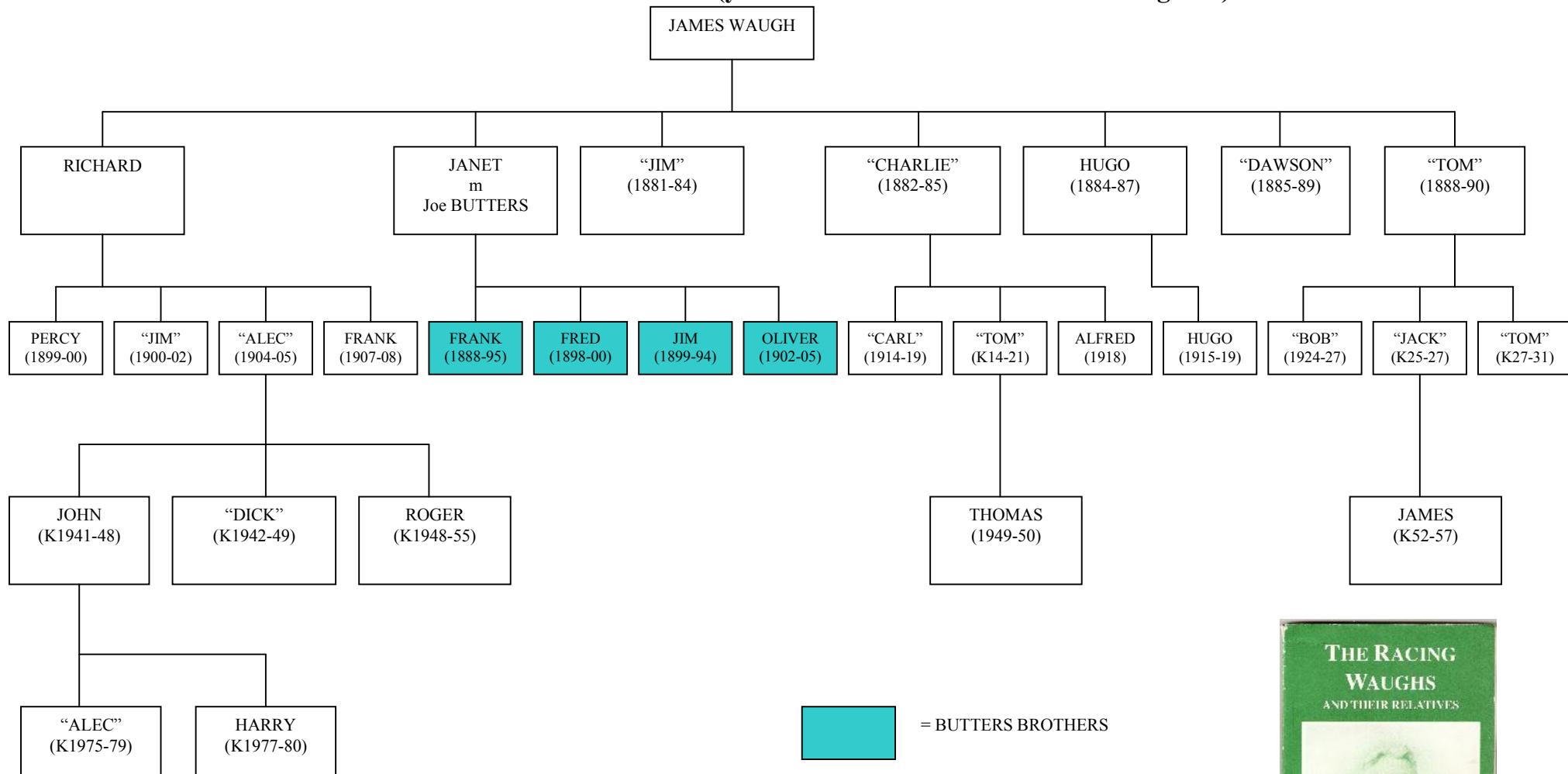
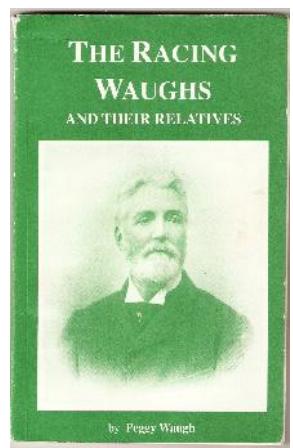


## WAUGH & BUTTERS FAMILY (years in brackets are time at Framlingham)



For further details on some of the Waughs and Butters who attended Framlingham, see the following pages.



## WAUGH & BUTTERS FAMILY (years in brackets are time at Framlingham)

In order of attending Framlingham :-

### **COLONEL "JIM" WAUGH (1881-84)**

He was born in March 1866. When 21 (1887) he joined the London Scottish Rifle Volunteers, but in 1891 transferred into the British South African Company Police and then the Imperial Light Horse, a voluntary cavalry corps with whom he fought in the Boer War. After fierce fighting he was surrounded at Ladysmith and went through the famous siege, forced to eat rats to stay alive. After the war he joined the Staff of Administration of the South West African Protectorate and eventually became a fruit farmer, growing mainly oranges. During WW1 he joined the Natal Light Horse and also spent some time in the army in German West Africa.

He was the first secretary of the SOF.

### **CHARLES "Charlie" R W R WAUGH (1882-85)**

He trained in Austria and Germany, hence his house and son were called after Carlburg! He assisted his brother Richard, but had few successes in racing, because he didn't get many good horses to train. He also trained for Mr Austin, Mr Biston and for Sir Victor Sassoon. In 1903 he won the Lincoln Handicap with Over Norten, in 1908 he won the Cambridgeshire with Marcovil, in 1914 won the Chesterfield Cup with Kiltoi and in 1930 won the Manchester Cup with Mint Master.

