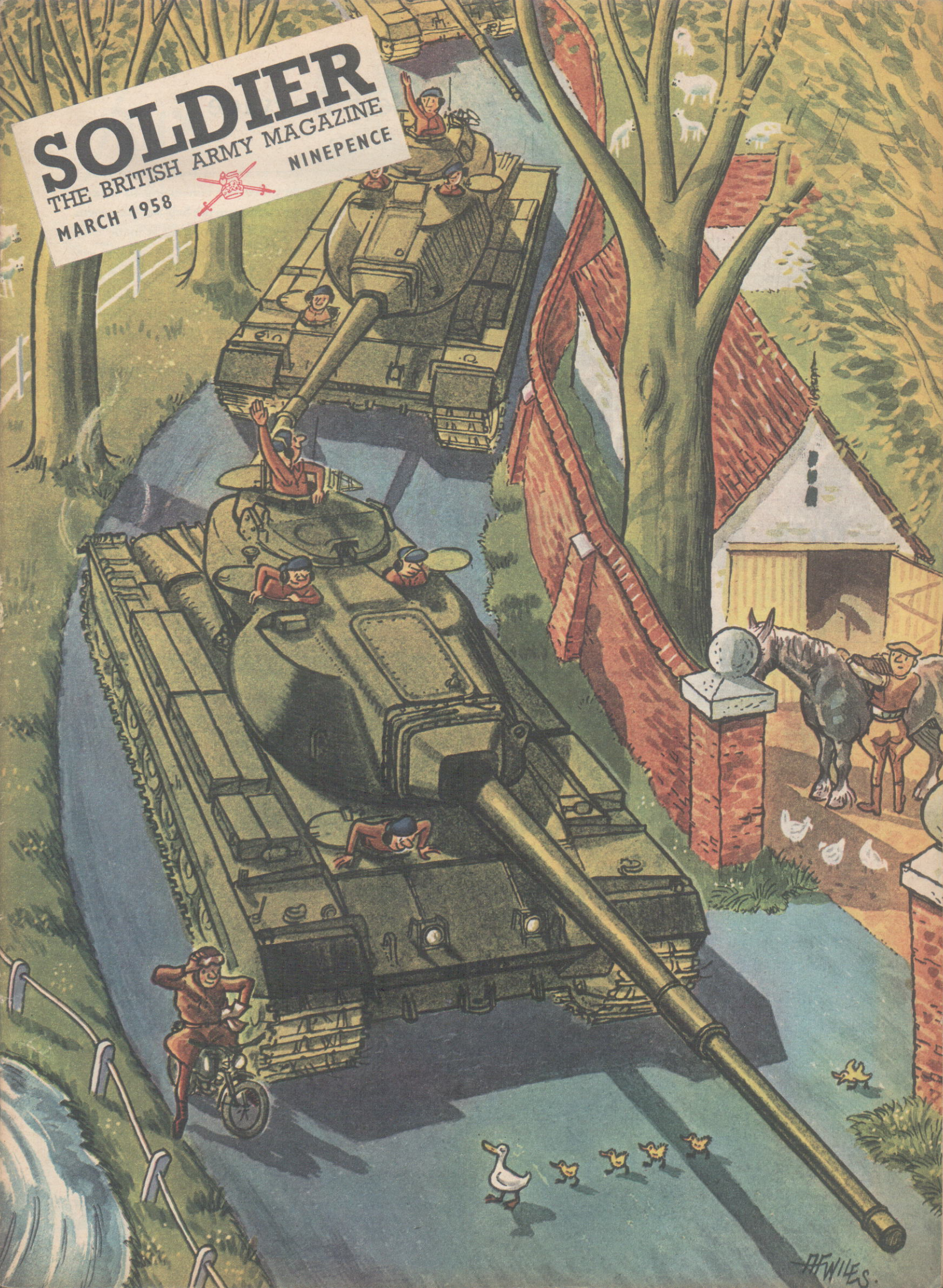


SOLDIER

THE BRITISH ARMY MAGAZINE
MARCH 1958



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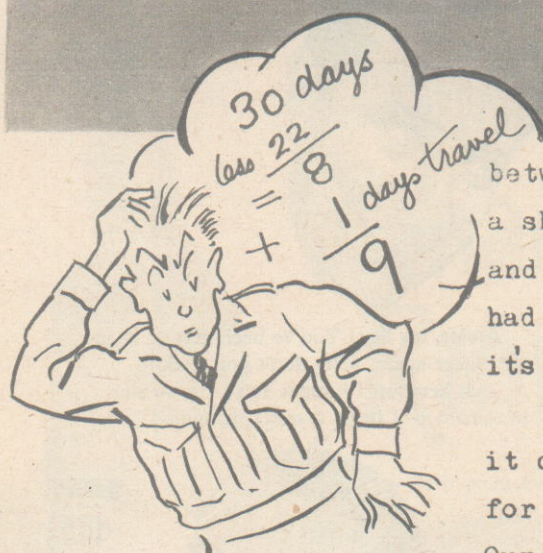


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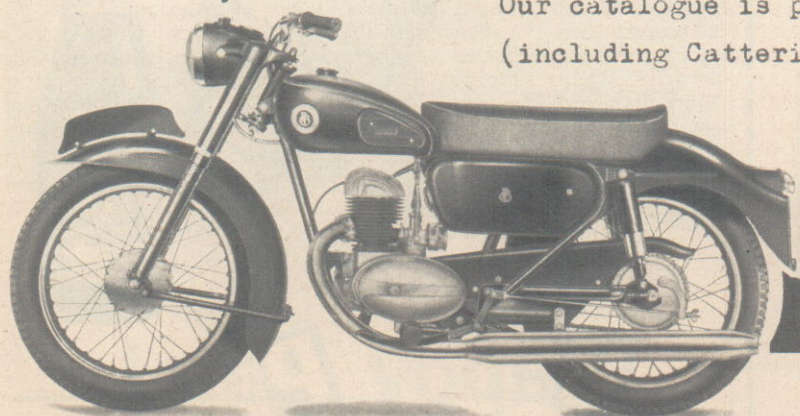
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REME AT THE POLE

Right: A view of Antarctica. It was over icy wastes like this that Dr. Fuchs and his team travelled to the South Pole and then on again to the Ross Sea.

Below: Warrant Officer Desmond Homard, of the Royal Electrical and Mechanical Engineers, posed for this SOLDIER photograph before he left for the bottom of the world two years ago.



A WARRANT OFFICER in the Royal Electrical and Mechanical Engineers has become the second serving soldier to reach the South Pole (the first was Captain Lawrence Oates, of the 6th Inniskilling Dragoons, who died gallantly, but in vain, to save his comrades on the ill-fated Scott Expedition 46 years ago).

He is Warrant Officer Desmond Homard, a member of the 12-man Trans-Antarctic Expedition led by Dr. Vivian Fuchs, which battled across nearly 1000 miles of uncharted, frozen wastes on the way to the Pole from Shackleton Base on the Weddell Sea.

The journey lasted two months. More than once the Expedition was faced with disaster, especially in the early stages when tracked vehicles crossing heavily-crevassed country became suspended over fissures and had to be hauled out by tractor. Conditions were often so bad that on some days the rate of advance was little more than two or three miles.

Mr. Homard was the Expedition's assistant mechanical transport officer (his No. 1 was Mr. David Pratt, a former Sapper officer who landed in Normandy on D-Day) and his job entailed constant and careful watch on all tracked vehicles—American Sno-Cats and ex-British Army Weasels and tractors. Every few miles vehicles had to be checked for

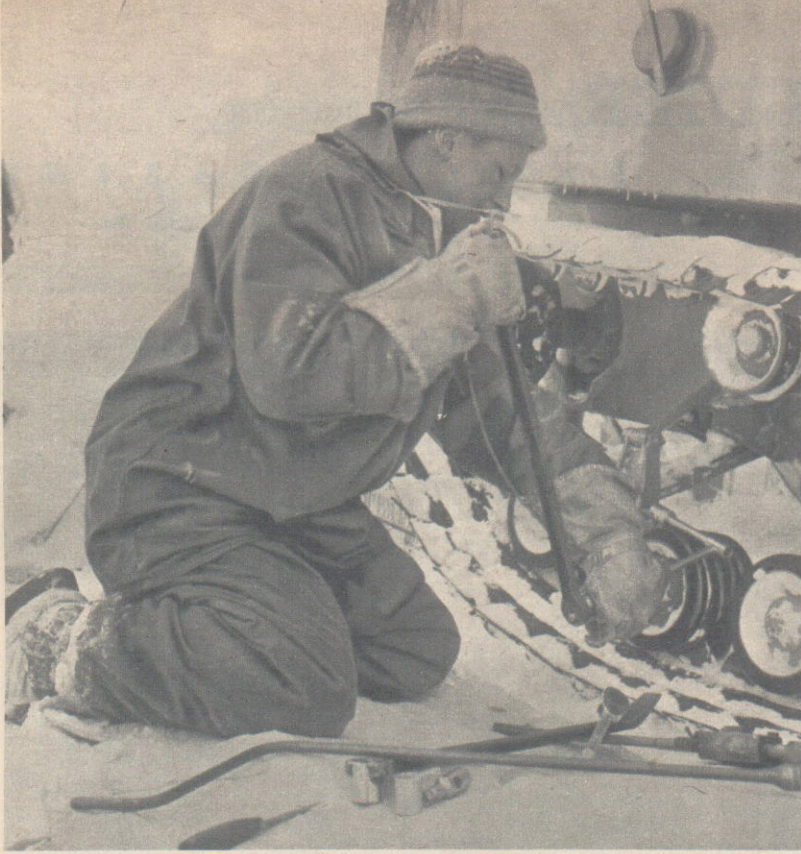
damage and engines were overhauled each day. All repairs were carried out in the open, with temperatures often around 40 degrees below zero Fahrenheit.

The Expedition had only a brief stay at the South Pole. A few days after their arrival the team were off again, heading for Scott Base on the Ross Sea to complete a 2000-mile journey across Antarctica which has never before been accomplished.

The aim of the Expedition, in which the Army has played an important part, is to gather geological, topographical and scientific information which may assist shipping and aviation in the Southern hemisphere and eventually lead to the linking up of Australasia and South America by direct air routes over the South Pole. During their trek across Antarctica the members of the Expedition also tested special food and cold-weather clothing.

Mr. Homard ("I hate cold weather," he told SOLDIER when he set sail for Shackleton Base with the advance party in 1956) is also the only British soldier to have explored both the Arctic and the Antarctic. He spent the whole of 1953 with the British North Greenland Expedition, only 600 miles from the North Pole. It was because of the experience

OVER...

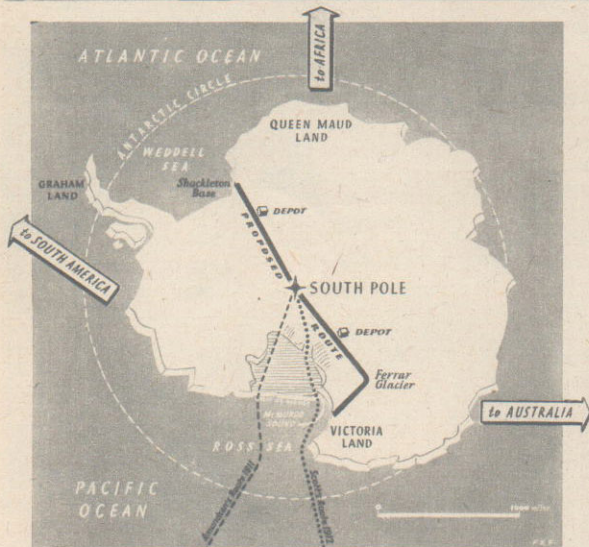


Left: Warrant Officer Homard repairing the main springs of a Weasel at Shackleton Base.



Right: At the wheel of an American Sno-Cat on the day before the Expedition set out for the South Pole and beyond.

One of Mr. Homard's first tasks at Shackleton Base was to make a workshop. Here he is, digging it out of the snow!



The Expedition's route from the Weddell Sea to McMurdo Sound traversed 2000 miles of Antarctica and is the first journey of its kind.



Captain Lawrence Oates, of the 6th Inniskilling Dragoons, was the only other serving soldier to have reached the South Pole—in 1912. He walked to his death when he became a burden to his comrades.



REME AT THE POLE *continued*

he gained on this expedition that he was chosen for Dr. Fuchs's team.

Since World War Two the Army has been well represented in polar explorations. A Royal Corps of Signals officer and three Sapper officers spent two years, from 1946-48, with the Falkland Island Dependencies Expedition in the Antarctic and seven members of the British North Greenland Expedition were serving soldiers.

Major George Watson, Royal Electrical and Mechanical Engineers, and Sergeant C. LeFeuvre, Royal Signals, recently returned to Britain after spending a year inside the Antarctic Circle with the Royal Society's Geophysical Year Expedition.

Dr. Fuchs served in World War Two as a major on Field-

Marshal Viscount Montgomery's staff.

As SOLDIER went to press Major William Stanley Moss, a former Coldstream Guards officer, announced his intention of forming an eight-man team to parachute on to the North Pole in May and then journey by sledge and dinghy 600 miles to Greenland. He plans to take with him some 50 husky dogs which will also be parachuted.

The object of the operation is to study the problem of rescuing victims of possible air crashes in the Arctic and the conditions necessary to set up an international rescue base.

Major Moss, a World War Two Commando, is the author of the best-selling book, "Ill Met By Moonlight."



The new War Minister attacks an old barracks. Mr. Christopher Soames—he was a captain in the Coldstream Guards—operates a winch to fell part of the 18th-century Woolwich barracks.

THE new War Minister, Mr. Christopher Soames, is no stranger to the Army, and its multifarious problems.

In 1939, at the age of 19, he passed out of the Royal Military College, Sandhurst and was commissioned into the Coldstream Guards. He served in the Western desert campaign, being wounded in 1942. At Alamein, he was a liaison officer with the French Foreign Legion (for these services he received the *Croix de Guerre*) and was later employed on secret operations with the Italian and French resistance movements. Before being invalided out of the Army in 1947, then a captain, he was assistant military attaché to the British Embassy in Paris.

Not surprisingly, Mr. Soames has a keen appreciation of the crying need to provide soldiers with better living conditions. It was appropriate, therefore, that on his first public appearance as War Minister his was the hand that pulled the lever of a mechanical navy that toppled a wall of the 18th-century Royal Artillery barracks in Woolwich which were erected mainly by convicts in chains. It was the first stage of a £1,600,000 rebuilding scheme to provide up-to-date quarters for men of the New Model Army.

Mr. Soames, who has also been Parliamentary Secretary at the Air Ministry and Parliamentary and Financial Secretary to the Admiralty, should be well-briefed, too, about the problems of the Women's Royal Army Corps. His wife is Sir Winston Churchill's youngest daughter, Mary, who served in the wartime Auxiliary Territorial Service, working her way up from the ranks to captain.

SOLDIER to Soldier

THE British soldier has seldom had a more thankless or difficult task than that of maintaining law and order in Cyprus, an island torn with racial, religious and political prejudice.

For three unhappy years he has waged a bitter campaign against Greek terrorists, the men of EOKA who have used every vile trick in the book, from shooting in the back to planting time bombs in offices and under beds. Time and again he has been called out to quell ugly riots and to protect the Turks.

Now, to his understandable bewilderment, even the Turks have turned against him. The recent Turkish riots were the most serious Cyprus has known and British troops were forced to answer the hail of stones and bottles with tear gas bombs and finally with rifle fire.

But the British soldier in Cyprus knows where his duty lies. His job is to keep the peace, to stamp out anarchy, showing neither fear nor favour. It is a task he discharges with pride and without complaint, for there is little doubt that but for his restraining hand Cyprus would long ago have been bathed in the blood of civil war.

GENERAL Sir Richard Gale, who has been appointed to succeed Field-Marshal Lord Montgomery as Deputy Supreme Allied Commander in Europe, is not the first general to be recalled from retirement in recent years. In 1948, General Sir William Slim was brought back from civilian life



General Sir Richard Gale, the new Deputy Supreme Allied Commander at SHAPE. He was once one of the oldest subalterns in the British Army.

to become Chief-of-the-Imperial General Staff and a field-marshal.

General Gale's appointment is a popular choice, and not only in the British Army. As Commander-in-Chief of Northern Army Group and British Army of the Rhine from 1952 to 1957 he was renowned for his ability to win the confidence of the commanders of other NATO armies that served under him. This enviable quality will stand him in good stead in his new job.

General Gale joined the Worcestershire Regiment in 1915 and in 1930 was still a subaltern, one of the oldest in the Army. He was then given "accelerated promotion" into the Duke of Cornwall's Light Infantry and in 1938 became a major in the Royal Inniskilling Fusiliers.

He raised and commanded the 1st Parachute Brigade in World War Two and was the first British general to land in Normandy—with 6th Airborne Division—on D-Day. For his exploits in that battle he won the Distinguished Service Order on a recommendation by his staff.

☆☆☆

LORD MANCROFT, the Government spokesman on defence in the House of Lords, has denied suggestions that the plan to abolish National Service has been abandoned.

In his opinion the trend of recent recruiting figures was not discouraging, but, he added, "the task of abolishing conscription will not be made any easier by attempts to prove that success is impossible."

SOLDIER suspects that this remark was aimed at newspaper leader-writers who, almost without exception, have prophesied failure and the introduction of some "face-saving" form of selective service. It applies with equal force to those Servicemen who agree with the Jeremiahs and, unfortunately, say so in public.

