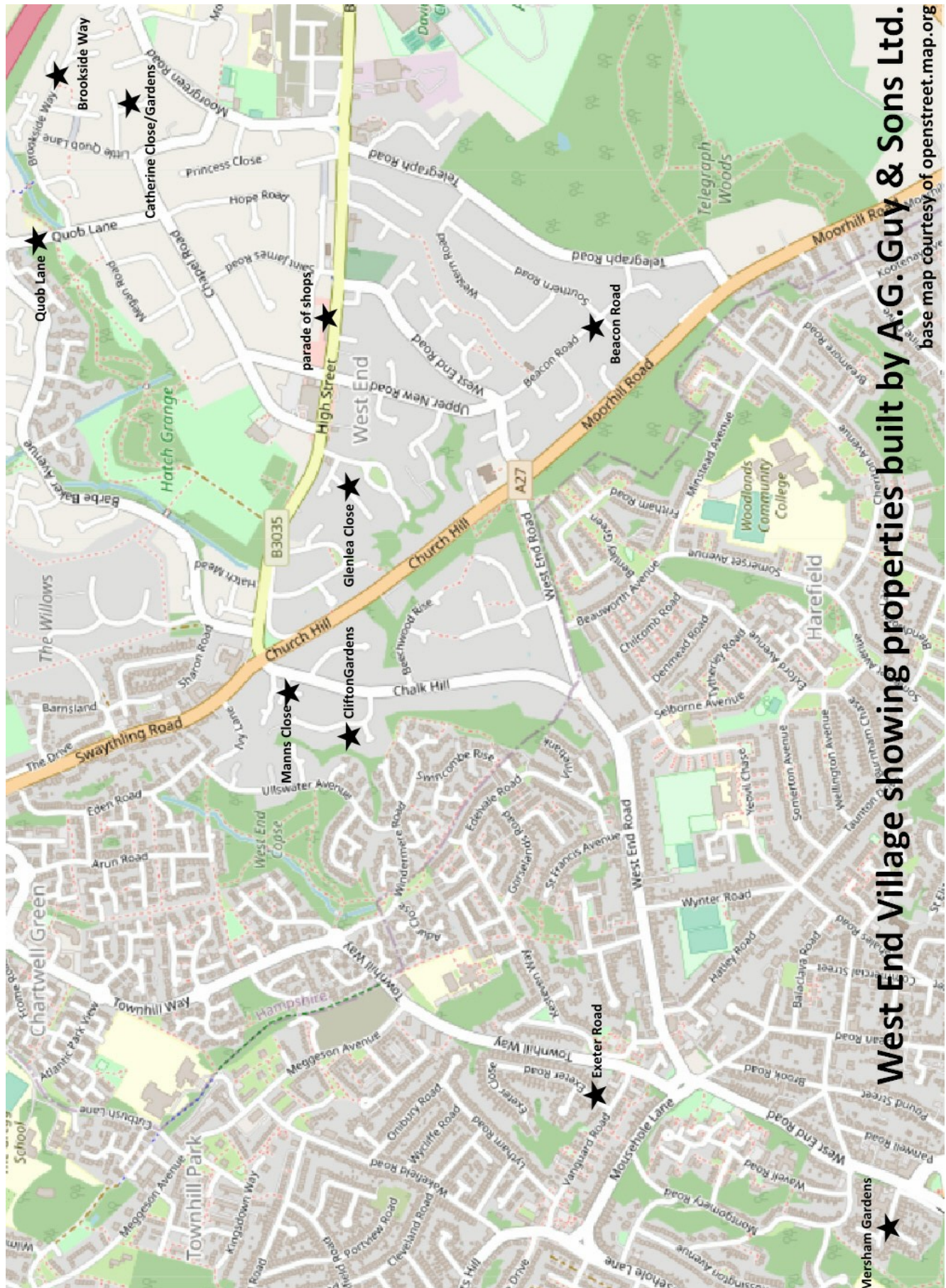
Gwyn was 18 years old when war broke out and certain building trade work was a reserved occupation only for those aged 30 and over. However, his sister tells us that Gwyn was unable to serve in the armed forces due to heart disease. His elder brother Thomas Robert Elwyn Guy (known simply as Elwyn) served in the Welsh Fusiliers, while his younger brother Haydn served with the 9th Lancers in North Africa, taking part in the battle of Monte Cassino. Haydn's obituary indicates that he and Gwyn had much in common. At the outbreak of war, Haydn had been a builder's apprentice and after the war he set up as a building contractor in Kilgetty, Pembrokeshire, a business he ran for the next 35 years. Haydn was a leading member of both the Tenby and the Saundersfoot Bowling Clubs, winning many trophies.

Early in 1942 Gwyn married Freda Cruttenden at home in Gower and later that year the first of their three children – Clifford (1942), Geoffrey (1947) and Linda (December 1949) – was born in Southampton. His father's probate record of 1952 shows that Gwyn was the manager of a builder's office at the time, but does not record his address, although given that his children were all born within the Southampton Registration District between 1942 and 1950, it is likely that he lived locally, although he is not found in the directories at this time. The Professional & Trades section of Kelly's Directory of Southampton 1970 lists him under Builders as Guy, A.G. & Sons (Southampton) Ltd., 57 West End Road, Bitterne.

