

THE LION & THE DRAGON



Joseph Henry Collin VC



In the first decade of the 20th Century Joseph and Mary (nee McDermott) took up residence in Carlisle, moving from Jarrow in Co Durham in

search of work. With them came their young family, eventually to number six sons and two daughters. As this family grew their small terrace house at 8 Petteril Terrace Carlisle would have been lively with the sound of children, not only the Collin children, but the children of neighbours and relatives. Their mother Mary, originally from Carlisle, had family in the area. Their father too had relatives nearby. This would have made it easier for the children to settle into their new home and school.

One of those children, Joseph Henry Collin, not yet in his teens when he left Jarrow, enthusiastically joined in all sporting activities at St Patrick's School, on what is now Georgian Way in Carlisle. He was particularly competitive in sprinting and distance running. It seems he also applied himself diligently to his formal studies. At the beginning of the Great War we find Joseph Henry employed as a Sales Assistant at the English Street branch of Hepworths, a respected manufacturer and retailer of men's quality clothing. And there, but for the outbreak of war, he might have completed an apprenticeship and eventually become a respected Carlisle businessman. In 1915 Joseph Henry enlisted in the Argyll and Sutherland Highlanders. Bright and driven, he soon became a leader of men, serving in battle as a Sgt at the Somme and the Ancre.

His potential recognised he was selected for Officer Training and commissioned in 1917 into the 1/4th Battalion, The King's Own Royal Lancaster Regiment. On the 9th of April 1918, one day before he would have reached his 25th birthday, Joseph Henry Collin performed the supreme act of bravery which would lead to a posthumous award of the Victoria Cross. The citation in the London Gazette of 28th June 1918 tells us;

"For conspicuous bravery, devotion to duty, and self-sacrifice in action, After offering a long and gallant resistance against heavy odds in the "Keep" held by his platoon, this officer, with only five of his men remaining, slowly withdrew in the face of superior numbers, contesting every inch of ground. The enemy were pressing him hard with bombs and machine-gun fire from close range. Single-handed, 2/Lt Collin attacked the machine-gun team. After firing his revolver into the enemy, he seized a Mills grenade and threw it into the hostile team, putting the gun out of action, killing four of the team, and wounding two others. Observing a



second hostile machine-gun firing, he took a Lewis gun, and selecting a high point of vantage on the parapet whence he could engage the gun he unaided kept the enemy at bay until he fell mortally

wounded. The heroic self-sacrifice of 2/Lt Collin is a magnificent example to all."

Joseph Henry Collin VC is interred in Vielle-Chapelle New Military Cemetery. His parents received his VC from the King and later presented it to the Museum of the King's Own Royal Lancaster Regiment in Lancaster.

On the 9th April 2018, the centenary of his death, a short but poignant ceremony was held at No 8 Petteril Terrace Carlisle to dedicate a Blue Plaque to the memory of that brave young man who called Carlisle home and who played as a child in the local streets.

The Joseph Henry Collin VC Memorial Shield

Memorials to the Fallen come in many forms. They may be elaborate stone monuments or simple plaques in a park or building. Some are dedicated to the recognition of personal human endeavour.

The Collin VC Shield is such. Presented in 1919 by the family of Joseph Henry Collin VC it was firstly the trophy for an inter-schools Mile Race and latterly for a 100 yard handicap sprint race. The first winner, in 1919, was Tom Foster, of Warwick Bridge School. The last was Andrew Graham of Newlaithes School in 1988. The trophy eventually came into the care of the Cumberland and Westmorland Wrestling Association who in 2012 presented it to the Museum of Military Life.

Joseph Henry Collin was a keen all round athlete who had played football for the Carlisle Butchers and Shop Assistants team.



The commemorative shield is a fitting memorial to someone who selflessly gave so much.

Jules Wooding

LAC James Waite, the young man we met on page three of the Oct 2017 Newsletter, has another tale to tell. Just a few days after arriving at a Carlisle hospital he found the neighbouring bed occupied by another very severely injured RAF man.