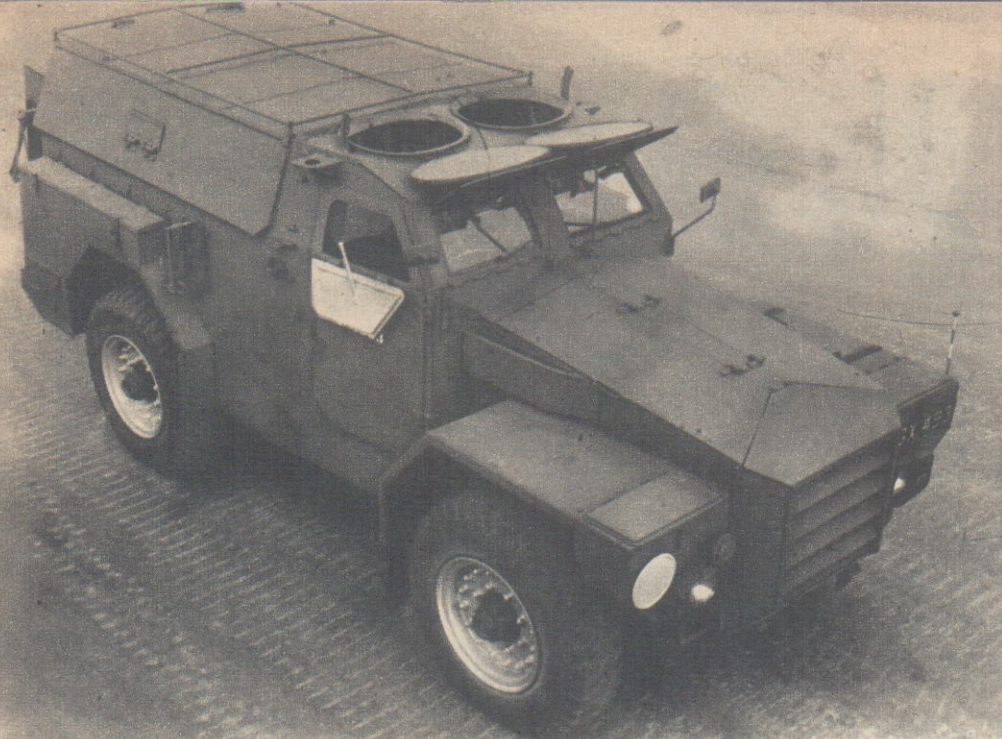
No one denies that the task of recruiting an all-Regular Army will be difficult but that is no reason for apathy.

☆☆☆

FROM Washington comes the not surprising news that officers and NCOs in the United States Army are more prone to ulcers than private soldiers.

What is surprising is the method adopted to reach this conclusion. Two monkeys, one representing an officer and the other an enlisted man, were placed on seats which gave them harmless but regular electric shocks. The "officer" monkey could avoid the shocks to both by pressing on a lever. It was discovered that the monkey with the responsibility of pressing the lever developed ulcers; the other monkey was not affected.

Why go to all that trouble? Would it not have been easier, and more certain proof, to have medically examined real officers and real privates or to have put them into the electric chairs?



A NEW LOOK FOR VEHICLES



Above: The first of the Army's new range of basic vehicles—the one-ton armoured combat truck. It has a 60 horse-power Rolls-Royce engine.

Left: The one-ton combat truck has basic wooden fittings to which units will attach their own specialised equipment.

Below: The new Saracen, minus its turret, is put through its paces across rough country at the Fighting Vehicle Research and Development Establishment in Surrey.

AN ambitious plan to standardise all Army load-carrying transport into only six basic types of vehicles is soon to be put into operation. If all goes well it should be achieved by 1963 when the new all-Regular Army takes the field.

The plan, which has been devised to simplify maintenance and replacement of spare parts, and in the long run to save money, was first thought up after World War Two (when the Army possessed no fewer than 600 different types of vehicles and some divisions boasted 55 separate makes). It was then decided to confine all future vehicles to three groups—the combat, general service and commercial.

Now, the first major step towards standardisation has been taken with the introduction of the one-ton armoured combat truck which can be modified to serve in a large number of front-line roles.

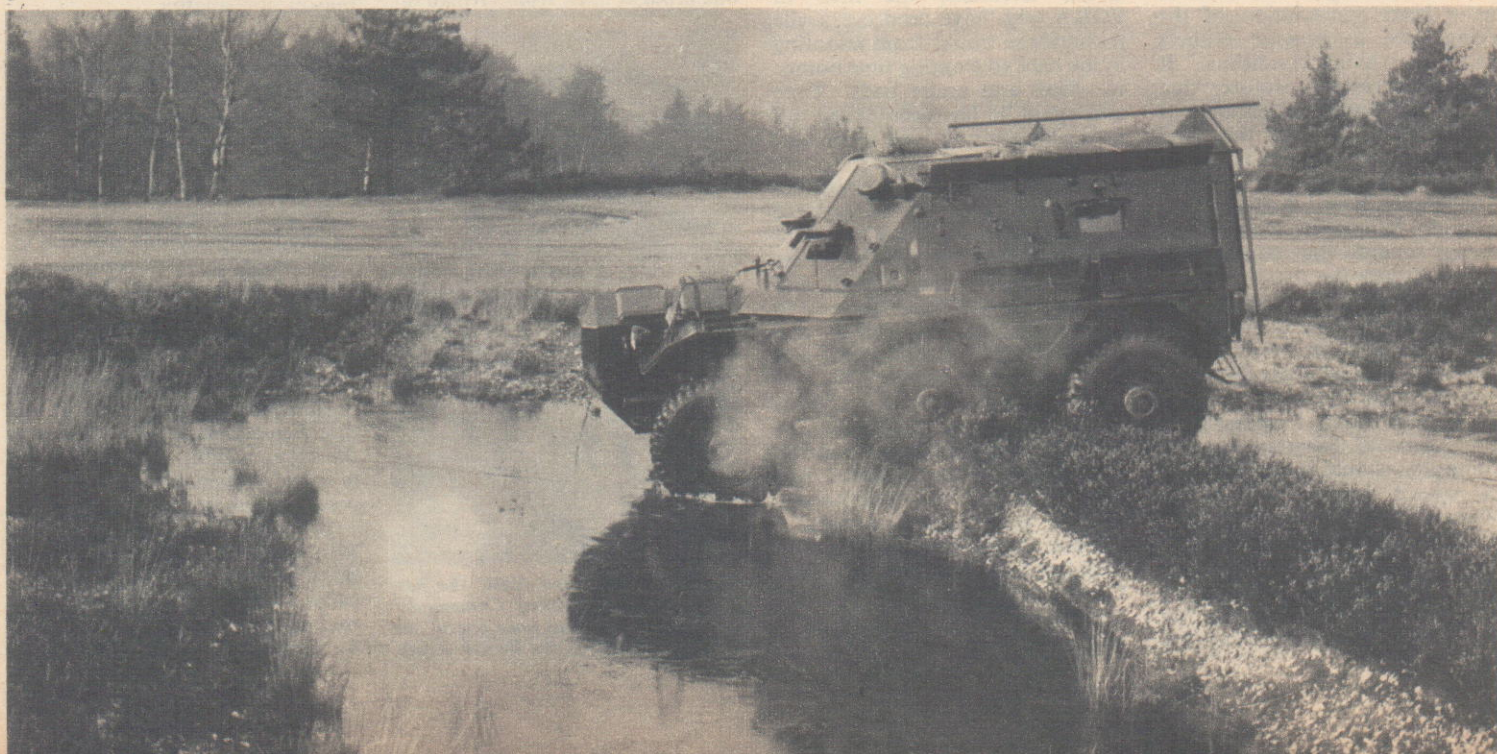
In its basic form, the new one-ton armoured combat truck has a 60 horse-power Rolls-Royce engine and all four wheels are independently sprung. It has an armour-plated hull, giving protection against armour-piercing small arms ammunition at the front and against small arms ball ammunition at the rear and sides. It can also be fitted with an armour-plated roof. Tyres are of the "run-flat" type and no spare wheel is carried.

The new vehicle, which has an impressive cross-country performance, can easily be adapted to the needs of each Arm. Present plans are for it to carry out six different roles: as a command vehicle for all field units; an observation post for the Gunners; an ammunition carrier in Infantry battalions; a signals equipment carrier for formation or unit headquarters; a recovery vehicle (when fitted with a winch) for the Royal Engineers and the Royal Electrical and Mechanical Engineers; and as a field ambulance. For each of these roles, special equipment will be issued which units will fit themselves.

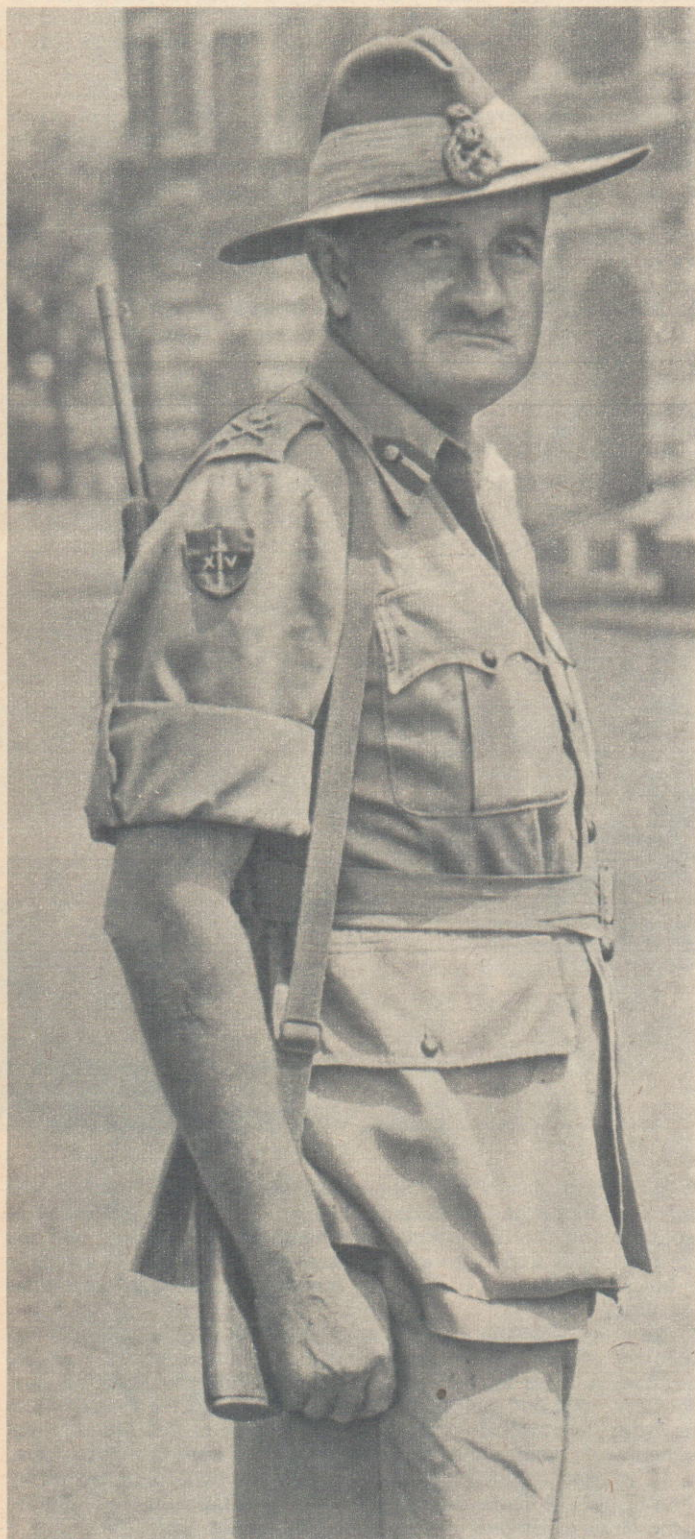
Exhaustive tests have already been carried out with the new vehicle in Britain, Germany and the Middle East.

SOLDIER understands that considerable progress has been made in standardising other Army load-carrying vehicles into five additional basic types in the quarter-ton, three-ton, five-ton, 10-ton and tank transporter ranges.

The Saracen 12-man troop carrier is also to be modified to enable it to carry out additional duties as an armoured command post for medium regiments of the Royal Artillery, a divisional and brigade signals truck and as a command vehicle at regimental and squadron headquarters in the Royal Armoured Corps. In these roles the Saracen will function without its turret.



COURAGE MORALE DISCIPLINE



Field-Marshal Sir William Slim, one of World War Two's great leaders, in Rangoon after the Japanese had been defeated. He returned from retirement in 1948 to become Chief of the Imperial General Staff.

ONCE irreverently but affectionately described by a soldier of 14th Army as "Grumpy old Bill Slim in a sweaty bush shirt," Field-Marshal Sir William Slim DSO, MC, the Governor-General of Australia, would be the last to resent that description.

In World War Two he was every soldier's ideal general, a great leader who inspired his men with greatness. His rugged face, forthright speech and unshakable belief in victory, even in the face of disaster, always seemed more appropriate to a slit trench than to a headquarters behind the front line.

As he inspired the men of 14th Army so his broadcasts after the war inspired the rest of the nation, filling the old with pride in past achievements and the young with ambition to be worthy of their heritage.

A selection of these stirring broadcasts has now appeared in book form: "Courage and Other Broadcasts" (Cassell, 13s. 6d.).

In the preface the author expresses the hope that they do not read worse than they sounded. He need not worry on that score, for what he said will always bear repetition, particularly his penetrating comments on courage:

"I don't believe there is any man who, in his heart of hearts, wouldn't rather be called brave than have any other virtue attributed to him . . . Courage is not merely a virtue; it is the virtue. Without it there are no other virtues. True, you may be bad and brave, but you can't be good without being brave."

"I have never met a man with moral courage who would not, when it was really necessary, face bodily danger. Moral courage is a higher and a rarer virtue than physical courage."

"Can courage be taught? In one sense physical courage can. What you must do is train the man not to draw too heavily on his stock of courage. Teach him what to expect, not to be frightened by the unknown."

"We, the British, have our own special kind of courage, the courage that goes on—and endurance is the very essence of courage . . . Anyone can be brave for a little while. The British are no braver than the Germans, the French, the Italians or anybody else, but they are brave for a bit longer."

Field-Marshal Sir William Slim speaks with authority on morale:

"In the fighting Services you soon learn that morale is the most important element in victory; more important than safety and comfort, more important than equipment."

"Morale is the intangible spirit of any body of men or women. Like courage, it is a state of mind, a mixture of emotion and reason. High morale means that every individual in a group will work—or fight—and if needed will give his last ounce of effort . . ."

"In any sort of society . . . somebody has to give the orders. Orders have to be carried out. But wherever it is possible, it is a very good thing to explain why an order is given, why things are done in a certain way . . . Let the man see a bit further along the chain in which he is a link . . . It is not that conditions are bad that upsets men so much as the delay or failure to recognise that they are and to take steps to improve them . . ."

On the subject of discipline Field-Marshal Sir William Slim's views are salty and uncompromising, and he tells a story against himself to illustrate that discipline begins with officers.

Long ago, when he was a second lieutenant, Slim acknowledged a private soldier's salute with an airy wave of his hand. His colonel saw him and ordered the Regimental Sergeant-Major to place his staff in the ground, saying, "Let Mr. Slim practise saluting it until he knows how to return a salute."

"So to and fro I marched in sight of the whole battalion, saluting the Sergeant-Major's cane," says the author. "I could cheerfully have murdered the colonel . . . and, more cheerfully, my fellow subalterns. At the end of ten minutes the Colonel called me up. All he said was, 'Now remember, discipline begins with the officers.'"

"True discipline," says the field-marshal, "is not someone shouting orders at others. That is dictatorship, not discipline. The voluntary, reasoned discipline accepted by free, intelligent men and women is another thing. To begin with, it is binding on all, from top to bottom."

For the ordinary British soldier Field-Marshal Slim has unstinted admiration and affection.

"He is the greatest soldier I know . . . Whether Regular, wartime soldier or National Serviceman, he continues; he does not change throughout the centuries. It is not that he is braver than other soldiers. He is not, but he is brave for a bit longer, and it is that bit that counts."

"Endurance is the very fibre of his courage and of his character. He stays where he is until he has won. He did so in Gibraltar 200 years ago. A few years back he was doing it at Kohima. He has done it in Korea since . . . The British soldier, bless him, is a grim fighter but a bad hater."

HOURS OF GLORY 3

One hundred and fifty-seven years ago this month the 28th Foot won a unique distinction when, heavily outnumbered, they fought back to back against the French in Egypt

“BRASS BEFORE AND BRASS BEHIND”

OF all the occasions when British troops have battled “back-to-back” the most famous was the action fought by the old 28th Foot (now the 1st Battalion, The Gloucestershire Regiment) at the battle of Alexandria on 21 March 1801, against Napoleon Bonaparte’s Army of the East.

In honour of that magnificent four-hour defence against repeated attacks by superior numbers, and at one time from the front and rear simultaneously, the Regiment was granted the unique distinction of wearing a badge at the back of the cap as well as at the front.

The exploit also gave the Regiment three nicknames: “The Back Numbers,” “Fore and Aft,” and “Brass Before and Brass Behind.”



Left: The front cap badge of the Glosters depicts the Sphinx resting on a tablet inscribed Egypt. Right: The Sphinx in the back badge is surrounded by a laurel wreath.



In October 1800, the British Government decided that the French army in Egypt should be expelled, because it threatened British communications with India. Accordingly a force of about 15,000 troops was assembled in the Mediterranean area, under command of General Sir Ralph Abercromby, with a fleet from the Royal Navy, under Lord Keith, to co-operate with it.

The prelude to the battle of Alexandria was a remarkable naval and military combined operation by which a British assault force of about 6000 carried out an opposed daylight landing on 8 March 1801, on the beaches of Aboukir Bay, to the east of Alexandria, and secured a bridgehead. The operation went almost without a hitch.

At two o'clock that morning the transports packed with the troops (and some families!) lay with the ships some miles off the bay, and sailors in 150 longboats, cutters, and launches began taking off the soldiers to pull them to the shore.

The 28th Foot, though in the Reserve Brigade, with the 23rd (now The Royal Welch Fusiliers); 42nd (The Black Watch); 58th (The Northamptonshire Regiment); the flank companies of the 40th (The South Lancashire Regiment) and a unit of Corsican Rangers, were in the first flight of boats. Their brigade commander was Major-General John Moore, later to command and die in the battle at Corunna.

Daylight came while the boats were approaching the beaches, and when they were within range of the French guns on the coast they



Above: On the command “Rear rank, 28th, right about face,” the Glosters beat off the French assault from behind. From a drawing in the possession of the Regimental Depot. Left: The back badge in the beret.

came under fairly heavy fire. Some boats were sunk. Closer in, the assault force met a hail of musket balls which knocked out many of the soldiers and the bluejackets bending to the oars. But soon the first of the troops were ashore and charging with fierce spirit over the sand dunes to kill or put to flight the men in the enemy advance posts and batteries.

The landings were made at the eastern end of a mile-wide isthmus between the Mediterranean on the north and Lake Aboukir on the south. Twelve miles to the west was the city and port of Alexandria, which the French had well fortified. For a few days the French force in the isthmus, numbering about 6000, under General Menou, was contained while Abercromby’s guns and supplies were brought ashore.

On 12 March the British moved forward, in two columns, led by the 90th Foot (The Cameronians) and 92nd (The Gordon Highlanders) with the Reserve Brigade on the right, led by the 28th. Next day a running fight with the French developed (the battle of Mandora) and during that action the 28th had to struggle forward step-by-step suffering under unanswered gun fire. General Menou’s force was well equipped in all arms, but he chose to retire steadily towards the cover of his guns outside Alexandria.

When the French finally halted there Abercromby also stopped and



This dramatic painting by A. R. Woollen shows the 28th Foot at Waterloo. It hangs in the Regimental Depot officers' mess.