Gwyn's younger sister Maida, who still lives in West End, tells us that during the war Gwyn worked in a munitions factory in Bristol before moving to Southampton, after which he lived in various places within Hampshire, including Fareham and Moorgreen Road as well as Catherine Gardens, and "Norcroft" in West End Road. She tells us that Gwyn was responsible for building houses and bungalows throughout the West End area, including Clifton Gardens and Manns Close off Chalk Hill – where his office was – as well as at Brookside Way, Quob Lane, Beacon Road, Catherine Close or Gardens, Mersham Gardens in Bitterne and Exeter Road off Vanguard Road, Townhill, from which the manhole section was salvaged.

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Gwyn also built the maisonettes in Glenlea Close behind the Fire Station, flats near Bitterne Brewery and at Winn Road in Highfield, Southampton as well as the parade of shops in West End that are currently occupied by Everett's Pharmacy at one end and Best Fry Fish & Chips at the other. Like his brother Haydn, Gwyn was a keen bowler and was for a time president of the Atherley Bowling Club in Southampton. The original premises of the Atherley Bowling Club were built in 1922, when Gwyn was one year old, but he was responsible for building the large modern extension which more than doubled the size of the club building, enabling it to be used for private functions, including weddings, which now contribute greatly to its income.



AMBROSE GWYN GUY 1921-2002

Ambrose Gwyn Guy died on 25th September 2002 at the age of 81 years, 8 months and 4 days.

1. G. Dyfnallt Owen "Agriculture - The eighteenth and early nineteenth centuries" [*in A History of Carmarthenshire Volume 2 – From the Act of Union to 1900* edited by Sir John E. Lloyd](#) Cardiff, London Carmarthenshire Society 1935, 1939
2. David Grigg "Farm Size in England and Wales from Early Victorian Times to the Present" in *The Agricultural History Review*, Volume 35, Part 2, 1987.
3. L.W. Evans "The Early Iron and Coal Industry" in *A History of Carmarthenshire Volume 2 – From the Act of Union to 1900* edited by Sir John E. Lloyd Cardiff, London Carmarthenshire Society

HAPPY CHRISTMAS TO ALL OUR READERS



Here we are again, Christmas will soon be here, and what a year! Covid and Lockdown are probably two of the most used words at present. Hopefully, next year will see an improvement and things getting back to some kind of normality or so we hope.

We are hoping to re-open the Museum at some stage in 2021 and also start having meetings once again from April 2021, but as they say, it is all in the lap of the Gods. Still, it looks as though there will be some cheer for five days at Christmas with a slight easing of restrictions, so I would like to wish you all a happy and healthy Christmas,

thank you for reading Westender and a big thank you to all the people who have contributed to the newsletter throughout the year and may 2021 keep you all safe and healthy.

Ed

A WHITLEY WENT TO WAR

By Stephen Middleton

A Whitley went to War

During a chance conversation with society stalwart Pauline Berry a year or so ago she mentioned the downing of an aircraft in the village. As a boy I was interested in Ships and military Aircraft and as the village link with the Sinking of the Titanic has been well covered I thought I'd look through the societies file on aircraft incidents.

Aircraft Down

There was very little daily involvement of the village with the second world war yet some very real events did occur such as the downing of three different aircraft within it's boundaries. All three aircraft had similarities, they were each twin engined bombers of similar size, and two of them suffered an almost identical fate.

The first tragic downing occurred in the early hours of Wednesday 15th August 1940 and was virtually unwitnessed. The day itself would be recalled as the worst day of the Battle of Britain, though the battle had very little impact on the village life.

The business of War is unrelenting and insidious and whilst the sorties of the Battle of Britain fighter pilots remain the most vivid image of that stage of the war, simultaneous activities were being conducted that seemed to pass by uncommented upon.

Most people are familiar with the speech by Winston Churchill which includes the line *"Never in the field of human conflict was so much owed by so many to so few"* However that oft quoted line is followed by *"All hearts go out to the fighter pilots, whose brilliant actions we see with our own eyes day after day but we must never forget that all the time, night after night, month after month, our bomber squadrons travel far into Germany, find their targets in the darkness by the highest navigational skill, aims their attacks, often under the heaviest fire, often at serious loss, with deliberate, careful precision, and inflict shattering blows upon the whole of the technical and war-making structure of the Nazi power."*

The speech was made on the 21st August 1940, less than a week after this downing, the first incident in the village and a day after the second one.

The Mission

At 19.35hrs on the evening of the 14th of August 1940 a group of 12 RAF Armstrong Whitworth Whitley MkV aircraft of No.77 squadron took off from their airfield at RAF Driffield in Yorkshire and joined other aircraft from Bomber command's 4 group, Whitley aircraft of No.51 Squadron and No.78 squadron for a bombing mission of an oil storage facility at Abes, Gironde, in Bordeaux an objective that was visited several times before it's final destruction and which after being rebuilt after the war is still in operation today.

The evening was clear and all aircraft got off the ground safely however two soon returned with mechanical failures, the rest assembled group then flew on for several hours towards their primary target. The raid itself proved a success and the attacking aircraft turned for home having all survived the raid.

However for the five man crew of one particular aircraft (Serial number P5044), KN-O of 77 squadron, this mission would be their last.

