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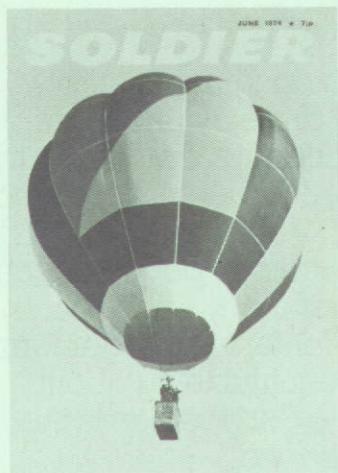
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S74/6

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FRONT COVER

Up, up and away with Chieftain, the Army's hot-air balloon, resplendent in a "coat of many colours" taken from Royal Tank Regiment and Royal Armoured Corps hues. More about this latest Army sport on page 35.

Picture by Tom Sage, of Cameron Balloons.

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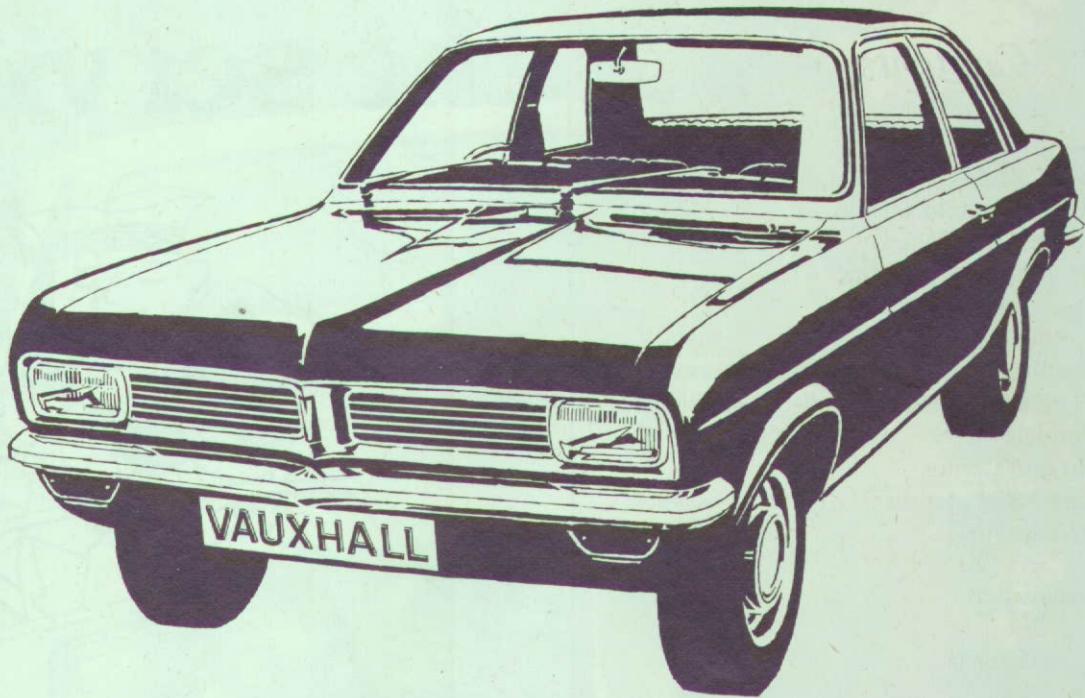
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SEE - THE - ARMY DIARY

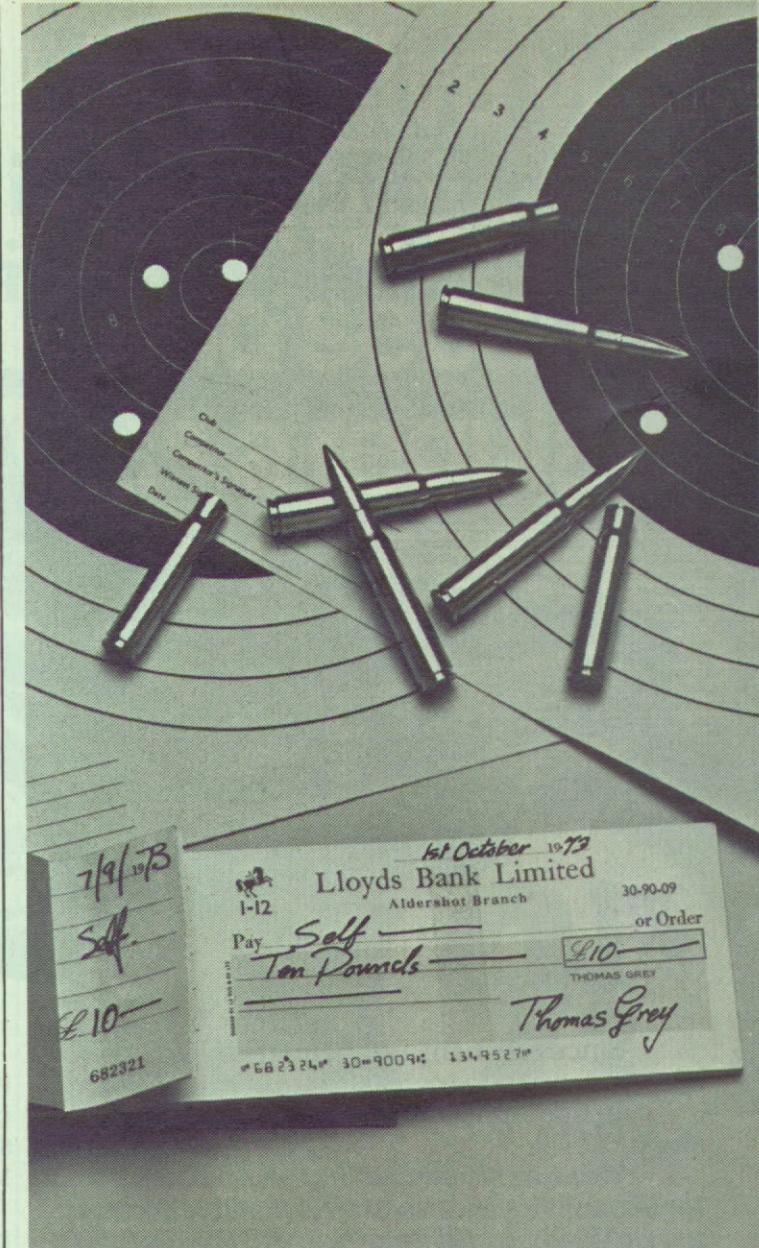
In this regular feature **SOLDIER** keeps you up-to-date on tattoos, open days, exhibitions, at homes, Army displays and similar occasions on which the public is welcome to see the Army's men and equipment. Amendments and additions to previous lists are indicated in bold type.

MAY 1974

- 25 Tidworth Tattoo (25-27 May).
- 25 Otley Show (two bands).
- 25 USAF Bentwaters Open Day (Blue Eagles helicopter team).
- 25 Congleton Carnival and Tattoo (Red Devils freefall team, Royal Military Police tent-pegging, Royal Signals motorcycle team White Helmets, three bands) (25-26 May).
- 25 Watford Carnival (band) (25-27 May).
- 26 Derbyshire County Show (display team, band) (26-27 May).
- 27 Pershore District Carnival, Worcester (Royal Artillery motorcycle team, band).
- 27 Hertfordshire County Day, Hartnam Common (band).
- 27 Southam Carnival (band).
- 27 Open day and fete, Army Apprentices College, Chepstow.
- 29 Suffolk Show, Ipswich (Red Devils, band) (29-30 May).
- 29 Kneller Hall grand (band) concert.
- 30 Queen presents new Colours, Royal Military Academy, Sandhurst.
- 30 Preston Army Display (Red Devils, Blue Eagles, White Helmets, RMP tent-pegging, Royal Army Veterinary Corps, three bands) (30 May-2 June).

JUNE 1974

- 1 First rehearsal, Trooping the Colour, Horse Guards Parade, London.
- 1 Stevenage Day (display team, band).
- 1 Oakengates Carnival (Royal Corps of Transport Junior Leaders gymnastic display, band).
- 1 Portobello Festival (Blue Arrows motorcycle display team, band).
- 1 Brechin Round Table Pageant (Blue Arrows, Golden Lions freefall team, band, pipe band, all 2 June) (1-2 June).
- 3 King's Troop RHA salute, Hyde Park (Coronation).
- 4 Massed bands, The Household Division, beat Retreat, Horse Guards Parade, London (4-6 June).
- 5 Kneller Hall band concert.
- 7 Army Display, Stafford (Red Devils, Para PT display, RA Junior Leaders PT display, White Helmets, four bands) (7-9 June).
- 8 Longniddry Gala (Blue Arrows).
- 8 Tranent Gala (Blue Arrows, band).
- 8 Dumfries Gala (Blue Eagles, RMP tent-pegging, band, pipe band).
- 8 Cumnock Carnival, Ayrshire (RA motorcyclists, pipe band).
- 8 Aberdeen Festival (Golden Lions 8 June, RA motorcyclists 9 June, Blue Eagles 16 June, RMP tent-pegging 23 June, band 22 June) (8-23 June).
- 8 Second (dress) rehearsal, Trooping the Colour, Horse Guards Parade, London.
- 8 Old Merchant Taylors Fête, Croxley Green (display team).
- 8 Vauxhall Motors Spectacular, Luton (display team, band).
- 9 Glasgow KAPE Show (Red Devils, Blue Eagles 10-15, 17 June, RMP tent-pegging, RA motorcyclists 10-16 June, band, pipe band 9-15 June) (9-17 June).
- 9 Open Day, Scottish Infantry Depot, Glencorse (Golden Lions, band).
- 9 Callander Park ACF Tattoo, Falkirk (Blue Arrows, band, pipe bands).
- 10 King's Troop RHA salute, Hyde Park (Prince Philip's birthday).
- 12 Kneller Hall band concert.
- 14 Army Display, Stoke-on-Trent (RA Junior Leaders, two bands) (14-16 June).
- 14 Essex Show, Chelmsford (band) (14-15 June).
- 15 Trooping the Colour, Horse Guards Parade, London.
- 15 Coventry Carnival (band).
- 15 National Steam Traction Show, Aberdeen (band).
- 15 Larkhall Gala, Lanarkshire (Golden Lions, band).
- 18 Massed bands, The Light Division, sound Retreat, Horse Guards Parade, London (18-20 June).
- 18 Royal Highland Show, Edinburgh (RMP tent-pegging, band, three pipe bands) (18-21 June).



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DIARY

continued

18 Riding of Marches, Linlithgow (Blue Eagles, band).
 18 Melrose Gala (pipe band).
 19 Lincolnshire Agricultural Show, Lincoln (band) (19-20 June).
 19 Kneller Hall band concert.
 21 Royal Artillery At Home, Woolwich (21-22 June).
 22 Derby Carnival (band).
 22 Catterick Army Display (Red Devils, White Helmets, Blue Eagles, four bands) (22-23 June).
 22 Bolton Army Display (Red Devils, Junior Para PT, band) (22-23 June).
 25 Royal Signals freedom march, Richmond, Yorkshire.
 26 Royal Norfolk Show, Norwich (display team, band) (26-27 June).
 26 Kneller Hall grand (band) concert.
 28 Aldershot Army Display (King's Troop RHA, White Helmets, RMP tent-pegging, RCT Silver Stars-freefall team, Red Devils, 16 Para Brigade spectacular, 20 bands, corps of drums, fanfare trumpeters) (28-30 June).
 29 Whitburn Gala, West Lothian (band).
 29 Galashiels Gala (band).
 29 Princess Anne opens new TAVR Centre, Worksop.
 29 Scottish Cycling Union Rally, Dundee (Golden Lions 29 June, band 30 June) (29-30 June).
 29 Woodford Air Display (Red Devils) (29-30 June).
 29 Tamworth Carnival (band).
 29 Clevedon Lions Show (AAC Chepstow PT display, RA motorcyclists, two bands).
 29 Lord Mayor's parade, Cardiff.

JULY 1974

3 Kneller Hall band concert.
 4 Folkestone Tattoo (4-6 July).
 5 Tynwald Opening, Isle of Man (band).
 5 Hook Gala (band) (5-7 July).
 6 Birkenshaw Show (band) (6-7 July).
 6 Elstree and Boreham Wood Families Day (band).
 6 Basingstoke Tattoo.
 6 Police Dependents Trust Fair, Ayr (Golden Lions).
 7 Royal Regiment of Fusiliers tercentenary celebrations, London (7-13 July)—3rd Battalion public duties, Tower of London, 7-13 July. Regimental freedom march City of London, 8 July; regimental parade, march and display, Wandsworth Borough, 13 July.
 7 Leeds Horse Show (band).
 10 Royal Tournament, Earls Court (10-27 July).
 10 Massed Bands Display, Larkhill.
 10 Kneller Hall band concert.
 12 Newport Carnival Fête (Red Devils, massed junior bands) (12-14 July).
 12 Queen Mother presents new Colours to 1st, 2nd, 3rd and 5th (V) battalions, The Royal Anglian Regiment, Tidworth.
 13 Moffat Gala (Golden Lions, pipe band).
 13 Artillery Day, Larkhill.
 13 Howard School Fête, Welwyn Garden City (display team, band).
 13 Bromyard Show, Hereford (band) (13-14 July).
 13 Cheshunt Carnival (display team, band).
 13 Leamington Spa Carnival (band).
 13 38 Engineer Regiment Ripon Weekend Open Day.
 15 Queen presents new Colours to 1st, 2nd, 3rd and 4th (V) battalions, The Parachute Regiment, Aldershot.
 16 East of England Show, Peterborough (RMP tent-pegging, Red Devils, band) (16-18 July).
 17 Kneller Hall grand (band) concert.
 18 Liverpool Show (Red Devils, band) (18-20 July).
 19 Sheffield Tri-Service Display (RMP tent-pegging, RA motorcyclists, two bands) (19-21 July).
 20 Corby Highland Games (display team, band) (20-21 July).
 22 Warrington Army Show (RA motorcyclists, Red Devils, three bands) (22-23 July).
 22 Plymouth Forces Week and Air Day (Black Knights freefall team, band) (22-28 July).
 25 St Helens Show (RA motorcyclists, Red Devils, band) (25-27 July).
 25 Manchester Flower Show (Red Devils, band) (25-27 July).
 25 Freedom of Melrose, The King's Own Scottish Borderers.
 25 Inverness ACF Tattoo (25-31 July).
 27 Peterhead Gala (Blue Arrows).
 27 Freedom of Wigton, The King's Own Scottish Borderers.
 28 Royal Armoured Corps Centre Open Day, Bovington.
 28 National Scouts Rally, Chatsworth (Red Devils) (28-29 July).
 29 Freedom of Newton Stewart, The King's Own Scottish Borderers.
 30 Freedom of Kirkcudbright, The King's Own Scottish Borderers.
 31 Kilmarnock Festival (White Helmets, Golden Lions).
 31 Colchester Searchlight Tattoo (31 July-3 August).
 31 Royal Lancashire Show (Red Devils, band) (31 July-3 August).

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SOLDIER to Soldier

Familiar and friend to many readers, SOLDIER's John Jesse has retired after nearly six years with the magazine. In his capacity as "Auntie Mabel" he dealt with the thousands of inquiries, covering an enormous range of subjects, which come to SOLDIER, many of them as a last resort. John brought to his task a wide knowledge of the Army and a long experience in journalism plus, he would admit, some Russian and a smattering of Turkish, neither of which was regularly in demand! He had worked for Reuters and Exchange Telegraph news agencies and as film critic of the Bristol Evening World. World War Two called him up into The Devonshire Regiment from which he gravitated into the General List and special duties in the Middle East. Demobilised as a major, he spent six years in Turkey running that end of a daily news service from London to the Turkish Press, returning to London as editor of the outgoing service.

He joined BANEWS—the former British Army News Service—in 1956 and for four-and-a-half years was one of a two-man team, Force Reuter, which worked at the agency's head office sending out daily material to forces and civilian newspapers and magazines overseas. Force Reuter closed down, John joined BANEWS in Holloway and, with the ground again taken from under his feet as BANEWS itself closed, he moved over to SOLDIER. In retirement he is still, however, continuing SOLDIER's museums series.

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MILITARY MUSEUMS 17



The Household Cavalry

WHAT must rank as one of the finest military collections in Britain can be seen—and enjoyed—in the Household Cavalry Museum at Windsor. The rich and varied display of clearly captioned exhibits spans more than 300 years in the history of The Life Guards and Royal Horse Guards.

The museum, as one might expect, has a splendid collection of cuirasses; one early example, of Restoration vintage, made by Thomas Carpenter, of London, bears the indentation of a musket ball. This was no battle scar, but the maker's crude, though effective, method of proving that the blackened steel breastplate was shot-proof. It is shown with its buff leather jerkin and mail gauntlet. Note also the plug bayonet, so called because it was rammed into the muzzle of the long musket then carried by the rank and file of the Horse Grenadier Guards.

Items of special interest in the next two cases include the last cuirasse to be worn in battle by the Household Cavalry—in the Netherlands in 1793 and discarded the following year as being "more cumbersome than convenient;" a Blues officer's cocked hat with its leather "hat box" which would be strapped to the side of his ban (baggage) horse; and a 2nd Life Guards horse-hair-crested "Peninsula" type helmet.

Among the more intriguing exhibits in the Waterloo case are the tail of the mare ridden in the battle by Major Edward Kelly and a cast of the skull of the legendary Corporal John Shaw, a hero of the Life Guards who was mortally wounded after slaying single-handed nine Frenchmen in the first charge and another five in a later foray. Shaw, a prizefighter of renown and a man of exceptional physique, modelled for artists William Etty and Benjamin Haydon.

Standing slightly aloof, it would seem, is the Marquess of Anglesey's artificial leg which replaced the limb struck off by one of the last French cannon shots of the day. As Lord Uxbridge, Anglesey was Wellington's cavalry commander.

The museum's two most-prized exhibits are probably the magnificent pair of 118lb silver kettledrums presented to the 1st Life Guards by William IV and the field bugle on which Trumpeter John Edwards blew the charge of the Heavy Brigade at Waterloo. Edwards, who had enlisted at nine years of age, was only 15 when he followed Lord Edward Somerset into the charge. He served for another 26 years.

Outstanding in a fine array of uniforms and weapons is the sword collection. This includes an almost complete series showing every pattern of Household Cavalry blade, the oldest being two Restoration half-basket hilted swords, one of which belonged to a "Private Gentleman" of the Life Guards, the other to an officer of the Blues; the general staff officer's sword of the first Duke of Wellington, Colonel of the Blues from 1813 to 1827; and a unique service sword presented by Colonel D de C Smiley bearing the cypher of King Edward VIII—unique because the Colonel was the only officer to be commissioned into the Household Cavalry during the King's brief reign.

An interesting portrait of George III shows him at the age of 72 in Royal Horse Guards uniform. When in Windsor the King was in the habit of making frequent unannounced visits to Combermere Barracks, home of the Household Cavalry since 1804.

All the major campaigns in which the regiments of the Household Cavalry have taken part—Peninsula, Crimea, Egypt and the Nile, South Africa, the two world wars—are featured in the museum, which is now being extended by an additional large room. This, it is hoped, will be ready to receive visitors by the end of the year.

Not to be missed are the 15 Standards, the oldest of which, a Blues squadron (Union) Standard of 1706 is in remarkably good condition. Researchers will appreciate the library which contains the service records of officers of the Household Cavalry from 1661 to 1969.

John Jesse

Curator:	Major A J Dickinson (Retd)
Assistant curator:	SCM C W Frearson
Address:	Household Cavalry Museum Combermere Barracks Windsor Berkshire
Telephone:	Windsor 61391 ext 30
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Next month: The Queen's Own Hussars.

Dead DUKW after 30 years

Story by John Walton/Parade pictures by Leslie Wiggs



On arrival at Marchwood Lord Mountbatten inspects the quartermaster in his honour.

ASAD day of nostalgia," said the official hand-out. And while Earl Mountbatten was perhaps playing to the gallery when he flourished a handkerchief to his eyes after the last march/sail past of the Army's DUKWs, the farewell ceremony had been a poignant reminder of the service given by this remarkable wartime amphibious vehicle over a period of 30 years.

It was fitting that Earl Mountbatten should be inspecting officer for the disbandment parade for it was he, as wartime Chief of Combined Operations, who selected the American-built DUKW for British invasion forces.

He told the story to men of the Amphibian Troop of 17 Port Regiment, Royal Corps of Transport, before they drove their DUKWs for the last time at Marchwood, near Southampton.

"In 1941 Winston Churchill put me in charge of the arrangements for the invasion. In due course we came across a problem

which we called the water gap. How could we get from the landing ships across the water to the mainland?

"I sent some of my staff off to the United States and they found a vehicle which had been produced for Mississippi flood relief," he recalled.

In 1942, Lord Mountbatten went on, complete trials were carried out in Britain on this vehicle and also on the DUKW, which had the advantage of being lighter at seven tons and much faster (50 miles an hour on land and five knots at sea). So the DUKW was selected and a large order placed.

It was first used by British forces in the landings at Sicily. Lord Mountbatten and Field-Marshal Montgomery went ashore in one and were later fired on by a Messerschmitt while still in the DUKW. "As a result of seeing what the DUKWs did there I put on pressure to get more and more of them," he said.

After the landings at Sicily and on the



June 1944. Beached DUKW indicates the success of landings as US troops pour ashore.

Left: Lord Mountbatten takes the salute as the DUKWs sail past in Southampton Water.

Below: Bulldozers clear Normandy beaches of obstructions. Allied DUKW at rear.

Italian coast the DUKWs took part in the invasion of Normandy. Using a special ladder attachment known as Swan, troops were able to scale cliffs and put out of action a German battery commanding Omaha and Utah beaches.

The assault on Walcheren Island and other parts of flooded Holland could not

have been achieved without the DUKW nor would operations in the Chindwin, the Irrawaddy and other Far Eastern rivers have been so successful. DUKWs were also used in the crossings of the Seine, the Meuse and the Rhine.

After the war DUKWs continued in service with both Regular and Territorial





DUKWs worked from dawn to dusk to bring ammunition and petrol direct from ships to Normandy shore dumps. Below: In 1968 they worked in flooded streets in West Molesley.

units of the Royal Army Service Corps. Then the Territorial unit's DUKWs were transferred to 18 Amphibious Squadron, Royal Corps of Transport, at Fremington, Devon, and when the squadron disbanded two years ago the remaining DUKWs moved to their final home at Marchwood.

Their main task since the war has been in assisting civil authorities in flood situations. In the never-to-be-forgotten disasters at Lynmouth and Lynton in 1952 they were well to the fore and the following year were in action again during flooding in eastern England. Gurkhas and men from 18 Amphibious Squadron took DUKWs into a flooded area of north-east Malaya in 1966 when 7500 people had to be evacuated from their homes.

Two years later, when floods hit the south-east of England, the amphibious vehicles were again called in. At Molesey and other stricken towns they ferried a mother expecting twins, rescued a bedridden old lady floating in her home and towed disabled fire engines to a house fire.

There will be no direct replacement for the DUKW. Over the years alternatives have been tested but nothing suitable has emerged. Lord Mountbatten told their

crews: "DUKWs are historic vehicles. I am very sorry they are going away and I had hoped they were going to be replaced by hovercraft."

Instructor Staff-Sergeant Bill Boyd was running courses right up to the final whistle. He described the DUKW as "the finest recruiting vehicle the Army ever had." During his 15 years' association with the DUKW, Staff Boyd went to many parts of Britain including St Kilda and Loch Lomond—and sailed down a flooded Exeter High Street. Last summer the Amphibian Troop trained in France with French soldiers and their DUKWs.