He was also Vice Chairman of Newmarket District Council. He died in 1948.

See <http://www.horseracinghistory.co.uk/hrho/action/viewDocument?id=913>

### **"HUGO" EDWIN OTHO WAUGH (1884-87)**

He was born in October 1871 and took on a grocers shop in Newmarket and became a tradesman rather than a trainer.

He died in January 1933 at the age of 61.

## MATTHEW "DAWSON" WAUGH (1885-89)

He was born in 1873 while his father was based in Poland and was the 7<sup>th</sup> son of a 7<sup>th</sup> son! He was very well grounded in stable management by his father. He used to feel all his horses legs each morning saying "Any fool can see when a horse is lame, but it takes an expert to detect the slightest bit of heat, when a leg needs to be rested."

He was first of all assistant to John Porter at Kingsclere. He then took the place of his ill brother Willie (who did not attend Framlingham) as trainer for Prince Festitics in Hungary. His time in Hungary was very successful, winning every big race for the Prince. In 1908 he returned with his family to Somerville Lodge in Newmarket to become private trainer for Walter Raphael. His racing colours were orange with brown braid and cap. The first winner he actually owned himself was Diagoras, ridden by Otto Madden, brother of Arthur Madden, who was interned at Ruhleben with **Percy Waugh (99-00)** and **Alec Waugh (04-05)**. Within 4 years of returning to England he had won the 1912 Derby with Tagalie (a filly which was very rare for the Derby) and had twice been a close second with Louviers in 1909 and Louvois in 1913 (the year a suffragette was killed by the King's horse).

During WW1 he joined the local Veterans Training Corps. They guarded the railway tunnels at night. After WW1 he trained for an American, James Corrigan, who was a steel magnate from Ohio. He was sent some horses to train by another American, Strathearn B Thompson. Later he trained for Sir Edward Hulton, winning the Oaks with Straitlace in 1924. After Sir Edward's death he trained for Lord Howard de Walden, for whom he had many successes, as well as for John Baillie and several other owners. During WW2 he joined a local part time police patrol as a Special Constable.

He retired to Bournemouth in the late 1940's and handed his stable on to his nephew, **Jack Waugh (K25-27)**. He was President of the SOF. He died on 3 November 1955 at the age of 83.

In 1913 he gave the altar in the College Chapel and in 1914 was SOF President.

See <http://www.horseracinghistory.co.uk/hrho/action/viewDocument?id=1116>



Tagalie



Straitlace

## ROBERT THOMAS "Tom" WAUGH (1888-90)

He was born in January 1874. Like many in his family, he was a racehorse trainer based in Newmarket, Suffolk. In 1908 he won the Liverpool Aintree Cup with Santeve and in 1920 he trained the winner of the 1000 Guineas – Cinna for Sir Robert Jardine. He owned a plot of land between the Fordham and Snailwell roads, where he kept Red Poll cattle and White Wyandotte hens and eventually built a house called Meynell. He also had a number of racing pigeons. He retired in 1940 and died in Newmarket in May 1946 at the age of 72.

## JOSEPH ARTHUR "FRANK" BUTTERS (1888-95)

Frank Butters was Champion Trainer 8 times between 1927 and 1949. In addition to training the winners of 15 Classics in England he also trained Irish Derby winners Turkhan, Nathoo and Hindostan and Prix de L'Arc de Triomphe winner Migoli for the Aga Khan III.

Frank Butters was born in Austria, where his father Joseph rode and trained, and became a successful trainer there himself. During the 1914-18 war he was nominally interned, then trained in Italy before being given a 4 year contract as private trainer to the 17th Earl of Derby at Stanley House, Newmarket, becoming leading trainer in his first year there, 1927. When Lord Derby withdrew from racing for economic reasons, Butters leased the Fitzroy Stables in Newmarket as a public trainer. Here he trained for Mr A W Gordon and, later, the Aga Khan III and the 5th Earl of Durham. He considered Bahram to be the best horse he ever trained.

Important successes:

### 2000 Guineas

Bahram 1935 (T)

### 1000 Guineas

Fair Isle 1930 (T)

### Derby

Bahram 1935 (T)  
Mahmoud 1936 (T)

### Oaks

Beam 1927 (T)  
Toboggan 1928 (T)  
Udaipur 1932 (T)  
Light Brocade 1934 (T)  
Steady Aim 1946 (T)  
Masaka 1948 (T)

### St Leger

Fairway 1928 (T)  
Firdaussi 1932 (T)  
Bahram 1935 (T)  
Turkhan 1940 (T)  
Tehran 1944 (T)

### Other major race(s)

(featuring horses in this database)  
Princess of Wales's Stakes Colorado 1927 (T)  
Eclipse Stakes Colorado 1927 (T)  
Eclipse Stakes Fairway 1928 (T)  
Champion Stakes Fairway 1928 (T)  
Champion Stakes Fairway 1929 (T)  
Champion Stakes Umidwar 1934 (T)  
Jockey Club Stakes Umidwar 1934 (T)  
Dewhurst Stakes, Newmarket Bala Hissar 1935 (T)  
L'Arc De Triomphe Migoli 1948 (T)

**Sir Alfred Munnings (1891-92)** who was at the College with Frank, painted Mahmoud at the 1936 Derby. This painting was later used on a postage stamp.

He was President of the SOF and died in 1958.

## FREDERICK "Fred" STANLEY BUTTERS (1898-00)

He was born on 3 December 1887. Unlike his brothers, he did not enjoy his time at the College and left after a couple of years. After finishing school he went to work for his father at Kremlin House, becoming his travelling headman. Just before WW1 he went out to Austria to join his brother Frank, where he was interned for a short while.



