
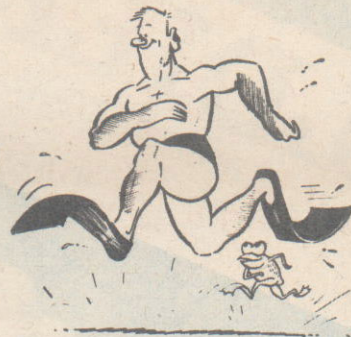


SOLDIER
THE BRITISH ARMY MAGAZINE
JULY 1957  NINEPENCE





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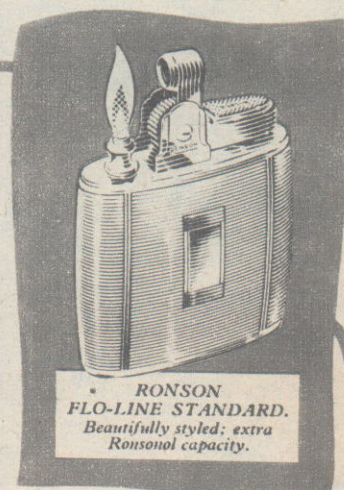
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The leafless lanes of England are silent, save for a snapping twig or the lonely rustle of a robin. The dark fields have settled patiently for their long winter sleep. In the North Country snowflakes scurry across the moor, sweeping the sheep into 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."

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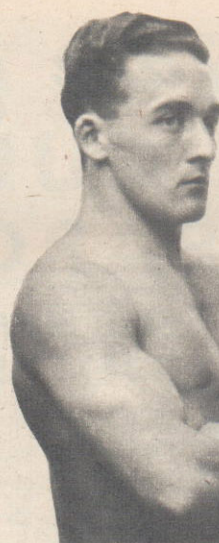


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THE WORLD'S MOST PERFECTLY DEVELOPED MAN

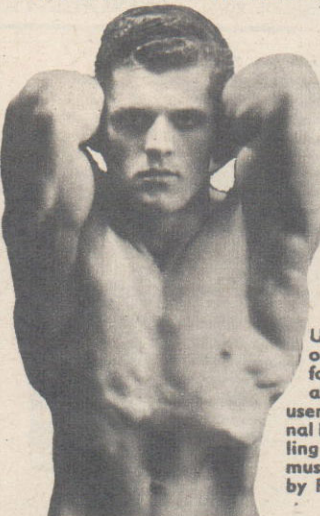
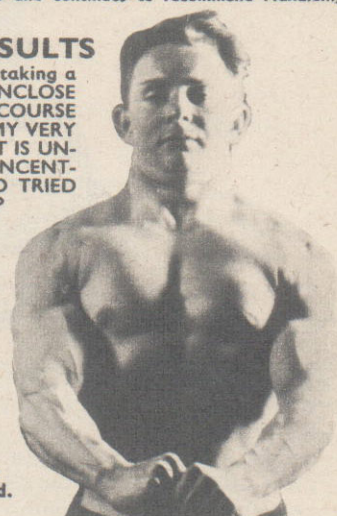
Pupil HERBERT LOVEDAY (left) won the British Title and finalized in the European and World contests. He then reported: "I SHALL NOT, LIKE SOME, HIDE THE FACT THAT I HAVE USED MAXALDING IN MY TRAINING." In 1957 he reports further progress and continues to recommend Maxalding.

UNPARALLELED FOR RESULTS

Pupil P. H. Soanes (right) reported after taking a Maxalding Postal Course: "I HEREWITH ENCLOSE PHOTOGRAPH TO SHOW WHAT YOUR COURSE HAS DONE FOR ME, AND TO TENDER MY VERY SINCERE THANKS FOR A COURSE THAT IS UNPARALLELED FOR DEVELOPMENT, CONCENTRATION AND GOOD HEALTH. I HAD TRIED MANY OTHER COURSES AND GIVEN UP IN DISGUST."

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Pupil JAMES EVANS (left) has broken World's Records for Strength and Stamina, and added further successes to his long list of honours during the past few months. He reported after taking a Maxalding course: "HAVING TRIED OTHER SYSTEMS WITHOUT MUCH SUCCESS, I DECIDED TO ENROL AS A MAXALDING PUPIL. WITHOUT IT I SHOULD STILL HAVE BEEN IN THE QUEUE."

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More than one Maxalding pupil has held the above title. Pupil E. Watterson added this title to several others as a result of a Maxalding course. His magnificent "back spread" (right) was attained while training overseas as a Regular.

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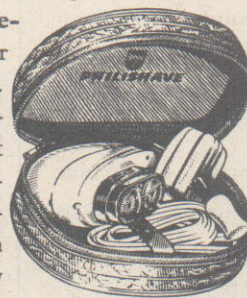


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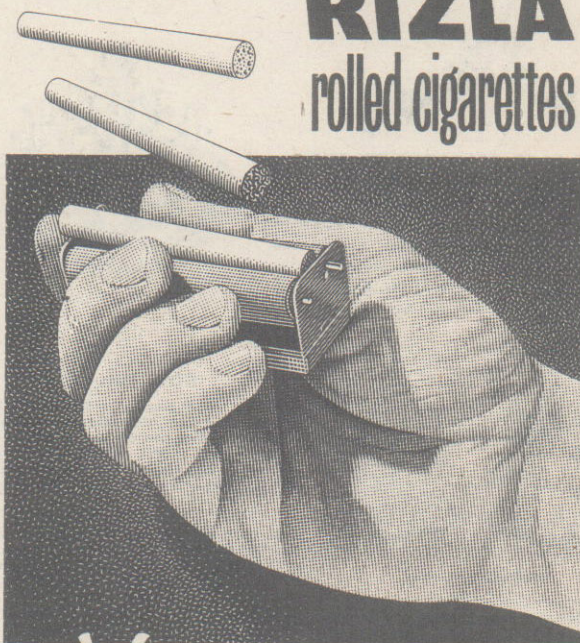


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A NEW DAY DAWNS FOR THE ROYAL REGIMENT OF ARTILLERY. SOON IT WILL BE ABLE TO STRIKE FARTHER AND HIGHER AND DEADLIER THAN EVER BEFORE

THE NEW WEAPONS



NEVER before, in peace time, has an army been informed that, within five years, almost all its field weapons will be thrown away and replaced by revolutionary new ones.

No doubt in the ranks of the British Army there are confirmed sceptics who will believe all this only when it happens. Yet the change-over is already under way.

Many of the new weapons announced in Parliament are still secret or only partially developed, but in this issue **SOLDIER** is able to give pictures of the anti-aircraft guided missile Thunderbird and of the new light anti-aircraft gun—the L.70—which will replace the present Bofors. Elsewhere in this issue is an account of a visit to the Guided Weapons Wing at the School of Artillery, Larkhill, where a Corporal was demonstrated.

OVER...

THUNDERBIRD TAKES OFF, LEAVING A TRAIL OF FLAME AND SMOKE IN ITS SUPERSONIC FLIGHT

THE NEW WEAPONS *continued*

It will surprise many that the Army's first guided missiles course began in 1950 at the Royal Military College of Science. Today the Army has three guided weapons training wings: at the School of Artillery, the School of Anti-Aircraft Artillery and the Royal Electrical and Mechanical Engineers Training College. The Army also has staffs of experts at the Woomera training range and in Anglesey. Soon its technicians will be operating on the new range in South Uist, in the Hebrides.

The Thunderbird, for which a limited production order has been given, will be the first ground-to-air missile of its type to be issued to British Gunners. It is a guided rocket capable of shooting down supersonic aircraft flying at great heights.

Already the nucleus of a training wing has been set up at the School of Anti-Aircraft Artillery to produce instructors for the first Thunderbird regiment and a joint Army-Royal Air Force team will soon be carrying out user trials with the weapon in Anglesey.

Thunderbird, which will be used to protect overseas bases and troops in the field (the Royal Air Force with its guided rockets will defend Britain from air attack), is a British-made weapon.

Powered by a solid fuel rocket motor, it is assisted in the first stages of flight by four "wrap-around" boosters. When these fall away the missile is steered to its target by its control fins.

Thunderbird is highly mobile, being carried on its own launcher-trailer. Like the Corporal, it is fired by remote control, the detachment taking shelter underground. It is designed to be operated by men after brief training and in a wide range of conditions. Assembly and testing have been made as simple as possible and all parts are "packaged" so that replacement is easy. The ground radar control equipment is also fairly simple to operate and maintain.

Some of the men who will help to form the first Thunderbird Regiment have been training on the weapon at a factory in Britain for over a year. Among them are officers and men of the Royal Artillery and the Royal Electrical and Mechanical Engineers. Some of them will take part in trials to be carried out with Thunderbird at Woomera Ranges in Australia.

Thunderbird is the first generation of a family of high-performance anti-aircraft guided weapons likely to be taken over by the Royal Artillery for field use in the next few years.

For deployment against low-flying aircraft the Gunners are to have a new light anti-aircraft gun, the L.70, the latest product of the Bofors firm. It has already been issued to certain troops overseas, and other North Atlantic Treaty countries will also be armed with it.

The L.70, which can fire at 240 rounds a minute, is claimed to be the quickest-firing and most effective weapon of its type in the world. Apart from its high rate of fire, the secret of its effectiveness lies mainly in a new type of radar and computer. The radar finds the target and tracks it while the computer works out where the gun barrel should point to ensure hitting the aircraft. This system, combined with the gun's ability to elevate and traverse rapidly, is a great advance on any other at present in service. Thus, the L.70 can hit aircraft flying faster and, because the round has a greater muzzle velocity, flying higher than can be engaged by the present Bofors.

When the L.70 is operated by radar (in emergency it can also be laid and fired by hand) only the ammunition loaders are needed to serve the gun.

The L.70 is towed on a trailer and can be fired on wheels. Normally the wheels are removed and the gun dug into the ground.

Like the Bofors, the L.70 will have a detachment of six men.

TAILPIECE

The Royal Air Force is being armed with the "Bloodhound," a surface-to-air guided missile for defending Britain from air attack. "Bloodhound," which resembles "Thunderbird" in appearance, will replace the manned fighter. It is guided to its target by a radar beam.



The four booster rockets fall away and Thunderbird continues under its own power.

THESE ARE THE OTHER NEW WEAPONS

Among other new weapons announced by the War Minister in Parliament are these:

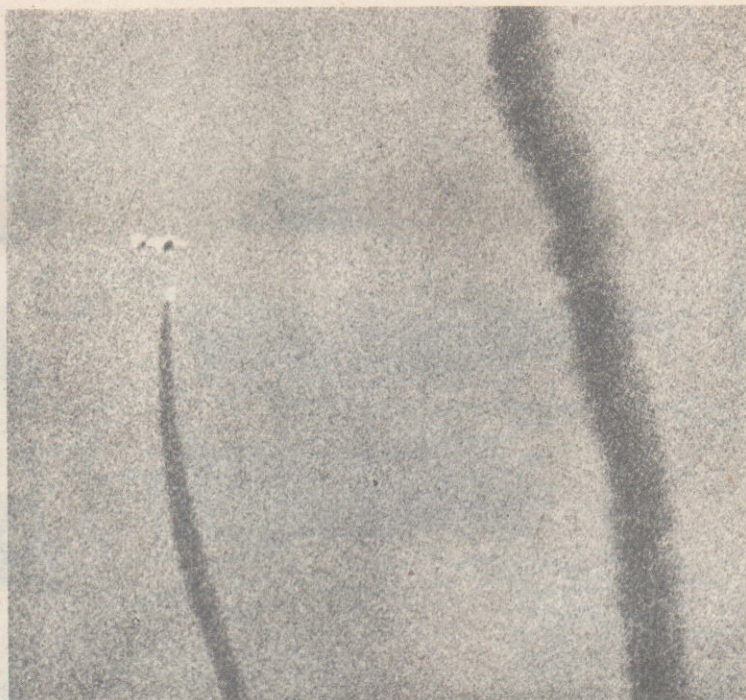
A highly mobile nuclear guided weapon complementary to Corporal, to replace existing medium, heavy and super-heavy guns (the 25-pounder "still has some years efficient service");

A lighter battalion anti-tank weapon

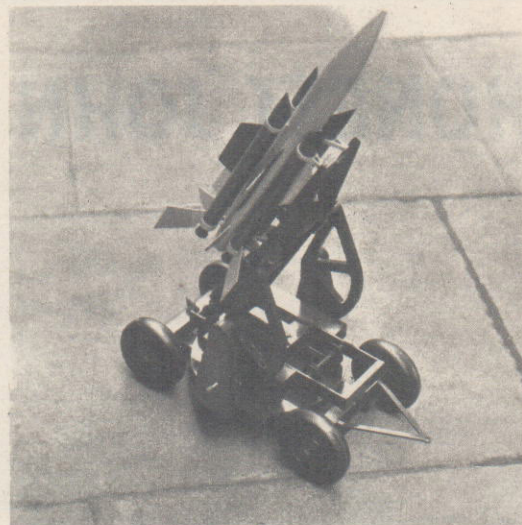
"capable of a more impressive performance";

A new medium tank, for support purposes;

An anti-tank guided weapon "which should, if all goes well, remove the heavy tank from the battlefield." The Conqueror tank "may well be the last of the heavy tanks which we shall produce."

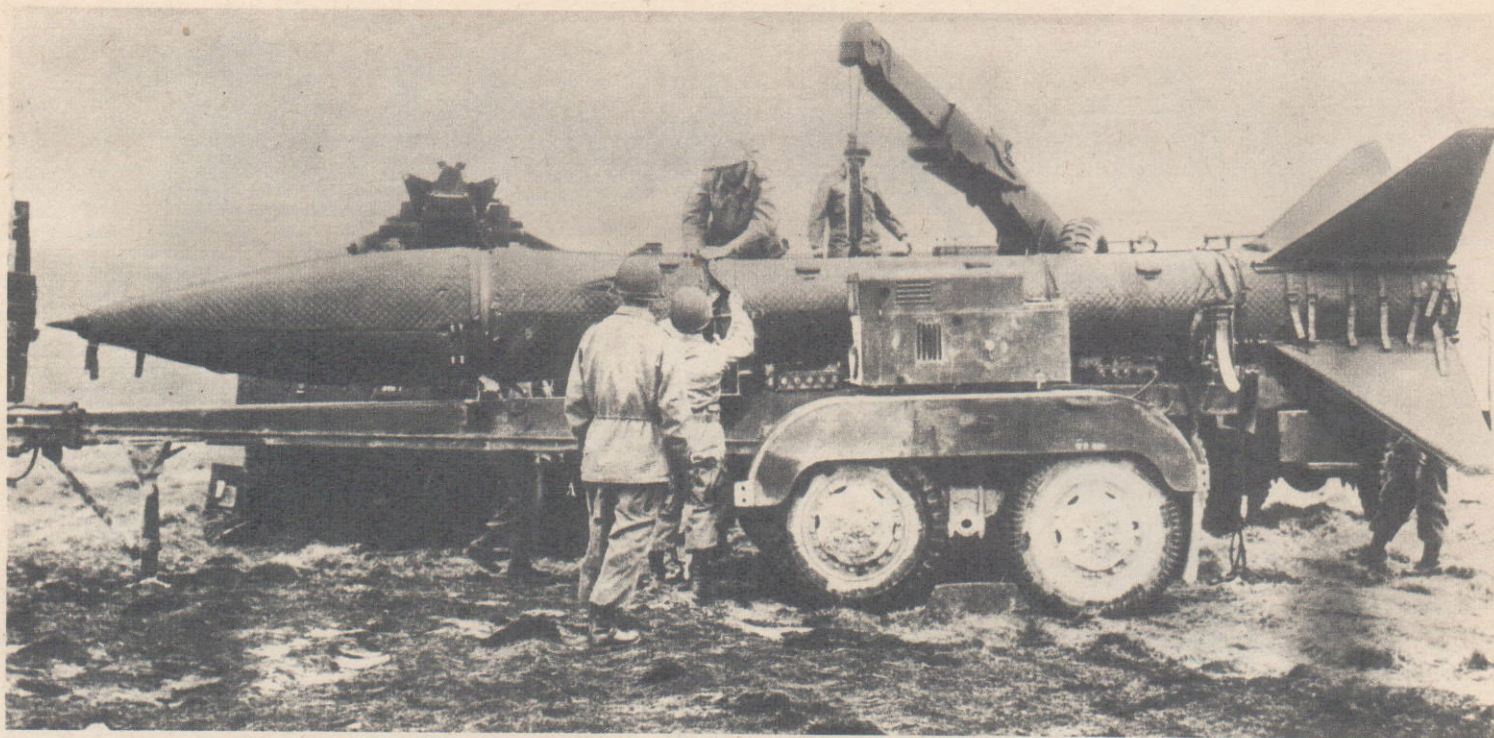


Left: The booster rockets gone, Thunderbird homes on to its target. The flares on the wing tips are used to facilitate camera tracking. Above: After being deliberately turned from its course, Thunderbird has sought out its target again and is about to strike. These action pictures were taken during a test flight in Wales.



Right: A model of Thunderbird, showing its four booster rockets and trailer. Below: The L.70, the new light anti-aircraft gun.





HONEST JOHN TAKES OFF

For the first time in its history NATO's South European Task Force fired publicly two "Honest John" rockets, loaded with conventional explosives (it can carry a nuclear load). This exercise was carried out by the United States 510th Field Battalion in Italy's Veneto province. "Honest John" is one of the "advanced defensive weapons" being supplied this year by the United States to certain North Atlantic Treaty countries. Other weapons are the Matador ground-to-ground missile and the NIKE ground-to-air missile.



There's a million tons of condemned ammunition at the bottom of the Irish Sea, buried there by soldiers from the Army's only port

DUMPED IN THE DEEP

TANK Landing Craft No. 406 was bound for Davy Jones's Locker, the crew's nickname for Beaufort Dyke, 130 fathoms deep, seven miles long and two miles wide, off the coast of south-west Scotland.

Into this enormous hole under the Irish Sea, where since 1946 nearly one million tons of bombs, ammunition and explosives have been dumped, the men of the Royal Pioneer Corps were going to jettison yet another consignment—90 tons of condemned mortar bombs, fuzes, 25-pounder and 40-millimetre rounds.

When the landing-craft reached the dumping area, with Ailsa Craig ("Paddy's Milestone") visible 15 miles away, the Pioneers went into action, heaving the boxes of ammunition, each weighing at least 100 lb., over the side. As the boxes struck the water, raising fountains of spray, two ammunition examiners of the Royal Army Ordnance Corps watched them vanish. They carried a boathook to retrieve any that burst open and did not sink.

On the bridge the skipper surveyed the scene intently. His crew—members of the Royal Army Service Corps' Fleet—stood by with fire hoses in case of accidents.

Within the hour the job was done and the landing-craft set course for home—Cairnryan Port, two hours away on the eastern bank of Loch Ryan in Wigtownshire.

It was all in the day's work for the men on the landing-craft. For 12 years Beaufort Dyke has received nearly all the condemned ammunition of the three fighting Services which cannot suitably be disposed of by other means. Almost every day in summer, and in winter when the weather allows, dumping craft of the Royal Army Service Corps set out from Cairnryan.

Last year more than 60,000 tons, including the heaviest Royal Air Force bombs and all types of

OVER...

Ammunition overboard! Pioneers on a landing-craft toss down another supply to Davy Jones's Locker. Two corporal ammunition examiners keep a watchful eye.