Now the Army's DUKWs have gone out of service although many of these wartime relics are being operated in civilian hands and one is still in use with the Army's Fording Trials Branch, Royal Electrical and Mechanical Engineers, at Instow, Devon. Of the last nine DUKWs which were on parade, seven will eventually be disposed of, one will remain on display at Marchwood and the other is to become a museum piece.

But the contribution of the DUKW will always be writ large in the annals of British military history.



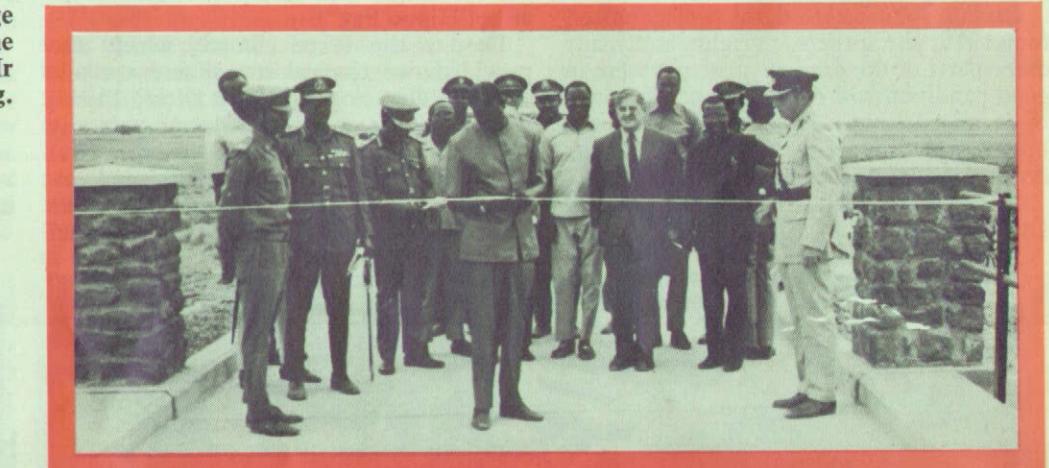
The DUKW takes its name from its builders' code: D for 1942, U for utility, K for all-wheel drive and W for twin rear wheel axles. This 1942 project was to produce a vehicle to unload ships and landing craft by transhipping stores over open beaches. The DUKW, 36 feet long and eight feet wide, could carry 59 men

or the equivalent weight in stores. DUKWs were supplied to Russia under Lend-Lease and the Russians built their own copy of it.

In 1943, the first year of manufacture, 4508 DUKWs were produced. Production ended in 1945 with 21,247 vehicles.



Andover's eye view of the new river bridge at Tonj—the village is on the left of the picture. Right: Sudanese Vice-President Mr Abel Alier cuts the tape at the opening.



BRIDGE OVER THE RIVER TONJ

Story by John Walton
Pictures by Arthur Blundell

As the Vice-President of the Sudan, Mr Abel Alier, dressed simply in a grey tunic and slacks, cut the tape to open officially the new road bridge, women spectators ululated in delight and the drums began to beat. A project which had taken 200 British sappers into the depths of one of the remotest parts of Africa was complete.

The bridges at Tonj in the south of Africa's biggest country replaced pre-war bridges which had become unsafe. The reconstruction work, lasting three months, had involved sappers working six days a week from 7 am until 6 pm with only an hour for lunch and two tea breaks. All this in blazing sun with midday temperatures which sometimes soared to more than 130 degrees fahrenheit.

The men of 32 Field Squadron, Royal Engineers, part of 38 Engineer Regiment, had worked side-by-side with Sudanese Army engineers during the whole project.

Plagued by problems of communication and supply and suffering the attentions of mosquitoes as well as nocturnal visits by scorpions, spiders and snakes, they nevertheless kept to the building schedule throughout.

The advance party from Ripon arrived in the Sudan in early December and had to finish its journey over 60 miles of bush roads as well as moving in nearly 600 tons of stores. The two airstrips (christened "Tonj Heathrow" and "Tonj Gatwick") had still to be built. During this period hours were even longer than on the main project. Often men would complete a working day and then spend until midnight driving a 120-mile round-trip to fetch stores. Even on Christmas Day only half a day's rest was possible.

At the end of the year the main party arrived to find a ready made camp and a Bailey bridge, built by the Sudanese sappers, waiting to take traffic while the reconstruction work went on.



It took a little time to get used to the sun and resist the cool temptation of a river bilharzia-ridden and thus dangerous to the European. In the words of Sapper Peter Millington: "Here we are working in temperatures like this and all around us are local children swimming and playing in the water. It is so inviting and yet we are told that if we drink or touch the water we will get all sorts of diseases."

Captain John Bickford, the project officer, found that the girders, uprights and many other parts of the original structure were in good condition and decided to use as much of it as possible. Other stores had been brought out but it was necessary to buy cement locally and to look for aggregate.

A Beaver aircraft, piloted by Warrant Officer 1 Paul Russell Army Air Corps,

which carried out a multitude of communications tasks during the exercise, went out on a reconnaissance flight and discovered a suitable site for quarrying of aggregate on a sandbank 45 miles away. A party of sappers moved 250 cubic metres to Tonj in 13 days. Their only scare was on the morning when they awoke to find enormous hippopotamus footprints passing right through their camp (dubbed thereafter "Hippo Bay").

Despite the fierce climate, which also provided two tropical storms and a whole series of dust storms, Major Dickie Fairer, who took over as exercise doctor part way through, reported very little sickness. Heat exhaustion, some gastro-enteritis and insomnia because of the clammy nights were the main problems. The medical staff

opened a clinic at the camp for the local villagers, mainly Dinka tribesmen. They successfully treated scores of tropical ulcers as well as helping people suffering from malaria, leprosy, yaws and others gored by buffaloes and bitten by dogs.

"Many of these people had been to the local witch doctor and not been cured," said Major Fairer. "We helped a lot of them but eventually we were seeing 300 patients a day and we had to wind it down."

The representative collection of scorpions and other insects at the camp was enough to make one's flesh creep and another hazard was termites. They would eat anything, as Major Merrifield learned when he left a shirt on a table overnight and in the morning found it riddled with holes.

The cookhouse, under Army Catering



Captain Cyril Hastings, in charge of the rear link, keeps abreast of the paperwork.

Left: Dawn at Khartoum airport—and stores are loaded on to the waiting RAF Andover.

Far left: Stripped to the waist in the sun, sappers put final touches to the bridge.



Corps Sergeant John Cooney, had its own problems, particularly at breakfast time. Hovering above it were dozens of kites, vultures and other feathered scavengers, all capable of removing dustbin lids. Sappers were forced to dash from cookhouse to canteen with their eggs and bacon but often the hawks would swoop like lightning and make off with a rasher.

One of the biggest hazards was fire and hoses were laid to every corner of the camp. Despite this there was one major blaze which destroyed a tent. Recreation consisted of three open-air film shows a week, sports contests with the Sudanese Engineers and hunting. Tonj is set in a fertile plain abounding in wild life including antelope, lions, giraffes, leopards, warthogs, baboons and elephants.

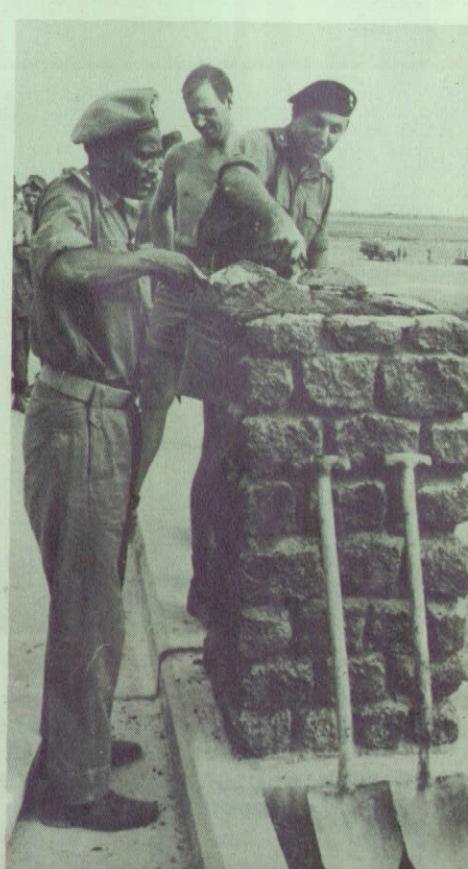
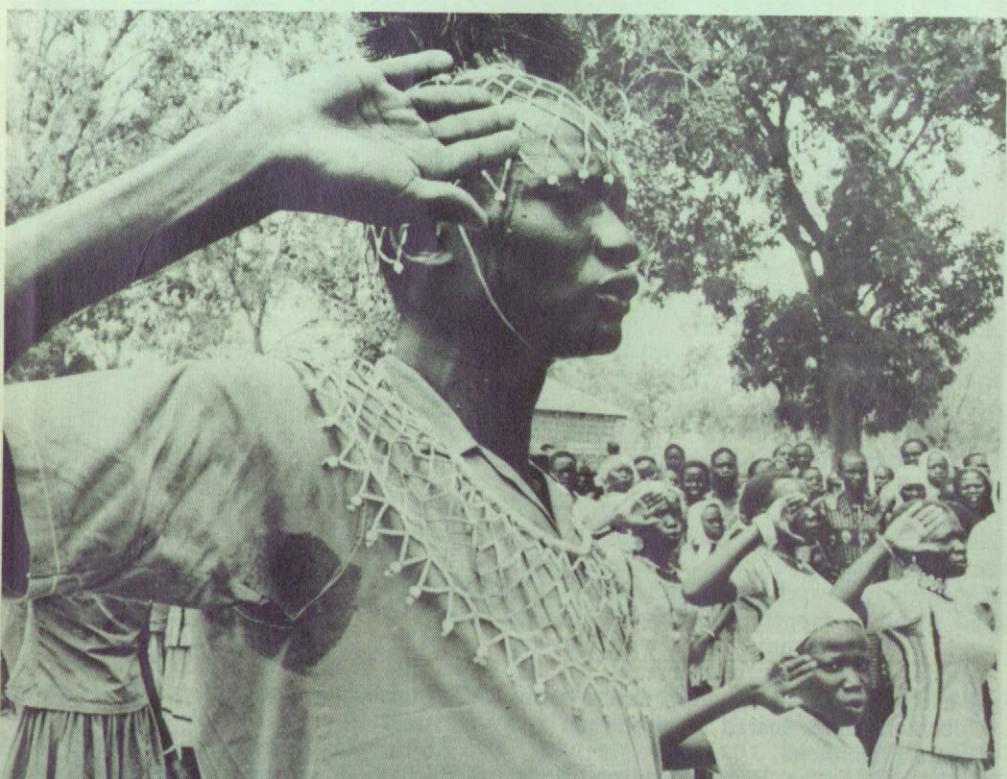
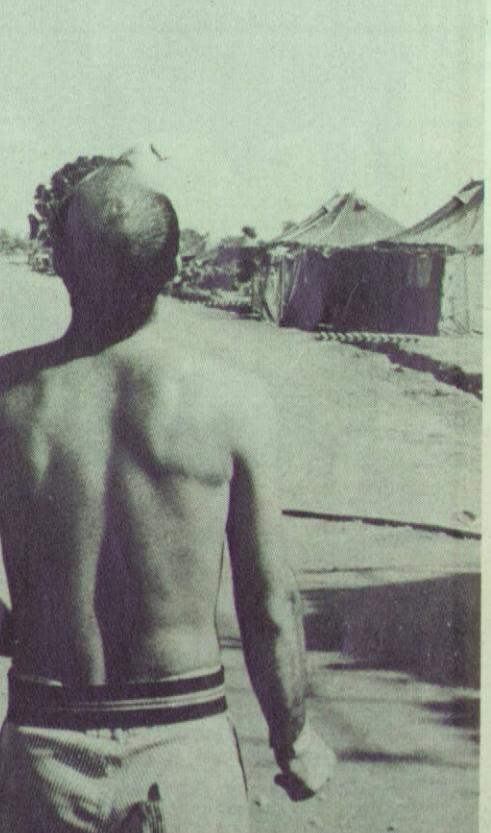
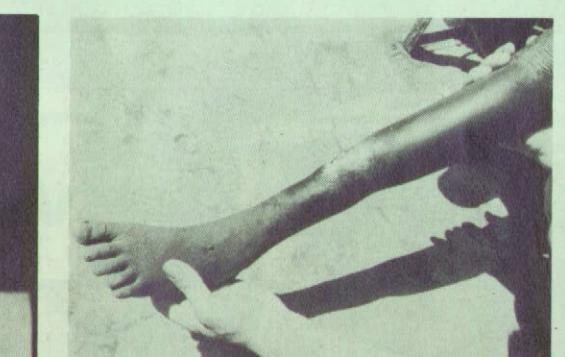
Despite the occasional antelope coming into the cookhouse the area was unable to support fully a force of 200 men and food had to be flown down from Khartoum in an Andover aircraft of 46 Squadron, Royal Air Force, Thorney Island. The provisions were obtained by a team from 270 Local Resources Section, part of 10 Ordnance Support Battalion, Devizes. Based at Tonj were a baker and Sergeant Wally



Tropical ulcer which has almost healed. The medical staff dealt with scores of these.

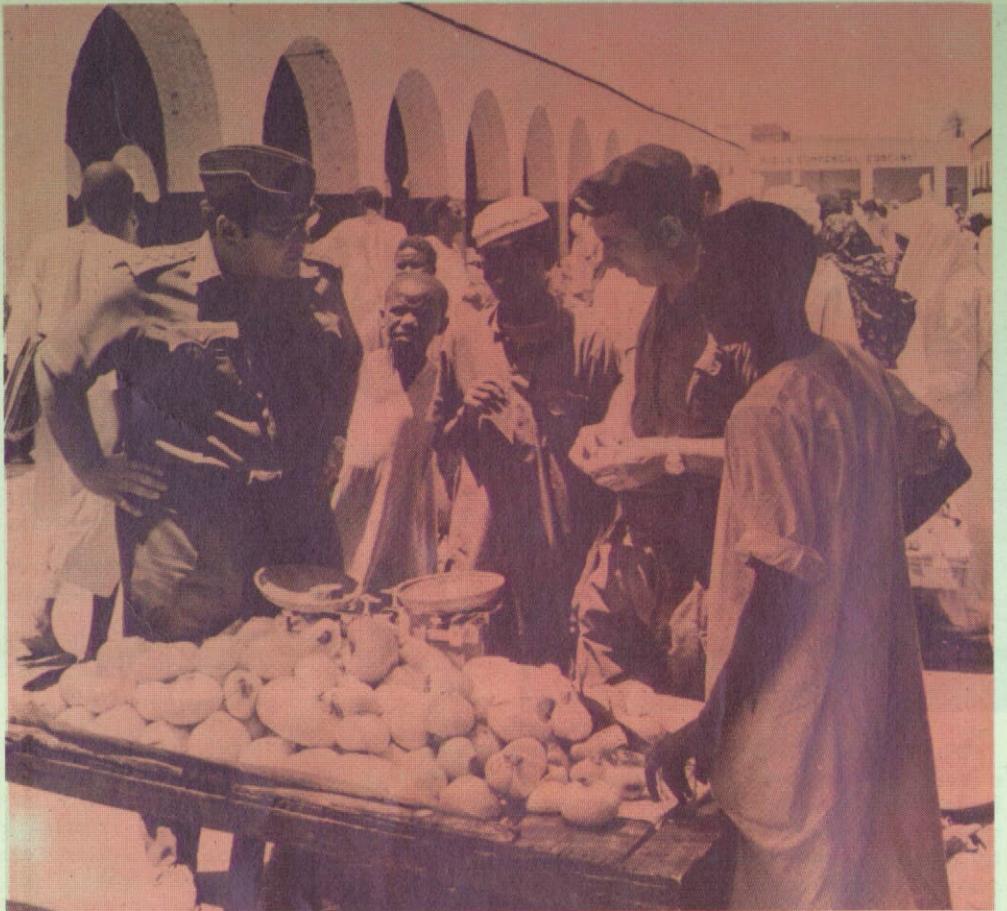
Left: There's a genet on my shoulder. Major Dickie Fairer, camp doctor, with his friend.

Right: Cook Sergeant John Cooney glares at one of the hawks which stole men's bacon.

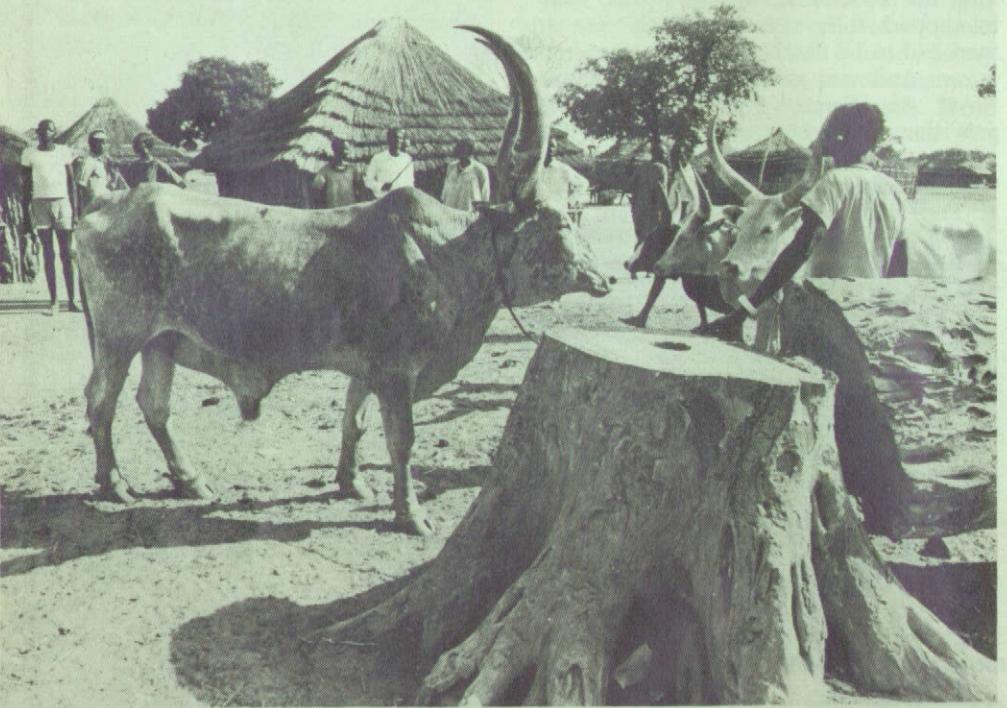


Big Day. Dinka villagers at Tonj proudly salute the Vice-President and other guests.

Right: Major Tony Merrifield and Major Ahmed el Sheik jointly lay the final stone.



Captain John Marchant and Sergeant Ken Marchant haggling in a Khartoum market. Below: These majestically horned cattle are symbols of wealth to the Dinkas.



For their work on the bridge 32 Field Squadron and 1st Detachment of 1st Battalion, Sudanese Engineers, were awarded the Sudanese Order of Merit. It was presented to Major Tony Merrifield by the Vice-President of the Sudan. The citation, signed by President Numeiry, notes the spirit of comradeship and co-operation between the two engineer units in executing the work and says the Order is conferred in recognition of the effort towards the construction of a number of vital utilities in the southern region.

from previous page

Mackay who almost daily made the 60-mile each way journey to Wau for petrol. In Khartoum was Captain John Taylor, who each day toured the markets and shops in search of produce. He was assisted by a butcher, Sergeant Ken Marchant, who in an arrangement with a Khartoum supermarket did his own cutting up of meat on their premises and inspected it for quality.

Haggling in the markets and despatching 1500 to 2000 lbs of fruit and vegetables twice a week by Andover was, according to Captain Taylor, "a fascinating job." Being a predominantly Moslem country, pork was difficult to obtain and had to be specially imported. But local shopkeepers were very helpful—even to the point of embarrassment. Said Sergeant Marchant: "We were offered some baked beans but they had been tinned in water. The shopkeeper was very obliging—he offered to drain off the water and fill them up with tomato sauce!"

Also based at Mirza Lodge, the Sudanese Army flats loaned for the rear link party, was the squadron quartermaster, Captain Cyril Hastings. His eight-month spell in the Sudan as liaison officer with the Sudanese authorities brought him into contact with them at all levels from ministers downwards. Every man who worked at Tonj was able to spend three to four days resting at Mirza Lodge. Running the rest centre for much of the time was Warrant Officer 2 Dougie "Pasha" Harold, catering advisor to the exercise. Each morning he was reputed to have taken the men their tea in bed.

The build-up to the opening ceremony was impressive. The previous night the drums sounded their message along the bush telegraph and a large crowd from miles around gathered the next day. For once the weather was kind to the sappers—a thin layer of cloud shrouded the sun, reducing the temperature by perhaps 20 degrees.

After the general salute and inspection of the British and Sudanese sappers on parade, the British Ambassador, Mr J F S Phillip, said that during the operation they had worked together as partners on the basis of co-operation and mutual respect.

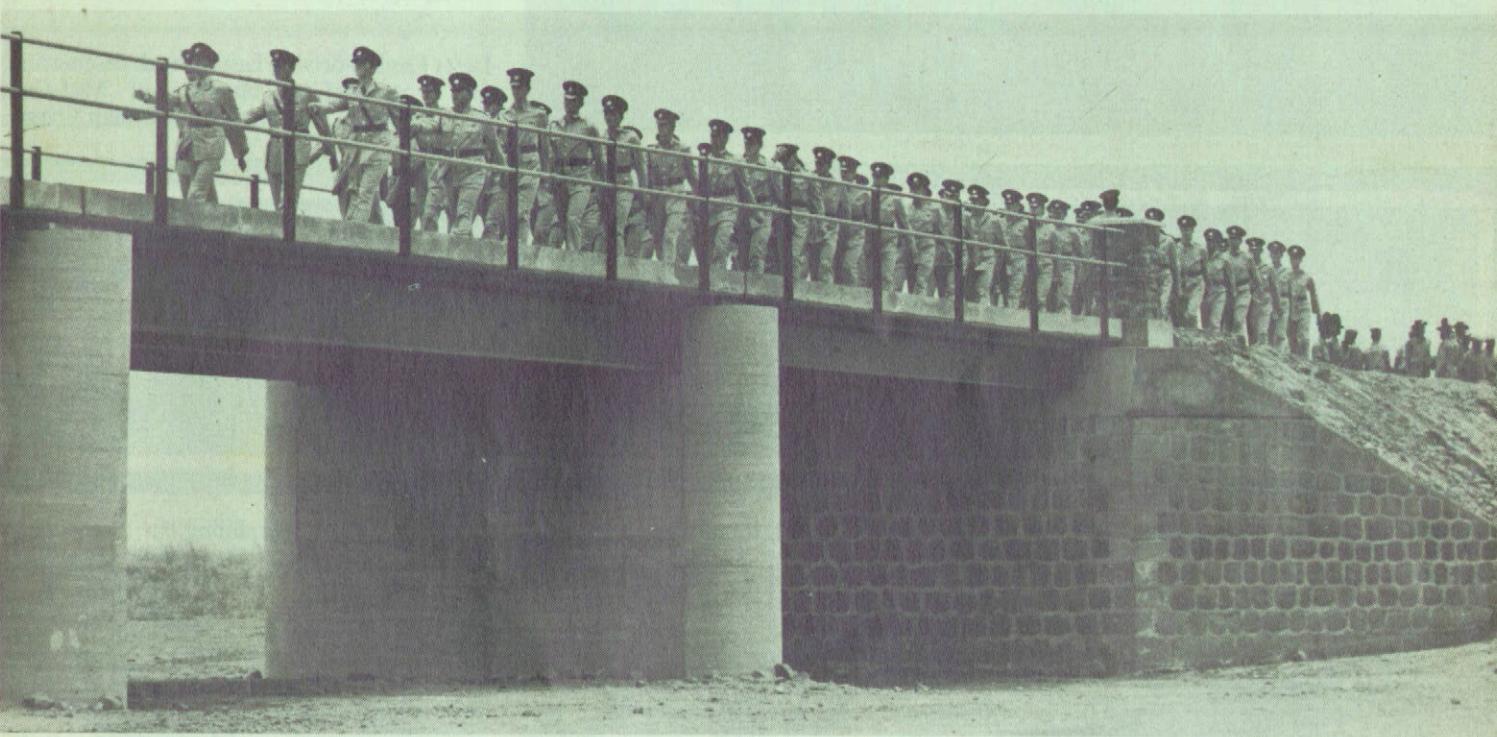
The Vice-President said it was one of the few times in the world's recorded history that armies of sovereign states had worked side-by-side for peace and progress. He added: "This spirit needs to be loudly applauded especially at this time when history, even of the recent past and of today, records activities of other armies engaging in bloody confrontations and destructions."

