

Samuel WILD

Thomas HORROCKS

In Memoriam



'Mind Moves Matter'

Born: 1864

Died: 30 November 1931

SALESMAN (FISH)

+ + +

F/Sgt. NAVIGATOR, RAF

Born: 1923

Died: 12 August 1944



Paul R. Speakman 2021

Samuel WILD



In
Loving Memory of
SAMUEL WILD
who died Nov. 30th 1931, aged 67 years.
Also, **MARY ELLEN**, wife of the above
who died Sep. 29th 1932, aged 66 years.
'Reunited'
Also, Sgt. **T. HORROCKS**, RAF
Grandson of the above
Killed in action Aug. 12th 1944, aged 21.
Also, **ELIZABETH**, sister of the above
who died April 7th 1949, aged 83.
Also, **MARY A. BRIGHTON (Marie)**
Beloved wife of Horace
Mother of Joyce and daughter of above
Died May 31st 1996.

Samuel Wild was born in the 2nd quarter of **1864** in Salford.

1871 census: Regent Road, Salford.

John Wild	Head	M	28	Poulterer	b. Hulme
Mary Ann Wild	Wife	M	32		b. Hulme
Samuel	Son		7		
Elizabeth	Daur.		5		
John	Son		1		
John	Father W		61	Poulterer	

1881 census: 17 Regent Road, Salford.

John Wild	Head	M	40	Pouterer & Greengrocer	b. Manchester
Mart Ann	Wife	M	43		b. Manchester
Samuel		Son	17	Shop Man	b. Salford
Elizabeth	Daur.		15		b. Salford
+ 1 servant					

1891 census: 7 Wilna Terrace, Regent Road, Salford.

John Wild	Head	M	48	Poulterer & Fish
Mary Ann	Wife	M		
Samuel	Son	S	27	Poulterer & Fish
Elizabeth	Daur.	S	24	

1892. Marriage solemnized at <i>St. Paul's Church</i> in the <i>Parish of Christ Church</i> in the County of <i>Salford</i>								
No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
422	<i>2nd January 1892</i>	<i>Samuel Wild</i>	<i>26</i>	<i>Bachelor</i>	<i>Fish Salesman</i>	<i>7 Wilna Terrace</i>	<i>John Wild</i>	<i>Poulterer</i>
		<i>Mary Ellen Ellison</i>	<i>24</i>	<i>Spinster</i>		<i>Leonard Terrace Green Lane Ardwick</i>	<i>Joseph Ellison</i>	<i>House Keeper</i>
Married in the <i>Parish Church</i> according to the Rites and Ceremonies of the Established Church, by _____ or after <i>Banns</i> by me, _____								
This Marriage was solemnized between us, <i>Samuel Wild</i>			in the Presence of us, <i>George Smith</i>			_____ <i>Elizabeth Wild</i>		

Samuel Wild and **Mary Ellen** were to have 7 children. All named in the 1911 census.

1895: Birth of **Margaret Wild** (to become Horrocks) on 17 April. Baptism at Christ Church, Salford, on 8 May.

1901 census: 30 West Burton Street, Salford.

Samuel Wild	Head	M	37	Game Salesman
Mary Ellen	Wife	M	35	
Margaret	Daur.		5	
Ellen	Daur.		4	
Mary A.	Daur.		2	
John	Son		6 mo.	

1911 census: 31 Goodier Lane, Salford.

Samuel Wild	Head	M	46	Salesman (Fish)	b. Salford
Mary Ellen	Wife	M	44	(married 19 years; 7 children)	b. Lower Broughton
Margaret	Daur	S	16	Waitress	b. Salford
Ellen	Daur.		14		b. Salford
Mary Ann	Daur.		12	School	b. Salford
John	Son		10	School	b. Salford
May	Daur.		8	School	b. Salford
Florence	Daur.		6	School	b. Salford
Samuel	Son		4		b. Salford

1921: 2nd quarter

Margaret Wild married **Thomas Horrocks**

1929: Kelly's Directory of Manchester and Salford.

Wild Saml. fish dlr. 449 Worsley Rd., Winton.

WILD Samuel of 449 Worsley-road Winton Eccles **Lancashire** died 30 November 1931 at the Eccles and Patricroft Hospital Eccles Probate **Manchester** 5 February to Mary Ellen Wild widow. Effects £3662 16s. 5d. Resworn £3463 12s. 2d.

1939 Register: 46 Whitelake Ave., Urmston.

Thomas Horrocks 28 June 1891 M Salesman (Traveller) Ladies Coat manufacturer

Margaret Horrocks 17 April 1895 M Unpaid Domestic Duties

1992: Death of **Margaret** (née Wild) **Horrocks** in Salford.

