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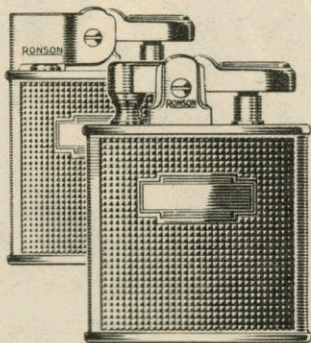
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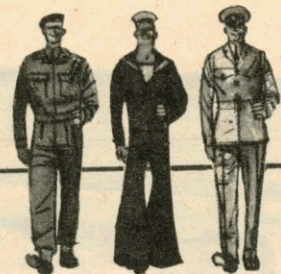
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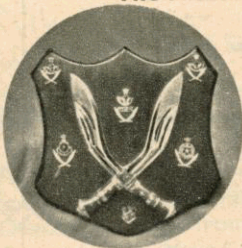
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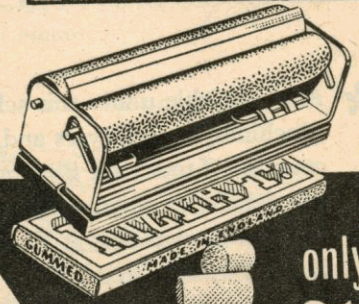
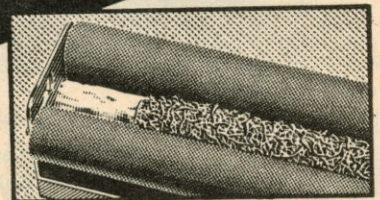
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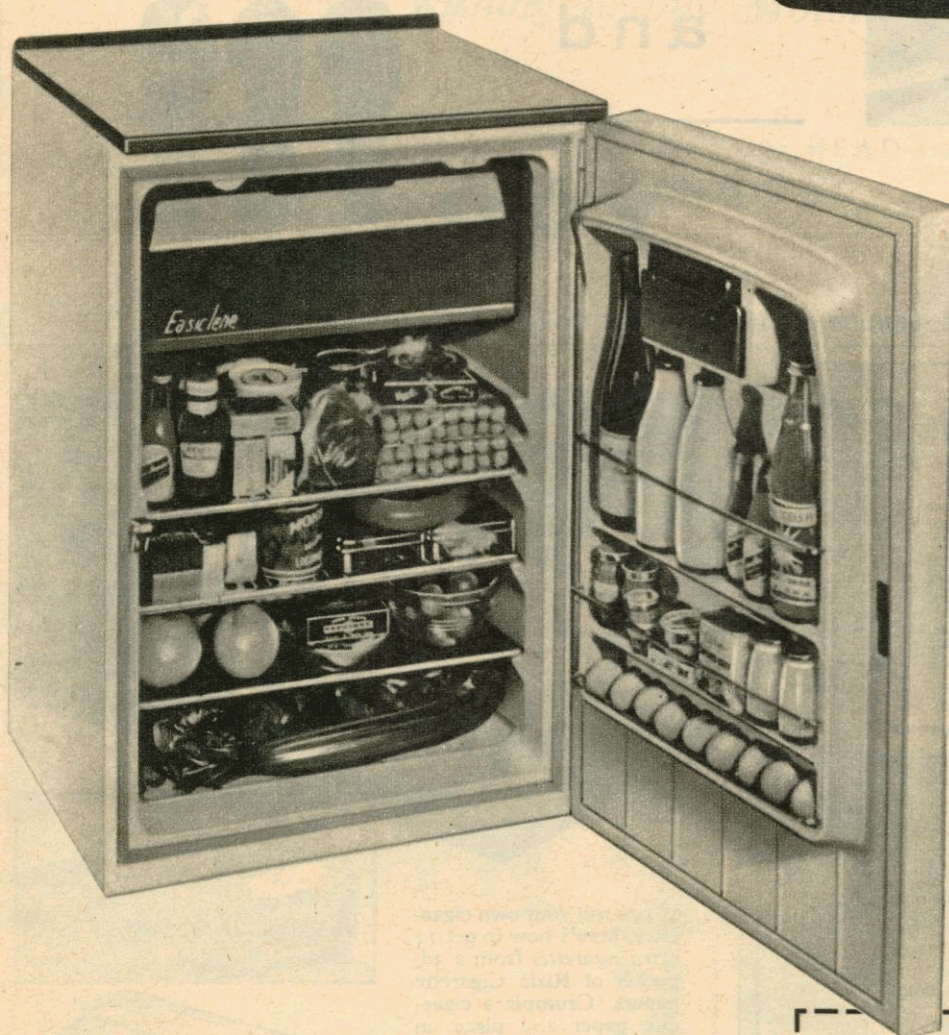
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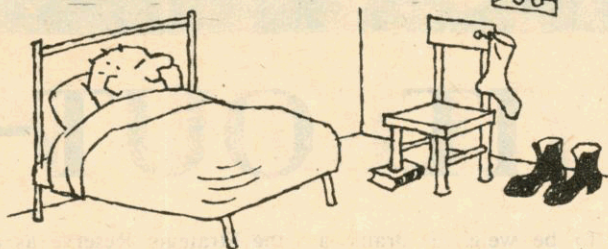
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GOD REST YE MERRY...

CHRISTMAS again—and SOLDIER's muse,
Greet you all with clerihuse
(Odd little jingles with a mis-spelt rhyme
Only permissible at Christmas-thyme.)

FRÖHLICHE Weihnachten! Joyeux Noël!
Greetings to all and good wishes as woël—
On picket, on guard, or confined to a coël
Drilling in depots or firing a shoël,
Ski-ing in Norway or climbing Snaefoël,
Or spending a leave in a seaside hotoël.

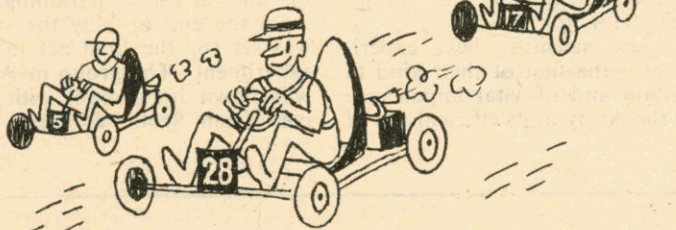


TO soldiers East of Suez with those bare brown knees
(And Caribbean Hampshires) we say, "Allo, plees."
To Sappers in Gibraltar, tunnelling the Rock,
To passengers in transit, from Dover to Bangkok,
To ACF and CCF and APTC, too,
Who celebrate a hundred years—a happy Yoole to yoo.

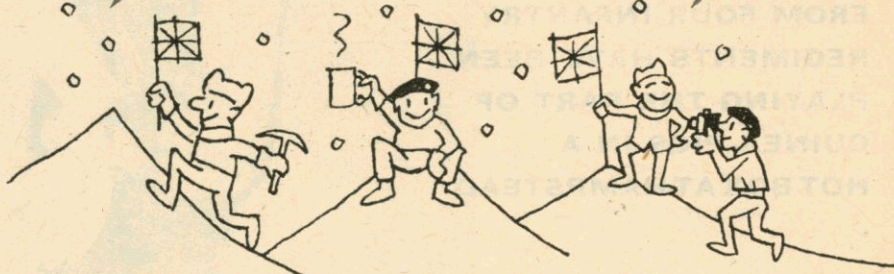
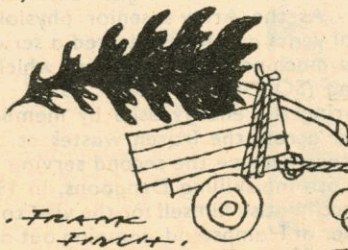


SALUTE to the troopships now
withdrawn,
Liaison groups (some carrierbawn),
United Nations bent on peace,
The War Department's stout poleace,
And SIB men seeking clues . . .
Ahoy, you water transport cruies
In LCTs Mk IV and VIII
(Oh, why must one abbreviVIII?)

HERE'S to rear Guards at the Palace
Spared at last the shocks and stares
Of tourists come from Wapping Stares,
From Pennsylvania, Maine or Dalace.

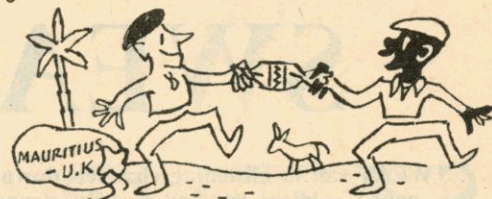


SOLDATEN on leave mit der Bundeswehr
(Thehr's less "bull" thehr, they all declehr)—
To model soldiers, combat suits—
To trumpets, brass, complete with muits—
To Army Air Corps flying the Beaver—
To units catching the karting feaver—
To recruiting tours in Sunny Devon—
A farewell to the 3.Sevon—
To No. 3 Dress (keep well pressed!)—
To Monty's car (passed 10-year tessed)—
To Cleveland fixed wheel bucket trencher—
The Army life's a great advencher.



GREETINGS to the conquerors of Annapurna II,
Of Kilimanjaro, Kenya and Mount Kinabalu;
To the military contingent at the Madison Tat II;
To Malkara, Wombat, Vigilant and the new Blue Water, tu.

LET'S sing a glee
For an LADee,
For all at see,
For "A" and "Gee,"
For those who skee—
And you and mee.



TO soldiers in Aden we send our best wishes;
Cheers to the last troops to serve in Maurishes;
Wassail to Sappers in Dharan Basaar;
Joy to Somalis who train at Buraar;
Regards to Pioneers, come of age this year;
Noël, Field-Marshal Festing, and congratulations, sear!
And a greeting—Bhalo hos—to King Mahendra's men,
Those splendid little Gurkhas, on show here once agen.



AND here's a toast
To guest and hoast,
To Chatham's ghoast,
To MO-doast,
To Christmas poast,
And the furthermoast . . .

FOR whatever your regiment, unit or corps,
And whether you're stationed in Singaporps,
In Kowloon or Kameroons or Kuala Lumpur,
In Kolchester, Katterick—or whether on tur
In Cyprus or Muscat or far-off Nepal:
The merriest of Christmases!
God bless you al!

P.N.W.



CAN SOLDIERS BE ARTIFICIALLY ACCLIMATISED TO TROPICAL HEAT? TO FIND OUT, 54 MEN FROM FOUR INFANTRY REGIMENTS HAVE BEEN PLAYING THE PART OF GUINEA-PIGS IN A HOT BOX AT HAMPSTEAD

Photographs: SOLDIER Camera-man FRANK TOMPSETT



SWEATING IT OUT—

SWEAT ran in glistening channels down the bodies of six half-naked soldiers as they wearily stepped up on to foot-high stools, paused, stepped down, paused and then stepped up again.

Rhythmically, to the regular "bleep" of an electronic device, they stuck to their task, stepping up and down 12 times a minute for half an hour, their faces puffed with tropical heat and humidity and half-blinded by their own perspiration.

"No. 2, stop!" commanded a disembodied voice on a tape

recorder.

The soldier with that number on a card hung round his neck, grinned in relief. He walked across to a medical officer who recorded his temperature and pulse rate, went into a nearby

A much-needed drink for No. 17 after his four-hour stint in the hot box. Some lost five pints of sweat in this time



room to be weighed, drank a glass of cold lemonade and retired to a rest room for half an hour before beginning a fourth and final stint at the stool exercise that morning.

The six soldiers, all from The Durham Light Infantry, were some of the 54 volunteer guinea-pigs taking part in an experiment to discover if, and how best, soldiers can be artificially acclimatised to extremely hot climates so that they can fight more efficiently within hours of being flown from temperate Britain to tropical hot spots.

And they were doing it on a cold, wet morning in north-west London—in 104 degrees of humid heat in the Medical Research Council's climatic chamber at Hampstead which, not surprisingly, the troops appropriately nicknamed the Hampstead Hot Box.

These scientific heat experiments—the first of their kind in Britain and of vital importance to the Army in its efficient use of

the Strategic Reserve as a fire-brigade force, began early this year when the Army Personnel Research Committee called for volunteers, who had never been out of Britain, to undergo a gruelling, six-months' test.

All the volunteers spent four hours in the Aden-like atmosphere of the climatic chamber and finally 54—from The Durham Light Infantry, The Queen's Royal Surrey Regiment, The King's Shropshire Light Infantry and The Duke of Wellington's Regiment—were selected and formed into three groups. The first group was sent by sea to Aden to live and train there for two months; the second went to Scotland and the third remained behind in Hampstead, continuing their treatment in the Hot Box for four hours a day and performing normal Infantry training.

By the end of May the stage was set for the final act in the experiment. The group in Aden was flown home and, with the men from Scotland, joined the

MAJOR J. M. ADAM, of the Royal Army Medical Corps, lost between five and eight pounds in weight daily while supervising the tests in the Hot Box.

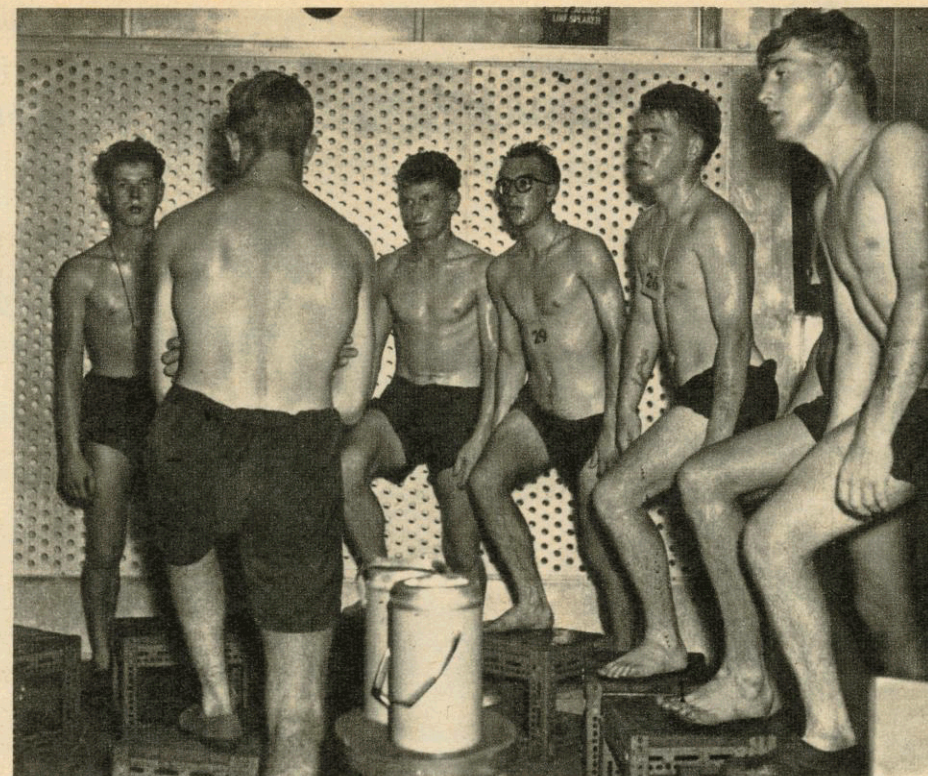
As the Army's senior physiologist he is no stranger to this kind of work. Several years ago he conducted a series of experiments in units at home and overseas with a machine called the Imp, which recorded the energy expended by soldiers in training (SOLDIER, October, 1955). Then, in 1958, he joined the Fuchs Expedition, measuring the energy used by members of the party on the last 200 miles of their journey across the frozen wastes at the South Pole.

He thus became the second serving British soldier—after Captain Lawrence Oates, of the 6th Inniskilling Dragoons, in 1912—to reach the South Pole.

To acclimatise himself for the visit to the Antarctic, Major Adam lived in the climatic chamber at Hampstead, camping out and cooking his own food at temperatures down to minus 35 degrees Centigrade.

After half an hour of stool-stepping, a private in The Durham Light Infantry has his temperature and pulse rate recorded by Lt. B. Mantell, RAMC (right).

Major Adams (back to camera) joins the men in their stool exercises. Note the pools of sweat on the stools and the ice-containers in which the thermometers are cooled.



IN HOLLY HILL

party in Hampstead for a further test in the climatic chamber. Then the next day, the three groups, accompanied by Dr. O. G. Edholm, head of the division of Human Physiology at the Medical Research Council, Major J. M. Adam, Royal Army Medical Corps—an Army physiologist—and a team of military and medical observers, flew by jet to Aden where, for a fortnight, they were put through a strenuous programme similar to the operations which men of the Strategic Reserve would have to perform in an emergency.

Under a broiling sun the soldier guinea-pigs, closely watched by the observers, went straight into action on the first day, unloading and stacking hundreds of jerricans filled with water and then digging defensive positions. They went on route marches over the hot, rocky desert, followed by vehicles carrying stretchers to pick up casualties; took part in attack and defence exercises, fired their rifles on a range and went on a convoy whose vehicles "broke down" with depressing regularity and had to be pushed over the sand into life again. Every minute of their working day they were under careful scrutiny by the training observers to see how well (or indifferently) they performed their tasks and by the medical officers to see how, physically and mentally, they were standing up to the strain. Every gill of the water they drank, and every gramme of salt they ate were measured and once every hour their temperature and pulse rates were recorded.