Previous Luck

The same crew had a close run thing less than two weeks earlier when they set out in another Whitley (N1435) from Driffield airfield at 21.30hrs on 3rd August 1940 for a bombing raid on the Rhenania Ossag A.G. oil refinery at Mannheim, in the Ruhr Valley.

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On their return on the following morning on approaching their base at Driffild they found the area covered by thick fog and were unable to locate their aerodrome. At 06.50hrs the aircraft ran low on fuel so a forced landing was carried out in a cornfield half a mile east of Staxton Wold, an RAF chain home station (Radar). The crew all escaped unharmed and the aircraft's captain was later commended by his Commanding Officer "for landing his aircraft and saving his crew in such difficult and dangerous circumstances". The aircraft was assessed on site and Cat.M damage was recorded, it was later repaired to fly again.

SD158

As KN-O returned over the coast the pilot, in accordance with SD158, dropped to a height of around 5000ft or below cloud level to allow the observer corp to identify the aircraft type. According to the National Archives (AIR 81/2597) the crew were instructed to return over the coast between Beachy Head and Selsey and were clearly off course, however KN-O was observed as flying up Southampton water. The adherence to SD158 was to lead to the 310 allied aircraft being downed whilst only 54 hostile aircraft were lost.

Indeed in August 1940 RAF Fighter Pilots were authorised to shoot down any aircraft which failed to conform to S.D.158 by not flying at a set agreed height, or who had navigation lights on above 2,000 feet and more than 5 miles from their base, an Air Consolidation Order amended in 1938 and still in force in 1941, which indemnified our Fighter Pilots from blame.

The aircraft struck a barrage balloon cable adjacent to the airfield at Eastleigh which at that time was known as HMAS Raven. The collision sheared off an estimated 6 feet of the wing immediately rendering the machine unflyable, the hulk of the aircraft fatally crashed 1 mile South-East of the Eastleigh airfield in Allington lane in the field opposite the railway cottages near the bridge. (There is a newspaper cutting with a statement from the residents of the cottages in the file however I am unable to access it during the pandemic)

The Lost Crew

All of the crew of five were killed in the crash, they were:-

Pilot Officer Robert Butler Macgregor (Service No:41856) 2nd Pilot, Age 19. Born in South Africa, he was the Son of Robert Morrice Macgregor and Carmel Gertrude Macgregor, of Nairobi, Kenya. Information in file AIR 81/2597 at the National Archives shows that this young man left Kenya at the age of around 17 to join the Royal Air Force. His mother's ashes were subsequently flown over from South Africa and buried next to the grave.

Sergeant Harold Davies, (No:632374) (wireless operator/air gunner) rear gunner, Aged 20. He was the Son of Walter and Mary Davies, of Bridgtown, Cannock, Staffordshire.

Sergeant John Burrow, (No:551597) Wireless operator/air gunner Aged 20. He was the Son of James and Helen Burrow, of Blackburn, Lancashire and at the outbreak of the war he was a Farm Labourer living at Highgate Farm, Warton Lancs. for farmer James Gardner.

Flying officer William Alan Stenhouse, (No:39904) Pilot, Aged 26. Reported as a notice in **The Scotsman** newspaper, Saturday 24 August 1940, Flying- Officer William Alan Stenhouse, younger son of the late Mr and Mrs A. J. Stenhouse, 31 Gilmour Road, Edinburgh, has been killed in action. According to Pilot Officer Macgregor's log book the crew flew together seven times between their crash and final flight, and indicates that FO Stenhouse himself piloted the active bombing missions.

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(Pictured) Flying officer

William Alan Stenhouse



Sergeant Claude Lionel Geoffrey Hood, (No:746840) Observer, Aged 31. The Son of William Herbert and Mabel Hood and husband to Marian Eva Hood, they were married in Dec 1932 in Leicester and in 1939 were residing at 42 Brading Rd, Leicester. Claude was RAFVR.

Sergeant Claude Hood and Marian Hood

Pictured on their wedding day.

(photo via the Leicester Mercury)

All of the crew were laid to rest on August 21st at Fawley All Saints Church in a specially reserved Royal Air Force Burial area. (Grave Reference: Old Portion. Row 2. Coll. grave 2.) There is a title deed in the Hants Record Office for this plot, with the area marked in red, (just like a house title deed), with an undertaking that the RAF must keep it in good order. The graves and the area are now maintained by the Commonwealth War Graves Commission.



Photographs of the funeral procession and internment at the church.

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The headstones of the five Whitley KN-O crewmen.

As was often the case some burial plots doubled up, Sargent Hood and Sargent Davies were buried together whilst Flying Officer Stenhouse shared a plot with AC2 Taylor who may have been a casualty (one of seven) of a separate flying incident in Eastleigh involving a Hudson aircraft.

(Tragically another one of the 22 Whiteys that took part in the mission was lost to exactly the same fate, colliding with a cable at West Drayton, this aircraft was from No.51 squadron.)

Trouble at Home

As mentioned earlier the 15th August proved to be a very busy day for the RAF because the Luftwaffe were targeting their bases. Had KN-O made it home to Driffield that morning it would have been caught up in a raid that rendered the airfield inoperable, and after losing at least 5 aircraft on the ground to sustained and accurate bombing by a force of 50 German Ju88 fast bombers, No.77 squadron was rehomed later that day to Linton-on-Ouse until October that year.

