WAGONER WILLIAM ALFRED PRATTLEY PROCTOR

Army Service Corps Regimental Reserve No: 477



William Alfred P Proctor was born in 1896 and his birth was registered in the Helmsley District in the 3rd Quarter of that year. His parents Ann Esther Prattley and John Alfred Proctor married in 1896 and the banns were read in Lastingham on12/19 and 26th July 1896.

Ann Esther was the sister of Francis George Prattley, and in 1881, at the age of 3 years old was living with her parents David and Jane Prattley in Hutton Le Hole. In 1881, Ann

living with Family in and age of 14 servant.

(Page) John alfred Procter I Publish the Banns of Marriage between ainh other Prattley aim thin Parish Lasting If any of you know Cause, or just Umpediment, why hese two Pers ns should not be joined together in Holy Matrimony, ye are to declare Day of This is the first time of asking, on Sunday the 1896 By me, ily Day of This is the second time of asking, on Sunday the 19 18 96 By me. Day of This is the third time of asking, on Sunday 26 18 96 By me,

Esther was the Strickland Hutton Le Hole working at the as a domestic William, at the age of 4 years (listed under his mother's name Pratley) was living with his grandparents, David and Jane Pratley, in Hutton le Hole and his mother had taken employment as a 'servant nurse' for a family in Cheyne Gardens, Chelsea in London.

Per the 1911 census William, now using his father's name (Proctor) was employed by Mr John Pierson as a 'Farmer's Lad' at Acomb Farm, Malton.

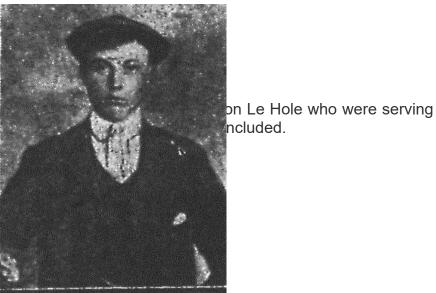
On the 18th December 1913 William signed an 'attestation form' in the presence of Captain Sykes, at Sherburn (near Malton, Yorkshire). He was 18 years and 4 months old, gave his place of birth as Lastingham, and his address, at that time, as Manor Farm, East Heslerton.

William was 5ft 3ins tall, weighed 116 lbs, with blue eyes and dark hair. He was paid £1. Bounty on enlistment and his rank is listed as 'Driver'.

A striking memorial to the farm lads who formed the Wagoner's Special Reserve is to be found in the village of Sledmere, and was designed by their founder and Commanding Officer, Sir Mark Sykes. It was modelled on a Saxon monument in the Crypt of York Minster, the cartoons on the panels being drawn by Sir Mark himself. The Wagoners, first recruited in 1912, and were paid fifteen shillings a year from Sir Mark Sykes's own pocket. They were given a badge, in silver metal, showing a bridled horse's head encircled by the unit title, to wear on their lapel and a coloured ribbon button-hole for their waistcoats. For this the Wagoners had to be under the age of 35 years, in good health and agree to turn out for a driving competition once a year, to take an oath of loyalty to the Crown and to serve abroad in the event of war. The following year the War Office took responsibility for them and their retainer became a sovereign for a Wagoner. The competition was held yearly in Sledmere, the main event being a timed run round a figure of eight obstacle course, the horses being driven postilion style. There were also competitions which involved dismantling and reassembling wheels and axles, together with loading and unloading with fifty pound sacks against the clock. The competitions became a celebrated local event and in July 1913 there were two thousand spectators and fifty teams competed. The last competition, in July 1914, was so thronged with competitors that heats had to be held and of course it was a good rehearsal for the coming events of war. At this time there were 960 Wagoners, 56 Foremen and 12 Roadmasters.

The Wagoners were mobilised within a couple of days of the declaration of war. It was an exceptionally early harvest that year, and many were handed their mobilisation papers in the harvest field, with orders to report to Bradford Moor Barracks. William would have made his way from the fields and arrived in Bradford that evening. William's papers show that he was mobilized on 6th August 1914. On

20th August 1914 until 3rd December 1915 he served in France as part of the British Expeditionary Force.



The Yorkshire Gazette their country and the ph

ncluded.

Driver W. PROCTOR, now at the front.

He returned to this country and on 17th December 1915, at Aldershot, was discharged in consequence of 'The termination of his first period of engagement'. It is believed at this point he received a final settlement from the Regimental Paymaster, Woolwich.

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William's Medal Roll Index Card

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