Photographs: SOLDIER
Cameraman F. TOMPSETT





A bird's-eye view of Cairnryan Port which the Sappers built in 1942. Its first cargo was milk.

Army ammunition were dumped there. Beaufort Dyke is likely to go on serving as an ammunition graveyard for many years, for the run-down in the Services and the introduction of new weapons may leave large surpluses of ammunition for disposal at sea.

Especially dangerous cargoes, like gas shells and certain types of explosives, are taken 300 miles

out into the Atlantic and sunk. Only the best seamen among the Pioneers go on these voyages, which last three or four days.

Ammunition dumping is not the only function of the RASC vessels. Sometimes they take part in beach landing exercises along the Scottish coasts and in severe winters they have delivered food to areas isolated by

snow. Recently several landing-craft manned by soldiers of 76 Company, Royal Army Service Corps (Water Transport) ferried Royal Air Force stores to St. Kilda for the guided missile range in the Hebrides.

Cairnryan, whence these vessels operate, is the Army's only port and the only non-statutory port in Britain. It was built by the Royal Engineers in 1942 as a reserve harbour in case the docks on Merseyside or the Clyde were destroyed. Then it was known as No. 2 Military Port (No. 1 was at Faslane, also in Scotland, and is now used as a ship-breaking yard).

Cairnryan is the only deep-sea port between Barrow and Glasgow. Its 33-foot deep docks (only one of the original two is now used) can berth four large ships at any one time. Two years ago the Royal Yacht *Britannia* anchored there when the Queen visited Scotland and inspected the port.

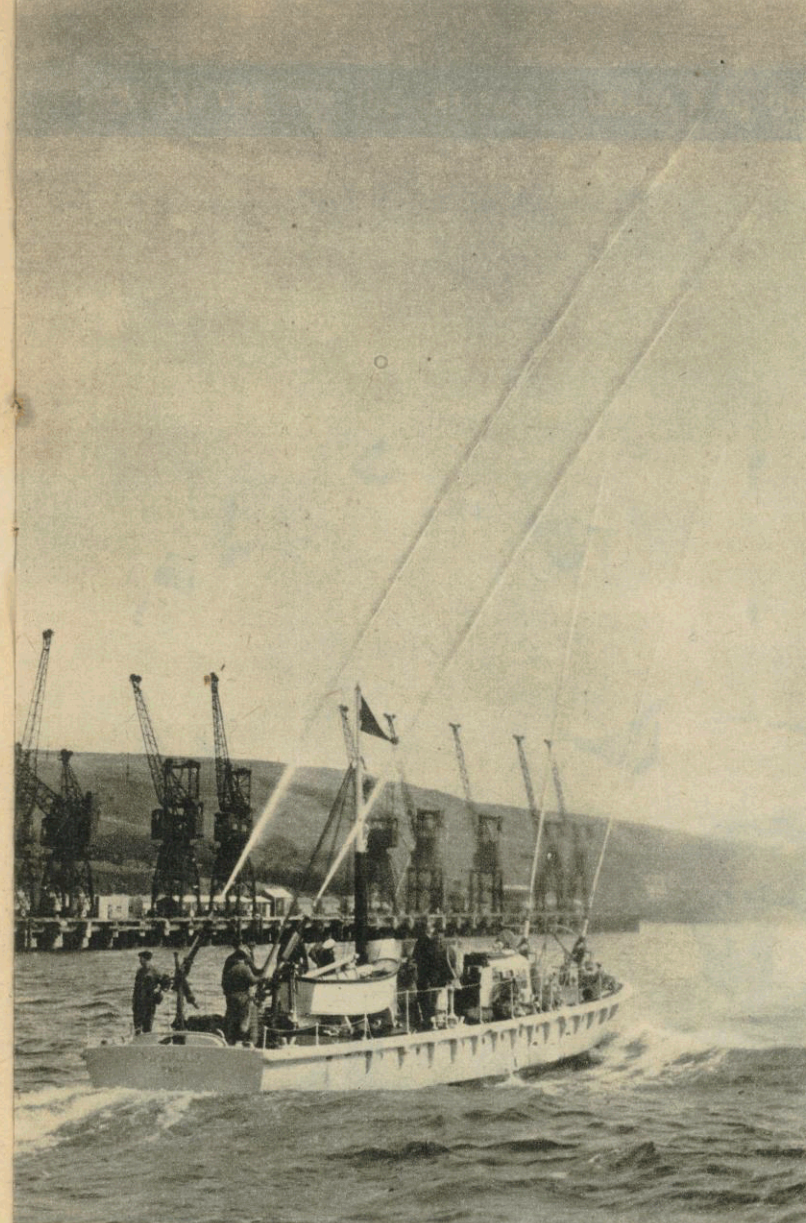
In World War Two Cairnryan was known to thousands of soldiers but it was never used to full capacity. Many American vehicles, especially Jeeps, destined for the Normandy invasion were landed there. Occasionally, United States oil tankers carrying aircraft put in and some American soldiers made their first landfall in Britain there. One of the Port's first cargoes was milk from Ireland. Cross-Channel ferries were also stationed at Cairnryan during the war, operating the daily service to Northern Ireland.

Part of Mulberry Harbour was constructed at Cairnryan. Today nearly all the troops stationed there live in Quarry Camp, a collection of pre-fabricated huts erected in the quarry whence the stone was taken to be crushed for the Mulberry caissons. Some of the old caissons are still to be seen strewn along the foreshore of Loch Ryan.



Below: Captain F. Murray, RASC Fleet calls port headquarters by wireless as his landing-craft heads for Beaufort Dyke.

Right: On duty every minute is the fire launch "Fireflair." It carries four hoses which suck water from the sea and is equipped with foam apparatus and welding plant.



ammunition and were scuttled.

The dumping operation continued even when, from 1946 to 1950, the port was taken over by the Ministry of Supply as a ship-breaking yard. Many famous wartime ships were broken up there, including the battleships *Ramillies* and *Valiant* and the aircraft carrier *Furious*.

In recent years the port has been used to receive military stores from the United States, some of which are sent on from Cairnryan to other North Atlantic Treaty countries. Occasionally, military stores made in Britain are sent abroad from Cairnryan and some Royal Navy supply ships leave there for the Far and Middle East. At the start of the emergency in Northern Ireland last year several ships sailed from Cairnryan with stores for British troops.

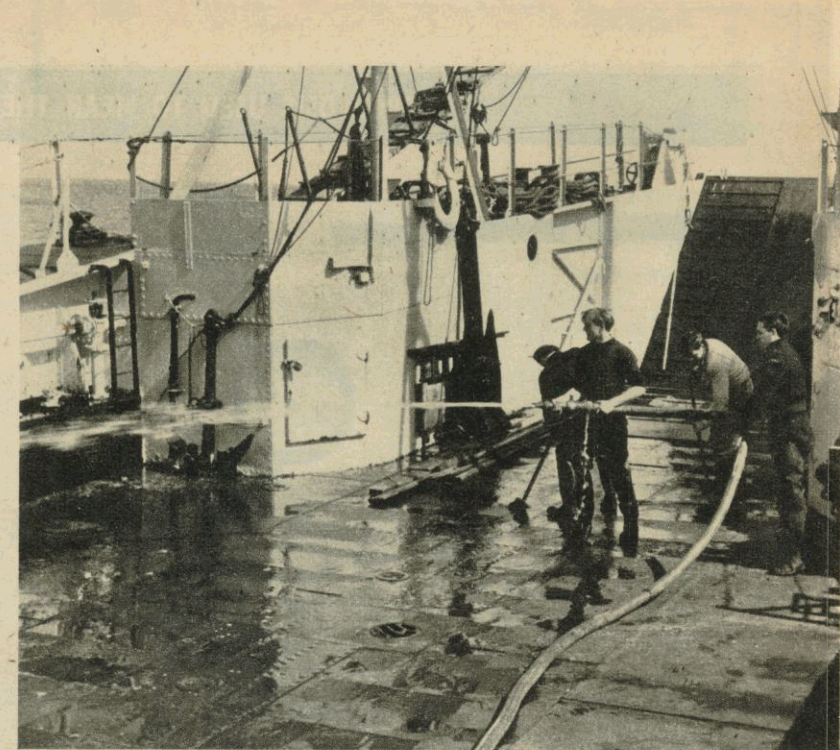
The men of five Corps work at the port. It is controlled by the Royal Engineers, whose civilian staff also run the six-mile railway (with 24 miles of sidings) to Stranraer. The Port Commander is Lieutenant-Colonel J. Dean, Royal Engineers, who in the last war was employed on amphibious operations. Sappers provide the military staff for the Movement Control office.

The vessels used for ammunition

dumping—three tank landing-craft, two coasters and a trawler—are operated by 99 Company, Royal Army Service Corps (Water Transport), which is part of the RASC Fleet. Their latest acquisition is a fire launch, the *Fireflair*, which can pump sea water through four hoses mounted on the deck at the rate of 750 gallons a minute. It also has foam apparatus, and welding and cutting equipment. Fire precautions at Cairnryan are stringent and No. 8 Army Fire Service, Royal Army Service Corps is on duty at the docks every minute.

Until recently one of the coasters at Cairnryan was the *Marquis of Hartington*, believed to be the oldest ship on Lloyds' Register. She came into service with the Army 71 years ago and did sterling work in both world wars in the North Sea, English Channel and the Mediterranean.

All the crew of the dumping craft at Cairnryan are civilians, many of them former soldiers or sailors. Last year, when the mate of one of the landing-craft and a former Royal Navy officer on the Port headquarters' staff died, their bodies were taken out to sea on board the Royal Army Service Corps' coaster *Malplaquet* and buried in Beaufort Dyke at their own request.



Landing-craft crew hose down after ammunition has been dumped in Beaufort Dyke, washing away all traces of explosive and inflammable material.

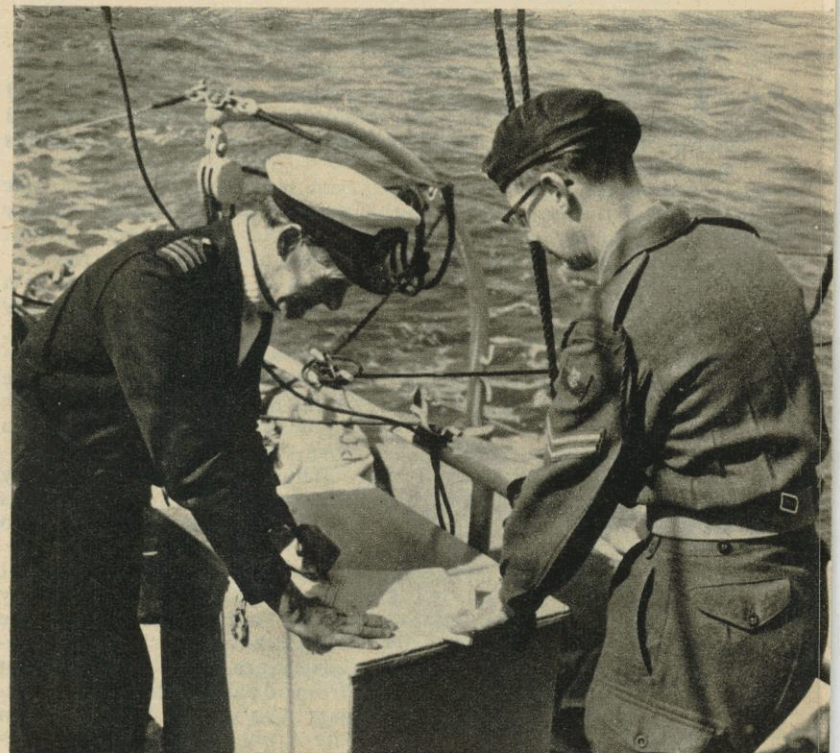
The men who handle and dump the ammunition belong to 13 Company, Royal Pioneer Corps. They are provided with duffle coats, rubber boots and waterproof clothing. In very rough seas they are tied to ropes lashed to the rails to prevent them being washed away if they fall overboard—as sometimes they do. A medical orderly from the Royal Army Medical Corps goes out on every dumping vessel to attend to cuts and bruises.

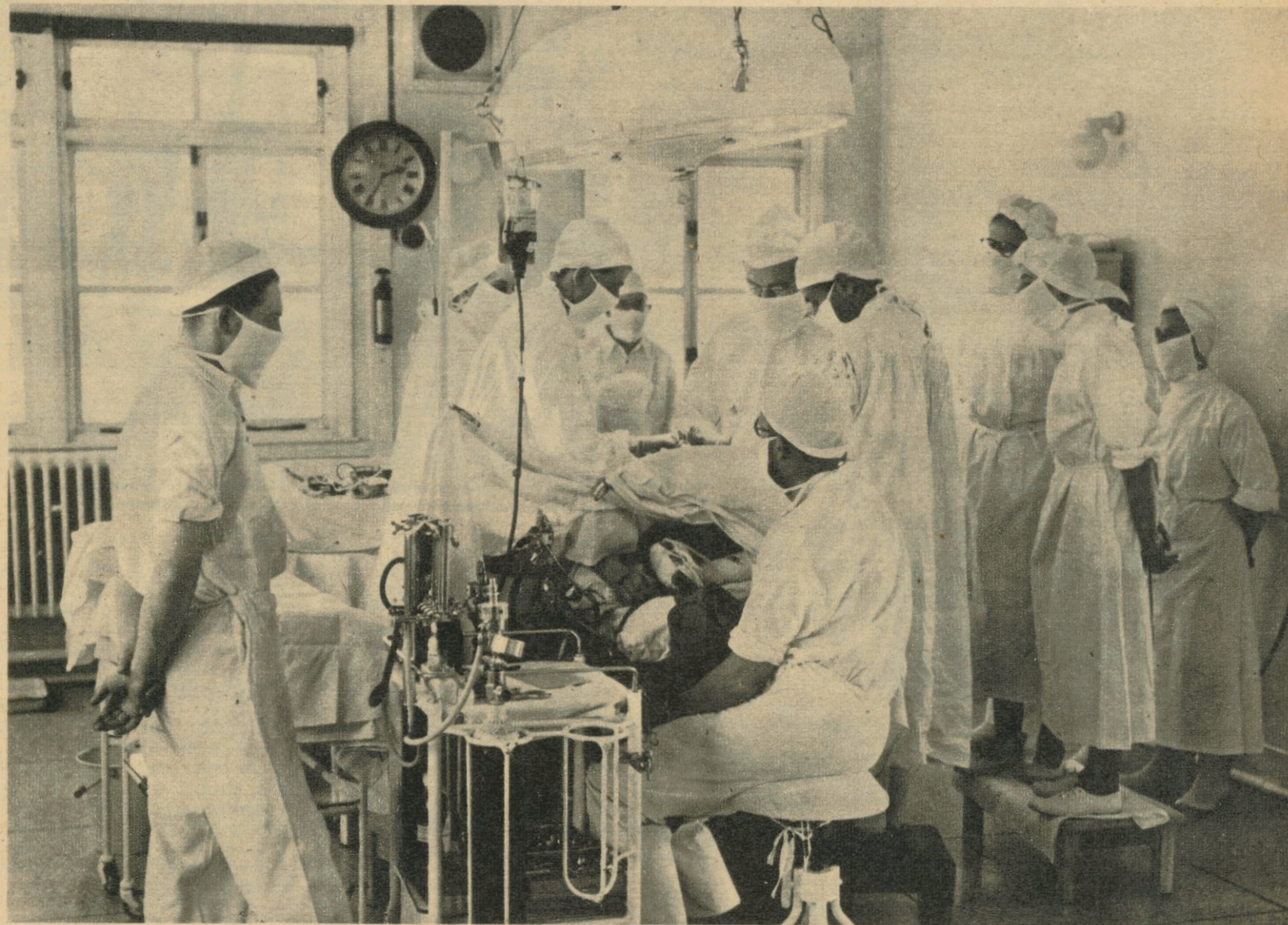
Other Pioneer sections from Cairnryan help to maintain all the Army railway tracks in Scotland.

All ammunition which arrives in Cairnryan is inspected by ammunition examiners of the Royal Army Ordnance Corps, who give technical advice on the handling of explosives and ammunition and accompany vessels to Beaufort Dyke. They belong to the Explosives Disposals Wing, Royal Army Ordnance Corps, whose men also destroy explosive, mainly cordite, at nearby Luce Bay. As much as 50 tons of cordite is burned every week. To help in this work the Royal Pioneer Corps provide a labour section.

E. J. GROVE

Dumping over, the skipper of the landing-craft and an ammunition examiner—Corporal J. Parkinson, RAOC—countersign a certificate declaring that all ammunition has been safely jettisoned in the sea.





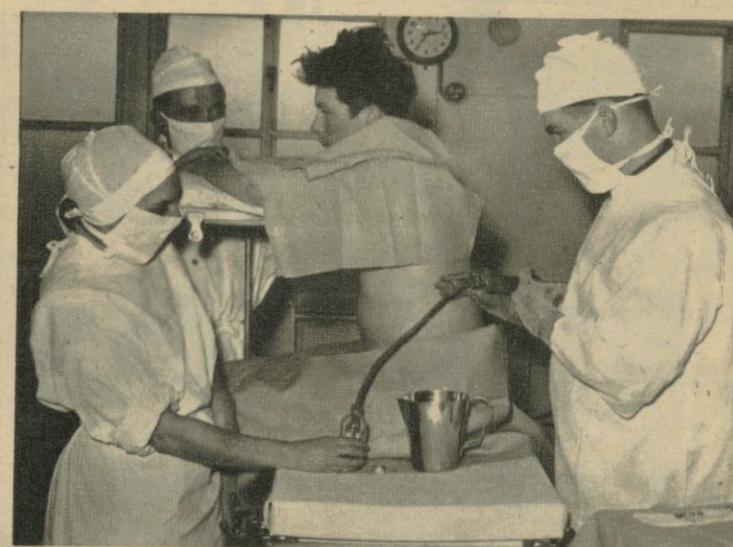
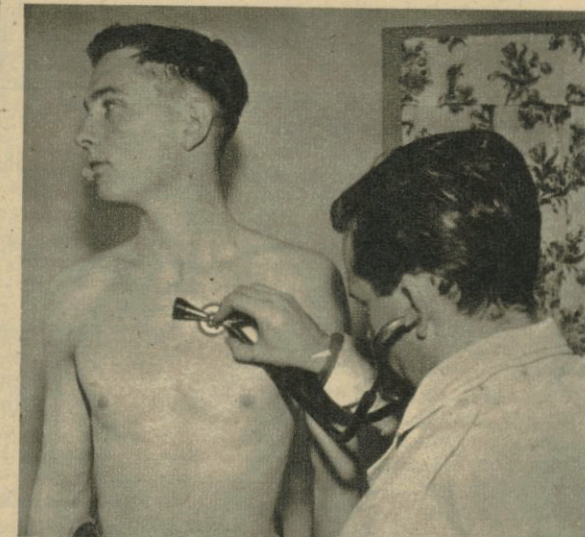
Left: a soldier undergoes surgical treatment in the Chest Centre's operating theatre.

Right: Each new patient has a complete check before treatment is begun.

Extreme right: A patient receives a local anaesthetic in preparation for a fluid-removal lung operation.

Right: Rest and relaxation are part of the cure and hobbies are popular. All the beds have wireless earphones.