By 1915 he had acquired a few horses of his own to train, which he did with some success in Austria and Italy. In 1919 he came back to Newmarket and started training there. In 1924 he leased Beverley House stables from his brother-in-law. He then moved to Heath House where he gradually built up a stable of a dozen or so. When his father Joe died, he took over at Kingsclere.

His greatest success was training Midday Sun to win the Coronation Derby of 1937 for his patron Lettice Miller. They had very nearly won the Oaks two years earlier when the filly Ankaret was beaten only by a short head. She was also the first lady owner to win the Derby at Epsom. This win brought off a hat trick for the Butters brothers in this race. Midday Sun went on to win the Hardwicke Stakes in the same year.

In 1939 Kingsclere was shut down and he trained instead at Colana House, Newmarket until his retirement in 1950. He died in August 1967.

#### **"PERCY" RICHARD WAUGH (1899-1900)**

He was born on 25 November 1882. He was also a racehorse trainer, but based in Hoppegarten, Germany. I can find no information on winners. During WW1 he was interned in Ruhleben prison camp, along with his brother Alex, from the beginning of November 1914 for 4 years. They were housed in 23 barracks about 200 men in each, with six men in each box and only a sack filled with straw and a thin blanket were provided as bedding. After WW1 he trained again in Germany, before going to Denmark, where he was a leading trainer for many seasons and had numerous Classic winners in Scandinavia. During WW2 he was very involved with the underground during the German occupation, using various boxes in the stable yard for storage and other anti Nazi activities. After the war he was based at Damgarden and exercised his horses on the racecourse at Klampenborg.

In March 2011 we were contacted by Casper Waugh Stjerne Jensen. Percy was his great great grandfather and he lives in Denmark. He had the following additional information on his great great grandfather :-

"He is one of the greatest trainers/personalities in Danish Derby History. He trained many horses for the Derby and won the Danish and Spanish Derbys with 20 different horses - 13 triumphs in Denmark and 7 in Sweden. The first triumph came in 1910 on Klampenborg racecourse. He went on to win with KLAMPENBORG (1910), LILLE CLAUS (1911), MARQUETTE (1912), LARCH (1929), HOLGER DANSKE (1932), NILS (1933), SAN FRANCISCO (1935), CAVALLO (1936), LUNDTOFTE (1938), SUNBEAM (1939), ASA THOR (1945), HALLO (1946), VARNA (1947). In Sweden he won with LARCH (1929), NILS (1933), SAN FRANCISCO (1935), CAVALLO (1936), LUNDTOFTE (1938), SKIRNER (1944), HALLO (1946).

Percy's son, Richard Wilhelm Waugh, "Willie" also went on to win 3 Derbys in Denmark with SKYMASTER (1948), FAR WEST (1950), BOLZANO (1961). He was the first trainer to win all Derbys in Scandinavia (Denmark, Norway and Sweden) in 1950 with same horses "Far West".

#### **LT COLONEL JAMES "Jim" WAUGH BUTTERS OBE (1899-1904)**

Like his brothers he was brought up in Germany and after attending the College returned to Germany where he became fluent in German and apart from during WW1 he lived in Germany until 1929. He never wanted to train but begged his father to allow him to become a vet. However, his father found him too valuable as the secretary who dealt with all the correspondence and acted as a popular go between with the owners.

When WW1 broke out he joined the Honourable Artillery Company (HAC) and wanted a Cambridge regiment, but was turned down, so travelled to London and enlisted as a private but he acquired a commission and transferred to the Intelligence Corps, no doubt because of his fluent German. During the war he was gassed and for the rest of his life suffered coughs and chest problems. He ended WW1 as a captain and was awarded the OBE.

He stayed in the Army until 1929. From 1918 to 1920 he was a member of the staff of the Military Governor at Cologne. Then he was seconded to the Foreign Office, where he served with the British Department of the Inter Allied Rhineland Commission. In 1921 he got married and settled in Bachstrasse, Germany, at the confluence of the Rhine and Moselle rivers.

In 1929 they moved to Esher in Surrey near Sandown racecourse. His friend Eric Rickman, also a racing correspondent, introduced him to the sporting press and he became racing correspondent for the Evening News. As a result of some back biting in press circles, he resigned. He was unemployed for some time in the 1930's, until he joined Manby & Garton (importers of raw sugar cane) as their representative to the brewing trade.

As an Army reservist he was immediately called up at the start of WW2 and worked on secret work in Baker Street. He was appointed an Lt Colonel.

After WW2 he returned to Manby & Garton. He was President of the SOF. He died in 1964.

#### **JAMES "Jim" W WAUGH (1900-02)**

Trainer all his life in Hoppegarten, Germany, until after WW2, when he retired and lived quietly. Never married.

#### **"OLIVER" DAWSON BUTTERS (1902-05)**

He was the youngest of the brothers to attend the College. He was also a racehorse trainer in Australia until an accident riding a racehorse affected him mentally at an early age, so his career ended abruptly.

#### **ALEXANDER "Alec" ERNEST WAUGH (1904-05)**

He was born on 25 August 1886 at Newmarket. He was a racehorse trainer and prior to WW1 trained with success in Hoppegarten. Like his brother **Percy Richard Waugh (1899-00)** he was also interned in Ruhleben from the beginning of November 1914 for 4 years (see Percy for more details). On release he joined **Tom Waugh (1888-90)** at Meynell House, until training a few jumpers at Osborne House from 1925-26. In 1926 he married and returned to Dusseldorf for several seasons and then Cologne. He was private trainer to Baron Alphonse de Rothschild, based in Oberweiden, Vienna. They returned to the UK when Hitler became Nazi Chancellor in 1933. Then became headman for Charlie Peck at Foxhill and Cowie at Tarpoley. He was also assistant to his cousin **Frank Butters (1888-95)** at Fitzroy. In 1950 he won the Cambridgeshire with Kelling, who also won Esher Cup and Britannia Stakes at Royal Ascot. Kesrullah won Coronation Day Stakes. Also trained numerous other winners.

