

North East Railways in World War I

Resource for Schools



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European War 1914.

**Members of Newcastle D.G.M.O. Staff who joined N.E.R. Battalion
of Northumberland Fusiliers.**



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To Roy Lawson for doing all the hard work, in the research, development and production these resources, with some help from Sarah Gouldsbrough, Learning and Access Officer at Head of Steam.

Thanks also to the cheerful chaps of NERA (The North Eastern Railway Association) who can be relied upon to answer any number of railway questions!, and to Alison Grange and the WW1 Project volunteers who provided extra material and answered questions.

In memory of the 2236 NER workers who were killed on active service during World War One.

Introduction

This resource is intended for use in Key Stage 3 to support learning about the First World War, although some of the sources could be used by KS2 groups with additional support.

It is based on primary sources from the early 20th Century, in their original format. Some of these are handwritten and may be difficult to read and interpret. The printed sources, in particular the North Eastern Railway staff magazine are written in language used at the time and some words have meanings specific to the Railways, for example a Fireman looks after the fire on a steam locomotive.

Teachers are advised to review the sources first and make judgements based on the readability. Some of the sources may need to be transcribed for less able groups. More able groups may be able to use the original sources without the transcriptions

The original sources are held by the Head of Steam, Darlington and include,

- North Eastern Railway Staff magazine
- North Eastern Railway employment history books
- North Eastern Railway Servants Pension Society record cards
- John Mallon Collection
- A Record of the 17th and 32nd Battalions, Northumberland Fusiliers 1914-1919 (N.E.R.) Pioneers, by Lt-Colonel J Shakespear published in 1926
- Twenty-Five years of the North Eastern Railway 1898-1922, by Robert Bell, published in 1951

The resource uses excerpts from these sources to present case studies about employees of the North Eastern Railway during the early years of the 20th Century. It will enable pupils to study what happened to these people during the First World War.

Inquiry Questions and Outcomes

The resources are intended to enable students answer the following questions, by exploring original sources (or the downloaded copies) held in the archive at the Head of Steam - Darlington Railway Museum.

- **How did World War One affect people working for the North Eastern Railway?**
- **How different were people's experiences of World War One?**

Pupils will discover the different experiences that people had during World War One, by focusing on the actions of employees of the North Eastern Railway (NER).

The resources link to a number of themes

- Challenges for Britain, Europe and the wider world 1901 onwards
- Local History
- The changing nature of conflict and co-operation
- Role of Women on the Home Front
- Impact and role of civilians

The pupils will examine original sources to research the stories of NER employees during the First World War

They will be able to articulate stories of;

- Someone who died during the War
- Someone who served and survived
- Someone who remained in the employ of the NER
- Role of Women

They will gain knowledge of;

- The North Eastern Railway
- Roles of employees of the NER during the period
- Roles of Woman during the First World War

They will develop skills;

- To be able to interpret a variety of original sources
- In using this evidence to synthesise a 'story' about an individual
- Make inferences using this evidence
- Make suggestions about other sources for further research.

School based work

The school will be able to include these resources to complement existing schemes of work. They are designed for small group work (4-6 pupils)

There are three main areas;

Background Information

Pupils may have already come across some of this. These four areas are suggested as a minimum to support the pupils' understanding of the sources.

Teachers' may wish to leave out 'About the War' and 'Organising the Army' if the students have already covered this.

- The Story of North Eastern Railway (NER)
- About the War
- Organising an Army
- Raising the 17th Battalion, Northumberland Fusiliers – the 'Railway Battalion'
- Life in the 17th Battalion – "Potted Pioneering"

Main Body

- We suggest 1 or 2 lessons depending school timetable. Small groups are allocated a packet of sources; their task is to investigate and produce the stories of the people named.
- Use the Bentley Family presentation (PowerPoint) as an introduction to the sources and task.
- The Mileage Office Memorial – profiles of five men who were killed
- Served and Returned – profiles of five men who joined up and returned to work for the NER
- Reserved Occupations – profiles of five men who continued to work for the NER throughout the War.
- Role of women – profiles of five women who worked for the NER during the Great War.

This resource provides 20 profiles. See Profiles resource pack.

Telling the Stories

- Presentation of the research – each group presents the story of the people they have been researching. This could take the form of an independent 'learning task' producing a booklet or other format, eg PowerPoint presentation.
- There will be opportunities for self and peer evaluations following the students usual format.

Possible extensions

More able students will be able to use the internet to extend the range of their research. There is a list of possible sources below.

Supporting websites and additional sources

Head of Steam – Darlington Railway Museum

www.head-of-steam.co.uk

You can access the database of NER men who served via this website, created as part of the HLF funded project of which this resource is part.

Click on the link for The Ken Hoole Study Centre

The Loans resource contains additional sources and objects

The North Eastern Railway Association

www.ner.org.uk

The North East War Memorials Project

Search for War memorials in the North East of England, and find out more about them.

www.newmp.org.uk

The Commonwealth war Graves Commission

www.cwgc.org

North Eastern Railway

The London and North Eastern Railway (LNER) Encyclopaedia (28th July 2014)

<http://www.lner.info/co/NER/index.shtml>

Women's Work In WW1 – Women and Work

<http://www.striking-women.org/module/women-and-work/world-war-i-1914-1918>

Women on the Home Front 1914-1918 – BBC Class Clips (CLIP 5662) (28 July 2014)

<http://www.bbc.co.uk/learningzone/clips/women-on-the-home-front-1914-1918/5662.html>

WW1 - Hospital trains in France - Railways in World War One

<https://www.youtube.com/watch?v=IFpG9LhWhp8>

WW1. Narrow Gauge Railway Archive Film 91251

<https://www.youtube.com/watch?v=DwquJcaTiq4>

Railway Stories – National Railway Museum, York

<http://www.nrm.org.uk/RailwayStories/worldwarone.aspx>

History of the North Eastern Railway

In the early 19th century the North Eastern Railway was the fourth largest of all the Railway Companies. It covered all of the North East, from Hull in Yorkshire, north to Berwick-upon-Tweed and from the North Sea west over the Pennines into (what is now) Cumbria. There were a small number of lines into Scotland.



Railways began by only linking one or two places, usually for a specific reason. eg coal - wagon ways were built to get coal from the mine to ships for export eg Tanfield to Dunston

So the Stockton and Darlington Railway was built to bring coal from Witton Park and Shildon Collieries to the River Tees at Stockton, where it would be loaded on to ships.

It was usual to set up a new company for each new line, even if the Directors were the same people. There was no concept of a network, but gradually these smaller railways were gathered together into larger groups.

In 1854, 3 of these large companies merged to become one – the North Eastern Railway (NER), formed from

- York and Midland Railway
- Newcastle and Berwick Railway
- Leeds Northern Railway

By the First World War it was almost the only Company operating railways in this area. NER also owned docks at Hull, Teesside and Tyne Dock. They owned staithes at Blyth and Dunston for loading coal on to ships

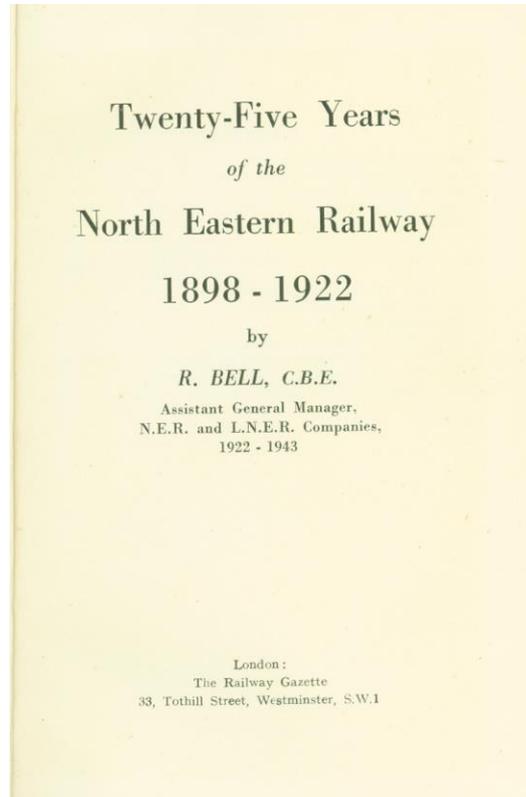
At the outbreak of War in 1914 the Government took control of all the railways. The Railway Executive Committee ensured all of the Railway Companies worked together for the War Effort.

At the end of the War the Government kept control. It took years to bring back all the men and material that had been sent to Europe and the rest of the World. Rather than keep the Railways under state control, it was planned to create 'Groups', the NER would join the 'Eastern Group' which eventually became the London and North Eastern Railway (LNER) operating the railways between London and the North east and into Scotland.

LNER took control of the NER, the Great Central, Great Eastern, Great Northern, Hull and Barnsley, North British and Great North of Scotland Railways on 1st January 1923.

We can discover this story from a number of sources

For example the book 'Twenty-five Years of the North Eastern Railways' BELL Robert (1951), published by The Railway Gazette



The Book begins;

PREFACE

IN July, 1854, the North Eastern Railway Company was formed and for nearly seventy years grew in extent and resources until it became the principal partner in the "Eastern Group," constituted by the Railways Act, 1921. An account of the rise and development of the North Eastern during the fifty years to 1904 was written by W. Weaver Tomlinson and published under official auspices in 1915.

A sketch in lighter vein of happenings between 1898 and 1922 may go some way towards rounding off the old Company's record, though it is not based on research in secretarial archives. The chapters which follow say little about Acts of Parliament or formal ceremonies. Their aim is to outline the Company's progress as a commercial concern and to describe the men who raised it to a foremost place among our railways.

R. B.

FROGNAL, April 24, 1951.

Chapter 1 gives more detail:

CHAPTER I

THE NORTH EASTERN RAILWAY COMPANY IN 1898

IN July, 1854, the York and North Midland and Leeds Northern Railway Companies were merged in the York, Newcastle and Berwick Railway Company. The Act of Parliament, which authorised the three lines to become one system, gave the combined undertaking the appropriate name of North Eastern Railway Company. Beginning with 720 route miles of line and a modest capital of £20,205,000, the new company proceeded to justify its title by absorbing from time to time independent local concerns, like the "Newcastle and Carlisle" and "Stockton and Darlington," until it secured a monopoly of rail transport in the rich agricultural and industrial area that stretches from the Tweed to the Humber. In 1885 the opening of the Hull and Barnsley Railway, with its deepwater Alexandra Dock, broached the North Eastern's prerogative, but paved the way for it to acquire the Hull Dock Company's estate, burdened by many weighty obligations.

By the year 1898, the North Eastern Railway Company owned the most compact system of railways, docks and river staiths in the country. Its capital had grown to £70,000,000, with an unusual make up. Ordinary stock, known as "consols," represented only £27,800,000, or 40 per cent. of the total. Debentures amounted to £16,454,000, while Preferred and Guaranteed stocks stood at £20,858,000. Premiums accounted for the balance. In these good times "consols" earned a dividend of 6½ per cent. and were priced at 184, an increase of 21 per cent. on the 1888 price of 152. The Company took advantage of this rise in market value to issue "consols" at a premium of 50 per cent., when fresh capital was required. In November, 1899, for instance, the Company secured an aggregate capital of £2,310,000 by issuing £1,540,000 "consols," which Acts of Parliament, passed in 1893 and 1894, authorised it to create. How the directors of the Great Central Railway, who had to obtain funds for the extension of their line to London about the turn of the century, must have envied the financial resources of the North Eastern's Board!

