

JULY 1961 ★ 9d

SOLDIER



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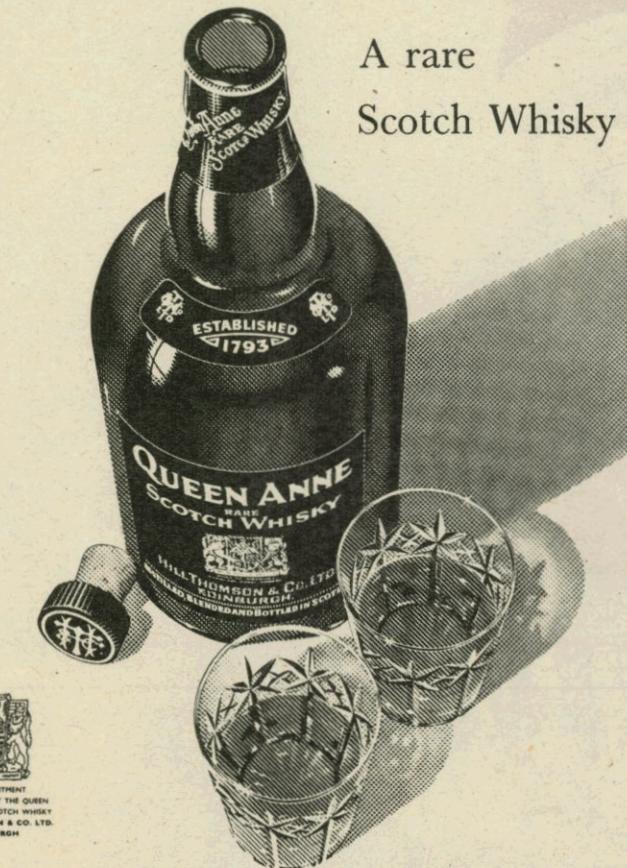
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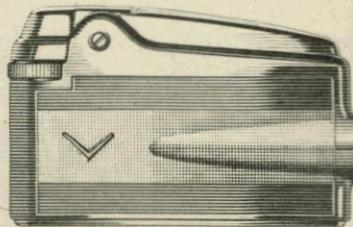


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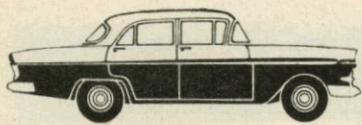
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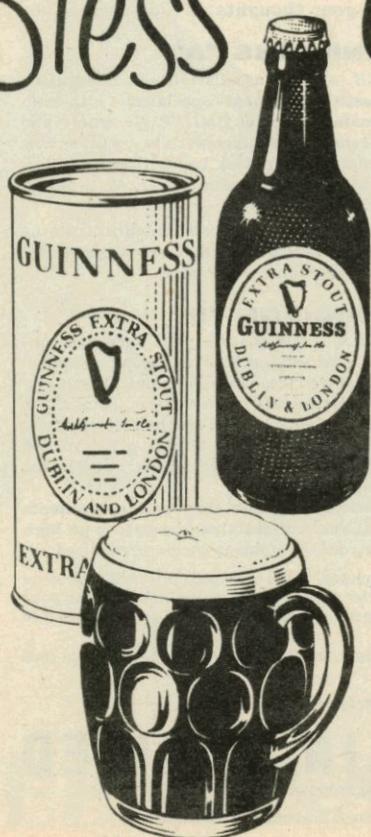
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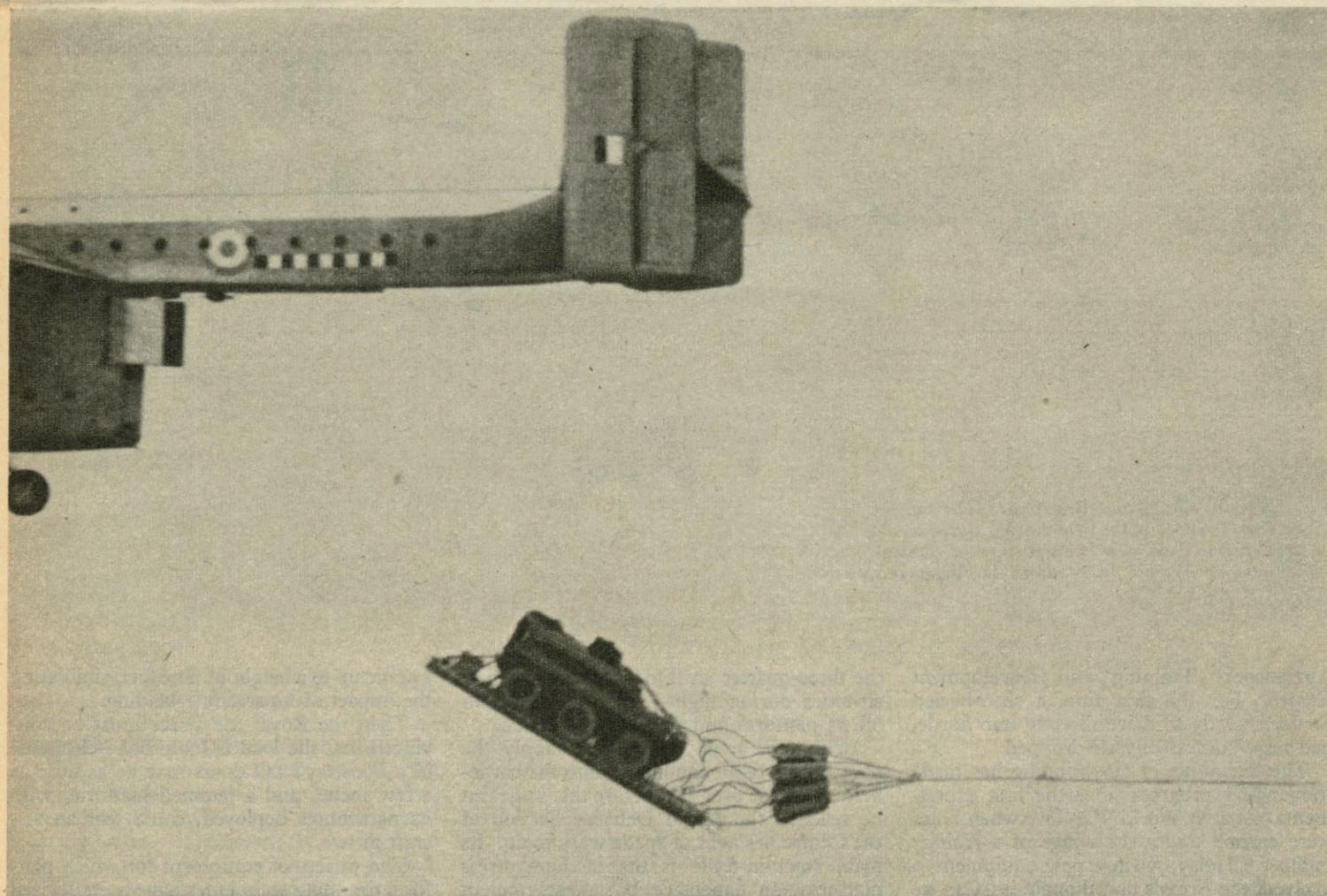
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Thirteen tons—a fully-equipped *Saracen* armoured personnel carrier on a heavy stress platform—drop into space from the rear doors of a *Beverley* transport. In seconds its parachutes deploy to bring the *Saracen* safely down.

AND THE SARACEN CAME OUT OF THE BLUE

Within little more than a decade the Army Airtransport Training and Development Centre, a small unit based on Old Sarum, has transformed aerial delivery from crude beginnings into a precise science of war.

A GROUP of soldiers shielded their eyes against the sun and stared anxiously at the sky as a *Beverley* transport aircraft droned over the airfield. Then, from the open rear doors, a bulky outline spewed slowly and clumsily into space.

Seven huge parachutes billowed out and the heavily laden platform righted itself, swinging gently to and fro as it floated down to earth. Within seconds the platform hit the ground, its parachutes spilling and collapsing around it.

The soldiers ran forward excitedly, for this was yet another triumph for the Army

The soldiers ran forward excitedly, for this was yet another triumph for the Army

OVER . . .

SOLDIER to Soldier

WHEREVER you go in Britain today the chances are that you will see the Army on display. All over the country troops are taking part in tattoos, giving exhibitions of their skills, holding public parades or showing the flag in their county towns.

It is part of Operation KAPE ("Keep the Army in the Public Eye"), a scheme with a three-fold aim: to foster a closer and better understanding between the Army and the public, to show the taxpayer what he is getting for his money and to induce more adventurous young men to put on the Queen's uniform.

All too often in the past the Army has been astonishingly coy about showing itself off, a circumstance which both soldiers and civilians have found difficult to understand. The Army that has fought with honour and glory in every part of the globe over the past 300 years, has thrashed many powerful bullies, rescued the weak and oppressed and at least twice saved Europe—and possibly the world—from tyranny, has good reason to blow its own trumpet loud and often.

Yet no amount of self-advertisement will make the Army more popular unless the troops themselves reflect its image by their own personal behaviour and integrity.

Men like Company Sergeant-Major Instructor Albert Small, of the Parachute Regiment, for instance, are worth all the recruiting devices put together.

Millions have read how, when a parachutist's training balloon burst 800 feet



CSMI A. Small. His courage saved four lives

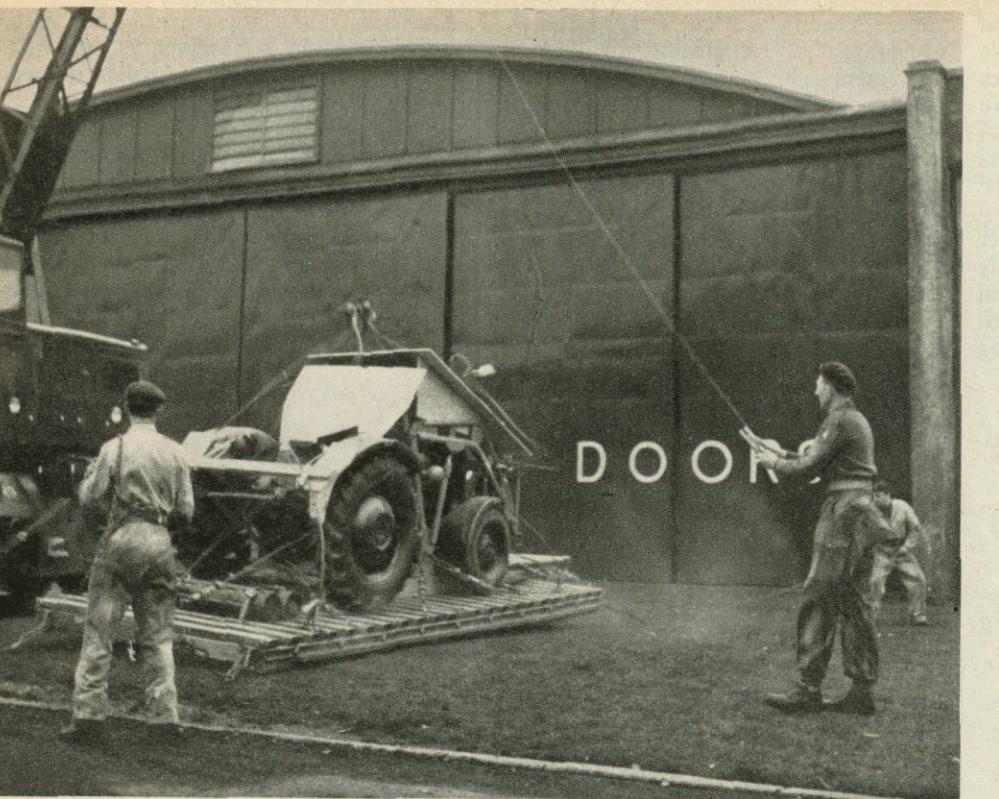
above an airfield in Essex, his calm courage and discipline saved the lives of four Territorial Army paratroopers. Afterwards he modestly said: "The men with me deserve praise for following my instructions so well!"

Of such stuff heroes are made and of such men, and those who pride themselves on being soldiers, the country forms its opinion of the Army it pays to defend.

★
Of all the remarkable speeches that come out of the House of Commons when the Army is discussed, the recent plea by Mr. Emrys Hughes, Member of Parliament for South Ayrshire, that soldiers should be allowed to resign 24 hours before a battle takes a lot of beating.

Mr. Hughes ("I have been court-martialed five times") supported his idea with the claim that if soldiers were able to give a day's notice to quit there would be fewer battles. SOLDIER respects Mr. Hughes' pacifist ideals but cannot accept either his opinion or his implication that a soldier would shirk his duty in time of war.

Mr. Hughes, incidentally, also recently suggested that trade unionists should have gone on parade with the Guards when the Trooping the Colour ceremony was recently televised to Russia, because the sight of them marching along with their banners, "would give the Russians an idea of our democratic way of life."



First tests of a new load are made by dropping the platform by crane from heights up to nine feet, which represents an actual parachute landing. This Ferguson tractor is just hitting the ground.



A neatly slung Land-Rover and trailer dangle from the hook of the twin-rotored Belvedere. Three of these new helicopters, now coming into service, are being flown to Singapore.

Airtransport Training and Development Centre. For the first time a six-wheeled *Saracen*, ready to drive directly into battle, had been successfully air-dropped.

The technique of air-dropping has made tremendous progress since the first experiments just after World War Two when jeeps were carried under the wings of a *Halifax* bomber. Today, when a new equipment is evolved, the Army's first thought is: Can we fly it and can we drop it?

That is where the Airtransport Centre, at Old Sarum, Salisbury, comes into the picture. One of its jobs is to work out, in close co-operation with the Royal Air Force—the delivery men—how an equipment should be loaded in an aircraft and what protection it needs so that it can be dropped ready for immediate use.

"Immediate" is the operative word. Every air-dropped vehicle is tactically loaded and carries its own fuel—tanks are filled only to

the three-quarter level to allow expansion at altitudes during flight—and can be driven off its platform and straight into action.

In theory, aerial delivery is simply the parachuting of an equipment into the battlefield ready for use. But before this stage can be reached the Aerial Delivery Section of the Centre has a lot of spade work to do. Its main stock-in-trade is the medium stress platform, an expensive but most efficient piece of mechanical engineering which will carry a load of up to 14,000lbs.

When putting a new load on the platform the Aerial Delivery Section—under a Royal Electrical and Mechanical Engineers officer, Major C. L. Hunt, and his staff—has to work out where it must be fastened, what shock absorption and packing is needed and whether clearances are sufficient. The Section's Royal Electrical and Mechanical Engineers Workshop helps to produce the prototype load which is first dropped from

a crane up to a height of nine feet, simulating the impact of a parachute landing.

Then the Royal Air Force must be convinced that the load is foolproof—clearance of a *Beverley*'s tail doors may be as little as a few inches and a jammed platform, with its parachutes deployed, could tear an aircraft in two.

The variety of equipment for which platform dropping techniques have been devised is staggering. For the Royal Engineers there have been water purification sets, compressors, circular saws on trailers, bulldozers, that odd machine, the nine-wheel wobbly wheel roller and, recently, the new Michigan 75 tractor.

For the Royal Electrical and Mechanical Engineers, welding plant, generators and store trailers; for the Royal Signals, charging sets and complete radio stations; and for the Royal Artillery, 25-pounders and 4.2-inch mortars. The Infantry's 106-mm anti-tank

rifle, the *Bat* and, just recently, the *Wombat*, have been dropped.

Not long ago the Army Air Corps suggested that a complete *Auster* might be dropped. Major Hunt, Artificer Sergeant-Major H. J. Warburton and Sergeant A. C. Rogers, who was awarded the British Empire Medal in the last New Year's Honours, put their heads together and designed a new rig, slinging the *Auster* from a wood and metal frame which also housed, in nylon nets, the dismantled wings. The *Auster* has been successfully dropped.

All these are medium platform loads. The new heavy stress platform, now under development, will take up to 24,000lbs. It was on this that the Centre dropped the *Saracen*—a total weight of 13 tons including platform and parachutes. Earlier it had been used to drop the mock-up *Malkara* anti-tank missile mounted on a *Hornet* vehicle. Next on the list for the heavy platform is the *Saladin* armoured car.

Shock absorption is the key to successful platform dropping. It is achieved to some extent by ingenious air bags under the platforms and, under the load, by struts of oversize wooden pegs driven into mild steel cylinders—24 of these softened the *Saracen*'s landing. Increasing use is being made of honeycombed cardboard which will withstand a surprisingly heavy impact.

Another new technique is carrying supply loads on a platform covered by a nylon net which can quickly be tensioned on hooks at the platform sides. Some of the loads are dropped from Royal Air Force planes being evaluated at the Aircraft and Armament Experimental Establishment at nearby Boscombe Down; others by transport planes of the United States Air Force which regularly visit Old Sarum to try out British techniques.

The variety of transport aircraft within NATO—the *Beverley*, *Hastings*, French *Noratlas* and American *Hercules* are only a

few examples—complicates the Centre's work because a separate loading drill must be worked out for each.

This particularly applies to the Centre's Air Portability Section which has the task of putting today's loads into today's aircraft. Nothing is static. The *Land-Rover* has changed, so has the *Beverley*'s payload, and each change involves a new drill.

Air Portability deals, too, with tomorrow's loads in tomorrow's aircraft as, for example, the *Malkara* and the Armstrong-Whitworth AW 660 (the new turbo-prop freighter). As a new aircraft such as the *Belfast*, evolves, the Centre keeps in direct touch with the makers.

A third section of the Airtransport Centre's Development and Test Wing is concerned with cargo helicopters, both internal loads and, more important tactically, what can be carried by crane. The year-old Helicopter Section, under Major A. D. Fitzgerald, Royal Army Service Corps, an Army pilot who served with the old Joint Experimental Helicopter Unit, acts as the Royal Air Force's adviser on Army loads.

Most of the Section's research is concerned with cabin and net loads of rations, ammunition and fuels, but trials have been carried out over a wide field, including the transport of bridging equipment and assault boats and even the recovery of a crashed *Auster* aircraft.

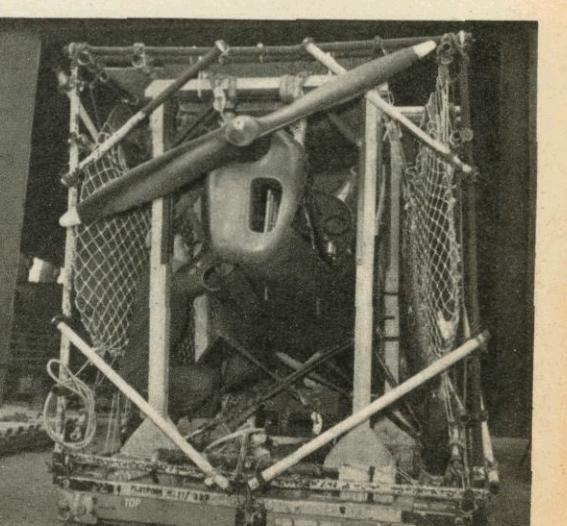
The *Whirlwind*, for example, laid plastic pipeline during a Royal Army Service Corps exercise (see SOLDIER, January, 1960), and the larger *Wessex* has carried a *Land-Rover* and recoilless rifle. Recently the Centre has been working with the Royal Air Force in trials with the new twin-rotor *Belvedere* (originally the Bristol 192) which is coming into service in Singapore. The *Belvedere* can carry 25 troops in its cabin or, from its hook, a *Land-Rover* and trailer, 105-mm pack howitzer or two-ton pallet.

