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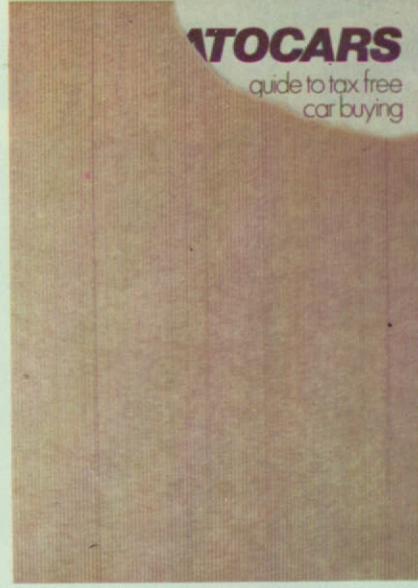
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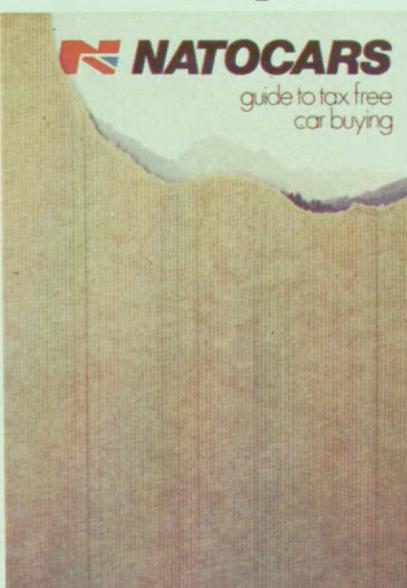
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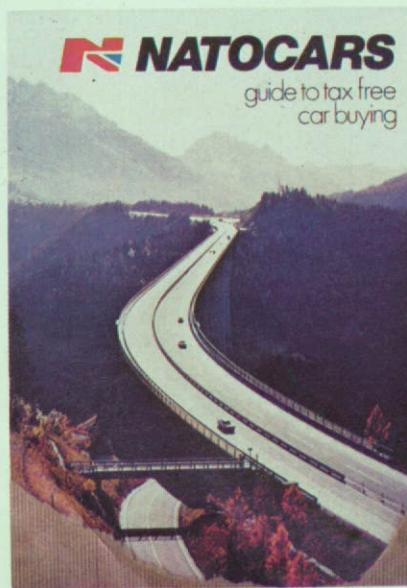
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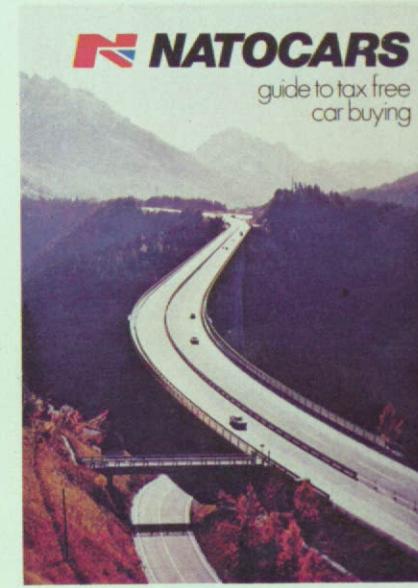
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Picture by Doug Pratt



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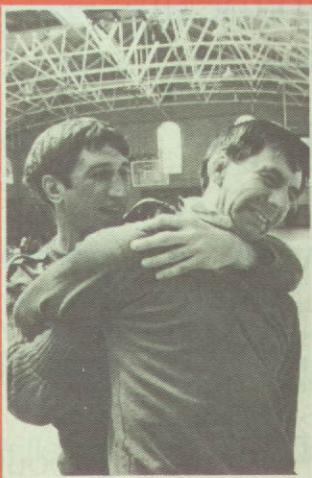
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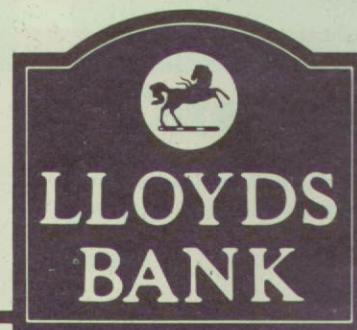
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SUPERIMPOSE IT ON A MAP of southern England and its four corners would be Southampton, Dorchester, Warminster and Andover. And in all that space there is scarcely a tree or other landmark — just stunted yellow grass, cactus and the occasional ball of drifting tumbleweed.

This is Suffield, the British Army training area in Southern Alberta, which for eight years has provided our mechanised battlegroups with their most realistic training. And a further contract has been signed which will mean that the British Army will stay on the Suffield 'badlands' until 1991.

The official reason for having the British Army Training Unit Suffield is 'to grant the training of mechanised battlegroups in fire and manoeuvre exercises on a scale and level which cannot be carried out elsewhere'.

In the United Kingdom and Germany, space and safety restrictions always pose problems. And when the revolution in Libya meant that the desert was no longer available for British training, Suffield filled the breach.

The first training was in 1972 and it has now settled down to a training pattern running from spring to autumn embracing seven battlegroups, each of around 775 men. On three of the exercises a Canadian mechanised company joins in.

British Army Training Unit Suffield



Above: Colonel George Kells, base commander, 'giving us a home where the buffalo roam and the deer and the antelope play.'

Story: John Walton
Photographs: Doug Pratt

Riding the range —

in Chieftain tanks!

The battlegroups mirror the weapons and equipments normally found in such a group in Rhine Army. There are two armoured squadrons, a field battery, a mechanised infantry company, a reconnaissance troop of the Royal Armoured Corps, a field troop of sappers, a Swingfire troop, a Blowpipe section plus reconnaissance helicopters.

Suffield holds two squadrons' worth of Chieftain tanks, a troop of Scimitars, a battery's worth of Abbots, armoured personnel carriers for the infantry, two mobile bridges plus tractors and plant vehicles for the sappers — in all some 280 vehicles. With transport for safety staff and reserve stocks, the number of vehicles swells to more than 500.

The training cycle begins with a nine day spell of special-to-arm low level all arms training including two maintenance days. This is then followed by two three-day exercises — the last being under a task force commander from Rhine Army and working up to a maximum all-out attack.

Suffield suffers from some of the bleakest winters imaginable and battlegroups in the spring and autumn tend to run into parky weather. The temperature is highly unpredictable and can drop by anything up to 90 degrees overnight.

But the problem in summer is more often one of intense heat with choking dust getting

into lungs as well as machines. And prairie fires are often started during the live firing, which are difficult to quell.

Colonel George Kells, the Canadian base commander, estimates that about 70,000 acres or 10 per cent of the entire range is burned each year. But far from being permanently scarred by these ravages, the land seems to thrive on them. Colonel Kells reckons that the grass in burned areas grows even better the following year.

"We have been forced to put in more roads and firebreaks and we have to grade a whole series of trails about twice a year. We have a limited firefighting capability and generally if we get there quickly enough they are not hard to put out. The only problem is tumbleweed, which sometimes catches fire and then blows over the firebreak."

The battlegroups find that Suffield lives up to all its claims for unmatched space and facilities in which to operate with tanks and armoured personnel carriers in live firing conditions. The tanks and guns can blaze away and the Scout helicopters can use their SS11 missiles in the anti-tank role.

Major Bill Mackereth, second-in-command of this year's battlegroup run by 1st Battalion, The Duke of Edinburgh's Royal Regiment from Osnabrück, told SOLDIER: "We are extremely lucky in that

we will be back here in 1981 as well. Normally an infantry battalion can only expect to get here every four or five years if it stays in Germany. A tank squadron will do better — perhaps every two-and-a-half years.

"We are able to spread out and there is nowhere else where you can go into an advance for 25 or 30 kilometres. On the other hand, it's easy to get lost — but if you can get round here with the sparse information you have got on a map then map reading in Germany becomes so much easier."

The battlegroups themselves are based completely separately from the main base — the other side of the road at Crowfoot Camp (named after an Indian Chief who signed a peace treaty in the area in 1877).

During the battle runs, of course, Crowfoot operates only as a rear base, but when the soldiers come in, the ultra modern kitchens and fine selection of grub (including the famous Albertan steaks) more than compensate for the rough living out on the range.

All of the battlegroups, except the last which is running into the chilly weather, get the chance to do some adventurous training in the Rockies. Unfortunately only 80 to 90 men are able to stay on for a fortnight's course which can take in canoeing, mountaineering, rock climbing and trekking. Rapid deteriorations in climate and condi-

tions, as well as the presence of bears and snakes, pose plenty of hazards for them.

Some 28 miles down the trans-Canada highway is the town of Medicine Hat — another name dating back to Indian days when a medicine man lost his hat in the river while running away from another tribe. About the size of an English market town, Medicine Hat now numbers among its citizens quite a few former British soldiers who came out to Suffield and married local girls.

Millions of dollars a year pour into Medicine Hat as a result of the British presence — indeed about 20 British families actually live in hirings over there because Ralston Village, the military patch down the road from Suffield, is overflowing.

Reports Mr Peter Mossey, Editor of the local paper, *The Medicine Hat News*: "The businessmen in the town are very happy because they spend a lot of money here — especially in the bars. We allow the Brits to mix in and try not to pay too much attention to them. Relations are good and any trouble is usually caused by the local roughs because they cannot understand what the Brits are saying. There is a language problem.

"I've never seen so many bloody cowboys in all my life as when the Brits are in town. They all wear Western hats and shirts and Levis."

Medicine Hat sport has also been helped by the influx of British soldiers. Rugby football has really taken off with a joint team representing the base and the town.

The village school at Ralston features rugby too and soccer, a game which is catching on like a prairie fire in Canada. And as 40 per cent of the children are the sons and daughters of British permanent staff they can teach their Canadian cousins a few things.

But the British kids also get the chance to learn the mysteries of softball, (a junior version of baseball), and ice hockey. Headmaster, Mr Reg Thain, British born but living in Canada since 1957, is surprised by how well the British children adapt to ice hockey.

"For the last two or three years at least one member of the district team from local schools has been British" he told SOLDIER. "They are not good skaters in comparison with the Canadian players but they are not afraid and they really get stuck in."

Mr Thain finds that the children seem to fit into their new environment almost from the first day. The school covers all ages from four-and-a-half to 16 and Mr Thain reports that the British children tend to be more advanced in some subjects than their Canadian friends but behind in others. "We tend to look at a broader spectrum but they really have it in depth in some subjects."

continued over



Suffield has a British permanent staff of 17 officers and 114 other ranks, augmented in the winter by 70 temporary staff and by 170 in the summer. Most live in Ralston, together with Canadians from the defence research establishment at Suffield.

This year the Mayor of Ralston is Major David Burt, who is also the paymaster. He is the first British officer to chair the Ralston Council since it became entitled to a mayor under a local government reorganisation. Although he admits that in England his job roughly equates to that of a parish council chairman — "tongue in cheek I suggested that I should have a Rolls and a chain of office."

Ralston, with a population of between 500 and 600, has a swimming pool, a cinema and a bowling alley and the emphasis is on self-help by the council. Also at Ralston is the Canex — the Canadian equivalent of Naafi.

Profits from the Canex are retained for local use and efforts are made to supply British delicacies (such as Marmite!) as well as a good selection of Canadian souvenirs, at highly competitive prices. Special permission has recently been obtained for British dependents to work at the Canex and a wife and a son are already helping.

The permanent staff, headed by Colonel Dick Webster, are responsible for the

smooth running of the whole operation so that the battlegroups can get on with their exercises. The battle runs are designed, implemented and administered by BATUS who provide the safety staff and vehicles.

'Gopher Airways', named after a ubiquitous burrowing animal, has nine aircraft. It uses a Beaver fixed wing aircraft and two Gazelle helicopters for safety work and BATUS transport and two Gazelles and three Scouts are available for each battlegroup.

Keeping the vehicles in good working order is a mammoth task. Last year two thirds of the 42 Chieftains had to have major repairs while the figures for APCs and wheeled vehicles were even higher at 71 and 80 per cent respectively. But that is not surprising when each tank does three times the mileage it would do in Germany and the other tracked vehicles twice as much.

Vehicles arrive by logistic landing ship at Vancouver twice a year. They then proceed by rail through the Rockies to Suffield sidings. Meanwhile worn-out vehicles return in the empty ships. Ammunition is brought further up the Canadian west coast to Prince Rupert and again makes the journey to Suffield by train.

Winter, from November to March, is the time for preparation — and this has to be done in extreme conditions. Because of the

cold, men can only work outside for 20 minutes in any hour and when a vehicle which has been standing outside has been taken into the BATUS workshops, it is two days before it is thawed out sufficiently for maintenance to proceed.

Workshop commander, Major Jake Riley, now has a new indoor line for Chieftains and other heavy vehicles as well as a line for the remainder. A new arrival this year, which had some teething troubles, was the combat engineer tractor.

Last winter all the radios were changed over to Clansman and a special team was flown out to do the conversion — the temperature when they arrived was -24 degrees Fahrenheit! So the workshop doors have to stay closed and the heating has to be full on to make conditions tolerable.

The battlegroups bring their own mechanics and carry out repairs in the field. If a vehicle breaks down completely the battlegroup does not get a replacement, but a pool of reserves is kept so that the next battlegroup will start off with its full quota.

Major Riley has noticed a reduction in the number of engine failures by battlegroup tanks this year with the advent of new engines. "We won't really know until the end of the summer by how much things have improved, but the signs are good."

Left: Men of B Squadron, 4th Royal Tank Regt relaxing on the prairie after a hard day's firing before bedding down for the night.

Below: Helicopter pilots from 652 Squadron Army Air Corps get frequent opportunities for firing SS 11 missiles from their Scouts.

Right: The permanent range safety staff keep a tight watch on the progress of all the battle runs — a long hot summer for them.

Below right: Changing a track in the BATUS workshops. An easy enough job for the men in the summer — but not in the arctic winter.



One man who has really got into the middle of things in Medicine Hat is BATUS Regimental Sergeant-Major, Ben Davidson. He's become a keen member of the local Lions Club and won a star for the club member who had done most work in the year. Another of his badges was for being 'tail twister' — not very hard work for Ben. That job entails being a sort of RSM for the club and levying fines for charity for infringements of Lions Club rules.



During the dry part of the summer the prairie dust means that Chieftain crews must change their air filters frequently. Says Major Riley: "Servicing of air filters is particularly important here — you can lose an engine through having blocked cleaners."

The intensity of equipment usage also applies to items like the Abbots. Barrels have had to be changed because of wear — a situation which is still a long way from being reached with the guns used in Germany.

Keeping the vehicles clean is very important and in the winter this has to be done with boiling water. Even inside the wash bays the water would immediately turn to ice if the steam generator was not used.

Obtaining, storing and issuing the vast amount of stock required to run the BATUS operation is a task that falls to the Royal Army Ordnance Corps. In a year more than 550,000 gallons of petrol and diesel oil and over 900 tons of ammunition are used.

In some ways winter is the busiest time for the RAOC. As well as the major deliveries (and tanks and vehicles only have a three year life at Suffield) they have to return to Britain all the used items, such as weapons and radios, which cannot be reduced to scrap and disposed of locally. The loading and unloading at the Suffield sidings is an RAOC job while the Royal Corps of Transport carries

out the actual movement with Antars and trailers.

And RAOC vehicle specialists, assisted by Royal Armoured Corps crewmen, do those repairs which are considered to be crew jobs rather than REME work.

When the British first moved in they were met by demonstrators worried about the safety of wildlife on the range. They were particularly concerned about the pronghorn antelope which at the time numbered a mere 800.

Today, despite one severe winter which killed off many, the pronghorn of Suffield are estimated to be 3000 strong. Says Colonel Kells: "The wildlife people have come right round to our side — they think we are the greatest protectors of wild life they have ever seen. I have never heard of an incident of an animal being hit by shellfire."

In fact this summer a small type of fox, the prairie kitfox, which had been poisoned out of existence at Suffield by early farmers, was reintroduced with Forces' blessing. Other species may follow and Colonel Kells says: "I have a project to introduce buffaloes back to the range although fencing will be expensive. But if ever there is a place where the buffalo should roam and the deer and the antelope play it is here."

Suffield was one of the sites considered for

exploding Britain's first atomic bomb back in the 1940's. Today, its wide open spaces are host to a multi-million pound British defence training operation and land which has proved uneconomic for farming has assumed vital importance as a proving ground for men and equipment. It is an added bonus that natural gas is now being pumped out of the range as well — and a strange irony that weapons with the potential to destroy should be helping to preserve endangered wildlife on these desolate prairies.

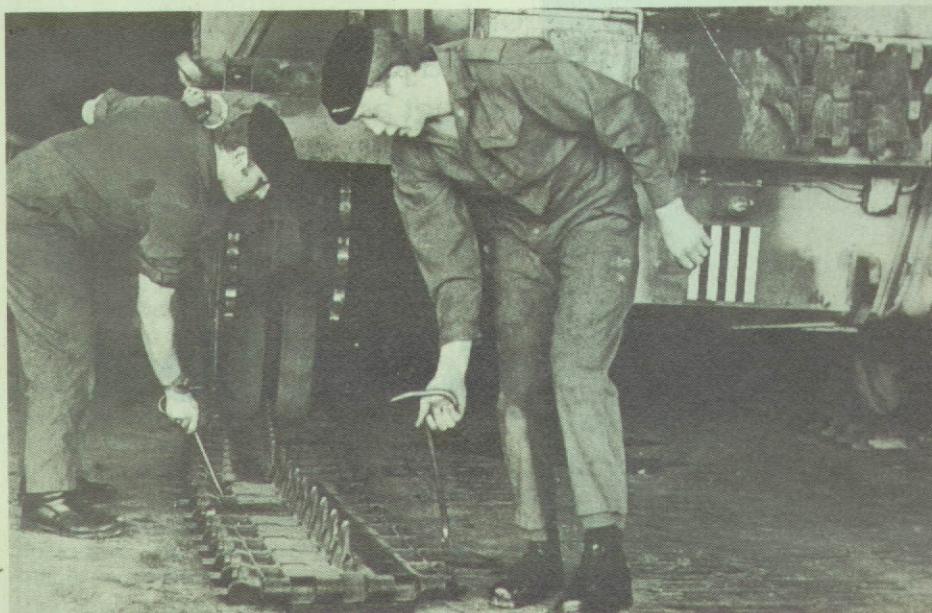


On sale in the Ralston CANEX and in Medicine Hat are printed cards of a sketch of a pronghorn antelope. The artist is Captain Roger Dennis, Royal Engineers, who has taken up painting and drawing seriously since his arrival at Suffield.

He says: "It's so beautiful on the prairie. I see something new every day which sparks me off." Roger paints in both watercolours and oils, while in the winter he sketches.



Within a week of arriving at Suffield, Sergeant Elwyn Moses, who works in the pay office, hit the jackpot. Persuaded to buy tickets in the provincial lottery he walked off with a \$100,000 prize. Elwyn, a canny chap used to handling lots of money, is staying in the Army and has invested his windfall. He says: "It's only enough to buy a house and a car and that's not worth leaving the Army for."



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SOLDIER to Soldier

As the gloomy spectre of unemployment casts a lengthening shadow over the land, it is not surprising that the prospect of a career in the Army is becoming increasingly attractive to many young people. Nor is it wholly remarkable that the chill blasts of redundancy and short-time working now cutting an icy swathe through the economy, should have deterred a good many of those already serving from rushing to offer their skills on the open labour market.

But it would be facile to suppose that the encouraging improvement in the Army's manpower figures — total strength more than 5000 up on a year ago — is simply a corollary to the size of the nation's dole queue or merely the result of long-overdue improvements in Service pay. It owes much to the public's perception of our soldiers and its growing recognition — and appreciation — of the Army's superb professionalism and skill. The continued patience and fortitude of its troops in Ulster, the good-humoured diplomacy of its tiny monitoring force in Rhodesia, the breathtaking effrontery of the SAS in freeing the Iranian embassy hostages — these are just a few examples of the Army at work that have won the nation's affection and respect and brought eager youngsters knocking on its doors.

New blood of course is always welcome. But in today's highly technical Army there is no substitute for experience. Just as important as the upswing in recruiting is the improved retention rate among our older soldiers — men on whose expertise the Army depends.

Of course there are still shortages in certain areas, vital gaps still to be filled. But for those coming into the Army — as well as for those staying in it — one thing is sure. They can be proud of the Army they are joining. And so can their countrymen.

★

UNDERRLING the scope and variety of Army life is the 1981 Army Calendar — available again this year from SOLDIER. Each month features a different Army job and a pen picture of one of the men or women performing it. In full colour, the calendar measures 15½ inches across by 11½ inches deep and there is space beside each date for brief diary entries. It will make an attractive addition to the home or office and an ideal gift.

SOLDIER is offering the calendars at the same price as last year — £1.80 for UK/BFPO readers and £2.00 for those living elsewhere, post and packing included. The calendars should be ready for despatch about mid-October but early orders are advised as stocks



are limited. Remittances, as usual, should be by UK cheque, UK postal order or international money order **expressed in sterling** and made payable to Command Cashier UKLF.

★

RECRUITMENT was falling so drastically action was called for. A special appeal went out through the columns of a national Sunday newspaper and Major Andrew Warde sat back and waited for results. They were not long in coming — the telephone wires to the Royal Army Veterinary Corps dog training centre at Melton Mowbray were white hot and letters arrived by the shoal.

Now Major Warde, whose request was for young Alsatians for training, has more potential recruits than he can cope with. More than 600 animals were offered and interviews are having to be spread around on a regional basis.

Not all of the dogs will be suitable — some are too old, some are too young and some are cross-bred Alsatians or different breeds altogether such as Dobermann Pinschers or Rhodesian Ridgebacks. "We would not accept these as we have the real expertise in the one breed" said Major Warde.

The demand for dogs by the Army is a large one but the centre cannot cope with as many as 600 at one time — "it's about 30 times the number of kennels that we have." But for the moment the Army's four-legged friends are fully up to strength and they are not likely to need any more recruits until the New Year.

★

AFEW eyebrows may be raised at our publication of an article on the dangers of sexually transmitted diseases (see Pages 18-19). For many years it was felt that SOLDIER as a family magazine should avoid publication of features on such contentious subjects.

However, we make no apology for its inclusion. Together with Brigadier Crowdy and the other Army health experts we consulted, we feel that anything which warns young soldiers of the possible hazards of casual sex — par-

ticularly in some of the more remote parts of the world — can only be to the good.

As our article confirms, the emergence of a smaller, better educated Army serving with fewer separation periods, has seen the amount of these diseases fall considerably over the years. Nevertheless they are still a problem — SOLDIER can recall an exercise in Africa not so many years ago in which no less than one-third of the participants ended up in trouble.

The diseases have been around so long that there seems little foreseeable prospect of them being eradicated completely, even with advances in modern medicine. But, from the Army's point of view, the fall in the number of cases among soldiers is encouraging and proof that good health education pays off. We hope our own article helps lift a few more veils of ignorance from this age-old topic of concern.

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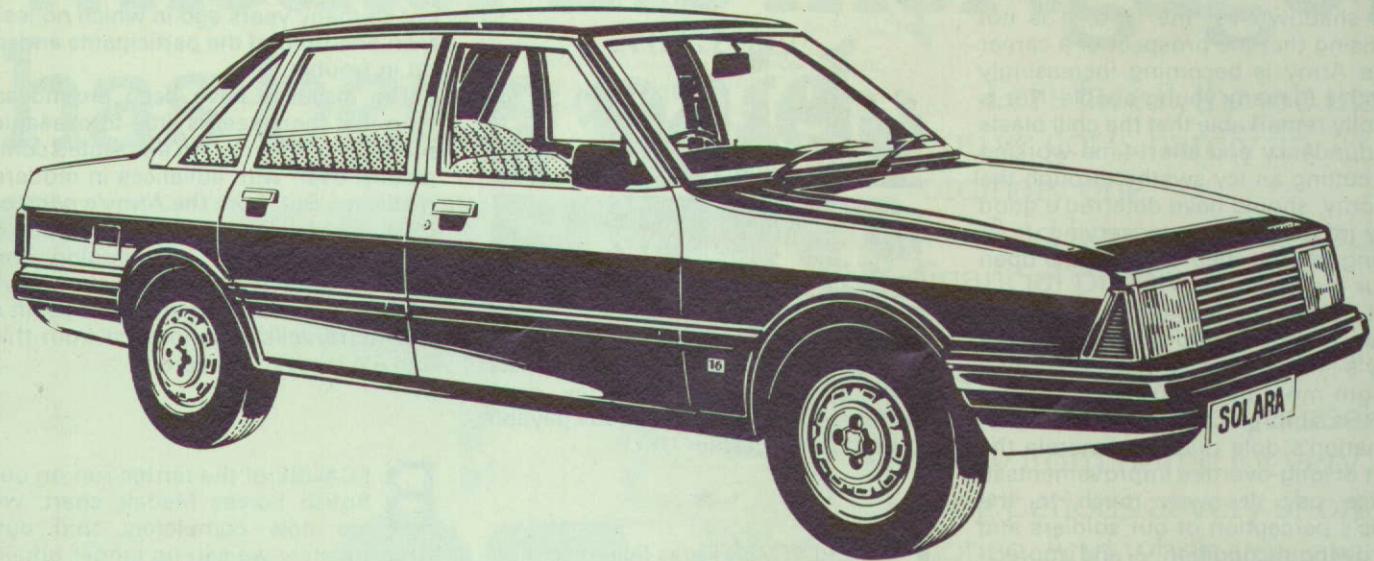
BECAUSE of the terrific run on our British Forces Medals chart, we are now completely sold out. Unfortunately we can no longer obtain supplies of the chart so this line is now discontinued. Sorry.

★

OUR item last month about the NCO who got a tax cut with his hair cuts, quickly found its way on to the pages of several national newspapers and immediately had the Inland Revenue bristling. After combing their records they say they would never have unwittingly allowed such a claim and that if our facts are correct the NCO's bid must have accidentally slipped through the (hair) net. Lest our piece should prompt shoals of letters from other soldiers seeking a tax trim, their message is clear and unequivocal. Don't bother. Army hair cuts are *not* tax-deductible — even if regimental standards demand daily coiffuring by Vidal Sassoon himself. And any future claims of this ilk will be treated as shaggy dog — or soldier — stories.