At the end of their stay in Aden the three groups were flown home to Britain and for another nine weeks were submitted, at intervals, to further treatment in the Hot Box.

The results of the experiments, now being closely studied by military and physiological experts, are unlikely, for obvious reasons, to be disclosed. But this much can be said. Although each man lost between three and five pints of sweat during their four-hour stints in the Hot Box not

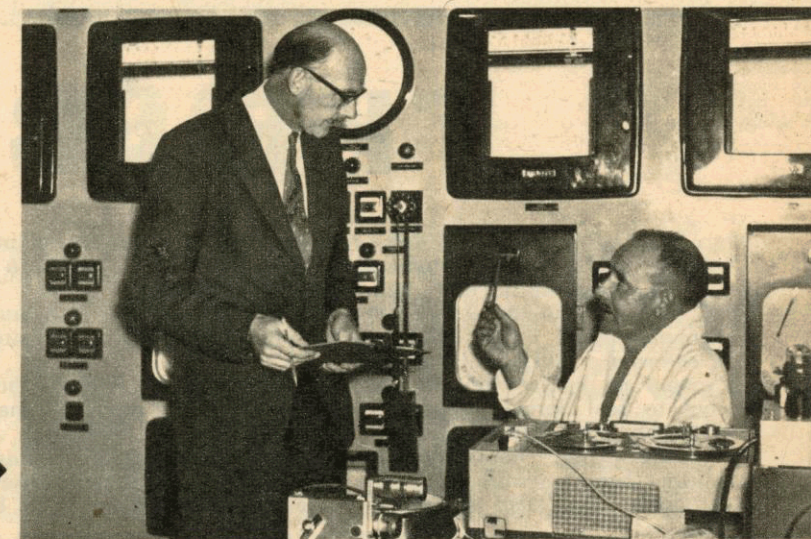
Dr Edholm discusses a problem with Major Adam. Behind them are the recording instruments and, on the table, a tape recorder which issues orders.

In Aden, the guinea-pigs from Holly Hill dig fox-holes in the blazing sun. They also went on route marches and took part in desert exercises.

one suffered as much as a cold and all, without exception, said they felt better than ever before.

The Army first began to take an interest in the possibility of artificially acclimatising soldiers to extreme heat as a result of its experiences in the early days of fighting terrorists in Malaya's jungles and for some time has taken part in experimental work carried out by the Royal Navy's Tropical Research Unit in Singapore.

E.J.G.



HOT POINTS!

AS a result of recent tests in Britain and America, physiologists believe that a man who undergoes treatment in a climatic-chamber for four hours a day can acquire in two weeks the same degree of acclimatisation to tropical heat and humidity as the man who has lived in the actual climate for several months.

ARTIFICIAL acclimatisation remains effective for only three weeks but subsequent exposure in the climatic chamber at regular intervals will keep a man conditioned at a high level.

EXPERIMENTS are now being carried out to discover if human beings can be artificially acclimatised to both extreme heat and intense cold at the same time.

Nearly 50,000 soldiers from four nations—including 2000 British paratroopers—took part in the North Atlantic Treaty Organisation's biggest-ever land, sea and air exercise to test Jutland's defences



A Centurion tank of the 5th Royal Inniskilling Dragoon Guards crunches its way up the beach after landing in Eckenforde Bay.



A DUKW-load of men from the 2nd Battalion, Grenadier Guards, rumbles ashore, ready for battle with German and Danish troops.

While the commander searches for targets, a Canadian recoil-less anti-tank crew stands by ready for instant action.

The paratroopers were followed by 44 air-dropped platforms—the largest number ever landed in one exercise—carrying light vehicles, heavy weapons, ammunition and food.

A hundred miles further north, in central Jutland, the 1st Battalion, The Buffs (Royal East Kent Regiment), representing an air-landed brigade, went into battle against the 10th Danish Division while parachutists of 22 Special Air Service Regiment sabotaged Blue-land communications.

The Danes had mobilised for the exercise, but their Army,

police and Home Guard were unable to prevent the saboteurs from accomplishing their missions and even removing top secret documents from a Danish brigade headquarters!

Territorials of 21 Special Air Service Regiment also fought in Orange Force, while men of the sister 23rd Regiment undertook secret missions for Blue-land.

The seaborne battalion group of the 2nd Grenadier Guards, which included elements of 33 Parachute Light Regiment, Royal Artillery, equipped with the 105-mm. pack howitzer, and

The exercise supply system, which operated for ten days, proved a triumph of organisation. Four thousand tons of food and 153 tons of other supplies were delivered to British forces by the Royal Army Service Corps. More than 384,000 gallons of fuel were used, enough to take a Centurion tank eight times around the world. About 1500 miles of roads were sign posted by the Corps of Royal Military Police.



THE BATTLE OF

JUTLAND - 1960

AS the first red glow of dawn rose over the Baltic Sea, six landing craft, their bow doors open and ramps down, nosed into a beach on the east coast of Schleswig-Holstein.

From the ships, following up the first wave of assault troops, poured British Infantrymen, Gunners, Sappers and 50-ton Centurion tanks. Overhead roared jet fighter-bombers and out to sea German destroyers "shelled" enemy strongpoints.

Twenty-four hours earlier more than a thousand paratroopers and their equipment

had darkened the skies as they dropped north of the Kiel Canal.

These were the spearheads of the aggressor troops in Holdfast, the biggest land, sea and air exercise ever mounted by forces of

the North Atlantic Treaty Organisation.

The amphibious and parachute landings were made by Orange-land, a four-brigade group "enemy" of British and Canadian troops attacking northwards in Schleswig-Holstein towards the Kiel Canal. Defending Blue-land, and fighting side-by-side for the first time, were German and Danish soldiers.

Under the command of General Sir Horatius Murray, Commander-in-Chief, Allied Forces, Northern Europe, more than 45,000 troops and 12,000 vehicles took part in this three-day exercise to test NATO defences in the Jutland Peninsula.

Holdfast began with a thrust northwards by 4th Canadian Infantry Brigade Group, supported by 11th Infantry Brigade Group and 4th Guards Brigade Group, towards the Hamburg-Lübeck Autobahn—a canal for the purposes of the exercise.

Many of the bridges over the "canal" had been blown and the remainder were heavily defended by a German Panzer-Grenadier division. Bringing up helicopter-borne troops, Orange Force seized one of the bridges and by the end of D-Day had forced the "canal" at seven points.

At dawn, men of 16 Independent Parachute Brigade had dropped behind enemy lines to hamper Danish and German reinforcements moving southwards to defend the Kiel Canal.

The first paratroopers—450 men of the 3rd Battalion, The Parachute Regiment—dropped in the mist, watched by German farmworkers roused by the deep-throated roar of Beverley and Hastings aircraft of the Royal Air Force's Transport Command.



of the 5th Royal Inniskilling Dragoon Guards in Centurions, sailed under cover of darkness in four German landing ships and two tank landing craft of 76 Squadron, Royal Army Service Corps.

As light assault craft and DUKWs carried the first wave of Grenadier Guardsmen towards the beach, jet fighter-bombers screamed overhead and shells from German destroyers and rockets launched from smaller craft plastered the enemy defences. From the beachhead the seaborne troops quickly pushed inland and within 36 hours had linked up with 16

Independent Parachute Brigade.

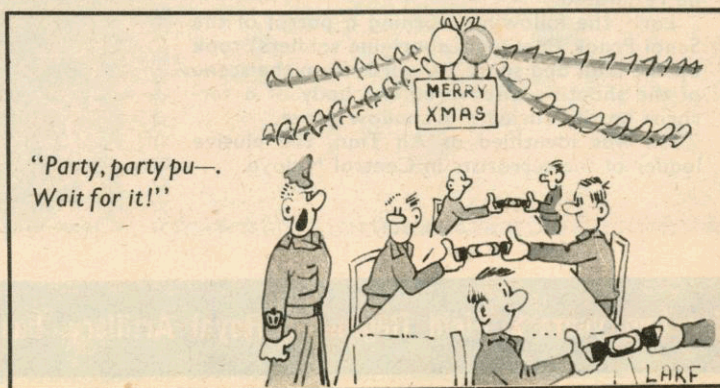
The main assault northwards met heavy opposition and both aggressors and defenders made a number of mock nuclear strikes, in which Corporal and Honest John missiles were "fired."

Just before the battle ended British armour was within two miles of the Kiel Canal which was first reached by men of the 1st Battalion, The King's Own Yorkshire Light Infantry, rushed forward in helicopters.

The attackers had reached the canal—but NATO's defence of Jutland had held firm.—From a report by Sergeant Brian Dexter, Military Observer.

Only minutes after dropping from the air on Schleswig-Holstein, paratroopers of the 3rd Battalion, The Parachute Regiment, crash into action with their Mobat anti-tank gun.

When a trailer gets stuck there's only one answer: push it out, as these British assault troops found out when they landed on the beaches.



JUNGLE GUNNERS

Pictures by SOLDIER cameraman FRANK TOMPSETT



Stripped to the waist, Gunners of "N" (The Eagle Troop) Battery bring a 4.2-in. mortar into action in a jungle clearing. Right: One of the mortar detachment holds an aiming post while another man lines up the dial sight. Markers have frequently to be used where there are no prominent features.



HE BAGGED A BANDIT

The Regiment's greatest success against the terrorists was achieved single-handed—and unwittingly—by Captain T. G. Parsons, Royal Artillery, a big-game hunting enthusiast, of "O" (The Rocket Troop) Battery.

When his troop was stationed on an oil palm estate near Mentakab he became friendly with the estate manager and returned there to hunt game on his final leave. While out alone looking for a tiger, he surprised four terrorists in some bushes. They opened fire on him and he retaliated.

Early the following morning a patrol of the Senoi Praak (Malaya's aborigine soldiers) took up the trail and some 200 yards from the scene of the shooting discovered the body of a terrorist hastily buried in a shallow grave.

He was identified as Ah Tian, the elusive leader of the terrorists in Central Malaya.

THE millionth shell had already been fired and the Communist terrorists reduced from aggressive thousands to a harried few hundreds before 2 Field Regiment joined the Gunners in Malaya two years ago.

But the emergency had by no means ended and Gunners were as much on call as ever. The Regiment, taking over from 48 Field Regiment, who fired that millionth round, had not been in Malaya more than a few weeks before its three batteries were in action.

"L" (Nery) Battery took its 25-pounders and 4.2-in mortars into Johore, made an amphibious landing and supported Gurkhas in an operation ending in the surrender of a pocket of terrorists.

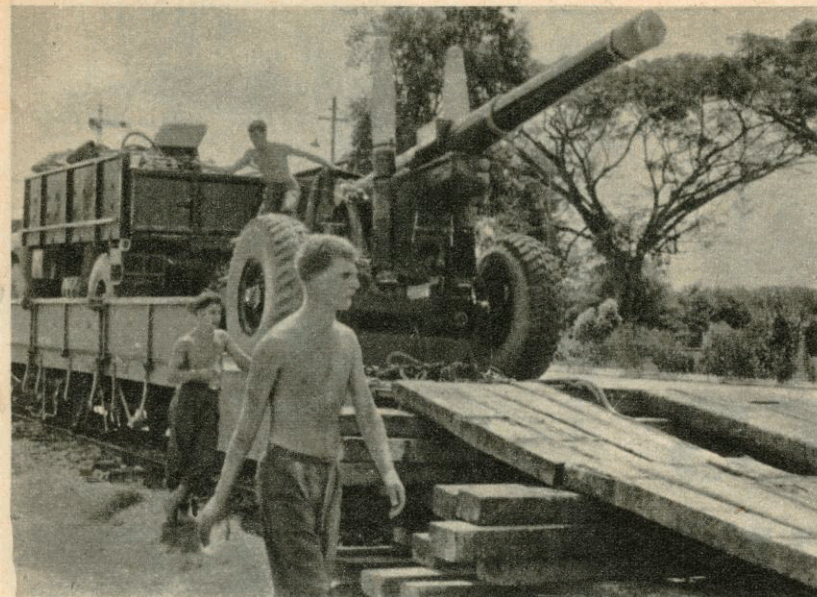
The 5.5-in guns of "O" (The Rocket Troop) Battery were soon in action in north-east Malaya, near the Thailand border, while "N" (The Eagle Troop) Battery became the first of the batteries to be permanently detached in northern Malaya, supporting with its 25-pounders and mortars the Gurkhas and The Malay Regiment. The Eagle Troop was on operations continually for four months.

This was the pattern of the Regiment's activities, with the batteries spending only short periods at the Tampin base. Eighteen months passed before the Regiment came together again for a training shoot on the Asahan Ranges—the first time in Malaya since World War Two that a whole regiment had exercised and fired on a range.

From Johore, Nery Battery moved up to the Ipoh area, to take part in the Commonwealth Brigade Group's Operation *Jaya*, aimed at mopping up terrorists over a wide area, and earlier this year brought its guns and mortars into action again, this time within only two miles of the Thailand border.

During these operations—it was the first time artillery had been so near the border—the Gunners blasted 15 terrorists out of their hiding place. Infantry patrols killed one and captured another four.

This harassing fire had now become the Gunners' main task.



When they moved by rail to new positions the Gunners of "O" Battery had to build a sleeper ramp to load their lorries and guns on flat wagons.

The remaining hardcore terrorists were going to ground, attacking only when cornered or in need of weapons and ammunition, and thus becoming more and more elusive.

Harassing artillery shoots demoralised them, kept them awake night and day and forced them to break up their camps and move on, leaving tell-tale tracks for air-spotting *Austers* and Infantry patrols to follow.

"E" Troop of "O" (The Rocket Troop) Battery was also on operations for a four months' stretch, with a Federal Infantry brigade in Central Malaya. During this period the detachment occupied 47 gun positions, some of them several miles down jungle tracks.

One of "E" Troop's locations was on an oil palm estate near Mentakab, adjoining the railway line to the east coast. The 5.5-in guns were taken up by rail on flat trucks and towed along the estate tracks by three-ton lorries stripped of their canopies.

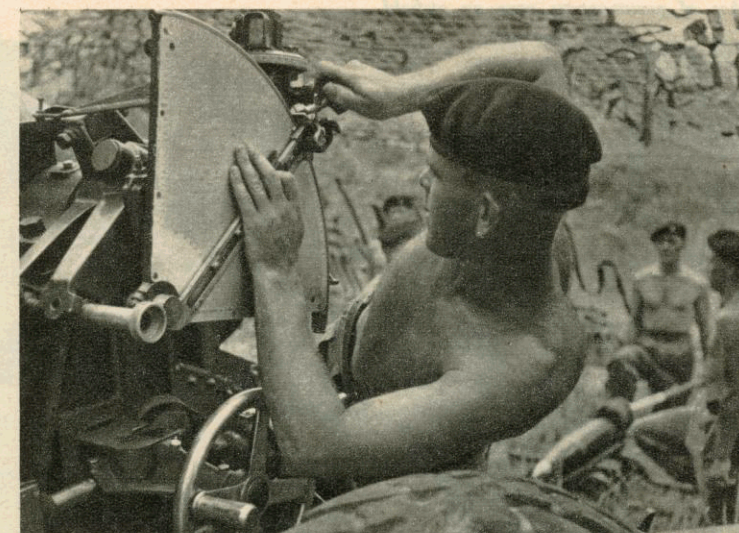
Land-Rovers re-supplying the gun positions were driven along the railway track itself—first checking with the local station that the line was clear!

Back at the Regiment's base in Tampin the Battery's "F" Troop was given the job of carrying out tropical user trials on the new 105-mm pack howitzer and later a small detachment took the gun to Australia to demonstrate it to the Australian Army.

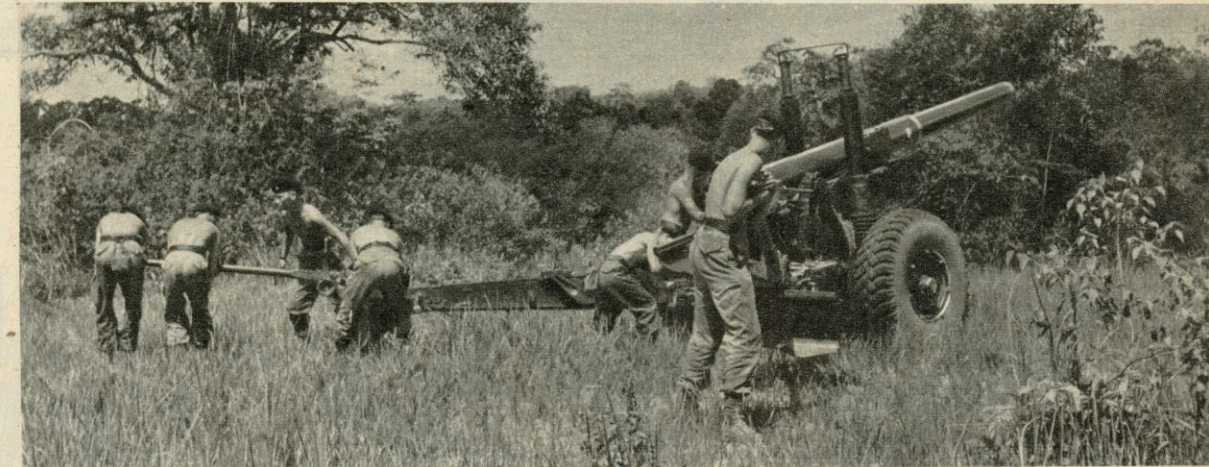
Between operations in the north, The Eagle Troop Battery trained in amphibious warfare under an American Marines team then, as part of the Sherwood Forester battalion group, took its mortars to North Borneo on a SEATO exercise.