Extreme right: Soldiers' children who contract tuberculosis are also treated at the Chest Centre. So are wives.



THE ARMY WINS THEM

THE bottom fell out of his world when the Regimental Sergeant-Major was told he had tuberculosis.

Senior warrant officer in a senior regiment, he had served in the Army for 20 years. It looked as if his career was finished and he would be discharged from the Army, with the most dubious of prospects.

That was two years ago. Today he is his old confident, cheerful self again, back in his former appointment and, in his own words, "feeling as fit as a fiddle."

The Regimental Sergeant-Major is one of nearly 100 Regulars, many of them warrant officers and NCOs, whose careers

have been saved in the past four years by the Connaught Military Hospital, the Army's Chest Centre, at Hindhead, Surrey.

Not so long ago soldiers with tuberculosis were automatically discharged from the Army. Now, with the aid of newly-discovered drugs and surgery, the Army nurses many of them back to health and returns them to their units, cured.

Thus, not only does the Army save men's careers, it also wins back many it can least afford to lose.

Most of the 150 patients at the Army Chest Centre, the only one of its type in the Army, are Regulars whose chances of recovery are good. They are sent from all parts of the world. Regulars who cannot be retained in the Army and National Service-

men are also treated there until beds are found for them in civilian sanatoria near their homes. Some, however, stay at the Army Chest Centre until they are cured and fit to take up civilian employment.

At least 25 beds are reserved for members of the Women's Royal Army Corps and for the wives and children of Regular soldiers who may elect to go to the Army Chest Centre instead of to civilian hospitals. Many of them do, and since 1953, when the Connaught Hospital assumed

its present role, more than 50 families have been cured.

Officers who contract tuberculosis are treated at the King Edward VII Sanatorium in Midhurst, but they all pass through the Army Chest Centre on their way there. Those retained in the Army—more than 50 up to date—attend the Chest Centre for follow-up examinations and treatment.

The Chest Centre does not treat only tuberculous patients. Men suffering from other types of chest complaint and wounds are sent there for diagnosis and, if necessary, special treatment (casualties have been admitted from Korea, Kenya, Malaya and Suez).

The Chest Centre attributes much of its success to the completely relaxed atmosphere it is able to achieve.

Patients are bound by many common interests and they are largely in the same age group—between 20 and 40. The waiting list at many civilian sanatoria



The Commanding Officer: Lieutenant-Colonel S. E. Large, RAMC, who is also the senior medical specialist.



Second-in-Command: Major G. Shave. He also organises the broadcasts which answer patients' problems.

BACK

may be up to several months, but patients are admitted to the Army Chest Centre as soon as it is known they have tuberculosis. This arrangement allows a man little time to worry about the future.

Everything possible is done to defeat anxiety, for the man who worries has less chance of recovery than the one who does not. To this end, the hospital's military staff deals with the Serviceman's problems on the spot, which no civilian hospital staff could hope to do. By means of a fortnightly broadcast on the Chest Centre's tannoy system, all patients are kept up to date with the latest developments in Army pay, allowances and general conditions. Ministry of Labour officials visit the Centre regularly to discuss employment prospects with those whom the Army cannot retain.

Any patient may ask to be transferred to a civilian sanatorium, but few do so. One Regular who did was back again

several days later. He left because he had missed the comradeship at the Army Chest Hospital and pleaded to be readmitted. The Army took him back and cured him.

The Connaught Hospital, which occupies over 50 acres of pinewood slopes near Hindhead, one of the healthiest spots in the country, was built to house a militia battalion in 1939, but later became a hospital for the Canadian Army. Its huts joined by long corridors are set in grounds laid out with lawns and flower beds where, in summer, the patients rest under brightly-coloured sunshades.

When SOLDIER visited the Chest Centre a cold wind kept all

the patients indoors but the wards were bright with masses of flowers picked early that morning.

In one of the brightly-decorated wards, each with its own television set (there are 27 in the hospital), a corporal was sitting up in bed putting the finishing touches to an embroidered tablecloth on which he had been working for the past six weeks. In the next bed another corporal, with a weaving machine, was fashioning a tartan scarf. Across the room a sergeant, soon to be returned to duty, was making a toy giraffe for his son. Some were making baskets, lamp-shades or model aircraft, others were studying for their Army first and second-class examinations or busy on correspondence courses arranged by the Royal Army Educational Corps.

In the women's ward the wife of a corporal had visitors—her husband and young son who were also patients. All had been brought back from hospital in Germany.

Keeping the patients' minds fully occupied so that they have no time to worry plays a big part in the treatment. Four members

of the St. John and Red Cross Hospital Services Organisation are employed full time looking after the patients' welfare. They provide the materials for hobbies and arrange therapy classes, run a record-player room and a library of over 4000 books, press the men's uniforms and civilian clothes and even go shopping for them.

Every patient's bed is equipped with wireless earphones. Concert parties pay regular visits, performing in each ward in turn. There are no restrictions on visitors, who may come at any time except during official rest periods and meals. (Most civilian sanatoria allows visitors on certain

OVER...



The Matron: Major M. E. Melville, QARANC. She served in a war-time tuberculosis hospital in Jerusalem.



The Regimental Sergeant-Major: RSM A. Beaton has been in the RAMC for 20 years.



A patient is X-rayed. This department is one of the busiest in the hospital.

THE ARMY WINS THEM BACK (continued)

days and at certain hours only.) Nearest relatives may travel free from their homes to the Chest Centre up to three times a year and on other occasions at reduced fares.

Food is more varied and plentiful (it often includes chicken and other delicacies) than anywhere else in the Army. Every patient gets three pints of milk a day, one pint to drink, the rest consumed in milk puddings.

The Chest Hospital is commanded by Lieutenant-Colonel S. E. Large, Royal Army Medical Corps, who is also the senior medical specialist, and assisting him are six other Army medical officers, including a pathologist. There is also a dental officer.

The Matron, Major M. E. Melville, Queen Alexandra's Royal Army Nursing Corps, has been in the Service since 1936. She was matron in an Army tuberculosis hospital in Jerusalem in World War Two, where the Chest Centre's Regimental Sergeant-Major, RSM A. Beaton, also served. Under the Matron are a sister tutor, 18 nursing offi-

cers, ten nurses and 40 Royal Army Medical Corps male nursing orderlies.

The orderlies belong to a Royal Army Medical Corps company which helps to administer the hospital. Every man is checked before being posted to the Chest Centre to ensure that he is not suffering from or susceptible to lung diseases. Every few months all members of the staff are X-rayed. Not one has contracted tuberculosis as a result of working there.

All major surgical operations are carried out by Mr. Kent Harrison, formerly of the Royal Army Medical Corps, who is now a thoracic surgeon at St. Thomas's Hospital in London. Since 1953 more than 300 major operations have been performed at the Chest Centre.

Close liaison is maintained with civilian consultants, among them Sir Geoffrey Todd, Superintendent of the King Edward VII Sanatorium, Midhurst, with whom many of the cases at the Connaught Military Hospital are discussed.

E. J. GROVE

These four warrant officers, with a combined total of 77 years Army service, are well on the road to recovery. Soon they will be returning to their units.



SOLDIER TO SOLDIER

It seems that certain members of the Royal Army Service Corps have taken a distaste to the Corps motto: *Nil Sine Labore* (Nothing without work).

A correspondent in *The Waggoner* (the Corps journal) thinks this motto is better suited to a penal settlement, and calls it inappropriate, uninspiring and not always true; "moreover, it is too capable of unhappy mistranslation, from 'Vote Labour or Nothing' to 'No Sign of Work.'" Something more stirring and courageous is needed, this correspondent thinks, and he suggests *Ubique Paratus* (Ready Everywhere).

Another correspondent says: "Of course we work, and harder than most, but we are not a labour corps. Surely our motto should typify our speed in movement, certainty in delivery, our readiness to fight, our ubiquity—anything rather than the dull, uninspiring theme of the labourer." He signs himself *Celer et Audax* (Swift and Bold), which happens to be the motto of the King's Royal Rifle Corps.

Men of the Royal Pioneer Corps will doubtless have some salty words to say about "the dull, uninspiring theme of the labourer." Their motto is *Labor Omnia Vincit* (Work Conquers Everything).

SOLDIER suggests that if the Royal Army Service Corps decide to choose a new motto they should select one in English (for which there are several precedents)—even if they settle for "Rations Up."

A BRITISH soldier stood on a small rise in the middle of Medenine Barracks, Tripoli. He had a loaded Sten gun in his possession and was behaving oddly. Ordered to remove the magazine from the weapon, he brought it, instead, into the firing position.

It was clear that he was mentally sick. It was known, moreover, that he had once tried to commit suicide. Several persons tried to speak to him but he pointed the weapon towards them.

The camp Medical Officer, Captain F. A. S. Harris, RAMC, and the man's company commander advanced towards him. At 60 yards distance Captain Harris asked the company commander to remain still, saying that as he was a doctor the man might be prepared to listen to him.

With the weapon pointed at him, Captain Harris continued to advance. At ten yards the soldier cocked the Sten—and pointed it at his own stomach. Captain Harris stopped and

spoke to him. The soldier then surrendered the Sten.

For his courage in this tense situation Captain Harris was awarded the Queen's Commendation for Brave Conduct. Invidious though it may be to select one such commendation for special mention, SOLDIER feels that this one deserves it.

LET us hope that the Army will never be run down so far as to prevent it being able to undertake tasks like that recently tackled by a party of Royal Engineers in Sarawak.

The Sappers, with the aid of explosives, set about removing giant boulders from certain fast-flowing rivers, with the object of making them more safely negotiable by canoe. Because of the navigational difficulties the hinterland of Sarawak is difficult of access, unless by light aircraft.

The Army, of course, is already indebted to the people of Sarawak, who sent skilled trackers to assist in the hunting down of terrorists in Malaya.

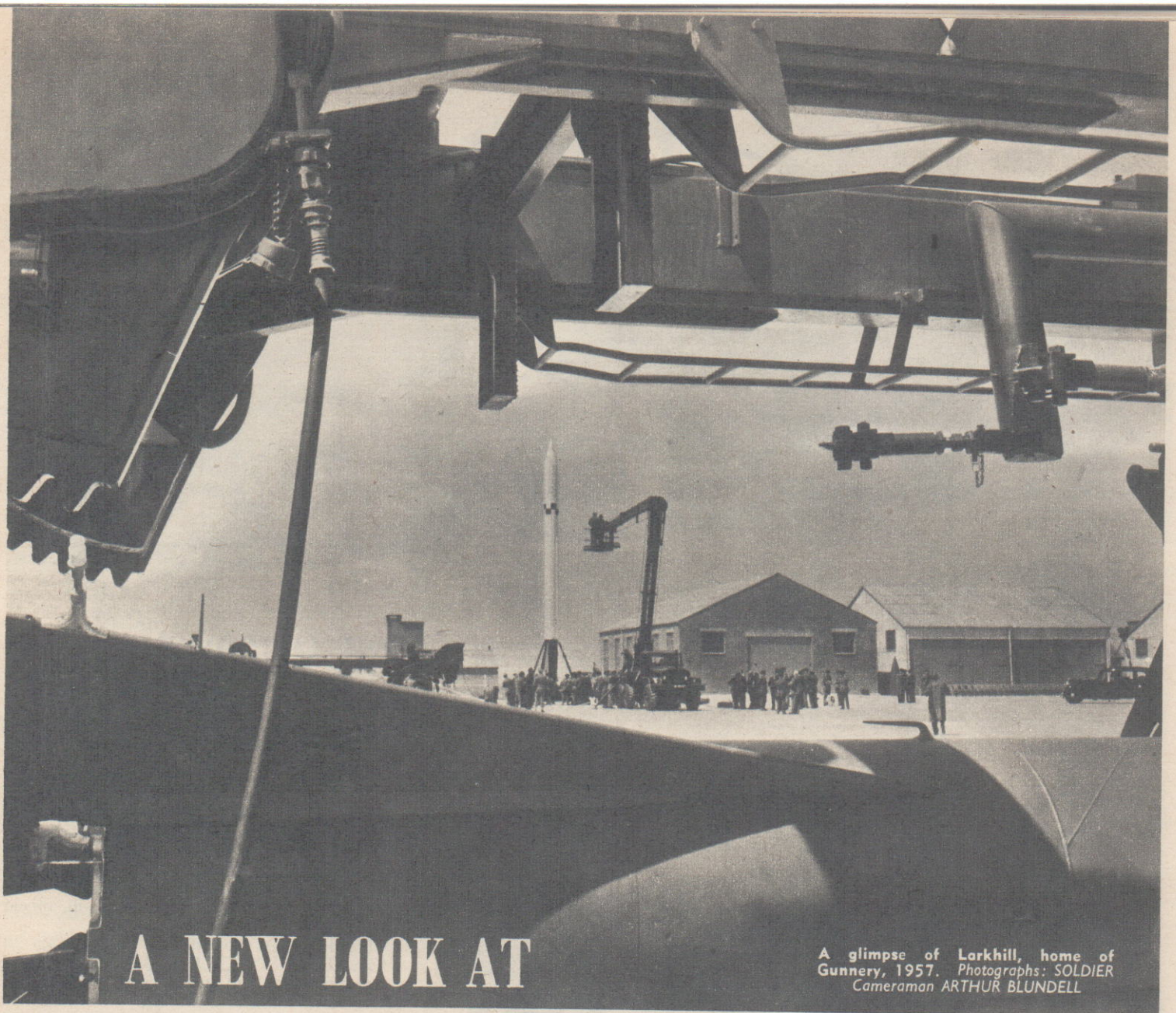
Another river on which Sappers have operated, with the same object, is the Nile. In 1927 the Engineer Troops of the Sudan Defence Force set to work to improve the course of the cataract near Wadi Halfa, where a good many date boats had been capsizing. They also removed rocks from the river near Atbara.

IN a world in which film stars announce their pregnancies before even the doctors have made up their minds, it is considered indecent to mention things like discipline, loyalty and esprit de corps.

It took a one-time Guards officer (DSO, MC) to make this piquant point. He was Lord Chandos, formerly Oliver Lyttelton ("I now pose as an industrialist").

Lord Chandos was talking to the National Association for Employment of Regular Soldiers, Sailors and Airmen. An industrialist who employed ex-Regulars, he said, was not bestowing any favour on them; he was doing himself a good turn, for the Serviceman helps to build up the corporate spirit in a company. He has acquired the idea that the nation is more than just a collection of individuals, and his viewpoint—expressed in "a recognisable vocabulary"—can do much to adjust the ideas of the self-seekers who thrive in industry in war-time.

But Lord Chandos had a criticism to make of Regulars going out into civilian life. Last year only 130 out of some 25,000 thought it worth while to undergo the special and "imaginative" scheme of training devised for them by the Ministry of Labour. "It is really short-sighted of a man who is being returned to the world to be deterred from taking a training course merely because, for a short time, he is going to earn less money."



A NEW LOOK AT

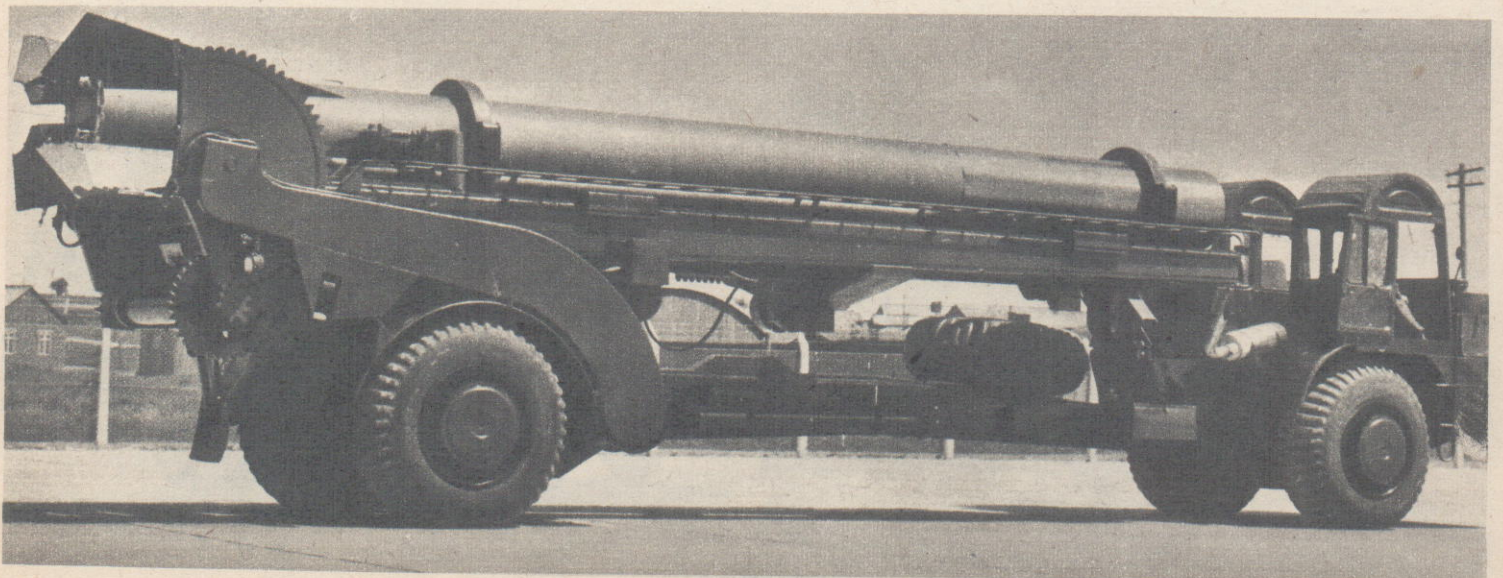
A glimpse of Larkhill, home of
Gunnery, 1957. Photographs: SOLDIER
Cameraman ARTHUR BLUNDELL

THE CORPORAL

The weapon which, if need be, can pack an
Alamein is demonstrated on Salisbury Plain—
with its impressive cavalcade of “funnies”

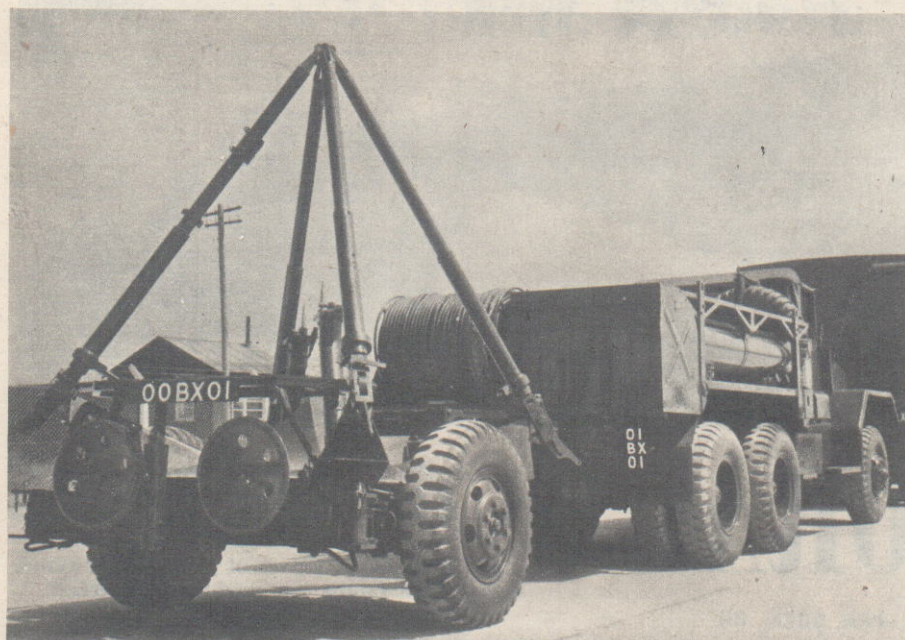
ONE of the more eye-opening sights on
the Queen's Highway is going to be a
Corporal regiment on the move. It is
not, perhaps, a spectacle likely to com-
mend itself to the driver of an under-powered,
over-loaded family car anxious to overtake.
On a huge concrete test area at Larkhill, the
OVER . . .