There are four other sections in the

OVER . . .



Left: Watched by Corporal Ross, an instructor, officer students unleash a Land-Rover in a mock-up fuselage of a Hastings aircraft at the Army Airtransport Training and Development Centre, Old Sarum.



Right: All packed up and ready to go. ASM H. J. Warburton makes a final check of the rigging of an Auster on its medium stress platform. The wings are in nylon nets and the plane is suspended.

Development and Test Wing. Under a Royal Army Service Corps officer, the Air Supply Section evolves and maintains the techniques of air supply. The main development here is in one-ton packs—a *Beverley* can carry 16 and the AW 660 holds 13—which are more convenient and economical than odd-sized loads.

Ammunition dropping is the responsibility of Major D. G. Mendham, Royal Army Ordnance Corps, while a Staff Officer, Royal Signals, Major D. Dermot, deals with navigational aids and the marking of dropping

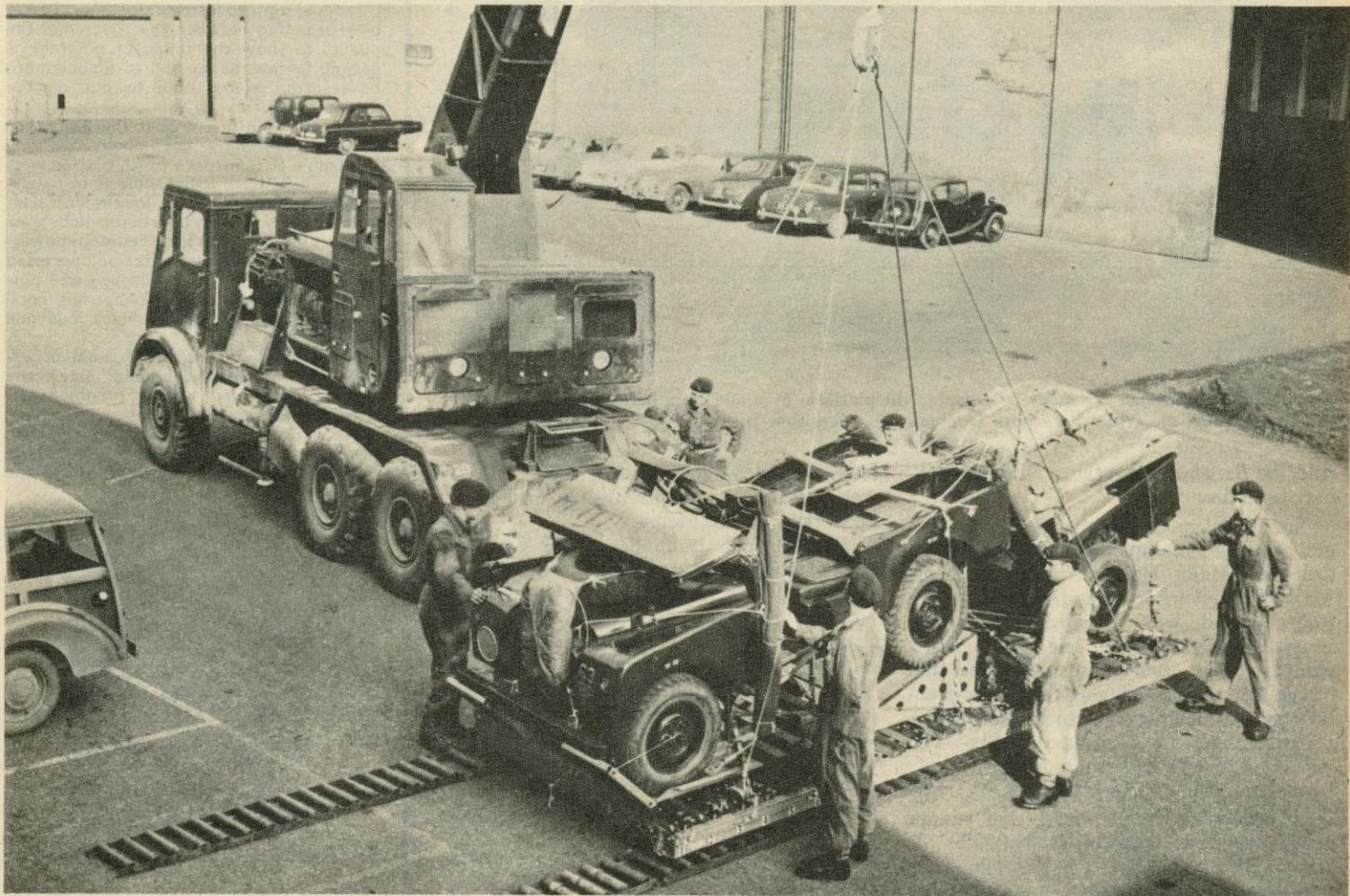
zones. A Staff Officer, Infantry, Major D. W. Callaghan, is responsible for parachute equipment—the paratrooper's clothing and equipment for any type of drop from high altitude to free falling.

Major Dermot spends most of his time, however, commanding the Centre's Training Wing, with Major Callaghan as his Chief Instructor. The Wing runs courses at unit level in air portability, the science of movement to battle by air and the correct use of aircraft. Officer students—majors and senior captains—become their commanders'

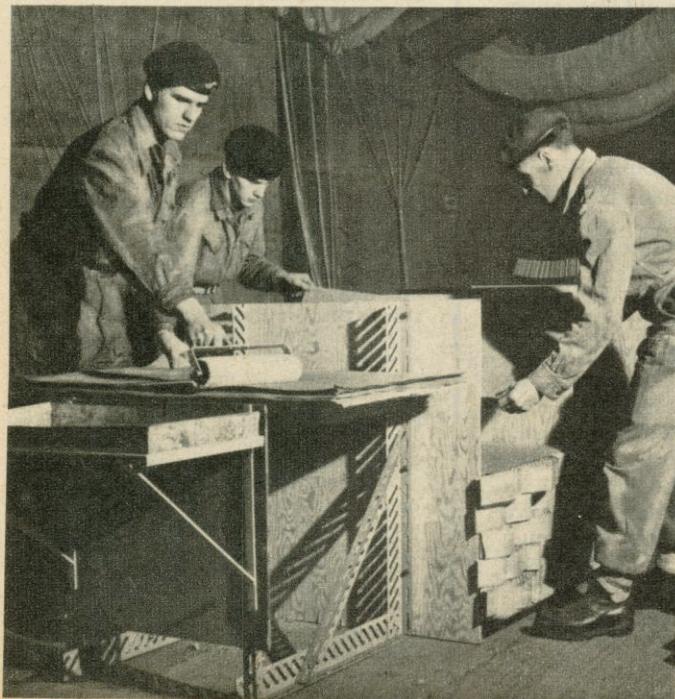
advisers in air movement, while sergeants and corporals are trained as unit foremen. The Wing also trains smaller numbers as platform rigging checkers.

Since World War Two the Army Air-transport Training and Development Centre has come a long way. Its work in developing techniques and equipments and training soldiers in air-mindedness has transformed the Army's airborne operations from a somewhat crude and haphazard procedure into a precise science of war.

PETER N. WOOD



Above: This is how it should be done. Students examine a *Land-Rover* and trailer prepared by the Centre as a demonstration load for parachuting on the medium stress platform.



Left: This is the Centre's home-made production line for honeycomb shock absorber material. The compressed bars (right) are stretched out and then faced with card sheets.

The Army Airtransport Training and Development Centre has lived on the Royal Air Force Station, Old Sarum, since 1950, moving from Abingdon and, earlier, Brize Norton. During World War Two, as the Airborne Forces Development Centre, it was primarily interested in military gliders.

Also at Old Sarum, one of the oldest Royal Air Force stations, is the School of Land/Air Warfare, an Air Ministry establishment with a joint staff which is responsible for the techniques of land/air warfare and teaches them down to brigade level.

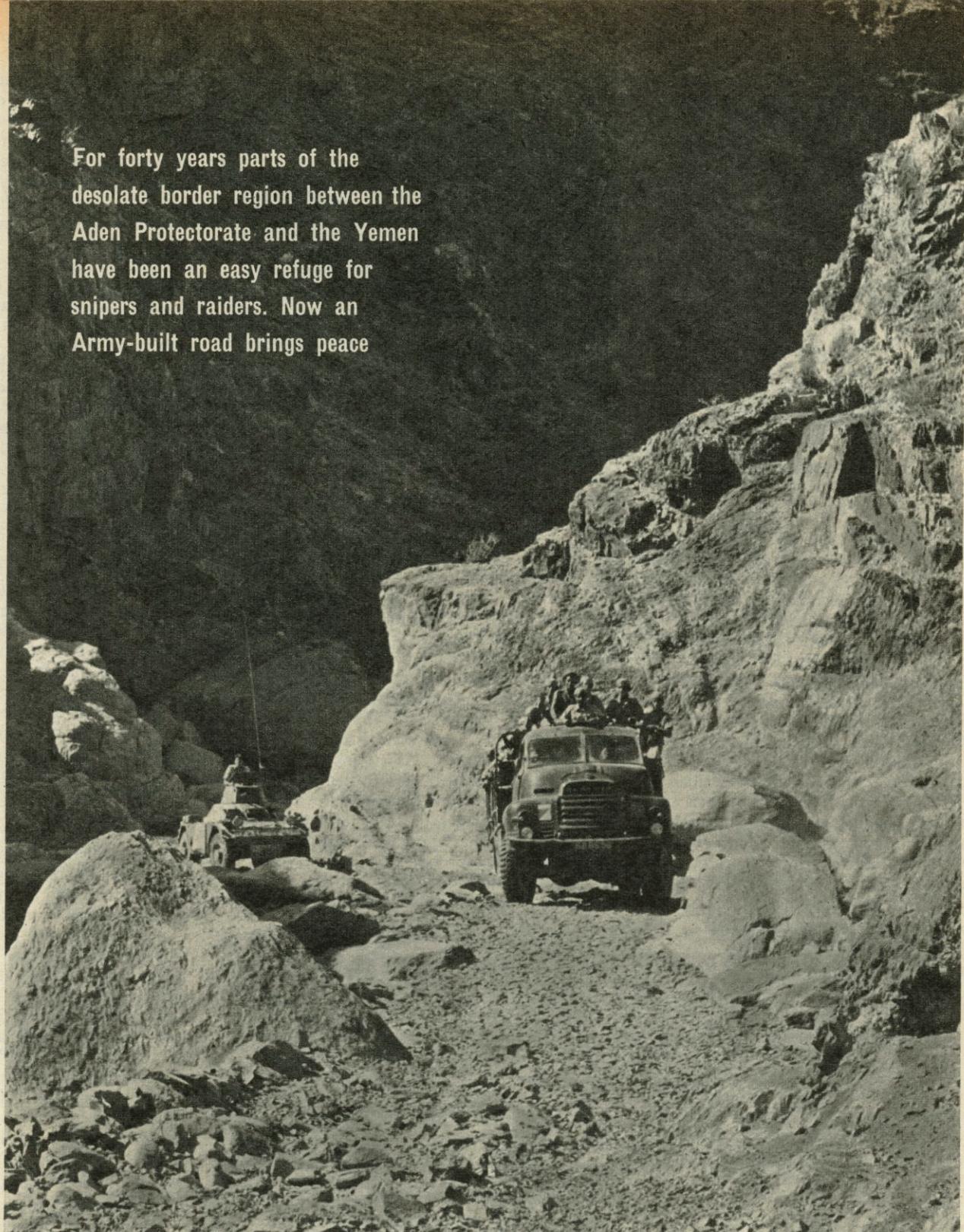
The Airtransport Centre, in the words of its Commandant, Colonel P. E. Crook DSO—he won this award at Suez commanding 3rd Parachute Battalion—"develops and teaches the nuts and bolts."

Although only a small unit of 12 officers and 70 men, from all the major corps and regiments, and 30 civilians, the Centre has a proud sports record. It has a good soccer team at the top of its league and this year its hockey team won the Salisbury Plain District Minor Units Cup and the All-Comers six-a-side competition.

For forty years parts of the desolate border region between the Aden Protectorate and the Yemen have been an easy refuge for snipers and raiders. Now an Army-built road brings peace

Along a track freshly blasted by the Sappers and cleared by the Aden Protectorate Levies, a three-ton lorry drives through Wadi Ruqub. Not long ago the track was impassable to every form of transport except donkeys and camels.

Photographs
by SÖLDIER
Cameraman
FRANK TOMPSETT



THE ROAD THAT ROUTED THE REBELS

THE British Army in Aden has won a bloodless victory over the fierce, dissident tribesmen who terrorise the Yemen border country. And it has done it not by force of arms but by the peaceful stratagem of building a road into the heart of the terrorist strongholds.

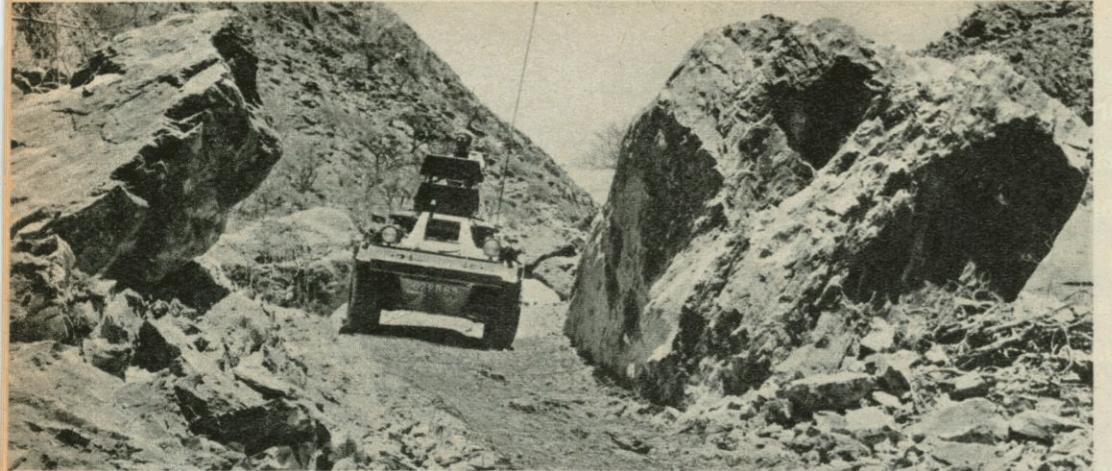
From the fertile plain of Lodar, in the Western Aden Protectorate, the road winds its way along a dried-up river bed, through fantastic rock formations and precipitous mountains and gorges to the Fidfidah Pass, and on through Namur, Wadi Hatib and Rabat to the Jebel Urr, whose gaunt volcanic peaks tower 8000 feet above sea level. It took five months to build.

Thus an area near the Yemen border—for long a hide-out for rebel tribesmen, where blood feuds between rival tribes were commonplace and raids from the Yemen were a frequent occurrence—has been opened up to the Aden Protectorate Levies' patrols, and peace brought to an area whose second name was trouble.

Although the building of the road was only a detail in a larger plan, it is in one sense the most important thing achieved by it.

OVER...

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A gap blown in the mountainside by men of the Independent (Aden Protectorate) Field Troop enables heavy traffic to by-pass a steep and dangerous escarpment.

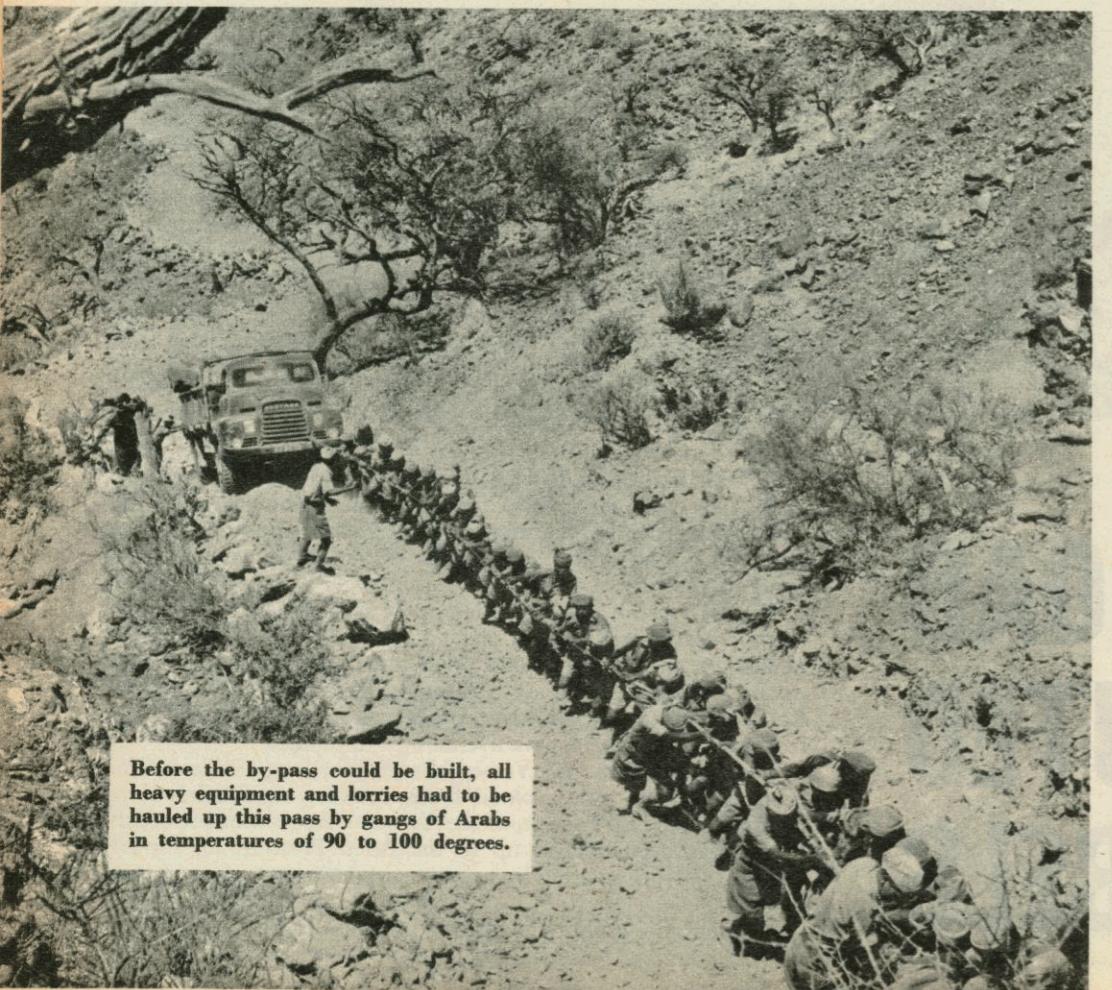
Local tribes were so astonished by the audacity and skill of the troops that instead of giving fight, as was expected, they fled from the area and have not been seen since.