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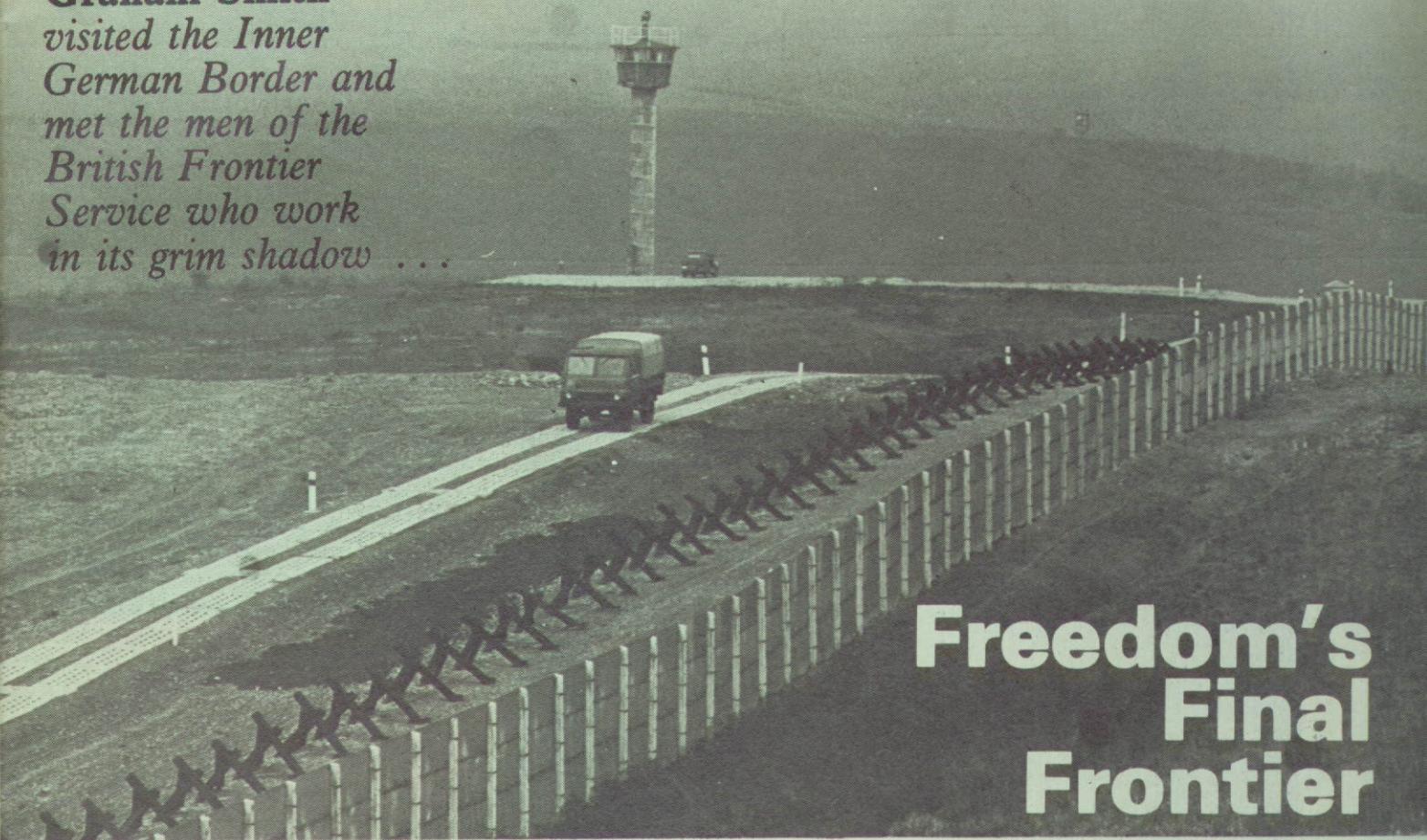
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*A wall of death
divides Germany —
and every year it
grows more lethal.*

Graham Smith
*visited the Inner
German Border and
met the men of the
British Frontier
Service who work
in its grim shadow . . .*



Freedom's Final Frontier

THE 'IRON CURTAIN' — that phrase so vividly used by Churchill to describe the great divide between East and West — takes on a chilling physical reality at the Inner German Border. Eight hundred and seventy miles of wire fencing, watch towers, pill boxes, bunkers and death strips speak more eloquently of life in a totalitarian state than mere words could ever hope to do.

Barely able to afford the financial burden it brings, the East Germans are still investing nearly £3 million-a-mile on improvements to the steel wall of death that keeps its people behind bars.

Included in this fearsome face-lift are nearly eleven million anti-personnel mines buried in shallow profiles and cunningly clustered at the rate of 3000 for every half-mile. A yard distance separates each one.

Nearly 35,000 automatically trip-wired, flesh-searing SM 70 'scatter guns', primed to loose off shrapnel slivers flush along fence lengths up to 25 yards, are purposefully clamped to every eighth post along the continuous track of 10½-foot-high, fine-knit mesh fencing.

Jack Bell, a 61-year-old Yorkshireman and veteran of the British Frontier Service for nearly 20 years, dourly dubs it all as "the biggest open prison in the world". But it is a prison from which nearly three million fugitives fled to freedom in the years between 1949 and 1975. And they are still taking their chances.

Last year, 25 civilians and a soldier deserter made successful bids for liberty across

the Lower Saxony region of the border.

1975 was an even better year for escapes; 38, including eight soldier defectors, made it. But three years later there were only ten.

And they still die, too. In the past five years along that same part of the wired sector six would-be escapees tragically died without dignity or pity in their individual attempts to get away from it all.

Jack Bell and his three senior colleagues in the British Frontier Service are responsible for liaison duties on behalf of Rhine Army and RAF Germany with the West German Border authorities (Bundesgrenzschutz or, simply, BGS) along 411 miles in the northern sector of the Inner German Border — IGB — which meanders its way from the Baltic in the north down to Schmiedekopf on the Czechoslovakian frontier.

The four of them, at differing times, in their distinctive Royal Navy-type blue 'woolly pulleys' and white caps accompany BAOR units on their vehicle and foot patrols along the border. Most of Rhine Army's teeth-arm units will carry out border patrols during their tours there. The four BFS doyens also oversee their IGB commitment from aboard RAF Germany helicopters.

In addition to these roles, the British Frontier Officers keep their chief liaison officer in Hanover fully informed of the day-to-day situation at the IGB which roughly follows the run of the old provincial border between the former kingdoms of Prussia to the east and Hanover to the west.

"The possibility of an escape happening is

Below: Jack Bell briefs soldiers of 1RTR at Stapeburg. Beyond the brook there lie silent houses and a ten-and-a-half foot high mesh fence.



Achtung!
Bachmitte
Grenze

Bundesgrenzschutz



Above: Who's watching who? Volksarmee Border guard turns away after taking photo — colleague stays alert. Rifles are AK-47s.

Left: Jack Bell at an isolated farmhouse in Hohnsleben. The border literally runs down the middle of the stream in front of him.

Right: Three Scorpions from IRTR arrive to start their BFS-led patrol. On the left two East German guards studying every move.

almost a daily occurrence but I've long learned to live with it," said Jack Bell, who has been in Germany continuously for 23 years and was a warrant officer in the Royal Army Service Corps before joining the BFS in 1961. "One cannot help but think how barbarous it all is. It's the biggest open prison in the world over there, to my mind."

He added, with a wry grin: "I am realistic in my approach to the job, I suppose."

The East German National Volksarmee, an integral part of the East Germany Army, are realistic in approach to their job as well.

Figures, produced by the British Frontier Service, show an 870-mile Inner German Border along which are:

- 90 miles of double barbed wire fencing
- 775 miles of mesh fencing
- 228 miles harbouring nearly 11 million anti-personnel mines
- 227 miles with nearly 35,000 automatic firing device SM 70 guns
- 495 miles of vehicle hazards, such as ditches and dragons teeth
- 775 miles of six-metre-wide ploughed and harrowed earth strips
- 132 miles of arc lights overlooking border villages
- 297 pre-fab type pill boxes
- 134 earth bunkers
- 265 concrete observation posts (overlooking Lower Saxony)

● 59 Command Posts (overlooking Lower Saxony)

- 57 miles of dog runs (250 dog runs, each with 100 dogs)
- 626 miles of hinterland fencing

And these 'facilities' are being improved on all the time.

The border also disrupts 32 railway lines, 27 West German highways and 140 secondary roads. The IGB is only passable at eight railway crossings (two of them solely for goods traffic), nine highway crossings and two water crossings (the River Elbe and Mittellandkanal).

"Things are changing for the better for the East German border guards," said Jack. "They are making it harder to escape. When we go on patrol we never speak to them unless it is to pass the time of day. They usually never reply. Occasionally they may crack their face in the suspicion of a grin or just turn away from us with a face like bloody stone."

He added: "They are cold to deal with because they are taught to think that we are potential enemies. If they are caught talking to westerners they are punished or fined for doing so".

The National Volksarmee Border guard are usually a mix of regulars and highly-trusted conscripts serving out their two-and-a-half years' military service with

monthly pay of about 40 East German Marks (about £2.20).

And they take their job seriously along with a mandatory, hour-long lecture, twice a week, on the decadence of the capitalist system which is usually imparted by one of their Political Officers.

Military life can be dangerous even for the robust pioneering units of the Volksarmee under the present tightening up of deterrent methods.

Currently, at Hohnsleben, they are producing about a minefield with ten-foot-long sticks looking gingerly for three-lb pressure-plated PMK 40 plastic mines, measuring just four inches across and two inches deep. Two of their number got too close and were injured earlier this year.

Also being woken out by the Democratic Republic's reluctant heroes are the larger PMP 71 mines — mines that can blast away a leg or take a life. It is estimated that clearance of a 'patch' of sub-soil concealed explosives can take up to four months before the area can be re-furbished by the easier-to-maintain high mesh fencing.

As all this goes on, no less than 86 Volksarmee soldiers keep an eye on every five miles of wire and the beleaguered village populations who sullenly live behind it.

Added to this are the vicious SM 70 'scatter guns' tailored on to every eighth post at foot, stomach and head levels; devices so sensitive



that thunder and lightning have triggered off their activators — putting on a spontaneous pyrotechnics display and drilling holes in the fine mesh fencing.

"With their ailing economy they can ill afford not only the expense of this venture in improving their installations but the use of the manpower in them," explained Jack Bell.

He recalled one escape involving a 17-year-old boy. "He swam the Elbe and suddenly turned up among us right in the middle of a village square. He was just in his swimming trunks."

There have been ten escapes in the first six months of this year, including three Army deserters, in Jack's section.

Running the proverbial gauntlet to freedom from the east would, perhaps, be an under-statement of the facts.

The dismal outlook from the IGB is one of dead ground perhaps as narrow as six feet or as wide as a mile leading to two 7-foot-high parallel fences about 30 yards apart with anti-personnel mines sown between them.

Or, there may be a high mesh fence, usually about 10½-feet, cossetting like leeches the SM 70 firing devices.

Immediately behind the fencing are dragons teeth or a vehicle hazard such as a four-foot-deep ditch sloping eastwards and connected to about 19 feet of ploughed strip, a tell-tale area for foot-prints.

If these imprints are found, dogs are set on

running lines or trip-wire complexes are activated setting off flares and grenade-type bombs.

The East German guards, who usually patrol in pairs, also have a paved vehicle track running behind and parallel to the forward fencing coupled to a communications system. Fourteen-metre-high concrete observation posts, low silhouette bunkers and pill boxes stand close behind the forward fencing.

Some 500 yards back from the Inner German Border and sanctuary in Western Germany is the Hinterland Fence made up of a low metal mesh fence topped by 13 strands of low tension electric wiring.

Attached at intervals along the fence are red and green flashing lights and acoustic alarms such as buzzers and klaxons which are set off during any attempted fence scaling.

Beyond all of this is another three miles of restricted zone in which there is no freedom of movement.

If there is a break-through, then a Command Post's eight men and their vehicle are soon speeding to the exact spot in response to the warning lights which have pin-pointed it on a panel.

Another lighted console tells precisely where an SM 70 has spewed out its contents.

The Border is continually patrolled by men of the National Volksarmee specially trained in border duties.

Not only do they patrol on foot in pairs but also in vehicles and even helicopters, and they maintain constant surveillance from observation towers, pill boxes and the earth bunkers.

To date, nine villages have had their views westwards obliterated by 13-foot-high walls ranging up to a mile in length.

Not all, however, are obscured from western eyes. There are three points in West Germany by the IGB where the curious can peer across from special observation platforms.

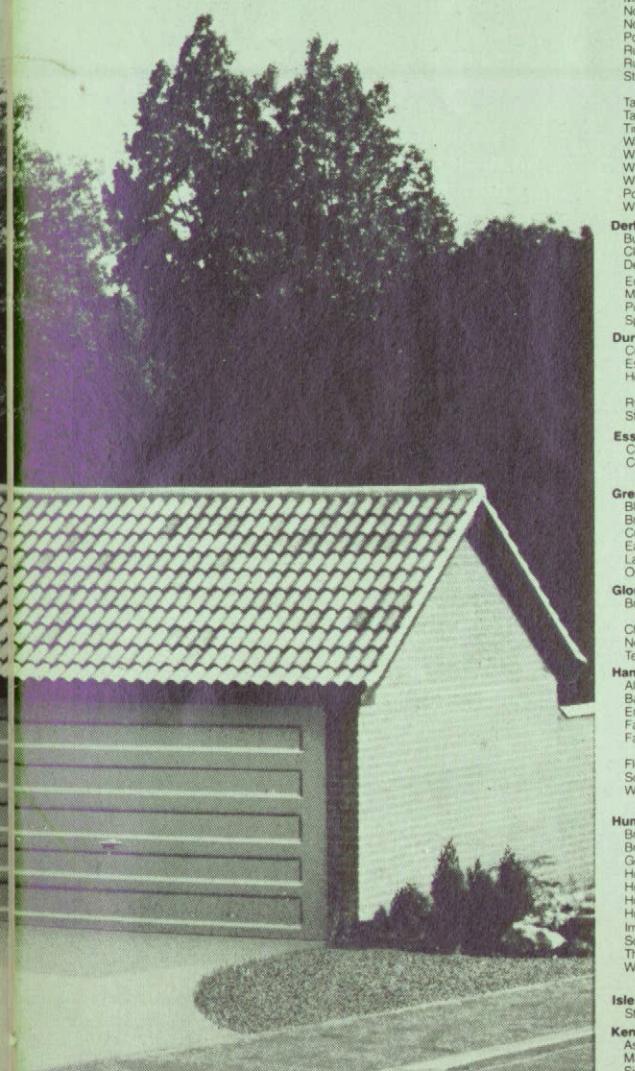
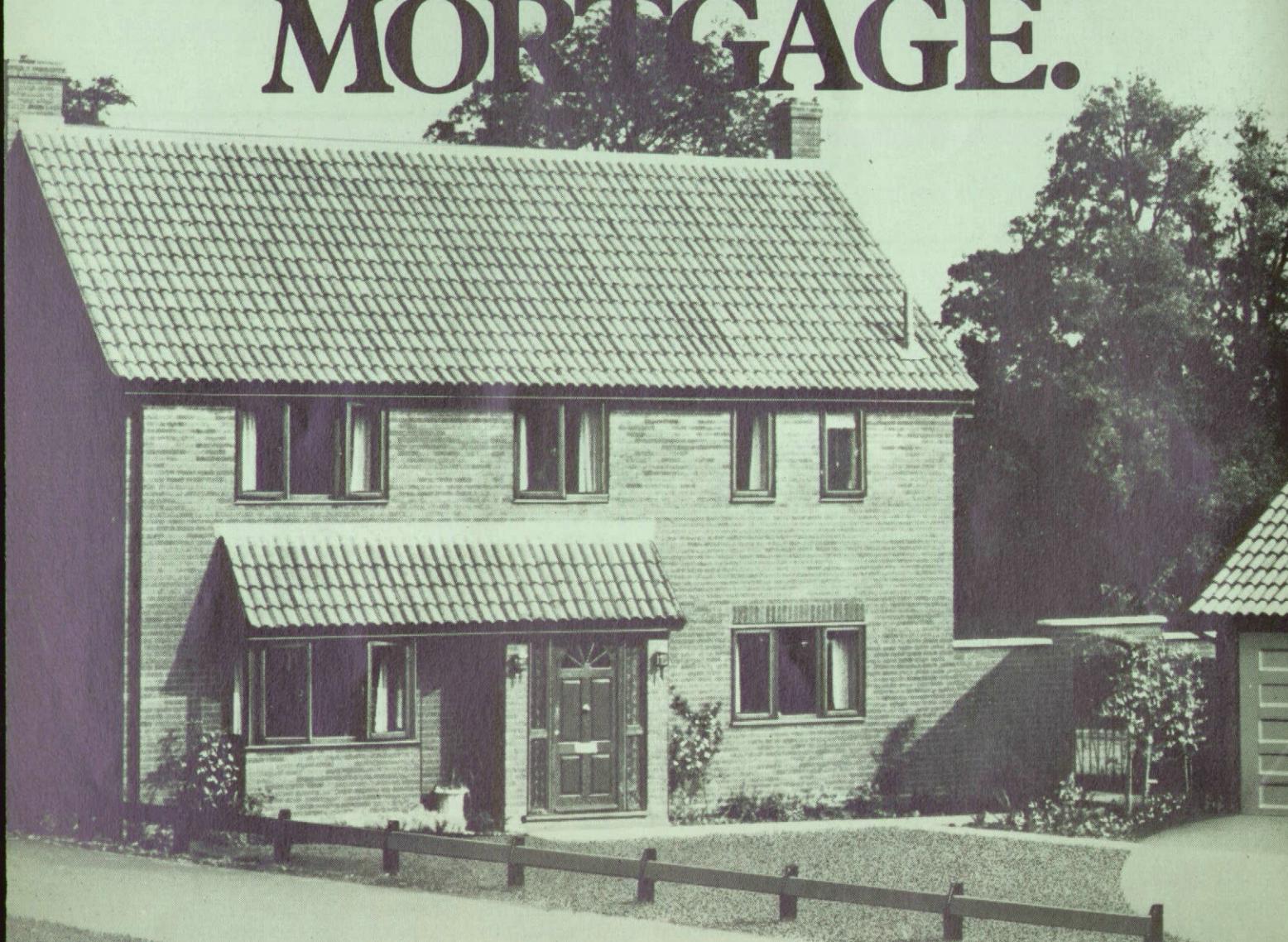
Jack Bell, who has served with the Army in Burma, India, Palestine and Malta as well as in Germany at Verden and Rheindahlen, was honoured this summer by the Town Council of Helmstedt, a neat market town ringed by lignite open-cast mining.

He was one of a dozen recipients — and the first Englishmen — to receive a bronze plaque with clasp completed with blue and white ribbon, awarded to people to have given service to the town.

A father and a grandfather, Jack knows a bit about escaping himself. When not on patrol he likes nothing better than to go sailing, coarse fishing or caravanning.

His philosophy about the Inner German Border is a blunt, matter-of-fact Yorkshire one. "To me, the fence out there is like the Great Wall of China. I think it's there to bloody well stay!"

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STD...

... a connection
to avoid

IN THE BAD OLD DAYS it was a major scourge of the British Army. It caused manpower wastage, treatment was unpleasant and often ineffective and it was difficult to control.

But the advent of penicillin was a major success for mankind, both in military and civilian life, in the battle with the diseases known under the collective initials of VD (for venereal disease).

Today even those initials are not used. They have been replaced with initials more usually connected with the telephone system: STD — or sexually transmitted diseases. And they are no more endemic in the Army than in civilian life.

Writing in the British Medical Journal last year, Sir James Howie, former director of the Public Health Laboratory Service, revealed that scarce supplies of the new wonder drug were diverted to North Africa to treat troops suffering from gonorrhoea. It was already known that penicillin was highly effective in treating the disease and treatment would quickly release an important group of men for return to their units prior to the invasions of Sicily and Italy.

But, reported Sir James, there were political implications. Questions were certain to be asked in Parliament. "Why were all the gallant wounded men unable to have penicillin, while some scallywags received it to relieve them of the discomforts their own indiscretions had caused?"

A high level decision was needed and that came from 'the man who writes in green ink' — understood to be Churchill. He wrote: "This valuable drug must on no account be wasted. It must be used to the best military advantage." This was interpreted to give the go ahead for the penicillin to be sent to North Africa.

After the war, penicillin was reckoned to have gonorrhoea defeated. But today it is once again an epidemic disease. Says Brigadier Joe Crowley, Director of Army Preventive Medicine: "This has happened worldwide and it is difficult to attribute the reasons.

"One change is the change in sexual permissiveness. There is an element of much greater sexual freedom in which one of the factors is the contraceptive pill, which has released girls from the worry of unwanted pregnancy. The other reason is the fact that some cases have developed resistance to penicillin.

"Although medicine copes with them it is a battle and not just a simple business of a couple of injections and the chap's ready to go out next evening. But attitudes have changed — in the old days it was regarded as an indicator of morale. A unit with low morale was supposed to have a high VD rate."

Because it was a disciplinary matter soldiers were often loth to report that they had contracted VD. Less than 20 years ago most units overseas still had a prophylactic ablutions unit at the back of the guardroom.

A man going out for the evening would draw some condoms and an emergency pack with which he would wash himself afterwards. He then signed a book. If he caught VD after signing he was fireproof, but if he had not done so and contracted the disease it was a disciplinary offence.

A soldier no longer has to report the disease to the military authorities — instead he can visit his own doctor in complete

confidence. But the Army is still concerned to keep the figures down and in Belize girls from a local night club-cum brothel called 'The Big C' are regularly inspected by Army doctors.

"The number of cases of syphilis and gonorrhoea resulting from contacts at 'The Big C' is much less than from contacts elsewhere in Belize" says Brigadier Crowdy. "What we are doing is providing a service for the management but there is no doubt the Army benefits."

Belize is the only regular overseas posting where VD is anything of a problem. Cases in both Germany and Hong Kong are at a relatively minor level.

Although gonorrhoea is not the threat it was, it is still second only to measles in prevalence. Syphilis, which is much more serious, is pretty rare nowadays.

Colonel Charles O'Rorke, advisor on genito-urinary medicine at the Queen Elizabeth Military Hospital in Woolwich, is the Army's leading expert on sexually transmitted diseases.

When units return from exercise in unusual places like Africa, Colonel O'Rorke notices a big increase in the number of patients. "In places like Mombasa they have a few drinks and all the girls look beautiful. In this country the secret of why we have figures among the lowest in the world is that not only do we treat our patients but we have a follow up service and treat their contacts."

But Colonel O'Rorke is full of praise for the British soldier. "He is the only soldier in the world with a conscience about going with whores. He won't go with one unless he is drunk out of his mind."

All sorts of different approaches have been used in the past to try to prevent soldiers contracting VD. Appeals on religious or patriotic grounds have proved largely ineffective. As Colonel O'Rorke says: "The thing you have got to get across is that if you are going to be promiscuous you are going to catch something."

Colonel David Worsley, Professor of Army Preventive Medicine at the Royal

Below and right: Two of the posters used to spread the message to British troops during World War Two. — Imperial War Museum.

Army College, Millbank, says that the British approach to education is to appeal to reason rather than fear. The Americans have tried the other approach — with films showing horrific effects of the diseases.

Much depends on unit medical officers. They deliver factual accounts to small groups of men on just what the various types of disease are, how they are caught and the importance of early treatment.

"We always try to be factual and unemotional. We point out the implications not just for the individual but for his family. Five minutes carelessness at the end of a drunken orgy and you might affect your life and your children yet unborn."

Colonel Worsley says there are problems in running an inspection service such as at 'The Big C'.

"You can inspect a girl and she can be an infected case six hours later. You run the intense risk that the chaps think they can go there and need not worry because the MO keeps a check."

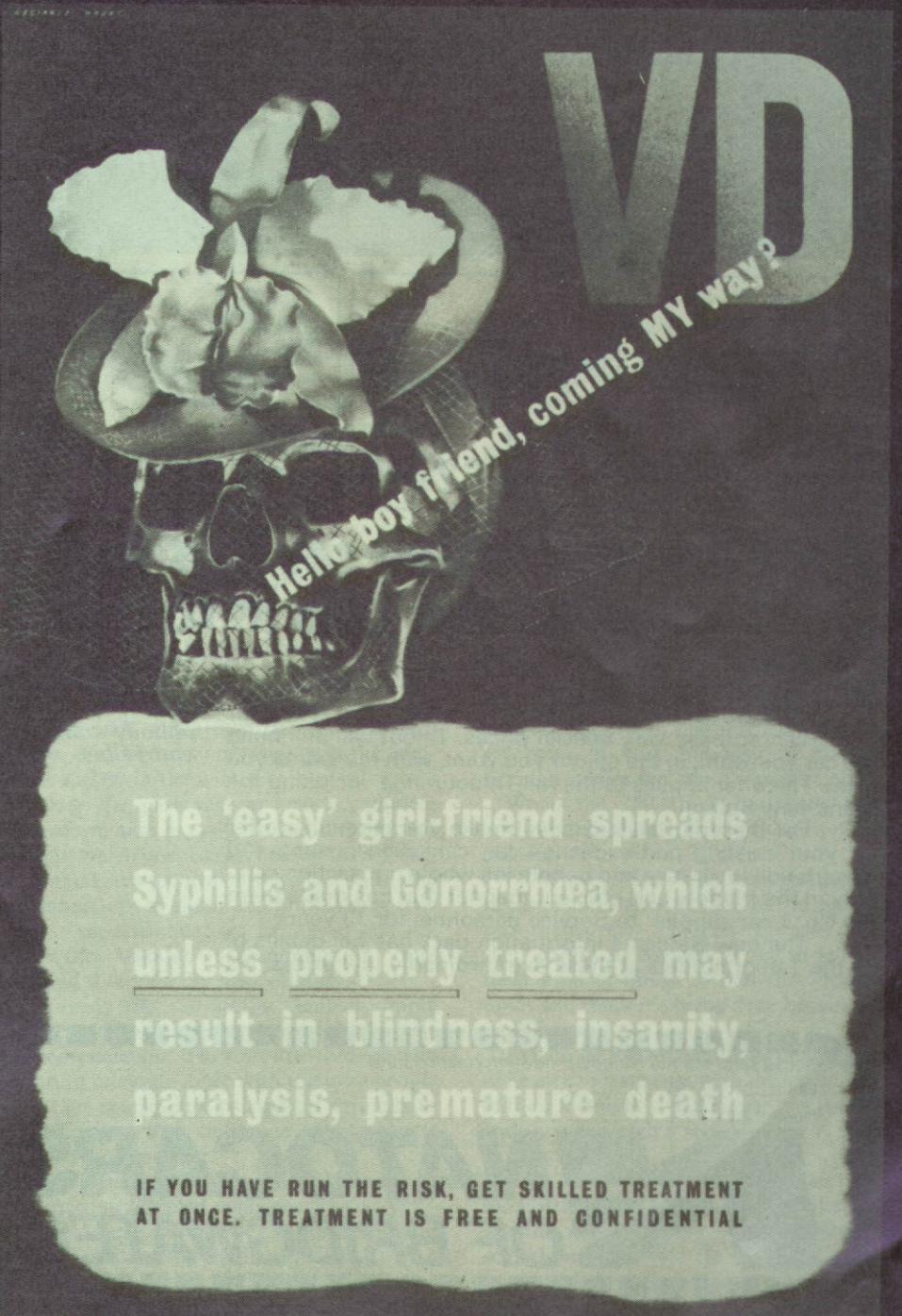
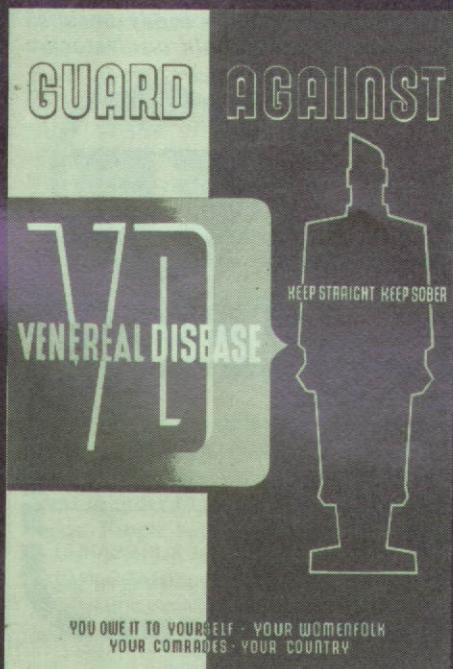
What the Army medical men are trying to impress upon young soldiers is that the

diseases are still extremely dangerous. While it is true that treatment is less time consuming, less painful and more certain of success than in the era before anti-biotics, it is still something to be avoided.