The popularity of N.E.R. stock with investors was won by the steady progress shown in successive half-yearly reports. Between 1888 and 1898 receipts increased by £2,041,000, or 32 per cent., to £8,361,000. Expenses rose by £1,596,000, or 47 per cent., to £4,957,000. Net receipts of £3,404,000 were higher by £445,000, or 15 per cent. Mainly on account of the enhanced price of locomotive coal and of improvements in the wages and conditions of service of the staff, the operating ratio was 59 per cent. in 1898 as compared with 53 per cent. ten years earlier. The growing cost of working caused little anxiety at a time when the coal mining industry was thriving and the demand for goods wagons exceeded the supply. The people of the North Eastern area were full of confidence and readily put their savings into their own railway. In 1898 the number of shareholders was 37,000 ; in five years time the number was 40,000, a sign that the general community was prospering through the free employment of capital in developing trade and industry.

The Company continued to grow.



By 1910, the company owned or operated almost all the railways in Northumberland, Durham and the North Riding of Yorkshire. They began to install 'tile maps' in major stations showing the company's extent.

This one still exists in York Station, where the company had their Headquarters.

In the first half of 1914, before the Outbreak of War, the Company shipped over 4 million tons of goods from Tyne Dock.

About the War – Facts and Background

The First World War lasted 4 years, 4 months and 14 days. As many as 65 million men fought on all sides of the conflict. It is considered a 'Total War' as both combatants and civilians are involved (mobilised) to fight and support the War Effort.

There were over 35 million casualties

- 21 million people died
- 13 million of these were civilians

(Addington 2014, p8)

In 2011 there were just over 63 million (63,182,000) people living in the UK. At the outbreak of war the population of the UK was estimated at just over 46 million.

The North Eastern Railway Company "liberated" 18,340 men "to the Colours", equivalent to 34% of its workforce at the outbreak of War, of these over 16,000 came back to work of the Company. (Bell 1951, p67)

2,236 died on active service.

Background to the outbreak of war:

The early years of the 20th Century were a time of great excitement and prosperity for Europe. It was the powerhouse of the World with huge factories, steamships, trains, automobiles and new flying machines.

But underneath this optimism there was discontent. There were strikes for better conditions and wages (eg 1912 miners' strike mentioned in staff history books. In 1911 there were 872 different strikes (Newcastle Journal 2012)); Suffragettes were demanding equality for women; there were political and terrorist assassinations and rivalry between nations.

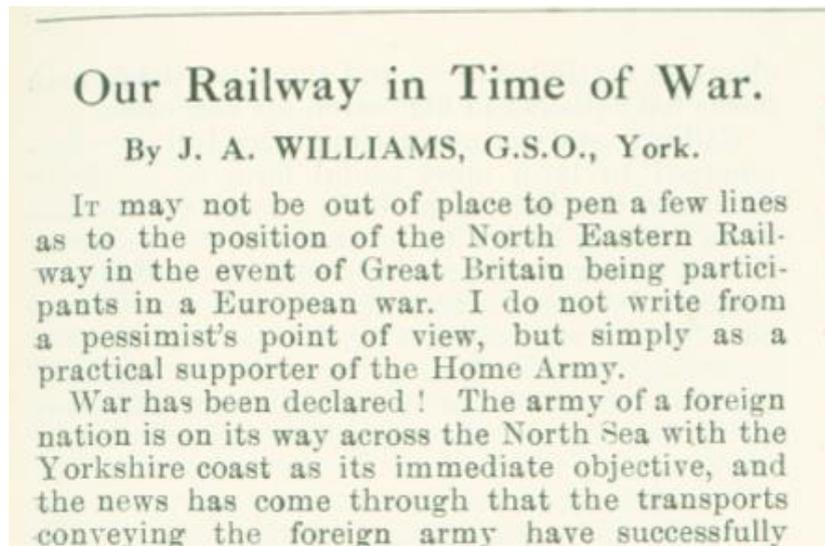
Much of the wealth came from colonies, providing workers and raw materials to the 'Mother' country and a ready market to sell finished goods to.

Some countries including Britain and Germany began to fear that these colonies would be 'stolen' by other countries and began to build bigger fleets of warships

Most countries felt they would be safer if they allied with other European countries. Germany partnered with Austria-Hungary and then Italy, while France, Russia and Britain signed an agreement to help each other.

By 1912 people realised War might break out, but most felt it would not.

The staff magazine carried an article called Railways in Time of War by J A Williams (NERM_1912_P67-8)



Chain reaction

June 1914 - the heir to the Austro-Hungarian throne – Archduke Franz Ferdinand was assassinated in Serbia.

July 1914 - Austria-Hungary declared War on Serbia. Germany supported Austria-Hungary. But Russia supported Serbia and began to mobilise troops to defend the Serbians

The British Government warned the North Eastern Railway
“the Company must be ready to put into force, a programme of movements, which had been prepared for use if HM forces were mobilised.”
(Bell 1951 p56)

August 1914 – Germany declares War on Russia and attacks.
France (Russia's ally) begins to prepare for war.
Germany declares War on France.
Germany already has a plan (called the Schlieffen Plan) and invades Belgium.
Belgium is neutral, but Germany wants to attack Russia's ally France.
France declares War on Germany.
Britain supports France and is worried that the Germans could use the Belgian ports to threaten the English Channel. Britain has an ancient treaty with Belgium to help if they are invaded.

Britain declares War on Germany (4th August) and sends troops to help France.

Almost all of Europe is at War.

Within 2 months almost 5,000 men from the NER had 'joined the colours'. This was about 10% of the whole staff.

Timeline

September 1914	Battle of Mons and Battle of the Marne	The NER establishes the 17 th Battalion of the Northumberland Fusiliers
October 1914	Turkey joins in to help the Central Powers against the Allies	
October to November 1914	Stalemate at Battle of Ypres . The entire Western Front settles into lines of opposing trenches	
16 December 1914 11 January 1915		Bombardment of Scarborough, Whitby and Hartlepool 17 th battalion are designated as "Railway Pioneers"
April 1915	Allied troops including Australian and New Zealand (ANZAC) forces land at Gallipoli	
April 1915	Gas first used by the Germans against the French at Ypres , soon it's use is widespread	
April 1915 19 th -23 rd November 1915	Italy joins the Allies	The NER battalion embarks for France
February 1916	Battle of Verdun , the bloodiest battle of the War	
31 May/1 June 1916	naval Battle of Jutland	
July 1916	Battle of the Somme begins, it ends in stalemate in November.	18 th July 1916 – Frederick Collinson, killed in action. 10 th October 1916 – J Dunn, killed in action
April 1917	America joins the war on the side of the Allies	
July to November 1917	3rd Battle of Ypres , another bloodbath ends in stalemate	
October 1917	Bolsheviks declare themselves to be the rulers of Russia .	4 th October 1917 – Harold Taylor, killed in action
November 1917 December 1917	Tanks used at Cambrai British and Arab forces seize Jerusalem from the Turks	
March 1918	Bolshevik Russia formally ends the War in the East by handing over territory at the treaty of Brest Litovsk	

March to June 1918	German Spring Offensive breaks through Allied lines and almost reached Paris before it runs out of steam.	
August 1918	Allies break through German lines at Amiens	
September 1918	American troops break through German lines in the Argonne . The Hindenberg line is breached and the Allies head for the German border	11 th September 1918 – Thomas Burt, dies in an aeroplane crash 17 th September 1918 – S Thompson, killed in action
November 1918	German forces continue an orderly retreat, but there are riots in Germany and the Navy mutinies. The Kaiser abdicates.	
November 1918	The German Government signs a ceasefire at Compiègne forest. The War officially ends at 11:00am on November 11th	

Although the First World War ended on the 11th November 1918 it took years to dismantle the Army and bring things back to the United Kingdom. Many soldiers remained in the Army until 1920.

The huge monetary cost of the War meant that the Government had to cut spending. This and the large number of servicemen returning from the war meant unemployment rose to over 10% (it is currently, in June 2014 about 6.8%). The economy began to stagnate. In 1919 roughly 2.4 million workers went on strike, including the coal miners (mentioned in the staff books) It was the beginning of an economic depression that would last until the 1930's and the outbreak of the Second World War.

Sources:

Bell, R 1951 Twenty-five Years of the North Eastern Railway

Addington, Scott 2014 First World War Great Battles 5 Minute History Series by The History Press

Dowswell, Paul 2014 The Story of the First World War Usborne Publishing in association with The Imperial War Museum.

The Newcastle Journal: the 1912 Coal Miners' Strike.

<http://www.thejournal.co.uk/news/north-east-news/nostalgia-100th-anniversary-national-miners-4413682>

1919 Coal Miners' Strike

http://www.nationalarchives.gov.uk/pathways/firstworldwar/aftermath/p_labour.htm

Organising an Army

The British Army is organised around the idea of Regiments. Most British regiments trace their origins to the 17th and 18th Centuries and there have been many re-organisations and name changes since then. At this time a Regiment had a full strength of around 800 or 900 men, it was commanded by a Colonel and would be divided into 2 Battalions of 8 to 10 companies. Often the Regiment would be known by the name of its commanding officer.

The 'Green Howards' are named for Sir Charles Howard, who was Colonel in 1744. They should have been called 'Howards Regiment of Foot', but at the same time there was another regiment with a Colonel Thomas Howard. To tell them apart the colour of their uniform facings was used. Charles Howard's regiment became the 'Green Howards' and Thomas Howard's regiment was called 'Howard's Buffs'.

A Regiment is a permanent thing responsible for recruiting and training soldiers to perform specific roles and duties. The regiment is also responsible for maintaining enough equipment for the job. Usually a regiment would have a 'depot' or a base in the UK even if the soldiers spent most of their time overseas.

In 1881 the Army was re-organised and Regiments were allocated to particular geographic areas in the UK. They would recruit from these counties and maintain their depot there.

The North Eastern Railway staff magazine carried 2 articles to help their readers identify the regional regiments most railway staff enlisted in.

In peacetime each regiment usually comprised of a small number of regular battalions who would serve overseas. For example;

1st and 2nd Battalions, Northumberland Fusiliers were regular, at the outbreak of war 2nd Battalion was stationed in India. The 3rd Battalion was a reserve and the other Battalions (4th to 8th) were Territorial – Volunteer Battalions intended for home defence.

In wartime the Regiment had a duty to raise more battalions for service overseas. The whole Regiment would not march to war, but individual battalions would be sent to join an Army.

The force would then be organised as an Army, not as a regiment.

Please Note:

These ranks are those used in during the First World War in the British Infantry. Ranks in other parts of the Army are often used as to show responsibility, eg the Army Service Corps (ASC) where a Captain is in charge of a supply operation rather than a fixed number of men.

The United States Army uses ranks differently to this.

Most computer games follow a version of the American system and are very different to the British Army in WW1!

The Army is divided into	An Army of Corps	40,000 or more men 20,000 men	would be commanded by a	General Lieutenant General
Each Corps is divided in to	Divisions	10,000 to 12,000 men	commanded by a	Major-General
A Division is made up of a number of	Brigades	3,000 to 4,000 men	commanded by a	Brigadier General
A Brigade is made up of a number of	Battalions	800 – 1000 men	commanded by a	Lieutenant Colonel
A Battalion is made up of	Companies	160 to 200 men	commanded by a	Captain
A Company is made up of	Platoons	40-50 men	commanded by a	Lieutenant
Platoons are made up of	Sections	10-14 men	commanded by a	Lance Corporal

A **Sergeant** is usually in charge of four sections and acts as a 'second in command' to the **Lieutenant**.

A **Corporal** acts as second in command to a **Sergeant**.

Each **Division** would need infantry, cavalry, artillery, engineers, supply, transport, medical, and veterinary support. This would be done by bring together battalions, companies and sections from different regiments to make the Division.

For more information; look up Kitchener's New Army on the internet or in the library.

Battalions from different Regiments would often fight alongside each other, for example, the account of the action where Robert Bentley is killed mentions battalions from four other regiments.

