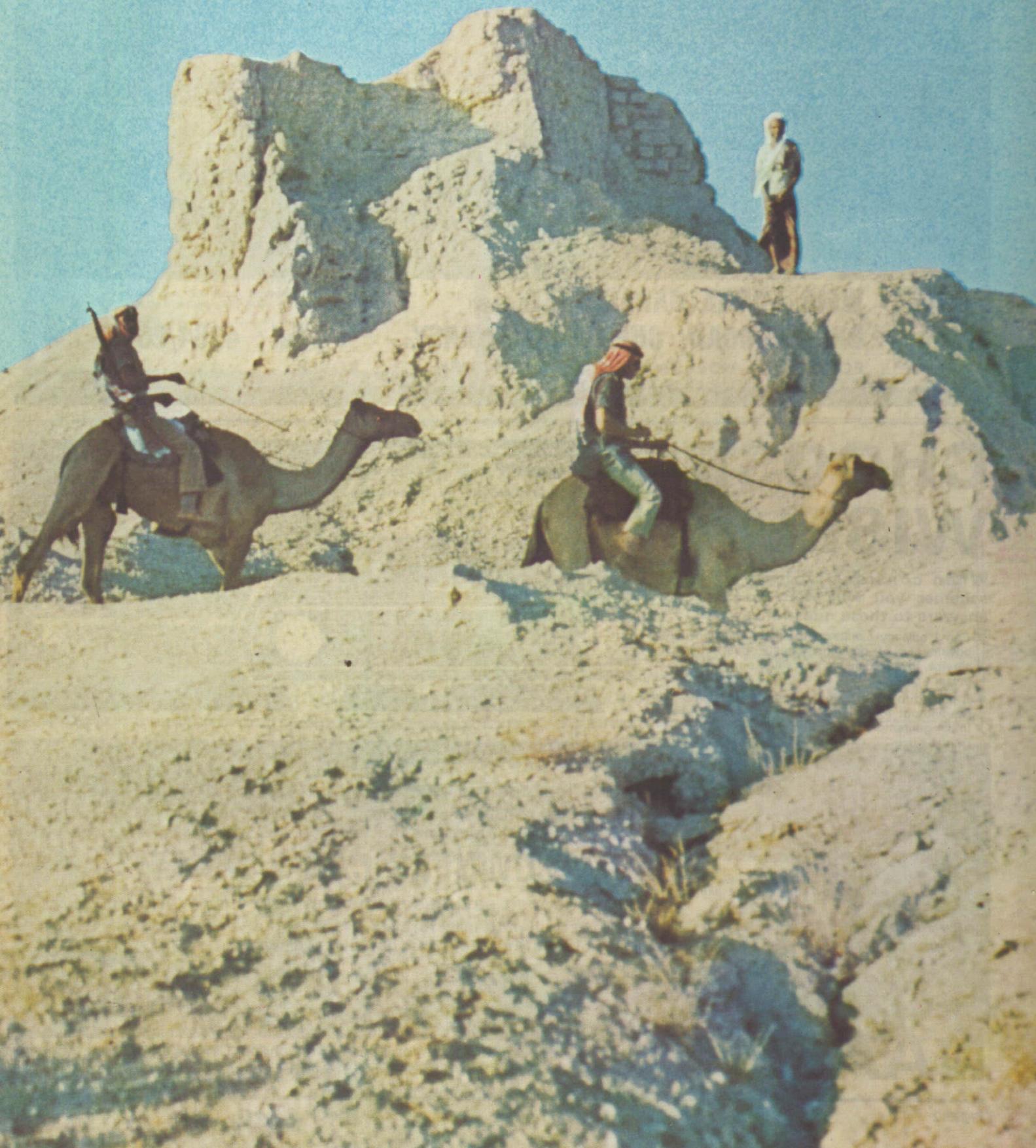


MARCH 1966 ★ One Shilling

SOLDIER



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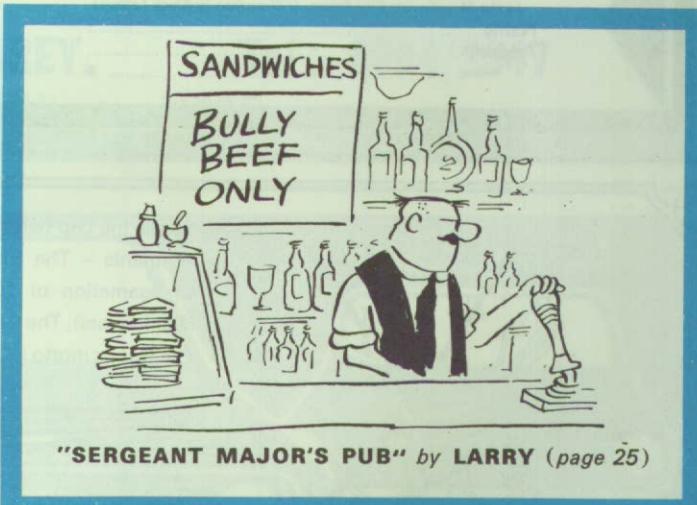
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"SERGEANT MAJOR'S PUB" by LARRY (page 25)

This month SOLDIER teams will be with the Special Air Service in Borneo and in Arctic Norway with The Somerset and Cornwall Light Infantry, taking part in the big NATO exercise "Winter Express." Look out for their reports.

Editor: PETER N WOOD

Deputy Editor/Feature Writer: RUSSELL F MILLER

Feature Writer: JOHN SAAR

Art Editor: FRANK R FINCH

Research: DAVID H CLIFFORD

Picture Editor: LESLIE A WIGGS

Photographers: ARTHUR C BLUNDELL,
PETER O'BRIEN

Circulation Manager: K PEMBERTON WOOD

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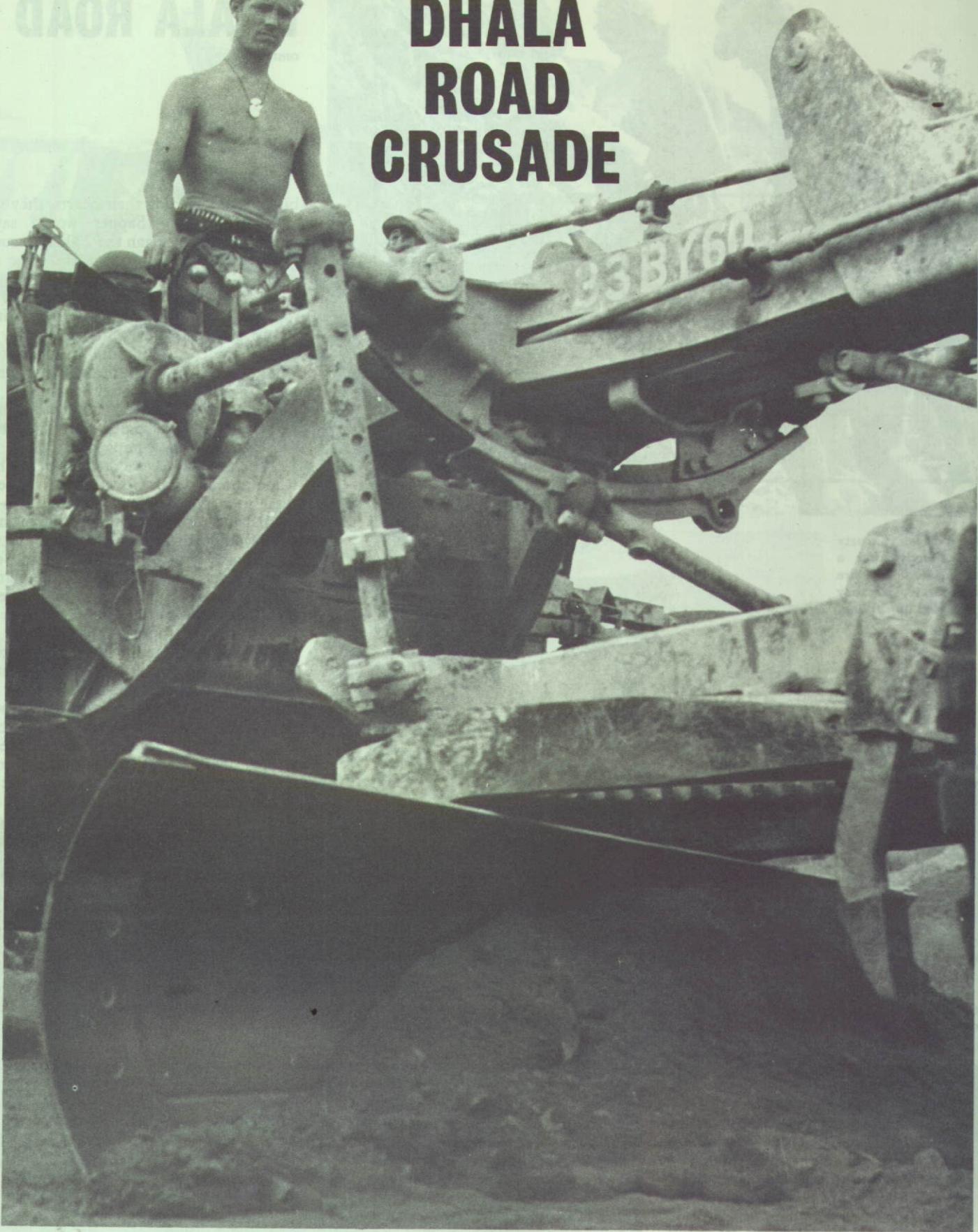
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DHALA ROAD CRUSADE



THE Dhala Road is a black macadam stake driven into the heart of the Radfan Mountains. The shimmering, all-weather motor artery links Aden with Habilayn, the up-country operational base. Death, danger and hardship haunt every yard of the 34 miles. With rifle and bulldozer the soldier-constructors have battered down every obstacle an inhospitable land and people could put in their path.

Men and machines are grinding themselves to weariness on the jagged fangs of the Radfan foothills yet the road's progress has never faltered. When the Sappers meet setbacks they cannot grin at, they grit their teeth and make the road pay.

Sweating silently to exhaustion in crucifying heat; angrily calling the road every kind of pig; toiling after the death of a mate with

The Dhala Road Sapper is a 20th century frontiersman. Plant operators (as above) sport slung cartridge belts and keep their rifles within easy reach.

DHALA ROAD

continued



Above: A blasting party at work shortly after a sniping incident. The fire was inaccurate, so they calmly carried on drilling.

Right: The friendly West Indian nick-named "Man Friday" was riding shotgun on a Dhala Road convoy.

Below: Night-shooting by Wombat. Location—Al Milah Camp. Target—Booby Trap Ridge. The gun has helped to repel several dissident night attacks.



bitter fury kneading their hearts, they work stoically on. No Sapper would say it himself, but the slogan the 200 Arab coolies have been taught to chant is: "The road must go through."

The road has become an obsessive evil for every Royal Engineer working on it.

It began with a few potholes. Nearly two years ago, the sole route to the Radfan where our troops were heavily engaged lay up a meandering camel trail. Up that tortuous track, pioneered by spice traders 3000 years ago, struggled convoys carrying 91 per cent of the campaign supplies.

The Sappers were patching potholes when the Federal Government requested them to magic the pumpkin into a two-way road. Nothing could be more important to the development of the Federation nurtured by Britain. A motorable road would open up the Aden markets to the fertile plateaus of Dhala and Wadi Taym. Looking deeply into their crystal balls, the authorities saw tourists cruising up the road.

Viewed alongside the life the Sappers are leading, that peaceful concept is laughable. Danger is ever-present. Nasser's vow that the road would not go through brought down bullets, rockets and mortar bombs on the men who said it would. A prestige struggle with Egypt has escalated a major civil engineering project into an epic feat of construction under fire. Work stops only when the sniping is accurate and restarts when the Infantry picquets have the upper hand. In the early days the Sappers flung down their tools and did their own shooting.

Al Milah, the current construction camp, is no sanctuary. The bullets that slash through the tents during night-attacks killed two soldiers last year. For all the efforts of Infantry, armour and artillery protection units, eight Sappers have died.

But the road has cut the Army's sickening losses through mines because the blacktop

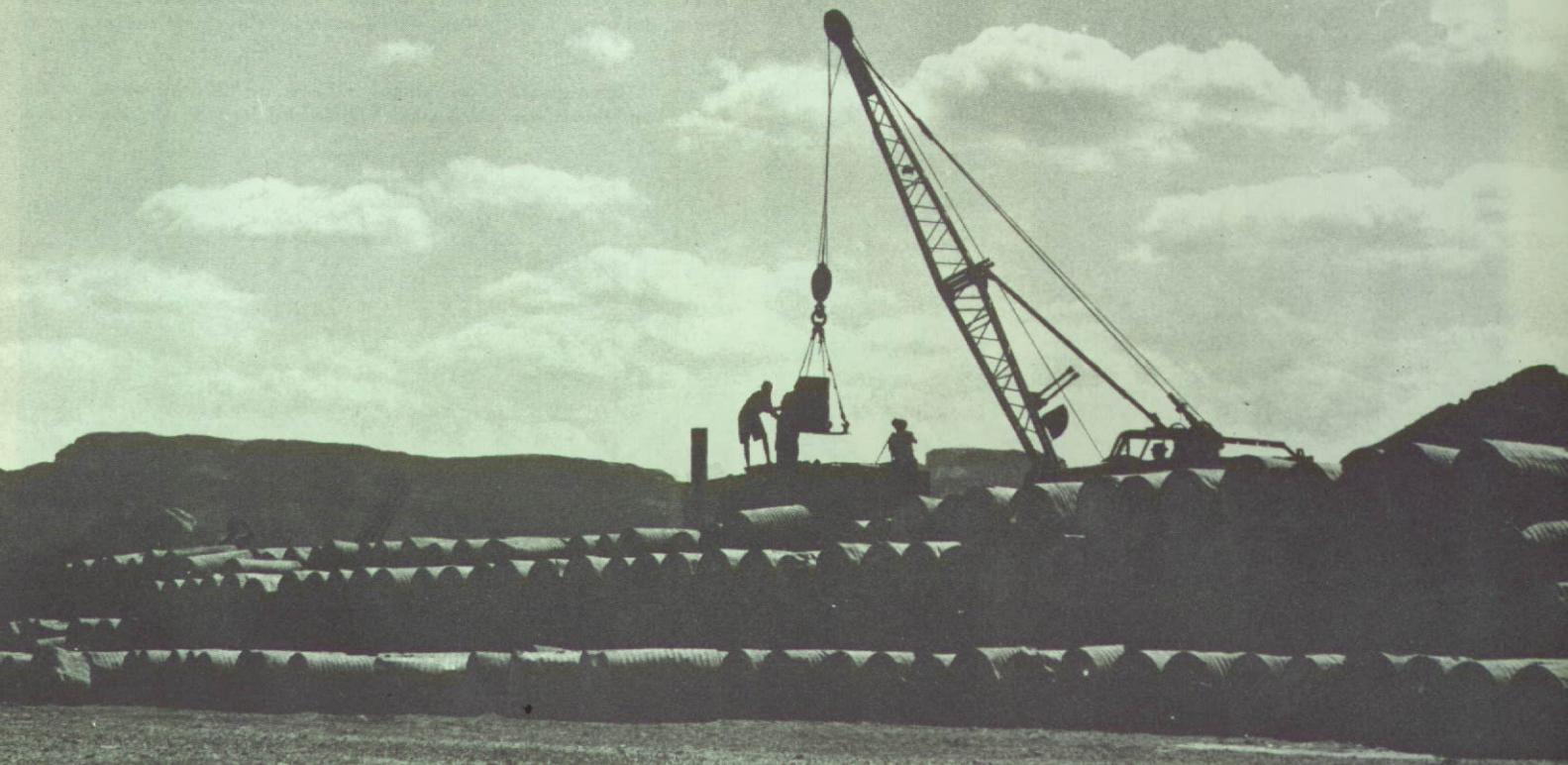




Left: The *wadi* boulders collected by this coolie gang are crushed and mixed with bitumen as the top surface of the Sapper road.

Below: A sunset shot hides the unpleasant realities of the bitumen melting plant. Operators face handling hazards and almost unbearable heat over long periods.

Units which have worked on the Dhala Road so far are:—6 Field Park Squadron; 9 Independent Parachute Squadron; 24 Field Squadron; 73 Field Squadron; detachments from MELF Park Squadron; 50 Field Squadron; 131 Para Engineers Regiment, TA; 22 Engineer Equipment Workshops, Royal Electrical and Mechanical Engineers; C Troop, 1 Squadron, and C Troop, 7 Squadron, Royal Corps of Transport. The operation has been commanded by Lieutenant-Colonel W D C Holmes and Lieutenant Colonel P C Shapland under the direction of the Chief Engineer Middle East Command, Colonel P Drake-Wilkes.



Left: Rusting milestone in the Wadi Matlah hotstretch is a burnt out American lorry. Bandits warned the Arab driver off carrying oil for Federal Regular forces and lit the lorry to reinforce their threat.

finish makes their concealment impossible. In 12 months, mines killed six soldiers, wounded 70 and destroyed vehicles worth £250,000. The cool bravery of drivers risking life and limb on the old mine-infested road has been a constant spur to the Sappers. Now the gauntlet of fear is down to six miles of unmade road and closing rapidly. Originally this stretch of good going through the Wadi Matlah was to have been left. The growing cluster of mine incident flags on the map forced a change of plan now being carried out. Working under a leering semi-circle of cliffs, the Engineers are more than ever at the mercy of infiltrating snipers.