Earlier this year the Battery flew to Borneo with its mortars

and "baptised" with its 25-pounders, brought by sea, the new training area at Kota Belud. This summer the Battery made a third visit, again with a Gurkha battalion group, and trained for two months at Kota Belud.



A camouflaged 5.5-in. gun prepares to come into action. Note the shell ready to be pushed into the breech. Below: Team work at its best as the detachment swings the gun into position. The 5.5 needs a relatively clear area in which to fire.



NERY — EAGLE — ROCKET

All three batteries of the Regiment, which was formerly Royal Horse Artillery, bear honour titles.

"L" (Nery) Battery is one of the few Gunner units to have earned its title in World War One. Early on the morning of 1 September, 1914, the Battery was shelled by German batteries from only 500 yards. Every gun except one was knocked out, but this continued firing. The Battery was awarded three Victoria Crosses "before breakfast."

The Hyderabad Eagle, borne on appointments of "N" (The Eagle Troop) Battery, is a distinction awarded to this Battery's predecessor, 1st Troop Bombay Horse Artillery, for its contribution to Sir Charles Napier's victory at Hyderabad in enflaming the enemy.

The monogram of "O" (The Rocket Troop) Battery includes the word "Leipzig," commemorating the battle of 1813 in which The Rocket Brigade helped to rout Napoleon's forces.

Apart from the difficulty of gathering the whole Regiment together for range-firing and training in air portability and its internal security role, the wide deployment of batteries has thrown a tremendous strain on vehicles and drivers. The Regiment's transport covered a mileage equivalent to six trips round the world in its first 18 months in Malaya!

Regimental Headquarters at Tampin contributes to this mileage with ration-drawing and dispatch service trips of nearly 300 miles a day, and journeys to the nearest military hospital 80 miles away at Kinrara. Another administrative headache at Tampin is the staging of Commonwealth soldiers and their families between Singapore and northern Malaya.

The Gunners joined in the search for an *Auster* lost in the jungle near Tampin early this year and have been called on, too, to mount the Commander-in-Chief's guard and fire a number of 21-gun salutes in Singapore.

PETER N. WOOD.

FAR EAST REPORT: 2

It's a far cry from Aldershot to the Far East—but not for the paratroopers who recently flew to Malaya (and back) for a three-week training stint in the jungle

RED BERETS “DROP IN” ON MALAYA

Only seconds after the last man has jumped, the camera records through the boom doors of the Beverley this spectacular shot of paratroopers over an airfield.

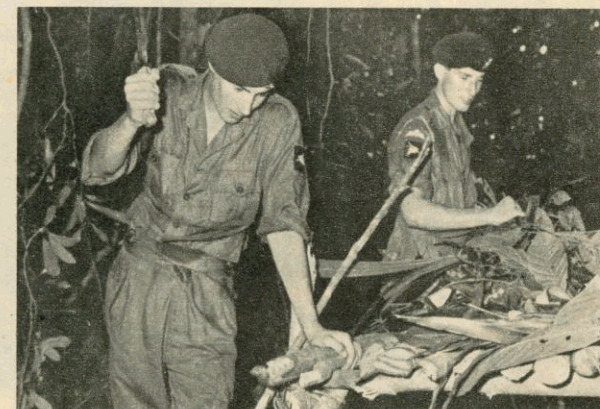


As the Beverley approaches the dropping zone a lance-corporal fixes the nylon rope of his weapon container. A Royal Air Force despatcher is watching carefully.



Green light on; ready to jump. Guided by the RAF despatcher the paratroopers hold the static line then hurl themselves from the plane.

Right: Wielding parangs like jungle veterans, two Sappers put the finishing touches to their new bashas



A Face Lift for SOLDIER

FROM next month SOLDIER will have a new look. It will be more attractive and easier to read.

For the first time since SOLDIER made its debut in 1945, all the main feature articles will be printed across three, instead of the present four, columns on each page and in a clearer and slightly larger type. A new and easier-to-read type will also be used for captions.

We hope you will like the new SOLDIER. If you have difficulty obtaining it in your unit, fill in the order form on page 38 and have SOLDIER sent to you by post each month.

Zero three, zero two, zero one ... green light on ... GO ... GO ... GO ...

IN a flash the paratroopers disappear through the Beverley's port and starboard doors and plummet down towards the green sea of Malayan jungle a thousand feet below.

As their parachutes open the 16 Sappers of 9 Independent Parachute Squadron, Royal Engineers, seem perilously bunched but quickly they steer clear of each other.

The Royal Air Force pilot and navigator have done their jobs well. The men land squarely on the dropping zone exactly on time. No sooner are they aground than two more sticks from a second Beverley float down to join them; in turn, three Hastings aircraft discharge their human cargo with equal precision.

On the ground the Sappers shed their parachutes, unpack and reharass weapons and equipment and rapidly make their way to the rallying point.

This was the first of what is hoped will be four combined exercises a year to be carried out in Malaya and Singapore by elements of 16 Independent Parachute Brigade Group, from Aldershot, and the Far East Air Force.

The paratroopers taking part were 98 officers and men of 9 Independent Parachute Squadron and the Brigade headquarters' defence platoon who had flown from Britain a week earlier. Two weeks later, after learning how to live and fight in the jungle, they were back in Aldershot again, having flown home in a "Whispering Giant" Britannia.

Exercise "First Try" aimed to practice mounting parachute operations from unfamiliar bases, to carry out jungle training and to refresh Far East Air Force instructors in parachute techniques.

The Sappers stayed in the jungle for two days and nights, building themselves bashas roofed by ponchos and putting into practice the jungle lore taught them a week previously by seasoned men of the 2nd/7th Duke of Edinburgh's Own Gurkha Rifles.

They had learned their lessons well and were soon busy on the practical Sapper task of enlarging the dropping zone by blowing up and clearing away trees and other obstacles.

During their three weeks in the Far East the Sappers jumped four times. His men, said the Squadron's commanding officer, Major R. M. Merrell, were extremely fit and did not find acclimatisation much of a problem.

On their jungle drop, at Kuantan, some 180 miles from Kuala Lumpur, the Sappers flew from Singapore's Changi Airfield. The sun was still below the eastern horizon when they checked the parachutes they had just drawn from the Far East Survival and Parachute School. The Beverleys and Hastings were already standing by and within three-quarters of an hour the Sappers had taken up pre-determined positions in their aircraft.

In the leading Beverley Major Merrell sat as No. 1 on the port side, with Major K. O'Kelly, General Service Corps, the airborne liaison officer of 16 Parachute Brigade, opposite him as

No. 1, starboard. Next to them were the 14 men making up the two sticks.

The Royal Air Force parachute instructors checked the areas outside the dropping doors, the pilots and crews ran through their routine tests and the five aircraft rolled forward to take off one after the other.

At eight a.m.—half an hour airborne—Malaya's eastern coastline receded to port as the aircraft headed out over the China Sea, the faster Hastings already taking a more circuitous route towards the dropping zone.

An hour and a half to go. The paratroopers relaxed in their seats, dexterously tucked into their "in flight" rations with wooden "fighting irons," dozed fitfully or chatted to each other.

... In less than an hour they would be hurling themselves from the aircraft a thousand feet above unfamiliar ground. They seemed quite unperturbed.

The operation's success depended for the most part on the skill and experience of pilots and navigators. Dropping zones in

the vast jungle are infinitesimally small, with little margin for error, but the paratroopers have implicit faith in the aircrews who, in turn, have tremendous admiration for the "red devils."

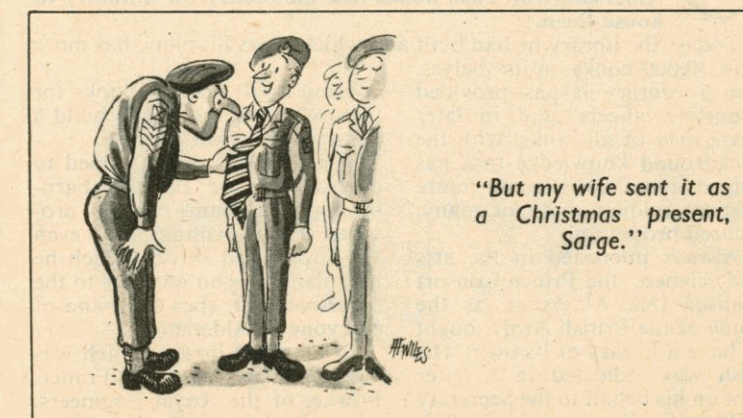
As the aircraft approached their rendezvous, still some 44 miles from the dropping zone, the Sappers prepared for action, harnessing parachutes, hooking on weapon and equipment containers and fixing reserve parachutes. Then each man checked his own equipment and that of the soldier in front of him.

Only a minute to go now. The aircraft steadied almost at stalling speed. The two despatchers shouted "Stand in the door" as, with four seconds left, the imperious red light glowed above their heads.

The two majors were already there, with their stick members at their heels.

Zero three, zero two, zero one ... green light on ... GO ... GO ... GO ...

From a report by Major R. G. Blackman, Royal Signals, Far East Public relations.



"But my wife sent it as a Christmas present, Sarge."



A CENTURY OF SERVICE TO LEARNING

THE LIBRARY THAT A PRINCE FOUNDED TO IMPROVE THE MILITARY KNOW-HOW OF ARMY OFFICERS IS 100 YEARS OLD. IN 1860 IT HAD 1000 BOOKS: TODAY IT HAS 30,000

ONE hundred years ago the Prince Consort, that Royal instigator of many Army reforms, presented the Army in Aldershot with 1000 books and the money for a library to house them.

Today, the library he had built and which bears his name has more than 30,000 books on its shelves. For a century it has provided countless officers, and in later years men of all ranks, with the background knowledge that has helped them to become more efficient soldiers and, for many, secured promotion.

Always interested in the arts and sciences, the Prince Consort realised that Aldershot, as the home of the British Army, ought to have a library of its own. His wish was indicated in a letter sent on his behalf to the Secretary of State for War on 1 June, 1859,

offering a gift of 1000 books for the use of officers and to build a library at his own expense.

The Prince Consort helped to choose the site on the Farnborough-Farnham road, provided the furnishings, and even the bushes and shrubs which he had planted as an antidote to the excessive dust, then the bane of everyone at Aldershot.

In all, the Library, which was designed by Captain Francis Fowke, of the Royal Engineers, who also designed the Albert

Hall, cost £4183 3s 6d.

Sadly, the Library got off to a bad start for the soldier first appointed Librarian—a Corporal Weston—turned out to be a deserter from the Inniskilling Dragoons and was arrested a few days before taking up his appointment. As a temporary measure a Sergeant Wellington, of the Royal Engineers, and a Lieutenant Eustace, of the 49th Foot (now the Duke of Edinburgh's Royal Regiment (Berkshire and Wiltshire)) took over and the library was able to open on the appointed day.

The first official librarian was Sergeant G. Gilmore, of the 49th, a German by birth, who received £36 a year (paid by the Prince

A portrait of the Prince Consort looks down on the main reading room of the library he had built for £4183 3s 6d.

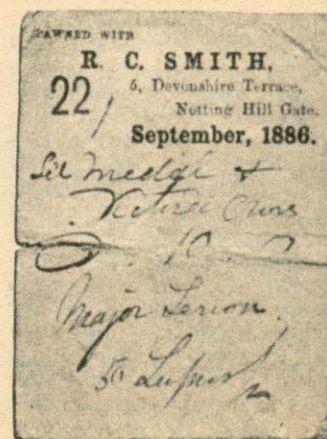
Right: Major H. E. D. Harris, Royal Army Ordnance Corps, arranges his model soldiers, one of many exhibits at the library's centenary celebrations.

Consort) in addition to his Army pay. He retired after 30 years' service with a pension of 2s 6d a day. A Quartermaster-Sergeant Bex, of The Royal Berkshire Regiment, then took over the duties until 1924, since when the post has always been filled by retired officers.

The original rules, which prohibited the removal of books from the Library, limited its use, but from 1863 certain books could be taken away. Ten years later the number of volumes available rose to 1800. In the first year the Library had 552 visitors. In 1959, with the Library open to all ranks and their families, there were 6787 borrowers, nearly half of them other ranks.

The decision to make the Library available to all ranks was reached in 1935, when the War Office assumed responsibility for its upkeep and provision. At the same time the scope of the Library was enlarged to include non-military subjects.

Many of the 30,000 books in the Prince Consort's Library are rare and extremely valuable, among them "Pictures of the Uniforms, Arms and Equipment of the Cavalry of Great Britain as it existed in 1742 and 1745" and "Cavalry: its History and Tactics" published in 1854. The author of the latter book, Captain L. E. Nolan, was killed in



the charge of the Light Brigade at Balaclava.

The Library also has a valuable collection of Army Lists dating back to 1759, a varied collection of corps and regimental histories and a vast range of military biographies, including 60 on Napoleon alone. Reference to one rare volume enabled British Railways to solve a knotty problem—it revealed the source of a stream running through the goods yard in Aldershot.

As part of the Army Library Service the Library now regularly sends out 18,000 books in "recreational boxes" to units in the Aldershot District.

Since 1860, most of the famous commanders in the British Army have studied in the Prince Consort's Library. Field-Marshal Wavell, in 1930, issued a list of recommended books which stimulated demand; it is still a useful basic guide for those wishing to study military history.

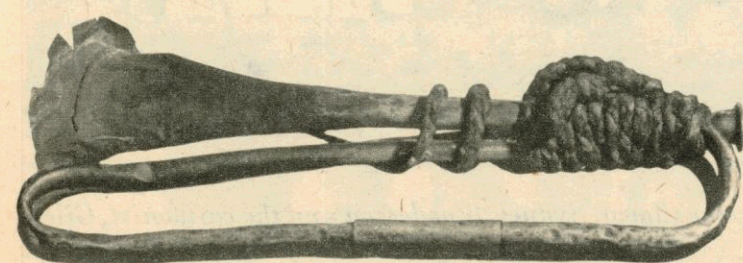
The century of service the Prince Consort's Library has given to the Army was recently celebrated by an exhibition opened by General Sir Richard W. Goodbody DSO, the Adjutant-General, who presented on behalf of the Queen three original water colours showing scenes at Aldershot Camp in 1856. He also reminded the Army that military training alone was not enough today. "It

must be supplemented by and complementary to military education. The soldier of today must be a student of languages . . . have more than a superficial knowledge of the scientific developments and uses of his weapons as well as an understanding of the political events of the countries in which he might be called upon to serve."

The exhibits on display underlined his comments. There were scores of books covering campaigns in more than 30 countries, models of a 100-year-old seven-pounder gun and of a Thunderbird of 1960; of a Bleriot monoplane used by the Air Battalion, Royal Engineers, in World War One and of a *Hastings* troop carrier; an ear trumpet used by the Duke of Wellington and a Douglas Bag used for breathing experiments on the 1953 Everest Expedition; a trumpet that sounded the charge at Balaclava and a guided missile, the Brakemine, designed by the Royal Electrical and Mechanical Engineers in 1944.

There were some grisly relics too—among them a set of surgeon's tools, complete with amputating saw, a branding iron used to mark deserters with the letter "D," and a cat-o'-nine-tails—to serve as a reminder that times have changed for the better in the past 100 years.

DENNIS BARDENS



Above: This is the trumpet, loaned by the 11th Hussars (Prince Albert's Own) which sounded the charge of the Deathless Six Hundred at Balaclava.

A poignant exhibit at the centenary exhibition: the ticket issued to Major E. H. Lenon, of the 67th Regiment, when he was forced to pawn the Victoria Cross he won in China in 1861.



The first troops and families to travel by the new air-trooping scheme, to and from Germany, board the 70-seater *Hermes* at Manston airfield.

HOME AND BACK—BY AIR

IF I knew the bloke at the War Office who thought of this little lark, I'd give him a medal."

The private soldier who was willing to distribute this honour had good cause for satisfaction. Usually, returning from London to his unit in Germany meant a tiring, 18-hour journey by train and troopship. Now, one of 70 soldiers and their wives and children, Pressmen and VIPs, he was cruising comfortably at 7000-ft in a four-engined *Hermes* air liner on a 90-minute flight from Manston, in Kent, to Düsseldorf. From the time he left London to the time he passed through the Customs at Düsseldorf only four hours would elapse.

It was the inaugural flight of a new air-trooping scheme—a joint Army-RAF venture—which, after an experimental run for a year, may replace sea-trooping to and from Rhine Army almost completely. Apart from the considerable saving in time, the new scheme may save at least £500,000 a year and perhaps as much as £750,000.

The troops' reaction was aptly summed up by Lance-Corporal Kenneth White, of 28 Signal Regiment, Royal Signals, who told SOLDIER: "I'm glad to see the back of trooping by boat. This is quicker and much more comfortable." And so saying, he ordered a duty free beer and a packet of duty free cigarettes from an attractive air hostess.