On one occasion during the Peninsular War the officers' mess was reduced to two members, as depicted in this painting by F. Matania, showing the survivors drinking the loyal toast.

began to consolidate his position, with the Mediterranean on his right and Lake Mareotis on his left. A soldier of the 28th wrote of this episode: "... the nights being very cold and having no covering, we dug holes in the rear of our lines, each capable of containing six men, in which we slept. On the 20th we received

our tents, which we pitched in a line in front of the holes. We never had stripped or slept without accoutrements from the time of the landing, and had been under arms an hour before daylight every morning."

About an hour before daylight on 21 March, as the troops "stood-to," a massive French

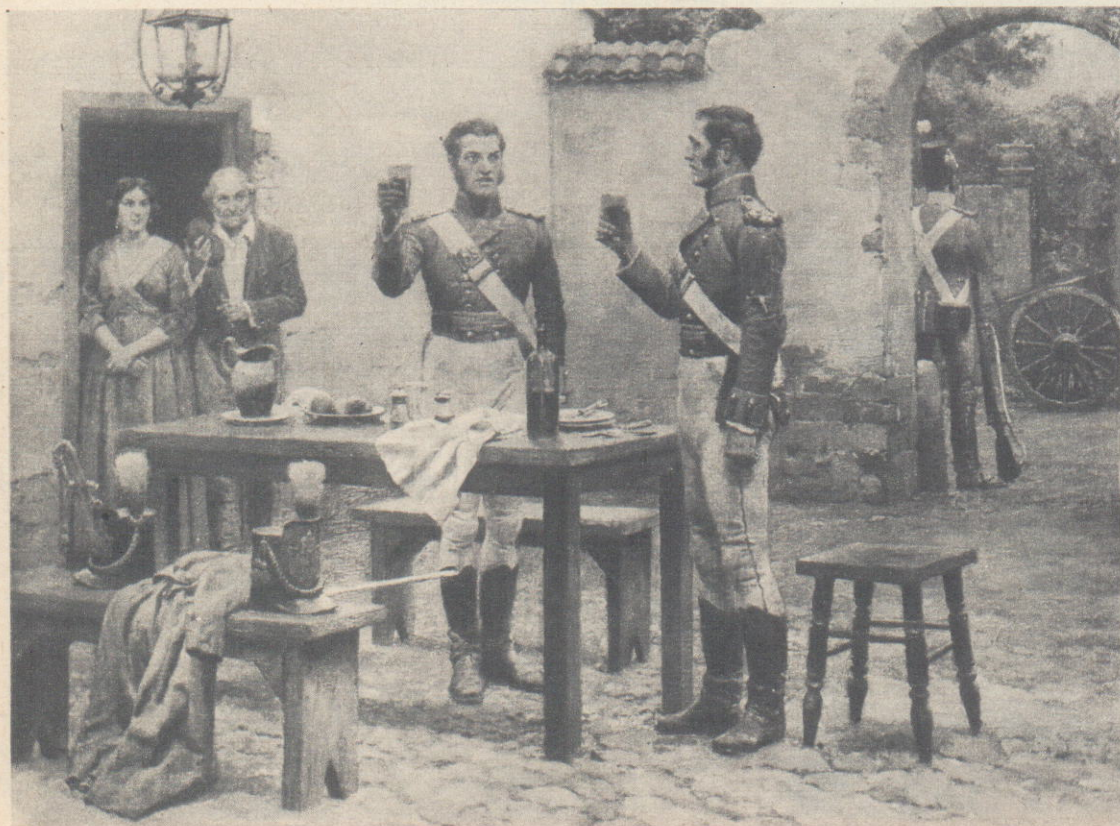
attack began. Its main weight was launched against the right of the British position, where stood the regiments of the Reserve, including the 28th. The 42nd and 58th were occupying some Roman palace ruins near the sea, and the 28th were outside an unfinished redoubt in front of the ruins, supported by two 24-pounder guns.

Upon that redoubt fell the opening attack, made by a brigade of picked troops including Napoleon's so-called "Invincibles." The French were in four columns, which launched incessant attacks on the 28th and the two guns. Time and time the heads of the columns were swept away by the British volleys.

Fresh French battalions were thrown in, but the 28th stood firm under the murderous fire. After the failure of the first Infantry assaults some cavalry were brought up to charge the stubborn British, who, however, held their fire until sabre almost touched bayonet, then blasted the leading horses and men to the sandy earth.

Those unavailing attacks had been going on for about four hours when General Menou sent some squadrons of dragoons round a flank of the redoubt to take the 28th in the rear. The cavalry thundered and cut through the ranks of the surprised 42nd among the Roman ruins, then fell foul of the foxholes the redcoats had dug and were thrown into confusion, alerting their prospective victims. Instantly Lieutenant-Colonel Chambers, who had taken command of the regiment

OVER...



"BRASS BEFORE AND BRASS BEHIND" *continued*

after Lieutenant-Colonel Paget was wounded, gave the historic order: "Rear rank, 28th, right about face!"

The rear rank turned as one man, and stood with their backs to their comrades, waiting. They saw the French dragoons pull themselves together in front of the tents, and with exultant cries spur their horses, pointing their swords forward as they charged. The weary, grimy, sweat-stained Glosters still waited, until the avalanche was almost upon them; then fired a volley (for many of them it was the last round they had) as steady and as deadly as any delivered before in that battle. Behind the smoke horses and men went crashing down to the sand, and those who got through untouched came hard upon the steel hedge of the bayonets.

"I was astonished at the execution which had so instantaneously

been done," wrote Sergeant Coates of the 28th later. "After the volley the 28th faced about again and resumed their fire on their assailants in front; such as had ammunition, but many having now expended all, resorted to throwing stones."

About this time General Abercromby was severely wounded (he died a week later) but he refused to leave the field until he had seen the enemy retreat.

The Gloucestershire Regiment, raised in 1694 at Portsmouth, had 24 battalions in World War One and won 72 battle honours. In World War Two it furnished Infantry and other units which fought in North-west Europe and Burma.

Seven years ago, on a hill in Korea, the Glosters wrote another glorious page in their history. For three days the 1st Battalion, supported by "C" Troop of 170 Inde-



Captain-Quartermaster E. Hobbs who has served for 33 years in the Regiment, and RSM W. Smythe. They were captured in Korea when Captain Hobbs was Regimental Sergeant-Major and RSM Smythe was a sergeant.

pendent Mortar Battery, Royal Artillery, held out against a division of Chinese until, cut to ribbons, they were forced to surrender. Fewer than 50 of the Glosters managed to escape.

For this gallant stand, which has few parallels in British Army history, the Glosters won another rare battle honour: the United States highest military award—the Distinguished Unit Citation. It was presented for "exceptionally outstanding performance and extreme heroism." The citation described the Glosters as "those indomitable, resolute, tenacious soldiers who fought back with unsurpassed fortitude and courage . . . without a thought of defeat or surrender . . . their heroic stand provided the critically needed time to regroup."

The memory of this heroic action is perpetuated in the piece of dark blue ribbon, edged with gold, which all ranks of the Glosters wear on their left arms.

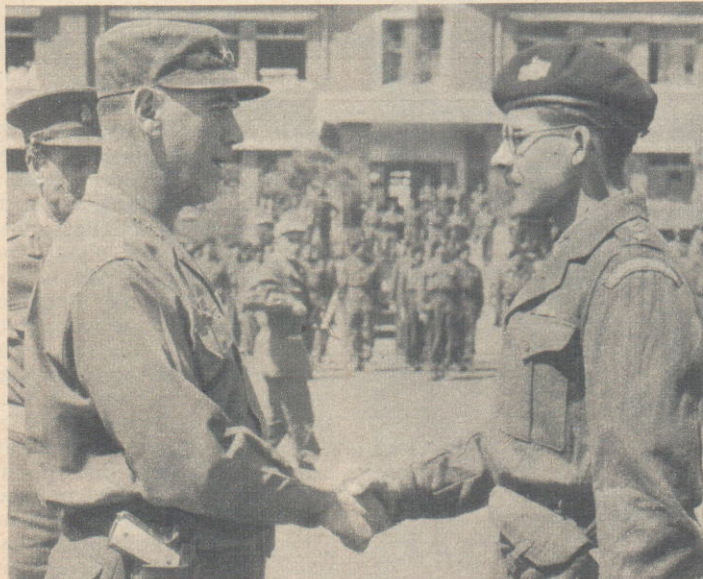
Since Korea, the 1st Battalion has served in Kenya, Aden, the Persian Gulf and Cyprus and is now to join Rhine Army.

ERIC PHILLIPS

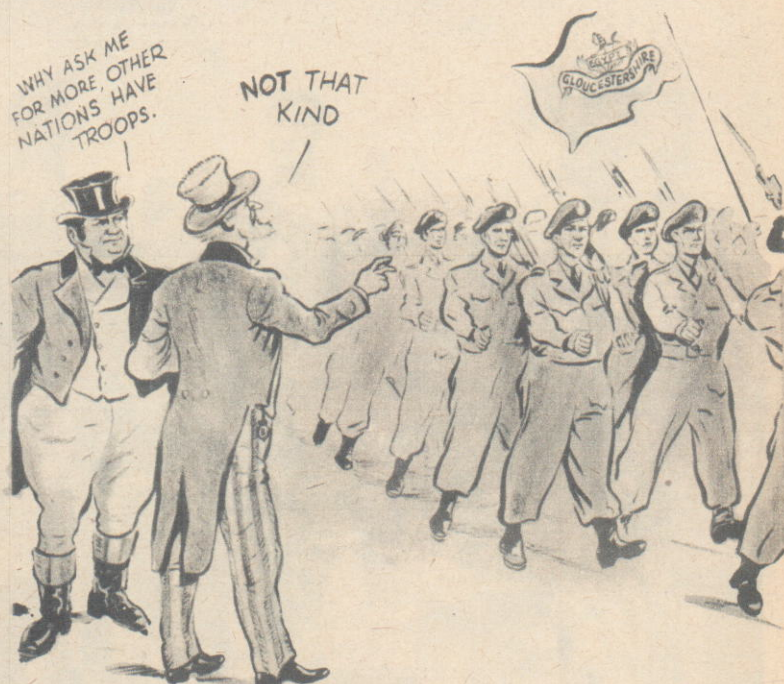
NEXT MONTH: The Lancashire Fusiliers at Gallipoli



Above: For supreme gallantry during the Glosters' stand on the Imjin, Lieutenant-Colonel James Carne (right) was awarded the Victoria Cross. He is seen here after his release from a North Korean prison camp at the site of his final command post. Below: Lieut-General Van Fleet, commanding the United States 8th Army in Korea, congratulates Captain M. G. Harvey, of the Glosters, who led 48 survivors to safety after the Imjin battle.



On their left arms the Men of the Gloucestershire Regiment wear the blue and gold ribbon of the United States Distinguished Unit Citation, awarded for the outstanding part they played at the Battle of the Imjin. Below: The Glosters' stand in Korea inspired this cartoon by Harry Hall in the Toronto Telegram.





Above: After their return from Korea the Glosters became the demonstration battalion at the School of Infantry in Warminster. They are seen here carrying out an attack under cover of smoke on Salisbury Plain. Below: Recruits are put through their paces on the assault course at the Regimental Depot.





A South Wales Borderers patrol puts ashore in a dinghy at the beginning of a three-day spell in the jungles and swamps of British North Borneo.

Snakes and Frogs Were On The Menu

B RITISH troops in the Far East now have fresh ground to conquer—the mosquito-ridden mangrove swamps, primeval jungles and the paddy fields and grasslands of British North Borneo.

British North Borneo, third largest island in the world and once the home of savage head-hunters (some are believed still to exist in the remote and largely unexplored interior of Dutch Borneo), is the Far East Land Forces' new training area where most units stationed in that part of the world will be sent to take part in large-scale exercises.

The Army has decided to use North Borneo because troops in Malaya can train only in jungle fighting and in small numbers up to company strength. In Borneo, it is hoped to provide facilities for battalion, and later, brigade exercises in European-style training as well as jungle warfare. New barracks and

other training installations are planned to be set up, probably near the island's largest port, Sandakan.

The first troops to visit North Borneo for training were men of the 1st Battalion, South Wales Borderers who sailed from Singapore, 1000 miles away. Any illusions they may have had about Borneo being inhabited by head-hunters armed with blowpipes were quickly dispelled. As the Borderers nosed their way ashore in landing craft at Sandakan they were met by scores of gaily dressed natives in canoes who escorted them to land, waving and cheering. They proved to be the most hospitable and friendly people the Regiment had met during its long tour of duty in the Far East.

The three-weeks' exercise, called "Tiger Leg" was a grim test of endurance and survival in the jungle and mangrove swamps, which made great demands on the Borderers' toughness,

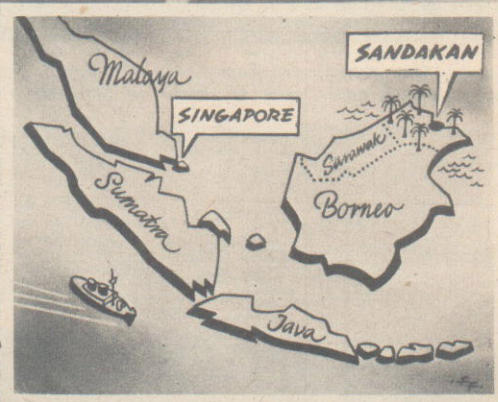
and stamina. Conditions generally are worse in North Borneo than in Malaya. The atmosphere is more humid and there are innumerable fast-flowing rivers to cross.

Sergeant Kenneth Hart summed it up thus: "Malaya is like Hyde Park compared with the jungles in North Borneo where there are

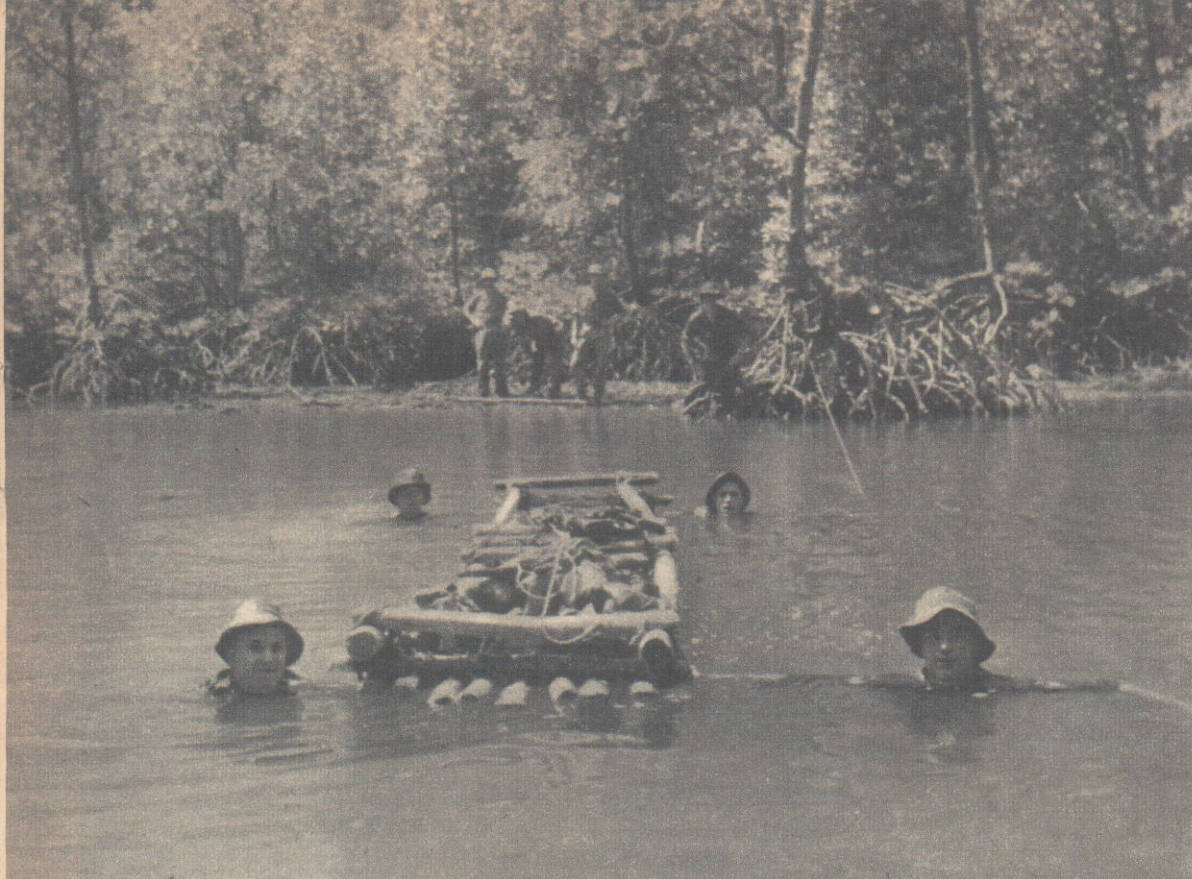


Left: The coat of arms of British North Borneo includes the letter "T" on the sail of a schooner to commemorate the Colony's liberation by Australian troops.

Below: Sandakan, the largest port in British North Borneo, is 1000 miles from Singapore. A century ago the island was a happy hunting ground for slave traders.



An aerial view of the South Wales Borderers tented camp at Sandakan.



Above: Up to their necks in water, men of the South Wales Borderers ferry their weapons and equipment across one of the many fast-flowing rivers.

Right: Alert for danger, a patrol wends its way through a mosquito-ridden mangrove swamp.

also many more swamps. The undergrowth is thicker and in some parts there is no solid ground at all. There are also no jungle lanes as in Malaya—but at least there are no terrorists.”

Before going out on patrol the Borderers were given a fascinating demonstration by Dusan and Murat tribesmen, who are members of the North Borneo Police, of how to survive in the jungle (the Dusans are considered to be at least the equal of the Ibans in the art of tracking). The troops learned how to make traps from vines to catch animals and fish, how to extract fresh water from creeping vines and how to identify and cook edible snakes, frogs, berries, roots, nuts and yams. Finally the Borderers were let in to some of the tribesmen’s secrets in the art of tracking and jungle fighting.

Well prepared, the Borderers spent two weeks on patrol in the jungles and swamps, often finding their own food (snake and frogs were surprisingly popular) and visiting many isolated villages. Most nights they slept in hill caves.

The biggest hazard was the danger of attack by wild animals and on one occasion Lance-Corporal David Howse found himself face to face with a large tiger which fortunately slunk back into the jungle. Encounters with poisonous snakes were not uncommon and Corporal Ronald



Williams had a narrow escape when he found a full-grown cobra under his bed. As the snake began to hiss, the corporal leapt out of bed, grabbed a machete and in one blow chopped off the cobra’s head.