The object of the venture was to re-assert Protectorate authority in an area of over 800 square miles occupied by the Shamsi-Rabizi, Humadi, Ba Kilwa and Aboody tribes. The Western Aden Protectorate is a federation of independent sheikdoms, most of whom are friendly to the British. One sheik, however, ambushed a supply convoy a year or so ago, killing several Levies and two British officers. He and his men had fled—it was supposed to the Yemen—and, it was thought, might return to make more trouble. To patrol so vast and desolate a spot was difficult in such terrain, and certainly impossible without roads, which were given the first priority.

Those taking part in the operation were the 1st, 2nd and 4th Battalions of the Aden Protectorate Levies, a company from their Training Battalion, units of the Federal National Guard, Gunners from C Battery, Royal Horse Artillery, armoured cars from the Levies' armoured car squadron and the 11th Hussars and the Independent (AP) Field Troop, Royal Engineers.

In this strange setting the wild, rough days of the old North-west Frontier were re-enacted in earnest. As a first step Lieutenant David Kruger, Royal Engineers, accompanied the Aden Protectorate Levies into the area near Lodar to make an initial entry, aided by eight Sappers and about 40 locally-recruited labourers.

To the unskilled eye—and to many experts, too—the scheme looked impossible.



Before the by-pass could be built, all heavy equipment and lorries had to be hauled up this pass by gangs of Arabs in temperatures of 90 to 100 degrees.

Monster boulders and rock formations, weighing many tons, obstructed the river bed. Masses of jagged rock bore witness to previous landslides. On some sides the rocks rose for thousands of feet, gigantic boulders often perched perilously on top of each other, as though a mere touch of the finger would send them hurtling down.

There was no water. Every drop had to be brought by camel or donkey. There were endless arguments with local tribesmen about the hire charge for the animals, the Bedouins demanding 30 shillings a day for the use of each camel. With 270 camels in use in the early stages, this daily cost alone was £400. Furthermore, the tribesmen would accept payment only in silver Maria Theresa pieces, which are minted abroad for use by the Yemeni and by border tribes. They had to be bought from money-changers in the Arab markets, and transported to the site in metal ammunition boxes.

Every man carried a rifle and piquets kept constant guard against possible snipers, for the country is perfect for an ambush. The men bivouacked against the rock face, generally too tired by the gruelling work in temperatures which often rose to 100 in the shade, to worry about the brilliant blue lizards, the snakes, the camel spiders as big as a hand, or the scorpions that lurked beneath stones or in the sand.

Once, after days of hard slogging, drilling, blasting and prizing away huge boulders and rock masses to form a rudimentary stretch of track, a rainstorm, very rare in Aden, came suddenly, transforming the parched river bed into a raging torrent and sending cascades down the mountain side. Within hours the back-breaking labour of weeks had been undone, and the new track was a chaos of silt, rocks and boulders.

So once more the Sappers, working with 2nd Battalion, Aden Protectorate Levies, blasted and cleared their way through. Holes were made in rocks and over-large boulders by "beehive" charges, the hole then crammed with plastic explosive and detonated. Some of the rock "splinters" displaced by these explosions were as big as a room and could be moved only by being re-bored and exploded.

Later, Lieutenant Kruger's section was replaced by two sections of the Independent (AP) Field Troop, Royal Engineers, under Lieutenant Harrison. These Sappers, many of whom had never been out of Britain before, went in at the deep end. Within four days of arriving from England they were toiling in the tropical heat up the Wadi Ruqub.

Maintaining radio touch with Aden, most of the units depended on the Royal Air Force for supplies, which were dropped regularly by parachute. An airstrip built at Aasm and smoothed by bulldozer, an operation which displaced hundreds of snakes and scorpions, had to be abandoned. The rats had made so many holes in it that it was unusable.

At last the Levies and Sappers, aided by 20 three-tonners, compressors, Land-Rovers and a 9-ton Michigan tractor-shovel, reached the steep incline of the Fidfidah Pass, a natural break in the escarpment which stretches for 150 miles. These heavy vehicles, and even 25-pounder guns, were brought up by hand, gangs of 300 Arab workmen chanting as they pulled. The rising ground had been only roughly cleared, and the gradient was one in one. A



The up-country Arab is inseparable from a rifle, which may have cost him up to £100, and the elaborately decorated jambia. This is a Bedu of the Quaffai tribe.

Left: Pickets keep constant vigil while Sappers and Levies, far from their base, build a road into territory where ambushes were frequent.



Lieutenant Hussein Saleh Aulagi, Headquarters Company Commander of the 2nd Battalion, Aden Protectorate Levies, receiving orders from his Commanding Officer, Lieutenant-Colonel E. S. Walker, near the Yemen border.



Arabs cheer and sing after pulling a three-tonner up to the top of the Fidfidah Pass. Bulldozers, Michigan tractors and 20 lorries were hauled up in this way.

broken rope, faulty timing, lost foothold or inadequate pulling could have ended in tragedy.

When the vehicles reached the escarpment, the track through the Pass was widened so that they could move through it unaided. The Independent Field Troop Commander, Captain N. M. White, Royal Engineers, then found that an alternative route, along another dried-up river bed and running parallel to Fidfidah from Lodar, would obviate the dangerously steep climb.

This new stage was as difficult and dangerous as the last, but with Sapper help

the Levies cleared 800 yards of track a day. Large rocks were removed by crowbar and bulldozer and the course of the road marked by piles of stones. Obstacles which could not be moved by hand were blasted with explosive. Seized by the pioneering spirit of this great adventure, everyone cheerfully worked long hours—sometimes 13 a day—to speed the break-through.

The by-pass completed, men and equipment moved forward, road-making as they went, penetrated into the dissident territory near Rabat, where Salim Ali Mawar, leader of the Shamsi-Rabizi tribe, was believed to

have his headquarters, and on to the Naamah Pass into the Wadi Hatib, near the Yemen border.

Despite the hazards, there were remarkably few casualties. One Arab labourer was killed by a falling boulder. Sapper Harry Hunt, driver of the 9-ton Michigan, had a narrow escape when his machine ran downhill out of control and hurtled over a precipice. As the Michigan crashed 300 feet below, Sapper Hunt was thrown out on to a ledge and was only slightly bruised.

Twenty-four hours a day British troops in Aden, one of the world's busiest ports, stand by to go into action with the police to preserve law and order and break up riots



Against a backdrop of rugged, volcanic mountains, men of the 11th Hussars patrol Aden's gigantic oil refinery in Ferrets.

SINCE the serious riots in Aden Colony three years ago the British Army has helped to keep the peace in one of the world's busiest ports.

Today, liaison between the Army and the police is so close that there is little likelihood of those ugly scenes being repeated. Before a mob could get out of hand, appeals to reason, followed by repeated warnings and, in turn, by swift and firm action, would localise the trouble.

The 75 square mile colony of Aden consists of two rocky peninsulas joined by a coastal strip on the south coast of Arabia about 100 miles east of the Straits of Bab el Mandeb and includes the islands of Perim and Kuria Muria.

To the quarter of a million visitors that come ashore from the ships every year, Aden is just a busy port, cosmopolitan, colourful and crowded. The streets teem with life. From the clustered and cluttered oriental

stalls come the smells of coffee, fried food, perfume and cattle fodder; the air is thick with the yells of children, the hoot of motor horns and the blare of countless radios. Beggars and street hawkers, money-changers and tourists jostle together. Limousines, screeching taxi carts and camel carts pick their way through the goats and cattle that wander unconcernedly through the narrow streets.

All very picturesque, but to those concerned with internal security there are problems. Aden's population of 138,000, apart from indigenous Arabs, includes Indians, Somalis, Europeans and a few Jews of Arab stock. There are also 50,000 Yemeni. Yemen, which has a long and mostly undemarcated border with the nearby Aden Protectorate, has for 40 years made no bones about its ambition to absorb both the Colony and the Protectorate.

Broadcasts from Yemen have often

To ensure complete co-operation, men of the Queen's Royal Surrey Regiment demonstrate their riot drill to Aden's Armed Police with whom they would go into action. The troops would fire only after repeated warnings had been given.



ON GUARD IN A POLYGLOT PORT

Photographs: SOLDIER Cameraman FRANK TOMPSETT

plumbed unbelievable depths of falsehood, and inflammatory broadcasts from the United Arab Republic (of which Yemen is a part) have tried to raise emotions to fever pitch.

The narrow, twisting, over-crowded streets of Aden are difficult to patrol. Boulders and broken rock are always at hand for stone-throwers. Once rumour and provocation begin groups of trouble-makers may gather, become a mob and go on the rampage.

The British soldier, with his discipline and restraint is a tremendous asset in this sort of environment. All British Army units, and the Queen's Royal Surrey Regiment and 11th Hussars in particular, co-operate with the police and Colony administration on internal security. But, though kept in constant readiness they do not act unless the police are unable to cope themselves.

Police organisation in Aden is three-fold. The Police Marine Branch guards the docks and waterways, watches for smugglers and

illegal immigrants, and keeps order in the docks and waterways.

The Aden Police Force is divided into both civil and armed police. The civil police patrol the beats and regulate traffic. If force is necessary, they call on the armed police—a highly mobile striking force of four officers, 12 inspectors and 329 other ranks divided into platoons of 30 men. When trouble threatens they are rushed to the scene in lorries protected against stone-throwers by a steel mesh, wearing their riot kits—strong plastic helmets, khaki drill, heavy black boots and puttees, and carrying long truncheons and steel shields.

To ensure daily, top-level co-operation between Army and police, Major B. A. M. Pielow, The Middlesex Regiment, of Aden Sub-area (the Army administrative headquarters concerned with the Colony, as distinct from the Protectorate) maintains an office at Aden Sub-Area and another in police headquarters, spending part of every day in each.

When an emergency develops, reports are co-ordinated in the police operations room and a security committee, on which police, Army and Colony administration are represented, assesses the situation and decides what action is necessary. The Queen's Royal Surrey Regiment, the 11th Hussars and other Army units can be contacted at any time of the night or day by short wave radio.

Only the necessary minimum of force is used. First, the riot police appeal to the mob to disperse, replying by baton charge if the crowd attacks.

If the police are being overwhelmed the Army is called in and the officer in charge, having first confirmed with the police on the spot that they cannot deal with the situation, has a banner unfurled which warns the crowd, in Arabic: "Disperse or we fire." (Once, a translator got the order wrong so that it read "Fire or we disperse"; the crowd burst into laughter and went home!)

The order to disperse is repeated by loud hailer, and if it is ignored a bugle is blown as a final warning that the soldiers propose to open fire. When the order to shoot is given, all the troops fire. But only one man has live ammunition in his rifle and he has already been told which ringleader to fire at—aiming at his knees. Thus a wounded rabblerouser never knows who actually shot him.

If necessary, the 11th Hussars, who are stationed in Little Aden, can defend the £45,000,000 British Petroleum oil refinery which handles over 5 million tons of crude oil a year.

This huge installation, with its 100 storage tanks, oil harbour, distillation unit, power station and 19 miles of pipelines, would be impossible to guard unless the soldiers understand and memorised its layout. To achieve this, parties of soldiers are regularly shown around the refinery and occasional practice patrols are made in armoured cars.

So that both police and soldiers can understand how each service operates, they practise riot drill together. Although rigid formation is not always possible in riot conditions, the drill is for one section of the armed police platoon to advance in line, swinging its batons. The second follows to clear casualties and to give additional support. The police are encouraged to keep in line because one man out on his own makes an



Aden's Security Committee, under the chairmanship of Colonel J. H. Pallott, meets to plan how best to avoid trouble and, if it comes, the action to take. The Army and the Police maintain a daily liaison.



easy target for an angry mob. If it becomes necessary for the Army to fire, the police break off at the bugle call so that the section of the street is left clear.

Since Army-police co-operation has become streamlined Aden Colony has known little disturbance. That, of course, was the intention.

As Major Pielow told SOLDIER: "Most people here are decent workers and tradesmen who want to live their daily lives undisturbed. They know, and are glad, that the British Army can help the armed police to nip trouble in the bud if a few agitators try to get it going."



Above: Armed police and troops get together after combined training. Below: Men of the 11th Hussars are introduced to the layout of the oil refinery which, in an emergency, they would protect.



From Harrogate, one of the four Army apprentices schools, come tomorrow's top technicians and tradesmen of the Royal Signals. Each is trained to be a...

They'll be specialist tradesmen in their units, but first and foremost they're soldiers—barrack square trained.

IT was a great day for the Americans. The United States Army's only unit in Britain was holding its "colonel-making" ceremony—welcoming a new commanding officer—at its base near Harrogate.

Only a few hours earlier America's first astronaut had returned safely from space and her soldiers marched on to the parade ground with excusable jauntiness.

It was a great day, too, for the fledglings of the British Army—youngsters in the band of the Harrogate Army Apprentices School—as, sharing the occasion, they proudly led the seasoned American troops on parade.

The apprentices, in No. 1 Dress, typified the spirit of their School in their ebullient keenness, the smartness of their turnout and their precise drill. For the Army's appren-

Soldier, Tradesman, Student, Citizen

tice tradesmen, whether at Harrogate or at the other three Army apprentices schools in Chepstow, Arborfield and Carlisle, are soldiers first and foremost.

Soldiering starts, in a mild form, in the first term at Harrogate, continues throughout the education and technical training which take up most of the three-year course, and takes precedence once more during the final term.

During their first six weeks the recruits settle down to Army life. Physical training

and games make them fit; talks and visits to the school laboratories give them an inkling of things to come. They are confined to camp, not allowed to salute until they can wear their uniform properly—and are away from "Mum" for the first time.

But there is always "Dad"—the Headquarters Company Commander, Major F. Parker, Royal Signals—at hand to solve their problems, and a busy six weeks soon goes by. Then comes the passing off parade, to which their parents are invited, and the recruits, still living in a separate part of the camp, begin to share more evenly the routine of the whole School.

Boys can join the School from 15 to 17 years old and most of them come in between 15 and 16½, signing on for nine years from their 18th birthday. The majority are from secondary modern schools, with a fair proportion from military families at home and abroad.

For the rest of the first term the boys learn simple foot drill and saluting, attend education and trade classes and spend a lot of time on the playing fields. Now they may



Left: Apprentice Tradesman RSM B. S. Dyer (right) talking to his CSMs. Above: The Reynolds twins, busy on shining parade, enlisted together.



SINCE the Army Apprentices School opened in 1947 it has maintained a close link with Harrogate. It supports the town on civic occasions and, as its gift on the Borough's 75th anniversary, the Sapper apprentices converted a cleaning cupboard in the Town Hall into a showcase for the other gifts of silver.

The Mayor and Corporation regularly visit the School and every year the Town Clerk (Mr. J. Neville Knox) and the chief officers give lectures on civic affairs to the final term apprentices. "The

boys are integrated into the town," says Mr. Knox. "Our only regret is that the camp is just outside our borough boundary."

But perhaps that may be put right when the spiders of Uniacke Barracks give way to new barrack blocks, classrooms and laboratories. Almost the whole of the camp is to be rebuilt by 1965, at a cost of £1½ million.

Perhaps by then, too, another "wrong" may have been righted and the School will be more appropriately named the Harrogate Army Technical College.

Pictures by
Capt P. E. Creedy, RAEC



Applied Morse instruction for the telegraph operators. Note the left-handed operator on the right of the picture.

Left: This apprentice line technician is delving into the mysteries of a complex multi-channel telephone terminus.

Right: A/T L/Cpl C. Garratt wears the Duke of Edinburgh's silver badge, long service stripe and an engagement ring.



The Apprentices' Band proudly leads the American troops and their Colour party on parade for the "colonel-making" ceremony at Memphill. The Union Jack and the Stars and Stripes fly side by side at the camp entrance.

Below: Apprentice J. W. Smith, only 4 ft 10 ins tall, looks up in every way to the father figure of his Coldstream Guards platoon sergeant, Sgt Freeman, who stands 6 ft 4 ins tall.



smoke (if old enough—and many parents have to be reminded of the law on this) but may not drink alcohol.

For many years the Harrogate School taught Royal Engineer trades, too, but the last of the Sapper apprentices leave for the Chepstow School this month and in future Harrogate will teach only five Royal Signals trades.

After a year's basic course in the School's Signals Wing "A", the top tradesmen—line, radio, radio relay and telegraph technicians—sit a selection test, then go on to the "B" Wing to specialise in their chosen trades.

The telegraph operators—top trade of the Royal Signals operator group—remain in Wing "A," working up their Morse to 25 words a minute, a speed which will take them to Signals units all over the world and, after their service, land them posts in cable firms, motoring organisations, taxi fleets, or perhaps a £2000 a year job as a fishing fleet telegraph operator.

Civilian instructors, many of them ex-Servicemen, ensure a continuity of tuition, while military instructors keep the apprentices abreast of modern techniques and developments.

OVER...

In the first year at Harrogate the emphasis is on educating the apprentice so that he is capable of assimilating this complex trade training. Compulsory subjects are English, mathematics, physics and current affairs, the latter a broad field covering themes from Homer's *Iliad* in modern form to evolution, Laos and the Congo, and the history of motor-cycling. Map-reading, military history, modern languages and appreciation of the arts have their places in the syllabus and closely linked are the School's hobbies clubs.

The Harrogate apprentice learns, too, to become a good citizen; adventure training on Outward Bound lines develops his leadership qualities and self-reliance; boxing, soccer, hockey, Rugby, cross-country running and quadrangular sports between the four schools (Harrogate looks for a hat-trick this year) make him a sportsman; hobbies clubs from art to sailing, go-karting to model making and mountaineering to chess develop his interests.

In his first year the apprentice is given twice as much education as trade training; in the second the two are roughly equal; the final year is almost all trade training. Over the whole course the proportions are 40 per cent sport and military training, 35 per cent technical training and 25 per cent education. In the last term the emphasis is again on soldiering.