At present, the *Hermes*, operated by Silver City Airways, will carry about 3500 passengers to and from Germany each month. If the trial is successful, next autumn may see all Servicemen and women and families stationed in Germany transported by air—a lift of about 200,000 passengers a year.

In Germany, two airfields—Düsseldorf and Wildenrath—will be used for the present.

Under the new scheme, baggage and papers will be inspected during the train journey from London to Margate, from where passengers go by bus to Manston and immediately board the aircraft. An hour-and-a-half later they will be passing through the German customs and on their way to their homes or units. Most will reach their destinations within three hours of landing.

A new Army air trooping centre opposite Düsseldorf airport is to be built early next year to cope with military passengers.

At Düsseldorf a coach meets the passengers destined for nearby units. Those troops stationed farther afield are met by train at the airport.

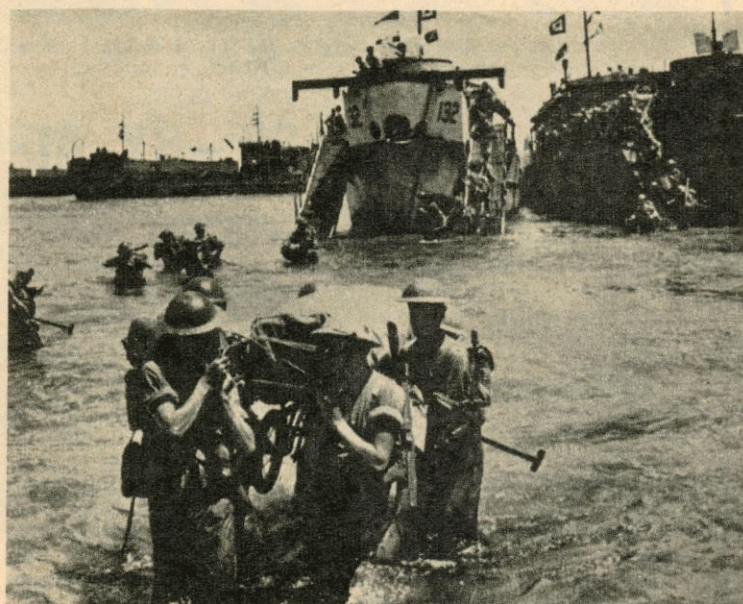


The Army's young handyman, the Royal Pioneer Corps, celebrates its coming of age with a permanent place in the all-Regular Army of tomorrow

THE FIGHTING JACKS-OF-ALL-TRADES



The Corps cap badge, once worn by Labour Corps officers, bears the crossed rifle and shovel and crown.



Above: Pioneers wading ashore in the Sicilian landings. Tasks of the 14 beach-trained companies included unloading, making airstrips, providing smoke cover and forming a reserve.



Right: A company handled 500 tons of compositions a day at this First Army dump in Tunisia. There were 68 companies with Eighth Army and 63 with First Army, plus Italian POW.

DRIVING through Arras, early in 1940, Lord Gort, Commander-in-Chief of the British Expeditionary Force, spotted a pair of disreputable-looking soldiers, their uniforms—the only ones they had—stained with the oil of ships' holds and the wet, slimy chalk of excavation work.

The two scarecrows were men of the Auxiliary Military Pioneer Corps, a Corps formed hurriedly after the outbreak of World War Two and as yet regarded by some with disdain and derision.

Lord Gort acted quickly and the BEF's Pioneers got a second uniform. It was the beginning of recognition.

Within two months the Pioneers were proving themselves as soldiers, fighting a rear-guard action at Boulogne to protect the withdrawal of a Guards' battalion.

They had at last lived down the World War One stigma inherited from their gallant predecessors, the Labour Corps.

The Auxiliary Military Pioneer Corps was formed, as the Cinderella of the Army, in October, 1939, from a mixture of reservists, elderly volunteers and young Militia men of indifferent physique. But long before the growing pains had eased, the new Corps found itself very much at war.

After Boulogne came the stand of the Beauman Division, with 11 Pioneer companies forming an *ad hoc* brigade. Dunkirk, too, where Pioneers armed only with their traditional picks and shovels defeated a force of German motorcyclists and even accounted for three enemy tanks.

The Corps had earned the right to fight side-by-side with the flower of British Infantry. During those 40 bitter days and nights, too, there blazed into existence an *esprit de corps* which was to carry the Pioneers through many more and greater hardships.

Later in the war, and now fully accepted, the Pioneers made D-Day landings in British Somaliland, North Africa and Sicily, at Salerno and on the Normandy beaches where four of the 19 companies were returning fully trained and equipped to avenge their ignominious ejection four years previously.

In Tunisia, grey-haired veterans of Mons and Passchendaele held a gap against crack German parachutists and armour.

The Pioneers raided with the Commandos, fought alongside the Royal Marines in Crete, landed glider-borne in Arnhem and served in every theatre from Iceland and the Faroes to Madagascar and the Dutch East Indies. Some shared the burdens of prisoners-of-war working for the Japanese on the notorious Siam "Death" railway.

There were men from all over the Commonwealth—from Basutoland, Bechuanaland, Swaziland, Nigeria, Sierra Leone, Sudan and Mauritius. There were men from Aden, proud of their unusual title of 1422 (Sultan Saleh's Hadramaut) Company, Cypriot, Indian and Palestinian companies, Nepalese porters and men from the Seychelles and Rodriguez Island.

Spaniards, Germans and Italians, too, served in this largest international force in the whole British Army, a force which at its peak numbered 523,304 men and controlled a further million workers in civil labour units.

As the Corps grew—in November, 1940, its original clumsy title had been changed simply to Pioneer Corps—so the scope of its tasks widened.

The Pioneers built roads, railways and airfields, repaired docks, guarded prisoners-of-war,



A post-war job for the Pioneers has been dumping ammunition in the Irish sea. Here, RAOC examiners watch boxes go overboard from a landing craft.

salvaged battle debris, fought fires, worked cranes, ran laundries and bath units, checked stores, loaded and unloaded—and dug, and dug.

Normandy beach groups operated ferries and rafts, collected casualties and cleared mines and beach obstacles; smoke companies screened river crossings; other Pioneers worked on the Mulberry and PLUTO (Pipe Line Under The Ocean) projects.

At home the work was equally diverse. Thousands, including alien refugees, cleared away debris and demolished unsafe buildings after air raids. Others helped to carry holidaymakers' luggage at London termini and hung pictures for exhibition at the National Portrait Gallery.

The Pioneer had become an indispensable handyman and trained Infantryman—a fighting jack-of-all-trades—and after World War Two ended his value was recognised by the retention of the Corps. Since then he has played his part in every emergency—in Malaya, Jordan, the Berlin airlift, in Korea and Suez.

Today there are Pioneers in the Cameroons, in Borneo, Cyprus, Aden and Malaya. At home they handle ammunition, petrol and stores in depots and sweep training areas for unexploded bombs.

The Royal Pioneer Corps has come of age and deservedly earned its key of the door—a permanent and proud place in the new all-Regular Army.



Men of this squad, the first to pass out from the Depot since it was decided to recruit for 22 years in the Corps, show that Pioneers can carry themselves on parade as well as anyone.

SOLDIER to Soldier

UNFAIRLY, as many, including SOLDIER, thought, a judge recently attacked the Army for "allowing recruits to get drunk" and said that all the authorities apparently did was to provide a lorry into which drunken young soldiers could be thrown and taken back to barracks!

SOLDIER would not deny that occasionally—and then only when off-duty—a soldier does have too much to drink, though almost certainly fewer soldiers than civilians get drunk. But the Army does not "allow" them to do so; in fact, it punishes those who imbibe too freely much more severely than police courts normally punish civilian offenders.

Nor does the Army only provide vehicles for bringing drunks back to barracks. Each unit has its regimental policeman, backed up by the Military Police, to see that soldiers behave themselves and, even in remote stations, provides entertainment and interests to keep men out of the pubs. It is not the Army's fault if the individual sometimes steps out of line.

It may, incidentally, surprise the judge to learn that a recent NAAFI survey of the troops' drinking habits in Britain shows that mineral waters easily top the list, with beer a very poor second.

NOT-SO-LONG ago the Army got its recruits simply by sending out resplendently-attired recruiting sergeants and plastering hoardings with posters.

Today, if the Army is to compete with the ever-increasing attractions of industry, it must adopt much more up-to-date methods—and it does.

The latest step the War Office has taken to keep abreast of the times is to advertise on commercial television in the Midlands, Wales and the West Country and Northern Ireland—the first time that any Government Department has tried to find recruits by selling itself on the TV screen.

For an experimental period of three months and at a cost of £30,000, the Army has intruded itself into millions of homes in the shape of two short films extolling Army life and appealing to the sense of adventure there should be in every young man's heart.

It was too early as SOLDIER went to press to say what effect the campaign has had on recruiting.

★ During World War Two, the Royal Pioneer Corps lost 2800 men and earned 259 honours and awards including a George Cross, three DSOs, 24 MCs, four DCMs, 59 MMs and 13 GMs, and 67 Allied decorations of six countries.

Celebrities who served in the Corps included Professor A. M. Low, Nat Gonella, Christopher Fry, Coco

the Clown, Sydney Wooderson and the cartoonist, Giles.

A civilian engineer put into major-general's uniform became the first Director of Labour of the Auxiliary Military Pioneer Corps—the "Amps." His surname, appropriately, was also Amps.

One of his successors, Brigadier H. H. Blanchard, was the first man to be enrolled into the Corps.

HOW MUCH DO YOU KNOW ABOUT CHRISTMAS?

Compiled by Dennis Bardens

D ID you know that both the Duchess of Gloucester and Princess Alexandra were born on Christmas Day? That hanging up mistletoe is a survival of a pagan custom? That the practice of giving presents at Christmas was adopted from the Romans? If you did, you'll have little difficulty answering the questions listed below. But, just to help you, each question has three possible answers, only one of which is correct.

For the correct solution turn to page 38.

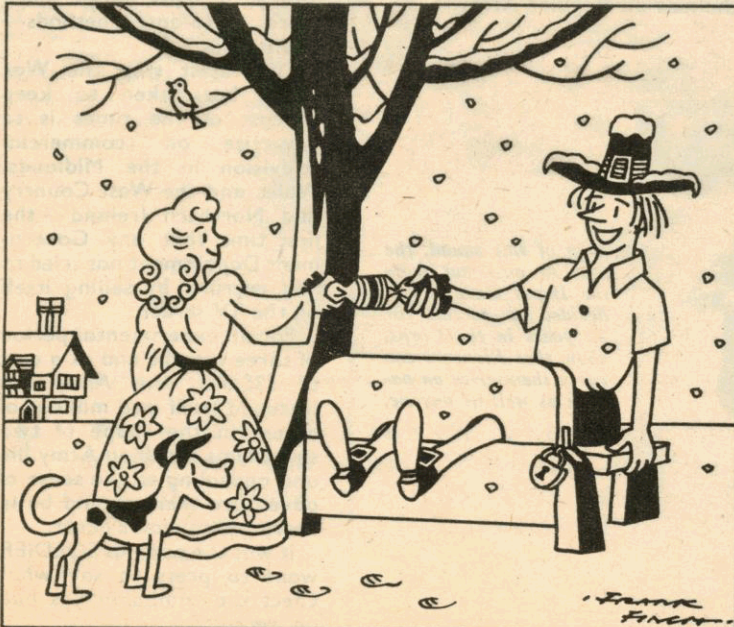


1. Who was Santa Claus?
 - (a) A friendly gnome from German folklore.
 - (b) An English monk who cared for orphan children in the Middle Ages.
 - (c) St. Nicholas, Bishop of Myra, who did good by stealth.
2. Why is Christmas Island, in the Pacific, so called?
 - (a) It was discovered by a Captain Christmas.
 - (b) It was discovered on Christmas Eve.
 - (c) It is shaped like a Christmas pudding.
3. Which British King was crowned in Westminster Abbey on Christmas Day?
 - (a) King Canute.
 - (b) King Charles I.
 - (c) William the Conqueror.
4. Which British colony surrendered to the enemy on Christmas Day?
 - (a) Gambia.
 - (b) Singapore.
 - (c) Hong Kong.
5. When were Christmas cards introduced in Britain?
 - (a) 1538.
 - (b) 1843.
 - (c) 1902.
6. From which country was the Christmas tree introduced into Britain?
 - (a) Holland.
 - (b) Germany.
 - (c) Norway.
7. Who wrote "A Christmas Carol"?
 - (a) Charles Lamb.
 - (b) Charles Dickens.
 - (c) Washington Irving.
8. There is a town called Santa Claus. Where is it?
 - (a) New Zealand.
 - (b) U.S.A.
 - (c) Wales.
9. Why is the robin associated with Christmas?
 - (a) Because it appears at Christmas time.
 - (b) Because it is the friendliest bird.
 - (c) Because, when Christmas cards were first used, postmen wore scarlet and were called "Robin Redbreasts."
10. How many Christmas cards are sold in Britain every year?
 - (a) 200,000.
 - (b) 1,000,000.
 - (c) 557,000,000.
11. Which British sovereign once banned Santa Claus?
 - (a) Henry VIII.
 - (b) Mary, Queen of Scots.
 - (c) King John.
12. On which day does the Feast of St. Stephen fall?
 - (a) Boxing Day.
 - (b) Christmas Eve.
 - (c) Christmas Day.
13. In which Yorkshire town are 15-lbs. of flour distributed at Christmas under an ancient charitable bequest?
 - (a) Carleton.
 - (b) Bramley.
 - (c) Barnsley.
14. Who invented the Christmas cracker?
 - (a) Mrs. Beeton.
 - (b) Sir Isaac Newton.
 - (c) Tom Smith.
15. What is "wassailing"?
 - (a) Kissing all the girls at a Christmas party.
 - (b) Throwing holly on the sea.
 - (c) Drinking hot, spiced cider.
16. Who wrote the authorised version of "It was Christmas Day in the Workhouse"?
 - (a) W. B. Yeats.
 - (b) George R. Sims.
 - (c) Sydney Rogers.



HOW OBSERVANT ARE YOU?

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



CHRISTMAS CROSSWORD



The sender of the *first* correct solution opened by the Editor may choose any six of the following recently-published books:

"The Magic World of the Bullfighter" by A. Diaz-Canabate; "Doc Carver" (Wild West) by R. W. Thorpe; "Galapagos" by I. Eibl-Eibesfeldt; "Giant Killers" by K. Poolman; "The Gloves Are Off" by Godfrey Evans; and the novels "The 21-in. Screen" by E. Fadiman, "The Bribe" by N. Palumbo and "The Catherine Wheel" by E. Harrower.

The senders of the *second, third and fourth* correct entries may choose whole-plate copies of any two photographs or illustrations published in SOLDIER since January 1957 and the senders of the *fifth, sixth, seventh and eighth* correct solutions will be sent SOLDIER free for 12 months.

All entries, which must be accompanied by the "Competition 31" panel, should be sent in a sealed envelope addressed to: The Editor (Competition), SOLDIER, 433, Holloway Road, London, N.7, to arrive by Monday, 23 January.

The correct solution and names of winners will appear in SOLDIER, March 1961.