Completion of the Matlah work in about seven months' time ends Phase One—the 34 miles from Lahej to Habilayn. The second phase to Wadi Taym is so difficult that nine miles of road will take nine

DHALA ROAD

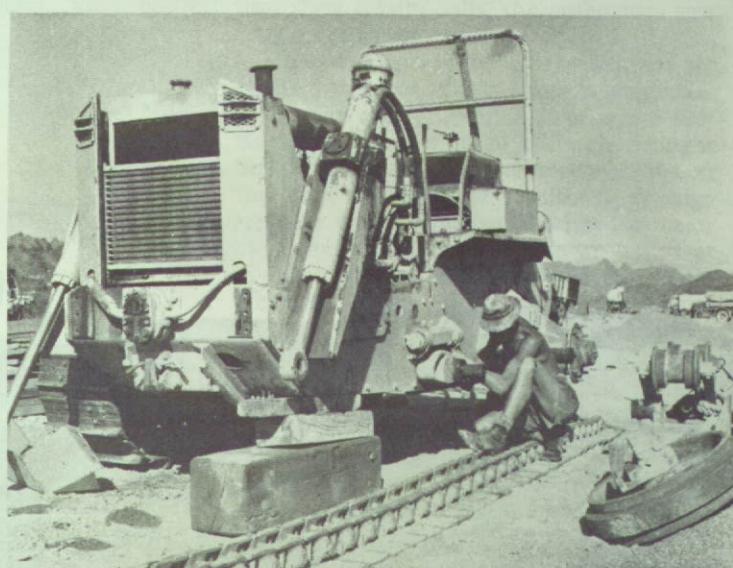
continued



Left: Unlimited supplies of piped well water has been one immeasurable fringe benefit for the villages close to the construction camps.

Above: An Arab lorry en route for Aden with Dhala produce ploughs over one of the many Irish bridges which carry *wadis* across the new road.

Below: Crippled giant suffers patiently while a REME fitter works on the suspension. Harsh conditions make life difficult for men and machinery.



months. A third really tremendous undertaking is planned. It would carry the road another 21 miles into the mountains to Dhala.

The roadbuilders began with nothing but their own resources. Geologists of the Army Emergency Reserve made a fine contribution during their two-week camp by pinpointing water sources. Later, wells were bored and the blessing of unlimited water was shared with villages close to the two specially established camps. Survey parties went out, quarries were opened and extra plant and 6000 barrels of bitumen shipped from England were ferried up-country.

Then, the convoys took days over what is now a 90-minute journey. Departure times are still kept secret and the supply lorries are heavily escorted by Ferrets and Saladins. Bandits have plagued the route for centuries and only weeks ago a civilian lorry carrying oil for the Federal Regular Army was stopped and fired.

Three miles outside the verdant plantations of Lahej, the Federal-built road gives way to the Sapper "blacktop." Except for dips where Irish bridges carry intersecting *wadis* across, the road is fast and smooth. In the 34 miles, 100 culverts are passed over unnoticed.

The jebel range first seen from 40 miles away as an impassable frontier has been prised apart by the Sapper crowbar. The road snakes up between the peaks and squeezes through gaps hewn and blown in the solid rock.

Daubed in whitewash on the shoulder of one of these beautifully cut passes is "Hessey's Headache." Whoever Hessey may be, he can stop worrying; the road rolls easily through.

Vanguard vehicles for the mountain work are the immensely powerful Caterpillar bulldozers. These 27-ton mechanical rhinoceroses wheel to the charge with horrid discord of grunts and squeals. But when the blade puts on its seven-ton bite the

rock shatters free from the embrace of a million years.

The bulldozers mark their passage with scarring trial cuts on the hillsides. Rock and yet more rock is the raw material of the Dhala Road. The drivers keep looking for the quality necessary to keep the road up to the exacting strength standards of the M1. Once located, the deposits are greedily scoured out by excavators at the rate of 1200 tons a day. An umbrella of dust rises from the quarries as whole hillsides are cut out and carried away in Royal Corps of Transport ten-ton tippers.

At the roadhead the rubble is harrowed and graded to bowling green flatness. The constant caressing that takes an inch a week off the grader blades gives the road a life of ten years without major repair. In the course of a week, 210,000 gallons of water are used to bind the rock into a hard nine-inch strata under the road rollers.

Rock destined for the inch-thick top layer is literally hand-picked. Gangs of



Above: Pictured from a patrolling helicopter, this is just the start of the formidable pass to Dhala. It gets worse, much worse. It could be conquered economically by nuclear fission.

Arabs gather *wadi* boulders to provide the 450 tons of hard chips needed for a mile of road. Elaborate crushers reduce 40 tons of rock to gravel in an hour. The gravel is mated with hazardously hot bitumen in a high-speed surfacing unit and goes down in 600-yard strips.

Pitiless heat dominates the harsh existence of the men building the Dhala Road. The plant operators have special cruelties to endure, cab temperatures which mount to a monstrous 150 degrees, metal controls too hot to touch and lungfuls of choking dust. Surgical masks keep mouth and nostrils dry—until they become sodden with sweat. In high summer, bodies weep water as fast as the men can take it in. In a six-hour shift in the worst heat, a Sapper will drink 24 pints of water.

While phase one moves into its final stage, a survey party of Sappers and Pioneers is reconnoitring the route to Dhala. The existing track is strictly for cross-country vehicles and nerveless drivers

only. The risk of mines on the barren plains is scarcely less than the danger of sliding over a precipice while backing to negotiate a one-in-four bend on the mountain section.

The hostility of the many active dissenters in the remote Dhala area has been concentrated on the innocent party plodding along the valley floor with their theodolites and marking posts. They walk to their survey sites to neutralise the minelayers and rely heavily on the Infantry picquets holding the mountain peaks 1000 feet above them.

The problems of beating the road through the mountain pass to Dhala are stupendous. A controlled atomic explosion has been suggested as the only economic solution.

The Army charged £73,000 for Lahej-Habilayn. The price for carrying the road to its final destination would be about £500,000. For a full regiment of Sappers it would mean another two years on the Dhala Road crusade.

SOLDIER Price Increase

Dear Reader,

As Director of Army Public Relations, the branch which sponsors *SOLDIER*, I have reluctantly to tell you that the price of the magazine will be increased from one shilling to one shilling and sixpence from next month.

This decision has had to be taken because production costs, particularly the major items of printing and salaries, have continued to rise considerably. These have not been balanced by increased sales and advertising revenue and the deficit on the magazine, borne by the taxpayer, has reached a point where it must be reduced.

I felt it preferable to introduce an immediate rise to one shilling and sixpence rather than reach this figure in stages. As a result of this, I am glad to say that the increase will be offset to some degree by the addition of 48 pages a year—six issues will contain 48 instead of the normal 40 pages—and, I hope, by extension in the use of colour in the magazine.

You will appreciate, I know, that the increase is not out of line with the general trend in prices and that *SOLDIER*'s new price is no more, and in many cases less, than that of other monthly publications in specialist fields. I am sure you will agree that *SOLDIER* was a cheap shillingsworth and will still be well worth one shilling and sixpence.

I hope all units will make every effort to increase their sales and that every soldier in the British Army will buy his own copy. *SOLDIER* is your magazine.

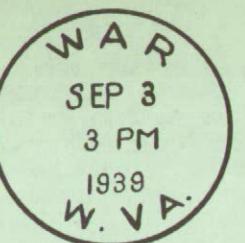
Major-General P T Tower
Director of Public Relations (Army)
Whitehall, London

Editorial note:

Current direct subscriptions will continue at the present rates. New rates will be announced in next month's issue.

With effect from this issue, *SOLDIER* will be published on the first Thursday of each month.

BOM GO THE



These two postmarks belong to a Yorkshire collector. War is in West Virginia and Victory is in Vermont, but it is the dates that are extraordinary—they show the days when World War Two was declared and won.

WHEN Henry Bishop, Postmaster-General from 1660 to 1663, announced the introduction of postmarks "so that no Letter-Carryer may dare detayne a letter from post to post" he did more than launch a new era in postal history; he started a new hobby.

For postmark collecting is booming. There are now thousands of enthusiastic collectors throughout the world jealously cataloguing, filing, buying, selling and swapping the harmless little imprints that are taken so much for granted today. They even have their own clubs. The one thing they do not have, as yet, is a name to describe their hobby.

Because the field is so wide (one collector in America is aiming to get a postmark from every post office in the world—he has more than 600,000 so far, but still has a long way to go) many enthusiasts specialise, and military postmarks are among the most popular.

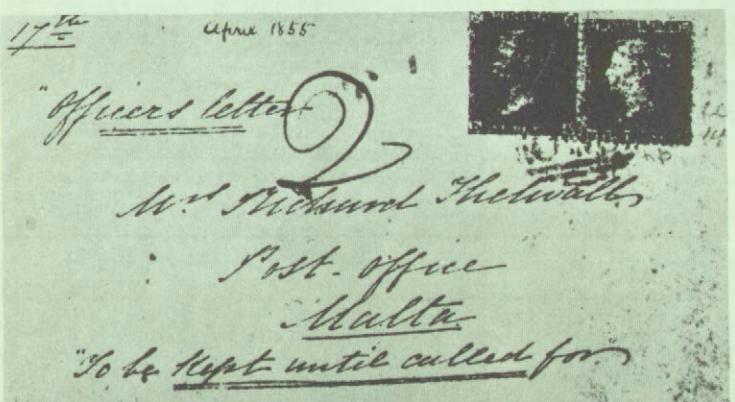
It is believed that Army postmarks first appeared during the War of the Austrian Succession between 1741-48. Two stamps were used to cancel letters posted from the

campaign—a small circular "AB" (for Armee Britannique) or a large type with a crown and "Army Bag" legend.

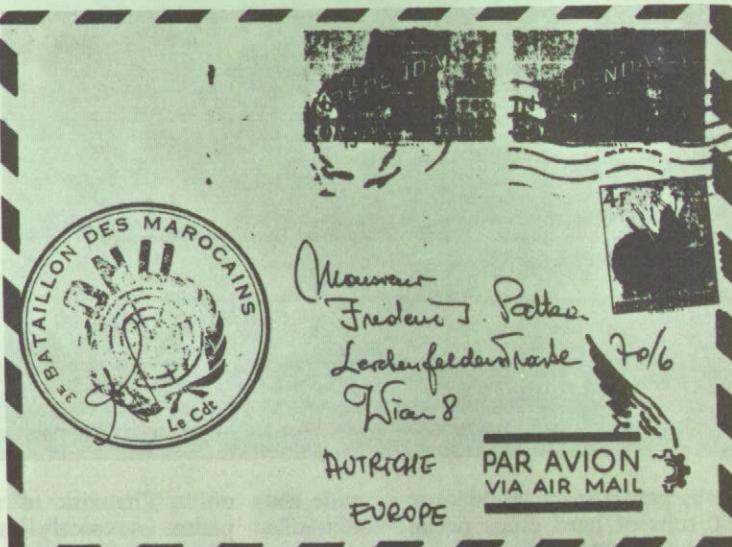
Even postmarks of military camps are collectors' items—one of the earliest is from Chobham Camp, Surrey, which was established during the Crimean War. Sling Camp, Salisbury, The Remount Depot, Romsey and Bulford Barracks are all more common but still worthy of inclusion in military collections.

The Persian War of 1856-7, Ashanti War of 1873-4, Zulu War of 1879 and Sudan War of 1881-98 all had their own postal markings and some are endorsed with colourful inscriptions like "No stamps procurable in Ashantee" or "Wet through collision on the Nile".

India has made some useful contributions to the hobby with postmarks of "The Military Dairy" at Shadipur, Quetta Staff College and the Army Press, Simla. In 1941 the 1st Polish Corps gratified the desires of every collector by issuing a fine commemorative postmark to celebrate the resumption of the Polish military postal service.



Above: An officer's letter posted during the Crimean War in 1855 and cancelled with the so-called "OXO" stamp of the British Army Post Office. Right: United Nations postmark on a letter posted in Katanga during the Congo disturbance by a soldier of the 3rd Battalion, Moroccan Contingent.



SOLDIER's Art Editor Frank Finch is also a postmark collector, but it is strictly business—he uses them for illustrations (left and right) on SOLDIER's letter pages.

POSTMARKS

Place names with a military connection also figure in specialised collections. Messing, for example, is a small village in Essex, Corps is a French postmark and Sergeant is the name of a town in Pennsylvania. Battlefield is a peaceful hamlet in Shropshire where the Battle of Shrewsbury was fought in 1403 and there is a Soldier in Iowa and Kansas.

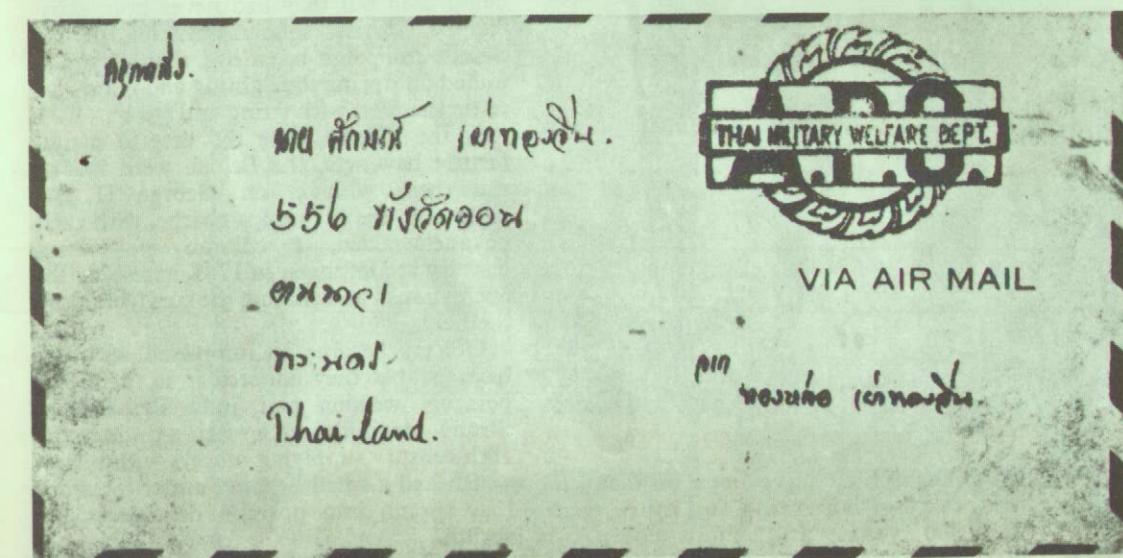
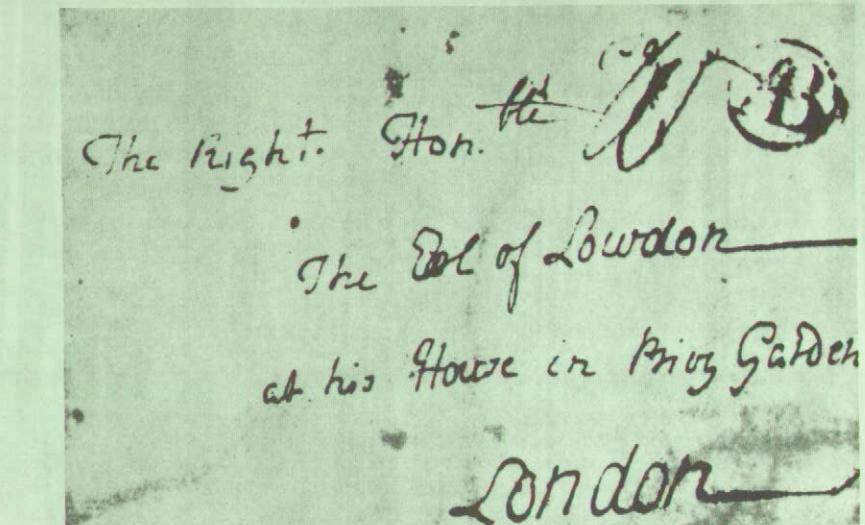
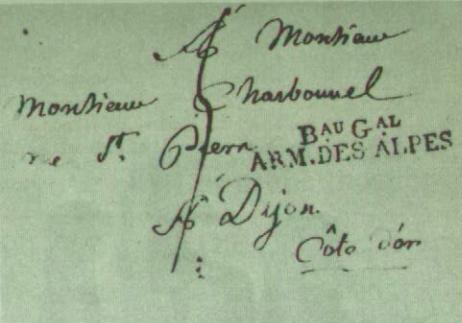
Prized items in the personal collection of Mr R K Forster of Scarborough, Yorkshire, are two postmarks of "War" and "Victory", the first bearing the date World War Two was declared and the second the day the war ended. They are both the names of American towns.

Among the most interesting non-military postmarks are those for Scott's tragic expedition to the South Pole, the Royal Yacht, Shepheard's Hotel in Cairo and Buxar Jail in India. "Sea Floor, Bahamas" was issued from the world's only underwater post office—a photosphere on the sea bed off the Bahamas in 1939.

And in addition to these there is an endless list of odd place-names like "Odd", in West Virginia. Mumps, Ha! Ha! Bay,

Sleepy Eye, Wait-a-Bit, Bangs, Bad Heart, Worry and Hell's Half Acre are among the most peculiar.