In May 1942 No.77 squadron joined Coastal command engaged in anti-submarine patrols and continued flying Whiteleys until October that year when it converted to the larger Halifax Bomber



The Armstrong Whitworth Whitley V Bomber

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Known by it's nickname as "the flying barn door".

The Armstrong Whitworth Whitley was a twin engined heavy bomber, initially being powered by a pair of 795 h.p. Armstrong Siddeley Tiger IX radial engines. The aircraft type itself is scarcely remembered (although Dinky toys did make a die cast model of it). It was designed in the mid 1930's to Air Ministry Specification B.3/34 and was a leap forward from the aircraft of the day. It was designed to be a night bomber however early versions proved lacking in power, the radial engines were replaced by a pair of 1,030 h.p. Rolls Royce Merlin IV V12 engines. The adoption of the Merlin engine for the mark V gave the Whitley a considerable boost in performance. The pay-load was judged to be too small for economical bombing, both in bomb load and crewmen lost and the Whitley was transferred to coastal command for Anti-submarine duties.

Some Technical details - the Whitley V was powered by two Rolls Royce Merlin engines giving the aircraft a maximum speed of 230mph at a ceiling of 16,400 ft (it's cruising speed was just 210mph) It had a wingspan of 84ft and carried a maximum payload of 7,000lbs, four 1000lb bombs internally and three 500lb bombs under each wing. It's armament consisted of only one Browning 0.303 machine gun in the nose turret and four in the tail turret.

At the start of the war, No. 4 Group, equipped with the Whitley, was the only trained night bomber force in the world. The Whitley bore the brunt of the early fighting and saw action during the first night of the war when they dropped propaganda leaflets over Germany. The propaganda flight made the Whitley the first aircraft in RAF Bomber command to penetrate into Germany.

On the night of 19/20 March 1940 in conjunction with other aircraft types the Whitley conducted the first bombing raid on German soil attacking the seaplane base on the Island of Sylt. In yet another first for the aircraft on the night of 11/12 June 1940, the Whitley carried out Operation Haddock, the first RAF bombing raid on Italy, only a few hours after Italy's declaration of war; the Whitleys bombed Turin and Genoa, reaching Northern Italy via a refuelling stop in the Channel Islands.

In late 1942, the Whitley was retired from service as a frontline aircraft for bomber squadrons and was shifted to other roles.

Earlier in April/May 1942, the British Overseas Airways Corporation (BOAC) operated 15 Whitley Mk V aircraft which had been converted into freighters. However the fuel thirst and small payload ratio made it uneconomical and 14 were returned to the RAF.

The mark V variant was the most numerous with 1,466 built out of a total 1,814 however there are no surviving intact examples of any Whitley variant, although the Whitley project aims to build one from salvaged parts at the Midland Air Museum.

2021 PROGRAMME

We are in the process of finalising the speakers programme for 2021 with hopefully meetings re-starting in April 2021, depending on Government regulations and the covid pandemic.

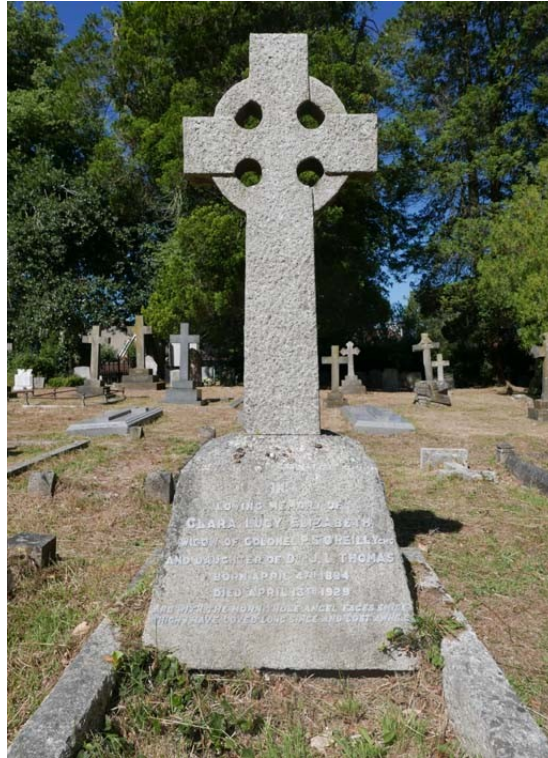
We hope to publish our meeting/speaker list in the next issue of Westender, so keep a look out for it.



THE FAMILIES OF O'REILLY, THOMAS AND BOND □ THEIR CONNECTION TO HAREFIELD HOUSE

By Paula Downer

In the Old Burial Ground, West End, Hampshire, lies the grave of Clara Lucy Elizabeth O'Reilly, daughter of Dr John Lewis Thomas of Harefield House :-



**IN LOVING MEMORY OF
CLARA LUCY ELIZABETH
WIDOW OF COLONEL P.S. O'REILLY C.M.G.
AND DAUGHTER OF DR. J.L. THOMAS
BORN 4TH APRIL 1884
DIED 13TH APRIL 1929**

**AND WITH THE MORN THOSE ANGEL FACES SMILE
WHICH I HAVE LOVED LONG SINCE AND LOST AWHILE**

Clara's late husband was Patrick Stanislaus O'Reilly of the Royal Army Medical Corps (R.A.M.C.) whom is buried in Greenwich Cemetery London, in a grave cared for by the Commonwealth War Graves Commission. A CMG medal (Companion, The Most Distinguished Order of St.Michael and St.George) is awarded to men and women whom have rendered extraordinary or important non-military services.