Local Regiments

Most Regiments were allocated a geographic area to recruit from, but some, for example the Royal Field Artillery (RFA), the Royal Engineers (RE) and the Army Service Corps (ASC), were thought of as 'national'. They still recruited in the North East, having depots spread across Northumberland, Durham and North Yorkshire. Different depots would have different jobs, for example Royal Engineer Signallers were based in Northumberland and Yorkshire, while the Electrical Engineers were based on Tyneside.

Many regiments were also known by a 'nickname' as well as by their official designation.

The Northumberland Fusiliers were often called 'The Fighting Fifth'

This meant there were over a dozen regiments that actively recruited in the North East. People working for the NER could join any of them.

If someone had previously served with a Regiment, before working for the North Eastern Railway, they could be a 'reservist' with a regiment outside the region.

For example;

Lance Sergeant George Volkins, who was a night watchman at the Royal Station Hotel in York (NERM 1915 p216) began his military career with the Grenadier Guards, aged 13.

At the age of 17 he transferred to the 6th Dragoon Guards, who were based in Canterbury. After serving for many years in South Africa and gaining the Queen Victoria Medal he left the Army and settled in York. On the outbreak of War, he re-joined his old regiment, 6th dragoon Guards, along with one of his sons.



In June 1915 The NER staff magazine published a list of 'Northern Regiments' to help their readers understand which regiments were local and recruiting men from the North Eastern Railway. (see below and NERM 1915 pages144 and 170)

Northern Regiments.

IN view of the large number of N.E.R. men serving with the Colours and the keenness with which those left at home are following their fortunes, the following table is given of regiments having their depôts in the counties of Northumberland, Durham and Yorkshire. It has been compiled from the "Army List":—

REGULARS.		
<i>Cavalry.</i>		
UNIT.		DEPÔT.
10th and 18th Hussars .. .. .	.. .. .	Scarborough.
14th and 20th Hussars .. .. .	.. .. .	Scarborough.
<i>Royal Artillery.</i>		
1st Depôt, R.F.A. .. .. .	.. .. .	Newcastle.
<i>Infantry.</i>		
Northumberland Fusiliers .. .. .	.. .. .	Newcastle.
West Yorks. Regt. (Prince of Wales's Own) ..	.. .. .	York.
East Yorks. Regt. .. .. .	.. .. .	Beverley.
Yorkshire Regt. (Alexandra, Princess of Wales's Own) .. .. .	.. .. .	Richmond.
West Riding Regt. (The Duke of Wellington's) ..	.. .. .	Halifax.
King's Own Yorkshire Light Infantry .. .. .	.. .. .	Pontefract.
York and Lancaster Regt. .. .. .	.. .. .	Pontefract.
Durham Light Infantry .. .. .	.. .. .	Newcastle.
King's Own Scottish Borderers .. .. .	.. .. .	Berwick.
TERRITORIALS.		
<i>Yeomanry.</i>		
UNITS.		COUNTY ASSOCIATIONS.
Northumberland (Hussars) .. .. .	.. .. .	Northumberland and Durham.
Yorkshire Hussars (Alexandra, Princess of Wales's Own) .. .. .	.. .. .	Yorks., N. and W. Ridings.
Yorkshire Dragoons (Queen's Own) .. .. .	.. .. .	Yorks., W. Riding.
East Riding of Yorkshire .. .. .	.. .. .	Yorks., E. Riding.
<i>Royal Artillery.</i>		
1, 2 and 3 Northumberland Batts. of 1st Northumbrian Brigade, R.F.A. .. .. .	.. .. .	Northumberland.
1st Northumbrian Ammunition Col., R.F.A. .. .. .	.. .. .	Northumberland.
Tynemouth R.G.A. .. .. .	.. .. .	Northumberland.
Durham R.G.A. .. .. .	.. .. .	Durham.
1, 2 and 3 Durham Batts. of 3rd Northumbrian Brigade, R.F.A. .. .. .	.. .. .	Durham.
4 and 5 Durham Batts. of 4th Northumbrian (Howitzer) Brigade, R.F.A. .. .. .	.. .. .	Durham.
3rd and 4th Northumbrian Ammunition Cols., R.F.A. .. .. .	.. .. .	Durham.
North Riding Batt. of 2nd Northumbrian Brigade, R.F.A. .. .. .	.. .. .	Yorks., N. Riding.
Northumbrian R.G.A. .. .. .	.. .. .	Yorks., N. Riding.
2nd Northumbrian Ammunition Col., R.F.A. .. .. .	.. .. .	Yorks., N. and E. Riding.
1 and 2 East Riding Batts. of 2nd Northumbrian Brigade, R.F.A. .. .. .	.. .. .	Yorks., E. Riding.
East Riding R.G.A. .. .. .	.. .. .	Yorks., E. Riding.
1, 2, 3 and 4 West Riding Ammunition Cols., R.F.A. .. .. .	.. .. .	Yorks., W. Riding.
1, 2 and 3 West Riding Batts. of 1st West Riding Brigade, R.F.A. .. .. .	.. .. .	Yorks., W. Riding.
4, 5 and 6 West Riding Batts. of 2nd West Riding Brigade, R.F.A. .. .. .	.. .. .	Yorks., W. Riding.
7, 8 and 9 West Riding Batts. of 3rd West Riding Brigade, R.F.A. .. .. .	.. .. .	Yorks., W. Riding.
10 and 11 West Riding Batts. of 4th West Riding (Howitzer) Brigade, R.F.A. .. .. .	.. .. .	Yorks., W. Riding.
West Riding R.G.A. .. .. .	.. .. .	Yorks., W. Riding.
West Riding R.H.A. .. .. .	.. .. .	Yorks., W. Riding.
<i>Royal Engineers.</i>		
Northumbrian Div. Sig. Co. .. .. .	.. .. .	Northumberland.
1st and 2nd Northumbrian Field Cos. .. .. .	.. .. .	Northumberland.
Tyne Electrical Engineers .. .. .	.. .. .	Northumberland.
Durham (Fortress) .. .. .	.. .. .	Durham.
North Riding (Fortress) .. .. .	.. .. .	Yorks., N. Riding.
East Riding (Fortress) .. .. .	.. .. .	Yorks., E. Riding.
Northern Signalling Co. .. .. .	.. .. .	Yorks., W. Riding.
1st and 2nd West Riding Field Cos. .. .. .	.. .. .	Yorks., W. Riding.
West Riding Div. Signalling Co. .. .. .	.. .. .	Yorks., W. Riding.

<i>Infantry.</i>		
4th Bn. King's Own Scottish Borderers .. .. .	.. .. .	Berwick.
4th, 5th, 6th and 7th Bns. North. Fus. Northern Cyclists Bn. .. .. .	.. .. .	Northumberland and Durham.
5th, 6th, 7th, 8th and 9th Durham Light Infantry .. .. .	.. .. .	Durham.
4th Bn., Yorkshire Regt. .. .. .	.. .. .	Yorks., N. Riding.
5th Bn. Yorkshire Regt. .. .. .	.. .. .	Yorks., N. and E. Ridings.
4th Bn. East Yorkshire Regt. .. .. .	.. .. .	Yorks., E. Riding.
5th Bn. (Cyclist) East Yorkshire Regt. .. .. .	.. .. .	Yorks., E. Riding.
4th and 5th Bns. York and Lancaster Regt. .. .. .	.. .. .	Yorks., W. Riding.
4th and 5th Bns. King's Own Yorkshire Light Infantry .. .. .	.. .. .	Yorks., W. Riding.
5th, 6th, 7th and 8th Bns. West Yorkshire Regt. .. .. .	.. .. .	Yorks., W. Riding.
4th, 5th, 6th and 7th Bns. West Riding Regt. .. .. .	.. .. .	Yorks., W. Riding.
<i>Army Service Corps.</i>		
Northumberland Brig. Co. .. .. .	.. .. .	Northumberland.
Durham Light Infantry Brig. Co. .. .. .	.. .. .	Durham.
Northumbrian Div. (Hd.-Qrs.) Co. .. .. .	.. .. .	Durham.
Northumbrian Div. Supply Col. .. .. .	.. .. .	Durham.
York and Durham Brig. Co. .. .. .	.. .. .	Yorks., E. Riding.
West Riding Div. (Hd.-Qrs.) Co. .. .. .	.. .. .	Yorks., W. Riding.
1st, 2nd and 3rd West Riding Brig. Cos. Yorkshire Mounted Brig., A.S.C. .. .. .	.. .. .	Yorks., W. Riding.

<i>Royal Army Medical Corps.</i>		
1st Northern General Hospital .. .. .	.. .. .	Northumberland.
Northumbrian Casualty Clearing Station .. .. .	.. .. .	Northumberland.
1st Northumbrian Field Ambulance .. .. .	.. .. .	Northumberland.
2nd Northumbrian Field Ambulance .. .. .	.. .. .	Durham.
3rd Northumbrian Field Ambulance .. .. .	.. .. .	Yorks., E. Riding.
2nd and 3rd Northern General Hospitals .. .. .	.. .. .	Yorks., W. Riding.
West Riding Casualty Clearing Station .. .. .	.. .. .	Yorks., W. Riding.
1st, 2nd and 3rd West Riding Field Ambulance .. .. .	.. .. .	Yorks., W. Riding.
Yorkshire Mounted Brig. Field Ambulance .. .. .	.. .. .	Yorks., W. Riding.

<i>Army Veterinary Corps.</i>		
Northumbrian Div. Veterinary Hospital .. .. .	.. .. .	Northumberland.

Many of the regiments are as well known by their "nicknames" as by their official designations. Thus we have:—

Regiment.	Nickname.	Badge.
The Northumberland Fusiliers.	"The Fighting Fifth"...	Grenade with St. George and the Dragon.
West Yorks ... ..	.. .. .	White Horse.
East Yorks	"The Snappers," also "Beverley Buffs"	White Rose.
Yorkshire	"The Green Howards"	Cypher of H.R.H. Alexandra, Princess of Wales, with date 1875 surmounted by Crown.
West Riding (Duke of Wellington's)	"The Havercake Lads"	Duke of Wellington's Crest (Lion holding Flag).
K.O.Y.L.I.	"The Koli's"	The White Rose and Bugle.
York and Lancaster	"The Royal Tigers"	Tiger surmounted by White Rose.
Durham Light Infantry	"The Faithful Durhams"	Bugle suspended from Rose.
King's Own Scottish Borderers	"The K.O.Bs."	Edinburgh Castle.

The numbers of the Territorial Battalions have been given. It may be taken that the Battalions with higher numbers are "Service" Battalions and those with lower numbers "Regulars."

JUNE 26 will be the first anniversary of the opening of the King George Dock, Hull.

