

**All Saints Church Cemetery,  
Hursley, Hampshire  
War Graves**



*Lest We Forget*

**World War 1**



**SECOND LIEUTENANT**

**J. S. W. LORD**

**AUSTRALIAN FLYING CORPS**

**12TH MAY, 1918 Age 27**

*Thy Will Be Done*

## John Stone William LORD

John Stone William Lord was born in Sydney, New South Wales to parents John Stone Lord and Mary Ann Lord (nee Over). According to his NSW Government Railways Sheet he was born on 28th December, 1888. His birth was registered in 1889 in Glebe, Sydney, New South Wales.

John Stone William Lord was an apprentice for 5 years with Colonial Sugar Company, Pyrmont, Sydney, NSW. He commenced work as a fitter (temporary Certificate No. 1408) at Eveleigh Locomotive Workshops, NSW Government Railways in May, 1911 & was made permanent (on probation for 6 months Certificate No, 26692) from 1st March, 1912.

John Stone William Lord was a 25 year old, single, Mechanical Engineer from Greylands, Pittwater Road, Manly, NSW when he enlisted at Roseberry Park, Sydney, NSW on 22nd August, 1914 with the 1st Light Horse Regiment, "B" Squadron of the Australian Imperial Force (A.I.F.). His service number was 311 & his religion was Church of England. His next of kin was listed as his mother- Mrs J. Lord, of Greylands, Pittwater Road, Manly, NSW. John Stone William Lord stated on his Attestation Papers that he had served 6 months with Australian Engineers & was now serving with 7th Light Horse Regiment, Sydney.

Corporal (Prov) John Stone William Lord was posted to Camp with 1st Light Horse on 19th August, 1914.

Corporal John Stone William Lord embarked from Sydney on HMAT *Star of Victoria* (A16) on 20th October, 1914 & disembarked at Alexandria in December, 1914.

Corporal John Stone William Lord was taken on strength from 2nd Reinforcements at Heliopolis on 11th April, 1915.

Corporal John S. W. Lord embarked for Gallipoli Peninsula on 9th May, 1915.

Corporal John S. W. Lord disembarked at Alexandria on 31st May, 1915.

Corporal John S. W. Lord was sent to Hospital sick on 7th September, 1915. He was admitted to No. 17 General Hospital at Alexandria with diarrhoea. Corporal John S. W. Lord was transferred to Convalescent Camp at Mustafa on 14th October, 1915.

Corporal John S. W. Lord rejoined his Company at Sidi Bishr on 20th October, 1915.

Corporal John S. W. Lord was transferred to 1st Light Horse Regiment at Heliopolis on 29th December, 1915 from 5th A.S.C.

Corporal John S. W. Lord proceeded to join Western F. Force from Egypt on 14th January, 1916.

Corporal John S. W. Lord was transferred to Machine Gun Squadron at Romani on 21st July, 1916. He was taken on strength with 1st Light Horse Brigade M. G. Squadron on 23rd July, 1916.

Corporal John S. W. Lord was transferred to 1st Light Horse Regiment at Romani on 26th August, 1916.

### 1st Australian Light Horse Regiment

The 1st Light Horse Regiment was raised, from recruits from New South Wales, at Rosebury Park in Sydney in August 1914. It was one of three regiments of the 1st Light Horse Brigade - the first mounted formation committed by Australia to the First World War. The regiment sailed from Sydney on 19 October and disembarked in Egypt on 8 December.

The light horse were initially considered unsuitable for the Gallipoli operation, but were soon deployed without their horses to reinforce the infantry. The 1st Light Horse Regiment landed on 12 May 1915 and was attached to the New Zealand and Australian Division.

Back in Egypt, the 1st Light Horse Regiment joined the ANZAC Mounted Division. Between January and May 1916, it was deployed to protect the Nile valley from bands of pro-Turkish Senussi Arabs. On 14 May, it redeployed with its

parent brigade to join the forces defending the Suez Canal. The 1st Light Horse Brigade played a significant role in turning back the Turkish advance on the canal at the battle of Romani on 4 August. In ensuing days the regiments of the Brigade participated in the immediate follow-up of the defeated Turks, but were soon withdrawn to rest.

*(Regiment information from The Australian War Memorial)*

Corporal John S. W. Lord was attached to A.F.C. (Australian Flying Corps) for trade test at Kantara on 28th October, 1916.

Corporal John Stone William Lord was transferred from 1st Light Horse Regiment, to R.F.C. (Royal Flying Corps) at Hod-el Geila in 8th November, 1916.

John S. W. Lord was posted to No. 68 Squadron & rated as 2/AM at Kantara on 28th October, 1916.

2nd Air Mechanic John S. W. Lord ceased to be attached to No. 67 Squadron on 22nd November, 1916 & attached to No. 68 Squadron, R.F.C.

2nd Air Mechanic John S. W. Lord was to be attached to No. 67 Squadron from No. 68 Squadron on 9th December, 1916.