Soldier, tradesman, student, citizen—the apprentice is all four in one. When the boy, now almost a man, leaves Harrogate, he has gained exemption from his 1st Class Certificate of Army Education and perhaps his 3rd year City and Guilds, Ordinary National Certificate or General Certificate of Education subjects at ordinary level—and has passed his trade test. So, after practical service in a unit he is a doubly qualified tradesman, recognised by Army and trade union. As a soldier he has achieved the standard of a junior non-commissioned officer.

It is a tribute to personnel selection and to the School's tuition that only three in 100



The Art Club has been more popular with Sapper apprentices, but the Royal Signals youngsters are now taking a keen interest. Right: A Royal Engineers bridging site at Bishop Monkton, only seven miles from the School, provides excellent facilities for sailing and canoeing enthusiasts.

of the Harrogate apprentices—there are 800 of them at the moment—change their trades or are transferred to a Junior Leaders regiment or to another corps.

Only a few boys try to buy themselves out—usually during the first term—and most of these are happily dissuaded. After three years they go out into the wide world, but many come back to Harrogate on leave or to join the permanent staff—five of the present Royal Signals instructors were themselves apprentices.

Sergeant B. T. O'Connor, a line technician, left in 1953 and is back, teaching AC theory. Staff-Sergeant G. D. Willis, another ex-apprentice, served in Singapore and Nigeria and is now on the staff of the School's equipment workshop. "I'd rather have an ex-apprentice than a man trained in a regiment," he says. "He is a better soldier and a better tradesman."

Of his Morse pupils, Mr. P. B. Neal says: "When the boys pass out here as operators they are a much better product than the naval operator." Mr. Neal should know—he was a sailor for 14 years and taught at the Royal Navy Signals School.

These are the future top tradesmen of the Royal Signals, the embryonic sergeants and warrant officers from whom the Corps will commission a tenth of its technical officers.

PETER N. WOOD



The Town Clerk of Harrogate, Mr. J. Neville Knox, shows apprentices silver presented on the Borough's 75th anniversary. The silver room, the School's gift, was converted by Sapper apprentices from a cleaning cupboard in the Town Hall.

A RECRUIT at an Army Apprentices School is paid £2 2s a week. After a year he gets a shilling a day more and after two years another shilling a day extra, shooting up to £6 9s 6d a week when he enters man's service at 17½ years old.

Increments for ranks—dropped on leaving—are 1s 9d a stripe up to 8s 9d a week extra for an apprentice regimental sergeant-major.

Riding High!

PERCHED on two steel wires less than an inch thick, a Land-Rover towing its trailer drove across a 200-ft gap, mounted a ramp, revved up and went into action.

On a heath near Colchester, Sappers and Royal Electrical and Mechanical Engineers were trying out a remarkable new cable bridge which may be the answer to the Strategic Reserve's need for even greater mobility, both in the air and on the ground.

At present an 80-ton Bailey, requiring three aircraft to lift and 50 men working between six and eight hours to erect, is required to cross a 200-ft gap. The new cable bridge, with all its equipment, weighs only 16 cwt. Dozens could be carried in one aircraft and only 20 men could have it in action in three hours. A Sapper squadron could erect three simultaneously and, unlike a Bailey, they would be almost impossible to destroy by bombing.

The cable bridge—called the Miller Bridge, after an Australian Army officer who used a similar technique in Malaya recently—is simple to erect, costs virtually nothing to maintain and is rapidly dismantled.

All that is needed is about 450ft of steel cable, two pieces of mesh track, 200 steel pegs, a winch and securing tackle. The track is pegged to the ground on each side of the gap, the cable run to the opposite bank and back, fastened and winched to the correct



A REME craftsman tightens the nuts which hold the flanged hubs to the wheels. The hard steel cable bites into the soft metal hubs and allows the vehicle to drive across under its own power.



The steel cable sags only slightly as Cfn D. Chapman, REME, drives his Land-Rover and trailer over the Miller Bridge. The hubs on which the vehicle rides take only a few minutes to fit. Similar bridges, erected to the required width, could also be used for passing over most of the Army's light vehicles.



Sappers carefully check that the cable fits into the hubs as the Land-Rover and trailer leaves the guide and begins its 200-ft journey. The bridge and its equipment is carried in two Land-Rover trailers.

tension. The vehicle, fitted in five minutes with flanged hubs which fit over the wires, then drives on to the cable and over the bridge under its own power.

The first experiments with the new bridge have been carried out by 3 Independent Field Squadron, RE, and 8 Infantry Workshops, REME, both units of 19 Infantry Brigade

Group which is part of Britain's Strategic Reserve.

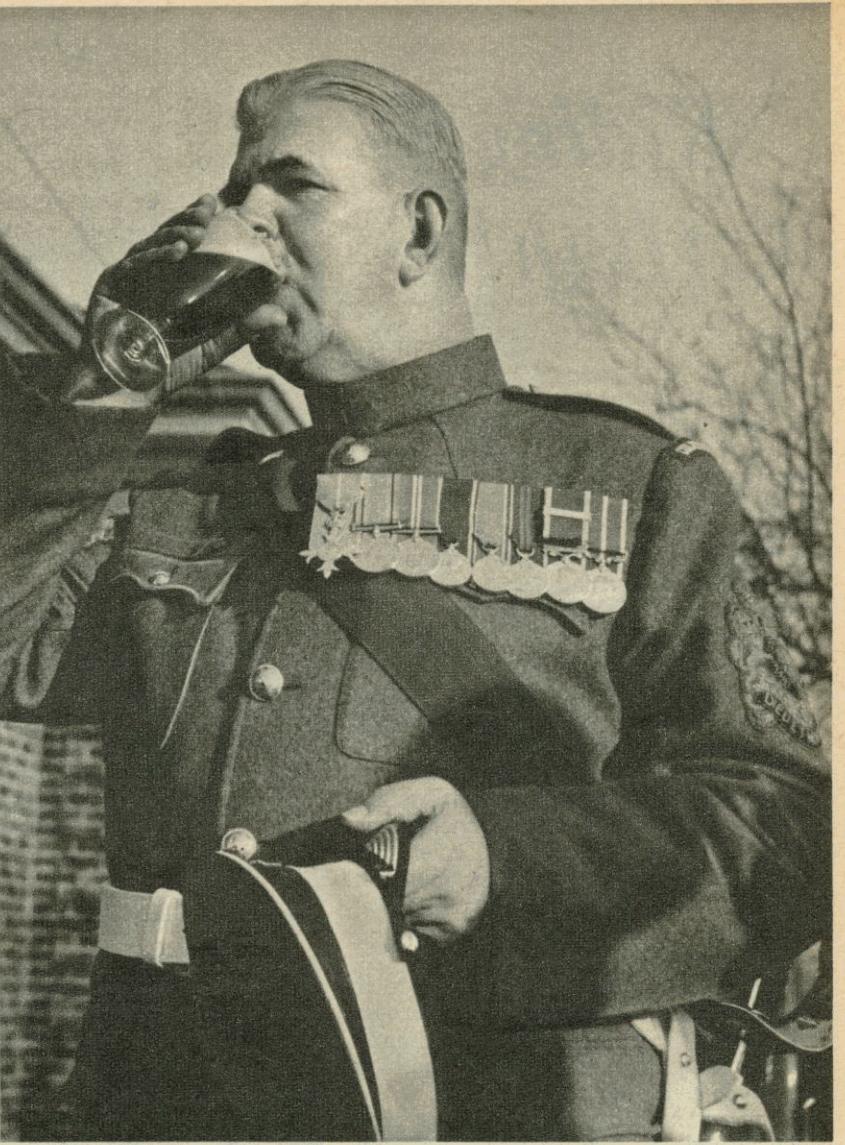
Major S. A. Frosell, commander of 3 Field Squadron, Royal Engineers, is now working on another type of light cable bridge which supports a vehicle from above and below.

E.J.G.

Beer has always been the soldier's favourite tipple. Three hundred years ago the ration was half a gallon a day and a "three-bottle" man was considered a milksop. But times have changed and today the soldier drinks ten cups of tea and three soft drinks for every two glasses of beer

DRINKING IS THE SOLDIER'S PLEASURE

A cooling draught of ale for RSM Britain after receiving his LS and GC Medal. The Duke of Marlborough once said that no soldier can fight without beef or beer.



Standing on the table, officers of The West India Regiment toast Queen Victoria on her birthday in 1889. In early Victorian days many officers drank at least a bottle of port for dinner and, on special occasions, sherry, claret and champagne as well.

In an office at NAAFI's London headquarters recently a brewer's representative poured a few drops of treacly concentrate into a machine and pressed a button. The machine whirred for a few moments, mixing the concentrate with water and carbonic gas. Then the brewer's man pressed another button and out came a sparkling pint of beer which a NAAFI official drank with relish.

NAAFI was trying out an "instant beer" machine which, if it is adopted, may replace bottled and barrelled beer in the Army and save thousands of pounds a year in transport costs. A few ounces of the beer concentrate will make a dozen pints of beer.

"Instant beer" is no new idea, however. The British Army carried out tests with it in 1854 but ten Guards non-commissioned officers who sampled the brew were unenthusiastic and the idea was shelved.

Beer—Sir Winston Churchill described it as "a munition of war," echoing his ancestor, the Duke of Marlborough, who declared that "no soldier can fight without beef and beer"—has been the British soldier's favourite drink for centuries.

A report on Army conditions in the reign of Henry VIII said that the troops preferred beer to wine or cider "for the hot wines doth burn them and the cider doth cast them in disease and sickness."

In Good Queen Bess's day the English soldiers in Holland were allowed half a



Even in action in the Peninsular War the officers of the 28th Foot drank the loyal toast in traditional style. In those days the 28th had an unenviable reputation for drunkenness.



gallon of beer a day; in Ireland it was a quart a day, with half a pint of sack and, every other day, half a pint of whisky!

Drunkenness was prevalent in the British Army in the 17th, 18th and 19th centuries and the British soldier cheerfully drank all he could lay hands on. In the East he guzzled arrack (distilled from coconut palm, sugar or rice) and in the West Indies, rum. Fiery wines so maddened some of the Duke of Wellington's men after the storming of Ciudad Rodrigo, Badajoz and San Sebastian, that they ran amok.

Gross intemperance was a constant problem during the Peninsular War and a Captain Bowles, in *Wellington and His Army*, revealed that "there was hardly a non-commissioned officer or private who was not brutally intoxicated once or twice a week. The greater part were constantly so. No less than 27 men were flogged one morning in one regiment for being drunk on duty."

Flogging had long been the usual punishment for drunkenness but it rarely achieved its object. The Order Book of the 61st Foot, then stationed at the Cape of Good Hope, tells how on 2 June, 1800, Privates William Johnston and Benjamin Green were each awarded 500 lashes for being drunk. At about the same time Private Kelly, of the 28th Foot, received 300 lashes for a similar offence and Private Peter MacDermott had 300 for being intoxicated on the march.

Officers could hold their liquor, too. In the 19th century port, claret, brandy, whisky and wines were consumed in officers' messes in prodigious quantities. Sir James McGrigor, describing an officer's life in the early Victorian days, says a bottle of port a head was the average ration at dinner but when there were guests "the dose was

doubled and with it, a proportion of sherry, claret and champagne besides."

Frederick Reynolds, in his *Life and Times*, published in 1826, tells of a bacchanalian debauch at the Horse Guards where he was invited to dinner. Knowing that his hosts intended to get him drunk he concealed a sponge in a dark-coloured handkerchief into which he deposited his drink, squeezing it out under the table. Later, he says, three majors saw a young page lying drunk under the table, but there was nothing remarkable in that—half the officers were lying there, too! With the Horse Guards, he records, "a three-bottle man was deemed little better than a milksop!"

India, too, was the scene of many a drinking marathon and one of them—in the officers' mess of the 33rd Foot—was described by William Hickey as "the most severe debauch of my life." At this dinner, says Hickey (Arthur Wellesley, the future Duke of Wellington, was one of his hosts), they toasted each other twice and then got down to really serious drinking, "having two-and-twenty bumpers in glasses of considerable magnitude." They drank solidly until two in the morning and Hickey had a hangover which lasted for 48 hours.

It was a chaplain of the 33rd Foot, a Mr. Blunt, who after getting drunk with the Regiment on board a troopship and regaling the sailors with obscene songs, was overcome with remorse and died of shame.

Hard drinking, however, was beyond the pockets of many officers. In 1810, King George IV, then Prince Regent, was dining in one regimental mess when he noticed that some officers were not drinking the loyal toast. Told that they could not afford to drink, the Prince Regent ordered that two

"Frequently just before going into battle it would be found upon inspection that half of the men of the 88th Regiment were without ammunition, having acquired the pernicious habit of exchanging the cartridges for aguardiente and substituting in their place pieces of wood cut and coloured to represent them."—Memoirs of Sir Thomas Picton (1836).



Today, more and more soldiers prefer a nice cup of tea—or a glass of lemonade. Left: a sight to make an old sweat blanch—Guardsmen at Wellington Barracks slake their thirst with milk.



Drink was a problem in the American Army too. In *Three Years in the Army of the Potomac* Henry N. Blake says: "The shameful drunkenness of a corps commander became a stumbling block in the path to victory, when General Meade was foiled in the movement which terminated at Mine Run."

One commander earned the name of "Old Gin Barrel" because "habitual drunkenness had covered his face with frightful blotches." During the first few minutes before Blake was wounded in the Battle of Bull Run he counted "twenty-six Generals and staff officers who rode upon their horses with great difficulty because of intoxication."

bottles a night from his own cellars should be given to every regiment so that all glasses could be charged for drinking the monarch's health. Later, this became the "Prince Regent's Allowance" which was paid in cash to officers until 1919.

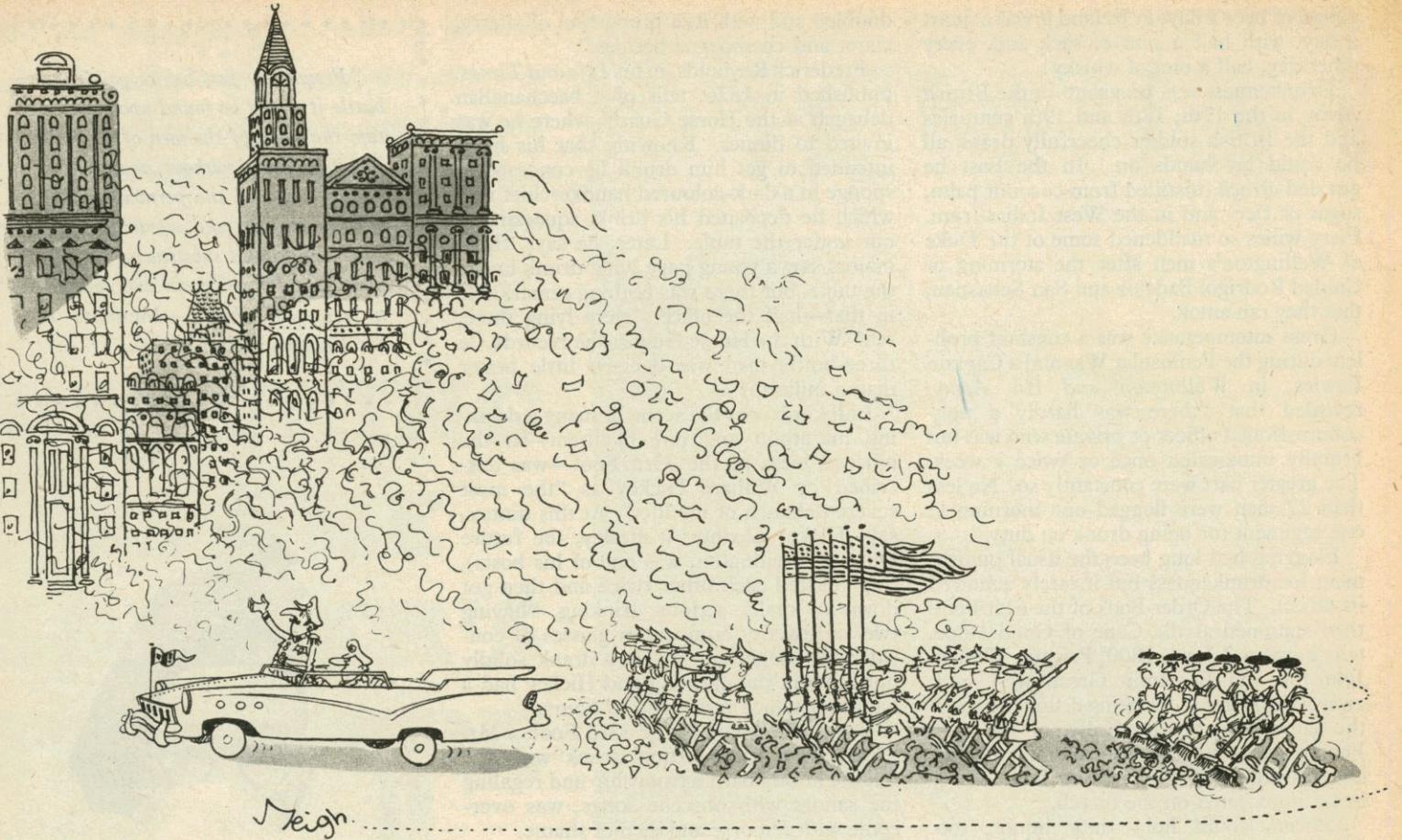
In both world wars beer remained the soldier's favourite tipple and in World War Two NAAFI exported 380 million bottles of it—enough to provide a glass for every adult in the world.

Many units were supplied by local breweries and some soldiers in the Far East drank beer made with sea water. The mine-layer *Menestheus* was converted into a floating brewery and sea water was pumped aboard, distilled and mixed with malt extract and hop concentrate to produce 18,000 gallons of beer a day. It was hardly the same as home-brewed "wallop", but the troops enjoyed it.

