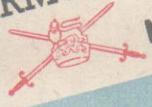


# SOLDIER

THE BRITISH ARMY MAGAZINE

NOVEMBER 1957



NINEPENCE



THE IRISH GUARDS

(See page 38)

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Christmas time . . .

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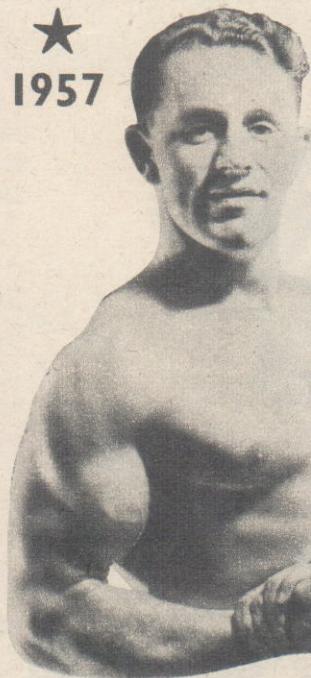
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PAGE 4

*We're going to have a white Christmas* \*



The leafless lanes of England are silent, save for a snapping twig or the lonely rustle of a robin. The dark fields have settled patiently for their long winter sleep. In the North Country snowflakes scurry across the moor, sweeping the sheep into a huddle. Turkeys and geese hang fat and festive in Smithfield Market and people are saying to each other: "We're going to have a white Christmas."

On Christmas Day your friends and relations at home in Great Britain will all be thinking of you. HALF THE FUN OF CHRISTMAS IS GIVING PRESENTS — especially when you are far away — it brings home so much nearer to you. It's all so simple. All you have to do is to make your choice from our 1957 free illustrated Christmas catalogue. Send us your order. We then deliver the gifts for you in time for Christmas, and the recipients do not have to pay duty.

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Three years ago SOLDIER took a peep into the future with this artist's impression of how helicopters could be used to carry bridges and drop them into position.

JUST over three years ago in an article discussing the future military uses of helicopters, SOLDIER suggested that the day was not far distant when they would be able to airlift bridges and place them into position.

To illustrate the idea SOLDIER'S front-cover artist drew a picture of a helicopter lowering a Bailey bridge across a blown-up mountain road.

This peep into the future was not as improbable as it might have seemed for now the Sappers, for the first time, have built a Bailey bridge delivered to them on the site by helicopters.

The bridge, 150-ft long and strong enough to carry loaded three-ton lorries, was not carried in one piece (that may come later if bigger and more powerful machines are used). Instead, 26 helicopters were used to fly in the component parts of the bridge which the Sappers assembled on the spot in just over 15 minutes from the time the helicopters took off from the loading area a mile away. The operation would have taken several hours if the bridge had been delivered by road.

A demonstration of this revolutionary method of bridge building was given recently at the Royal Navy's "Air Day" at Lee-on-Solent when Sappers of 9 Independent Parachute Squadron, Royal Engineers, played a leading part in an exercise designed to show the versatility of the helicopter.

Some truculent tribesmen had encamped themselves in a desert stronghold and had repulsed all efforts to dislodge them. They

*Helicopters have been employed as artillery observation posts, air ambulances and for laying signal lines and smoke screens. Now they have been found a new role—delivering bridges to the Sappers*

# THE BRIDGE

## THAT

## CAME

## BY

## AIR



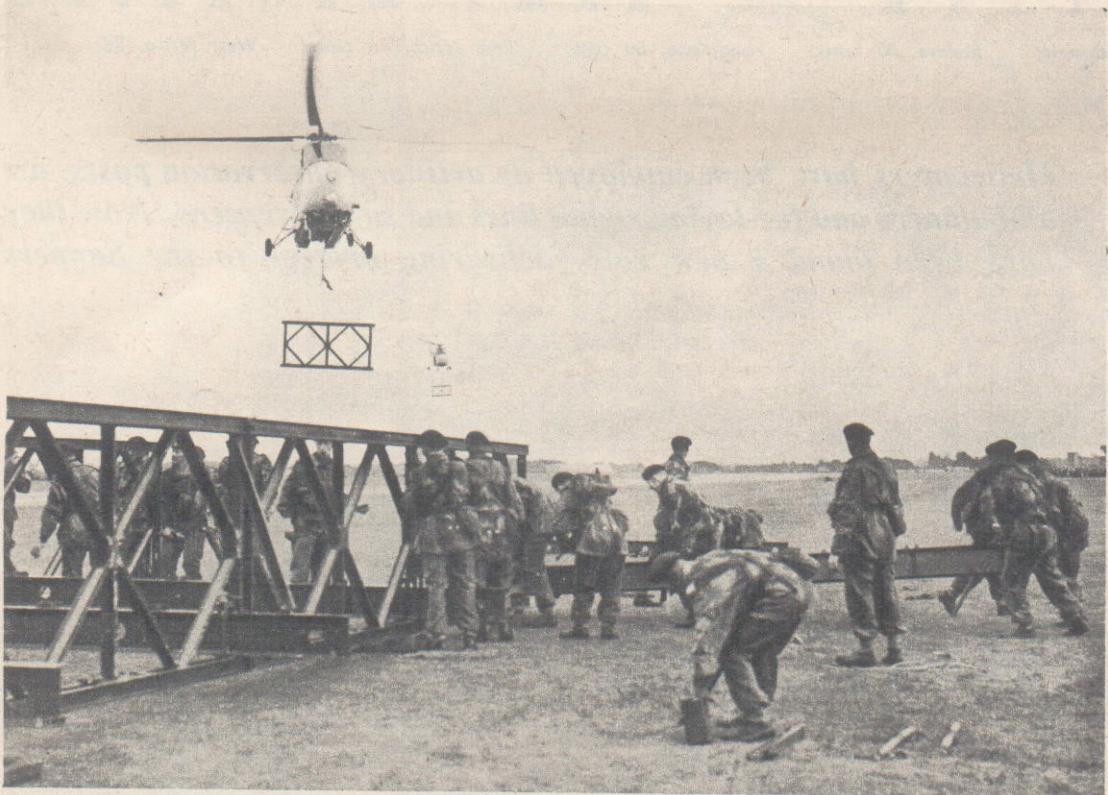
1 As a helicopter landing the Sappers takes off, another arrives carrying a Bailey bridge panel on steel cables.

2 While the panels are being carried into position, another helicopter flies in with two more transoms.

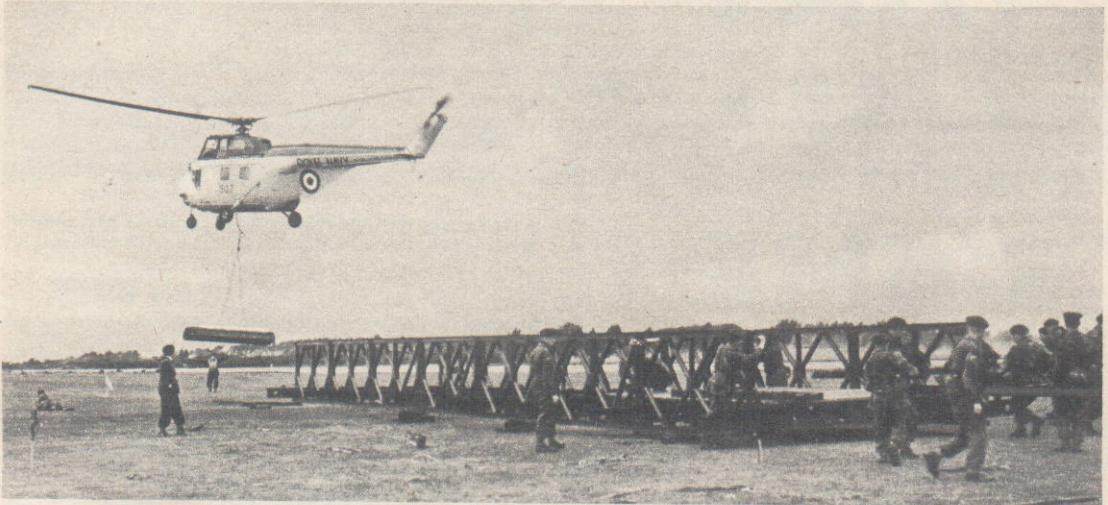


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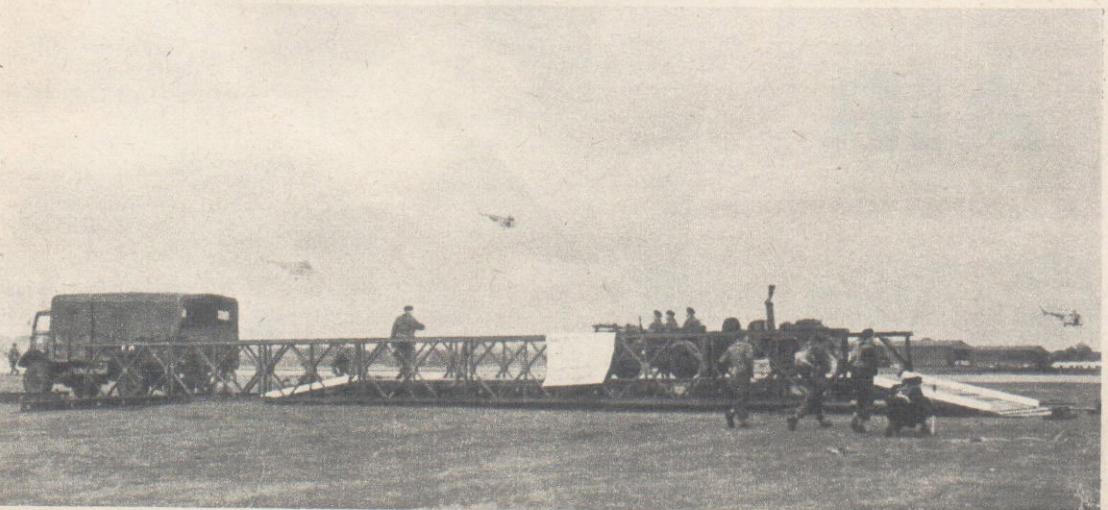
# THE BRIDGE THAT CAME BY AIR



**3** Two more panels arrive by air and the bridge rapidly takes shape. This picture was taken five minutes after the operation began.



**4** As another helicopter hovers overhead with a load of decking, the Sappers have almost completed the main construction of the bridge.



**5** The 150-ft long Bailey bridge is completed—in 15 minutes 30 seconds. It would have taken several hours to build if the parts had come by road.

were separated from the advancing British forces by a fast-flowing river and the only bridge had been blown. Suddenly, Vampires of the Fleet Air Arm swooped down to strafe the rebel hide-out and naval helicopters followed up with Royal Marine Commandos who quickly dispersed the tribesmen.

The fighting was over, but the problem of how to cross the river remained. Not for long, though. In minutes, seven Fleet Air Arm helicopters were on the scene, landing one officer and 33 men of 9 Independent Parachute Squadron. Almost as soon as the Sappers had touched down the first of an armada of 26 helicopters appeared, a Bailey bridge panel on a steel cable swinging lazily beneath its undercarriage. The Sappers quickly detached the panel and then collected the rollers, panels, girders, decking and transoms from the other helicopters as they flew in procession overhead. In precisely 15 minutes 30 seconds the bridge was completed and Landrovers, one-ton trucks and three-ton lorries were speeding over it in pursuit of the rebel tribesmen.

Building bridges from the air is the latest example of the remarkable versatility of helicopters. In most pre-war trouble spots they have been used as artillery observation posts, for reconnaissance and liaison duties, laying signals lines and smoke screens, on air supply, as air ambulances and for tactical troop movement.

In Korea, an American helicopter company moved nearly 5000 Indian troops from Inchon to Panmunjon in eleven days. American Marines employed helicopters on hit-and-run raids. One machine landed a rocket and its crew, waited while the launcher was fired and then made off with unscathed crew and weapon before enemy artillery could register on the spot.

In Malaya, helicopters have been invaluable in fighting guerillas, and one machine once recovered (in sections) another which force-landed in an otherwise inaccessible paddy field.

Helicopter enthusiasts foresee many other tasks which helicopters could perform in war, among them unloading supply ships on invasion beaches, recovering broken down tanks and armoured cars and ferrying large ammunition and supplies to forward troops.



Here is an idea, thought up by a general, which may make the Infantryman independent of motor transport and yet give him greater mobility in action

# TROLLEYS FOR THE INFANTRY?

Right: The trolleys on test at Bulford. A three-inch mortar detachment dashes into action with a "golf caddy" and a universal load carrier. Below: Men of 25 Field Regiment, Royal Artillery, cross a river in the load carrier.



THE day may soon come when nearly all motor transport in Infantry battalions will be replaced by hand-drawn, rubber-wheeled trolleys carrying all the weapons, equipment and stores needed in a forward area. The Infantry will then be where it was before World War Two—back on its feet.

The idea is no fantastic pipe dream. For the past few months, men of 1st Infantry Division and Paratroopers have been carrying out exhaustive trials with the trolleys over some of the roughest terrain on Dartmoor and Salisbury Plain, hauling in them anything from a 4.2-inch mortar to compo rations for 150 men.

Results have far exceeded expectations. The tests have shown, it is claimed, that the trolleys will make the Infantryman virtually independent of roads and vehicles, enabling him to move loads of up to four hundredweights in one trolley over countryside which no motor vehicle could cross and thus increasing his mobility in action. It is thought that an Infantry battalion equipped with 60 or 70 trolleys could operate up to 40 miles from base with only 12 Landrovers and up to ten miles with no motor transport at all.

The use of trolleys could also play a large part in reducing the Army's tail by doing away with the host of other vehicles now needed to supply the man at the front. Simply and robustly constructed the trolleys require no specialised mechanical knowledge to handle and cost nothing to run.

As yet, the trolleys are only in the experimental stages, but plans are being made for a battalion, or

OVER . . .

## continued TROLLEYS FOR THE INFANTRY ?

even a brigade, to carry out a tactical exercise with them in the near future.

SOLDIER watched a demonstration of the work these trolleys can do when men of 25th Field Regiment, Royal Artillery put them through their paces on Salisbury Plain. One Gunner—like a golfer pulling a portable caddy—trailed a 4.2-inch mortar barrel and bipod strapped to a metal frame mounted on two detachable rubber-tyred wheels (normally two men are needed to manhandle the weapon which is carried in a one-ton truck). Another man similarly trailed a 3-inch mortar and its bipod on a slightly smaller trolley.

Two other Gunners pulled

ammunition along in a wire-mesh trolley, hauling it across uneven ground and humping it over formidable obstacles with remarkable ease. This was the universal load carrier, a galvanised wire basket welded into a tubular metal frame and mounted on two rubber wheels, which can carry loads up to four hundredweight. It weighs only 80 lbs.

The universal load carrier can also be turned into a raft or dug into the ground and covered with earth to make a bomb shelter. As a raft it can carry up to four men at a time. Inflatable plastic buoyancy bags, protected by canvas covers, are strapped to each end of the trolley and the wire cage slips into a canvas "hull." The

"raft" is then pulled across the water by rope or can be paddled.

Also on view was a slightly smaller load carrier designed to carry a self-contained signal station with a collapsible table, two stools and an igloo tent which serves as a signals office. The tent, which weighs only 35 lbs and is carried in its own kit bag in the trolley, can be erected by one man in four minutes. It needs no poles to support it; rubber tubes built into the fabric stiffen when inflated and hold the tent in position.

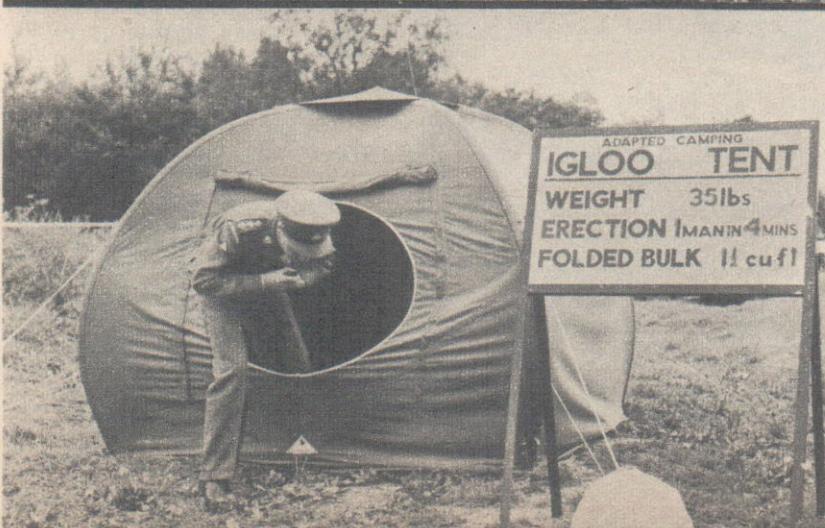
The trolleys have not yet been given a proper name. At present they are known as 1st Infantry Division trolleys after the Division which has been testing them.



A 4.2-inch mortar on its trolley can easily be manhandled over obstacles. Normally, it is carried in a one-ton truck.



Gunners on Salisbury Plain haul a universal load carrier containing 4.2-inch mortar ammunition over a two-foot high log.



The experimental igloo tent is inflatable and held in position by rubber tubes. When deflated it fits into the kitbag beneath the sign board.



Major-General G. P. Gregson.

## IT WAS THE GENERAL'S OWN IDEA

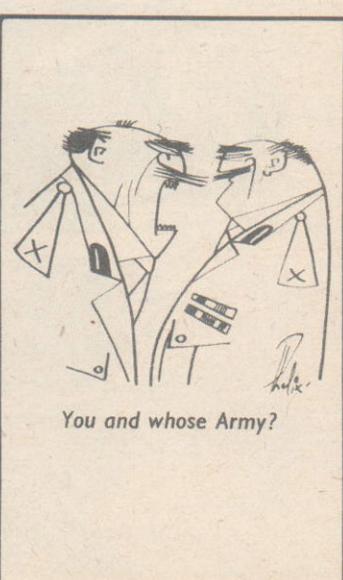
ALTHOUGH no golfer, it was golf that gave Major-General G. P. Gregson DSO, MC, the General Officer Commanding 1st Infantry Division, the idea for the new trolleys.