2nd Air Mechanic John S. W. Lord ceased to be attached to No. 67 Squadron having been returned to No. 68 Australian Squadron on 9th January, 1917.

2nd Air Mechanic John S. W. Lord embarked for overseas from Alexandria on H. T. *Kingstonian* for B.E.F. (British Expeditionary Force) on 13th January, 1917 with No. 68 Australian Squadron, R.F.C. He disembarked at Southampton, England on 30th January, 1917.

2nd Air Mechanic John S. W. Lord had been written up for an Offence while at Marseilles, France on 25th January, 1917 – AWL (Absent without leave). He forfeited 14 days' pay as a result.

2nd Air Mechanic John S. W. Lord was remustered from Fitter to Instrument Repairer at A.F.C. (Australian Flying Corps) Harlaxton on 16th June, 1917.

2nd Air Mechanic John S. W. Lord was marched out to the Staff Officer for Aviation (London) on 6th July, 1917.

2nd Air Mechanic John S. W. Lord was attached to No. 29 Training Squadron for Instruction (Cadet) on 27th August, 1917.

Cadet John S. W. Lord detached from No. 29 Training Squadron to No. 30 Training Squadron (A.F.C.) Shawbury on 1st October, 1917 & taken on strength of No. 30 Training Squadron at Ternhill the same day.

2nd Air Mechanic (Cadet) John S. W. Lord was sent sick to Military Hospital Prees Heath on 17th October, 1917. He was marched in to No. 30 Training Squadron from Hospital on 5th December, 1917.

2nd Air Mechanic (Cadet) John S. W. Lord was marched out to No. 66 Training Squadron at Yatesbury on 15th January, 1918.

2nd Air Mechanic (Cadet) John S. W. Lord having graduated was appointed Flying Officer (Pilot) & to be Second Lieutenant in the A.I.F. on 10th March, 1918.

Newspaper Notice – The Sydney Morning Herald, NSW – 4 June, 1918:

### **AUSTRALIAN SOLDIERS ABROAD**

*In the Australian Flying Corps the following are appointed pilots and second lieutenants:- .....J. S. W. Lord.....*

Second Lieutenant John Stone William Lord's British Royal Air Force Officers' Service Record stated his date of birth as 28th December, 1891. His permanent address was listed as Ivanhoe Hotel, Corso, Manly, NSW, Australia. The

following people listed were to be informed of in case of casualty – Friend - N. D. Cohen c/o Cohen & Co. Token House Yard, London & Cousin – Mrs C. G. Fortune, 14 Shakespeare Ave, Bath.

Second Lieutenant John Stone William proceeded to Artillery & Infantry Co-Operation School at Hursley Park on 25th April, 1918.

Second Lieutenant John Stone William Lord was written up for a Crime while posted at Hursley Camp, Winchester – AWL (Absent without leave) from April 26th to May 2nd, 1918. He forfeited 4 days' pay.

Second Lieutenant John Stone William Lord was flying R. E.8 (Royal Aircraft Factory) serial E.62 on 12th May, 1918 when it nose dived & crashed at Worthy Down, Winchester, Hampshire.



**Royal Aircraft Factory R.E.8**

Second Lieutenant John Stone William Lord died around 11.30 am on 12th May, 1918 at Worthy Down, Winchester, Hampshire, England as a result of an aeroplane accident.

A death for John S. W. Lord, aged 27, was registered in the June quarter, 1918 in the district of Winchester, Hampshire, England.

A Court of Enquiry was held on 13th May, 1918 at Worthy Down by order of Lieut. Col. J. A. Chamier, D.S.O., Commandant Artillery & Infantry Co-operation School, enquiring into the accident resulting in the death of Pilot 2/Lieut. J.S.W. Lord, A.F.C on 12th May, 1918.

Evidence:

1st. Witness. Lieut. N.E. Barraclough, M.C. R.A.F. states:-

On the morning of May 11th. 1918, I took R.E.8. No.E. 62 on a flight and found the Engine and Rigging were correct, but the revolution Indicator was not working properly, on this being repaired I again took up the machine in question and found same was in perfect condition.

(Sgd) N.E. Barraclough. Lieut.  
R.A.F.

2nd. Witness. No. 23607. Millar N. A/Sergt. called states:-

Prior to this machine R.E.8. No. E. 62 being taken into the air by 2/Lieut. J.S.W. Lord A.F.C. I tested the engine and found it was in perfect working order.

(Sgd) H. Millar. A/Sergt.

3rd. Witness. No. 19583. Walker F.W. 1st. A/M called states:-

I saw R.E.8. No. 62 over the Plantation at the West side of the Aerodrome, and at the time seemed to be flying quite in order and nothing seemed wrong. I did not actually see the machine come down as I turned away, shortly after looking away. I heard the machine crash into the wood.

(Sgd) 1/A.M. Walker F.W. 19583.

