

**Newport Cemetery,
Lincoln, Lincolnshire, England
War Graves**



Lest We Forget

World War 1



SECOND LIEUTENANT

H. S. KITSON

AUSTRALIAN FLYING CORPS

15TH JUNE, 1917 Age 22

He Heard The Call He Stood

The Test

He Died A Hero One Of The

Best

Harold Strachan KITSON

Harold Strachan Kitson was born at Moonee Ponds, Victoria on 26th October, 1894 to parents James & Annie Kitson

Harold Strachan Kitson attended Camberwell State School, Victoria & Jercho's Business College.

Harold Strachan Kitson was a 19 year old, single, Engineering Student from 23 Berry Street, Kew, Victoria when he enlisted on 22nd August, 1914 at Morphettville, South Australia with the Australian Imperial Force (A.I.F.).

Private Harold Strachan Kitson was posted to "H" Company, 10th Infantry, A.I.F. on 23rd August, 1914. He was discharged on 14th September, 1914 as he was "*unsuitable*."

A letter from Captain Pollard, Department of Defence, Melbourne to O/C Recruiting Depot, Town Hall, Melbourne, dated 1st March, 1916 reads: "*The bearer Mr Kitson is presenting himself for enlistment in A.I.F. with a view to joining the A.F.C. if accepted. Will you please arrange that on enlistment he is instructed to report to the O.C. Flying Corps at Laverton.*"

Harold Strachan Kitson re-enlisted in the Australian Imperial Force on 3rd March, 1916 at Melbourne, Victoria. He was aged 21 years & 4 months, a Clerk & his postal address was "Wonga" Thisson (?) Grove, Hawthorn.

Harold Strachan Kitson was posted to Reinforcements No. 1 Australian Flying Squadron from 20th March, 1916. He was appointed Acting Corporal from 29th March, 1916. Acting Corporal Kitson was discharged "*being supernumerary to Establishment*."

Harold Strachan Kitson applied for a Commission in the Australian Flying Corps, A.I.F. on 15th September, 1916. He listed his educational qualifications as Merit Certificate & his Military qualifications as "*Junior Cadets 1 year. Senior Cadets 1 year. Citizen Forces :- 1 year Artillery as Gunner, 3 years Infantry including machine gun section, 12 months Commissioned rank. Present rank :- Lieutenant (prov) 48th (Kooyong) Infantry.*" To the question "*Date on which applicant qualified at a competitive examination for first appointment as 2nd Lieutenant*" Harold Kitson answered "*August 1915.*" At the time of completing the form for a Commission Harold Kitson was an Engineering Student living at "Kalunga" Barry Street, Kew.

Harold Strachan Kitson was a 22 year old, single, Engineering Student from 23 Berry Street, Kew, Victoria when he re-enlisted on 5th October, 1916 with the Australian Imperial Force (A.I.F.). His religion was Presbyterian & his next of kin was listed as his father – Mr J. Kitson, Goldsworthy, Mort & Co. Ltd., Bourke Street, Melbourne, Victoria. Harold Kitson stated on his Attestation Papers that he had served for 4 years with Citizen Forces – Lieutenant & also 3 months with A.I.E.F. – cause of discharge: "*Supernumerary to Establishment.*"

Harold Strachan Kitson was posted to No. 2 Squadron, A.F.C. (Australian Flying Corps) from 1st October, 1916 as Second Lieutenant.

Harold Strachan Kitson applied for a Commission in the Australian Flying Corps, A.I.F. on 24th October, 1916. He listed his educational qualifications as Merit Certificate & his Military qualifications as "*1 year Senior Cadets, 4 years Citizen Forces 48th Infantry Lieutenant.*" To the question "*Date on which applicant qualified at a competitive examination for first appointment as 2nd Lieutenant*" Harold Kitson answered "*August 1915.*" At the time of completing the form for a Commission Harold Kitson was an Engineering Student living at "Kalunga" Barry Street, Kew.