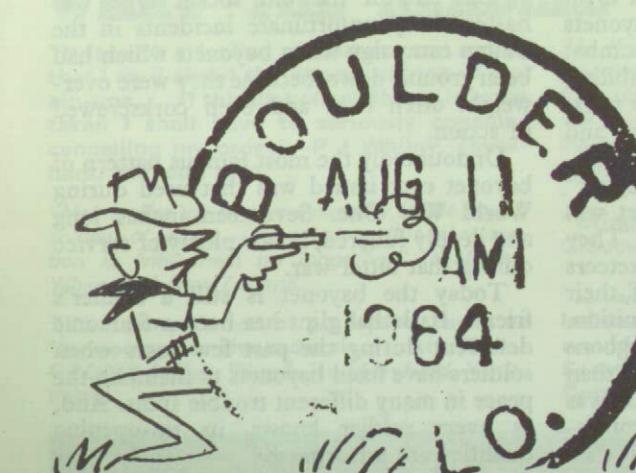
Oh yes, and "Peculiar"—that's in Cass County, Missouri.

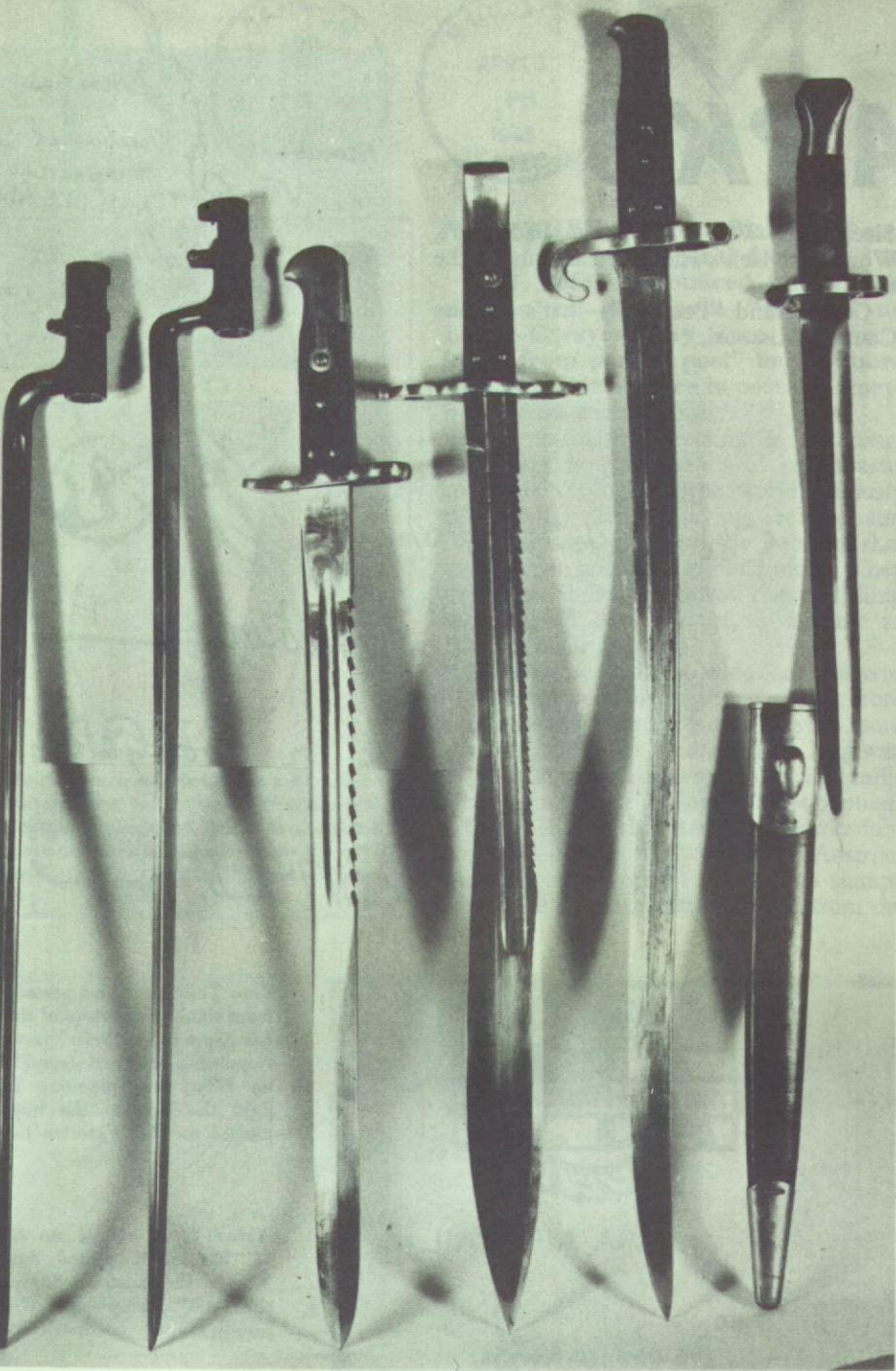


Top: This letter was posted in 1815 from the headquarters of the Armee des Alpes in southern France where Napoleon, returned from his exile on Elba, was planning again to fight the British. His hopes were dashed on the Waterloo battlefield.

Above: Just visible on the right of this letter, posted during the War of the Austrian Succession, is the "AB" stamp—one of the first purely military postmarks ever used.

Left: Korean War letter addressed to Thailand and stamped with the sign of the Thai Military Welfare Department, who handled the mail.





Bayonets through the ages. Left to right, the first two are Sudan campaign bayonets which were liable to bend in battle. The middle two have spear points and saw backs — this pattern was invented by Lord Elcho and there was a storm of protest when the Germans used them in World War One. The two on the right are more conventional sword-type bayonets.

TWO-SHILLING DAGGER

BAYONETS have been on issue to the British Army for more than 300 years and their colourful history makes them one of the most versatile personal weapons ever invented.

First manufactured in the French town of Bayonne in the 17th century, bayonets have outlasted all other close-combat weapons because of their adaptability. During three centuries they grew to terrifying lengths of more than two feet and shrank to a six-inch prong.

Described as a "great knife or dagger" and worth two shillings, the bayonet was adopted by the British Army in 1662. They were sorely needed—in battle, musketeers had often fought with the butts of their muskets when they ran out of ammunition.

Early bayonets issued to the 1st Dragoons garrisoning Tangier were little more than broad-bladed daggers. Their potential was soon discovered by the troops and courts-martial records of the day indicate that they

often used them on each other. This misuse became so prevalent during the next 20 years that James II issued a Royal Order banning every soldier from carrying his bayonet unless on duty.

Serious drawback to the first bayonet was that the only method of fixing it to the musket was to ram the grip into the muzzle. This awkward situation led to the British Infantry being defeated at Killiecrankie in 1689 when they were caught by charging Highlanders while fixing bayonets.

New patterns inevitably emerged but experiments in France with socket bayonets were hardly encouraging. Louis XIV ordered the trial of an experimental type—but when the musket was fired the bayonet either fell off or shattered.

As late as 1843, socket bayonets were still being used but they had never been satisfactory. British soldiers fighting in the Scinde campaign often had their bayonets pulled off during the fighting and many had to tie them on with string and wire.

If the French were the first to manufacture bayonets, the British were first to use them with effect. George II was amazed to see his troops charge, with their bayonets fixed, a column of French Cavalry at Dettingen in 1743, smashing the enemy ranks and chasing the survivors from the field.

Officers became so impressed with the bayonet that they adopted it as their own personal weapon and John Richards, a Strand gunsmith, did a roaring trade in the 18th century supplying officers with pistols which had a small bayonet under the stock that sprang into position on releasing a spring.

During the 19th century many new types were experimented with and the sword bayonet came into use.

The end of the old socket type was hastened by unfortunate incidents in the Sudan campaign when bayonets which had been ground down because they were overweight often bent and even corkscrewed in action.

Undoubtedly the most famous pattern of bayonet ever issued was that used during World War One. Seventeen inches long and deeply fullered, it saw plenty of service during that bitter war.

Today the bayonet is still a soldier's friend. Its lethal glint has been a fearsome deterrent during the past few years when soldiers have fixed bayonets to maintain the peace in many different trouble spots. And, as every soldier knows, its tin-opening qualities are unsurpassed.

PIN-UPS?

SOLDIER's decision to give its pin-ups their marching orders created, to put it mildly, something of a stir. Journalists all over the world harked back to their old Army days, wiping away the odd tear at the thought of the lads being deprived of the traditional "bird on the back."

There were suggestions that officialdom had banned the pin-up. There was no such ban. The decision to oust the pin-up was taken editorially and was not influenced by any outside source.

The main reason for the decision was simply that without the pin-up there is more scope to use the only full colour pages the magazine is allowed with double-cover pictures of the Army throughout the world. It was felt that **SOLDIER**'s pin-ups were not in fact being pinned up, probably because they were too decorous, and it was not thought that readers would genuinely miss them. (Although the pin-up disappeared eight times in 18 issues recently, only two readers wrote to say they missed her).

Now, prompted by the publicity, protests are coming in. IF the demand to bring her back is really strong, then the pin-up will again grace the back cover from time to time. For **SOLDIER** is, above all, **YOUR** magazine.

WHAT THE READERS SAY

"It is with a feeling of sadness and regret that I read about the disappearance of our pin-ups . . . If this diabolical liberty is to be taken I shall have to seriously consider cancelling my order"—P J Whiley, Taverham, Norfolk.

"May I offer my sincere sympathy to the young soldiers of today . . . now their traditional relaxation is with them no longer"—C J McKay, Whangarei, New Zealand.

"Your cancellation of pin-ups is about as 'far-seeing' as the reduction in the TA"—ORQMS Arthur Wood, Huddersfield, Yorkshire.

"As the mother and sister of a serving soldier, may we say how sorry we are that you have seen fit to stop publishing pictures of young ladies. We think they were extremely attractive in the nicest possible way"—Mrs E Hodge and Miss C Hodge, Cardiff, South Wales.

"Bring her back" — J Acock, Stroud, Gloucestershire.

"... we look forward to seeing these lovely ladies on our own magazine ... and feel it would not be the same without them" — Sergeants L A B Jones and W Logan, Corporals R J P Barrett, J R Forbes, M

McHugh, J Egan and A E Harvey, Lance-Corporal R Barrett and Privates B Hepworth and B Kay, Command Medical Equipment Depot, Singapore.

"Do you seriously believe that any soldier would rather look at a group of infantile cartoons than an attractive pin-up? If so, you are badly mistaken. You are out of touch; even clueless."—
M W Learey, Herne Bay, Kent.

"Congratulations on getting rid of the pin-ups...they were rather boring. What about pin-ups of generals?" — Alison Kinnis, Hastings, Sussex

The miracle of flight carries soldiers to trouble spots anywhere in the world within a few hours. But it was not always so easy. Troop moves were often epics of desperate courage and endurance, as when a little army set off on the . . .

LONG RUN to RED RIVER

RED RIVER was a lonely settlement in the wild unexplored hinterland of North America in the middle of the last century. The settlers were tough, self-reliant and fiercely independent fur trappers who gave no quarter and asked for none.

Largely isolated from the outside world, these wild adventurers lived by their guns and often died by them. In search of fortune, they had turned their backs on civilisation only to find that the struggle for survival was to occupy much of their time.

The colony was founded in 1812 by Lord Selkirk, controller of the Hudson's Bay Company. It was settled by men of his own race, hardy Scots, who were soon joined by the half-breeds and Frenchmen of the rival North West Fur Company.

Together they lived, worked and sometimes played, and their very isolation turned the settlers of Red River into a tight-knit community and a law unto themselves.

The trouble came in 1869 when the Act of Confederation which created modern Canada was drawn up. When the news reached Red River, the qualities of independence and patriotism that had been born there were fanned into open revolt and the colonists, under the leadership of Louis Riel, seized Fort Garry, declared



A National Gallery portrait of Sir Garnet Wolseley, leader of the expedition to Red River.

their territory independent and formed their own provincial government.

They rebelled out of fear. Fear for their way of life and livelihood and fear for their independence in the face of development and expansion by the land-hungry hordes in the east who threatened to engulf their great traditional hunting grounds. It had been virtually their territory since Charles II conferred it to the Hudson's Bay Company two centuries before. Now a new nation with a Government they did not want to recognise was threatening to swallow it up.

In the light of Canada today it was a hopeless struggle. But to the men of Red River a century ago, "authority" was far away in a remote capital. Insular and insistent, their independence lasted until a young British settler was shot when he questioned an action by Riel.

When this news filtered back it was decided it was time to bring this little known outpost of the empire to heel and a military expedition was mounted in Toronto with orders to take over control in Red River and restore law and order.

The expedition was put under the command of Colonel Garnet Wolseley. His force comprised 800 militia from the Ontario Rifles and Quebec Rifles and 400 British regulars made up of 1st Battalion, 60th Royal Rifles, engineers, medics and a

battery of the Royal Field Artillery with four seven-pounder brass mountain guns.

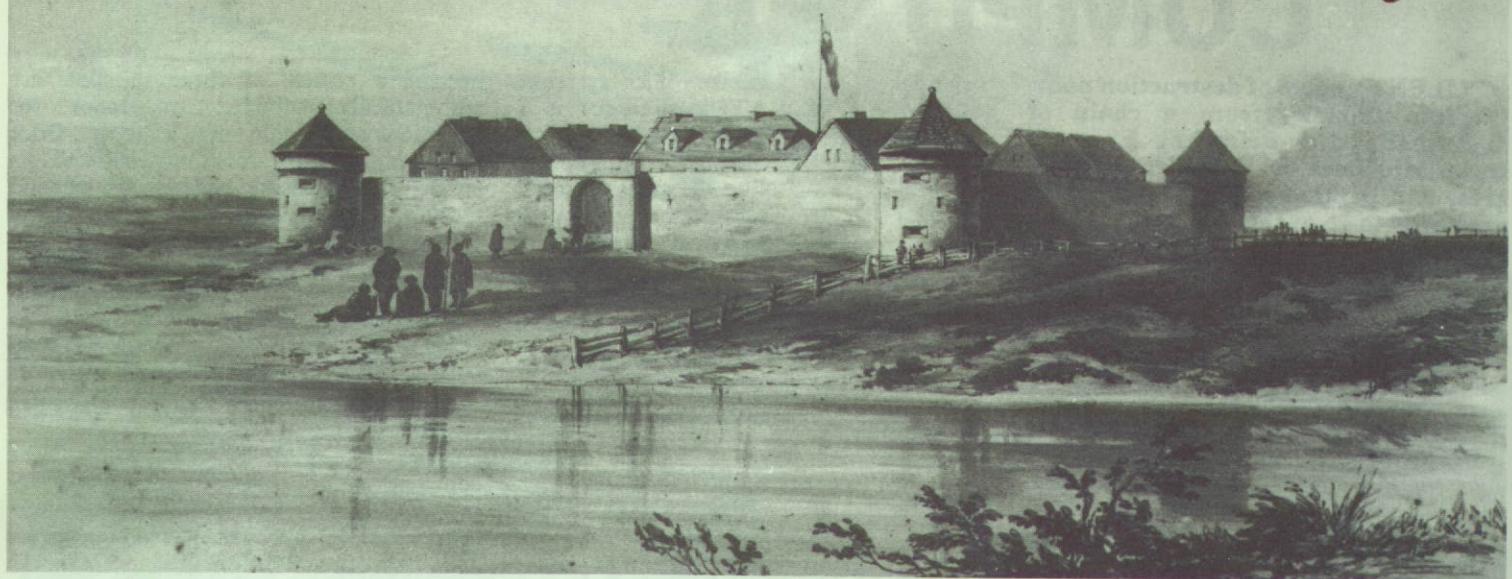
Colonel Wolseley had to move this force more than 1000 miles, the last part across some of the wildest and loneliest country in the continent. The route eventually chosen was by water, roughly following the rivers used by canoes of the Hudson's Bay Company. Total distance of the journey was 1200 miles—only 144 miles by land.

The first half was straightforward enough—by rail link to Georgian Bay and from there by ship across the great lakes of Huron and Superior to Thunder Bay.

Facing the force were 600 miles of lakes and rivers never previously negotiated by anything heavier than an Indian birch-bark canoe. Over this territory Colonel Wolseley had to transport a fully equipped and supplied army—it was a problem that was to test the ingenuity and endurance of every man to the limit.

First a fleet of more than 1500 boats was built. These were sturdy, shallow craft capable of carrying the troops with their equipment and provisions through dangerous fast-flowing waters. They were also light enough to be carried when required.

The boats were equipped with oars, sails and tools to carry out running repairs. And to navigate them, Colonel Wolseley hired a special force of trained watermen.



The bleak and forbidding Fort Garry, pictured in a painting from the provincial archives of British Columbia.

They set off bravely enough, but time was already pressing. It was vital to complete the mission before the winter set in. The terrible and predictable Canadian winter was more to be feared than a mere handful of malcontented settlers.

Any delay was intolerable and the little army forced its way forward. Often the boats had to be dragged manually up rapids or carried from one lake or river to another. To add to the difficulties, most of the watermen, on whom so much depended, turned out to be quite unequal to the task and had it not been for the help of the friendly

Iroquois Indians, the expedition might never have made it.

Plagued by flies and mosquitoes, they slogged on through the watery wilderness until at last they were within reach of Fort Garry. It had taken three months, which included six weeks at the oars and poles and 47 portages from lake to lake.

The vanguard of the column, now miles long, arrived at its destination only to find the rebels had fled and the only shots that were fired were a victorious volley in salute as the troops occupied the fort.

It was the bloodless end of the revolt at

Red River and the birth of a new province, Manitoba. Today the thriving city of Winnipeg stands on the site of Fort Garry.

The quelling of the revolt had required a small army to take on a journey of ingenuity and endurance that rates high among the achievements of the British Army, yet the courage of that intrepid band who made the long run to Red River was not acknowledged for 30 years. When a medal was finally struck in their honour there were so few of the original number still alive to receive it that it became one of the rarest campaign medals ever issued.

relaxing at Medicine Hat after crushing the revolt which this time was supported by Indians. Arch-troublemaker Louis Riel was later executed.