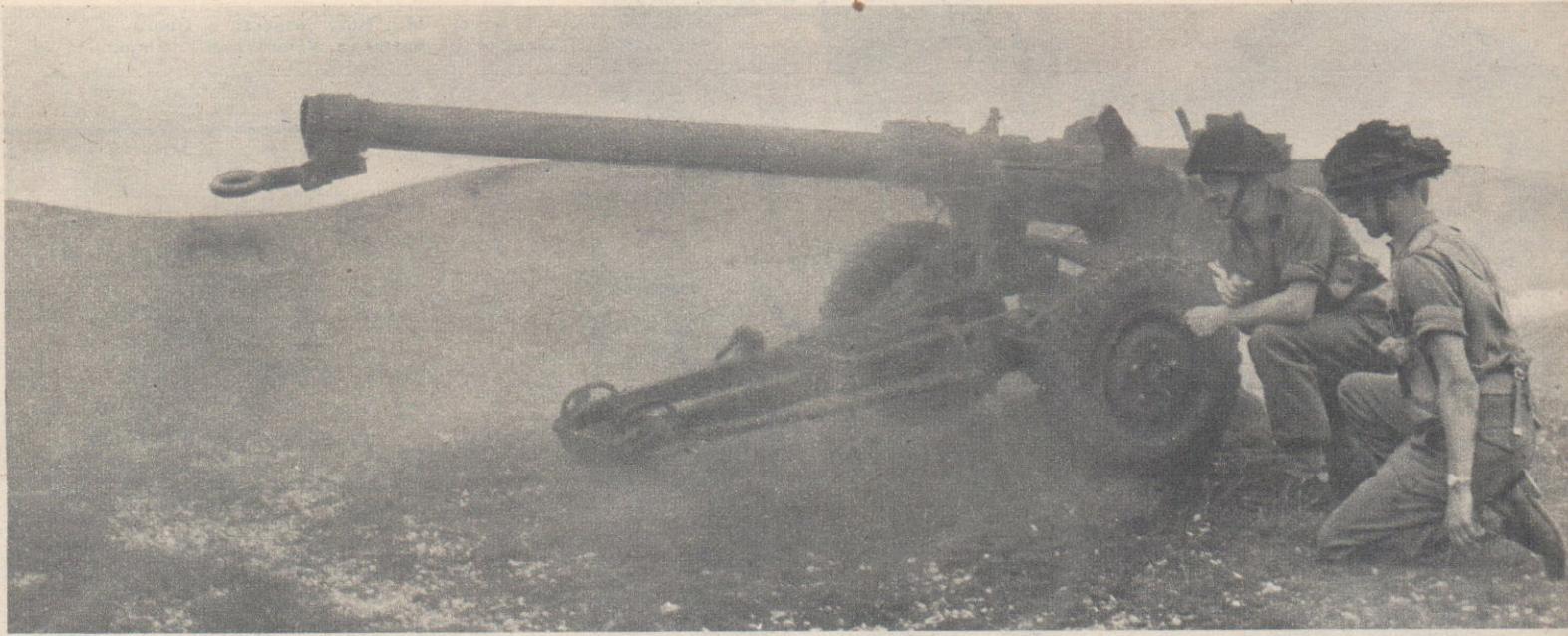
Like all other commanders, the General has long been concerned with the need to restore local mobility to the Infantryman without weakening his ability to fight and at the same time to cut down the Army's "tail."

The idea took root one day when he saw a golfer pulling a portable golf caddy on wheels along a fairway. The next day the General called a meeting of his staff officers and told them to develop the idea, placing Major David Scott-Barrett, of the Scots Guards, in charge of a research and trials team.

The first trolley, based entirely on the portable golf caddy, was unsuccessful because it could not carry sufficient weight, but from it developed the wire cage on wheels which has now proved its worth over some of the worst terrain in Britain.

The Canadian Army is also thinking of adopting the trolleys. Recently Major Scott-Barrett returned from Canada after demonstrating the universal load carrier.





The Mobat in action on Salisbury Plain. Note the Bren gun mounted on the Mobat's barrel and the muzzle hook by which the weapon is towed.

The Infantryman's first anti-tank weapon was the Boys' rifle. Then came the two, six and 17-pounders

## ... AND NOW THE MOBAT

THEY have reduced the weight, peped up the punch and renamed the Bat, the British Infantryman's first recoilless anti-tank gun.

Now it is the Mobat, a more mobile and quicker-firing weapon than its predecessor. It also needs fewer men to operate—three against the four-man detachment of the Bat.

Details of the Mobat's performance and its ammunition are still secret and it may be some months before the weapon is issued to battalions in the field.

The introduction of the Mobat is one more step on the way to providing the Infantryman with a really powerful but lightweight anti-tank gun. Until the Bat came

in the trend had been to increase weight and size. First there was the Boys' anti-tank rifle, then the two and six-pounder guns and finally the big 17-pounder.

The Bat weighed less than a ton and was only one-third the weight of the 17-pounder which it replaced, but the men who had to manhandle and fire it still found it too heavy and cumbersome.

The No. 1 takes aim. The weapon is fired by a new electrical mechanism in the traversing handlebar and has an all-round traverse.

Another big objection was that the detachment commander also had to be a trained rangefinder.

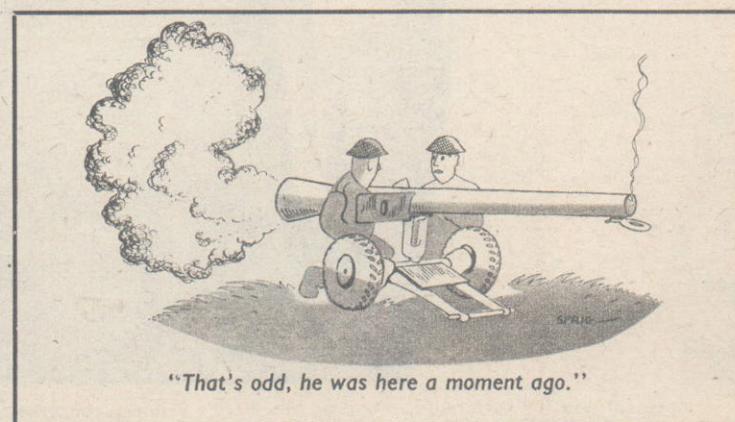
The Mobat goes a long way to solving these problems. By dispensing with the heavy protective shield and traversing gear the weapon is 500 lbs lighter than the Bat. While the removal of the shield may mean less protection for the gun detachment this is more than offset by the fact that it allows the gun to have an "all-round" traverse. Tests carried out recently at the Support Weapons Wing of the School of Infantry at Netheravon have also shown that the new weapon is easier to conceal than the Bat and presents a very small target when dug in. The detachment commander can now observe fire from the layer's position and lay and fire the gun himself.

The biggest innovation, however, is the use of a coaxially mounted Bren gun, firing tracer, which eliminates the need for a rangefinder and greatly increases the Mobat's chances of hitting the target with the first round.

The Mobat also has a new firing mechanism operated by a generator and two miniature batteries in the traversing handlebar. The two batteries could fit into a match box—but they can fire the gun 1500 times before they need recharging.

The new weapon can be towed by a Landrover (the Bat needed a Bren carrier or a one-ton truck) and ammunition is carried in racks in the towing vehicle.

SOLDIER recently saw the Mobat in action at the Support Weapons Wing. The keynote was simplicity and speed. The detachment commander gave only two orders—"Target" and "Stand By." On the second order the Bren gun began to spit tracer rounds at a battered tank hull 800 yards away. As soon as the tracer had hit the tank there was a blinding flash and a deafening roar as the Mobat's shell sped on its way to the target, tearing a gaping hole in the tank's side. Other targets at longer ranges were also engaged with the same speed and accuracy.



"That's odd, he was here a moment ago."



At Tidworth, Mr. Hare inspects a Guard of Honour of 8th Battalion, Royal Tank Regiment.

*To most soldiers the War Minister is a shadowy figure who rules the Army from a Whitehall office. SOLDIER recently accompanied Mr. Hare on a tour which should dispel this idea for good*

## THE WAR MINISTER



Good food for the troops is one of Mr. Hare's primary concerns. Here, during a visit to 149 (Northumberland) Infantry Brigade at Shorncliffe (Kent), the War Minister sees for himself.

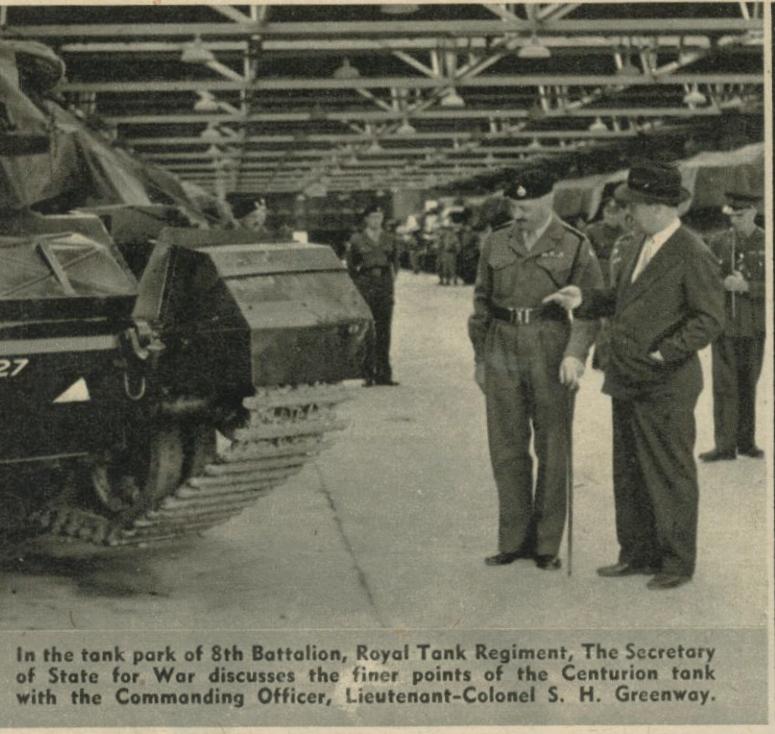
**I**n common with thousands of other men whose jobs demand long hours at a desk, the Secretary of State for War, the Right Honourable Mr. John Hare, OBE, MP, welcomes the opportunity to go on tour. He believes that three days spent visiting the Army he controls are frequently more profitable than six spent dealing with correspondence in Whitehall.

So it was that at 6.30 p.m. precisely, one day recently, the War Minister's personal aeroplane landed at Old Sarum on Salisbury Plain. Mr. Hare had flown from Shawbury Airfield in Shropshire after spending a day with the Army in Western Command. Now he was to visit Southern Command. In seven hours the next day he was due to inspect six different units spread over an area of several hundred square miles.

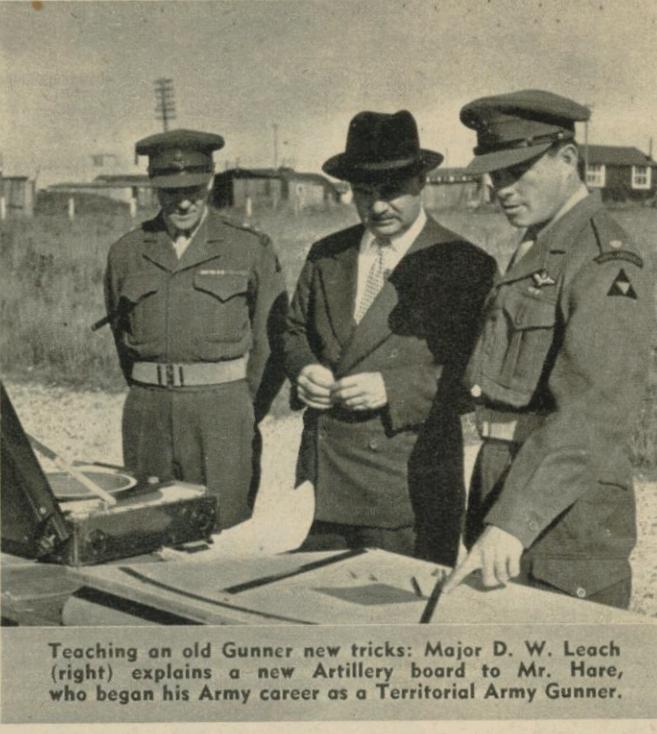
It meant an early start. At 9.30 a.m. Mr. Hare, accompanied by General Sir George Erskine, GOC-in-C, Southern Command, and a large military entourage, drove up in a staff car at Rolleston Camp which houses 20 Field Regiment, Royal Artillery.

But Mr. Hare's inspection was no protocol-ridden perambulation and his personal entourage consisted only of a private secretary to take notes. Informally dressed in a lounge suit and trilby hat, Mr. Hare looked with a professional eye—he is an ex-Gunner—at a regimental command post exercise and examined a miscellany of artillery equipment and weapons. He talked to battery

continued on page 12



In the tank park of 8th Battalion, Royal Tank Regiment, The Secretary of State for War discusses the finer points of the Centurion tank with the Commanding Officer, Lieutenant-Colonel S. H. Greenway.



Teaching an old Gunner new tricks: Major D. W. Leach (right) explains a new Artillery board to Mr. Hare, who began his Army career as a Territorial Army Gunner.

## VISITS HIS TROOPS



Mr. Hare has a word for L/Bdr. P. J. Williams, of 20 Field Regiment, Royal Artillery, seen screwing the muzzle-brake on to a 25-pounder.



The War Minister temporarily becomes an NCO as he tries on a combat jacket belonging to L/Bdr. D. M. Holt, of 20 Field Regiment, RA.



Mr. Hare visits a sergeants' mess and speaks with Sergeant Douglas Dawson, of 8th Battalion, Royal Tank Regiment. Below: With Lieut.-Col. J. Spencer, the War Minister inspects vehicles and guns of 20 Field Regiment, RA.



## WAR MINISTER *continued*

commanders, subalterns, warrant officers, sergeants, bombardiers and Gunners. He tried on a lance-bombardier's combat jacket and approved its roominess, serviceability and comfort.

At 10.15 a.m. Mr. Hare was drinking a cup of coffee in the officers' mess; by 10.30 he was on his way by car to the next unit.

This was the School of Preliminary Education at Everleigh, an institution formed last year to centralize the training of all educationally backward Regular recruits.

Lieutenant-Colonel W. Dodd, Royal Army Educational Corps, described the life and work of the school and introduced his officers to Mr. Hare, who spent half an hour watching training.

The next half hour, spent at Jellalabad Barracks, Tidworth, afforded the War Minister particular satisfaction. Jellalabad, a long-standing eyesore and symbol of military frugality, has been rebuilt. Since he assumed office, Mr. Hare has spared no effort to improve living conditions for the soldier.

An impeccable guard of honour greeted the Secretary of State when he arrived at the 8th Battalion, Royal Tank Regiment,

in Tidworth at 12.30 p.m. He acknowledged the General Salute and inspected the guard before visiting squadron barrack-rooms and Centurion tanks and their crews. A sudden deviation from the set programme found him in the cookhouse: good food also has a high priority with Mr. Hare. Before lunch in the officers' mess, at which the Rhine Band of the Royal Tank Regiment played, Mr. Hare paid an informal visit to the Sergeants' Mess where he chatted with members and drank a well-earned glass of beer.

The afternoon followed the same strenuous pattern. After lunch the War Minister went to 39 Heavy Regiment, Royal Artillery at Perham Down. He saw one battery conducting an internal security exercise consisting of forced marches and ambushes by sections, and another firing rifle and Sten practices.

Finally, Mr. Hare visited 129 Infantry Brigade (Territorial Army) in camp on Perham Down, and watched a full-scale brigade exercise. The day ended with tea in the field with 5th Battalion, The Gloucestershire Regiment (Territorial Army).

Although Mr. Hare sets great

store by the need to visit soldiers in the field, much of his time is taken up with paper work in his Whitehall office.

In a long career as businessman, Army staff officer and politician, he has become used to a mountainous 'In' tray every morning. But it doesn't remain mountainous for long. Mr. Hare has an inflexible rule never to leave anything in the 'In' tray overnight. At the end of the day, outstanding matters are swept into a brief case and dealt with at home.

Thus, Mr. Hare is often able to get "out on the ground" and see his Army for himself. Since he became War Minister in October, 1956, he has toured the Middle East and British Army of the Rhine. This year he has conducted full-scale tours of Northern, Eastern, Western and Southern Commands, and plans to visit the Far East soon.

Accommodation for the soldier and his family ranks high in Mr. Hare's interests and a visit to any new barracks or quarters is always included when he goes on tour. Another "must" is to spend half an hour in at least one sergeants' mess; the War Minister, like many others, believes

that the spirit of a sergeants' mess typifies that of the entire unit.

Mr. Hare always stresses that informality shall be the keynote of his visits. The outbreak of World War Two found him a very newly mobilised subaltern and he knows something about "window dressing." He knows, too, the atmosphere of near panic that travels via the orderly room, the regimental sergeant-major and the troops' dining-hall, finally coming to uneasy rest in the officers' mess.

Mr. Hare's comprehensive knowledge of the Army began in the 1930s when he joined the Suffolk Yeomanry. In 1939 he was a second-lieutenant with a field battery and shortly afterwards was seconded for special duty with the Royal Air Force. He subsequently served in North Africa with 78th Division, took part in the Salerno and Anzio landings and was on the staff of Eighth Army in Italy. He was mentioned in despatches and was awarded the MBE in 1943, the United States Legion of Merit in 1944 and OBE in 1945. He left the Army with the rank of lieutenant-colonel.