"My impression is that VD has declined a lot in the Army over the years" says Colonel Worsley. "Far more soldiers are now married and far more are able to take their families with them on postings. And a very conscious effort has been made to keep the duration of unaccompanied tours down as far as possible in conjunction with military requirements."

So the message to British soldiers today is first of all — Don't do it. Secondly — if you do — take precautions. And finally — if you do contract a disease — report it straight away. All cases are treated in strict confidence.

Sexually transmitted diseases have been around as long as recorded history — they are mentioned in the Bible and in ancient Egyptian writings. There is no reason to think they will ever go away. So to borrow from the wartime poster — 'Be on Guard.'



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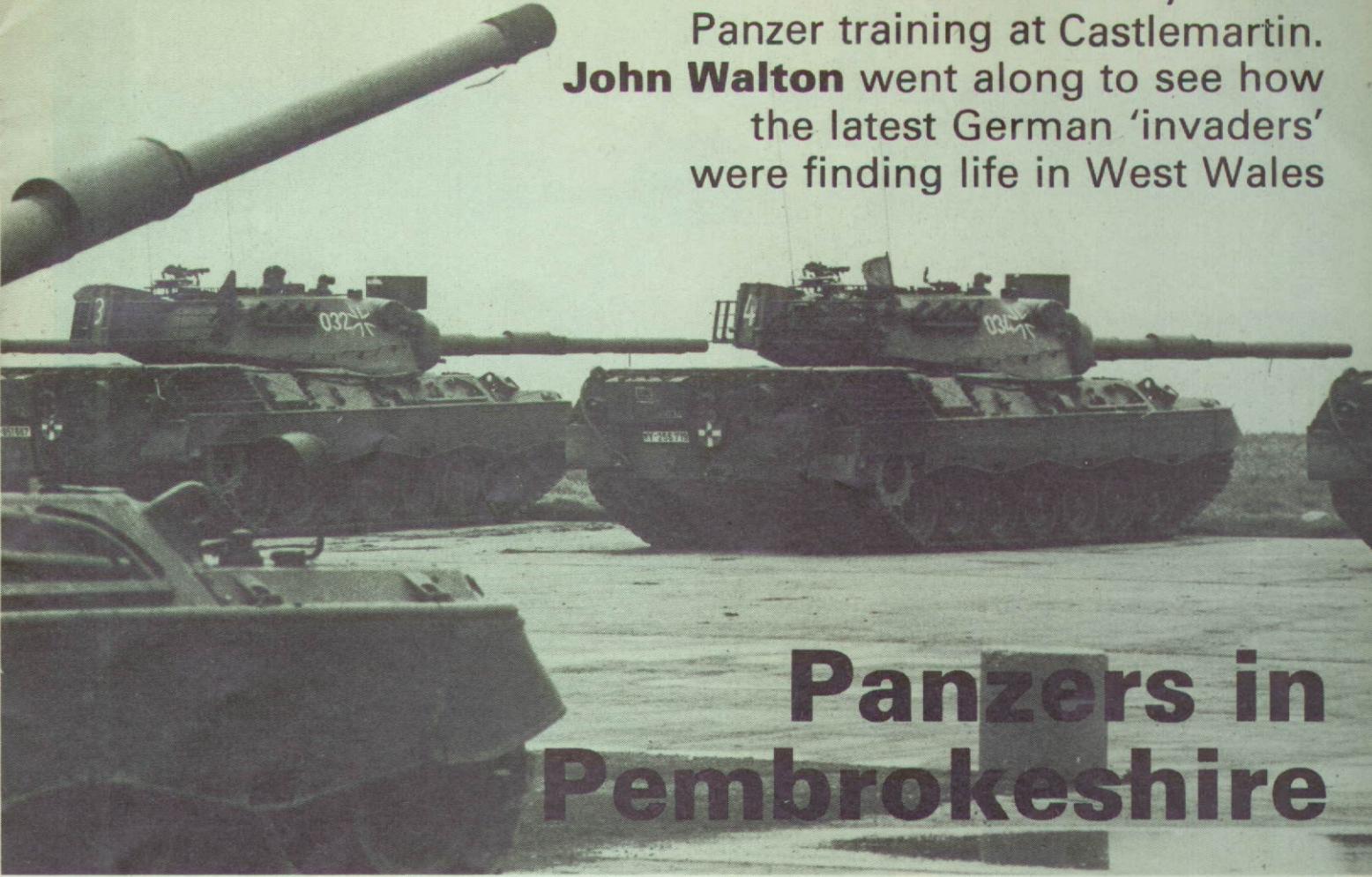
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This month marks 20 years of Panzer training at Castlemartin. John Walton went along to see how the latest German 'invaders' were finding life in West Wales



Panzers in Pembrokeshire

THROUGHOUT THE NORTHERN PLAINS of Germany, British soldiers are a familiar sight — with scores of garrisons and many thousands of men. But in one remote part of Britain the situation is reversed — the soldiers wandering about the gift shops wear field grey uniforms and the tanks which fire on the ranges are German.

This year is the 20th in which German Panzer battalions have descended on the Castlemartin ranges on the tip of what the locals still stoutly insist is Pembrokeshire but which the authorities some time ago deemed to be part of the county of Dyfed in West Wales.

In 1961 the arriving Germans were met by demonstrators but today, apart from occasional hiccups, the relationship between the visitors and local folk is extremely good. So much so that over the years many of the troops have married local girls.

And the ranges at Castlemartin have become something of a tourist Mecca to the extent that there is now a special car park for spectators who want to watch the German tanks firing. During *SOLDIER*'s visit more than 50 carloads of trippers plus a coach full of children watched the Leopards in action and there was even an ice cream van in attendance!

Explains the commandant, Lieutenant-Colonel Dick Webster, of the 4th/7th Dragoon Guards: "We created the spectator areas in order to get the cars off the narrow roads. People kept getting out of their cars to watch and it was clear that someone was going to get killed. It is definitely a tourist attraction — we keep a tally of the numbers and we get 8000 cars in a year with the one day record standing at 473."

The Germans also go out of their way to cater for the holidaymakers and often take a tank up to the spectating area where they allow youngsters to clamber about on it.

Colonel Webster has been at Castlemartin for the past three years. One of his previous postings had been at the British Army tank training area at Suffield in Canada and this was a great help.

"I've seen this sort of thing from both sides and I have tried to avoid the sort of things which the Germans might have found irritating" he said.

He has a tiny staff of British military personnel plus a few retired officers — they wear uniform with an 'R' badge — and a civilian staff which fluctuates between 120 when the Germans are training in the summer and 60 in the winter.

Over the past year or two a complete transformation has taken place in the huttet camp, which opened just before the last war. A brand new control tower was built, the radar set-ups at either end of the range now boast modern quarters and even the 40-year-old wooden accommodation huts should disappear by next summer.

Already the 150 strong German supply company has moved into completely new accommodation. They are the soldiers who tend to integrate more with the local people for they remain at Castlemartin throughout the firing season and some soldiers come back year after year.

Each summer the German tanks and their supporting wheeled vehicles arrive at Pembroke Dock, about seven miles away, and are transported by road to the range. This year sees the return of the Leopard tank — but for one year only. Normally the visitors

are Panzer battalions equipped with American M48 tanks — but these are currently being uparmed with new turrets and 105 mm gun barrels.

Says Major Cord Becht, liaison officer for the Germans: "We don't have enough of the unarmed M 48's this year to supply the eight visiting battalions but next year they will probably return."

The Leopard was previously seen in Pembrokeshire from 1973 to 1975 but after that the veteran M 48's reappeared.

Major Becht regards Pembroke as home from home after spending eight years as liaison officer. He says that visits such as those to Castlemartin and Shiloh in Canada are very important, not only from the interest point of view but also to make the German soldier feel more a part of Nato.

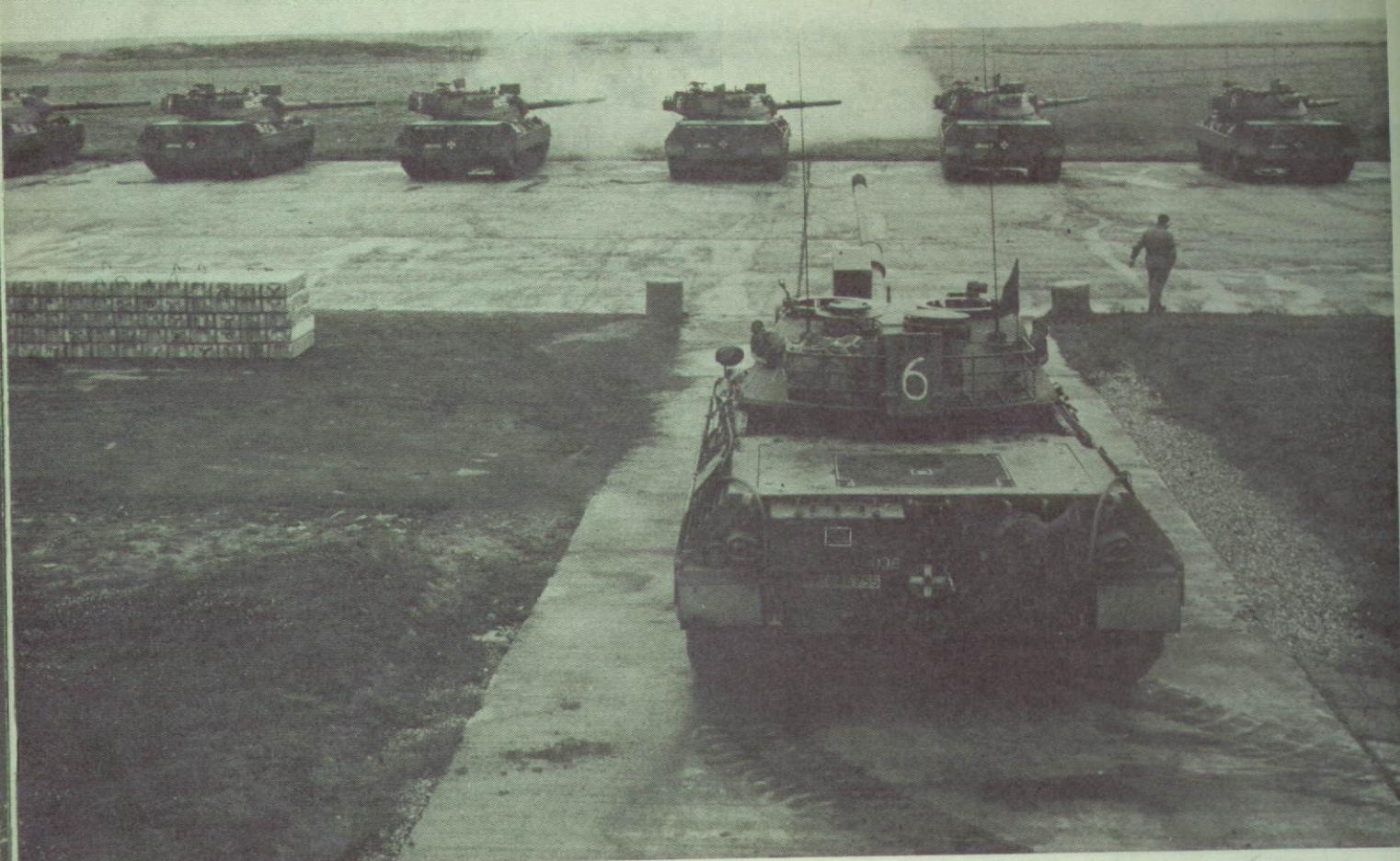
When the 350-strong battalions arrive, one of his first tasks is to explain how local customs differ from German.

"I've had soldiers who went and sat down in a pub and waited for a waiter to come and take their order. They also have to pay for their drinks in advance. I try to tell them these kind of things so that they don't get upset and think it's being done because they are German."

In fact the Panzer battalions don't get a lot of chance to fraternise with the locals. Much of their fortnight's visit is spent on the range and they end with a spot of r and r, usually in London.

Like Army cooks everywhere the men in the Castlemartin kitchens are adept at turning the mostly locally acquired food into something more like the grub the lads are used to. Every day yards of Bratwurst are eagerly consumed.

continued over



Relaxation is mostly in the Naafi where duty free whisky, vodka, gin and rum is sold at ten pence a tot. But for the non-boozers there is also the equivalent of a WRVS room complete with snooker, darts, chess and other games.

Acting as *Mutter* is Mrs Doris Cowan, German born but 30 years in this country and speaking English with the lilt of the valleys.

As the wife of an ex-soldier she knows something of the difficulties facing them in a foreign country.

"I have to teach them how to play darts and have to sort out any problems they may have. I might have to ring up a local girl to fix a date, arrange for a party to go to a football match in Liverpool or negotiate with a taxi firm. But I've found that they are just the same as British soldiers."

The Germans like the Castlemartin range, which is spread over 6000 acres of the Pembrokeshire coast.

The battle run is most impressive — five tanks can operate together over a run of two-and-a-half miles, firing as they go.

And now that the facilities are being completely modernised the range will be even more attractive to them. The new control tower, opened last January, has all the latest control systems and incorporates one or two ideas borrowed from coastguard stations in the neighbourhood.

The radar blocks at each side of the range can track any ships coming into the area while two launches are always standing by during firing to warn shipping away from the danger area. But if they are unable to stop a vessel, firing is automatically ceased.

Local lobster fishermen have proved particularly adept at plying their trade while fitting in with firing times. They visit their pots early in the morning and at the end of the day — and also sometimes nip out while the Germans are taking their lunch break!

Like so many Ministry of Defence ranges, Castlemartin is untouched by pesticides and has thus maintained its original ecological structure. Rare plants are to be found there and also the Greater Horseshoe bat. Colonel Webster encourages local naturalists by allowing them onto the ranges during the non-firing season.

Also admitted at that time are thousands of sheep from neighbouring farms as well as a number of cattle. This means that the Spring lambing season is always kept completely free of firing — but British units also use the range at times both before and after the German 'invasion'.

The sheep are of great benefit according to Colonel Webster. "There are a lot of unexploded shells about and it would be too dangerous for someone to go out and cut the grass. But by the time the sheep come off at the end of April the grass is short enough for us to go out and find the blinds. Also we have less trouble with fires — and of course the farmers do pay us a lot of money for the grazing rights."

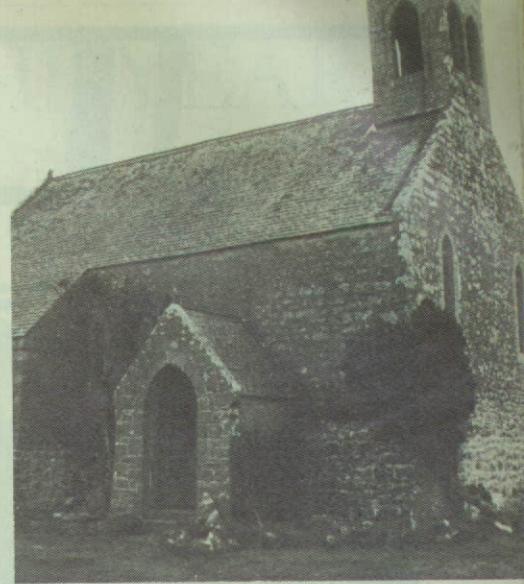
Forty years ago Britain and Germany were at war. Twenty years ago the visiting troops were met with a lot of suspicion. But when the Panzers officially commemorate their 20th year at Castlemartin on 16 October local people will be there in force — the old enmity has gone and been replaced by the trust and friendship which should exist among Nato partners.

Above: Panzers practising. Leopard tanks are back at firing point — but only for this year.

Over at Castlemartin as an honorary German with 194 Panzer Battalion was Lieutenant Peter Loggie of the 4th Royal Tank Regiment. He was mainly acting as liaison officer but did get the chance to fire the Leopard. Both regiments are based in the Münster area and they have a close relationship.

"I'm finding it very interesting to study the different gunner techniques" he opined.





Right in the middle of the Castlemartin ranges is Flimston Chapel — now officially recognised as the camp chapel and used for services several times a year.

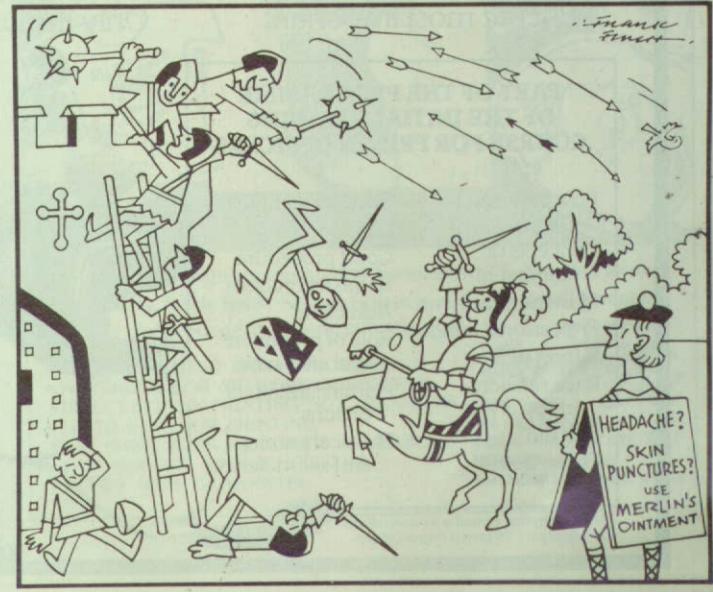
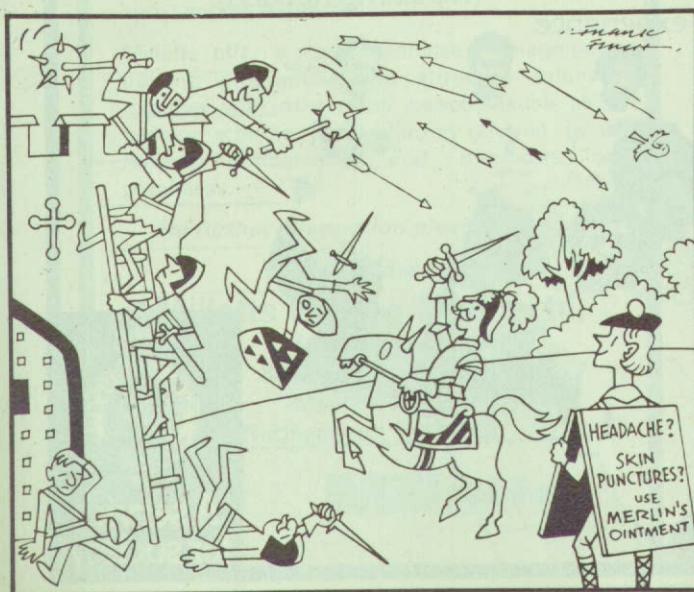
The origins of the chapel are lost in the mists of time but it is known that in 1784 it was converted into a shed and granary. In 1901 Lord and Lady Lambton restored it in memory of three of their sons who died within a few months of each other (two of them in the Boer War).

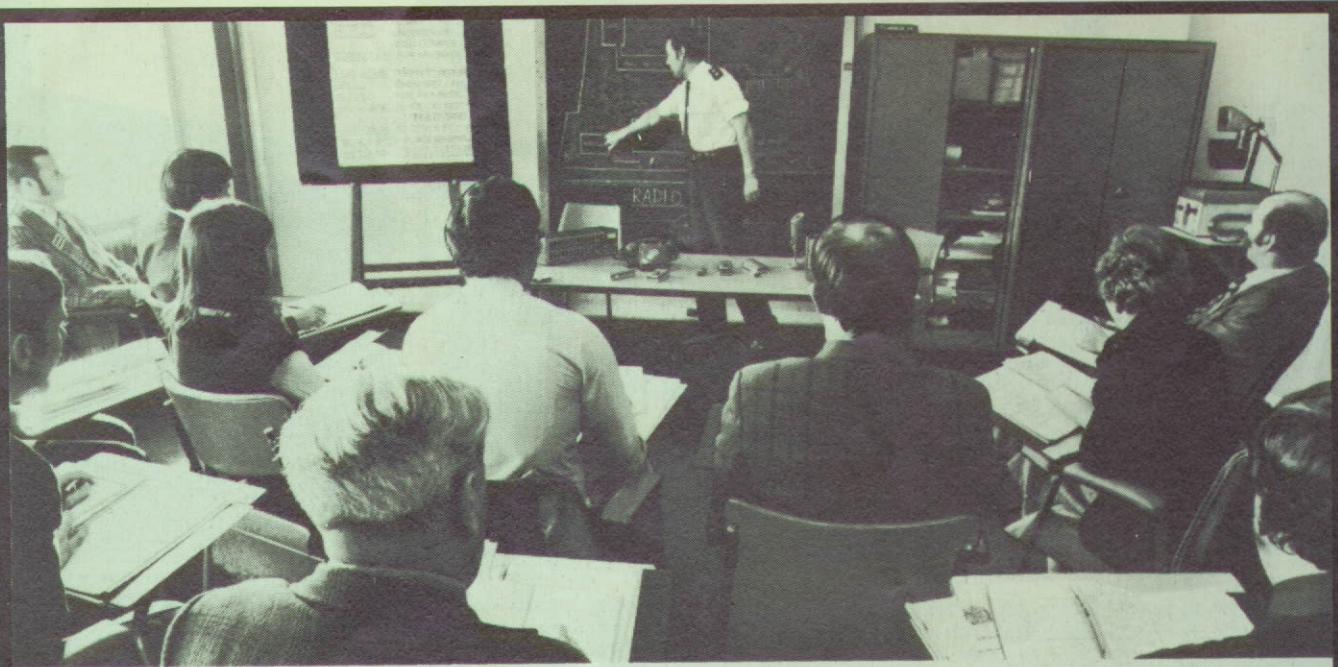
During the first years of the Army's occupation the chapel again fell into neglect but it was ultimately restored on a voluntary basis by the range staff.

Top left: Inside Castlemartin's new control tower — nerve centre of all operations on the range. Left: Lieut-Col Dick Webster makes a point to the Panzer's liaison officer, Major Cord Becht.

How observant are you?

These two pictures look alike but they differ in ten details. Look at them carefully. If you cannot spot the differences see page 59.





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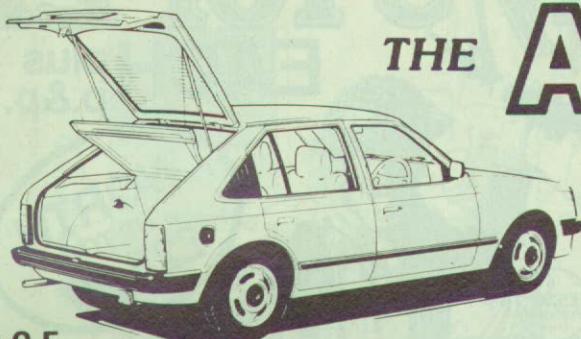
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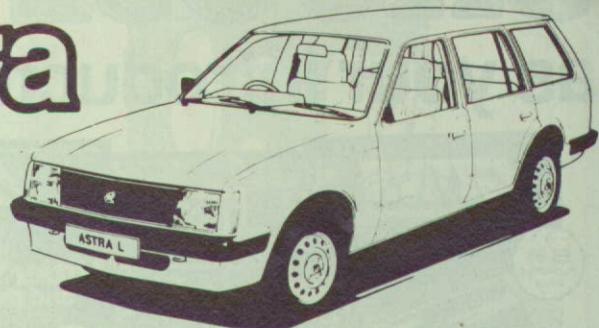
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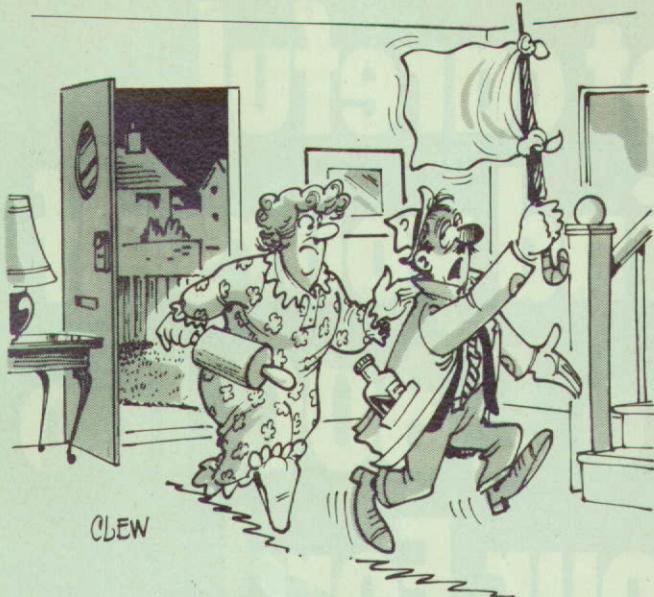
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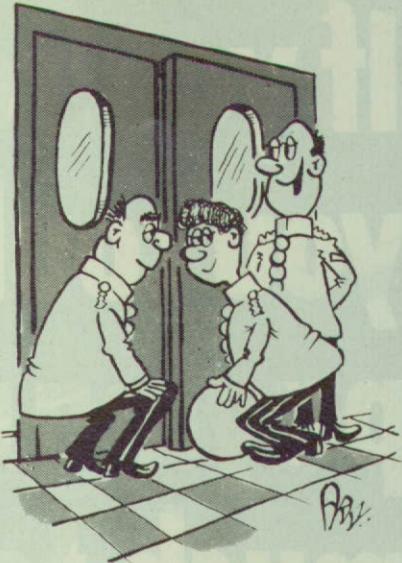
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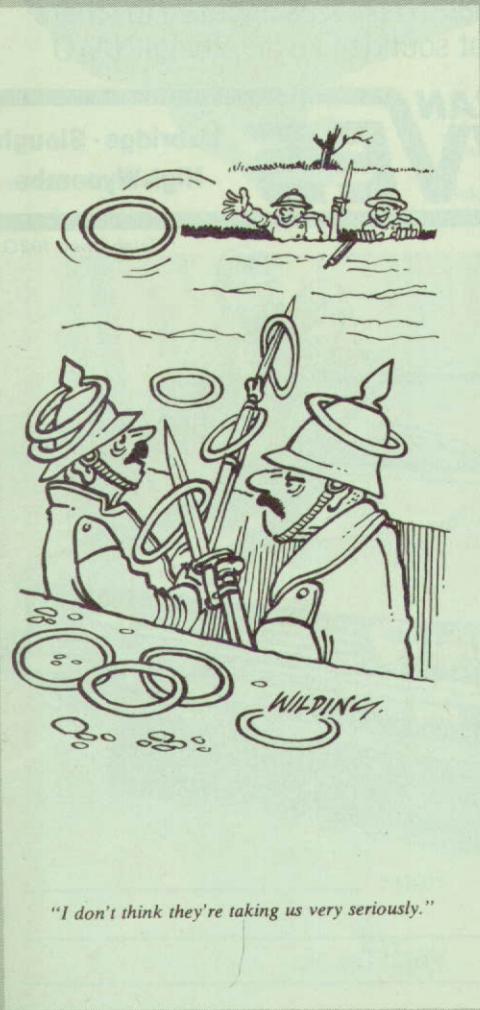


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"As the General sips his soup, all slurp!"