4th. Witness. Capt. R.E. Bell, R.A.M.C. called states:-

About 11.30 a.m. I was notified a crash had occurred about half a mile from the aerodrome. I immediately proceeded to the scene of the accident and found the Pilot 2/Lieut. J.S.W. Lord, A.F.C. dead and in a very mutilated condition.

His body was recovered and conveyed to Avington Park Hospital Mortuary.

The medical Director, Air Ministry was notified and the Police served with the usual information.

(Sgd) R.E.Bell.

5th. Witness. No. 42742. Holt F. 1/A.M. Rigger called states:-

On the morning of May 12th. 1918, I inspected R.E.8. No. E. 62 and found all correct.

I have worked on this machine ever since it came into the squadron and have never found anything wrong, neither has anything ever been reported or any repairs needed.

(Sgd) F. Holt. No. 42742.

Lieut. Bulman. Gave evidence of identification.

Lt. Barraclough. Stated he tested machine E. 62 on the 11th. May 1918 and the first time he went up machine was not in good working order, the revolution indicator was not working properly. When this had been repaired I took it up again and found it perfectly alright, the engine and machine were perfect, it was only the indicator required putting in order. I saw the machine after the accident had occurred, all smashed up. The machine was flown in the afternoon by two other officers and no report was made by them as to the machine being out of order, which would have been done had it been so. The machines after work is finished are overhauled. Judging from the record deceased had sufficient experience for flying.

Capt. R.E. Bell.  
R.A.M.C.

About 11.25 a.m. on the 12th. I was notified a crash had taken place and went to the scene of the accident in Worthy Grove, Parish of Crawley, I saw the body of deceased and it was in a terribly mutilated condition. I also saw the wrecked machine and noted it as being R.E. 62 No one appears to have seen the accident happen only a crash was heard. The machine fell into the trees and death must have been instantaneous.

Opinion of Officer Convening Court: "This appears to be a cause of poor flying."

Finding: "The Court finds that owing to the lack of evidence and as the machine was in a wrecked condition, it was impossible for any defect to be traced and cannot state any cause of the accident and declares an open verdict accordingly."

Verdict of the Jury: "The Jury agree after carefully listening to the evidence, that it was an accident caused through the fall of the aeroplane. Deceased was a 2/Lieut. in the A.F.C. stationed at Hursley Park Camp, Winchester."

Second Lieutenant John Stone William Lord was buried at 2.30 pm on 15th May, 1918 in All Saints Churchyard Extension Cemetery, Hursley, Hampshire, England and has a Commonwealth War Graves Commission headstone. From the burial report of Second Lieutenant J. S. W. Lord – *The funeral of the deceased Officer was conducted by the Military Authorities under the usual military Conditions. A large body of Allied troops were drawn up on the line of route to the graveside, and a Squadron of girls from Queen Mary's Women's Auxiliary Army Corps, stationed at Hursley Park, followed the remains of the deceased Officer to the Cemetery. They also contributed a floral wreath "in token of kind remembrance."* The funeral ceremony was carried out impressively, and everything done to mark the respect in which the deceased Officer was held by his brother Officers, rank and file and those in the vicinity in which his duties had brought him into contact. Administrative Headquarters, A.I.F. London were represented at the funeral. Names of relatives and friends present at the funeral – Lieut. S. Jones. A.F.C. & Lieut L. R. Penton, A.F.C.

\*\* Lieutenant Leslie George of Australian Flying Corps also crashed his aeroplane & died around four hours later on the same day in a separate incident & in the same vicinity as Second Lieutenant John Stone William. They were given a joint funeral & were buried next to each other in All Saints Churchyard Extension Cemetery, Hursley, Hampshire.

Newspaper Article from *The Daily Mail*, Brisbane, Queensland – 13 July, 1918:

## **AUSTRALIAN FLYING OFFICERS**

### **LATE LIEUTS. GEORGE AND LORD**

#### **FUNERAL IN QUIANT, OLD ENGLISH VILLAGE**

LONDON, May 18, 1918

A Brisbane sergeant who was present at the funeral supplies the following details of the tragic death and the burial, under somewhat unusual circumstances, of two Australian airmen in England.

Europe is sprinkled with Australian graves. We shall probably never have any precise knowledge of the number of these in Gallipoli, in France, and Flanders, to say nothing of those in Egypt and Palestine. There are a considerable number of Australian graves in England. Australians who have been wounded or invalided out of France have been sent to English and Australian hospitals, and when they have eventually died there have been buried in some God's acre near by. "Anzac Corner" for instance - that portion of the parish churchyard at Harefield set apart for the burial of Australians who have died in the No.1 Australian Auxiliary Hospital at Harefield Park - holds somewhere about 50 Australian graves.