Patrick Stanislaus O'Reilly was born on 27th May 1877 in Belmullet, County Mayo, Ireland, his parents were Thomas F. O. and Margaret Ellen O'Reilly of Carne House, owner of 6472 acres.

Patrick entered the medical profession, attending the Royal College of Surgeons in Dublin to qualify as L.R.C.P. & S.I. (Licentiate of the Royal College of Physicians and Surgeons, Ireland) on 5th July 1899. The following November Patrick was commissioned with the rank of Lieutenant in the newly formed R.A.M.C.. The R.A.M.C. are a specialist corps in the British Army providing medical services to Army personnel and their families during war and peace. During the Great War the R.A.M.C. were on the front line providing immediate treatment to wounded soldiers.

Patrick was assigned to the South African War 1899-1902 (also called the 2nd Boer War), a war fought between the British and the two Republic Boer states, the South African/Transvaal and the Orange Free State. There had been a great deal of resentment from the dutch Boers over the increasing number of foreigners, mainly British, (Uitlanders)

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coming into the area to prospect for gold. A large gold field (Witwatersrand) had been discovered in 1886, the Transvaal and Orange Free States disagreed with the British over the rights to the gold fields, which eventually led to a declaration of war. The conflict lasted 2 ½ years with a British victory; more than 5,700 British died and over 22,800 were wounded. The Boers had lost over 4,000 with several thousand dying in concentration camps. The Treaty of Vereeniging was signed on May 31st 1902, from then on until 1910 the Orange Free State and the Transvaal were administered by the British. In recognition of his service during this war, Patrick Stanislaus O'Reilly received the Queen Victoria medal with four clasps (ribbon colours - red/dark blue/orange/dark blue/red stripes) and the King Edward VII medal with two clasps. The two clasps denoting :-

SOUTH AFRICA 1901 - For service between 1 January 1901 and 31 December 1901
SOUTH AFRICA 1902 - For service between 1 January 1902 and 31 May 1902
(ribbon colours - green/white/orange stripes)

On 17th November 1902 Patrick Stanislaus O'Reilly received promotion to the rank of Captain. After South Africa, Patrick was posted to India. The role of the medical service in India was then shared mainly between the R.A.M.C. and the Indian Medical Service. Even in peacetime India needed a good medical service, deadly diseases such as enteric fever, malaria and dysentery were rife. Eye diseases were very common.

Patrick's assignments can be traced through medical journals :-

The British Medical Journal August 1904 reports that Captain P. S. O'Reilly had taken over the duties of Staff Surgeon from Captain Dobbin at Quetta Cantonment in Pakistan.

The Journal of the Royal Army Medical Corps August 1906-1907 reports that Captain P. S. O'Reilly had gone home, his billet of Staff Surgeon passed on to the Indian Medical Service.

The Journal of December 1907 shows Captain P.S. O'Reilly appointed as a 'Specialist in Ophthalmology' at Portsmouth. There was an Eye and Ear Hospital (Portsmouth and Southern Counties) in Pembroke Road so perhaps Patrick was based there ?

During the time Patrick was based in Portsmouth he met Clara Lucy Elizabeth Thomas. One could conjecture that Clara was introduced to Patrick by her elder sister Mary whom had married Captain Claude Buist Martin (R.A.M.C.) at St. James' Church, West End on 26th November 1903. Claude was then based at the Royal Victoria Hospital in Netley, Hampshire.

Clara Lucy Elizabeth Thomas, born 4th April 1884, was the daughter of Dr John Lewis Thomas M.D. Aberdeen F.R.C.S.E. (Fellow of the Royal College of Surgeons, Edinburgh) L.S.A. London (Licentiate of the Society of Apothecaries) and Clara (née) Haworth of Anglesea Place in the Town of Southampton; her mother Clara sadly died shortly after her birth.

On 27th March 1901, Dr John Lewis Thomas remarried, Fanny Louisa Jones (née White) was lately married to Edwin Jones of Harefield House. When Edwin had been taken ill with pleurisy and thus confined to bed, Dr John Lewis Thomas had been in constant attendance. After Edwin died in 1896, Fanny and their daughter Annette remained at Harefield House. John and Fanny were wed at St. George's Church in Hanover Square, an Anglican church in a very fashionable part of London and the place to get married.

Patrick and Clara were married at St. James' Church in West End, South Stoneham on January 6th 1909, Patrick is shown to be living in Cosham, Portsmouth. Shortly after their marriage, Patrick returned to India, presumably with his new wife. In India, Patrick was transferred from the 8th Lucknow to 9th Secunderabad Division as a Specialist Ophthalmologist. Within the Secunderabad Military Cantonment, a dedicated hospital building included an Ophthalmic Ward. He was then posted to the Cantonment in Sitapur, Uttar Pradesh where he was placed in charge of the Military Hospital. His next assignment was at Wellington Cantonment, Tamil Nadu in Southern India, again as Specialist Ophthalmologist. Patrick S. O'Reilly was promoted from Captain to Major on 17th August 1911. Patrick returned to Secunderabad for his final posting in India. From March 1913, Patrick was reported to be home on leave for eight months. The following November 10th, Major P.S. O'Reilly was transferred to the Home Establishment, he was then assigned to the Royal Arsenal, Woolwich, as a Medical Officer.