Lieutenant (rank as per Embarkation Roll) Harold Strachan Kitson embarked from Melbourne, Victoria on HMAT *Ulysses (A38)* on 25th October, 1916 with the "C" Flight, 2nd Australian Flying Squadron & disembarked at Devonport, England on 28th December, 1916.

[Note: The Statement of Service form recorded "*(Hon Lieutenant) A.F.C. 1916*"]

The Australian Flying Corps (A.F.C.)

In 1914 Australia's only military aviation base, the Central Flying School, newly established at Point Cook, was equipped with two flying instructors and five flimsy training aircraft. From this modest beginning Australia became the only British dominion to set up a flying corps for service during the First World War. Known as the Australian Flying Corps (AFC) and organised as a corps of the Australian Imperial Force (AIF), its four-line squadrons usually served separately under the orders of Britain's Royal Flying Corps. The AFC's first complete flying unit, No. 1 Squadron, left Australia for the Middle East in March 1916. By late 1917 three more squadrons, Nos 2, 3, and 4, had been formed to fight in France. A further four training squadrons based in England formed an Australian Training Wing to provide pilots for the Western Front.

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It was different for AFC members who served in the Western Front squadrons. Arriving in England between December 1916 and March 1917 and doing eight-months' training before being sent to the front, Nos 2, 3, and 4 Squadrons began their active service at a time when the use of aircraft in war was far more developed. The days when enemy airmen waved to each other on reconnaissance flights were long gone. Aircraft now carried machine-guns as standard equipment, and interrupter gears, developed in 1915, enabled pilots in single-seat fighters to fire straight ahead through their propellers. By 1918 aircraft were being used in a variety of roles: some as fighters, others for reconnaissance or artillery spotting, and others for bombing operations inside enemy territory.

The AFC's best aircraft in the final year of the war were among the most technically advanced of the day. Bristol's BF2b, a two-seat fighter-bomber known as the Bristol Fighter, could climb to 10,000 feet in 11 minutes and fly at 113 miles an hour when it got there. The famous Sopwith Camel could reach 12,000 feet in 12 minutes, fully loaded with weapons and ammunition, and fly as quickly as the Bristol Fighter. Pilots and observers sat exposed to the elements in noisy open cockpits.

(Information from Australian War Memorial)

Second Lieutenant Harold Strachan Kitson was On Command to No 49 Reserve Squadron, R.F.C. (Royal Flying Corps), Spittlegate for Elementary Instruction from 8th January, 1917.

Royal Flying Corps (R.F.C.) / Royal Air Force (R.A.F.)

The Royal Flying Corps (R.F.C.) was the air arm of the British Army before and during the First World War, until it merged with the Royal Naval Air Service on 1 April 1918 to form the Royal Air Force (R.A.F.). During the early part of the war, the R.F.C. supported the British Army by artillery co-operation and photographic reconnaissance. This work gradually led R.F.C. pilots into aerial battles with German pilots and later in the war included the strafing of enemy infantry and emplacements, the bombing of German military airfields and later the strategic bombing of German industrial and transport facilities.

The R.F.C.'s motto was *Per ardua ad astra* ("Through adversity to the stars"). This remains the motto of the Royal Air Force (R.A.F.) and other Commonwealth air forces.

(Extract from Wikipedia)

Second Lieutenant Harold Strachan Kitson was taken on strength of No. 68 Squadron, Harlaxton on 13th May, 1917 from A.F.C. Details ex No. 63 Squadron, R.F.C.

Second Lieutenant Harold Strachan Kitson returned to No. 68 Squadron, A.F.C., Harlaxton on 4th June, 1917 from School of Aerial Gunnery at Turnberry.

Second Lieutenant Harold Strachan Kitson was detached for duty with No. 45 Training Squadron from 11th June, 1917.

On 15th June, 1917 Second Lieutenant Harold Strachan Kitson was piloting a Sopwith Serial number B 1734 from No. 45 Training Squadron, South Carlton, Lincolnshire, England when his plane crashed.

