

### **Stories from the war years.**

Following the invasion and occupation, local firms were approached and asked to work for the Germans. John Chambers Curwood was very clear in that he and the firm would not collaborate, but this did lead to problems and the firm did incur losses.

Leading up to the start of the war Curwoods still operated horse-drawn carriages, but with no readily available feed for the horses as this was all kept for use by the Germans, these had to be let go.

Immediately prior to German occupation the firm had purchased two new Wolseley Ten motor cars to compete in the up-market sector.

The Germans seized these with the intention of shipping them into mainland Europe for use by their hierarchy, but they never made it. The boat carrying the cars hit a mine mid-Channel and sunk with the cars on board.

One of the other luxury cars that was part of the fleet that also didn't make it into German hands was a Rolls-Royce. This car was dismantled and hidden in plain sight in parts around the garage at Rouge Bouillon, and it was only after the war that it was rebuilt and put back into service as a hearse.