Louis Riel, who escaped from Red River before the troops arrived, incited another rebellion a few years later, but this time the Canadian

Pacific Railway moved the troops to the spot within a few days. This picture, from the public archives of Canada, shows Canadian troops



DEFENCE BY COMPUTER

NATO REPORT AND PICTURES

SILENT fingers of destruction point into the sky from a chain of missile sites defending Europe's front line. Sleek brainchildren of progress and painted virginal white, they are ready to go at the touch of a button on journeys that can end only in two ways—destroy, or be destroyed.

Like evil clumps of petrified trees, these sites stretch from Denmark, through Germany and Italy, to Greece. They give a formidable screen of protection to NATO countries aimed at blocking any attack on the very threshold of the free world.

Each supersonic missile can think for itself faster than any human brain and, when launched, hugely complex machines guide it on its inevitable path to destruction, from which it can never be recalled. But if the science fiction idea of machine taking over from man seems perilously close, the borderline can never be crossed, for man holds the final solution—the ability to destroy the missile if anything goes wrong.

The old romantic days of the "scramble," when pilots rushed out to their planes to repel an attack, have not completely passed (this traditional formula still holds a substantial place in NATO defence planning) but more and more defence is

being taken over by electronics systems.

Outer rim of NATO's defences is a dense deployment of Hawk ground-to-air missiles, primarily aimed at high-speed, low-flying targets. Nike Hercules, another ground-to-air missile designed for protection against high-flying targets, are scattered over a wider area. The batteries of both missiles are spaced out to support each other and they form a screen through which an attacker would be hard put to find a loophole.

Every missile has built-in guidance and explosive mechanism, with ground-based radars and computers to feed it the information it needs to intercept its target. This equipment, and the launchers, are housed on sites constructed as part of NATO's infrastructure programme under which fixed installations are commonly financed by member Governments.

Hawk batteries are highly mobile. All the components are on wheels and if necessary part of the equipment can be detached to carry out a special job or sent on ahead "leap-frogging" if the whole unit has to move.

Several different radars are necessary to identify and track Hawk's target and direct the missile on to it. The launchers, each

bearing a cluster of three missiles, are automatically adjusted by radar for direction and angle of elevation. Once launched, the 16½-foot missile with its lethal high-explosive warhead is beyond recall, but an officer in the battery control centre stays close by the button that can explode it. And if it loses the target, it automatically destroys itself.

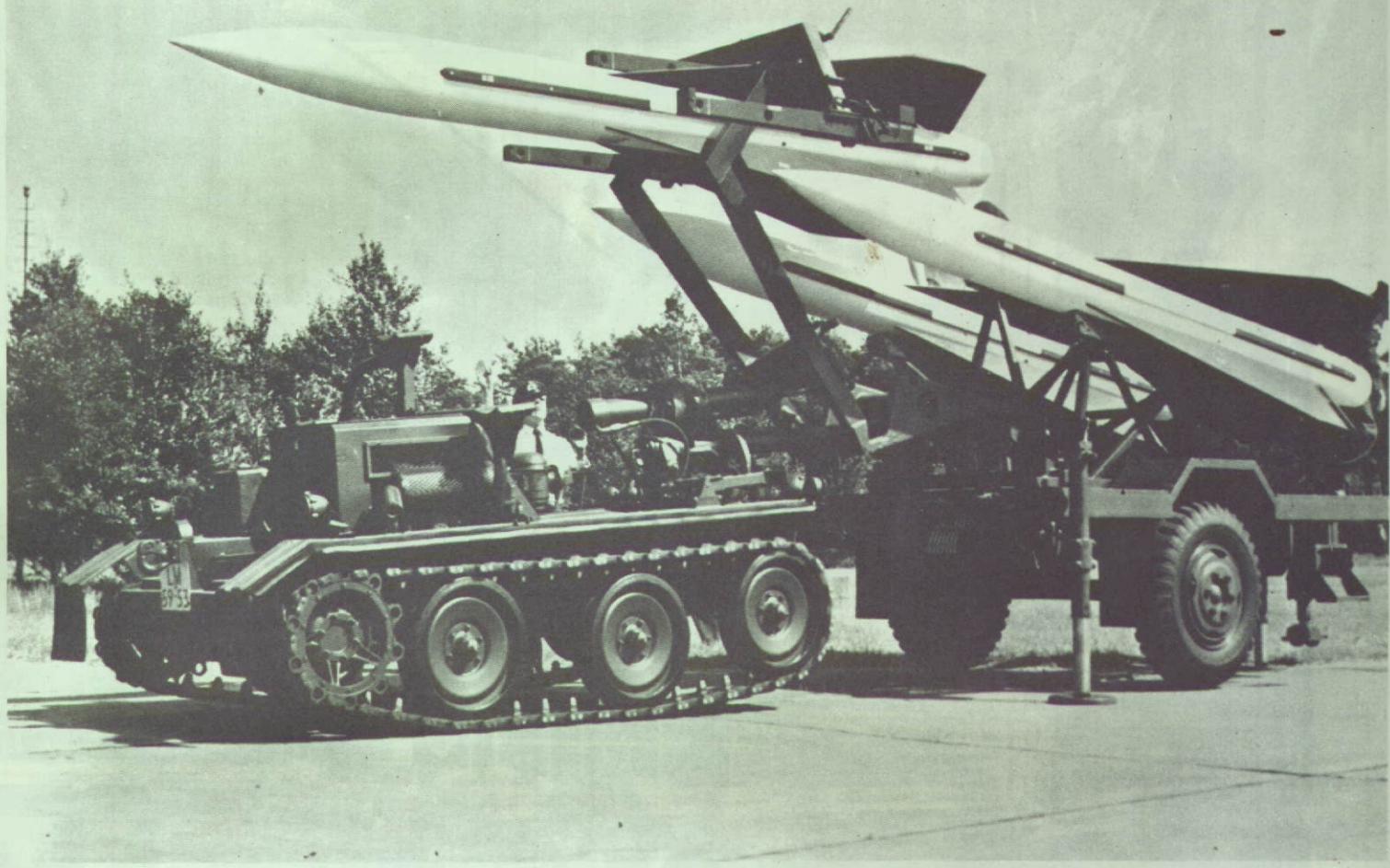
The Nike Hercules was originally a static weapon. It was put on wheels when it became clear that it was essential to be able to move at short notice from one site to another.

Star turn of a Nike launching is a computer in the trailer of the battery control officer which digests information from the target and missile-tracking radars and translates it into guidance to the missile for elevation, bearing and range.

The mere humans involved cannot even get Nike off the ground until the computer is good and ready—the fire button cannot be pushed until the computer knows all the target data and has been "informed" that the missile is activated and responding to commands.

Nike is a two-stage weapon. The first stage does its job in the first two or three seconds after launching, accelerating the

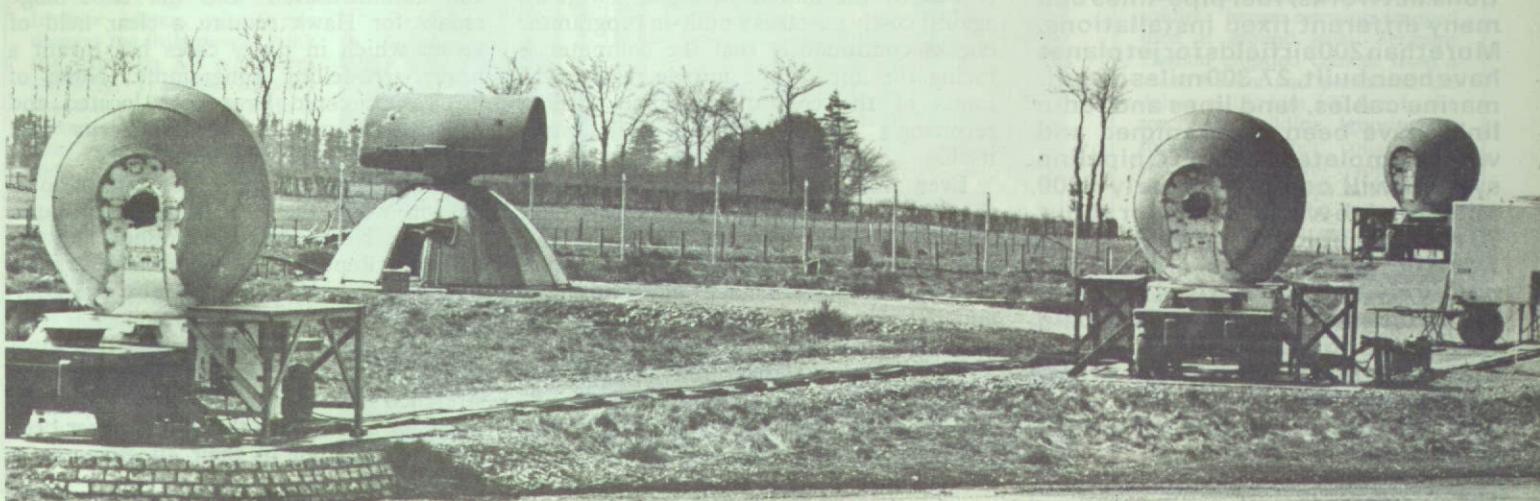
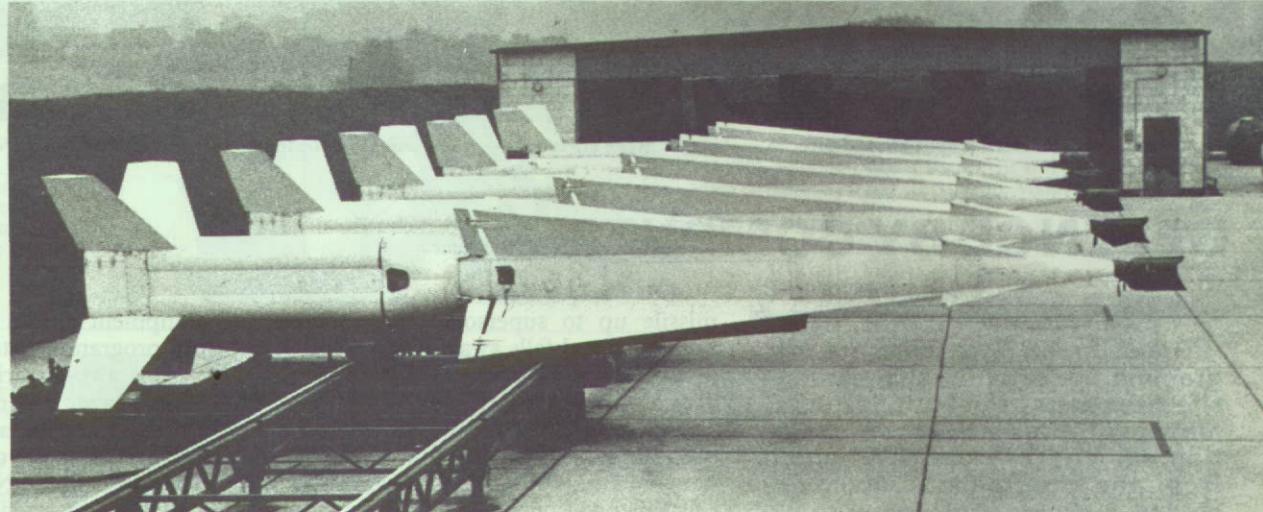


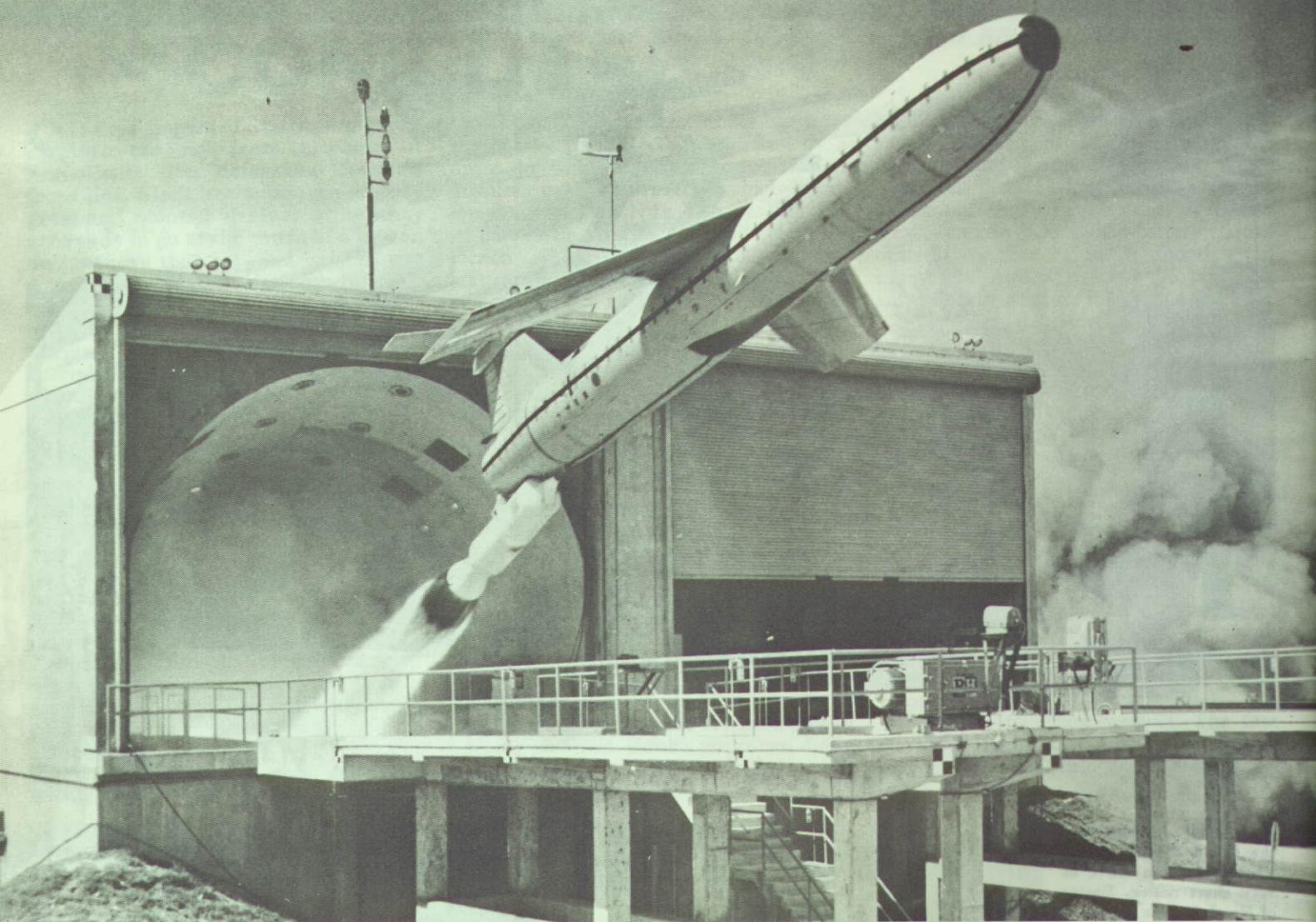


Above: All components of the Hawk missile are on wheels and can move at very short notice. Range of Hawk is over 19 miles.

Left: Launching area of a Nike Hercules site in Europe. Right: Nike line-up on a base in Denmark.

Below: Control area of a Nike battery showing the acquisition radars and missile-tracking radars.





Caught by the camera a split-second after launching, a Mace surface-to-surface missile is tested at the United States Air Force Missile Test Centre.

DEFENCE BY COMPUTER continued

The common infrastructure programme, under which all these missile sites have been built, is a small miracle of international co-operation. All NATO forces now benefit from the programme, which includes airfields, telecommunications networks, fuel pipe-lines and many different fixed installations. More than 200 airfields for jet planes have been built, 27,300 miles of submarine cables, land lines and radio links have been programmed and when completed the NATO pipeline system will comprise nearly 5600 miles of pipe with storage for about 70 million cubic feet of fuel. All infrastructure projects are carried out by civilian enterprises of member countries and the work is paid for according to cost-sharing formulae negotiated in the North Atlantic Council. No one country, however strong, could have financed such a vast undertaking.

missile up to supersonic speed before it burns out and falls away. The second stage motor then takes over and accelerates up to operational speed.

While all this is going on, the "Boss"—the computer—is sending complex instructions to the Nike and its authority can be challenged only if it becomes necessary to destroy the missile in flight. To guard against costly mistakes a built-in programme checks continuously that the computer is toeing the line. If the missile reaches the limits of the computer's range without receiving a "burst" command, it will destroy itself.

Even more sinister and more impressive than either Hawk or Nike is the huge Mace surface-to-surface missile. The launching control centres of Mace sites are continuously manned day and night and the missiles are kept in "hold status" —permanently ready for launching.

The missile combat crew commanders never stray far from the control console where a touch of a switch can launch the "bird" at an order from NATO's Supreme Commander. A huge rampart of electronic

equipment guides the missiles, which are pre-programmed to specific targets.

This awe-inspiring defence shield could never have become operational without a considerable amount of goodwill, particularly from those countries in which sites have been built. Nike needs three sites to operate—one each for launching, control and administration—and the close-range radars for Hawk require a clear field of vision which in many cases has meant a heavy tree-felling programme. None of these sites could have been located and constructed without the solidarity and goodwill of the host countries.

Once, during a period of international tension while the sites were being built, both the North Atlantic Council and the Federal Republic of Germany waived budget regulations to accelerate the completion of certain critical sites.