Second Lieutenant Harold Strachan Kitson died on 15th June, 1917 as a result of an aeroplane accident 3 miles N.E. of South Carlton near Lincoln, England.

A Court of Enquiry was held on 16th June, 1917 at South Carlton Aerodrome "for the purpose of inquiring into the circumstances whereby Lt Kitson, H.S. A.F.C. No. 45 T.S. met his death in aeroplane accident on the 15th June, 1917 about three miles N.E. of South Carlton. On Sopwith Scout. 1734."

for Officer i/c Records.

Army Form A. 2.

BRM 37/1045

PROCEEDINGS of a* COURT OF ENQUIRY.

*N.B.—The Form being applicable to any Board of Officers, or Committee, or Court of Inquiry, this blank to be filled in accordingly.

The proceedings should be signed by each Officer composing the Board, etc.

assembled at South Carlton Aerodrome.

on the 16th June 1917.

by order of Lt.Col. Rabagliati, M.C. Commanding.

23rd Wing ROYAL FLYING CORPS.

for the purpose of inquiring into the circumstances

whereby Lt. Kitson, H.S. A.F.C. No. 45 T.S. met his death in

aeroplane accident on the 15th June, 1917 about three miles

N.E. of South Carlton. On Sopwith Scout. 1734.

Sopwith Scout No. 1734

80 h.p. Le Rhone Engine No. 35135.

W.D.No. 10964.

PRESIDENT.

Capt. C.M. Pickthorn, M.C.

MEMBERS.

2/Lt. Rice-Oxley.

2/Lt R.T. Stevenson.

IN ATTENDANCE.

The Court having assembled pursuant to order, proceed to take evidence.

EVIDENCE.

1st. Witness. 2nd Lt. E.C. FRISBY R.F.C. states:-

About 9-25 p.m. on June 15th I saw the machine doing a right hand spiral, shortly afterwards it disappeared behind some trees. Three minutes later I found the machine badly crashed, and the Pilot bleeding. By that time Sergt J.R. Williams, and 2nd A.M. Richards had arrived. I sent for the ambulance and medical aid by civilian labourers. Dr Dean arrived in ten minutes after the accident, by that time we had the pilot out of the machine. Two or three minutes later he stopped breathing.

(Sgd) E.C. Frisby 2/Lt R.F.C.

2nd. Witness. Flt. Serjt Crawford states:-

About 9.25.p.m. on June 15th I saw the machine from the time it left the aerodrome until just before the accident. It left the aerodrome in a southerly direction, banking when about 2,000 feet high, close to the aerodrome. The Pilot then turned east, still climbing, and it struck me that he was intending to do some 'stunt' flying. When about 8,000 feet up, and some way from the aerodrome he attempted to loop. He went straight from the loop into a spin. At time he seemed to regain control, but eventually the machine began to spin in an opposite direction. When about 3,000 feet the machine came out of the spin almost into flying position, when she turned back and began to spin in the original direction., which carried her down out of sight of the aerodrome.

(Sgd) S.C. Crawford. F. Sgt.
'C' Flight 69th (AUS)

3rd. Witness. 1/AM Piper states:-

I was the rigger on Sorwith Scout 1734 and previous to the flight made by Lt. Kitson I examined the machine and found all controls in good working order.

(Sgd) 1/AM Piper. W.

4th. Witness. 2/AM Beckett states:-

I was the engine fitter on this machine and certify that the engine was in good working order previous to its last flight.

(Sgd) G. Beckett 2nd A.M.

5th. Witness. Capt F.H. Coleman (Fighting Instructor)

About 9.25. p.m. on June 15th, I saw Sorwith Scout 1734 out of control. I had instructed Lt. Kitson in spinning, and just previous to his flight I had cautioned him not to keep in a spin too long, as he would probably get giddy. I am of the opinion that giddiness was therefore more or less the cause of his crashing, as he appeared to spin in dives of 1,500 feet and recovered himself twice only to lose control again.