Humour



"I don't think they're taking us very seriously."



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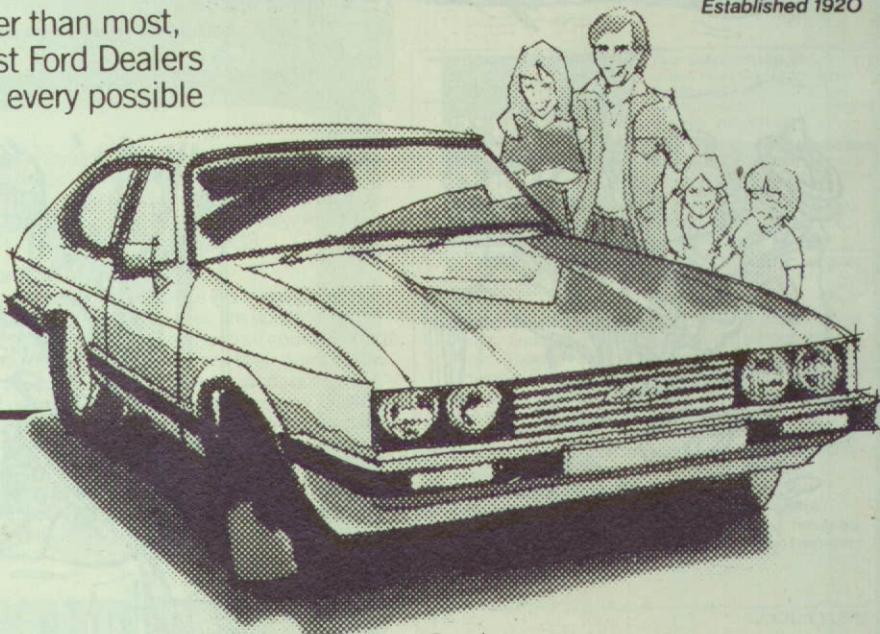
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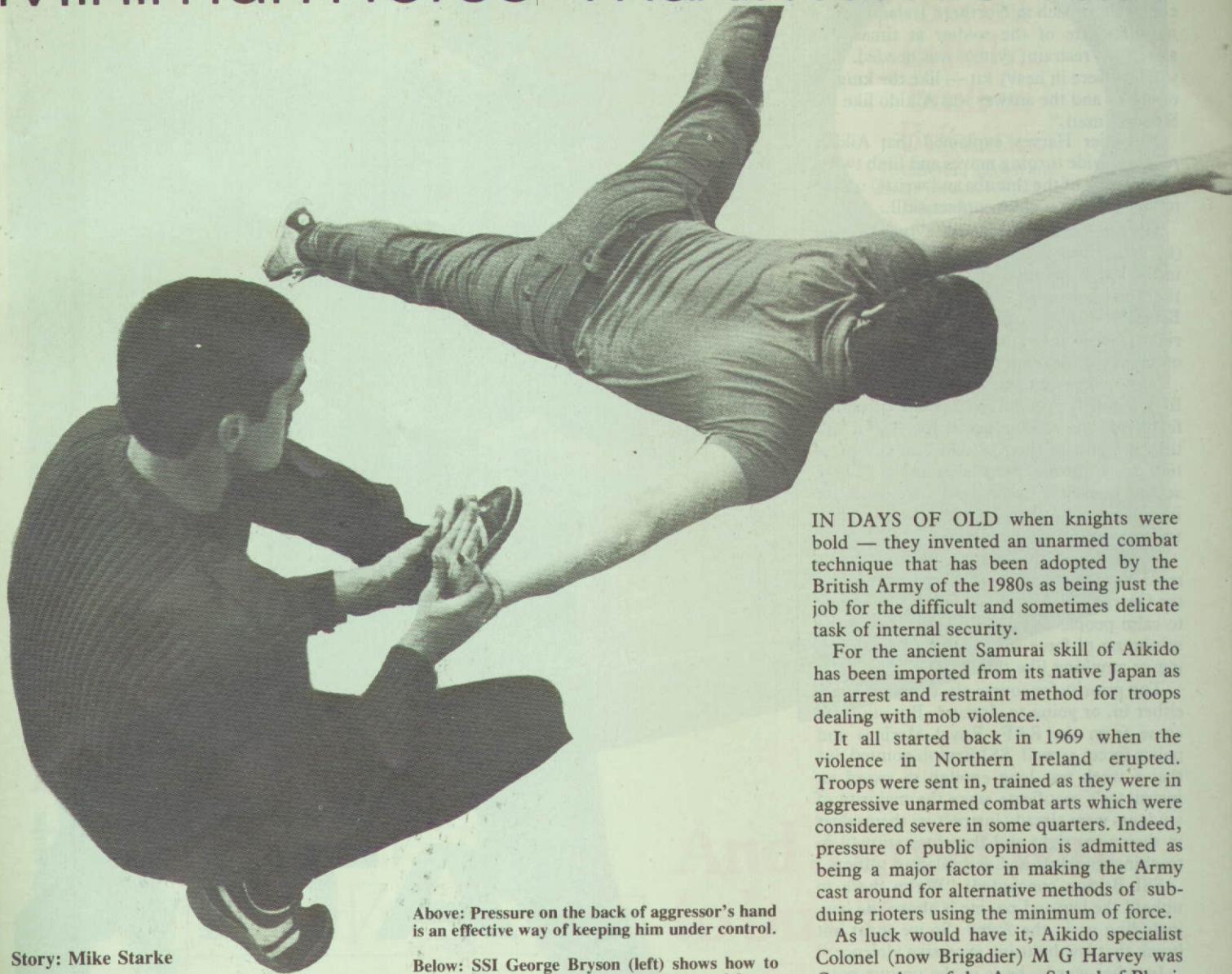
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Minimum force—maximum effect



Story: Mike Starke
Pictures: Les Wiggs

Above: Pressure on the back of aggressor's hand is an effective way of keeping him under control.

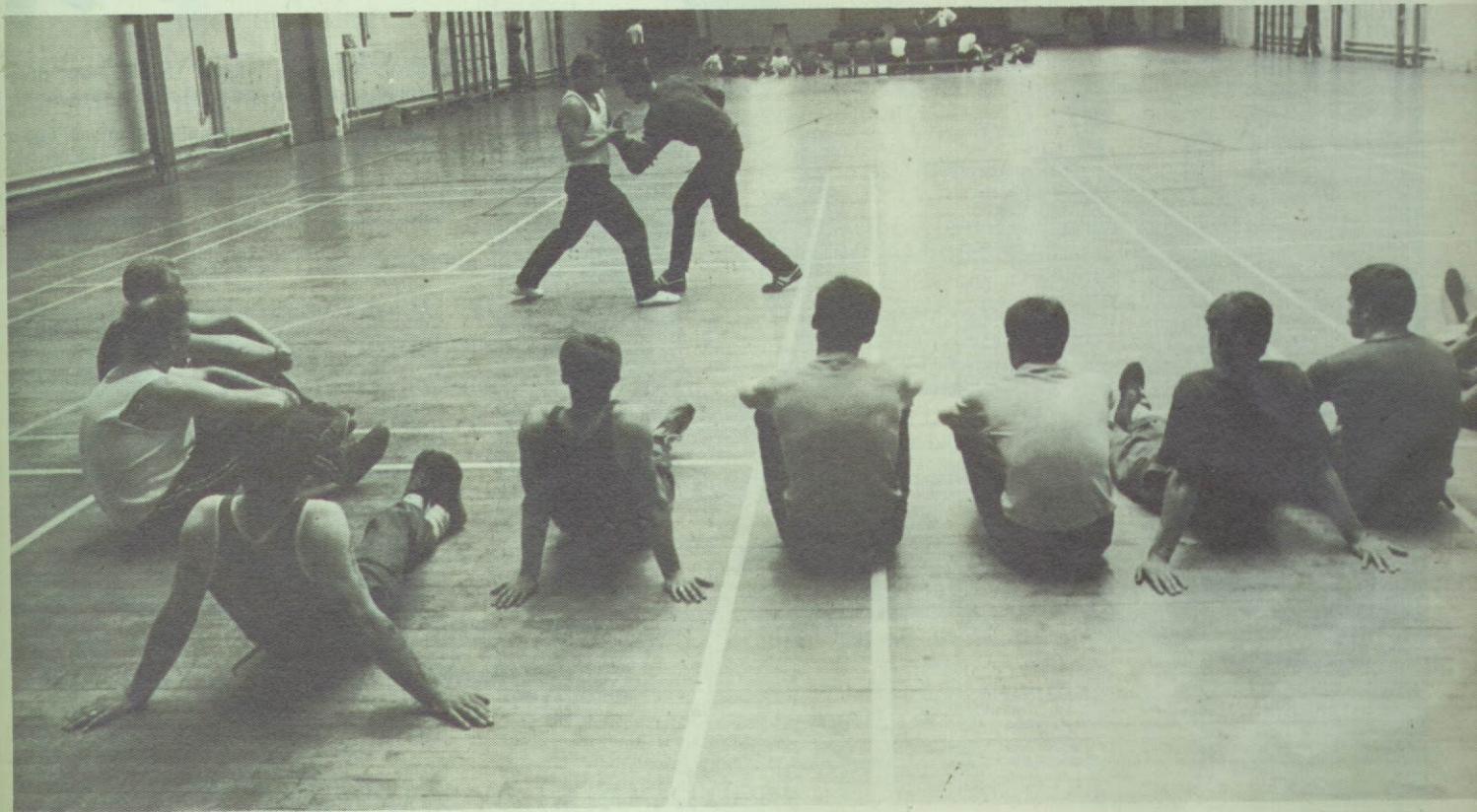
Below: SSI George Bryson (left) shows how to subdue an attacker with the minimum of force.

IN DAYS OF OLD when knights were bold — they invented an unarmed combat technique that has been adopted by the British Army of the 1980s as being just the job for the difficult and sometimes delicate task of internal security.

For the ancient Samurai skill of Aikido has been imported from its native Japan as an arrest and restraint method for troops dealing with mob violence.

It all started back in 1969 when the violence in Northern Ireland erupted. Troops were sent in, trained as they were in aggressive unarmed combat arts which were considered severe in some quarters. Indeed, pressure of public opinion is admitted as being a major factor in making the Army cast around for alternative methods of subduing rioters using the minimum of force.

As luck would have it, Aikido specialist Colonel (now Brigadier) M G Harvey was Commandant of the Army School of Physi-



cal Training in 1970 and it was his suggestion that the martial art be adopted.

He told SOLDIER: "In 1970 the close contact approach in Northern Ireland gave a nasty picture of the soldier at times. An arrest and restraint system was needed. The soldiers were in heavy kit — like the knights of old — and the answer was Aikido like the Samurai used."

Brigadier Harvey explained that Aikido relies on wide turning moves and limb twists (principally of the thumbs and wrists) unlike judo, which is a close contact skill.

Having started Aikido as a boy of nine (his father was in the Royal Navy stationed in the Far East) and having visited Japan in the furtherance of his study of the art, Brigadier Harvey was the right man in the right place at the right time to set the Army on course to develop the new technique.

Now, some ten years after the idea was first mooted, Aikido courses are a regular feature of the curriculum at the ASPT and they are now in their second year of operation as a formal part of training. Three sessions, each a week long, are held for instructors who then go back to their units to train up individuals there.

In charge of the courses is the school's resident judo expert, Staff-Sergeant Instructor George Bryson. He added: "The idea is to calm people down with Aikido using the minimum of force so that there's no brawling or anything like that."

Top priority for course places goes to units either in, or going to, Ireland. But students come from the RAF, Royal Marines and police forces as well. SSI Bryson pointed out that a week was long enough to award an instructor's certificate since the majority of students were already instructors themselves in their own right and therefore attuned to teaching methods and assimilating tuition.

SSI Bryson concluded: "We're there to uphold the law and no-one is above the law, including us in the Army. So we must not break that law by using excessive violence."

In other words, he is in the unique position as a Physical Training Instructor of striving to make soldiers fit *not* to fight!



Above: Bear-hug victim should now drop through assailant's grasp in order to turn tables.



Left: Pupil tries out a disabling arm lock under the critical gaze of his colleagues on the course.

Below: Get out of that one! Head hold and half nelson make it painful for victim to struggle.





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A breath of fresh air . . .

AH, THAT'S BETTER! No exhaust laden city air, no camera-toting tourists peering up your nostrils, no noise or bustle. It's time for a trip to the countryside for the horses and the men of the Household Cavalry Regiment.

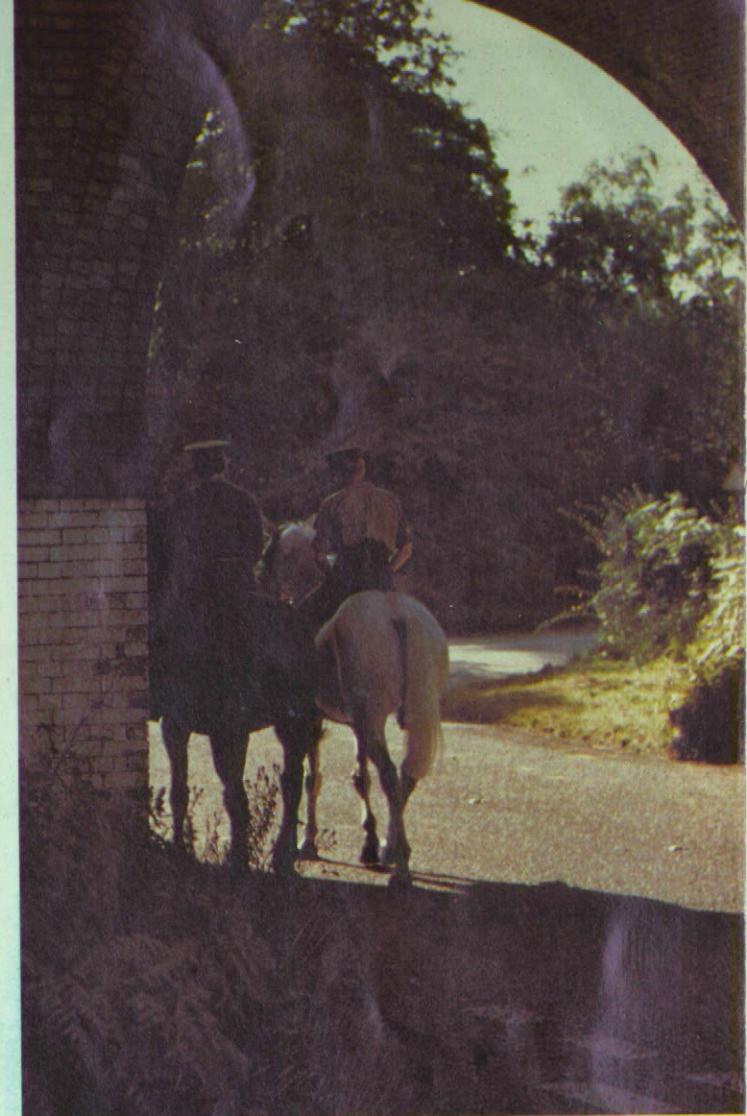
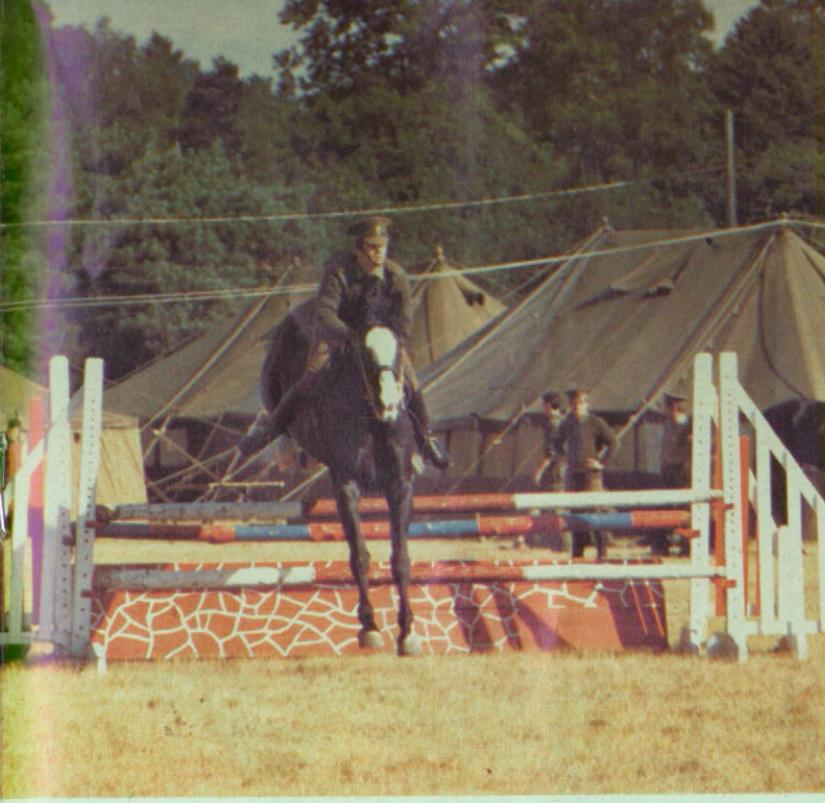
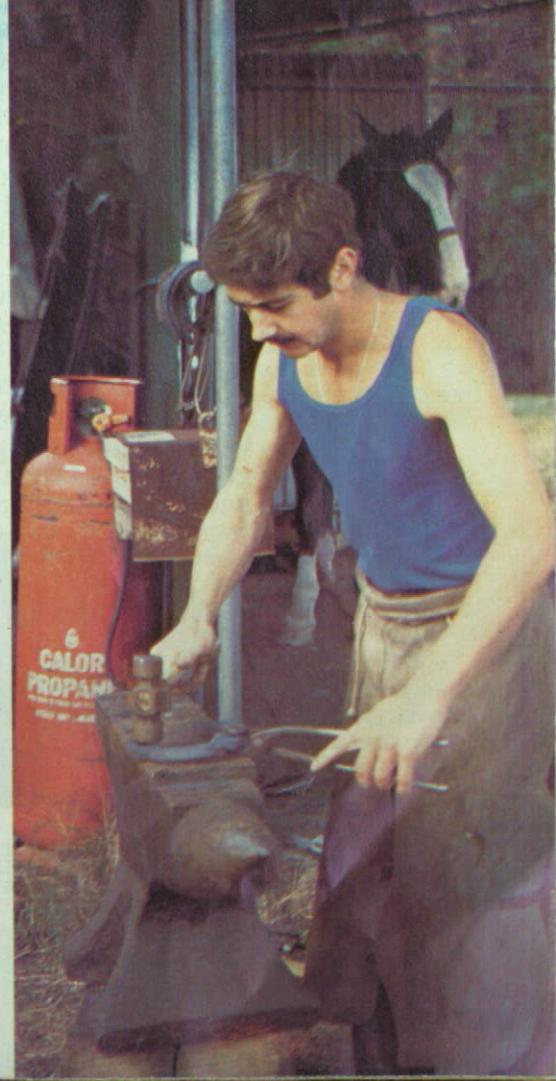
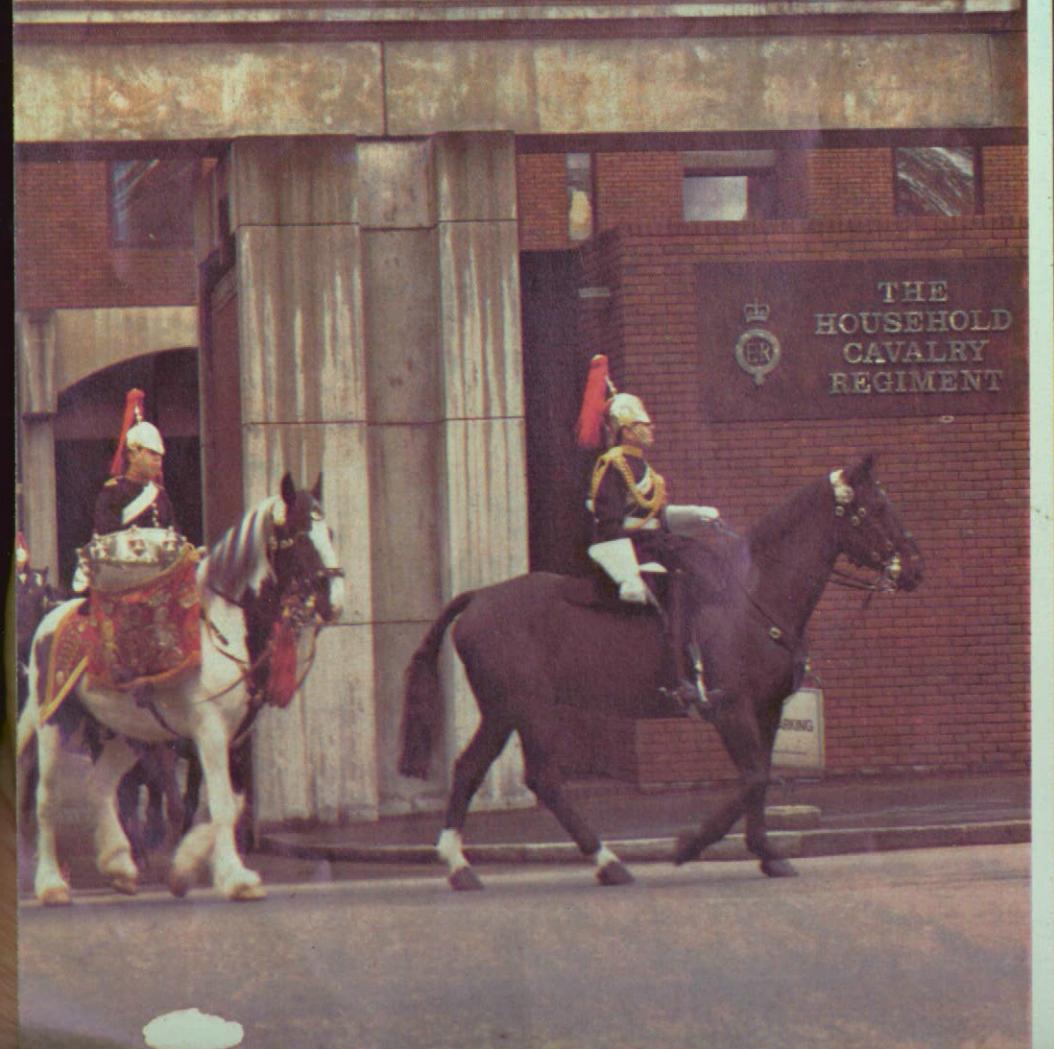
The annual three week camp at Stoney Castle Camp, Pirbright, comes as a welcome change after months spent cooped up in the capital. But the break is not just a holiday. When the regiment moves down lock, stock and saddle there's a good reason.

For starters there's NBC training and map reading, battle fitness tests and annual classification tests. That's for the men of course. Meanwhile the horses get lots of exercise in the countryside.

By the second week things become a little more relaxed. The Windsor Forest bloodhounds come down and chase their quarries. Their quarries happen to be men but there's nothing sinister in this. When the soldiers who are being chased are finally caught they are greeted with nothing more ferocious than a slobbery kiss.

Each squadron (the Life Guards and the Blues and Royals) runs its own cross-country events and there is a one day sword, lance and revolver competition. And in the final week there are cross-country events for both the junior NCO's and the officers and senior NCO's as well as show jumping.

The culmination of the camp is a one day horse show attended by all of the families of the regiment as well as old comrades. Then, after their breath of fresh air, men and mounts of the Household Cavalry Regiment ride back to London — refreshed and ready for their ceremonial duties once again.



**Pictures by
PAUL
HALEY**

Pictures show (clockwise from above): Show-jumping practice; riding out into the country; farrier hard at work; taking the air in the woods; and back on duty in London.



The Personnel Carrier.

Look inside the 1980 Ford Cortina and you will find improved seats with new fabrics, a redesigned fascia with fresh and warm air vents and 3-speed heater control. Some models also have 'see through' detachable head restraints and a new centre console unit.

Ford have also introduced a great number of engineering advances on the 1980 Cortina. On the outside there's a new aerodynamic grille, wrap-around front turn indicators, bigger tail lamps with integral fog lamps in saloons, a laminated windscreens and improved body protection and anti-corrosion treatment.

Technically there are many improvements including new gas shock absorbers, larger diameter front stabiliser bar, variable venturi carburettor with the award winning sonic idle system on 1.3 and 1.6 single choke engines, a thermostatically controlled viscous coupled fan and an improved V6 engine with electronic breakerless ignition.

All-in-all Ford have made the Cortina one of the most practical and reliable cars in Europe.

And, as always, Ford means value. Tax-free prices for a 1980 Ford Cortina fully equipped for use in Germany start around £3000. The insurance group is low - the Cortina 1600, for example, is only group 3*. What's more you need not wait for your new Ford - most models are available immediately from stock in either Hannover or the U.K.

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Six years ago SOLDIER travelled with the *Berliner* on its 10,000th trip across East Germany. Today Graham Smith reports that Britain's most unusual military train is . . .

Still rolling . . .

... right on time!

THE EAST GERMANS have finally fixed the slow-dripping tap over the varicosed yet venerable porcelain basin in the ten-by-twelve-foot Travel Documents Office on Platform Two at Marienborn railway station. But little else has changed.

Closed maroon curtains are clamped together by a solitary metal clip. A strip light bathes three tables, some red and grey chairs, an intercom, a phone, a framed picture of Lenin, a well-used white plastic cup and a British Airways calendar.

Twice daily, at 11.24 am and 4.48 pm the British Army's only military train in regular service draws into the silent, sombre platform at Marienborn, the Soviet-manned rail check point at the entrance to the Berlin corridor which crosses the East German plain to and from the 'island city'.

The train, the *Berliner*, has been making the daily double run over the 145 miles between West Berlin's Charlottenburg station and Brunswick (Braunschweig) almost without break, but with some delays, since 1945 logging up nearly 12,500 return trips. Last year, the train carried 45,530 passengers.

At Marienborn, seven miles over the East German border, awaiting the train's usual punctual arrival is a stocky, 47-year-old major in a Soviet motorised infantry regiment and a veteran of some 30 years' service.

Inside the beige-tinted walls of the Documents Office, a 20-year-old soldier clerk, complete with rubber stamp, sits patiently alongside a stub-filled ash tray. At either end

of the apparently deserted platform, two fresh-faced conscripts stand motionless, their eyes flickering the length of the slowing train's windows for any sudden passenger movement.

From the *Berliner* a Royal Irish Rangers Captain, the OC Train, alights with distinctive green hackle and thorn-stick. The Train Conducting Warrant Officer (TCWO), clutching a brief case, forms up on his left. A Royal Artillery sergeant from the interpreters' pool joins them on the right.

No-one else gets off the suddenly silent train — but everyone watches intently.

Line abreast and 30 seconds or so later, the threesome have marched down the platform to salute and shake hands in individual welcome with the waiting major.