After he had opened the bridge and the parade had marched across it, the Vice-President, the Ambassador, Major Merrifield, the Engineer-in-Chief (Major-General M E Tickell) and other main guests drove to the village square at Tonj for a display of national dancing. Here they jumped across the body of a freshly slaughtered ox—a gesture which symbolises peace according to local custom.

As yet the bridge will take few vehicles—perhaps as few as a dozen a day. But it is built to last for at least half a century and in the words of Major Merrifield "We have built for the future of the Sudan." Next year another sapper squadron from Ripon is expected to build a bridge in an even more inaccessible spot at Mundiri some 300 miles further down the same road.



Left: The Vice-President, with Captain J Chapman, inspects the sappers on parade.

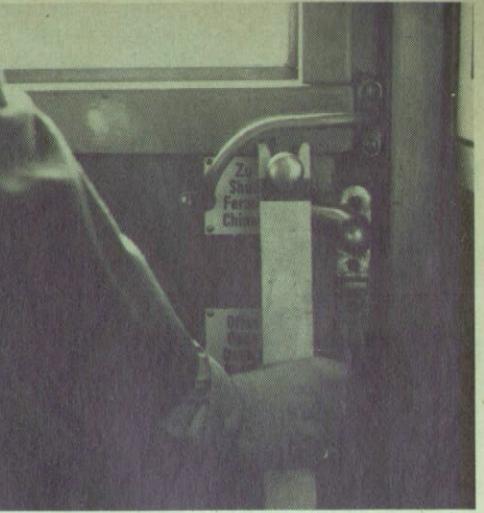
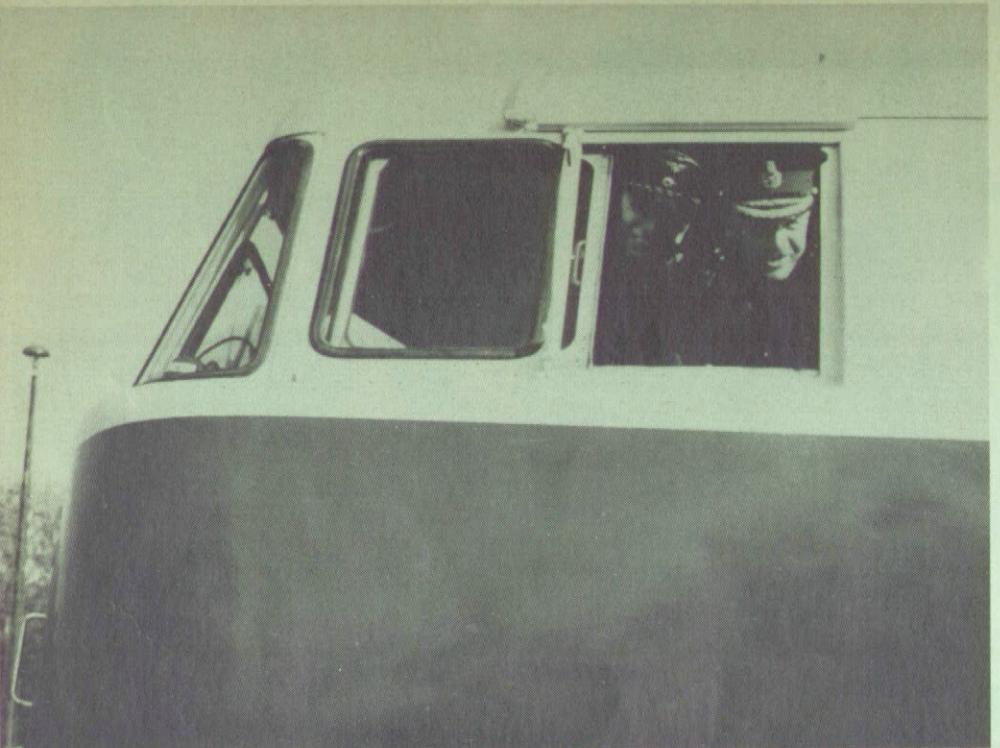


Below: The men of 32 Field Squadron march triumphantly over the bridge they built.

How observant are you?

These two pictures look alike but they differ in ten details. Look at them carefully. If you cannot spot the differences see page 42.



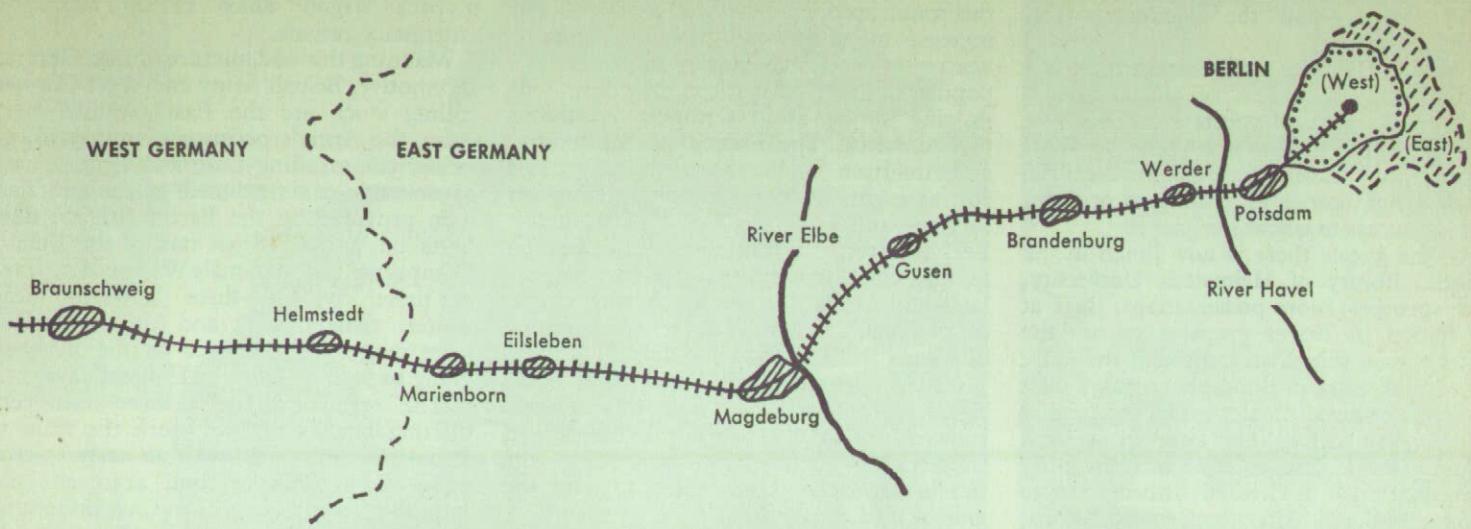


En route between West Berlin and West Germany the British Berliner's door handles are firmly secured inside by wooden wedges.

Left: Engine-driving has as much fascination for a general as bus-driving! Maj-Gen Scott-Barrett and the East German driver.

ROUTE OF BRITISH MILITARY TRAIN

(THE 'BERLINER')



10,000th BRITISH BERLINER

Below: After-breakfast speech. The portraits behind the general, there for the occasion, also mask holes in the dining car end wall!



EVERY morning, punctually at eight, the Army's only military train in regular service draws out of West Berlin's Charlottenburg Station at the start of its return run through East Germany to Brunswick in the West. Platform 1A, closed to West Berliners, has been busy for an hour or more but the commuters on other platforms scarcely spare a glance—this has been a daily Berlin occurrence for nearly 30 years.

Today is different. Schoolchildren daily to peer through the fence at the track side, commuters' morning papers stay unfurled as they listen to the band of 1st Battalion, The Worcestershire and Sherwood Foresters Regiment, on Platform 1A and watch British redcaps welcome VIP staff cars outside the station. It is not yet eight but already on the platform or aboard the train are two generals, a brigadier, a couple of colonels and a half-dozen or so lieutenant-colonels.

Today is different because this is the 10,000th journey of the British military train. The British Berliner as it is known (the French and Americans have their own military trains), has run daily since 17 December 1945 except on Christmas Day, from 24 June 1948 to 11 May 1949 (the period of the Berlin blockade) and, though nobody now seems to know quite why, on 2 April 1948. The guests of 26 Transport and Movement Squadron, Royal Corps of Transport, which runs the train, include

Major-General D W Scott-Barrett (UK Commandant and GOC Berlin (British Sector)), Mr J H Lambert (UK Deputy Commandant), Major-General V H J Carpenter (Director of Movements (Army)), Brigadier P A Downward (Commander, Berlin Infantry Brigade) and officers of the British, French and American forces in Berlin.

Out on the platform, to the band's accompaniment, General Scott-Barrett inspects the squadron's quartermaster, talks to the train's civilian staff and climbs into the cab of the yellow-and-red diesel locomotive (118-357-3) to chat to its East German driver. There had been thoughts that the GOC might wave the traditional green flag—there were second thoughts that the usual prompt departure might then have left the principal guest waving not go but goodbye.

As on every day, the Berliner heads across West Berlin, enters the north access corridor and stops at Potsdam in its own fenced-in loop line. Charlottenburg Station and the line through West Berlin are owned and operated by the East German Deutsche Reichsbahn, but the train has now crossed the frontier from West Berlin into East Germany so the engine, although East German, is detached from the train and searched.

At Potsdam too an East German conductor—the zugführer—joins the Berliner. He has the normal railway guard's right to

move about the train; he can stop it if he thinks there is anything untoward. The British train has never been held up in the Corridor but against the eventuality carries emergency rations. The American train once ground to a halt, stranded, because the Russians suspected an illegal passenger.

As the Berliner crosses the plain—the 145 miles to Brunswick is covered, with stops, in four hours—its passengers look for the points of interest timed and distanced in a passenger leaflet—the engine shed where the Kaiser's personal engine was once housed, Germany's oldest shunting hump (these definitely for railway enthusiasts only), a Soviet tank repair workshop (reminding the passenger that he is travelling through the Communist bloc) and a rock under a tree marking the formation of the original United German Socialist State.

Today is different. The guest passengers are engrossed in chatting and enjoying the novelty of a magnificent Army Catering Corps champagne breakfast—turkey, chicken, ham, salami, beef and prawns, served with salads and garnished with horseradish, mustard, cranberry, even quails' eggs and caviar.

This is fantasy—champagne and caviar for breakfast on a British military train in a Communist state. The reality is temporarily divorced from the dining car—the secured doors, the armed infantrymen patrolling the train, the radio-telephone link working back to Berlin then forward to Helmstedt, the West German frontier town. Unreality lingers in the dining car with the presentation to senior guests of commemorative plaques, each with its railwayman's key, from all ranks of 62 Squadron.

At Marienborn, short of the frontier, the train stops. No one gets on or off—the platform is spaced out with East German police—except the officer commanding the train, the train conducting warrant officer and a Russian-speaking soldier from the Berlin interpreters' pool. The three march smartly along the platform to present travel documents and passenger list to a Russian officer. Everyone stays in his seat as a Russian

Route map (above) and notes on points of interest help to while away the four-hour journey.

soldier walks slowly along the platform counting the passengers. The figures tally. Salutes are formally exchanged—all is rigidly proper—and the documents trio rejoins the train.

Across the frontier at Helmstedt there is a welcoming party, a fleet of official cars, a small crowd of local spectators. This is a train on which neither they nor the West Berliners may travel, but it has for them the practical significance of helping to preserve the vital access to island Berlin.

For the guests there is now lunch in the splendid library of Helmstedt University, more speeches, more presentations. Back at the station its driver prepares to run the East German diesel back through the Wire while the Deutsche Bundesbahn takes over the Berliner on its final 25-mile leg further west to Brunswick. The original western terminus was Hannover, from where another military train, the Crossed Swords, ran to Hook of Holland. After the Crossed Swords was withdrawn in October 1961—a victim of airmotoring—the Berliner shortened its run as facilities were better at Brunswick than Hannover. But a reserved coach on the Bundesbahn takes Berliner passengers on to Hannover from where there are connections to Moenchengladbach and Hook of Holland. Leave Berlin at 0800 and you can be in London at 0900 the following day.

The Berliner is the normal routing for duty journeys between Berlin and Rhine

Army—courses, liaison visits, battalions on training exercises. Then there are children on school holidays and visiting sports teams—declaration of a basketball team usually prompts a raised Russian eyebrow or wry smile!

Three years ago 23,208 passengers used the train, in 1972 there was a 38 per cent increase to 32,173 and now the figure is nearer 45,000. One reason is the train's popularity with American families "indulging" in "get-away" shopping expeditions to Brunswick. The French (to Strasbourg) and American (to Frankfurt) military trains run at night, do not provide a dining car service—and both are "dry." The British Berliner serves a continental breakfast on leaving Charlottenburg, coffee and biscuits later and a three-course lunch with choice of two main dishes. The reverse journey offers tea and a four-course dinner.

Access agreements also allow of an additional nightly passenger train which rarely runs and for a daily freight train but normal frequency is about every three weeks—the freight headache is moving horses for the annual polo event in Berlin.

Down the years restrictions have eased in some directions but no chances are taken on either side. Overnight the Berliner is cleaned by the East Germans in its Grünewald siding. At Charlottenburg the train conducting warrant officer—a Royal Corps of Transport traffic operator—searches the train while passengers check in with their travel and identity documents. There is only one boarding point on the train, manned by the train's armed guard. In the Corridor the

door handles are wedged inside; passengers may not use cameras or binoculars.

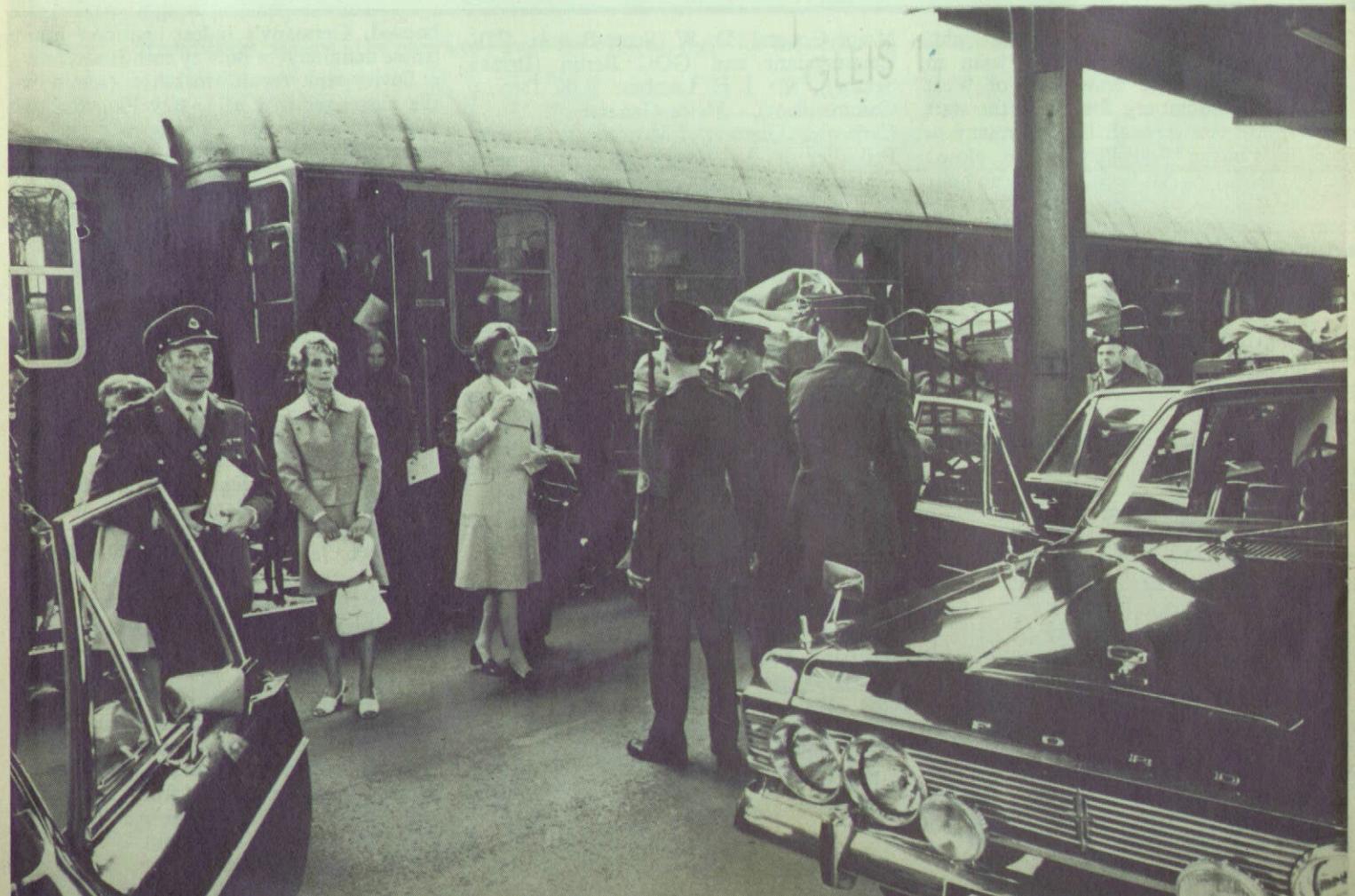
Rolling stock normally comprises a staff coach and dining car of 79 Railway Squadron, Royal Corps of Transport, and, on hire from the Deutsche Bundesbahn, a first-class and two second-class coaches plus a pack wagon which carries mail and emergency rations.

Manning this odd mixture of East German locomotive, British Army and West German rolling stock are the East German train crew, the Army's permanent train staff, an officer commanding train and armed guard of one non-commissioned officer and four men provided by the Berlin Brigade duty battalion, and a civilian staff of the French Compagnie Internationale Wagons-Lit. Most of these civilians—three crews of head waiter, waiters, cook and kitchen hand—have many years' service on the Berliner, going back to its Hook of Holland days.

The permanent staff's three train conducting officers in turn work the train to Brunswick and back, with an early start at 0600 and finishing around 2130, an hour after the Berliner returns to Charlottenburg. This staff also includes a signaller from 219 Signal Squadron, Royal Signals, and, looking after the mail in his own compartment of the pack wagon, a sapper of the Berlin Postal and Courier Communications Unit.

Perhaps it is typical of today that all the anomalies and oddities of running a British military train through a Communist state should be so taken for granted. But the British Berliner will always be much more than just another train.

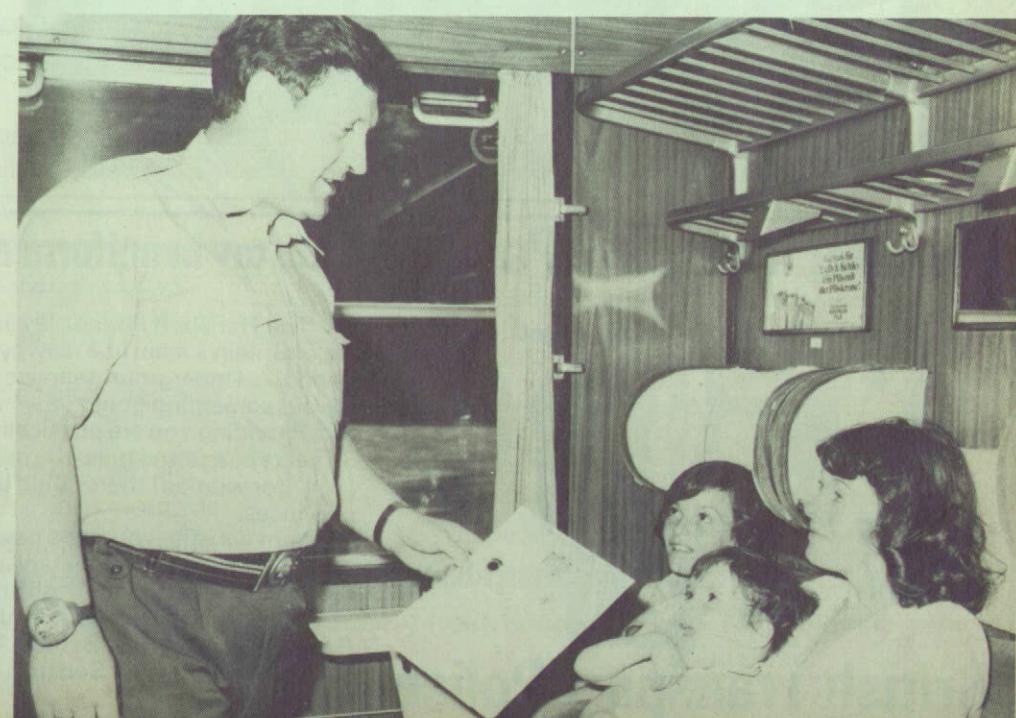
Below: Staff-cars-on-the-platform reception at Helmstedt, West German border town, for the 10,000th British Berliner's guests.



Interpreter Cpl-Maj George Varga keeps his Russian up to date by reading Pravda during an Autumn 1973 Berliner trip.



Plaque of Helmstedt's coat of arms presented by the Burgermeister to commemorate the Berliners 10,000th journey.



Right: WO2 Stan Fenton, train conducting warrant officer, handing out route sheets and menus to passengers during a 1973 run.

FALL OUT the councillor officers!

FOR well over a century, military councillors have served on Aldershot council. Now the local government reorganisation that threw Aldershot and Farnborough together has done away with this tradition.

Nonetheless, the inescapable link between Aldershot and the Army is perpetuated in the title of the new district council as Rushmoor—the name of the recently refurbished military arena which was once graced with the world-famous tattoos attended regularly by royalty at Aldershot.

The military was well represented outside

Aldershot's new civic centre, Prince's Hall, to witness the final lowering of the borough flag. Two soldiers from the locally based Parachute Regiment attended at the flag pole and the Royal Corps of Transport's staff band and the band of 3rd Battalion, The Parachute Regiment, played "Sunset" as the flag was slowly lowered.

Aldershot as a town owes its very existence to the Army. For in 1853 when it was chosen as the site for a permanent camp—a personal dream of Queen Victoria's Consort, Prince Albert—it was such an obscure little Hampshire village that there was some doubt

at the time as to the spelling of its name. At one end of the village's High Street stood—as it still does—the Red Lion pub where the then Commander-in-Chief of the Army, Lord Hardinge, stayed while he satisfied himself that this was the site for the camp before writing from there to London with his plans to make an initial purchase of 10,000 acres of the surrounding land.

Army representation on the local authority began in 1857 with the formation of the Board of Health. Before this Aldershot had been the responsibility of the Farnham Highway Board. Three officers were appointed by the War Office to serve on the new body: General W T Knollys (General Officer Commanding "The Camp at Aldershot"), Lieutenant-Colonel J C Kennedy and Captain T Murray.

The town was granted its charter as a borough by King George V in 1922—almost 52 years to the day before that charter ceased to be effective—and specific provision was made for the inclusion of three military representatives to be appointed by the Secretary of State for War.