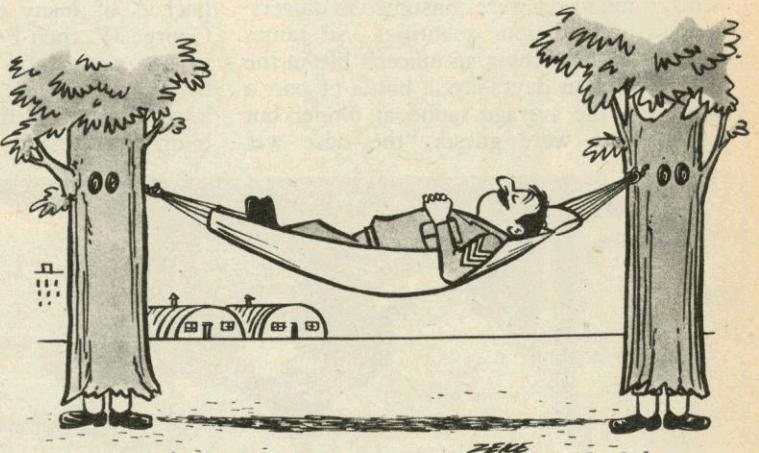
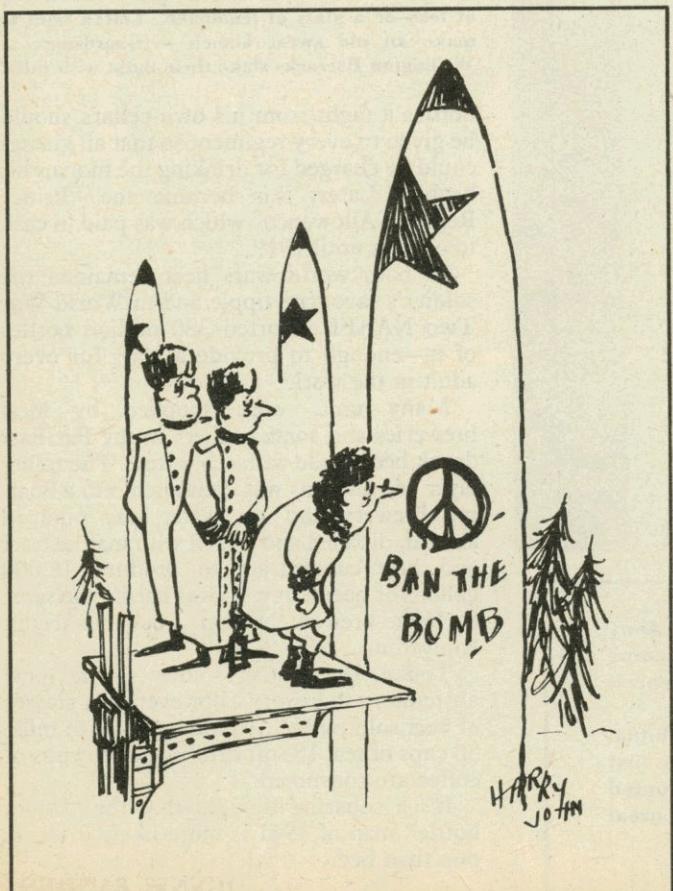
Today, the British soldier is the most abstemious in history. For every ten glasses of beer sold by NAAFI, nine glasses of milk, 50 cups of tea, 15 soft drinks and ten cups of coffee are consumed.

It's a sobering thought that the "three-bottle" man of 1961 is more likely to drink pop than beer.

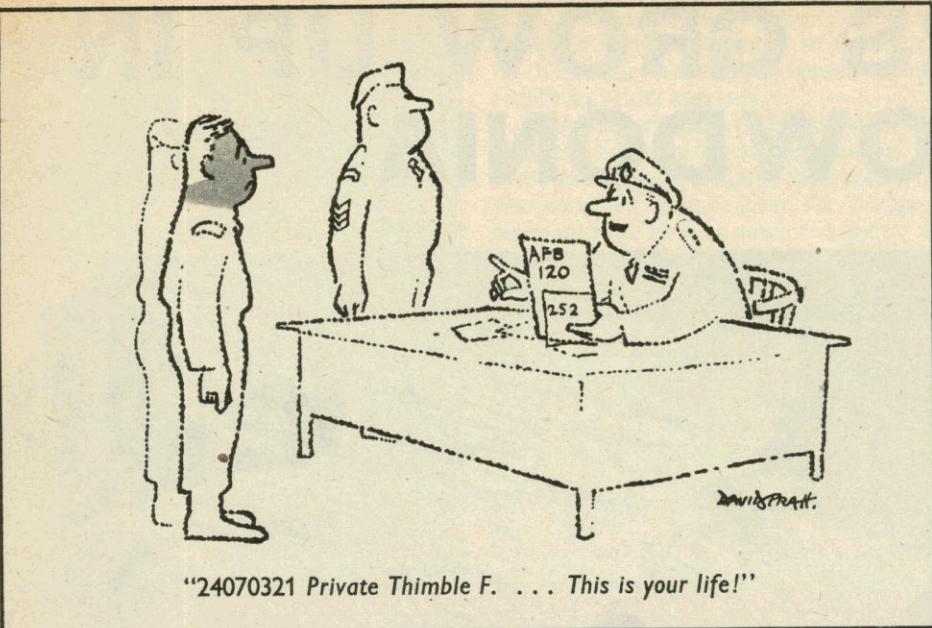
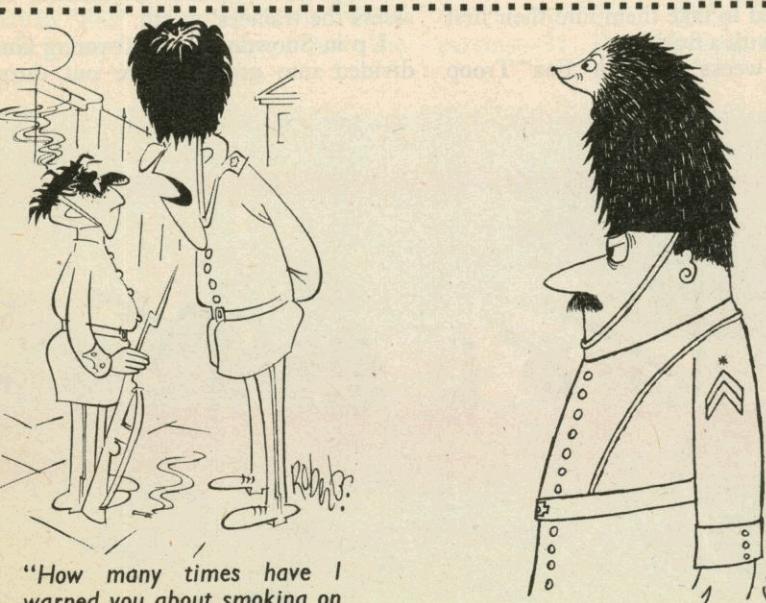
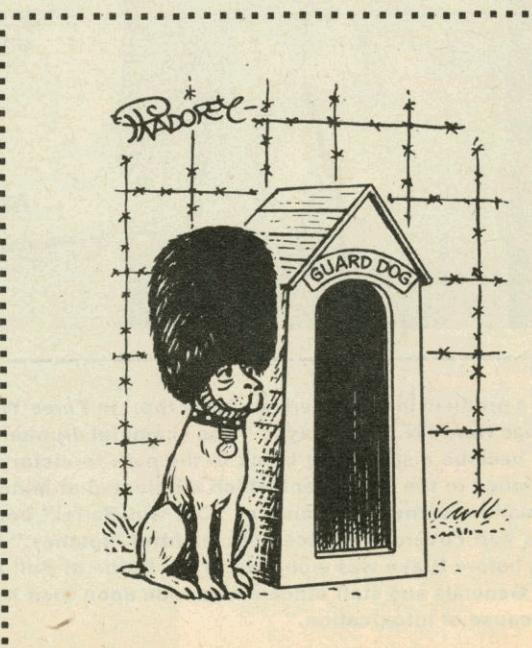
DENNIS BARDENS



Humour



The Bear (skin) Idea



"I don't mind the insomnia so much but I miss dreaming about Brigitte Bardot."

I Was A Barrack-Room Man

THERE are officers' men and barrack-room men. And although most of the latter were hanged from juniper trees in the Peninsula, enough of my ancestors survived to maintain the principle that martial success is measured by loot rather than conquest.

It was not that I was a bad soldier. On more than one occasion the serjeant-major had said, "Private East, there's only one man that can bring the British Army to its knees. And it ain't either Rommel or Runstedt—it's you."

His rating of my military potential was sound, for in the matter of obtaining double rations, riding on the railway without paying my fare, stamping my own AB 64 to avoid inoculations I was more successful than most of my contemporaries.

It was held against me that I rattled. The



rhythmic beat of my tin hat against the small of my back, the high pitched, staccato ping of my mess tin against the buckle of my webbing, the sawing of my rifle as it slid up and down, has caused more than one CO to rush from the mess under the impression that a Highland platoon led by a pipe-major had joined his command.

In extenuation I pointed out the necessity of "alarums and excursions" to the spirit of war and had quoted Shakespeare:

Sound but another drum and another shall,
As loud as thine, rattle the welkin's ear
And mock the deep-mouthed thunder.

I had also pointed out that King Arthur's Knights of the Round Table "blew beaumous, trumpet and horn, and shouted grimly."

Dismissed to extra duties by those ignorant of heritage, I had shuffled off, mumbling.

"What's that you're muttering, man?" Quietly I turned and admitted, "Kipling, Sir."

"Tickling? Sar'nt-Major, get him off to the MO and have him isolated. Can't do with him spreading lice all over the camp."

Polytely, I explained: "Kipling, Sir. I was quoting. Comparable case:

*Lo, all our pomp of yesterday
Is one with Nineveh and Tyre!*"

Evvily, he grinned. "Tired. You'll be bloody-well tired before I've done with you. Sar'nt-Major, set him on fatigues when he's done extra guards."

Like all good soldiers, I passed out from the Army on parade. I clanged out to join the meticulous lines immobile on the sacred square. I contorted myself so that the centre of gravity of the appendage with which I was burdened was vertically above my feet and raised my eyes as far as my harness would allow.

The young lieutenant whose privilege it was to dismiss the smartest man on parade, scrutinised our bearing. At the end he murmured, "Cover off." Smartly, I turned and jingled away to my hut.

The lieutenant confronted me just as I had thrown my rifle under my bed. "Where do you think you're going?" he demanded.

"Me?" I asked, innocently. "You've dismissed me, haven't you?"

"I said, 'Cover off,'" the officer replied. "Oh," I said, "You'll have to talk clearer than that. I thought you said—off."

Some few days later I was given my discharge. The grounds caused some argument. Certainly they started with an M, but whether it read 'Medical' or 'Mental' was a matter of opinion,

HARRY EAST

GUNNERS GROW UP IN SNOWDONIA

In "F" (Continuation Training) Troop, Royal Artillery, young Gunners bridge the gap between boy's and man's service, learning trades and firing their guns. Tough adventure training has taken them up into the mountainous wilds of Snowdonia

There are footholds a-plenty but this rock face is both steeper and higher than it seems. Before tackling it the Gunners learn the rudiments of climbing and roping in the camp classroom.

SOAKED to the skin, ten young Gunners squelched in single file along the shore of Llyn Llydaw in the heart of Snowdonia.

From Snowdon's sheer east face, masked by ponderous black clouds, a razor-edged wind whipped across the water and bit through rain-sodden clothes as the Gunners halted and huddled in a group at the foot of a steep rock face.

In turn they climbed up the scree to the top of the rock and *abseiled* to its foot, "walking" down on their own ropes. Then they moved on again, to the next hazard of a

tough adventure training exercise in the Welsh mountains.

Except for these keen 'teenagers of "F" (Continuation Training) Troop, Royal Artillery, the crags and scree of Snowdonia were deserted. Even the hardiest climbers and hikers stayed away in that kind of weather.

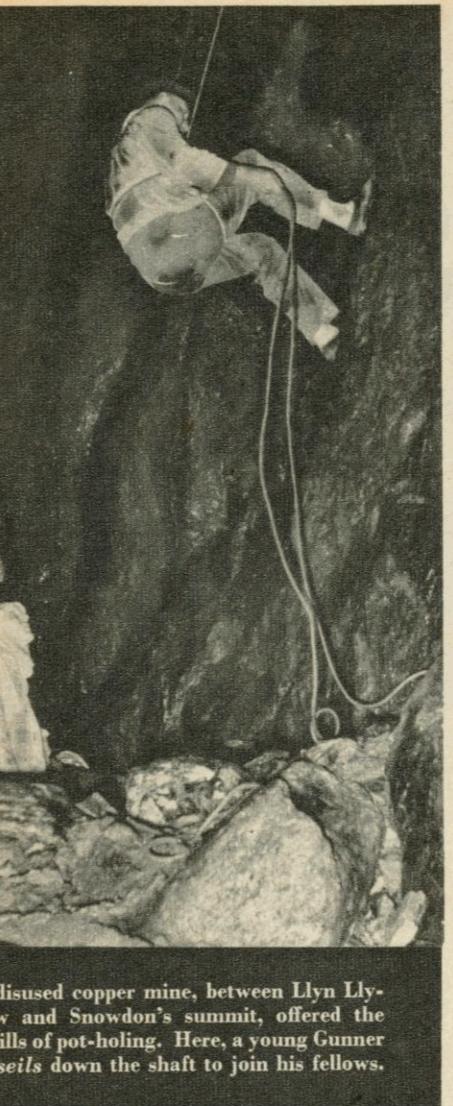
But the Gunners were anxious to prove themselves, to show that they had acquired the self-confidence, determination and maturity needed to take them into their first man's service with a field unit.

During a 14-weeks' course in "Fox" Troop

they had been bridging the gap between the boy's service of a junior leaders' regiment and a man's world, continuing their technical training and firing their own 25-pounder guns at practice camps.

In camp at Kinmel Park, near Rhyl, the young Gunners learned the rudiments of climbing and roping before going out on a series of exercises designed to develop their self-reliance, provide a break from technical training and help the permanent staff to assess the trainees' worth.

Up in Snowdonia the 80 young Gunners, divided into groups, were put through a



A disused copper mine, between Llyn Llydaw and Snowdon's summit, offered the thrills of pot-holing. Here, a young Gunner abseils down the shaft to join his fellows.

course which would have tested a Commando. They climbed a rock face, launched themselves over a ravine and waterfall on the "death" slide, built and sailed a raft of drums and planks and ran down one of Snowdon's precipitous and slippery scree slopes.

High above Llyn Llydaw they lowered themselves into the bowels of the mountain, sampling the thrills of pot-holing in the workings of a disused copper mine.

Their course's team competition reached its climax in "Fox" Troop's own boat race—a 12-mile journey from Llanrwst down the

River Conway to Conway Castle, with sand-banks an additional hazard to the handling of 12-paddle aluminium assault boats in rapids and tidal currents.

They still chuckle in Llanrwst over one slightly false start when the boats set off at a spanking pace—without their crews. The Gunners had to race over the bridge and wade into the river to catch the craft.

On another exercise the Gunners took the boats out to sea on a Conway fishing trawler, then launched them and paddled ashore on a night assault landing.

Adventure training took up about a fifth of the 14-weeks' course at Kinmel Park, the remainder of the time being devoted to technical training of the youngsters in the trades of technical assistant, regimental signaller and field or light anti-aircraft Gunner.

Organised as a six-gun field battery, with its own guns, vehicles and stores, the Troop spent three weeks of each course at practice camp, living under canvas on the Sennybridge, Larkhill and Okehampton artillery ranges, the trainees taking over all duties including those of command and observation posts and gun position officer.

Gunners in the light anti-aircraft detachment fired in the ground rôle and had their own practice camp at the School of Anti-Aircraft Artillery, Manorbier, where they could shoot at towed sleeves.

The Troop was originally formed during the Korean War as a toughening unit for Korean reinforcements. It remained part of 17 Training Regiment, Royal Artillery, to carry on the same type of training for ex-boys for whom there was now no longer a place as trumpeters in regiments.

The scope of "Fox" Troop was then enlarged to include trainee technical assistants as well as Gunners, while other ex-boys were taught signalling in 38 Training Regiment.

At Kinmel Park, where four courses were run, the Troop was re-formed within 31 Training Regiment to teach all four trades of technical assistant, regimental signaller, field and light anti-aircraft Gunner. Most of the trainees came from the Royal Artillery Junior Leaders Regiment at Bramcote, some from the All Arms Junior Leaders unit and others, both Regular and National Servicemen, from Oswestry.

Recently, "Fox" Troop lost its foster-parents—31 Training Regiment—on disbandment as part of the National Service rundown. But the Troop is continuing its independent existence and its rôle of training young Gunners, at Larkhill under the wing of 18 Field Regiment, Royal Artillery, from which a completely new permanent staff has been drawn.

This attachment will give far greater opportunities for the young Gunners to see a wider variety of equipment in action, and while waiting to go overseas, at the end of their specialist course, they will be able to gain experience with the Regiment on the range.

PETER N. WOOD



The Troop has its own 25-pounders and trainees graduate to firing live rounds on practice ranges as a six-gun battery. Here, in a field near Kinmel Park Camp, blank rounds add realism to a deployment rehearsal before the annual camp.

The young Gunners learn that there is more than loading and firing in a gun drill. When greasy mud bogs down a towing Matador, the 25-pdr must be man-handled into and out of action. Technical assistants, too, get their turn on the guns.





SNAP SHOTS

THE ARMY TO THE RESCUE

ARMED with towels and thunder-flashes, The King's African Rifles, supported by 100 British troops from the headquarters staff of 24 Infantry Brigade Group at Kahawa, have won a notable victory against the drought in Kenya.

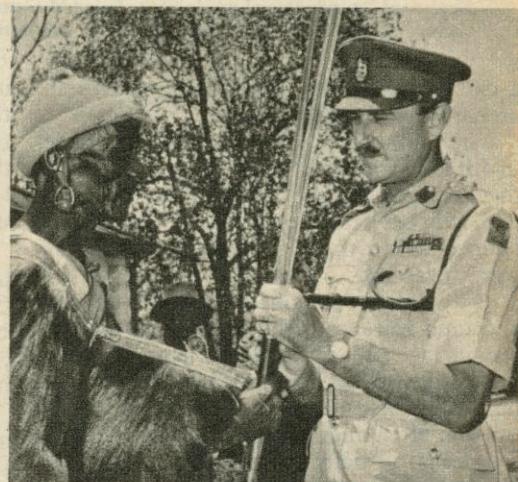
They became cowboys for a day and rounded up 4000 starved animals which, because of the lack of food in the Nairobi Game Park, had wandered off in search of other grazing land, damaging many of the farm crops up to 14 miles away.

When the Army was called in, an *Auster* of 8 Independent Recce Flight, Army Air Corps, took off to seek out the herds of wildbeeste, zebra and kongoni, which it drove towards the Game Park, while men of the 11th Battalion, The King's African Rifles and 24 Infantry Brigade Group followed up, waving their towels

and letting off thunderflashes to rid the farms of the invading animals. Seven hours after the operation began every one of the animals was back in the Game Park and not one was injured.