Life in Borneo was not all work for the Borderers. On patrol they were often invited into tribesmen’s homes for a meal and pestered by native children who insisted on carrying their heavy packs. In their spare time they attended concerts, dinners and parties given by the European community of Sandakan and native tribesmen. At one tribal party Sergeant Richard Cardinal learned how to play darts by puffing them through a seven-foot long blow pipe. The local Girl Guides organised a “Mad Hatters Ball” at which the Borderers were guests of honour and local residents invited men to picnics and cocktail parties.

But the hospitality was far from one-sided. The Borderers held a party for the inhabitants of Sandakan and challenged native teams to a series of football matches, all of which the Welshmen won. The

Regiment also gave a party to 300 Sandakan children in their jungle camp. The highlight of the occasion was when an Auster parachuted sweets and chocolate to the children.

Two soldiers chose a novel way of returning the kindnesses they had been shown by the tribesmen. When they learned that a mother and child were in danger of losing their lives in Sandakan hospital, Lance-Corporals Brian Shone and Dennis Duke each donated a pint of their blood. The mother and child recovered.

The Borderers were given a rousing send-off. Almost the entire population of Sandakan turned out to see them leave and cheered as they passed between a guard of honour of the North Borneo Police on the way to their ship. —From a report by Corporal D. B. Waterson, Army Public Relations.

TAILPIECE

North Borneo was ceded to the East India Company in 1773. It became a British protectorate in 1888 and a Crown colony in 1946.

It owes much of its present-day prosperity to James Brooke, the first Rajah of Sarawak, who introduced European settlements and was largely responsible for putting an end to the activities of pirates from the Philippines who regularly raided the country, sometimes in fleets of 200 ships, to carry off slaves and cattle.

In 1942 North Borneo was invaded by the Japanese and thousands of loyal tribesmen were massacred and many towns wantonly destroyed. The colony was liberated in 1945 by the 9th Australian Division in whose honour the Colony’s coat of arms includes a “T”, standing for Tobruk where the 9th Division won a famous victory over the Afrika Korps.

Photographs by Staff-Sergeant W. R. HAWES, Army Public Relations.

FLASHBACK...



In 1945 troops of the 9th Australian Division liberated North Borneo, thousands of whose tribesmen were put to death by the Japanese. This picture shows two Australians about to attack an enemy post in Labuan.

A Flying Start For Civvy Street

IN the next few months the first 2000 of about 7000 Regular officers who are to be "axed" as a result of the new defence cuts will be leaving the three Services. Most of them will be Army officers.

Fortunately, their prospects of finding good civilian jobs are bright, for never before has the transition from soldier to civilian been so well-planned and seldom has industry and commerce had so many opportunities to offer.

A prominent factor in this hopeful state of affairs is No. 2 Higher Education Centre at Aldershot, which since 1952 has given a flying start to more than 5000 soldiers on the road back to civilian life.

In a course lasting 28 days, any soldier on completion of his Regular engagement can receive a thorough grounding at the Centre in one of a large number of professions and trades, ranging from carpentry, painting, decorating, bricklaying and welding to farming, accountancy, training for secretarial posts, the law, the Church and the Civil Service.

Before he begins his course, each student is interviewed by the Commandant, Lieutenant-Colonel J. A. G. Ward, Royal Army

Educational Corps, who told SOLDIER: "There is a strong temptation for many to take the line of least resistance and go for an unskilled job that pays high wages. I always try to convince them that the present state of full employment will not last indefinitely and that in the long run it is the highly skilled tradesman who will come off best."

An aspirant to a trade not listed in the Centre's official curriculum need not despair. It is the Commandant's proud boast that no man has yet failed to receive all the help and advice he wanted. Would-be publicans have been sent to Licensed Victuallers training centres and embryo-farmers to farming institutes. One man who wanted to be a lion-tamer took a course in a circus.

One of the most popular courses for officers is household management, a particularly useful accomplishment for those who have bought their first homes and wish to save heavy repair bills. Brigadier C. E. M. Herbert who recently took this course at the end of 33 years' service, estimates that the knowledge he gained at the Centre will save him £500 in repairing a house he has bought in Devonshire.



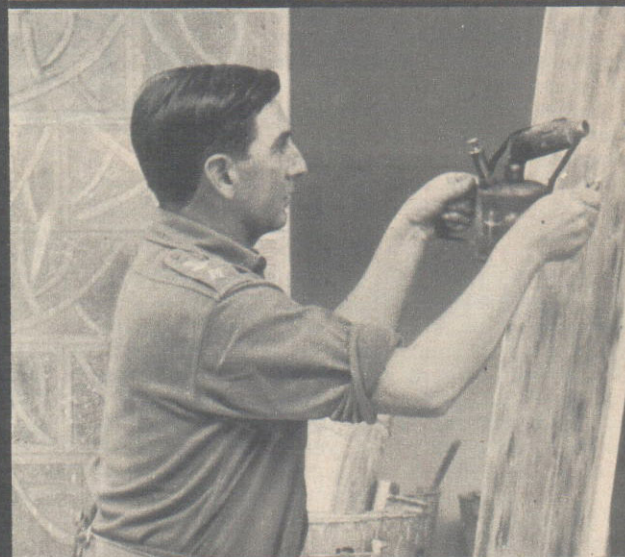
Left: Sergeant Francis Orr, of the Royal Tank Regiment, wants to be a welder when he leaves the Army. Here he is learning the craft from Mr. W. Bird, a civilian instructor.



Right: Brigadier L. C. Turnbull and Corporal A. Wiltshire, of the Royal Hampshire Regiment, get down to some bricklaying. The Corporal wants to take it up as a job; the brigadier will find it useful for saving repair bills.



Left: Two colonels find plastering is not so easy as it seems. Lieut-Colonel P. R. Bentley, Royal Artillery (left) and Lieut-Colonel N. S. Sykes, York and Lancaster Regiment.



As part of his household maintenance course, Captain G. Marnham, General List, learns how to burn old paint off a door with a blow-lamp.

HOW TO GET A JOB

SOME useful advice on job-seeking to those who will be leaving the Army through redundancy in the next four years is contained in a War Office pamphlet entitled "Finding A Job."

Here are the main points:

1. Think carefully before you decide what job you want to do and choose one you know you will like.
2. Have you the necessary civilian qualifications to fill the job you want? If not, then begin by taking the General Certificate of Education in the appropriate subjects. This may save you having to sit for special examinations later.

3. When applying by letter for a job be brief and to the point and write (or type) on good-quality notepaper. If the letter contains corrections, re-write it.

4. When attending an interview take care of your personal appearance. Smartness and cleanliness is all-important.

5. Do not expect special treatment just because you have been a soldier. On the other hand don't go round with a chip on your shoulder under the impression that every civilian employer is against you because you have served in the Army.



The "Bordon Flyer" takes on a passenger at Kingsley Halt. Whole regiments once moved along the single-line track.

THE LAST OF THE ^{"Army"} LINE

THE Bordon to Bentley Railway in Hampshire, on which many thousands of troops have travelled since it was opened in 1905, has carried its last soldier passenger.

Every day for more than 50 years a steam engine, pulling two red coaches packed tight with troops, has chugged backwards and forwards along the single-line track connecting the two towns. In one direction the coaches were pulled; in the other they were pushed. Now, because it is no longer an economic proposition, the line has been closed to passenger traffic. The Army would have liked the service to continue but this would have meant providing a large subsidy, which was not possible.

Contrary to popular belief, the Bordon to Bentley Railway was not owned by the Army. It was

constructed by the London and South Western Railway Company, mainly to meet the growing demands of the garrison at Bordon. It always carried many more soldier passengers than civilians. In the past few years more than 5000 soldiers, about 95 per cent of the total number of passengers, travelled on the line each month.

When the service was running normally there were never fewer than ten passenger trains in both

directions each day and at peak periods, especially during both World Wars, as many as 13 trains made the journey out and back.

In World War One complete regiments, with their horses, guns and wagons, were moved by rail from Bordon to Bentley on the first stage of their journey to France.

In its early days, the line could boast little in the way of comfort and it was ten years old before the railway company decided to put a roof over the platform at Bordon. It was the first, and last, structural alteration to be made. Today Bordon station looks almost exactly the same as it did 40 years ago.

At the other end of the line (there is one stop on the way at Kingsley Halt) Bentley station has a wire fence separating the main and branch line platforms. It was put there to prevent latecomers crossing from one platform to the other and avoiding a Military Police checkpoint.

Troops in the Bordon area have already had cause to regret the closing of the service, especially those who relied on the last train back to barracks from Bentley which left just after midnight. The last bus leaves more than an hour earlier.

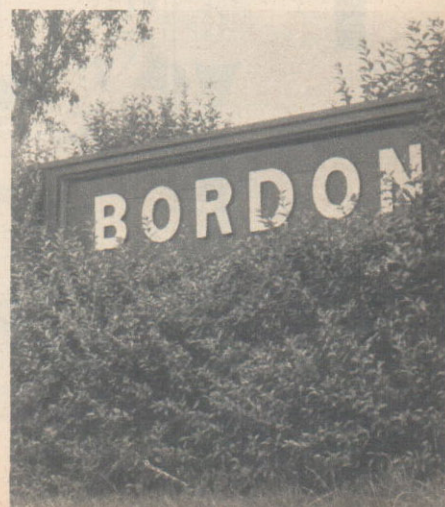
The railway has not been closed down entirely. In future one goods train each day will ply between Bordon and Bentley and the Royal Engineers will continue to use the Bordon siding as part of the Longmoor Military Railway.

BILL COUSINS



Mr. Peter Moss, the last ticket collector at Bordon, makes a final check-up before the station closes.

Below: Overgrown hedges are beginning to obscure the signs at the railway station from which thousands of soldiers went on leave and, in World War One, to the battlefields of France.



"I don't know what he did before he came here, but he felt my nose and asked if I'd ever had distemper."



Buz



The Tellurometer at work with SSM J. D. Kennedy, Royal Engineers, at the controls. The instrument sends out radio signals along the line to be measured and is extremely accurate.

SURVEY MADE EASY— BY TELLUROMETER

SAPPERS in Cyprus are experimenting with a new survey instrument that promises to revolutionise the present methods used by Gunners for pin-pointing their guns and targets and by the Royal Engineers for map-making.

Until now, surveyors measured the ground by triangulation or traverse, both lengthy and costly procedures requiring the employment of many men. Now comes the Tellurometer, a device which measures ground electronically and much more quickly and accurately.

The Tellurometer transmits radio signals out and back along the distance to be measured. The time taken between sending and receiving is recorded on an oscillograph from which the actual ground distance is calculated. Allowance is automatically made for atmospheric conditions.

The accuracy of the instrument is such that up to a range of 30 miles a trained operator should be no more than three parts in a million either side of the exact measurement.

Two Tellurometers are needed for a survey, one at each end of the line to be measured. The Master instrument, which records all observations, transmits its signal to the Remote station which sends it back. No special degree of skill is needed to operate the instruments. Competent operators can be trained in five days.

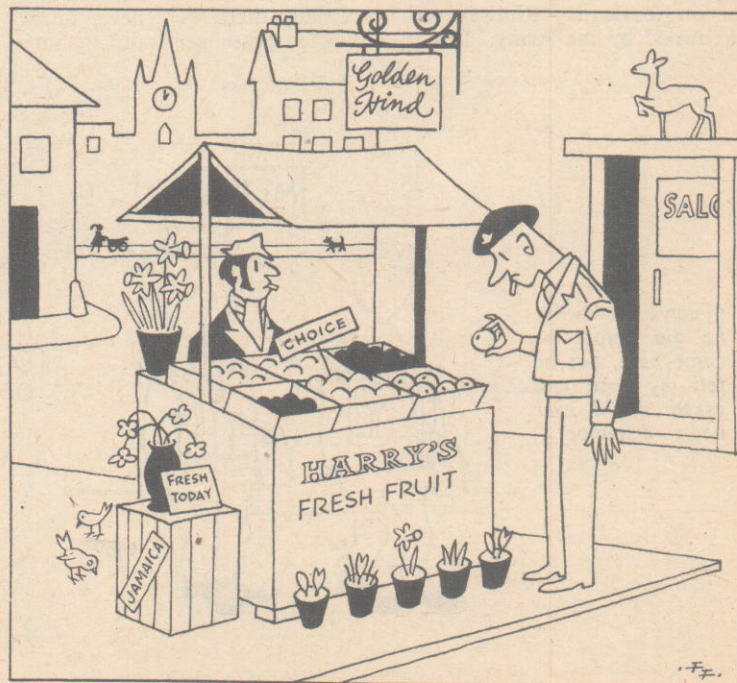
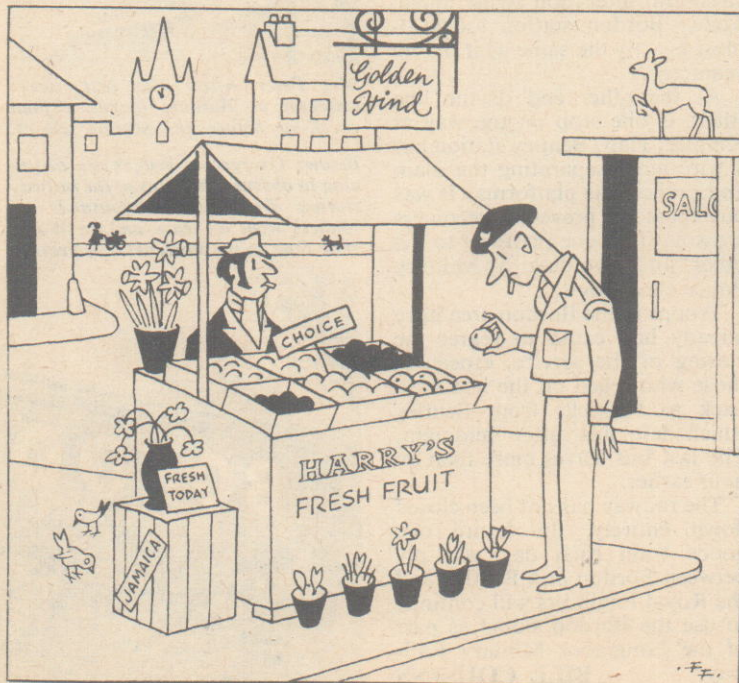
The Tellurometer, which was invented by a South African, Mr. T. L. Wadley, can be used at night as well as by day. It has its own power pack and tripod and can be comfortably carried and operated by two men. It should be invaluable in mountainous or featureless countryside when surveys are needed quickly.—From a report by Captain T. A. E. Pollock, Military Observer, Cyprus.

FOOTNOTE:

Experiments with Tellurometers are also being carried out by Gunner survey units at Larkhill, the Royal Engineers at Sandhurst and the Royal Navy in the Seychelles. It may not be long before all Army survey units are equipped with them.

HOW OBSERVANT ARE YOU?

These two pictures look the same, but they vary in ten minor details. Study them carefully and if you cannot detect the differences, turn to page 38 for the answers.





Private Chris Barrett, of Chepstow, went to North Africa in 1956. She has ten brothers and sisters and began her nursing career in a plastics hospital.



Lance-Corporal Ivy Norris, from Hull has been in the QARANC since 1955. She has also served in Cyprus and Libya.



Private Grace McNeekin, from Kirkcaldy, has been in Tripoli nearly a year. Formerly a shop assistant, she nurses in the surgical ward.

THE NURSES OF TRIPOLI

TRIPOLI, the ancient Roman city of domes and minarets, where the sun seems to shine every day of the year, has a multitude of attractions to commend it to the soldiers who serve there.

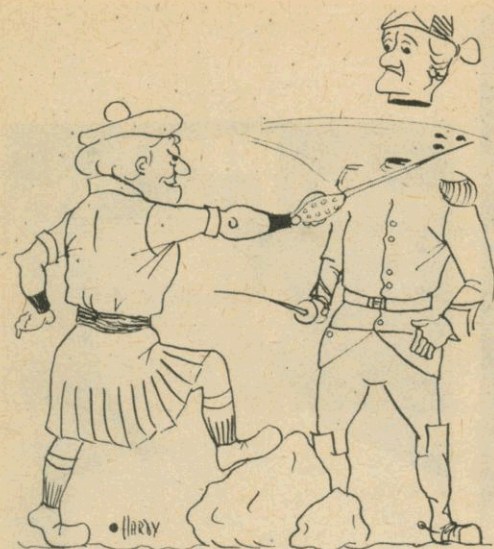
Not the least of these are the nurses of Queen Alexandra's Royal Army Nursing Corps who tend the patients in the British Military Hospital which stands close by the Mediterranean shore.

And to prove it, SOLDIER presents these pictures by Sergeant J. Perks, Army Public Relations, of five of the nurses who, say the troops, "make it a real pleasure to be in hospital."