Dr John Lewis Thomas died 10th June 1913 in tragic circumstances, according to 'Memories of Bitterne' by Irene Pilson, his death was caused by blood poisoning contracted either from rose thorns or by falling onto a rose bush while he was carrying out some pruning in his garden at Harefield House. However, his 7 year old grandson Rupert Martin told a different story; after Sunday lunch John enjoyed taking his two grandchildren for a walk around the grounds, often accompanied by one of his nieces. John was a physician at the Royal South Hants Hospital and was in the habit of cutting some flowers to take to the wards the following morning. John was standing on the edge of a stream cutting some foxgloves when the bank collapsed causing John to fall on the knife that he was using, his niece

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Sybil Bond (*sic*) ran for help but it was too late. (ref. 'The Book of Bitterne' published by the Bitterne Local History Society 2007). It was a double tragedy for the family as Fanny's only child Annette Maude had died the previous month, on 21st May at the age of 42.

Fanny Thomas continued to live at Harefield House until early one morning Sunday May 6th 1917, while the servants were preparing breakfast, a fire started on the roof, thought to be caused by leaves near the chimney being ignited by a spark and catching fire. The fire soon took hold, Mrs Thomas and her two nieces, the Misses Bond, fled, to seek shelter with neighbours. The Southampton and West End Fire Brigades rushed to the scene, but alas, there was not enough water to put out the fire, (according to Irene Pilson) the newly built Royal Army Service Corps Remount camp at Swaythling was using too much water ! The house could have been saved, the interior of the house was completely destroyed. Much of the furniture was damaged, many articles of furniture of great intrinsic and historic value were lost along with many irreplaceable antiques, priceless oil paintings and wonderful volumes (ref. 'Daily Echo' May 7th). One of Irene Pilson's old school friends told her that when the contents of the house were being salvaged, one of the ladies of the house asked one of the firemen to rescue her bureau from her bedroom as it contained her jewellery and a lot of money (i.e. several thousand pounds !). The bureau was locked so, in haste, the fireman hacked the legs off and threw it out of the window ! The lady in question must have been Fanny as she was a very wealthy lady, having inherited Edwin Jones's wealth (her probate record identifies a value of of £35478, about 2 million pounds today).

The Misses Bond were Maude Evelyn and Lucy Sybil whom were residing with their Aunt Fanny Thomas at Harefield House (ref. Census of England 1911). Their youngest sister Blanche Lavinia had died two years ago in January 1915 at the age of 32. To explain how they were related, Fanny's sister Mary Alice Blanche White married Captain Charles Frederick Bond of 105th Madras Light Infantry at Holy Trinity Church in West Cowes, Isle of Wight in 1868. It is their second son Reginald Edwin Bond whom we know of here in West End. Reginald Edwin Bond rose to Major with the 4th Prince Albert Victor's Rajputs. He was killed in action near Ahwaz, Persia in March 1915 and is commemorated on the Tehran War Memorial in Iran, he was 44 years of age. Reginald was awarded the 1914 star, his widow Kathleen erected a memorial plaque in St.James' Church. He is also listed on the West End War Service Roll of Honour 1914-1919 (ref. 'Men Who Marched Away - The Story of the West End Men Who Went to War 1914-1918' published by the West End Local History Society). Reginald's father Charles had died in 1887 at Castle View, Carisbrooke on the Isle of Wight, aged 50, having retired on a pension with the Honorary rank of Lieutenant Colonel. Reginald's mother Mary sadly died in 1894 at the age of 44. By 1911, three of their daughters, Maude, Lucy and Blanche were living with Mary's sister Fanny at Harefield House (Lucy was there in 1901).

Patrick continued in service throughout the Great War of 1914-1918. Severely wounded soldiers requiring further treatment were transported across the English Channel by hospital ships from the battlefields in Europe to military hospitals in England. As a specialist in ophthalmology Patrick would have been in great demand. The Royal Arsenal at Woolwich housed Britain's largest munitions factory, munitions work could be dangerous, with no personal protection the machine workers were often subjected to horrific accidents such as filings flying off the metal and getting in their eyes.

The London Gazette 4th June 1917 reports that Major P.S. O'Reilly R.A.M.C. was awarded Companion of the Most Distinguished Order of St.Michael & St.George (CMG) in recognition of his valuable service in connection with the (Great) War. Patrick was also awarded further promotion, to Lieutenant Colonel on 26th December 1917. The following year, Patrick Stanislaus O'Reilly, Senior Medical Officer, of Holmwood, North Park in Eltham, London died on 18th November 1918 whilst still in service. He was described by the medical profession as a much valued colleague.



Patrick Stanislaus O'Reilly CMG is Remembered with Honour in Greenwich Cemetery, London
Image Courtesy of Wikimedia Commons

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Being an Irishman Patrick Stanislaus O'Reilly is also remembered on the Great War Memorial in the Mayo Peace Park Garden of Remembrance in Castlebar, County Mayo www.irishwarmemorials.ie

Harefield House was not rebuilt, at the end of 1917 Fanny Thomas generously conveyed the estate to Edwin Jones & Co. Limited. The 'Edwin Jones Staff Recreation Ground' was thus created. Its facilities and grounds were also made available to local residents and societies for events such as Village Fairs and Festivals (ref. The Illustrated History of Southampton's Suburbs by Jim Brown). Fanny lived not far from the Harefield estate, at The Cottage, Midanbury Lane, Southampton, she died 12th March 1918. Fanny Louisa is buried with her husband John Lewis Thomas in the Old Burial Ground.