The erector can bring the missile to the vertical
or rotate it through 180 degrees for refuelling.





This load does not contain milk, molasses or diesel oil—just two Corporals, hermetically sealed. Below: The launcher, on which the missile rests before take-off, under tow.



For off-loading missiles in their containers: the five-ton crane.



THE CORPORAL *continued*

School of Artillery staged a drive-past of the ingenious "funnies" which go to make up a Corporal regiment. Only the basic equipment was shown, not the troop carriers and light vehicles which would be necessary to transport the men of the regiment; and since it would hardly be a one-missile regiment, the total of vehicles displayed would be subject to considerable multiplication. A major cavalcade, obviously, but modest enough for a weapon with "a striking power beside which the biggest concentrations fired during the last war will appear almost paltry."

The drive-past showed these vehicles:

The TRANSPORTER: This consists of two giant tubes, each of which contains a missile, minus fins and warhead. To preserve the contents from deterioration the containers are pressurised and hermetically sealed.

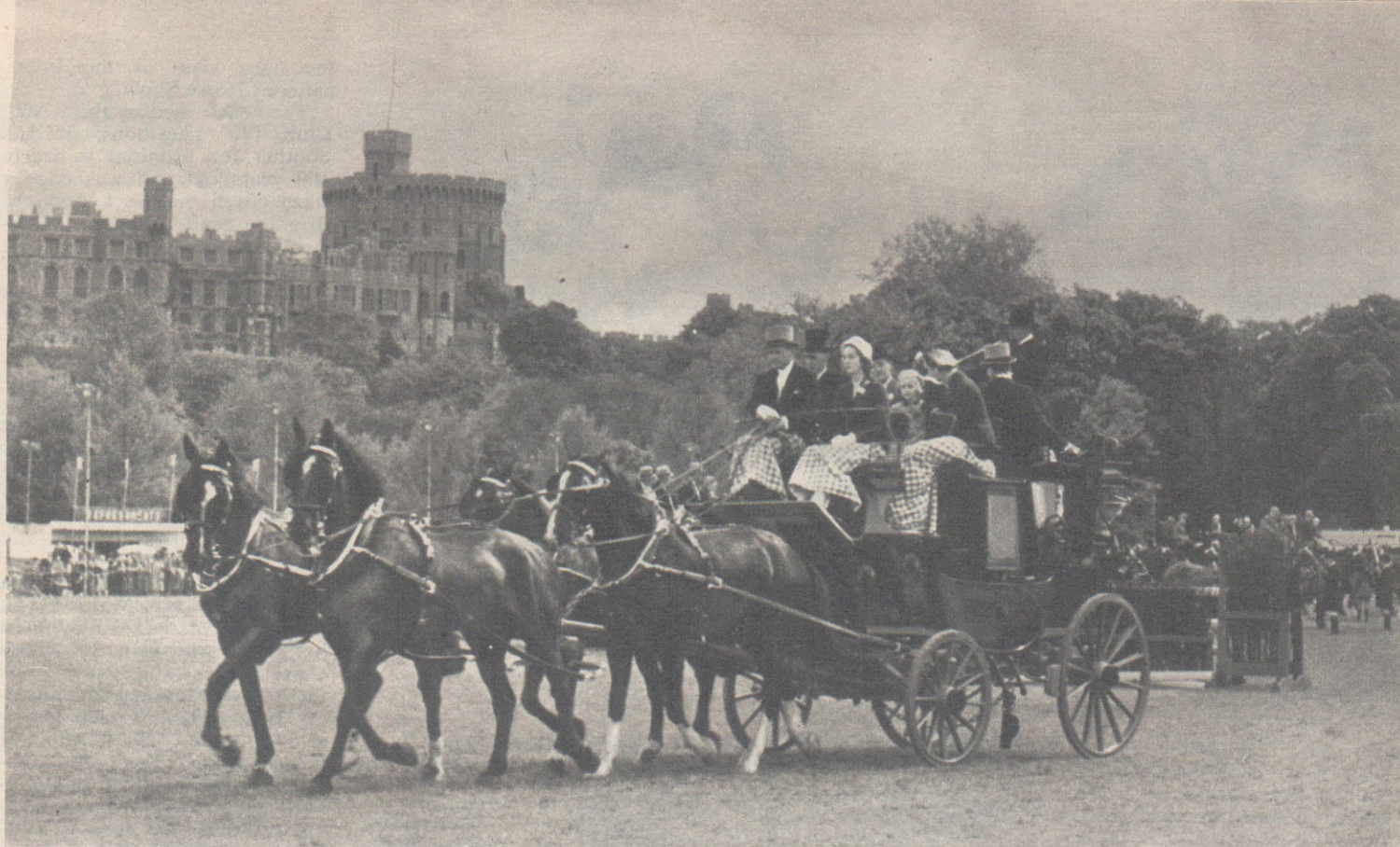
The CRANE: For off-loading missiles.

The ERECTOR: This picks up, carries and erects a missile ready for firing. Its progress when negotiating a bend is disconcerting, since it can be steered both by its front and rear wheels. The crab-like motion suggests that it

Continued on page 33

There are two vehicles like this, carrying acid and aniline respectively.





The Royal Artillery (Sandhurst) coach competing in this year's Royal Windsor Horse Show.

Photographs by SOLDIER Cameramen W. J. STIRLING and F. TOMPSETT

The Army still turns out **A SMART COACH**

The almost forgotten art of driving a coach-and-four is kept alive by Army clubs, three of which may be competing at the International Horse Show this month

NEARLY 90 years ago a colonel in the Coldstream Guards formed a club to revive the dying art of driving a coach-and-four—one of the more difficult feats of horsemanship. Many of the original members were Army officers.

Today the Army still does its bit to keep the almost forgotten art alive.

Since the end of World War Two Army four-in-hands have competed in coaching marathons at most of the important horse

shows in Britain. This month, at the International Horse Show at the White City, three Army teams are expected to compete. Many

of the civilian drivers and passengers on the other coaches will be former Army officers, among them a retired major-general and three ex-brigadiers.

As the cavalcade of glittering coaches, each pulled by four high-stepping horses, bowls merrily through the crowds along the

OVER...

Military and civilian coaching teams parade at Aldershot Show. The Royal Army Service Corps coach (second from right) was last year's winner.





main roads from White City to Chiswick and back, the scene will recall the days when nearly every regiment had its own coach-and-four or drag. They were used, frequently, to take officers and their ladies to picnics and race meetings and sometimes to West End theatres in the days before the motor car.

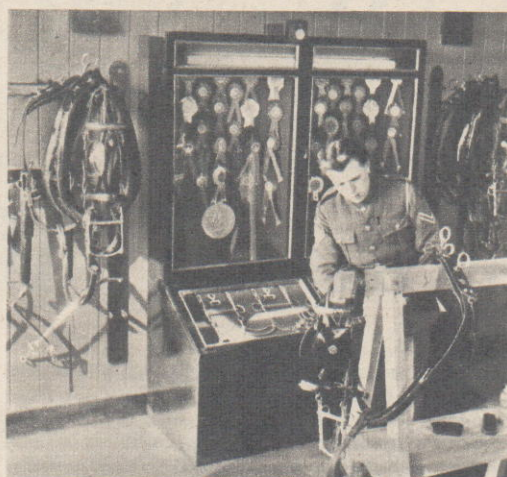
Many regiments kept their drags until World War One and even in the 'thirties some still plied to Ascot Races. One of the few remaining regimental drags, that owned by the Royal Artillery (Sandhurst) Coaching Club, still occasionally takes officers to point-to-points in Surrey, Hampshire and Berkshire.

Until 1920 most regimental drags belonged to the military section of the civilian Coaching Club, set up in 1871 by Lieutenant-Colonel Henry Armytage who, like his father, commanded a battalion of the Coldstream Guards. The first regiment to join was the 7th Hussars, followed by the Life Guards, the Royal Horse Guards and most of the Cavalry regiments stationed in London.

The Coaching Club was one of the most exclusive, being limited to 50 civilian members. One of them was the Prince of Wales (later King Edward VII), who in 1875 rode on the President's coach from Hyde Park to Twickenham in the pouring rain.

The first coaching marathon was held at the International Horse Show at Hampton Court in 1909. The event is not a race but a test of smart turn-out of coach and horses and of the driver and his passengers, followed by a six to ten mile drive within a given time.

Today there are only three active Army coaching clubs. Outstanding among them is that of the Royal Army Service Corps, which since 1948 has won every regimental coaching marathon (sometimes as many as nine a year). Last year it was third in



Above: Major G. G. Boon, an outstanding Army horseman, in the driving seat of the Royal Army Service Corps coach.

Left: Cpl. J. Nolan polishing the harness made by apprentice saddlers. In the glass case are some of the rosettes won by the RASC coach.

Below: "Brevity" and "Butterfly" set out from Buller Barracks, Aldershot, to deliver a load of hay.



the open class at the International Horse Show.

The coach used by the RASC Club for marathons (it has another for training) is nearly 100 years old and was once a stage coach on the London to Brighton road. Its sleek black-lacquered appearance belies its age. It is drawn by four magnificent bay horses—Bemax and Bloater (the leaders) and Brevity and Butterfly (the wheelers). Each wears the Corps badge on its shiny black patent leather harness, made by apprentice saddlers at the Horse Transport Training Company at Aldershot. When not taking part in coaching events the bays carry out normal duties at Buller Barracks, Aldershot, delivering coal and hay.

The Whip, as the driver of a coach is called, is Major G. G. Boon, one of the Army's finest horsemen, who won the King's Cup for jumping in 1948 and was the Army's Mounted Champion-at-Arms in 1952. "Coach driving is one of the trickiest forms of horsemanship," he told SOLDIER. "The length of the equipage—about 30 feet from the leading horse to the rear wheel—makes it difficult to manoeuvre, especially in wet weather on a smooth road."

The Royal Army Service Corps coach carries five passengers, in addition to the Whip, and two coachmen—Corporal J. Nolan and Sergeant E. Arnold—whose duties include holding the horses at halts and blowing warning calls on a bugle horn. The coachmen wear black top hats and riding coats with white breeches. The Whip and the men passengers wear morning suits with grey toppers and in their buttonholes carry a blue cornflower, the emblem of the Coaching Club.

The two coachmen also drive the coach from Aldershot to horse shows in which the club is taking part, travelling the previous day. Then they wear bowler hats and dark suits provided by the Club.

The other Army coaching clubs which regularly take part in marathons are those of the Royal Horse Guards and the Royal Artillery (Sandhurst). Last year the Royal Artillery (Shoeburyness) also took part in several marathons.

The coach used by the Royal Horse Guards was a regimental drag in 1860 and the horses which pull it today take their turn of duty at the Horse Guards. The King's Troop, Royal Horse Artillery also has a coach but it has not been used since the end of World War Two.

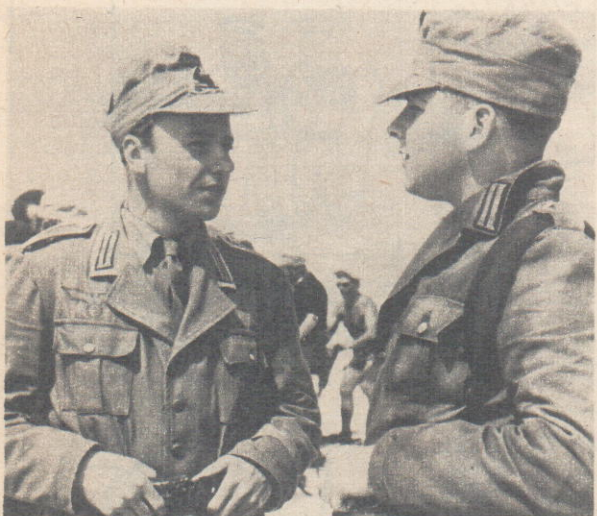
Until 1952 the Royal Engineers had a coaching club at Chatham. It was not until after it disbanded and the coach was sold that it was found to be the original Shrewsbury Wonder stage-coach which plied between London and Shrewsbury nearly 80 years ago.

E. J. GROVE

STILL FIGHTING THAT DESERT WAR



Director Nicholas Ray (left) and actor Richard Burton talk about the film "Bitter Victory" with men of the Royal Corps of Signals who took part in it. Note gift tankards. Below: Corporal Peter Tuggey (left) and Signalman John Rogers dressed to kill—as men of the Afrika Korps.



LAST summer Aldershot's famous Long Valley suddenly sprouted a ruined farmstead, which became the scene of some fierce film fighting.

As far as the producer was concerned, the Long Valley was Tunis, 1943. Among those to be seen defying the Afrika Korps were Leo Genn and Kieron Moore. The story was of a British officer who calls down fire on his own position in order to destroy the enemy over-running him—a real-life feat which earned an officer in Tunisia a posthumous Distinguished Service Order. Title of the film: "The Steel Bayonet." (Incidentally, what other kind of bayonet is there?)

In the authentic Libyan desert 15 men of a Royal Signals line troop, from Gialo Barracks, Tripoli, found themselves playing "bit" parts for "Bitter Victory," another film about desert war. Some of them will appear as British Commandos, others as men of the Afrika Korps. Richard Burton, the actor, presented each soldier with a silver tankard.

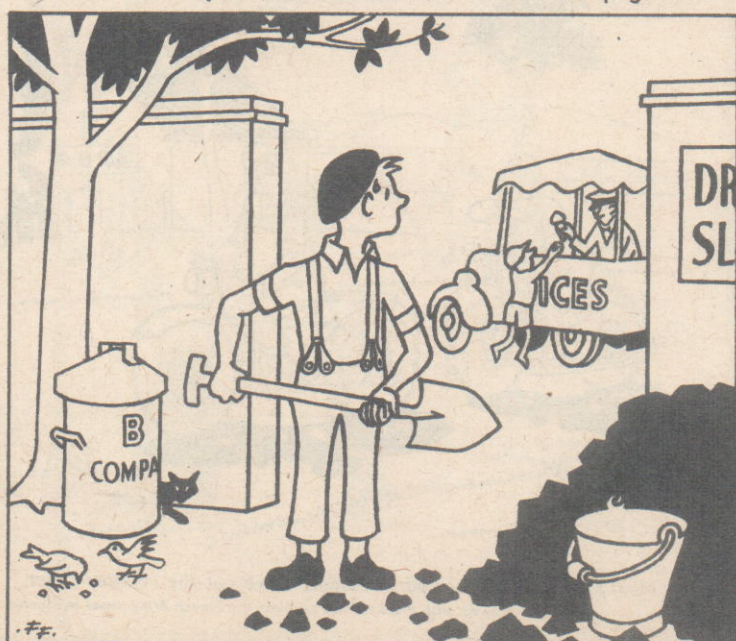
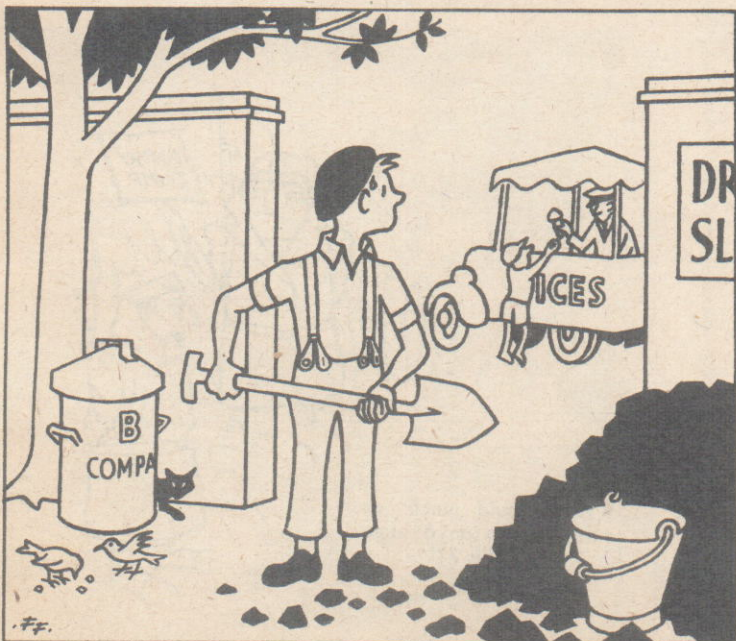


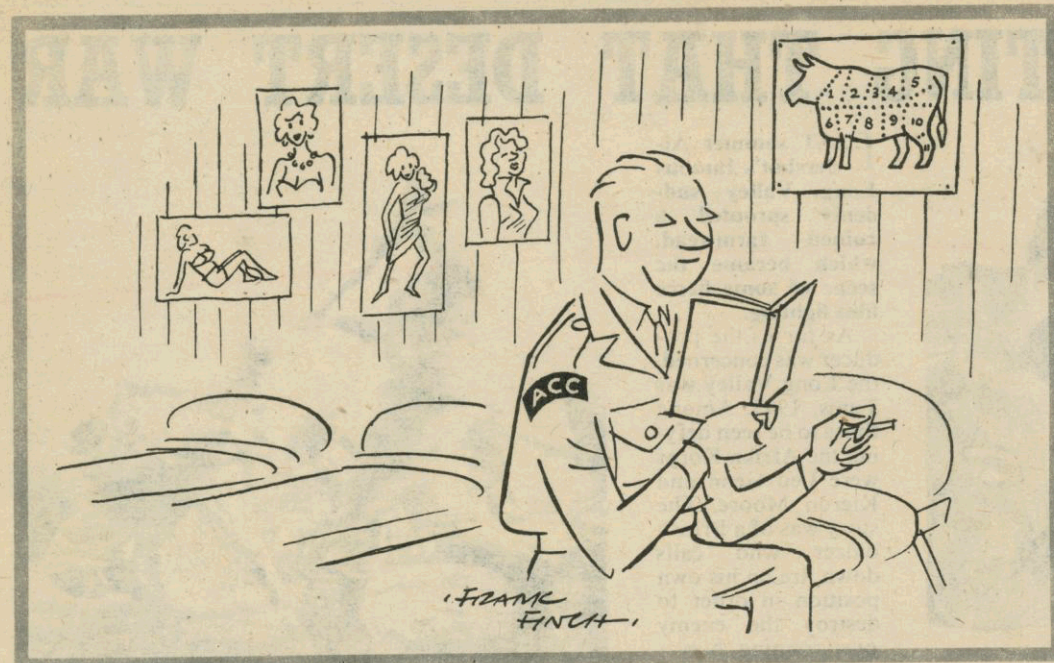
Rough-and-tumble in a scene for "The Steel Bayonet," which was filmed at Aldershot. Below, left: A study in desperation (Tom Bowman) and in determination (Leo Genn).