TIM CAREW

# A THOUSAND FELL IN -



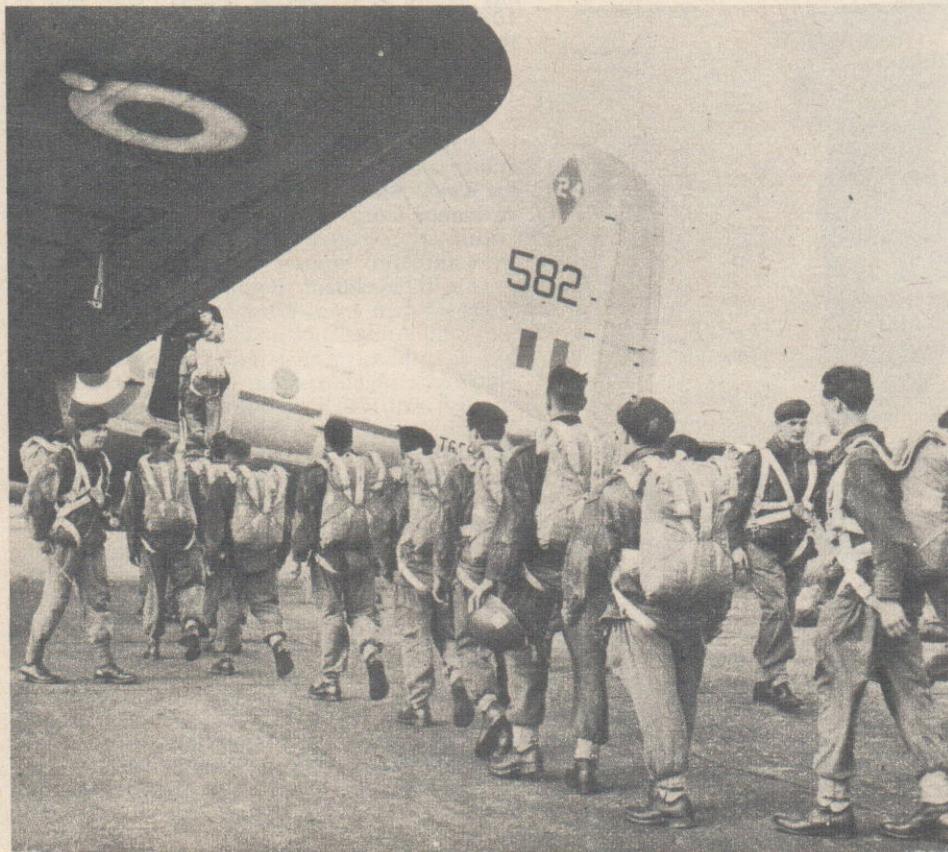
## TO FALL OUT

More than 1000 "week-end" paratroopers dropped over Norfolk in the biggest-ever Territorial Army airborne exercise. They are members of a brigade group which recruits its men from all over Britain

Over the dropping zone a stick of parachutists jumps into space.

Photographs: SOLDIER Cameraman PETER O'BRIEN

All aboard for the high jump. A section of Territorials enters a Hastings.



**I**T was the biggest Territorial Army airborne exercise ever held. In two days more than 1000 volunteer parachutists dropped out of the skies over Norfolk, tumbling in sticks of between 20 and 30 from Beverley and Hastings aircraft. Some of their vehicles and heavy equipment as well as food and water were also parachuted.

The Territorials were taking part in a three-day exercise during their annual camp at Stanford. They belonged to 44th Independent Parachute Brigade Group (TA) which originally planned to drop over 2000 officers and men. But bad weather and lack of aircraft deprived half of them of the thrill and the landing of most of the vehicles and equipment had to be simulated by ground transport.

For three days the parachutists fought an imaginary battle against a mythical Fantasian army, living and operating entirely on stores and equipment they would receive in real action. Among them were veterans of World War Two, some of whom parachuted into Normandy and across the Rhine; many more were young men in their 'teens who had just passed their parachute course.

The men of 44th Independent Parachute Brigade Group come from units stationed all over Britain, as widely separated as Aberdeen and Portsmouth, Liverpool and Norwich. Their civilian occupations range from doctors to dockers, lawyers to lathe operators, scientists to shop assistants. One, serving as a motor driver, is a member of Parliament.

The Group headquarters is in London and consists of both Regular and Territorial Army

OVER . . .

PAGE 13



Above: Safely landed, men of 44th Independent Parachute Brigade Group gather their weapons and stores and make for the forming-up area. Right: Brigadier P. F. Young. He has two deputies to help him command his nation-wide brigade group.

### A THOUSAND FELL IN *continued*

officers and men, with a specialist air staff from the Royal Air Force and Army, an intelligence group, a map-making team and a field security section. The Brigade Commander, Brigadier P. F. Young has two deputies, one stationed north and the other south of the Wash. The deputy commander in the north is Colonel Alastair Pearson who won the DSO four times in parachute operations in World War Two.

Most of the men come from the London area and belong to 10th Battalion, the Parachute Regiment, 21st Special Air Service Regiment, 289 Parachute Light Regiment, Royal Artillery,



Above: Two paratroopers dropped into a pine-tree and had to be rescued by ladders. Left: Men of 10th Parachute Battalion take up strategic positions in a bombed out cottage after the drop.



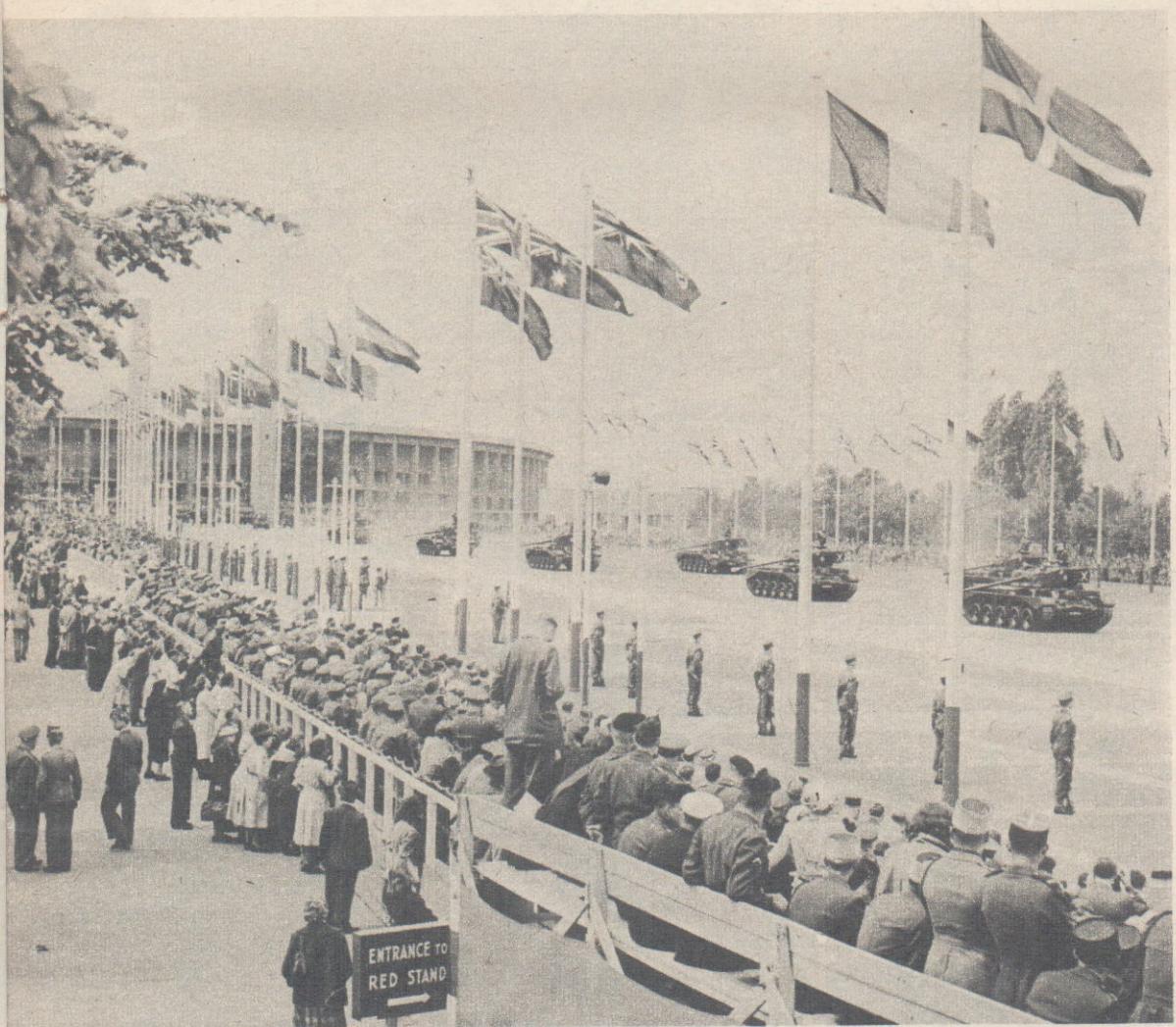
the parachute squadron of the Middlesex Yeomanry and specialised detachments of Sappers, the Royal Army Service Corps and Royal Army Ordnance Corps. Many of the Sappers in the Group are recruited from Scotland, Lancashire, Yorkshire and Warwickshire.

The Independent Pathfinder Company recruits its men from Grantham to Nottingham; the Field Ambulance and Field Workshops are based on the Liverpool area. From Scotland and Northern England come the men of the 15th Scottish and 17th Tyneside Battalions, and from Yorkshire and Lancashire the men of the combined 12th and 13th Battalions.

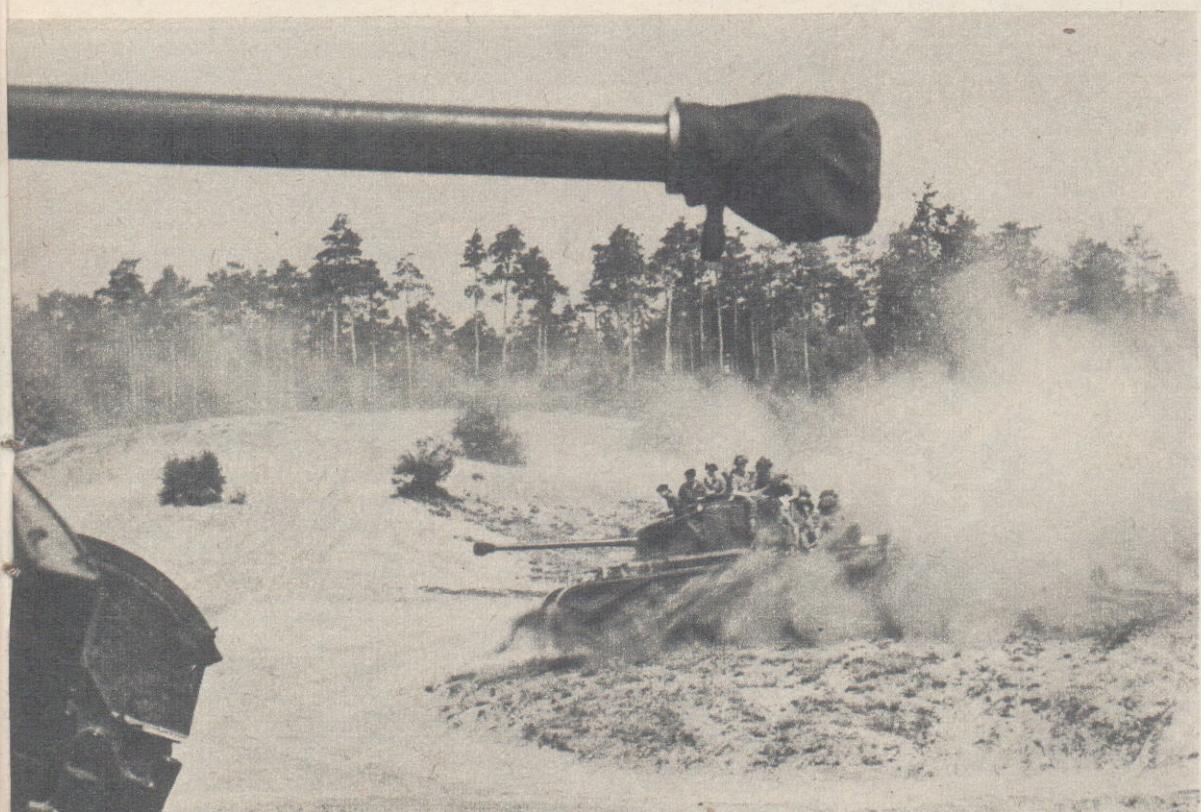
The Brigade Group now numbers more than 3000 volunteers representing about half its wartime establishment.

Because its units are so widely dispersed the Brigade Group is able to hold exercises on the scale practised at Stanford only once every two or three years. But men from individual units are out training most week-ends, jumping from balloons and aircraft, mountaineering, canoeing and fighting their way through thick country in escape and evasion exercises. Sometimes they go abroad to train, and in recent years units have been mountaineering in Scandinavia, canoeing in Belgium and France and parachuting into Norway, Denmark and into the sea off Jersey and Guernsey.

# THREE GENERALS SAID FAREWELL



Flanked by the flags of the North Atlantic Treaty Organisation countries, No. 1 Independent Squadron are shown on parade on the Olympische Platz last year. The Olympic Stadium is in the background. Below: A Squadron tank carries Infantrymen into action during one of the many exercises held in Berlin's Grunewald.



IT is not often that three generals attend a mere squadron parade. But they did last month when the Comet tanks of No. 1 Independent Squadron, Royal Tank Regiment, rumbled proudly down Berlin's famous Olympische Platz.

On the saluting base were Lieutenant-General H. E. Pyman, commanding 1 Corps and the senior serving officer in the Royal Tank Regiment; Major-General F. D. Rome, GOC British Sector, Berlin; and Major-General N. W. Duncan, Representative Colonel Commandant of the Royal Tank Regiment. Contingents of all other British units in Berlin turned out to line the route.

It was an occasion well worthy of such ceremony for this was the last parade of the only independent tank squadron in the British Army. A week later its men, vehicles and equipment were distributed among other units of the Royal Tank Regiment and No. 1 Independent Squadron had ceased to exist. It was one of the first units to be disbanded as a result of the re-organisation of the Army.

Many units which will disappear have centuries of history and tradition behind them. No. 1 Independent Squadron was only six years old but in that short time it had fulfilled a unique role: it was the only armoured unit to be permanently stationed behind the Iron curtain, in Berlin.

Formed in 1951, the Squadron had a special establishment of ten instead of the normal 15 tanks and its task was to support the Infantry battalions of Berlin's Independent Brigade. Fortunately, it was never called upon to fill this role in earnest but it was on its toes 24-hours of every day it spent in the former German capital—just in case.

One unusual privilege the Squadron won for itself was to fire the 21-gun salute on the Queen's Birthday Parade in Berlin. When the suggestion was made that tanks could do the job (normally carried out by the Royal Artillery), a high-ranking Gunner officer on the Brigade staff scoffed at the idea. But after watching an impeccable display of the Squadron's salute-firing he apologised and gave his consent.

Although the Squadron was formed with men from many of the Royal Tank regiments, most of them came from 5th Royal Tank Regiment. The last Squadron Commander, Major C. H. Rayment, led one of the 5th's squadrons in Korea. To perpetuate the Squadron's memory it is proposed that B Squadron of the 5th Royal Tanks should be renamed the Berlin Squadron.—*From a report by Major F. E. DODMAN, Public Relations, Berlin.*



Above: Forcing their way through waist-high ferns and saw-edged grass, the New Zealanders set out on patrol. Right: Weapons are carried shoulder-high as the patrol moves upstream.

Below: "Daks" the Squadron patrol dog, is reputed to be able to smell out terrorists half a mile away. Here he reconnoitres a thickly-grown river bank with his handler, Trooper D. Brady.



## KIWIS' LAST PATROL

**M**ALAYA was on holiday, celebrating Independence Day with a riotous round of feasts, dancing and bull fights. But it was no holiday for the seasoned jungle fighters of 22nd Squadron, New Zealand Special Air Service. That morning they left Kuala Lumpur with two-weeks hard rations in their haversacks and set off on their last jungle patrol.

The operation, which was to last for three months, was designed to kill or capture the last of the terrorists before the end of the year when the men of 22nd Squadron are due to return home. They will be replaced by a New Zealand Infantry battalion which will form part of a Commonwealth Strategic Reserve based on Malaya.

On their last patrol, which was accompanied by a photographer who sent back the pictures on this page, the New Zealanders took their tracker dog "Daks" and their Iban trackers, the tough little hunters from Sarawak. The Squadron has been in Malaya for two years and has many "kills" to its credit.

# SOLDIER to Soldier

**I**MPROVED accommodation and better living conditions are expected to be announced soon when the Army reveals its plans for becoming an all-Regular force by the end of 1962.

In other words, the Army is out to attract the family man.

This was made clear by the War Minister, Mr. John Hare, at the end of a recent tour of inspection of Army bases in Britain. "The type of man we want," he said, "is one who does not care for sedentary life, who wants to do a useful and interesting job and at the same time wants to bring up and educate a family. We do not want the chap who can think of nothing else to do but join the Army. We must provide inducements to get Regular recruits. Accommodation and living conditions must play an equal part with any financial improvements."

This is good news. Since the end of World War Two, far too many married soldiers have left the Army because they had to live in unsatisfactory quarters or in stations where there were insufficient homes to go round. Much has been done in the past few years, however—and but for lack of money, which is not the Army's fault, much more would have been accomplished—in providing modern barracks and homes, not only in Britain but in overseas stations as well. Many out-of-date barracks and quarters have also been rebuilt, but it is a sad truth that far too many soldiers are still living in buildings that are hopelessly behind the times.

**M**ILITARY experts all agree on one thing: in a nuclear war ground forces will have to be more mobile than ever before and the "tail" must be cut to give greater bite to the "teeth."

Ironically, one possible way to help achieve both these requirements is to put the Infantryman back on his feet by replacing motor vehicles with hand-drawn trolleys (see pages 7 and 8).

The use of trolleys to fetch and carry the Infantryman's weapons and stores and to get him quickly into battle positions no vehicle could reach is just one of the bright ideas the British Army has been thinking up over the past few months. The Sappers have been working on the same lines. Recently (see pages 5 and 6) the Royal Engineers built a Bailey bridge delivered to them from the air. At Chatham they have demonstrated a new 400-ft long bridge which can be erected rapidly at night and hidden in easily-handled sections by day. This new bridge needs only 26 lorries to carry it and 120 men to build. A Bailey bridge the same length requires 120 lorries to lift and 360 Sappers to erect.

A new light alloy assault craft with a 16 horse-power outboard motor and carrying eleven men has also gone into production.

Three of them lashed together can carry a Land Rover and an anti-tank gun. At Farnborough Air Show recently paratroopers demonstrated a new 70 m.p.h. lightweight motor vehicle which is carried in a box in an aircraft and can be assembled in less than a minute after touch-down.

\* \* \*

**R**ARELY can a commander, in modern times at least, have been called upon to carry out an operation under such difficulties as General Sir Charles Keightley, Commander-in-Chief of the Allied Forces, was during the Suez operations last year.

In his official despatches, General Keightley reveals that his forces were split between Malta, Cyprus, France, Algiers and Britain. He had only 18 LSTs and 11 LCTs at his disposal and enough air transport for only two battalions of Infantry. Lack of harbours and anchorages in Cyprus meant that the seaborne assault had to be launched from Malta, more than 900 miles away from Suez. Almost at the last moment the General was told that an armoured division based in Libya would not be available. And, finally, instead of receiving

at least ten days' notice of the start of operations, he got, in fact, little more than ten hours.