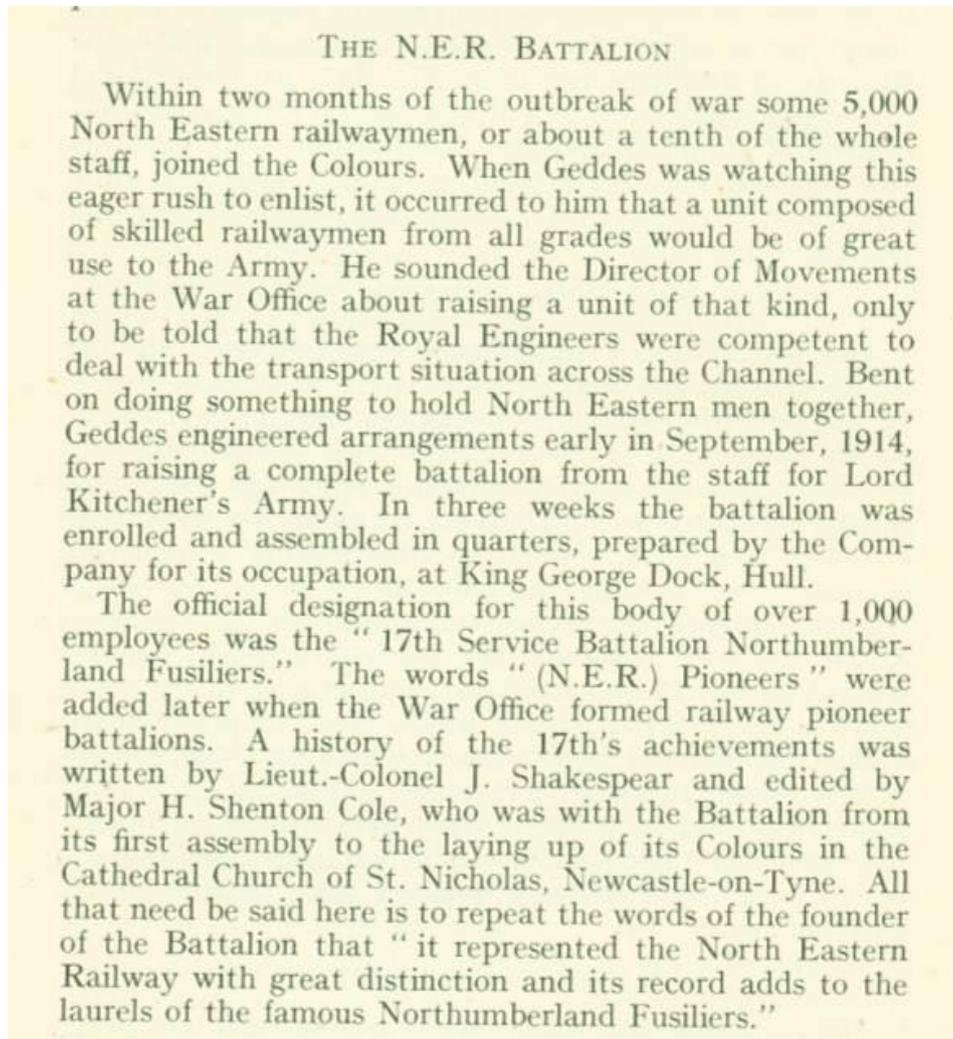
The following month the magazine published a supplement to help readers understand why a battalion could have two numbers describing it. As the War progressed and large numbers reinforcements were needed, they would often be organised into reserve battalions, which would then replace a battalion at the front, keeping it at full strength.

IN our last issue (page 144) we gave particulars of "Northern Regiments" and indicated how the "regular," "territorial" and "service" battalions might be distinguished. It may further be explained that where battalions are duplicated (or triplicated) to keep them at strength, the order of the respective battalions is indicated by a figure separated by a stroke from the regimental number of the battalion: thus "3/5 West Yorks" means the third 5th Battalion of the West Yorks Regiment.

In giving the alternative names by which regiments are known, it might have been stated that the "Leeds Rifles" are the 7th and 8th Battalions of the West Yorks.

The 17th Battalion Northumberland Fusiliers

This story of the raising of the battalion can be told using a number of sources. There are many articles in the NER staff magazine and it is mentioned by R. Bell in 1951.



Bell 1951 p57

As soon as war broke out, there was a rush of men to enlist. The general feeling was one of adventure and optimism; the War would be 'over by Christmas' with a resounding victory for the Allies.

Everyone believed the war would be short. This short piece appeared in the NER staff magazine in September 1914. (p228)

WE must wait, we suppose, for the full story of the share taken by railways and railwaymen in the successful landing of a British Expeditionary Force on French soil without a single casualty. Meanwhile, the bald statement of the result achieved provides in itself a very noteworthy tribute.

Within a month over 1000 employees of the NER had joined 17th Battalion of the Northumberland Fusiliers and were beginning training in Hull. Many saw this as a 'Great Adventure'.



NERM 1914 p283

Sir Eric Geddes, then General Manager at the NER, approached the War Office offering a unit of skilled railwaymen who could assist with the transport needs of the Army. At the time he was told the Royal Engineers could manage this task. Many NER men did join the Engineers. Geddes, wanting to hold the NER men together, did arrange for the NER to raise, equip and train a battalion. Originally the battalion was designated a 'service' battalion of ordinary infantry, but in January 1915, they were reassigned as 'railway pioneers' making use of their expertise.

There is a complete account in the NER staff magazine, beginning in September 1914 (p237) and continuing throughout the War. There are many articles and photographs giving a full description of the raising and training in England, including a Roll of those men who enlisted at the battalion's formation.

After the battalion embarked for France in November 1915, the magazine carried letters from the soldiers as well as the obituaries of those who died.

In 1926 Lt Col J Shakespear wrote 'A record of the 17th and 32nd Battalions Northumberland Fusiliers 1914-1919 (N.E.R. Pioneers)'. He drew on his own

experience and the recollections and diaries of those who served with the 'Railway Battalion'.

An original copy is held in the archive and there are excerpts from the book in the loans box that accompanies this resource.

After the War, the Battalion was disbanded and the 'Colours' laid up in St Nicholas' Cathedral, Newcastle.



LAYING UP OF COLOURS.

Shakespear 1926 p104

Life in the 17th Battalion, Northumberland Fusiliers

Taken from;

A Record of the 17th and 32nd Service Battalions, Northumberland Fusiliers (N.E.R.)
Pioneers, 1914-1919 by Lt-Col. J Shakespear (1926)

APPENDIX VI

POTTED PIONEERING

HERE is an artist's impression of the multifarious duties which fell to the lot of the stout lads of the 17th Northumberland Fusiliers Pioneers during their sojourn overseas, not so long ago, when there was a little dispute on the Continent in which they felt it incumbent upon themselves to take the weaker side.

The sobriquets of the regiment before they started were many, such as "The Fighting Fifth," "The Old and Bold," "The Duke of Wellington's Bodyguard," "The only Infantry that Charged Cavalry with Success," but another has since been added, they say, by the 17th, "Never Known to Knock."

Well, to return to the job in hand—in other words to elucidate the illustrations to the uninitiated or the younger generation.

You will observe in the first picture that our worthy friend the Pioneer means to be in at the death; you can see him following a tank which is belching forth devastation on the Hun.

Immediately behind, the "Fighting Fifth" are seen consolidating the day's gains, whilst others, you will observe, bring along the bombs and water, a nasty job at the best of times.

The Crib Bridge, you will notice, has been completed, and as the work was good and the Hun making haste to leave the area immediately in front, there is no maintenance party in the offing and the artillery may safely cross though they have further to go than space permits showing, before they make the passage (a dry one we hope).

Your ubiquitous Pioneer we next find slabbing across vast muddy wastes to enable those gunners the more easily to obtain their daily supply of ammunition with which to strafe the Boche.

Behind we come across others of the battalion busily engaged in running forward a light railway line. Here again we meet the survey party some time before we reach the track layers.

The wiring party, we are quite certain, are hating their job. If the Véry lights had been any nearer it would have been more difficult to illustrate their doings as, generally speaking, it is wiser for the party to lie low in the latter event. You will observe from the moon that a good night was chosen.

Mining is apt to have its drawbacks, but a Lewis gun mounted overhead is a safeguard worth remembering. It is broad daylight, and some of the infantry are resting; one, however, unfortunately stopped part of an "Oil Can," a very objectionable form of missile.

Finally we come to the hard-worked Pioneer passing that rare hour of leisure outside his billet, his thoughts concentrated on the popular game of "House," whilst the air around him resounds with strange sounds such as "Kelly's Eye," "Legs Eleven," "Clickety Click," "Top o' the 'ouse," etc., etc.

Mademoiselle enters the picture at this point. We leave the rest to memories.

THE EDITOR.



THE LIFE STORY OF A PIONEER ON ACTIVE SERVICE. (PART I.)



THE LIFE STORY OF A PIONEER ON ACTIVE SERVICE. (PART II.)

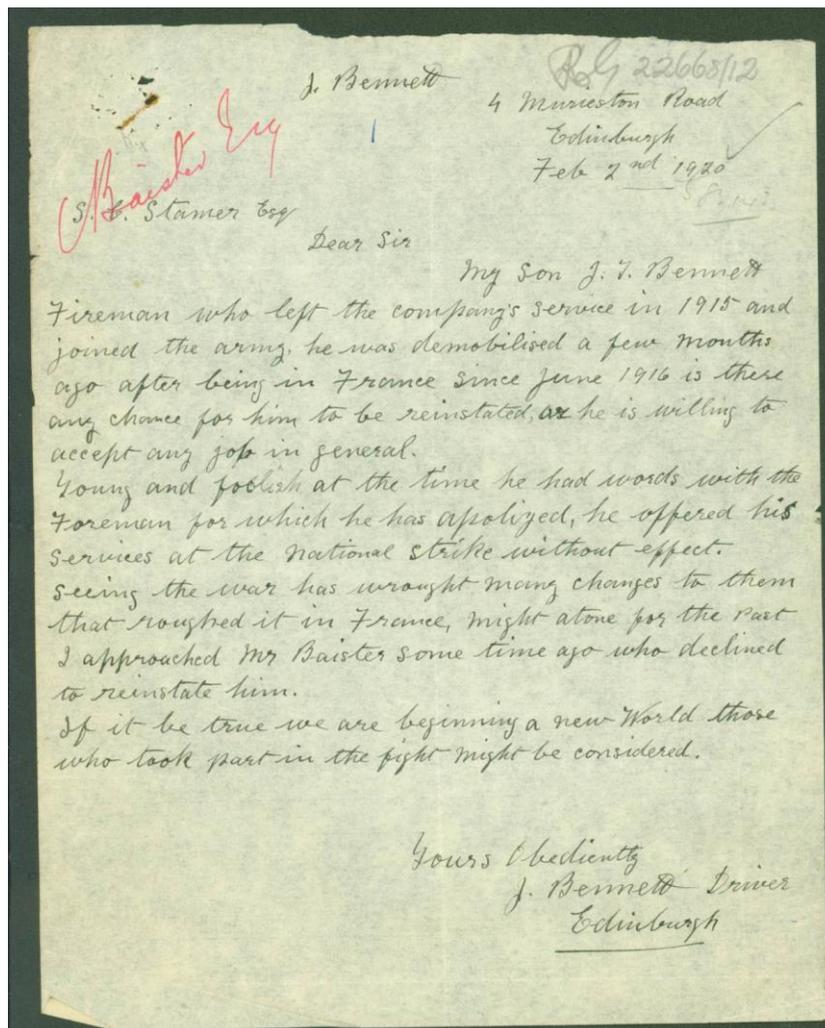
Railway Families – the Bentley Family case study

Now we have the internet and Wikipedia, it has become very easy to take the first result we find as the whole story. But all of the information on the internet has been placed there, it is based on sources.

For this case study we have used original (primary) sources to build up the story of the Bentley Family at the time of the First World War.

Working for the Railway

During the first part of the 20th century it was common for whole families to work for the same employer. It was usual for Fathers to get their Sons a job with the same company. We have a set of letters from a father trying to gain employment for his son with the NER. John Thomas Bennett had been a Fireman in 1915. He was dismissed from service in 1915 for drunkenness. After serving in the Army for the rest of the War he was demobilised in 1919 and his father wrote to the NER hoping his son's War service would enable him to re-join the Railway Company. However, after a number of letters the NER had nothing to offer.



John Mallon Collection JFM/7284/3

There is a record of Mr Wilson, with 4 sons all working for the NER

A CORRESPONDENT writes as follows:—"The family of Mr. A. Wilson, Permanent-Way Inspector, Ripon, has established what is possibly a record so far as the N.E.R. Battalion is concerned, three brothers having enrolled, viz., Mr. H. A. Wilson, passenger clerk, Knaresborough; Mr. W. H. Wilson, passenger clerk, South Bank; and Mr. E. Wilson, goods clerk, Thirsk. The fourth son of Mr. A. Wilson is Stationmaster at Newby Wiske."