ACROSS

1. Money, to chew? (4)
3. Associate takes blame and rent all back. (7)
9. Numbers game? (5)
13. Backward bargain for the fasteners. (4)
14. Nothing in 149. (4)
15. Shower time. (5)
16. Third-rate shot may be successful bowler at cricket. (5)
18. Oily girl with heart of stone. (5)
19. Throw out confused cat. (5)
20. Authorise a captive in troubled water. (7)
21. Fencing implements unsuitable for farm work. (5)
22. One aspect of the coinage. (5)
23. Masculine legislator for rope-making. (4)
24. Showing two clean ones is no evidence of bathing. (5)
27. Anathema? Without Mother, there's the making of the girl. (6)
32. Backward rodents top the bill. (4)
35. Fry fat pups for something good to eat. (4, 6)
36. Dream, I set out the cards. (5)
37. Slow progress with uncooked centre. (5)
38. Part doctor, part sailor, this Biblical land. (4)
39. In the weir is he. (5)
40. Little your help all back. (5)
41. Dog starts restrain. (4)
42. Fairylake with a fishy end. (5)
43. Something to yawn about in France. (5)
45. Just the things for a row. (4)
47. Challenges start with a silencer. (5)
53. If icy let becomes happiness. (8)
54. Sailor who got into notable straits. (8)
58. A thousand coin from Heaven. (5)
62. Biblical character who starts in the morning. (4)
63. Colourful soil. (5)
64. Little street and electricity make a mark. (5)
65. It's shocking to be struck all of a this. (4)
66. Assert a letter to turn away. (5)
67. Encountered back in ships. (5)
68. Colourless stake. (4)
70. Strives for points at rugby. (5)
71. Surpass 90 in a wriggler. (5)
72. I STOLE DART (anag.)—and ended six feet underground. (4, 2, 4)
73. It's bad to live backwards. (4)

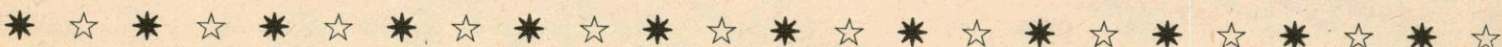
Name
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COMPETITION
31

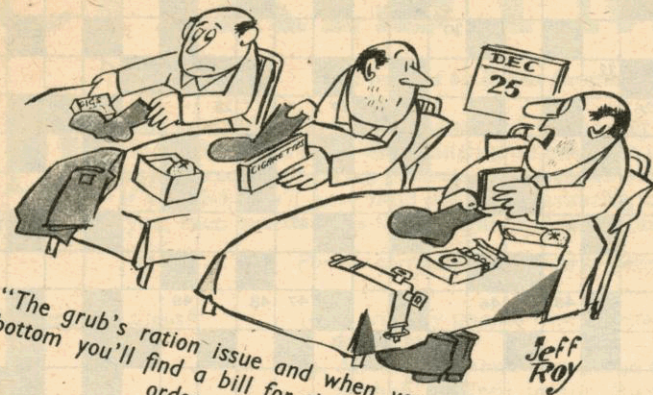
75. Mountain passage near, perhaps. (4, 2)
76. Nannie in a turmoil and empty. (5)
81. English river named after a German? (4)
84. A win repeated. (5)
85. Sixteen times part of 58 acr. (5)
87. He may raise animals without lifting them. (7)
88. Bird he paid the parson. (5)
89. Subject to watery ups and downs. (5)
90. Clan of the biter. (5)
91. Damn I abandon the muddled cruise. (5)
92. Real nobleman. (4)
93. Backward insult anyone might swallow. (4)
94. Noise preceded Edward at table. (5)
95. National Service and a healthy colour in it. (7)
96. The French little saint in case. (4)

DOWN

1. Unsteady Friend. (6)
2. Lear's one upside down for the nation. (6)
4. Dress a race in air and direction. (6)
5. Pledges started by gait. (6)
6. Competitor hurried in upturned shelter. (7)
7. Take surreptitious shot at bird. (5)
8. Trip a peak round a letter. (4)
9. Number in a dandy is a failure. (4)
10. Material re-shuffle of 18 acr. (5)
11. WE'LL SINK A PEG (anag.)—and rest uneasy. (5, 7)
12. It creeps with fright. (5)
13. Doctor orders. (10)
17. Meander in suspender is fraudulent. (9)
25. Welshman in front at the end. (4)
26. I HAUNT NAIL (anag.)—he's from the Baltic. (10)
28. Ingredient of beer and mixed spirit produce a state of expectancy. (6)
29. Roguish curves? (6)
30. The ringer's game? (6)
31. A very loud beam breaks the peace. (6)
32. Cosily distributed round the medico. (8)
33. Physique suitable for Tower of London warders? (5)
34. Coins for paying leather-workers? (7)
44. A graduate Queen? (5)
46. Are they light fish? (4)
48. Young Albert leads the diplomatic body, it is affirmed. (10)
49. Antelope of Eastern territory? (5)
50. I, Madam, look after the mosque. (4)
51. Fragile—or what the bacon-only breakfast said. (8)
52. Out of date—relating to 29 down? (7)
55. The rude toast makes courageous. (5, 7)
56. A hundred open are secret. (6)
57. Foreign Office, etc., in the wood. (6)
58. Muddle when the pet rises to me. (4, 2)
59. I go into the confused scene for relatives. (6)
60. Animal and little Emily lost blood together. (9)
61. Time for foot-slogging? (5)
62. PA'S PRATTLE (anag.)—made, perhaps, with 35 acr. (5, 5)
69. School with a weighty tail. (4)
74. I confused a Latin. (7)
76. Purposefully under canvas. (6)
77. Flower and direction for another direction. (6)
78. Rebuild Crete upright. (5)
79. Thin, but with a health-giving head. (6)
80. Sapper shut in to regret (6)
82. Beheaded precious is ancient. (5)
83. Nothing severe for a smell. (5)
86. Letter conducted a wheel-less carriage. (4)
87. Unadorned in Cuba, Reykjavik and elsewhere. (4)

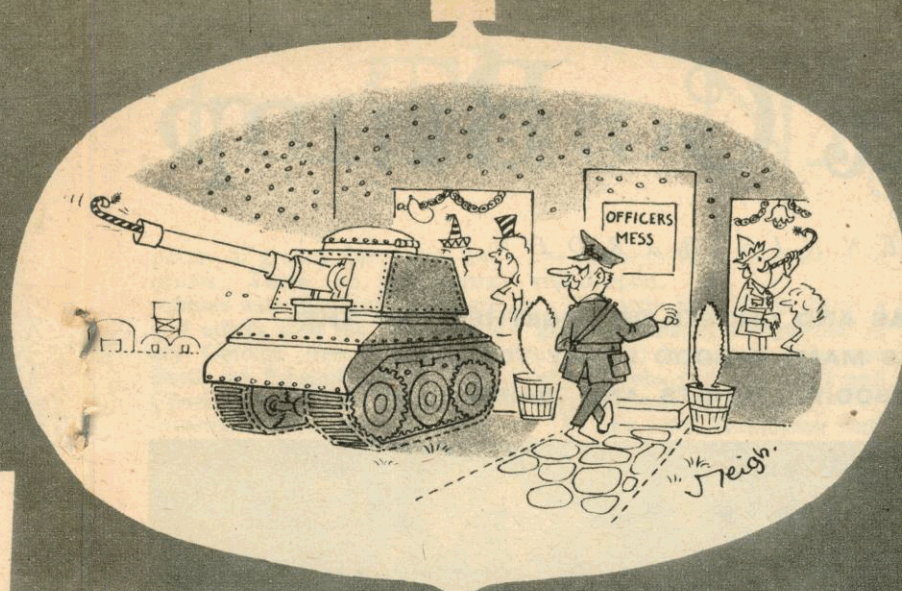


CHRISTMAS HUMOUR



"The grub's ration issue and when you get to the bottom you'll find a bill for the fags and a posting order to the Orkneys!"

Jeff Roy



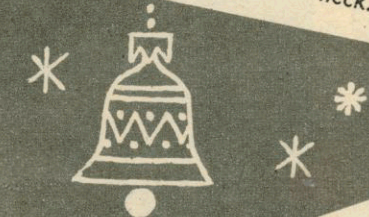
"Just taking him to the vet, Con-
stable. He seems to have hurt his
neck."

STAN. HARDMAN.

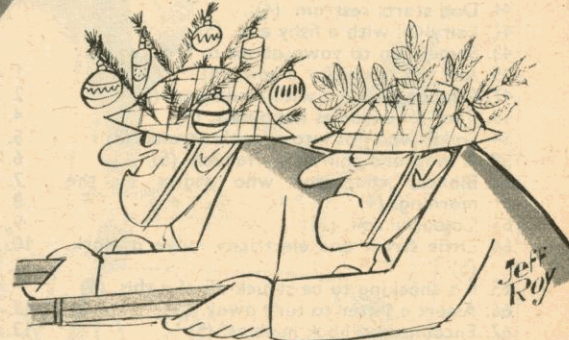
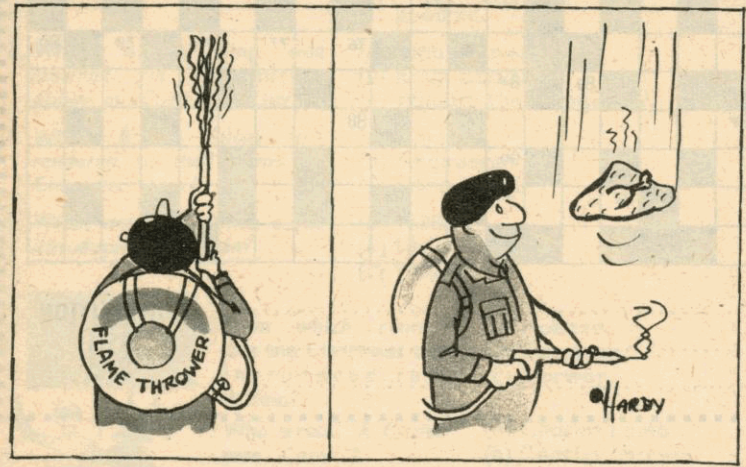


"Daddy's only joking, dear. Of course he's
glad it's Christmas."

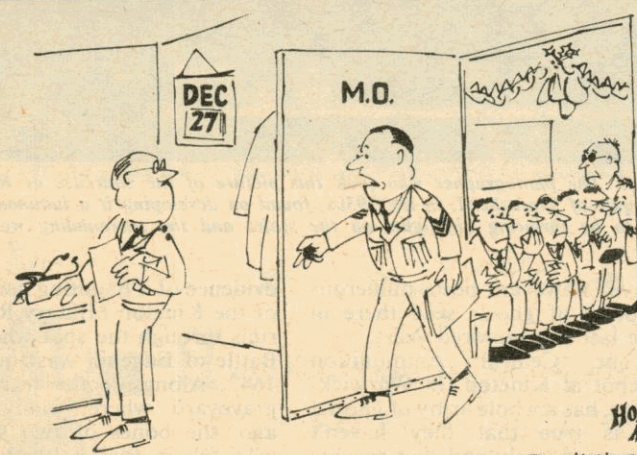
H. WILES



"Four times the head's fell off.
And now the flippin' handle's
come out."



Jeff Roy



"Usual crop, Sir. Fifteen stomach aches, 17 splitting
heads, five hiccougs and three swallowed squeakers."

HOLL
AND



H. WILES

Things That Go Bump

BY DENNIS BARDENS



CHRISTMAS AND GHOSTS GO TOGETHER AND THE ARMY HAS MANY A GOOD STORY TO TELL OF DISEMBODIED SPIRITS AND WEIRD HAUNTINGS

THE ghost season is upon us. It is Christmas, when ordinary mortals eat, drink and make merry—an ideal time for the vast army of ghosts, hobgoblins, flibbert-gibbets, wraiths, apparitions, phantoms and things-that-go-bump-in-the-night to air their ancient grievances, clank their rusting chains, wave their mouldering arms and generally scare the living daylight out of us.

The precise definition of a ghost is "an apparition, wraith, disembodied spirit of the dead, manifesting itself to the senses of the living."

The word is as old as time. Plutarch and Pliny, Eurates and Cicero—nearly all the writers in the ancient world, in fact—took the existence of ghosts for granted.

The British Army, not to be outdone, has its fair ration of ghosts. They have appeared in military establishments, on the scene of past military activity, and there are plenty of instances of soldiers themselves being scared by hauntings, or even of doing a little haunting themselves.

Army ghosts are a mixed bag. In 1816 a guard at the Tower of London saw "a shadowy bear walking up the stairs in the twilight." He lunged at it with his bayonet, which shattered against the wall. The "bear" walked on unharmed and vanished. The unfortunate guard died of shock a few days later.

A former Constable of the Tower of London, Colonel E. H. Carkeet-James, describes two other incidents in his book, *His Majesty's Tower of London*. One story, he says, is vouched for by two senior officers of the King's Royal Rifle Corps.

In the winter of 1864 a sentry of that Regiment, on duty at the entrance to Queen's (then King's) House, was found insensible at his post. Tried by court martial, he maintained that he had seen a phantasmagoric figure approaching and had challenged it three times. As the figure came straight at him he drove his bayonet through it and then fainted with horror as the bayonet met no resistance. Two independent witnesses supported the sentry's story and he was acquitted.

Colonel Carkeet-James also mentions a more recent ghost at the Tower of London. "A certain Guards officer" he knew, perfectly sober and in the pink of condition (he was training for the British Olympic Games) was returning one night to the Officers' Mess. As he reached the Bloody Tower Archway in Water Lane, he felt "a most queer and utterly distasteful atmosphere." He

wanted to get away; his hair stood on end. The next moment he found himself on the Mess steps, 300 yards away, bathed in perspiration and panting heavily. He remembered nothing of his sprint.

Brigadier L. F. E. Wieler, the present Major and Resident Governor of the Tower of London, assures SOLDIER that no ghosts have been reported in the Tower precincts lately. There

have, however, been numerous reports of ghosts seen there in the last two hundred years.

The Central Ammunition Depot at Kineton, in Warwickshire, has a whole army of ghosts! It is true that they haven't appeared lately and that psychic researchers have spent cold and unrewarding nights on Marlborough Farm Camp waiting for them to appear.

Even so, there is much factual

evidence of a haunting here. Part of the Kineton Military Railway runs through the spot where the Battle of Edgehill was fought in 1642. Alongside the track is a graveyard where, many years ago, the bones of two soldiers who fell in that battle between Cavaliers and Roundheads were discovered.

A few months after the battle local residents were astonished to awaken one night to a cacophony of groans, battlecries and drums. There, on the moors, soldiers with the King's standard and others with the Parliamentary Colours were fighting the Battle of Edgehill again. King Charles sent three officers to investigate and they not only claimed to have seen the same thing several nights later, but even recognised some of the Cavaliers killed at Edgehill!

In The Night

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Prince Rupert's white horse is also said to have been seen in the area.

Lieutenant-Colonel B. W. Thompson, the Commandant at Kineton, says nothing unusual has happened during his two years there, although "there have been occasions when the guard-dog handlers, who patrol the Edgehill battleground at night, have reported that the dogs have suddenly stopped and, with hackles bristling, have refused to move any further." His prosaic explanation is that the dogs had scented game!

Wiltshire has its military ghosts, at Woodmanton, where tramping feet and headless horses, on the site of a Roman battle, have scared many people in the past two centuries.

Shropshire, too, is said to be haunted by an unamiable soldier called Wild Eric, who fought against William the Conqueror and later sided with him. This ghostly turncoat is supposed to ride out from the Shropshire lead mines at times of national danger. As he hasn't been seen since

the Crimean War, he is not to be relied upon.

Tidworth is said to have a ghostly drummer who rat-tats on a (ghostly) drum because he was unjustly charged with theft and his drum was confiscated.

At one time, Wellington Barracks in London was haunted by an extremely unpleasant ghost. In the 1800s, a sergeant in the Coldstream Guards murdered his wife and threw her headless body into a nearby canal. Her ghost was said to have been seen by several men at Wellington Barracks and an official enquiry was held. Some sentries gave evidence on oath that they had heard a voice exclaim: "Bring me a light!" Another said that he saw a woman without a head rise up from the ground in front of his sentry box!

Army drummers seem more addicted to haunting than any other type of soldier. Cortachy Castle, in Scotland, is reputed to be haunted by a drummer boy who fell in love with the Countess of Airlie. The Earl, when he discovered this duplicity, had the boy sealed in his own drum and hurled from the highest turret of the Castle. Ever since, the drummer boy appears when death or misfortune is imminent in the family, beating his drum in dismal triumph.

At Hurstmonceaux, Sussex, in the home of the Royal Observatory, there is said to be a giant drummer, over nine feet tall, who served in the guard of Sir

A Yeoman Warder at the Tower of London on duty at the entrance to the Queen's House where, a sentry said he was attacked by an apparition. His story was accepted by a court-martial and he was found not guilty of deserting his post.



Roger de Fiennes, who built the castle in 1440. He walks the battlements outside Drummers' Hall.

Peel Castle also has a ghost which is said to have killed a sentry with fright. In the old days, sentries believed that the shade of a black dog, thought to be the devil, sometimes appeared, and would never venture out alone. Sentries patrolled in twos, but one night, one of them, scoffing at superstition, wandered off on his own. His companions saw a black dog follow him. A few minutes later, fearful screams rent the air. Rushing to his aid, his comrades found him struck dumb with terror. He died a few days later.

Bestwood Lodge, a manor built on the site of a 12th-century royal hunting lodge and now the headquarters of the Army's North Midland District, is also reputed to be haunted by the ghost of "a woman in white," but no one has claimed to have seen it.

Ghosts—even military ghosts—are not the monopoly of

Britain. The legless ghost of a Gurkha soldier shot by Communist bandits one moonlit night in 1951 is said to have caused consternation at the police training centre at Ipoh in Central Malaya. There was even reluctance, because of the ghost, for men to go on jungle patrols at night.

The ghost of a Japanese officer is also reputed to have been heard—but not seen—climbing a path on Kuala Selangor Hill, in Malaya, to the house in which he had slept during World War Two. The occupant said she had heard the steps come past her on the verandah, across the dining room and into the kitchen, where they stopped.

For some Army ghosts, however, there is a simple explanation. Last year, for instance, the local military chapel at Wuerzburg, in Germany, found its services interrupted by strange and inexplicable voices. The mystery was solved when it was found that the voices came, not from ghosts, but from aircraft whose radios had a frequency which the organ picked up and repeated!

WHOO! Is It True?

Do ghosts exist—or are they simply imagination? One of the first activities of the Society for Psychical Research, which was formed in 1882, was a census, in which 17,000 people were asked if they had experienced "... a vivid impression of seeing or being touched by a living being or inanimate object, or of hearing a voice, which ... was not due to any external cause?" Of these, 1684 people—nearly one person in ten—answered "yes."

While it is true that ill health or drugs can cause hallucinations, why should strange happenings be experienced by different people, in the same place, at totally different times, often by (apparently) normal people, who had not even heard of any legend attaching to that place?



Have YOU had any authentic ghostly experiences during your Army service? If so, tell them to SOLDIER. We will publish the best of them and pay their authors £2.2s.