They of course began to exchange stories. James Waite later writes home from his hospital bed in Ward 9 of RAF Hospital, Weeton, in Lancashire, where they are both receiving further treatment. He tells a story of intense fortitude.

That story begins at around 11.30hrs on the bright and clear morning of the 8th of February 1942. A Vickers Wellington Bomber registration T2714, with its six-man crew, took off from Wellesbourne Mountford airfield in Warwickshire on



what should have been a simple navigational training exercise. The route was to be via Aberystwyth, Isle of Man, Ayr, Catterick, Cambridge, and back to base. Unfortunately as they headed north and towards the Isle of Man the weather began to cloud over. Despite climbing to 10,000 feet they were still within the cloud layer. To make matters worse their radio communications had failed. Calculating they were over the Isle of Man they descended to around 2,000 feet only to find they were over water and unable to plot an accurate position. Believing they were heading for the Irish Free State and possible internment they turned east and towards what turned out to be the Solway coast. At some point they circled the airfield at Silloth. Turning south westerly in the belief they could find the coast they found themselves in further thick cloud. Spotting ground the pilot attempted to gain height but at 14.40hrs the plane crashed into snow at Burn Tod Gill on Knott Fell in the mountains above Caldbeck some 20 miles from Carlisle. The rear gunner was thrown clear and lived. The rest of the crew died as the plane disintegrated. The survivor made his way, despite severe injuries including a badly damaged spine, to Longlands Farm, some seven miles away near the village of Uldale. James Waite, writing to his mother, tells the story as he heard it from the rear gunner as he lay in his hospital bed. This is an extract from that letter:-

"Four of us came down here (from Carlisle to Weeton) in an ambulance. One of them was the Rear Gunner of a Wellington Bomber which crashed in the hillside about 20 miles from Carlisle. And I got talking to him and discovered that the pilot was Graham Hardie (a friend of

James Waite). They were on a bombing practice and flew into mist on the Lakes".

"The rear gunner saw the ground close beneath them and told the pilot but they crashed immediately. When he came round he found himself about 20 yards from the wreckage the tail having broken clean off with his turret attached".

"The plane was blown to dust as the bomb load had exploded when they crashed".*

"The rear-gunner made sure that none of the others were alive and started to walk in about 18" of snow, and (with) a fractured spine. In four hours he walked about 7 miles, crossing two rivers, and stopping to chase sheep on the way, under the impression they were people although he could see they were sheep, and eventually reached a farm, suffering from frost-bitten hands and feet. It took them 24 hours to find the crash after that".

James Waite goes on to describe his own injuries and the treatment he is receiving.

The 20 year old Rear Gunner, Sgt Stuart John Gascoyne Rutherford, son of Dr Gascoyne and Mrs Idris Rutherford, of Bevendean Somerset, received a Mention in Despatches and eventually returned to active service. He did not survive the war. Flight Sergeant Rutherford died on 31st March 1943 when his Whitley bomber, Reg BD412, crashed at sea during operations off the coast of Cornwall. None of the crew survived and their bodies were not recovered. Stuart John Gascoyne Rutherford is commemorated on the RAF Memorial at Runnymede. In April of 2014 members of the Rutherford family retraced the steps of the young Flt Sergeant on that grim afternoon of the winter of 1942.



**The comment about the "bomb load" is curious. It is unlikely the aircraft would be carrying a live bomb on a training flight over the UK. It is possible that the young survivor, in deep shock, would mistake the effect of exploding fuel for a bomb.*

By James Waite and James Henderson

The Legend that is 3590361 RSM Frederick William "Sandy" Fell MM 1900-1970

In 1973 the Museum received, from his daughter, the Service Dress uniform of RSM Sandy Fell MM, who was RSM of the Regimental Depot at Carlisle Castle during the Second World War. We have recently received from his great-grand-daughter, his medals, photographs and a range of documents.