(Sgd) F.H. Coleman, Capt.

6th. Witness. Dr. Dean states:-

I was called to see Lieut Kitson who came down with his machine at Dunholme Lodge on June 15th 1917. He was quite dead on my arrival. His skull was fractured and one leg.

Lincoln.

(Sgd) R.R. Deane.

FINDING.

The Court are of the opinion that the machine and engine were perfect flying condition.

(Sgd) C. Murray Pickthorn Capt;
PRESIDENT.

(Sgd) A. Rice-Oxley 2nd Lt.

(Sgd) R. T. Stevenson. 2nd Lt.
R.F.C. (G.L.)
MEMBERS.

FINDING.

The Court having considered the foregoing evidence are unable to determine with any certainty the cause of the accident, and can only suppose that the accident was caused through giddiness of the Pilot resulting from the first spin, into which he had probably put the machine purposely.

(Sgd) C. Murray Pickthorn
Capt;
PRESIDENT.

(Sgd) A. Rice-Oxley, 2nd Lt.

(Sgd) R. T. Stevenson. 2nd Lt.

MEMBERS.

FINDING.

The Court visited the scene of the accident. The machine Sopwith Scout No. 1734 was so badly and completely crashed that no evidence could be collected from the remain

(Sgd) C. Murray Pickthorn President.

(Sgd) A. Rice-Oxley 2nd Lt.
Capt;

(Sgd) R. T. Stevenson 2nd Lt. Members.

I CONCUR IN THE FINDING OF THE COURT.

(Sgd) Babagliati.
Lieut Colonel.
Commanding 23rd Wing.
Royal Flying Corps.

South Carlton
near Lincoln.
26.6.1917.

CERTIFIED TRUE COPY

-7 OCT 118

Ranking Capt.

Finding of Court of Enquiry as listed on Casualty Card:

Nature & Cause of accident – Pilot lost control & crashed in spinning nose dive.

Court of Enquiry:

1. Machine so completely smashed no evidence could be collected from remains.

2. Can only suppose accident was caused thro giddiness of the Pilot – resulting from first spin into which he had probably put the machine purposely.

A Telegram was sent on 18th June, 1917 from Aeronautics 45, Lincoln to Admainaust, London which reads "2/Lieut H. S. KITSON was killed on Friday 15.6.17 owing to a spinning nose drive whilst flying Sopwith Scout No. 1734 80 HP Lerohne No. 35135/WD10984."

A death for Harold S. Kitson, aged 22, was registered in the June quarter, 1917 in the district of Lincoln, Lincolnshire, England.

Second Lieutenant Harold Strachan Kitson was buried at 3 pm on 19th June, 1917 in Newport Cemetery, Lincoln, Lincolnshire, England – Grave No. 454 Section D. This is now recorded as Plot number D. 454 and he now has a Commonwealth War Graves Commission headstone.

From the burial report of Second Lieutenant Harold Strachan Kitson - *Coffin was oak with brass furniture. Military Funeral. Officiating Clergyman – Rev. Johnson, The Manse, Newport, Wesleyan Methodist.*

Name of relatives or friends present at the Funeral: Friend Capt. F. H. Coleman. Pall bearers:- Capt. H. H. Starrer, Lieuts Duigan, Sandy, Petschler, Tregilles, Wrigley. Officer in Charge of Firing Party (consisting of 40 mechanics from No. 69 Squadron A.F.C.): - Lieut Murray No. 69 Squadron, A.F.C. and No. 45 T.S. R.F.C. South Carlton, Lincoln.

Second Lieutenant Harold Strachan Kitson was entitled to British War Medal only as he had not entered a Theatre of War. A Memorial Scroll & Memorial Plaque were also sent to Second Lieutenant Kitson's father - Mr J. Kitson, as the closest next-of-kin. (Scroll sent December, 1921 & Plaque sent December, 1922).