Yet, whatever else it failed to accomplish, the operation was a military success, due in large measure to the soldiers, sailors and airmen who achieved every objective they were given. "The skill and gallantry required, particularly of parachutists, Commandos and pilots, was equal to that demanded in any operation of war and it is they more than anyone else who deserve praise," says the General.

\* \* \*

**T**HIS month the first of the units earmarked for disbandment under the plan to reduce the size of the Army by half will be winding up their affairs. Between now and April 1 next year, seven Gunner regiments will disappear as will one Army group headquarters and its minor units. By the end of this year the Royal Engineers will have lost two field squadrons and a training regiment and reduced others to cadre strength.

The Infantry amalgamations will begin to take place between April and June next year when the East Lancashire and South Lancashire regiments "marry up" in Hong Kong. (As SOLDIER went to press, the 1st Battalion, The East Lancashire Regiment, were on the high seas bound for the Far East, never again to return to Britain with their present

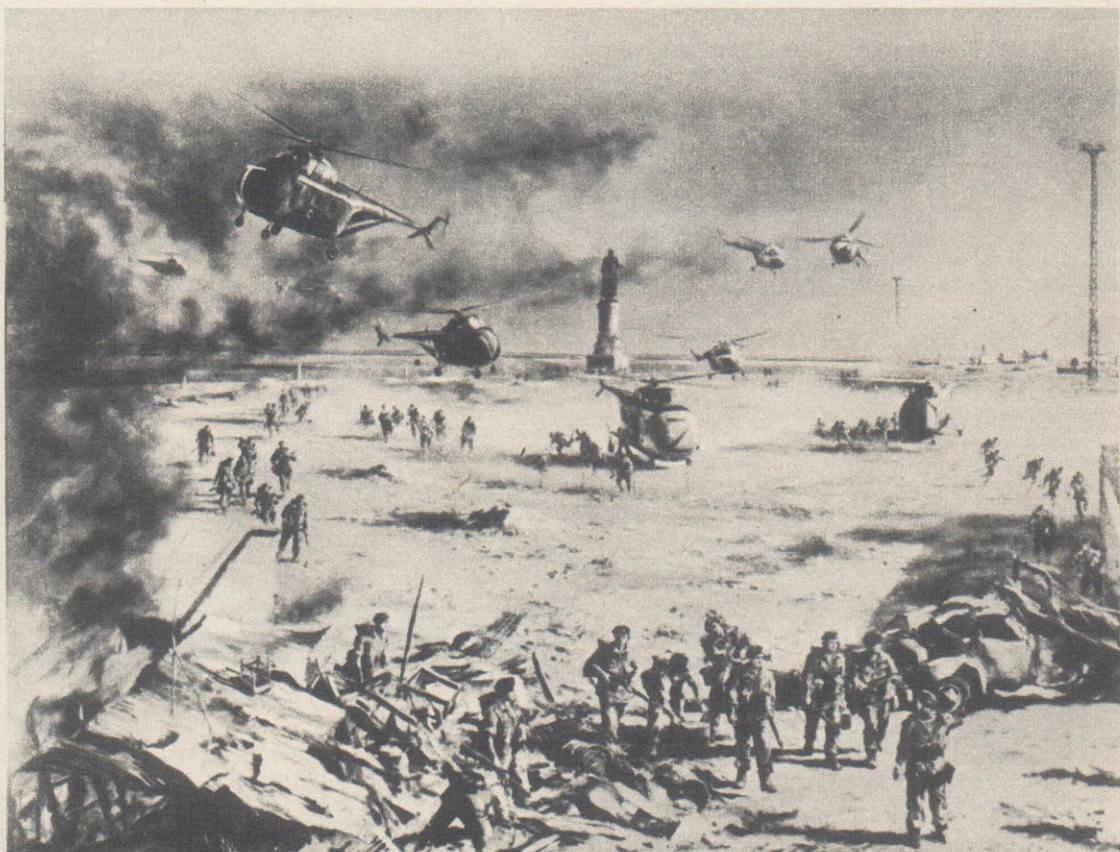
title. They will be joined in Hong Kong at the end of this year by the 1st Battalion, The South Lancashire Regiment, at present serving in Berlin.) In the same period the East and West Yorkshire regiments and the Devonshire and Dorset regiments will also amalgamate.

\* \* \*

**T**HE man who thought up that famous old recruiting poster "Join the Army and See the World" could hardly have foreseen the day when soldiers would be sent to serve on desert islands. But so it has turned out to be.

Last year an Army task force landed on Christmas Island, a coral atoll in the Pacific, to build a base for Britain's H-bomb tests, turning an almost uninhabited island into a thriving modern community. Now, a detachment of Royal Engineers has been flown from Singapore to Gan, a tropical, palm-strewn island in the Indian Ocean, to help build a £2,000,000 air base.

The Sappers' first job was to blast a channel through the coral reefs and to make beaches safe for the landing of heavy plant and vehicles. They are also helping to rebuild the wartime air strip. When the base is complete it will become part of Britain's new strategic defences in the Far East and a convenient staging post between Britain and Australia.



The assault on Port Said. This picture, by Mr. W. Lane, an Admiralty artist, commemorates the landing of 45 Royal Marine Commando—the first occasion on which helicopters have been used as assault transport.

# IN THE NEWS

## BRITAIN

### The Courage of Driver John Lee

THE call for courage can come to a man at any time. It came for Driver John Lee, of the Royal Army Service Corps, when the air brakes of his 40-ton tank transporter, loaded with a 33-ton tank, failed at the top of a hill at Carlton (Notts.).

Driver Lee could have abandoned the vehicle and saved his own skin; he chose instead to stick to his post. So did two soldier passengers who tried unsuccessfully to stop the vehicle with the handbrake.

Quickly gathering speed, the transporter careered down the hill and entered the crowded town at 60 miles an hour. Powerless to stop, Driver Lee snaked in and out of lines of cars and buses, missing them by inches, and finally came to rest after pulling the vehicle round a sharp bend up a steep incline.

"It was a magnificent piece of driving," said a police inspector. "He deserves a medal."

Driver Lee with the transporter which careered through a town at 60 miles an hour.

## CYPRUS

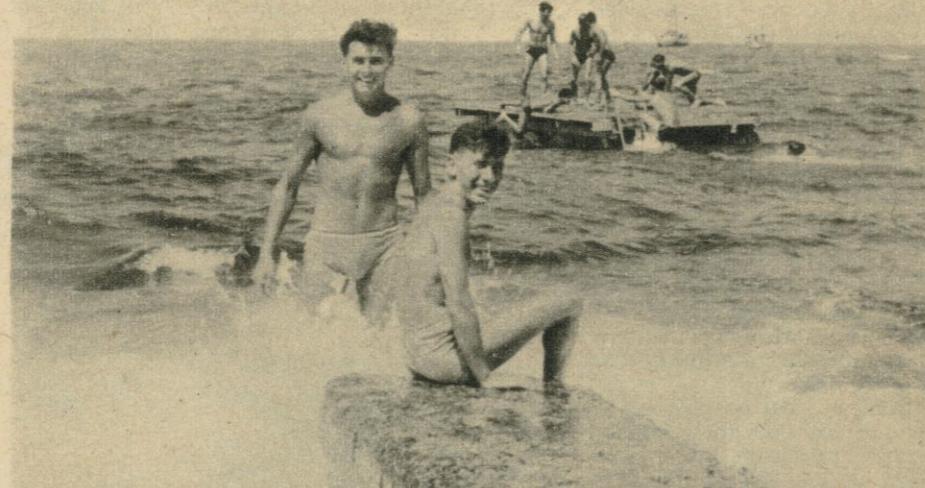
### Luxury Holiday—For Forty-Four Shillings a Week

THE Dome Hotel in Kyrenia, one of the most luxurious hotels in Cyprus, has been leased by the Army, complete with staff, furniture and fittings, as a leave centre for other ranks and their families.

Nestled among the rocks which overlook the Mediterranean and with the Kyrenia Mountain range towering majestically in the distance, the new leave centre accommodates 400 people. All its bedrooms have private showers and bathrooms, there are three bars, sun-bathing verandahs and an excellent bathing beach, games rooms, a cinema and a library. Canoes and under-water swimming apparatus are provided on loan and two buses take holidaymakers on sight-seeing trips.

On top of all this every guest receives 40 free cigarettes the day he arrives and every morning tea is served in bed by a civilian waiter.

And the cost? £5 a week for full board, with reduced rates for children. But soldiers on leave in Cyprus receive eight shillings a day in allowances before they leave their units so that they pay only £2 4s. a week.



Soldiers on leave from Nicosia get all the swimming they want at the luxury leave centre.



The mule company at a march past in Hong Kong. Brigadier J. G. C. Waldron DSO, of 48 Gurkha Infantry Brigade, took the salute.

## MALAYA

### Gallantry in the Jungle

For these exploits during seven days' continuous patrolling, Captain Walter has now been awarded the Military Cross.

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The citation announcing the award says that thanks to Lieutenant Hodges' "leadership, courage and tenacity the local inhabitants were freed from a long-standing oppression." The leader of the gang was later identified as a notorious murderer.



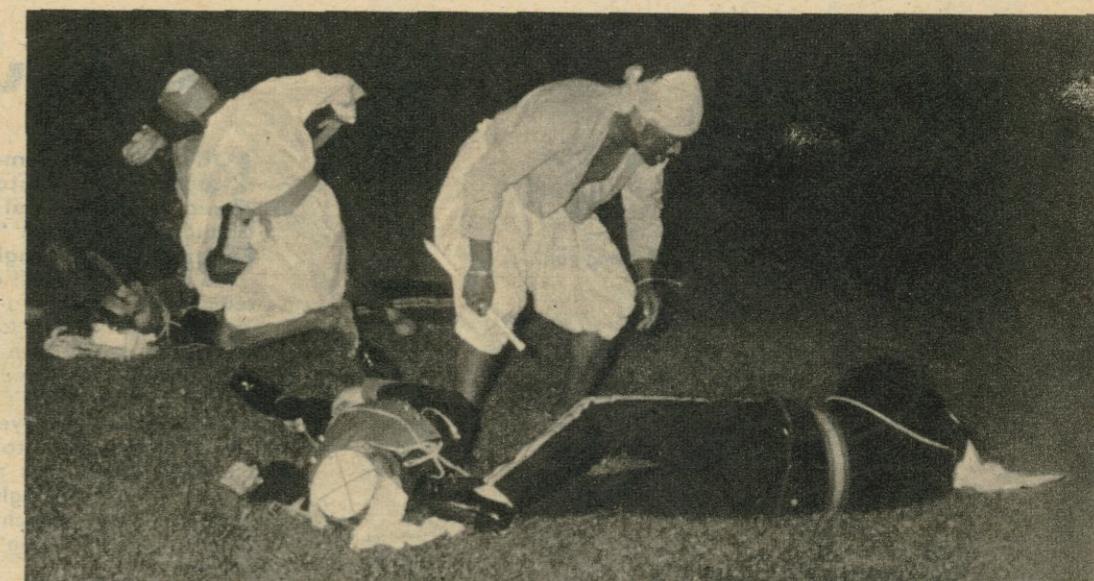
Captain Peter Walter MC, of the Royal Lincolnshire Regiment.

CAPTAIN Peter Walter, of the Royal Lincolnshire Regiment, bears a charmed life.

In Palestine, after World War Two, a sniper put a bullet through his hat. The captain was unharmed. Two years ago, in Malaya, a bandit fired at him from only a few yards away—and missed.

Last June, while on patrol in Malaya, he ran up against a terrorist ambush. He shot one terrorist and then came face to face with another who emptied his gun at point-blank range but failed to hit him. Then a grenade knocked Captain Walter down. Recovering, Captain Walter gathered his patrol together and led them in a charge on the ambush position.

The next day, Captain Walter again led his men against a party of some 20 terrorists concealed in a carefully prepared position at the top of a cliff. In the face of strong opposition and under a hail of defensive fire, the patrol drove the terrorists from their hide-out. Again Captain Walter was unscathed.



THE latest thing in inflatable rubber assault boats is the United States Army's T8 here shown undergoing tests at Fort Belvoir, Virginia.

The T8, which can be inflated in a few minutes, carries 15 men when being paddled and nine when driven by a 25 horse-power outboard motor. It weighs 250 lbs., can be carried by six men and when deflated 20 of them can be packed into a three-ton lorry.

## GERMANY

### They Go By Mule

BASED on San Wai in the New Territories is the only mule transport unit in the British Army: No. 81 Royal Army Service Corps (Pack Transport) Company. It has 114 mules on strength.

Except for three British officers and a few British NCOs and technicians, all the men are locally recruited Chinese, most of them from the farming community in the New Territories. They sign on originally for three years; many have found the life so attractive that they have extended their service to nine and, in a few cases, to 12 years.

Sergeant Chow Lin, an Australian-born Chinese, has served with the mule company for nine years. Another, who has signed on for 12 years, is Sergeant Tse Ting Yau, the 880 yards running champion of Hong Kong.

"The picquet were murdered to a man." Under searchlights, men of the 9th Lancers portray an Indian Mutiny scene.

### The "Delhi Spearmen" Re-enact History

ONE hundred years ago mutiny was spreading through the Indian Army like fire through dry bracken. Many British regiments fought gallantly to check the threat. Not the least among them were the 9th Queen's Royal Lancers, 13 of whose officers and men won the Victoria Cross during the insurrection.

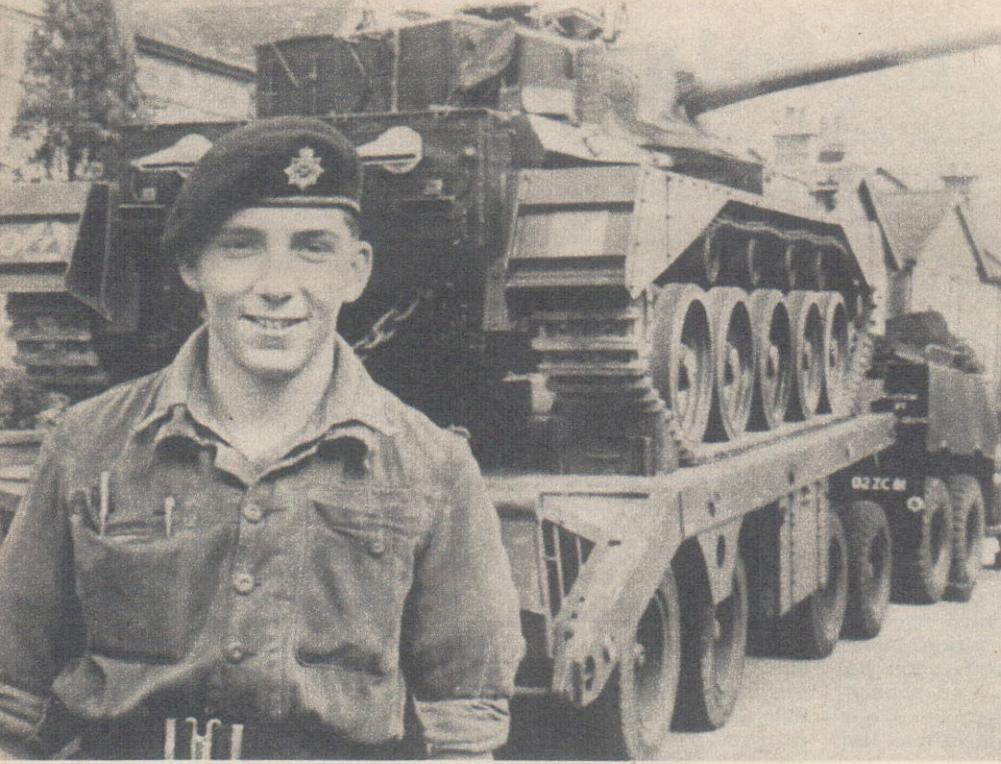
Recently, on a sports field in Germany, the 9th Lancers commemorated this centenary with a searchlight tattoo. Mounted, with lances and in the uniforms of the 1850s, they re-enacted the encounter near Agra where Sergeant H. Hartigan won his Victoria Cross.

In the early hours of 10 October, 1857, four Indian conjurors approached the 9th Lancers' picquets and distracted the soldiers' attention with their antics until

suddenly the natives rounded on them and murdered them to a man.

Their cries roused Sergeant Hartigan in his nearby tent. He rushed out, sounded the alarm and single-handed killed all four murderers. Suddenly more mutineers appeared and attacked the sergeant and the men who had rushed to his aid but the small party held the mutineers at bay until the tide was turned by a mounted charge from the duty troop. The sight of the 9th Lancers bearing down on them was too much for the mutineers and they fled, crying "Delhi Ballah-Wallah" which, freely translated, means "Delhi Spearmen," the nickname which the regiment still proudly bears.—Report by Captain R. Esser, Public Relations, Rhine Army.