*There are Australian graves in other rural churchyards throughout England. Last Wednesday (May 16, 1918), the tally was augmented by two when the remains of two Australian airmen, who had met a tragic end on the preceding Sunday, were laid to rest in the little cemetery at Hursley— an old-fashioned little English village some three miles from Winchester, in Hants. . The burial of the two gallant young Australians took place under circumstances that were distinctly unique. The two deceased Australian officers were Lieut. Leslie George and 2nd-Lieut. J. S. W. Lord. Both were Sydney men, and in each instance the sorrowing next-of-kin is the mother.*

#### *TWO FATAL FLIGHTS*

*Both were members of the Australian Flying Corps, and their deaths had been dramatically sudden. On the forenoon of Sunday, May 12, Lieut. Lord ascended Engine trouble somehow overtook his machine and it crashed into a wood. The young Australian officer— he was only 20—was killed instantly.*

*Four hours later, Lieut. George, who had by then learned of the death of his friend, also ascended. While flying practically over the spot where his comrade had met disaster, he also fell. What precisely happened — it has been suggested that recollections may have unstrung his nerve— will never be known. His machine fell to earth, and burst immediately into flame. Lieutenant George must have been killed instantaneously, but his body had been somewhat burnt before it could be disentangled from the blazing machine.*

*It was a tragic sequence of calamities in more ways than one. The two young men had been sworn friends. They had been in the Light Horse together in Egypt, and had seen service in France together. They had been comrades throughout their aviation career. Both had their "wings" and were reported skilful and "nervy" pilots.*

#### *THEIR FINAL TRAINING CAMP*

*Both officers had been attached to the Artillery and Infantry Co-operative School at Hursley Park. This is a large instruction camp in the Winchester Common, devoted to the finishing courses of an airman's education. Flying men are not sent to Hursley Park until they have won the right to wear "the wings" of the accomplished aviator at some other school. Hursley Park is devoted to the final military instruction of flying men. Particular attention is given to the matters of "artillery observation" and "infantry contact," both vital factors in which aeroplanes are primarily concerned in schemes of modern battle slaughter.*

#### *REVERENT AMERICAN TRIBUTES*

*At the time of the dual catastrophe, Hursley Park Camp was in a stage of transition. The British troops who had manned the camp were on the point of being transferred to a newer camp and aerodrome some six miles away. Hursley Park Camp was being handed over to the control of the Americans, many of whom were already in residence there in the regulation huts.*

*The remains of the two Australian officers were given a full royal air force funeral. In front of the R.A.F. motor tender, which bore the flag-draped coffins of the victims, there marched a squad of 20 of the rank and file of the R.A.F. Behind it there marched a score or more of R.A.F. officers, including a number of Australians.*

*The cortege moved from the little camp church, through the quaint old-world village of Hursley, to the village church of All Saints. The roads along were lined with American and English troops, who stood rigidly but reverently at the salute as the sombre procession passed.*

*The coffins were borne into the village church on the shoulders of officers – six to a burden. In the centuries-old church the burial service was read over, the remains of the two young men from the youngest of all the continents, and the bonniest of all the Empire's Dominions. The service was read by the vicar of All Saints', Hursley (the Rev. R. J. Husband, (M.A.) and the chaplain of the Australian Flying Corps (the Rev. G. W. R. Tobias).*

#### *"THE LAST POST"*

*At the village church the procession was joined by a squad of khaki girls -members of the W.A.A.C - who were in service at the camp. The draped coffins had been crowned by wreaths sent from the officers of the A.F.C. training squadron at Yatesbury; officers of the artillery and infantry school, Hursley Park; brother officers and students of the 45th course of instruction; the waitresses of the officers' mess (W.A.A.C. 's).*

*The bodies were not buried in the village churchyard, but in the little village cemetery nearby, that already held the bodies of two Australian soldiers. In the cemetery compound were assembled squads of British and of American troops.*

*It was a young American trumpeter who sounded "The Last Post" over the bodies of the dead Australian officers.*

New South Wales Will Books:

891574 – Lord, John Stone William late of Pittwater Road, Manly and of the Austr. Impl. \_\_\_ Forces.

*This is the last Will and Testament of me John Stone William Lord of Graylands Pittwater Road Manly near Sydney in the state of New South Wales Engineer. I hereby revoke all former Wills and Testamentary dispositions and declare this to be my last Will and Testament subject to the payments of my just debts funeral and testamentary expenses. I give devise and bequeath all my estate both real and personal of whatsoever native and kind and wheresoever situated of or to which I may die seised possessed or entitled unto my dear Mother Mary Ann Lord absolutely but should my said mother predecease me I give devise and bequeath the same unto my dear Father John Stone Lord absolutely and I appoint my said Mother sole Executrix hereof but should my said Mother predecease me I appoint my said Father John Stone Lord sole Executor hereof. In witness whereof I have hereunto set my hand this fifteenth day of August 1914. John S. W. Lord signed by the said Testator as and for his last Will and Testament in the presence of us who in his presence at his request and in the presence of each other have hereunto subscribed our names as witness P. L. Williamson Solicitor Sydney A. Charlesworth 153 King St Sydney.*

*14th October 1918 On this date Probate of the Will of the said deceased was granted to Mary Ann Lord of Manly, married woman the sole Executrix in the said Will named Testator named in England 12th May 1918 Estate sworn at £352 – 10 – 0.*

Second Lieutenant John Stone William Lord was entitled to 1914/15 Star, British War Medal & the Victory Medal. A Memorial Scroll & Memorial Plaque were also sent to Second Lieutenant Lord's father – Mr J. S. Lord, as the closest next-of-kin. (Scroll sent August, 1921 & Plaque sent December, 1922).