Contributions should not exceed 400 words and should be sent to: The Editor (Ghost Stories), SOLDIER, 433, Holloway Road, London N.7

HOURS OF GLORY 36

REVENGE AT BLOOD RIVER

SINCE Bartholomew Dias discovered and explored the coast of South Africa in 1486, half a hundred famous men—Bantu, Boer, and Briton—have marched across the pages of its illustrious history.

Among them none more brave and God-fearing than the leaders of the Great Trek of 1837, when large numbers of Dutch farmers, disgusted with the administration of Cape Colony by the Imperial Government and the emancipation of the slaves, abandoned the Colony and set off into the unknown north.

These Voortrekkers, with their women and children, left the Cape in four main parties, singing their psalms as they journeyed north towards what they hoped might be the promised land.

Ironically, on the way, the wheels of their wagons passed over a hidden wealth of diamonds and gold.

They were destined to wage terrible battles against the Bantu hordes, to encounter the treacherous Zulu King Dingaan, and the Matabele; to be massacred, to succumb to hunger and disease; but, finally, to overcome their enemies and achieve their aims.

Piet Retief led the party of Voortrekkers which crossed the Drakensberg mountains to settle in the district now known as Natal. The Zulu King Dingaan, monarch of the territory between the Drakensberg mountains and the sea, embracing Natal, received him and his small escort

at his kraal at Umgungundhlovu and, after affixing his mark to a document authorising the trekkers to settle in the land between the Tugela and the Umzimvubu, gave a feast to celebrate the occasion.

When the entertainment was at its height, Dingaan ordered the white men to be seized, bound and taken to a hill outside the kraal. There, they were brutally murdered. Before the news of the massacre could reach the advanced camps where the Voortrekkers awaited their leader's return, 10,000 of Dingaan's Impi warriors descended upon them and slaughtered the men, women and children. Then Dingaan sent an army to march to Natal with orders to massacre all the emigrants who had come into his valleys.

They were dark days for the emigrant Boers. Battle and massacre heavily depleted the number of fighting men (almost every family mourned a loss); the survivors were worn out with the need for unceasing vigilance; cattle and horses were emaciated for want of good grazing; and there was no man among them capable of taking the place of their murdered leader, Piet Retief.

Then one day Andries Pretorius, a prosperous farmer and preacher of great courage and integrity, rode into the Boer camp at the head of 60 well-armed mounted men. He was immediately elected Commandant-General of the Natal Voortrekkers and lost no time in selecting his officers and laying his plans to avenge the death of Piet Retief. Dingaan, he decided, must be decisively defeated in battle.

Within days Pretorius had organised a force of some 470 fighting men, with four small cannon and 64 well-stocked wagons, and after some preliminary training this Commando advanced cautiously behind a screen of mounted scouts towards Dingaan's kraal at Umgungundhlovu.

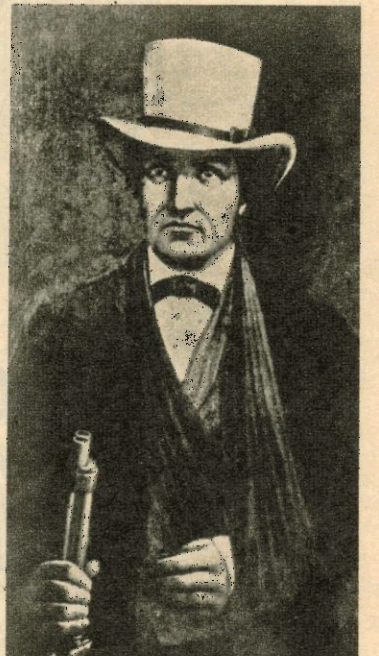
On 15 December, 1838, the Commando was moving along a tributary of the Buffalo River (then called the InKome, but soon to be renamed the Blood River) when scouts reported that a powerful Zulu army was approaching. Riding ahead of the wagons, Pretorius selected a defensive position of great natural strength and prepared for battle. To the right was the River InKome and running into it almost at right angles was a dry donga some 14 feet wide and 14 feet deep.

The laager was formed in the angle between the river and the donga and the 64 wagons were drawn up to form an arc subtending this angle. Two cannon were placed among the wagons, and one at each flank to cover the donga and the river. The wagons were lashed together with rawhide and spaces in between filled with obstructions. The cattle and horses were corralled inside the laager and sentries posted along the perimeter.



Left: Inside a defensive ring of wagons and thorn bush the Voortrekkers beat off a ferocious Zulu assault at the Battle of Vegkop. Women took their place in the firing line and fought as bravely as the men.

Below: The Boer leader, Andries Pretorius, who rallied the Voortrekkers and won a famous victory over the infamous Dingaan.



As darkness fell the mounted patrols were withdrawn inside the laager and Pretorius gave his orders. The enemy would be allowed almost to reach the wagons before the Voortrekkers fired. Double-barrelled guns loaded with slugs were to be used first, then muskets loaded with ball. The cannon were to be loaded with case shot.

Before the Voortrekkers dispersed to their posts psalms were sung and Pretorius promised that if God granted them victory they would build a church in His honour and commemorate the day for ever.

At dawn next day—Sunday, 16 December—some 12,000 Zulus were seen on the veldt moving into position for an attack.

The Impis opposite the Boers' left flank attacked first, advancing

at a slow run and shouting loudly as they increased speed. Fifty yards from the wagons they charged and were met by a hail of slugs and solid musket bullets. The Zulus were flung back with heavy losses.

The next attack was made simultaneously on both flanks and the Voortrekkers met it with incredible courage, their cannon ploughing great gaps in the crowded ranks of the Zulus. During this attack the horses and cattle inside the laager took fright and it looked as if they might charge the wagons and overturn them. But the next discharge of cannon sent them back into the centre of the laager where they stood for the remainder of the battle, seemingly unable to move.

The Zulu dead were now piled high outside the laager but still

the Impis came on, finally penetrating the donga. Immediately the Boer cannon on the left flank opened fire with case shot, exacting fearful execution, and 80 Voortrekkers, armed with double-barrelled guns, forced their way into the donga and cleared it.

The battle had raged for three hours and every attack had been beaten off when Pretorius decided to attack himself. At the head of about 150 mounted men he sallied forth and charged the Zulus' reserve army, some 2000 strong. This was the turning point in the battle. Most of the Zulus fled and Pretorius, dividing his small force in two, cleared the flanks, driving the enemy opposite the right front of the laager into the InKome River and scattering those opposite the

left front to the winds. The InKome River was now red with the blood of the slaughtered which flowed in from the donga, and from that day it was renamed the Blood River.

Three thousand Zulus lay dead around the wagons but the Voortrekkers' losses were trifling.

Next day Pretorius and his Commando continued their advance towards Dingaan's kraal and found that he had fled north in terror, leaving his stronghold in flames. Outside the kriel were pitiful remains of Piet Retief and his comrades.

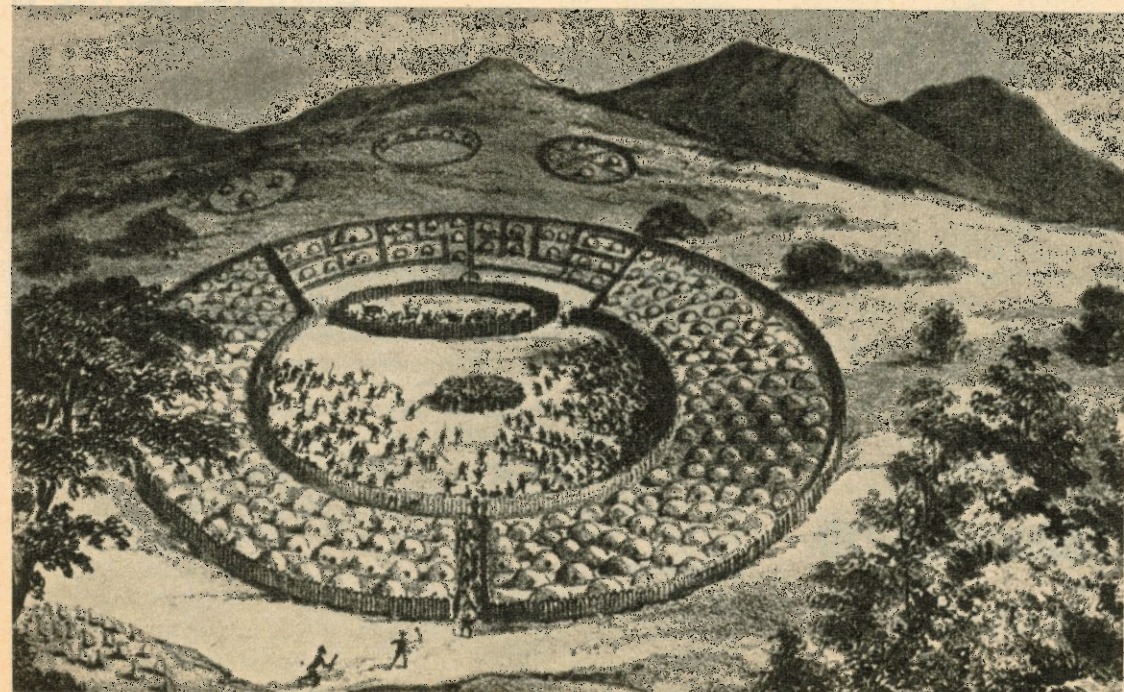
After the battle the Commando returned towards the Tugela River, founded the town of Pietermaritzburg as the Voortrekker capital and built a church there as a memorial to the victory over Dingaan. (Each year, since then, 16 December has been commemorated as a day of thanksgiving in South Africa, first as Dingaan's Day and now as the Day of the Covenant).

Later, Pretorius annexed Natal, was elected the first President of the Natal Volksrad and chief commandant of its fighting forces and helped to bring about the 1852 treaty with England which established the Transvaal as an independent republic.

He died at the early age of 54, having accomplished more for his people than any other leader of the Voortrekkers.

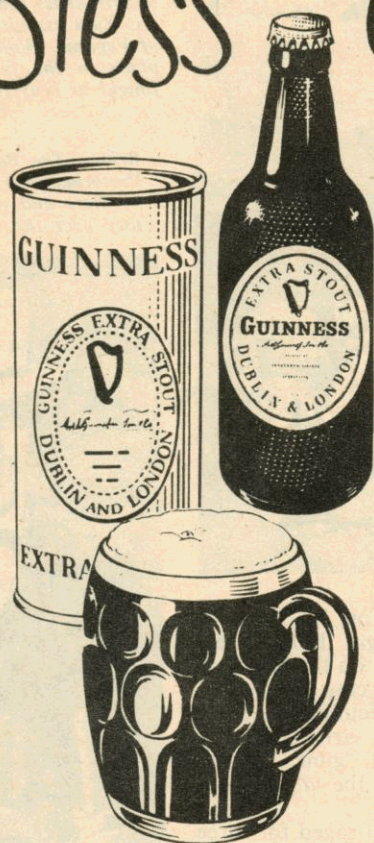
CAPTAIN LEO MILLIGAN

The Zulus rush in from all sides to seize Piet Retief and his 68 companions who were taken outside Dingaan's Kraal and put to death on the hillside. Their mutilated bodies were found after Dingaan had been defeated at Blood River.



The bloody massacre at Blaauwkrantz the morning after Piet Retief and his men were murdered. More than 200 children alone perished in this treacherous attack by Dingaan's warriors.—From an oil painting by Thomas Baines.

"Bless 'em all!



Bless 'em all!"

Bless 'em all! Bless 'em all!
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Chelsea Pensioners Take The Air—By Jet!

Four old soldiers get to grips with the jet age. Leaving the Comet after their hour's flight are (from bottom): William Thompson, Percival Key, Sgt. Bob Trowell and Henry Wales.

FOUR Chelsea Pensioners, their combined ages totalling 291 years, climbed down the steps of a jet aircraft and told reporters: "It was wonderful—but it didn't last long enough."

They had just been for an hour's flight in a Royal Air Force Comet, cruising at 500 miles an hour, 20,000ft over the West of England and Wales!

The four pensioners—Sergeant Robert Trowell, aged 74,

formerly of the Royal Engineers, William Thompson (79), Royal Garrison Artillery, Percival Key (75), Royal Horse Artillery, and, the "baby" of the party, 63-year-old Henry Wales, Royal Field Artillery—were guests for a fortnight of the Sergeants' Mess at the Royal Air Force Transport Command station at Lyneham, the aerodrome from which troops are flown all over the world.

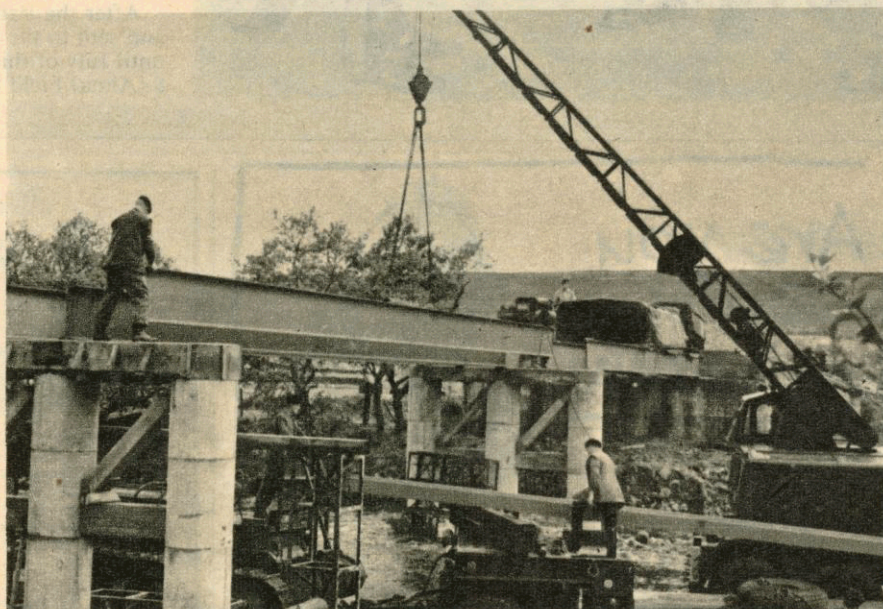
They had the time of their lives. They toured the station, went for their Comet flight and, accompanied by the sergeants, visited a bacon factory, inspected Sir Gordon Richards' racing stables, a factory making railway diesel engines and another making motor-car bodies. One evening they were taken on a pub tour, on another to a theatre and on the last day watched aircrew practising dinghy rescue drill before saying farewell at a Sergeants' Mess party where they were each given a silver tankard, a bottle of spirits and cigarettes and tobacco.

It was a fortnight the four old soldiers will long remember.



And The Sappers Bridge That Gap

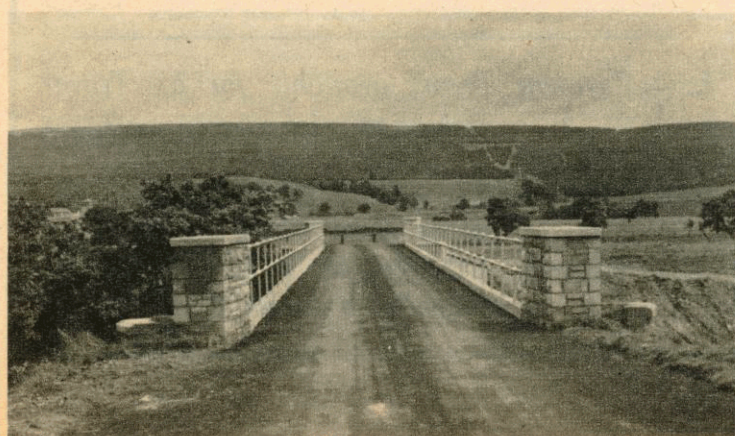
With the aid of a crane the Sappers put in one of the 50-ft girders on the two-pier steel bridge.



WHEN Field-Marshal Sir Francis Festing, Chief of the Imperial General Staff, opened a new bridge at Plashetts, in Northumberland, he said he hoped that in 2000 years' time someone will still be using British Army bridges.

The bridge at Plashetts, erected by 48 Field Squadron, Royal Engineers, from Ripon, for the Forestry Commission, has as

The completed bridge over the North Tyne. It took the Sappers three months to build and replaces an Army Bailey bridge erected 12 years ago.



good a chance as any of being one of them. Spanning the 130-ft wide North Tyne River in the Border Forest Park, it is as sturdy a job as any the Sappers have built in Britain—a three-span, two-pier steel girder bridge with a concrete decking.

The Sappers took three months to complete the task, first dismantling an old Army Bailey bridge and re-erecting it down river and then preparing the site for the new bridge. The two piers, each of three concrete bearing piles with a tubular steel casing, were driven into the river with a two-ton drop hammer and surrounded with concrete pipes, the jackets for the piles.