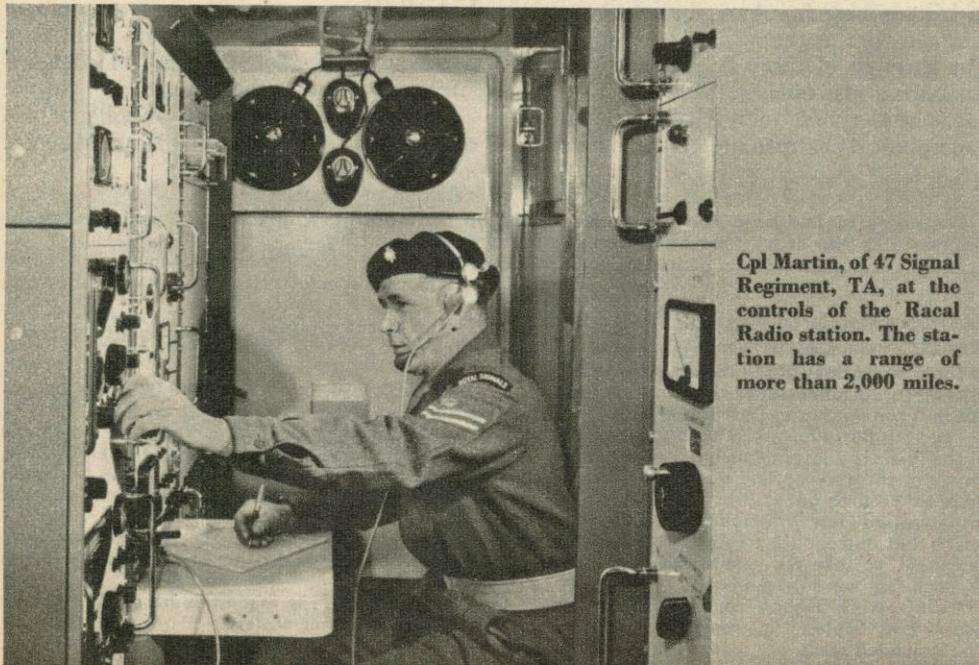
The Army has also been active in the Kajiado area, distributing by air and Land-Rover, hundreds of bags of maize meal, tins of powdered milk, meat powder and biltong to the drought-stricken inhabitants. Without the Army's help hundreds of them would have died of starvation.

The Masai tribe has been quick to express their thanks in the shape of two six-foot, double-bladed spears, once the symbol of enmity towards invaders, which now hang in the headquarters of 24 Infantry Brigade Group.—*From a report by Private D. H. Howorth, Military Observer.*



Former Masai Chief Moipei ole Kodonyo presents the two spears to Brigadier D. G. T. Horsford in thanks to the Army's help in the disastrous drought and famine.

THE THREE-TONNER RADIO STATION



Cpl Martin, of 47 Signal Regiment, TA, at the controls of the Racal Radio station. The station has a range of more than 2,000 miles.

A BRITISH-MADE radio station which can be lifted by helicopter, carried in a three-ton lorry, operated by remote control from up to eight miles away and send and receive messages at ranges of more than 2000 miles, is now in service with SHAPE, linking Paris, London, Naples and Oslo.

It is the Racal Radio Station, the first and smallest of its type, which is said by experts to be at least three years ahead of its time. Powered by a trailer-mounted diesel generator, the one-kilowatt transmitter and its receiver and control equipment are housed in a cabin and can be operated by one man without moving from his control chair. Highly mobile, easy to conceal and speedy to erect, the Racal Radio station can operate three different methods of communication simultaneously radio, telephone and teleprinter or morse.

British and American troops in SHAPE are already being taught to use the new radio station which is the first of six to be delivered to North Atlantic Treaty Organisation countries.

THE DOGS HAD THEIR DAY—AT NIGHT



An Alsatian in training at Sennelager. This breed can detect a human being by smell up to more than a quarter of a mile away.



The Army's dogs at Sennelager have their own hospital and dispensary. Here, a patient gets attention to a cut.

SIXTY men of the Special Air Service Regiment parachuted out of the night sky over Nienburg, Germany, and set off in pitch darkness towards their objective.

They were all seasoned campaigners, trained to move silently and swiftly. Yet within an hour 24 of them were prisoners—hunted down by two patrol dogs and their handlers from No. 1 War Dog Training Unit, Royal Army Veterinary Corps, working with a company of The Argyll and Sutherland Highlanders.

Not for the first time, dogs had shown how valuable they can be in war. Labradors can follow ground scent up to 12 hours old and Alsatians can smell and point human beings up to 500 yards.

More than 300 dogs are trained by the Royal Army Veterinary Corps at No. 1 War Dog Training Unit at Sennelager, most of them to guard Army depots and as Infantry patrol dogs, but some are specialists, able to detect buried weapons and mines.

Training—"it's all done by kindness," says the Second-in-Command, Major B. F. Abrahams—is given individually and a dog rarely fails to respond. Every dog is taught to obey instantly and never to attack unless ordered.

About 500 dogs trained at Sennelager are now serving with units in Rhine Army and No. 1 War Dog Training Unit also selects dogs for service in the Far East and Middle East.

FAREWELL TO THE SERGEANT-MAJOR

THE Army has lost its longest-serving member of the Women's Royal Army Corps—CSM Emily Smith, BEM, of 14 Independent Company, WRAC, who has retired after 23 years' continuous service.

CSM Smith joined up in 1938 as a cook with the 1st/7th Kent Company, Auxiliary Territorial Service, and, in 1939, was the first woman to attend a Territorial Army camp. In 1942 Miss Smith became a clerk and in 1944 was promoted to staff-sergeant, becoming a warrant officer in 1953. In 1956

she was one of the attendants at the Army Council dinner given to the Queen.

When her appointment at the WRAC Corrective Unit ended in 1957, CSM Smith chose to lose a rank so that she could remain in the Army and was posted to 14 Independent Company at Saughton Camp, Chester, where she served until last month.

Emily Smith, 23 years a soldier, and the Army's longest serving member of Women's Royal Army Corps.



NOW here's a bright idea—a two-man stretcher which floats over the ground on its own cushion of air.

It is the Folland Flying Stretcher seen in action for the first time at the recent Aldershot Tattoo. Developed by the Folland Aircraft Company in collaboration with the Royal Army Medical Corps, it is powered by two two-stroke petrol engines which blast air downwards for the machine to ride on. It will carry two stretcher cases, one on either side, and give a much faster and smoother ride than the hand-lifted stretcher. It can also be towed behind a Land-Rover.

The Flying Stretcher is still in its experimental stages and has not yet been accepted by the Army.

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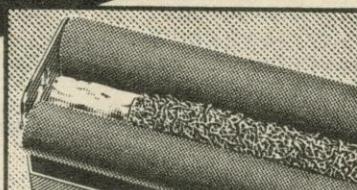
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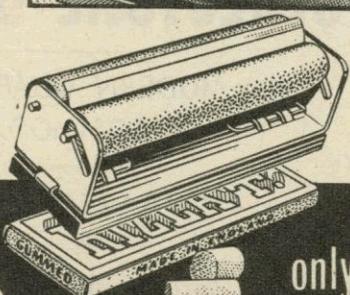
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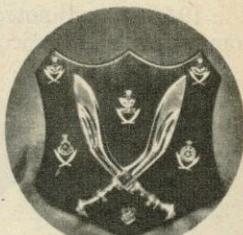


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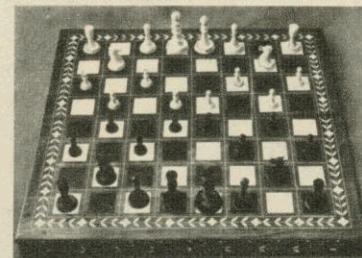
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How bright are you?

STARTING this month, SOLDIER is giving away an additional £20 in prizes for its popular competitions. They will be in the form of gift vouchers exchangeable at any NAAFI shop at home or overseas.

All you have to do is to answer the questions set out below and send your entry to reach SOLDIER's London offices by Monday, 21 August.

The senders of the first six correct solutions to be opened by the Editor will receive:

1. A £10 gift voucher.
2. A £6 gift voucher.
3. A £4 gift voucher.
4. Two recently-published books.
5. A 12-months' free subscription to SOLDIER and a whole-plate monochrome copy of any two photographs which have appeared in SOLDIER since January, 1957.
6. A 12-months' free subscription to SOLDIER.

1 To which British generals (all still serving) do these parts of faces belong?



A



B



C

2 One of these men built the famous locomotive, the "Rocket": Lord Bessemer, Arnold Wesker, George Stephenson, William Wilberforce, James Watt, Frederick Ramsden. Who was it?

3 There are six mistakes in the following two sentences: "In the House of Lords on 31 April, 1961, the Foreign Minister, Mr. R. A. Butler, said he would have talks with the Soviet Foreign Minister, M. Maisky, in the near future. They would discuss disarmament generally and, in particular, the Polaris base at Loch Erne, in Scotland." What are they?

4 Name three composers, three First Division football clubs, three English county cricketers and three film stars all beginning with the letter B.

5 A birdie is: (a) a technical term for the eaves of a house; (b) a measurement of light; (c) a hole made in one stroke less than par at golf; (d) a type of bet; (e) Canadian sweetmeat. Which?

6 Who are these British film actresses?



A



B

7 Which two seas does the Kiel Canal connect?

8 Unravel these well-known Army vehicles and weapons: (a) BUNG ERN; (b) AM A LARK; (c) ENA'S CAR; (d) NOT THE RENER; (e) A TOMB; (f) SAN DIAL.

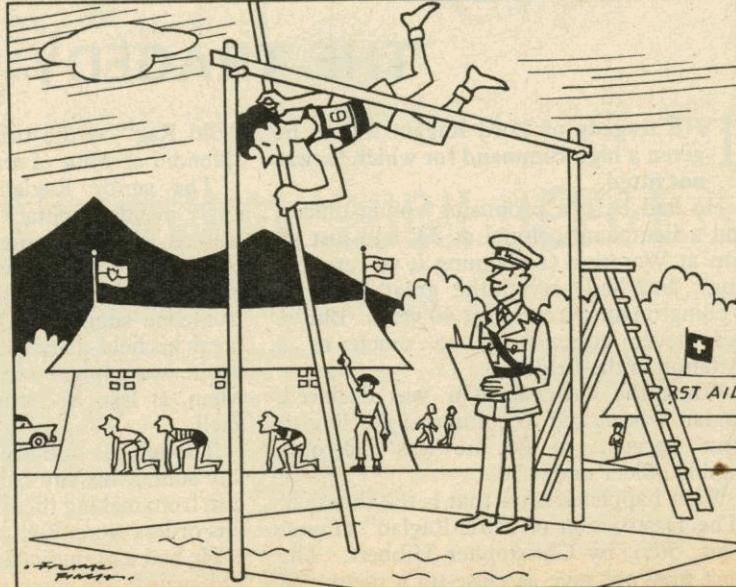
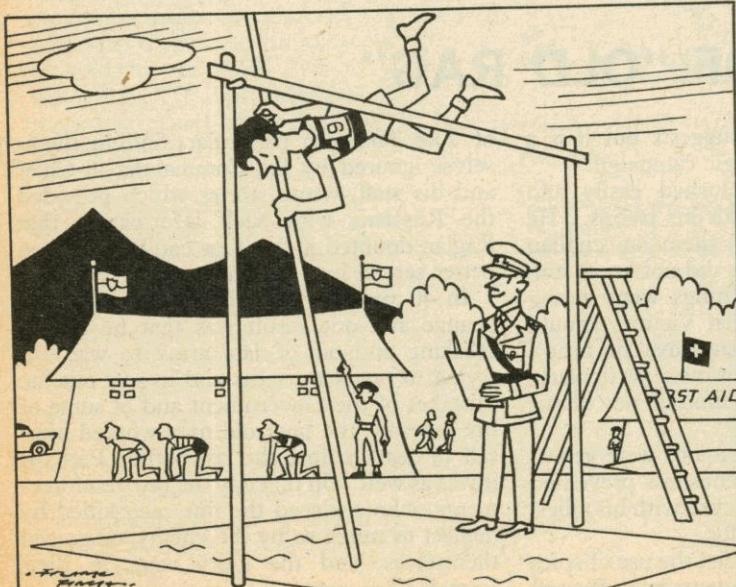
9 Pair these regiments and nicknames: The Life Guards, 1st King's Dragoon Guards, The Queen's Bays, Inns of Court, The Royal Scots, The Suffolks, East Yorkshires; "The Devil's Own," "The Trades Union," "The Cheeses," "The Snappers," "The Old Dozen," "Rusty Buckles," "Pontius Pilate's Bodyguard."

10 Name the graph which (a) records an earthquake shock; (b) warns you to take an umbrella; (c) is used by the Post Office for sending messages; (d) is a time recorder; (e) is useful, if the sun shines, for sending messages.

11 Could these statements be true? (a) The Duke of Wellington (the Iron Duke) used a "strike anywhere" match; (b) Napoleon Bonaparte wore a macintosh; (c) to relieve her headache Queen Victoria took an aspirin; (d) in the Crimean War a Russia fort was blown up with dynamite.

These two pictures look alike, but they vary in ten minor details. Look at them very carefully. If you cannot detect the differences see page 38.

HOW OBSERVANT ARE YOU?



RULES

1. Entries must be sent in a sealed envelope to: The Editor (Comp. 38), SOLDIER, 433, Holloway Road, London, N.7.
2. Each entry must be accompanied by the "Competition 38" panel printed at the top of this page.
3. Correspondence must not accompany the entry form.
4. Competitors may submit more than one entry, but each must be accompanied by the "Competition 38" panel.
5. Any reader, Serviceman or woman and civilian, may compete.
6. The Editor's decision is final.

The solution and names of the winners will appear in SOLDIER, October.

A BATTALION'S APPOINTMENT WITH DEATH

A YOUNG generation of historians who were toddlers or unborn in 1914 has recently been producing admirable accounts of the great campaigns of World War One. Now, it seems, it may be the turn of novelists of the same generation to write of the same war.

John Harris, young enough to fly with the Royal Air Force in World War Two, has produced a splendid novel of a city battalion which went to destruction on the Somme in 1916. "Covenant With Death" (Hutchinson, 21s) is a documentary story of impressive authenticity.

It starts with the August days of 1914 when men flocked to the town hall of an ugly Yorkshire city to join before all the vacancies in this "Kitchener Battalion" were filled. It takes the reader through their training, when men in civilian clothes did rifle-drill with broomsticks, and describes their frustration when, their training still unfinished, they find themselves guarding the Suez Canal and watching men from the other end of the Empire sail through to the Western Front.

At last they reach France and undergo their initiation into trench warfare. Here is all the contempt the fighting men felt for the inept staff of that war, and the strange relation between men who have been in the trenches and those who are awaiting their first experience there.

It is all preparation for 1 July, 1916. In the battle that started that day, 500,000 of Kitchener's men were to die. The preparation and the tension are vividly described and the climax comes when the proud, happy battalion, laden with useless equipment, plods heavily across no-man's land, is held up by the barbed wire the artillery has failed to cut, and is mown down by German machine-guns the staff said were not there. In ten minutes, the battalion is wiped out and a city loses the finest of its young men.

A soldier who has been to war will find this one of the most moving novels of its kind.

FROM GALLIPOLI TO SUEZ

THE landing at Suez in 1956 was technically brilliant and one of the best combined operations ever done, says Brigadier Bernard Fergusson in "The Watery Maze" (Collins, 30s).

It was accomplished in spite of difficulties "so ludicrous that one scarcely knew whether to laugh or cry."

One of these was the over-close control from Whitehall. As the paratroopers were about to emplane, General Sir Charles Keightley, the British commander, received a signal asking him the last moment at which it would be possible to postpone the whole thing for 24 hours. "It was rather like asking a trapeze artist in mid-swing to state the latest second at which he was prepared to let go, and to delay his decision until the whole matter had been pondered in detail."

The combined operations machinery, coming into use after eleven years, hardly creaked at all, and the administrative staffs overcame a myriad obstacles. Late in the day, a small unit of an officer and 24 men were split up—trucks, equipment and drivers in Malta and the rest in Aldershot. They arrived on the beaches within three minutes of each other.

The author describes the development of the combined operations machine and technique with the enthusiasm and sparkling asides that made his accounts of the Chindit campaigns classics of World War Two.

After failures at Tanga and Gallipoli and triumph at Zeebrugge in World War One, Combined Operations may have been neglected materially, but it was not forgotten. Much thought was devoted to the subject at the staff colleges with results that were surprisingly useful. A joint manual was prepared in 1925; a prototype landing-craft went on trial two years later. In 1938 the Inter-Services Training and Development Centre came into being, carried out courses and experiments and hammered out the shape that the North Africa and Sicily landings were to take four years later.

After Dunkirk, Admiral of the Fleet Lord Keyes, of Zeebrugge fame, became Director of Combined Operations, a post which included control of the raiding forces. The fiery old admiral feuded vigorously with the Admiralty and War Office and once told the

assembled Chiefs of Staff that they were "yellow," a liberty explained, if not excused, by the fact that they were, to him, relatively junior officers.

In his 15 months' tenure, the Commandos matured, new craft and equipment were developed and the first big combined operation—at Dakar—had taught its mournful lessons. One was the need for special headquarters ships: the commander of the operation twice found himself heading away from his troops because the warship carrying him had been diverted to other duties.

Keyes was followed by Lord Louis Mountbatten, who later described Combined Operations Headquarters as "the only lunatic asylum in the world run by its own inmates." Under Mountbatten came the first inter-Service staff, followed, when the Americans joined in, by the first integrated staff. Under Mountbatten, too, came the developments that were to make the Normandy landings possible.

More lessons were learned the hard way at Dieppe. In North Africa, inadequately-trained beach-parties were a great trouble and caused one expert to lay down: "Naval beachmasters should be preferably bad-tempered and certainly dictatorial by nature."

Combined Operations came to full flower in Normandy with artificial harbours, swimming tanks and many types of landing and support craft—projects which, the author says, had earlier been regarded as "costly eccentricities or raving lunacies."

Later came the Walcheren landings, when of 28 vessels in the support squadron only seven emerged fit for service after successfully accomplishing their mission of drawing enemy fire from the landing troops.

Finally, there were operations in the Far East, where Combined Ops had been frustrated because precious resources were retained for Europe.

There was also a landing at Akyab island, which was discovered not to contain a single Japanese. This the author had reported a month earlier, having flown an unauthorised reconnaissance with an American pilot. His report was lost, but he had the distinction of being put under arrest as a brigadier, for his pains.

THE TRAGEDY OF "OLD RAG"

THE tragedy of Lord Raglan was to be given a high command for which he was not fitted.

He had been a promising young officer, and a lieutenant-colonel at 23, had lost an arm at Waterloo (reclaiming it to rescue a ring), and had served the great Duke of Wellington as secretary for 40 years. But he had never commanded so much as a battalion in the field.

When the Crimean War was declared, Raglan was picked to command the British force because, at 66, he was the only eligible officer under 70.

What happened after that is the theme of "The Destruction of Lord Raglan" (Longmans, 30s), by Christopher Hibbert. The book may not give as close-up a picture of

"Old Rag" as the title suggests but it is a splendid account of a tragic campaign.

The gentle Raglan blushed easily and shyly avoided contact with his troops. He walked or rode among them in civilian clothes. It was those who did not know him who reviled him when things went wrong (someone suggested Queen Victoria should break his field-marshall's baton over his head), yet he was popular with his men, particularly when, at last, he forced himself out of his shell.