RSM Sandy Fell MM photographed in the back garden of his house in his uniform as RSM of Cumberland & Westmorland ACF.

Frederick William Fell was born in Carlisle where his father was serving at the Regimental Depot. Initially joining the Royal Sussex Regiment in 1917 he transferred to the Border Regiment in 1918 and served with the 1st battalion in India, on the NW Frontier, Aden, the UK, China and Palestine. In January 1939 he was CSM of A Company and was awarded the MM for gallantry during a night raid at Kafr Rai to surround and capture a house and its occupants, members of a local Arab terrorist gang. Promoted to WO1 he came to Regimental Depot and spent most of the War years training recruits. He received his Long Service & Good

Conduct Medal in 1936 and the Cadet Force Medal c. 1960.

Retiring from Regular Service in 1948 he worked for the National Agricultural Advisory Service. He continued his long association with the Regiment serving as the adult RSM of the Cumberland & Westmorland Army Cadet Force until he retired in 1965.



The medals of RSM Fell MM – Military Medal, India GSM bar Waziristan 1921-24, GSM bar Palestine, Defence Medal, War Medal 1939-45, Long Service & Good Conduct Medal, Cadet Force Medal.

The Legend - some years ago Peter Phillips, whose father Doug served with the Regiment and spent some time at the Castle during WW2 told us a story. The remains of a German aircraft on an RAF recovery trailer were parked overnight on the Castle square; the aircraft thought to be that flown by the Deputy Fuhrer Rudolf Hess when he flew to Scotland in 1941. Peter's father crawled under the tarpaulin and cut a small piece of metal from the fuselage as a souvenir. Amongst the photographs that came with Sandy Fell's medals etc. is a photograph of the remains of Hess's Messerschmitt 110C on the RAF trailer parked on the Castle square en route to London – the legend is a reality.



By Stuart Eastwood

The Armistice Centennial

In this Centennial year of the event which brought the Great War to an end various commemorations and celebrations are being planned across the world.

The period immediately following the ending of that horrific conflict was both a celebration of the advent of peace, and a contemplation of the loss suffered by so many families and communities.

To emphasise the size of that loss English Heritage is hosting here in Carlisle Castle the impressive Weeping Window Poppy Display. It will represent the 888,246 lives lost from Britain and her Colonies in those four long years. The display will open on 23rd May and close on 8th July.

Other local events will include the traditional city centre Service of Commemoration on the morning of Remembrance Day, followed by the afternoon service at the Cenotaph in Rickerby Park. (The Rickerby Park event, normally the responsibility of the RBL will, for this year only, be hosted by Cumbria County Council.)

The Festival of Remembrance, normally in St Cuthbert's Church, will this year be at the Sands Centre.

Various celebratory events are planned for a number of venues. There will be ample notice in the local media of the content and times of these.

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Newsletter Armistice Special

The Committee of the Friends of Cumbria's Museum of Military Life has decided that the October 2018 edition should be a special twelve page commemorative issue.

If you have an appropriate story of an ancestor or of memories they may have shared please contact the museum archivists or the editor. (See back page for contact addresses). We may be able to publish them.

HMS Erin, the Goeben, and One of History's 'What If' moments by Mike Rosling

History is littered with 'What if' or 'If only' moments, examples such as 'What if' Caesar had not crossed the river Rubicon, 'If only' Harold had won at Hastings, 'What if' The Spanish Armada had landed the Spanish army on the south coast in 1588, all these events would have had a massive effect on European, English and British history. Closer to our own time, in 1837, 'What if' Hanover had not followed semi- Salic law (male only succession) Queen Victoria would have become Queen of the United Kingdom and Hanover, which probably would have meant no Franco -Prussian war in 1870, so no German Empire, no Kaiser, no First World War, possibly no Russian revolution in the form it took in 1917, no Hitler, no Second World War, no holocaust, no atomic bombs dropped on Japan.

