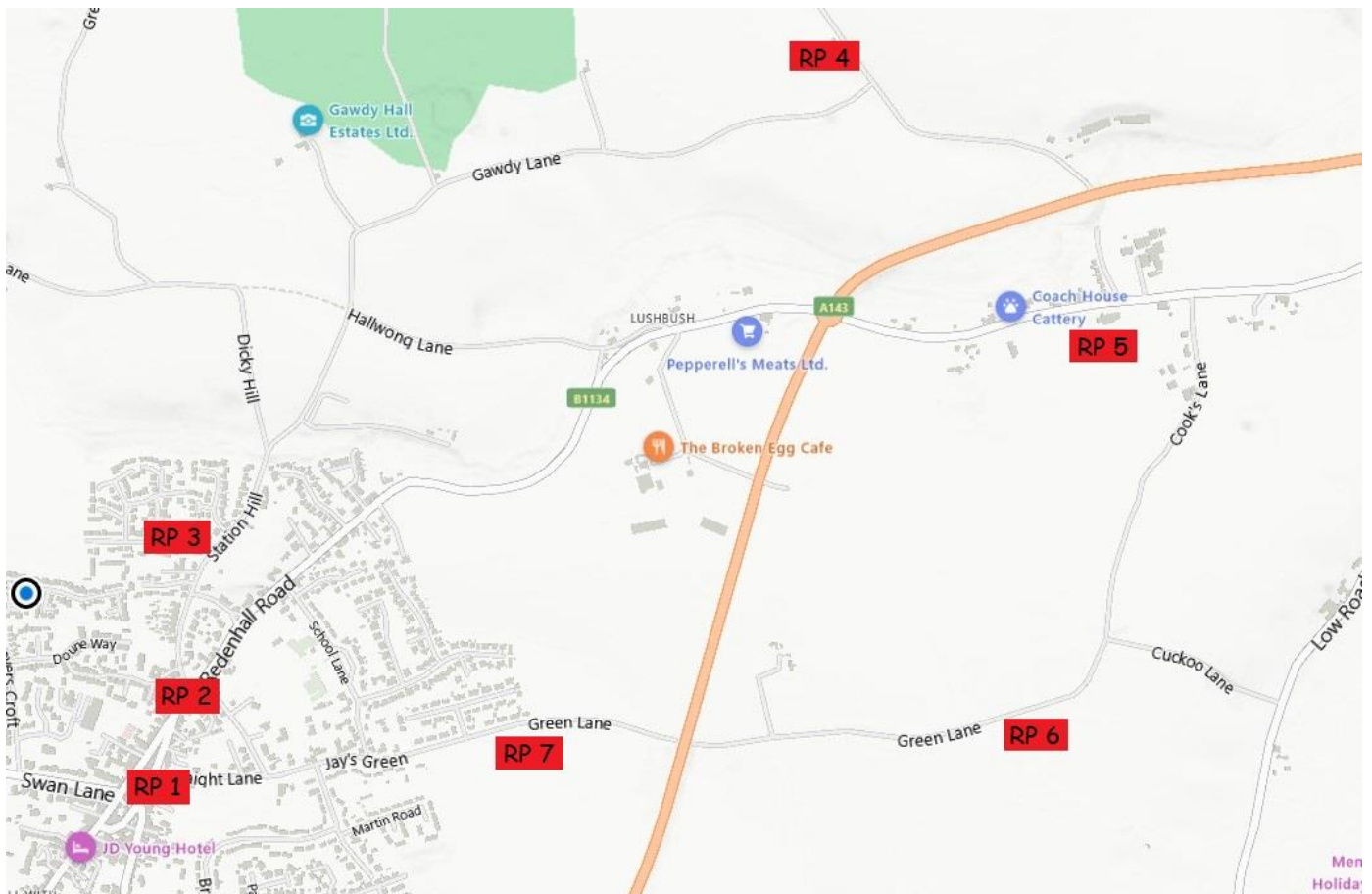


The Harleston military remembrance walk is a pleasant route through the local lanes and it will allow you to take in some of the local military history and memorial sites. Walking can improve both your mental and physical health. This can be done at your own pace allowing time for reflection and remembrance.

The circular route start and finish at **The Harleston War Memorial** and is just short of 4 miles long. You have the option of deciding which direction you want to go around the route.

There are a number of 'Remembrance Points' along the route. Information regarding each of these points (RP's) is included in this leaflet.

Harleston War Memorial (start and finish point)



RP 1. Harleston War Memorial



The memorial which was erected in Broad Street near St. John's Church takes the form of a Celtic Cross of Cornish grey granite decorated with carved animals in the top section and entwined snakes on the arms of the cross and down the shaft forming the knotwork design.