<i>NR</i> 462	Samuel Wild	Eccles & Patricroft Hospital & 449 Worsley Rd Winton	Dec 5 th 1931	67 yrs	I. Renshaw vicar
No. 1592					

Mary Ellen Wild	of Worsley (46 Whitelake avenue, Flixton)	Oct 3 1932	66 yrs	1 Reuben	NP 462
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Mary Ellen died just 10 months after Samuel. Her address was 46 Whitelake Avenue, Urmston, the home of her daughter Margaret and family.

WILD Mary Ellen of 46 Whitelake-avenue Flixton **Lancashire** widow died 29 September 1932 Administration **Manchester** 14 November to John Wild fish and poultry salesman and Margaret Horrocks (wife of Thomas Horrocks).
Effects £2898 9s. 11d.

Elizabeth Wild No. 354	6 Gornall Rd Pendleton	11 th April 1949	83 years	S.P. Reardon wrote	NP 462
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Samuel Wild
Mary Ellen Wild

Thomas HORROCKS

Thomas Horrocks was born in the 2nd quarter of **1923** to Thomas Horrocks and Margaret Wild in Manchester.

The tabulated information below comes from the *International Bomber Command Centre*, based in Lincoln:

Name: Thomas Horrocks
 Gender: Male
 Rank: F/S
 Death Age: 21
 Birth Date: abt 1923
 Place of Origin: United Kingdom
 Service Branch: Royal Air Force Volunteer Reserve
 Squadron Number: 1459233
 Unit: 101
 Trade: Navigator
 Death Date: 13 Aug 1944
 Burial Place: Durnbach War Cemetery, Germany
 Father: Thomas Horrocks
 Mother: Margaret Horrocks
 Reference Number: 1459233 Horrocks
 URL: <https://losses.internationalbcc.co.uk/loss/111234/>

The information below comes from **RAF Command**:

Squadron: 101
 Trade: Navigator
 Service number: 1459233
 Take off station: Ludford Magna
 Night raid
 Operation: Russelsheim
 Reason for loss: Shot down while providing ABC support for an attack on the Opel factory at Russelsheim
 Start date: 12-08-1944
 End date: 12-08-1944
 IBCC Memorial: Panel 51; Phase 1
 Memorial: Durnbach War Cemetery
 Grave Ref: Coll. grave 7. F. 12-17.
 Epitaph: GREATER LOVE HATH NO MAN (Bible - John 15:13)
 Aircraft: Avro Lancaster III
 Serial number: ME617
 Markings: SR-N
 Parents: Son of Thomas and Margaret Horrocks, of Flixton, Lancashire.

12.8.44.	Lancaster	F/S. Jenkins, H.E.	"	21.27	↖	Load as above. Missing - nothing heard since take-off.
	I ME.617 "N"	Sgt. Ballinger, W.S.				
		F/S. Horrocks, T.				
		Sgt. Spear, T.G.				
		Sgt. Myles, J.				
		Sgt. Thorley, J.				
		Sgt. Gave, B.H.				
		Sgt. Jones, F.T.				

F/Sgt. T. Horrocks is the third name on the crew list above. The plane, from 101 squadron, took off at 21.27 from Ludford Magna on ABC duties and, according to the report, was not heard from after take-off. Those killed are buried in Durnbach War Cemetery. These details are taken from the National Archives AIR-27-803-16.

The crew was:

F/Sgt. H. R. Jenkins, Pilot
Sgt. W. S. Ballinger, Flight Engineer
Sgt. F. T. E. Jones, Wireless Operator
F/Sgt. J. Myles, Air Bomber
F/Sgt. L. G. Spear, Wireless Operator
F/Sgt. T. Horrocks, Navigator
Sgt. J. Thorley, Air Gunner
Sgt. B. H. Cave, Rear Gunner (sole survivor)

'101 Squadron Lancasters were in 1943 equipped with a top secret radio jamming system codenamed "Airborne Cigar" (ABC) operated by an eighth crew member who could understand German, some with German or Jewish backgrounds known as "special operators" commonly abbreviated to "spec ops" or "SO". They sat in a curtained off area towards the rear of the aircraft and located and jammed German fighter controller's broadcasts, occasionally posing as controllers to spread disinformation. The aircraft fitted with the system were distinctive due to the two large vertical antennae rising from the middle of the fuselage. Deliberately breaking the standing operating procedure of radio silence to conduct the jamming made the aircraft highly vulnerable to being tracked and attacked, which resulted in 101 Squadron having the highest casualty rate of any RAF squadron'.

The information below comes from **101 Squadron Association**:

In June 1943 the Squadron moved to RAF Ludford Magna and then flew specially equipped Lancasters fitted with "Airborne Cigar" ECM. The Squadron was to fly on more raids than any other RAF Bomber Command unit but paid a heavy price, losing 1176 aircrew killed in action.