### **"FRANK" CHARLES WAUGH (1907-08)**

He was born on 26 July 1890. Like many in his family, he was a racehorse trainer and prior to WW1 also trained in Germany. He then went to Sweden and enjoyed plenty of success at Ulriksdal near Stockholm. I can find no information on specific winners. He remained unmarried, but enjoyed the nightclubs!

### **CHARLES "Carl" JAMES EDWARDS WAUGH (1914-19)**

He was born on 22 October 1900. It is believed he was named after the house his father **Charlie Waugh (1882-85)** owned and built on the Bury Road, Newmarket. It is believed the house was named after Carlburg suggesting that his father trained in Austria. Carl joined the Fire Service.

### **THOMAS "TOM" FRANK WAUGH (K1914-21)**

He was born on 27 May 1904. After leaving Framingham College he joined Barclays Bank in Cambridge. He then moved on to Barclays in Saffron Walden and then to Barclays in Royston Hertfordshire. He was told this last move was just a War move but after he was demobbed he went back to Royston where he stayed until he retired. He was treasurer to numerous local societies, British Legion, the Horticultural society, Guides, Boy Scouts and many others.

### **"HUGO" JAMES T WAUGH (1915-19)**

He was born on 11 April 1902. He became a Bank Manager for Barclays in Stowmarket.

### **ALFRED WAUGH (1918)**

He only spent a year at the College, but was Newmarket Racing Correspondent for Sporting Chronicle for some years, known as "Old Rowley". In his later years he owned and edited the Racing and Football Outlook. This weekly publication enjoyed a wide circulation and is owned by the Trinity Mirror Group and still in publication.

## **ROBERT "Bob" THOMAS FRANK WAUGH (1924-27)**

He was born on 21 March 1910. During WW2 he went into 4<sup>th</sup> Regiment (Maritime) Royal Artillery and had an interesting though alarming time manning guns on merchant ships. After the war he was involved in horse racing, but as a Stud Manager rather than Trainer. He was based at the Sallymount Stud in Co Kildare for the Aga Khan.

## **"JACK" ALFRED JAMES WAUGH (K1925-27)**

The following is taken from the Spring 2000 OF Magazine and is based on an obituary that appeared in the "Racing Post".

He was a leading member of a notable racing dynasty and a trainer in Newmarket for nearly 30 years. Among the best horses he trained during a distinguished career were Derby runner-up Arabian Night, Almiranta, Oncidium, top sprinters Matador and Lucasland and fast two year olds Military Law, Amerigo and Queensbury.

He was born on 11 November 1911, the eldest son of trainer R T (Tom) Waugh, who won the 1000 Guineas in 1920 with Cinna and Eleanor, daughter of champion trainer Alfred Hayhoe. He was head lad/assistant to his father from 1927 to 1932 and for the next 7 seasons acted as assistant to Basil Jarvis.

After territorial and war service with the Royal Artillery (see Post Script below), he was invalided out of the army in August 1942 as a result of wounds he received in the raid on Dieppe, when he was Bombardment Liaison Officer on *HMS Bleasdale*.

He took over the yard of his uncle, Dawson Waugh, at Newmarket in 1943 and his first winner was Response at his home course in April that year.

Waugh never won a classic, going closest with Arabian Night who, after running fourth in 2000 Guineas, finished two lengths behind Never Say Die in the 1954 Derby. Waugh also saddled Sanlinea to be third to Scratch in the 1950 St Leger and Star Moss to be a six length second to Ragusa in the 1963 renewal of the Doncaster Classic.

Perhaps the most talented horses Waugh trained were Lord Howard de Walden's pair, Amerigo and Oncidium. The former won the 1957 Coventry Stakes, but became impossible to train and was exported to the US, where he later proved a high-class racehorse and successful sire. Oncidium started second favourite for the Derby after a runaway success in the Lingfield Derby trial, but he faded in the closing stages behind the winner Santa Claus after making much of the running. He later became unenthusiastic and at Waugh's suggestion, was moved to George Todd's stable, where he won that year's Jockey Club Cup and the 1965 Coronation Cup. He became champion sire twice in Australia.

In 1956 the three-year-old Matador won the July Cup, the Steward's Cup and the Stanley Ford Stakes at Birmingham as well as being beaten a short head by Ennis in the Nunthorpe. In 1966, the four-year-old filly Lucasland won the senior Service Gold Cup Handicap, the July Cup and the Diadem Stakes. Waugh also



tasted big race success with Military Law, the 1956 National Breeder's Produce Stakes winner and Queensberry, who took the Molecomb and Cheveley Park Stakes in 1959. The trainer enjoyed his best season numerically with 43 wins in 1962.

When he gave up training Waugh became Manager at the Lordship and Egerton Studs of Sir Reginald and Lady Macdonald-Buchanan, for whom he had trained for many years and he also occasionally stood as a Steward at Newmarket.

He was one of the most successful members of a distinguished racing family. He was a man of the old school. Not frightened to hand out criticism if he felt it necessary, he was also quick to give praise. And although his tongue could be very sharp, the length of the support he received from both owners and stable staff spoke for itself.

Other interesting snippets include :-

He trained over 600 winners in his working life.

In 1956 he was the last trainer to win the Vodafone Stewards' Cup and the Wokingham Handicap in the same season with different horses when Goodwood victor Matador under EPH Smith complemented the Royal Ascot success of the Joe Mercer ridden Light Harvest.

The jockey George Duffield, who has recently retired from flat racing, served a seven-year apprenticeship with Jack Waugh and rode his first winner at Yarmouth on a horse called Syllable, trained by Jack, on 15 June 1967.