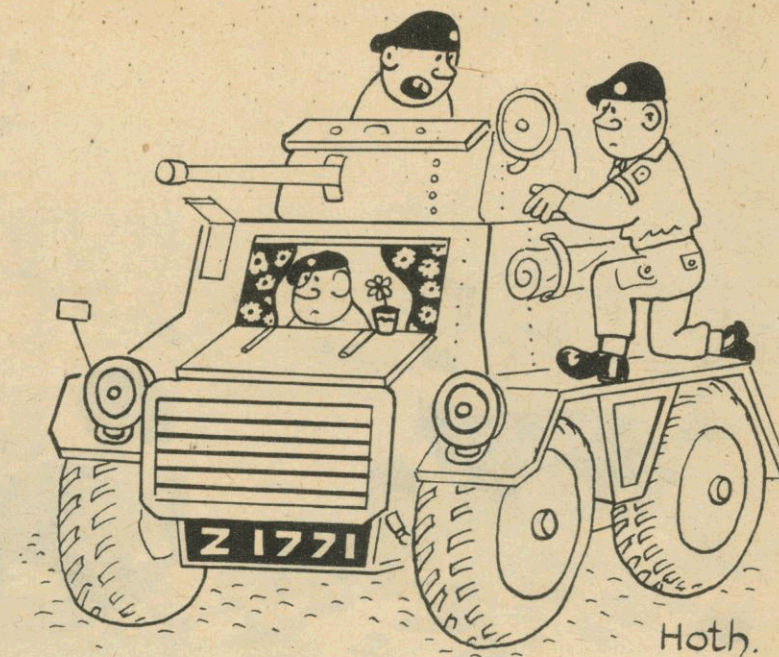
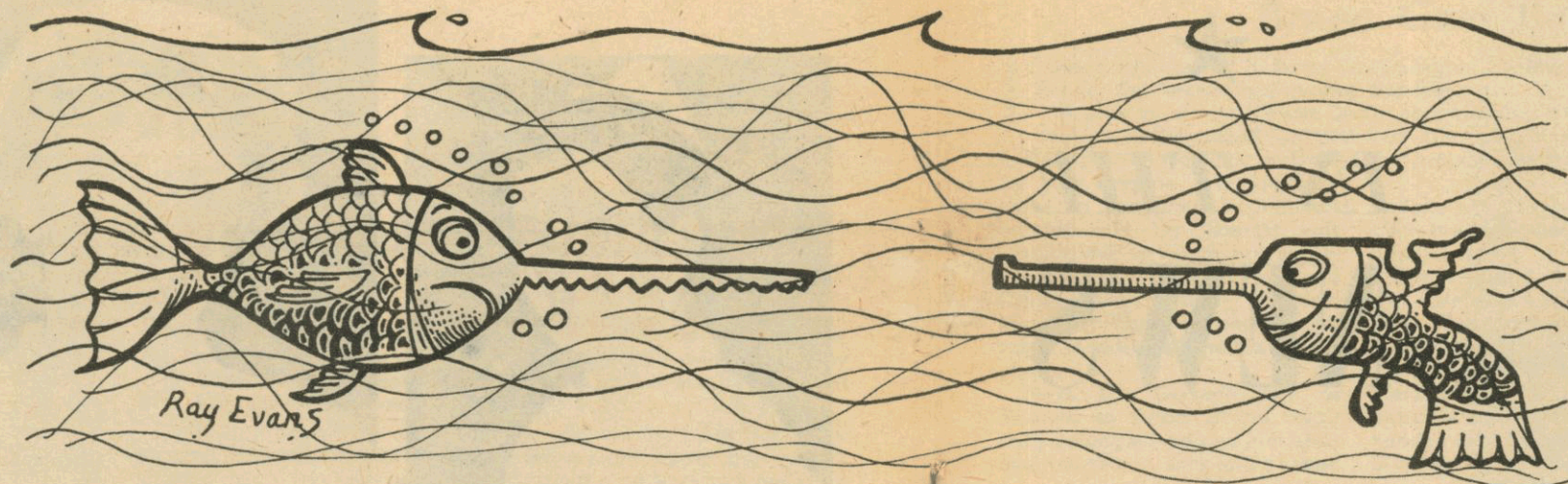
Private Freda Rutherford, from Bridlington has served as a nurse for three years. Her favourite pastime: swimming.

Private Dilys Jones, from Oswestry, formerly a nurse in an orphanage, has been in the Corps since 1955.



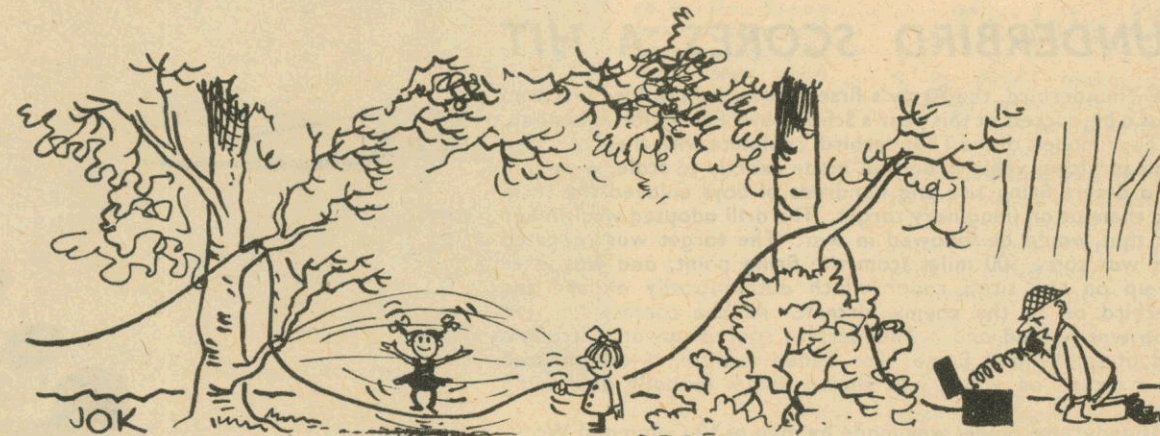
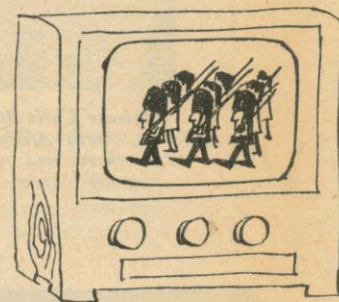


"Touché."

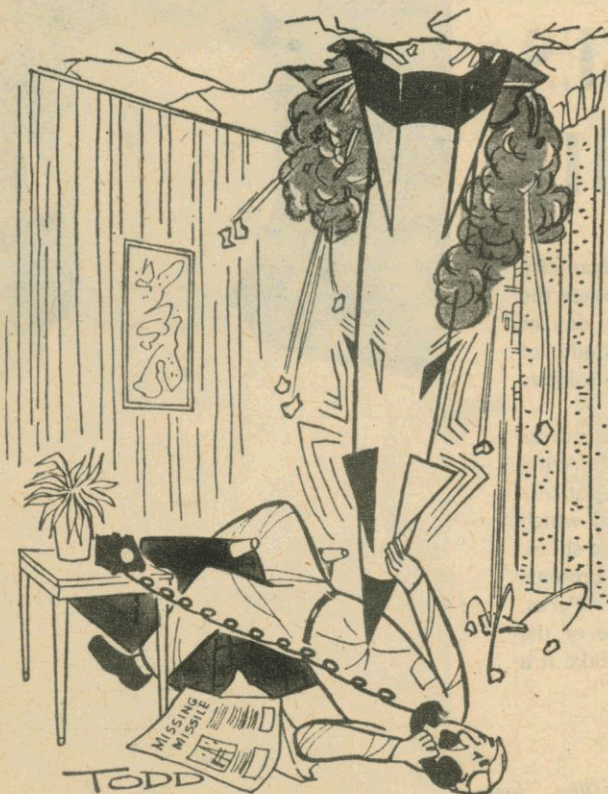


"Oh, he's homesick."

Soldier Humour



"You'll have to speak up, it's a bad line."

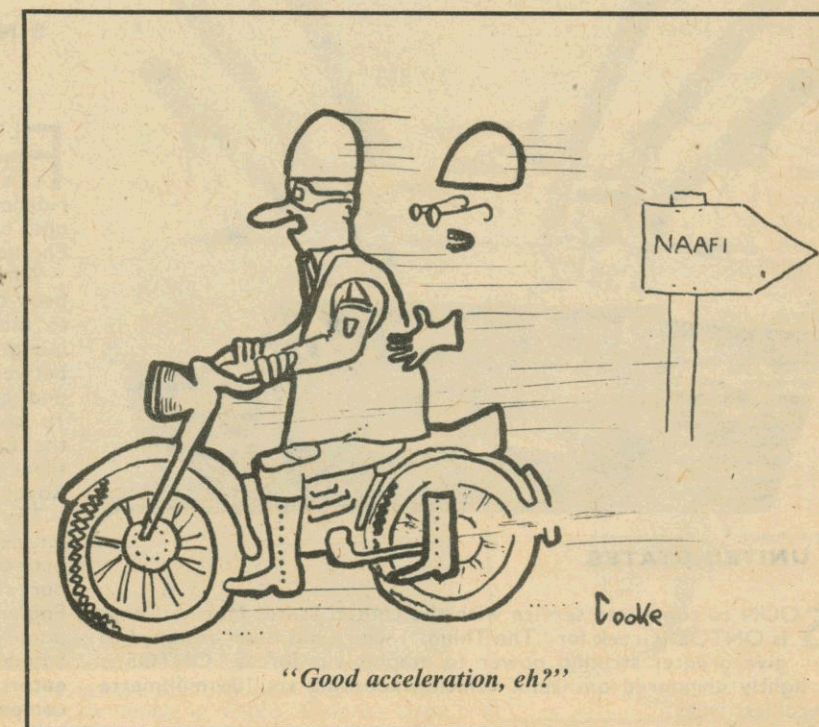


"Hallo, Fort Bliss? I have some information on your missing missile."

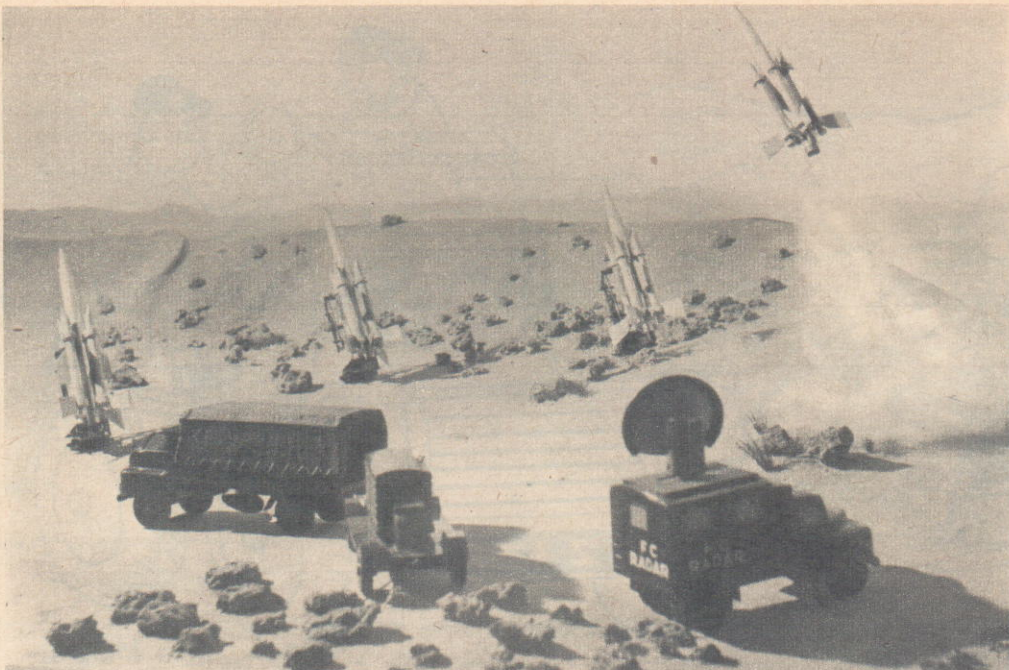
Courtesy U.S. Army Times



"Thank you, Babcock, that will be all."



"Good acceleration, eh?"



A Thunderbird model, operated by wires, takes off at the Schoolboys' Exhibition. The models were made by men of the Royal Electrical and Mechanical Engineers.

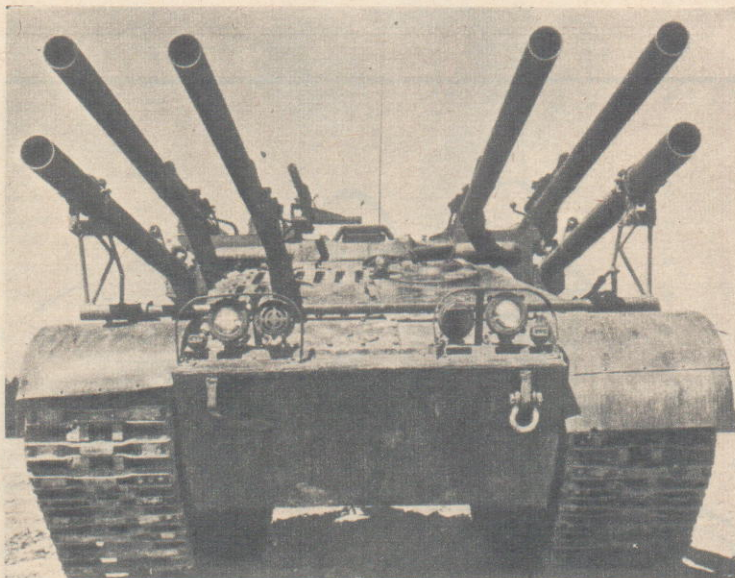
IN THE NEWS

BRITAIN

THUNDERBIRD SCORES A HIT

THE Thunderbird, the Army's first anti-aircraft guided weapon, was a big success at this year's Schoolboys' Exhibition in London! Four models of the Thunderbird, complete with their carrying and servicing vehicles and all made exactly to scale, were laid out on a desert firing site and hundreds of boys enjoyed the thrill of firing them at an imaginary target. The drill adopted was similar to that that would be followed in war. The target was reported when it was some 500 miles from the firing point, and was later picked up on the site's radar which automatically aligned the Thunderbird on to the enemy aircraft. At the correct moment a button was pushed and a Thunderbird soared upwards, trailing a cloud of smoke and flame. For added realism, it disappeared behind a screen on which was shown a film actually destroying a target.

The Thunderbird model was made by men of 10 Command Workshops, Royal Electrical and Mechanical Engineers, and was operated by Gunners and REME technicians who will man the weapon in action.



UNITED STATES

SOON to come into service with the United States Marine Corps is ONTOS (Greek for "The Thing") which has been designed to give greater striking power to amphibious forces. ONTOS is a lightly armoured anti-tank vehicle, mounting six 106 millimetre recoilless rifles.



As the troopship "Empire Fowey" enters Singapore Harbour, flying the flag of the Royal Engineers from her masthead, a party of soldiers wait for her to dock.

SINGAPORE

Sappers Adopt A Troopship

FLUTTERING from the mast of the *Empire Fowey* as she entered Singapore Harbour recently was the red and blue flag of the Royal Engineers.

Why? The *Empire Fowey* has been adopted by the Sappers to mark the friendship that has grown up over the years between the ship's officers and crew and the Sappers. To commemorate the event the *Empire Fowey* displays a silver plaque presented by the Royal Engineers.

The *Empire Fowey*, one of the largest troopships operating between Britain and Singapore, always flies the Royal Engineers' flag when she is in port in Singapore and the Sappers and the ship's crew entertain each other, and compete in sporting events.

A silver plaque on board commemorates the adoption of the troopship by sappers.



GERMANY

Bruno Goes Back To Berlin

It was a sad day for 18 Army Group Signal Regiment in Essen for Bruno, the Regimental mascot was leaving.

Bruno, an almost life-size Berlin bear clasping a drum of heavy cable, was "liberated" in 1945 from the Eastern sector of Berlin for fear that he would be destroyed, and handed over to the Regiment for safe keeping. He soon became a popular Regimental mascot and his likeness was emblazoned on regimental sporting colours, writing paper and Christmas cards. Princess Margaret had her photograph taken standing at the foot of his plinth.

Now, the German firm of Siemens to whom Bruno originally belonged, wanted him back and had sent a lorry and a crane

to take him away. For the Regiment it was like losing one of the family.

The handing over ceremony was carried out with solemn dignity. The commanding officer, Lieutenant-Colonel A. H. D. Llewellyn, read out an instrument of transfer written on a piece of parchment which was handed over to one of the firm's directors who then presented

the Regiment with a porcelain replica of Bruno (a full-scale porcelain model was due to arrive later).

Then Bruno began his long journey back to Berlin. Mounted on the lorry and escorted by an officer and six NCOs dressed in "Blues" he was driven at walking pace along the barrack roads lined with troops who presented arms as the procession passed. At the main gate the lorry stopped. The Bear Escort lined up on both sides of the vehicle and presented arms as their Regimental mascot was driven slowly away.



On his journey back to Berlin, Bruno leaves the barracks in Essen in charge of the Bear Escort which presented arms in a final farewell.



Private Albert C. Brewster travelled from Bermuda to join the Sherwood Foresters, his father's old regiment.

BRITAIN

3000 Miles To Join Up

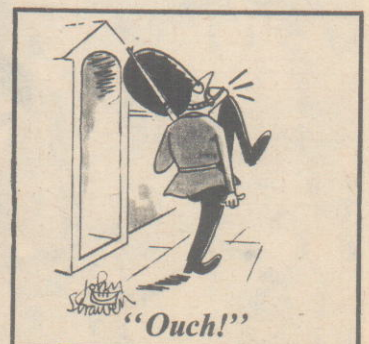
WHAT makes a young man travel 3000 miles to join the Army? Good pay, modern barracks, attractive uniforms or a desire to see more of the world?

In the case of 18-year-old Albert Brewster it was family pride in a regiment.

Recently, Albert Brewster turned up at the Regimental Depot of the Sherwood Foresters in Derby and told an astonished commanding officer, "I have come from Bermuda and want to sign on for 22 years." Why? Because his father, a sergeant in the Sherwood Foresters in World War Two, had spoken so often of the regiment that he had decided to join up too.

Private Brewster hopes soon to be sent to Malaya to join the 1st Battalion.

It was of a soldier's pride in the Foresters that the Queen spoke two years ago when the Army entertained her to dinner and she read a letter from a Sherwood Forester who had been transferred to another regiment: "The traditions of my county regiment are in my blood and to be known as a Forester was an estate of which I was deeply proud."



MALTA

Soldiers Who Serve at Sea

SOLDIERS who are as much at home at sea as on land are the officer, sergeant and nine Signalmen of the Royal Corps of Signals who serve on board HMS Meon, headquarters ship of the Amphibious Warfare Squadron, Royal Navy.

They belong to No. 1 Headquarters Ship Signal Troop, the only unit of its kind, and are responsible for ship-to-shore communications in landing operations.

In recent months they have supported units of 3rd Commando Brigade, Royal Marines and elements of the Queen's Bays, 6th Royal Tank Regiment and 22 Field Engineer Regiment, Royal Engineers on amphibious exercises which have taken them to Libya, Italy, Sicily and Sardinia. Some of them also went to Tunis to help rescue Servicemen and civilians marooned by floods when they attended the unveiling of the First and Eighth armies' war memorial at Medjez-el-Bab.

The Troop, which is based on Malta, is commanded by Captain P. W. Hewitson. His second-in-command is Sergeant Gordon Douglas (who served in submarines in World War Two). Longest-serving member is Signalman H. Docherty whose father is a company sergeant-major in the Cameronians.



Captain P. Hewitson receives a message from Signalman Harry Docherty while "sharing a watch" on the bridge of HMS Meon in Malta.

COMBINED OPS . . . 1960 STYLE

IN the early hours of the morning, shadowy figures with blackened faces moved silently across the fields surrounding an airfield in Cheshire, "freezing" where they stood or dropping to earth when the moon broke through patches of cloud.

In the distance came the sound of armoured cars moving cautiously along roads leading to the aerodrome.

Then, suddenly, the "war" began as rifle fire stabbed through the darkness, flashes lit the sky and the scout cars converged on the camp, firing as they moved. Exercise "Yeoman's Trot" was under way and men from three Services—from the Duke of Lancaster's Own Yeomanry (Territorial Army), the Royal Marine Forces Volunteer Reserve and the Royal Air Force—were fighting for possession of six key targets.