Though his military opinions were generally sound, his shy courtesy prevented him from making them prevail with his allies. His orders were often vague.

He had a prejudice against the use of spies and against war correspondents who, Russell

of *The Times* in particular, finding themselves ignored by the Commander-in-Chief and his staff, wrote stories which provided the Russians with such information that Raglan doubted if the Tsar could have been better served by a paid agent.

In 40 years of Whitehall he had resisted change and one result was that he took a creaking and out-of-date army to war. In trying to put it to rights and to sort out the mistakes of the Government and of some of his generals, the poor old man worked himself to death before the last battle. Perhaps it was as well. On that day the raw reinforcements, who replaced the fine men killed by neglect as much as by the enemy, disgraced themselves, and the glory went to their French allies.

THE ROYAL SCOTS IN BATTLE

THE "inelastic system" of awarding battle-honours which caused dissatisfaction after World War One was repeated after World War Two, says Augustus Muir in "The First of Foot" (Blackwood, 30s).

Place-names for battle-honours, he says, were selected by a War Office committee and regiments which had battalions fighting anywhere in the areas of those places had to accept them or allow their battles to go unhonoured.

The Royal Scots, he claims, have battle-honours for places where no member of the Regiment fired a shot. For example, they were awarded "Esquay" for their part in the fight to extend the "Scottish Corridor"

beyond the River Odon in Normandy in 1944. In fact, it commemorates their brilliant capture of two other places—Gavrus and Bougy—on the other flank of the Corridor. Another regiment fought gallantly at Esquay.

Whatever the battle-honours on their Colours, the Royal Scots have a dramatic story to tell of their part in World War Two. In France, in 1939, the 1st Battalion, appropriately for the oldest regiment of the line, was on the extreme right of the British Expeditionary Force. It was almost wiped out and only a few remnants reached Dunkirk to escape and form the nucleus of a new battalion.

The 2nd Battalion was completely wiped out in the fall of Hong Kong. In the Japanese

EICHMANN, THE MASS MURDERER

IN April, 1945, British troops captured the horror-camp of Belsen, on the Lunenburg Heath, and for the first time the free world became aware of the full bestiality of Nazidom.

At that time, Adolf Eichmann, the man whose cold-blooded planning had sent countless Jews to the concentration camps and the gas-chambers, or the mass-graves behind the German lines in Russia, was trying to cover up his crimes. In Prague, he was telling a representative of the Swiss Red Cross that Nazi policy had merely been to resettle the Jews.

Just how many Jews went to their death through Eichmann's work will never be known. The popular figure of 6,000,000, attributed to a boastful Eichmann, is grossly exaggerated, according to Charles Wighton in "Eichmann—His Career and Crimes" (Odhams, 21s.).

A few days after Belsen was captured, Eichmann disappeared. Several weeks later he was in American hands, disguised as a lance-corporal in the Luftwaffe. Fearing that his identity would be revealed, he "went over the wall." A few weeks later he was back in American hands, this time as a private in the SS. An American interrogator suspected that he was a Nazi VIP, but Eichmann made his second escape before he was unmasked.

Eichmann was something of a backroom boy among the Nazis. An oil-salesman who distinguished himself as a warrant officer-clerk in the SS (Hitler's Black Guards), he never rose above the rank of lieutenant-colonel. Yet he wielded greater power than most lieutenant-generals. He was the top executive behind the Nazis' anti-Jewish measures, the organiser of the "Final Solution," the planned murder of the whole of European Jewry.

Though he was on the Allied

list of war criminals, it was little wonder that, with millions of prisoners to be interrogated, he was able to slip through the Americans' fingers in 1945. He did not reappear until his sensational kidnapping by Israeli agents in Argentina last year.

The rise of the roistering, fanatical bureaucrat, and his manœuvres to feed his Auschwitz gas-chambers with Jews from the Nazi satellite and occupied countries, make spine-chilling reading. The author does full justice, too, to what is known of the years when Eichmann was a fugitive from that Jewish vengeance which has now caught up with him at last.

prisoner-of-war cages, Captain Douglas Ford steadfastly took the blame for, and kept the secrets of, an escape plot though he was tortured and finally executed. He was awarded the George Cross posthumously.

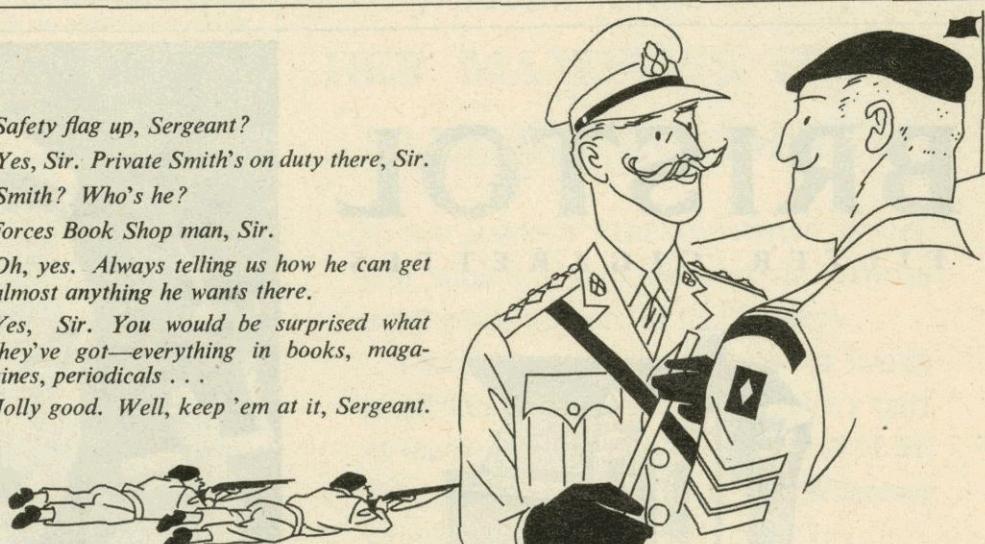
The Royal Scots were to take their revenge. The reformed 1st Battalion went to Burma and distinguished itself at Kohima. Later, it made a long patrol to clear a mountain area, during which the men subsisted for a while on bamboo shoots and mule.

The 2nd Battalion, reformed from a holding battalion, exercised in the tunnels of the Rock of Gibraltar before fighting through the Gothic Line in Italy.

Two more battalions, the 7th/9th and the 8th, were in North-West Europe. The "Dandy Ninth," after the horrifying experience of handing in its kilts, had made a trousered trip to Brittany after Dunkirk, returning without its vehicles but with all its arms. Having trained as a mountain unit, and then as an airborne battalion, its Jocks first landed into battle by sea on the flooded lowland of Walcheren! Here, towards the end of some hard fighting, one 150-strong company went to Middelburg and bluffed a German general and 2000 troops into surrendering.

The 8th Battalion had the distinction of leading the assaults across both the Rhine and the Elbe.

Mr. Muir's admirable account is prefaced by two chapters on the earlier history of the Regiment from its raising in 1633. It ends with the story of the Royal Scots in the Suez operation of 1956 and in Berlin in 1958-9.



Capt: Safety flag up, Sergeant?
Sgt: Yes, Sir. Private Smith's on duty there, Sir.
Capt: Smith? Who's he?
Sgt: Forces Book Shop man, Sir.
Capt: Oh, yes. Always telling us how he can get almost anything he wants there.
Sgt: Yes, Sir. You would be surprised what they've got—everything in books, magazines, periodicals . . .
Capt: Jolly good. Well, keep 'em at it, Sergeant.

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A Pistol-Packing Policeman

SCENE: The office of the Communist mayor of a town in that part of Trieste occupied by the Jugo-Slavs just after World War Two.

At his desk sits a battered mayor, his face streaming with blood. Behind him stands an Italian student with a pistol which he alternately pokes into the back of the mayor's neck and waves at two members of the British Army's Special Investigation Branch. Outside the room, the building is filled with heavily-armed Jugo-Slav troops, ill-disposed to the Britons.

The military policemen have come into the Jugo-Slav's territory to arrest a political murderer who is being shielded by the Communist authorities. The mayor has foiled them, and the student has unexpectedly produced a pistol and taken charge of the situation.

This is an incident from "Foreign Assignment" (Robert Hale, 16s.), C. V. Hearn's account of his experiences in the Special Investigation Branch of the Corps of Royal Military Police in Italy and Trieste.

The author has a number of other tales no less dramatic to tell, but in few of them did the situation get so far out of the hands of the Special Investigation Branch.

In Bari, he and a colleague marched into a meeting of a notorious Italian gang, which had tried to murder them, and expressed their defiance with a gesture straight out of a thriller. The same pair burst in on a trio of enemy agents and went off again a few

minutes later leaving three corpses behind them.

Another shooting affray brought in a British deserter of great cunning and ability, who had been leading a robber-gang of fellow-deserters and Italians. Soon after, the gang-leader's girl-friend tried to bribe the author to release her lover and then pulled a pistol on him.

It was a tough life, and the author was tough. He had been a Guardsman and a Surrey policeman before the war. When he saw that the Special Investigation Branch, unlike policing in Surrey, was likely to mean gun-play, he set out to be a trigger-man and practised some very fancy work with a pistol. He and a colleague learned to swing a can

THE ARMY IN BRIEF

To condense the story of the British Army, its history, methods, tactics and weapons, into a book of 130 small pages is no mean feat.

But Major A. R. P. Burgess has done just this in "The British Army" (Muller, 8s. 6d.).

He begins with Alfred the Great and ends with the Thunderbird, in between giving a fascinating, exciting and most readable account of the Army's evolution through the ages.

Illustrated in black and white by the author, this is one of the "True Book" series, and should appeal particularly to young soldiers, cadets and all who may be thinking of making a career in the new all-Regular Army.

round a pole, maypole fashion, with pistol shots, winding up the string that tied it to the top and then unwinding it.

With, it is said, war decorations unequalled among uncommissioned members of the Army, he returned to the Surrey police, with whom he is still serving.

The KOYLI In War And Peace

JUST after the landing on the mainland of Italy a regimental quartermaster-sergeant was taking up the rations when he found another job on his hands: a village had surrendered to him!

In the Salerno bridgehead, a company commander spent a day in a hole in the ground, closely overlooked by two Germans with a machine-gun. Over his head dangled a bunch of grapes, but every time he reached thirstily for them, the enemy shot at his hand.

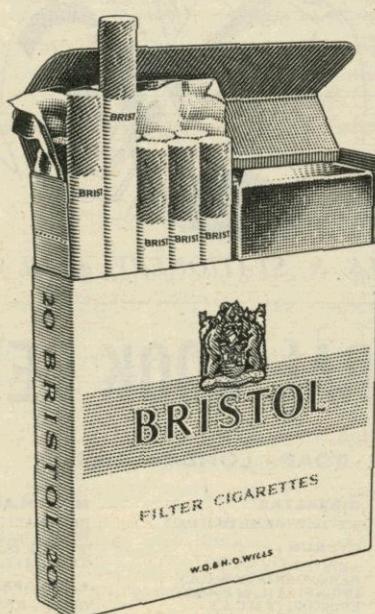
These are two incidents from Volume VI of the "History of The King's Own Yorkshire Light Infantry" (Gale and Polden, 30s.), by

Brigadier G. F. Ellenberger. This volume covers part of the work of the Regiment in World War Two and carries the history up to 1948. Other activities in the war were described in the series' previous volume.

This is a careful, tactical account of the Regiment's campaigns in North Africa, Sicily, Italy and North-West Europe. It also summarises the war history of all the units of the Regiment which, by the irony of war and the War Office, boasted a battalion formed by the conversion to Infantry of the Yorkshire Dragoons and a tank regiment formed by the conversion of a battalion of The King's Own Yorkshire Light Infantry.

BRISTOL

FILTER CIGARETTES



TAKE A TIP - TAKE A BRISTOL





The 79th march down Broadway on the way to war in 1861. Their tunics were dark blue with brass buttons and they wore the Cameron of Erracht kilt.

KILTED "DAMN YANKEES"

THE gallantry of a regiment of Scotsmen, who fought for the "Damned Yankees" in the American Civil War, will be commemorated when the Battle of Bull Run—the first big battle and the bloodiest encounter in the war—is re-enacted there on its centenary this month.

The 79th Cameron Highlanders (New York Volunteers), disbanded in 1876, has been reborn and, wearing the Highland uniform of 100 years ago, will go into action again on the spot where it received its baptism of fire.

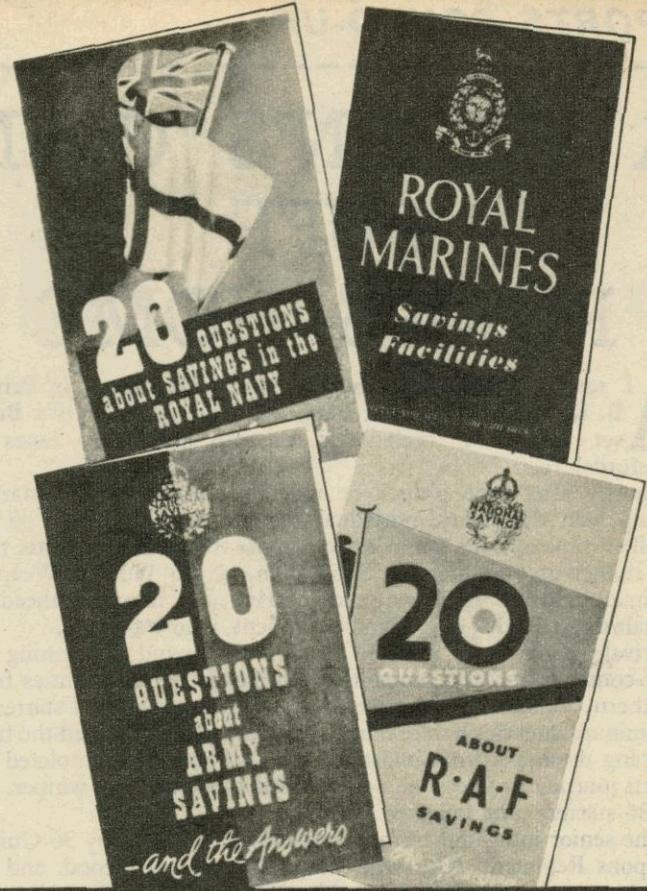
The 79th, formed in 1859 from Scots immigrants and Scottish Americans, was unique, for it was the only unit on either side which fought in Highland dress, pipes skirling, kilts swinging as it went into battle. It took its name from its first commanding officer, Colonel James Cameron, brother of Abraham Lincoln's Secretary of War.

In May, 1861, the 79th, 895 strong, complete with pipe band, marched off to war down New York's Broadway and two months later, after several skirmishes, was in the thick of the battle at Bull Run. Three times the Scots charged and three times they were thrown back with heavy casualties, among them Colonel Cameron, who was killed. Later, the 79th fought with distinction in more than 30 major engagements, including Fredericksburg, Chantilly, The Wilderness, Vicksburg, Antietam and Petersburg.

After Bull Run the Regiment discarded its Cameron of Erracht tartan kilt, except for ceremonial parades, and went into tartan trews. After the war, until 1876, however, it wore the kilt again and in 1868 adopted a full Highland dress with feather bonnets, spats, sporran, red and white diced hose, black flashes and silver shoe buckles.

Now the 79th, once again in full Highland dress, has been reformed—as a rifle shooting team competing against other revived Civil War regiments with the .58 smoothbore muzzle-loaders which their predecessors used in anger a century ago.

Today, the Regiment's traditions are carried on by a shooting team, two of whom are shown here at ease during a recent Civil War memorial ceremony. Their weapons are .58 muzzle loaders which the 79th Cameron Highlanders (New York Volunteers) used at the battle of Bull Run.



A MESSAGE from the Chairman of HER MAJESTY'S FORCES SAVINGS COMMITTEE

IF YOU HAVEN'T ALREADY started saving, you should try to develop the savings habit while you are in the Services.

There are excellent facilities for saving in all Units of the Services in every part of the world—in fact the slogan of H.M. Forces Savings Committee is "Wherever you serve, you can save".

We have an excellent series of leaflets (as illustrated above) which tell in simple language all about Forces Savings.

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Air Chief Marshal Sir Hugh Saunders
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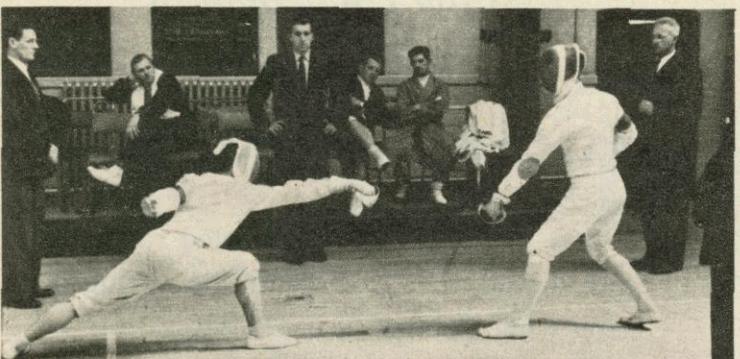
A QUEEN'S OWN BUFF ROMPS HOME

AT seven o'clock on a blustery Wednesday morning Private B. K. Kirby, of the 1st Battalion, The Queen's Own Buffs, set off on a cycle ride through the leafy lanes of Herefordshire.

Shortly after nine o'clock he was back where he had started, having won the Army individual 50-mile road time trial in the excellent time of 2 hrs 1 min 22 secs, more than a minute faster than the runner-up, Gunner A. Shackleton, of 36 Guided Weapons Regiment, Royal Artillery, and nearly four minutes ahead of Signalman J. Baylis, of 8 Signal Regiment, who was third.

Private Kirby, who also led Eastern Command in winning the inter-command team championship by nearly eleven minutes from Northern Command, overhauled a dozen riders who had started at one-minute intervals before him by the time he had reached the turn. Keeping up a speed of almost 25 miles an hour, he completed the return journey in fine style and romped home an easy winner. Of the 66 starters nine failed to finish.

The senior inter-unit team championship was won by 36 Guided Weapons Regiment, RA, with 8 Signal Regiment second, and the junior event by the Infantry Junior Leaders Battalion "A" team, with the Army Apprentices School, Arborfield, runners-up. The individual junior title went to Junior-Private D. Thompson, of the Infantry Junior Leaders Battalion, who covered the course in 2 hrs 24 mins 46 secs.



CSMI G. Gelder, the Army's new épée champion (right), parries a lunge from Lance-Corporal Wilkie, in the sabre contest. Gelder was third in this event.

TRIPLE WIN FOR THE APTC

AS usual, the Army fencing championships this year were a triumph for the Army Physical Training Corps, which won all three of the individual events, taking the first three places in the foil, first and third in the épée and first, third and fourth in the sabre.