The Commonwealth War Graves Commission lists Second Lieutenant John Stone William Lord, of Australian Flying Corps. He was the son of John Stone Lord and Mary Ann Lord, of 13 Quinton Rd., Manly, New South Wales. Born at Sydney.

Second Lieutenant John Stone William Lord 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*



J.S.W. is remembered on the NSW Government Railways & Tramways Roll of Honour, located on the Country Trains Concourse, Central Station, Sydney, NSW.



NSW Government Railways & Tramways Roll of Honour (Photo by Peter F. Williams)

GUNDERSON, H.	LOCO	COOTE, L. V. H.	PER WAY	KILPATRICK, H. C.	LOCO	PERKINS, J. A. T.	TRAFFIC
HANNA, S. J.	TRAFFIC	HINTON, E. H.	TRAFFIC	BETTS, H. H.	TRAFFIC	ADAM, DAVID F.	LOCO
HILLS, H. C.	TRAM	GULLICKSON, R.	TRAFFIC	GALLEN, WILLIAM	LOCO	MATTLAND, H. G. M.	TRAM
DOOHAN, B.	LOCO	COOKE, CYRIL B.	LOCO	BONE, DAVID	TRAFFIC	McIVER, THOS	TRAFFIC
MAYNARD, H.	TRAFFIC	SHELLING, J. B.	TRAFFIC	LOVE, JOHN A. S.	TRAFFIC	LADDEN, R.	LOCO
WHITHALL, A. C.	TRAM	HEARD, W.	LOCO	SAUNDERS, W. G.	TRAM	JONES, ALFRED	TRAM
PAGE, JOHN J.	TRAFFIC	LORD, J. S. W.	LOCO	COOMBS, ROY G.	PER WAY	THOROGOOD, G. E.	TRAFFIC
CARRUTHERS, J. T.	TRAFFIC	POOLE, HENRY B.	TRAFFIC	M'DUFF, JOSEPH	PER WAY	CRACKNELL, R.	LOCO
EVANS, FRANK H.	TRAFFIC	GORMLY, JAMES	TRAFFIC	TOOHEY, JAMES	PER WAY	IRVINE, ROBT. F.	STORES
LISTER, S. H. T.	TRAFFIC	MADISON, R.	TRAFFIC	GRANT, JAMES S.	LOCO	MORGAN, G. W.	ELECTR-
FINN, W. E.	TRAM	AVERY, JOHN B.	TRAM	GUNTER, G. A.	TRAFFIC	WARREN, JAMES	PER WAY
MELROSE, JOHN	PER WAY	WALLACE, LESLIE	TRAFFIC	CARPENTER, J. W.	TRAM	TAYLOR, E. B.	TRAM
HICKS, A. P.	LOCO	LINDSAY, T.	LOCO	MEADOWCROFT, F.	PER WAY	BEGGIE, D. S.	TRAFFIC
CORKHILL, N. A.	ELECTR-	GRAY, ALFRED S.	TRAFFIC	BURNS, WILFRED	PER WAY	LONDON, L. W.	TRAFFIC
MALONE, W. T.	TRAM	MORRIS, A.	LOCO	ELLIOTT, CYRIL	LOCO	ROSS, WILLIAM	LOCO
LEEDER, R.	TRAM	EMMETT, R.	TRAFFIC	ARCHIBALD, L.	TRAFFIC	RYAN, FRANCIS	LOCO
CHESTERTON, F. A.	TRAFFIC	CATER, B. W.	LOCO	BRUDERLIN, W. H.	LOCO	WATSON, J. H.	CONST
HOSKINGS, R.	TRAM	FADDEN, JOHN	PER WAY	M'FINNES, D. W.	LOCO	WORTHINGTON, R.	LOCO
MCKENZIE, T.	TRAM	CALLCOTT, N.	TRAFFIC	QUINN, STANLEY	LOCO	MAHONEY, H.	TRAFFIC
MARSON, R.	PER WAY	MURRAY, D. M.	CONST	TYRELL, W. R.	LOCO	GILL, GEORGE A.	LOCO
BENNETT, G. E. A.	TRAFFIC	FINNIE, A.	ELECTR	CORK, H. H.	TRAFFIC	SULLIVAN, F.	ELECTR-
PARNELL, C. L.	TRAFFIC	HANSON, G. E.	TRAM	M'GOWAN, R.	TRAFFIC	MUNRO, D. K.	ELECTR-
SULLIVAN, S. J.	TRAM	RAYMONT, W.	PER WAY	FORBES, A. J.	TRAM	ABELL, HERBERT	TRAFFIC
KIRWAN, M. A.	TRAFFIC	CURLEY, E.	PER WAY	HEWETT, W.	LOCO	MURRAY, JOHN P.	TRAFFIC
POWER, LESLIE	LOCO	POXON, JOHN	LOCO	GOODMAN, C. E.	PER WAY	HERLIHY, W. B.	PER WAY
GODBEE, K. R.	TRAM	ALDERTON, E. T.	TRAM	NOBLE, FRANCIS	ACCT	FEATON, H.	PER WAY
GRANT, A. A.	TRAFFIC	MOONEY, JOHN I.	TRAFFIC	EDMONDS, ROY A.	TRAFFIC	WATSON, C. S.	ELECTR-
MATHERS, T.	TRAM	DAYSH, R. W.	LOCO	TIBBETTS, S.	SIG	PORTER, JOHN	PER WAY
WOODCOCK, T.	CONST	ZUCKER, W. S.	ELECTR-	STRAFFORD, T. F.	ELECTR-	SMITH, M. E.	ELECTR-
WILLIAMS, J.	TRAM	LEE, HERBERT	TRAM	PEEBLES, J. H.	ELECTR-	SILK, REUBEN H.	ELECTR-