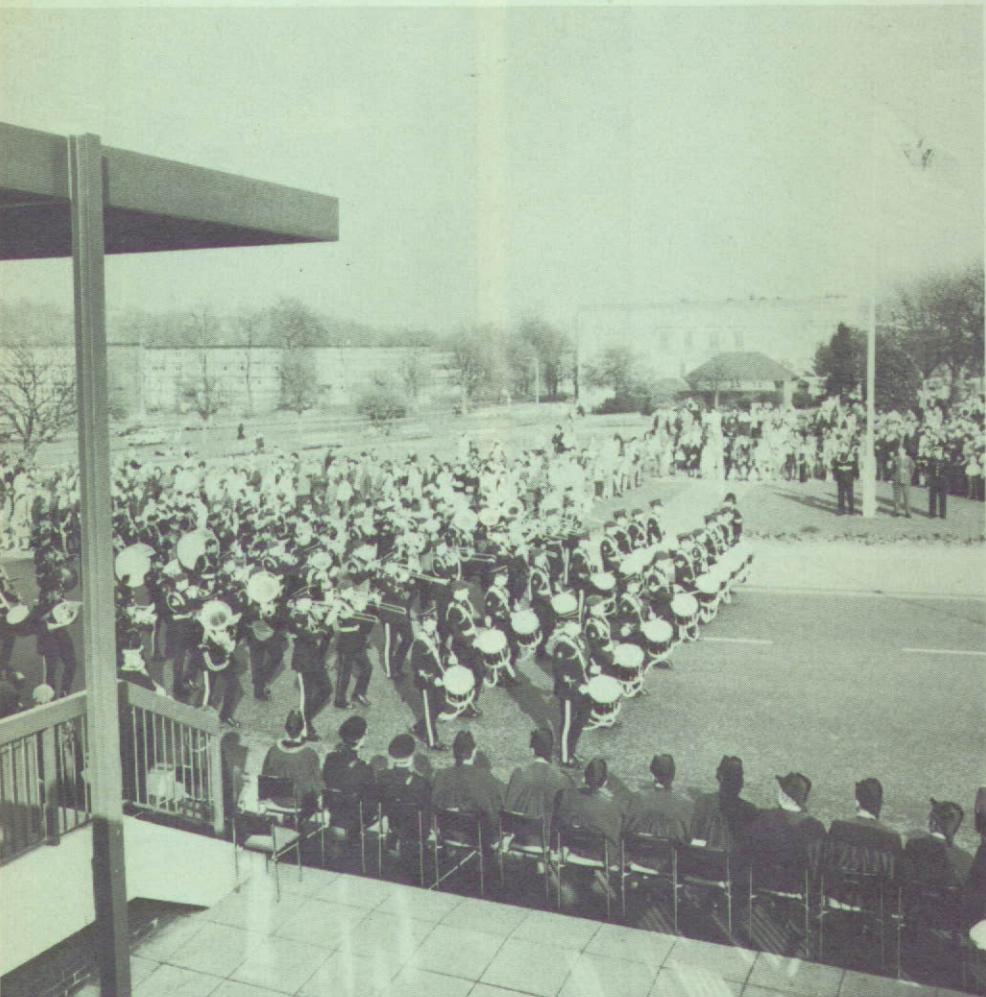
This tradition carried on up to the very day the borough ceased to exist; the last three incumbents were Lieutenant-Colonel A Grieve (Royal Army Medical Corps), Brigadier P Aylwin-Foster (Royal Engineers) and Aldershot Garrison's chief administrative officer, Lieutenant-Colonel K Scragg.

Paying tribute at the farewell ceremonies to the close liaison between "borough and bayonet," the Mayor of Aldershot, Councillor William James, said: "It would be wrong of me to let today's ceremonies pass without expressing our gratitude to the hundreds of people who have contributed to the benefit of the town over the years.

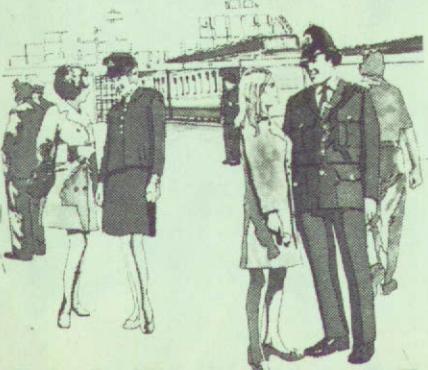
"I cannot mention them all by name but I would single out our military friends and thank them for all their kindly help and co-operation. Without this co-operation, the Aldershot of today would not exist."

The combined RCT and Parachute Regiment bands beat Retreat in front of Aldershot's gowned councillors and the borough flag.

The Army was uniquely represented on Aldershot council. Catterick Camp had no military representatives on the old Richmond Rural District Council, but occasionally representatives from the camp sat in on housing and planning committee meetings to listen and advise although they had no voting power.



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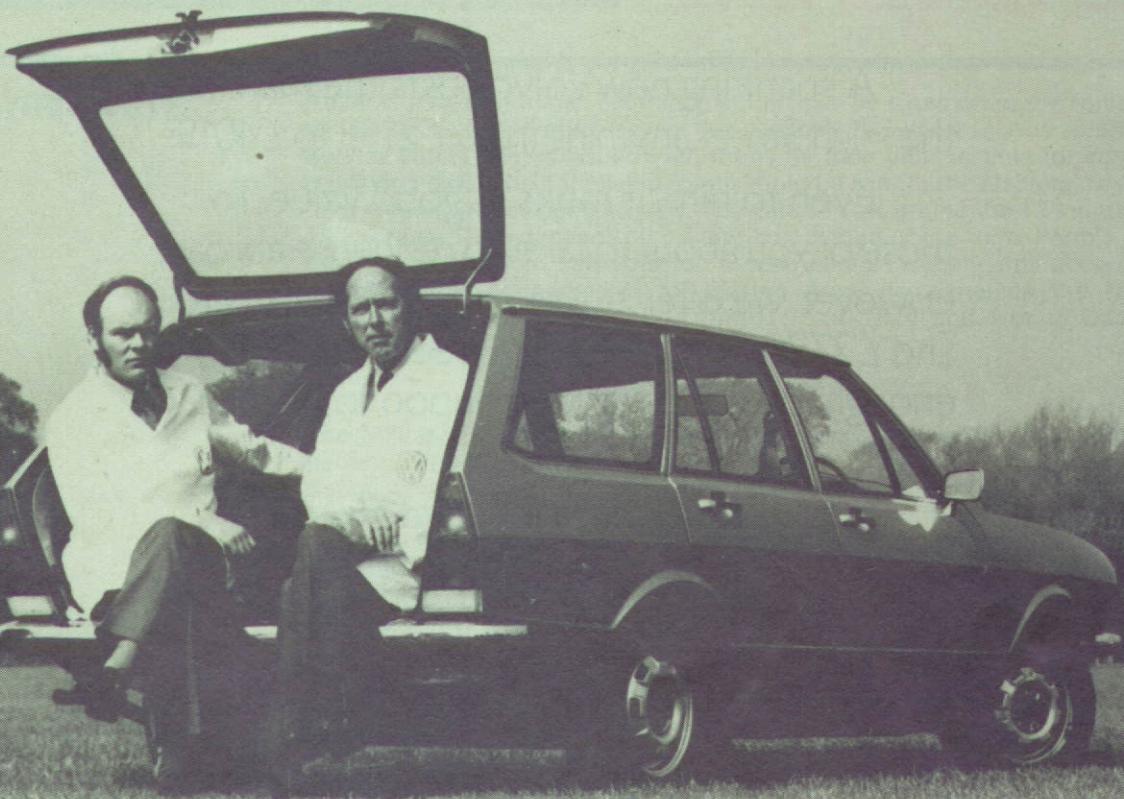
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Pull-out supplement **SOLDIER** June 1974

DON'T LOSE YOUR VOTE

An elector does not lose his vote just because he signs on in the forces. But in order to use his vote, he must be on the electoral register which is renewed each year. Service voters will be issued with forms by their units in time for completion by the qualifying date. The completed form should be sent to the electoral registration officer for the voter's home constituency. The right to vote during the 12 months commencing 16 February 1975 depends on prompt completion of the form. People serving outside the United Kingdom can vote too as can eligible dependants accompanying them. Details of the arrangements for placing Army personnel on the 1975 register of electors are contained in DCI (Army)T12 of 1974 and Notice Board Information One of 1974.

(DM(A))

CASE HISTORY

The Military Forwarding Office is about unaccompanied baggage, and this is about people... and people matter. This is the maxim worked to by the staff of the Deptford depot who deal with a quarter of a million or so cases of Services' unaccompanied baggage a year coming and going all over the world. The depot works for all three Services and the senior staff have travelled worldwide as members of the forces themselves and so fully understand the importance of personal possessions. The idea is to keep kit moving to its destination, not store it—"spaces not cases" is the motto. The depot advises its customers to take care in packing their cases so that they will stand up to being turned upside down, rolled or even dropped short distances



Mrs Joyce Mann monitors baggage movements into UK.

in the course of their journey. The staff also warns against trying to smuggle dutiable goods in baggage and reminds servicemen to fill in fully and accurately the customs declaration form (C3 or BAOR form 233) which, if skimped, could lead to a delay in arrival of the luggage.

The depot welcomes inquiries for help or advice and urges servicemen on the move to write to: STO(N), Royal Naval Store Depot, Deptford, London, SE8 3JG. Army personnel on the move are urged to say the magic number "23/73." For that is the number of the Defence Council Instruction describing the scheme specially negotiated by the Ministry of Defence to enable servicemen to get comprehensive insurance on household goods and personal effects in transit by the military forwarding office. The property is the responsibility of the individual and units can give details and immediate cover under this scheme. Also, written inquiries to the two companies administering the scheme can be made. They are: Lloyds Bank Ltd, Cox's & King's Branch, Insurance Department, 6 Pall Mall, London, SW1Y 5NH; or Wilson & Co (Military Insurance Brokers) Ltd, who have branches in Salisbury, Farnham and Ripon.

During the next five years 76 serving soldiers of the Royal Army Medical Corps are to be granted short service commissions as nursing officers to increase the number of male nurses holding commissions. All three Services are working out their own schemes which will partly remove the anomaly of differences of status between men and women doing similar jobs in Service hospitals. At present it is possible for a male non-commissioned officer to have equal responsibility with an officer of one of the women's nursing services.

In the Army's case, the first 15 commissioning candidates will be appointed to military hospitals later this year (July or August). Selection is being made from soldiers who are qualified state registered nurses and below the age of 39. The

NEW OFFICER SCHEME FOR MEDICS

NEW OFFICER SCHEME FOR MEDICS

continued from previous page

RAMC has about 190 men who are SRNs. These officers will become lieutenants and eligible for promotion to captain after four years' commissioned service and to major after 12. Service in the ranks from the date of qualification as SRN may be counted for seniority as officers up to a maximum of six years. It is possible that some will become captains immediately. After six months a nursing officer may apply for a Regular commission and it will be from those granted them that promotion to lieutenant-colonel and above will be made.

At present the RAMC has ten officers who are former soldier-nurses. They hold quartermaster category commissions and work as training officers or nurse tutors. The additional 76 will include some clinical teachers and nurse tutors. No further soldier-nurses are to be given quartermaster-category commissions and eventually all 86 commissions will be for nursing officers. Eventually some RAMC units of the Territorial Army Volunteer Reserve will have male nursing officers too.

REDCAPS INTO RED BERETS

Alternative headdress is on trials with the Royal Military Police in the form of a scarlet beret which can be worn instead of the peaked cap, which has been in service since 1916. Caps will still be worn but the experts say the beret could be more comfortable when fitting "long Redcaps into short cars." Picture shows the old and the new being compared by men of 160 Provost Company at Aldershot.



MENTIONED IN PARLIAMENT

● Mr Merlyn Rees, Secretary of State for Northern Ireland, made a solemn pledge to the House of Commons that he would never negotiate with the IRA, repeating a public statement he made some days earlier in Belfast. Mr Rees was replying to a question from Mr J H McCusker (Armagh) who claimed recruiting to the Ulster Defence Regiment in his constituency fell from 40 per month to four following similar negotiations by a previous secretary of state. Mr Rees had to remind the House that troops in Northern Ireland did receive special training for their task before going there when he answered a query from Sir John Langford-Holt (Conservative, Shrewsbury) who called for "trained security forces" to be sent immediately to replace the troops he claimed had "no specific training in security matters."

● In answer to a flurry of questions from the Reverend Ian Paisley (Unionist, North Antrim), Mr William Rodgers, Minister of State for Defence, revealed the latest figures on the Ulster Defence Regiment, now four years old. The total number of recruits enlisted in the year ending 1 April 1974 was 1125 of whom 41 were potential officers. Current total strength was 7778 including 419 women. Resignations from the regiment in the year were 1174 of which 24 were officers. In the same period 53 applicants for recruitment were rejected on medical grounds and 235 for other reasons.

● An attack on the "continued erosion" of the value of Service pensions by rising taxes was made by Mr Raymond Fletcher (Labour, Ilkeston) when he made a plea on Service pensioners' behalf to allow them to choose to commute their pensions into lump sum payments at any time. Replying, Mr Rodgers stated that Service pensioners were "liable to income tax in the ordinary way," and added: "They already have the option of commuting part of their pensions at any time, subject to certain conditions".

● Pensions again arose when Mr R T Boscawen (Conservative, Wells) asked to know what would be the cost of paying forces family pensions to the widows of servicemen below the rank of warrant officer class one who died or were pensioned off before 1 September 1950 and called for the introduction of such a pension. Mr Rodgers held out no hopes when he replied: "To make such benefits retrospective would have wide and expensive repercussions among Service pensioners and other pensioners of occupational schemes in the public sector." The cost of such a scheme, estimated to refer to some 30,000 widows, would amount to some £12,000,000 a year.

● Mr Anthony Royle (Conservative, Richmond)—a one-time Parliamentary Under-Secretary of State for Foreign and Commonwealth Affairs—failed to get an unequivocal reply on the fate of the Hong Kong-based Gurkha battalion at present paid

for by the Brunei government. Mr David Ennals, Minister of State for Foreign and Commonwealth Affairs, replied: "The government has initiated a review of all defence commitments and capabilities. I would not wish to anticipate the results of that review. This reply in no way modifies the assurance I gave reaffirming Britain's commitment to Hong Kong."

● The Royal Engineers got honourable mention in Parliament when their supervision of the supply and air-freighting of essential supplies and their road construction programme in famine-struck Ethiopia was recorded as part of a £350,000 relief project undertaken by the British government. The information came from Overseas Development Minister Judith Hart in reply to a question from Mrs Winifred Ewing (Moray and Nairn).

● Armoured units can breathe again. The tank is apparently here to stay despite doubts on its future cast—in the eyes of MP Mr Raymond Fletcher—by the recent Middle East war. Defence Minister Mr Roy Mason assured him: "There is no reason so far to doubt that the tank will remain an essential element of an effective defence system."

● A bid to get a 14 per cent pay rise for servicemen was made in the House of Commons by Mr J Scott-Hopkins (Conservative, Derby West) in a question to Mr Rodgers. He added: "Will the minister remember that Service pay today is very low in comparison with pay in industry? Will he do everything in his power to hurry things up with the Pay Review Body to get something done before the end of April?" Mr Rodgers refused to speculate on the board's possible recommendations on the grounds that it would undermine its independence. But he added that Mr Scott-Hopkins's "general concern... is shared." He would say no more than that the board would report "soon."

● Six per cent of the total defence budget goes on welfare for servicemen and their wives, Navy Under-Secretary of State Mr Frank Judd told Parliament. Some £210,000,000 went on medical services, education, married accommodation and welfare services generally, he said in answer to a question from Mr Wyn Roberts (Conservative, Conway).

● More than 4000 weapons from 19 different countries all over the world have been seized in Northern Ireland since January 1970, Mr Mason told questioner Mr James Kilfedder (Unionist, Down North). He listed the countries of origin as Argentina, Austria, Australia, Belgium, Brazil, Canada, Czechoslovakia, Finland, France, West Germany, Hungary, Italy, Japan, New Zealand, Spain, Sweden, the United Kingdom, USA and USSR. He added: "The place of manufacture is not necessarily the place where they have been obtained. Weapons seized and believed to have come into IRA hands recently are the Russian-designed SKS carbine, the German Landmann rifle and the US version of the Armalite rifle."

● The Israeli Galil rifle is being evaluated by the Ministry of Defence, Mr Rodgers told Mr Paul Rose (Labour, Blackley) who raised the question of the relative merits of the Armalite and the current issue FN rifle. Mr Rodgers said: "The Army's 7.62mm rifle is of FN (Belgium) design and its performance has proved satisfactory. The options available for its replacement in the 1980s are being evaluated. The lightweight United States Armalite 5.56mm-calibre rifle was designed in the 1960s as a weapon primarily for jungle use and it is not considered to be a suitable replacement." Mr Rose went on to ask if the Galil rifle had been studied as an alternative to the Armalite and Mr Rodgers told him a "small order" had been placed for trials purposes.

● There are 109 living holders of the Victoria Cross and 182 living holders of the George Cross, Army Under-Secretary of State Lord Brayley told Viscount Furness in the House of Lords.



"Are you still lashing out VCs with bars?"

NEW OPEN UNIVERSITY COURSE

War has always been a favourite topic for historians but the effects of war on the societies that wage them is a comparatively unexplored territory. The Open University probes this field in "War and Society," a post-experience course which is to be presented for the second time in 1975. It looks at war from the home front rather than the battlefield. The ten-month course deals mainly with twentieth-century wars but includes substantial sections on the Revolutionary and Napoleonic wars and wars of the 19th century. The information includes brief studies of Thucydides, the Hundred Years War and the Thirty Years War.

One of 15 post-experience courses to be presented in 1975, this course is of particular interest to anyone concerned with the social implications of war. The 16 television programmes are devoted to the presentation of archive film as a raw material of



"I hope this little current affairs discussion has left us with something to ponder over."

history. The course also includes 16 radio programmes which are used to knit the various elements of the course together. These include discussions, specialist talks, programmes on war poetry and war music. Post-experience courses are designed for people with some working experience who wish to update their knowledge, increase their specialisation or acquire a basic knowledge in a new field.

The courses are separate from the university's undergraduate programme although some—including "War and Society"—are also available as undergraduate courses. Students, who are usually in full-time employment, study at home in their own time from correspondence material backed up by radio and television programmes. "War and Society" starts in February 1975 and runs until November. The fee is £80 plus £37 for a one-week summer school. Application to enrol can be made until 25 October, to the Open University, Walton Hall, Milton Keynes, MK7 6AA.

BUDGET BRINGS SAVINGS BONUSES

The March budget brought some changes in National Savings securities. In the National Savings Bank Investment Account, the £50 qualifying balance requirement and the £10,000 limit are being removed. A new issue—the fourteenth—of National Savings Certificates is to go on sale this month. Purchase price will be £1 with a maximum holding of 1000 units. Certificates held for four years will be worth £1.34 per unit. Also this month, a new 9½ per cent issue of British Savings Bonds is to be put on sale when the current 8½ per cent bonds will be withdrawn. There will be a separate limit of £10,000 for the new bonds and they qualify for a £3 per cent tax-free bonus at the end of five years. From July, the top monthly Premium Bond prize goes up from £50,000 to £75,000 and there will be a new monthly prize of £25,000. The top weekly prize will be increased to £50,000.

(HM Forces Savings Committee)

NUFFIELD CENTRE RE-OPENS

The Nuffield Centre re-opened this month at Villiers House, John Adam Street, Strand, London WC2. The centre is managed under the auspices of the Nuffield Trust for the Forces and is open to all serving men and women below commissioned rank. The idea is to provide a place in London where they can eat, drink and get together at a low cost so that they have more money left over to get out and about and enjoy the sometimes more expensive amenities offered in the capital. The Nuffield Centre's facilities include a licensed bar, lounge and cafeteria with hot and cold meals, all at reasonable prices. There is a colour television and dances are held including a special disco on Saturday evenings. There is a daily distribution of free theatre and cinema tickets. The centre has no sleeping facilities. It is open from 1530 to 2230 on Tuesdays to Fridays and from 1200 to 2330 on Saturdays. It closes on Sundays and Mondays

(DPS)

Once your service in the forces comes to an end, begin a new career in the Special Hospital Service.

The service runs hospitals for the mentally disturbed who must be looked after under conditions of security.

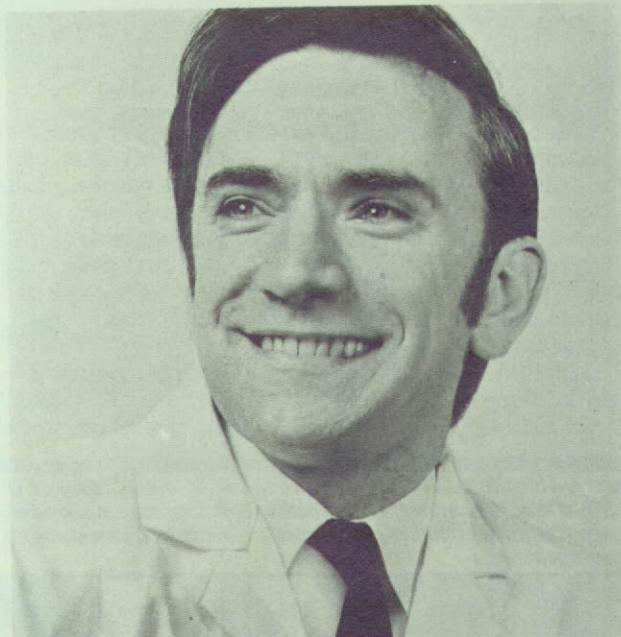
Nursing in the Special Hospital Service has attracted many servicemen and women since the war. They find it uses their training and experience in a worthwhile way.

It's a challenging job alright. But it's rewarding and secure. The pay's good too, higher than in the National Health Service.

And you'll get 4 weeks paid holiday, increasing to 5 after 2 years.

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Although we're still looking for staff for the other 3, staffing Park Lane is a priority.

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For more information about opportunities and training for Park Lane, and the other 3 special hospitals, fill in the coupon.

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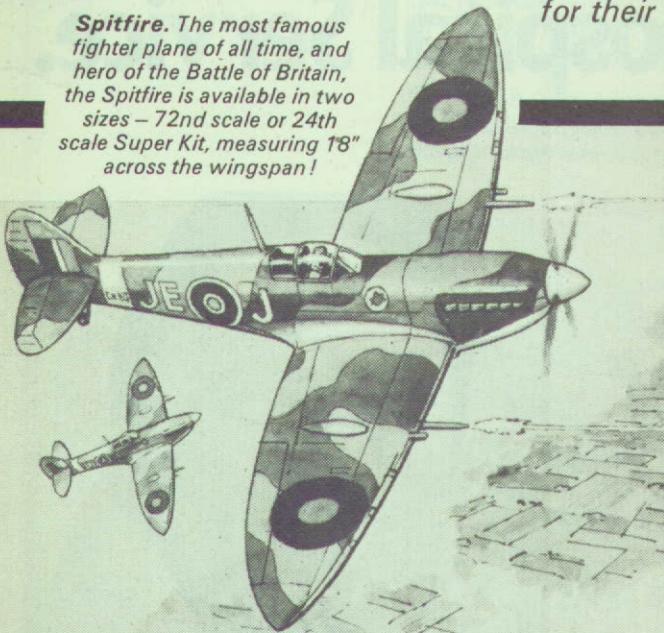
To: The Chief Nursing Officer, Special Hospitals, Dept. of Health and Social Security, PO Box 702, London SW20 8SZ.