On June 28th 1914 'If only' Arch-Duke Franz Ferdinand's driver had not lost his way, no assassination in Sarajevo, no WW1 which brings me nicely to Cumbria's and my family's 'If only' moment.

Barrow in Furness* in 1914, as it is today, a very busy shipbuilding town, building now, as then mainly warships, in the main for the Royal Navy, however from time to time they build warships for foreign navies, nearing completion in August 1914 was a battleship for the Ottoman Navy, the 'Resadiye' based on the British 'King George V' and 'Iron Duke' class of battleship, but with improvements, classed as a Super Dreadnought these modifications made her superior in many ways to contemporary British ships.

Following the events of the 28th June, the drum beat to a general European war gathered pace, on the instructions of Winston Churchill, First Lord of the Admiralty, the completion of the ship and another being built by Armstrong's on the Tyne, the 'Sultan Osman I' was deliberately slowed and sea trials put back on various pretexts, in August 1914 the ships were seized by the Royal Navy, (another 'if only they hadn't' moment) despite both having been paid for and the crews being in the UK waiting to sail the ships back to Turkey, this action had consequences, both ships

had been partly paid for by public subscription in Turkey and the British action caused outrage, the Barrow ship was renamed HMS Erin** and the Tyne ship HMS Agincourt.

Germany was very quick to take advantage of the situation, when war was declared between France and Germany on the 3rd Aug 1914 the Battlecruiser 'Goeben' and the Light Cruiser 'Breslau' which formed the Mediterranean division of the Imperial German Navy under the command of Admiral Souchon bombarded French installations in North Africa and then sailed east, pursued by two British Battlecruisers, but as Britain and the German Empire were not in a state of war until midnight of the 4th August 1914, the British could not bring them to action, evading the British ships, they arrived in Messina on the 5th where they coaled, leaving on the 6th, shaking off a squadron of British heavy cruisers, they entered Turkish territorial waters and passed into the Dardanelles on the 10th Aug, on arrival in Constantinople both ships received an ecstatic welcome. The German ships had been in the Mediterranean since the First Balkan War of 1912 protecting German interests and visiting 80 ports between then and the outbreak of war, they had visited Constantinople before and created a very favourable impression, hence the welcome they received.

On the 11th Aug both ships were 'purchased' by Turkey and on the 16th were commissioned into the Ottoman Navy, the Goeben as the 'Yavus Sultan Selim' and the Breslau as the 'Midilli', the German crews wearing the fez and Turkish uniform, on 23rd Sept 1914 Admiral Souchon was appointed C in C of the Turkish Navy, on 29th Oct the Turks carried out 'The Black Sea Raid' on Russian ports in the Black Sea which then was followed by a declaration of war by all the allied nations on Turkey on 5th Nov 1914.

The consequences of all the above on my family were quite dramatic, my grandfather, Walter Rosling had enlisted into the 6th Bn The Border Regt in Sept 1914, and was with the Bn when they took part in the Gallipoli campaign of 1915, he was evacuated back to the UK in late 1915 early 1916 as a casualty, whilst he, on recovery served with the 2nd Bn on the Somme the injuries he

incurred caused him problems for the rest of his life, resulting in a pension for life (5/- per week) awarded in 1923. The consequences for his cousin, Robert Rosling, and his uncle Fredrick (my great-great uncle) were fatal, Robert died whilst serving with 2nd Bn The Leicestershire Regt in the Mesopotamian campaign and has no known grave, and is commemorated on the Basra memorial. Fredrick died in April 1917, serving with the 10th Bn The Lincolnshire Regt on the Western Front, three other more distant members of the Rosling family died on the Western Front, plus a further eight who received the silver war badge upon being discharged due to wounds received in service.

A total of 49 members of my extended Rosling family served in the Great War, the effect on their families, in particular for the families of those who did not return or had been discharged with wounds, must have been tremendous, the psychological effect on the survivors with no support other than a 'stiff upper lip' must have been considerable, my families experience was not unique, but was echoed up and down homes and families in the British Isles.