The two stone pillars guarding the steps leading up to the war memorial, originally protected the Town's Water Trough when it stood in the Market Place whilst the railings surrounding the memorial were removed in the 1940s.

The front panel bears the inscription 'To the glorious memory of the Redenhall with Harleston and Wortwell men who fell in the Great war 1914-1918'. The total of 98 names includes 73 men who lost their lives during World War One and after the end of World War Two, a granite slab was added with the additional names of the 24 men who lost their lives and Henry Ward, Norfolk's first Victoria Cross holder.

Our Heroes died all over the globe: not only in France or Flanders but in the Far and Middle East, one even off the coast of Africa. Many died in the disastrous campaign in Gallipoli, including one in the 'lost' Sandringham unit whose fate has been dramatized in the film 'The Kings Men', three others of our men, all in the same unit died on the same day in battle, also in Gallipoli.

One soldier died at sea when his troop carrier was sunk, some died in or plummeting from the air, for others we will never know the details of their last hours or minutes; many bodies still lie anonymous in the rich fields of France and Flanders or the dry dust of Turkey. Possibly the cruellest deaths were those of the men captured in the Far East; worked to death and brutally treated, they perished in tragically high numbers whilst their families at home assumed them to be safe as Prisoners of War.

Others died of sickness; one of our Heroes within weeks of enlisting before he had really started his training, another in a German prisoner of war camp just a day or two before the Armistice. Whether as a prisoner, due to a minor but infected wound, from tuberculosis worsened by exposure to poison gas, in the heat of battle or the chill of the ocean.

Leg 1. Leave the War Memorial and proceed down Broad Street towards Redenhall Road. Cross over the road and pause at the bench just past Pizza Plus. You have reached Remembrance Point 2.

RP 2. Junction of Redenhall Road and Station Road



The junction of Station Road and Redenhall Hall was the scene of a tragic accident on 26th March 1904. Driver Frederick William White (aged 18) of 1st Norfolk Royal Garrison Artillery died when his horse drawn gun carriage collided with a lamppost after the horses bolted.



As the equipage came down Station Road the two lead horses passed one side of this lamppost that stood at the centre of the road where it joined Redenhall Road whilst the wheelers tried to go the other way. The impact of the collision brought the runaways to an abrupt halt and overturned the wagon although their momentum flattened both the lamppost and the post box with its supporting masonry. It also hurled White from his saddle into the bar of the lamp post, and then under the wagon. The terrified horses having been halted were now held steady and young White was 'drawn from beneath the wagon . . . his injuries were of the most terrible nature. One side of his face had been torn away, his jaw was smashed, and his neck broken'. Captain Robinson, who was in charge of the Battery at this Parade, had

White taken to his Surgery (across the road at Candles) but White died within a minute or two of his removal and seven minutes of the accident, it later being stated both skull and jaw were fractured the latter in three places

Leg 2. Proceed into Station Road and pause near the top of Station Hill near the Army Cadet Force hut. You have reached Remembrance Point 3.

Remembrance Point 3 – Harleston Drill Hall

The area to the right of the cadet hut near the roadside was the site of Harleston Drill Hall. Built in 1902 and which some might remember as the PYE factory.

In a newspaper report covering the official opening, much was made of the skylight running most of the length of the large building, 40ft by 100ft and 36ft high at the ridge. Designed by Pell of Beccles and built by local builder Arthur Rayner, based in Anna Court off the Redenhall Road, there was also an Armoury, a residence for the Drill Instructor, a store and an Officers Room - most impressive.



During WW2 the residence attached to the Drill Hall which was the home of Company Sergeant Major Charles Henry Chamberlain of 4th Battalion Royal Norfolk Regiment. He died during WW2 on 26th February 1942 near Singapore.

The Drill Hall being demolished in the early 90s.



Leg 3. Proceed down Station Hill and cross over the bridge and take the right-hand fork and follow Gawdy Lane through Gawdy Hall estate for approximately 1 mile to Church Lane in Redenhall, turn left and proceed 200 metres to the wooden cross situated over the ditch next to the field. Overall distance of 1.50 mile. You have reached Remembrance Point 4.

Remembrance point 4: - Memorial to 2nd Lieutenant Joseph Leo Philips



The memorial of Canadian Pilot 2Lt Joseph Leo Philips who died here on 20th July 1917 when his Maurice Farman Shorthorn biplane crash landed.

At about 4.50 am on July 20th 1917 2nd Lt Phillips took off from Snarehill Aerodrome near Thetford in an obsolescent Maurice Farman Shorthorn biplane on his second solo flight, buzzing with excitement and full of confidence, he climbed away from the airfield and flew due east.