Then the pipes were capped, a steel girder was welded across them and the four main steel beams, each 40ft long, two feet

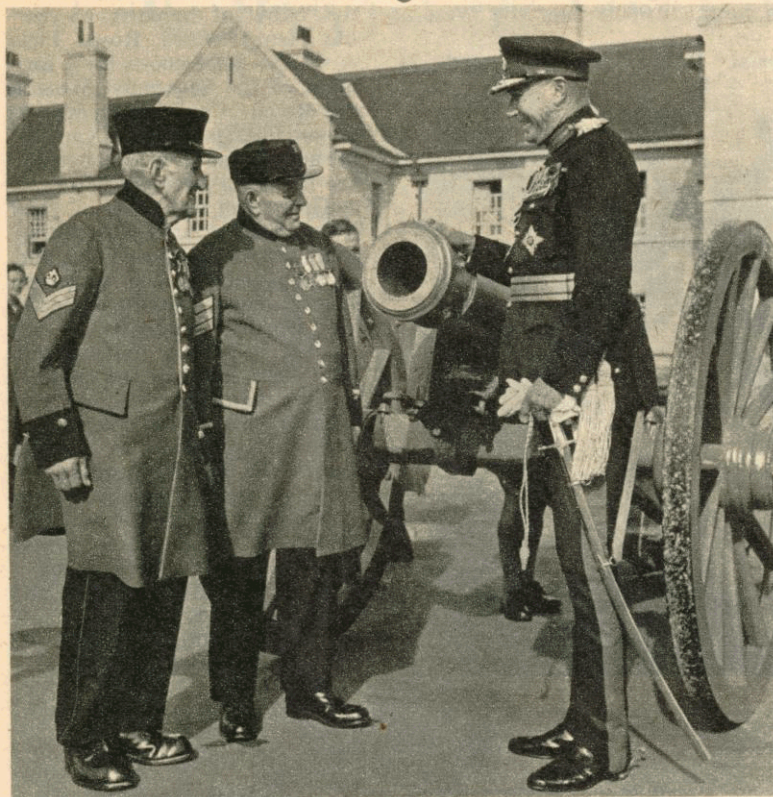
thick and weighing two tons, were slung into position by crane and welded.

After the five 50-ft girders in the centre span had been erected and the southern span bridged by another four 40-ft beams came the work of laying the reinforced concrete deck, made up of 2ft 6in-wide slabs pre-fabricated by 48 Field Squadron at Ripon and brought to the site by 10-tonners. Then on went the kerbs and handrails, the approaches on each side of the bridge were raised and surfaced and Sapper bricklayers built four parapet walls at the bridge ends.

The last act was the dismantling of the old Bailey bridge after which the Sappers drove across the brand new bridge on their way back to Ripon.

A general, a gun and two old Gunners. Lt-Gen. Sir Brian Kimmins talks about the Russian gun with Chelsea Pensioners, Sgt. T. Slater, aged 86 (left) and Ctr-Sgt. U. A. Deering, DCM and bar (74), both of whom once served in the Alma Battery, RA.

A RUSSIAN GUN FOR ALMA BATTERY



THE silvery notes of a trumpet fanfare rang out over the Royal Citadel, Plymouth, as Lieutenant-General Sir Brian Kimmins, Representative Colonel Commandant, Royal Artillery, strode on to the barrack square.

It was an historic day, for the General had come to hand into the safe keeping of 8 (Alma) Field Battery, Royal Artillery, an 18-pounder gun which the Battery's predecessors had helped to capture from the Russians at the Battle of Alma in 1854.

After the General had inspected the Guard of Honour he handed over the gun to the Battery Commander, Major J. P. Robertson, and, to the strains of the "Men of Harlech" slow march, the 18-pounder was led off parade behind a Land-Rover.

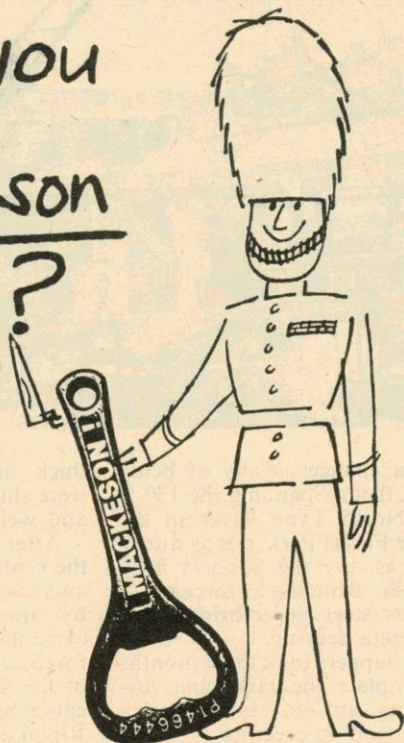
After a display of the uniforms worn by the Battery since its formation in 1775 (they were made by wives of the present unit) the Russian 18-pounder and a British 9-pounder of the same period fired a salvo.

The Battery, originally raised as Roger Maitland's Company, fought in the Crimean War as "E" Field Battery (The Black Battery) and claims to have fired the first round at Alma where it supported the 23rd Foot (now the Royal Welch Fusiliers). During the action the 23rd stormed the Redoubt and captured the 18-pounder and a 32-pounder howitzer which was dragged into "E" Battery's lines behind two black Russian horses in black harness.

This incident is thought to be the origin of black becoming the Battery's Colour. For 100 years after Alma the Battery was known as The Black Battery and before mechanisation its guns were always drawn by black horses with black harness. Black leather is still worn on the Battery's 25-pounders.

After the Battle of Alma the 18-pounder was found abandoned and sent to the Rotunda Museum at Woolwich where it remained until July of this year when it was decided to loan it indefinitely to 8 (Alma) Field Battery.

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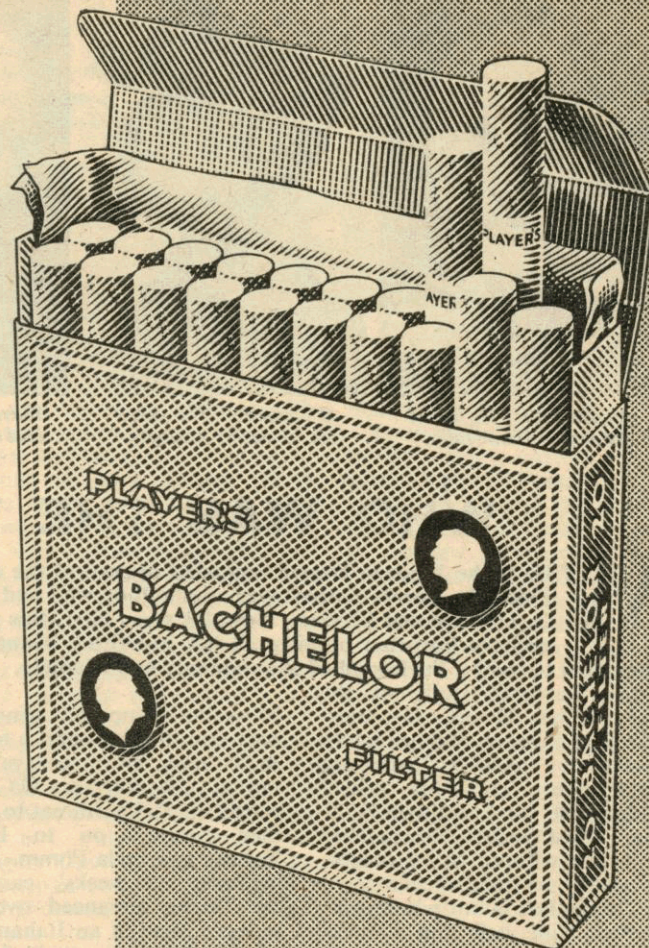
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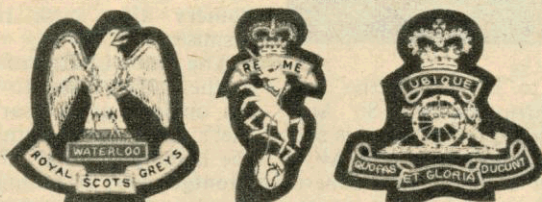
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Auchinleck: "He saved the day at Alam Halfa."



O'Connor: "The greatest of desert generals."



Wavell: "Greatest general of World War Two."



Dorman-Smith: "A brilliant military mind."



Montgomery: "Failed to win complete victory."

WHO WAS THE VICTOR AT ALAMEIN?

WHEN the Western Desert campaign opened at the end of 1940, Mr. Corelli Barnett was a schoolboy who had yet to do his National Service. Now, 20 years later, this young military historian of only 33 has re-written history and attempted to shatter the legend of Montgomery and Alamein.

Mr. Barnett's study of this war, "The Desert Generals" (William Kimber, 30s) has set the veterans by the ears. "Brash and impertinent," say his critics; "admirable and brilliant," his fans. Most readers will condemn or praise without half-measures, according to their allegiance.

The author is not wholly concerned with belittling General Montgomery as a commander and decrying the value of Alamein. He does so (in part) as a consequence of the main aim of his book—that of ascribing a long-overdue credit for their earlier successes and efforts to Generals Wavell, Auchinleck, O'Connor and Dorman-Smith.

"The Desert Generals" dissects the generals and their battles with the objectivity of the trained historian (Mr. Barnett read military history and the theory of war at Oxford) untrammelled by personal loyalties and the sometimes parochial view of first-hand experience.

He deals first with his "Forgotten Victor," General Sir Richard O'Connor who, on Italy's entry into the war, faced

Mussolini's imperial army with only two divisions and a total of 36,000 men. In three days' fighting at Sidi Barrani, O'Connor ended the Italian threat to Egypt then romped on to Bardia, Tobruk and Beda Fomm. In this brilliant, ten-weeks' campaign the British advanced over 500 miles, destroyed an Italian army of 10 divisions, took 130,000 prisoners, 400 tanks, 1290 guns and two major fortresses, all for the cost of 476 killed, 1225 wounded and 43 missing.

But Mr. Churchill's decision to intervene in Greece (criticised by the author as a judgment distorted by emotion) ended an advance which might have driven the Italians from Libya. Two months later O'Connor was himself taken prisoner. "This tragic accident robbed the British of the greatest of all their desert generals..." says Mr. Barnett.

O'Connor's victory was thrown away, the Greek catastrophe followed and with the British Army pushed back by Rommel, General Sir Archibald Wavell became Churchill's scapegoat.

"There was no valid case for relieving Wavell," says Mr. Barnett. In two years he had built a Middle East base and command structure from nothing, conquered Italian East Africa and Cyrenaica and conducted six major campaigns. He was "one of the very greatest of British soldiers of any age, and certainly the greatest of the Second World War."

Wavell's successor, General Sir Claude Auchinleck, ap-

pointed to command the new Eighth Army General Sir Alan Cunningham, fresh from his successes in East Africa and Abyssinia, but a sick man. General Cunningham failed but at the crisis of the "Crusader" battle, Auchinleck took over command and saved the day.

Cunningham's successor, Major-General Ritchie, was also Auchinleck's personal choice, and again Auchinleck stepped in to save Eighth Army and turn defeat into victory. Ritchie, says the author, was "far too junior an officer for his command, as all but Auchinleck recognised," but, placed in an impossible position, he did his duty as best he could, never losing heart.

Auchinleck and Major-General Dorman-Smith, his Chief-of-Staff, then took over Eighth Army and halted Rommel at Alamein. Mr. Barnett, heading this particular chapter "The Victor of Alamein," convincingly argues that this first battle saved the Middle East and was the turning point of the whole war, and that Auchinleck and the "victimised" Dorman-Smith planned the defensive victory of Alam Halfa, won by Montgomery after both had been dismissed.

The Second Battle of Alamein, as the author refers to it, was in his opinion unnecessary—Rommel's days were numbered by the landing of First Army—and Montgomery, by failing to carry out an immediate pursuit, did not achieve his "complete and absolute victory."

"In the view of the immense disparity of strengths between the opposing armies, it is surprising not that we won the battle but that we almost lost it," says the author. In round terms the British had 220,000 men to the enemy's 96,000 (of whom only 53,000 were German), 1310 tanks against 500, and total air control. The battle cost the British 13,500 men killed, wounded and missing and 600 tanks; the Germans 1000 dead, 8000 prisoners and 180 tanks; the Italians 1000 dead and 16,000 prisoners.

Need Mr. Barnett have attacked Montgomery so vigorously in vindicating the earlier generals? Certainly it is a great pity that while during his extensive research he interviewed every senior desert officer and later submitted his manuscript to seven generals, he was unable (twice, he says, he wrote to him) to meet the man who, despite this book, will still be regarded by most as the real victor of El Alamein.

Bookshelf

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THE COURAGE OF A SOLDIER'S WIFE

MRS. ELLEN FIELD was a rebel among soldiers' wives in Hong Kong. While her husband, a member of the Colony's Defence Force, was fighting the Japanese who had broken through the Gindrinkers' Line—Hong Kong's main defences—Mrs. Field was sitting tight in her Kowloon flat.

Not until the last minute would she take her children to join the other wives in the relative safety of Hong Kong Island.

When the Colony had surrendered, Mrs. Field refused to go into an internment camp. Burning her British passport, she boldly presented herself as a neutral Irishwoman and remained at large. Thus started the adventures she recounts in "Twilight in Hong Kong" (Muller, 16s).

Her husband and father were behind barbed wire in a prisoner-of-war camp, and the Japanese graciously allowed Mrs. Field and other wives to deposit parcels on the ground some way from the wire, to be collected and given to the prisoners.

Parcels for her own two menfolk were not enough for Mrs. Field. Soon it was parcels for other prisoners, then much-needed medicines and, finally, sports gear. To get permission to deliver them she braved the Japanese commandant and was shot in the leg by a sentry bewildered at such temerity on the part of a mere woman. Between times, Mrs. Field made nerve-racking contributions to the escapes of three prisoners and contrived to bring up her three small daughters.

In her errands of mercy, Mrs. Field had the co-operation of a character rare in the annals of the Far East war, a "good Japanese." He was a Christian minister, conscripted into the army, who risked his own life to be humanitarian.

Only a few weeks before the end of the war, Mrs. Field at last took her children to the neutral safety of Portuguese Macao. Here, after the atom-bombs (which robbed the saintly Japanese of his wife and children) she was re-united with her husband.

BOOKS IN BRIEF

SIR JOHN FORTESCUE, the historian of the British Army, in his "Wellington," produced as clear an account of the Iron Duke's military career as is found in any of the scores of books devoted to his life and campaigns.

It was first published 35 years ago. Now comes a new edition (Benn, 25s) which is both a handbook for the student and an introduction to a great man for the general reader. The author describes Wellington's triumphs and points out his errors impartially.

He concludes with a masterly summary of Wellington's work and personality. Wellington's real gift, he says, "was transcendent common sense, the rare power . . . of seeing things as they are."

★
THE hero of "The Fort of San Lorenzo" (Hodder and Stoughton, 15s), a novel by a French writer, Marie Forestier, is a kind of Lawrence of Arabia set in the Peninsular War.

Allan Desmond is Wellington's liaison officer with the Spanish guerillas who harass the French. His task becomes distasteful to him, but he continues from a sense of duty. When the fighting is over, he avoids the rewards he has earned and, filled with remorse because the guerillas have not achieved what they were fighting for, tries unsuccessfully to bring them justice. Then he sinks into voluntary obscurity and dies ignominiously.

★ MILITARY UNIFORMS . . .

PROBABLY the greatest living expert on the history of military uniforms, Major R. Money Barnes has produced the third in an excellent trilogy—"Military Uniforms of Britain and the Empire" (Seely Services, 42s.).

Lavishly illustrated with coloured plates and monochrome prints and sketches, Major Barnes's latest book is a worthy successor, and to some extent complementary, to his "History of the Regiments and Uniforms of the British Army" and "The Uniforms and History of Scottish Regiments." It tells the story of changes in military dress in some 120 regiments from 1742 up to the present day, and gives a brief account of each regiment's achievements.

. . . AND MODEL SOLDIERS

APIONEER work which will be welcomed by all collectors and model-makers is "Model Soldiers" by John G. Garratt (Seely Services, 42s.), which may become the standard reference book in a field that has been too long neglected.

The book, superbly illustrated, traces the history of models and their makers from ancient Egyptian times to the present and describes in detail the materials and methods used by experts in casting, carving and moulding.

THE MAN WHO SAVED LONDON

ONE day in the winter of 1943 while a German engineer was in the lavatory, a young Frenchman rifled his pockets and hastily copied a drawing of some mysterious buildings the Nazis were erecting in northern France.

That night Michel Hollard, head of a French spy ring called the *Reseau Agir*, set off for Switzerland and handed the plans to a British agent who rushed them to London. They were the first blueprints of a launching site for the German V-1 flying bomb with which Hitler hoped to destroy London and bring Britain to her knees.

Days later, the Royal Air Force struck, smashing the flying bomb sites to smithereens, and Hitler was forced to abandon his plan to bombard London with 5000 flying bombs a month.

London was saved. But for Michel Hollard and his agents the city would have been destroyed and, it is now estimated, the German V-1 attacks would have been six times more severe and the invasion of Normandy might have ended in disaster.

The remarkable story of this wonderful intelligence coup, which probably did more than anything else to shorten the war, is told by George Martelli in "Agent Extraordinary" (Collins, 18s.).

Michel Hollard was one of the countless Frenchmen who refused to submit to the Germans. Within weeks of the fall of France he crossed the border into

Switzerland (a feat he repeated more than 90 times in the next two and a half years) and offered his services to the British. At first they treated him off-handedly, and said they would be glad if he could inform them of German troop movements.