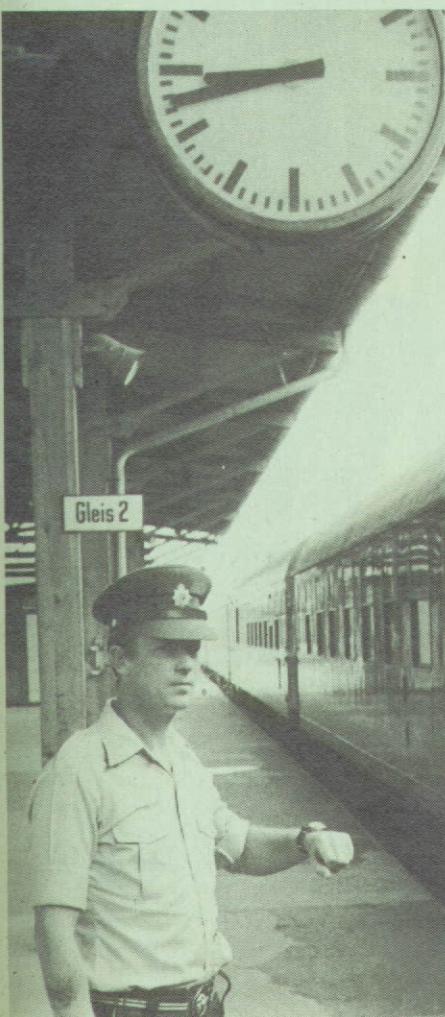
With a smile, the major invites the trio into his office with the polite request of "Prashoo Vass" ("If you please . . ."). In the office, travel documents and passenger lists are carefully examined as the OC Train takes the red chair; the TCWO and interpreter the two grey chairs. Meanwhile, the engine is checked over by East German officials.

Formalities over and exactly 21 minutes later, the *Berliner* continues its well-travelled route which traces its way across country like a graph at an average 38 miles-an-hour.

Along the way are such sights as the twin spires of Magdeburg Cathedral . . . a rock under a tree marking the founding of the East German Socialist State . . . a Soviet tank repair workshop and training area . . . one of the world's oldest shunting humps . . . and even the shed where the Kaiser's personal engine was housed!

continued over

Left: Warrant Officer Jeff Banning checks the *Berliner's* punctual departure from Charlottenburg station—as usual at 08.42 precisely.



More disconcerting among the tourist attractions are the concrete posts, barbed wire and lookout towers of the Inner German Border and the Berlin Wall.

Before this, however, the West German Railways engine which has started its journey at Brunswick at 4 pm has been changed, 25 miles later, for another engine. The West German conductor — Zugführer — has been replaced by one from East Germany at Helmstedt, the last station in West Germany.

He will leave the train again at Potsdam, 15 miles from Charlottenburg, as the engine is detached and searched in just eight minutes.

The 240-seat Berlin Military train has been making the three-hour-forty-five minute journey every day since 17 December 1945, with the exceptions of Christmas Day and from 24 June 1948 to 11 May 1949 (during the Berlin Blockade). It failed to run too on 2 April 1948 but no-one seems to know why.

Up until October 1961, it connected with the military 'Crossed Swords' train which ran from Hanover to the Hook of Holland but was withdrawn with the advent of increased

air trooping. The *Berliner* then shortened its run as facilities were considered better at Brunswick than at Hanover.

A reserved coach on the West German Railways train takes passengers on to Hanover from where there are connections to Moench Gladbach and the Hook of Holland.

The train crew comprises 15 personnel including a signaller from 229 Signal Squadron, Berlin, the four-man guard armed with pistols, a sapper courier from the Berlin Postal and Courier Communications Unit and half a dozen West German civilian dining car crew, most of whom put in a 15-hour day.

Punctuality is the aim of the *Berliner*. The train pulls out from Platform One at Charlottenburg right on time — at 0842 — because of an in-built ten-minute delay allowance to enable it to maintain what is termed its 'rail path'.

The *Berliner* is the normal routing for duty journeys between the 'divided city' and Rhine Army — courses, liaison visits, battalions on training exercises, children on school holidays and visiting sports teams.

Americans think the train 'absolutely fantastic'. Berlin-based military personnel use the train for their own special 'away-day' shopping expeditions to the marginally cheaper Brunswick. The American (to Frankfurt) and French (to Strasbourg) military trains, which run at night, are 'dry' and do not give a dining car service.

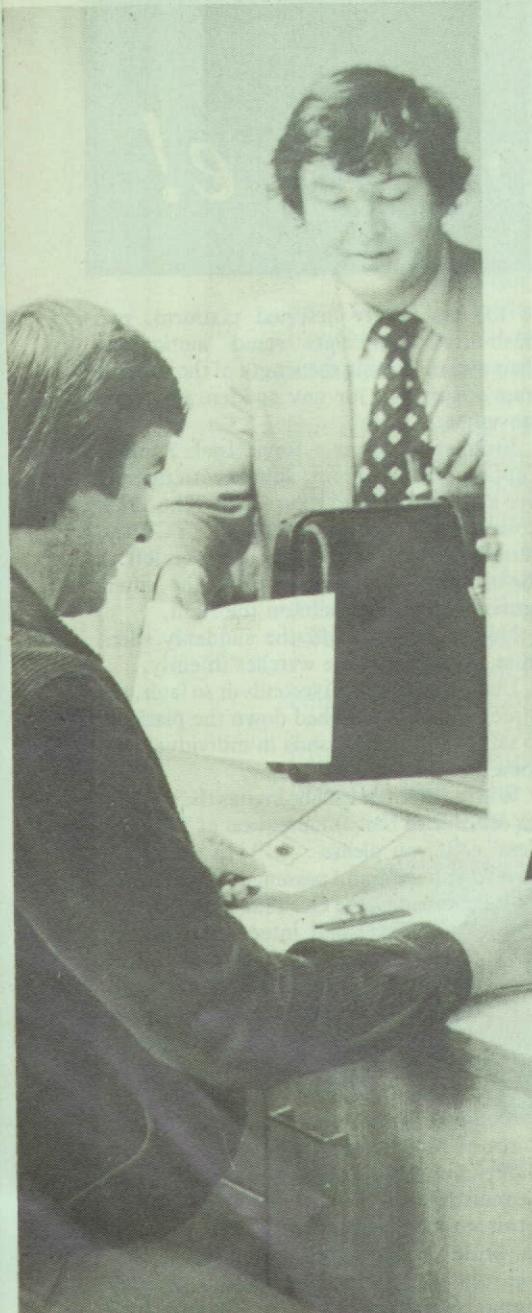
The *Berliner* serves coffee and biscuits on leaving Charlottenburg and a three-course lunch with choice of two main dishes from fried chicken, gammon, fried fish and braised steak. The same applies to the return journey — and all for less than £1 a head — as white-coated waiters with years of experience serve from silver platters on to Bavarian chinaware.

In case of emergency, however, the train carries a certain amount of 24-hour ration packs — enough to sustain passengers for up to two days.

The GOC Berlin is responsible for the British Berlin Military Train. Its operators and administrators are drawn from 62 Transport and Movements Squadron, Royal

Below: Mr Len O'Brian, a duty booking clerk at Charlottenberg processes the author's Berlin Travel Document for journey to Brunswick.

Below: The last two passengers embark for the journey westwards. On average the train carries eighty passengers a day in each direction.



Pictures: David Morris



Corps of Transport, with the services of both West and East German Railways.

The train's military staff is provided for a week at a time by the Berlin Field Force duty battalion. The two dozen civilian dining car staff are supplied by the French Compagnie Internationale des Wagons Lits (CWIL) and the catering is done by the Supply Depot Ordnance in Berlin and Naafi.

For each journey an Officer Commanding Train is appointed and, since March, Royal Air Force personnel have been taking a share of the duties. The day-to-day administration on the train falls to any of three TCWOS.

Regulations on conduct aboard the train are made quite clear before boarding. Passengers in transit across East Germany must not communicate in any way with the Russians or East Germans; must not lean out of or throw anything out of the windows; they must not stir from any of the six-seat compartments during stops; show binoculars, cameras or take photographs; or remove any of the couple of dozen small chains securing the carriage door handles.

Rules for booking seats on the *Berliner* are straightforward, too. Passengers must submit a Berlin Booking Form 43 at least ten days before the journey to 62 Squadron in Berlin and should go along to their local RCT Transport and Movements Regiment to get their Berlin Travel Documents validated. These bids are then sent by telex to Berlin for cross-reference.

Personnel from BAOR coming to Berlin on leave can, in fact, get authorisation from their own CO or head of department but must guarantee a place to stay in the city. Duty personnel must secure approval from the 'A' Branch in Berlin.

The rolling stock, held on the books of 79 Railway Squadron, RCT, normally includes three 42-seat dining cars, two staff coaches and one escort coach owned by the Army and maintained under local contract by 14 (Berlin) Field Workshops, REME.

In addition, the Army hires from West German Railways a 60-seat First Class coach, two 72-seat Second Class coaches and a pack wagon for mail and rations. Tasking is

done by 62 Squadron's Movements Troop.

More detailed maintenance takes the form of a monthly brakes retest (under German law) and, every six years, a major revision by the West German Railways at Bremerhaven.

Every morning a member of 14 Field Workshops inspects the electrics, engine and generators of the train while a signaller from 229 Signal Squadron checks over the radio equipment which is soon to be improved by better kit and even better aerials.

The train may have had its moments of drama. But there have been spasms of humour, too.

Like a sister military freight train which runs once every three weeks. It pulled out of Marienborn station — minus the OC Train, TCWO and interpreter who had been handling the usual documentation.

There had, it is said, been a communications break-down between the East Germans and the Russians.

The trio, in combat kit, were later happily reunited with the train at Helmstedt . . . aboard the Moscow-Paris Express!

Below: The train guard — on this occasion the Royal Irish Rangers — marches off at Charlottenburg.



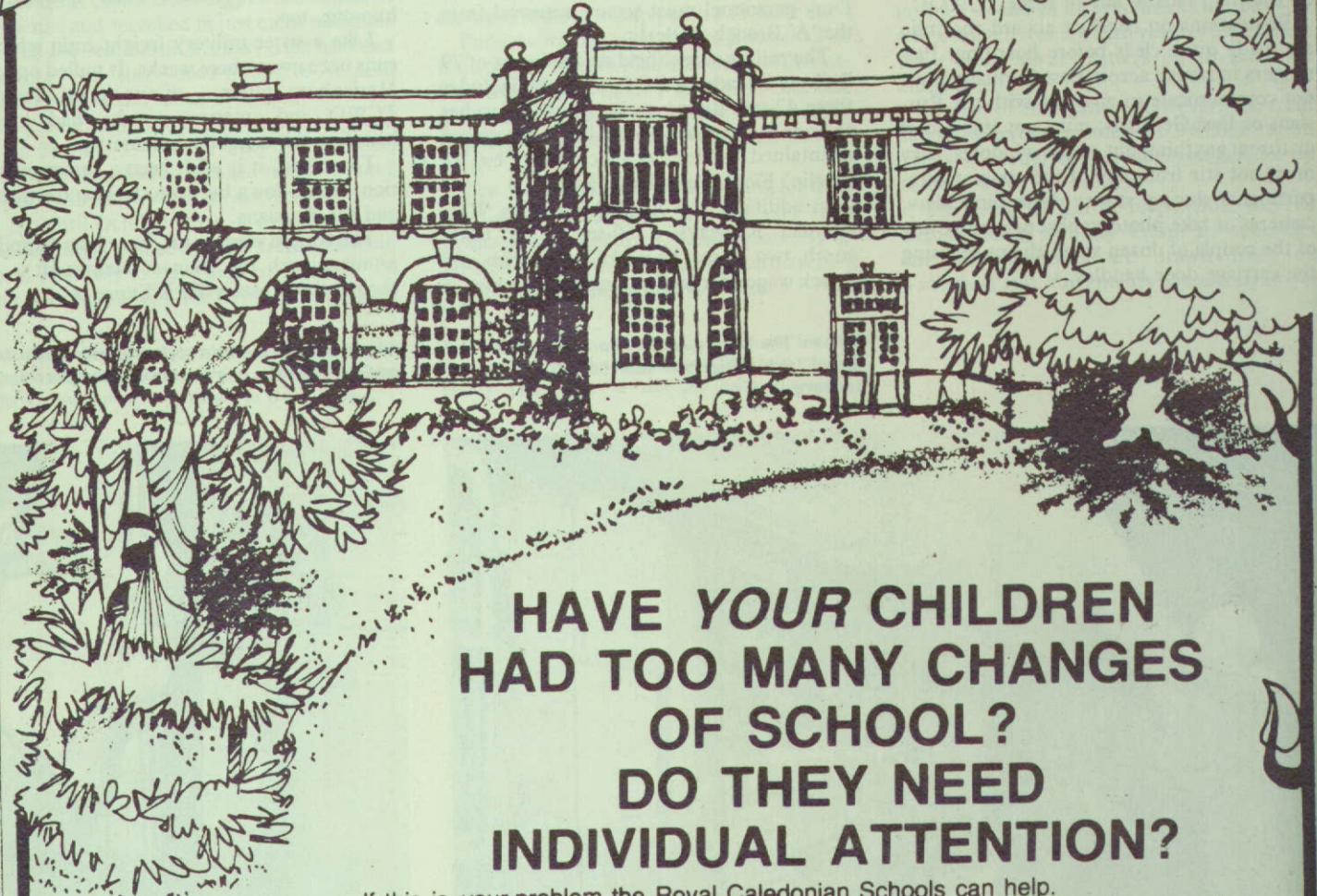
Below: Fitting the new-style security chain to carriage before its journey through the Corridor.



Below: Two REME electrical experts from 14 (Berlin) Field Workshops check emergency lighting panel while train is in a siding at Spandau.



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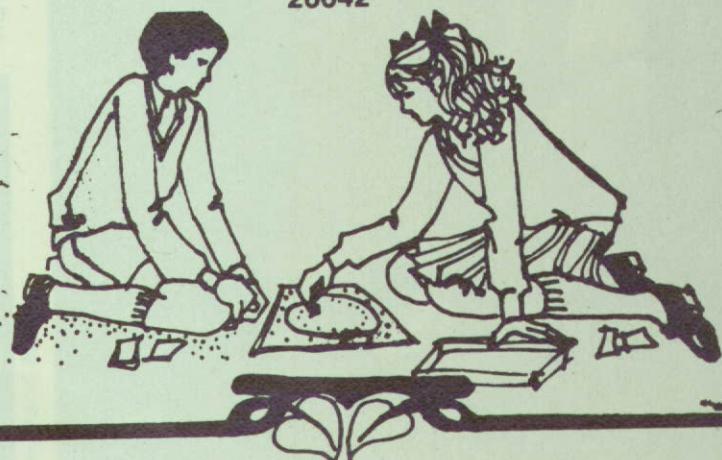
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S10

CANADA'S PARAS JUMP ON

TWO UNIFORMED DUMMIES standing side by side in the Canadian Airborne Museum in Edmonton illustrate vividly the two major influences on English speaking Canada. To the south there is the giant neighbour, the United States, with its culture reflected throughout the Canadian lifestyle. Then there is the British influence — the tradition of loyalty to the Crown and the fact that most English speaking Canadians are descended from British stock.

The left hand model represents 1 Canadian Parachute Regiment, who jumped with the British at Normandy and the Rhine. Their uniform is similar to that worn by British paratroopers of the day — with the addition of high brown jump boots. On the right stands a member of First Canadian Special Battalion trained with the Americans in the United States and wearing an American style uniform with Canada badge. They went into action with the Americans in Italy, France and North West Europe.

The descendants of those World War Two units are now all in the Special Service Force (SOLDIER January 1979) and have moved away from the prairie city of Edmonton, their home for many years.

But Edmonton still boasts the Canadian Airborne Centre and about 700 paratroopers a year are still trained there. Unlike their British counterparts however, none are recruited direct into the airborne forces.

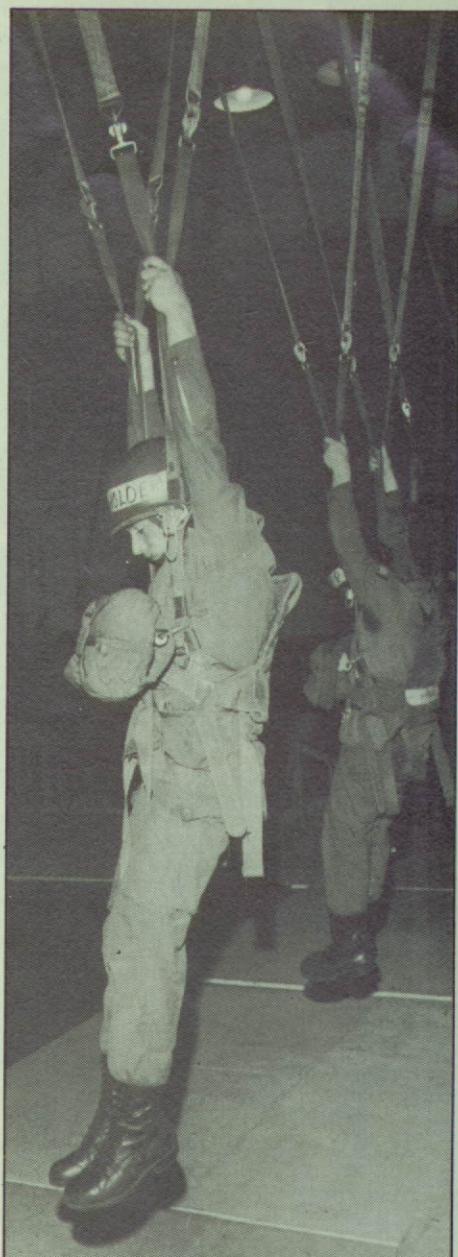
Most trainees on the basic parachute course are in their late teens or early twenties — but on the course which SOLDIER visited, one man was 38 and another 42. Captain Doug Wakefield, course officer, explained: "They all have their basic military and trade training. Throughout the year we get a complete cross-section of the forces although the bulk of them are infantry men.

"For many it is just a challenge although for others promotion may depend on it. They may have been offered a posting to the airborne regiment with promotion going with it. Others could be in a back up position as we keep a pool of para trained people in various trades — some of them may never jump again after they leave here because the right vacancy may never arise."

The basic course lasts for three weeks — the first two weeks on ground training followed by nine jumps for a badge. The school also takes more advanced courses for jumpmasters, instructors and freefallers.

There is quite a big wastage rate on the courses. But it is all voluntary and the unsuccessful parachutist merely returns to his unit. Fifty-three people started out on the course





Top left: Uniforms in the Airborne Museum reflect Canada's help both to Britain and USA.

Above: Apprehensive trainees on basic course listen anxiously to what is in store for them.

Left: Para School CO Colonel Nanel and USA visitor General Grange look at the survival kit essential for drops in Canada's frozen north.

Top right: Trainees in practice harness rigs.

Right: Preparing to exit from mock-up C130.

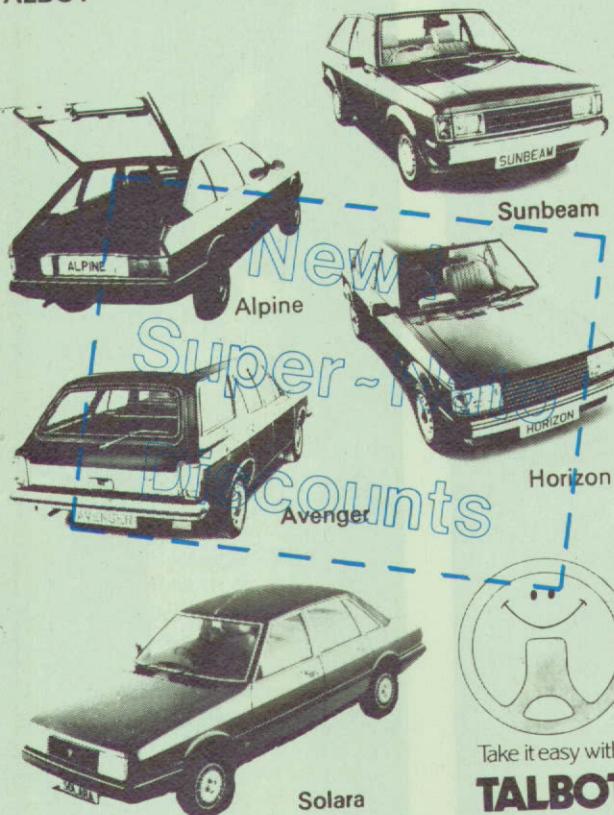


Story: John Walton
Pictures: Doug Pratt



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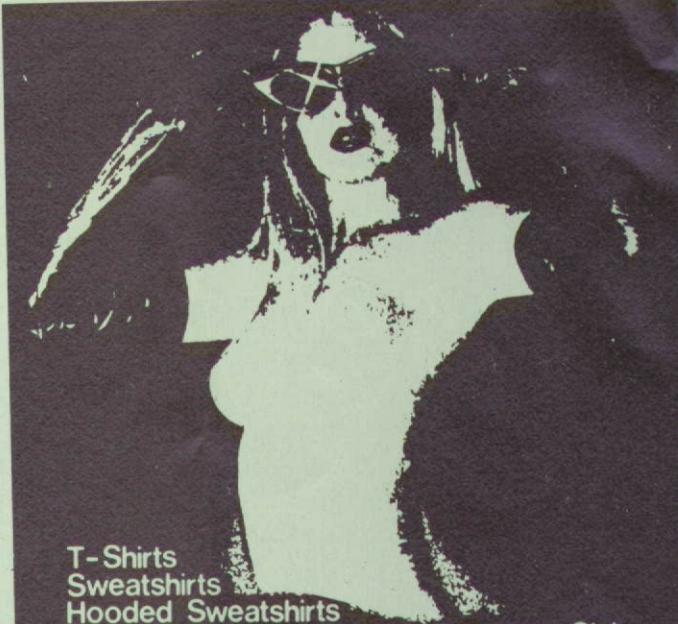
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which SOLDIER saw and three resigned after only one day.

"We will probably give wings to between 38 and 40 of them" says Captain Wakefield. "This is not unusual. The recruit today doesn't seem to have quite the willpower and determination he used to."

"It has a reputation for being a difficult course and we make it that way. Some of the young soldiers are not used to being pushed mentally and physically or being yelled at. It's just not the way for the military in Canada to do that sort of thing and suddenly they come here and there's ranting and raving and shouting — that's a shock to the system."

The standard course is the same for all — with no privileges for rank. The slogan is that 'gravity knows no rank'. So for officers, senior NCO's and privates, the 42-year-olds and 18-year-olds, the routine is the same.

The day begins with 20 minutes of PT at six am. Throughout the day everything is done at the double. Then at 4.30 it ends with 40 minutes of more rigorous physical exercises designed to strengthen the men and increase their endurance.

The men are taught to parachute with full equipment including rucksack, rifle and snow shoes. Because of Canada's bitter winters, the latter are a standard piece of kit. And those who are unlucky enough to be doing their course in the winter may find themselves jumping out of a Hercules aircraft with a ground temperature of 40 degrees below freezing.

About 25 to 30 per cent of the trainees are French speaking and the centre is able to conduct its courses in either English or French. None of the courses are mixed although an English and a French speaking course may be running side by side.

Two years ago four soldiers from the Canadian Airborne Centre had a very special mission. A nuclear powered Russian satellite had disintegrated and fallen to earth in Canada's inhospitable Northwest Territories.

The crash site was soon identified and the four paratroopers were dropped into the area to prevent anyone getting to the site — including enterprising Pressmen who were reputedly chartering aircraft.

One of those men, Master Corporal John Wickstrom, who is still stationed at Edmonton, told SOLDIER: "When we landed the temperature was -68 degrees Fahrenheit with a wind chill factor of another 30 degrees. Our job was to stop anyone landing — in fact aircraft flew around but no-one tried to land. That was just as well as we were armed with live ammunition.

"We took the full equipment to live outside but we didn't need to use it as there was a cabin nearby and we had a fire going. We spent seven days there although our original mission was for only 36 hours."

The Canadian Army first started serious parachuting in 1942. Today, nearly 40 years later and after many name changes and re-organisations, Canadian paratroopers still have a great esprit de corps despite the fact that an average tour with the airborne forces is only two to four years. But at Edmonton the maroon beret still means as much as it does in Aldershot.

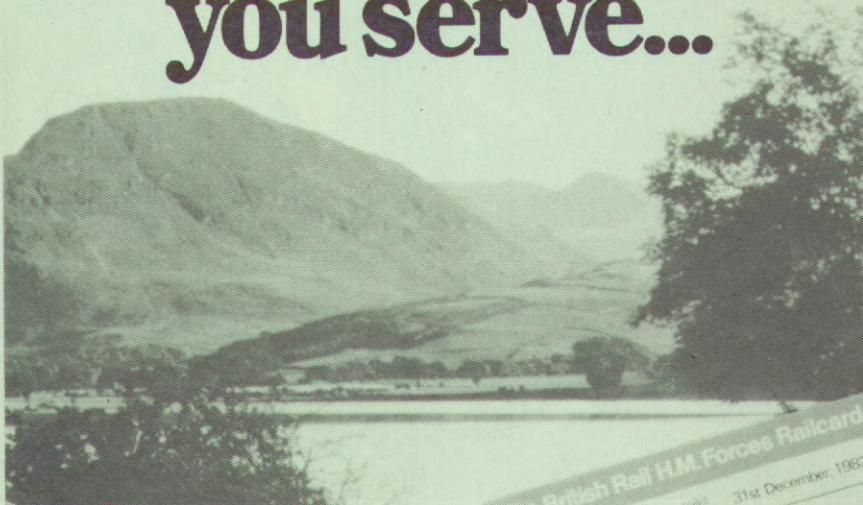


Above: Practising drop position after exit. Man doing press-ups has got it wrong!



Right: An instructor checks the harness of young trainee — there's a lot of shouting going on.

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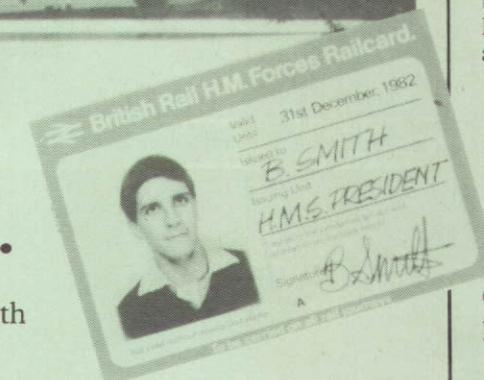
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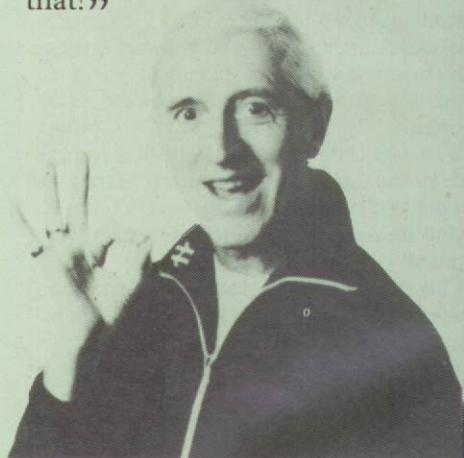
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- 10. Hand Grenade 11. Hash Burner
- 12. Moo Juice
- 13. Repeaters 14. Sea Dust 15. Tyre Patch
- 16. Weevil

Answers:

- 16. Rice, Navy, WW2.
- 15. A parakeet, WW2.
- 14. Salt, Navy, traditional.
- 13. Sausages, WW1.
- 12. Milk, WW1.
- 11. Cook, WW2.
- 10. Hamburger, WW2.
- 9. Tapiooca, WW2.
- 8. Fresh, Navy, pre-WW1.
- 7. Milk, WW2.
- 6. Corned beef hash. This old term was used by AEF in France and immediately replaced by AFM in 1940.
- 5. Beer, British, WW2.
- 4. Ketchup, WW2.
- 3. Butter, WW1, mostly Navy.
- 2. Prunes, WW2.
- 1. Canned cow.