NERM 1915 p83

Often 3 generations could work for the same employers (eg S Thompson, Darlington Mileage Office memorial – see later)

LANCE-CORPORAL S. THOMPSON, 2/6th Durham Light Infantry, was killed in action in France on September 17, 1918. He was 28 years of age and joined the N.E.R. on December 12, 1904. He was the eldest son of the late Mr. J. N. Thompson, for many years a clerk at the Forth Goods Station, and grandson of Mr. J. Thompson, engine driver, who was killed in the railway accident at Marshall Meadows, near Berwick, on August 10, 1880. He is the fifth member of the Mileage Office staff, C.M.E.'s Department, Darlington, to lose his life during the war.

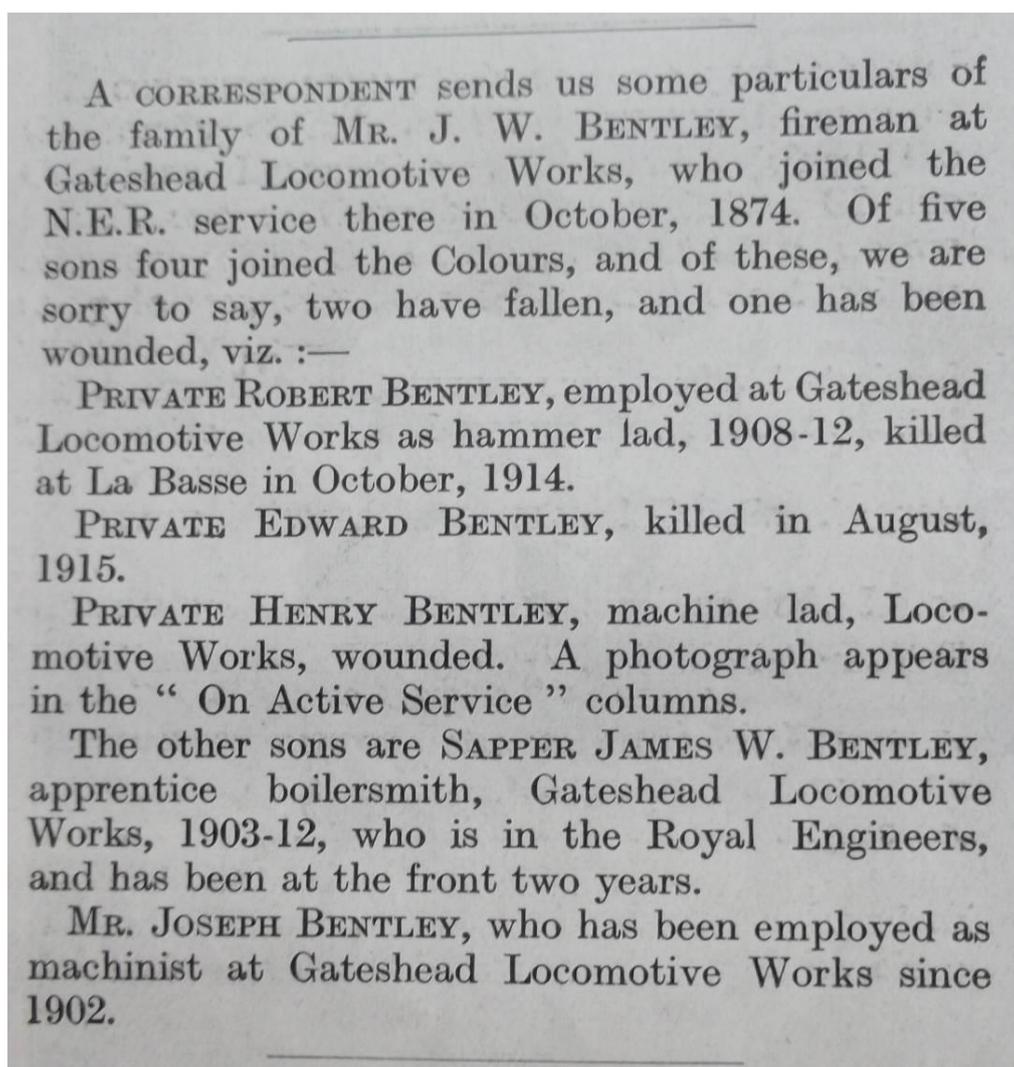
NERM 1918 p227

Most people lived near to their workplace and walked to work, there was little or no public transport, except in large towns, where they could be trams. Motor cars were beyond the means of everyone except the very rich. Companies would build houses close to their factories and rent these to workers.

Case Study: the Bentley Family of Gateshead.

The archive at the Head of Steam contains many sources of information about the lives of workers of the North Eastern Railway. These can be supplemented from other sources, such as census data

An Article in the North Eastern Railway magazine, 1917 begins the story of the Bentley family. (NERM 1917 p9)



We can see that 4 of his 5 sons work for NER in the Locomotive Works at Gateshead. Two have been killed in action, Robert who worked for the NER and Edward who did not.

J W Bentley is not listed in the Engine Men registers, but he is listed in the NER Servant's Pension Society register – a spreadsheet compiled by volunteers at the Head of Steam from the original pension cards.

name	Date of birth	Date died	Date entered service	grade	station	year
Bentley, James William	23/3/1858	04/02/1938	26/10/1875	Fireman	Gateshead	1907

This gives us a date of birth and a full name for Mr Bentley we can add to the information from the article – note there is a different year for entering service.

North Eastern Railway Servants' Pension Society.

No. **5831** YEAR OF **1858** SOCIETY
 PENSION No. **5197** NAME **Bentley, James Wm.**
 JOINED THE SOCIETY **Mar 22nd 1907** REMARKS
 ENTERED THE SERVICE **Oct 26th 1875** SERVICE at RETIREMENT **52 yrs. 4 mths**

NOMINATION in case of Death 19 _____ NOMINEE _____
 VARIATION 19 _____
 DIED **4 February 1938** PENSION per WEEK **22 March 1928** **70**
 WITHDREW 19 _____
 Presented to Trustees' Meeting, held _____ 19 _____

TABLE A. Rate of Contributions. TABLE B. Payments. **4-8**

Date	Grade	Dept.	Station	Year	Rate	Age B'dy	Pension per wk. at 65 yrs. of age	Date	Amount	Age B'dy	Pension per wk. at 65 yrs. of age	Date	Amount	Minute No.	Remarks.
May	Fireman			1907	3 49		8								

TRUSTEES' **5 Mar 1928**

We can look at the census data from 1901 and 1911; James William Bentley is there in Gateshead with 5 sons with the right names and ages. Some of the details vary and we can see that he has moved from Warwick Street to Cumberland Street.

CENSUS OF ENGLAND AND WALES, 1911.

Scale of Ratings **H3**

Before writing on this Schedule please read the Examples and the Instructions given on the other side of the paper, as well as the headings of the Columns. The entries should be written in Ink.

The contents of the Schedule will be treated as confidential. Strict care will be taken that no information is disclosed with regard to individual persons. The returns are not to be used for proof of age, as in connection with Old Age Pensions, or for any other purpose than the preparation of Statistical Tables.

NAME AND SURNAME	RELATIONSHIP to Head of Family	AGE last birthday and SEX	PARTICULARS as to MARRIAGE	PROFESSION or OCCUPATION of Person aged ten years and upwards		BIRTHPLACE of every person	NATIONALITY of every person born in Foreign Country	INFIRMITY
				Personal Occupation	Industry or Service with which work is connected			
James William Bentley	Head	53	Married	Stationary	Worked	County of Durham		
Martha Bentley	Wife	49	Married					
James William Bentley	Son	26	Single	Boiler-smith	Worked			
Robert Bentley	Son	22	Single	Striker	Worked			
Edward Bentley	Son	19	Single	Striker	Worked			
Henry Bentley	Son	15	Single	School	Worked			

(To be filled up by the Enumerator)

(To be filled up by, or on behalf of, the Head of Family or other person in charge of this dwelling)

I declare that this Schedule is correctly filled up to the best of my knowledge and belief.

Signature: **James William Bentley**
 Postal Address: **13 Cumberland, Gateshead.**

The Ordnance Survey map shows the Bentleys' lived close to the Locomotive Works; it would take less than 15 minutes to walk to work.



This map is of Central Gateshead 1914, you can see the NER Locomotive works (top left). Cumberland Street is lower right.

To get a full picture we need to combine all this information:

Who	status	Age in 1911	married	job
James William Bentley	Head of Household	53	Married 26 years	Stationery Engine Fireman
Martha Bentley	Wife	48	Married 26 years	
Joseph Bentley	Son	26	Single	Machinist, Loco Works
James William Bentley	Son	22	Single	Boilersmith, Loco Works
Robert Bentley	Son	19	Single	Forgeman/Hammer Driver
Edward Bentley	Son	16	Single	Miner (Driver)
Henry Bentley	Son	13		School

Note: Edward probably worked underground; a Driver is one of the boys who would drive the horses pulling the coal out of the mine

From the information in the article we know that by 1917 both Edward and Robert have been killed in action.

By searching the Commonwealth War Graves Commission website (<http://www.cwgc.org/>) we can find the following

The screenshot shows the CWGC website interface. The browser address bar displays www.cwgc.org/find-war-dead/casualty/927541/BENTLEY, EDWARD. The page title is "CWGC - Casualty Details". The main navigation menu includes "Home", "About Us", "Find War Dead", "Find a Cemetery", "Learning and Resources", "News & Events", and "Contact Us". The "Find War Dead" menu item is highlighted. Below the navigation, a breadcrumb trail reads "You are here: Home > Find War Dead > Casualty Details".

The main content area is titled "Casualty details" and features a sidebar on the left with the following options: "How to Find a Casualty", "Your Results", "Casualty Details" (highlighted), "Photographic Request", "Amending Records", "Return to results", and "View certificate".

The central content area displays the following information for Edward Bentley:

BENTLEY, EDWARD	VIEW CERTIFICATE	
Rank:	Private	This is a PDF file and requires Adobe Reader to view.
Service No:	3/9661	
Date of Death:	09/08/1915	
Regiment/Service:	Durham Light Infantry 2nd Bn.	
Panel Reference	Panel 36 and 38.	
Memorial	YPRES (MENIN GATE) MEMORIAL	
Additional Information:		

The screenshot shows the CWGC website interface. The browser address bar displays www.cwgc.org/find-war-dead/casualty/874504/BENTLEY, ROBERT. The page title is "CWGC - Casualty Details". The main navigation menu is identical to the previous screenshot, with "Find War Dead" highlighted.

The breadcrumb trail reads "You are here: Home > Find War Dead > Casualty Details".

The sidebar options are the same as in the previous screenshot.

The central content area displays the following information for Robert Bentley:

BENTLEY, ROBERT	VIEW CERTIFICATE	
Rank:	Private	This is a PDF file and requires Adobe Reader to view.
Service No:	11499	
Date of Death:	28/10/1914	
Regiment/Service:	Durham Light Infantry 2nd Bn.	
Panel Reference	Panel 8 and 9.	
Memorial	PLOEGSTEERT MEMORIAL	
Additional Information:		

Back in the Head of Steam archive we can search for the other sons who served, Henry and James William.

Henry appears in the "On Active Service" columns in 1917 with a photograph.

NORTH EASTERN RAILWAY MAGAZINE

done anyone good to have seen his face on the morning he was wounded, as he had a smile that wouldn't come off"; while his commanding officer, in a communication, says that he always found Gilholm a good, willing and cheerful soldier. Young Gilholm, writing to his mother from a hospital abroad, declares that he is "in the pink." Surely "a brave spirit in a loyal breast!"

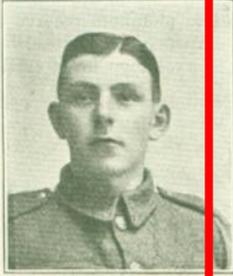
PRIVATE ANDREW MACFARLANE, Durham Light Infantry, was officially reported to have been killed in action on January 6, 1917, but his wife has now

Private Bentley's brothers joined the colours, and of these two have been killed. Reference to them is made in the "General News" columns.