The Commonwealth War Graves Commission lists Second Lieutenant Harold Strachan Kitson, aged 22, of Australian Flying Corps. He was the son of James & Annie Kitson, of 30 Studley Avenue, Kew, Melbourne, Australia.

Second Lieutenant H. S. Kitson is commemorated on the Roll of Honour, located in the Hall of Memory Commemorative Area at the Australian War Memorial, Canberra, Australia on Panel 187.

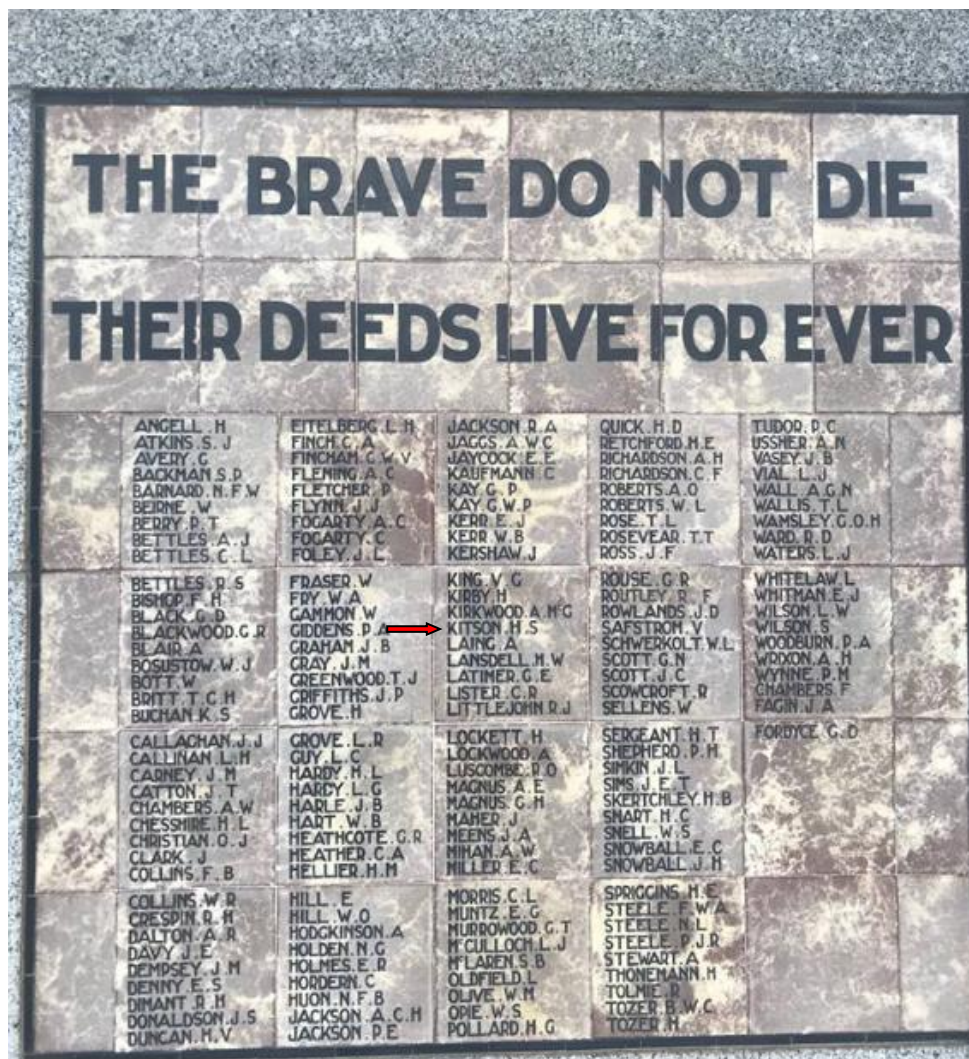


Roll Of Honour WW1 Australian War Memorial Canberra, Australia

H. S. Kitson is remembered on the Kew War Memorial, located at Cotham Road & High Street, Kew, Victoria.



Kew War Memorial (Photos from AWM Places of Pride – Peter Sneddon)



Second Lieutenant Harold Strachan Kitson is remembered on the Aviation Heritage Museum, Western Australia Website.