The information below comes from the **Australian War Memorial** website:

The importance of the activities of 101 Sqn. was not lost on the Luftwaffe, which made every effort to locate and destroy the modified Lancasters. 101 Sqn, RAF, flew more sorties than any other Bomber Command squadron and suffered the highest losses in the RAF during the Second World War. The squadron's nominal strength consisted of 26 aircraft at any given time with eight crew members per aircraft. By the end of the war in Europe, the squadron sustained 1,176 aircrew killed and had lost 146 aircraft (including 33 in accidents).

The information below comes from **156 Squadron**:

On 15 June 1943 101 Squadron moved to its final wartime base, RAF Ludford Magna. From here its Lancaster crews participated in the battle of Hamburg and the raid on the secret German rocket site at Peenemunde. In September 1943 101 Squadron crews began to fly specially modified Lancasters fitted with top secret AIRBORNE CIGAR or ABC radio jamming equipment. An additional "Special Operator" joined each 101 Squadron crew to monitor this equipment. During the winter of 1943/4 No 101 Squadron crews fought in the Battle of Berlin but suffered high casualties. On the 31st March 1944, during the Nuremberg Raid, 101 Squadron lost 7 Lancasters and crews out of 26

dispatched. In the spring and summer of 1944 101 Squadron attacked targets in France in preparation for and support of the allied invasion of Normandy. These raids were no milk runs and 4 crews were lost on 4th May in the raid on Mailly-le-Camp. On D-Day, the squadron used "ABC" to jam nightfighter controllers to protect the British airborne landings. Returning to targets in Germany by the end of 1944, 101 Squadron Lancasters carried out a series of devastating raids on cities and ports and carried out their last attack on Berchtesgarden on 25th April 1945. During the bomber campaign against Germany 101 Squadron flew on more raids than any other bomber squadron but suffered the highest casualties of any RAF unit in the war, losing 1176 aircrew killed in action.

The report below is from lincolnshirelife.co.uk:

101 SQUADRON

From 15th June 1943, to 1st October 1945, the period during which it was based at Ludford Magna, the squadron was engaged in a highly secret telecommunications war against the enemy, much of which is still classified to this day. But one thing is certain: due to the extremely dangerous nature of its work, which resulted in 1,176 aircrew losing their lives, the squadron suffered greater casualties than almost any other squadron in Bomber Command during the Second World War.

With forty-two Lancasters on strength, and more than 300 aircrew and several hundred ground staff stationed there, 101 was a huge outfit. The most successful four-engine strategic bomber of the Second World War, the Lancaster had a bomb bay that stretched over two-thirds of the length of its fuselage, allowing it to carry far greater loads than any other bomber in the European theatre. Although its average load was 12,000 lbs, towards the end of the war, this remarkable aircraft was delivering the Grand Slam bomb, weighing 22,000 lbs, or ten tons.

But Ludford Magna's Lancasters were different. They carried a crew of eight, as opposed to the normal seven, the extra man being a specialist radio operator who spoke fluent German. He was never questioned as to the nature of his role in the aircraft, even by the Captain, and he did not feature in official photographs, particularly those taken for propaganda purposes. In many cases he was encouraged to change his identity before he joined the Squadron, especially if he had a Jewish-sounding name – my friend George was such a man.

AIRBORNE

CIGAR

'Airborne Cigar' (or ABC) was devised by The British Telecommunications Research Establishment at Malvern in response to an urgent need to reduce considerably the loss of Allied bombers to German fighters who were being guided on to our aircraft by their ground controllers. To operate ABC, a German-speaking specialist operator was required who would sit at a desk in a curtained-off area on the port side of the aircraft. In order that he was not distracted, he was cut off from the rest of the crew, and his intercom was disconnected, except for a red 'call light' which would be operated by the Captain in the event of an emergency.

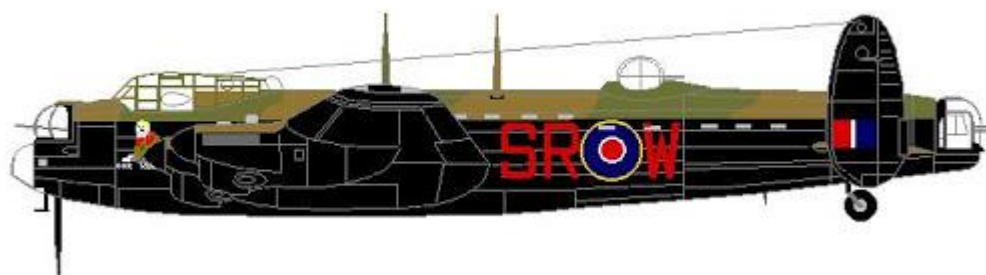
Except for the light from a cathode-ray screen, he worked in complete darkness, with his closest human contact being the boots of the mid-upper gunner a few feet above his head. He wore a bulky electrically-heated suit, fleece-lined boots and gloves (over Europe in winter, temperatures could fall to minus 50C at 20,000 feet), even though the gloves made it difficult to operate switches, and the bulky clothing became a dangerous hindrance if an emergency rushed exit was called for. In these extreme temperatures, it was often necessary to chip frozen pieces of condensation from the operator's oxygen mask during the flight, and if he touched metal without gloves, he risked losing the skin off his fingers.