#### **Post Script :-**

We were contacted in 2013 by Vincent Tessier from France who in the 1990s had found his identification tag on the sandy beach of Bray-Dunes. Bray-dunes is a small village, at the east of Dunkirk (10-12 kms) and just on the other side of the border line with Belgium. The village is also right by the sea and has about 5 kilometers of beaches and sand dunes. This is where 1st British Army Corps made embarkation in May 1940. He was also wounded at Dieppe, august 1942 when he was Bombardment Liaison Officer (BLO) on *HMS Bleasdale*. This tag bears his full name, rank and his army number (see photo).

As a result of this contact from Vincent Tessier, Jack's son **James (K52-57)** has provided the following additional information on his father and the picture of him while serving in WW2 :-

*My Father was commissioned into the Territorial Army in May 1939 and mobilised in August 1939. He was sent to France in January 1940 and then moved into Belgium with his unit, 230 Battery 58 Medium Regiment, Royal Artillery. There was a rapid retreat to Bray les Dunes in the Dunkirk area. After a few days being strafed and bombed, 450 personnel from the regiment managed to get aboard the mine sweeper HMS Kellett and thence back to Margate on the Kent coast. The regiment then recouped and was relocated to various camps in Southern England where they were re-equipped and trained.*



In 1942, my Father was co-opted into a coastal bombardment unit and trained on the battleship King George V ( 14" guns). Whilst there he received a message announcing my arrival on June 3<sup>rd</sup> 1942. I still have that message. My Father was invalided out of the Army because of, what today would be called, combat stress following the disastrous raid on Dieppe

He returned home to Newmarket and followed in the family profession of racehorse training.. He had a very successful career over the years winning many good races. He was also a Special constable rising to the rank of Inspector. My sister was born in 1945 but sadly died a few years ago leaving a son and a daughter living in Jersey who each have two children. My wife and I have two Sons. The elder one runs a successful forestry and contracting business in Essex and has a daughter whilst our younger Son is currently an Army officer. He has three Sons.

My Father was a fine sportsman and excelled in both cricket and hockey in his younger days. He was also an excellent game shot. He was always very reluctant to talk of his Wartime experiences . However I do have, in my possession, several artefacts relating to those days and I would be happy to assist you further. Please do not hesitate to contact me. I am also sending you a photo taken of him. We do not think that the one on the official Army Records site is correct. In the photo I am sending, my Father is standing on the left next to an Officer, as yet unnamed. Obviously, I would like to have the ID tag back in my possession and I hope very much that this can be arranged.

The following article (translated from French) appeared in the French magazine Militaria in 2014 :-

**Painstaking research, starting from an identity disc, has rescued from oblivion a man from the British Expeditionary Force. A difficult experience for this young officer, faced with the after-effects of the Dieppe Raid.**

Jack A.J. Waugh (1911 – 1999) came from a family of racehorse breeders and trainers. From 1927 to 1932 he worked first with his father and then until 1939 with B. Jarvis, a renowned trainer. He was able to receive a commission in the Territorial Army (TA) and the Royal Artillery (RA) because of the training he received in the Junior Officers' Division of the Officers' Training Corps at Framlingham College (Suffolk) where he was at school from 1925 to 1927. A reference and a report from the commander of the OTC were enough. Created 2<sup>nd</sup> lieutenant on May 10<sup>th</sup> 1939, he joined his local regiment, the 58 (Suffolk) Medium Regiment RA (TA) and its 230 Battery. As a TA, he carried on his normal work and only joined the 58 Med for training sessions on some weekends and at the annual camp. With no experience of artillery, he began with the Gun Drill, map-reading shooting practice, radio operating and, with a little luck, a two-week training at Larkhill. On 24<sup>th</sup> January 1940, Lieutenant Waugh was in France with his battery.

#### **The 58 (Suffolk) Medium Regiment RA (TA) (58 Med)**

When the size of the TA was doubled in March 1939, the 58 Med only retained the commanding battery and two of its four active(?) batteries, the 229 (Ipswich) and the 230 (Bury St Edmunds) The Commanding Officer was LCI M MacEwen DFC, TD (see below?) The officers were lawyers, barristers, brewers, wood merchants, horse trainers and farmers. Most of the men were agricultural workers. They all knew each other, had been in the TA for a long time, and had mastered the use of artillery. At the beginning of August, the 58 Med held its two weeks of annual camp before being mobilised on 3<sup>rd</sup> September. In mid October it arrived in Bordon (Hampshire) and continued to mobilise, noting any equipment, vehicles and guns which were needed. Although 16 6in Howitzers in four Troops of four guns, were pulled by Scammells, the 1917 guns still had metal wheels. Some reservists from the RA joined them, bringing the regiment to war readiness. This was a period of increasing strength during which the unity and "esprit de corps" of the regiment was firmly established. Major N.K. Ellis. Who commanded the 230 Bty, formed a detachment at the centre of his battery, responsible for ensuring the maintenance of the light vehicles and motor cycles, and gave command of it to 2<sup>nd</sup> Lt Waugh.

#### **The British Expeditionary Force (BEF)**

After four months of training, including a firing course at Larkhill, the 58 Med embarked in mid-January for France. It was composed of 30 officers, of which one was from the Royal Corps of Signals (RCoS), one from the Royal Army Chaplain Department, one from the Royal Army Medical Corps and one from the Royal Army Ordnance

Corps (RAOC). Of the 690 Other Ranks (Ors) 28 were from RCofS and 13 from RAOC to whom were added 6 Aircraftmen, 11 from the RAF (Wireless Operator). The use of radio by the ground army was still in its early stages, and the RAF and the RN had at this time more qualified personnel in this area. Having disembarked at Cherbourg on January 17th 1940, and having recovered its equipment, the 58 Med arrived at Vermelles (15 km from Lens) on Jan 22<sup>nd</sup>, after a journey much hampered by severe cold and frost. Until the end of February, they trained under the artillery command of the 11 Corps (CCRA). They then transferred to the command of the GHQ Artillery Group at Poziere. In mid April, they were at Aix Noulette (11 Corps) and established firing schools in the first week of May at Sissonne, using the guns of the 4 Medium Regiment on inflated tyres to train to use their own.