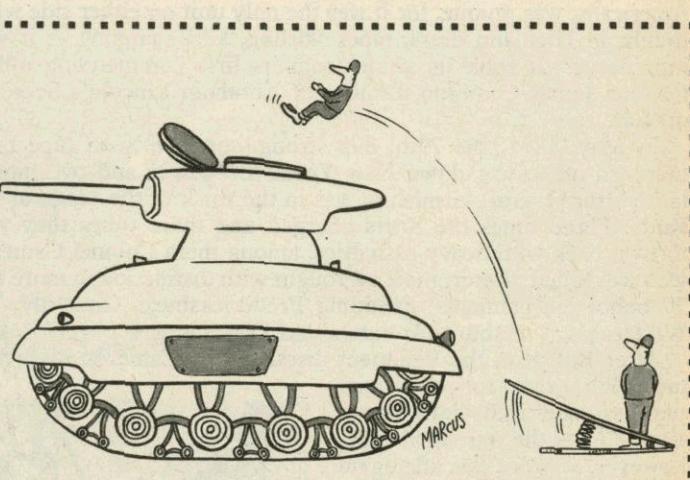
In a close-fought contest Company Sergeant-Major Instructor S. Blight, the APTC's senior fencing master, won the foil, with CSMI G. Gelder, last year's champion-at-arms at the Royal Tournament, second and CSMI R. McNeil, third. Fourth was Lieutenant Michael Howard, Royal Pioneer Corps, who won a silver medal for fencing at the last Olympic Games.

CSMI Gelder, who had already won six former Army titles, added to his score of victories by winning the épée event, with Lieutenant Howard second and CSMI F. Talkington third. CSMI Talkington, last year's épée champion, went on to win the sabre, with Lieutenant Howard second, CSMI Gelder third and CSMI McNeil fourth. Talkington and McNeil are two of the only three Englishmen to hold the advanced fencing coaches certificate.

The inter-unit team championship went to the Royal Military Academy, Sandhurst who handsomely beat 10th Royal Hussars into second place.



The winner, Private B. K. Kirby, carries off his machine after his victorious ride. His average speed for the 50 miles was nearly 25 mph.



ALTHOUGH the first man home was an airman—Leading Aircraftman Brian Craig—the Army has retained the team championship in the inter-Services cross-country championship, filling the 2nd, 3rd, 4th, 6th, 9th, 11th, 14th and 16th positions in a field of 24.

Craig won the six-mile event in 31 mins 38.2 secs, 100 yards ahead of Sergeant Gordon Burt, of 1st Battalion, The Parachute Regiment. Third was Trooper Eddie Pomfret, of 10th Royal Hussars, in 32 mins 2 secs. Lance-Corporal Ben Grubb, 14th/20th King's Royal Hussars (here being chaired by the Army team) removed his ill-fitting socks and shoes and ran bare-footed for the last three miles. He finished sixth.

COURSES FOR COACHES

Billy Wright drives home a point as he coaches three Army students: Lt J. Meredith (4), S/Sgt J. Griffin (10) and S/Sgt A. Bristow.



WHEN England thrashed Mexico by eight goals to nil at Wembley recently 38 soldiers in the crowd took note of every move the players made and then went back to the Army School of Physical Training at Aldershot to write their reports of the game.

They were pupils at the Army's first course in training soccer coaches, a scheme designed to provide a nucleus of experts who will ensure that the standard of Army football does not deteriorate when National Service ends.

Several famous footballers—among them Billy Wright, Arthur Rowe and F. N. S. Creek, England's former amateur captain—helped the students to qualify during a three weeks' course in which instruction was given in every facet of the game and included blackboard lectures on tactics by Walter Winterbottom, England's team manager, and conditioned games in which every move was preconceived.

Students at the first course were soldiers from Britain and Rhine Army. At future annual courses men from all overseas commands will be trained.

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THE OLD 'UNS ON TOP

THOSE who imagine hockey to be a young man's game should think again after the remarkable victory in the Army Championship—for the second successive year—of the War Office Military team which beat 1st Battalion, Somerset and Cornwall Light Infantry by four goals to one.

The average age of the War Office team is nearly 39 and one player is 47. Yet so well did the Whitehall men follow the Indian style of play—keeping possession of the ball until within striking distance—and slow down the game to suit themselves that they had no difficulty beating a much younger and more vigorous side.

ARMY ARE CHAMPIONS

BY defeating the Royal Navy by seven bouts to four, the Army won the inter-Services boxing championship at the Royal Naval Barracks, Portsmouth recently. Previously the Army had beaten the Royal Air Force by nine bouts to two.

Army winners: Bantam, Private McLaughlin (ACC Training Battalion); Feather, Rifleman J. Head (3rd Green Jackets, Rifle Brigade); Light, Trooper R. Taylor (15th/19th Hussars); Middle, Trooper J. Caiger (15th/19th Hussars); Light-heavy, Private G. Pellatt (Queen's Royal Hussars); Welter (first string) Private Jim Lloyd (14 Training Battalion, RAOC); Welter (second string) Guardsman R. McNamara, Irish Guards.



LETTERS

RECRUITING IDEAS

Your readers and "Old Diehard" who wrote to you (Letters, April) about the Home Counties' recruiting on matchboxes will be interested to know that the soldier on the box cover is looking down the Jebel Jijaf, in Aden, and not at the Rock of Gibraltar. The photograph was taken by an officer of The Buffs in Aden nearly two years ago.

The Home Counties Brigade has adopted other unusual recruiting aids, among them a Brigade pennant and badge for motorcars and motorcycles,

beer mats bearing the names of the four regiments in the Brigade—The Queen's Royal Surrey, The Queen's Own Buffs, The Royal Sussex and The Middlesex regiments—postcards and blotters with the same picture as on the matchboxes, and dressing-table mirrors inscribed with a picture of a soldier and an exhortation to join the Home Counties Brigade, which are given as prizes at regimental "At Homes."—Lieutenant-Colonel G. A. Keene, MBE (Ret.), Home Counties Brigade, Canterbury.

CROIX DE GUERRE

In your story of the gallant stand of the 2nd Battalion, The Devonshire Regiment, at Le Bois des Buttes in May, 1918 (May), I was surprised to read that only two other units share with the Devons the right to wear the Croix de Guerre.

This distinction was also earned by The 5th Battery, Royal Artillery, in May, 1918. The Battery has framed copies of both the French Citation and the Special Order, the latter signed by Major B. L. Montgomery. All members of the Battery wear the Croix de Guerre ribbon below the Royal Artillery flash. The original medal is kept in a silver casket presented by the officers of the Battery, and each year on the anniversary of the action the decoration is "trooped" round the Battery.—Captain G. H. Watkins, RA, 21 (Sheffield) Field Regiment, RA (TA), Norfolk Barracks, Edmund Road, Sheffield 2.

The Croix de Guerre was also awarded to the 6th Battalion, The Black Watch, for gallantry under the eyes of the French Army, in 1918. All ranks of this unit wear the ribbon of the Croix de Guerre on the shoulders of both sleeves, and officers and warrant officers wear the Croix de Guerre lanyard.—Sergeant R. Bowden, PSI, "D" Company, 6th/7th Black Watch, The Drill Hall, North Street, Leven, Fife, Scotland.

BALACLAVA TRUMPET

It is surprising how some people can be taken in by an old soldier's yarn (Letters, March). There are no *buglers* in a Cavalry regiment. Cavalry *trumpeters* carry both trumpet and bugle.

No trumpeter named Richards or Richardson served in the Light Brigade at Balaklava (see Muster Rolls at the Public Records Office). Three men named Richardson were privates in the 11th Hussars in the Crimea, but only one of them, 1567 John Richardson, rode in the charge. He died at Crumpsall, Manchester, in August, 1897. The last survivor of the charge was Private Edwin Hughes (later TSM), 13th Light Dragoons, who died at Blackpool in May, 1927, in his 97th year. He was pre-deceased in 1923 by W. H. Pennington, 11th Hussars, who all his life denounced the trumpet-sounding fable.

Edwin Hughes, a modest man, said of that memorable day at Balaklava: "I was on duty from four in the morning until after the charge in the afternoon. We rode out at the word of command, straight for the Russian lines. I rode

● **SOLDIER** welcomes letters. There is not space, however, to print every letter of interest received; all correspondents must, therefore, give their full names and addresses to ensure a reply. Answers cannot be sent to collective addresses.

Anonymous or insufficiently addressed letters are not published.

● Please do not ask for information which you can get in your orderly room or from your own officer.

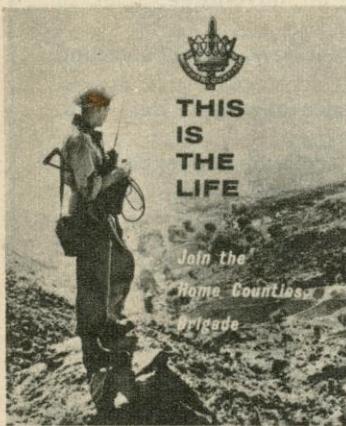
● **SOLDIER** cannot admit correspondence on matters involving discipline or promotion in a unit.

fifth file, front rank, right of first line."

Lord Raglan was nowhere near the scene of action. He sent a *written* order, vaguely worded: "Lord Raglan wishes the Cavalry to advance rapidly to the front—follow the enemy and try to pursue the enemy carrying away the guns. Troop Horse Artillery may accompany. French Cavalry is on left. Immediate." The original of this order is in the Royal United Service Institution Museum.

The order was carried by Captain Nolan to Lord Lucan, the Divisional Commander, who gave a *verbal* order to Lord Cardigan to charge. Cardigan gave no order for the charge to be sounded. He simply said: "The Light Brigade will advance—Walk March—Trot."—Canon W. M. Lummis MC, Fen Farm, Barnham Broom, Norwich, Norfolk.

★ Canon Lummis is a distinguished authority on military matters and served



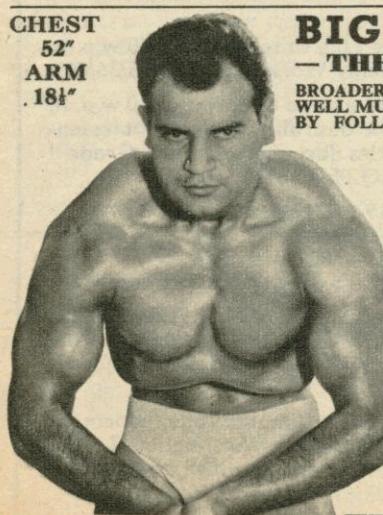
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SOLDIER



COVER PICTURE

On SOLDIER's front cover is Colonel Wilayat Khan, of the Pakistani Army, who greeted the Queen and the Duke of Edinburgh during their recent tour of India and Pakistan.

Colonel Wilayat Khan served with the Central India Horse—raised immediately after the Indian Mutiny for service with the British Crown—throughout World War One and for many years after.

The Regiment—originally styled Mayne's Horse—was raised from among the loyal remnants of Cavalry in Gwalior, Bhopal and Malwah and in the first world war fought on the Western Front and with General Allenby in Palestine. In World War Two it saw service in the Western Desert, Eritrea, Italy and Greece.

On the partition of India in 1947 the Central India Horse lost its British officers and Mahomedan element but retained its name and now preserves its proud traditions in the Republic of India's Army.

for many years, both in the ranks and as an officer, in the 11th Hussars (Prince Albert's Own).

WHITE KNEES

The article on The Queen's Own Highlanders ("The New Regiment—God Bless 'Em", SOLDIER, April), was splendid reading, and evoked for me memories of Edinburgh Castle and Redford Barracks.

But one question vital to any "proud-to-wear-the-kilt soldier" remains to be asked. Why do so many of them spoil the kilt's brevity and freedom by displaying such lily-white knees? It should be possible for them to wear brief khaki drill shorts off duty or at outdoor physical training, thus ensuring a minimum of sun-tan, even in this climate.

I look forward to the day when The Queen's Own Highlanders return from Singapore their appeal enhanced, I hope, by a rich, mahogany sunburn.—Bill Tawse (Jun.), 142 Lexham Gardens, London, W.8.

A HERO OF THE AIR

In your excellent article "Soldier Heroes of the Air" (April) you say that Major W. G. Barker VC was killed when he shot down six enemy aircraft in one action.

This is not so. In that action he was flying back to England from France when he took on 13 enemy bombers. After he had shot down six he was shot through both thighs and left elbow, and had to land. He was later promoted to lieutenant-colonel and was killed in a flying accident near Ottawa in March, 1930.

Lieutenant-Colonel Barker VC enlisted as a private in the Canadian Army in 1914 and then transferred to the Royal Flying Corps. Among his many gallantry awards was the Italian Silver Medal, that country's highest bravery award and, for his work on the Piane, the Italians struck a special medal for him inscribed "Proctor of the Air."—G. R. Skilton, 1621 Queen St. West, Apt. 9, Toronto 3, Ontario, Canada.

RAF REGIMENT

In the article "RAF (and RN) Ribbons On Khaki" (April) you say "since World War Two, two Royal Air Force officers have been awarded the Military Cross for bravery while serving with the Aden Protectorate Levies."

Since World War Two officers and non-commissioned officers of the Royal Air Force Regiment have won no fewer than 6 Military Crosses and 7 Military Medals. This is no mean record for any corps and reflects the Regiment's unbroken active service since its inception in 1942 until the ending of the Cyprus and Malayan emergencies.—Flying Officer M. S. Witherow, RAF, No. 2 (Field) Squadron, Royal Air Force Regiment, Felixstowe, Suffolk.

"WHO OWNS IT?"

I think there is little doubt that the badge illustrated in your May issue (Letters) is that of the Armoured Car Company of the Shanghai Volunteer Corps.

In addition to the Volunteer Corps there was a Volunteer Fire Brigade which had several volunteer companies, among them Mih-Ho-Loong (Fire-eating Devil), Victoria, Deluge and French. I have in my collection a Long Service Medal awarded to a member of Deluge Company. The Volunteer Fire Brigade was disbanded in 1919, and perhaps some of the funds of the Brigade may have been used to purchase awards for competition among the companies of the Volunteer Corps.—Ernest J. Martin, 834 Kenton Lane, Harrow Weald, Middlesex.

The plaque illustrated is a memento given to the winning team in the Deluge Cup Competition (Association Football) of the Shanghai Volunteer Corps. The inscription should read "Armoured Car Company" and not "Armoured Cav Company" as stated in the letter.—Major B. K. Favelle, late The East Surrey Regiment, 1333 Burrard Street, Vancouver, B.C. Canada.

★ SOLDIER is grateful to the many other readers who wrote identifying the plaque.



111 YEARS SERVICE!

In "80 Years Service Between Two" (SOLDIER, January), you published a photograph of two members of 11 Signal Regiment, Royal Corps of Signals, who both hold the Long Service and Good Conduct Medal with clasp.

I enclose a photograph of three senior NCOs of the Royal Regiment of Artillery who are serving with this Establishment and have 111 years' service between them. All enlisted in 1924 and hold the Long Service and Good Conduct Medal with clasp, in addition to which Sergeant N. L. Redding holds the British Empire Medal, Staff-Sergeant I. H. Thomas the Meritorious Service Medal and Staff-Sergeant M. Bradley both the BEM and MSM.—Major H. A. Yonge, RA, Proof and Experimental Establishment, New Ranges, Shoeburyness, Essex.

LAST CHARGE

In "Death Ride in the Desert" (SOLDIER, March) you state that the Thirteenth Hussars made the last regimental cavalry charge in British Army history at Lajj, 35 miles south of Baghdad, on 5 March, 1917.

What of the action by the Royal Scots Greys near Majid-el-Krum, in Northern Palestine, during the Arab revolt of 1936? This surely was the last cavalry charge in the history of the British Army?—W. A. Major, 9 Rutland Place, Newport, Mon.

★ The Royal Scots Greys were not in Palestine in 1936, but were there later in 1938/40. The only reference to a charge in the regimental history refers to an occasion when 'B' Squadron, armed with pick-helvers, charged a mob of rioters in Tel Aviv in February, 1940.

OVER ...

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Mr. H. Merritt, Albury Pk, Guildford, Surrey. Records of Aldershot Tattoo.

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more letters

NO ONE WINS

Claims have been made that a certain team "won" the International Four-Day Marches at Nijmegen last year. I would like to make it clear that no one team wins or loses these marches. A team either finishes or it does not. There is always friendly rivalry between teams as to which covers the course in the best time, but this is the extent of any competitive aspect.—Major E. R. R. Hicks, UK Secretary, Nijmegen Marches, 1st Green Jackets 43rd and 52nd, Knock Camp, Warminster, Wilts.

HOW OBSERVANT ARE YOU?

(See page 29)

The two drawings vary in the following respects: 1. Bumper of car. 2. Stripes on second runner from left. 3. Legs of distant man on right of marquee. 4. Pole-vaulter's number. 5. Length of vaulter's pole. 6. Officer's right breast pocket. 7. Right knee of runner third from left. 8. Top of shield on centre flag. 9. Right peg holding cross-bar. 10. Top of steps.

PRIZE WINNERS

No all correct entry was received for SOLDIER's April Quiz. Prizes are therefore awarded to those with the fewest mistakes:

1. Capt. N. G. Webster, RA(TA), 95 Hope Rd, Sale, Cheshire.
2. WO II Gladman, 35 Base Wksp, REME, Old Dalby, Leics.
3. Mr. G. W. Cooper, 19 Shrewsbury Ave, Old Roan, Liverpool 10.
4. CSM A. Sim, 3 Bn, Gordon Highlanders (TA), Aberdeen.
5. Master M. Hemingway, Leverington Rd, Wisbech, Cambs.
6. Master Rodney Jackson, c/o 47 GW Regt (Fd), RA, Napier Bks, BFPO 20.

The correct answers were: 1. Comedy to tragedy. 2. 10½ lbs. 3. Ledra Street. 4. Paul Robeson (the only bass). 5. Bird to air. 6. (a) There is no Icelandic Army; (b) True; (c) True; (d) There is no African kangaroo. 7. Any battle, rank and capital city beginning with the letter B. 8. Pig and whistle; tripe and onions; brimstone and treacle; hare and hounds; cat and mouse. 9. (a) Kitchener; (b) Eisenhower; (c) Wellington; (d) Auchincleck; (e) MacArthur. 10. Aden Protectorate Levies. 11. American H.34. 12. Soprano. 13. Polar bear. 14. They are the only words in which all the vowels are in their correct order. 15. (a) South; (b) Every year. (c) Eleven. Only February has fewer than 30 days.

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NEW NAME

In your article "Too Much in a Name" (May), ideas were invited for a new name for the War Office. My suggestion is "Armynistry"—a combination of Army and Ministry.—B. H. Vanderveen, Apple Tree Cottage, Lodge Lane, Salfords, Surrey.

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