It seems that shortly after take-off 2nd Lt Phillips lost sight of the airfield and disappeared from view. His instructor, 2nd Lt Russell went out to look for him at 6 am, 7 am and 9.30 am without success. At 11 am he received a telephone message that 2nd Lt Phillips had landed near Harleston and was badly injured. By the time Russell arrived at the scene at Redenhall, Phillips had already been taken to hospital. The plane had come down in a field of standing corn and appeared to have turned over completely twice. The position of the controls indicated that the plane was on almost full power when it hit the ground. Fortunately, given the ignition was still on and sparking, the plane did not catch fire.

Leg 4. Leaving here then proceed down Church Lane towards the A143. Cross over to the Church Lane footpath and proceed to the parish church of St Mary's, Redenhall. Enter through the lower gate and proceed 30 metre to the Cross for Roland Albert Sadler which you will see on the left of the path. Distance 0.70 mile. You have reached Remembrance Point 5.

Remembrance point 5: Memorial Cross for 2nd Lieutenant Roland Albert Sadler

St Mary's churchyard and the memorial of RAF pilot 2nd Lt Roland Albert Sadler of 78 Squadron, RAF Hornchurch. He died on 23rd September 1918.

Son of James and Louisa Sadler, he was listed as living at The Old Factory, Redenhall Road, Harleston

Whilst flying his Sopwith Camel plane without sufficient flying speed this caused the plane to stall and spin.

His engine was missing at the time of the spin. A military court of enquiry came to the conclusion that this was due to faulty plugs. These plugs have caused incessant trouble through short circuiting.

He was buried on 27th September 1918 at Redenhall Churchyard. His service was conducted by a chaplain of the Royal Naval Air Service.



Leg 5. Leaving here, proceed through the Churchyard to the field and follow the footpath at the side of the field to Cooks Lane and turn right and proceed to the junction of Cuckoo Lane and Green Lane. Then turn right and follow Green Lane approx 400 metres. Distance of 0.50 miles. You have reached Remembrance Point 6.

Remembrance point 6: American Memorial



The memorial where 22 American aircrew perished when the two B-24 Liberator Bombers collided in mid-air whilst preparing to land at the Flixton Air-Base.

On the 11th April 1945, two B-24 Liberator bomber planes from 706 Squadron 446 Bomber Group USAAF, collided whilst preparing to land at their Flixton base after returning from a mission over Regensburg in Bavaria, South East Germany. 22 Crewmen died in the mid-air collision over Redenhall, near Harleston, Norfolk. There were no survivors.

The 446th Bomb Group, who came to be known as "the Bungay Buckaroos" after the name of their Suffolk base, flew B-24 Liberators on strategic, support and

interdictory missions over Europe. The Group led the Eighth Air Force and 2nd Bomb Division on the first heavy bomber mission on D-Day, 6th June 1944, and continued to support the ground forces move eastwards, dropping airborne troops into Wesel, north-west Germany, as part of the advance across the River Rhine.

The two aircraft involved were the B-24 Liberator 42-50790 (The Little King) and B-24 Liberator 42-51909.

Leg 6. Leaving here, proceed down Green Lane and cross over the by-pass onto Green Lane towards Jays Green for a distance of 0.60 mile. When you have passed the gate leading into Jays Green and the first bungalows, the field to your left is Remembrance Point 7.

Remembrance point 7: Site of the RAF Wellington Bomber crash



The roadside at Jays Green/Briar Farm field. The site where the RAF Wellington bomber crashed and all six aircrew were killed.

It was during the middle of World War Two that the Mark III Wellington Bomber X3643 from 9 Squadron RAF Honington was part of an operation of 9 Aircraft that were tasked for an attack target on Essen in Germany.

The aircraft took off on this operational flight from RAF Honington at 2008 hrs on 9th March 1942 and it was only some 41 minutes later at 2049 hrs that it was requesting a return to base due to engine trouble. A

short while after, it was heard by the Bungay Observer Corps Post running on one engine and then by the Harleston Observer Corps Post who heard it circle the town and finally saw it crash in flames at 2121 hrs in the vicinity of Briar Farm and Jays Green. It was only in the air for a total of 1 hour 14 minutes.

Leg 7. Leaving here, proceed through Jays Green and down Straight Lane to the finish point back at Harleston War Memorial. Distance of 0.50 mile. Total walk distance approximately 3.80 mile.

General information:

I would estimate that with stopping at each remembrance point this will approximately take about 2 hours.

If you are walking on your own the general rule is to walk on the right and face oncoming vehicles and if in a group walk on the left.

Dogs on leads are welcome.

Please remember to close the gates behind you when following the public footpath through Redenhall Churchyard.

The public footpath route through Redenhall Churchyard is not suitable for Buggies, Wheelchairs or Mobility Scooters but an alternate route is available up Cook's Lane which is the road just past the Church.

Please be careful at the two major road crossing points of the A143 into Church Lane and the A143 crossing point at Green Lane leading towards Jays Green.