Vogue during WW1 replacing the earlier condensed milk. This term came into vogue during WW1 replacing the earlier

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MILITARY MUSEUMS

SUSSEX COMBINED SERVICES

Eastbourne Redoubt, built between 1804 and 1812 to counter invasion by Napoleon, a threat which subsided with Nelson's victory at Trafalgar, is now a military museum. And of all the exhibits it houses it is the Redoubt itself which must surely be the most valuable and most historic. A massive circular fortress with guns facing both out to sea and inland, it now houses the newly opened Sussex Combined Services Museum.

Architecturally the Redoubt is divided into 24 casemates, seven of which at present comprise the museum, while the central area is now used for band concerts. Near the entrance there is a large model of the Redoubt and a 1-inch scale model of one of its guns with photographs showing how they were manned.

A first class collection of uniforms includes two scarlet tunics of the Royal Sussex Regiment showing the sash worn over the shoulder before 1902 and round the waist thereafter, a Cinque Ports Rifles officer's grey mess dress and two 1779 coatees of the Fencible Cavalry 22nd Light Dragoons. An interesting series of coloured prints illustrates the development of uniform styles and there is a full length portrait of Sir Winston Churchill who, as Lord Warden of the Cinque Ports, was also Honorary Colonel of the Cinque Ports Battalion Royal Sussex Regiment (TA).

Of particular interest is a copy of a letter from William Pitt dated 24 December 1803 suggesting that local militia should be raised to counter the Napoleonic threat, and there is an original portrait of Pitt on horseback as Colonel of the Cinque Ports Volunteers.

There are several good examples of head-dress including an officer's helmet of the 2nd Sussex Volunteers (1880), a black Shako of the 1st Sussex Volunteers (1870) and two helmets, one with a gold spike for officers the other with silver spike and chain for NCOs. Another case shows the development of sabres and there is a collection of buttons from 1860 to the present day Staybrite issue. An intriguing exhibit is a belt plate of the Rape of Hastings Volunteers; a strange title perhaps but rape in this sense is an early English word meaning rope or boundary and William the Conqueror used these ancient boundaries to divide southern England into easily governable areas.

Territorial and Regular Royal Artillery exhibits include an RHA Militia richly braided full dress jacket of 1860 and a Regular RHA blue field jacket. Engineer activity in Sussex is also well illustrated. From the

men who built the Conqueror's invasion craft and bridgeheads to the Mulberry Harbour of the Second World War and the artificers who built the Redoubt — all are pictorially recalled in the museum's Royal Engineers section.

An unusual item among a variety of World War One relics is a recognition book issued to German soldiers to help in the identification of British regiments, while World War Two souvenirs include a pair of Japanese tree-climbing shoes. On the home front there are reminders of the Home Guard and a specially designed baby's gas mask.

There are uniforms of all three Services and a section is devoted to the Royal Marines. Royal Navy exhibits include a model of *HMS Royal Sovereign*, flagship at the battle of Beachy Head in 1690, a rum ration jar and a Sennet straw hat worn by ratings up to World War One.

A Royal Sussex Regiment band section, a collection of swagger canes, native weapons from the Sudan War, different types of British rifles, a variety of foreign weapons and a display of revolvers and pistols are some of the many attractions of this growing museum specialising in Sussex militaria. Finally, there is an officers' mess tableau with figures in mess dress and items of silver, glass and porcelain.

John Jesse

Curator:

Mr Stephen Guise
Sussex Combined Services Museum
Eastbourne Redoubt
Royal Parade
Eastbourne

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Open: 1000 to 1700 Easter to October 31

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Admission: 30p including aquarium; children, students and OAP's 15p; card-carrying regimental members and current members Royal Sussex Regiment free

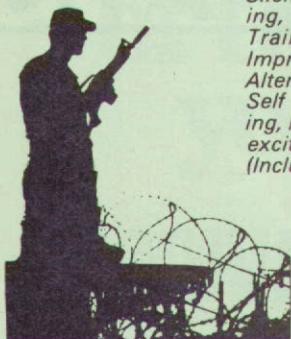
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The article on The Royal Hussars museum which was promised for this issue has had to be held over until next month. Apologies.

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on record

'Men at Arms 1680-1980' (Regimental Band and Corps of Drums of the King's Own Royal Border Regiment) (Conductor: Bandmaster C J Ross) (Music Masters MM 0564)

Another tercentenary record. They will come thick and fast from now on. This one emanates from the old King's Own, the 4th of Foot, who together with the 34th and 55th make up the present regiment formed in 1959. Some of the three regiments' exotic titles, including The Tangier Regiment, the Cumberland Regiment, and Seymour's Marines are reflected in the music of a very attractive programme.

The 4th and 34th were noted for their fine bands from the 1920's onwards and the present one on this evidence bids fair to emulate their predecessors, under such worthies as Owen Geary, John 'Edgar' Wallace, and Tommy Chandler.

Or perhaps I'm being kind on this their anniversary. Never mind, it's all put across with Rossian verve and panache, with comprehensive sleeve notes for those of us who know less than we ought about the Regiment's history. On these occasions you either flog all the regimental tunes or ignore them altogether. Mr Ross chooses the latter, and starts with Alf Young's great march *Royal Standard*. Then the fifes for once get a chance to play two old tunes *Trelawny* and *Glo-Pri-Arg* to genuine 17th century effect. Purcell's *Trumpet Tune and Air* accounts for the William and Mary period and *Shenandoah* for the Marine connection. Clare Grundman's *Little English Suite* has to serve for the Hanoverian years of peace with some Georg Friedrich Haendel (later known as Handel) illustrating the German connection.

The Girl I left behind me is fair enough for the Crimea period but an odd fry-up of *Pomp and*



The Regimental Band and Corps of Drums
The King's Own Royal Border Regiment

Circumstance and the coda of *Cockaigne* under the title *The Spirit of Elgar* made me gag a little. Modern times are catered for with the *Fame and Glory* march, *Pathfinders March* and Sir Vivian Dunn's *The Captain General* — and not a view-halloo in sight.

RB

'The Death or Glory Boys' (Regimental Band of the 17th/21st Lancers) (Conductor: Bandmaster R D Judd) (Parade Records 2006 79 Blythe Rd, London W14)

Having had a grandfather in the 17th, father in the 21st, and been bandmaster of the 17th/21st myself it gives me some pleasure to say that the band is in much better form than when I had it and — if

memory serves — than it was in the pre-war years. Years in India ravaged it then, years in Germany and Ulster since, but all seems well after a spell in Dorset. The regimental motto (cap badge to all you others) glorifies the front sleeve of a disc which gives you no less than sixteen marches of all kinds, from opera to Alford via Washington without a Sousa.

From their regimental march *The White Lancers* we are taken to Spain with *El Abanico*, France with Gounod's *Marche Militaire* and Brepsant's not often heard *Belphegor*, Germany with Wagner's *Nibelungen*, and America with several of those somewhat brash high-school-cadetish tunes such as *Thundercrest*, *Hey Look me over*, *Burnished Brass*, and Bert Kaempfert's *Magic Trumpet*. From the marching repertory come Bidgood's fine *British Legion*, Holzmann's *Blaze Away*, Carter's *Capitol Hill*, Alford's *Standard of St George*, and one from Mr Judd called *Nottingham with Honour*. Two film marches, *Minuteman* and the *Luftwaffe March* complete the programme, and since the Regimental March has not appeared on disc, I think, since 1950 (and then on a very breakable 78 rpm) this record should appeal to all old Tots as well as discerning collectors.

RB

The Regimental Band Of The 17th/21st Lancers



The Death Or Glory Boys

'Quick Silver' (Band and Bugles of the 2nd Bn The Light Infantry) (Conductor: Bandmaster J E Simmonds) (PRI 2 LI Lathbury Bks, Gibraltar) A brilliant title, Quick Silver, for a light infantry regiment, and not a bad record either. The light music on side two is very good but in my old age I am beginning to think a compromise on speed should be made when the 140-a-minute boys make recordings. Although perfectly acceptable on parade, much detail is lost in a studio, especially when the bugles are involved. OK if you expect your buyers to be light infantrymen but hard luck on those who just want a good band programme.

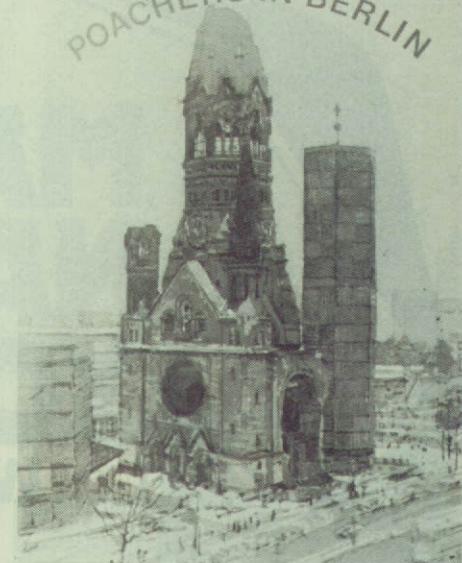
A somewhat frenetic side one includes the marches *Light Infantry* by Denis Plater, *The Thunderer*, *The Light Division*, *Slow March of the 53rd*, and a medley of marches associated with the old light infantry regiments called *A County Rover*. This is well put together by Mr Simmonds and includes *Up from Somerset*, *The Floral Dance*, *Ilkley*

Moor, *Farmer's Boy*, and *The Keel Row*.

The light music has the inevitable *Star Wars*, *Basin Street Blues*, the *Malaguena* by Lecuona, Grundman's medley *The Blue and the Grey*, and a catchy little overture from Leonard Bernstein called *Slava*.

In *Three Times a Lady* and *It's Impossible* a member of the band gives voice I'm afraid. RB

POACHERS IN BERLIN



'Poachers in Berlin' (Band of the 2nd Bn The Royal Anglian Regiment) (Conductor: Bandmaster G E Joseph) (PRI 2nd R Anglian Regt BFPO 45)

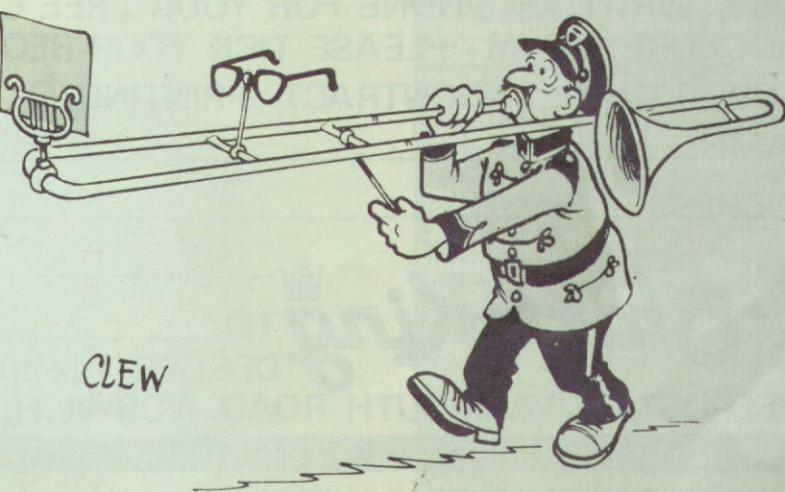
A neat device on the back sleeve divides the programme into national groups with the flags of the country. Four are involved — America, France, Germany and Britain — and I'm sure the old Northamptonshire Regiment will forgive Mr Joseph for resurrecting them and posting them to France.

Apropos my remarks in the review of the Light Infantry here is a band which plays all its marches on the slow side, and *Lorraine* goes not at all well at swede-bashing tempo, nor does Offenbach's *Can Can*. An opportunity missed I think to show the subtle differences in characteristic national march tempos.

For America there are *Manhattan Beach*, *MacArthur Park* and Erickson's *Rhythm of the Winds*. France has *Lorraine*, an Offenbach *Can Can* and two famous tunes *Pigalle* and *Domino*. Germany is represented by *Fridericus Rex*, *Berliner Bar* and *Schneewalzer* and Britain by *English Country Garden*, *Strawberry Fair*, and the finale of *The Royal Fireworks*. The regimental marches of the Northamptonshires, Royal Lincolns, Royal Leicesters and Royal Anglians are a welcome addition to the programme and ensure that in this Olympic year Britain wins all the gold medals for once.

RB

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Berlin's sky high eyes

IF YOU ARE CARELESS ENOUGH TO POLLUTE one of the many waterways in West Berlin, you'd better watch out for the eagle-eyed fliers of 7 Flight, Army Air Corps, in their Gazelle helicopters. For last year alone they spotted 24 such incidents in co-operation with the local water police which led to 12 prosecutions.

The fortnightly Doomwatch pollution patrols are just one of the many and varied tasks undertaken by the flight in a busy schedule that keeps their trio of aircraft and pilots plus back-up staff constantly on the move at the flight's base in a hangar on RAF Gatow.

More than half the flight's time is taken up with routine patrols along the infamous Berlin Wall keeping an eye on activity — or even lack of it — on the other side.

The rest is divided between orientation of newcomers and visitors, training sorties, exercise flying, photo reconnaissance missions, public relations tasks and flights to help the local civil authorities such as the police and fire brigade.

Flying restrictions in accordance with the agreements made between Britain, France the United States and Russia at the end of World War Two — applying to fixed wing aircraft — are still in force. This means that the Gazelles have to fly within the Allied boundaries at up to 1000 feet although special permission can be got for flights up to 10,000 feet.

The flight is on constant alert and one Gazelle is always ready for almost immediate take-off. And the high-speed aircraft can be anywhere in Greater Berlin in seven minutes.

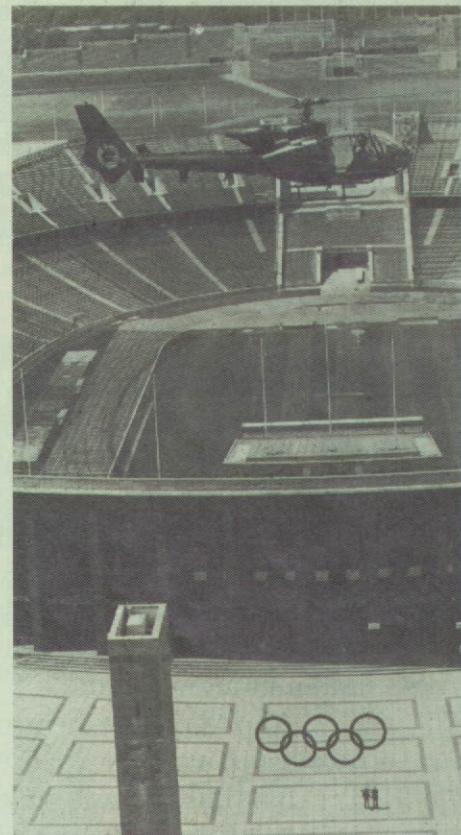
The flight is made up of three pilots and three aircrewmen plus five ground crew and eight Royal Electrical and Mechanical Engineers and Royal Army Ordnance Corps personnel in support. All first line repair can be done in situ. Second line tasks are handled by an aircraft workshop six hours away in West Germany which send up a forward repair team when necessary.

There is also a civilian element which includes two drivers for the ground vehicles, an operations officer, personal assistant, photographic laboratory staff and cleaners.

They all pull together to give eyes in the sky to the British Forces in Berlin.

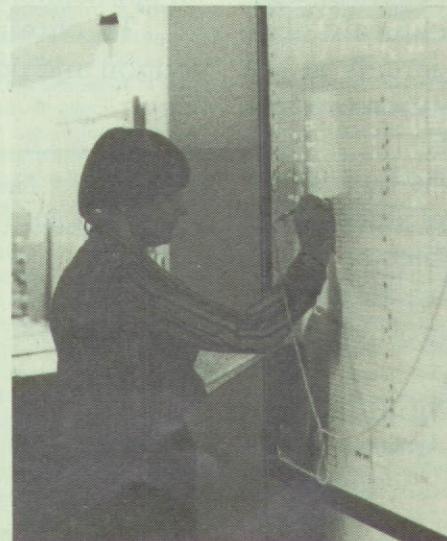


Above: Emergency 'scramble' drill — the flight can be anywhere in Berlin within seven minutes.



Right: Gazelle flies over the Olympic Stadium — scene of Hitler's now-victorious 1936 Games.

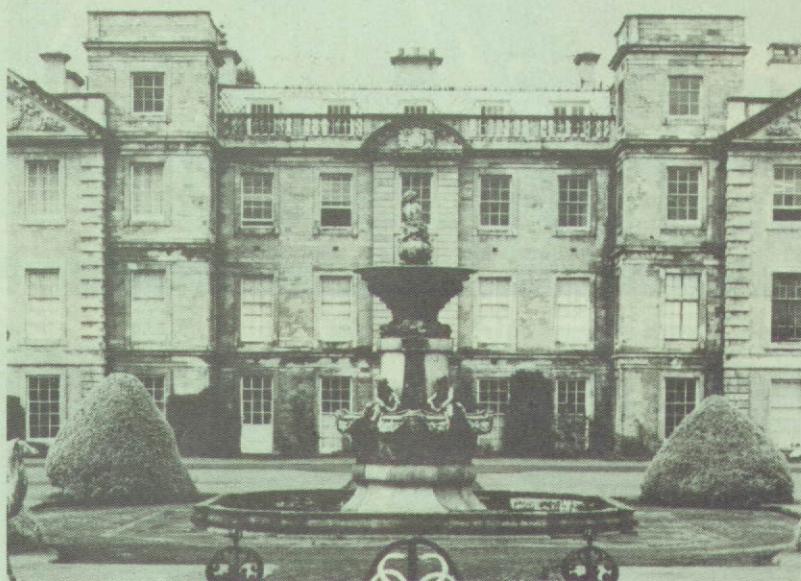
Below: One of the civilian back-up staff marks up the daily flight allocations board for Gazelles.



The flight started life as 1907 Air Observation Post Flight RAF, part of 656 AOP Squadron RAF, on 8 August 1948. All AOP squadrons were RAF units with an Army officer commanding pilots and non-technical personnel but with an RAF adjutant and groundcrew.

When the Army Air Corps was formed all flights dropped the first three numbers of their titles and so 1907 Flight became 7 Flight Army Air Corps. The flight was disbanded in Malaya in 1969 but 7 Aviation Flight was formed a month later in January 1970 in Berlin with 4 Sioux helicopters. This later became designated 7 Flight Army Air Corps, the name by which the unit is known today.

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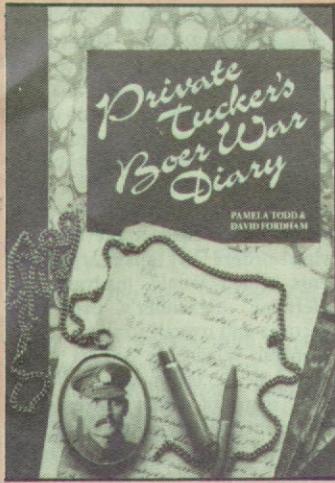
To: The Headmaster, Welbeck College,
Dept. F6, Worksop, Notts. S80 3LN.

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BOOKS



Tucker's war

'Private Tucker's Boer War Diary' (Pamela Todd and David Fordham) Private Frederick Tucker was recalled from the Reserve at the age of 24 to join the 1st Battalion of the Rifle Brigade in 1899, and in three weeks embarked for South Africa. He kept a diary, in itself remarkable in a simply-educated young private of those days. It has some interesting detail of his daily life in the field, and some of his opinions. Among the latter are some unflattering ones of his commanding officer, who held back the issue of warm clothing for a month after it was needed because his men looked smarter in their washed khaki. He also punished men for disobeying, by two minutes, an order forbidding them to wash themselves before 11 am. The only reason Tucker gives for the order is, "He does not like cold water himself". Tucker is also disparaging about the cavalry, and fore-saw them getting home and bragging about how they made the Boers run when "it has generally been the other way about".

Tucker saw a lot of fighting and suffered greatly from heat, cold and wet. The duty he seems to have enjoyed most was burning Boer farms with the permitted looting that enabled him, as assistant to the quartermaster-sergeant, to collect live poultry and animals to feed his company.

Though the diary is the core of this book, it occupies probably less than half the space. Part of the rest is given over to the editors' brief narrative of the war and their many notes, printed in pink and adding untidily to both Tucker's text and their own. Best of all, however, are the many photographs, sketches and cartoons from contemporary sources, sharply reproduced. By themselves they make this book worth having.

Hamish Hamilton, Garden House, 57-59 Long Acre, London, WC2 9JZ, £8.95

RLE

Cheaper cut

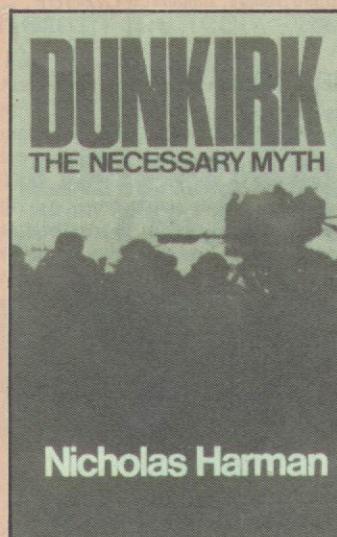
'War On The Mind' (Peter Watson) On its hardback publication, SOLDIER (Bookshelf, June 1978) described this work on military uses and abuses of psychology as "a fas-

cinating book with much of value to soldiers on most levels and of most arms".

This paperback (and very much cheaper) edition has had 100 pages cut and an appendix added on military psychology behind the Iron Curtain. It is a short appendix "because not much is known", but it does highlight some differences between East and West on the subject. Over there, not unexpectedly, politics ('Marxist military psychology', for example) comes into it. Work is done on fostering soldiers' hate for the enemy, even in peace-time, and on self-sacrifice as an aspect of combat activity. There is a description of a kind of physical-psychological assault course, dotted with maimed dummies and dummy limbs to harden soldiers to the horrid sights of a battlefield.

Pelican, 536 King's Road, London, SW10 0UH, £2.95

RLE



Dunkirk debunked

'Dunkirk: The Necessary Myth' (Nicholas Harman)

In this fortieth anniversary year of Dunkirk, we have already had John Harris knocking the myth that small boats and amateur sailors played a major part in the evacuation (SOLDIER Bookshelf, August). Now along comes Mr Harman setting up that and four other Dunkirk myths and knocking them down.

They all, he says, added up to one big Dunkirk myth, the story "embellished, simplified, made glorious. It told of how a gallant band of soldiers, betrayed by their allies, fought their way to home and safety . . ." He goes on to say that even today Britons can cheer themselves up with the Dunkirk Spirit, "a combination of improvisation and dogged refusal to acknowledge the reality of defeat". He might have added a third, more important, factor: willingness to work together for the common good.

It is difficult to remember what one did think at the time. In an Aldershot depot we probably did believe our comrades of the BEF had fought a gallant delaying action. Mr Harman denies that they did, but does not go so far as to imply that the majority behaved less than creditably.

We did not, I think, believe our French and Belgian allies had let us down. In our bewilderment, we were more likely to blame pre-war governments for dilatoriness in rearmament. We did not absorb any

mythical claim that the RAF had proved "qualitative superiority" over the Luftwaffe; we did hear from survivors that there was not much RAF over Dunkirk. Mr Harman's fifth myth, that Hitler deliberately stopped the panzers to save the British Army, was of much later creation.

Mr Harman's account of Dunkirk is a good, vigorous read. Comparison with John Harris' *Dunkirk: The Storms of War* is inevitable. Mr Harman gives more space to high command; Mr Harris to the soldiers' war. Both are good on the naval side, but Mr Harman wins by a map, which Mr Harris sorely lacks.

Hodder and Stoughton, 47 Bedford Sq, London, WC1B 3DP, £7.95

RLE

later Israel's most famous soldier. There was the telephone line through a secret passage built by the Medici, which made a link between partisans who had infiltrated SS headquarters and allied troops attacking Florence. There was the agent who dropped with scores of dummy parachutists, to make a lot of noise to mislead and confuse the Japanese when the Australians were attacking Balikpapan in Borneo.

Mr Howarth's book makes us realise how widespread SOE's activities were, both geographically and in the scope of their ingenuity and variety. Routledge and Kegan Paul, 30 Store St, London, WC1E 7DD, £7.95

RLE

Special ops

'Undercover' (Patrick Howarth)

Much has been written about the Special Operations Executive in World War Two, from Professor M R D Foot's official history of the French section to the stories of individual adventures across the world. Mr Howarth, who served in SOE himself, brings much of it together in capsule form as he writes of the men and women who went to encourage resistance in countries occupied by the enemy, from Norway to the South Pacific.

They were men and women of high calibre, recruited by word of mouth. They were individualists who preferred to make their own decisions and operate singly or in small groups — not always easy colleagues or subordinates. They were resourceful, sensitive, courageous, willing to



Ian V Hogg and John Weeks



The vehicles of the armed forces in the 20th century, wheeled and tracked

Full picture

'The Illustrated Encyclopedia of Military Vehicles' (Ian V Hogg and John Weeks)

While other authors on this subject have concentrated on some single aspect (such as tanks or trucks or the use of vehicles in specialist roles) the compilers of this ambitious volume have aimed to include all categories of motorised military vehicles from the Maxim-gun carrying quadricycles of the 19th century to the most specialised vehicles of today.

They cover the world and the 700 illustrations amplify the specifications included in the text. The first five chapters are concerned with the vehicles in use in certain periods: the Early Years; World War One; Inter-war Years; World War Two; and the Post-war Years. Ten further chapters then deal with different types. Among them: Tanks; Self-propelled Artillery; Armoured Cars; Engineer Vehicles; Cargo Carriers; Motorcycles; Amphibians.

Each of these chapters is subdivided into countries of manufacture and includes the relative photograph hard up against the descriptive text. A concise encyclopedia, inevitably of large size, and useful wherever there are military-minded individuals keen to peruse it.

Hamlyn Publishing Group Ltd, Astronaut House, Hounslow Road, Feltham, Middlesex, TW14 9AR, £9.95

GRH

Cold War close-up

'Shattered Peace: The Origins of the Cold War and the National Security State' (Daniel Yergin)

This is an account of the inner workings of the diplomatic efforts that brought about a new world order after

World War Two. It is an American book dealing principally with the United States' viewpoint but it includes all the great figures of the times in all of those countries that had any bearing on the subject. Churchill, Eden, Bevin, Attlee, Ismay, Alan Brooke, Douglas MacArthur, Eisenhower, Roosevelt, Truman, Marshall, Stalin, Molotov, Khrushchev, Averell Harriman, Lord Halifax, Woodrow Wilson, Bidault are just a few of the top names that play a great part in the story.