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KITSON Harold Strachan

LEST WE FORGET

Second Lieutenant Harold Strachan KITSON

Service No: 302

(84 pages of Second Lieutenant Harold Strachan Kitson's Service records are available for On Line viewing at National Archives of Australia website).

Information obtained from the CWGC, Australian War Memorial (Roll of Honour, First World War Embarkation Roll) & National Archives Australia



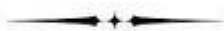


AUSTRALIAN WAR MEMORIAL

DAAV00047

Second Lieutenant Harold Strachan Kitson

Outdoor portrait of Lieutenant (Lt) Harold Strachan Kitson, Australian Flying Corps from Melbourne, Victoria. He was a 22 year old engineering student when he enlisted on 5 October 1916 and embarked for overseas as a Second Lieutenant with C Flight, No 2 Squadron from Melbourne on 25 October 1916 aboard HMAT Ulysses. After serving with the 68th and the 63rd Squadrons, Royal Flying Corps, Lt Kitson was killed on 15 June 1917 in an aeroplane accident three miles north east of South Carlton, near Lincoln, England and is buried in the Newport Cemetery, Lincoln. This is one of a series of photographs taken by the Darge Photographic Company which had the concession to take photographs at the Broadmeadows and Seymour army camps during the First World War. In the 1930's, the Australian War Memorial purchased the original glass negatives from Algernon Darge, along with the photographers' notebooks. the notebooks contain brief details, usually a surname or unit name, for each negative.



Newspaper Notices

New Flying Squadron

Approval has been given for the raising and despatch of No. 4 Flying Squadron, with first reinforcements for active service, abroad. The unit will be raised in all districts, and will concentrate in Victoria. Commandants of districts in which suitable men offer for service have been instructed to communicate with the chief of their General Staff with a view to their acceptance and early transfer to the Third Military District. Non-commissioned officers will be appointed temporarily for the voyage only.

The following officers were successful at the Fifth Course of Aviation at the Central Flying School:— Lieut. N. L. Petschler, 33rd Inf. ; Lieut. A. W. M. Mowle, 43rd Inf. ; Lieut. H. F. Taylor, 66th Inf.; Lieut. G. I. L. Murray, 51st Inf.; Lieut. S. G. Garrett, 48th- Inf. ; Lieut.H. N. Wrigley, 53rd Inf.-; **Lieut. H. S. Kitson, 48th Inf.** ; Lieut. D. G. Morrison, 64th Inf.; Lieut. H. Sleeman, Australian Engineers; Lieut. J. K. Curwen-Walke, 58th Inf. ; Lieut. F. E. Tregilles, Australian Engineers; Lieut. A. Griggs, Australian Engineers.

(Australian Town and Country Journal, Sydney, NSW – 15 November, 1916)

ACCIDENTAL DEATH

LONDON, Wednesday

Second Lieutenant H. S. Kitson, a Victorian, of the Flying Corps, has been accidentally killed.

(Newcastle Morning Herald and Miners' Advocate, NSW – 21 June, 1917)

AUSTRALIA'S SOLDIERS

CASUALTY NOTIFICATIONS

The following notifications have been received by relatives or friends of soldiers at the front:-

Killed

Lieutenant Harold S. Kitson, Royal Flying Corps, son of Mr James Kitson, auctioneer (Goldsbrough, Mort and Co. Ltd), has been killed owing to a flying accident. The officer commanding at Lincoln, England, has cabled this announcement to his father.

(The Age, Melbourne, Victoria – 20 June, 1917)

AUSTRALIA'S SOLDIERS

CASUALTY NOTIFICATIONS

The following notifications have been received by relatives or friends of soldiers at the front:-

Killed

Second Lieutenant H. S. Kitson, a Victorian, who was a member of the Royal Flying Corps, has been killed accidentally.