NSW Government Railways & Tramways Roll of Honour (Photo by Peter F. Williams)

J. Lord is remembered on a NSW Government Railways Roll of Honour located on the north/south walkway between Platforms 23 & 24 at Central Railway Station, Sydney, NSW.

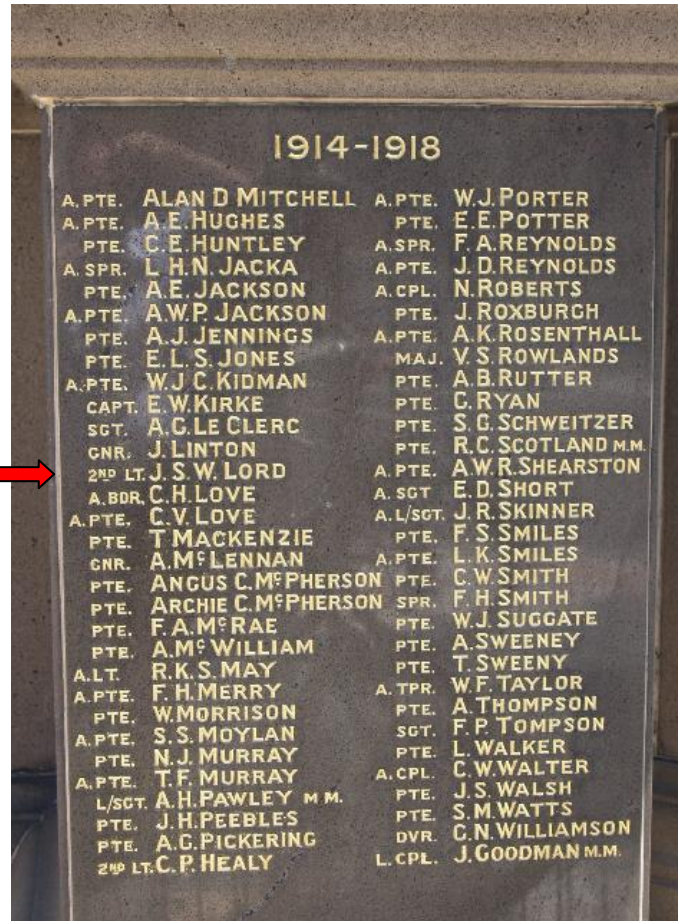


**NSW Government Railways Roll of Honour**

(Photo by Kevin Sedgwick)

HAWKER, H.	LE SERVE, S.	MILLAR, W.
HAZEL, S.	LE SUER, T.A.	MILLER, K.
HEATON, G.	LEWIS, L.	MILLET, J.
HELLYER, W.	LEWIS, T.	MITCHELLE, E.
HENDERSON, A.	LILLIENDALE, A.	MITCHELL, P.
HENSHAW, J.	LINDSAY, J.	MONTGOMERY, A.
HERON, J. (K)	LITTLE, A.	MONTGOMERY, C.
HERTZOG, B.	LOGAN, J. (K)	MORGAN, A.
HICKEY, E.	LONGLEY, C.	MORRIS, A.
HILL, S.	LORD, J. (K)	MORRIS, H.
HILL, V.	LOWE, F.	MORRIS, J.
HILL, W.	LOWE, H.	MUIR, J.
HILLIER, A.	LUTTON, G.	MURPHY, P.
HOLLAND, T. (K)	LYONS, C.	MURPHY, W.
HOOD, H.	MAHON, P.	MURRAY, J.
HOOKER, J.	MALLET, R.	MURRAY, M.
HORNBY, W.	MALLOY, T.	MUSGRAVE, R. (K)
HORNER, S.	MAPLES, J.	MUSGROVE, K. (K)
HOUSLER, W.	MARSHALL, H.	NEAL, V.
HOWARTH, H.	MASON, E.	NEAL, N.
HOWES, R.	MASON, H.	NEAL, W.
HOYHE, S.	MASON, R.	NEILD, A.
HUNTLEY, J.	MASTERS, R.	NELMES, R.
HYSLOP, A.	MAXWELL, A.	NELSON, F.
IFIELD, C.	MAY, T.F.	NEWMAN, J.
INGHAM, A.	MC CARDLE, J.	NEWTOWN, R.