### **The Battles**

When the Germans attacked on May 10<sup>th</sup>, the 58 Med was at Aix Noulette under the command of the 50 Inf Div/11 Corps, in reserve in accordance with the Dyle plan. In order to preserve the guns of the 58 Med, (with metal wheels) and to be able to move them, they had to go to Brussels by rail and be collected from there to reach their positions with the regiment. Under the command of Lt Brennan and 2<sup>nd</sup> Lt Macqueen, they were loaded without their towing vehicles, at Lens. On May 17<sup>th</sup>, the Corps commander received the order to transfer to the command of the 111 Corps. This turned the whole organisation of the Regiment upside down, because it was now necessary to bring the guns back. It was arranged with the Transport Officer of Lille that this would take place at Oyghem (18 km from Courtrai). Lt MacEwen and his second in command left with all the towing vehicles for this destination in order to collect them. The rest of the Regiment reached this town on the morning of the 18th to find the towing vehicles and their chief, but no guns.

The 111 Corps was now in the North, in contact with the Belgian Army on the banks of the River Scheldt, with, from North to South the 44 Inf Div (Oudenarde), then the 4 Inf Div. The 59 Med received the order with its reconnaissance groups to go to Headquarters Medium Artillery (HQMA) 111 Corps at Anseghem (20 km from Courtrai). The 230 Bty surveyed a position in the area of the 4 Inf Div and passed under the command of the artillery group formed around the 69 Med in support of the 4 Inf Div. The commanding officer of the 69 Med assumed command of the group formed by the 229 Bty/58 Med, of the 241 Bty/6 Med (4.5 How) and of the C Bty/52 Hvy Regt (9.2 in How) in support of the 44 Inf Div. Gun emplacements were dug, observation posts installed and telephones lines set up, but the guns of the 58 still had not arrived! Towards midnight on the night of May 19-20<sup>th</sup>, 2<sup>nd</sup> Lt Macqueen arrived back at the command post of the 58 Med with the account of what had happened to the guns. When they arrived in the Western outskirts of Brussels, they were unloaded at the very moment when the retreat from the Dyle line began. The train had already left, no towing vehicle was available, so the order was given to destroy them. Arrangements were made but the two officers could not reconcile themselves to this and after negotiating with the local command, managed to obtain some trucks (RE & RAOC). These hauled eight of the guns to Courtrai and the others as far as Lille, to where, according to information, 229 Bty sent its 8 Scammells

On 20<sup>th</sup> May, the enemy pushed up to Meiden (7 km from Oudenarde). The OP of the 229 Bty sent its report and it was the 241 Bty/69 Med who fired the first shots at about 16hrs. At the same time, the 8 guns coming from Lille arrived at the lines of the 229 Bty. They were in a very bad state, having been damaged during the transit, being towed too fast. The armourers and mechanics got to work. From 19hrs, 4 guns out of 8 were constantly either in action or being mended, having established a rota of firing and repair. If the observers of the 230 Bty were in place and operational, they were sent to other batteries; the battery still had no guns. At midnight, the order was given to bring back to Heule (4 km from Courtrai) all parts of the 230 Bty as well as personnel carriers not needed by the 229 Bty. This movement was ended around midday on May 21<sup>st</sup>. At the same time, the 230 Bty finally got back its Howitzers, towed by trucks of the RE to Oyghem (17 km N of Courtrai). Given the state they were in, they were immediately sent to a workshop (Army Field Workshop - AFW) at Ypres. During the period of combat, of the 16 guns of the 58 Med, only 6 - 8 were able to be repaired and used alternately by these 2 batteries.

### **Retreat and Evacuation.**

On May 21<sup>st</sup>, the German attack intensified on the front of the 44 Inf Div. The 229 Bty was ordered to retreat while continuing to fire on the crossing points of the River Scheldt. On the 22<sup>nd</sup>, the order was given by HQMA for the entire regiment to retreat to Ypres, the 58 Med returning to the command of Lt McEwen. On May 23<sup>rd</sup> & 24<sup>th</sup>, the 230 Bty managed to fire on the German crossing points over the River Lys between Courtrai and Menin. The situation was very confused, as the positions held by the Belgian and British units changed constantly in the face of the German advance. On May 25<sup>th</sup> a food, fuel & ammunition supply detachment, as well as 2 despatch riders were captured. The 58 Med, whilst continuing to resist, repositioned at Wervicq (France). On 26<sup>th</sup> May, it had 6 guns in working order level with Quesnay-sur-Deule. The 230 Bty left its working guns with the 229, which relieved it with orders to reserve its ammunition for emergency use only. Communications with GHQBEF and HQMA were cut off. Around midnight on 26<sup>th</sup>, Lt Diamond, envoy in contact with HQMA arrived with orders to destroy the guns and go back to Hoogstade (10km S of Weurne, Bel

which they reached around 11hrs on the 27<sup>th</sup>. Operation Dynamo – evacuation of the BEF – had just begun. At Houtem (5 km N of Hondschoote) the vehicles were destroyed and abandoned. After a series of orders and counter-orders, the commanding officer received a written movement order to take the regiment to Bray Dunes, where they arrived around 21hrs on 27<sup>th</sup>, aiming to embark the next day. This was evidently impossible, given the number of units needing to embark and the absence of ships. The 58 Med was then sent to Dunkerque (12km) where embarkation was equally impossible. Returning to their first position, they prepared to spend the night in the dunes.. The enemy was bombing and machine-gunning intermittently. At nightfall (28<sup>th</sup> May) several small boats were sighted. One of these, HMS Kellett, sent a dinghy towards the beach. Lt Hitchcock (DTrp/230 Bty) went into the water and persuaded the owner of the dinghy to take in his men. In batches of 20, the dinghy made return trips to embark 230Bty, the regimental PC, some men from the 229 and a few strays (nights of 28<sup>th</sup> & 29<sup>th</sup>). 2<sup>nd</sup> Lt Waugh was among the last to embark. The rest of the regiment was finally embarked in May 31<sup>st</sup> in 2 small Dutch coastal vessels and landed at Margate at 18hrs. The 58Med reassembled at Larkhill between 2<sup>nd</sup> and 11<sup>th</sup> June. After a period of defending the Somerset coast, it was re-equipped with 5.5 in canons, towed by Matadors. The 58Med served from Jan 1943 with the 1 Army Group RA in Tunisia and then in Italy.