Heroes of World War II

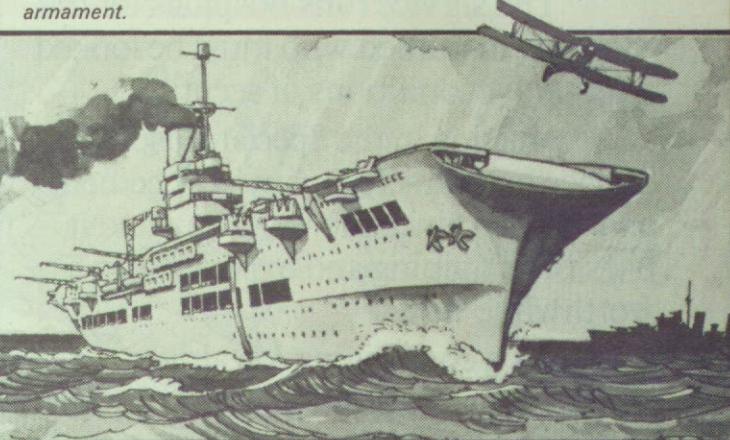
These renowned battlers will forever be remembered for their incredible fighting records — bring them all vividly to life with Airfix kits!

Spitfire. The most famous fighter plane of all time, and hero of the Battle of Britain, the Spitfire is available in two sizes — 72nd scale or 24th scale Super Kit, measuring 18" across the wingspan!

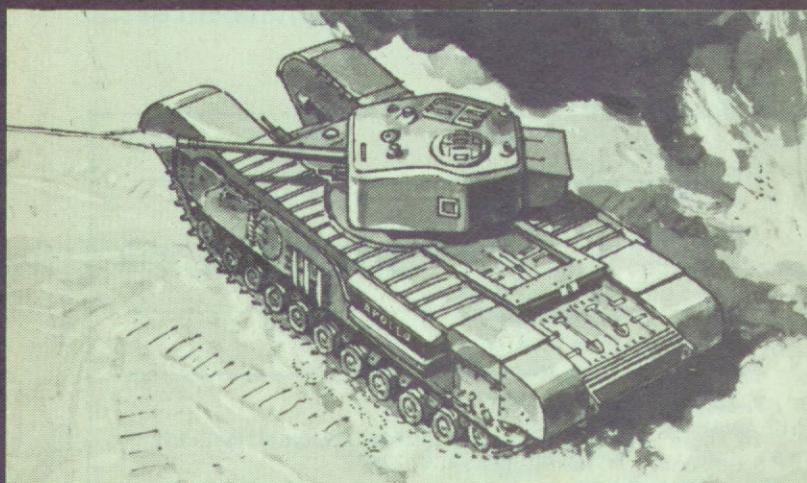
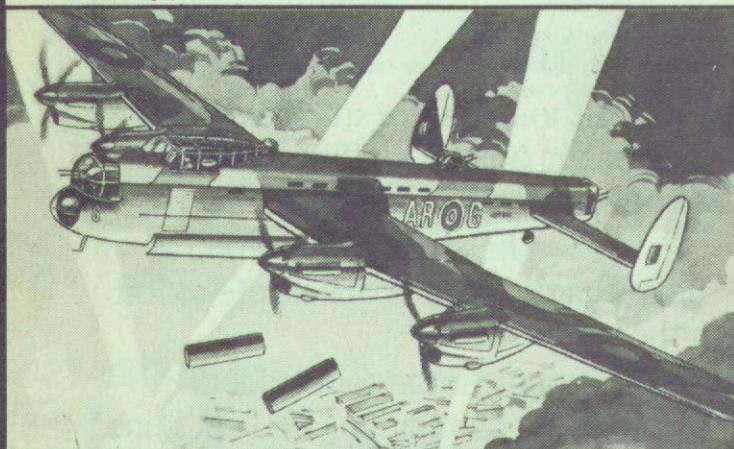


Lancaster. This big R.A.F. bomber was the most outstanding of all Allied World War II bombers, and spearheaded countless mass raids over enemy territory. It makes a really magnificent Airfix model with 17 inch wingspan!

Ark Royal. Royal Navy hero of so many early wartime battles at sea, and the ship which the enemy claimed so many times to have sunk. The superbly detailed Airfix kit is complete with planes and full armament.



8th Army figures. Heroes of the North African campaign against Rommel, the 'Desert Rats' achieved their greatest triumph at El Alamein. A terrific 48-piece set from Airfix.



Churchill Tank. A mighty 40 ton warrior, the Churchill tank took part in many actions following the D. Day landings in 1944. Build it with Airfix!

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During the Second World War the Hawker Hurricane, powered by a Rolls Royce Merlin III engine, proved to be one of the toughest and most reliable fighter aircraft in service. Now you can build it with a great new highly detailed 1/24th scale kit from Airfix.



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MILITARY MODELS

One-wheel half-track

IT was a hybrid beast to say the least—half motorcycle and half tracked fighting vehicle. Yet the Kleines Kettenkraftrad struck a balance of lightness (1235 kilograms), speed (72 kilometres an hour on the road) and tractive force (four-and-a-half-tons).

The Kettenkrad, as it was called for short, made its debut in June 1941, dropping from Junkers transports in the shattering parachute raid on Crete. It later proved to have down-to-earth application—as an anti-tank gun tractor, telephone line-layer and liaison vehicle replacing motorcycles—negotiating shell-pitted roads, ploughing through Western front mud and whirring over snow on the steppes. By the end of 1944 production figures for this vehicle, designation HK 101, had run to 8345.

Now, exactly 30 years later, three model firms are almost simultaneously releasing plastic kits of the Kettenkrad. Two Japanese



firms, Tamiya and Nitto, have produced it in 1:35th scale at £1.20 and £1.10 respectively while the Italian company of Esci have a version in giant 1:9th scale for around £7 planned for issue in this country in the autumn. United Kingdom distributors for all three firms are Richard Kohnstam ("Riko") Ltd of 13 High Street, Hemel Hempstead, Hertfordshire, HP1 3AD.

Tamiya's kit includes a trailer and driver and two infantrymen figures. There are the usual neat transfer decals for helmet and vehicle markings and separately moulded items such as mess tins, water bottles, rifles, machine-gun and panzerfaust. One innovation for a model of this scale is an engine

and gearbox cast in metal. Another departure—the road wheels, bogies and caterpillar tracks moulded together as a single unit—is not so acceptable and precludes attempts at motorisation.

Nitto's model is even better equipped with a whole arsenal of weapons comprising a 37-millimetre PAK, 10-centimetre motor, Panzerschreck, Schmeisser sub-machine-gun, MP 43, four MG 34s, MG 42 four rifles and even a couple of hand grenades. The wheels of the vehicle are moveable and there is a flexible plastic track. However, the three crew figures are somewhat underscaled and size for size would come out no taller than members of Hitler Youth. **HH**

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LEFT RIGHT AND CENTRE



Princess Anne (here being instructed by Staff-Sergeant Jim Boyle) took the opportunity of driving a Scorpion—the Army's latest reconnaissance vehicle—when she visited 14th/20th King's Hussars, of which she is Colonel-in-Chief, in Germany. During her visit, she watched the hussars on exercise and presented a Long Service & Good Conduct medal to Squadron Quartermaster-Sergeant John Kerr. She also made a trip to Herford to meet its burgermeister.



Queen Elizabeth II Park in Christchurch New Zealand—venue of the 1974 Commonwealth Games—was the scene for another major event when new Colours were presented to 2nd Battalion, Royal New Zealand Infantry Regiment (Canterbury, Nelson, Marlborough and West Coast). Among the parade were men wearing early uniforms of the Canterbury Regiment. The drum pile included a bass drum which has been with the regiment since 1914 and served at Gallipoli to support a casualty clearing table. The new Colours were presented by the Governor-General of New Zealand, Sir Denis Blundell.

A black and white advertisement for Securicor. On the left, a stylized illustration of a city skyline with a prominent skyscraper. In the center, the text reads: "Securicor have just the job for you in Civvy Street". To the right, there is a portrait of a man in a military-style uniform, wearing a cap with a crest. Below the portrait, there is more text about career opportunities and contact information.

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Barry J McCarthy got a very special welcome to the Army as recruit number 10,000 at the Army Youth Selection Centre for the South of England at Corsham, Wiltshire. Boys spend three days at the centre designed to ensure that each suitable applicant for the junior Army is channelled into the most appropriate section of the Army. The centre can cope with up to 102 boys a week.

A "royal flush" was on the cards for Apprentice Regimental Sergeant-Major Jim Wakenshaw at the Army Apprentices College, Harrogate, when he received four major prizes from Princess Margaret on the day he graduated into the Royal Corps of Signals. Prize one was the Master of Signals award for the best all-round apprentice of the term, prize two was the Signal Officer-in-Chief's award for the best all-round tradesman of the term, number three was the commandant's prize for conduct, discipline and example and number four the Royal Corps of Signals committee prize for the best special telegraphist of the senior term.



The link between Wareham and the Junior Leaders Regiment of the Royal Armoured Corps, Bovington, was commemorated at a special ceremony by the presentation of two lances to the mayor and corporation by the commanding officer, Lieutenant-Colonel Timothy Green. The regiment was granted the freedom of the borough in April 1970 and the ceremony gave the young soldiers their last chance to parade as freemen before Wareham lost its borough status in the local government reorganisation.

► The new Rarden turret, mounting a hard-hitting 30mm gun on the FV 432, was inspected by the Director of Infantry, Major-General D G House, when he visited 2nd Battalion, The Royal Irish Rangers, on Salisbury Plain. The Rarden gun is one of the latest weapons in the Army's arsenal and can, with different types of ammunition, attack lightly armoured vehicles and low-flying slow-speed aircraft and helicopters.

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MAKE YEAR

MILEAGE EXTRAS

Where (Blue) Eagles Dare

Story by Mike Starke Pictures by Leslie Wiggs

THE precision aerobatics of the Blue Eagles helicopter display team will provide pleasure for more than three million spectators this year and will be a source of pride for the men who fly and maintain the gleaming blue Sioux aircraft.

"It's regarded as a privilege to be on the team," says Captain David Hetreed who, as adjutant, acts as manager for the Blue Eagles. This privilege, which lasts only a year, has to be earned with long hours of hard work before the show which thrills the crowds can take to the air.

The Blue Eagles, entering their seventh season of "rotorbatics," comprises five volunteer display pilots, all sergeants from operational Army Air Corps squadrons with at least three years' squadron service behind them. Two are members of the corps itself

and the other three are from the Royal Tank Regiment, The Parachute Regiment and the Royal Marines.

They were hand picked by this year's team leader, Captain Charles "Wilf" Hyde-Smith, an instructor at the Army Air Corps Centre at Middle Wallop. "They must be high-average type pilots," he explained, "and they've got to be able to fit in as part of a team."

To give continuity, one pilot from last year has stayed on—Sergeant J D Marriner. But for the others, the daily training sessions in the air—weather permitting—introduce them to a new style of flying. Said Captain Hyde-Smith: "There is only a small requirement on normal duties for formation flying which is the basis of the Blue Eagles' display. So the pilots have done very little

of it before coming to the team. We do a lot of concentrated formation flying starting with twos and working up to five. This covers the three-month period from February to April."

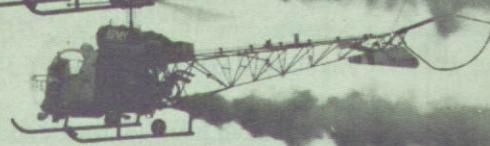
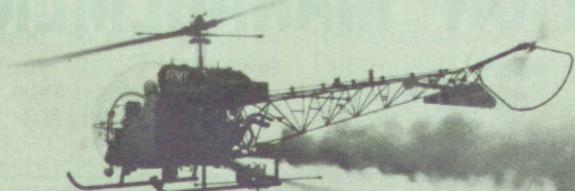
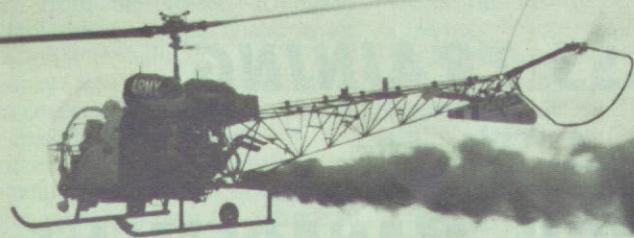
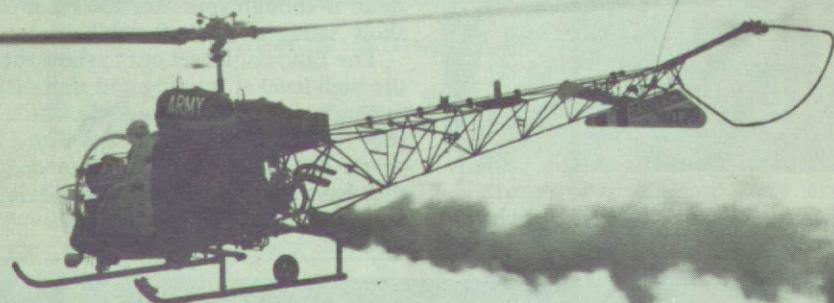
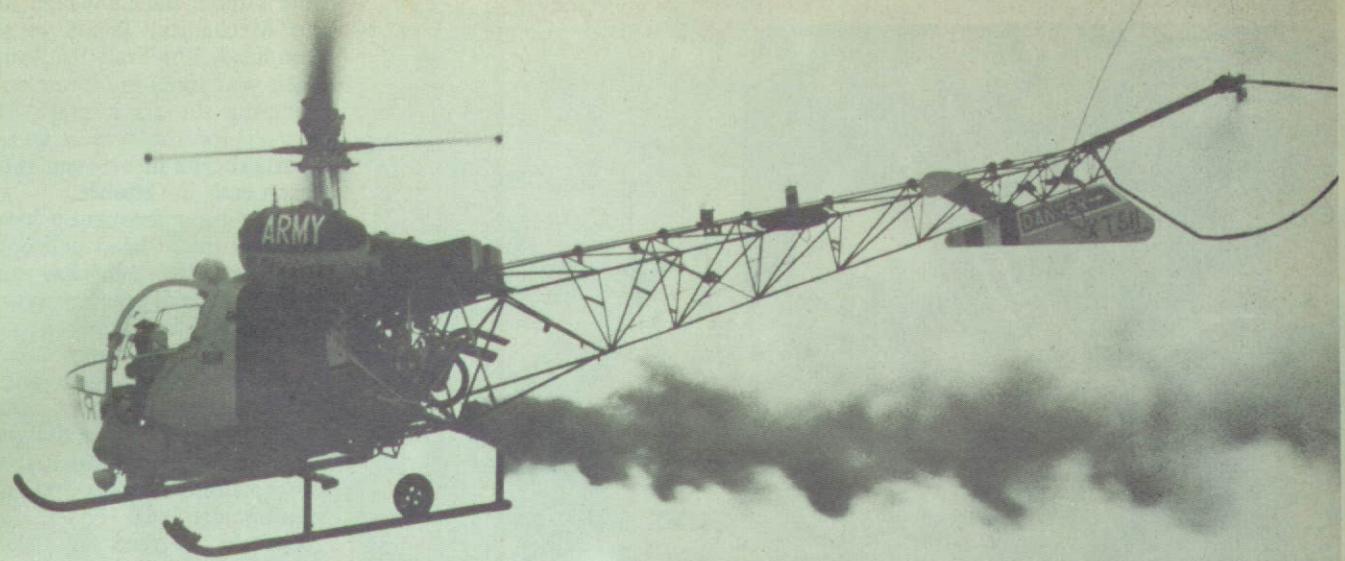
The display is a set routine timed to last for about 20 minutes. The breathtaking manoeuvres vary little from year to year for there is a limit to the variety of formations that can be achieved. One of the main factors in the planning of a manoeuvre is not so much the execution of the formation flying but the regrouping necessary after each move so that spectators are not left staring at empty sky for too long.

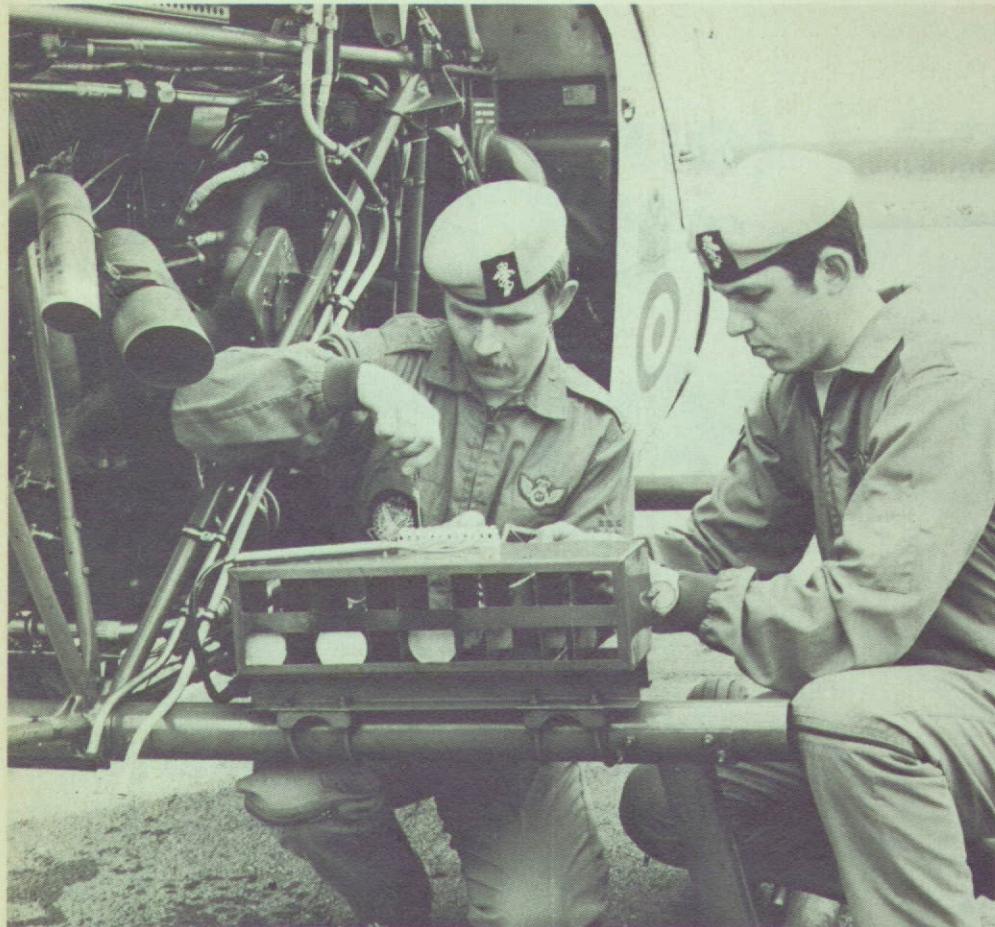
As the season draws near the pilots can expect to weave and dance their helicopters through four rehearsals a day, pushing the

Page 34 ►



The Blue Eagles take a bow in front of their home control tower during training and (right) practise the close formation work that looks so easy but is a real test of the pilots' skill.





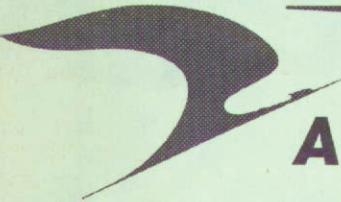
An adjustment to the electrically detonated smoke grenades in their special rack

Sioux' Lycoming engines to the limits of their endurance. None of this would be possible without the eight-man Royal Electrical and Mechanical Engineers section of the team headed by Staff-Sergeant T W Hardy. Their year starts in November or December preparing the six aircraft—one is kept in reserve—for the season and then keeping them airborne in between shows before the season ends in October.

Technicians frequently have to burn the midnight oil to keep helicopters airworthy and many a weekend was sacrificed before this season to see that everything was ready for the public. Between December and March three major overhauls were done on three Sioux, apart from other tasks. The team's strength of 17 is made up by two drivers who also play a vital part in the Blue Eagles' life. Every man has to do two jobs to keep things ticking over, Captain Hyde-Smith pointed out.

Captain Hetreed in the strictly non-glamorous manager's seat has to see the team gets its bookings and arrives there fed and watered. His job demands almost as much skill and timing as the pilots in their helicopters. He has to sift through some 400 bids for the team's services and whittle the season down to 50 or 60 shows. He also has to "recce" display grounds to check that there is enough space for the team to do its show safely and comfortably.

The Blue Eagles set out to show the public the high level of training and skill demanded in the Army. And at the end of each season they return to their squadrons with a unique year's experience plus the knowledge that they have entertained millions and impressed them with their professionalism.



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Major Davey (lying on ground) and friends inflate the Chieftain hot air balloon.

Up, up and away . . . in a Chieftain !

THE Royal Armoured Corps is justly proud of the world-beating Chieftain tank and not least among its admirers is Major Christopher Davey, of the 2nd Royal Tank Regiment. But the Chieftain whose controls he has recently mastered is a far cry from the 50-ton armoured vehicle. In fact this Chieftain floats on air as G-BBYU, a hot air balloon.

Major Davey is currently working at Bovington as commander of the communications and miscellaneous branch of the RAC's Armoured Trials and Development Unit. It was while he was serving in Germany with his regiment that he got the chance to try ballooning. "I've always had an interest in flying but I had always found that aircraft are too fast or too noisy. When we were in Münster in 1972, I saw some hydrogen balloons quite regularly. A few of us then joined the local club."

Hydrogen balloons are very expensive to fly and Major Davey and his friends had to think in terms of hot air ballooning. At last they found a member of the Münster club with a hot air balloon and a flight was arranged. The new enthusiasts were convinced this was the sport for them.

Money for the project was gathered from the Royal Armoured Corps and Royal Tank Regiment associations and the Nuffield Trust. The idea was to make a balloon a flying advertisement for the Army as well as a hobby for its pilots.

With the help of ballooning expert Don Cameron, whose firm agreed to build Chieftain, Major Davey's dream became a reality. He has just completed his theoretical and practical examinations for his balloon pilot's licence and anxiously awaits the results. In any event, Chieftain is entered in races back in Münster at an international

ballooning jamboree there this month.

Later this month the balloon is due to appear at Cirencester at what is being hailed as the biggest balloon gathering ever. Both hot air and lighter-than-air gas aircraft will be attending.

In the meantime, plans are going ahead for Chieftain to work as a flying advertisement over Kent towns within the recruiting area of Major Davey's regiment. He said: "Ballooning is great fun, but it is also an eye-catching way of recruiting."

The Army has in the past found military uses for gas balloons, but Major Davey believes Chieftain is the Army's first hot air balloon. And its purpose is strictly peaceful. He is already pressing for official recognition of this new sport as an adventurous training activity so that soldiers throughout the Army can sample the delights of this increasingly popular pastime.

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S

Seven months on the seven seas

After seven months on some of the most testing sections of the Seven Seas, British Soldier, the Army's official entry in the Whitbread round-the-world sailing race brought home an invaluable cargo as well as the crew which guided her on the last of the four legs of the circumnavigation.

This invisible load is the wealth of experience which will go to enrich the ever-growing expertise of Army adventure training sailing. In a special statement to SOLDIER, "British Soldier" team manager Major Neil Carlier, Royal Engineers, who skippered one of the legs, said: "We've got a tremendous amount of experience out of this for Army sailing which will stand us in good stead for providing more instructors for the Joint Services Sailing Centre at Gosport.

"Our aim was to enter this race and go round the world to finish the course. Of course we said we'd win. But we knew we didn't really stand a chance against such well-organised opposition. The main thing is it was a big achievement to prove that we Army sailors could do it and this will be to the benefit of Army sailing in the long run."

The 59-foot ketch British Soldier started life as Chay Blyth's legendary British Steel in which the ex-paratrooper sailed the "wrong" way—westabout—around the world. He loaned his all-steel boat to the Army for the latest race and, before she was renamed, extensive alterations were made below decks to accommodate the four crews—a total of 38 soldiers—who manned her, changing after each leg when the ketch



British Soldier pictured in home waters and (below) the seas she faced off Cape Horn.

stopped at Cape Town, Sydney and Rio de Janeiro (see SOLDIER September 1973).