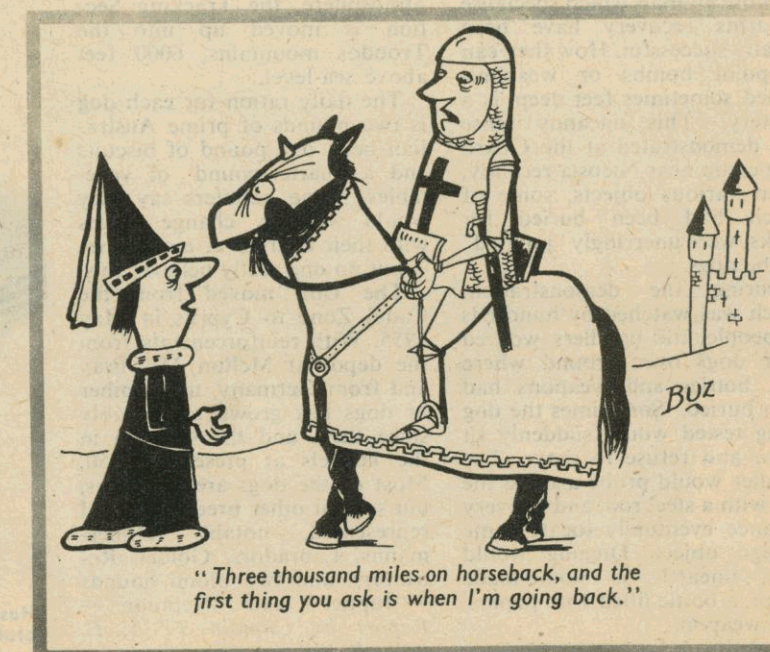
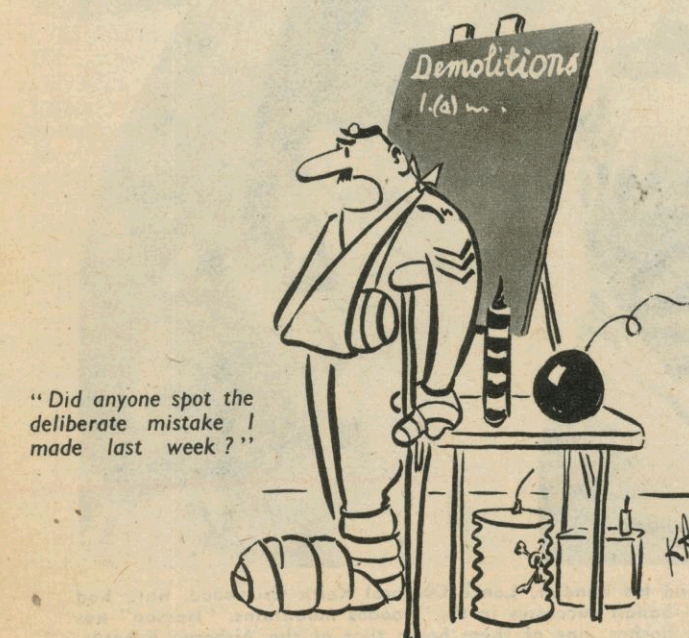
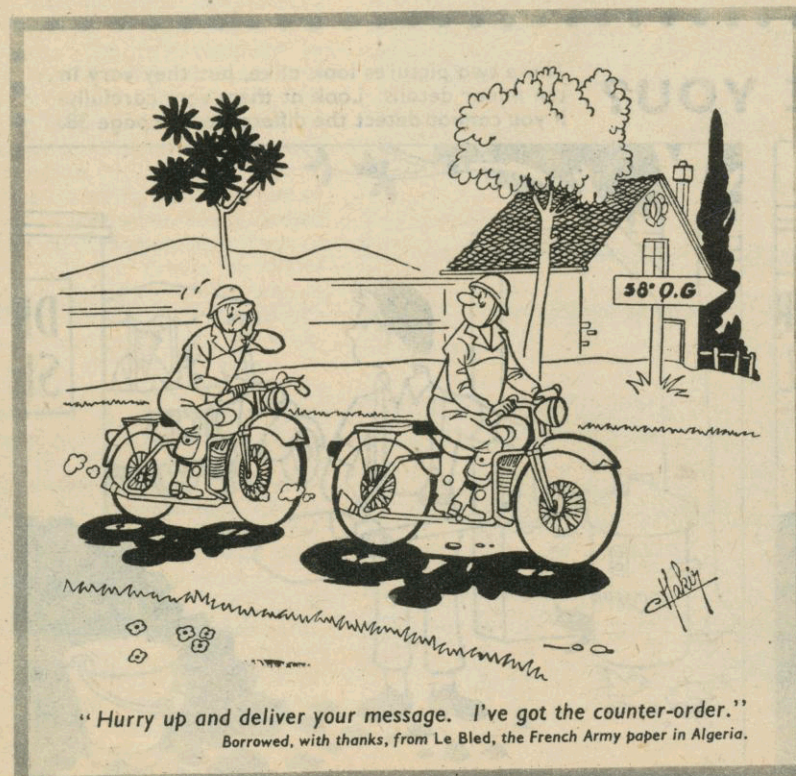
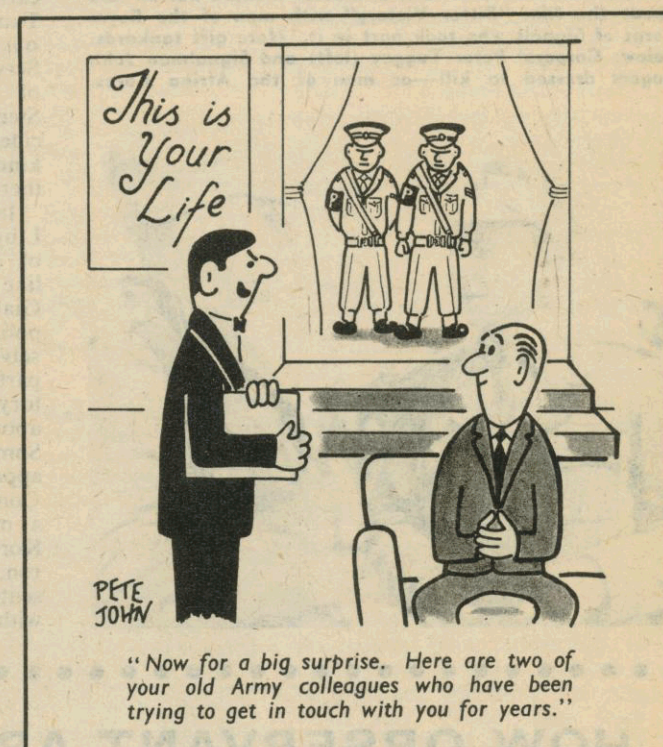
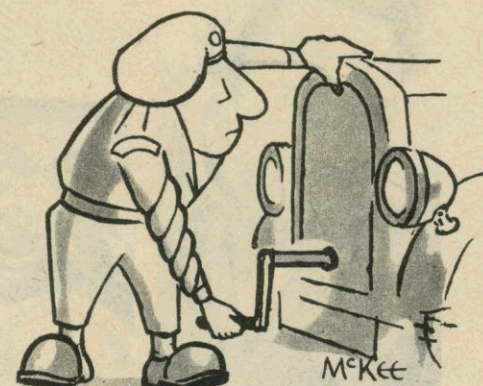
HOW OBSERVANT ARE YOU?

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





Soldier Humour



How does a dog find a weapon buried in the ground? Nobody knows. In Cyprus the Army is making good use of the canine sixth sense



Left: "Lady" is keen to see what she "smelled" down below. Lance-Corporal F. Smith is disinterring a pistol. Above: "Bully," having tracked his quarry, recovers a weapon buried in snow.

The Four-Footed Finders

ARMY dogs in Cyprus are living up to the best traditions of their canine corps. Trained in tracking and in "smelling out" buried arms, they have played an important part in the war against EOKA terrorists.

The dogs are supplied to units throughout the island by No. 6 Army Guard Dog Unit, Royal Army Veterinary Corps. In some instances men of the Corps, with their dogs, are attached to units, but generally regimental dog-handlers take over animals at the Guard Dog Unit, and after a strenuous 14-weeks course return to their regiments, with canine seconds-in-command.

When an incident occurs, the nearest military unit rushes a dog to the scene, in the hope of picking up the scent of an escaping terrorist. Many suspects have been caught through the keen noses of these dogs.

Those animals which specialise in arms recovery have been equally successful. How they can pin-point bombs or weapons, buried sometimes feet deep, is a mystery. This uncanny sense was demonstrated at the Guard Dog camp near Nicosia recently, when various objects, some of which had been buried for weeks, were unerringly "pointed" by the dogs.

During the demonstration, which was watched by hundreds of people, the handlers worked their dogs over ground where tins, bottles and weapons had been buried. Sometimes the dog being tested would suddenly sit down and refuse to move. The handler would probe around the dog with a steel rod, and in every instance eventually locate some foreign object. Digging would then unearth a home-made bomb, a bottle filled with papers, or a weapon.

One dog indicated the presence

of buried objects by lying down very slowly and gracefully. As soon as his handler started to dig, however, he would sit up on his haunches and watch with great interest. The crowd applauded every time the handler drew out the bomb or pistol, but it was not the clapping that accounted for the furious wagging of the dog's tail. He, wise fellow, knew that his handler would reward him with a chunk of meat.

During the summer, when training is difficult on the Nicosia plains because of the hot, dry atmosphere, the Tracking Section is moved up into the Troodos mountains, 6000 feet above sea-level.

The daily ration for each dog is two pounds of prime Australian beef, one pound of biscuits and a quarter-pound of vegetables. Some handlers say they would willingly change places with their charges at meal times—but no one really believes this.

The Unit moved from the Canal Zone to Cyprus in May 1955. With reinforcements from the depot at Melton Mowbray and from Germany, the number of dogs has grown appreciably since then, and the strength in the kennels at present is 250. Most of the dogs are Alsations, but several other breeds are well represented, notably Dobermanns, Labradors, Golden Retrievers, and two blood hounds—"Jupiter" and "Neptune."

Report by Captain T. A. E. Pollock, Military Observer.



"Hassan" and his handler, Lance-Corporal Keith Grimwood, have had notable anti-bandit successes in the Troodos mountains. "Hassan" has two harness flashes, one of them being that of the Airborne Pegasus.

Soldiers in London used to be left to the mercy of rogues and parasites—but the Union Jack Club, founded 50 years ago, changed all that

THESE DOORS NEVER CLOSED

“WE never closed” is the boast of London’s Windmill Theatre. It is also the boast of the Union Jack Club, now celebrating its jubilee.

This month the Queen and the Duke of Edinburgh will tour the famous home-from-home for Servicemen at Waterloo, London—just fifty years after Edward VII opened it as a national memorial to the Forces.

Every Serviceman below commissioned rank in the British or Commonwealth Forces is automatically a member of the Union Jack Club, which, since its inception, has furnished beds for nearly nine million guests. In recent years it has provided rest, food and entertainment for men of many nationalities—even to members of Marshal Tito’s bodyguard.

This red-brick, five-storey building a stone’s throw from Waterloo railway station is a landmark in Services’ welfare. It was one of the first big-scale attempts to befriend the bothered and bewildered Serviceman in London.

A woman was mainly responsible for its inception. She was Miss Ethel McCaul, a Red Cross nurse, who tended wounded soldiers in field hospitals in the South African war. In those days the 200,000 Servicemen who passed through Waterloo railway station each year were left to wander about the streets in search of food and a bed, an easy prey to the parasites of south-east London. In the Waterloo area, one of London’s black spots, almost the only places where a soldier could stay the night were a group of disreputable public houses (some of which were appropriately demolished to make way for the Union Jack Club) and a larger number of private houses of ill repute. Many an unsuspecting soldier passing through London met his Waterloo at Waterloo.

In 1902 Miss McCaul badgered the authorities to build a club and after many months of frustration persuaded them to launch an appeal for £80,000. The public, its conscience belatedly pricked, responded magnificently. Five years later the Union Jack Club was opened. King George V, then the Prince of Wales, laid the foundation stone.

For Servicemen to have their own club was a revolutionary step. Many a senior officer said that this innovation would soften the men, or that they would not know how to use the amenities. They were soon proved wrong.

Originally the Club contained 208 bedrooms, mostly endowed by regiments, batteries, ships or relatives of men who were killed in action. King Edward VII endowed one bedroom; so did Miss McCaul, whose war medals hang in a glass case in the entrance



Right: The steps which millions of Servicemen have mounted.

Below: No excuse for missing that train back to barracks: a familiar noticeboard in the Club.

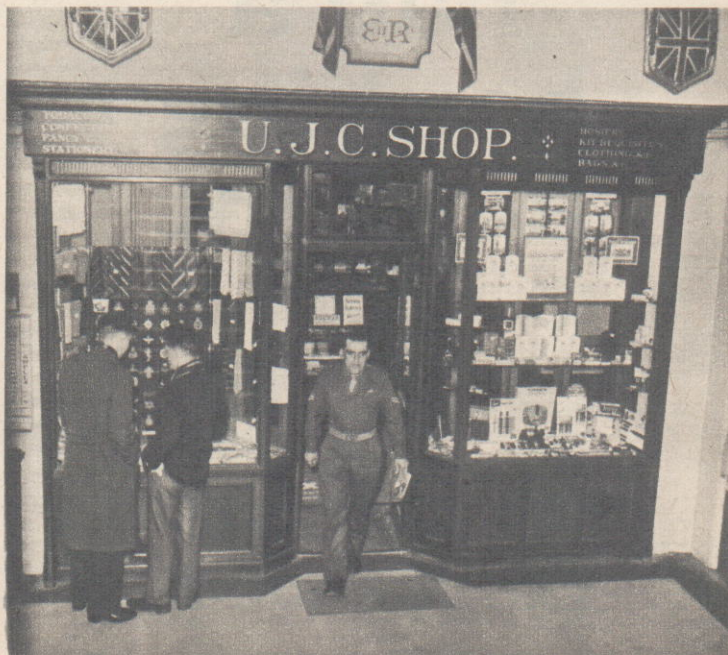
hall. Soldiers had the use of a billiards room, a library and writing room, a canteen and a dining-room. The charge was one shilling for a night’s lodging and fivepence for breakfast. A midday meal cost one shilling.

Four times the Club has been enlarged, the last occasion being in 1940, when Lord Nuffield gave £30,000 to build an annexe. During World War Two the Club’s 1100 beds were all usually occupied. Today rather less than half that number of men stay overnight, but the figures are still impressive. Last year more than a quarter of a million beds were booked. Although a night’s lodging, including breakfast, now costs six shillings and sixpence, the charge represents a lesser proportion of the Regular’s pay than it did 50 years ago.

Thanks to recent modernisation, paid for by public subscription, the Union Jack Club now has new washrooms and baths along with a hairdresser’s shop,

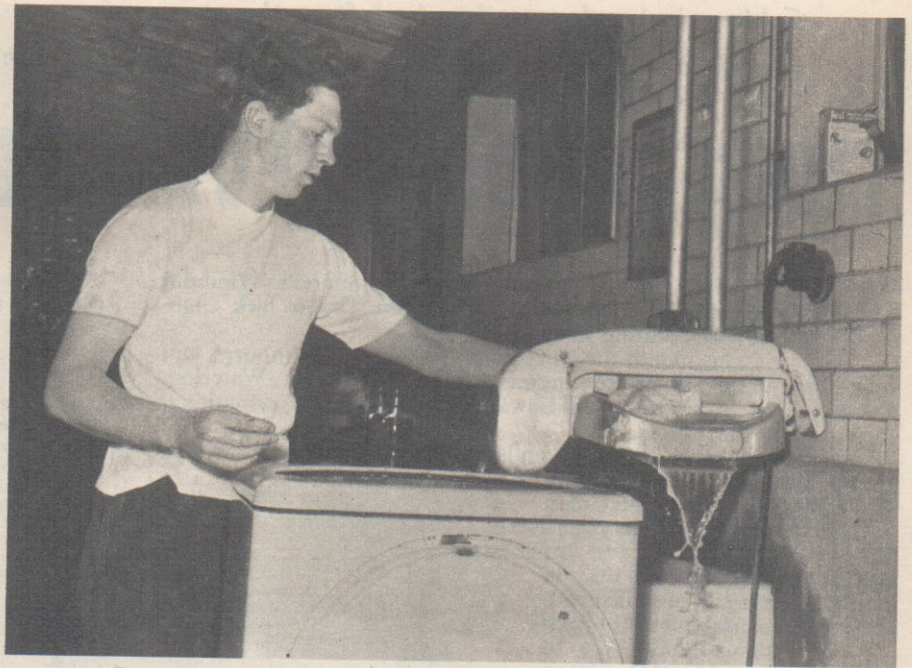
OVER...

Below: Passers-by can hunt in vain for the Union Jack Club’s shop—it’s indoors, in the basement. Scores of Servicemen use it daily.





Probably millions have used this cigarette lighter, which has been burning since the first World War.



In the Club a man can do his own washing—in a machine with automatic mangle. Clothes are dried in a drying room, but the soldier does his own ironing.

THESE DOORS NEVER CLOSED

continued

a television room and a laundry equipped with washing machines. There are also drying rooms and a tailor's shop.

Many Servicemen spending their leave in London make the Club their headquarters. They may stay for 14 days if stationed in Britain and 28 days if stationed abroad. One who often stopped there between 1922-35, as a brass

plaque in the entrance hall records, was Trooper (later Aircraftman) T. E. Shaw (Lawrence of Arabia).

A notable feature is the Memorial Corridor with its complete roll of all the holders of the Victoria Cross. It is believed to be the only such record in existence. Flanking it are plaques commemorating famous soldiers and sailors, Servicemen killed in action, ships that were lost and regiments that suffered heavy casualties.

Many members of the staff, which numbers about 150, served in the Forces. Some of them made their first acquaintance with the Club when they were recruits. One of these is the Comptroller and Secretary, Major P. S. Walker, a former quartermaster in the Grenadier Guards, who went there for a bath a few weeks after joining up in 1915. His assistant, Major W. F. Smith, was a quartermaster in the Coldstream Guards. The Resident Superintendent, Mr. M. Young, was a regimental sergeant-major in the Grenadiers. Between them they have 89 years Army service.

The Club is a non-profit-making organisation run by a

council representing all three Services and a general committee composed of Other Ranks elected by the representative members of 175 major Service units stationed in Britain.

The Council and committee also administer the Union Jack Families' Club and the Union Jack Women's Services Club a few hundreds yards away in Exton Street.

The Families' Club was opened in 1913. Today, thanks to a new wing provided by the Nuffield Trust, it can hold 200 men, women and children. One member of the staff, Mrs. L. Barnes, who has been there for 40 years, recently served meals to a baby boy, the grandson of a soldier on whom she waited in 1917.

The Women's Services Club, with beds for 40, was built in 1952. Many Service girls spend their leave there. There have been girls who stayed one night in the club, married the next day, then moved across to the Families' Club.

In this jubilee year the Union Jack Club is launching a fund within the Services to carry out further improvements. The target is a shilling a head.