There are many diplomats of high standing who were monitoring the Soviet Union right from the time of the revolution in 1916 and trying to understand what kind of state was emerging; whether it really had world ambitions or was trying to establish its place among the nations; whether its apparently aggressive annexations were a defensive screen erected through fear and precaution or part of a plan for gradual and ultimate world dominance.

The minutes, the observations and the anecdotes of all the leaders, military personnel and diplomats right down the line make interesting and absorbing reading. They are a record of the last 60 or more years from an unusual standpoint and include the fears, doubts and reactions that led to and through the Cold War to the National Security states and to the present super powers and almost tense world preparedness. Along the way many things may have been misinterpreted. Today, maybe there is still misinterpretation. This volume is a good record of how the present world order evolved. Study of its contents may help the individual to realise how the East and West came to today's confrontation. Some may feel that reactions to events could or should have been different. But even after this 60 years it would be only an ultra-wise, or a mad man who could declare that he now knew what the Soviet, and communist, real intentions were — and are today.

Penguin Books Ltd, Harmondsworth, Middlesex, £3.95 paperback GRH

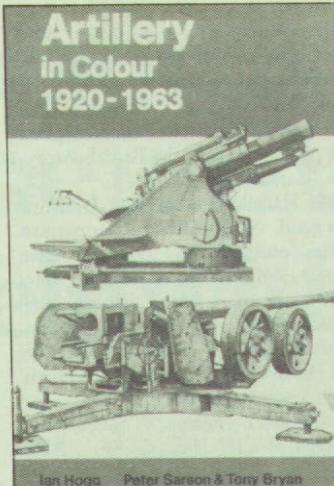
Colourful guns

'Artillery in Colour' (Ian Hogg)

The title leads one to ask whether there is really much value in putting colour into pictures of such drab bits of technology as guns. The answer seems to be: not a lot. The 79 illustrations by Peter Sarson and Tony Brian would have been excellent in black and white. With colour, they are just a bit nicer but no more informative.

What the title conceals is Mr Hogg's careful story of the development of artillery over his period, 1919 to the early 'sixties, which is very readable even to the untechnical. He introduces the world's biggest gun, Gustav, which straddled two railway lines and weighed 1329 tons. It was completed too late for its original purpose, to attack the Maginot line, but fired a few shells at Sevastopol and possibly a few more into Warsaw. Another German 'most' was the Peenemunde Arrow Shell which achieved a range of 93.8 miles from a smoothbore gun, the longest range ever achieved by a service artillery weapon.

A successful British development



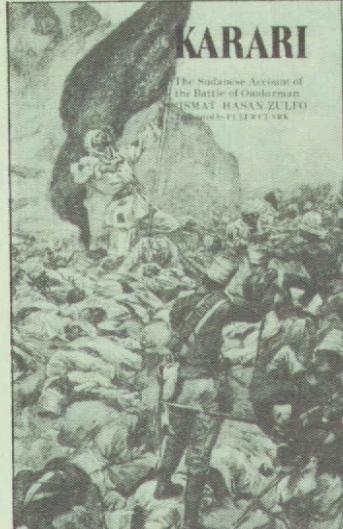
Ian Hogg Peter Sarson & Tony Bryan

was the 17-pounder anti-tank gun, developed to replace the 6-pounder and rushed secretly out to North Africa when the Tiger tank appeared with the Afrika Korps. The 17-pounder was a success but it was 6-pounders, astutely placed in ambush, which knocked out the first Tigers.

In the past 60 years, heavy siege artillery and coastal artillery have vanished and two other types of cannon have come and virtually gone — anti-aircraft and anti-tank. But Mr Hogg sees a future for the gun, not least because the shell is one of the few potent weapons on today's battlefield to be immune to electronic counter-measures.

Blandford, Robert Rogers House, New Orchard, Poole, £4.95 RLE

Enemy account



'Karari' (Ismat Hasan Zulfo)

The title of this book is the name of the battle of Omdurman (1898) as known to the Sudanese. The volume has been translated from the Arabic and gives the 'enemy's' viewpoint, thus counterbalancing Winston Churchill's contemporary account. Churchill was then a British Army subaltern and took part in the battle, including the disastrous charge of the 21st Lancers. His record may, therefore, have been in some respects biased.

The book goes into great detail and includes a review of the situation in the Sudan dating back 77 years. It also continues for 15 months after the battle to the pursuit and eventual death of the Khalifa Abd Allah (the successor of the Mahdi) who was defeated by Kitchener at Karari. The

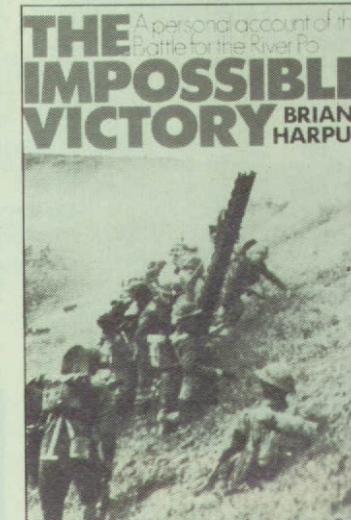
Khalifa's forces were not simple fanatic savage dervishes, as so often portrayed, but a vast army of well organised tribesmen who, until this battle, had had considerable continuing success. They were comparatively poorly armed, despite having 15,000 rifles ranging from muzzleloaders to Remingtons and Martini Henrys as well as 35 guns. For Kitchener's forces had the new Lee-Metford rifle, the most modern in Europe, the devastating Maxim machine gun, field pieces that were modern enough still for use in World War One, and armour-plated gunboats.

Much of the author's material has been gained from aged participants in the battle, from observers and from younger relatives, all under oath. The story, as translated by Peter Clark, is very readable, and is supported by a number of maps.

Frederick Warne (Publishers) Ltd, 40 Bedford Square, London, WC1B 3HE, £9.95

GRH

Italian story



'The Impossible Victory' (Brian Harpur)

Now here is an unusual book about the World War Two campaign in Italy. Mr Harpur says it is basically about what he calls The Battle for the River Po, the one which brought about the end of the campaign and the surrender of nearly a million enemy troops. In fact it is a selective account of a number of aspects of the campaign, the selection being of what Mr Harpur saw at first-hand and of decisions which were, at the time, far above his head. A sparkling, moving and sometimes contentious selection it is, too.

Mr Harpur served as a junior officer in the 1st Princess Louise's Kensington Regiment, a machine-gun battalion in the 78th Division. From that level, he gives an excellent description of the soldiers' life in Italy, not omitting their language and latrines, sex-starvation and socks shortage, and of his own hazardous adventures.

Not content with that, he went in the mid-1960's to interview three of the senior commanders whose conduct of affairs he felt might be clarified.

He found General Mark Clark, who had commanded the 15th Army Group consisting of the American 5th and British 8th Armies, living in a kind of Clark shrine in South Carolina. Mr Harpur asked him why,

when he broke out of the Anzio beach-head, he went north to take Rome instead of east to cut off the German retreat from Cassino, as Alexander, the Supreme Commander, wished. General Clark replied that he was obeying the orders of his commander-in-chief, President Roosevelt: "One thing I knew was that I had to take Rome and that my American Army was going to do it. So in all the circumstances I had to go to it before the British loused it up".

General Dick McCreery of 8th Army told the author of a "continuous problem" with Clark, to prevent him giving orders or misinterpreting events which would inadvertently undermine Alexander's expressed objectives and overall strategy.

General Wladyslaw Anders commanded the 100,000 men of the Polish Corps, many of whom had escaped from their country via Russian labour camps and others of whom had been recruited from Poles forced into the German army and taken prisoner. When he learned that at Yalta Britain and America had agreed that Poland would be dominated by Russia after the German surrender he announced that his men would not take part in the final battle. "Suddenly we are told, without ever being consulted, that we have no home to go to . . . What was there left to fight for?" Then he put them into the battle after all, believing that this would give them a better chance to continue the fight for Poland's freedom. Theirs is perhaps the most heart-breaking story of the whole campaign.

William Kimber, Godolphin House, 22a Queen Anne's Gate, London, SW1H 9AE, £7.95 RLE

Divisive thrust

'Battle of the Bulge 1944' (Napier Crookenden)

This was Hitler's last strategic move against the Anglo-American forces in World War Two. With Allied divisions mounting to nearly double the German strength on the Western Front this surprise attack through the Ardennes and aimed at Antwerp could well have divided the Allies in the field and even politically. It was audacious and it nearly succeeded. It was unsuspected by the Allies and the movement of large numbers of German troops was remarkably concealed. The little intelligence information that did get through was either explained away or arrived too late to be acted upon.

Nevertheless, Eisenhower was quick to act forcefully when the menace was realised, although its full implications were not yet known. The German spearheads raced for their distant objectives but the American divisions moved fast and many hard battles were fought on the flanks for towns and villages and river crossings. When the advance was eventually held and the Allied counter-attack came, the Germans still fought hard all the way back to their original line. Their casualties were probably around 92,000 killed, wounded and prisoners, plus hundreds of tanks and guns.

Montgomery played a part in this battle with British and American troops under command and it was at this time that one of the greatest per-

sonality clashes of the war led to Eisenhower threatening to resign his command, saying that either he or Monty must go. The later crossing of the Rhine, although a tenacious and most difficult battle was, undoubtedly, made easier by the high German casualties during the Battle of the Bulge. Some 200 photographs, boldly used, give a vivid impression of the conditions, the armament and the men.

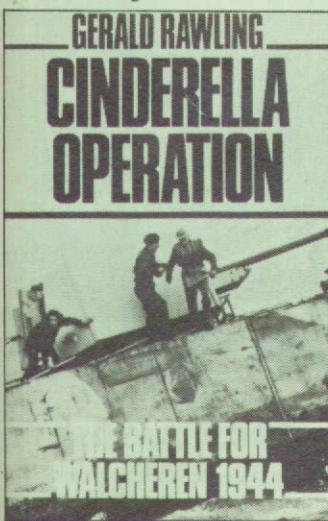
Ian Allan Ltd, Terminal House, Shepperton, Middlesex, TW17 8AS, £9.50

GRH

Funny fighters

'Cinderella Operation' (Gerald Rawling)

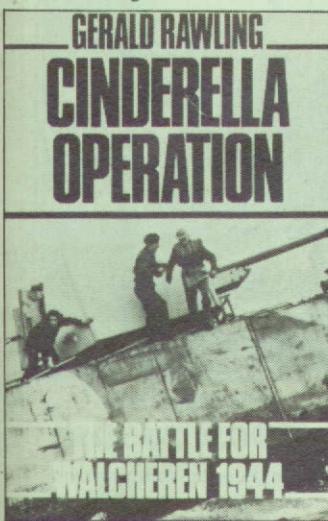
Antwerp, the world's third largest port, captured intact, was sorely needed by the Allied armies nibbling at Germany in October 1944, but because the Germans held both sides of the 40-mile approach to the port up the Scheldt, supplies still had to come by road from the Normandy beaches and Cherbourg.



It fell to the Canadian divisions to start clearing the Antwerp approaches. They had to attack in flat land, much of it flooded, which the Germans had ample time to fortify. Gradually, bloodily, they cleared the 'Breskens pocket' to the south of the river and the Bevelands to the north. They had some help from the British 79th Armoured Division, the one with the 'funnies' — ingenious and unorthodox armoured combat and amphibious vehicles — and from the oddly-named 52nd (Lowland) Mountain Division, which trained to be air-portable but went into action below sea-level.

The British divisions, reinforced by commandos, took the major share in the final phase, the reduction of the island of Walcheren. This time they had the backing of the Support Squadron Eastern Flank, in which the author was serving. It was a group of naval 'funnies', roofed-in landing craft on which were mounted rockets, or naval or anti-aircraft guns, to give close support to landings. It got its name from its task off the Normandy beaches.

The little ships assaulted so vigorously, and succeeded so well in their purpose of drawing the fire of some of the world's best defences away from the troop-landing craft, that nine of their 27 ships were sunk and ten put out of action; 172 of their crews were killed and 286 wounded.



order to maintain the law among an often very undisciplined soldiery.

The first recorded Provost Marshal was Sir Henry Guyldford, appointed in 1511, but there were law officers with various designations, such as Earl Marshal, Knight Marshal, Marshal of the Hawks and Sergeant of the Peace, many centuries before. The Duke of Wellington, when still Arthur Wellesley in India, called on his commander to send him the Provost, saying: "Until some of the plunderers are hanged it is vain to expect to stop the plunder". He arrived, stopped the plundering and arson, and soon after Wellesley signalled: "I am now employed in burying the dead".

As recently as 1858 recaptured mutineers, although entitled to a trial, could be executed by a Provost Marshal, who did not have to report to higher authority. The Provost could also flog soldiers caught out of camp without permission. Nelson, himself, had a narrow escape from being involved with the Provost branch when he sailed his ship into Quebec in

1795. There he fell in love and prepared to desert and elope with the Provost Marshal's 16-year-old daughter. His officers forcibly carried him back aboard and sailed, thus ensuring the nation one of its greatest heroes.

Altogether an entertaining book, if you like the macabre, but also brimful of facts and data that has taken a lot of research to assemble. Some pictures support the text.

Phillimore & Co Ltd, Shopwykehall, Chichester, Sussex, £7.95

RLE

Walcheren was a Cinderella operation because Field-Marshal Montgomery underestimated its difficulty and because it got little publicity at the time. Mr Rawling gives it a belated, but worthwhile, invitation to the ball.

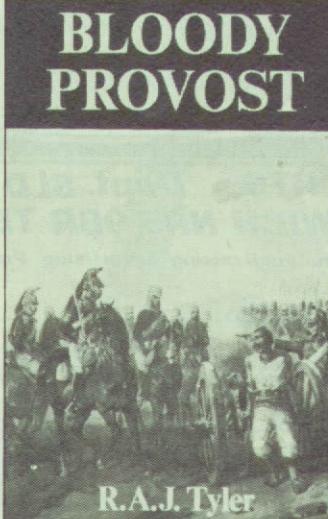
Cassell, 36 Red Lion Sq, London, WC1R 4SG, £7.95

RLE

Rough justice

'Bloody Provost' (R.A.J. Tyler)

An apt title, most soldiers will heartily agree, yet the Provost branch today is neither so authoritative nor so merciless as it was in the years before 1900. Then the Provost Marshal was dreaded and was a terror to be avoided, for he had the right to order summary execution and flogging and relentlessly carried out his duties in



order to maintain the law among an often very undisciplined soldiery.

The first recorded Provost Marshal was Sir Henry Guyldford, appointed in 1511, but there were law officers with various designations, such as Earl Marshal, Knight Marshal, Marshal of the Hawks and Sergeant of the Peace, many centuries before. The Duke of Wellington, when still Arthur Wellesley in India, called on his commander to send him the Provost, saying: "Until some of the plunderers are hanged it is vain to expect to stop the plunder". He arrived, stopped the plundering and arson, and soon after Wellesley signalled: "I am now employed in burying the dead".

As recently as 1858 recaptured mutineers, although entitled to a trial, could be executed by a Provost Marshal, who did not have to report to higher authority. The Provost could also flog soldiers caught out of camp without permission. Nelson, himself, had a narrow escape from being involved with the Provost branch when he sailed his ship into Quebec in

1795. There he fell in love and prepared to desert and elope with the Provost Marshal's 16-year-old daughter. His officers forcibly carried him back aboard and sailed, thus ensuring the nation one of its greatest heroes.

Altogether an entertaining book, if you like the macabre, but also brimful of facts and data that has taken a lot of research to assemble. Some pictures support the text.

Phillimore & Co Ltd, Shopwykehall, Chichester, Sussex, £7.95

RLE

Not so golden

'Smelling of Roses' (David Hunn)

Captain Jim Fox was a country boy who enlisted as an apprentice in the Royal Electrical and Mechanical Engineers and became an international pentathlete — third in the 1975 world championship, fourth in the 1972 Olympic Games, and one of the team that brought home a gold medal from the Montreal Olympics in 1976.



Presumably he did some soldiering, apart from training, to earn his pay, but Mr Hunn makes no mention of it. Beyond some family background and some tasteless stuff about his sex life, all we get about the man is long passages of introspection. Thus on his shooting failures, "Nothing but pure, unadulterated lack of guts. Lack of moral fibre". On his exposure of a cheating Russian competitor, "I have destroyed a man's life. Is anything worth that?"

There is a fairly detailed account of the year Jim Fox spent out of the Army and worked as, among other things, a lifeguard and night-club bouncer in Jersey, and there are endless pages of details of pentathlon competitions which might be of interest to those who took part in them, but to very few others.

If Captain Fox is worth a biography at all (and he may be) he deserves something better.

Ward Lock, 116 Baker St, London, W1M 2BB, £5.95

RLE

Narrow squeak

'Arab-Israeli Wars' (A.J. Barker)

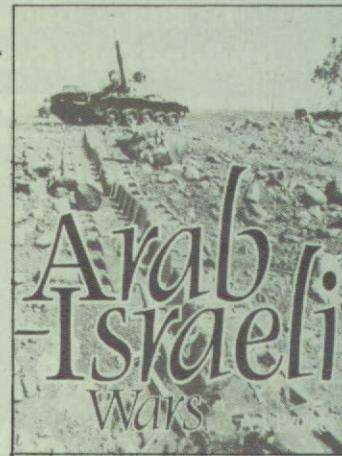
When the British Army pulled thankfully out of Palestine in 1948, the new state of Israel fought its first war of independence against the Arabs with 28,000 troops, 35 aircraft, five guns and three tanks (two stolen from the British which did not go into action). Their enemies had 35,000 men with 270 tanks, 300 aircraft and 150 guns.

By the fifth round — the October or

Yom Kippur War of 1973, the Israeli troops were nearly ten times as numerous as in 1948 and they had 480 aircraft, 800 guns and 1700 tanks. But the Arabs still outnumbered them — by more than two-to-one in aircraft, and three or four times in manpower, tanks and guns.

Thus in spite of escalation on both sides, the fighting was still a David and Goliath affair. So far, it seemed to the world, the vigour, skill and unity of the Israelis had been more than a match for the lumbering, ill-coordinated Arab giant. In 1973, however, it was different. The Israelis were taken by surprise and, though they came back with a spectacular sortie across the Suez Canal into Egypt, they had had a narrow squeak. In 19 days, the Arabs had, in Colonel Barker's words "shattered the myth of Israeli invincibility, and they had regained their pride".

So where does that leave things? Colonel Barker, whose swift-moving narrative of the five wars is a joy to read and well illustrated, seems to be in two minds. In a prologue he says gloomily that the two sides are so implacably committed to their claims as to suggest there is no solution to the problem. The five wars are "merely progressive eruptions in . . . a protracted war which is doomed to continue until it is resolved in a catastrophic holocaust".



But by the time he gets to his epilogue, he is more optimistic. "Chastened by five wars, it seems that the Arabs have come to regard the existence of a Jewish state as less repugnant than hitherto," while setbacks in the early stages of the October War and its unbearably high cost have made Israel's leaders more receptive to diplomatic overtures.

So the wars may have done some good in influencing attitudes. But as the news shows, they have done nothing to simplify the political problems that still have to be sorted out.

Ian Allan, Shepperton, Surrey — £6.95

RLE

Pocket guide

'A Source Book of World War 2 Weapons and Uniforms' (Frederick Wilkinson)

This pocket-size booklet is well illustrated and even has a very neat outline of the war. It would make an excellent present for a young nephew who may be showing the first signs of an interest in militaria.

Ward Lock, 116 Baker St, London, W1M 2BB, £2.95

RLE



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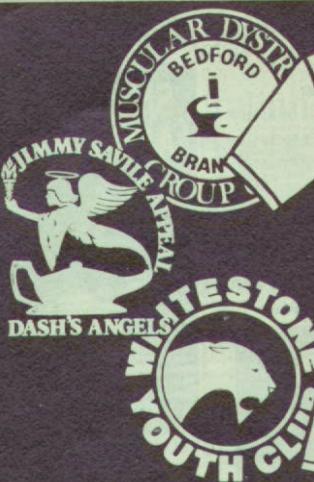
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FIFTH ANNIVERSARY

B COMPANY

WORCESTERSHIRE & SHERWOOD FORESTERS REGIMENT



NOTTINGHAMSHIRE ARMY CADET FORCE



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B (WFR) Company Notts ACF
TA Centre,
Park St.,
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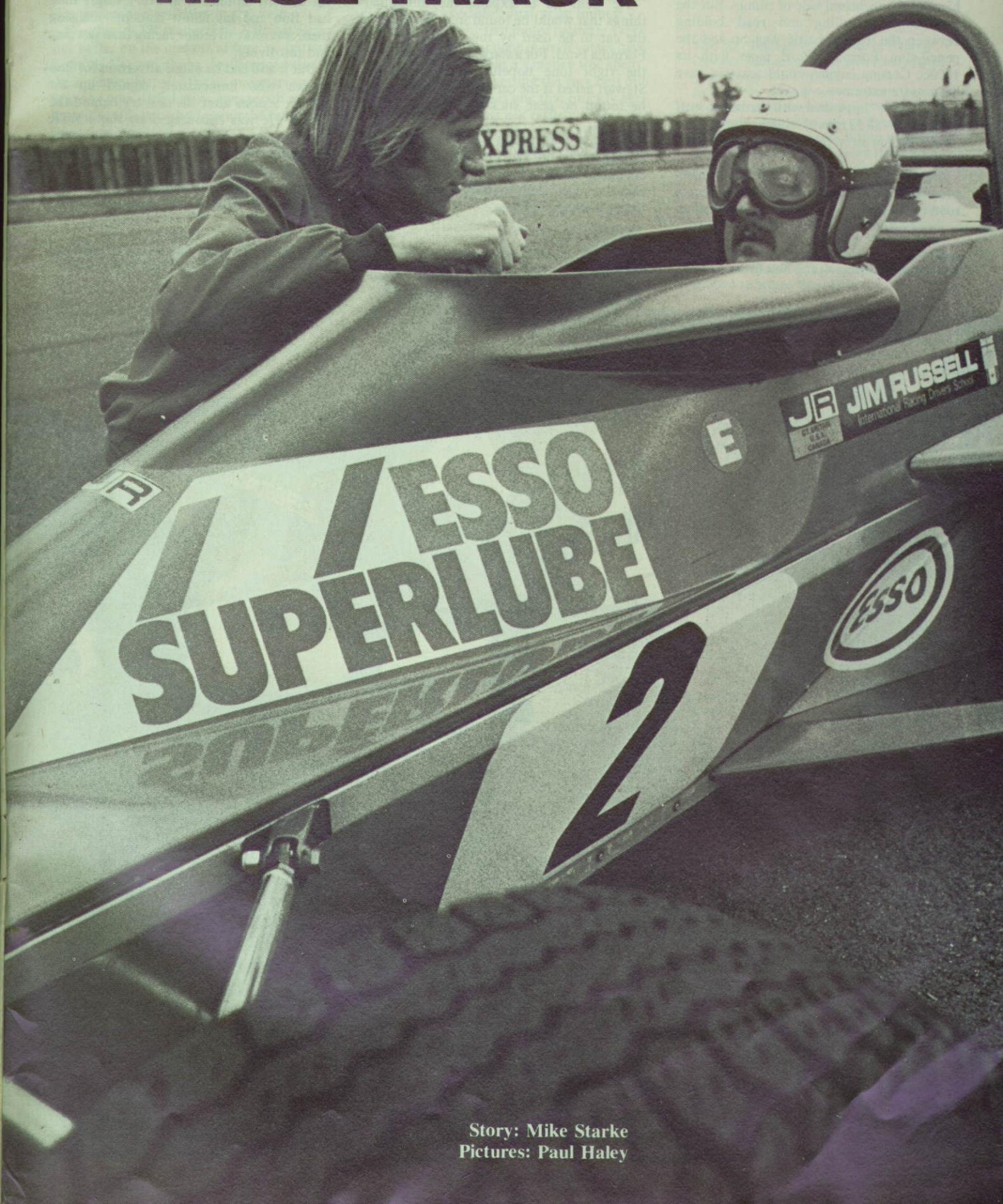
B (WFR) Company Notts Army Cadet Force Fifth Anniversary.

The first such cover to be issued by a unit of the Army Cadet Force. Celebrating the first five years as members of the Worcestershire and Sherwood Foresters Regiment the cover bears a special BFPS hand-stamp cancellation. Only 1000 have been produced to commemorate this occasion. Covers may be obtained at a cost of £2.00 from:

TANK TRACK

Ever wanted to be a racing driver? One soldier had an unexpected chance to try. **TO RACE TRACK**

DEHUMANISED in goggles and helmet, the driver became part of his snarling machine as he gunned the engine into life and thrust the stubby gear lever a bare one inch forward into first gear. With a throaty roar the sleek, low slung racing car leapt forward down the world-famous Silverstone track . . . and at the wheel Army Corporal Bob Brown happily lived out a machismo fantasy denied to all but a very few.



Story: Mike Starke
Pictures: Paul Haley

It all started when Bob, a troop corporal in 4th Royal Tank Regiment, bought a raffle ticket at his base in Germany where the regiment was raising money to help its very own motor racing team.

The first prize was an introductory lesson in motor racing at the Jim Russell International Racing Drivers School at Silverstone — and Bob won it.

Ironically, he is a driving instructor himself... on Chieftain tanks, so he soon got the hang of the technical side of things. But the contrast in handling and road holding between the mighty battle wagon and the pencil-slim Formula Ford racer with its 1600cc Cortina engine, could scarcely have been more extreme.

Said Bob: "I just deal with the heavy stuff normally — all 52 tons of it! The only similarity is that you sit in the middle to drive both vehicles".

He was soon to find out there were many more subtle differences too, even between a road car and a racing beastie. Bob joined an

introductory lesson with a handful of other would-be race aces and under a massive, beaming photograph of Jim Russell's star pupil — Brazilian star Emerson Fittipaldi — instructor Mike Hopper set about de-glamourising the sport for the starry-eyed newcomers.

"This is not the hard sell," he told them. "Motor racing is something you either take to or you don't — you can't force it. It's not easy and it's worth taking your time over."

He went on to explain the unfamiliar things that would be found in the cockpit of the car to be used by the students — the Formula Ford. For a start, the gear shift is on the right (one hopeful would-be Jackie Stewart asked if the car was automatic when he found no gear stick on his left in the cockpit).

The gear shift action is short and precise, but there is no synchromesh that makes changing up and down so simple in a road car. The racer needs to judge his revs to a tee to get a smooth change.

And a rev counter is the only indication the driver gets of his progress along the track. For speedometers are not fitted to racing cars. Mike Hopper stressed the importance of correct revving and the first-time students had to keep to 3000 for their first 'spin' along Silverstone's Hangar Straight.

The half dozen cars played follow-my-leader, turning round cones at the end of each run along the track. Flags marked the points where gears should be changed and the careful tuition, monitored at every stage, soon had Bob and his fellow students realising there was more to motor racing than fast cars and fast living.

But it still had its magic attraction for Bob Brown who immediately signed up for further lessons after his first try behind the wheel. He was encouraged by the 4 RTR team manager, Major Jeremy Rawlins, who said of the school: "This is the best in Europe — probably the world too".

Following in the tyre-marks of Emerson Fittipaldi, Bob Brown is looking forward to a

Below: Instructor Mike Hopper gives students pre-practice briefing — Cpl Bob Brown on left.

Right: Bob Brown's concentration is reflected in his wing mirror as he waits for the 'off' signal.