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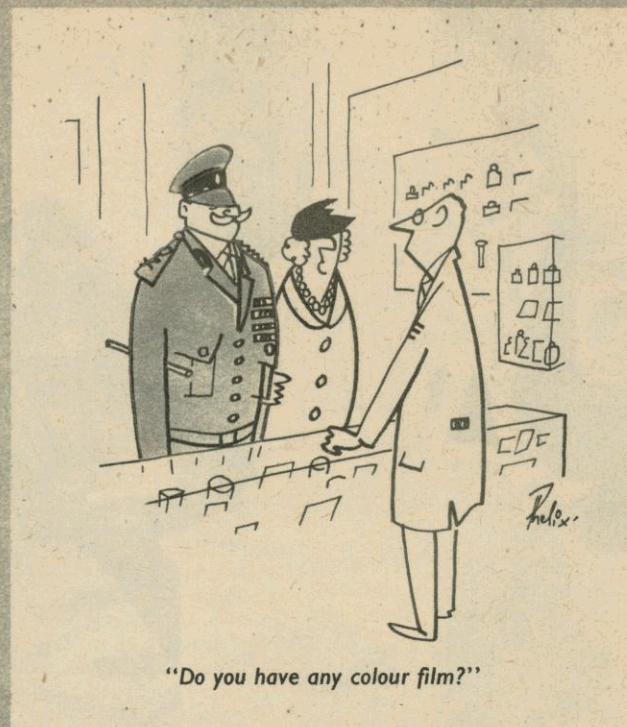
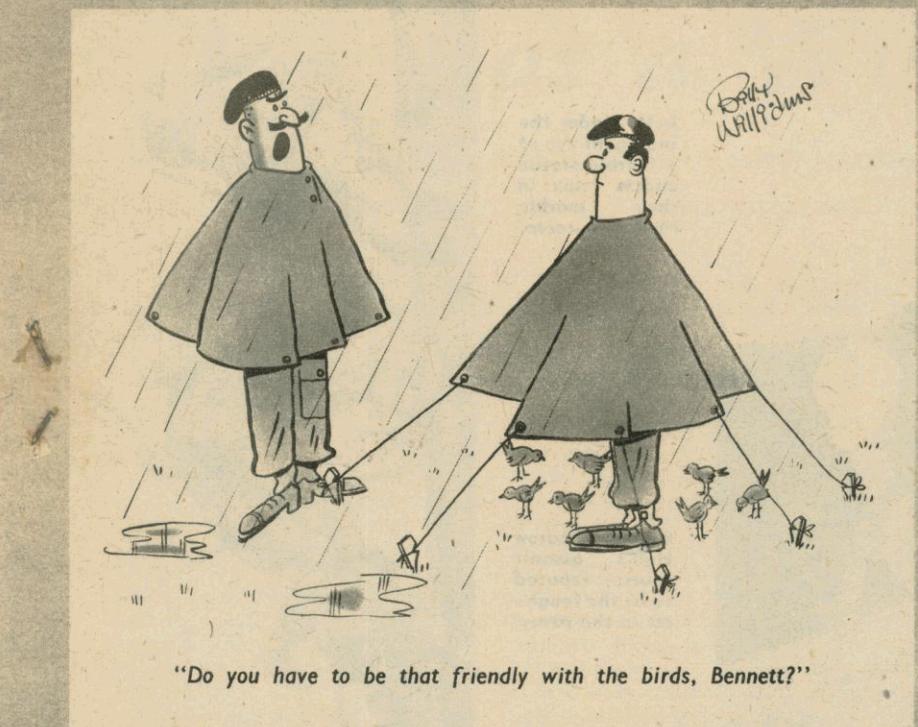
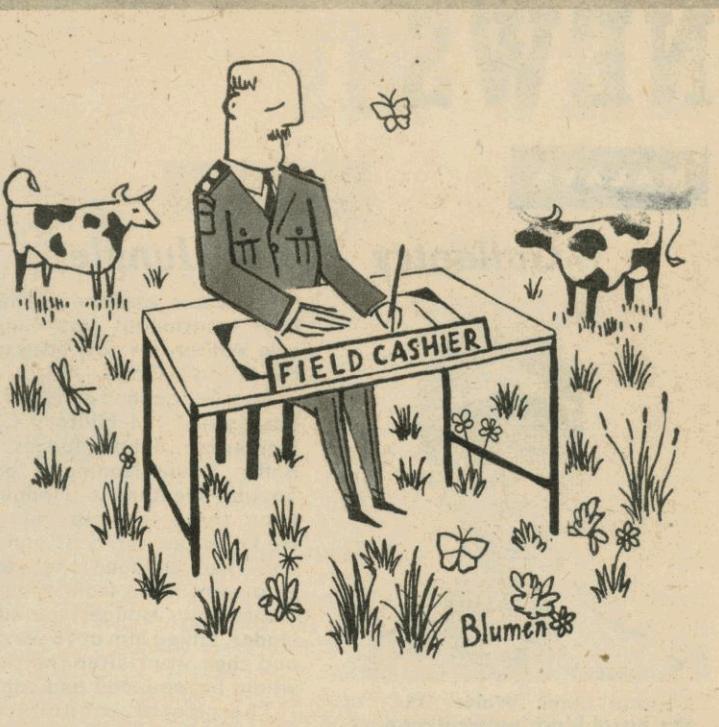
# SOLDIER HUMOUR



"The Army always catches deserters in the long run . . ."



Courtesy US Air Force Times.

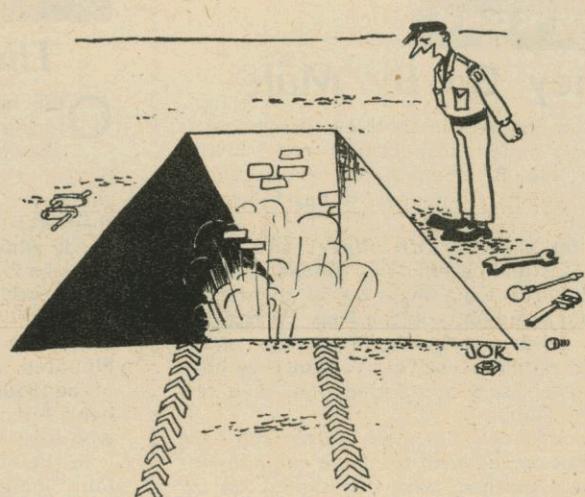
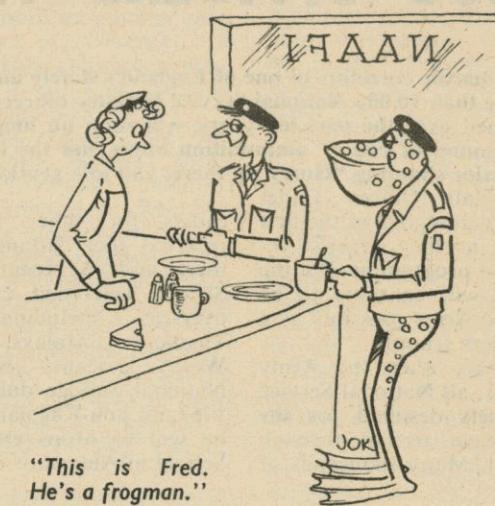
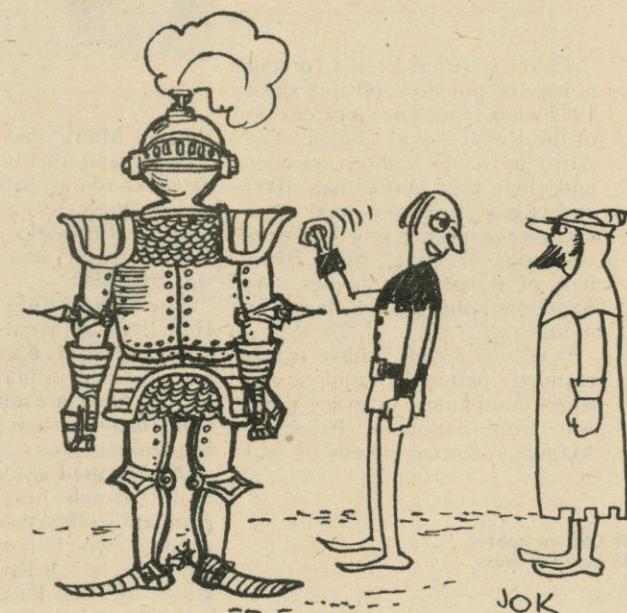


## JOKE JOKES

**JOKE**—one of the most prolific of **SOLDIER**'s cartoon contributors over the past year—is 27-year-old National Serviceman Sapper John Grant serving with "A" Squadron, 3 Training Regiment, Royal Engineers, in Hampshire.

He describes himself as "a Scot, married, who has temporarily given up a beard and an undistinguished architectural career for two years' equally undistinguished service with the Sappers. Claims to being a soldier are supported by two War Office Selection Boards and one NCO's training cadre.

"At present employed in the unwarlike capacity of sailing instructor to 3 Training Regiment, Royal Engineers, which has the advantages of a healthy outdoor life and enough spare time to draw cartoons about the Army which occasionally strikes a canny Scot's mind as being a creation of Gilbert and Sullivan."





Left: Under the indulgent eye of a marble statue cadets relax in their marble tiled ante-room.



Right: Eaton Hall's assault course, reputed to be the toughest in the Army.

## 10,000 OFFICERS TRAINED HERE

THE marble corridors of one of England's stately homes, where more than 10,000 National Service Infantry officers have been trained over the past ten years, will soon no longer echo to the sound of cadets' ammunition boots and the cries of the sergeant-major shouting "Hurry up there, you idle gentlemen."

Eaton Hall Officer Cadet School is to close, one of the first casualties in the Army's re-organisation programme. But the Hall itself will continue to be used by the Army, possibly as a junior leaders school.

Since 1947, when the Army took it over, all National Service officer cadets destined for the Infantry have passed through Eaton Hall. Many thousands of

cadets for other Arms also received their Infantry training there and in recent years the School welcomed cadets from overseas, including Chinese, Thailanders, Malays, Iraquis and West Africans. Now, with National Service due to end in 1962, all non-Regular cadets will be sent to Mons Officer Cadet School in Aldershot.

Eaton Hall has been a forcing house for potential officers since 1939 when it became an extension of the Royal Naval College. The Army moved in eight years later and since then more than 1000 cadets have been groomed there every year, undergoing 16 weeks strenuous training, more than half of it spent on tactics. (At Sandhurst the course lasts 18 months.)

"Old Eatonians" have commanded platoons (and sometimes companies) in every post-war trouble-spot—in Palestine, Malaya, Korea, Kenya and

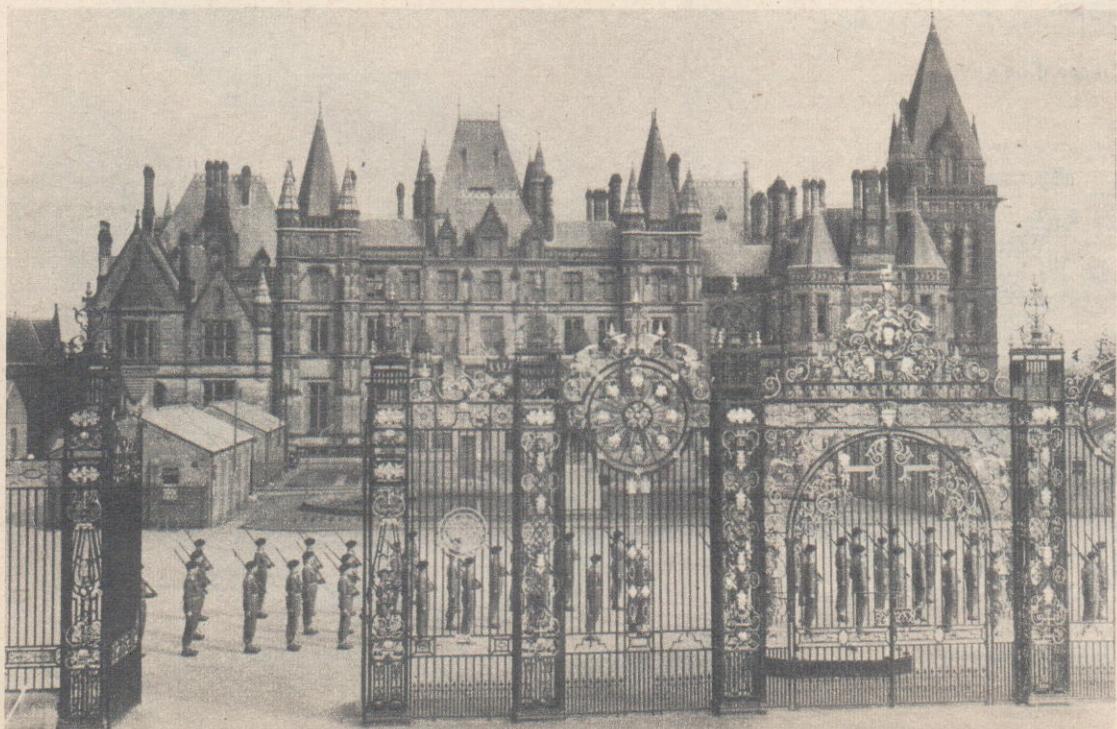
Egypt. Many have been decorated and mentioned in despatches and one, Second-Lieutenant W. Purves, of the King's Own Scottish Borderers, became the first National Service officer to win the DSO.

The cadet who went to Eaton Hall lived in a curiously mixed atmosphere of ducal splendour and military utilitarianism. The courtyard, where nobles and their ladies drove in their phaetons and broughams, was the parade ground, dotted about with brick-built barrack huts. The Commandant's office was in a suite of rooms which once lodged members of the Royal family as guests of the Dukes of Westminster, and some cadets slept in six-man barrack rooms which were once State bedrooms. The stables, which used to house some of the finest horses in the country, including Bend Or, a Derby winner, became the quartermaster's store. In the Great Hall a marble statue of Artemis stared disdainfully down at the cadets as they clumped over delicately tinted mosaic marble floors.

For centuries Eaton Hall was the seat of the Grosvenors (the family name of the Duke of Westminster) who rebuilt it many times, the last occasion in 1869 at a cost of £2,000,000. Today the Army rents it, and its 350-acres of parkland with 16 miles of tarmac roads, on a 99 years lease.

No one could deny that the Army's investment has yielded a profitable return in officers.

Behind the Golden Gates and in front of the Hall, cadets drill in the courtyard where nobles and their ladies drove in broughams and phaetons. Note the brick-built barrack huts.



# 'Boy' was a Witch-dog

PRINCE RUPERT'S DOG WAS BLESSED WITH SUPERNATURAL POWERS AND INVULNERABLE TO WEAPONS. BUT HE DIED ON MARSTON MOOR, SHOT BY A MUSKETEER.

PRINCE RUPERT, nephew of King Charles I, and tearaway cavalry leader of the Civil War in the 17th century, had a white dog called Boy. It was a witch.

There can be no doubt about this if we believe the gossip of the time and accept the evidence of pamphlets and pictures published by the Parliamentary side.

These effusions explain in great detail the many ways in which Boy gave powerful aid to his master. How else could Prince Rupert have swept away the ranks of the righteous at Edgehill? How else could he have slain John Hampden on Chalgrove Field, carried all before him at Newbury, and cut to pieces the Scottish wing at Marston Moor?

The witch-dog Boy not only accompanied the Prince on the battlefield, making him invulnerable, it was claimed, to shot and sword, but revealed to him all the plans and dispositions of the

lowed to grow thickly on neck and shoulders, with muffs of fur left on the hind ankles. A woodcut shows a group of Cavaliers urging Boy to attack a Parliamentary dog, with cries of, "To him pudel!" And Boy himself, on one occasion, on being asked if he was Prince Rupert's dog, is said to have answered, "My name is Pudel."

Boy was exceptionally intelligent, and had been taught many tricks and habits of obedience. He became a great favourite with the King and the 'teen-age' princes, afterwards Charles II and James II.



Boy takes on a Parliamentary dog, urged on by a group of Cavaliers.

enemy. Indeed Boy, thanks to Parliamentary propaganda, was popularly held to account for all the setbacks suffered by the Roundheads during the war.

There were plenty of other "witches" in England at this time. The famous "witch-finder" Matthew Hopkins hanged no fewer than 60 of them in his own county of Essex alone, receiving 20s. a head as bounty.

But these witches were all in the human guise of poor, innocent country folk, whereas "the dogge Boy," could assume any form he chose in order to spy out the land and bring information to his master.

Boy was originally given to Rupert by Lord Arundel, when the Prince was imprisoned at Linz on the Danube some years before the outbreak of the English Civil War. Prince and Boy became inseparable companions, both in prison and during subsequent campaigns in Holland.

Apparently Boy was a poodle of sorts, though contemporary portraits give him a leonine look. His body was certainly shaved, poodle-fashion, the hair being al-

This family intimacy was no doubt the origin of the common belief in the dog's uncanny power, for an observer in London wrote: "When our six Aldermen delivered the City-petition, the Dog lay just before Alderman Garret, with his eyes fixt on the King and his Master, and with one foot on the King's toe and another on Prince Charles his: and whiles Master Skinner was reading the petition... not a pithy period, or good word escaped him, as if he had known the meaning of it as well as the Bearers themselves did."

Boy had the habit of jumping up and appearing to whisper in Prince Rupert's ear, from which it was supposed that the dog had the gift of speech. Some professors at Oxford alleged that the dog's whispers "seemed to them to be a mixt language somewhat between Hebrew and High-Dutch which, they say, if any, was most probably the language of the Beasts before curse."

An unnamed nobleman was said to have protested that it was not well for Boy to converse so much with the King's children,

"lest he taught them to swear before they knew what an oath was."

It was considered fatal to offend this all-powerful animal without making ample amends, or even to speak ill of it. For, says a tract of the time, "Tis observed that most of the Gentlemen that were killed at Edgehill had injured the Dog's reputation some way or other, and forgot to give him satisfaction before they went to the Battell."

One nobleman, who had spoken angrily to Boy, was shot in the mouth that very morning. Lord Bernard Stuart was rash enough to kick the dog immediately before a battle, so that "the spiteful Curre got him shot in the very same toe that kickt him."

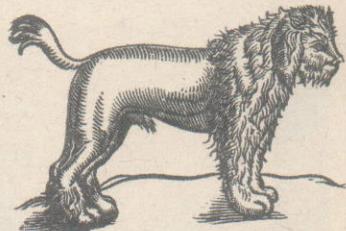
From these beginnings of the legend, Boy began to be credited with even more astounding gifts, such as that of invisibility. It was said that he could even make his master invisible by breaking "a black cloud over him."

After this, however, we perceive a certain fallibility about the celebrated poodle. First in his gift of prophecy, for Boy was said to have announced that the King would enter London before May, 1644, with 60,000 horse and foot, when the dog himself would be courted, and ride in a City pageant "triumphantly overlooking the people." But, in fact, the unfortunate monarch's next entry into London was as a prisoner, and the dog was no more.

Boy's oft-proclaimed invulnerability to all weapons also proved false for he was killed at Marston

## OBSERVATIONS UPON PRINCE RUPERT'S WHITE DOG, CALLED BOY:

Carefully taken by T.B. For that purpose im-  
ployed by some of quality in the City of  
LONDON.



Printed in the Yeere,  
MDCLII.

Boy, Prince Rupert's faithful dog.

Moor in July, 1644, and Prince Rupert, after having made a brilliant charge on one wing of the Parliamentary army, was himself beaten for the first time in the war.

It was naturally supposed that only a soldier specially gifted as a killer of witches could have slain the Prince's "Familiar" and there was printed shortly after the battle "A Dog's Elegy, or Rupert's tears for the late defeat given him at Marston Moor, where his beloved dog named Boy was killed by a valiant soldier who had skill in necromancy."

The cover of the pamphlet is adorned with a picture of Boy, mistakenly shown as a black dog, being shot by a musketeer at close quarters in the midst of a shower of cannon balls.