And all due to Franz-Ferdinand's driver's 'If only' and the Admiralty's 'What if they hadn't' moment, which was the tipping point for Turkey to align herself with Germany and Austro-Hungary.

Of course the consequences are still with us today, in the form of all the turmoil in the Middle East, with the fall of the Ottoman Empire in 1918 the British and French governments drew quite arbitrary lines on the map to create the various countries which seem to take up so much of the news headlines, but more to the point for this country the expending of so much blood and treasure since the creation of these various countries, and all because of number of unfortunate events in June and August 1914.

Historical Note

* Barrow in Furness in 1914 was in Lancashire, becoming part of Cumbria in 1974.

**HMS Erin survived the war, seeing action at Jutland; she was scrapped in 1923 under the terms of the Washington Naval Treaty. In the dock museum in Barrow there is an excellent model of the ship.

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Both ships survived the war, including action at Jutland. Agincourt had the distinction of firing the biggest weight of broadside of any capital ship in WW1, a record held until the advent of the Japanese 'Yamato' class battleships in 1941. Agincourt, like the Erin, was scrapped under the terms of the same treaty.

****Goeben ended her war in a damaged state, repaired and refitted she served as the flagship of the Turkish navy until the 1950's, placed in reserve she was scrapped in 1973.**



The Breslau was sunk by mines in 1917.

*As ever all errors and omissions are mine -
Mike Rosling*

Sources:-

Famous Battleships of the World, by Commander D P Capper published by Muller 1959.

The Metal Fighting Ship in the Royal Navy, by E H Archibald published by Blandford 1971.

Encyclopaedia of the Worlds Warships, by H Lyon published by Salamander Books 1978 Naval Blunders by G Regan published by Andre Deutsch 1993.

Medals of The Great War

The four years of the Great War saw an unprecedented number of medals awarded by all the combatant nations. Each country had its own awards system but often struggled to ensure that courage and bravery and that indefinable but necessary factor, 'duty', was adequately and fairly rewarded.

The Victoria Cross, with its iconic status as the highest tribute a member of the British Armed Forces can achieve, is well known. The words 'For Valour' tell us the bearer has performed an act of supreme bravery in the face of the enemy.

But there are other awards which also speak of courage and dedication to duty. That courage may have been manifested in a short few minutes of intense activity – or of long days and years of patient readiness for whatever fate may befall the soldier who may suddenly find themselves the only defence against mayhem and chaos.

There were two main kinds of medals within the British Armed forces in WW1. These were (a) Gallantry or Meritorious Service Awards (of which the VC is premier), and (b) 'Campaign' medals, those gained through periods of service during hostilities.

Gallantry and Meritorious Service Awards included the :-

Distinguished Service Order;

This could be awarded to Officers of the Army, Royal Navy, and the Royal Air Force for an act of meritorious or distinguished service in wartime and usually when under fire or in the presence of the enemy.

Distinguished Service Cross;

Originally the Conspicuous Service Cross and renamed in Oct 1914 this was awarded to Officers of the Royal Navy below the rank of Lt Commander for gallantry in the presence of the enemy.

Military Cross;

Awarded for gallantry during active operations in the face of the enemy. Commissioned officers up to the rank of Captain, Captains with the rank of Temporary Major, and Warrant Officers, were eligible. It was not engraved with the name of the recipient but some were engraved later by family. The Distinguished Service Cross and the

Distinguished Flying Cross were the Naval and Air equivalents.

Distinguished Conduct Medal;

Instituted in 1854 the DCM was the first official medal to recognise an act of gallantry in the field below the rank of Officer. It was the OR's equivalent of the DSO. The recipient is entitled to use the letters DCM after their name. It was replaced in 1993 when the DSO, the DCM, and the CGM were replaced by the **Conspicuous Gallantry Cross**.

This is now the second level gallantry award for all ranks of the British Armed forces.