It is this sort of co-operation that gives NATO its strength. And the sleek monsters stretched across Europe ready day and night for action have thankfully never been fired—sure proof of their effectiveness as a deterrent.

PURELY PERSONAL

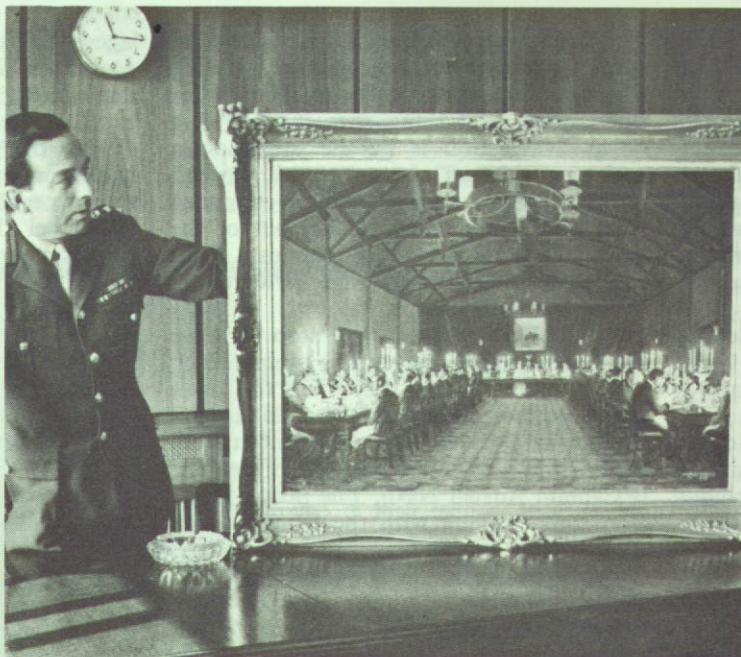
Pentathletes can never afford to relax their strict training schedules. Pictured here are two Army champions training together near Sandhurst. On horseback is **Corporal Jimmy Fox**, Royal Electrical and Mechanical Engineers, and doing it the hard way is **Sergeant Mick Finnis** with his Alsatian Chico, a constant companion during training sessions. Last year these two beat the strongly-fancied American team at an international pentathlon in Sardinia and they will both be training hard until May when they will compete in the Inter-Services event before flying to Budapest to compete in the Hungarian championship. After that, it's the world championship!



Talk about a chip off the old block! These two Regimental Sergeant-Majors giving orders in the traditional manner are father and son. On the left is **RSM J C B Genever**, of the Royal Corps of Transport Training Centre, Aldershot, and on the right is **Junior RSM Peter Genever**, of the Royal Corps of Transport Junior Leaders Regiment. Educated at Army schools most of his life, Genever Junior looks like following very closely in his father's successful footsteps. Genever Senior must be one of the best-known warrant officers in the Corps—even one of **SOLDIER**'s editorial staff once trembled under his wrath!



Fees present a problem for artist **Colonel Peter Hutchins**, chief of Rhine Army's public relations network. "It is always difficult when I am approached about a commission," he said. "I don't like to ask a high fee from my brother officers yet if one charges too little people think the paintings are not worth anything. I always have to find a happy medium." He is pictured here with one of his latest commissions, and the most difficult work he has ever painted. It shows the Queen at dinner during her visit to Rhine Army last year—34 people are recognisable. Paintings by Colonel Hutchins are now scattered all over the world in different officers' messes. In the last ten years he has completed 30 commissions, all painted in whatever spare time he could find in a busy life.



There is no reason for publishing this picture except to prove that **SOLDIER** still has an eye for a pretty face, despite the furore over the ending of the back page pin-ups. The girl is 19-year-old **Maria Marlborough**, daughter of an ex-Army sergeant who emigrated to Australia three years ago. She arrived in England last month for a working holiday. Her father served 22 years in the Army with The York and Lancaster Regiment and 22nd Special Air Service in Malaya.

For his spectacular courage in rescuing men from the top of a collapsed building, **Sergeant Patrick Hanlon** of 1st Battalion, The Royal Irish Fusiliers, has been awarded the George Medal. In August last year Sergeant Hanlon was playing football at Celle in Germany when the top storey of a factory being built nearby collapsed. Both teams ran to help and while the other soldiers began rescuing trapped men at ground level, Sergeant Hanlon emptied cement from a crane bucket and persuaded the driver to lift him 100 feet to the top of the building. Ignoring the threat of further collapse he searched around for trapped men and during ten trips in the crane bucket he brought down seven injured men and one body. On each downward trip he put the injured man in the bucket and hung on to the outside himself. The citation says Sergeant Hanlon was "indifferent to the height he had to travel up and down in the crane and ignored personal risk from a further collapse of the building."

SCOUTING IN THE SEVEN STATES

Story by JOHN SAAR / Pictures by ARTHUR BLUNDELL



THE pre-dawn check goes well. Tanks are full, more is in jerry-cans in the back with water, tools and shovels. As the Land-Rover plunges past the sentry's smile into the desert the three Arab soldiers complain about the chill. The red-headed seconded Royal Artillery captain gets guffaws of laughter with a comment in Arabic and a gesture at the can of soup wedged in a cool air louvre.

Behind them, at Trucial Oman Scouts headquarters, Sharjah, on the Persian Gulf, a radio operator is putting out a message—“Vehicle left at... due your location...” Routine. In the cool jargon of the Scouts these four are “taking a car to Buraimi.” The oasis is six hours of the worst driving in the world away and the sun is already getting up. In the final analysis, routine pays.

The Arab driver grabs his gear changes quickly and keeps the rearing bonnet headed into the redhot poker-tip glowering on the horizon. He reads the sand, drives

with intuition and a leaden boot on the flat sections and keeps the Rover wading through the dunes on its swollen desert tyres when everything says it must bog down. Navigation is by the sun—now a molten cannonball about to crash through the windscreen—and the cluster of mountains that spring unexpectedly out of the desert. In areas without mountains a Bedouin soldier with local knowledge is worth 20 of the featureless maps.

At the halfway mark they stop to water the Land-Rover. The soup is piping hot.

Three hours later they skirt the ceremonial cannon and thankfully slide through the gates of the B Squadron out-station, Fort Jahili. The solitary Briton at the Fort is Captain Adrian Nash, The South Wales Borderers, serving with the Scouts on an 18-month secondment.

His is one of five rifle squadrons of the Scouts policing the seven Trucial Oman States. Buraimi, junction of ancient caravan routes, sees more action than most because it guards a family of prosperous oasis vil-



Above: Arid mountains, scrubland waste and the dead land of the desert. The Trucial Oman Scouts operate in the heart of one of the world's toughest zones.

Left: Early morning parade at Fort Jahili. The flag hangs limply. The temperature is 95 degrees — rising fast.

Far left: The fireside *fudhal* is an Arab tradition. So is the hospitality which brings the civilian (centre) to the feast of goat and rice.

Right: The Scouts use formidable quantities of petrol and water. A British officer makes sure that adequate reserves are maintained.



lages whose ownership is disputed by Saudi Arabia. In 1955, before they were a year old, the Scouts fought their first battle and expelled the Saudis from the oasis.

Now the picture-book fortress, with its battlement walls and glaring courtyards reminiscent of the old Foreign Legion depot at Sidi bel Abbes, is indisputably their base. For six months of the year they are besieged there by raging heat which takes the shade temperature to an intolerable 120 on the Fahrenheit scale and makes work impossible after ten in the morning. South and west of here is the Liwa region where a thermometer laid on one of the 800-foot sand-dunes registered 184 degrees.

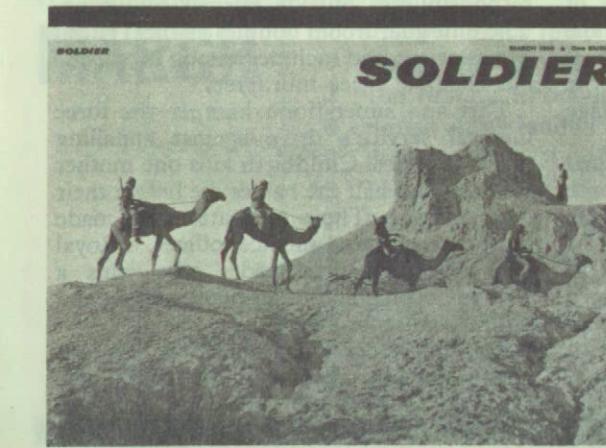
Heat is the old, familiar enemy—but it is rain that really causes consternation at Jahili. Rainstorms leave the fort a battered birthday cake with its mud walls sagging and running with streams of mire and whitewash. The flash floods which roar down the *wadis* after these torrential downpours have cost the Scouts vehicles and sometimes almost lives.

Arab respect for the Scouts has grown from a grudging appreciation of their efficiency. Seconded British officers, commissioned and non-commissioned, have produced a mobile force of 1500 soldiers well able to hold down two major roles. The '55 action proved them able to resist

armed incursion of the Trucial States and the comparative peace which has since replaced the old pattern of tribal battles and blood feuds testifies to their law enforcement efforts. Verbal disputes are handled tactfully, but when the shooting starts the Scouts ride between the warring parties

and metaphorically bang their heads together. All this and the hunting down of arms, drugs and immigrant smugglers is achieved by incessant patrolling. At any one time Jahili will have at least one patrol in the desert. Mounted in modified Land-Rovers, or Dodge trucks highly favoured for soft going, they penetrate to the remotest corners of their territory.

The vehicle that can stand this sort of thrashing for more than two years has yet to be built. With 600 miles of coastline and just 15 miles of metalled road the Trucial States is one vast grindstone for motor cars. In 1964/65 the Force laid up 64 Bedford three-tonners in its dead vehicle park. Beyond economic repair, but not apparently beyond economic Arab repair, all these discarded wrecks are bought and bogged. One ruinous three-tonner made £750 and a 20-year-old crane was sold off the scrap heap for £2500. It is scarcely credible, yet in the few months these crows lurch and totter about the streets of boom town Dubai, the operators show a profit.



COVER PICTURE

The camel patrol trudging over *SOLDIER*'s front and back covers is not just a pretty sight. When the Trucial Oman Scouts have to cover the worst ground in their territory they go by camel. These queer beasts with their stilt legs and reptilian necks assert an invaluable mastery over their desert habitat.

SCOUTING IN THE SEVEN STATES

continued

Skilled medical aid for a child scalded by an overturned coffee pot (below) and the passing round of cigarettes (right) contribute to a bond of trust.



For journeys across soft sand the Scouts abandon their vehicles for camels. On regular meals of thornbush, firewood and water every four days, these much underrated animals will carry a Scout, equipment and a machine-gun for fifteen miles a day. Like Chelsea Football Club and mothers-in-law, camels are not such a joke after all.

Travelling unobtrusively in the Arab style and pace, camel patrols occasionally bring a better return than a flying column of motors. The camel's carpet-slipped silence helps the Scouts to set up road blocks unsuspected and make snap searches of camel trains for mines or ammunition.

All patrols carry a radio. The force operates in dangerous terrain where a break-

down or minor illness can lead to loss of life. Its vital role in emergencies apart, the set gives the force commander, Colonel F M de Butts, instant contact with the small patrol which may be handling a village storm 100 miles away.

Twenty-four hours a day the signal squadron jerks the strings to keep the force on stage. The net is rarely silent and never closed. A crestfallen Royal Navy signaller can vouch for the Arabs' singular skill at Morse. Imagining the worst, he sent to a Sharjah signaller at kindergarten speed. The *coup de grace* was an arrogant "Send faster or put competent operator on set."

As the only organised body shared by the seven states, the Force carries heavy

responsibilities outside normal soldiering. The unit guardroom doubles as the Trucial States prison and includes among its villainous clientele three murderers.

Dirt and superstition hamper the force medical service's drive against appalling mortality rates. Childbirth kills one mother in three, and half the babies die before their first birthday. Those estimates were made by the overworked medical officer, a Royal Air Force squadron-leader who runs a 30-bed hospital and treats 5000 civilian and military patients a year.

At Jahili his excellent deputy is Sergeant Mohd Suhail. Word of his Aldershot-acquired prowess has spread far although some Buraimi Arabs—and there are soldiers



Above: The margin between life and death is narrow. The vultures, which left their clawmarks in the sand around this carcase, are the first to know.

Above left: In the Trucial States, existence hinges on water and the distance to the next well on a route.

Left: The phrase "only two owners" does not mean much when the first was the Army and the second was a Trucial States Arab.

among them—prefer the local Matawi who "cures" by branding the troubled parts.

A process called "Arabisation" is changing the Trucial Oman Scouts. Fort Jahili with its one British and three Arab officers is symptomatic of the gradual takeover. The British soldiers who for ten years have been coming out here in search of excitement, responsibility and money have built a small desert army of fine quality. Marksmanship, discipline and integrity separate the Trucial Oman Scouts from all other Arab forces. The testing years ahead will show how strong the moulding has been. The dwindling number of British officers is confident.



Left: Half-way along the road to Buraimi is this border "check-point" in the middle of the desert. There is nothing to stop travellers driving round the barrier—except the wrath of the armed guard.

It happened in **MARCH**

Date	Year
2 Independence restored to Morocco	1956
7 Alexander Graham Bell patented his first telephone	1876
7 The Rhineland occupied by Hitler	1936
8 British Army landed at Aboukir	1801
10 Bakerloo Tube, London, opened	1906
13 The planet Uranus discovered by Sir William Herschel	1781
17 British troops withdrew from Boston	1776
21 Battle of Alexandria	1801
23 Pakistan proclaimed Islamic Republic within the Commonwealth	1956
28 Battle of Matapan	1941
29 Battle of Towton	1461
29 The Royal Albert Hall, London, officially opened	1871





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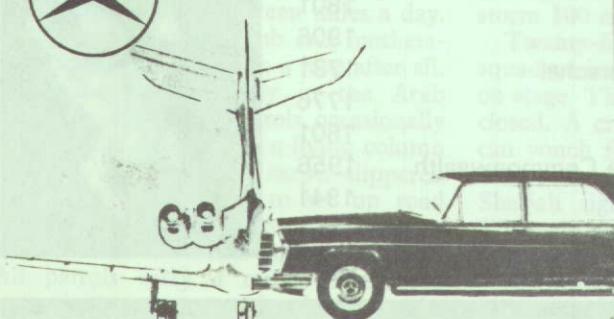
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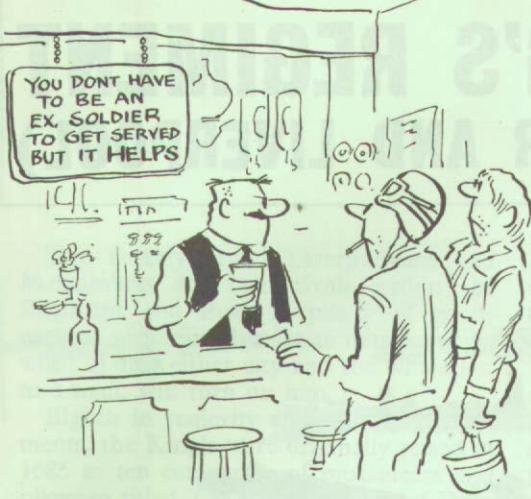
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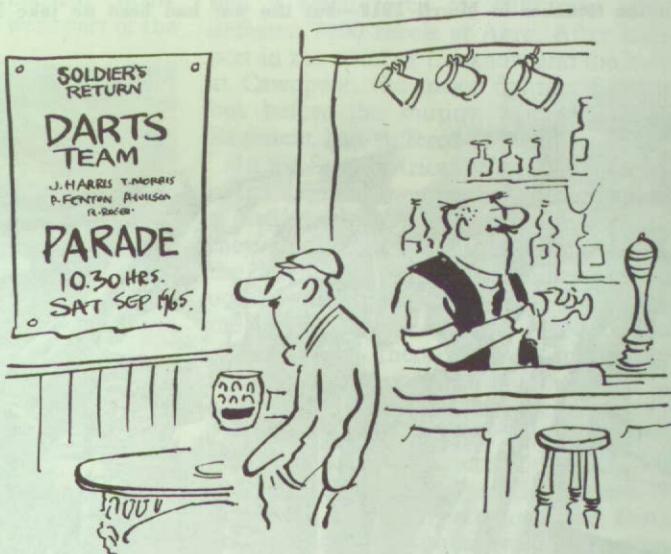
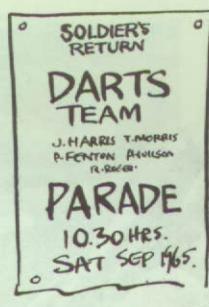
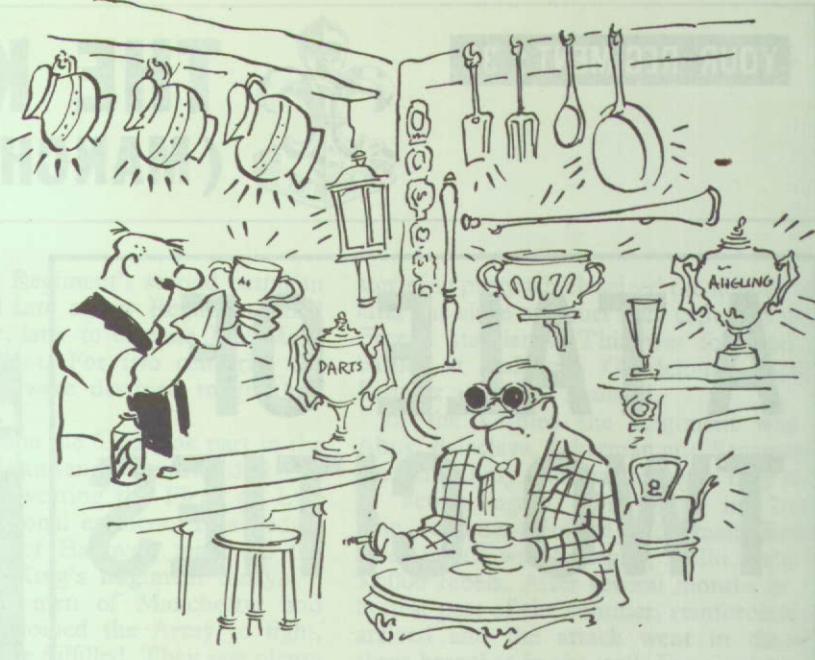
MERCEDES-BENZ (Great Britain) Ltd.,
Avenfield House, 127 Park Lane, London, W.1.