History does not name the hero who rid his country of the celebrated Dog-Witch and who, in the eyes of the credulous, made possible the final defeat of the Royalists and the ensuing trial and condemnation of the King.

F. DUBREZ FAWCETT

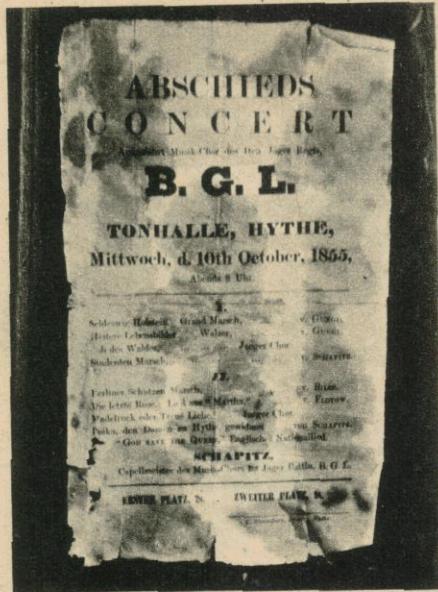
Like wise the strange breed of this Shagg'd Cavalier, whelp'd of a Malignant Water-witch; With all his Tricks, and Feats.



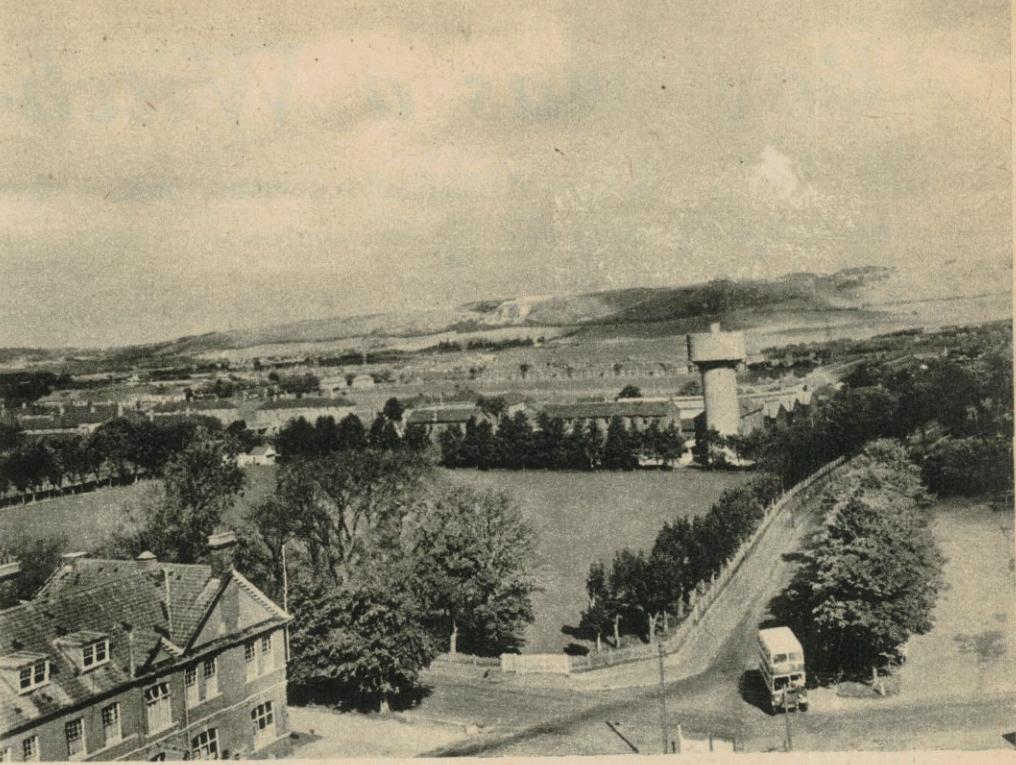
Sad Cavaliers, Rupert invites you all  
Close-mourners are the Witch, Pope, & devill,  
That doe survy, to his Dogs Funeral. That much lament yor late befallen evill.

Printed at London, for G. B. July 27. 1644.

... Boy was shot at close quarters in a shower of cannon balls. . . .



A reminder of the days when the 1st Jaeger Regiment of German mercenaries occupied Shorncliffe. A poster advertising a regimental concert. Right: Shorncliffe Camp today, looking from the sea.



## THIS BRITISH CAMP WAS

THE biggest of many surprises that Captain Roy Brook, of the Royal Army Educational Corps, discovered when he set out to write the history of Shorncliffe Camp, Folkestone, one of the Army's oldest nerve-centres, was that it was built for a German army which came to Britain at our invitation.

It was during the Crimean War when an army of mercenaries raised in Germany was brought to England to be trained and equipped. Builders rushed up a permanent camp at Shorncliffe and the German soldiers took possession of the nearby town of Sandgate.

Captain Brook has found old posters, printed in German, advertising concerts, parties and dances, for the mercenaries. In their spiked *pickelhaubes* and smoking cigars made from German-grown tobacco the German soldiers monopolised the streets and filled the taverns.

In 1855, Queen Victoria herself paid them the honour of visiting

*A captain in the Royal Army Educational Corps is writing the history of Shorncliffe Camp. One of the facts he has dug up is that it was built to house a German Army*

Shorncliffe and inspecting the army drawn up on Sir John Moore's Plain where the Light Brigade first drilled.

"But this army never did any fighting," says Capt. Brook. "It drew a good deal of pay but was never sent to the Crimea." Eventually it was disbanded and the men were given passages to South Africa where white settlers were badly needed.

The old camp at Shorncliffe is full of history—but the Army has always been too busy to write it. Most of the old records have been destroyed or lost and Captain Brook has a big task on hand. He has been collecting material for a year now and is still not within sight of being able to sit down to write about it.

It was from Shorncliffe throughout World War One that men marched down to the little steamers waiting to carry them across to France. In World War Two men waited there patiently

and trained for the time when they would be able to storm into Europe.

To-day it is a big home station and recently the headquarters of the First Guards Brigade. In the great huddled camp of St. Martin's Plain and the tents of Dibgate Camp alongside, Territorial Army units spend their training periods each summer.

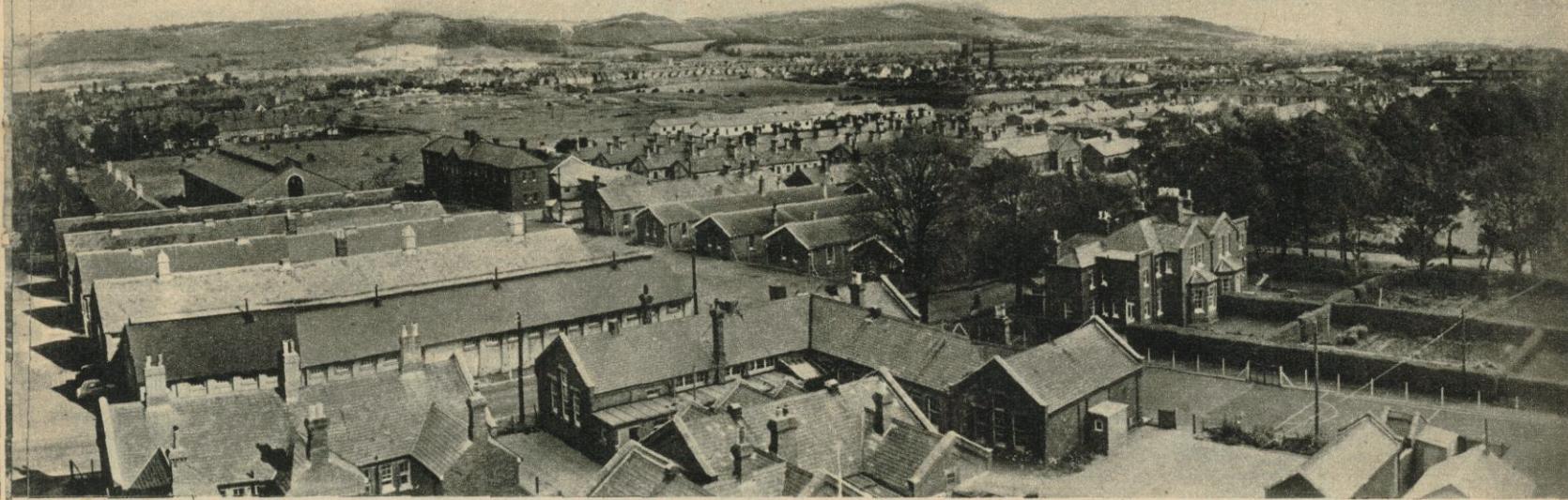
So far as Captain Brook has been able to discover it was in 1790 that first preparations were made to build an armed camp at Shorncliffe. A few huts were put up and the first troops arrived in 1798. It was just an ordinary camp until Sir John Moore came on the scene there in 1803, filled with his new idea to create "light infantry"—men to be specially trained and equipped so that they could move fast and sure to strike at Napoleon.

Britain had been involved in long struggles on Europe before but they had never been faced with such a situation as when Napoleon dominated the whole Continent. Sir John Moore found himself in the same position as the Allied leaders in 1940. Britain was the only free base from which a powerfully defended Europe could be attacked. Light Infantry was to be one of the sharpest weapons he could find to knock holes in the fortress wall.

Captain Brook is still sorting the evidence but it does seem that the 95th Foot were the first body of men to be trained in this new



Shorncliffe Camp in 1855 from a print published in the *Illustrated London News*.



## BUILT FOR THE GERMANS

form of fighting. It is clear, at any rate, that by 1808 there were at Shorncliffe three regiments (or battalions as they would be today) trained and composing the Light Brigade.

When Waterloo brought peace, Shorncliffe lost its importance. Economy became the public cry. The camp fell into disuse. The Army began to sell large tracts of land back to neighbouring farmers. Large flocks of Kent's famous sheep peacefully grazed where the conquerors of the Peninsula had learned their trade.

It is this period which Captain Brook is finding most difficult to fill in. Regrettably, he says, local police records of military wrong-doers are proving his best means of finding out what units were stationed there then.

Then came the Crimean War and the Germans. A modern, and well-equipped for those days, camp of wooden huts was run up at great speed. The Germans arrived, filled the air with brass band music, cigar-smoke and guttural orders for a time and departed in due course for South Africa.

The Army had a camp on its hands and used it generally as the home for the equivalent of a modern brigade. "There seems to have been, for most of the time," says Captain Brook, "three battalions of Infantry, some Artillery units, a few Sappers and a wagon train."

But in the 1880s came a great change. Someone decided (there is yet no trace of who was responsible) to spend £250,000 on a new camp. The old wooden huts came down and permanent brick structures went up in their

place (some are still in use). Married quarters arose and a hospital.

Twenty years later, in the South African War, Shorncliffe Camp housed holding battalions. In still another 15 years it was one of the main assembly points and training grounds for Kitchener's New Army.

After that it was taken over completely by the Canadians who remained there until 1920. It was

there also that in the early 1920s the Army School of Education was founded.

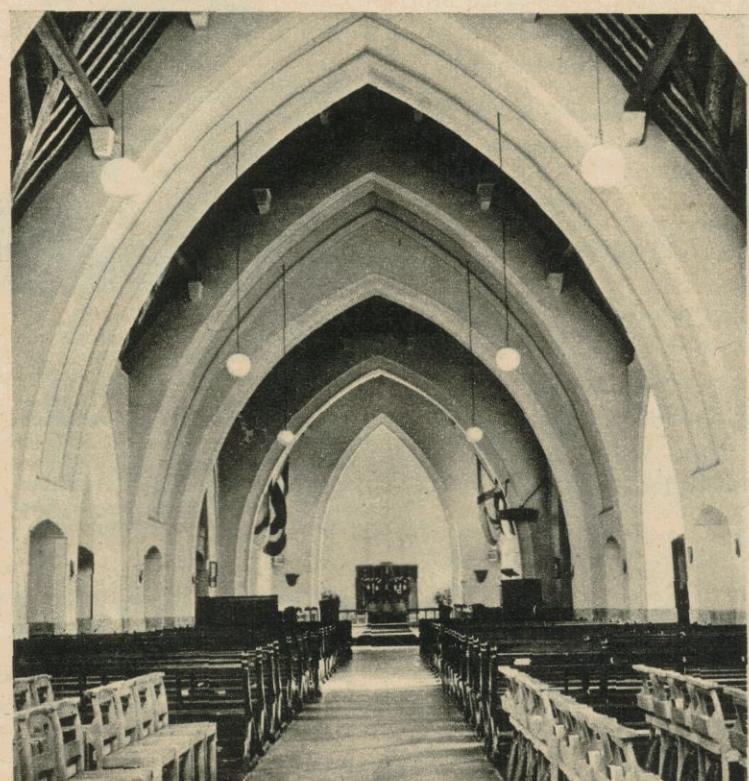
Shorncliffe had four children's schools by this time run by the old Army schoolmasters. But when the British Army took over again from the Canadians, the schoolmasters were abolished and the new Education Corps began its work.

When Captain Brook moved to the Institute of Army Educa-

tion last month, he began to get down to analysing every Army List in the War Office Library.

"In less-security-minded days," he says, "they fortunately included the locations of units in the lists. From these I hope to discover which people did occupy the camp. Then I can settle down to the real job of writing my history."

JOHN HALLOWS

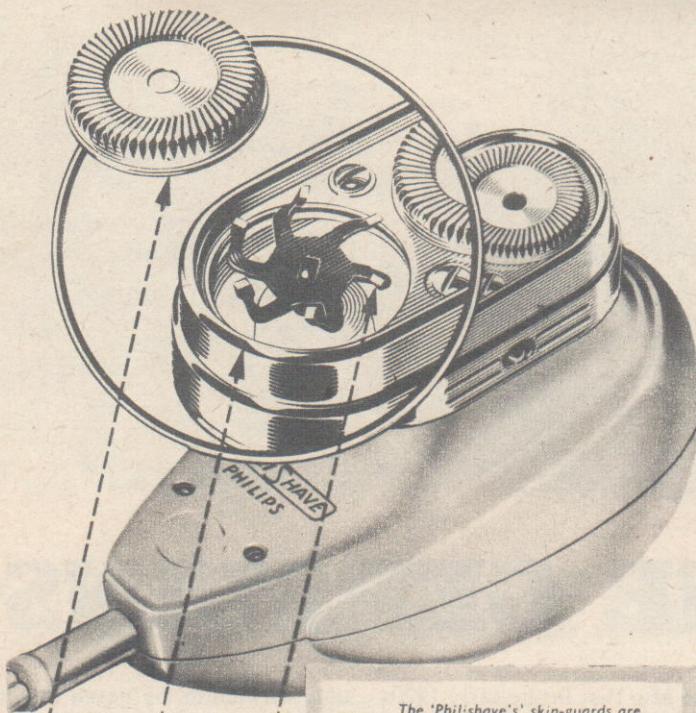


Shorncliffe Garrison Church which was completed in World War Two. Royal Air Force fighters provided air cover against sneak German raiders during the dedication ceremony in 1941.



Captain Roy Brook at work on his history in the John Moore library at Shorncliffe Camp.

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# THE BRIDGE THEY DIDN'T PULL DOWN

**B**UILDING bridges can be a frustrating business for Sappers. Almost always, after long hours and much care and exertion have been spent erecting them, they have to be pulled down again.

But the men of No. 30 Field Squadron, Royal Engineers, of Ripon in Yorkshire, are feeling pleased with themselves just now; they have built a bridge that is likely to stay up for several years at least and carry many thousands of vehicles.

No. 30 Field Squadron were called in to erect a Bailey bridge after floods had destroyed the bridge which runs over a brook at Foston on the main trunk road between Derby and Uttoxeter. It was an urgent job and the Sappers got to work within hours of receiving their orders.

First on the scene was a Sapper reconnaissance team which, by the time the rest of the unit arrived, had planned how the bridge should be built. For six days, working round the clock with the aid of floodlights at night, Sappers drove heavy piles into the banks and made the massive concrete abutments on which the bridge would rest. On the seventh day they began to construct the Bailey bridge and that evening the operation was complete. The following week, the local civilian authorities built short approach roads, laid a tarmac surface across the Bailey bridge's 13 ft. 9 in. wide carriageway and erected traffic lights to control single-line working.

This was the second time that Sappers have been called in to replace broken bridges in Derbyshire. In 1947 Sappers from Newark erected a Bailey bridge in place of Cavendish Bridge at Shardlow which was severely damaged by floods. The Bailey is still standing.

Another Sapper-built Bailey bridge still in use is the one built by 316 Field Squadron, Royal Engineers (Territorial Army), on the Leatherhead by-pass. Now there is talk of the Army being called in to erect Bailey bridges at Staines (Middlesex) and at Aylesford (Kent) to ease week-end traffic jams.