Military Medal;

Awarded to Other Ranks and was a recognition for gallantry and devotion to duty when under fire in battle on land. The recipient is entitled to use the letters MM after their name. The MM was the equivalent of the Distinguished Service Medal, the DFM and the AFM.

Campaign Medals;

The 1914 STAR, known as the Mons Star, was issued to British Forces who had served in France or Belgium from 5th Aug 1914 until 22nd Nov 1914. These were mainly of the 'Old Contemptibles', the pre-war professional British Army. The recipient's name, rank, and unit were impressed on the back.

The 1914-15 Star is very similar to the Mons Star. It was issued to a much wider range of recipients; those who served in a theatre of war between 5th Aug 1914 and 31st Dec 1915. The recipient of either Star would also receive the **British War Medal**, awarded to those who had entered an area of active fighting, or who had served overseas in wartime. The **Allied Victory Medal** was awarded to those who had served in an area of active fighting (not just overseas), during the period of the war.



The MC, the DCM, and three campaign medals.



The Fate of HMS Laurentic

On the bitterly cold and dark night of 25th January 1917, in temperatures of -13C, Royal Navy Auxiliary Armed Cruiser HMS Laurentic left the port of Buncrana in Lough Swilly on the northwest coast of Ireland. Her destination was Canada. She carried a complement of 475 souls and an additional very valuable cargo. Two hours later Laurentic and her cargo were at the bottom of the lough.

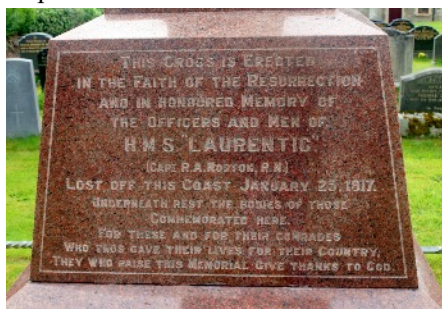
HMS Laurentic was originally the ocean-going liner SS Laurentic. Built in 1908 by Harland and Wolff she had the triple-screw propulsion systems later used in Titanic and her sister ships. The exigencies of war saw her pressed into service as part of the lifeline across the perilous North Atlantic. Fitted with guns, but with little armour, her speed was her primary defence.



The mass grave in St Mura's churchyard of 73 of the crew of HMS Laurentic.

HMS Laurentic, under command of Captain R A Norton RN, proceeded up the lough and towards the open sea where she would meet her escort, a Royal Navy destroyer. However the German submarine U-80 had succeeded in laying mines under cover of darkness. Just off Fanad Head the Laurentic struck two mines. Her engine-room was badly damaged. All power was lost, and unable to use her pumps or to send a distress signal, she sank within the hour. The crew began abandoning ship. Fatalities initially were small; mostly engine-room personnel. But the cold weather would take a terrible toll. Lifeboat crews rowed for the shore.

However the intense darkness caused disorientation and they drifted in all directions. Trawlers from the nearby harbours began a search but it was not until dawn that the first lifeboat was found. Many men died from exposure. It was a further day before the last lifeboat was located, too late for fifteen of its occupants. They were found dead at the oars; only three of their shipmates survived.



The inscription on the memorial to the Officers and Men of HMS Laurentic

The death toll reached three hundred and fifty four, many of whom were never found. Of the bodies recovered seventy-three are interred in a mass grave at the nearby graveyard of St Mura's Church.



All through the years of both World Wars bodies regularly drifted up on beaches around this rugged and beautiful coast as ships fell prey to the U-boat packs. They lie now in peaceful churchyards, often identified only by the simple CWGC grave marker, and the words, 'A Mariner of The Great War' or, 'A Sailor of the 1939-45 War'.

If we look more closely at the row of gravestones near the memorial to those of HMS Laurentic we see that these are all casualties of the Second World War, of six different ships sunk in the waters off this coast. One of those graves is that of a fatality of the sinking of HMS Laurentic. But the death is stated as 3rd of November 1940! How could this be?