PRIVATE C. H. MIRFIELD, who joined the N.E.R. Battalion on January 8, 1915, has been admitted to the Military Hospital at Lewisham, suffering from dysentery. Private Mirfield, who is 21 years of age, entered the Company's service on January 1, 1912, as clerk at Hammerton, and at the time of enlisting was employed in the passenger department at Frickley.



J. B. Kipling,
Pelton.



J. Gilholm,
Ashington.



A. Macfarlane,
Gateshead.



H. Bentley,
Gateshead.

received a post-card from him dated January 1917 from which it would appear that he is a prisoner of war in Germany. Private Macfarlane is 38 years of age, and before enlisting was employed as labourer in the Greensfield Locomotive Shops, Gateshead. In his post-card he states that he is wounded in



C. H. Mirfield,
Frickley.



H. W. Rayner,
Darlington.

BOMBARDIER H. W. RAYNER, Darlington Heavy Battery, R.G.A., who is now serving abroad, is a keen athlete and, up to the time of enlisting, acted as wicket-keeper for the newly formed N.E.R. North Road Cricket Team, having previously been wicket-keeper for Darlington Town. He entered the Company's service in 1900, and was employed as clerk in the Divisional Locomotive Accountant's Office.

(Many items are unavoidably held over.)

Staff Changes.

General Superintendent's Department.

H. Wrightson, Train Inspector, Middlesbrough, to be Signalling Inspector, Bishop Auckland.
 T. Lazenby, Traffic Foreman, Ashington, to be Assistant Traffic Foreman, Jarrow.
 J. Todd, Platform Foreman, Newcastle, to be Platform Foreman, Haltwhistle.
 E. W. Brown, Lamp Foreman, Newcastle, to be Platform Foreman, Newcastle.
 A. Porthouse, Foreman Shunter, Forth, to be Foreman Shunter, Low Fell.
 F. Snowdon, Assistant Warehouse Foreman, Gateshead, to be Warehouse Foreman, Forth.
 J. Brown, Foreman Shunter, Forth, to be Foreman Shunter, Heaton Junction.
 J. R. Iley, Traffic Foreman, Fencehouses, to be Traffic Foreman, Durham Goods.
 W. Steurmand, Ticket Collector, Newcastle, to be Platform Foreman, Newcastle.
 F. Unwin, Passenger Guard, Newcastle, to be Traffic Foreman, Ashington.
 F. Brown, Loader Special, Leeds Wellington Street, to be Assistant General Foreman, Leeds Wellington Street.
 G. Walker, Freight Guard, Neville Hill, to be Foreman Shunter, Neville Hill.
 T. Coates, Porter (Special), Hetton, to be Traffic Foreman, Fencehouses.

GENERAL

WE reproduce a photograph of PRIVATE HENRY BENTLEY, Northumberland Fusiliers, who prior to enlisting was employed at Gateshead Locomotive Works as machine lad. Private Bentley was wounded in the face during the heavy fighting of July 3, 1916, but is again at the front. Three of

53

Unfortunately Henry appears next in the staff magazine in May 1917, page 125

In the April number, page 83, we reproduced a photograph of PRIVATE HENRY BENTLEY, Northumberland Fusiliers, who, up to enlisting, was employed at Gateshead Loco. Works as machine lad. As there stated, Private Bentley was wounded in the face during the heavy fighting on July 3, 1916, and again went to the front. It is with deep regret that we now learn that he was killed in action on Easter Monday, April 9, 1917.

In the same issue, page 92, we mentioned that Private Bentley was the son of Mr. J. W. Bentley, fireman at Gateshead Loco. Works, and that out of three of his brothers who had joined the Colours, two had then fallen. The sympathies of our readers will, we are sure, go out to Mr. Bentley, senior, in his heavy loss.

Research so far has failed to find any definite references to Joseph.

Joseph probably remained at the Loco Works, skilled workers would not be called 'to the colours' and there are records of the Gateshead works producing gun carriages and other special orders for the War.

We know James joined the Royal Engineers from the first reference. Many of the paper records of soldiers from the First World War have not survived.

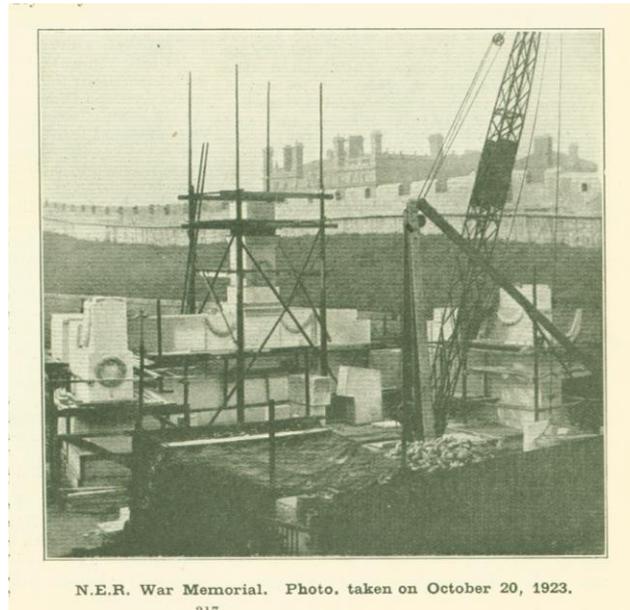
There is a record of a J Bentley serving with the RE and gaining the Distinguished Conduct Medal (DCM), but it is difficult to be certain if this is James.

After the War we have a copy of his pension card; he returned to work for the NER. In 1933 he moved to Darlington as a welder for the NER. He was pensioned in 1953.

The Darlington Mileage Statistics Office Memorial

After the War had finished almost everyone knew men and women who had been killed. Many towns, villages, workplaces, even schools, universities and sports clubs wanted to remember their friends and colleagues who had served as well as those who gave their lives.

The North Eastern Railway built a large memorial to the 2,236 workers who died outside the company headquarters in York



NERM 1923 p317

All over the region different parts of the NER created smaller memorials. Many of these are mentioned in the 1920's editions of NER staff magazine.

At the Mileage Statistics Office in the North Road Locomotive Works one was unveiled in 1920 by Sir Vincent L Raven KBE, Chief Mechanical Engineer for the North Eastern railway.

It listed the 5 men from the Mileage Office who had been killed and 27 others who had served in the Armed Forces.

In April 1966 the North Road Locomotive Works closed and were eventually demolished, the War Memorial came into the care of the Museum, where it is on display.



An account of the unveiling ceremony and speech was reported in the NER staff magazine (NERM 1920 page 22).

What can we find on the five men who died?

Firstly they are all mentioned in the World War 1 database of Railway Workers who were killed. (<http://www.nrm.org.uk/RailwayStories/worldwarone.aspx>)

This gives us the information in Table 1 – Details from the Railway Workers in World War One database

The NER magazine has obituaries on each of the men

T Burt	NERM Dec 1919 p221/222
F Collinson	NERM Oct 1916 p236
JJ Dunn	NERM Dec 1916 p281 also 1915 p110
H Taylor	NERM Dec 1917 p264
S Thompson	NERM Dec 1917 p227 & Jan 1918 p6

Use the resources in the packet to find out as much as possible about one of the men. You will be presenting this to the rest of the group.

In each packet

Copy of this hand-out

Copy of the unveiling article

Copy of everyone's obituary plus any supporting info – see profile sheets

Questions to think about

- How old were they when they died and can you tell how long they had been in the forces?
- Why would they choose to work for the NER? Did they really have a choice?
- How long did they work for NER? Can you tell from the evidence? Can you describe their career?
- You have evidence for some conclusions, but this doesn't give the whole story. Looking at the other information in the packet, what other things can you infer about these men? For instance, why did they join the Army? Did they volunteer or were they conscripted?
- Where else could you look for more evidence?

Served and Returned

Although over 2,000 NER workers were killed during the War, over 16,000 served and returned.

The NER had made a promise that it would look after workers who went to War.

The provision made by the company for members of the permanent staff called upon to serve with the Colours is shown in the following extract from the General Manager's circular :—

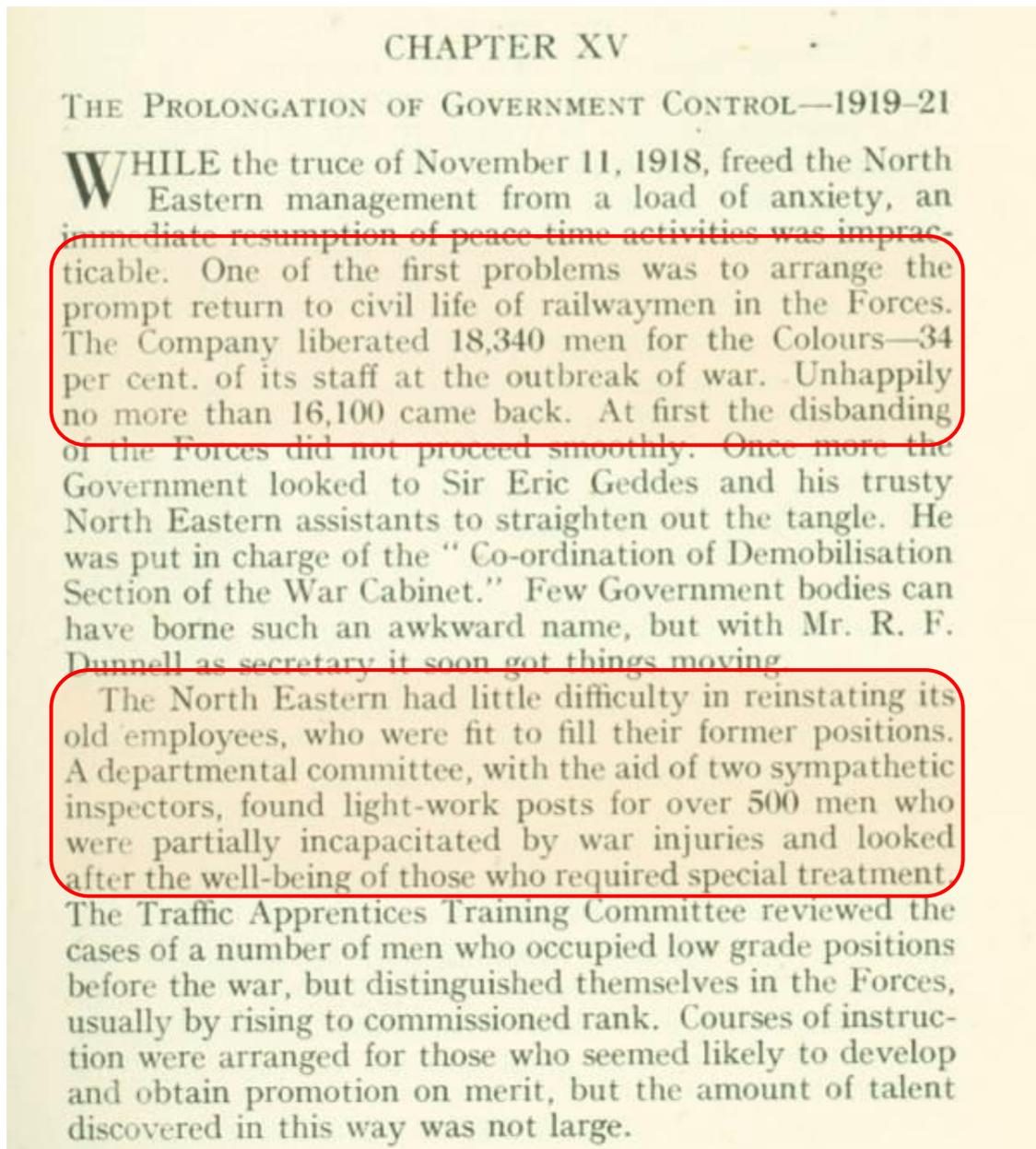
- (1) Full salary or standard rate of pay will be paid to the end of the current pay period.
- (2) Adequate provision will be made for wife and family during absence. For example, in the case of a married man, the company will supplement the Government separation allowance and remittances of Army pay by an amount which will yield to the family not less than four-fifths of the man's salary or standard rate of wage at the time he leaves work to join the Colours.
- (3) Special arrangements will be made for rendering assistance to the relatives of single men who are dependent upon them.
- (4) Each man's position or another position approximately equivalent in maximum salary or standard wage will be kept open for him on his return, and, as far as possible, the period of absence with the Colours will count as service with the company.
- (5) Each man's contributions to superannuation and pension funds will be paid by the company.
- (6) Families occupying company's houses will be allowed to remain in occupation wherever possible, and, if they have to be moved, the company will aid in finding a house and in removal, if necessary."