Below right: Lapping Silverstone in confident style — can this be the Tankies' new Fittipaldi?



spot of leave to allow him to do the special overseas students' course at the school which condenses the whole course into ten days (UK-based students can spread their lessons over a period up to a maximum of two years or so). And the school looked forward to having him. Said Mike Hopper: "He did very well. I didn't have to make more than a couple of points to him".

Corporal Bob Brown — speeding into a new and exciting sport at 31 — will take more than a passing interest from now on in his own regiment's activities in the field.

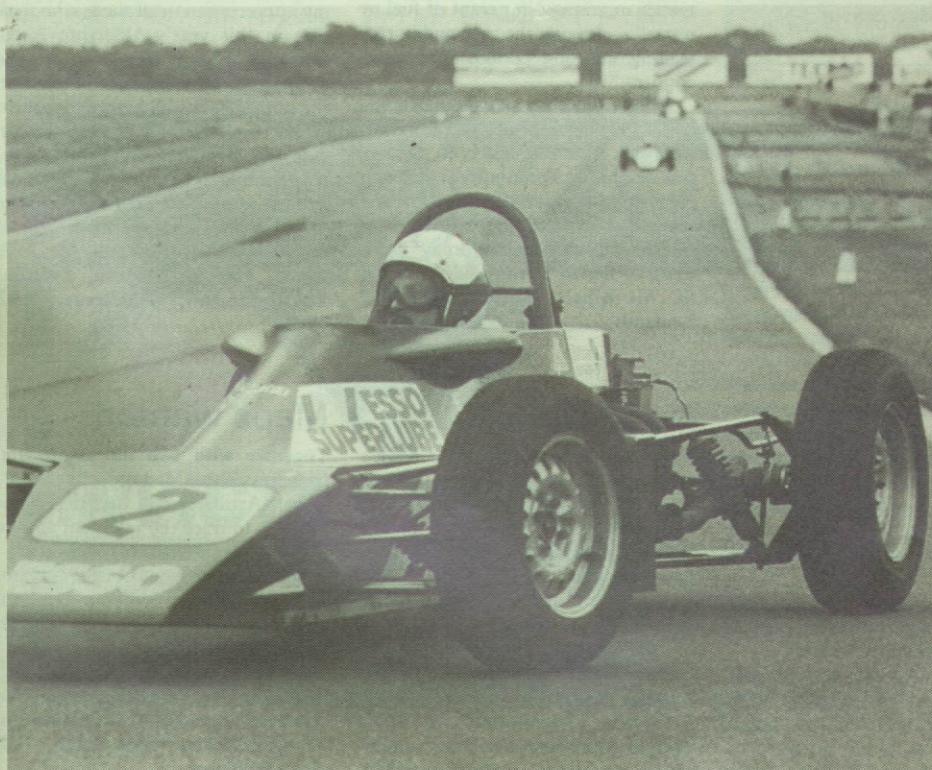
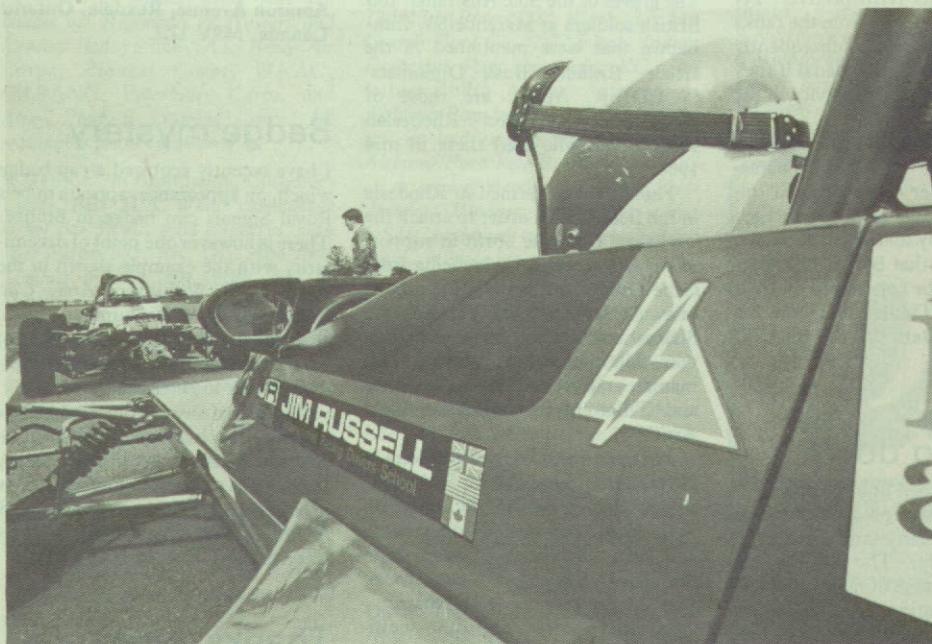
For the 4 RTR racing team is doing better and better on the circuits of Europe in their Formula Vee car, flying the flag not only for the regiment but also for its major sponsors, Sealink, who added their own touch to Bob Brown's raffle prize by footing the bill for his ferry fare from Germany.

The tankie team's stable has three cars, built with loving care by Aidan Jones in his Basingstoke, Hampshire workshops. Aidan

has a special interest as his son, Edward, is the team's number one driver. Second driver is Lieutenant David Harper, a Reserve officer with 4 RTR, and a third is Major Bob Birrell of the Royal Corps of Transport, a long-time motor sport enthusiast (see SOLDIER December 1979).

Regimental racing first came to 4 RTR in 1979 when they too ran a Formula Ford like those used by the Jim Russell school. But now they have switched to the Volkswagen-based Formula Vee which is very popular in Europe and produces vital prize money.

No one can deny that motor racing is a very expensive sport, but none of its devotees have the slightest doubt that it's money well spent. For the challenge in getting the very best out of man and machine is one that quickly gets into the blood — just ask raffle winner Corporal Bob Brown who now dreams of trading the tank tillers of his lumbering Chieftain for the tight black circle of the racing car's steering wheel.



The Jim Russell International Racing Drivers School

The Jim Russell International Racing Drivers' School gives students a sound grounding in a difficult — and potentially dangerous — sport. Some measure of their success is the fact that ex-world champion driver Emerson Fittipaldi is a graduate of the school and many would-be drivers from home and abroad come to emulate him.

But the course can consume both time and money (although the overseas student course is deliberately kept to a ten-day period). Students can stagger their lessons over months — even years — to ease the financial burden that can mount to more than £400.

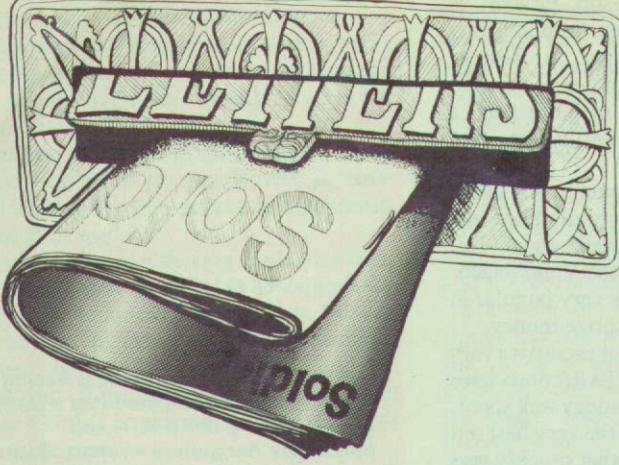
Because of this, Jim Russell's instructors are careful to point out the pitfalls to prospective students as soon as they arrive. And anyone who is not up to the mark after the introductory lesson (lectures and two brief 20 minute driving sessions on the straight, price £35) is told to give up rather than stay on and waste his money and the school's and his own time.

The course proper has an enrolment fee of £10 before the two-stage training designed to bring a student up to race-fitness behind the wheel. Stage one is the mechanical drudgery of simply 'learning' the corners at either Silverstone (four) or Snetterton (five). The secret of winning races is all bound up with knowing precisely where and when to brake and change gear and which line to take on entering and leaving a corner. These lessons come at £20 a corner.

Phase two is mastering the art of lapping — making complete circuits of a track. The school recommends 12 such sessions of eight laps each to get the hang of it properly. This works out at £35 a session. It is also recommended that students take three lessons at the school's skid pan at Snetterton (£35 each).

This adds up to a total of £415 which can be spread over the two year period if students so wish — the school is quick to point out that this means the student is only spending just over £4 a week on his sport. Overseas students pay £480 for their ten-day stint.

Jim Russell offers club racing to successful graduates with some 17 Formula Ford races a year. These cost a driver £80 a race, including practice laps, with a deposit of £10 for over-revving (which could strain the thoroughbred engine) and a £35 accident deposit. This compares very favourably with the £600-plus that car hire and practice could cost elsewhere, not to mention the £600 or so accident deposit demanded.



Read slower!

My, My! How things have changed!

While I am delighted at the troops' belated affluence I would ask Lance Corporal Dunan (letters, August) to remember that there must be many readers of **SOLDIER** who are retired ex-Servicemen like myself, who like to keep 'in touch' through the magazine, but who would find it difficult to meet higher costs. Apart from the question of cost, I would not like to see any particular changes. The Lance Corporal will have to do as I have to do — read more slowly — and then **SOLDIER** will last longer. — **R L Fletcher, 234 Gulson Road, Coventry, CV1 2JD.**

Still the pro's

I was interested to read your article 'Yorkies go West' (August) where the 3rd Bn Yorkshire Volunteers had been training with Company B of 1st 151st Infantry Indiana National Guard in the United States. Our Regiment hosted Company C of 1st 151st at Annual Camp on Salisbury Plain in May. We too exchanged thoughts and ideas on army training.

During the three day exercise I took out a night patrol which included a national guardsman. When we arrived back at 3 am he wanted to know where he was to get his head down until at least midday. He was rather shocked when I told him that he would be standing-to in about half an hour, indeed by 8 am we had fed, filled in the trenches and were on the move — on foot!

The impression I gained was that the American forces engage more men than we would to undertake similar tasks. They have the manpower and more back up services to do this, we have not!

The British Army might be small and its men hard pressed, but it is still the unequalled professional army in the world — **Cpl Paul Smith, Ninoda, Pottery Lane, Yelland, Barnstaple, Devon, EX31 3EG.**

Medal grumble

When discharged from the Army on reduction of establishment on 30 June 1960, I had completed 17 years and 74 days reckonable service. I have since been trying to obtain the award of the Long Service and Good Conduct medal but without success.

My application is turned down on

the grounds that the qualifying period at that time was 18 years service in the ranks, although it is admitted that the period was subsequently amended to 15 years service. The MOD state that 'it would be impractical to make any amendments retrospective.' Yet officers commissioned from the ranks during the war were subsequently eligible to apply for the medal if they had completed 12 years service in the ranks.

I was discharged in the rank of sergeant with an 'exemplary' character, and consider that many old soldiers have probably been discouraged in their claims by this sort of anomaly. It seems to me that border-line cases should at least be considered on their merits — **J E Tindle, 1a Pierce St, Queensferry, Deeside, Clwyd, CH5 1SY.**

Dressing down

Was it not rather unkind of you to publish a photograph of Major General Hicks so clearly improperly dressed? (p14, July). The point of the sword on his badge of rank should, of course, be pointing forward. He has evidently put them on the wrong shoulders. — **Major General Sir Cecil Smith, Crosh, Southfield Place, Weybridge, Surrey.**

Tiger pride

Mr Bosworth in his letter (August) seemed very pleased that The Leicestershire Regiment were awarded the Royal Tiger of India a year before The Hampshire Regiment, but he is wrong on one point; the Hampshires were never awarded the Indian Tiger, what they were awarded was a strong fanged, razor-sharp clawed Bengal Tiger.

He also says that their Tiger is surrounded by an unbroken laurel wreath. Now, if Mr Bosworth cares to check up on the pre-war Hampshire cap badge, he will notice that our laurel wreath is enclosed at the top, therefore unbroken, the difference (as he puts it) — we have a cabbage in with our cat.

The Leicestershire's fenced their cat in, what happened? He starved to death (if not where is he now?).

We, the Hampshires, put a cabbage in with him, and he thrived on it and got stronger and stronger, so strong in fact, that he has fought his way into the Guinness Book of Records, and is

still alive today. Beat that if you can.

You can still be proud of your Tiger, sir, and I congratulate you for it. But we of the Royal Hampshires are even more proud of ours — **G H Newland, 43 Doswell Way, Basingstoke, Hants, RG21 2HH.**

I refer to Mr Bosworth's letter regarding the Tiger on cap badges. There were two Irish regiments who had Tigers on their cap badges. One was the Royal Munster Fusiliers, the other was the Royal Dublin Fusiliers whose badge had a Tiger above an elephant — **D Sullivan, 20 Magna Road, Englefield Green, Egham, Surrey.**

Tigers have been given a good run in these columns lately. This correspondence is now closed. — Ed.

Carrington's men

The graves of the nine Australian and British soldiers at Marandellas, Zimbabwe that were mentioned in the article 'Britain's Bush Diplomats' (**SOLDIER**, April), are those of members of Carrington's Rhodesian Field Force who died there in mid 1900.

The RFF was formed in Rhodesia in the Boer War in order to attack the Transvaal from the north in support of the British armies advancing from Cape Colony and Natal. It consisted of two battalions (17th IY and 18th Sharpshooters) of yeomanry from Britain, four thousand Australian, Tasmanian and New Zealand Bushmen and 'C' Battery, Royal Canadian Field Artillery.

The troops arrived by sea at Beira in Portuguese East Africa (Mozambique) and travelled by train to Marandellas where a training depot had been established. According to the *Times History of the South African War* the rail trip was a nightmare — "the railway staff was quite inefficient, the drivers were sometimes drunk, and the trains often left the metals or stopped for want of fuel or water" — leaving the men and horses waiting for long periods in malaria country.

By the time they arrived in Marandellas fifty per cent of the Yeomanry were sick and there had been twenty-two deaths. It would appear that the men, whose graves the Australians saw, died as a result of fever contracted during that journey from Beira — **David Turner, 14 Ambrose St, Mt Albert, Auckland 3, New Zealand.**

No to Navy look

Your July cover picture of the King's Own Royal Border Regiment band made me think of the English County regiments who formed part of the Irish Command in Ireland's pre-1914 days. I refer to the East Surrey Regiment and the Duke of Wellington's and Royal Welch.

The memory of the infantry helmets which made the peacetime uniform of troops in those days will never fade. The adoption of the Royal Marine type helmet for British infantry is out of place — smart it may look

but it is, to me, like putting a Royal Navy type headdress on a Metropolitan policeman.

Come on — get those Army Council committees to adopt the proper regulation helmets for our infantry similar to those of the Metropolitan police. Leave Royal Navy design to the Royal Navy — **S M Waters, 14 Brinkburn Court, Manor Road, Sidmouth, Devon, EX10 8SB.**

Plaque poser

The plaque that Mr Silvester asked about in his letter in the May issue may be American in origin. During the 1939-45 war the US Army had a 'Persian Gulf Command'. Its badge was a shield with a sword and a seven-pointed star upon it.

Incidentally, the Americans said that PGC stood for 'People Going Crazy', an interesting counterpart to our slogan for MEF — the 'Men England Forgot' — **W McK Youngs, 15 Amaron Avenue, Rexdale, Ontario, Canada, M9V 1Z2.**

Badge mystery

I have recently acquired a cap badge which, on appearance, appears to be a Royal Signals cap badge in bronze. There is however one point of dissimilarity with the example shown in the book by F Wilkinson, *Army Cap Badges 1820 to 1960*, number 279, in that whilst that badge has the figure of Mercury facing left, mine has Mercury facing to the right.

I wonder if any of your readers can give an explanation for this, or whether it might be a lapel badge, although as stated it compares except in one respect with the cap badge — **S M McGrevey, 5 Park Place, Heavitree, Exeter, Devon, EX1 2RO.**

Thanks, everyone

May I use your magazine to express my appreciation to all those who took part in this year's Aldershot Army Display? The presentation of the events and the willingness of those on the static displays all helped to make it an extremely pleasant day's visit. I am sure that everybody who was fortunate enough to be able to attend must feel the same. From a member of the public a very sincere 'thank you' to everybody concerned. — **Mr P A Pratt, 336b Alexandra Avenue, South Harrow, Middlesex, HA2 9DB.**

Maps wanted

Together with two old regimental friends (69th Medium Regiment, Royal Artillery), I visited France recently to trace the regiment's route to Dunkirk in 1940.

We had a very successful trip but were unable to pinpoint our gun position due to lack of maps (1:25000) issued at that time.

Could any readers help with 1:25000 maps of the BEF area (Escaut River) 1940 positions? — **D W Smith, 47 Lowfields, Earls Colne, Colchester, Essex.**

Collectors' corner

Pierre Hall, Kohima, 1030 Harrow Road, Wembley, Middx. Offers signed copies of his book 'The Winged Messenger' at £9.30.

Frank Smith, 1513 Aspen Place, Lethbridge, Alberta, Canada, T1K 3V4. Wishes to obtain, through purchase or exchange, a cap badge and embroidered shoulder title of the Worcestershire Regiment circa 1948/50 in good condition. Would also like to obtain set of khaki corporal's chevrons and a War Cert 'A' star.

Lt Cdr J C H Nelson, PO Box 206, Simonstown 7995, South Africa. Is starting collection on Lord Nelson and would like books, prints, articles etc that any reader wants to sell or part with.

Ann J Adamson, 10 Hartington Road, Millhouses, Sheffield, S7 2LE. Requires cap badges from all the Scottish Regiments of regular Army plus cap badges of: Regiments of Hussars and Lancers (today), the SAS, Army Air Corps, Pioneer Corps, WRAC, QARANC, Veterinary Corps, and Army Physical Training Corps. All reasonable prices considered.

R Neilson, 96 Bawdlands, Clitheroe, Lancs, BB7 2LA. Wants camouflage jacket size 38/40, good condition. Can offer badges KC, VK, QC. Also seeks Commet trousers, size 34W, 32L as above.

J Scott, Lynnedale, 5 Cliffe Crescent, Riddlesden, Keighley, W Yorks. Wants to buy or exchange PR of Queen's Korea and UN medals to the Black Watch, Argylls and KOSBs, also the Glosters and RMs to make up collection. Also seeks US medals.

J Hurst, 14 Eaton Road, Handbridge, Chester. Wants British Military Police and Gurkha Military Police badges, buttons and insignia 1900-present. Good prices paid.

Mr T B Rice, c/o 68 Wilton Ave, Kidderminster, Worcs. Wishes to purchase copies of SOLDIER Magazine 1945-1954.

Mr A Isaac, 38 Gould Road, Forches Estate, Barnstaple, North Devon, EX32 8ET. Wants hat badges for King's Division for his collection.

N Guirey, 9 Opua St, Belmont, Auckland 9, New Zealand. Wishes to purchase British miniature medals, both campaigns LSCC, Colonial, and volunteers. Particularly interested in Victorian and Edwardian period. Genuine miniatures only, no modern reproductions. Please quote prices and postage. Wishes to contact other collectors same interests, all letters answered. Has Indian Mutiny medal to exchange, clasp central India.

Rod Page, Hunters Gate, Clackhams Lane, Crowborough, Sussex. Urgently requires Airborne badges and insignia: 16th Ind Coy, Para Regt, 'DZ' Flash, 'Ferret Scout Car' (issued 1961 to 64). XVI cloth shoulder title. 12th/13th Para 'DZ' Flash. 1st Ind Guards Para Coy 'DZ' Flash. Indian Parachute Regt cap badge KC with letters India on it. Also wants Airborne/Para lanyards. Wishes to contact ex and serving members of UK Airborne/Parachute Regt/SAS and US ex or serving members of 82nd, 101st Airborne, Rangers, Special Forces and USMC with view to trade/swap badges, wings, insignia etc.

WO1 (ASM) Hitcham REME, Aircraft Wing, Army Apprentices College, Arborfield, Berks, RG2 9NJ. Wants World War II cap badges to complete display case (all King's Crown GR VI): Royal Horse Guards, 13/18th Hussars, 14/20 Hussars, 15/19 Hussars, Military Provost, Staff Corps (MPSC), 50-52 Commando. Also cloth badges of VI Commando and RSR (Raiding Support Regt).

David Turner, 14 Ambrose St, Mt Albert, Auckland 3, New Zealand. Wants Rhodesian, Zambian insignia also Commonwealth Ceasefire Monitoring Force armband. Will purchase or trade for UK/HQ badges.

Reunions

82nd Armoured Engineer Squadron RE Old Comrades Association: Saturday, 1 November at the Royal Green Jackets Sergeants' Mess, 56 Davies Street, London W1. Contact: Lionel T Crate, 364 King Street, London, W6 0RX.

The Duke of Wellington's Regimental Association: St Paul's Street Drill Hall, Huddersfield on Saturday 4 October 1980. AGM at 6.30pm; Dinner 7.30pm for 8pm. Tickets (£5.00) from Mr A Wood, at RHQ, Wellesley Park, Highroad Well, Halifax, West Yorkshire, HX2 0BA (Tel: Halifax 61671).

How observant are you? (see page 23)

The two pictures differ in the following respects: 1 Second rung from top of ladder. 2 Shoulder strap of falling man. 3 Position of lower white triangle on shield. 4 Black square on door. 5 Nosepiece of helmet at foot of ladder. 6 Moustache of man lying on back. 7 Left hand of man lying on back. 8 Length of black arrow. 9 Horseman's helmet badge. 10 Tip of horse's tail.

Competition

Our Diamond River Quest (Competition 263) proved a popular puzzle with about three-quarters of the entry getting it right. The thirteen rivers were: Nile, Indus, Lena, Rhone, Ebro, Po, Shannon, Orange, Niger, Clyde, Murray, Don and Congo and — as several readers discovered — there was more than one order in which the expedition could have tackled them. Prizewinners were:

1 S/Sgt Grace, GI, HQ Northag, BFPO 40.

2 WO2 J Simmons, SSO Detmold, BFPO 41.

3 Mr J A Johns, 38 Devonshire Road, Salisbury, Wilts.

4 Master J P Comber, 28 Kinfalns Avenue, Eastbourne, E Sussex, BN22 8JS.

5 Sgt D J Jenkins, Police Dog Flight, RAF Laarbruch, BFPO 43.

6 Mrs Kathleen Allen, c/o Sgt Allen, 10 Fd Sqn RE, BFPO 43.

7 Mrs Grace Blackles, 136 Britton St, Gillingham, Kent.

8 Miss J. Murray, 5 Howard Avenue, Bromborough, Wirral, Merseyside.

See-the-Army DIARY

OCTOBER 1980

11 Army Motorcycling Championships, UK (11-12 October).
12 Southampton Guildhall, Concert by Band, Royal Signals.
25 Exercise Roadmaster Army Driving Championships UK (25-26 October).

NOVEMBER 1980

7 Festival of Remembrance, Royal Albert Hall (7-8 November) (Massed Bands, Gds Division).
9 Cenotaph, Service of Remembrance (Massed Bands, Gds Division).
9 Welsh National Service of Remembrance, Cardiff.



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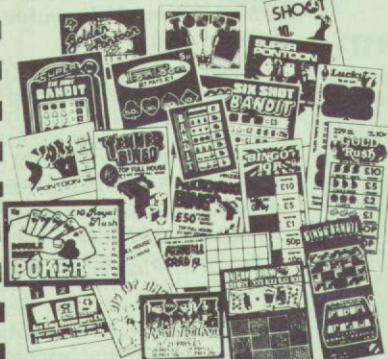
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The Squatters

THE SKETCH SHOWS a plan of the huts of the old military camp of LOWER DEEPSET.

One evening the camp was evacuated by the troops and no sooner had they gone than old JOE RUFFIT stepped in and claimed one of the huts for himself. He was the first squatter!

He was soon followed by the newlyweds JOHN and HONEY MOON who claimed hut D. Hut N was taken by MRS LONELY, a widow with two sons. A fourth hut was taken by BILL HOOK with his wife, son and daughter. A fifth was soon occupied by a family of five. And so on!

In brief, by the next evening every hut was occupied by squatters. Yet, strange to relate, not one of the huts contained the same number of people. The largest number of people in one hut was the hut occupied by MR and MRS BAKER and their thirteen children. Stranger still, every line of huts contained 40 persons and every row of huts housed 24.

By the way, old JOE RUFFIT had occupied hut G and the BAKERS with their 'bakers' dozen' had made themselves comfortable in the corner hut A.

Now, can you find out how many persons were squatting in each hut? And in which hut the HOOKS were living?

The closing date for the competition is Monday 1 December. The answers and winners' names will appear in the February '81 SOLDIER. More than one entry can be

COMPETITION 267

Line 1	A 15	B 10	C 7	D 2	E 6	40			
Line 2	F 4	G 1	H 14	J 11	K 9	40			
Line 3	L 5	M 13	N 3	O 8	P 11	40			
Row A	24	Row B	24	Row C	24	Row D	24	Row E	24

submitted but each must be accompanied by a 'Competition 267' label. Winners will be drawn by lots from correct entries. Entries using OHMS envelopes or pre-paid labels will be disqualified.

Send your answers by postcard or letter with the 'Competition 267' label from this page and your name and address to:

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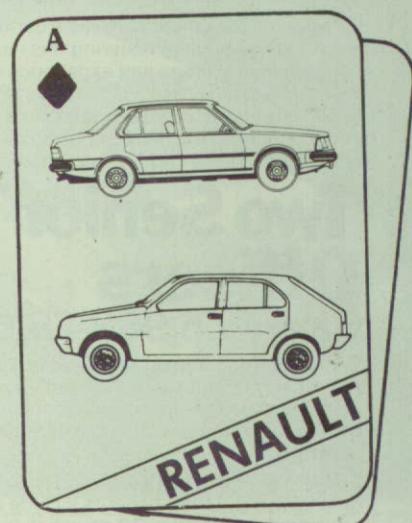
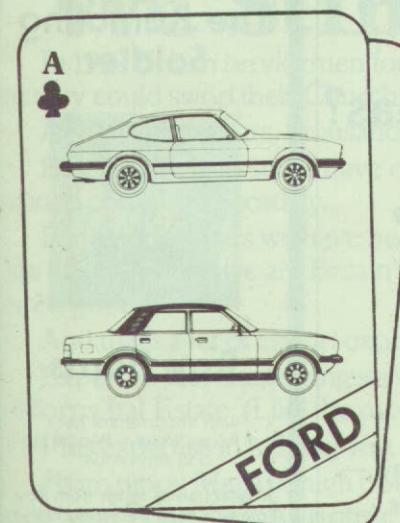
In last month's competition 'Here and There' (266) the 2nd letter in the first vertical column should have been a 'B' not an 'A'. Entries with either 31 or 32 correct place names will therefore be eligible for the prize draw.

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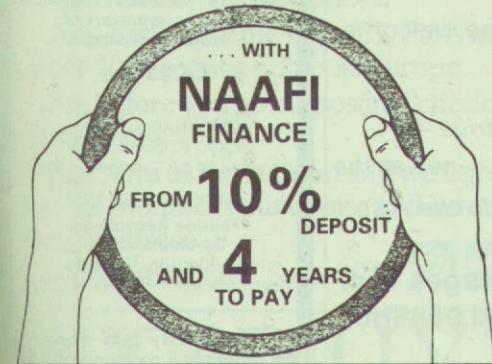
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