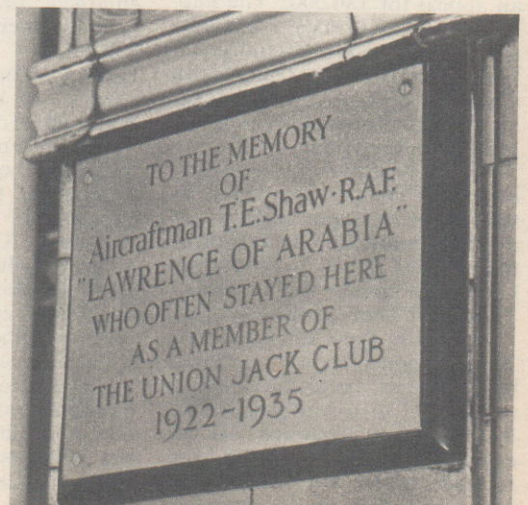
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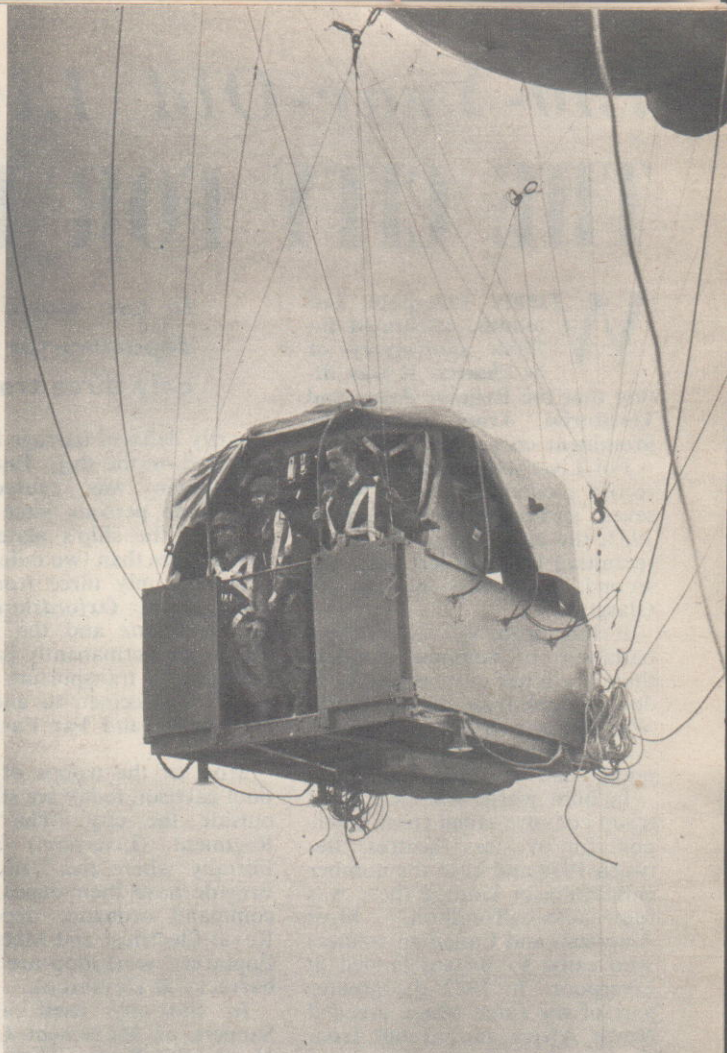
This plaque is in honour of one of the most famous soldiers to sleep in the Union Jack Club.





Left: Balloon and cage ready for action—above Frensham Common, near Aldershot.

Right: A close-up of the cage. Note the oval exit in the base.



BALLOON JUMP



LIKE elephants poised on threads, the barrage balloons were once very much a part of the British landscape. There were so many that nobody noticed them.

Now a single balloon is an event. It means a practice parachute drop is about to begin—and the small boys gather from far and near for a free show.

Many a soldier will tell you that it is less alarming to jump from an aeroplane than from the swaying, silent cage of a balloon.

In the early days, parachutists jumped through a hole in the bottom of the cage. Then, as the technique of jumping from aircraft was changed, they practised through a door in the side.

Today they jump both ways, because in the new Beverley transport a soldier may have to leave the aircraft by either method.

As he descends, the soldier who jumps from a balloon is not cut off from human contact. A disembodied voice wafts up to him, correcting, criticising. It is the voice of the Royal Air Force instructor with his loud-bailer (*see cover*).

It may be a queasy moment before the descent—but the feeling afterwards is terrific. Somebody once described a parachute jump as “the second greatest thrill in a man’s life.”



Left: The longest three seconds of the drop. Note arms folded, feet together. Above: A parachutist sinks into the heather, as the canopy goes limp.



Balloon-eye view of the lorry to which the balloon is tethered. Photographs: FRANK TOMPSETT

750-Year-Old Liverpool is THE CITY FOR RECRUITS

WHEN Liverpool, last month, celebrated the 750th anniversary of its charter, it was fitting that the Regular Army and Territorial Army should be prominent on parade.

For Liverpool has a recruiting record second to none. During seven successive years, up to 1955, the city topped the Army recruiting lists and last year was second, narrowly beaten by Glasgow.

It has probably raised more battalions of volunteer soldiers than any other city outside London. At one time, during World War One, the city's own regiment—The King's Regiment (Liverpool)—had 45 active battalions.

In both world wars scores of troop convoys sailed from Liverpool for overseas theatres. Between 1939 and 1945 the number embarking or landing there was four-and-a-half-million. Most American and Canadian soldiers who came to Britain landed at Liverpool. In 1942 the greater part of the force which invaded North Africa started out from the Mersey.

The port received most of the vast stocks of weapons and ammunition shipped from the United States, including over 600,000 vehicles and 73,000 aircraft and gliders. It was also the port from which the Battle of the Atlantic was conducted and from which more than 1200 convoys sailed to garrisons overseas. In consequence it received generous attention from the German Air Force. A series of "forts on stilts" were erected in the Mersey estuary to strengthen the city's defences.

The worst single incident of the blitz on Liverpool was the blowing up of the munition ship *Malakand*. Incendiaries were burning on the ship's deck when

In two world wars it was the point of departure for millions of Servicemen; now only three troopships call there regularly

a partly deflated barrage balloon subsided on the ship. Enormous devastation was caused—yet only four persons were killed. Parts of the ship's plates were found more than two miles away.

Today, only three troopships—the new *Oxfordshire*, the *Empire Clyde* and the *Devonshire*—are permanently based on Liverpool, transporting some 10,000 Servicemen to and from the Middle and Far East every year.

Most of the troops of Liverpool garrison today are stationed outside the city. The King's Regiment (Liverpool) are at Formby where the Lancastrian Brigade have their depot, and a command ordnance depot and Royal Electrical and Mechanical Engineers' workshop are in new barracks at Deysbrook.

In the city itself are the Sappers of Movement Control, North-west Ports. They handle troopships and other military shipments, not only from Liverpool but from Birkenhead, Preston and Manchester.

Sappers also run an Army unit which has Customs and Excise officers permanently attached. This is the Military Forwarding Organisation, seven miles from the city centre in a great store shed at Kirkby. Here all the personal baggage of soldiers and their families is collected before being sent abroad or to their homes in Britain. The depot handles 177,000 packets a year. Sometimes the Customs officers come across some unusual contents. Recently one box contained a three-foot snake pickled in a bottle of Chinese wine.

One of the figures of the King's Regiment (Liverpool) war memorial in the city



One of the most popular units to parade in the recent celebrations was 470 Light Anti-Aircraft Regiment (Territorial Army), whose "Q" Battery and Regimental Pipe Band stem from the famous Liverpool Irish Volunteers raised in 1859. The Liverpool Irish, as the Battery and the Band are still known, are the only Gunners to wear the caubeen, which drapes to the left side of the head. In it they wear the Liverpool Irish cap badge, which includes a bugle commemorating the days when the Regiment was Light Infantry, and a blue and red hackle. The pipers have saffron kilts and green shawls. The other two batteries in the Regiment wear the Gunner badge and battle-dress.

Since it was formed in 1955, 470 Light Anti-Aircraft Regiment has achieved several successes at Bisley. Its weapon training officer, Captain J. Hamill, is a former King's Cup winner.

Territorials of the Liverpool Scottish, who wear the Forbes tartan kilt, were also on parade. The Liverpool Scottish was formed in 1900 and in 1908 became the 10th Battalion, The King's Regiment (Liverpool), being affiliated to the Cameron Highlanders in 1937. It is one of the strongest Territorial Infantry units on Merseyside. One of its medical officers, Captain Noel Chavasse, Royal Army Medical Corps, son of the Bishop of Liverpool, won the Victoria Cross twice in World War One.

Only three men have achieved a double VC.

Liverpool mustered its first body of men under arms in 1573, the same year that the port was first used to ship troops overseas. When, in that year, the Earl of Essex sailed from Liverpool with several hundred soldiers for Ireland, he left behind two companies—"The Motley Coats" and "The Blue Coats" who spent most of their time fighting each other and terrorising the local inhabitants. "There was so much slaughter," says a contemporary account, "that the town was placed in dire peril. . . ." The Mayor decided to take action. He paraded every man and boy on a heath outside the town, armed them with cudgels, pitchforks and staves and marched them to the camp. The officers apologised and promised that their men would behave in future. "After this," says the account, "the soldiers were more gentle to deal with."

Liverpool raised a large number of regiments in the late 1850s when the call went out for volunteers to repel a possible French invasion. Some of those regiments were later to become battalions of the King's Regiment (Liverpool), among them the "Press Guards" (80th Lancashire Rifle Volunteers) whose men were drawn from the printing trade. Almost all the officers were journalists. They later became the 9th Battalion of the King's Regiment (Liverpool).



Left: The pipe band of the "Liverpool Irish" say farewell to the Royal Ulster Rifles, bound for Cyprus in the "Empire Clyde."

Right: This painting of Captain Noel Chavasse, medical officer to the Liverpool Scottish, occupies a place of honour in the regimental mess.



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'HooRAY for H.P. Sauce!' says this radio and TV star. Yes, it's the famous comedian, Ted Ray. Here he is at home with his wife, Sybil, and sons, Robin and Andrew.

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"Somewhere in Eastern Command, August 1941": part of Britain's motor-cycle army.



Above: Learning how to tackle rough going in Northern Ireland.



MOTOR CYCLES?

Below: A mass of motor-cyclists ready to move off—in Eastern Command. Right: An offensively armed motor-cycle trio lays an ambush.



MOTOR-CYCLE troops were no uncommon sight in various parts of invasion-threatened England 17 years ago, particularly in the south and south-east. Their main function would have been to keep open lines of communication.

Wherever they appeared, they had a rousing, tonic effect.

The 4th Battalion The Royal Northumberland Fusiliers had served with the British Expeditionary Force as a motor-cycle reconnaissance battalion. They also had scout cars. In France their motor-cycles were used on patrols and, in the last stages before the evacuation, to help control the many thousands of refugees.

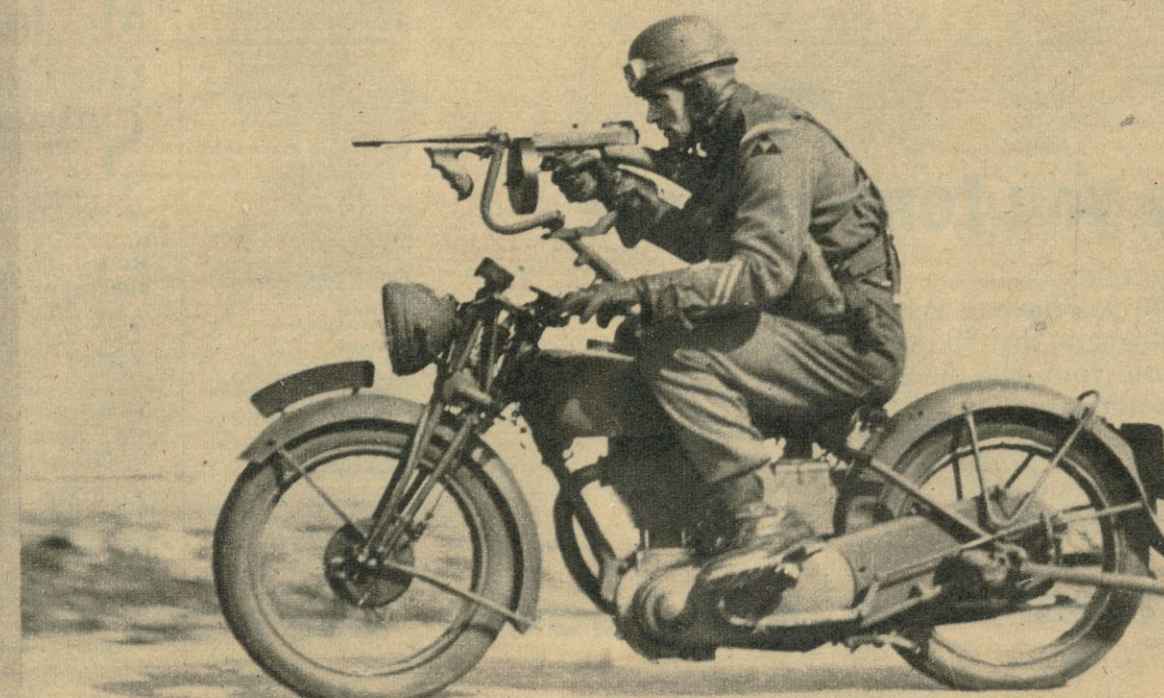
Not long after Dunkirk the Battalion re-equipped at Blandford and by the end of August 1940 became one of the new reconnaissance battalions destined for the Middle East.

At one time they were charged with the task of providing an escort to accompany Queen Mary to Scotland if the Germans landed. The route they reconnoitred was never used.

The Grenadier Guards also had a motor battalion, based on Swanage.

Right: It made a dashing picture, anyway. This rider (with the 3rd Infantry Division flash) came from the 1st Battalion Grenadier Guards, at Swanage, 1941.

Left: The rider looks down the barrel of his Tommy gun. Not the easiest weapon to operate accurately at speed!



SHEPHEARD HARRIED THE HUSSARS

THE 10th Royal Hussars remained six weeks in Cairo and ran up a devil of a Bill which the Viceroy pays for. The officers were right good 'uns for the bottle and knew how to drink Champagne as well as if they had lived in Egypt for ten years.

"The 12th Lancers, who are here now, are not quite such devils to drink, but a fine set of men, fit to face anything."

So wrote, in 1855, Samuel Shephard, whose name has been famous in hotel history for more than a century. The second version of his hotel in Cairo, well-known to officers of both world wars, was burned down in 1952, but a new building bearing his name now thrives beside the Nile.

A life of Shephard by Michael Bird has now been published: "Samuel Shephard of Cairo" (Michael Joseph, 18s).

It was the increased military traffic due to the Crimean War that put Samuel Shephard on his feet. In 1855 he was given the contract to victual the troops passing from India to the Crimea by the famous Overland Route of pre-Suez Canal days.

Those hard-drinking 10th Hussars were a bit of a headache for Samuel Shephard. Some of the officers omitted to pay their mess bills, so he pursued them to Alexandria. "Even then he could not get satisfaction," writes Mr. Bird, "so, instead of filling in innumerable



The Shephard's Hotel, familiar in two world wars. A Cairo mob burned it to the ground in 1952.

able forms and waiting for Bureaucracy, the landlord of Shephard's took ship with the friendly master of a transport and obtained his money in the trenches before Sebastopol." In his own words, he had "a deuce of a job" to collect the officers' accounts, but finally recovered

all but fifteen shillings; "I shall have no mercy on soldiers or officers for the future," he wrote.

Before he returned to Cairo Shephard was able to visit the battlefield. "I have seen one of the grandest sights that ever will be seen for the next quarter century," he wrote after viewing the dispositions before Balaclava. The soldiers and their officers were now "noble fellows who fight for their country" and he could not praise them enough.

The switching of troops to India for the Mutiny also gave

Shephard what he called "good pickings." One of the residents in his hotel was "a dog that has been all through the campaign of Lucknow and is now going home to get his pension."

In 1860 Shephard sold his hotel for £10,000. The Shephard's sacked in 1952 was worth a great many times that.

Mr. Bird gives many entertaining glimpses of the way our forefathers behaved in foreign parts, one hundred years ago. Somebody else will have to tell the racy tale of Shephard's in the two world wars.

This Rhine Army Was Lost

ONE of the great heart-cries of history was that of the Emperor Augustus: "Varus, Varus, give me back my Legions!"

Varus commanded the Emperor's Army of the Rhine when Christ was a boy. A relative of Augustus, he had served in many frontier wars, but luxury had corrupted him. The rot spread down into the three Legions he commanded, though the rank and file still knew how to fight bravely. Lulled into a sense of security, the Legions were wiped out by the German tribes, led by Arminius, Prince of the Cherusci. They met their

fate in the great forests, picked off piecemeal. The unhappy Varus, his honour and his Eagles lost, fell on his sword.

With skill and confidence, Gregory Solon tells the story of this great military disaster in the blood-soaked pages of "The Three Legions" (Constable, 18s). It is a gripping and often ugly story, notable for its descriptions of the camp life led by the Roman occupation armies. For striking an officer the penalty was scourging followed by crucifixion—with the whole of the Legion drawn up to watch. In many ways, however, soldiering was basically the same then as it is today, even in the organisation of its "fatigues" and pay parades.

Mr. Russell Had His Eyes Opened

SWELLING the list of books inspired by the centenary of the Indian Mutiny comes an abridged reissue of "My Indian Mutiny Diary" (Cassell, 30s) by William Howard Russell, the famous war correspondent of *The Times*.

Russell's record is personal, vivid and candid. When he reached India skeletons in red rags lay unburied on the plains. Scrawled on walls were appeals like "Revenge your slaughtered countrywomen!" along with sketches of men hanging from trees; also "various eulogiums of particular regiments, which if read by a foreigner would lead him to believe our soldiers were fond of blowing their own trumpets."

Many sights and stories shocked Russell, from the minor incident when an officer deliberately rode his horse over the bones of a dead Sepoy ("Brave men do not war with the dead") to



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an account of the class distinctions which, apparently, had been observed in the besieged Residency at Lucknow. While many of the defenders were on hard tack and drinking "the most unpleasant beverages," others allegedly did justice to copious stocks of champagne and Moselle. Even as shot and shell pounded the disease-ridden defenders "there was a good deal of etiquette about visiting and speaking in the garrison."

Russell watched the storming and looting of the Kaiserbagh at Lucknow. "If the Tuileries, the Louvre, Versailles, Scutari, the Winter Palace, were to be all blended together, with an *entourage* of hovels worthy of Gallipoli, and an interior of gardens worthy of Kew they would represent the size, at all events, of the palaces of the Kaiserbagh and the gardens inside."

Russell at times felt his non-combatant status keenly—"it is inglorious work scrambling up second-hand breaches." He told General Outram, when they were standing side by side under fire, that if the General were killed it would be said that he had died a soldier's death, but that if he (Russell) fell the world would dismiss him as a fool who had no business to be there.

The correspondent held the view that the power of the Raj was based unduly on force. "Let us popularise our rule, reform our laws, adapt our saddle to the back which bears it," he wrote. "Let us govern India by superior intelligence, honesty, virtue . . . nor seek by the exercise of Asiatic subtlety to reach the profundity of Asiatic fraud."

Some would say that that was what we had been trying to do.

Escaping? It's Lots of Fun!

THEY say that a war-time escape story nowadays has to have a "gimmick" if it is to sell. In other words, it must have something the others have not.