By 1938 Harland and Wolff had completed the construction of another SS Laurentic. She too was taken over by the Admiralty for use as an Armed Cruiser on the Atlantic convoy routes. Renamed HMS Laurentic, she was torpedoed and sunk on 3rd November 1940, just a few miles west of where her predecessor was lost. One of the few bodies recovered, that of AB Roy B McCloud RN, is interred here near his comrades of an earlier generation; a strange quirk of fate indeed.

But what of that valuable cargo?

Two days after the sinking a specialist RN salvage team arrived at Buncrana. Their task was to recover 43 tons of gold in 3,211 ingots which had been stored in one of the ship's staterooms. This gold, valued at £5 million in 1917, and approximately £400 million today, was payment by the British Government to the United States for food and war materiel. The salvage operation was finally ended in 1919 when all but 20 ingots were recovered. The ship is now registered as an international war grave, making private exploration illegal.

By James Henderson

The late Mr Peter Yorke MA(Oxon)

Peter Yorke was born into the Lune Valley in 1938 and lived with his parents at Casterton Grange. He started his education at Casterton village school just across the field, and when he was old enough moved to Cressbrook Preparatory School in Kirkby Lonsdale. From there he progressed to Sedbergh where he enjoyed the rather Spartan regime of the time, making the most of every opportunity and running over the fells for tea with his mother on a Sunday afternoon whenever the fancy took him. As a clever boy, it was only natural that Oxford would be his next port of call and after graduating in History he taught for a couple of years at Ardvreck in Crieff before moving back to Cressbrook as Second Master.

When the school closed in 1976, he moved back to Sedbergh with a small group of boys who would have gone on to Sedbergh had Cressbrook remained open, in what was thought to be a temporary measure. However, a junior house proved to be popular and numbers increased with PMY as permanent House Master. Rather late in life, he chose this time to get married. When this particular phase of his career ended, he stayed on to teach until his retirement, retaining strong links with Sedbergh until the end.

When Col. Mike Diss asked me in 2002 if I would like to start up a Friends of the Regimental Museum, I immediately thought of Peter to be Treasurer, and it was in this capacity that he served the Friends with distinction for 16 years. Meticulous and conscientious he proved to be the ideal choice and having taught maths at various stages was no bad thing either.

The high esteem in which PMY was held and his capacity for maintaining contacts and friendships from old school friends from the 1940's to ex pupils from as far afield as Zambia, ex colleagues and people from the village of Middleton where he had been such a pivotal figure since his retirement, was reflected in the full church in Kirkby Lonsdale for his funeral and the wake at Barbon village hall.

Peter is survived by his wife Pat and his three daughters, Sally, Susannah and Jessica. With his passing we lose not only our Friends Treasurer but also his encyclopaedic knowledge of everything relating to Sedbergh and the people and history of the Lune valley.

He will indeed be greatly missed.

Jeffrey Mills



The late Major James Alexander Ormiston MBE TD JP DL

It was with great sadness that the Committee of The Friends learned about Jim's unexpected death. Jim was born in Wetheral on 26th Sept 1928. He was educated at Carlisle Grammar School and commissioned into The Loyal Regiment (North Lancashire). This was the beginning of a long and close association with the army. His military career included service with The East Lancashire Regt, the Parachute Regiment, and The West African Frontier Force. He left the Regular Army in 1960 with the rank of major, and began his long association as a TA Officer with the Border Regt.

Jim was a founder member of The Friends of the Border Regiment Museum (latterly Cumbria's Museum of Military Life), becoming Chairman of the Committee in 2006. He was a tireless worker for the Friends, raising thousands of pounds. To the suFriends committee he could always be relied on for advice or help and a bacon sandwich!

Throughout his life Jim had a developed sense of public duty; from being a Special Constable in Manchester he completed his police career as Chief Constable, for which he was appointed MBE. He was also a Justice of The Peace and Her Majesty's Representative in Lancashire as a Deputy Lord Lieutenant.