Fanny Louisa lies with her husband John Lewis Thomas, alongside is Blanche L Bond

Clara O'Reilly returned to Southampton to live but sadly died at Linford Sanatorium near Ringwood, New Forest on 13th April 1929. Clara's probate record gives her address as South Lodge, Castle Road in Bitterne Park.

Claude and Mary Martin were lodging at Royal Victoria/Netley Hospital in 1911, they had born 2 children, a son Rupert Claude at Netley in 1905 and a daughter Barbara Mary Buist born in Singapore in 1906. Lieutenant Colonel Claude Buist Martin (R.A.M.C.) was awarded a CMG in 1919 for his valuable service rendered in connection with military operations in Salonika, Northern Greece.

Incidentally, Barbara married a R.A.M.C. Officer - Major Duncan Westlake Pailthorpe at St. James' Church, West End in April 1930.

The R.A.M.C. played a very essential role in the Great War, receiving numerous awards for their gallantry. The total of 6,501 military awards included 7 Victoria Crosses, 499 Distinguished Service Orders, 1,484 Military Crosses, 3 Albert Medals, 395 Distinguished Conduct Medals and 3,002 Military Medals.



**Cap badge of the Royal Army Medical Corps (R.A.M.C.)
Regimental Motto - IN ARDUIS FIDELIS
"FAITHFUL IN ADVERSITY"**

HATCH FARM - extracts from Albert Fray's Hatch Farm diary (1897) Part 11

By Pauline Berry

The hot, thundery summer of 1897 meant a busy time on Hatch Farm, the creation of thatched hay ricks and deliveries to local customers. Albert Fray, farmer, frequented several markets to bring back many lambs to join the 200 acre farm.

July 1st	Very hot day ... I have been thatching in my spare time ... sent 5 sheep to Mr Smith of Ports wood.
July 2nd	Fine day ... I have finished the hay ricks, worked till nearly 9 o'clock.
July 3rd	Fine day ... Men hoeing in mangols and swedes with horses ... Sent 11 shilling postal order to J. Abraham, Hedge End for drag rake and pooking forks.
July 5th	Fine, but not so hot ... Sid has harrowed turnips in Barnsland and by Candy's (in Allington Lane).
July 6th	Shower this morning ... I have finished sparring down hay rick etc..
July 8th	Fine day I have taken wool to Swaythling Station.
July 9th	Fine day ... Sid has been to Mr Haines, hay cartingMr Knowlton (shopkeeper) called for organ subscription, 2 guineas.
July 10th	Fine and very hot 2 carts sent to Mr Haines for hay carting Straw and hay deliveries to Mr Blakiston (The Wilderness), Mr Othen (Holly House) and Mr Blakeway. Have fetched 500
July 12th	Fine day (work continues) Brother James (Fray) came over this afternoon for a drive.
July 14th	Fine and hot. Carters have fetched 500 bavins (brushwood for kindling) from Botley, in 2 wagons, made a long day of it. I have been to Town (and paid bills).
July 15th	Very hot again. All the men hoeing in the mangol; I have been to Salisbury Fair but did not buy any sheep. Father (George Fray) bought 50 at 37/6d. each.
July 17th	Fine but not so hot Men finished hoeing mangel and gone to cut thistles out of the rape and turnips by Candy's Shot 2 rabbits this evening, sold them to Giles (Butcher) for 1/6d. (1 shilling and sixpence).
July 20th	Fine day (all men busy) I have been to Salisbury and bought 2 heifers and calves for £21. Railway charged 12 shillings.
July 21st	We have had a lot of rain today I have been to Town and bought 50 lambs at 27 shillings each off Mr Edwards of Romsey.
July 23rd	Fine day. We have drilled for turnips where others failed and sowed mustard, about an acre in Barnsland.
July 25th Sunday	Fine but windy. Had Mr Bealing (preach) at Chapel in evening, first time I heard him.
July 28th	Fine. Carter fetched 2 tons of (cattle) cake from StationMr Blakeway has sent horse (here) for a rest.
July 29th	Fine and very hot I have had a day and whitewashed our scullery and larder. Strawberry calved today.
July 30th	Fine and very hot. I have been with Father and (brother) Harry to Weyhill Fair, I bought 100 lambs at 34/6d,, off A. Herbert for £162.
July 31st	Fine and very hot. We have all been busy with harvest as we have commenced wheat cutting today, about 7 acres by the orchard (near the farmhouse).
August 2nd	Fine. Made a good day at harvesting Began to cut the second cut of hay.
August 3rd	Fine and hot. Finished cutting oats, cutting and tying wheat Nott calved this morning, a heifer calf.
August 5th	We have had a heavy thunderstorm today, stopped harvesting for a while. I have cut some grass on (Hatch) hill.
August 7th	Fine day I have been to see Noyce about (hiring) the threshing machine. Mrs Bull came and seen (sic) us today.
August 8th	Heavy rain this morning Thunder later. I got wet through.
August 9th	Fine day We have made a good wheat rick, cleared 9 acres. Lilly calved this morning (and Nellie, the following day)