Philip Mackie's "Hurrah! The Flag!" (André Deutsch, 15s.) is different all right—it is a funny escape story. Some will call it facetious, others flippant, but Mr. Mackie need not worry. Who cares so long as it raises a rapid succession of chuckles?

Doubtless the tale has gathered a bit in the telling. Nobody can be expected to remember the witty dialogue of those days, word for word. But, again, why worry? The tale rings all too true, sometimes painfully so.

Mr. Mackie, an Italian-speaking lieutenant, jumped from a train in Italy with a private soldier after 10 days' captivity. They made their way back, with the aid of partisans and girl friends, to the British lines, where their arrival seems to have irritated everybody. Afterwards the author had the distinction of helping to liberate the town

General Threatened Their Colours

"GET out of here or you're a dead man," said the angry private to the corps commander.

Another angry soldier jabbed a bayonet into the general's horse which bolted with its rider, while the regiment yelled that if they saw him again they would shoot him.

That was how the 10th Indiana Regiment, a volunteer unit in the Federal Army, saved its Colours in the American Civil War when one of its own generals threatened to take them away for indiscipline.

It happened in 1862 when the regiment of the North, exhausted after a seven days' march, was resting in Kentucky. The corps commander, Major-General Charles C. Gilbert, had ridden through the camp and no one had saluted him. Furious, he ordered the colonel to be put under arrest and said he would relieve the Regiment of its Colours. The Regiment rose as one man and put the general and his staff to flight.

The story is told by Bruce Catton in "This Hallowed Ground" (Victor Gollancz, 16s.) "It took a certain knack to handle Western volunteers," says Mr. Catton, "and not all regulars had it."

Many of the Northern volunteers were prepared to die for an ideal but not to surrender their individual liberties. They could be led but never driven. An officer who tried to be too strict would be challenged to a fist fight by one of his own private

soldiers. Officers and men were often on Christian name terms, like the recruit of the New York regiment who, tired of being drilled, called out to his captain, "Say, Tom, let's quit this foolin' and go over to the sutler's."

One New York regiment wore tailor-made grey uniforms which they bought themselves. The 33rd Illinois Regiment—nicknamed "The Brains"—accepted only teachers and students. It was said that privates discharged from this regiment promptly won commissions elsewhere.

General John Fremont surrounded himself with foreign

adventurers, commissioned his own officers and hired special bands to play for him. His headquarters became famous throughout Federal territory for its pomp and ceremony. When he left to visit the troops he used to leave his wife in charge, passing all orders through her.

So closely did General Fremont guard his headquarters that even President Lincoln had to resort to subterfuge when he decided to dismiss him. The messenger with the dismissal notice was disguised as a farmer supposedly bearing news from the rebel lines.

Mr. Catton tells the story of the war from the Northern point of view, keeping up pace and never losing perspective, yet finding room for many fascinating anecdotes.

THE SERGEANT-POET

THE Army has enlisted many poets in its time, but few if any with such a command of colourful language and invective as the late Roy Campbell, who was killed recently in a car crash in Portugal.

Campbell, a South African, was a salty individualist. When other poets wrapped their thoughts in a maddening obscurity, he was eccentric enough to write intelligibly:

*I will go stark; and let my meanings show
Clear as a milk-white feather
in a crow
Or a black stallion on a field
of snow.*

A one-time bullfighter, who soldiered for General Franco in the Spanish Civil War, Campbell served in the ranks of the British Army in World War Two, as a volunteer. In his "Light on a Dark Horse" (Hollis and Carter) he lists among regiments and units to which he was attached the Royal Welch Fusiliers, South Wales Borderers, Intelligence Corps, 12th East African Reception Unit, King's African Rifles and Animal Transport. He says he never put a fellow soldier on a charge but took down his stripes and offered to fight the culprit—winning seven fights out of eight.

Some of Roy Campbell's poems, written when he was a field security sergeant in East Africa, were contributed to the Army magazine *Jambo*. Later they were gathered, with other poems, into "Talking Bronco" (Faber and Faber).

Roy Campbell's impression of war-time Nairobi was admirably succinct:

*With orange peel the streets
are strown
And pips, beyond computing
On every shoulder save my
own
That's fractured with salut-
ing.*

Other poets write of larks,

daffodils or their own damp souls; Campbell wrote of bulls, stallions and motor-cycles. He has a vivid poem, "Dreaming Spires," describing a motor-cycle ride through Kenya's game country:

*Respiring fumes of pure
phlogiston
On hardware broncos, half-
machine,
With arteries pulsing to the
piston
And hearts inducting gaso-
line. . .*

The noise of the machines sets in motion "the whole ruff-raff of Noah's Ark," including the magical giraffes:

*. . . a people
Who live between the earth
and skies,
Each in his lone religious
steeple,
Keeping a light-house with
his eyes.*

The reader who is new to Campbell's poetry will soon find that he has a rota of hates, headed by Left-wing war-shy poets and the Welfare State. Sometimes his jibes become monotonous, but, they cannot spoil a poem like "One Transport Lost" with its opening:

*Where, packed and tight as
space can fit them,
The soldiers reitch, and
snore, and stink,
It was no bunch of flowers
that hit them,
And woke them up, that
night, to drink . . .*

Campbell wrote several poems which ought to live, besides much lively knock-about stuff.

The quotations from "Talking Bronco" are reproduced by courtesy of Messrs. Faber and Faber.



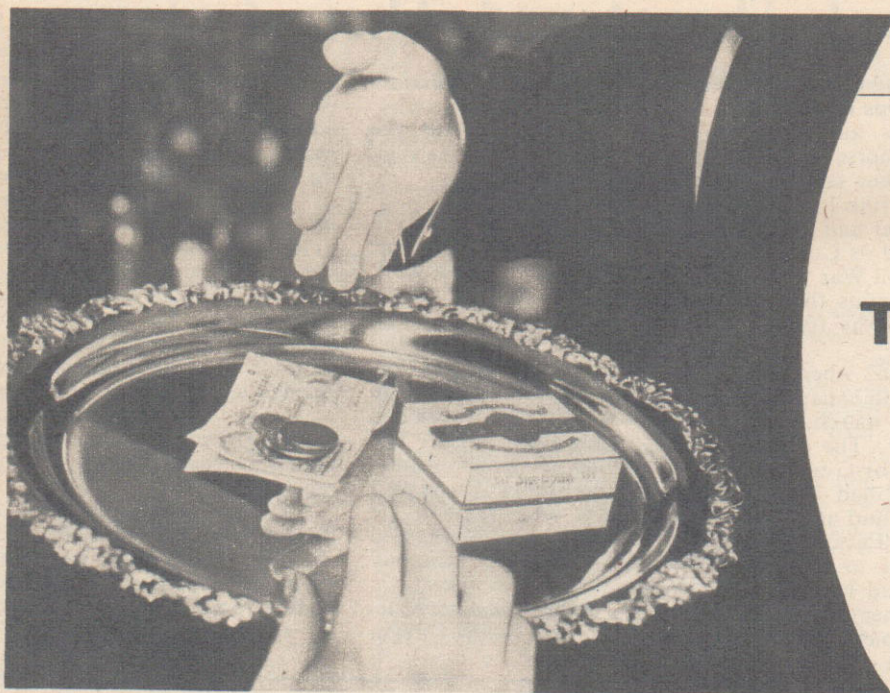
where he had left his heart.

One of his most awkward moments, behind the lines, occurred when he was sheltering in a baron's house. German soldiers woke him up in the night to help them carry out a piano they were looting. He obliged.

Here is Lieutenant Mackie in an unheroic mood, escaping by boat in a rough sea:

"I am a Britisher, I should not be getting excited, or if I do get excited I certainly ought not to show it. . . Let them come, Carstairs. Keep the last bullet for Mary. You're wounded!—Nay, I'm killed, sire! Smiling, the boy fell dead."

The author has an eye for bizarre situations and odd characters. A delightful book.



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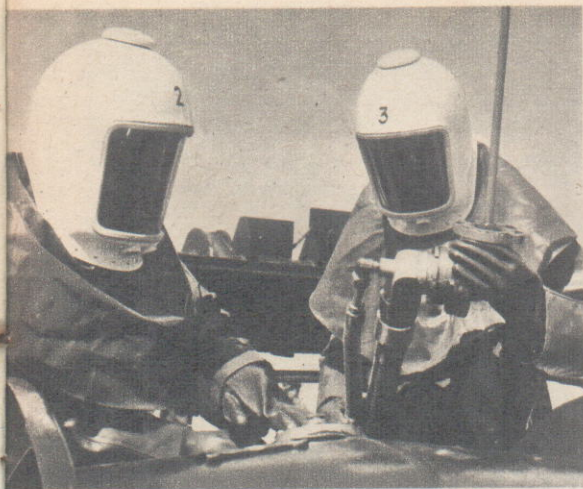
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The spacemen are Gunners dressed for fuelling.

THE CORPORAL *continued*

is out of control; in fact, it is a miracle of obedience.

The MISSILE TEST STATION: A "plain van" used by the Royal Electrical and Mechanical Engineers to check that the missile is fully functioning before they hand it over for firing.

The PROPELLANT TRUCKS: There are two of these, each with two large spheres to carry the propellants—acid and aniline. Inside twin cylinders at the back of the vehicle are sets of futuristic protective clothing.

The WATER VEHICLE and PUMP: This stands by for accidents and to decontaminate after fuelling.

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The AIR COMPRESSOR: This re-charges the air bottles carried on the preceding vehicle.

The FIRING STATION: Emplaced close to the missile, it provides the electrical power necessary for the take-off. It also serves as a link for firing by remote control.

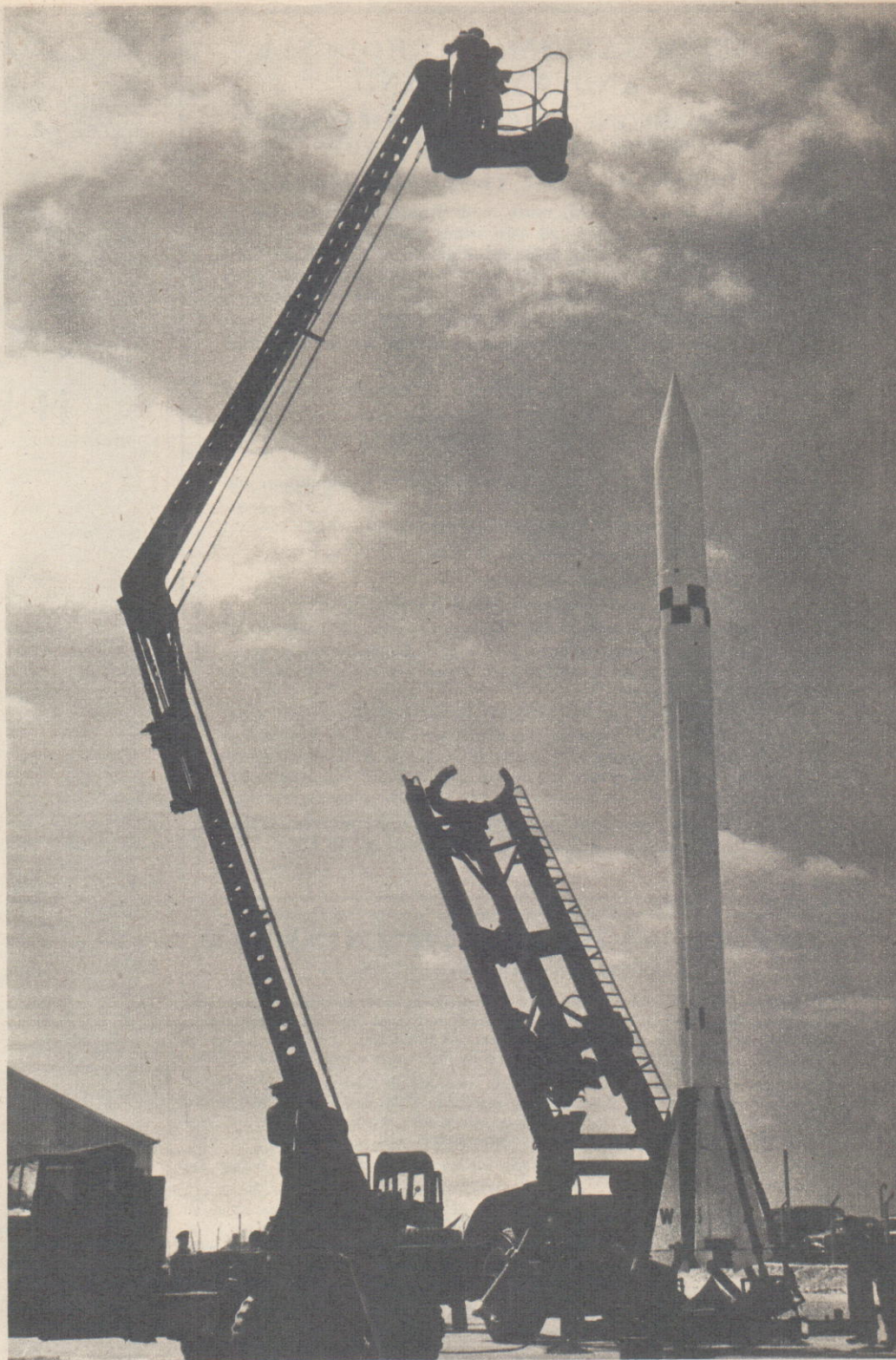
The SERVICING PLATFORM: This is possibly the most spectacular item in the cavalcade. Its linked girders rise and open out, lifting an inspection cage to a height of 55 feet or more, enabling the erected missile to be examined at any point. It would make an excellent device for rescuing women from burning buildings.

Many of the instructors at the School's Guided Missiles Wing, which is commanded by Colonel J. P. Haslam, underwent the course on Corporal in America (photographs of which appeared in *SOLDIER*, May, 1956). The two-year-old Wing has four main branches: Missiles Branch, containing the special equipment used for handling and preparing the missile for firing (Major A. J. Nicholson DFC); Guidance Branch, containing all radar and computing devices which direct the missile in flight (Major J. A. Fraser MC); Survey Branch, which fixes accurately the position of items of ground equipment and works out the data to set into the ground guidance station (Major E. H. Andrews); and REME Workshops, capable of fully testing the missile and repairing equipment (Major A. Needham).

The Wing has the services of a United States Army Technical Liaison Officer and two Canadian Army instructors.

According to Brigadier A. J. C. Block, who commands the School of Artillery, no special brand of superman is needed to operate a Corporal—just a Gunner who is keen, smart and who really knows his job—and with a desire to learn something about electronics.

Larkhill is very proud of its new toy.



Here is a missile poised on its launcher, with the erector in process of retracting and the servicing platform being hoisted. Below: The servicing platform folded ready for the road.



FEDERATION OF RHODESIA AND NYASALAND

VACANCIES: TRIGONOMETRICAL AND TOPOGRAPHICAL SURVEYORS

DEPARTMENT OF FEDERAL SURVEYS

Applicants, under 35, must hold School Certificate, G.C.E. with Maths., English and two other subjects at "O" level obtained at one and the same examination or Army First Class Certificate of Education and have had at least three years experience in one or more of the following categories of Trigonometrical and Topographical Surveying, viz.:

- (1) Reconnaissance and observing of Primary Triangulation and Traverses.
- (2) Reconnaissance and observing of Secondary and lower order control.
- (3) Reconnaissance and observing of primary and secondary levelling.
- (4) Computation of primary and secondary triangulation and traverse work.
- (5) Air survey by Graphical methods.
- (6) Photogrammetric plotting machinery.
- (7) Revision of large scale plans.
- (8) Drawing and compilation of small scale maps.

Starting Salary: £540-£1,000, depending on qualifications and experience, on scale rising to £1,370 p.a. There are senior posts with salaries of up to £2,050 p.a. which are normally filled by internal promotion.

Successful applicants will normally be employed (a) on field work in developed areas during the dry season (April to September) when camping equipment is supplied and a field allowance is payable; (b) for the rest of the year on control in and around the larger towns.

Application forms and further details from the Secretary (R), Rhodesia House, 429 Strand, London, W.C.2

CIVIL SERVICE COMMISSION

CLERICAL CLASS of the Home Civil Service

Vacancies in London and other towns in Great Britain for men and women who have served in H.M. Forces and have passed in not more than two examinations, in 1952 or later, for the General Certificate of Education in English Language and four other specified subjects. Selection by interview; no written examination.

Candidates must, by the date on which they submit their application forms, have completed a period of whole-time service in H.M. Forces; provided that a candidate who is still serving, but whose whole-time service will cease not later than 31st December, 1957, may apply to be interviewed.

No candidate will be eligible whose whole-time service ceased before 1st January, 1956.

Starting salary (London) £300 at 18, £355 at 20, £460 at 25 or over, rising to £690. Salaries somewhat lower outside London. Women's scale above age 19 at present somewhat lower than men's but being raised to reach equality with men's by 1961. Prospects of promotion. Five-day week.

For further particulars and application form write (preferably by postcard) to: Secretary, Civil Service Commission, 6, Burlington Gardens, London, W.1 quoting No. 534/57/85.

Completed application forms will be accepted any time during 1957.

THE LIVERPOOL VICTORIA FRIENDLY SOCIETY

Offers permanent and pensionable clerical positions to men under age 25, educated to G.C.E. standard, who are interested in a career with a Life Assurance Office.

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IN THE NEWS . . .

The tanks shown on the cover of this Swiss Army magazine are Centurions—seen against an unfamiliar background of the Alps. Switzerland is far from ideal tank country. A recent news report said that the Swiss were seeking permission to exercise their 100 British-built Centurions in adjacent French territory.



In an orphanage at Suwon, Korea, 19-year-old Private Derek Creswell, Royal Sussex, was introduced to shy, almond-eyed Choi-on-Yoo, one of 80,000 children left parentless by the Korean war. Private Creswell is a parishioner of St. John's, Walton-on-Thames, and it was his parish which adopted Choi-on-Yoo. Hence the encounter in the Anglican Church Mission. Individual members of the United Nations Forces in Korea and many units have been helping to look after the orphaned 80,000 children.



What are these machines? A new kind of mine detector? Lawn mowers? No, they are the latest line in floor polishing machines used in the modernistic cafeteria recently opened at Guildford for men of the Queen's. Floor-polishing has come a long way from the old-fashioned "bumper."

WHAT MPs SAID ABOUT THE ARMY

MR. JOHN HARE, War Minister:

Today, there seems to be a tendency to concentrate on the spaceman rather than the human being. We are apt to talk in terms of press-button war and tend to think of the soldier as a robot. I do not take that view. Whatever the weapon that may be put into his hand, the same qualities will be needed of the soldier as served his predecessors on battlefields from Crecy to Arnhem. He must be well disciplined, well trained, well equipped, well led, courageous and sure of his cause.

. . .

There are, at present, many places abroad where, to say the least, the facilities for a young man to occupy his time between his last duty and his first parade next morning are, to describe them mildly, extremely meagre. I am setting up a working party to see what can be done to bring our practice more into line with, for example, what commercial companies do for their staffs in comparable circumstances.

. . .

I want to see the last vestiges of hideous chocolate and dark green paint removed from living quarters.