#### **United Kingdom and Dieppe**

After returning from Dunkerque, Lt Waugh followed the movements of his battery and took part in its formation and training. He was made War Substantive Lieutenant (W/Lt) on Jan 1<sup>st</sup> 1941, Acting Captain (A/cCapt) on Feb 2<sup>nd</sup> 1942 and then Temporary Captain (T/Capt) on May 2<sup>nd</sup> the same year.. Some time after Dunkerque, it was decided that the land army and the navy should work together to improve the efficacy of the artillery on board warships. A first course took place at the end of 1940 and beginning of 1941 for officers of the Royal Artillery (RA) at the Royal Naval School of Gunnery at Whale Islands (Portsmouth). From May 1941, instruction and training of the joint forces was moved to Inverary (Scotland), then in Oct to Troon (45km SW of Glasgow) for the support section. The Forward Observation and Bombardment Liaison Unit was officially created on April 26<sup>th</sup> 1942. A Bombardment Party consisted of 2 captains of the RN, 1 Bombardier RA (equivalent to "marechal des logis"..), 2 telegraph operators and a wireless operator from the RN. Of this team of 6, 5 separated, forming the observation group (FOO party) the second RA captain remaining on board in the role of Bombardment Liaison Officer (BLO). The use of RN telegraph operators came from the fact that, at the time, they were better trained and more used to radio communications than those of the land army. Each team was equipped with 2 radio stations: Set No 18, of the land army, backed up by an Aldis Lamp, operated by the RN radio operator.. The course in June-July 1942 created 10 teams, which became No1 unit, Bombardment Units. Some telegraph operators from the RAF also joined some of the teams, as the RN did not have enough of these specialists. During the first week of August, a certain number of these teams trained with the Canadians and the Commandos, with a view to the Dieppe raid (Jubilee). It was an identical course that T/Capt J Waugh followed, designated as BLO on board HMS Bleasdale. On 18<sup>th</sup> Aug 1942, the FOO and the BLO gathered at Aldershot. The Landing at Dieppe was a disaster. Of the teams of liaison observers who landed at Dieppe, 2 officers, 4 Naval telegraph operators & 1 RAF wireless operator were killed, several others were wounded and 6 taken prisoner. Of the 7 BLOs remaining on board the support ships, 4 were wounded.

#### **On Board HMS Bleasdale**

HMS Bleasdale with HMS Garth, Berkeley and Albrighton were part of the 2<sup>nd</sup> Destroyer Division. They were ordered to support the Landing on Red and White Beaches (Dieppe) by firing for 10 minutes at the sea front and the sides. This was a naval support which proved too weak. Bleasdale opened fire at 05.13h on the casino (White Beach). Taken on by a coastal battery on the cliff at Dieppe, (report by Capt J Waugh) this engagement was not a success.. The lights appeared just on the crest of the cliff and so the battery could not be precisely located. After several attempts, the range seemed to have been found, but Bleasdale received orders to retreat 4 miles. This was done – under continuous and heavy artillery attack from the shore and also from airborne attacks which surrounded the ship without direct hits. At 07.50h Bleasdale and 2 other destroyers headed NE in order to intercept some E boats, thought to have come from Boulogne. The information was incorrect and the destroyers, which had lost their escort protection were exposed to the attacks of the Luftwaffe. At 10.45 the Bleasdale and Albrighton were sent to cover an attempted evacuation of Pourville (Green Beach) They picked up the survivors of the LCA, which was sinking, overloaded with Canadian soldiers. Bleasdale rescued, notably, the passengers of LCA 262. Slowly, protecting the LCA, the destroyers arrived back in Great Britain.

As Captain, J Waugh was demobilised for health reasons on Dec 28<sup>th</sup> 1942. He returned to his career as a race-horse trainer which he continued with success until retiring from training in 1970. He then went to manage Lordship and Egerton Studs in Newmarket.

## THOMAS "TOM" ALEXANDER WAUGH (K1927-31)

The following is taken from the Autumn 1999 OF Magazine and is based on an obituary that appeared in the "Racing Post".

He was a leading member of a notable racing dynasty and also handled champion two-year-old filly Rose Dubarry, Heavenly Sound, Photo Flash, Tartar Prince and Silver Birch during his 25 years as a trainer in Newmarket.

He was born in Newmarket on 13 April 1915, the younger son of trainer R(Tom) Waugh, who won the 1000 Guineas in 1920 with Cinna, and Eleanor, daughter of champion trainer Alfred Hayhoe. He was assistant to 4 trainers between 1933 and 1955 – his father, his cousins **Fred (1898-1900)** and **Frank Butters (1888-95)** and Harvey Leader – before setting up on his own at Wroughton House, Newmarket in 1956. His first winner was Thorney Hill at his home course in May that year.

He gained his only Classic victory with Privy Councillor, who was more than a stone below top class as a juvenile but won the Free Handicap on his return in 1962.

Privy Councillor caused surprise in the 2000 Guineas when, ridden by Bill Rickaby, he led for most of the way and beat Romulus by 3 lengths. He never won again and Romulus went on to become a champion miler.