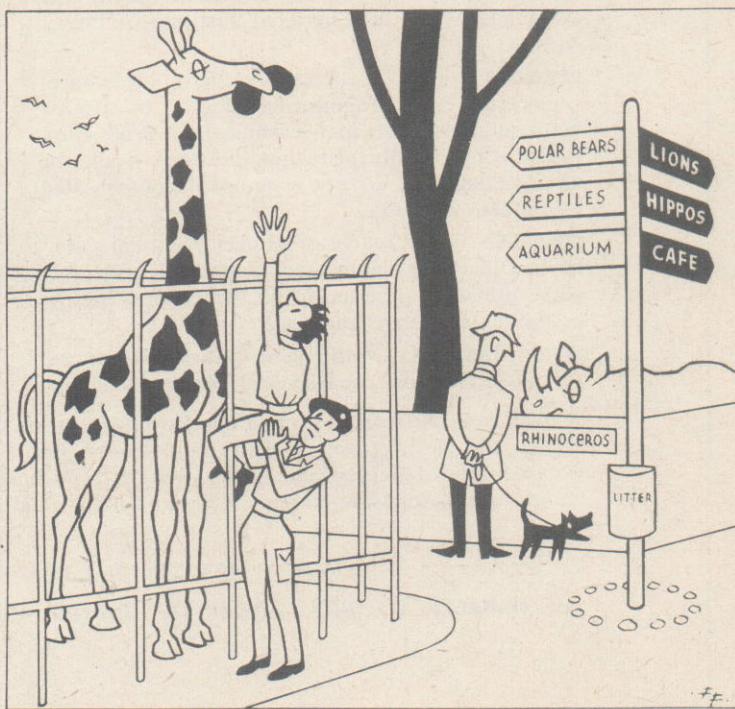
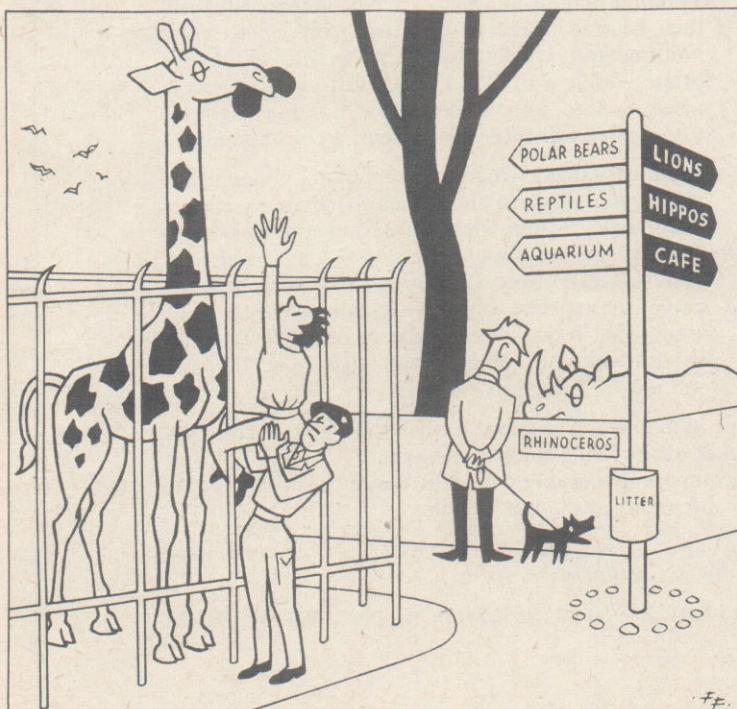


Above: Only a few hours after floods had swept away the bridge at Foston, Sappers from 30 Field Squadron, Royal Engineers were hard at work building a new one. Below: A 'bus was one of the first vehicles over the new bridge which is likely to remain in use for some years.



## HOW OBSERVANT ARE YOU?

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





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**COLD STEEL IN TUNISIA.** Above: British Infantrymen capture an enemy tank at bayonet point. Below: with kukris and bayonets at the ready, men of a Gurkha regiment scramble up a steep hill before the Mareth Line.

## SCRAPBOOK OF WORLD WAR TWO



# The Hell of Monte Cassino

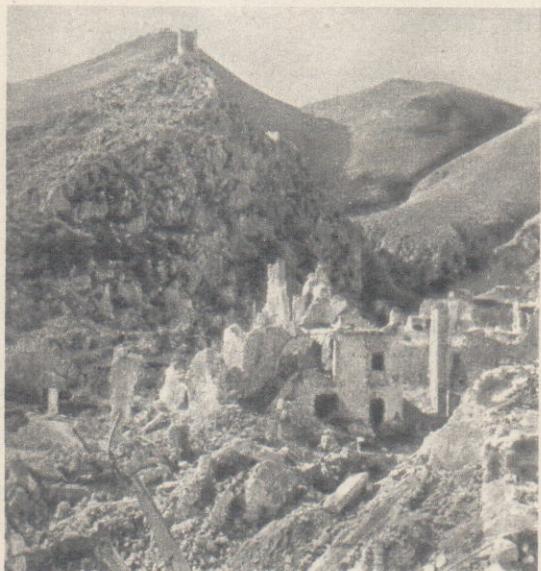
THE newspaper reader learns that General X is "throwing in his armour," "pouring in reserves" or "launching a three point thrust."

Such passages, says Fred Majdalany in "Cassino, Portrait of a Battle" (Longmans, 21s.), may give a handy passing impression of the general course of events but they give no true picture of a battle. The soaked and shivering private soldier who was part of the "three point thrust" read such accounts with hollow and cynical mirth. His comments, through the chattering of his teeth, were rarely printable.

Fred Majdalany is well quali-

fied to tell the story of the hellish cataclysm that was Cassino. He served throughout the battle in the Lancashire Fusiliers, was wounded and awarded the Military Cross. He is now on the staff of the *Daily Mail*.

Majdalany graphically describes the effect of the battle on



The aftermath of the battle: a view from the shattered town of Castle Hill, the gateway to Monte Cassino.

soldiers at all levels: he tells of Field-Marshal Alexander's desperate efforts to persuade the Chiefs of Staff to let him administer the *coup de grace* to the German Army in Italy rather than divert forces to the invasion of Southern France; he relates how the woefully depleted battalion of the Royal Sussex Regiment suffered casualties from the Allied bombing of the Monastery: "they told the monks, they told the enemy but they didn't tell us," observed the Commanding Officer more in sorrow than anger . . . he sketches vividly the plight of Infantrymen, without food for days and whose water supply came from a rain-filled bomb crater, who watched precious supplies parachuted to them bouncing down the slope out of reach.

Although "Cassino" is first and foremost an account of a battle, the author is not slow to apportion criticism of its conduct. He has, for instance, some hard things to say about the mishandling of the Rapido River crossing by the United States 36th Division. Of the Americans in Cassino Majdalany says tersely: "The American Divisions in Italy . . . learned some sharp lessons the hard way—as British Divisions had to learn them in the desert three years previously."

With clinical detachment the author examines the fierce controversy that raged as a result of the Allied bombing of the Benedictine Abbey. He gives a harrowing picture of the predicament of the monks—"these gentle, scholarly and dedicated men found that their monastery, in which they had spent so many years in an atmosphere of spiritual tranquillity, was to become the scene of one of the bloodiest battles in history." He tells of the impact of the bombing on men "whose only conversation was in a low voice and whose most violent acquaintance with sound was the Gregorian chant of the Divine Office."

He is frankly and unequivocally critical of the American General Mark Clark, who gave the order for the bombing of the Monastery, only to disclaim responsibility for the decision in "angry apologia." For the ordinary soldier, he says, "Cassino, so costly in human life . . . was little more than an elegy . . . and a memorial to the definitive horror of war."

There are many tales of individual gallantry in this book—deeds performed by British, Americans, New Zealanders, Gurkhas, Indians and Poles. "Cassino" is certain to be read avidly by all those who took part in this terrible battle. It must rank as a work of permanent value to the military student, while the lay reader will find it one of the clearest and most absorbing accounts of a battle in World War Two.

## Seven Great Captains of War

HOW many Great Captains have there been since battles began? Only seven, according to Paul Kendall, author of "The Story of Land Warfare" (Hamish Hamilton, 12s. 6d.). These, "by the agreement of mankind," are Alexander the Great, Hannibal, Caesar, Gustavus Adolphus, Marlborough, Frederick the Great and Napoleon.

The selection is, necessarily, an arbitrary one. The Great Captains listed were doubtless lucky in that they lived when they did, before war became a complex, industrialised affair, engulfing the total resources of a state. Today a high commander is only as good as his staff.

How would Marlborough have fared in Haig's job, in the war of fire, wire and mire? Or in Foch's? Would Napoleon, starting his military career as a field officer in the Western Desert, have risen any higher than divisional or corps commander?

Mr. Kendall, alas, has no time for such idle speculations. The scope of his work—he must cover 5000 years of warfare in fewer than 200 pages—means that he must keep to the fast highway. He maintains a spanking pace of narrative and, with an eye cocked for innovations in tactics and equipment, conducts his reader lucidly through what he regards as the best battles. The first is Guaga-

mela when the disciplined hosts of Alexander slammed like a great swing door on the Persians.

Mr. Kendall notes the dismay wrought among the Roman foot by Hannibal's secret weapon: elephants. He mentions (if only in a footnote) how the introduction of the stirrup in the sixth century increased the shock power of cavalry, enabling the rider to couch his lance without being knocked off his horse

when his weapon struck.

In more recent times, the author points to the part played by railways in strategy. The first railway war, he says, was the American Civil War, in which both sides fought for, and along, the iron supply lines. It was use of railways that eased the Prussian swoop on France in 1870. When the Kaiser tried to repeat the feat in 1914, "for a whole fortnight German troop trains at ten minute intervals pounded across the Rhine bridge at Cologne." The French at a critical period moved up a division in taxi-cabs—"the first important use of the internal combustion engine in warfare." That

conflict degenerated into the first war in which there were no flanks to be turned. It produced only one important new weapon: the tank. And so to the second world war, with its *blitzkrieg* and its great amphibious operations in two hemispheres.

Of the only Englishman in his list of Great Captains, the author says: "Marlborough took the boxing gloves of convention from the hands of war. He startled Europe because in the hitting business of war he hit as hard as he could. But he hit only when he was ready and when usually the enemy was not . . . perhaps he can be called the first modern general."

## The Tale of Trooper Long

ANTHONY BEVAN, who wrote "The Story of Zarak Khan," has produced another tale of soldiering in wild places: "Trooper Long" (Jarrold, 12s. 6d.). It is described as a novel, but the reader will probably find himself wondering whether there was, in fact, a Trooper Long to provide the inspiration. Throughout, the military background is most convincing.

Trooper Long starts off as Lieutenant Charles Long of the Queen's Own Bengal Cavalry. He is heavily in debt to an Indian money-lender and is proposing to desert when he is kidnapped by the agents of a neighbouring maharajah, a pervert of

the old school. Escaping, he makes his way to South Africa and joins the ranks of the Cape Mounted Rifles, where he comes up against all the difficulties that used to beset gentlemen-rankers. In battle he is taken prisoner by a Basuto chief, for whom he performs a service which goes a long way to re-establishing his credit—though it could just as easily have led to the court-martial of the year.

Mr. Bevan's first book was made into a film, and a curious film it was. There would seem to be no part in "Trooper Long" for Anita Ekberg, but it is none the worse for that.



Marshal Berthier, Napoleon's famous Chief of Staff for 18 years.

# Napoleon's Chief of Staff "Had Everything"

**N**APOLEON did not lightly praise his generals. But of the man who was his chief of staff for 18 years he wrote: "Berthier: talents, energy, courage, character. Has everything."

Alexandre Berthier, Marshal of France, Prince of Neuchâtel and Wagram, now qualifies for a biography in English: "By Command of the Emperor" (The Bodley Head, 25s.). It is written, appropriately, by a staff officer, Major S. J. Watson, Royal Engineers, a graduate of both Camberley and Fort Leavenworth.

Millions today have never heard of Berthier, yet, as Major Watson points out, for a whole decade these seven words decided the destinies of Europe: "By command of the Emperor, Alex Berthier."

The man who chose to efface himself in Napoleon's service was no nonentity. He had served the last King of France with distinction, only to be stripped of his general's rank by the Revolutionaries. He had been engineer, cavalryman and Infantryman. The partnership with Napoleon began when the latter was only 26 and Berthier 42. Had Berthier been, say, 32 he "might not have been content to be at the beck

and call of a younger and relatively inexperienced commander."

Berthier was not only Napoleon's Chief of Staff. He served him also as an army commander, a minister of war and an ambassador. In Egypt he toiled 18 hours a day for his master, once working for 13 days and nights without sleep. He served with the Grande Armée through the great continental campaigns. In the pursuit of Sir John Moore to Corunna he faced the blizzards of the Guadarrama, his arm linked with that of the Emperor. He performed prodigies on the Moscow expedition. At the corpse-piled field of Borodino, which Napoleon sardonically described as "the best battlefield I have yet seen," Berthier scribbled his orders all day as more than 100 liaison officers came and went.

When Napoleon returned from Elba Berthier stayed loyal to the new regime. Sadly, from a

balcony of his home in Bavaria, he watched through a telescope Russian cavalry moving westward for the kill. Then, attacked by a dizzy spell, he fell to his death.

At Waterloo Napoleon exclaimed: "If only my poor Berthier were here!"

Like Napoleon, Berthier loved a Josephine. She was already married. Napoleon resorted to a particularly despicable trick to break up the affair and then ordered his long-suffering chief of staff to marry someone else. It would be pleasant to record that Berthier refused; but even in this he obeyed his master.

Inevitably, Napoleon overshadows the subject of this biography. Major Watson works hard, and by no means unsuccessfully, to make a rounded human being of him, even mentioning that "like many staff officers, he suffered from the occupational diseases of ulcers and haemorrhoids."

It should not be forgotten that, on Napoleon's orders, Berthier led an army over the Alps—for the first time since Hannibal's day. Only three men were lost.

## The Captain Fought A One Man War

**I**N June, 1943, three Australian soldiers escaped from a Japanese prison camp in Borneo and paddled the wreck of a dug-out canoe 160 miles through enemy-infested waters to the tiny island of Tawi Tawi in the Philippines.

For one of the trio—Private Robert McLaren (he was later promoted in the field to captain)—it was the first act in a saga of extraordinary courage and daring behind the lines that played a considerable part in tying down large forces of Japanese in the area and eventually led to their defeat.

Captain McLaren's story is told in "One Man War" (Angus and Robertson, 12s. 6d.) by Hal Richardson, himself a prisoner in Japanese hands.

In Tawi Tawi Captain McLaren joined a group of guerillas whose main task was to report enemy shipping movements and to his intense satisfaction he often watched from his hide-out Japanese vessels being sunk by United States' submarines. When the Japanese launched a full scale attack on Tawi Tawi McLaren escaped to Mindanao to join up with the guerilla force there. He soon became a legend for his fearless raids, sometimes single-handed, on Jap patrols and headquarters. The Japanese put a price of 70,000 pesos on his head.

Later McLaren turned seaman, commanding a large whaler which he led in daring raids on enemy shipping and bases. Later still, he parachuted into Borneo to gather information for the Allied invasion and got his party away to safety after a series of hair-breadth escapes.

Captain McLaren became a national hero in Australia but he did not live long to enjoy his fame. Ironically, he was killed when some rotting timber fell on him at his home in New Guinea.

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## SPORT

# SOCER PROSPECTS ARE BRIGHT



Private R. Charlton is expected to gain international honours this year.



Gunner Cliff Jones, Swansea's international outside-left, is playing for the Army again this year.



L/Cpl. Cyril Spiers, Reading's centre-half, is serving with the Infantry.



Signalman J. Melia, Liverpool's inside-left, is one of the Army's forwards.

LAST season the Army's professional football eleven was probably the strongest in individual talent to turn out since the end of World War Two. It contained no fewer than six international players, worth in transfer fees well over £100,000.

This season the team took the field with only three internationals—but its prospects were bright. Almost all the players appear regularly for their league sides and they have welded into a good team.

Only one of last season's six internationals remains. He is Gunner Cliff Jones, Royal Horse Artillery, Swansea's fast and clever outside-left, who has played regularly for Wales for the past two years. He gained another international cap a few weeks ago against East Germany. The other five internationals are all out of the Army and now with their civilian clubs: Driver Billy Foulkes and Lance-Corporal Duncan Edwards (Manchester United), Lance-Corporal Alan Hodgkinson and Lance-Corporal Graham Shaw (Sheffield United) and Trooper Stanley Anderson (Sunderland).

Two international footballers who are playing for the Army for the first time this season are Fusilier A. H. Parker, Royal Scots Fusiliers, who was Scotland's full back last year and plays for Falkirk, and Private G.

Hitchens, of the Welch Regiment, an England "B" player. He scored more than 20 goals for Cardiff City last season at centre-forward.

Fortunately, four of last year's outstanding Army players are available again this season. They are Private Bobby Charlton, Royal Army Ordnance Corps, who is Manchester United's brilliant inside-left, Lance-Corporal Cyril Spiers, Reading's doughty centre-half still serving with the Oxfordshire and Buckinghamshire Light Infantry, Private Bill Curry, Royal Army Service Corps and Newcastle United's centre-forward and Signalman Jimmie Melia (Liverpool's inside forward). Private Charlton is expected to gain international honours this year in England's Under 23 team.

The loss of most of last season's team has meant an almost complete reshaping of the Army's

defence. Only Lance-Corporal Spiers of the old guard remains. New men who have been given a chance to show their worth include Lance-Corporal A. Barnett, Royal Army Service Corps. He was introduced into Portsmouth's team last season to save them from relegation and became their No. 1 goalkeeper. Private S. Russell, Royal Army Medical Corps, Brentford's stylish full back and Gunner D. Whelan, Royal Artillery, who plays for Blackburn Rovers, have already shared full back duties with Fusilier Parker.

In the half-back line to play alongside Lance-Corporal Spiers the Army can call on at least four fine players: Private J. Appleton, Royal Leicestershire Regiment (Leicester City), Trooper S. McIntosh, Royal Scots Greys (Falkirk), Sapper R. Campbell, Royal Engineers (Liverpool) and Private J. Compton, Royal Army Medical Corps (Chelsea).

The forward line practically selects itself from already tried and proven men like Curry,

continued on page 35

## BORDERERS' DOUBLE DOUBLE

A UNIQUE achievement in Army sport is claimed by the 1st Battalion, The King's Own Scottish Borderers.

They won both the Malaya Command and Far East Land Forces' rugby and association football championships in the same season.

The Battalion rugby team set the standard, defeating 22nd Special Air Service Regiment by 8 points to 3 in the Malaya Command final and winning the Far East championship by beating 7th Hussars by 9 points to nil. On the way to the titles they beat the redoubtable South Wales Borderers' Fifteen by 10 points to 5 and the Royal Welch Fusiliers by 16 points to 3.

The soccer team beat the Royal Lincolnshire Regiment by 4 goals to nil in the Malaya Command final and then went on to wrest the Far East Championship Cup from the holders, 24 Engineer Regiment, by 2 goals to nil.



The Scottish International Team, played England at Wembley. Both sides wore "Umbro" kit.

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Private G. Hitchens, Welch Regiment. He plays at centre-forward for Cardiff City.

Charlton, Melia, Hitchens and Jones, with the addition of a newcomer, Trooper W. Day, Royal Tank Regiment, who plays regularly for Middlesbrough at outside-right.

The Army's amateur eleven can also expect to have a good

The Army's amateur goalkeeper, Private P. F. Shearing, RAMC, played brilliantly against London FA. Here he safely gathers a drop shot.



### PENTATHLON CHAMPION:

The Army made a clean sweep in this year's inter-Services modern pentathlon championships. They won the team title by more than 1500 points (12,508 against 10,929 scored by the Royal Air Force) and provided the individual champion—Corporal-of-Horse T. Hudson, of the Household Cavalry Training Squadron (left).