Though it involved three widely different types of units this was no "high level" exercise; just one of a series of week-end combined operations schemes which have sprung up from a casual meeting between a squadron leader of the Duke of Lancaster's Own Yeomanry and a Royal Air Force

officer at a Fleet Air Arm cocktail party.

The Yeomanry officer, Major J. A. Chartres, was looking for a live "target" for a raiding exercise for his squadron. The RAF officer was Group Captain F. F. Rainford, then commanding the RAF basic training station at Wilmslow, Cheshire. A deal was struck to give the Yeomanry experience of the sort of long-range raiding task they might have to perform in war and for the RAF trainees to practise defence and security.

The tactical picture for the first exercise set the time as 1960 with Britain, in the second stage of a nuclear war, occupied by an enemy up to the Scottish border. Both sides were assumed to have nearly exhausted their nuclear weapons potential and the

Yeomanry were to operate behind the lines as a light infiltrated force supported by partisans. The RAF station at Wilmslow was an operational enemy air base housing the last nuclear weapons in existence and the last three aircraft capable of carrying them.

In the first joint exercise, "Yeoman's Crawl," an attempt was made to infiltrate silently into the camp at Wilmslow and simulate destruction of the targets with flour bags and soot. Exhaustive and sometimes unorthodox reces were carried out by the Yeomanry beforehand—including air photography in a borrowed civilian Auster—as part of normal weekend training.

Only partial success was achieved, but the scare was enough to force the enemy into using a satellite airfield for future operations.

That led to Exercise "Yeoman's Trot" with the now unoccupied RAF station at Cranage as the satellite airfield. To add to the

striking force the Royal Marine Volunteer Reserve Detachment, which shares the Yeomanry's drill hall in Manchester, joined in to attack 120 airmen, led by Flight Lieutenant "Bill" Strong, the Ground Defence officer at Wilmslow, who were defending six vulnerable points: two hangars, the flying control tower, a bomb store, the water tower and the telephone exchange.

Meanwhile, Yeomen and Marines—the latter commanded by Lieutenant Nigel Sutcliffe, a Manchester textile executive—were leaving their civilian jobs, cramming warm clothes under suits of denims and "bombing up" with a variety of weapons ranging from flour bags to thunderflashes.

The attackers' plan was to stage as many simultaneous incidents as possible to confuse the RAF defence, and to "get in and get out fast." First, two troops of scout cars patrolled all roads in the immediate vicinity of Cranage and reported them clear of enemy road blocks. Each car positioned itself to be able to "knock out" the pillboxes surrounding the camp at a given signal.

Yeomanry trucks, escorted by scout cars, lifted Marine Commandos to jumping-off points and a second Infantry force made up of Yeomanry assault sections moved into attacking positions. A "suicide" squad of three Yeomen advanced silently into the camp to attack the telephone exchange first.

The balloon was timed to go up at 0330 hours as the telephone exchange was "bounced," but in the event, it was a sharp-eyed airman who set off the fireworks and the attackers closed in 15 minutes early.

Covered by the simulated Bren gun fire, "demolition parties" placed sandbags (to represent explosive charges) on the six vulnerable points. Some of the attackers were "killed" by umpires who thought they would have been mown down. Others claimed complete surprise after approaching through woods and fording streams.

As each party prepared to withdraw they fired signal cartridges to warn scout cars outside the camp that their help might be needed. Half an hour after the attack had been launched all the cars were carrying out a fighting patrol along the north side of the airfield to give cover to attackers escaping through boundary hedges.

"These combined ops exercises have taught us many valuable lessons which would stand us in good stead in real war," says Major Chartres.



The Yeomanry, in the role of guerillas, close in on the satellite airfield to destroy the last of the enemy's nuclear bombs.

Major J. A. Chartres, of the Duke of Lancaster's Own Yeomanry, briefs his men before the night assault on an airfield.



Above: Men of the 4th Battalion, Oxfordshire and Buckinghamshire Light Infantry (TA) race to the helicopter that will drop them in enemy territory. They were the first Territorials to use helicopters on an exercise. Below: The attackers set up a listening post to intercept and record radio messages.



TERRITORIALS GO TO WAR

2

IN BY HELICOPTER— OUT BY BOAT

FOR the first time, Territorials have been flown into "action" by helicopter.

It happened recently when men of the 4th Battalion, Oxfordshire and Buckinghamshire Light Infantry (TA) took part in a "war of the future" during which they had to send three patrols to gather information about an enemy satellite control unit set up in a village near Oxford.

The patrols took off from Abingdon in three Westland Sikorsky helicopters belonging to the Joint Experimental Helicopter Unit and flying at tree-top height to avoid detection, landed in enemy territory several miles from the objective—a water tower at Middleton Stoney. At dusk the patrols moved off across country (wading through a five-foot-deep river, climbing walls and high hedges on the way), and by 10 p.m. had successfully carried out their reconnaissance.

Then came the toughest part of the exercise. In bitterly cold weather and in pitch darkness the patrols had to make good their escape by assault boat along eight miles of the Oxford Canal, parts of which were frozen over, to meet a "submarine" which would carry them to safety. This part of the operation involved lifting the assault boats out of the water 14 times to negotiate locks.

"This was a realistic exercise," the commanding officer, Lieutenant-Colonel D. H. Morris told his men. "It is the kind of operation which Territorials may well be called upon to perform in a future war."

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Left: Sergeant J. Owers (left), Corporal R. Williams and Corporal J. Gilbert (right), all of the Royal Army Service Corps were a popular rhythm trio.

Right: "Trumpeter, What Are You Sounding Now?" Corporal J. Brush, 3rd Battalion, The Parachute Regiment, strikes a high note.

The Army's Own Show

FOR the first time an all-Army show has filled the bill at the Aldershot Hippodrome, the variety hall that was built mainly to cater for troops of the garrison.

The project was the idea of Mrs. Dorothy Colston, the only woman licensee of a theatre in Britain and Stage Manager, Mr. Ricky Howard. They sent a circular to all units in Aldershot District inviting would-be artists to an audition.

The response was immediate and varied. In one week-end 60 performers were "vetted." There were singers, straight, operatic and "pop," instrumentalists ranging from harmonica players to trombonists, comedians, magicians, conjurors and acrobats. From this galaxy of talent 12 acts were selected and formed into "The Army Show" which ran for a week at twice-nightly performances.

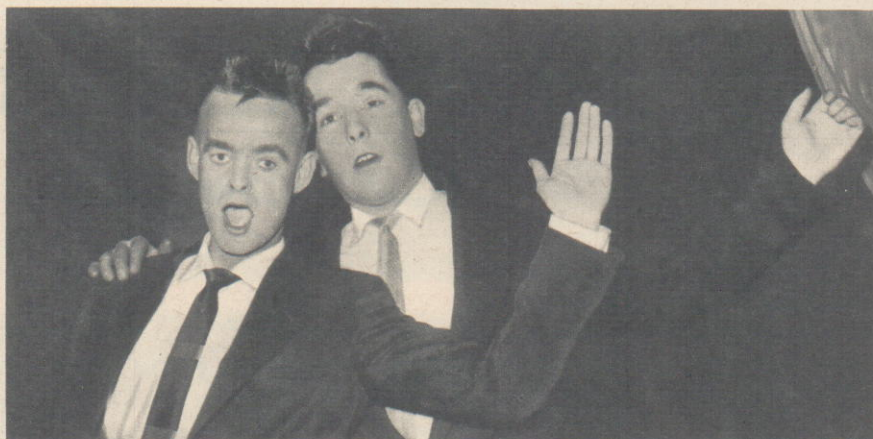
Several members of the company had never appeared on the boards before. Private Brian Ford, of the Army Catering Corps and Private Marie Largan, Queen Alexandra's Royal Army Nursing Corps, who sang duets had met for the first time only a week before the show opened.



Left: Eddie Cantor? No, Private J. Pearn, of the Army Catering Corps, sings to his own banjo accompaniment.



Right: Comedians, scat singers and tap dancers, Private L. Rigby (left) and Lance-Corporal B. Littlewood brought down the house.



Left: Private Marie Largan and Private Brian Ford were a big hit as duetists.



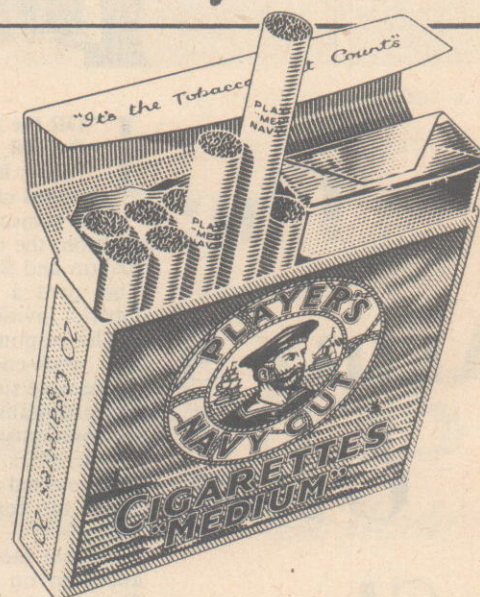
Right: "Pop" singer L/Cpl. R. Davies, 4 Training Battalion, Royal Army Ordnance Corps with Stage Manager, Ricky Howard at keyboard.



Left: "Now, let me think, Arsenal last won the Cup in 1950." Memory man, Private J. Scroggie, Royal Army Medical Corps.



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SCRAP BOOK OF WORLD WAR TWO



Above: In the North African desert a six-pounder anti-tank gun detachment crouch for cover behind the gun shield as an enemy shell scores a near miss.



Left: In the battle for Caen a three-inch mortar platoon puts down covering fire for an Infantry attack. The pit in the background is filled with empty cases.



He was Hitler's Special Missions Specialist

IN his headquarters, Adolf Hitler eyed a row of six officers. "Which of you knows Italy?" he asked.

The only one to reply was a young SS captain who said he had twice been to Naples.

"What do you think of Italy?" asked the Fuhrer. From a hesitant chorus the young captain's bold answer stood out, "I am an Austrian, my Fuhrer." (The loss of the South Tyrol to Italy was a sore point with Austrians, and Hitler was Austrian, too.)

On this slender interview, Captain Otto Skorzeny was picked to take charge of the rescue of Mussolini from the clutches of the new Italian government which was negotiating a separate armistice with the Allies. Hitler's notorious intuition may have had something to do with the choice—if so, less disastrously than some other times he gave it free rein—but the Fuhrer may also have known that the Viennese engineer had been studying Britain's Commandos and their methods.

At all events, as he recounts in

"Skorzeny's Special Missions" (Hale, 18s), Otto Skorzeny was soon in Italy trying to locate the captive Duce. The Italians made this the more difficult by moving their prisoner several times. At last, Mussolini was found on the island of Santa Maddalena. Skorzeny went to make an aerial reconnaissance of the island and was shot down into the sea by a British fighter. By the time the operation had been mounted, Mussolini had been moved again, and preparations were called off at the last minute.

Then the Duce was found again, in a mountain hotel, and there came the glider-borne rescue operation which put Skorzeny's name into the world's headlines

and made him one of Hitler's blue-eyed boys. It was an operation which twice nearly failed. What had looked, in aerial pictures, like a flat meadow turned out to be a steep hillside strewn with jagged rocks. Disobeying orders, Skorzeny, who admits to habitual good luck on operations, instructed the glider-pilots to make a crash-landing and got away with it. Once the Italian guards had surrendered, he took Mussolini away in an overloaded Fieseler-Storch light aircraft which very nearly did not manage to take off. This incident earned him a personal rocket from Goring.

The Germans were not much addicted to private armies, and from that time on anything which savoured of unorthodox warfare seems to have come the way of Skorzeny and his men. It did not matter whether land, sea or air operations were involved. Skorzeny was concerned in German



Otto Skorzeny takes notes during his trial as a war criminal in 1947. He was found not guilty on all charges.

exploits with frogmen, with one-man torpedoes (which achieved some success off the Anzio beach-head and elsewhere) and developed a manned version of the V-1 rocket. This last did not become operational simply because Skorzeny could not get the fuel with which to train his pilots.

Skorzeny prepared a plan to kidnap the aged Marshal Petain and his government from unoccupied France, but this was not put into execution. Detachments of his force operated behind the Russian lines in unsuccessful attempts to guide a large body of cut-off German troops back to their retreating army. When the Hungarian government made a separate peace, it was Skorzeny who took charge of the troops who assaulted and captured the Budapest Citadel, with the government offices, and then escorted Admiral Horthy, the Hungarian regent to Germany.

The best-known of Skorzeny's later exploits was organising teams of Germans in American uniforms to penetrate the front and seize the Meuse bridges during the Ardennes counter-attack, Germany's last major effort in the West. Like the rest of the offensive, this scheme went off at half-cock, but the disguised Germans did cause a notable amount of confusion behind the American lines. A "cover-plan," unwittingly sponsored by a garrulous junior officer, also caused the Allies to take considerable precautions against an unsubstantial scheme to capture their headquarters in Paris.

With some success, Skorzeny commanded an orthodox, if scratch, division against the Russians, then took his private army to the "Alpine Fortress" in which it was proposed that a hard core of Germans should make a last stand. The last stand did not come off, however, and Skorzeny surrendered to the Americans.

Now he has set himself up as an engineer again, this time in Spain.

Three Decades of Fun and Adventure



The author (right) and the Marquis of Linlithgow "ran a book" on the 1941 St. Leger when they were fellow prisoners-of-war at Tittmoning in Germany.

SOLDIER auto-biographers as opposed to novelists (and they are by no means entirely blameless) are apt to be a mixed blessing. The older genre are inclined to pontificate; the not-so-old to be arrogant, repetitious and self-opinionated.

"Undiscovered Ends" by Major J. S. Poole DSO, MC (Cassell, 18s) is remarkably free from these irritations. It is a cheerful, extrovert and remarkably light-hearted story of three decades in the life of a soldier, airman, post-World War One playboy, dilettante in Rhodesia, Assistant District Commissioner in the Sudan and finally soldier again in World War Two. Even being a prisoner in both wars, a self-confessed alcoholic (during which period the author ruefully says: "I was dying beyond my means") and the victim of a broken marriage seem to have done little to dampen the spirit of a man who never lost his sense of humour or spirit of adventure.

After an undistinguished academic career at Rugby Jack Poole went to Sandhurst in 1914 and

served as a subaltern in the King's Royal Rifle Corps. Captured after the Ypres battle, he became a thorn in the side of the Germans. Escape stories of the recent war have been so numerous as to become almost tedious and it is refreshing to read of an escape, every bit as daring as those 30 years later, which admitted the author to the Distinguished Service Order and earned him a personal audience with His Majesty King George V.

In 1917 Poole joined the Royal Flying Corps, learning to pilot a machine with a maximum speed of 65 mph, appropriately named the Cauldron. He later served in the North Russian campaign and became a staff captain

of an improbable force composed of Canadian artillery, Cossack cavalry, Lithuanian Infantry, some Americans of Polish and Russian origin and a battalion of Royal Scots of low medical category. This is probably as good a description of that bizarre campaign as has ever been written. The Commander-in-Chief was General Ironside (later Field-Marshal Lord Ironside of Archangel) of whom the Bolshevik Commissar said: "Such a man can be dealt with in only one way: pin him to the ground with a bayonet."

The post-war period brought an unsuccessful excursion into City commerce, carefree dabbling in horse racing and a somewhat nomadic period as rancher, grocer and hotel keeper in Rhodesia. From 1923 until the outbreak of the World War Two he led a lonely but infinitely eventful and rewarding life as a District Commissioner in the Sudan.

In 1939 the author was back in his old regiment, the 60th, and he took part in the Rifles' epic stand at Calais only to become a prisoner-of-war for the second time. Imprisonment suited him no better than it had a quarter of a century earlier and he spent the rest of the war being moved from one camp to another because of his repeated attempts to escape. In the course of his travels he met such famous escapers as Pat Reid (of Colditz fame) and Douglas Bader.

"Undiscovered Ends" is, in its way, a story of triumph over misfortune. It is racy, exciting, often funny and consistently readable.

Smiling Warriors from The Himalayas

On a hill in Nepal stand two white obelisks. One commemorates a British general who died there in 1814, and those who fought with him. The other is "to their gallant adversaries." It was a fierce but chivalrous war that was fought between the armies of Nepal and of the Honourable East India Company in 1814-16.

One Nepalese soldier, his jaw shattered, strode through a bombardment to the British lines and asked for treatment from a British surgeon. He received it, and when he left hospital demanded permission to go back to his own side and continue fighting.

A British lieutenant was deserted by his Indian irregulars and with his officers awaited the Gurkhas. The enemy gathered round him, and the Gurkha leader asked the officer why he had not made off with his men. "I have not come so far in order to run away," said the Briton, and sat down. "We could serve under men like you," said the Gurkha.

His words were prophetic. One outcome of the war was a treaty under which the East India Company was permitted to recruit Gurkhas for its army. From that treaty stem the Gurkha regiments which fought as part of the British-Indian Army in uncounted minor campaigns, in suppressing the Indian Mutiny and in two World Wars, and today are operating as part of the British Army in Malaya.

Though the British soldier has long known, and liked, Johnny Gurkha, the smiling little man from the Himalayas, the Gurkhas' homeland has long been one of the mysteries of the East. This is because Nepal is naturally inaccessible and, until recently, its rulers have striven to keep it so. Not even recruiting parties for British Gurkha regiments were allowed to include a European.

Lieutenant-General Sir Francis Tuker sheds some light on the mystery in "Gorkha—The Story of the Gurkhas of Nepal" (Constable, 45s). His qualification is a lifetime of service with Gurkha troops.

The Gurkhas take their name from the little mountain village of Gorkha in the Himalayas. From here, two centuries ago, a clan of warriors burst forth to weld together a country of 8,000,000 people. The state that finally came into being, and which endured until recently, was a feudal one in which the King was a religious figurehead, and power was in the hands of the Prime Minister, an hereditary appointment which passed from brother to brother and thence to the eldest of the next generation.

It is a bloody story. Murder, not votes, was nearly always the way to power. One would-be Prime Minister was incited by the Queen to kill those who stood in his way and given an undertaking that the office should become hereditary in his family with each holder granted a quota of seven murders without punishment, to establish himself.

Another rising young member of the ruling family fell under the displeasure of the heir to the throne and was condemned to be killed by being thrown down a well. Having wind of this, he practised jumping into wells and getting out of them, and after his "execution" climbed out and lived to become a great leader.

There are many stories of the toughness of the Gurkhas in British service—and a dozen

names on the Victoria Cross roll to back them—and the author tells how they can be equally tough under their own leaders. After one expedition to Tibet, a Gurkha column, well laden with plunder, made the winter journey home by a mountain route considered impassable at that time of the year. They succeeded, at a cost of 2000 lives. They went that way to dodge the Nepalese customs officials who would have confiscated much of their booty.