SERGEANT-MAJOR'S PUB

by

Larry





A TALE OF TWO CITIES

Right: With the snow heavy on the ground, men of The Manchester Regiment provide covering fire for an attack in the Ardennes in January 1945.

Below: These men of 1st/7th King's Liverpool Regiment could still raise a smile in the trenches in March 1918—but the war had been no joke for them.



Kingsmen were the first soldiers in the British Army to wear khaki uniforms. They adopted the colour on their own initiative during the siege of Delhi when they noticed how the mud-coloured clothing of the Sikhs blended with the background. They dyed their uniforms the same colour and their example was soon followed by other regiments and eventually the whole Army.

IN the grim worried streets of Liverpool and Manchester during the dark days of World War One, telegrams brought bad news and telegrams came often. Tight-lipped and red-eyed, the mothers and wives sat it out while their men were being senselessly slaughtered wholesale.

When the war broke out the men of the two cities had known what they had to do. They call a spade an asterisk spade up there. There were no heroics; just a determination to get on with the job and get it done. Liverpool and Manchester raised an incredible 87 battalions for the war. They fought in all the major battles and by the time peace returned to Europe their casualty list included nearly 100,000 names. If the women in black felt the reward of 99 Battle Honours was a bit hollow, they were forgiven.

The Regiments representing the two great cities were at that time separate. But they started as one and they are one today—The King's Regiment (Manchester and Liverpool).



The fiercely proud Liverpudlians and Mancunians are keen rivals within the Regiment and there is plenty of good-natured bickering; but let an outsider say a word against either city and the whole lot, to a man, will turn on him.

Eighth in seniority among British regiments, the King's were originally raised in 1685 as ten companies of musketeers and pikemen titled The Princess Anne of Denmark's Regiment of Foot. They were part of Marlborough's brilliant army in the Low Countries at the beginning of the eighteenth century and won their first Battle Honour at Blenheim.

After fighting to suppress the Jacobite rebellion at home in 1715, King George I changed the Regiment's title to The King's Regiment of Foot and presented it with the badge of the white horse of Hanover—this is still part of the Regimental badge.

In 1756 the Regiment's second battalion was organised into a new Regiment titled the 63rd Foot, later to become The Manchester Regiment. For two centuries the two regiments were destined to go their separate ways.

At Guadeloupe the 63rd took part in the capture of the island and were rewarded with the honour of wearing the Fleur de Lys, the French national emblem. This badge, and the horse of Hanover, make up the badge of The King's Regiment today.

If the stout men of Manchester and Liverpool had joined the Army to fight, their wishes were fulfilled. They saw plenty of action in the American War of Independence, they were both in Holland for another scrap with the French and they were together in the garrison of Nijmegen when it held out against repeated enemy attacks. At Martinique they were part of the

storming party which seized the heights and after the siege of a fort they captured three French standards. This was followed by battles at Talavera, Guadeloupe (again), Badajoz and New Zealand.

In the Crimea the Regiment was at Alma, Balaclava, Inkerman and Sevastopol. And after only one year of peace they were in action again, this time in India. The Regiment joined the small British force which was besieging Delhi, held by 32,000 rebels. After several months in the hottest part of the summer, reinforcements arrived and the attack went in through three breaches in the wall. For six days the fighting went on in the streets and the houses before the rebels were defeated.

Immediately afterwards the Regiment force-marched 54 miles in 36 hours to join a small force of 2800 men which defeated 7000 rebels at Agra. After taking part in the relief of Lucknow and the battle at Cawnpore, the major fighting finished; but before the mutiny was quelled the Regiment had suffered 500 casualties.

In the South African War, two battalions of the Regiment were cut off in the garrison at Ladysmith for four months during which they repelled attack after attack. Key to the defence was Caesar's Camp which was occupied by The Manchesters throughout the siege. Private Robert Scott won a Victoria Cross there when he and another soldier held a corner of the camp for 15 hours against repeated attacks.

A few years later, when World War One was declared, the Regiment began counting its casualties in thousands instead of hundreds. With 87 battalions, the Liverpudlians and Mancunians were everywhere—Mons, Le Cateau, the Marne, Ypres, Messines, Givenchy, Neuve Chapelle, the Somme and everywhere.

Action in Mesopotamia, Burma and Palestine was sandwiched between the two world wars and 1939 again saw thousands of young men in the two cities flocking to the recruiting offices.

The Regiment formed part of Wingate's Chindit group which was flown in behind Japanese lines in Burma and played havoc with the enemy communications. In Europe, Kingsmen took part in the Normandy landings and saw much bitter fighting through Holland while another battalion suffered heavy casualties in the attack on Cassino and then fought up through the Italian peninsula with Eighth Army.

The Regiment had added 59 Battle Honours to its Colours by the end of the war. Two more Battle Honours, won in Korea, were added before 1958 when the two Regiments, one born of the other so many years before, once again became one.

Now the Kingsmen (an official title which the Regiment uses instead of "private") are serving in British Guiana where internal security duties keep them busy adding another page to their proud history.

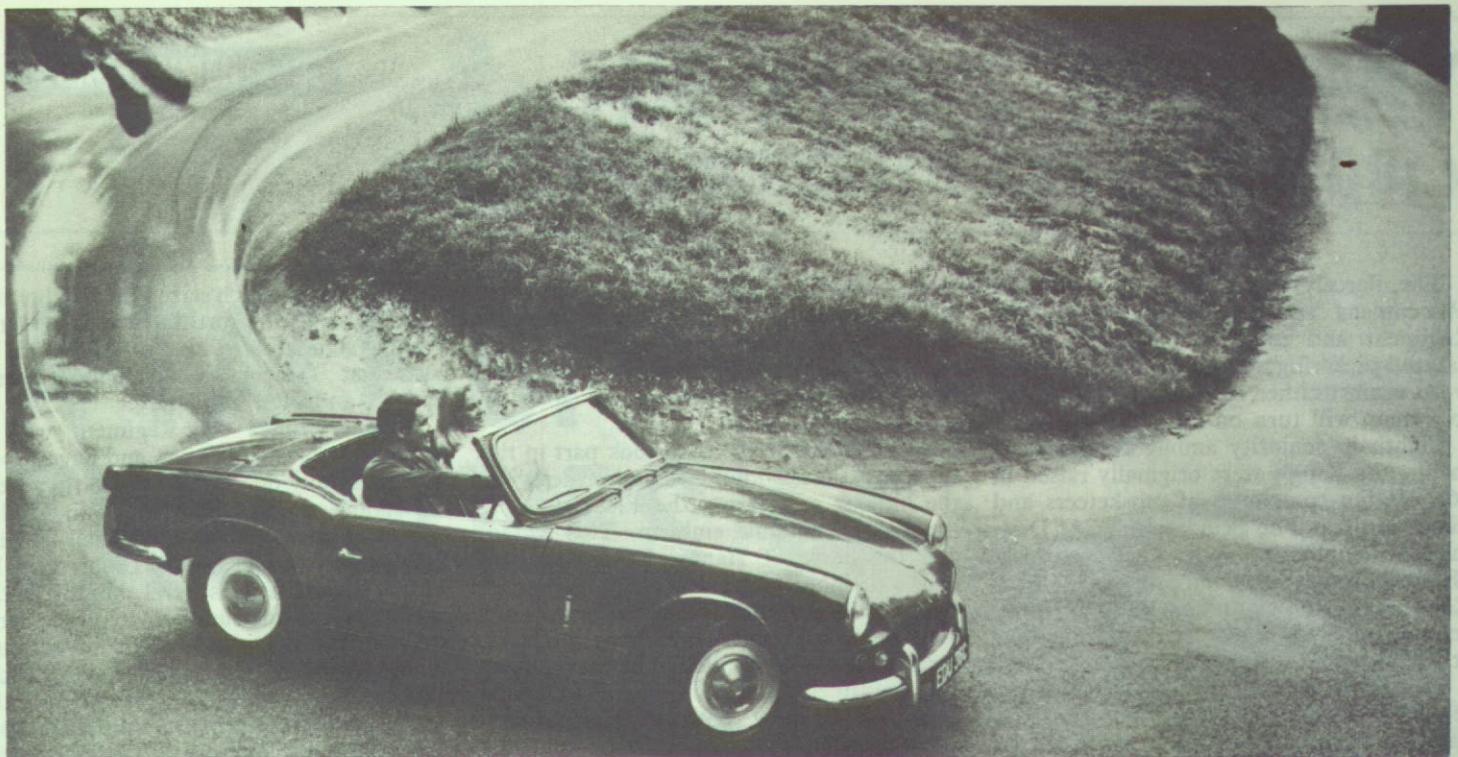


Above: Kingsmen with Wingate's Chindits cross a small river in enemy-occupied territory. Flown in by gliders, these men caused havoc in the Japanese lines and undermined the enemy's morale.

Left: Men of The Manchester Regiment rest on a river bank in Burma during an attack. They were in the thick of four months' fighting in the advance to Mandalay which led to the Japanese defeat.

Nec Asper Terrent

With the white horse of Hanover, the Regiment inherited the motto "Nec Asper Terrent" which is freely translated as "difficulties be damned." It must have been used a million times by soldiers of the Regiment and it is recorded that in Burma in 1944 a verbal report on the hazards of crossing the Irrawaddy by day was answered by a senior King's officer in true spade fashion—"Damn the difficulties—bloody well get across." They did.



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S/March 66



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MARCH 1916

The war contorted into a new spasm of agony in March 1916. Impatient for an outright victory after 19 months of fighting, the Germans launched a death-blow at France. On a 20-mile front 700,000 troops attacked Verdun fortress, the key to Paris and the gateway to all France. The Infantry trotted in confident hordes behind the heaviest bombardment of the war. By nightfall on the first day the Germans were consolidating on the battered confusion of Verdun's first line of defence. And there the French halted them. Guns like the "75" (above)

were rushed to the front and parried the German artillery shot for shot. The picture below captures the spirit of bitter resistance in which the *poilus* fought for their homeland. The obstinate bravery of the French and the valour of the Germans committed to hopeless frontal assaults added up to one of history's bloodiest battles. Both sides suffered terrible losses, yet the Germans lost most.

At Verdun in 1916 they lost more than the 300,000 who fell; they lost the war.





Letters

STAR AND GARTER HOME

Readers of the January number of *SOLDIER* magazine will remember that the Star and Garter Home is celebrating its Golden Jubilee in 1966. The Governors are making a special appeal to mark this Jubilee Year and raise voluntary subscriptions to enable the Home to keep going.

The Army Benevolent Fund, on behalf of the Army, is making a special annual allotment this year and it is hoped that regimental and corps funds, which normally subscribe, will do the same. But it is hoped that individuals will also give generously, if they so wish, and contributions should be sent to The Army Benevolent Fund, 20 Grosvenor Place, London SW1 for onward transmission to the Home.

—General Sir Reginald Hewetson DSO, Adjutant-General.

Drop of a hat?

I am sorry to learn that Lieut T Healy RA finds wearing a beret so uncomfortable (January). I "hung a cap badge" on a beret for nearly 12 years in the Royal Tank Corps and Royal Tank Regiment and always found it comfortable, practical and smart.

But of course we were the first to know how to wear them, and other units never seemed able to learn. The Royal Air Force always looked shocking in theirs, but now look very smart in peaked caps. It was possible to polish one's boots with a beret and still appear smart. However, I do regret the arrival of the new Royal Tank Regiment headgear, an appalling creation without shape or form.—L Echlin, 10 Cophthall Road, Ickenham, Uxbridge, Middlesex.

Recruits a-plenty

In the interesting article on the Jamaica Regiment (October) it is stated that "It is one of the few armies in the world that has no recruiting problems."

Without wishing in any way to belittle the Jamaica Regiment I feel this statement is somewhat misleading. The Indian Army during World War Two provided the largest volunteer army in the world, of more than two million men. There was then, and is now, no recruiting problem. Nor is there in the Pakistan Army, nor in the Malay Regiment and a number of others.—Lieut-Col G A I Sanders (Indian Army, retd), Yew Close, 25a New Street, Wells, Somerset.

Mounted bagpipes

You stated correctly that the 17th Bengal Cavalry had a mounted pipe band (December), but I believe that this regiment was absorbed into the 17th Bengal Lancers in 1922. The 17th were

raised in 1857, and in the following year became known as "Robart's Horse." In 1861 their title became 17th Bengal Cavalry until they were disembodied in 1822. In 1885 they were reformed and in 1900 became the 17th Bengal Lancers, which title they held until 1903 when it was changed to 17th Cavalry. In 1922 the regiment amalgamated with the 37th Lancers (Baluch Horse) to form the 15th Lancers.

The mounted pipe band was in being from about 1895 to 1902, and consisted of a kettle drummer and six pipers, all mounted on greys.—Major J W Varrier RE, HQ RE 3 Division, Mooltan Barracks, Tidworth, Hants.

Imp at work

I regret that there were two errors in the reference to the Royal Horse Artillery in the Rootes Ltd advertisement (December) featuring the Hillman Super Imp. The badge illustrated should not have been described as the forage cap badge, and Captain Hew Ross's name should not have been hyphenated.

I apologise for the errors, which were due to an oversight by this agency.—Michael J Gaffney, Butler and Gardner Ltd (advertising agents for Rootes Ltd), 1 Carlos Place, Mount Street, London W1.

Nebelwerfer

I often wonder why the British Army does not employ a weapon similar to the German Nebelwerfer 41, of World War Two. This weapon had six tubes mounted on a wheeled carriage, and fired rocket shells. It had a range of a little over three miles and was very light. Although not as accurate as the Germans could have wished, its main advantage was that it could be moved quickly and could bring down a heavy volume of fire on a small area.

An improvement on this weapon

Joined in One).

However, The Canadian Guards are classed as Household Troops, by virtue of the fact that on certain occasions they mount duties on Her Majesty The Queen.—ORQMS F Smith, Coldstream Guards, HQ Household Brigade, Horse Guards, Whitehall, London SW1.

● *SOLDIER's* information was supplied by 2 Bn, Canadian Guards, at present in Cyprus.

Misnomer!

I never thought I should live to see the day when a Gunner RSM (*SOLDIER*, January) would refer to a man as a "fully fledged member of a gun team." How comic the man must have looked wearing a breast-collar and breeching!

Too many people, including Gunners, speak of a gun team when they mean a gun detachment, the former consisting of six horses and the latter (usually) of six men. Please, no more confusion.—P B Fox, (ex-BSM, City of London Yeo Bty RHA (TA)), 6 Green Glades, Grange Estate, Church Crookham, Aldershot.

Military band uniforms

I was interested to read Mr J P Drayner's letter (December) on the subject of uniforms for military bands.

Since World War Two there has been a surprising lack of standardisation, and I think a modernised version of the 1914 full dress should be introduced for all Army bands. With the amalgamations of regiments it would be difficult to decide upon facing colours, but the old system of blue facings for Royal regiments, white facings for other English regiments, yellow for Scottish etc could be readopted. One thing is quite certain, the old full dress uniforms were magnificent and the No 1 dress of today is a very poor substitute.

Incidentally, two of the smartest "turn-outs" I have seen recently were the Band of the Royal Engineers (Aldershot) in blue, with busbies and spurs, and the Band of The Royal Ulster Rifles in rifle green with no fewer than three different types of headdress—shakos for the bugle-major and bugles, peaked caps for the band and Irish bonnets for the pipes and drums.—C R Gibb, 7 Edward VII Avenue, Newport, Mon.

Household troop

May I respectfully draw attention to an irregularity in the caption to a photograph of the Canadian Guards in the January issue.

The Canadian Guards are not part of the Household Brigade, a privilege enjoyed by The Life Guards, Royal Horse Guards (The Blues), Grenadier, Coldstream, Scots, Irish and Welsh Guards, thus giving rise to the Brigade motto "Septem Juncta in Uno" (Seven

Defence of Aldershot

The article on the rebuilding of Aldershot (January) does less than justice to the old buildings to describe them as "decrepit" and you sweep them aside as beneath contempt. They may have been uncomfortable and inconvenient by modern standards, but they were never depressing or miserable on the eye and they are steeped in Army history and memories.

When these buildings were erected they had impressive, well-proportioned style and were set amid spacious tree-

lined parade grounds. It cannot be said that then "anything was good enough" for the soldiers; at that time they would have been considered fine buildings.

All are pleased to see modernisation of the Army's accommodation and soldiers have every right to present day standards, but please do not subscribe to the view that there is nothing good in anything old.—F R Jones, Church Farm House, Fifehead Neville, Sturminster Newton, Dorset.