British Soldier sailed out of Portsmouth last September with the other entries and came home in April this year to cross the

line tenth out of 17 finishers in the handicapped race. "This was disappointing," said Major Carlier. "We hoped to do better. It reflects the fact that Soldier is not as fast a boat as was needed. We were hoping for heavy weather when she would have done better against the lighter craft, but we didn't get it."

"But Soldier always looked the best in the fleet and she came out of it with the least damage of all. Now she's been handed back to Chay Blyth and the 38 of us who formed the crews have all gone back to our regimental duties. In my case, it's funny to think that in January I was sailing around Cape Horn and in October I shall be performing public duties at Buckingham Palace!"

First across the line after the 27,500-mile dash was Chay Blyth in his new custom-built Great Britain II crewed by members of The Parachute Regiment. A spartan existence, a diet of curry and that essential ingredient of crew compatibility were the keystone to success for the Scottish adventurer. But Chay and his men were robbed of victory by the handicappers who gave first place to the Mexican entry Sayula skippered by the millionaire Ramón Carlin whose race tactics were diametrically opposed to the quiet Chay's. "For me," Carlin was quoted as saying, "this race is a £150,000 joy ride."

For the crew of the official Army entry in British Soldier there is no price which can be put on the lifetime of experience gained.



SEME the champions

"We are the champions!" was the triumphant chant of the soccer stars of SEME Bordon when they crowned a season of glory with an Army Cup final win of 4-2 over 28 (BR) Signal Regiment.

SEME had already carried off the UK winners' Kings Cup and won the inter-Service Naafi's Jubilee Cup. Results of the three Jubilee matches were: HMS Heron 0, RAF Lyneham 4; RAF Lyneham 0, SEME 3; SEME 6, HMS Heron 4.

Six of the SEME side have been regular members of the full Army team which acquitted itself well in a last-minute Channel Islands tour of three matches. The Army beat Guernsey FA 3-0 and drew 1-1 the next day against a second team, the Guernsey FA Eleven. The same 1-1 scoreline was the result of the third match against Jersey FA.

There was triumph at last for 1st Battalion, The King's Own Scottish Border Regiment, in the Infantry Challenge Cup which had eluded the battalion in four successive finals. The team came from BAOR to beat 2nd Battalion, The Parachute Regiment, 3-2. Its own BAOR final against 1st Battalion, The Worcestershire and Sherwood Foresters Regiment, ended in a 2-1 win.



Even a spectacular dive failed to save this sizzling goal in the Army Cup final.

line tenth out of 17 finishers in the handicapped race. "This was disappointing," said Major Carlier. "We hoped to do better. It reflects the fact that Soldier is not as fast a boat as was needed. We were hoping for heavy weather when she would have done better against the lighter craft, but we didn't get it."

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For the crew of the official Army entry in British Soldier there is no price which can be put on the lifetime of experience gained.

Chepstow top gymnasts

IN the Army junior soldiers' gymnastic and trampoline championships the inter-unit team gymnastic title went to Army Apprentices College, Chepstow, and the individual championship to Apprentice Tradesman G Jones of Chepstow.

Individual apparatus winners:—High bars: A/T Jones. Vaulting: A/T Jones. Floor exercises: A/T Jones. Parallel bars: Driver K Lynch (Junior Leaders Regiment, Royal Corps of Transport).

Inter-unit gymnastic team championship: 1st AAC Chepstow, 2nd JLR RCT, 3rd Junior Leaders Regiment RA. Individual: 1st A/T Jones; 2nd Dvr Lynch; 3rd Junior Driver G Slough (JLR RCT).

Rings: 1st A/T Jones, 2nd Dvr Lynch, 3rd J/Dvr Slough. Pommels: 1st A/T Jones, 2nd J/Dvr Slough, 3rd Apprentice Tradesman Parmley (AAC Chepstow). Rings and pommel combined: 1st A/T Jones, 2nd Dvr Lynch, 3rd J/Dvr Slough.

Inter-unit team trampoline championship: 1st Army Apprentices College, Arborfield, 2nd Depot The Queen's Division A, 3rd JLR RA. Individual: 1st Junior Private P Cartwright (Infantry Junior Leaders Battalion), 2nd Junior Corporal B Mair (Junior Leaders Regiment, Royal Engineers), 3rd Junior Gunner T Thorne (JLR RA).



Under the critical eyes of fellow finalists a junior gymnast tackles the parallel bars.

SPORTS SHORTS

HOCKEY

A hat-trick in Army cup finals came for 36 Engr Regt this year with a 2-0 victory over the BAOR finalists, 42 Hvy Regt RA. The sappers had beaten RAOC Trg Centre 6-1 in the UK final. The Royal Navy was beaten in two games on the same day when the Army senior team won 3-2 and the under-22s won 2-1.

ATHLETICS

The finals of the Army senior inter-unit team athletic championships 1974—major units, minor units and women—will be held at Aldershot Military Stadium on 24 July. Zonal eliminations will produce six major unit and six minor unit teams and seven women's teams.

BASKETBALL

The Army's pre-inter-Service championships form held good to see the team emerge 1974 champions. Results of matches played in the training period were: Army 78, Slough 35; Army 75, Southern Pirates 46; Army (UK) 68, Army (BAOR) 44. Results of the inter-Services championship games were: RAF 88, RN 61; Army 64, RAF 51; Army 97, RN 58. Thus the Army emerged champions with the RAF second and RN third.

In the inter-Services junior championships the Army beat RN Juniors 65-46. Players in these matches qualifying for senior Army colours and/or date bar 1974 were WO2 J Munday (BAOR), SSI R Burniston (APTC), S/Sgt E Ricketts (REME), S/Sgt P Roach (REME), S/Sgt R Allen (REME), Sgt R Homer (REME), Cpl M Molyneaux (9/12 L), Cpl B McKay (REME), Pte I Dean (ACC), Pte D Elliott (ACC), Sgt P Tedby (R Sigs). Junior qualifiers: Spr S Embleton (RE), J/Tpr Vinc (JLR RAC), A/Cpl Stroud (AAC Harrogate), A/T Phillips (AAC Chepstow), J/Sgt White (JLR RE), J/L/Cpl Frost (JLR RE), J/Spr Clarke (JLR RE), J/Spr

Vidler (JLR RE), A/T Britton (AAC Arborfield). Officials: Capt G Kington (RE) (coach), WO1 (SMI) E Dixon (APTC), WO2 (CSMI) M Thomas (APTC) (junior coach), SSI R Baldwin (APTC) and S/Sgt F Clifford (RCT).

A Combined Services Basketball Association team made a triumphant three-match tour of Europe beating the Dutch Endhoven PSV 86-72, USAF Bruggen 90-73 and Pepinster Liège 78-61.

Army juniors championships major units final pool: 1st Junior Leaders Regiment RE, 2nd Junior Leaders Regiment RAC, 3rd Army Apprentices College, Harrogate. Minor units: 1st RAPC Apprentices College.

RALLYING

Veteran Army rally driver Maj John Helmsley (1 LI) was the Army's entrant in the United Dominions Trust World Cup rally in May which involved a double traverse of the Sahara. Maj John Skinner (REME) was named co-driver of the 3.5-litre V8 Marina coupé British Leyland had specially prepared for the Army team. The 11,000-mile rally included 30 British crews who faced a gruelling course crossing 14 countries as well as the fierce Sahara.

TUG-OF-WAR

The finals of the Army inter-unit tug-of-war championships will be held at Aldershot's Queen's Parade on 23 July. There will be two separate contests for teams whose aggregate weights do not exceed 560 kilos and 640 kilos respectively. Eliminating rounds in the United Kingdom districts and Rhine Army will produce seven teams for the finals and organising districts will forward entries to the Army Athletic Association secretary by 10 July.

CROSS-COUNTRY

The Army Athletic Association runners beat a team from the Territorial Army Volunteer Reserve in the annual cross-country match at Aldershot. The Regulars clocked up 26 points against the Terriers' 59. First place went to 2/Lieut G Grant (20 Med Regt RA) in 28 minutes 31 seconds, second was SI E Turner (APTC RMAS) in 28 minutes 40 seconds and third was



"Super sapper"

JUNIOR Sapper Nigel Charleton emerged champion in a day of nine gruelling sporting events competed in by lads of the Junior Leaders Regiment, Royal Engineers, Dover, to raise money for a special £250 bed to go to a local hospital.

The "Super Sapper" sporting day got the fund off to a flying start with £110 being put in the kitty. Nine of the major sporting clubs within the regiment nominated their stars, each of whom had to compete in eight of the nine events, missing out his specialist sport. The nine were: 66 metres freestyle swimming, basketball penalty shots, 400 metres hurdles, shooting, soccer penalties, target golf, cycle racing, gymnastic strength tests and badminton knock-out competition.

Junior Sapper Charleton won four of his eight events and finished in the first five in all the others. He is a member of the regiment's successful soccer team and scored more than 60 goals in the 1973-74 season.

the first TAVR man home, Cpl R. Kernaghan (114 Fd Sqn RE), in 28 minutes 59 seconds. The Army came second in the inter-Services championships at RAF Halton. The RAF grabbed the first three places and finished top of the table with 24 points. 2/Lieut Grant was first home for the Army in fourth place and the team finished with 70 points. The Navy came third with 96 points.

CYCLING

Army 10-mile road time trials, course V315: 1st Cfn T F Finney (10 Fd Wksp REME) 25 mins 34 secs, 2nd Sig D Bishop (AAC Harrogate) 26 mins 20 secs, 3rd S/Sgt M C Beech (T & D Sqn AAC) 26 mins 32 secs. Team: 1st AAC Harrogate 1 hr 25 mins 30 secs, 2nd AAC Arborfield 1 hr 26 mins 25 secs, 3rd AAC Chepstow 1 hr 27 mins 49 secs.

This month the following are short-listed to represent the Army in the national 25 miles RTT: Lieut R J A Huxford (Int Corps), S/Sgt M C Beech (REME), Cfn T F Finney (REME) and Sig D Bishop (R Sigs).

BOXING

L/Cpl R Maxwell (3 R Anglian), the 1973-74 ABA light middleweight champion, won through to a defence of his title against Scotsman A Harrison. The Royal Navy was due to be represented in the final at light welterweight and the RAF at heavyweight. But it was the Army that was particularly well represented in the two semi-finals. In the ABA (England) semi-finals, Rgr J Wilson (1 R Irish Rgrs) lost at light flyweight, L/Cpl J Spring (3 RRF) lost at flyweight, L/Cpl N Phillip (4/7 DG) lost at bantamweight, L/Cpl G Metcalf (1 Kings) lost at featherweight, L/Cpl E Dublin (10 Regt RCT) lost at welterweight, L/Cpl R Maxwell won at light middleweight and Cpl J Matthews (1 RG) won at light heavyweight. Then in the (national) semi-finals, Maxwell won and Matthews lost.

FENCING

There was a resounding win for the Army in a match against the RAF at Odiham. The overall score was 19-8 with the Army winning 8-1 in the foil, 5-4 in the sabre and 6-3 in épée.

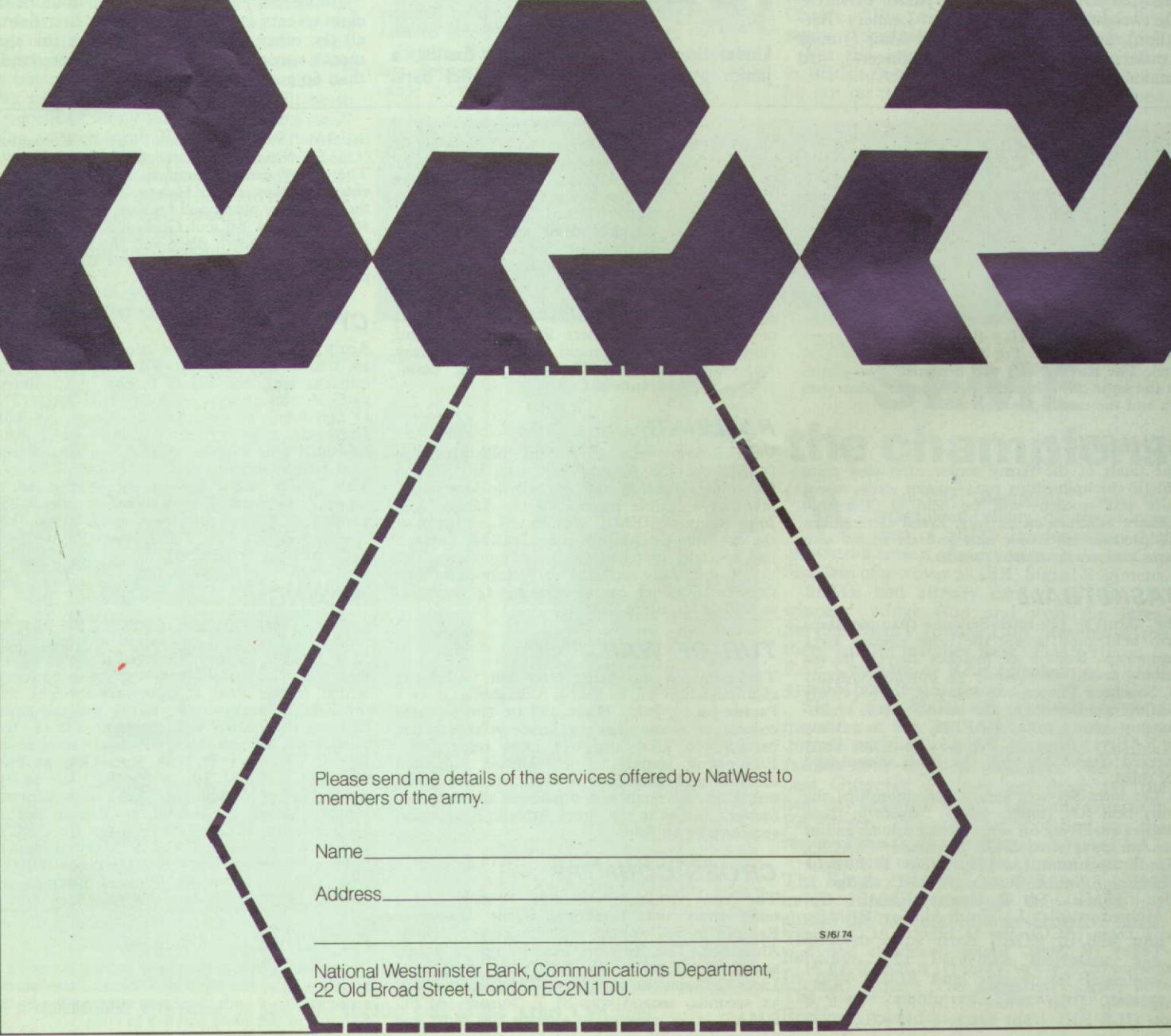
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ON RECORD

"Harry Mortimer's World of Big Brass Band" (Decca SPA 268)

This is a reissue of "Big Brass Band" (Decca PFS 4143) so be careful of doubling up.

I have said before how well Harry Mortimer plays marches and if you missed the previous LP you can hear him in perfect tempo and style in one of the best of all, Ord Hume's "BB & CF" (Brass Band and Contest Field), Siebert's "Swing Along," "Seventy-Six Trombones" and that finest of march medleys, "The Passing of the Regiments."

Old favourites in which, as ever, Harry avoids sentimentality while giving us the essential flavour of long ago, are the serenade "Santa Lucia," Ketelbey's "In a Monastery Garden," a cut version of "1812" and a very exciting arrangement in waltz time by Drake Rimmer of themes from Chabrier's "Espana."

The more modern "Puppet on a String" is lacking in humour and dynamics and the cornet trio "Bugler's Holiday" is in the conductor's "fast" mood. No names are given but I take the players to be the Men o' Brass, the Big Band with which HM is much associated. Fine performances of course. The only real weakness is a totally unnecessary and meaningless trumpeting in "Abide With Me," which ends the record. Trumpet obbligato is the technical term, but I would be much obliged if obbligatos were less obligatory.

RB

"The Royal British Legion Band" (Conducted by Peter Civil) (Starline SRS 5166)

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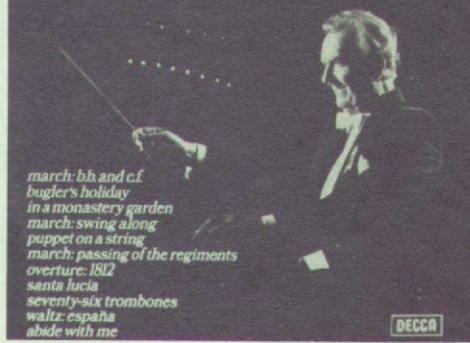
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HARRY MORTIMER'S WORLD OF BIG BRASS BAND



they are to support their band by purchasing a copy of this disc. It's not bad at all but suffers from the natural hazards of a part-time band. The TAVR bands have the same problems—"Joe's sick, Fred's baby sitting, George is on night shift" and, worst of all, "where's t'b— conductor?" You can tell that the men are, or have been, good players, but out of practice and not enough playing together as a band.

Neither was enough time spent on the format of the record. It is a mere procession of tunes associated with the Legion's annual festival of remembrance, without logical order or organised continuity. Even with the simple addition of canned applause a great muster parade could have been produced for side one, with excerpts from imaginary arena acts and the final homage for side two.

As it is you will have to make do with Bidgood's march "The British Legion," in which a famous wrong note in the band parts is perpetuated on disc, a rather insecure "Nimrod," Alford's arrangement of "A Life on the Ocean Wave," "Jesus Christ Superstar" (I can see the pensioners chanting away in toothless ecstasy to this), "Royal Air Force March Past" and "Old Comrades."

In even worse sequence is side two with "Parade of the Champions," "Abide With Me," "Heart of Oak," "Boys of the Old Brigade," "The British Grenadiers" and the piece which should have started the whole thing, "Fame and Glory."

RB

"Sounds of Military Band Vol 1: Spirit of England" (Band of the Royal Corps of Signals) (Director of Music: Major Keith R R Boulding) (Michael Burchill, Baritone) (Indigo GOLP 7003)

For many years the Royal Corps of Signals, or at least its band, was not on my wavelength. Communications were stretched and reception not good.

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MID SURREY CARAVANS Burpham Roundabout, Guildford, Surrey
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All is now forgiven and for my part I welcome back to the fold what was always a potentially great band. What more could one do for a band that even attempts the music played here? A feast of English masterpieces either written or beautifully arranged for military band and if all is not perfect in recording or performance it is still a fine achievement and an imaginative addition to the catalogue. In these days of many Hootenannys and everlasting Latin-American humidity this breath of clean English air will come as a welcome tonic to all collectors.

Gustav Holst's "Moorside March," two movements from Gordon Jacob's "Original Suite for Band" and "Newcastle Frolic" from the late Gilbert Vinter's suite "New Lamps For Old" are the "easier" pieces in the programme. Two fine works by William Walton, the "Spitfire Prelude and Fugue" and the 1953 Coronation march "Orb and Sceptre,"



Sounds of Military Band · Vol 1
"SPIRIT OF ENGLAND"



Royal Corps of Signals

are fiendishly difficult, as is Roger Quilter's charming "A Children's Overture." The latter, written for children but far from childlike in conception, is rightly beloved of all grown-ups, containing as it does gem-like settings of our favourite nursery tunes. How all these things were recorded in two days (we are told on the sleeve) I cannot imagine. "Orb and Sceptre" would be a fair half-day's work.

And as if all this were not enough we have the fine baritone voice of Michael Burchill in two of the greatest English songs of this century, "The Vagabond" by Ralph Vaughan Williams and John Ireland's setting of John Masefield's "Sea Fever."

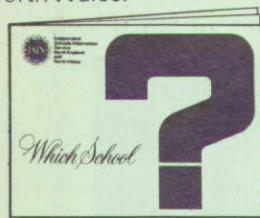
And if even that is not enough there is a blonde (with the Union Flag covering important areas of communication) signalling a nine-lettered message on the front sleeve. My knowledge of semaphore is not up to a translation but the message should be "buy, buy, buy."

RB

Parents' guide to independent education

Which school for your child?

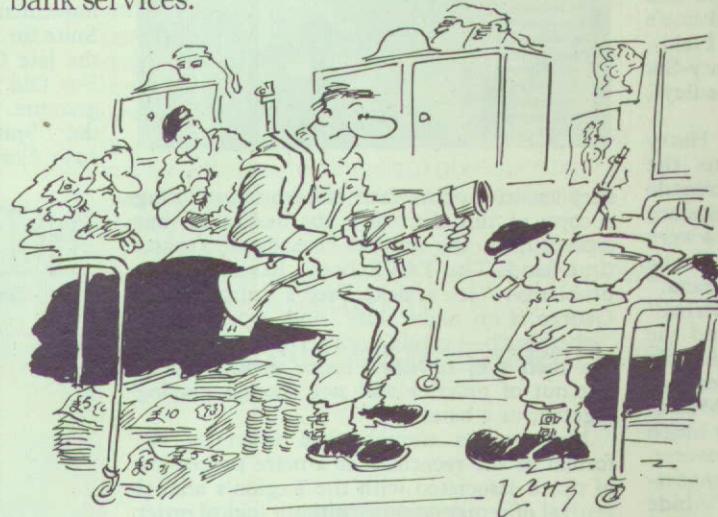
To help parents, ISIS have published a booklet explaining the aims of independent education and giving details of independent schools in the North of England and North Wales.



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Chevrons Club

To make the Chevrons Club more widely known we have recently offered mess membership to all sergeants and corporals messes in the Army and their equivalents in the Royal Navy and Royal Air Forces. These mess memberships offer the same facilities as the normal individual membership of 55 pence for serving non-commissioned officers. Rates are:

Sgt's Numbers	Cpls' Messes	Cpls' Messes
0-50	£5.00	£2.50
50-100	£10.00	£5.00
Over 100	£15.00	£10.00

Since I wrote to messes in November, 55 of them with a membership of more than 4500 have joined. Some messes may have overlooked these very advantageous terms—which is the reason for this letter.

The Chevrons Club, at 3, 4 and 5 Dorset Square, London NW1 (Phone: 01-723 8213), is five minutes' walk from Baker Street station and close to Paddington, Euston, Kings Cross and St Pancras stations. It was founded in 1918 for the use of warrant officers, sergeants and full corporals and their equivalent ranks in the other two Services. It provides sleeping accommodation, married quarters, bars, restaurant and public rooms at most reasonable prices and maintains a very high standard. Here the non-commissioned officers meet at their own home.

But in these times of inflation it is becoming increasingly difficult for charities of this kind to make ends meet. This is the only club of its kind in the world which caters solely and exclusively for senior NCOs. Without their active support this very valuable foundation may be forced to close. With prices of suitable buildings at their present level there would be no hope of ever being able to restart it.

If senior NCOs wish to have their own exclusive Service club in London there is unfortunately no alternative but that they must support it. May I therefore request that those who have not yet taken advantage of mess membership should do so and—without delay.—Edward Terrell (Chairman), Chevrons Club, 3, 4, 5 Dorset Square, London NW1.

Prince Imperial

May I take you up on the statement in your book review (March) of "The Zulu War 1879" that the Prince Imperial was Sandhurst-trained.

The Prince Imperial joined the Royal Military Academy, Woolwich,



LETTERS

on 10 November 1872 and passed out seventh in the order of merit in February 1875. His signature, Napoleon, written on the wall of his room at "The Shop" used to be protected behind a small glass frame—I hope it is still there.

The statue which stood just outside the corner of the Woolwich grounds was unveiled on 13 January 1883 by the Prince of Wales, and for years the Prince Imperial Monument was the tram stop for the Academy. This statue has now been removed and re-positioned in the grounds of the RMA, Sandhurst.