The Gurkha is not over-fussy about his religion—Hindu Gurkhas had no worries about the cartridges greased with cow-fat which sparked off the Indian

Mutiny. Twice, commanders of hungry armies dodged Hindu rules by declaring that yak, in one case, and a local breed of bullock in the other, were not cows, and the little men were able to march on full stomachs. Similarly the Gurkhas had a special dispensation from the religious rule against travelling over the sea, so that they could serve outside India in the two World Wars.

Nepal has been more than a mercenary ally of Britain. She volunteered the help of her own army during the Mutiny, and in the two World Wars units of the Nepalese Army helped to garrison India. **OVER...**

The 'Choppers' Snatched 600 from Death

SOLDIER has long championed the cause of the helicopter and here at last is a book about these ubiquitous aircraft.

It is, perhaps, a pity that the Senior Service has beaten the Army in producing the story of the universal "work horse," for "Hovering Angels" by John Frayn Turner (Harrap, 13s 6d) is the story of the Fleet Air Arm's first helicopter squadron, formed just ten years ago. But soldiers as well as sailors and airmen will marvel at the achievements unfolded in this book.

These include rescue work in Holland when the dykes in the Zeeland zone were breached in 1953. No. 705 Helicopter Squadron, Fleet Air Arm, put in a total of 402 hours flying and rescued

over 600 people from certain death.

When earthquakes shook Greece, naval helicopters were on hand to evacuate the homeless from devastated villages. One woman all but achieved a record by giving birth to a baby on one of these flights: the baby was born 45 minutes after the helicopter landed.

In the terrible winter of 1956

the Squadron carried out "Operation Snowdrop" in the Scottish mountains. Beleaguered villagers, without food or medical supplies, were succoured by the helicopters. They dropped fodder for cows, delivered coal to isolated homesteads and even evacuated sheep.

There are many more exploits, all graphically described: the dropping of an iron lung to a polio-stricken boy on an American ship in mid-Atlantic; the evacuation of 25,000 wounded in the Korean war; the massive effort of the Fleet Air Arm in the Suez operations.

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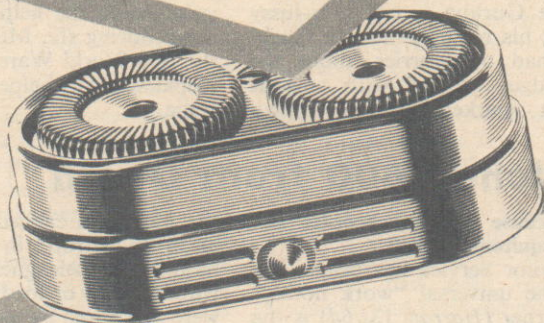
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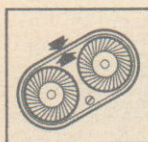
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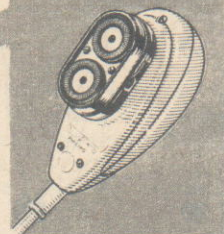
2 These are the slots in the 'Philishave's' skin-guards—set in all directions to catch hairs growing in all directions.



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Smiling Warriors *continued*

While the British were in India, Nepal went her own way without interference. After the British evacuation of India, Nepalese rebels gathered in India and then marched over the frontier. With them came ideas from outside. The Ranas, the hereditary ruling family, lost their powers.

The author is unhappy about the part played in all this by Britain, nor does he see much gain in the future. He thinks Nepal will have enough of modern progress if there is some extension of plumbing and electricity and an

increase in education and medical services.

Meanwhile, the ten Gurkha regiments of the old British-Indian Army were divided, six to the Indian Army and four to the British Army. The author sees the British Gurkha regiments playing a part in unifying Nepal, where the East and West have not even a road to link them. If recruits from all areas are spread over every platoon, the men will return home and speak with one voice, as Gurkhas, and not as members of different clans.

Sappers in Italy . . . by One of Them

SINCE 1945 war books have been written about almost every branch of the fighting services, but for some reason the Sappers (without whom no battle can ever be won) have remained more or less unsung. Lieutenant-Colonel Richard Jocelyn goes some way towards repairing this omission with "Across The River" (Constable, 16s).

A Sapper himself (he is currently serving in Malaya), the author tells the story of a squadron of Royal Engineers in Italy convincingly and authoritatively. Although his characters, with one notable exception (the piratical subaltern who was formerly a Cossack officer) are fictitious, they are recognisably true to life. When Jocelyn writes of soldiers he does so as one who knows them intimately: their hopes, their inward struggles and their amatory misadventures.

All the hazards of life in a field

squadron are to be found in "Across The River": lifting a gap in a minefield, building pontoon bridges while standing chest-deep in water and repairing tank rafts under fire. The author produces an unforgettable picture of the grim conditions under which Sappers in Italy lived and, all too frequently, died.

Past and present Sappers will read this book avidly. Others who took the Royal Engineers for granted will be impressed by their achievements.

The Corporal Had a Private Army

THE war in Europe and the Far East over and a year of action in Java and Malaya behind them, the men of 799 Air Despatch Company, Royal Army Service Corps, had one ambition: to get back to Britain as soon as they could.

All, that is, except Lance-Corporal James Macdonald, a Glaswegian with bitter memories of that city's harsh slums. He stayed behind and joined the Singapore Harbour Police. Within a few weeks he was running his own private army, defending a rich Chinese rubber estate against a notorious gang of terrorists.

His army was a motley crew of Singapore slum dwellers with no knowledge of military discipline, tactics or firearms. Yet, in a few

months he moulded them into a first-class fighting unit which broke up many attacks and finally drove the terrorists from the area.

Corporal Macdonald, now happily settled in Australia, tells his story in "My Two Jungles" (Harrap, 16s). The other jungle is Glasgow where the author spent his childhood in appalling poverty, filth and degradation.

BOOKS BRIEFLY . . .

MOST soldiers would probably agree that the Army's dirty linen should not be aired between the covers of a book—but many are likely to be interested in Lieutenant-Colonel Ian Bissett's "Trial at Arms" (MacGibbon and Kee, 18s).

This is a selection of notorious trials of Servicemen: a sombre theme, but the author makes the stories read as excitingly as the most bizarre fiction.

Among the celebrated trials that come under Colonel Bissett's attention are those of Norman Baillie-Stewart, the Officer in the Tower; Sergeant Frederick Emmett-Dunne who killed a brother sergeant and then faked his "suicide"; and the extraordinary story of Lieutenant-Colonel Thomas Gore, the gun-runner.

Digit Books (Brown, Watson Ltd) publish in paper-back form a number of World War Two stories at 2s each. Three deal with the war against the Japanese: "Timor Attack" by Arthur Steele, which tells how Allied paratroops prevented the invasion of Australia; "Burma Box" by Frank Stevens, which recounts the desperate battle for Arakan; and "Chindit Patrol" by William Scott, an exciting story of action in the jungle.

"Up the Blue" by Leonard Melling is a tale of the exploits of 7th Armoured Division in North Africa and "Partisan" by Macgregor Urquhart concerns the adventures of an escaped British prisoner-of-war who joins forces with Italian guerillas.

Off To Monte Carlo

AS SOLDIER went to press nine Army officers forming a team of three cars were on their way to Paris to compete in the famous Monte Carlo Rally.

They were the first Army team ever to take part in this gruelling test of skill and endurance — but six of the officers had competed before as individuals. This time, however, they were going with the blessing of the War Office, although each had to pay his personal expenses, amounting to about £70. Cars and fuel were provided by the Standard Motor Company.

Short of sneaking a preliminary run over the Monte Carlo course the team did everything possible to ensure success. A fortnight before they were due to leave England they all took leave and met at Bordon, in Hampshire. One member, Major C. A. Banham MC, of the 3rd Hussars, travelled from Oslo, where he is serving with Allied Forces Northern Europe, and another, Major J. O. Parry MC, Royal Artillery, from Cyprus. The other seven are stationed in Britain.

Each of the three cars was

provided with two drivers who had previously taken part in the Rally; the third member in each vehicle—the navigator—was making his first acquaintance with the course.

Lead driver in the first car was Lieutenant-Colonel M. G. M. Crosby MC, of the Royal Army Service Corps, who had with him as co-driver Lieutenant-Colonel A. McGill, of the Royal Electrical and Mechanical Engineers and, as navigator, Captain C. O'Connell, RASC. The second car contained Major C. A. Banham, Major J. O. Parry and Colonel R. G. Pine-Coffin DSO, MC, of the Devonshire Regiment who is Commandant of the Army Mechanical Transport School. In the third car were Captain J. E. T. Raper, REME, Captain J. W. Herbert,

Royal Army Ordnance Corps, and Major E. Dodd, REME.

It was Lieutenant-Colonel Crosby's fifth attempt in the Monte Carlo Rally. Five years ago he set off in a three-wheeler and failed to finish. The following year he tried again and got through, but as three-wheelers are not acceptable on the Rally, the organisers withheld recognition of his feat. In 1955 he took part with 2nd Infantry Division's unofficial team.

Lieutenant-Colonel McGill, Major Parry and Captain Herbert shared in the 2nd Infantry Division's effort in 1955, while Major Banham accompanied Lieutenant-Colonel Crosby the following year, when Lieutenant-Colonel McGill acted as team manager.

Captain Raper, a former London bus driver, finished 122nd out of 350 competitors in the 1956 Rally in which he drove a Jaguar.

After sorting themselves into car crews, the team settled down in earnest to study the rules and



Colonel R. G. Pine-Coffin DSO, MC, studies the route from Paris to Monte Carlo. It was his first Rally.



Captain J. Raper, once a London bus driver, was placed 122nd in the 1956 Monte Carlo Rally.



Above: Major C. A. Banham puts his car through its paces on the barrack square.



Left: "Half the battle is knowing the route backwards," says Major J. Parry (left) here seen studying maps with his co-driver, Major C. A. Banham.



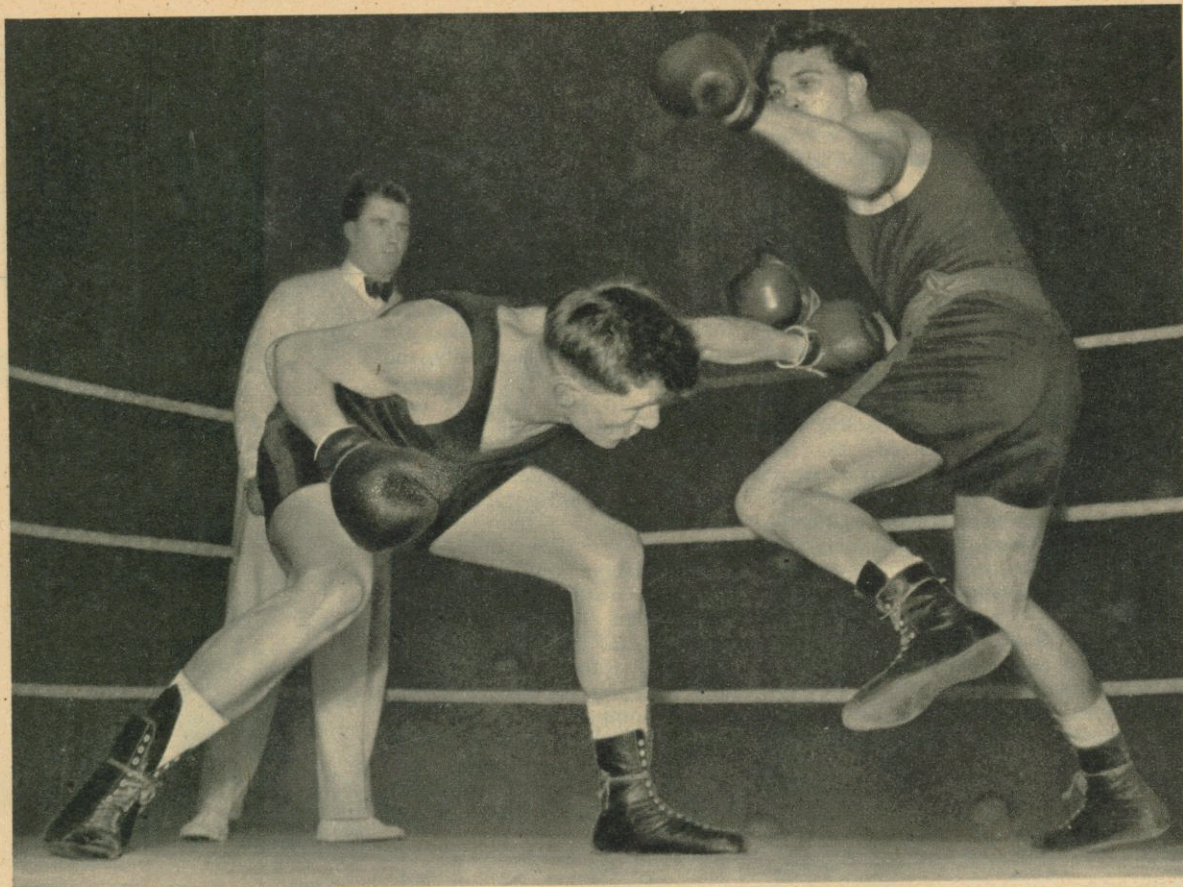
The Army team. Front row (left to right): Lieut-Colonel A. McGill, Lieut-Colonel M. G. M. Crosby, Captain C. O'Connell. Centre row: Major J. Parry, Major C. Banham, Colonel R. G. Pine-Coffin. Rear row: Captain J. W. Herbert, Captain J. Raper and Major E. Dodd.

regulations of the Rally, the Paris-Monte Carlo route, map marking and navigational planning. Then they took their cars out, practising cornering at high speed and correcting skids on the shingle surface of the barrack square at the Army Mechanical Transport School. They took turn at wheel-changing, chain fitting and recovery of vehicles and practised operating the speed pilots fitted to the dashboard of each car.

A week later the team set out for a road test over 2000 miles of Welsh mountains and north country roads under conditions as near as possible to those they were likely to encounter on the Rally. They drove for two nights and a day, with only an occasional halt for refreshment, each driver taking his turn at the wheel while another navigated and the third slept.

Two days before they were due to set out from Paris the team were flown to France, determined to finish high enough up the list to persuade the War Office to grant official recognition and financial assistance in future Monte Carlo rallies.

STOP PRESS: This year's Rally proved to be one of the toughest on record, only 59 starters out of 342 reaching Monte Carlo. Those who started from Paris set off in a blinding snowstorm and all but three (including the entire Army team) were eliminated within the first 24 hours. The Army's No. 2 car, driven by Major Banham, was involved in collision with another competitor and had to retire.



Left: As Sergeant R. Gardner (right) moves in with a chopping left, Gunner W. Dougan lands a left to the body. The sergeant won on points after a gruelling fight.

Right: It's all over for Lance-Bombardier B. MacArthur who provided Lance-Corporal N. Fincham with his fifth successive knock-out victim.

GUNNERS TOPPLE THE



Scotland v. England at Wembley. Both sides wore "Umbro" kit.

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FROM ALL LEADING OUTFITTERS
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THIRD time lucky is not a popular saying just now with 1st Battalion, The East Surrey Regiment, hotly tipped favourites to win the Army Inter-unit team boxing championships.

Recently, for the third successive year, they were defeated in the third round of the tournament—this time by No. 38 Training Regiment, Royal Artillery from Rhyl. But they went down fighting and were unlucky to lose by seven bouts to four.

The East Surrey's record before the match was impressive. They had won 23 of their 44 fights on the way to the third round by knock-outs and 12 on points. In the final of the Eastern Command championships against 57 Heavy Anti-Aircraft Regiment they won all 11 bouts, eight by knock-outs.

No. 38 Training Regiment, who brought 150 supporters by coach from Wales (they paid their own expenses), were not over-awed by having to box at their opponent's depot at Kingston. They soon went ahead, winning the first three fights in a row on points.

Then the Surrey's struck back, winning the next three bouts by knock-outs. Private D. A. Lamb (light-welter) boxed beautifully to put Gunner H. McNulty out in the third round and Lance-Corporal N. Fincham (light-welter) quickly disposed of Lance-Bombardier B. MacArthur to score his fifth knock-out decision in the championship events. Private R. Clarkson (welter), recently selected to box for the Army against the Royal Air Force, came up against a rugged opponent in Gunner K. Beedell who twice put his opponent to the canvas for

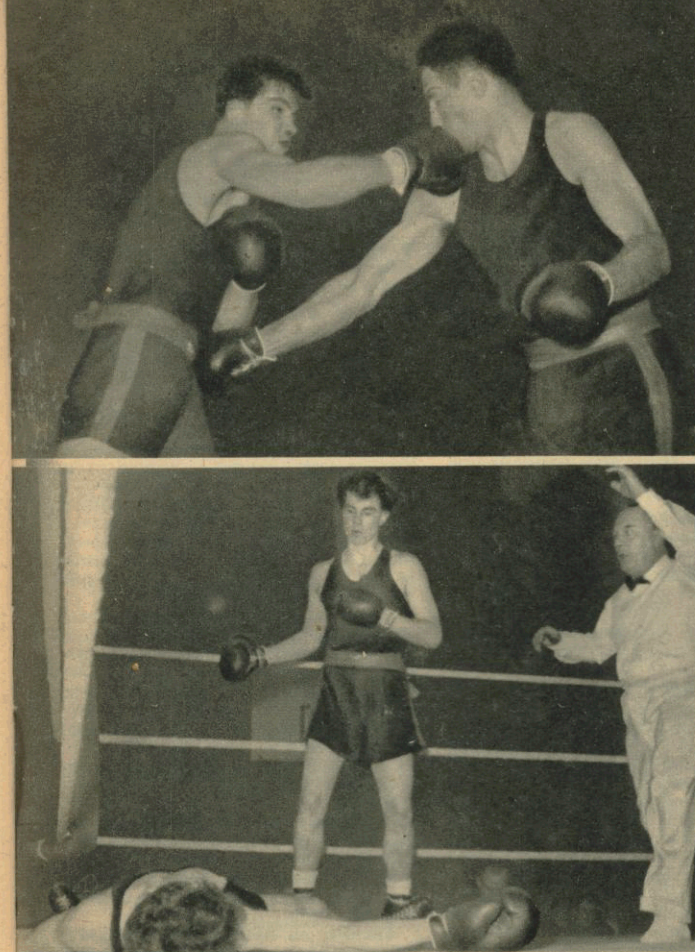
short counts. But Clarkson fought back grimly and in the third round knocked out Beedell with a right hook to the jaw.

Fights seven and eight both went to the Gunners, the first on a knock-out to Gunner J. Bowler who put paid to Private S. Dalby in the second round, and the second to Gunner Steenson who fought cleverly to win on points against Private R. Bartlett.