J. S. W. Lord is remembered on the Manly War Memorial located on The Corso & Whistler Street, Manly, NSW.



**Manly War Memorial**

*(Photo from Monument Australia)*

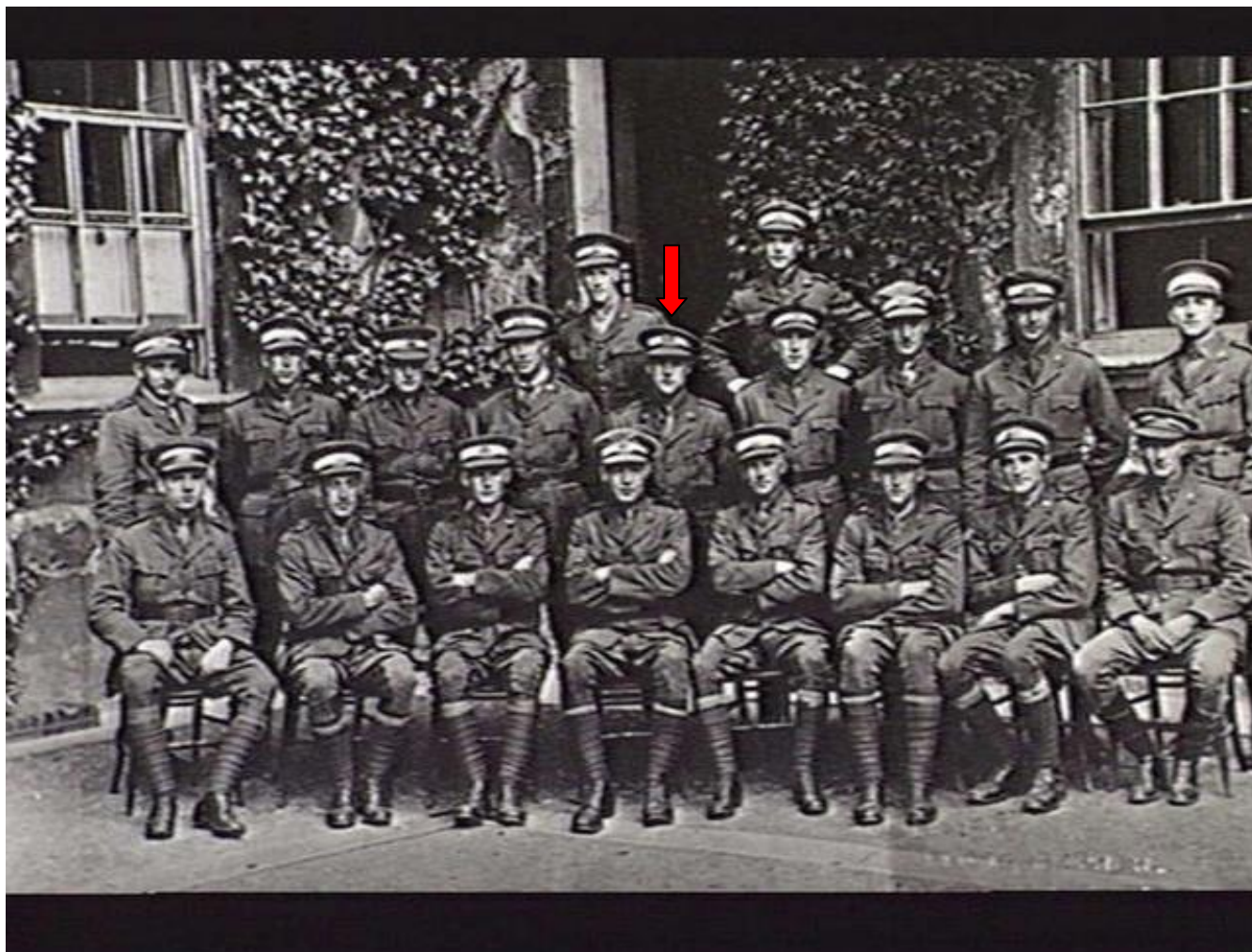
(109 pages of Second Lieutenant John Stone William Lord's Service records are available for On Line viewing at National Archives of Australia website).