Corporal-of-Horse Hudson, who represented Britain at the last Olympic Games, won the fencing and swimming events and was second in the 4000-metres running. He beat the runner-up, Sergeant D. Cobley, Royal Air Force, by 4741 to 4598 points. Third in the individual championship was Lance-Corporal C. Eldridge, of the Life Guards, with 4056 points, who won the riding event.

The individual shooting champion was Captain J. Bastick, of 2nd Royal Tank Regiment.



season. It includes two internationals—Corporal R. Littlejohn, Royal Engineers, the Woking centre-forward, and Gunner D. Orr, Royal Horse Artillery, who assists Queen's Park Rangers at outside-right when Army duties allow.

The team got off to an encouraging start against a London Football Association side; but for ill-luck, coupled with faulty finishing, the Army would have won a match that ended in a goalless draw.

Outstanding among the Army's forwards were Sapper C. Rackstraw, a Chesterfield inside-right, who was brought in as a last-minute substitute, and Trooper S. Skelton, Royal Tank Regiment and West Auckland, a forceful left-winger. Private P. F. Shearing, of the Royal Army Medical Corps and Hendon, gave a brilliant performance in goal. Gunner C. Barker, Royal Artillery and Barnet, was a resolute tackler at right-back and Craftsman R. Long, Royal Electrical and Mechanical Engineers and Hayes, a sound, constructive wing-half.



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## HIGHLAND OR LOWLAND?

I would have you know that the Highland Light Infantry has never been a Lowland Regiment. It is in fact the second oldest Highland Regiment. Although it has had its depot in Glasgow for a number of years it has had nothing in common with any regiment of the Lowland Brigade in the past.

I consider such inaccuracy in a magazine with official Army backing and a wide circulation within the Army rather unfortunate.—Major-General R. E. Urquhart CB, DSO, Colonel, The Highland Light Infantry (City of Glasgow Regiment).

I was surprised to read in SOLDIER that the Highland Light Infantry "were a Lowland regiment before World War Two."

This is untrue and is one of the main reasons for the regiment fighting to preserve its identity. The removal from the Highland Brigade would be a very hard blow, for the Regiment is proud to have retained, quite unbroken, its status as a Highland Corps since the formation in 1777.

Unfortunately, the very widespread misconception has grown that it is in fact a Lowland regiment, probably because of its connection with the City of Glasgow and, more misleading still, because it has worn trews within living memory until the return to the kilt in 1947. This misunderstanding is quite common, even in Glasgow.—Douglas N. Anderson, 37, Hyndland Road, Glasgow, W.2.

Commenting on the proposed amalgamation of the Highland Light Infantry with the Royal Scots Fusiliers, SOLDIER (September) said this was more difficult to understand than the marriage between other regiments and went on: "But the HLI have their depot in Glasgow and they were a Lowland regiment before World War Two."

While the Highland Light Infantry were never officially listed as a Lowland

# LETTERS

• **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.

Regiment, they were generally regarded as such from 1881 (when they refused to wear the kilt) until immediately after World War Two when they re-adopted the kilt and became the training battalion of the Highland Brigade.

In the South African War the Highland Light Infantry were removed for a time from the Highland Brigade to make way for the Gordon Highlanders, on the grounds that the Brigade should consist only of killed regiments. Then, in 1905, a special Army Order grouping all Scottish regiments into two districts placed the Highland Light Infantry in Lowland District, along with all Lowland regiments.

So far as SOLDIER can discover, only one battalion of the Highland Light Infantry served in a Highland Division in either world war (this was 51st Battalion which was part of 64th (2nd Highland) Division in the 1914-18

war). On the other hand several battalions served with 52nd Lowland Division in both world wars—the 5th, 6th and 7th in World War One and the 5th and 6th in World War Two.

For many years the Regiment's depot has been located in Glasgow from which area most of its recruits have come.

## PEAS BY PARACHUTE

Your story (September) of how Lieutenant-Colonel F. Evans beat scurvy in Archangel in 1918-19 by teaching the British force to sprout green shoots from dried peas and beans has a special interest for me.

As Daily Herald war correspondent in the first Jewish-Arab War (1947-48) I had the misfortune to get caught in the siege of Jerusalem. The population of Jerusalem obtained an ample supply of essential vitamin 'C' by sprouting dried peas dropped by parachute inside the Jewish lines. The trick was suggested to the Jewish authorities by a middle-aged man who told me he "learnt it when serving among the Russkies when I was a foot-slogger with the British Army." I have no doubt that he had been an apt pupil of Lieutenant-Colonel Evans. His name, if I remember correctly, was Fellow or Fellows.

Jerusalem had yet another reason for gratitude to Fellow (or Fellows). Arab snipers kept puncturing the galvanised tanks in which every house, factory or block of offices kept its water-supply. With the wells from which these were replenished getting low, there was a possibility that water-supplies would give out entirely, which would mean the end of any siege.

Fellow (or Fellows) was not going to have that happen. Through the siege newspaper he told the population to save their small coins (penny size, with a hole through the middle) and cut washers to match from old boots, after which he explained how they could instantly mend any hole in a tank by bolting one washered-coin inside the tank and one outside. The governing authority of the town saw that an ample supply of bolts was assured and Jerusalem never fell.—Maurice Fagence, Daily Herald, Fleet Street, London.

## PSIs DOWN UNDER

I read with interest the remarks of "Never Again" and "Disgruntled PSI" (Letters, May) and wonder just how they would fare in the Australian Army.

For the past nine years I have been the Australian equivalent to the British Army permanent staff-instructor, but have served with four different units.

In many instances in Australia it is the soldier's responsibility to secure for himself accommodation at his new station. Only once in nine years have I been fortunate enough to secure army married quarters and these after waiting six months.

There are in Australia no organisations for furnishing homes; nor are coal, electricity and other fuel provided at reduced prices. In country areas there are no canteens selling groceries at a discount.

Despite the handicaps, there are not many Australians equivalent to the British permanent staff-instructors who would willingly change places with men in the Regular units of the Australian Army.

The instructor in Australia is accepted by civilian soldiers and their families and enjoys a number of social events each month. No effort is spared by these families to show that they accept the instructor (and his family) in all respects.

Give me the PSI job any time. It is



more interesting, provides greater scope for one's knowledge and personality. Moreover, it enables one to see more of the country and widen the circle of friends.—"Aussie PSI."

## BUGLE CALLS

A question was asked (Letters, September) about the origin of bugle calls. King George III instructed the famous composer Haydn to produce trumpet and bugle calls for the Army. About 1903, under the excuse of centralisation, a new call replaced the original "half hour, dress for parade." Thus, the Infantry lost one of their most stirring and tuneful calls.—Major H. C. Fausset (rtd.), Pitchfield Cottage, Thursley, Surrey.

The bugle calls composed by Haydn were revised by a Trumpet-Major Hyde. They have changed very little since the 18th century. Towards the end of that century bugle calls began to supersede drumbeats as "the voice" of the British Army and very probably were copied from those used by German Jaeger or huntsmen regiments.—Sergeant J. J. Barker, 4/7 Battalion, Gordon Highlanders (TA), Aberdeen-shire.

## UNUSUAL TRIO

For my service with the Regular Army from 1915 to 1936 I was awarded the Long Service and Good Conduct medal; for service with the Territorial Army from 1937 to 1945



the Efficiency Medal (TA). I have recently completed 12 years with the Army Cadet Force and been awarded the Cadet Forces Medal.—RQMS W. Scurr BEM, East Riding Cadet Force, Beverley.

## CIVVY SUIT

Mr. Sandy's announcement calling for volunteers to leave the Army has induced me to request my discharge. When I go I will have done 24½ years continuous service. It was my intention to complete 27 years. I believe that by giving four months notice I am entitled to an issue of civilian clothing but there seems to be some doubt about it. What is SOLDIER's view?—"Wisdom Tooth."

\*If this soldier has not previously been given a civilian suit (or money in lieu) he will receive one.

## NO FORFEITURE

I joined the Territorial Army in 1935, was embodied at the outbreak of World War Two and demobilised in 1946. During this period I was awarded the Efficiency Medal (TA). Five months later I joined the Regular Army and was allowed to count 6 years 270 days as reckonable service.

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According to Queen's Regulations I cannot claim this service as qualifying towards the Long Service and Good Conduct Medal as it has already counted towards the Efficiency Medal. Later this year I will have completed 18 years reckonable service with the Regular Army. May I forfeit the Efficiency Medal so that the service may count towards the other award?—"PSI."

★No, but as war service counts double towards the 12 years for the Efficiency Medal there should in this instance be a small residue of "unrewarded service" which can be utilised for the long service award.

### MUSICIAN'S PROBLEM

I am a musician in a military band, serving on a 12-year engagement. I had started to do what I thought was my life's work. Now I realise that this cannot completely fulfil my ambition. I want to become a doctor and a surgeon. Is it possible to do so in the Army?—"Piccolo Pete."

★No. The Army does not train its own doctors, and it accepts only those who have already obtained the necessary medical degrees.

### WOSB

I will be leaving the Army shortly after completing three years Colour service. It has been in my mind for some time to do another three or five years to obtain a Regular commission if possible. If I do decide to leave the Army on my run-out date will I be able to attend a War Office Selection Board as a civilian?—"Corporal."

★No.

### GRAVES COMMISSION

Can SOLDIER tell how I may apply for employment with the Imperial War Graves Commission when I leave the Army after 28 years service?—"Warrant Officer."

★Write to the secretary, Imperial War Graves Commission, 32 Grosvenor Gardens, London, SW1.

OVER . . .

# Careers in Electricity

This is an extract from a recorded interview with E. O. Maxwell, an established C.E.A. engineer, aged 26

"...in Power Stations I could get variety and responsibility"

Mr. Maxwell



Q.M.: What first made you come into the Industry?

Mr. Maxwell: I saw an advertisement for graduate training and it struck me that in power stations I could get the type of experience I wanted —variety and responsibility.

Q.M.: Any particular reason why you chose this part of the world?

Mr. Maxwell: Only that my people were living in the South of England so I voted to do my training here.

Q.M.: After your training . . .?

Mr. Maxwell: I was appointed Assistant Engineer—plant testing—Croydon B. My first ambition, of course, was to be in charge of a shift.

Q.M.: Which you were. Weren't you a Charge Engineer before you were 23?

Mr. Maxwell: Yes. Assistant two years and two months, then Charge Engineer. I was very keen on being responsible for staff and it suited me fine.

Q.M.: What are your plans now?

Mr. Maxwell: Well, my plan at the moment is to gain as much experience of the design and construction—construction side mainly—of nuclear power stations. Actually I shall be going, for two years, to one of the Atomic groups in about four weeks' time. My ultimate aim is really to get back into power stations.

Q.M.: You don't see yourself spending all your time in a nuclear power station?

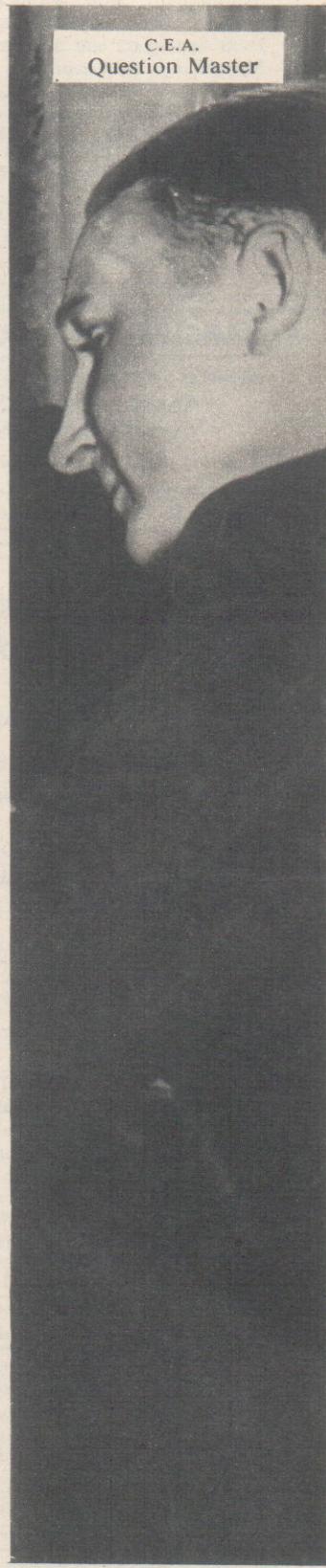
Mr. Maxwell: Oh, no. I'm much too young at the moment to specialise. I want to get as much general experience as I can.

We'd like to publish more of this interview, but there isn't space. For details of the many careers in Electricity open to you, and the salaried training schemes available, please write to:

The Education  
and Training Officer,  
Central Electricity  
Authority,  
8 Winsley Street, London, W.1.



C.E.A.  
Question Master



## more letters

### ROY CAMPBELL

I read with interest your book review (SOLDIER, July) which gave details of the late Sergeant Royston Campbell's service in World War Two. I joined the Observation Unit on its formation on 1 May, 1943.

I remember well the day Campbell arrived. He gave his civilian occupation as poet, which I thought rather facetious, but he produced a large album of Press cuttings in support. He was not a wonderful soldier in appearance or technical knowledge but was very keen and obliging. It is news to me that he rode a motor-cycle: he never did while he was with the unit and he could not drive a car. When

he was killed, his wife was driving the vehicle so presumably he never did learn.

He did not fear death. Once I was driving a one-tonner with Campbell as passenger. At the time I had malaria but did not realise it. One of the symptoms is a feeling of lassitude and the victim falls asleep very easily at any time of the day. On this particular daylight journey I fell asleep twice at the wheel and went off the road. Fortunately, the vehicle did not hit anything, but I was very badly shaken. Campbell admitted he had noticed that I had gone to sleep but felt "quite confident of my driving ability even so." This was said in all seriousness.—Captain A. B. McDermott RA(TA), Aigburth Road, Liverpool.



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### RIFLING

On the query raised by Lance-Corporal Simmonds (Letters, September), the "Textbook of Small Arms 1929" says: "The left-handed twist was originally adopted in order to compensate for the drift due to the rotation of the earth in the northern hemisphere. It also has the effect of twisting the butt of the rifle away from the firer's cheek instead of against it."

As most Continental countries seemed to favour a right-handed twist your explanation for the Bren was sound. Whether one direction of twist has any practical advantage over the other is debatable.—Philip Seymour, 14 The Brow, Storrington, Sussex.

### CAMP PETAWAWA

On a recent visit to my stepson, who is a staff-sergeant physical training instructor with the Canadian Guards at Camp Petawawa, Ontario, I was surprised to see the changes being brought about.

The camp is roughly three miles by two but the total area is approximately



A two-storey married quarter at Camp Petawawa.

800 square miles. The barrack blocks, which each house 250 men, are different from any I have seen before. There are four men to a room, each of which contains a large locker for storing everything including equipment and arms. Each man has his own desk, with table lamp and chair. In the barrack block there is a white-tiled room for cleaning equipment, as well as a snack bar and general store and a room with a washing machine and ironing board. There is a lounge with television and easy chairs as well as an open fireplace.

All the new buildings, except married quarters, are heated from one plant. The new married quarters are houses and apartments. There are about 15 various types of houses in three sizes and the rent is from 71 dollars a month, with the occupant supplying his own furniture. Every married quarter has its own parking area and an electrical outlet for a car heater. When finished, the 32-acre recreational area will have soccer and baseball pitches, a skating rink, a gymnasium and a theatre and a golf course which is being constructed by the men themselves.—G. R. Skilton, Toronto, Ontario.

### WHAT'S PHAT?

Can any reader explain how to play the old Indian game of phat and how to count the score? I used to play it a lot while serving with the Loyal North Lancashire Regiment in India before World War One, but I have forgotten

### SOLDIER COVER

This month's front cover by staff photographer ARTHUR BLUNDELL shows the Irish Guards returning to Wellington Barracks after guard duty at Buckingham Palace.

how. I am fed up playing nothing but cribbage.—R. W. Belsey, Rokey, Dymchurch Road, Hythe.

### AKABA

I do not entirely agree with the views expressed in the report on Akaba (**SOLDIER**, August). I served there for nearly 18 months up to April 1954 and I am quite sure I will never find a happier station. The spirit of co-operation was amazing, everyone worked and played hard and our relations with the local population were first class.—Captain R. Vincent, RASC, Apapa, Lagos, Nigeria.

### STORAGE

I was residing in Brussels and working as a civilian for the Army when I re-enlisted. I remained in Belgium and was allowed to travel to and from my furnished flat. After a few months I was ordered to take over a married quarter, which meant putting my belongings in private storage at my own expense.

Last year I was sent back to England on medical grounds and my wife joined me soon afterwards. As we want to live here permanently when my present engagement finishes, we would like to have our possessions brought over from Belgium and placed in a recognised storage place approved by the Army. As I was repatriated on medical grounds, could this be done at Government expense?—Corporal. ★No.

### BAND INSTRUMENTS

Great enthusiasm exists in the 283rd (Monmouthshire) Field Regiment, RA (TA) for the formation of a regimental band. It would be the only Territorial Army Gunner band in South Wales. Ten weeks ago a dozen bandsmen had already enlisted and others were ready to join. The cost of instruments was proving a formidable stumbling block. Is there a unit or individual who would be willing to help us?—Captain J. P. Ferry RA(TA), Dock Street, Newport.

### HOW OBSERVANT ARE YOU?

(See page 27)

The drawings differ in the following respects: 1. Curve of lower half of tree trunk. 2. Standing soldier's pocket. 3. "E" in Rhinoceros. 4. Dent in trilby. 5. Length of post above signs. 6. Angle of civilian's head. 7. Curve of dog's lead. 8. Position of birds. 9. Giraffe's left hind hoof. 10. Number of stones round signpost.



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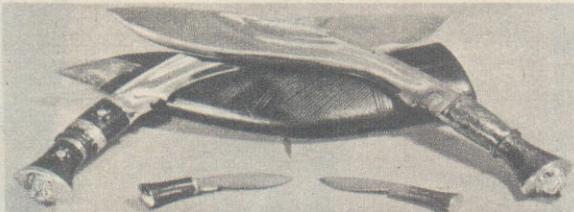
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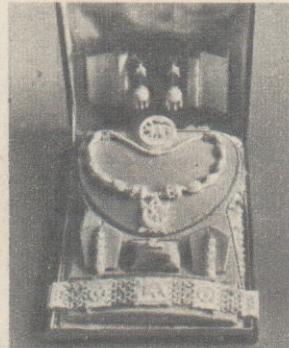
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# SOLDIER

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MARIA ALBERGHETTI

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