Gerald Glover, owner of Privy Councillor, also had Pettie Gina, who dead-heated for 3<sup>rd</sup> place in the 1964 1000 Guineas.

He won the Palace House Stakes with Heavenly Sound in 1967 and at the end of that season moved to another Newmarket yard, Jim Joel's Sefton Lodge.

He saddled that Owner's Photo Flash to be 2<sup>nd</sup> to Caergwrle in the 1968 1000 Guineas and he won that year's Sandown Anniversary Handicap with Privy Seal (later a top hurdler) and the 1971 Great Metropolitan Handicap and Northumberland Plate with Tartar Prince.

Also in 1970, Jim Joel's' Rose Dubarry proved herself the best horse of Waugh's career as she beat Waterloo in the Lowther Stakes and Deep Diver in the Norfolk (now Flying Childers) Stakes. Rose Dubarry was the top rated filly in the Free Handicap and the following spring ran 3<sup>rd</sup> to Waterloo in 1000 Guineas.

A year after housing the champion juvenile filly in his yard, he had the joint 2<sup>nd</sup> best juvenile filly with Silver Birch's unbeaten 1972 campaign including the Somerville Tattersall Stakes. At three, Silver Birch was runner up to Jacinth in the Coronation Stakes.

He also trained the good winners Sweet Reclaim (1976 Swinley Forest Handicap), Brave Lass, Knighthood (runner up 1978 Cesarewitch), Golden Elder (a son of Silver Birch) and Canio, before retiring at the end of 1980.

He was a trainer of the old school, never had a large string, preferred instead to give his horses individual attention and he enjoyed his best season numerically with 22 wins in 1962. He was the younger brother of another Newmarket trainer, **Jack Waugh (K25-27)**

He died on 22 February 1999 at the age of 83.

#### **"JOHN" ALEXANDER WAUGH (K1941-48)**

He was born on 22 March 1931. He became assistant to George Colling at Stanley House and Hurworth House in 1951. He then worked as an assistant trainer for Reg Day, his own grandfather Richard's successor as trainer to the Kaiser at Graditz. Next he became private trainer, based at Fitzroy House, Newmarket to owner Sir R. McAlpine, until he became stud manager for the McAlpine family at Wyck Hall Stud. In 1974 he also stud manager at Someries (for Lady Zia Wernher) and (with Lord Derby) at Woodlands. Pardoner was winner of the Newbury Spring Cup and the Blacknest Handicap at Ascot. Also numerous other handicap winners like Apiarian, Too Much, Bigamy, Royalties, Soothing Tandem, Requite Alzara, Hartswell, La Connaisseuse Dejist etc.

#### **RICHARD "DICK" ERNEST WAUGH (K1942-49)**

He was born on 27 December 1932 and remained a bachelor who was a member of a notable racing dynasty. His father **Alexander "Alec" Ernest Waugh (1904-05)** trained Kelling to win the 1950 Cambridgeshire and his uncle **Percy Richard Waugh (1899-00)** was assistant to Mat Dawson in the days of St Simon.

He spent his entire working life in racing. After learning the basics with his father, he spent time as assistant to George Todd at Manton and Jack Colling at West Ilsley before turning to stud work.

His first post was at Jack Pegley's Burningfold Manor Stud in Surrey. He then managed the Hon Jim Philip's Dalham Hall (now Gazeley) and Derisley (now Dalham Hall) Studs in Newmarket for seven years, before helping put the Aislaby Stud back on its feet.

In 1980 he succeeded Philip Mitchell at Marcos Lemos's Warren Hill Stud, which, along with neighbouring Ashley Heath, was bought by Gerald Carroll in 1988. He remained there until 1992. He also spent some time with the Curragh Bloodstock Agency.

His best success as an owner and breeder came with Santa Roseanna, the three half-sisters Zepha, Countless Tully and Park Stakes winner Countess Candy and Zepha's daughter Zalatia.



*Dick Waugh in his racing element*

#### **FRANK ALEXANDER "Alec" WAUGH (K75-79)**

He managed the stallions and mares on Haras d'Etreham near Bayeux in Normandy, France, after a spell in Kentucky, so there are still Waughs in racing! Now manager for Alec Wildenstein at the Haras Au Bois Roussew and in addition owns his Jedburgh Stud near Bayeux.

#### **THOMAS CHARLES SCOTT "Tom" WAUGH (49-50)**

After serving an apprenticeship at PYE RADIO as an electronic engineer, he moved to METALS RESEARCH and in the mid Sixties started travelling doing installation & service work all over Europe and other countries and soon became "our man in Moscow" as he travelled to Russia so much. Since then, until he retired a few years ago, he worked in sales & marketing for OMC EASTWAY in East Europe and also set up 2 offices (for different companies) in Moscow. His last company was STARION INTERNATIONAL and as the East Europe Sales Manager he was selling Fragrances & Perfumes to the whole of what was East Europe. His Patch was Albania to Vladivostock.

#### **HARRY DAWSON WAUGH (K77-80)**

Served 3 year apprenticeship at Ransomes of Ipswich, during which time he was top apprentice. Later he became a development engineer with Ford/Fiat Tractors at Basildon. After 15 years he went into the audio/visual business prior to starting his own company "Think Audio/Visual" with a partner, in 2006. Early results are encouraging, detailed information can be found on their website at [www.think-av.com](http://www.think-av.com)

On the following page is a photo taken around 1900 to 1904. Of those pictured, Charlie, Hugo, Tom and Dawson attended the College.



*Waugh Family*

*Back row: Alex Charlie Richard Isabel Willie Hugo  
Tom Janet Grandpa Waugh Grace Dawson*

**Old** The Society of  
**Framlinghamians**

[www.oldframlinghamian.com](http://www.oldframlinghamian.com)