(The Age, Melbourne, Victoria – 21 June, 1917)

THE 317th CASUALTY LIST

DIED RESULT OF ACCIDENT

2nd-Lieut. H. S. Kitson, Kew

(The Mildura Cultivator, Victoria – 4 July, 1917)

IN MEMORIAM

On Active Service

KITSON – In sad and loving memory of our dear son, Lieutenant H. S. Kitson, Royal Flying Corps, who was killed at Lincoln, England, June 15, 1917.

We mourn your loss, but your actions
Sweet balm to your loved ones brings;
For he is ever a hero, the man who dies
For his country, God and King.

-(Inserted by his fond parents, 23 Barry street, Kew)

KITSON – In loving memory of our dear brother, Flight-Lieutenant Harold Kitson, who gave his life for his country, June 15, 1917.

“A noble soldier and a manly man.”

-(Inserted by his loving sister and brother-in-law, Hilda and Harvie Anderson)

(The Argus, Melbourne, Victoria – 15 June, 1918)

IN MEMORIAM

On Active Service

KITSON – In loving memory of our dear son, Flight Lieutenant Harold S. Kitson, No. 2 Squadron, Australian Flying Corps, killed at Lincoln, England, June 15, 1917.

He heard the call,
He stood the test,
He died a hero;
One of the best.

-(Inserted by his loving parents, Barry street, Kew.)

(The Argus, Melbourne, Victoria – 16 June, 1919)

**Newspaper Notices were also placed in 1920, 1921, 1922, 1924, 1925

Commonwealth War Graves Commission Headstones

The Defence Department, in 1920/21, contacted the next of kin of the deceased World War 1 soldiers to see if they wanted to include a personal inscription on the permanent headstone. Space was reserved for 66 letters only (with the space between any two words to be counted as an additional letter) & the rate per letter was around 3 ½ d (subject to fluctuation).

The expense in connection for the erection of permanent headstones over the graves of fallen soldiers was borne by the Australian Government.

(Information obtained from letters sent to next of kin in 1921)

A letter was sent from Base Records, dated 19th July, 1921, to J. Kitson, Esq., c/o Messrs Goldsbrough, Mort & Co. Ltd., Bourke Street, Melbourne, advising that a letter from the Defence Dept. concerning an inscription on the headstone of his son, the late 2nd Lieutenant H. S. Kitson, Australian Flying Corps, had not been answered & non-receipt of a reply within 21 days would have to be accepted as indicating that no further action was to be taken.

Second Lieutenant H. S. Kitson has a Commonwealth War Graves Commission headstone with the following inscription:

He Heard The Call He Stood The Test

He Died a Hero One Of The Best

Newport Cemetery, Lincoln, Lincolnshire

Lincoln (Newport) Cemetery is on the north-western side of the city adjoining St. Nicholas Churchyard.

During the First World War, the 4th Northern General Hospital was at the Grammar School in Lincoln. the hospital had 1,400 beds and during the course of the war, admissions numbered 45,000. Lincoln (Newport) Cemetery, which was near the hospital, contains 139 First World War burials, almost 90 of them forming a war graves plot. During the Second World War, this plot was extended and most of the 120 burials from this period were made there. The rest of the graves from both wars are scattered throughout the cemetery.

(Information from CWGC)



Entrance to Newport Cemetery, Lincoln *(Photo from Find a Grave – Daff)*



Cross of Sacrifice & War Graves (Photos from CWGC)



Lincoln (Newport) Cemetery



CWGC
Commonwealth War Graves Commission

The British Home Front during the First and Second World Wars

During the two world wars Britain became an island fortress and a base for equipping and training troops and launching land, sea and air operations. In both conflicts, the skies above the island and the seas that surround her became the scene of fierce fighting involving aircraft, submarines and warships. Britain was also the main centre for the medical care of men and women serving in the armed forces. Thousands of hospitals located across the country were used to treat service personnel who were wounded, fell victim to disease, or were injured in accidents at home or overseas.