MR. PHILIP GOODHART (an ex-Regular):

I have every sympathy with the battalion in Cyprus which, shortly after the Suez operation, decided to invite some of their French comrades to visit them. They wanted to show some new equipment, but they found they had nothing to show their French allies. So they went to some Turkish policemen near by and borrowed from them four of the new Sterling sub-machine guns. . . It seems slightly odd that Turkish gendarmes in Cyprus should have these new guns, that the Kenya Police Reserve should have had these new guns for almost three years, whereas our airborne forces in the Suez operation had to rely on out-of-date Sten guns.

BRIGADIER O. L. PRIOR-PALMER:

We could reduce the Royal Artillery to one battery and still the spirit of 'Ubique' would be there; we could never kill it. But if we take away only 600 men in a county unit we shall kill the spirit there, a spirit which is absolutely irreplaceable.

. . .

We all know that provided a regiment is a good regiment its role can be changed overnight to any that we like to give it and it will make a good job of that role. We could do that just as well with guided weapons as with lances or tanks or whatever arms one cares to mention.

MR. WILLIAM WHITELAW:

It is absolutely essential to decide why a boy wants to become a soldier. Personally, I cannot believe that he is attracted by the civilian-in-uniform, home-from-home mentality which has grown up with National Service. On the other hand I am sure that such a boy looks for glamour and excitement.

MR. WILFRED FIENBURGH:

The British Army looks like a corps of superannuated postmen when it goes out walking.

MR. JULIAN AMERY (Under-Secretary for War):

I was relieved to find the other day, when asked for some eighteenth-century horse furniture on behalf of a sculptor, that we have none left in our depots.

TAILPIECE

Mr. Nigel Fisher came away with the old story about two barracks which were being designed at the same time—one for India and one for Britain. "The plans became mixed, and the result was that the barracks intended for the tropics was duly built in the United Kingdom while the barracks erected in India was of English design. I do not know whether the barracks in India still exists, but I know that the one in the United Kingdom still does. It is a source of perpetual surprise and discomfort to the soldiers who have to live with these open verandahs."

At this Members cried, "Where is it?" but Mr. Fisher did not enlighten them.

Aircraft Design Training School

HANDLEY PAGE LIMITED

Invite applications for entry into their Training School, from young men seeking careers as Design Draughtsmen on jet aircraft.

Applicants, aged 20-23 years, must be free of National Service. The minimum educational standard is first year O.N.C. or a three year course at a technical school. Workshop experience in industry or the services is essential.

Men wishing to specialise in electrical installations are particularly invited to apply.

Full time instruction will be given in aircraft draughtsmanship, supplemented by lectures on aerodynamics, stressing and electrical and mechanical installations.

A liberal salary will be paid during training.

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REVISED CONDITIONS and SALARIES

(These vacancies offer excellent career prospects to the School-leaver or to the man or woman with accounts experience, whether with Government Departments, Local Government, Statutory Commissions, Banks, Accountants, or large firms.)

Applicants, 17-26, must be single and hold at least School Certificate or G.C.E. with English, Maths and two other subjects at "O" level, obtained at same examination.

Starting Salaries: (men) £420-£840; (women) £420-£680, dep. on quals. and exp., on scales rising to £960 and £800.

Promotion to Tax Officer (men £740-£1,150; women, £640-£960) dependent on passing internal examination, which can be managed in first year and service for one year at salaries of £540 or more (men) and £510 or more (women).

Promotion to Assessor II (men, £1,250-£1,550; women, £1,000-£1,245) depends on passing further examinations and service for one year at salary of £900 or more (men) or £720 or more (women). **EXAMINATIONS NOT COMPETITIVE, PROMOTIONS TO TAX OFFICER AND ASSESSOR II NOT BEING SUBJECT TO VACANCIES.** There are sufficient senior posts, normally filled by internal promotion, with salaries up to £2,850 per annum, to ensure further adequate career prospects.

Application forms and further details from Secretary (R),
Rhodesia House, 429, Strand, London, W.C.2.



Letters

HOME AND AWAY

My wife's home originally was in Hong Kong. She has been away from there four years. Is there an Army scheme whereby she can obtain a passage home for a holiday?—"Hubby."
★No.

In December of last year I was to have been married to a Chinese girl in Malaya, but because of my return to the United Kingdom on medical grounds this could not take place. I have twice applied to the War Office for a passage for her and have been told this cannot be done. To pay her fare would cost me £125 and this, plus the cost of the wedding, is more than I can afford. Is there any scheme whereby I can get her to the United Kingdom at a cheaper rate?—"Private Progress."
★No.

ON PROBATION

After release from my duration-of-emergency engagement I settled in a part of Britain which was too far away to enable me to join my regiment as a Territorial. After four months I had an interview with a local commanding officer, who said it was his policy not to accept anyone as an officer until he had known him for six months. I was therefore invited to join the mess and take part in training until the commanding officer was satisfied about me. The date of my commission is from the time of my local selection board, which means that more than six months went by before I joined the Territorial Army. Consequently, I have a break in service. My former commanding officer is willing to do anything he can to have the matter straightened out so that I do not lose previous service as reckonable for the Efficiency Decoration. But can he do anything?—"Passed Muster."

★There is nothing the former commanding officer can do, but it would appear that a case could be put up to War Office by the present commanding officer, at his discretion.

LAST FLAG

You state that the last flag to fly over the Lucknow Residency is now in Windsor Castle (SOLDIER, May). I think this is not the case. There can be little doubt that the last flag is now in the chapel at Wellington College.—Ernest J. Martin, Military Historical Society, Harrow Weald, Middlesex.

I have always understood that the last flag is now in Wellington College chapel.—Colonel C. R. Buchanan, Haslemere, Surrey.

★Major T. J. Edwards's Military Customs says: "The last Union Jack to be flown on the Lucknow Residency now hangs in Windsor Castle. It was hung in the Grand Vestibule in May 1948." In the May 1957 Bulletin of the Military Historical Society Mr. E. J. Martin (writer of the letter above) has an article describing his researches in this subject. During 90 years, he says, the flag was replaced some 200 times, the worn-out flags being usually presented to regiments or individuals. He quotes authorities to show that the last flag was sent to Field-Marshal Sir Claude Auchinleck, who presented it to his old school, Wellington College. There is also a widespread belief that the last flag was cut up and distributed between various regiments.

★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.

EARLY MAGAZINES

I have a copy of *The Queen's Own Gazette* dated 1 January 1876 and I presume that it is one of the early regimental journals referred to in Letters, May. *The Queen's Own Gazette* has been published continuously and is one of the very few monthly regimental journals still extant. We have every intention of carrying on.—T. P. Mullen, Queen's Own Royal West Kent Regiment, Maidstone.

WRONG TURNING

I was under the impression that the Saracen armoured vehicle had four-wheel steering. The Saracen shown on the front cover of SOLDIER (May) is being steered only on two wheels.—Craftsman K. Watson, REME, Aldershot.

★Other readers have pointed out this error, which is regretted.

WORLD WAR ONE

The 1914-18 recruiting posters (SOLDIER, May) brought back many memories.

I enlisted more than 50 years ago, at the age of 19, and had just reached the rank of lance-sergeant when World War One started. I remember being handed a cigarette case full of cigarettes. Where they came from or who provided them I cannot recall.

I still have the cigarette case. On the front of it are the raised figures of British, French and Belgian soldiers, with hands clasped. The case is still in good condition.—L. V. Biffin, former RQMS Royal Hampshire Regiment, 46 Barton Road, Newport, Isle of Wight.

GRANT OR GRATUITY?

In 1933 I enlisted as an Army apprentice. During World War Two I extended my engagement to complete 12 years and, eventually, re-engaged to complete 22 years. This engagement ends in March.

As I have a chance to take a civilian job next month, can I apply for my discharge six months earlier? How will that affect my pension and terminal grant?—"WOI."

★This warrant officer can obtain his discharge earlier, but he will lose his pension and terminal grant if he does. These are rewards for 22 years man's service; there is no such thing as a modified pension nowadays. If he leaves the Army before March he will receive only a gratuity.

MESS SENIORITY

Surely the vital point on mess seniority (Letters, May) is that the regimental sergeant-major is not a permanent staff instructor, attached to a Territorial unit, but is as much a part of the unit as any other member. His only authority as RSM in a sergeants' mess is by seniority and, in accordance with Queen's Regulations, he is responsible for the maintenance of good order and observance of mess rules. He is not allowed to act as president of the mess committee. It is the holder of this office who should control via the mess committee.—"Churchwarden."

For many years rulings on mess seniority have been rather ambiguous and must have resulted in friction.

Queen's Regulations state that permanent staff instructors who work a considerable distance from a Regular unit may be exempted from membership of a sergeants' mess. From this it is assumed that where a Regular unit's mess is in close proximity to the Territorial unit, the permanent staff instructor should be a member of the former mess and not also a member of the Territorial one. It is surely unfair to expect a permanent staff instructor to forgo membership of his own Regular mess.

Territorial regulations say that the senior warrant officer present will preside at mess meetings. In presiding, surely he acts as president? Other paragraphs quote the regimental sergeant-major, the regimental quartermaster-sergeant and members of the permanent staff as not permitted to act as president of a Territorial sergeants' mess. This points to the fact that no member of the permanent staff shall be "king pin" in the mess to which he is attached.

I have heard this subject of mess seniority discussed time and again, always with the same result—a "happy truce." The interesting thing is that all Regular warrant officers and non-commissioned officers are so very welcome in a Territorial mess and the cordiality extended to Territorials in Regular messes I have always found to be the same. However, "good will" and "give and take" does not always

work.—"Stickler the Second."

★A permanent staff instructor is a member of his Territorial unit, even though he is held surplus to its establishment. His first loyalty should be to that unit and he should be a member of its mess, rather than that of a Regular unit.

A distinction should be made between the senior warrant officer or non-commissioned officer who presides (as chairman) at the quarterly mess meeting of mess members and the president of the mess committee, by whom the mess is managed. Members of the permanent staff can fulfil the former role but not the latter. Chairmanship of a quarterly mess meeting involves conducting the meeting in an orderly manner; the presidency involves conduct of mess business, subject to confirmation where necessary by the full mess meeting.

It is not therefore correct to claim that the permanent staff instructor is the "king pin," though he must obviously have a large say in the running of the mess, particularly from the point of view of discipline.

PERMANENT STAFF

The opinions expressed under "Permanent Staff" (Letters, May) show the damage suffered by the Territorial Army in employing "square pegs."

To assess the rewards of such work in terms of NAAFI rebates and the like indicates an alarming lack of spirit. The real rewards are surely to be found in the performance of the unit at annual camp and a generous share of the praise traditionally offered by the Territorial Army to their Regular staff.

Where today is the old spirit of "go where you are sent and do what you are told"?—BOMS Sambrook, 2 Royal Horse Artillery.

"MONTY'S" STORY

When is Field-Marshal Viscount Montgomery going to write his reminiscences?—"Crusader."

★A Sunday newspaper has already obtained the rights to serialise them, but SOLDIER understands no publication date has yet been fixed.

3,000,000th AIR DROP

THE three millionth 24-hour ration pack was recently dropped into the Malayan jungle by 55 Air Despatch Company, Royal Army Service Corps.

It contained, in addition to the usual contents, a ten-dollar note. This found its way into the pocket of Sapper Leslie Rowlands, one of a hard-working Royal Engineers troop who were clearing the rain-damaged runway of Fort Chabai, in Kelantan.

The air drop crowned years of hard and skilled work by 55 Air Despatch Company, in association with the Royal Air Force's Far East Transport Wing. As reported in last month's SOLDIER, officers and men of the Company who have 20 operational or 40 training flights to their credit now qualify for a winged shoulder badge bearing the letters "AD" (Air Despatch). Non-commissioned officers of the Company have won Distinguished Flying Medals—ordinarily a Royal Air Force award—for leadership and devotion to duty in sorties over the Malaya jungles.

An unusual recent feat by 55 Company was the parachuting of a Ferguson tractor engine, railway lines, sleepers and corrugated iron sheets to Number One Troop of 11 Independent Field Engineer Squadron, Royal Engineers at Fort Chabai. The Fort is four-and-a-half days' march from the nearest Army-Police post, and is surrounded by mountains rising to 2500 feet—with trees rising to 300 feet.

Sapper Leslie Rowlands found a ten-dollar "tip" in his ration pack.



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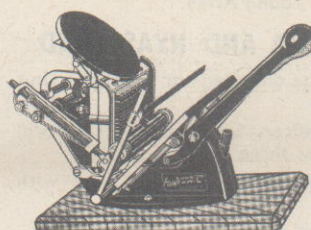
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Promotion comes by merit and service, but we run yearly promotion courses so that promising staff can be equipped to accept more responsible positions in the organisation.

If you are thinking about jobs and futures, come and discuss it with our staff department.

Applications should be addressed to the Staff Manager, fifth floor, 400 Oxford Street, London W.1.

CUSTOMS AND EXCISE:

Assistant Preventive Officers, Waterguard Service

The Civil Service Commissioners announce an open competition for men, beginning 13 September, 1957, for about 65 posts. Age at least 19 and under 21 on 1st September, 1957, with extension for service in H.M. Forces and, up to two years, for established civil service.

Qualifying examination in English, Arithmetic and two General Papers. Candidates with passes in G.C.E., Scottish Leaving Certificate, Scottish Universities Preliminary or Northern Ireland Senior Certificate examination in English Language, Mathematics and three other prescribed subjects (or an equivalent qualification) may be exempted from examination. Selection by interview of qualified candidates.

Starting salary (London) £470, rising to £715. Salaries somewhat lower outside London. Prospects of promotion after passing a technical examination.

For particulars and application form write: (preferably by postcard) to Secretary, Civil Service Commission, Burlington Gardens, London, W.1., quoting 197/57/84. Application forms should be returned by 18th July, 1957.

IMPERIAL CHEMICAL INDUSTRIES LIMITED, PAINTS DIVISION

has several vacancies for clerks aged 20-25 in its Commercial Departments. Encouragement is given to entrants to carry on with their education to the limit of their ability by evening classes. Fees and fares are refunded provided reasonable results are achieved. There are excellent recreational facilities and a canteen. Salary according to age.

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Applications should be addressed to:—

The Appointments Officer, Anglo American Corporation of South Africa, Limited, 40 Holborn Viaduct, London, E.C.1.

Vacancies for Teleprinter and Cypher Mechanics in Government Service

Applicants should have experience in maintenance of Teleprinters or Cypher Machines and Associated Telegraph Equipment.

Basic Pay: £8. 11. 4d plus up to £2. 10. 0d merit pay, assessed at interview and based on ability and experience.

Opportunities for permanent and pensionable posts. 5-day week—good working conditions—single accommodation available.

Apply to: Personnel Officer, G.C.H.Q. (FOREIGN OFFICE), 53 Clarence St., Cheltenham

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OWEN CARBINE

A photograph in an old copy of **SOLDIER** (March 1953) showed men of the Royal Suffolk Regiment armed with the Owen machine-carbine. As this is an Australian weapon and usually only issued to Australian and New Zealand troops I wonder if you can explain this?—Pte R. Fisher, Sydney, Australia.

★The Owen machine carbine is extremely popular with British troops in Malaya and quite a few have been acquired unofficially for jungle operations. A number of these weapons were left behind in Malaya by Australian troops when they went home at the end of World War Two.

OLDEST REGIMENT

One of your letters shows that the regiment of Swedish Royal Horse Guards, formed in 1525, is the oldest of its kind in the world. My husband and I found this piece of information most interesting, as the regiment is "home, sweet home" to us. We have a flat overlooking the parade ground. I am English by birth.—Mrs. Alma Forslund, Royal Horse Guards, Stockholm.

BANDMASTERS

Why do some regiments class their Bandmasters as Musical Directors and others refer to them by their commissioned rank?—J. Jones, 75 Thorparch Road, London, S.W.8.

★Bandmasters are always warrant officers, class one. They can become Directors of Music once they have been commissioned.

VALENTINES?

The caption to the lower "Scrap-book" picture (**SOLDIER**, May) states: "The tanks appear to be Cromwells or Comets." I put my money on their being Valentines, probably all Marks, except numbers 5, 9, 10 and 11, with a few Daimler scout cars, most likely all Mark 1.—"Mancunian."

OBOE

Bandsman David Eastwood (**SOLDIER**, June) is looking rather worried. No wonder, if he is trying to obtain the sound of a clarinet out of an oboe.—WO1 C. B. Hann, RAPC, Regimental Pay Office (Inf), Western Command, Ashton-under-Lyne.
★Sorry. The instrument was an oboe, as other readers have pointed out.

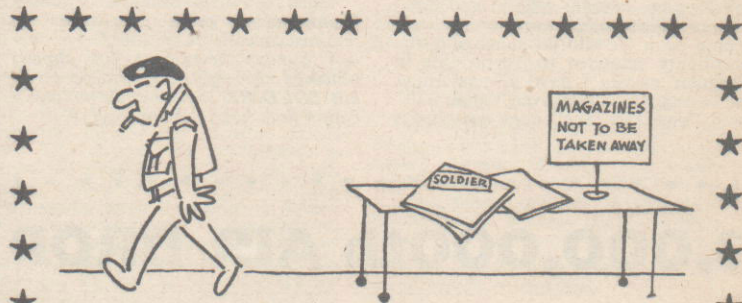
BATTLE HONOURS

Which regiment won most battle honours in World War II?—"Scottie." ★The War Office Battle Honours Committee is still dealing with claims. So far the York and Lancaster Regiment have been awarded the most—55. The Queen's Own Royal West Kent Regiment have been awarded 48.

HOW OBSERVANT ARE YOU?

(See page 19)

The drawings differ in these respects: Soldier's brace tab unbuttoned; right handle of dustbin; tail of right-hand bird; "R" on wall notice; shape of coal below soldier's left toe; "M" on dustbin; small boy's left leg; leaf above soldier's head; ice-cream man's tie; left branch of tree.



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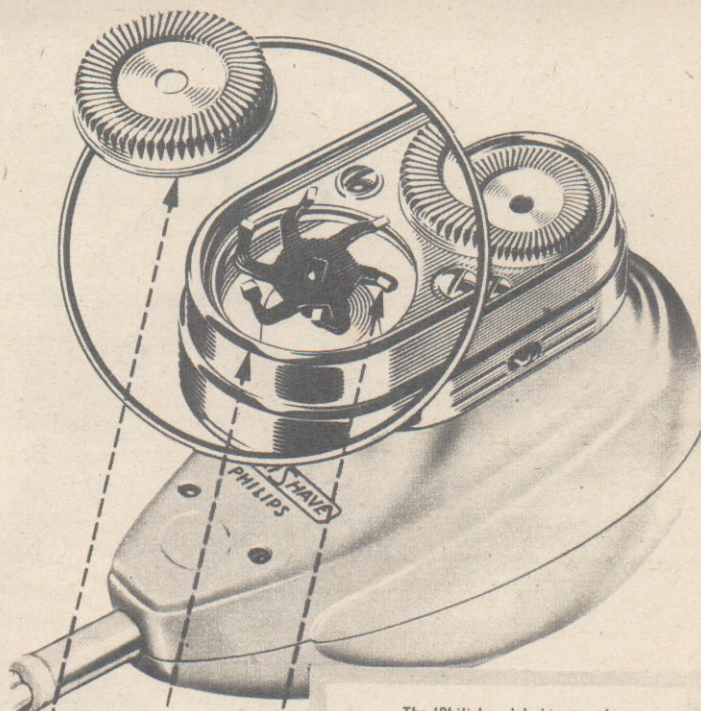
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