—**Brig (Retd) D A Pringle, Bursar, The Duke of York's Royal Military School, Dover, Kent, CT15 5EQ.**

★ Quite right, Brigadier. The Prince Imperial was indeed a graduate of the Royal Military Academy, Woolwich. Although the location of his quarter is still known, the room today bears little resemblance to its appearance in 1872-75 and the signature on the wall has long since disappeared. It was not until shortly after World War Two that "The Shop" and the Royal Military College, Sandhurst, combined to become the Royal Military Academy, Sandhurst.

The other side

Readers may be interested to know that in reply to my letter (December) asking about captured British Army flags or Colours on display in foreign military museums, I have heard in reply that the King's Colour of the 7th Regiment of Foot, surrendered in 1775 to the American Forces of Independence, is on display at the West Point Museum. The King's Colour of the 71st Regiment, cap-

tured at Buenos Aires between 1806-07, is still displayed in a church in that city.—**Capt D B Dawson (Retd), Lakeside, Hensting Lane, Fishers Pond, Eastleigh, Hants, SO5 7HH.**

Sandes Homes

Reference the Left, Right and Centre (March) item on the newly opened Sandes Soldiers' and Airmen's Home in Hong Kong. There are two centres near London—at Pirbright and Guildford—while the third in England is at Catterick. There are indeed three in Singapore, one in Malaysia and one for the Irish Army in Eire but there are also two in Northern Ireland—at Ballykinler and Holywood.—**L/Cpl P Armstrong ACC, att A Company, 1st Battalion, The Royal Highland Fusiliers, BFPO 80r.**

It's a girl, a girl, a girl!

Sorry to disappoint Corporal Ron Allen and his wife (Purely Personal, May) but girl triplets (called Pamela, Penelope and Pauline if my memory serves me right) were born in late 1954 at the RAF Hospital, now BMH Rinteln, to Staff-Sergeant and Mrs John Noone. They too had one or two daughters already. John was serving as a clerk in the Royal Army Service Corps at Bielefeld at the time but is now out of the Army as far as I know.—**Capt J W Ashcroft RAOC, 4 Pet Depot RAOC, BFPO 48.**

It ain't half hot . . .

The recent TV series purporting to be the adventures of a concert party in the Royal Artillery depot at Deolali, India, in 1945 reminded me that 9 April 1974 was the 26th anniversary of the return to the United Kingdom of the last British troops from India.

The last troopship, Empire Windrush, left Bombay on 14 March 1948. On board were the staffs of the homeward-bound trooping depot from Deolali and the embarkation staff from Bombay. There were also 50 soldiers of The South Staffordshire Regiment bound for MELF. The April 1948 SOLDIER reported on the last battalion out of India. This was 1st Battalion, The Somerset Light Infantry, which left Bombay with some ceremony on 28 February 1948 aboard the Empress of Australia. I often wonder how many soldiers who served during the last days of the British Raj are still in the forces. There must be many ex-soldiers who remember Deolali and must have been amused

at the television concert party's antics.

I do not think Deolali was so hot, however, that KD shirts were always drenched in sweat as portrayed. The cantonment lies 5400 feet above sea level in the Western Ghats and was cooled by a breeze from the Arabian Sea less than 100 miles away.

Before World War Two the military hospital at Deolali specialised in mental treatment, hence "Deolali Tap." During the war, because of its nearness to the embarkation port of Bombay and to the great railway systems of India, it became a large reinforcement camp. When the war ended it was the automatic site for the homeward-bound trooping depot.

Let us hope there will be more of these TV shows. The potential material, as many old soldiers will no doubt agree, is enormous against an Indian background.—**Capt A Purvis (Retd), 16 Deepdene Road, Seaburn, Sunderland.**

Workshop freedom

The photo in Left, Right and Centre (February) of 11 Field Workshop was of special interest to me, but I would point out a slight inaccuracy in the caption. The workshop was probably in Minden even earlier than 1952 but not as 11 Field Workshop. I was posted to 10 Armoured Workshop in Minden in October 1956 as ASM with some 250 to 300 men under me. On 1 August 1957 it was re-designated 16 Infantry Workshop but still retaining its dual static civil and mobile roles.

Funny that Minden has seen fit to give the workshop this honour. In my day half the town was out of bounds and the locals were hostile. I notice the tram lines are missing but the square is still cobbled.—**J Smith, 5 Artagall Street, Bankstown, NSW, Australia, 2200.**

COLLECTORS' CORNER

R J Gooch, 62 Carholme Road, Lincoln.—Wishes sell 1962-1970 back issues SOLDIER for £3 plus pp. Complete except for few gaps (10 mags).

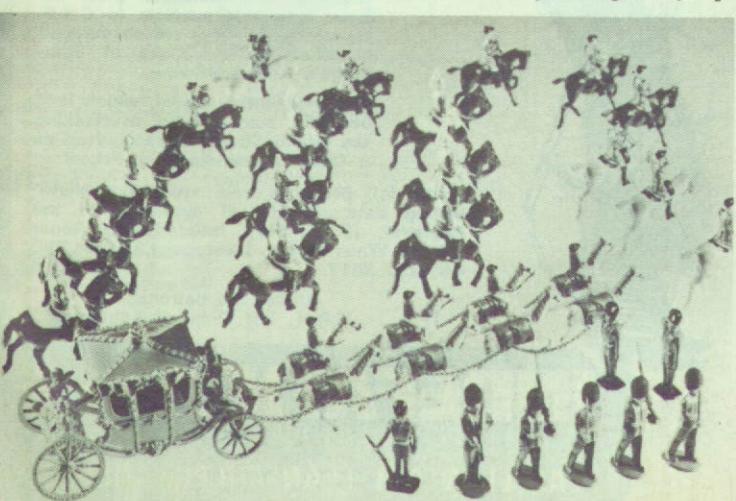
W A Townsend, Westhaven, 7 Well Lane, Curbridge, Witney, Oxon.—Wishes purchase medals, books, lists to 43/52 Oxford and Bucks LI. Collectors' prices paid for single items or groups.

B Taylor, 63 Lansdown Road, Chalfont St Peter, Bucks.—Requires original SAS cloth cap badge, Special Raiding Squadron or Special Boat Service badges. **William S Mills, 4104 Ingalls Street, San Diego, California 92103, USA.**—Requires grenade Glengarry badge (pre 1881) 87th (Royal Irish Fusiliers). Will buy or exchange for PT and CEF or other badges.

R Watson, 126 Millbrook, High Heworth, Gateshead, NE10 9XR.—Wishes purchase photographs of military vehicles (including tanks) 1939-45 showing divisional signs, arm of service marks and numbers.

F Lingwood-White, The Gables, 3 Sutton Road, Shrewsbury, SY2 6DE.—Wishes buy British Army metal and plastic cap and collar badges and numerals; also badges, insignia, photographs, prints, books and any item concerning Royal Welch Fusiliers (23rd Foot).

J Moran, Rt 1, Box 247, Carl Junction, MO 64834, USA.—Wishes exchange US shoulder patches for British formation badges and naval cap allies; also US medals in exchange for British medals. **E Kelk, 1 Sweechgate Cotts, Broad Oak, Canterbury, Kent.**—Wishes purchase cap badges and large infantry



Pence to pounds

They used to be a few coppers each... but these lead soldiers and other figures by Britain and other manufacturers, plus a Lesney coronation coach, a Timpo model of the Queen in review order on horseback, 25 Household Cavalry figures including The Life Guards band, 17 coach attendants, six "Beef-eaters" and 23 foot soldiers, together sold for £45 at an auction at the Birmingham salerooms of Weller and Duffey Ltd.

cavalry, yeomanry buttons. Some badges for exchange.

L Matthews, Gay Bowers, Black Pond Lane, Farnham, Surrey.—Collector of General Service Medals seeks bars Bomb and Mine Clearance and North Kurdistan to complete series.

I Mortenson, North Cascades National Park, Marblemount, Washington, 98267.—Requires following WW2 cap badges: Tower Hamlet Rifles, R Ulster Rifles (title across harp), 8th R Irish Hussars (officer's pattern), 4th London Yeomanry, Staffordshire Yeomanry (officer's pattern KC), Shropshire Yeomanry (belt surround, Coldstream Guards WO's pattern), R Engineers Militia GVI, Military Provost Staff Corps GVI. Excellent prices paid or good exchanges.

E Bryant, 57 Wennington Road, Rainham, Essex, RM13 9th.—Requires two 21st Army Group sheets (1944) depicting divisions which took part in last campaign.

W M Grelak, 3 Brindley Bank Road, Rugeley, Staffs, WS15 2EY.—Wishes purchase Polish Forces badges, decorations and other militaria, all periods.

J McNish, 38 Victoria Road, Fallings Park, Wolverhampton, Staffs.—Back numbers SOLDIER Jan 64 to date and military insignia for exchange.

Julian Hill (aged 13), Wyndburgh, 28 Lower Street, Merriott, Somerset, TA16 5NL.—Seeks one copy Armies & Weapons No. 1 Sep 72.

H van Zon, Medemblikstraat 65, The Hague, Netherlands.—Requires British Army Service Vouchers first and second series (now obsolete), plastic Naafi tokens, photographs 41 Garrison Camp, Hook of Holland, aerial leaflets dropped over Holland and Germany WW2. All letters answered. Please state price.

Pipe-Maj E Parkinson, 60 Ramsey Street, Scarborough, Yorkshire.—Highland dirk wanted, knife and fork pattern if possible. Details and price please.

Sgt D Burrows, UK Air Booking Centre, BFPO 5.—Large quantities Commonwealth stamps for exchange on equal catalogue value basis. Send any quantity.

D R Robson, 33 College Road, Heb- burn, Co Durham, NE31 2LY.—Wanted, RRF cap badge and red-and- white hackle. State price, condition.

Lee Thompson, 684 Valley Way, Santa Clara, California 9505, USA.—Top prices for foreign military pilot wings or badges.

Reginald Weston, 84 Lorrain Boulevard, Templeton, Co Papineau, Quebec, Canada.—Will purchase or trade Canadian collar and cap badges for British WW1 brass or Canadian WW2, especially Scottish regts. Also interested Highland officer's broadsword. Lists exchanged on request.

A Whall, 52 Warwick Road, Clacton- on-Sea, Essex.—For sale, SOLDIER, unbound, 1962-72. Offers.

Kerry N Jost, 12 Freeman Street, Woodbridge, New Jersey 07095, USA.—Requires anodised cap badges to complete collection, particularly QO Hldrs (and collar badge), RHF, SG and IG piper's cap badge, 1 QDG; also Seaforth uniforms, kilt, plaids, brooches, sporran, bonnets, buttons, collar badges, dirks, skean dhui, cross and waist belts; also gramophone records British Army especially Scottish and Irish regts.

W G Wood, Rock, Washington, Pulborough, Sussex, RH20 3BL.—Requires one R Irish Fus piper's badge for private collection. State price etc.

S Roberts, 88 Belgrave Road, Wyken, Coventry, CV2 5BH.—Would exchange Lancashire Fusilier Annual 1913 for cap badges TF, TA Vols, Yeo.

R G Smith, 130 Lutterworth Road, Northampton, NN1 5JL.—Requires British Indian Army badges 9th R Deccan Horse, 20th Lancers, 21st KGOH (Central India Horse), Bengal

Lancers, 3rd Cavalry and light horse formations. State price.

Alf Abel, 249 Kennedys Bush Road, Halswell, Christchurch 3, New Zealand.—World medals, badges and other militaria bought, sold and exchanged.

COMPETITION

The Ancient Moundavians are quite easy to understand once you get the hang of their habit of doing everything the wrong way round. Their civil service examinations in the February Competition 188 ("Top Ten") were successfully unravelled by two-thirds of a large number of competitors. Order of merit of those who passed the examination was Annah Barth, Berth Hash, Carlah Meekh, Dorish Mead, Edwin Filiph, Fayh Rillah, Gildah Borth, Hannah Gooch, Ilsah Rush, Jorjh Bush, the order being determined by the first letter of the forename and on vowel order in the surname where alternatives presented themselves. Those who became civil servants were therefore Corah Dikh, Fredah Laskih, Harih Marsh, Brendah Morrish, Irish Paddih and Coldah Silvah.

Prizewinners:

1 Mrs P S Ysart, c/o Tpr Ysart, B Sqn, 17/21 Lancers, BFPO 33.

2 M G Wheatland, Flat 3, 185 London Road, St Leonards-on-Sea, Sussex.

3 WO1 J F Wood, HQ Veh Org RAOC, COD Chilwell, Beeston, Notts.

4 Mrs P Rossiter, c/o Offrs Mess, 7 Sig Regt, BFPO 15.

5 M H Ruffhead, 59 St Helens Park Road, Hastings, Sussex, TN34 2JJ.

6 Mrs H Ainscough, 152 Aberfeldy

House, John Ruskin Street, London SE5.

7 D Housden, 15 Annesley Road, Hucknall, Notts, NG15 7AD.

8 D O Connor, Springfield Lodge, Springfield Road, Camberley, Surrey.

HOW OBSERVANT ARE YOU?

(see page 19)

The two pictures differ in the following respects: 1 Left elbow of spectator second from left. 2 Batsman's right elbow. 3 Windows of hut on left. 4 Last man's score. 5 Left bail. 6 Bottom rung of ladder. 7 Pattern of flag. 8 Fingers of wicket-keeper's right hand. 9 Belt of left spectator. 10 Dog's tail.

REUNIONS

The Dorset Regiment Association. Annual reunion and dinner, TAVR Centre, Poundbury Road, Dorchester, 14 September. Details from Secretary, The Keep, Dorchester, Dorset.

15 Hvy (Coast) Bty RA OCA; all Far East Coast Artillery 1924-49; REME/AER 1950-63. Reunion, The Drive Hotel, Old Town, Eastbourne, 27 July. Hon Secretary D A Knight, 79 Tyrrell Avenue, Welling, Kent, DA16 2BT.

14/28 Fd Regt RA OCA (1, 3, 5 and 57 fd bty). 8th annual reunion dinner, HQ RA Sgts Mess, 2000 hrs Saturday, 14 September. Overnight accommodation can be arranged. Contact Secretary, A Dufall, 51 Church Walk, Devizes, Wilts, SN10 3AA, for further details.

The West Yorkshire and Prince of Wales's Own Regimental Association. Annual reunion and White Horse Ball, Queen Elizabeth Barracks, Strensall, 7 September. Details from Secretary, RHQ, Imphal Barracks, York.

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WHAT did the bandmaster say to the subaltern? This is the question posed in the diagram below. Three letters are already given and obviously the figures must be converted to letters by a relationship between figures and letters. Some column totals are also given to help in arriving at that relationship.

Send your answer on a postcard or by letter, with the "Competition 192" label from this page and your name and address, to:

Editor (Comp 192)
SOLDIER
 Clayton Barracks
 Aldershot
 Hants
 GU11 2BG.

This competition is open to all readers at home and overseas and closing date is Monday 5 August. The answer and winners' names will appear in the October **SOLDIER**. More than one entry can be submitted but each must be accompanied by a "Competition 192" label. Winners will be drawn from correct entries.

TOTALS

5(2 ²) 20	2 ³ 8	9	19	S	
3 ² 9	19		20	2 ³ 8	
5		3 ² - 2 ³	18		13
Y		3 ² + 2 ²	18		
J	10	15	14	2 ² + 15	19

TOTALS 69 5(2³) + 2 37 5(2⁴) 5(2³) 10(3³) - 2

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Avenger GT	1156.00	878.00	278.00
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NEW SERIES

"Robert E Lee" (Peter Earle)
In the war between the American states the South's armies were always outnumbered and the North had overwhelming superiority in resources, yet the South held out for four years.

One reason was General Robert E Lee, an engineer who had made his name as a reconnaissance officer in the Mexican campaign of 1847, his only experience of real warfare before the Civil War. As commander of the army of his native Virginia, he earned the nickname "Granny" Lee in the first winter of the war by preparing carefully for the campaign to come while his hot-headed colleagues were calling for action.

He gave them action in mid-1862, driving out of Virginia the Union armies which threatened its capital, Richmond. From then on his reputation grew through victories and remained undimmed through defeat. He was the Southern gentleman of legend, cultivated, handsome, self-confident and full of that magic which inspired loyalty in troops. He had military skill and audacity but was a poor quartermaster, too gentlemanly towards his subordinate commanders and failed to insist on his orders being carried out.

Mr Earle has produced a readable appraisal, superbly illustrated in both colour and black-and-white. It is the first in a new series, "The Great Commanders," edited by Lord Chalfont.

Weidenfeld & Nicolson Ltd, 11 St John's Hill, London, SW1H 1XA, £2.95

PATRIOTIC VERSE

"McGonagall and Tommy Atkins" (D Phillips)

William McGonagall has the reputation of having written the worst verse in the English language, but with the utmost sincerity and patriotism. Battles and other military occasions inspired many of his works but did nothing to improve his style. Sample:

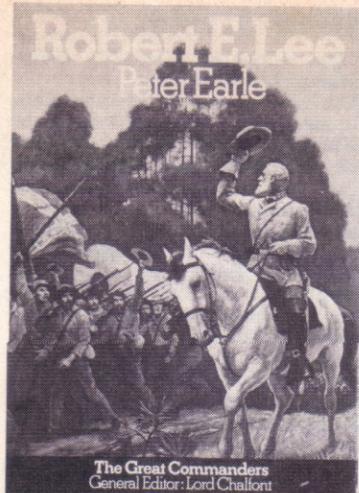
"Twas in the year 1854, and on the 5th of November
Which Britain will no doubt remember,
When the Russians plotted to drive the British Army into the Sea,
But at the bayonet charge the British soon made them flee."

Mr Phillips reproduces the bard's military works, with admirable notes on his subjects; James Cameron writes an appreciative foreword and George Robinson's illustrations have a kind of period woodiness which accords well with the poems.

It all makes good entertainment for a wet evening. There are even instructions as to the right colours if readers want to colour the illustrations, though the shading on most is too intense for this to be effective. David Winter & Son Ltd, PO Box 99, 15 Shore Terrace, Dundee, Scotland, £1.10

LASER NEXT?

"The Military Balance 1973-1974" This is the 15th edition of the handbook on military forces produced each year by the International Institute of Strategic Studies, but the first to be published. It is factual, with force levels and weaponry by countries and defence pacts and alignments by areas.



The editors find that the United States and Soviet Union seem determined to reach the limits of offensive nuclear weapons set by their 1972 interim agreement. In non-strategic forces, qualitative improvement is the keynote in both countries.

Looking ahead, the editors say that just as precision-guided munitions like "smart" bombs and remotely piloted vehicles may change

BOOKS

tactical air/land warfare in the later 1970s, so in the 1980s laser weapons may begin to influence aerial combat.

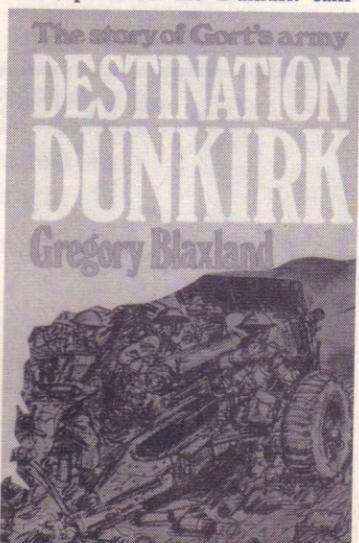
An appendix examining the theatre balance between NATO and the Warsaw Pact concludes that numerical changes over the past few years have been in favour of the East but NATO has more than held its own in quality; future weapons systems may cut into the Warsaw Pact's advantage in tank and aircraft numbers.

Chatto & Windus Ltd, 40-42 William IV Street, London, WC2N 4DF, £2.00

DETAILED ACCOUNT

"Destination Dunkirk: The Story of Gort's Army" (Gregory Blaxland)

In a short, revealing preface on how he set about his work, Major Blaxland records that war diaries and reports on the Dunkirk cam-



paign, now to be seen in the Public Record Office, total 1740 files, some of them six inches thick.

He found the war diaries, mostly compiled on return to England, sketchy and not "looking above evasion or dispute." He put more faith in regimental histories, conscientiously compiled and an essential complement to the war diaries. In addition, there were German war diaries, eyewitnesses, his own memories (for he was there) and visits to the battlefields.

The purpose of his labours was a more detailed account than the official history. He acknowledges the value of that work but finds omissions and inaccuracies which give false impressions. In particular he thinks the GHQ handling of affairs was less skilful than the official history suggests.

One crucial incident he reports in detail was the adventure of Sergeant R S Burford, a Territorial of The Middlesex Regiment, whose patrol got into a fight with Germans in a village. When a car came up the street he emptied his revolver at it and the car crashed. Sergeant Burford grabbed a briefcase from the car and got his patrol, including a wounded man, back to safety.

The case turned out to be that of a German liaison officer and to hold valuable documents, including the next German objectives. With its help, General Lord Gort decided to cancel an unpromising attack on Cambrai and to switch the 5th Division to the known objective of three German divisions. Without this switch, says the author, it is hard to see how the British Expeditionary Force could have been saved from annihilation.

William Kimber & Co Ltd, Godolphin House, 22a Queen Anne's Gate, London, SW1H 9AE, £5.95

RLE

WORLD WAR ONE DIARY

"From Ypres to Cambrai" (Frank Hawking)

The diaries of World War One are still coming and Arthur Taylor, Mr Hawking's editor, has no doubt why. He sees World War One as "the greatest traumatic experience of British society in this century." By contrast, he thinks World War Two left fewer scars because it was succeeded by two decades of prosperity and social welfare.

Mr Taylor has made a thorough and readable job of adding notes and commentary to the fairly slender diaries of a young man who lied his way into the Army at 16, fought in the ranks of the Queen Victoria Rifles and was later commissioned into the Royal Naval Division. He seems to have been a level-headed observer and he grew to appreciate the professionalism the Army had achieved by 1918.

Elmfield Press, Elmfield Road, Morley, Leeds, LS27 0NN, £3.50

RLE

TRYING TIME

"The English Civil War" (Brigadier Peter Young and Richard Holmes)

The myths that Cromwell was a brilliant and successful soldier from the first day he took up the sword and that Prince Rupert was a swashbuckler whose lack of ability ruined the king's cause, are both exploded in this latest study of the three English civil wars between 1642 and 1651.

The authors are careful to high-

light the complex constitutional, religious and economic factors involved. These were not straightforward class or even regional conflicts but like most civil wars divided every stratum of society in an unpredictable way.

Although it was a trying time for the nation it was a period that saw the birth of the British Army and the development of its tactics, the increasing use of the cavalry charge as a shock weapon and improved mobility of the artillery. The infantry, of course, fought mainly with musket and pike.

This fine little book has lots of maps, simple and clear, and some interesting observations on the command structure of the armies as well as a useful glossary to explain the outdated military terms. The bibliography is especially impressive.

Eyre Methuen Ltd, 11 New Fetter Lane, London, EC4P 4EE, hardback £6.25, paperback £2.50

AWH

HOLLOW VICTORY?

"Finale at Flensburg" (Charles Whiting)

The hundreds of thousands of British soldiers who had slogged the hard bitter road back from Dunkirk on the Channel coast in 1940 to the

FINALE AT FLENSBURG



victory at Lubeck on the Baltic five years later found their victory a hollow one, writes Mr Whiting. Their years of sacrifice had been for nothing.

This is a sweeping and provocative judgement but one cannot deny that the Iron Curtain came down, as Churchill said it would, along the frontier of East and West. Had the Anglo-American armies taken Berlin, had they advanced to the Oder, they would still have had to pull back to a line already drawn. And would such a prestige advance have been worth the 100,000 men Bradley thought it would cost?