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



**Group portrait of Australian Flying Corps (A.F.C.) participants in the Officers' Training Course  
at Officers Training College, Queens College, Oxford, England.**

*(July, 1917)*



AUSTRALIAN WAR MEMORIAL

P01145.001

*This group included the first Australians taken from the ranks to be commissioned as flying officers. Many initially served with Light Horse regiments before transferring to the AFC.*

*Identified, left to right, back row: R J L Forsyth (1096 Reginald James Thomas Forsyth, DOW 16 February 1918); R H Jackson (30 Richard Jackson).*

*Second row: F Power (178 Frank Armstrong Power); G? W Wright (probably 1615 George Plant Wright, brother of John William Wright); L Penton (932 Leslie Reginald Penton); D G Clark (1074 David Goodlet Clark, KIA 22 November 1917, brother of 1073 Alexander Goodlet Clark); **J S W Lord (311 John Stone William Lord, died from accident 12 May 1918)**; J J Pengilley (549 John Joseph (Jack) Pengilley); A G Clarke (1073 Alexander Goodlet Clark, brother of 1074 David Goodlet Clark); R King (1095 Roy King); G Jones (1074 George Jones or Gordon Sheppard Jones-Evans (RFC attached AFC)).*

*Front row: E R Jefferee (33 Ernest Roy Jeffree); R F Pflaum (1591 Elliott Frederick Pflaum); E A D Hamilton (457 Ernest Alexander Davlin Hamilton); W H Nicholls (1590 William Hurtle Nicholls); J W Wright (1614 John William Wright, brother of 1615 George Plant Wright); F Roberts (467 Frank Leonard Roberts); N Mulroney (878 Norman Mulroney); G Elwyn (1359 Garth Maundy Elwyn).*

*(The surnames and initials were listed on the mount of an original print. The names in brackets are believed to be the full identifications of the officers.)*



## **Newspaper Notices**

### **NEW ITEMS**

**Two Airmen Killed** – Lieutenant John Stone Lord and Lieutenant Leslie George, R.A.F., have been killed while flying.

*(Daily Mirror, London, England – 14 May, 1918)*

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### **AUSTRALIANS KILLED**

Lieutenant J. S. Lord and L. L. George, of Sydney, have been killed while flying in England.

They were buried with full Air Force honours. Many American troops attended, and an American trumpeter sounded the Last Post. The victims were close companions. Lord was killed owing to engine trouble. George ascended later, and fell almost on the same spot.

(Flight Lieut. Lesle L. George was a son of Mr Eden George (ex-M.L.A.) and Mrs Eden George, of Manly, and was previously in partnership with his brother, Mr Stanley George, in the Eden photographic studios in George-street, city. His parents ledt recently for England with the object of meeting him there, and it is feared that they will not be apprised of his death until their arrival. Flight Lieut. J. S. Lord was a son of Mr John Lord, of Messes David Cohen and Co. Ltd., and of Manly. He was 25 years of age, and was previously an engineer in the service of the Colonial Sugar Refining Company. In January, 1915, he left with a Light Horse unit and served in Egypt, Gallipoli, Palestine and France. Last eyar he went to England in order to train for the aerial service, and last March his parents received a cable message announcing that he had obtained his certificate.)

*(Sydney Morning Herald, NSW – 20 May, 1918)*

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### **CASUALTIES**

Lieut. JOHN STONE WILLIAM LORD, R.A.F., and Lieut. LESLIE GEORGE, R.A.F., both of Sydney, New South Wales, killed on May 12th, near Winchester, had together served in Egypt with the Australian Light Horse, and afterwards transferred to the R.F.C.

*(Flight Global – 23 May, 1918)*

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### **411th CASUALTY LIST**

#### **NEW SOUTH WALES**

##### **DIED CAUSE NOT STATED**

2nd-Lieut. JOHN STONE WILLIAM LORD, Manly

*(The Sydney Morning Herald, NSW – 25 June, 1918)*

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### 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 from Base Records, dated 21st July, 1921, to Mr J. S. Lord, Esq., Pittwater Road, Manly, NSW advised that a letter from the Defence Dept. concerning an inscription on the headstone his son, the late 2nd Lieutenant J. S. W. Lord 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 J. S. W. Lord does have a personal inscription on his headstone.

*Thy Will Be Done*

### **All Saints Churchyard Extension Cemetery, Hursley, Hampshire, England**

All Saints Churchyard Extension Cemetery was made in 1865 & contains 15 Commonwealth War Graves – all from World War 1.



*(Photo by David Key – Great War Forum)*



**Photo of the 3 Australian Headstones – Private Moloney (in front) & 2nd Lieut. Lord (left) & Lieut. George (right)**

*(Photo by David Key – Great War Forum)*





**Photo of the 2 Australian Flying Corps Headstones – 2nd Lieut. Lord (left) & Lieut. George (right)**

*(Photo by David Key – Great War Forum)*

Photo of Second Lieutenant J. S. W. Lord's Commonwealth War Graves Commission Headstone in All Saints Churchyard Extension Cemetery, Hursley, Hampshire, England.



*(Photo by David Key – Great War Forum)*