He had an expert knowledge of both the Victoria Cross and George Cross, giving informative as well as entertaining talks about the history of both medals. One of his many other diverse military history talks was about the selection of the body for The Tomb of The Unknown Soldier which was published in the Friends Newsletter.

The Committee of The Friends send their heartfelt condolences to his wife Maureen and his daughters Melanie and Vicky and the rest of his family.



The late James (Jim) Ormiston during his service as Chief Constable Of Greater Manchester Police.

Picture by kind permission of GMP

A well-attended celebration of his life was held at Carlisle Crematorium on Wed 14th March.

Tuesday Talks Series

Our Tuesday Talks series continues. All Tuesday talks begin at 6 pm.

Tue 8th May
42 Div at Dunkirk *Paul Knight*

Tue 10th July
Marborough *Prof John Deery*

Tue 11th Sept
Subject TBC Speaker *Simon Sole*

Tue 9th Oct
The work of the Commonwealth WG Commission

Tue 13th Nov
The National memorial Arboretum

All Talks are in the Museum Lecture Room unless otherwise intimated.

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Museum special Exhibitions during 2018 will include:-
Remembrance open art Exhibition

21st May until 2nd Sept

Museum Research facilities

If you would like to know more about the service of a Border Regiment soldier (or one of the successor Regiments), the Museum may well be able to help.

If you are in the process of some historical research and would like to ask some general questions, or if you would like to pay for a full research enquiry, please feel free to contact the Museum by email on enquiries@cmoml.org or by phone on 01228 532774.

The Museum can conduct research on your behalf for a £25 search fee. This charge is to cover the time spent looking through various source material, and all proceeds go towards the sustainability of the collections.

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This newsletter is printed and posted to members. However if you would like to be among the first to see this newsletter please send your email address to the museum website. You will receive future newsletters in PDF format.

This Newsletter is edited by James Henderson UD, on behalf of the Friends of Cumbria's Museum of Military Life, and is currently published tri-annually. Contributions to this Newsletter are welcomed. Features may be up to 600 words and may be accompanied by illustrations. Please send your contribution to ambus246@gmail.com

We are planning an upgrade of our website to make it even more interesting and informative. However it is still accessible at:- www.cumbriasmuseumofmilitarylife.org/newsletter

Museum open hours

The Museum is open during the following times

Aug-Sept Daily 10am-6pm

Oct Daily 10am- 5pm

Nov till March (Sat to Thur) 10pm-4pm

Closed 24th, 25th, 26th Dec and 1st Jan

Last admission 30 mins before closing.

Tariff; Adult £4.50, Concession £3.50,

Child 5-15 £2.50, Family Ticket, up to 4, £11.00

Members, and serving Duke of Lancs; Free.

Friend's News

The Friends of the Museum of Military Life have arranged a number of events and meetings for the upcoming season. For fuller details please contact the Museum.

The Friends Annual General Meeting is this year on 20th June at 7.00 pm in the Museum Lecture Room.

WW1 Dinner at the Museum

Sat Sept 15th 7.00pm

Our Food and History evenings will continue - details from the museum when available - Tel 01228 532774.

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The Friends Committee has discussed the practicality of a one-day trip to the National Memorial Arboretum in Staffordshire in 2018. Carlisle and Stanwix Branch of the RBL is now the lead on this. This will be a two day outing staying in a local hotel on Friday 3rd Aug and returning on the afternoon of Sat 4th. With an early start on the Friday morning there will be ample time to see round the Arboretum and, if so wished, to attend the formal Memorial Service at 11.00 am on Sat. Would our readers like to indicate their interest in attending by a Tel call or E mail to the Museum?

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A number of Community Arts open days are arranged for the following locations.

Cockermouth Kirkgate Centre 4th August 11.00 am - 3 pm

Millom Discovery Centre 23rd August 11.00 am - 3 pm

Penrith Museum 15th Sept 11.00 am - 3 pm

The subject is "Remembrance"

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"And crawl forward another one hundred metres and tell me what you can see"