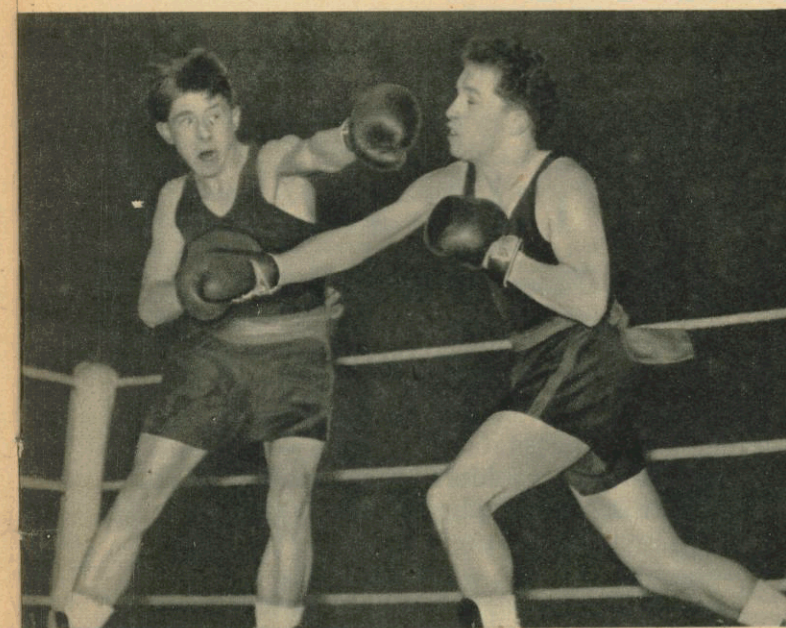
Hope returned for the Surrey's when Sergeant R. Gardner won a points decision against Gunner W. Dougan in a tear-away bout that left both exhausted. But that was the Infantrymen's last victory. Lieutenant H. G. Greatwood, the Army's Rugby captain, who had won his previous three fights by knock-outs, was himself knocked out by a cleverer, harder-punching opponent, Gunner G. Page, in the second round. And finally, Gunner L. Clarke came back strongly in the third round to win a narrow (and disputed) decision over Lance-Corporal S. Chambers.

Probably the most disappointed spectator was Staff-Sergeant T. A. Rozee, Army Physical Training Corps, a former professional boxer, who trained the East Surrey's team. But he has already begun the search for a new team in the hope that it may be fourth time lucky next year.

Right: Lieutenant H. G. Greatwood, the Army's Rugby captain (right), on the receiving end of a right hook. He stood up to severe punishment before being knocked out by Gunner G. Page.



FAVOURITES



Above: Lance-Bombardier D. Wells (right) scored the Gunners' first win, beating Private B. Morgan on points in a close contest.

Left: Private R. Clarkson (right), one of the Army's best welter-weights, slips a left lead from Gunner K. Beedell who leaves his jaw wide open. Clarkson won by a knock-out in the last round.

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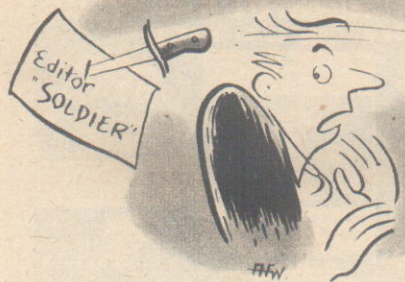
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Letters

THAT UNIFORM

Many people believe that one of the reasons for the reluctance of young men to serve in the Forces is the unattractive uniform. I agree, but let us have a decent, well-cut walking-out uniform, not one of the type suggested by Mr. John Taylor (*SOLDIER*, January). Scarlet jacket, black trousers with a red stripe, black hat with shiny peak and a cape might have been all the rage in the eighteenth century but not today.

Mr. Taylor thinks the Army should hold on to that "wonderful colour scarlet." Rubbish! Let us look like soldiers in the modern army, not a cross between a bus conductor, a postman and a commissioner. A well-cut suit of good quality cloth similar to that worn by officers, a silk shirt with collar and tie and a raincoat would go a long way to solving the problem.

I forecast a further big drop in recruiting if Mr. Taylor's idea for a walking-out uniform is adopted.—**Staff-Sergeant H. C. Lees, RAOC, Imtarfa, Malta.**

Most of Mr. Taylor's views on walking-out dress seem quite sound, except on the colour. Uniform must be attractive, but scarlet and black smack ominously of a cinema commissionaire. A uniform can maintain its military

identity without standing out like a sore thumb.

Red, as a military colour, is archaic, so let it be confined to the parade ground. For off-duty wear, let us turn to the modern military colour—brown.

Battledress is, as it must be, drab, but that is no reason for rushing to the opposite extreme in walking-out dress.

My personal choice would be a fawn cap, similar to that at present worn by officers, with a black regimental badge (no shiny peak, please!); a beltless fawn jacket with plain patch pockets at the side; black regimental buttons and badges of rank (with chevrons much smaller than the present ones, say four inches across); a white shirt with a nigger brown tie; nigger brown trousers and socks; plain tan shoes.

Whatever type of walking-out dress is issued, it must be comfortable and smart.—**Bdr. A. J. Bill, 44/72 LAA Regiment, RA, BFPO 25.**

If the rumour that service dress is to be reinstated for the British Army, I hope that the old 1914-18 design will be used.—**"Cadet."**

ADVICE TO THE AXED

After 36 years' service I left the Army with the rank of regimental sergeant-major two years ago. I have settled

happily into civilian life and enjoy a position of trust and responsibility. That I am now "at the top" is due mainly to what I learned in the Army.

To those who will leave the Army this year because of the run-down, I say: plan your move if you can, do not expect anything like the pay you are getting at the moment, take a job with future prospects that you feel that you can do, work hard, and be as loyal as you have been in the Army.—**"Happy."**

A MODEL ARMY

Many suggestions have been made for improving the Army, such as better pay and allowances, messing, uniforms, modern quarters. But there are still others, bearing in mind that the present-day youths need more encouragement than their fathers.

Most recruits nowadays come from good homes where they are not just looked upon as "numbers." I therefore offer a few points that might help, not forgetting that one day my sons may also wish to join the Army. They are: (1) A better standard of education on enlistment than has previously been required.

(2) The prospect of a really interesting, worthwhile job much earlier than at present.

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

Anonymous or insufficiently addressed letters are not published.

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

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

(3) Make every recruit welcome so that he feels that he is wanted as a soldier rather than as a "number."

(4) Drop the use of the words "Other Rank." This would help morale.

(5) Set aside for each man a sum of money so that when he leaves the Army he will be able to start anew with something more than a pittance.

(6) If he is to become an officer, ensure that he is fitted for the position and not allowed to lean on non-commissioned officers (or soldiers) to do his job. Send him on frequent refresher courses so that he can at all times carry out his appointed tasks. Get rid of that false impression that an officer is socially superior to the soldier and make him work mornings and afternoons.

(7) Banish for ever the stigma "In bounds to officers only" at home and abroad.

(8) Standardise the marriage allowance between officers' wives and soldiers' wives.

There is no fundamental difference between them and both, no doubt, come from good homes. Make married quarters the same and dump all the old furniture held in barrack stores. No woman wants rubbish in her home.

(9) Keep officers and soldiers fit at all times when not employed on mili-



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tary duties. Bring in lecturers from civilian life to give talks to both officers and men.

As tradition departs why not try the new German Army method of providing food for officers and men from the same cookhouse?

There is still plenty of good material available and the new British Army will no doubt find it if it gives new ideas a chance to flourish.—"Ex-RSM," London.

Asking a Serviceman how he thinks Army life can be improved is an excellent idea, but I wonder if any attempt has been made to approach ex-Servicemen, especially those who belonged to technical formations.

I have in mind the Royal Army Medical Corps and I maintain that men in this Corps do not get equal opportunities with women, who are offered inducements to train and are told that the state-registered nurse qualification is a pathway to a commission. Some women, in fact, have been granted commissions.

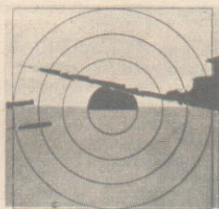
On the other hand, men in the Royal Army Medical Corps who gain the state-registered nurse qualification are told that they must obtain warrant officer status before being granted non-medical commissions. The examination is the same for both and some women do not even reach senior non-commissioned rank. Why the difference? Surely, the cry could now go up for "Equal status for men."

Again, a commission is not granted in the Territorial Army or the Army Emergency Reserve to a male state-registered nurse, and many of my friends say they have not joined for this reason.—"Ex-Nursing Orderly."

SOME SHOOTING

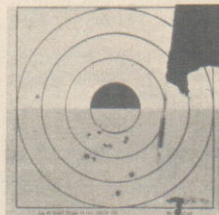
The article "Some Shooting" (January) brought out the best in two members of the .22 rifle team of 35 Base Workshop REME, namely AQMS Hewitt and Lance-Corporal Barnes. They recorded five hits with five shots. The rifles used were the normal No. 8

fitted with the Parker-Hale sight. Incidentally this feat is not as difficult as many would suppose.—CSM E. Wells, Old Dalby, Melton Mowbray.



L/Cpl Barnes hit the target five times.

Three rounds were fired at this target (below) at 25 yards range by 15-year-old Lance-Corporal R. Bates of the Southwell platoon, Army Cadet Force. His second shot removed the target from its holder and it was replaced with a different leading edge, hence two of the rounds crossing each other. No practice was allowed beforehand.—Captain J. W. Kingstone, Army Cadet Force, Grey Friars, Easthorpe, Southwell.



A 15-year-old Cadet scored three hits out of three.

MOUNTED CAVALRY

I wish to advance the claim that the 4th Princess Louise's Dragoon Guards were the last mounted cavalry unit (Letters, January). This regiment had a squadron operating as a reconnaissance unit in Italy in January and February 1944, equipped with captured German and Italian horses and saddles.—Staff-Sergeant W. T. Palfrey, Royal Canadian Dragoons, Canadian Forces Europe.

OVER . . .

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TOMMY GUNS

Can SOLDIER say when the British Army was first issued with the Thompson sub-machine gun, better known as the Tommy gun? For a year arguments have raged between a couple of my workmates, one an ex-Gunner and the other an ex-Guardsman. The latter says he had a Tommy gun as early as 1939 in France. The other man was also in France at the same time and he insists that the Tommy gun was not introduced before 1942. Who is correct?—Albert Drewitt, 86 Mill Road, Netheravon, Salisbury.

★ Tommy guns were first issued to British troops in July 1940.

YEOMANRY COIN

I have a similar coin to that of Sergeant Duddestone (SOLDIER, January). It is dated 1796 and was minted for the Loyal Norfolk Yeomanry (5th Troop).

I am told that these coins or medallions were never used or intended to be used as currency (except perhaps between the troops themselves) but were merely mementoes, and that although they are comparatively rare today they have no monetary value. Can anyone confirm this?—R. C. Linay, Chislehurst Road, Petts Wood, Orpington, Kent.

CAMPAIGN PENSION

I understand that what is known as a campaign pension may, in certain circumstances, be granted to ex-Regular soldiers who have served in a campaign, have reached a certain age and are now in necessitous circumstances. Is this correct?—"Old Campaigner."

★ Yes, but it is years since such a pension was awarded and an ex-soldier today would have to be virtually destitute in order to get it. Improved social services have eliminated the need for a campaign pension.

ISANDHLWANA

Your contributor by implication places the responsibility for the Isandhlwana disaster (SOLDIER, January) upon Colonel Pulleine of the 24th Foot who, he states, was left in camp with headquarters and five companies of the 1/24th and other details "under him." In fact, Colonel Pulleine was in command of the camp for not more than about three hours. Before he left—not as your contributor states "to give battle to the Zulus," but upon what we should today call "an armed reconnaissance," the main purpose of which was to find a camping ground for the following night—Lord Chelmsford, doubtless realising that he was virtually denuding the camp of fighting troops, had sent for Colonel Durnford (who was some 10 miles away) to come up as quickly as possible with the troops he had available (some 450 mounted Basutos and a Rocket Battery). Colonel Durnford, being senior to Colonel Pulleine, naturally assumed command on his arrival, and the immediate responsibility for failing to place the camp in a state of defence must unhappily be his.

However, the real blame for the disaster must be placed upon the shoulders of Lord Chelmsford, commanding the Field Force. The camp site was unsuitable, no proper measures for defence were taken, Lord Chelmsford left camp, taking most of the troops with him (whoever heard of a lieutenant-general commanding a field force prospecting for a camp site?), no clear instructions were left with Colonel Pulleine apart from the fact that he was "to act on the defensive," and it was not made clear to him that Colonel Durnford would supersede him. As a matter of fact, Colonel Pulleine had given orders for a laager to be formed, but these were later overruled by Colonel Durnford. Further, when Lord Chelmsford was some way from

the camp, his Commander Royal Artillery, Major Harness, whom he had with him together with four of the six available guns, heard the two guns left behind firing, and wished to return. Lord Chelmsford refused to allow it, saying that there was nothing to worry about. After the disaster, Lord Chelmsford's first reaction was to ask to be relieved of his command!

Incidentally, although (as your correspondent correctly states) it was the Queen's colour of the 1/24th that Melville and Coghill earned undying glory in trying to save, the artist whose painting you reproduce depicts Melville holding the Regimental colour.—E. J. Martin, 834 Kenton Lane, Harrow Weald, founder of the Military Historical Society.

In our hall at home we have two pictures of the episode at Isandhlwana, referred to in your January article. One is the same as your front-cover reproduction, but the other is the final scene. It is signed "A de Neuville" and shows the bodies of Lieutenants Coghill and Melville lying by a dead horse on the river bank of, I suppose, the Buffalo River. The Queen's Colour is held by Lieutenant Coghill across the body of Lieutenant Melville. The relief force has just arrived, with a mounted soldier in blue, carrying a lance with a red-and-white pennant flying. A red-uniformed officer stands bareheaded by the bodies. A mixed group of soldiers in red and blue uniforms is in the background, accompanied by what appears to be a civilian Boer scout. As there was no mention of this other picture in your article no doubt South Wales Borderers will be interested to learn of its existence.—Rodney Partridge, Cove Lodge, Churchhope Road, Portland, Dorset.

LEVIES' NEW BADGE

Can SOLDIER supply details of the new badge to be worn by the Aden Protectorate Levies?—J. Lyons, 34 College Street, Elsternwick, Victoria, Australia.

★ The design for the new badge still awaits War Office approval.

LONG SERVICE

Thanks to SOLDIER I have received my Long Service and Good Conduct Medal. Now I have three more queries: (a) how much pension does a soldier get after 24 years' service as a private?; (b) what sort of terminal grant?; (c) does he get the £250 special resettlement grant?—"Farewell to Arms."

★ (a) 43s a week; (b) £149; (c) The resettlement grant will be paid to all men discharged on termination of an engagement with not less than 15 years Colour service, provided the last ten years have been continuous.

BAND INSTRUMENTS

The 506 Field Squadron, RE (TA) wishes to form a band, be it a pipe band or a normal military band, but lack of cash precludes it from buying the instruments. We wonder if any of the units to be amalgamated in the new reorganisation of the British Army, would consider either donating a set of instruments to us, or offering them to us at a low purchase price. We would agree to having some sort of memento on the instruments showing from where they came.—Major C. C. Reed, TA Centre, Vine Street, Wallsend-on-Tyne.

HOW OBSERVANT ARE YOU?

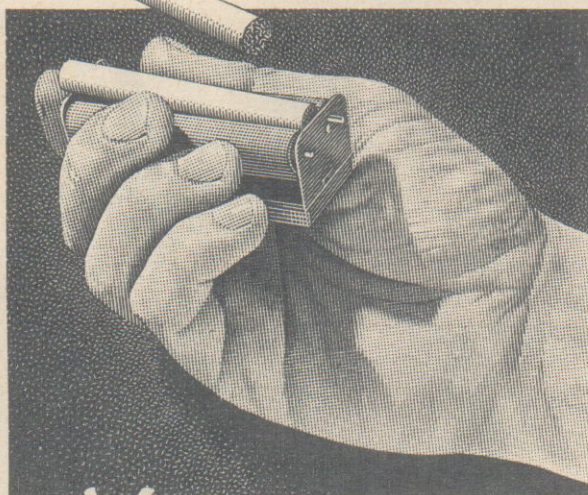
(See page 18)

The drawings differ in the following details: 1. Time on the church clock. 2. Baby in pram. 3. Tail of small bird. 4. Golden Hind's forelegs. 5. Position of saloon door handle. 6. "U" in FRUIT. 7. Position of soldier's left breast pocket. 8. Soldier's left thumb. 9. Flower in pot second from right. 10. Corner of pavement.

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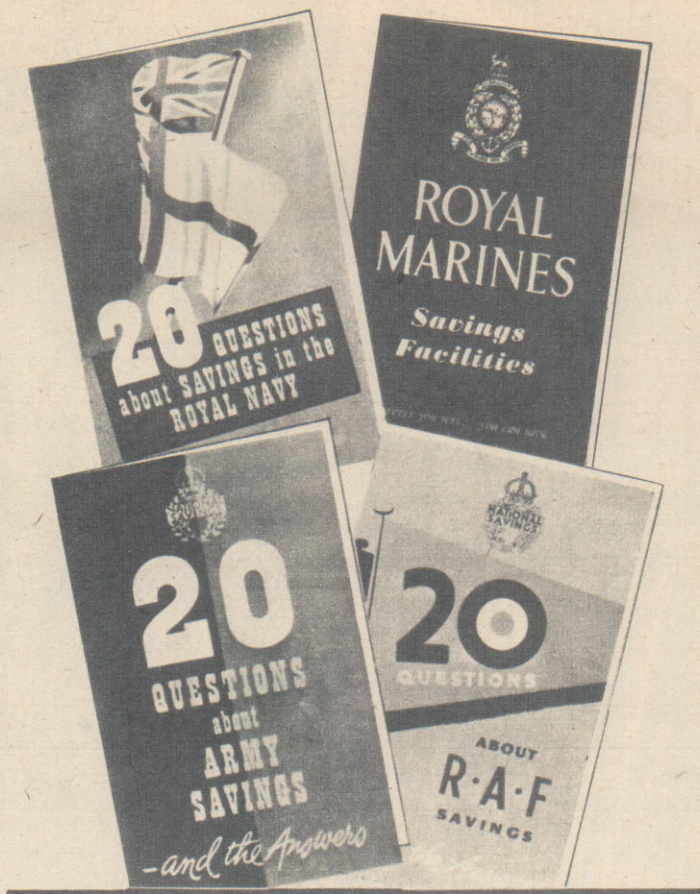


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