Crimea jug

During a visit to Liverpool last summer I was surprised to see, after a lapse of about sixty years, a piece of china known as the "Balaclava Jug"



4 Sgt A Chalkley, 2/2 KEO Gurkha Rifles, Slim Barracks, Portsdown Road, c/o GPO Singapore.

5 R Peregrine, New House Farm, Stone Allerton, Axbridge, Somerset.

6 WO 1 A Armstrong, TA Centre, Sunnyside Street, Belfast NI.

7 and 8 Not awarded.

9 C/Sgt A Vasa, Bury Grammar School CCF, 708 Walmersley Road, Walmersley, Bury, Lancs.

10 Pte B Robertson, 167 (City of London) Fd Amb RAMC TA, 77 Devonshire Road, Mill Hill NW7.

HOW OBSERVANT ARE YOU?

(see page 33)

ladder. 10 Bird's tail. 11 Second rung of ladder. 12 Angle of left arrow. 8 Size of ladder. 6 Leaves of horse. 7 Angle of left arrow. 9 Mouth. 9 Second rung of ladder. 10 Leaves of horse. 11 Window on right of chest of casualty. 5 Window on left of ladder. 6 Leaves of horse. 12 Mouth of second man on battering ram. 4 Arrow of second man on battering ram. 3 Plume together. 2 Legs of horse on left. 3 Plume together. 1 Direction of arrow third from right. 10 Pictures vary in the following respects: 1 Direction of arrow third from right. 2 Legs of horse on left. 3 Plume together. 4 Arrow of second man on battering ram. 5 Window on left. 6 Leaves of horse. 7 Angle of left arrow. 8 Size of ladder. 9 Mouth. 9 Second rung of ladder. 10 Bird's tail.

COLLECTORS' CORNER

Michel Foucart, chemin de Maffle 1A, Ath, Belgium.—Requires badges Royal Marines, exchange welcomed; also wishes correspond in English with boy or girl interested in stamps.

Robert Ruman, 7101 North Ashland Avenue, Chicago, Illinois 60626, USA.—Wishes exchange US cloth and metal badges and insignia for worldwide metal and cloth badges; also requires medals and ribbon bars, helmets and bayonets etc. Correspondence welcomed.

Field Cornet B S Du Preez, Military Camp, PO Box 844, Walvis Bay, South West Africa.—Collects military uniforms, helmets, badges and accoutrements; keen to obtain full set pattern '08 web equipment; will exchange for SA military badges; correspondence welcome.

G Bott, 56 Hassam Avenue, Newcastle-under-Lyme, Staffs.—Wishes to purchase cap badges of the Royal Munster Fusiliers and The Connaught Rangers.

FM Devas, 12 Richmond Road, Bexhill-on-Sea, Sussex.—Requires present-day American cap badges, also World War Two helmets. Correspondence welcome.

W S Mills, 4104 Ingalls Street, Mission Hills, San Diego 3, California, USA.—Requires glengarry badge of 87th Foot, period 1881. Purchase or exchange.

which we, as children, were never allowed to handle, and of which I enclose a photograph.

Eight inches high and originally white, but now somewhat discoloured, the jug bears, in addition to the picture, the following inscription in black lettering:

J.B. 1855.

Sebastopol—attack and capture of the Malakof by the French.

Light Cavalry Charge at Balaclava

Crimea.

On the base of the jug are the words: G F Bowers, China Manufacturer, Brownhills.

I well remember "J.B" (James Beech) as "old Uncle Beech," who often related the story of the picture on the jug.—H W Smallwood, 1 Berlin-Spandau 20, Kleine Mittelstrasse 4, Germany.

Long odds

Your correspondent Mr G H Cook (January) may be disappointed to know that the chance of his two sons having the same "last three" in their personal numbers is only 1 in 1000 (or odds of 999 to 1 against). However, if before either of them had joined the Army he had wondered what the chance was of their both having the specific number 650, as they now have, he would have had a genuine case of it being one in a million.—Lieut-Col J I G Capadose, RE, Royal Military College of Science, Shrivenham, Swindon, Wilts.

ASSORTED DOZEN

To encourage more junior soldiers and Servicewomen to enter SOLDIER competitions, two special prizes were allocated for them in Competition 90 (November). But the result was disappointing and not a single correct answer was received from either group. The two prizes will be held and offered in another competition.

Correct answers were helmet and Argosy, (mortar, oak leaf, engine, Yeomen, rifle, Saladin, trews, Gurkha, Land-Rover, hickle, Auster, epaulette).

Prizewinners were:

1 Pte M Kippin, B Coy, 1st Bn, The Royal Sussex Regiment, BFPO 51.

2 Cpl L Hunter, C Sqn, 1st Royal Tank Regiment, BFPO 69.

3 WO 11 M Tinant, Army Information Office, Barnett House, Fountain Street, Manchester 2.

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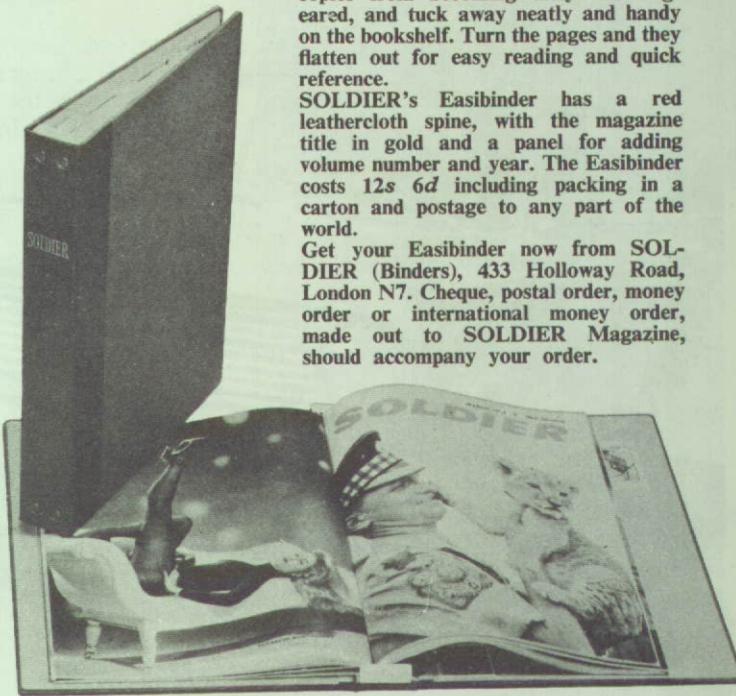
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Nicknames Anonymous

THE Argyll and Sutherland Highlanders won their nickname at the battle of Balaclava in 1854 when they formed up only two ranks deep to face a Russian Cavalry charge. Sir Colin Campbell rode along the front of the Regiment and shouted: "There is no retreat from here, men! You must die where you stand."

And the Highlanders stood firm. When the Cavalry charged they fired their muskets with such skill that the Russians were defeated. A famous correspondent of "The Times" described the two lines of Highlanders as "that thin red streak tipped with a line of steel."

Since then the nickname "Thin Red Line" has come to symbolise courage and steadfastness and it is a title of which the Regiment is very proud.

Many regiments of the British Army have proud nicknames, although not all were earned in glory. Some are downright facetious and others are utterly vague.

SOLDIER's competition this month tests your military nickname knowledge. Here are 11 nicknames and 11 regiments; ten can be paired up but in each list there is one nickname and one regiment that have no connection with each other.

Send the odd two names on a postcard or by letter, with the "Competition 94" label from this page, and your name and address, to:

The Editor (Comp 94)
SOLDIER
433 Holloway Road
London N7.

Closing date for this competition is Monday, 2 May 1966. The answers and the winners' names will appear in the July 1966 SOLDIER. The competition is open to all readers at home and overseas. More than one entry can be submitted but each must be accompanied by a "Competition 94" label.

The Cherrypickers
The Fighting Fifth
The Diehards
The Blues
The Havercake Lads
Pontius Pilate's Bodyguard
The Orange Lilies
The Micks
The Death or Glory Boys
The Royal Goats
The Kiddies

Irish Guards
The Royal Scots
The Royal Northumberland Fusiliers
Grenadier Guards
The Middlesex Regiment
17th/21st Lancers
Royal Horse Guards
11th Hussars
The Royal Welch Fusiliers
The Duke of Wellington's Regiment
The Royal Sussex Regiment



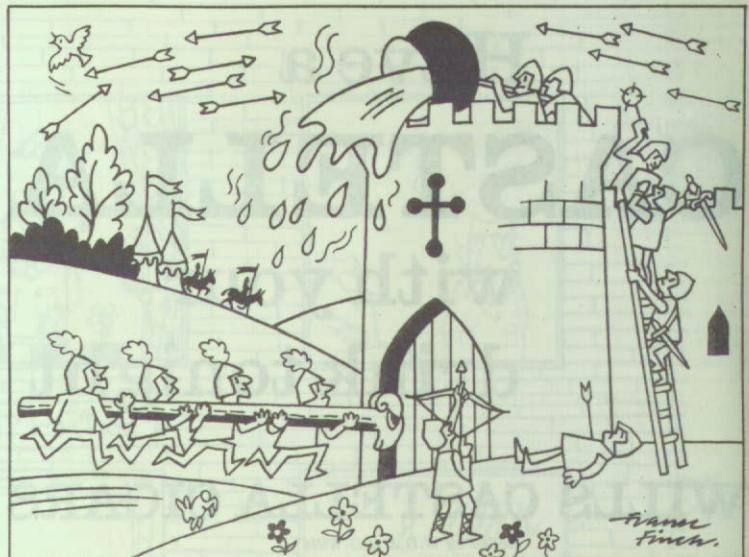
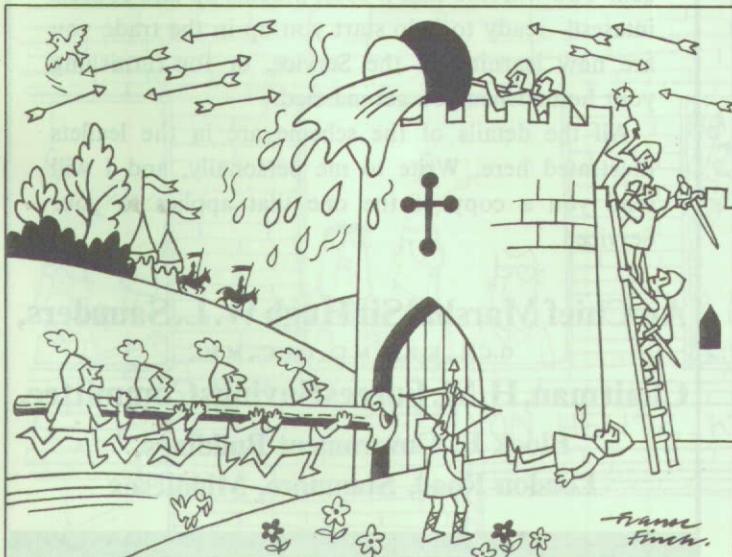
This famous painting shows the Thin Red Line of Highlanders facing the Russian Cavalry charge.

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3-4	£3 in cash
5-6	£2 in cash
7-8	Three books
9-10	SOLDIER free for a year or a SOLDIER Easibinder

How observant are you?

These two pictures look alike, but they vary in ten minor details. If you cannot detect all the differences, turn to page 31.



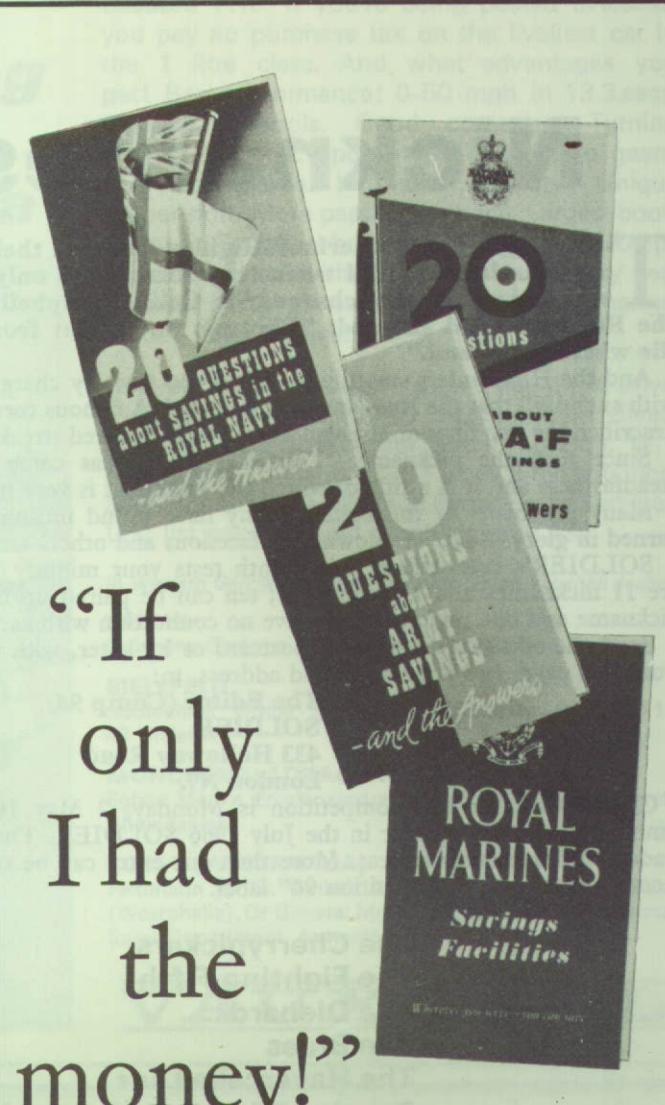


CP94

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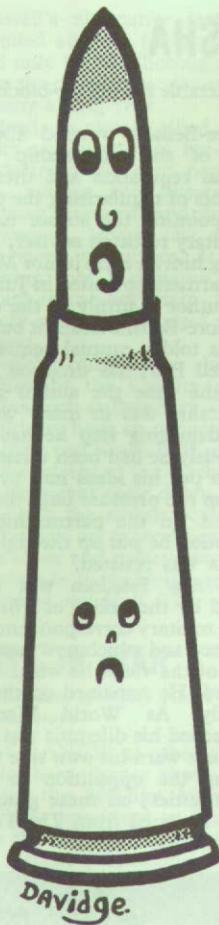
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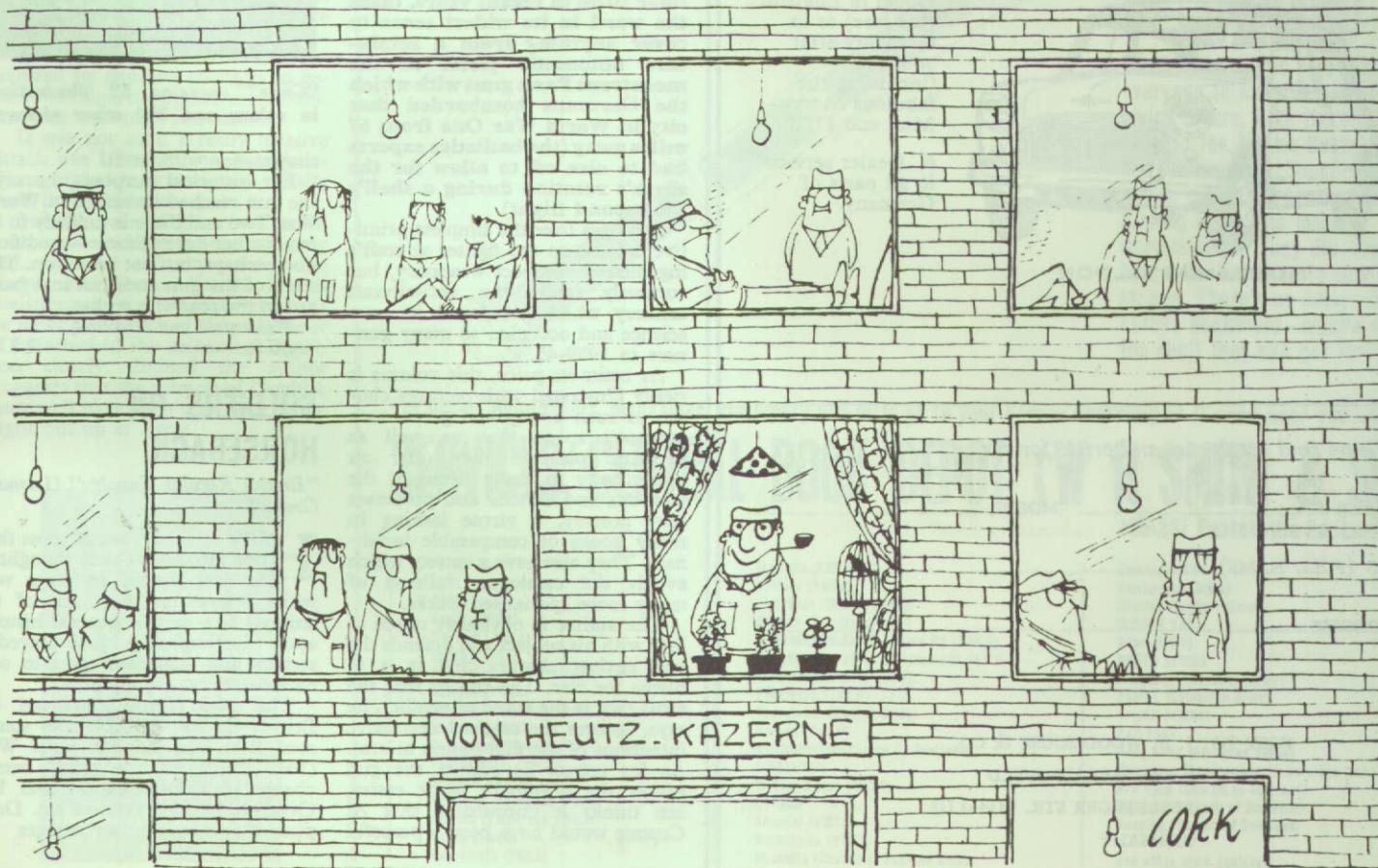
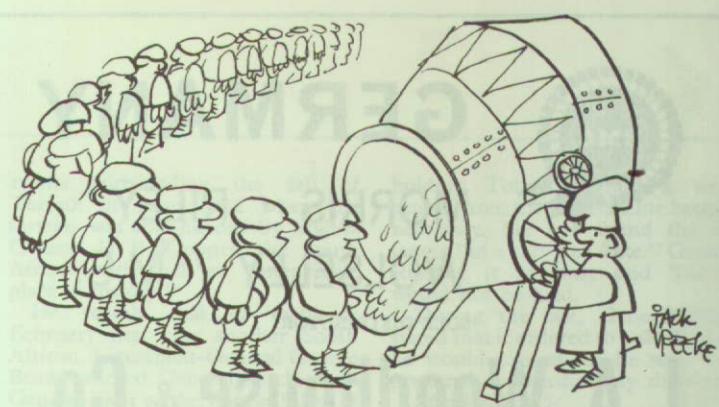
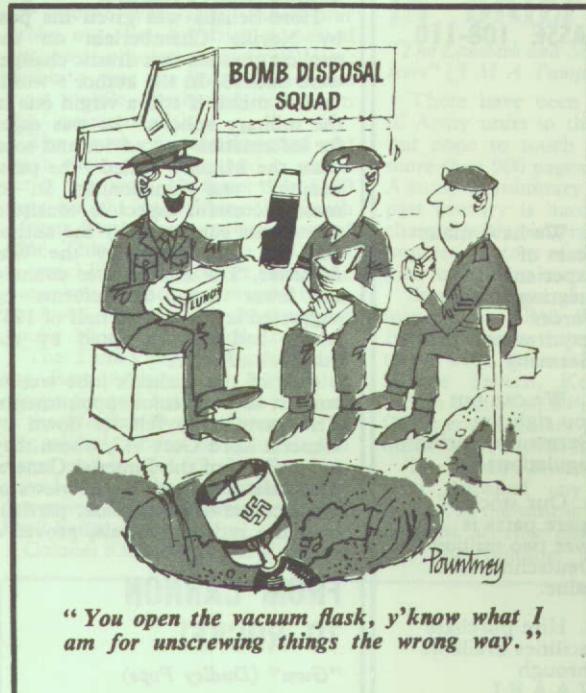
Air Chief Marshal Sir Hugh W.L. Saunders,
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BOOKS