The company have also agreed to pay the premiums of men insured for normal amounts. It is pointed out in the circular, however, that a railway company has important duties to perform both to the Government and to the public and that, therefore, the above terms will apply only to men enlisting whom the company can spare.



Discharg

During and after the war the Company tried to find work for all those who returned and wanted to return to Company service.



BELL 1951 ch15, page67

The NER had employed a full time Medical Officer in 1904, Dr J G McBride, to carry out fitness examinations for the Company, and to assess claims for injury against it. (Bell 1951 p30). Dr McBride had conducted the fitness tests for those joining the 17th battalion, now Dr McBride was involved in assessing the men returning after discharge.

For example William Robson (Book 5 page 76)

76

Name Robson William Date of Birth Oct 16th 1889

By whom recommended _____

Previous occupation _____

18
1907

H 7656. 41 lbs., 300 lbs. - 26-2-C2. F. 41.

Date of Appointment under this Company, and Dates of subsequent changes.			STATION.	EMPLOYMENT.	Wage per Week.	HISTORY.	Registered No. of Correspondence.
Month.	Day.	Year.					
July	5	1907	6 6	Leamer Signal Box	3/-	Jan 12/10 Engine derailed at	

Jan	19	1914	Shencliffe	Signalman	23/7	Runde land to No shield	
	24	1914	"	"	26/-	25th Febr. 1919 Examined by Dr McBride. History in May 1915 he joined the F.A.F.C. Had slight malaria and a bad attack of pneumonia in Salonika. Now demobilised in Category A. On examination he is a strong healthy looking man. Heart, lungs and digestion in good order. Opinion He is fit for his own work. SU. 15. 3. 19.	OV 109
Mar	9	1914	Plawsworth	Signalman	26/-		OV 202
	12	1914	Shencliffe	"	26/-		OV 202
	26	1914	gatenhead	Underman	25/-		OV 408
May	4	1914	Pelaw	pt Box	25/-		OV 427
July	27	1914	Inpe Dock	Signalman	25/-		OV 731
	30	1914	"	"	27/-		
Dec	7	1914	Hebburn	pt Box	27/-		OV 1182
	9	1914	"	"	28/-		OV 1182
July	27	1918	Serving with His Majesty's Forces. European War.				
July	35	1919	"	"	27/-		SC 7510
March	8	1919	"	"	28/-		SV 2377
Nov	11	1919	Jarrow	"	33/-		SV 333
Nov	20	1919	"	"	31/-		

William returned to work as a Signaller in his old box at Hebburn in March 1919.

Wm Thos (William Thomas) Pattinson was not so lucky - (Book 5, page 45)

Name Pattinson Wm Thos Date of Birth Dec 1/78

Apr 1 1914	To Dock	Reliefman (East Shro Grades)	30/11	Leamside as a result on arrival at Durham it was found to be on fire	P.S.A. 1897
Dec 5 th 1914	Serving with His Majesty's Forces. European War.			Received 3/4 Bonus for services rendered in connection with strike in July 1910	SV4054
Dec 8 1919	Sunderland (Seam)	Lav. Attendant	20/- +33/-	Dec 22/12. When shunting at Ryhope	SV4054
Jan 1 1920	"	"	56/-	Goods Yard did not observe position	SV63058
Apr 1 "	"	"	57/-	of points in accordance with Rule 105A	"
" 12 "	"	"	59/-	with the result that the carriages got	P.S.A.
June 14 "	"	"	63/-	on two roads when setting back 4 tons	7/13/18
July 1 "	"	"	65/-	of them became lock buffered	"
Oct 1 "	"	"	67/-		"
Jan 1 1921	"	"	68/-		"
Apr 1 "	"	"	69/-		"
July 1 1921	"	"	59/-		"
Jan 1 1922	"	"	55/-		"
Apr 1 1922	"	"	54/-		"
July 1 1922	"	"	47/-		"

Received by Wm Thos for special services rendered during the strike in Dec 1912

25th March 1919. In November 1914 joined the Rifle Brigade. In March 1917 he transferred to the R.S. and a year later got his right foot crushed. He has now been discharged, but is under treatment. The right foot has been badly crushed, all the metatarsals having been broken. He has lost part of the second toe. The arch has sunk down and the tarso-metatarsals joints are rigid.

SD 4164

With a damaged foot, he could no longer perform the duties of a Porter and was offered the post of Lavatory Attendant at Sunderland.

The Staff Employment book and the NER staff magazine have details of many of the men who 'served and returned'. We have chosen 5;

A J Smithson
Fred Cook
J Swales
J W Pawson
J Nodding

Use the resources in the packet to find out as much as possible about one of the men. You will be presenting this to the rest of the group.

In each packet
Copy of this hand-out
Copy of NERM 1914 p238
Copy of each individual's profile sheet.

Questions to think about

- How old were they when they first worked for the NER and what job did they start doing? Did they do the same job all the time?
- Why would they choose to work for the NER? Did they really have a choice?
- How long did they work for NER? Can you tell from the evidence? Can you describe their career?
- What role did they have in the Army and how did this compare with the civilian job before joining up. What role did they take when they returned?
- How long did they serve in the forces?
- You have evidence for some conclusions, but this doesn't give the whole story. Looking at the other information in the packet, what other things can you infer about these men? For instance, why did they join the Army?
- Where else could you look for more evidence?

Teachers Notes: Summary of the men who 'Served and Returned'

A J SMITHSON born 8 March 1886
Motor Drivers Book, page 97

Arthur began work for the NER in 1906, aged 20, in the Carriage and Wagon Department in York. He must have worked somewhere before this and it is possible he served his apprenticeship as a Fitter before joining NER. He is laid off in July 1908 and re-instated in January 1909. By 1911 he is a Fitter in the Motor Department. In 1912 he joins the Army Service Corps as a reservist. This means that he is called up in first days of the War. He returns to work in October 1915. He is still with the NER in 1920.

Frederick COOK born 29 November 1882
Motor Drivers Book, page 16

Fred joined NER as a Boy Porter at Burton Constable Station, aged 16. In 1904 he transferred to Beverley, first as a Cleaner and then a Motor Driver. He moved around the region as a Driver before enlisting in the Mechanised Transport division of the Army Service Corps. He returned in July 1919 and remained with the Railway until his retirement in 1948.

J SWALES born sometime around 1890
NERM 1917 page 253, 1918 page 228, 1919 page 1

Joe joined NER in July 1907 as a Goods Clerk, probably aged around 16. He joined the 17th Battalion, Northumberland Fusiliers (the NER battalion) in September 1914. After rising to Sergeant, he moved to the Tank Corps and became a Second Lieutenant. He gained the Military Cross for bravery, but was wounded in the eyes. After the War he re-joined the NER, probably retiring in the 1950's

J W PAWSON born 2 December 1875
NERM 1915 page 88

John joined NER on 17 November 1891 aged 16. By the time he enlisted he was 40 and a Freight Shunter at Shildon. He enlisted in the Army Service Corps with his friend James Nodding, who also worked at Shildon. While in the Army he was transferred from the ASC to the Royal Engineers, probably the Rail Operation Division (ROD). In 1922 he was Head Shunter at Shildon. He withdrew from the Pension Scheme in 1937 aged 64.

J NODDING born 25 October 1885
NERM 1915 page 88

James joined NER on 30 October 1907, aged 22. By the time he enlisted in 1915 he was 30 and a Freight Guard at Shildon. He enlisted in the Army Service Corps with his friend John Pawson, who also worked at Shildon. While in the Army he was transferred from the ASC to the Royal Engineers, probably the Rail Operation Division (ROD). He retired from the Railway in 1928

Reserved Occupations

The smooth operation of the Railways was very important for the War Effort. During the War the NER ran 28,000 troop trains, carried over 83 million work people and handled 5 ½ million tons of Government Goods, not to mention the engineering projects completed in the works and the millions of shells made in the Darlington National Projectile Factory. (Bell 1951 p61)

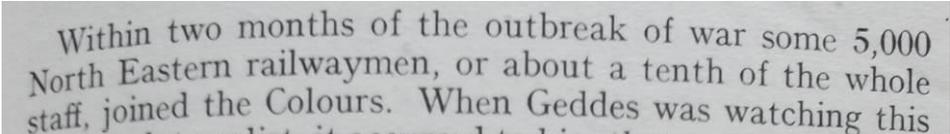
There many people who could not be released from their jobs. For example, Engine Drivers took 10 years to train; Station Masters were in charge of complex operations, and Signallers, Shunters and Porters were essential to the day to day running of the railway.

By November 1915 four lists of occupations scheduled as vitally important for war work and other essential requirements were published. These were

- List A; Occupations required for production or transport of munitions supplied by the Ministry of Munitions.
- List B; Coal Mining.
- List C;
 1. Agricultural Occupations.
 2. Certain occupations in mining, other than coal.
 3. Railway Servants employed in the manipulation of traffic and in the maintenance of the lines and rolling stock.
- List D; List of Occupations (Reserved Occupations) of cardinal importance for the maintenance of some other branches of trade and industry.

These were sometimes known as “starred, badged or reserved occupations”. Railway workers are named in List C. If you were called up you could apply to a tribunal for exemption from conscription.

Early in the war, the enthusiasm was such that everyone was expected to do their patriotic duty.



Within two months of the outbreak of war some 5,000 North Eastern railwaymen, or about a tenth of the whole staff, joined the Colours. When Geddes was watching this

Bell 1951, page 57

There was pressure for young men to sign up, there are even reports young men being accosted in the streets with demands of why they were not in the Army.

The NER could not spare everyone, at the end of an article about how the Company would look after volunteers to the NER battalion, is this important statement,

normal amounts. It is pointed out in the circular, however, that a railway company has important duties to perform both to the Government and to the public and that, therefore, the above terms will apply only to men enlisting whom the company can spare.

Discharging

NERM 1914 p238

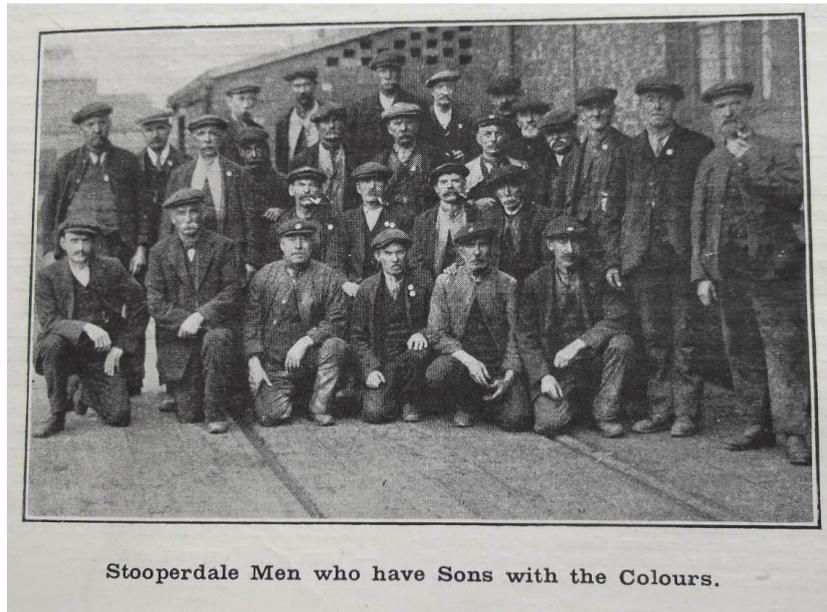
To help their workers avoid criticism, the NER produced "Railway Service" armbands and later enamelled badges, so men could show they were essential to the War Effort.