Political aspects apart, Mr Whiting has written an interesting account of the Third Reich's death throes. Particularly valuable are his stories of the Wehrmacht's disintegration—the naval mutinies, the defiant acts of German garrisons besieged for instance in Dunkirk and the Channel Islands, the Germans who lived on sawdust bread at Lorient, the mutiny of an 800-strong battalion of Russians in Hitler's service on the island of Texel. These Russians, men with nothing to lose, fought on for three weeks after the surrender.

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SEPOY REVOLT

"The British at War: The Indian Mutiny" (John Harris)

The cause of what the British call the Indian Mutiny and the Indians the War of Independence was neither the new Enfield rifle's cartridges, the East India Company's greed, the annexation of the Oudh, increased tolls and taxes, British defeats in the Afghan War nor a conspiracy of ambitious Indian princes. These all played a part but the vital cause was the intolerant attitudes of missionaries! Fanatical in their zeal, they achieved abolition of suttee (widow burning), infanticide and thuggism and sought the end of the caste system and the introduction of Christianity.

Fear for their religion led the sepoys into revolt. The British seemed stunned as it spread and with ruthless energy began a campaign of suppression. The cost was enormous: £40,000,000, 2000 killed in action, nearly 9000 dead from disease. But at least some lessons were learned. The East India Company came to an abrupt end, annexations stopped, the princes were subsidised and missionary activities were curbed.

Although the atrocity stories were grossly exaggerated by rumour and the British reprisals totally without mercy, there can be no doubt that the "Devil's Wind" of 1857 was the first crack in the British Empire.

Another successful addition to the "British at War" series, edited by Ludovic Kennedy, this contribution is well-written and clear with many original photographs.

Hart-Davis, MacGibbon, 3 Upper James Street, Golden Square, London, W1R 4BP, £2.65 AWH

BOOKS

continued

and often localised, it lasted till 1471. York himself was killed at Wakefield in 1460, the Lancastrians were smashed at Towton in 1461, Warwick the "Kingmaker" was killed at Barnet in 1471 and in the same year the last Lancastrian force was defeated at Tewkesbury.

The late 15th century is one of the most difficult periods in English history. Great conflicts were waged, not for political ideology but for personal gain, and the country was brought dangerously near to complete ruin. The author must therefore be congratulated on his clear analysis and objective judgement. There are interesting accounts on tactics and weapons and many excellent maps and illustrations.

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TRAIN TRAINING

"The Longmoor Military Railway" (D W Ronald and R J Carter)

Remember that superb film "Bhowani Junction"? Or "The Great St Trinian's Train Robbery"? Or "The Inn of the Sixth Happiness"? All had railway scenes in them shot at the Longmoor Military Railway, that home-from-home for thousands of military railwaymen.

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CIVIL CONFLICT

"The British at War: The Wars of the Roses" (Hubert Cole)

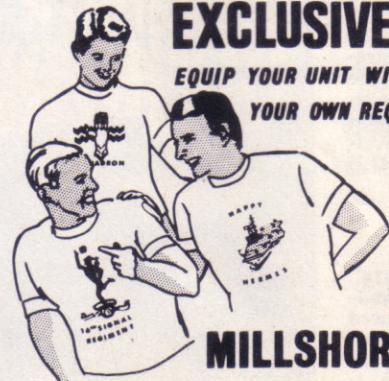
More than anything else, loss of territory in France led to the Wars of the Roses in the late 15th century. The baronage, deprived of the search for loot and glory abroad, turned to intrigue at home. Great family alliances emerged and these contained the seeds of civil war.

With discredited government led by a king subject to fits of madness, more and more people looked to Richard, Duke of York, as a potential saviour. The birth of a son to Henry VI and Margaret of Anjou increased his desire to be regent and he was forced to kill the Duke of Somerset in battle at St Albans in 1455.

Four years later fighting broke out again and, although intermittent

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"Bhowani Junction" required lots of sun-tanned extras in khaki drill—admirably provided by 10 Railway Squadron fortuitously just returned from the Canal Zone.

Film-makers, it seems, often turned to Longmoor for a rail crash or a railway scene. This side of Longmoor life is recalled in one of the lighter chapters of this excellent memoir of the British Army's own railway.

The authors are both serving officers. Major Ronald commands 79 Railway Squadron in Germany and Major Carter is with 17 Port Regiment. They have done a real service to the histories of the Royal Engineers and Royal Corps of Transport by rescuing many facts and photographs, some published for the first time, that would otherwise have been forgotten and lost forever. Longmoor was the world's largest and most extensively equipped training railway. From small beginnings before and during World War One it grew in size and importance, training untold thousands of soldier-railmen, both Regulars and reservists.

This lively book gives a valuable insight into what went on at Longmoor and also meets the fastidious demands of railway enthusiasts with precise details of stock, layout and operating methods.

The LMR is alas no more but this book will long stand as a tribute to the men who passed along its tracks. To the authors, they will say "Thanks for the memory." And those who fell in love with Longmoor's locomotives will be delighted to learn that 2-10-0 No 600 "Gordon" escaped the scrapyard. She is preserved at the Severn Valley Railway.

David & Charles (Holdings) Ltd, South Devon House, Newton Abbot, Devon, £4.75

JCW

BEYOND THE ROADS

"Tales of the Mountain Gunners" (C H T MacFerridge and J P Warren)

"They sends us along where the roads are, but mostly we goes where they ain't," wrote Kipling in "Screw-guns," thus summing up the main difference between mountain artillery and the rest. Its batteries were most at home in the mountains of the North-West Frontier but proved their worth wherever the roads ran out, not least in the Burma jungle campaigns of World War Two.

They came in two sorts in British India—Indian batteries with British officers; British batteries with British officers and gunners and Indian mule drivers. The British kind disappeared in 1938 and though three British mountain regiments were raised in World War Two they did not get as far east as India and the editors dismiss them in a few lines.

Over the years the mountain gunners carried their guns on anything from elephants and camels to human coolies, but the mainstay was the mule and this anthology erupts with mule-praise every now and again. Even zebrules (half

zebra, half donkey) were tried, but unsuccessfully.

The mountain gunners were a tough lot. Marches of 600 or 700 miles, with training on the way, were routine. The officers did not mount their horses on the line of march but trudged with their men and mules.

This is a leisurely, enjoyable, higgledy-piggledy heap of nostalgia. *William Blackwood & Sons Ltd, 32 Thistle Street, Edinburgh, EH2 HA, £5.50 RLE*

IN BRIEF

"The German Army of Today 1943" (Wilhelm Neckar)

This informative little book, a straight reprint of the original edition, was intended as a guide for the allied soldier of World War Two. It discusses the strengths and weaknesses of the German Army, its equipment, vehicles and uniforms. The SS and the Luftwaffe are of course included. Infantry, tank, supply, transport, signal and administration units are all described and discussed. Herr Neckar, a German in British service, achieved at the time a remarkable degree of accuracy.

He is on less sure ground when discussing tactics but was not the only one whom the Germans surprised. The book's value today lies in the fact that this was what allied troops were led to expect. *EP Publishing Ltd, Bradford Road, East Ardsley, Wakefield, Yorkshire, WF3 2JN, £2.75*

"The Military and American Society" (Editors, Stephen E Ambrose and James Alden Barber Jr)

Authors of this collection of 23 pieces include the late President Eisenhower, other generals, academics and journalists. Subjects include the military-industrial complex, foreign policy, race relations, social effects of military service, the draft, civil disorder and ecology.

In conclusion, Mr Barber finds the traditional American suspicion of the military stronger than ever. No less than society itself, the military services desperately need a respite to heal their "psychic wounds" and restore their professionalism.

Cassell & Co Ltd, 35 Red Lion Square, London, WC1R 4SG, £1.50

"Uniformation 11: Prussian Landwehr 1813-15" (Keith Over)

"Uniformation 12: French Imperial Guard Infantry 1815" (Keith Over) The dress of the infantry regiments of Napoleon's Imperial Guard during the Waterloo campaign and that of the Landwehr units raised by Prussia in 1813 and worn at Waterloo are the subjects of the two latest Uniformation sheets of historical uniforms.

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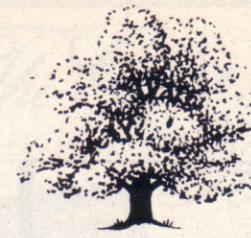
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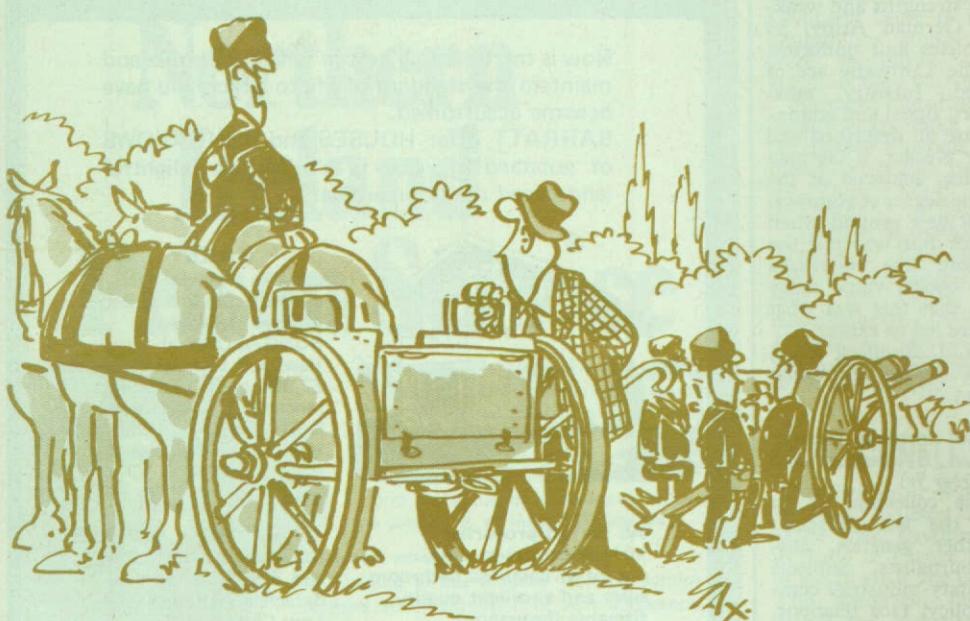
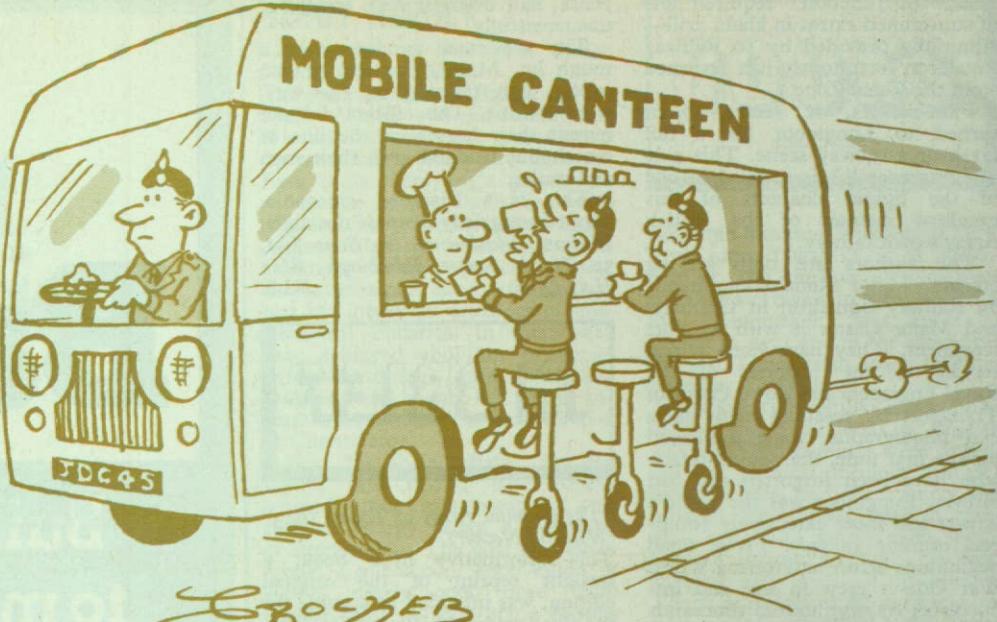
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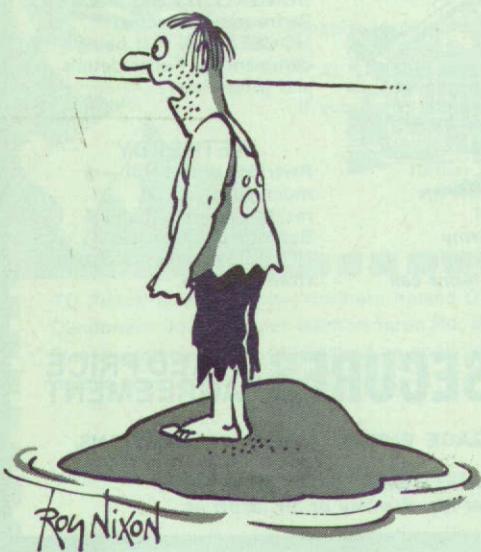
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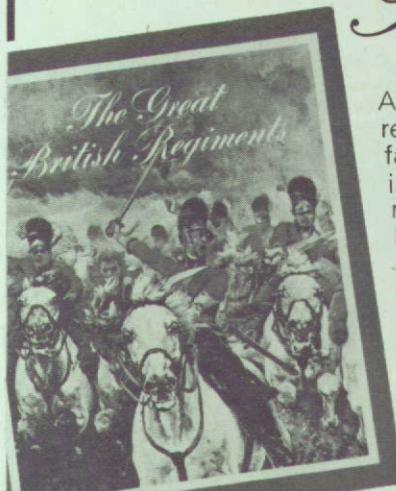
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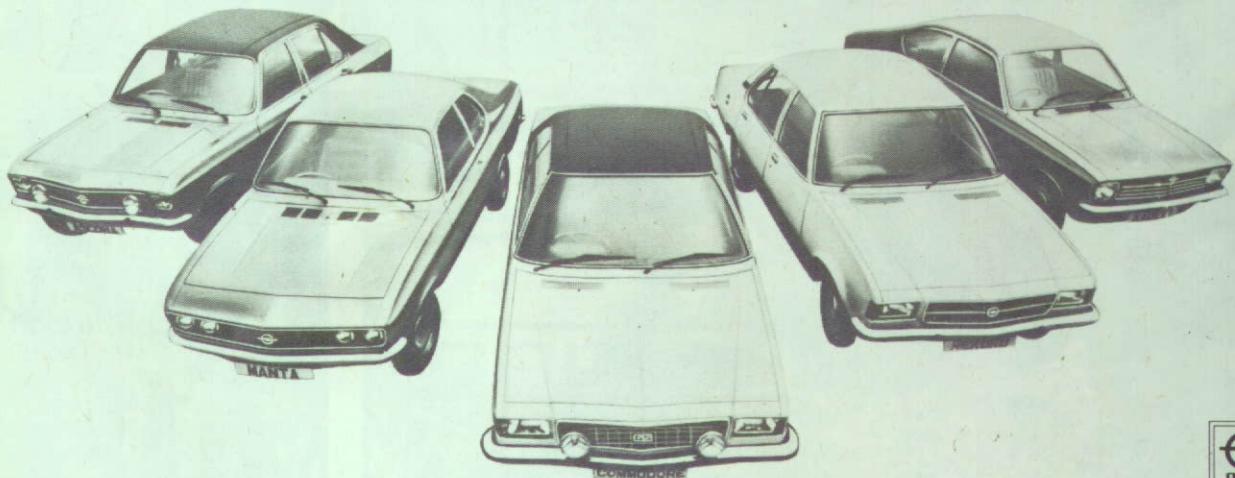
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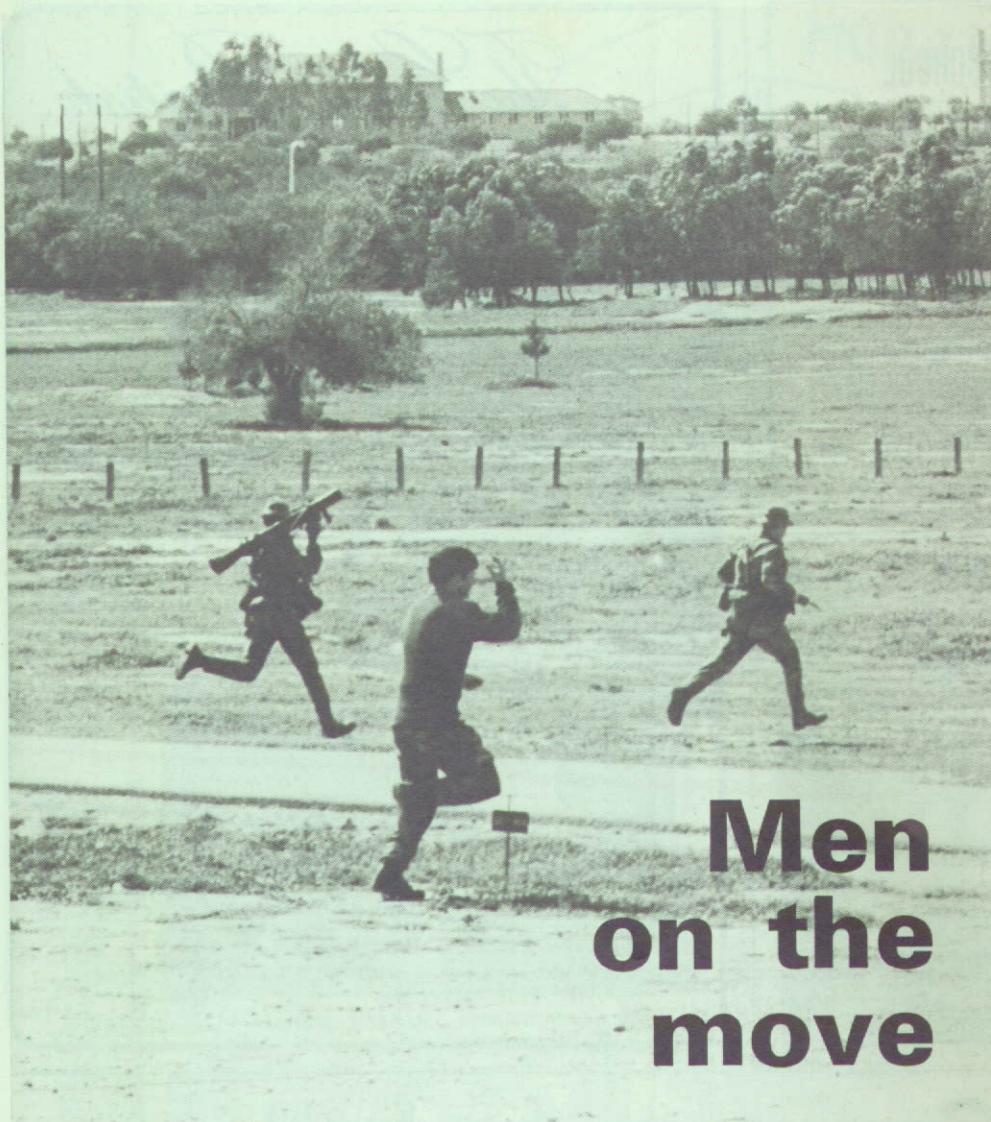
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Men on the move



An NCOs' cadre training exercise finds this Anglian on the alert in the Cyprus hills.

Top: Still on the move—a Carl Gustav crew dashes to a new position on the ranges.

Right: Lieut-Col Thorne is cheered home after the inter-company Dhekelia Dash road race.

Soldiering with 1st Battalion, The Royal Anglian Regiment, in the last few years has brought as broad a contrast of roles and postings as could be hoped for by any infantryman of the "Professionals."

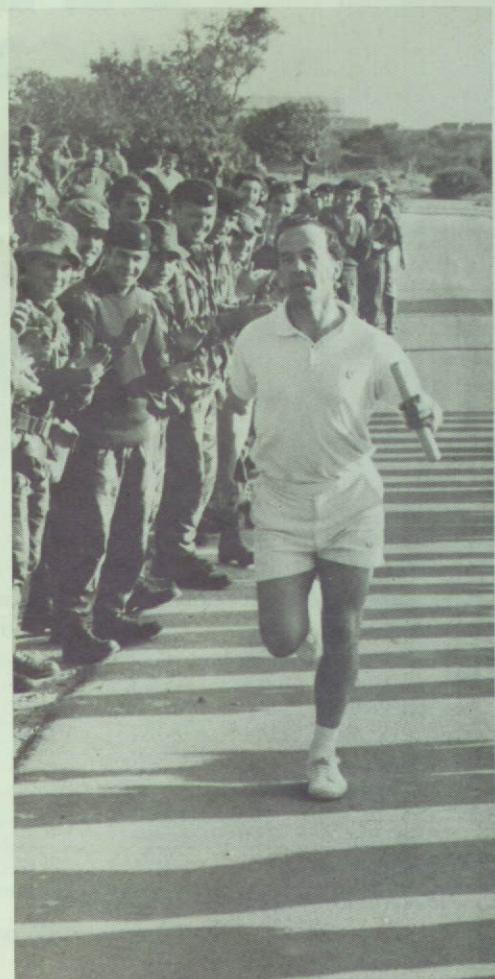
Londonderry, the once attractive Northern Ireland city now scarred by the ravages of terrorism, was home to the battalion for 20 months until the spring of 1972. The Anglians faced some of the bitterest times Londonderry has seen in the present conflict.

So it was something of a relief to the battalion to learn that its next assignment was a two-year posting to Cyprus. As this drew to a close, the Anglians discovered yet another contrast facing them as their next duty. For they have now returned to the United Kingdom with the role of Britain's infantry element in NATO's Allied Command Europe (ACE) Mobile Force (Land) committed to quick reaction defence of the alliance's flanks.

In Cyprus the Anglians proved their ability to cover ground fast by taking the coveted silver boot trophy as winners of the annual Cyprus "Walk-About."

At work, the battalion's task had changed from the internal security role in Northern Ireland to that of guardians of the sovereign base areas. This meant splitting the battalion to cover the two areas which are separated by some 75 miles.

After more than a year and a half as peacekeepers, there were normal infantry skills to be caught up on in training. The battalion's commanding officer, Lieutenant-Colonel D C Thorne, lost no time in taking advantage of the facilities Cyprus offers the soldier. As he said, "The good thing about Cyprus first and foremost is the sunshine and the opportunity—apart from static duties—to train with other units on exercise on the



island. Also, there's a chance to achieve quite a lot of re-training. The training areas are good and particularly varied, from rugged and rocky to heavily wooded and then relatively flat and open."

The battalion has made good use of the island's shooting ranges and SOLDIER's visit coincided with the battalion's skill-at-arms meeting which included firing the Carl Gustav anti-tank weapon using the sub-calibre training round to hit the targets.

The mountainous Cyprus hinterland topped by Olympus was used for survival training and would-be skiers exchanged the warmth of the lowlands for the snowy slopes to perfect a skill that will come in useful in Norway with ACE Mobile Force. Eight men have become ski instructors.

The problems of operating on NATO's chilly northern flank have been closely studied by a group of officers and senior ranks who visited The Royal Scots they would be relieving. During an exercise in Norway the newcomers gleaned valuable information first hand about snow conditions and specialist requirements like the tracked over-snow vehicles.

Colonel Thorne makes no secret of his firm belief in living up to the tag of "Professional" and attacks his peacetime role and training with the ferocity he would turn on an enemy in war. "I reckon the boys have survived it well—in one month alone, 22 signed on for a further tour."

Summing up his attitude to the roving life of his battalion in recent years he said: "What could be better? It certainly appeals to the professional soldier to go through three contrasting tours of duty."



The barren Cyprus hills form a backdrop to the battalion skill-at-arms meeting.

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