The specialist operator's task was to identify German VHF frequencies and speech channels, and then jam them. In the case of a speech channel, he would either cause a constantly varying loud note to run

up and down it or, in German, put out conflicting instructions to those the fighters were receiving from their controllers. If the enemy changed channels, he would have to recognise it immediately, and be expert enough to do likewise. It was a difficult task requiring considerable skill.

Lancasters fitted with ABC were specially adapted to carry extra heavy equipment which consisted of an additional receiver, three 50-watt transmitters and a cathode ray screen. The only external signs that would distinguish 101 Squadron's aircraft from those of other squadrons were two seven-foot aerials on top of the fuselage, another below the bomb-aimer's window, and a shorter receiver aerial on top of the fuselage at the rear.

Night after night, 101 Squadron's aircraft were required to join the main bomber force being deployed from other squadrons. They would rendezvous with the main stream at a pre-arranged height, before filtering in with them at carefully spaced intervals. All the time, the specialist operators would be tuning in to the German frequencies.



[Thomas's aircraft was registered SR-N]

His body now lies in Durnbach War Cemetery. The small village of Durnbach lies in the south of Germany approx 45kms south of Munich. The great majority of those buried here are airmen shot down over Bavaria, Wurtemberg, Austria, Hessen and Thuringia, brought from their scattered graves by the Army Graves Service The CWGC website states that he died on 13 August 1944. The date of reburial was given as 1 November 1947 and his previous burial place had been at Gross Gerau civic cemetery. [Groß-Gerau, lies in the southern Frankfurt Rhein-Main Region in Hesse, Germany - Ed.]

Of the crew of 8, only one survived - rear gunner Sgt. B. H. Cave, who baled out, and survived as a POW. All 7 members were reburied at Durnbach. All crew members were aged 19-22. The information below is from the **wartimememoriesproject.com**: [Report based on evidence from the pilot of another Lancaster]

The all NCO crew of Lancaster ME617 SR-N skippered by Flt. Sgt. Richard Howell Jenkins took off from Ludford Magna ... at 2120hrs. 12/08/44 as part of a total force of 297 aircraft from 1, 3, 4, 5, 6 and 8 (pathfinder) groups respectively. Their target was to be the industrial manufacturing town of Russelsheim (projected time over target 0014 to 0021 hrs). ...

ME617 carried an extra crew member (eight rather than the usual seven) as this aircraft along with many others from 101 Sqn. was fitted with top secret equipment that required a specialist crew member to operate it. ABC or "airborne cigar" as it was known was basically the infancy stages of modern airborne counter intelligence measures. ...

Air Ministry reports for the Russelsheim raid state that on this particular night the weather on the run in to the target was light cloud with some haze and 45mph winds at 20.000ft. On the approach to the target there was heavy searchlight activity but only a slight ground barrage increasing in intensity as the raid progressed. The night fighters operating that night found themselves on track to intercept the bombers as they were heading across Belgium because the ground controllers assumed that the target was

either Frankfurt or Mannheim, and had vectored the fighters accordingly. When Russelsheim was correctly identified as the target only slight changes of course were necessary to put the fighters close to the bomber stream. Visual green target indicators were dropped promptly and on time by pathfinder Mosquitoes of 8 group for the main force to bomb on, but visual identification of the target was not possible due to haze. Reconnaissance the following day showed that, despite surrounding villages sustaining damage, the primary target, the Opel engineering works, had sustained major damage.

Some raid statistics:

297 aircraft took off - 280 attacked - 17 aborted/returned - 20 aircraft failed to return.

Of the 20 aircraft lost, 12 shot down by fighters (2 on approach to target, 2 over target and 8 on return) - 5 shot down by flak - 3 lost to unknown causes.

[Nigel Haigh]

This flight appears on the website *AVRO Lancaster and Manchester Bombers with unknown Crash Sites*.

Thomas Horrocks left a will. Probate was granted in 1945.

HORROCKS Thomas of Westwood Woodsend-road Flixton Urmston **Lancashire** died on or since 13 August 1944 on war service Administration **Manchester** 4 August to Thomas Horrocks commercial traveller. Effects £137 14s. 5d.