The Railway Service armband



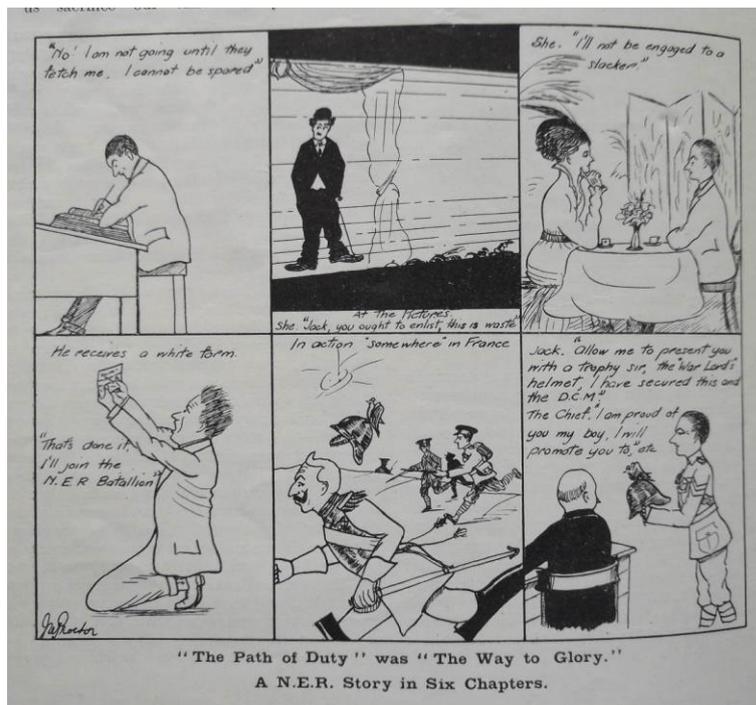
The Railway Service enamel badge



This image from the NER staff magazine in 1915, (p211) shows men whose sons are away at War wearing their 'railway service' badges. Some have the badge on the left lapel of their jackets, some men are wearing them on their caps.

As the War continued more and more recruits were needed. Eventually the Government had to introduce 'conscription'. The Military Service Act in January 1916 made all men aged 18 to 45, who were unmarried or widowed without dependent children, part of the reserve and could be called to serve.

The Government encouraged men to join up before they were 'called up'. The NER staff magazine carried this cartoon to encourage men to join the Army in early 1916.



"The Path of Duty" was "The Way to Glory." A N.E.R. Story in Six Chapters.

NERM 1916, p20 The Path to Duty

However, the NER staff employment books contain many people who did not serve with the Armed Forces, but kept working for the NER throughout the War.

We have details of the careers of many men who remained in the service of the North Eastern Railway, in the Staff Employment books. We have chosen 5;

Melvain Chicken
L F Clancy
Robert Rouse
J T Wastle
Charles Corps

Use the resources in the packet to find out as much as possible about one of the men. You will be presenting this to the rest of the group.

In each packet
Copy of this hand-out
Profile sheets for Reserved Occupations

Questions to think about

- How old were they when they first worked for the NER and what job did they start doing? Did they do the same job all the time?
- Why would they choose to work for the NER? Did they really have a choice?
- How long did they work for NER? Can you tell from the evidence? Can you describe their career?
- Why was their job essential to the day to day running of the railway?
- You have evidence for some conclusions, but this doesn't give the whole story. Looking at the other information in the packet, what other things can you infer about these men? For instance, did they ever get in trouble?
- Where else could you look for more evidence?

Teachers Notes: Brief details of the men

Melvain CHICKEN born 20 Jan 1871
B1 p554

Melvain begins work NER as a Clerk at Percy Main aged 14. After 8 years (in August 1894) he moved to South Blyth, where in November 1896 he is promoted to Assistant Staith Master. He moved to other staithes, eventually becoming Staith Master at Dunston, the Company's largest staith. He is still there in 1922. A staith is the dock where coal is loaded from trains directly onto a ship. See image of Dunston Staithes on the profile sheet.

Lawrence Francis CLANCY born 25 July 1855
B1 p555

Lawrence begins his career in York as a Telegraph Clerk aged 14. In 1882 he moves to Newcastle and 20 years later in 1902 has worked his way up to Station Master at Benton. In 1918 there is an inquiry in to his 'coal books'. He is removed from the Station Master position and moved sideways to 'District Inspector' until his retirement in 1920

Robert ROUSE born 1 March 1885
Bk 5 p167

Robert's first job with the NER is 'in October 1901 as a Chain Horse Lad. He is 16years old. In 1906 he becomes an Assistant Shunter, then in 1911 a Shunter. By 1914 he is a Freight Shunter, responsible for assembling freight trains. After the War he moved to be a Guard on freight trains. He continues to work for NER until his retirement in 1952.

James Turnbull WASTLE born 9 Jul 1878
N3 p66

James starts his working life as a cleaner, before starting as a Fireman at Boro Gardens in 1897. He qualifies as a Driver in 1911 – it is not uncommon to spend at least ten years as a fireman whilst training to be a driver. In 1928 his records state he goes to be a Loco Inspector in York. In August 1921, James presides over a large group of workmen at the unveiling of a war memorial at Heaton Sheds, and is mentioned again later in the year having laid a wreath there for Armistice Day.

Charles CORPS born 24 August 1888
B1 p585 and 579

Charles begins working for the NER as a Probationary Clerk in the District Station Office at Middlesbrough. In 1910 he begins to take and pass his 'secondary examination'. He continues to work in the office until 1915 when he is appointed Assistant Station Master at Malton. He then works at larger stations eventually becoming Station Master at Thirsk in 1923.

Serving on the Home Front - The role of Women

In the early years of the 20th Century women were agitating for greater recognition of their equality with men. Women were not expected to work, although many needed extra income to support their families. They worked in factories, mills, in domestic service and often took in 'finishing work' (shirts, shoes and such like) at home. This sort of work was low paid and usually considered secondary and of less value than men's work.

Trade Unions were beginning to campaign for better pay for women, there were newly formed Women's Organisations, women were becoming known as artists and photographers and were beginning to challenge other professions

The Suffragette Movement was pressuring for the vote to be given to all Women, The majority of men had been able to vote since 1884.

The outbreak of war meant large numbers of men enlisting in the Army and Navy. Women were recruited to do the work of men, within the NER they worked in almost every role that did not require a long apprenticeship. They were engine cleaners, porters, ticket collectors, even Railway Police with full powers.

By 1918 the munitions factories became the largest single employer of women, with 46.7% of women of working age employed by them.

NER had employed women before the war, but it was uncommon, as mentioned in this article from NER staff magazine in 1915.
(page 274)

Women Railway Employees.

W. W. T.

ON some of the railways of the United Kingdom the employment of women and girls may be a novelty, but that is not the case on the N.E.R.

In 1849 the duties of stationmaster at Thornley and Castle Eden Colliery (now Hesleden) were performed by women for 2s. and 3s. 6d. per week respectively. The collector at Ouseburn Bridge between Byker and Heaton (then used by foot passengers) was also a woman, who fulfilled the duties of the post for 18s. per week. Women acted as gatekeepers at High Stoop and Blackfield on the Wear Valley Railway, the wages of the one being 10d. per day and those of the other 6d. per day. Early in the 'seventies a staff of young women was engaged in connection with the Audit Department to sort the tickets which had been collected from passengers.

In 1877 a platelayer's daughter performed the duties of stationmaster at Elrington for 2s. per week. She and her brother, a platelayer, who assisted her at times in her work, occupied the station house rent free. And, finally, in the 'eighties we find a railwayman's daughter in charge of the occasional station of Smeaton.

Another article demonstrates the rarity

“LA GARDE-BARRIÈRE,” or woman gate-keeper, is a picturesque figure on every French railway, On our English lines she is somewhat of a rarity, and it may be news to our readers that one worthy woman has been exercising the function of gate-

keeper for the long period of 54 years on the Eden Valley Branch.

NERM 1916 p272

A comment by “L A” in the NER staff magazine concerning women now working for the NER (NERM 1916 page126)

the call.”
“Then, again, we must remember that in pre-war times, we women figured rather in the light of subordinates leaving the positions of responsibility to the men, with the result that in these times of urgent need we have, at a moment’s notice, to cease being a figure of secondary importance and assume positions which hitherto we deemed quite beyond our capabilities.”

As the War progressed and more men left to fight, the numbers of women in the NER staff employment books increases.

We have chosen 5 women;

Elizabeth August
Margaret Butchert
Isabella Callaghan
Jenny Crook
Edith Curry

Use the resources in the packet to find out as much as possible about one of the women. You will be presenting this to the rest of the group.

In each packet

Copy of this hand-out

Copies of the individuals profile sheets

Questions to think about

- How old were they when they first worked for the NER and what job did they start doing? Did they do the same job all the time?
- Why would they choose to work for the NER? Did they really have a choice?
- How long did they work for NER? Can you tell from the evidence? Can you describe their career?
- Why was their job essential to the day to day running of the railway?
- You have evidence for some conclusions, but this doesn't give the whole story. Looking at the other information in the packet, what other things can you infer about these women? For instance, why might they have left their employ?
- Where else could you look for more evidence?

Note to teachers – these questions are very similar to the men from reserved occupations

Additional Questions

- Did Jenny Crook and Edith Curry know each other? They both worked in the the District Superintendent's Office at Sunderland
- Did Elizabeth August and Margaret Burtchert know each other? They both worked as Goods Porters at High Shields

Teacher's Notes: Brief details of the women

Mrs Elizabeth AUGUST born 25 Dec 1887
B1 p30

Elizabeth is 30 years old and married when she begins work with the NER as a Temporary Female Platform Porter at High Shields Station on 4th July 1917. She continues to work there until 23rd May 1919 when she resigns. Many soldiers were demobilised in 1919, so perhaps her husband has returned and she no longer needs to work.

Mrs Margaret BUTCHERT born 2 October 1880
B1 p106 and 133

Margaret is 35 years old and married when she starts work with NER as a Temporary Female Goods Porter at High Shields on 22 December 1915. Her record shows her to be continually late to work, however she is not warned about this until after the war is over and in July 1919 her 'services are dispensed with'. Before this she is compensated for an injured back. Perhaps she has been a good worker, her husband is away at war and her lateness is due to looking after children. In 1919 there may have been men returning and being placed in the jobs they held before enlisting.

Mrs Isabella CALLAGHAN born 24 April 1885
B1 page 55

Isabella is 30 years old and married before beginning work with the NER as a Temporary Female Goods Porter at Gateshead on 22 November 1915. She is often late until October 1917 when she is reprimanded and told to improve. From then until her resignation in March 1919 there is no record of her being late.

Jenny CROOK born 9 January 1894
B1 page 55

Jenny begins work with the NER at the age of 19 as a Temporary Female Clerk at Tyne Dock. After the war, in August 1919 she moves to Sunderland in the DSO (District Superintendent's Office) and with the job title Temporary Woman Clerk. On 3 May 1922 her 'services are dispensed' with due to a 'shortage of work'.

Edith CURRY born 5 Sept 1896
B1 page 509

Edith joins NER on 19 October 1914 as a Temporary Lady Clerk in the DSO (District Superintendent's Office) at Sunderland when she is 18 years old. In August 1919 her job title is changed to Temporary Woman Clerk. The records show she is still there in September 1922.