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August 11th	Fine day, we have been busy, carted wheat and oats. Flower Show at West End.
August 13th	Showery day I have been to Town and Bank. I bought a new gun £4.10 shillings. I sold old one to Toomer for 24 shillings.
August 14th	Fine day I shot 5 rabbits. I have been to Bursledon this evening about threshing machine.
August 17th	Damp morning, began to cut dredge (remnants of) corn but was stopped by rain, so went on to plough. Men worked till dark.
August 18th	Heavy showers this morning, but cleared off fine. Machine has come and threshed wheat rick, 47 sacks bought pair of boots for myself for 11s. 6d.
August 19th	Fine day. We have threshed a small wheat rick, got 30 sacks. I have thatched wheat straw rick (for protection against rats and weather).
August 20th	Wet day. Carter ploughed in wheat stubble, others dragging, with horses, for trifolium (vetch) in oat ash I have been to Town and sold wheat to Leggats at £8.10s. a bushel.
August 23rd	Fine day, we have cut more corn, caught 20 rabbits and one hare I have done some thatching this afternoon. We had a sheep die, one of the best.
August 24th	Very heavy showers through the day Othen had 1/4 ton hay and Fletcher (Landlord) had 1/4 ton straw.
August 25th	Showery day I have been to Fair Oak to Mr Gillett's cricket match.
August 26th	We have winnowed (separated corn from the chaff) and weighed off 32 sacks of wheat. Mrs James Fray (sister-in-law from Park Farm) came over today.
August 28th	Shower this morning Carter took 24 sacks of wheat to Station We let the sheep run out on ley (meadow) ground.
August 29th Sunday	Fine but a very wet evening. Went to Chapel (formerly in Chapel Road), heard new Minister.
August 31st	Very heavy storms through night and day as well Men tied straw and made thatch Carter ploughing and others carting dung away from little (farm) yard.

NB

With thanks to Adrian Fray for the loan of his grandfather's diary

REMEMBRANCE 2020 IN WEST END

A montage of photographs by Lin Dowdell



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RECIPE CORNER - Sue Ballard

Felicity Cloake's "Perfect Shortbread"

The term "short" in shortbread and short-crust pastry means "crumbly". The "bread" in shortbread gives a clue to its origin as a biscuit-bread in the 12th century – left over bread dough that was sweetened (probably originally with honey) and dried out in the oven to form hard dry biscuits in an age where nothing was wasted. This gradually evolved as the yeast was left out and butter and sugar were added to form a sweet, buttery biscuit. In "The Well-Kept Kitchen" (1615) Gervase Markham offered a recipe for Biscuit-Bread of flour, sugar and butter with eggs, flavoured with aniseed and coriander seeds. Crusaders had introduced cane sugar to Europe in the 11th century, when it was phenomenally expensive and used as a spice in tiny quantities. In the 17th century cane sugar became more affordable as the slave plantations established in the West Indies during the previous century became more productive.

Mary Queen of Scots (1542-1587) is reputed to have enjoyed Petticoat Tails –described as thin, buttery wedges of shortbread flavoured with caraway seeds. Shortbread, with its high proportions of butter and sugar – and the use of wheat flour in a country whose climate is better suited to oats – was an expensive luxury, reserved for the royal court and nobility. As time went on, the wealthier middle classes were able to enjoy shortbread for celebrations such as Hogmanay or weddings, when it was baked as a bride-cake and broken over the bride's head as she crossed the threshold of her new home; a good scattering of crumbs meant the couple would be blessed with many children.

Shortbread is not exclusive to Scotland, although Scottish shortbread is generally acknowledged to be the best. Biscuits under different names but with similar proportions of flour, butter and sugar are found in many parts of the world. Closer to home we have Shrewsbury Cakes from Shropshire flavoured with rosewater or lemon, dating from at least 1658 and Goosnargh Cakes from Lancashire flavoured with caraway seeds, dating from the mid-19th century. Even in Scotland there are many regional and family variations on the basic shortbread recipe. Some cooks suggest the use of a proportion of cornflour for a smoother, silkier texture. I prefer the granular texture of ground rice (not to be confused with rice flour), which makes a deliciously crumbly biscuit. In her hunt for the perfect shortbread recipe, Felicity Cloake came up with a recipe that is quick, simple and reliable and has exactly the texture I prefer.

Felicity Cloake's original recipe, first published in The Guardian September 2010:

115g butter, at room temperature
 55g caster sugar
 good pinch of salt
 130g plain flour
 40g ground rice
 Demerara sugar, to finish

Pre-heat the oven to 150C [Gas mark 2 or 130 fan]. Put the butter into a large mixing bowl, and beat with a wooden spoon until soft. Beat in the sugar and salt.

Sift over the flour and ground rice and mix to a smooth dough; if it doesn't come together, add a little more butter.

Line a 15cm cake or tart tin with baking parchment, and pat, or lightly roll, the dough into a shape slightly smaller than the tin. Alternatively, pat out to 1cm thickness and cut into biscuits and put on a lined baking tray. Put in the fridge to chill for 15 minutes until firm.

Bake for around an hour (about half that for biscuits) until cooked through, but not browned. Take out of the oven and cut into fingers, slices or squares.

Allow to cool for a couple of minutes, then sprinkle with Demerara sugar and transfer to a wire rack.