Many of the servicemen buried in the United Kingdom were killed in action in the air while defending the home front. Others, mostly naval men, drowned in British coastal waters. However the majority were wounded or contracted disease on active service and subsequently died while undergoing hospital treatment or recovering in private homes in Britain.

Today over 170,000 men and women who died in the United Kingdom, while serving in the armed forces during the first and second world wars, are buried in cemeteries and churchyards throughout the country. Some burials form small war graves plots within larger cemeteries, but the majority are scattered throughout cemetery grounds. In all, there are Commonwealth



Lincoln Christ's Hospital School

war graves in almost 12,500 different locations throughout the United Kingdom.

Lincoln (Newport) Cemetery

During the First World War the United Kingdom was divided into five command areas, each responsible for territorial and auxiliary hospitals which treated sick and wounded members of the armed forces. The 4th Northern General hospital was located in Lincoln and, among other sites in the city, occupied the original buildings and playing fields of Lincoln Grammar School (now Lincoln Christ's Hospital School). The school was

requisitioned in August 1914 while the boys were on holiday.

A new building on a separate site on Lindum Terrace was hurriedly constructed to accommodate the school and remained in use until 1920. Hutted wards erected on the Grammar School fields housed almost 1,200 patients and it is estimated that over 45,000 men were treated in the hospital during the war years.

Men who were sufficiently recovered were then sent to the Command Depots – Ripon being the closest to Lincoln during the war – which they knew would be the last step before returning to the front. Those who did not recover were either buried in their home towns or villages, or interred close to the

hospital where they died. Newport Cemetery lies close to the site of the former General Hospital and contains the graves of 139 servicemen of the First World War, along with a further 120 burials dating from 1939-1945. Ninety of the First World War graves form the war plot, while the graves of men from Canada, Australia and a small number of Britons who served with the Royal Flying Corps lie on the other side of the path. The remainder of the burials are scattered throughout the cemetery.

During the Second World War Lincolnshire was nicknamed 'Bomber County' due to the large number of airfields established in the region, and the war plot in the cemetery was extended to provide a final resting place for casualties of the war in the air. The majority of Second World War burials are of men who served in the Royal Air Force, the Royal Canadian Air Force and the Royal Australian Air Force.

Also buried in this cemetery is Amy Beechey, the mother of eight sons who all fought in the First World War, though only three returned after the Armistice. When presented to the King and Queen and honoured for her great sacrifice she said to Queen Mary: 'It was no sacrifice, Ma'am, I did not give them willingly.'

A ward in 4th Northern General Hospital, Lincoln Grammar School, during the First World War.

Commonwealth War Graves Commission

The Commission is responsible for the commemoration of almost 1,700,000 members of the Commonwealth forces who gave their lives in the two world wars. The graves and memorials of these men and women, who came from all parts of the Commonwealth and who were of many faiths and of none, are found around the globe in 153 countries. For more information about the Commission, our work and how to search our records online visit www.cwgc.org. Enquiries are also welcome at our offices: CWGC Head Office Tel: +44 (0) 1628 507200 E-mail: casualty.enq@cwgc.org
CWGC United Kingdom Office Tel: +44 (0) 1926 330137 E-mail: ukoffice@cwgc.org

For more information about this location and some of those commemorated here, scan the QR code (right).



CWGC Information Panel (Photo courtesy of Edward Finch)





Australian WW1 War Graves - red arrow showing Second Lieutenant Kitson's grave

(Photo above with permission from Melvyn Prior; below from 3Squadron.org.au)



Photo of Second Lieutenant H. S. Kitson's Commonwealth War Graves Commission Headstone in Newport Cemetery, Lincoln, Lincolnshire, England.



(Photo courtesy of Edward Finch)



(Photo from Find a Grave – Daff)