ADVISER TO HORE-BELISHA

"The Liddell Hart Memoirs," Volume II

THIS second volume begins with those years, momentous to the Army and, to many, the most interesting in Captain Liddell Hart's career, when he was unofficial adviser to the War Minister, Leslie Hore-Belisha, and the grey eminence behind many reforms.

Hore-Belisha was given his post by Neville Chamberlain on the explicit grounds that drastic changes were needed. In the author's words "a live mind, if still a virgin one in the military sphere," he was eager for information and advice and soon what the Minister called "the partnership" was functioning. In its most successful aspect it consisted of reforms suggested by the author and put into effect by the War Minister. The author later counted no fewer than 62 reforms he suggested in the second half of 1937 which had been adopted by the outbreak of war.

One of the author's jobs was to suggest and vet senior appointments. The partnership felt let down by General Lord Gort VC, whom they made Chief of the Imperial General Staff. His deference to the views of more conservative soldiers, particularly the retired generals, proved a

considerable stumbling-block to progress.

Hore-Belisha worried about the effect of the partnership on his political reputation and there were thoughts of regularising the position by appointing the author historical or military research adviser, or even making him an extra junior Minister. The partnership ended in July 1938. The author is firmly of the opinion that Hore-Belisha ended it but Hore-Belisha told a mutual acquaintance "Liddell Hart has dropped me."

At the time the author felt the partnership was in many ways the most damaging step he had taken. Previously he had been unassailable, able to put his ideas into print and keep up the pressure until they were adopted. In the partnership every suggestion he put up through Hore-Belisha was resisted.

His new freedom was at first spoilt by the policy of *The Times*, whose military correspondent he had remained and which now suppressed many of the views he wished to put forward. He remained on the paper uneasily. As World War Two approached his dilemma was that he could not warn his own side without inviting the opposition to exploit opportunities; on these grounds he finally resigned from *The Times*.

Cassell, 42s

RLE

FROM CANNON TO ROCKET

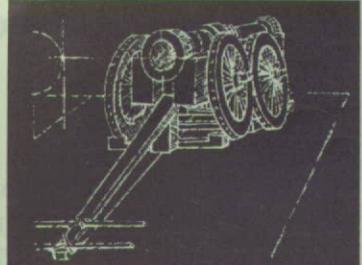
"Guns" (Dudley Pope)

THIS British book, unlike the many American ones which have used the word "gun" in their titles in recent years, takes the word in its widest sense to cover anything from a miniature automatic pistol to the monstrous Paris guns with which the Germans bombarded that city in World War One from 67 miles away (the ballistics experts had to aim off to allow for the earth's rotation during a shell's 176-second flight).

It ranges over the simplest primitive cannon to the fighter aircraft's ingeniously compact weaponry, but curiously omits the anti-aircraft artillery which developed its own science and occupied so many gunners in 1939-45.

As befits its price, this volume is richly illustrated with pictures chosen in such a way and given such generous space that as well as aesthetic pleasure they offer an opportunity to study detail of the weapons and actions and processes they portray, a virtue lacking in many books of comparable lavishness. They also have a variety which avoids the catalogue dullness of many more specialised works.

The author is obviously much in love with his subject and defends the gun against charges that it is to blame for war. The theory that the arms race is the cause of conflict, he says, ignores the original aggressive intentions of the first nation to arm. As for crime, he admits the gun makes the criminal's work easier, but thinks it improbable that Al Capone would have been a peaceful



"Guns" contains 59 illustrations in colour and 300 other pictures.

shopkeeper without it.

For historical purposes, he says, the gun reached its zenith in World War Two and there is unlikely to be any further development—modification perhaps, but not invention. The story of the gun ends not in a bang but in the roar of a rocket.

Weidenfeld and Nicolson,

£6 6s

RLE

SOLDIERS ON HORSEBACK

"British Regular Cavalry" (Leonard Cooper)

HOW strange it seems to us that our forefathers once thought it fit and proper to wage war while seated on the back of an animal! But as this general history aptly illustrates, the horse played a serious and significant part in our national story.

The basic tactic employed by British Cavalry for centuries stemmed from the English Civil War (1642-45) when the wild, hectic charge of Prince Rupert and his Cavaliers became fashionable. Despite the obvious advantages of

Cromwell's alternative tactic of a controlled advance (a factor appreciated only by Marlborough), devotion to the charge was to cost us dear for many a long year.

Indeed, so closely allied was the Cavalry to the rites of fox-hunting that during periods of peace, dragoons, lancers and hussars, with their fancy uniforms and purchased commissions, looked like so many comic-opera characters. It is not surprising that Wellington seemed reluctant to use horsemen, however gallantly they fought and died at Waterloo.

Dramatic courage was always the attraction of the Cavalry even in tragedies such as Balaclava. Cavalrymen did not have an opportunity to show their real worth in World War One; the advent of the machine-gun and tank meant their doom.

Although the author occasionally errs in detail on general history, he gives a sober and realistic account of days when *la guerre était magnifique!*

Chapman and Hall, 35s AWH

ARRAS IN WAR

"The Shadow of Vimy Ridge" (Kenneth Macksey)

A GLANCE at the map of Northern France shows clearly why the 400-foot high Vimy Ridge is so important to France. It guards the city of Arras, a vital link in the frontier's traditional fortification system.

Since World War One, English-speaking people have had a strange love-hate relationship with the area, symbolised as it is by the great Canadian war memorial dominating the heights.

Although British troops sweated and strained around Arras as early as 1710 under Marlborough, it was not until 1916 that our troops were again committed here in large numbers. Replacing French units exhausted by fruitless attempts to retake the ridge, the British soon found the task well nigh impossible.

It was not until a really massive attack was launched that the Canadians, with fantastic courage, finally took their objective.

But the roar of guns was heard once more in 1940 as the brilliantly led German columns penetrated deeply into France. Yet the British resistance in and around Arras was so fierce that Rommel feared disaster if he attacked the retreating British too closely. Indeed the author suggests that the miracle of Dunkirk may well have been the result of the fight put up at Arras.

British troops, backed by French Resistance fighters, freed Arras for good in 1944. The guns are now silent, but Vimy Ridge is still important for France.

William Kimber, 45s AWH

NEW LIGHT ON TOBRUK

"Springboks in Armour" (Harry Klein)

THIS is the inspiring story of the South African armoured cars in World War Two. When war broke out, South Africa possessed but two obsolete armoured cars; within a year she had supplied the most mobile division of its kind in the Commonwealth.

The South Africans designed and built their own cars and a grand series they were. No fewer than 1180 were bought by Britain; the South African Tank Corps took delivery of 4566. This Corps, born in 1940, was to travel like a fiery comet across the war scene for three years until being absorbed into the much-expanded South African Armoured Corps.

The Tank Corps was moulded in the East African and Abyssinian campaigns and tempered in the fury of the Western Desert. It earned the unqualified praise of the Eighth Army and one of its regiments received as a battle honour 7th Armoured Division's coveted "Desert Rat" badge.

Colonel Klein throws new light on

events surrounding the fall of Tobruk in June 1942 when the fortress was commanded by Major-General H B Klopper, the South African with such an "unenviable place in history."

He reveals that as early as February that year another South African, Lieutenant-General George Brink, warned General Ritchie and General Gott of the impossibility of

holding Tobruk should a withdrawal from the Gazala Line become necessary. He had found the defences "in a very bad state." General Ritchie, it appears, said Tobruk would not be held.

During the talk, General Brink stated that if ordered to hold Tobruk he would protest, as he was "not prepared to sacrifice my division."

Macdonald, 45s J CW

IN BRIEF

"The Lambeth and Southwark Volunteers" (J M A Tamplin)

There have been many accounts of Army units in the last ten years but none to touch this volume of more than 500 pages and 100 plates. A study of voluntary service over the past century is hardly likely to be charged with excitement, yet it is the impressive story of the best types of men united by comradeship.

Strangely enough its origin was inspired in 1860 by fear of the French. The early days of the Volunteers were pleasant meetings in Horn's Tavern, Kennington, and "sham fights" at Brighton; the War Office and Regulars were more than dubious about their fighting abilities.

The South African and two world wars dispelled any doubts. The history of the unit is written forever in these stirring names—Givenchy and the Somme, Medenine and

Anzio. The best comment on the Regiment comes from the compiler's own pen, "... conceived by patriotism, bred on enthusiasm."

Trustees of the *Regimental History Fund*, 4 Flodden Road, London SE5, £5 5s

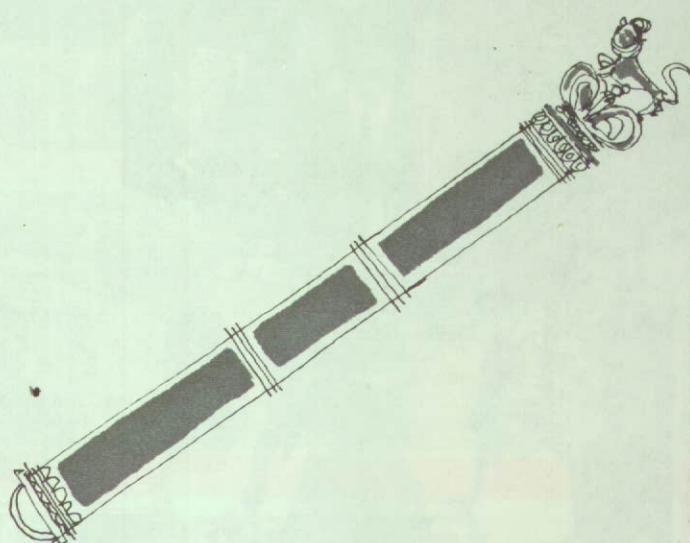
"Bellona Armoured Vehicle Prints"

The fifth series (to the same scale of 4mm to 12in) features in four prints the American Chaffee M24 light tank and M4 medium tank with 105mm howitzer, the German P2K11 Wespe and three versions (recce, amphibious and engineer) of the Volkswagen field car, precursor of today's Volkswagen "Beetle."

Merberlen Ltd, Hawthorn Hill, Bracknell, Berks (four-print set in folder, 4s; single prints 1s 6d; five sets 20s; binder 8s plus 1s post; binder 7s plus 1s post if ordered with subscription).

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- Hubbelrath (YMCA)
- Iserlohn (YMCA)
- Krefeld (YMCA)
- Lippstadt (Church Army)
- Minden (Salvation Army)
- Mönchen-Gladbach—Main HQ (YWCA)
- Münster (Church of Scotland and Toc H)
- Osnabrück (Church Army)
- Paderborn (Toc H)
- Sennelager (Church Army)
- Verden (Toc H)
- Wolfenbüttel (Church of Scotland)
- GIBRALTAR
- Wesley House (MCFC)
- CYPRUS
- Akrotiri (YWCA)
- Berengaria (YWCA)
- Dhekella (Church of England Club)

Episkopi (YMCA)

Famagusta (MMG)

Nicosia (Hibbert House)

MIDDLE EAST

Aden (MMG)

NORTH AFRICA

Benghazi (Salvation Army)

Tobruk (Salvation Army)

Tripoli (YMCA)

Far East

Hong Kong (European YMCA)

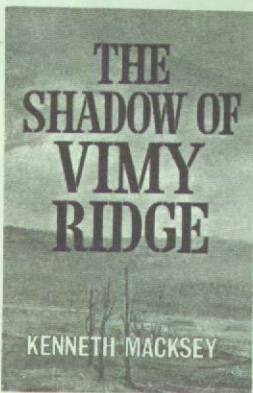
Singapore (Commonwealth Services Club)

Sek Kong (Church of Scotland)

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Kuching (Church of Scotland)

and other main centres.



LEFT, RIGHT AND CENTRE

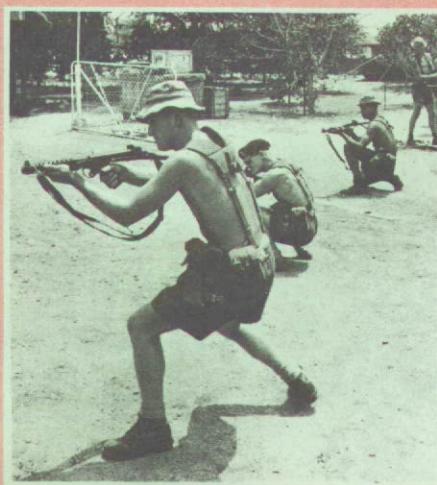
The emphasis was naturally on youth at the Army stand at the Schoolboys and Girls Exhibition in London. Two Army Youth Teams from Taunton and Southend demonstrated canoe building while for the more adventurous there was a lively obstacle course (right) to be tackled under the supervision of young soldiers from the Junior Parachute Company. In addition there was a display showing what help Army Youth Teams could give to youth organisations in Britain.

Beer, gallons and gallons of beer, is fermenting under this frothy, heaving mass (below). And watching it with dry mouths are members of A Battery, Honourable Artillery Company, who were on a visit to Whitbread's brewery in the City of London. The part-time City soldiers were taken on a complete tour of the old brewery ending at a bar stocked with a plentiful supply of free beer.



A tiny Morse translator not much bigger than a matchbox which converts dots and dashes into readable figures and letters has been developed for the United States Army. It plugs into any Army radio and enables untrained operators to read a Morse code message direct from a tiny screen. This miniature gadget contains 350 diodes, 75 transistor circuits and its own power supply.





Men of 1st Battalion, The Gloucestershire Regiment, were rushed off to guard Britain's "freedom radio" in Francistown, Bechuanaland, when it was reported that an attempt was to be made to blow the installation sky-high. The transmitter relays BBC World Service news, banned by the rebel government, to Rhodesia. The soldiers were moved from nearby Swaziland where they are currently stationed on internal security duties. Picture (left) shows the men training near the Bechuanaland radio site.



Gurkha Engineers and men from 18 Amphibious Squadron, Royal Corps of Transport, were called in to help when continuous rain caused the worst flooding in north-east Malaya for 29 years. Ten people were drowned and 7500 were evacuated from their homes. Royal Air Force Beverley air-lifted the mercy troops up to the area from Singapore. In this picture (left) Lance-Corporal Gordon Harris helps a small boy down from his DUKW after ferrying the boy and his father across a flooded field.

This picture (right) ought to gag many of the critics who complain about the efficiency and enthusiasm of the Territorial Army. It shows a gun and detachment from 383 Field Regiment, Territorial Army. The men are wearing No 2 Dress (which they had to buy themselves) and the unit comments: "Any Regular unit interested in the standard of cleanliness of the gun should contact the Battery Sergeant-Major of R Battery at Portsmouth. When it comes to real shooting, the last firing weekend showed they could go to gunfire after only one ranging round. Not bad for weekend soldiers!"



Two Scots Guards pipers escort Lord Killearn's 18-year-old daughter Alexandra Lampson to her wedding in a Knightsbridge, London, church. Twenty years before, Lady Killearn, the bride's mother, had walked the same route from their home to the church for her wedding and she, too, had an escort of pipers.

SOLDIER