Hollard did more than that. Within weeks he had obtained a job as a travelling engineer with a charcoal firm to cover his activities and recruited dozens of agents all over France (there were finally 100 of them), none of whom was known to any of the others. They passed their information directly to him and he took it across the Swiss border. For two years he paid all the expenses of the spy ring himself, only accepting financial assistance when he was forced to go underground.

Regularly, each month, sometimes every few days, Hollard crossed and recrossed the heavily guarded Franco-Swiss frontier, but not without moments of danger. Once, when attacked by a German police dog he forced a stick down its throat and killed it and on another occasion escaped by pinning his glowing

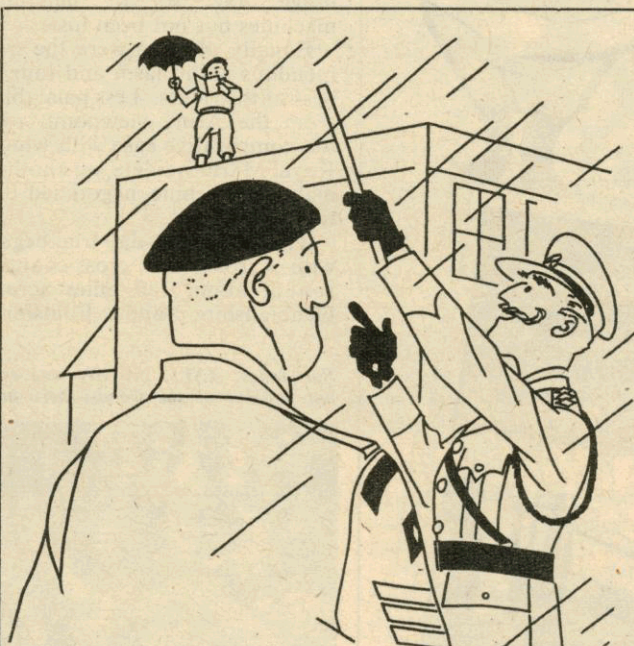


Michel Hollard. His courage and determination unmasked the German plan to destroy London.

cigarette to a tree while a German guard took shots at it!

In 1944 Hollard and his right-hand men were betrayed, arrested by the Gestapo and tortured. He resisted the worst the Germans could do and was one of the few survivors of the infamous Neuengamme concentration camp. Even here he defied the Germans, holding clandestine religious meetings and, when forced to work in a factory making breech cases, smuggling out scores of them past the guards and pitching them in the camp lavatories.

After the war Michel Hollard was awarded the Distinguished Service Order. "Many statues have been erected in London—the city he saved—to less deserving people," comments General Sir Brian Horrocks in a foreword. Few will disagree.



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Gunner Seager, of 22 Locating Battery, Royal Artillery, comes to grief on the "Keep going" section, up in the Clwydian Range.

ROUGH,

FOR the hardy spectators who turned out in the mud, mist and drizzle to see the 1960 Army Motorcycling Championships, there was much to appreciate apart from the dubious satisfaction of watching the Army's crack riders tumble one after another on an unintentionally gruelling course.

Motorcycles are still with the Army and likely to remain so, and it was refreshing to note that despite a decline in their normal usage, the art of handling machines has not been lost.

Equally obvious were the tremendous enthusiasm and toughness of the riders. Less palatable, from the Army viewpoint, was the comparative ease with which Royal Marines riders, on another make of machine, negotiated the trickier hazards.

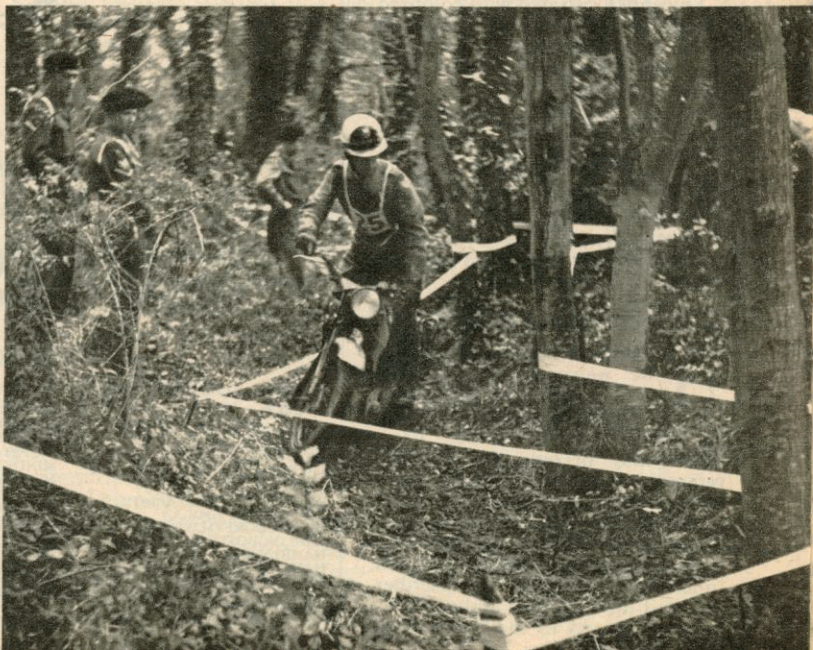
This year's two-day trial began with a road and cross-country run of about 130 miles across Denbighshire and Flintshire,

which included a timed section in a bleak, disused quarry and a map-reading hazard on the fourth of the five laps, followed by a "keep going" test in the foothills of the Clwydian Range. Few kept going up this steep gully of mud and water.

By the end of the day, the weather, punctures and other breakdowns had taken their toll, weeding the 125 starters (from the six Home Commands and Rhine Army) to 101 and reducing eligible teams from 35 to 23.

Significantly, five of the 10 riders who achieved a clear

Sgt Jones, KSLI, skilfully weaves his way through the trees. But he's not yet out of the wood—there are four similar hazards ahead of him.



He Won The SOLDIER Shield

A NEW trophy, a shield presented by SOLDIER to encourage young riders, was to have been presented to the best Regular Army rider with under two years' service. There were, in fact, no eligible competitors and the shield was awarded to the best young Regular, Lance-Corporal I. Turk, of the Royal Armoured Corps Training Centre's Driving and Maintenance School.

Lance-Corporal Turk, who has just over two years' service, lost only 79 points.



L/Cpl. I. Turk, REME, best young Regular rider, with the SOLDIER Trophy and replica.

THE ARMY'S MOTORCYCLISTS HAD A HAIR-RAISING TIME—ON AND OFF—DURING THEIR 1960 CHAMPIONSHIP TRIAL IN NORTH WALES

TOUGH AND TRICKY



WO Timms, CRMP, winner of the Norton Trophy, walked the watersplash first, then rode straight through.

round hold Army Colours and four of them were in the Army team which competed in the 1960 International Six-Day Trial.

On the second day, the riders were faced with a short cross-country course near Kinmel Park Camp. The dozen hazards had all been successfully tested by an expert, but obviously under different weather conditions. Several hazards, turned to quagmires by rain, proved unassailable and many competitors, rather than risk themselves and their machines, chose to fall off more or less gracefully, and certainly gratefully, into grass, mud, bushes or more inhospitable brambles and nettles.

Half the hazards took the riders up and down steep banks and weaving through trees in the woods. Perhaps the easiest was a short run along the bed of a

stream which, while wet like the others, was at least not muddy.

Most of the thrills and spills were in a quarry where an apparently suicidal slide down the steepest of slopes led to an even more difficult hazard of a short, steep descent followed by a left-angled turn, rocky steps and an almost unclimbable bank out on to the quarry lip.

The six Royal Marines riders, competing for separate invitation awards, were the envy of the Army riders as, on their Triumph machines, equipped with tele-

scopic forks, they bobbed up and down with comparative comfort over rough ground. The Army, riding the standard 500cc BSA, found the machine's lower clearance trying and its rigid front suspension uncharitable.

The principal team prize, the Gort Trophy, for the winning Regular or Territorial team, went to 28 Signal Regiment "A", from Rhine Army, with a total of 169 points lost (Warrant Officer II M. G. Edwards, 37 points; Sergeant P. J. Lasota, 61; Signalman A. W. Ellis, 71).

Although the motorcycle has lost some favour in the Army since World War Two—during the Cyprus emergency, for example, it was banned as presenting too vulnerable a target to terrorists—the War Office has decided that it will continue to be used by units, though

probably on a much reduced scale of issue.

The Army has abandoned the 450cc Matchless, and although there are still some Matchless and Triumph machines in units, the present standard model is the 500cc BSA. This may eventually be replaced by a lighter model.



Sgt Riley, 380 Light Regiment, RA, makes a wet recce as Sgmn Fellows, 24 Medium Regiment, RA, pushes his own machine out of the watersplash.

The Mills Trophy (next best Regular team) was won by 1 Training Battalion, Royal Army Service Corps, Aldershot, with 179 lost (Corporal R. Barnes, 45; Lance-Corporal J. Vince, 57; Lieutenant T. E. Owens, 77), and the Graham Walker Cup (best Territorial team) by 284 (KORR) Norfolk Yeomanry with 208 (Sergeant J. H. White, 56; Sergeant D. T. O. Bowman, 63; Gunner G. A. J. Trippe, 89). The third best Regular Army team were 24 Signal Regiment "A" (198) (Lance-Corporal D. Young-husband, 59; Sergeant T. G. Fayers, 60; Corporal R. Sharp, 79).

Warrant Officer II Alan ("Tiger") Timms, of the Royal Military Police Depot, won the Norton Trophy for the best individual performance with 37 points deducted, beating a fellow international, Warrant Officer Mervyn Edwards, who had the same points, by a 4.3 second margin over the short-timed section.

As the next best Regular Army rider, Warrant Officer Edwards took the Motorcycle Industries Trophy. He was also awarded the Royal Signals Cup. Another international, Sergeant D. A. Brooker, of the London Rifle Brigade Rangers, won the Holden Trophy with 40 points as the best Territorial. The Motorcycle Industries Cup, for the best National Serviceman, went to Corporal Barnes, of 1 Training Battalion, Royal Army Service Corps.

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Sappers Win The SOLDIER Cup

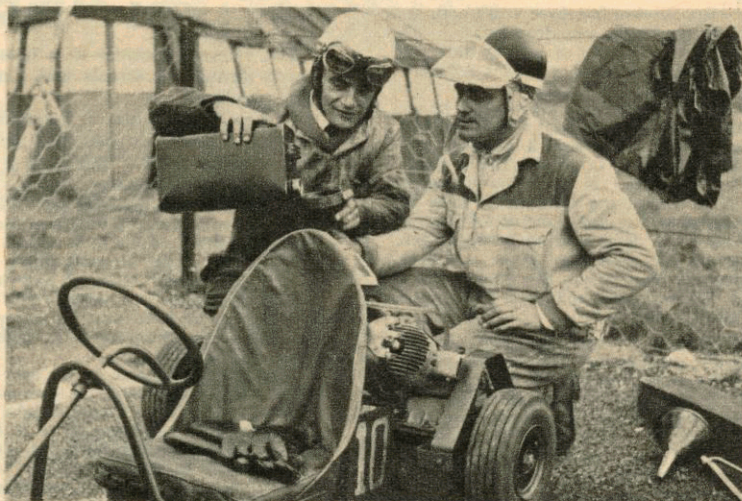
AS the starter's flag went down a dozen tiny machines ripped into life with a noise like tearing calico and leapt towards the first hairpin bend, jostling for position as they skidded broadside on and went hurtling towards the next turn.

The first-ever inter-Services Karting championship was under way on a disused aerodrome at Blandford, in Dorset, and the crash-helmeted drivers from a dozen different units from all three Services were pitting their skill and strength against each other over a tortuous, windswept course that would have tested the world's best go-kart drivers.

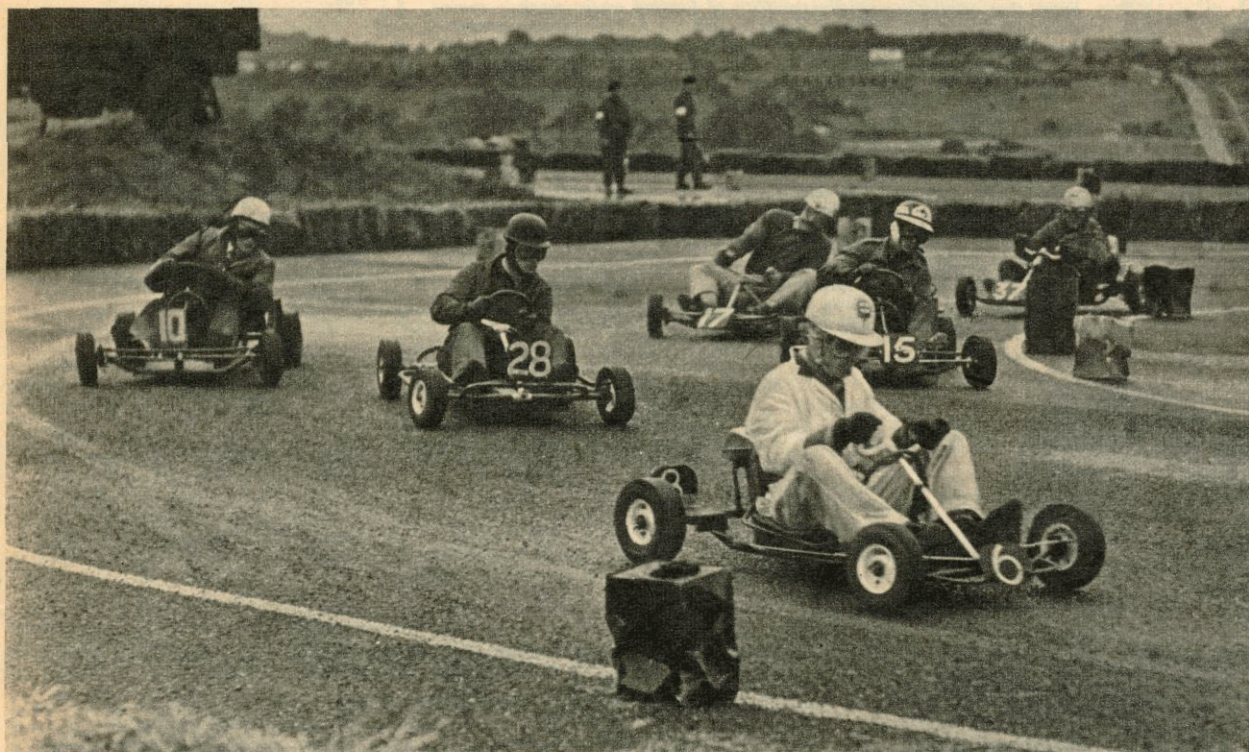
Like angry hornets the go-karts bored round and round the track, skimming the straw marker bales and sometimes pirouetting on two wheels as they whipped into the final bend and tore flat out for the finishing line.

As they left the track their places were taken by other go-karts and within minutes a new race was in progress.

It was all tremendously exciting—for the drivers seated only an inch or two above the ground as it flashed beneath them, for the men in the "pits" who raced to overhaul the machines after each event and tune them to perfection for the next, and for the spectators who were watching a new and thrilling Services sport.



Two of the 16 Railway Training Battalion team at work in the pits—L/Cpl Fairchild (left) and L/Cpl Calvert. Although they raced with only one go-kart the team won two trophies.



Left: L/Cpl Fairchild, driving No. 10, sweeps wide on a bend in the individual final event in which he came third.

Photographs: **SOLDIER**
Cameraman
F. TOMPSETT

Below: All smiles from the team champions as they pose with their prizes and their victorious go-kart. Left to right (front row): L/Cpl Fairchild, Lieut. A. Skinner (manager), Spr A. Smith, L/Cpl J. Neave and L/Cpl Calvert. The men in the back row worked in the pits.

The championship was an unexpected, but well-deserved, triumph for the team from 16 Railway Training Regiment, Royal Engineers, from Longmoor—Lance-Corporals J. Calvert, B. Fairchild and J. W. Neave and Sapper A. P. Smith—formed only six months ago.

In spite of several setbacks—at the last moment they had to arrange to transport their go-karts on the tops of two private cars and then, in practice, one go-kart broke down—the Sappers quickly established a lead in the team event for the SOLDIER Cup which they went on to win by two points from 5 Training Battalion, Royal Electrical and Mechanical Engineers, from Arborfield.

They also won the Clinton team trophy, were second in the team relay event and Lance-Corporal Fairchild was third in the individual championship.

The Army provided the individual champion in Staff-Sergeant J. Found, of Headquarters Training Brigade, REME, who narrowly beat J/T Moon, of the Royal Air Force, Dishforth, into second place.

Go-karting is rapidly becoming popular in the Army and teams have already been formed in Germany, Aden, East Africa, Hong Kong and Singapore as well as in Britain. One interested spectator at the inter-Services meeting was the Director of Boys' Training who told **SOLDIER** he thought the sport would be ideal for Junior Leaders units.

The sport is not expensive—go-karts cost between £35 and £60—and tracks can be set up on any barrack square, playing field or open space.



L * E * T * T * E * R * S

EXCHANGE SCHEME?

After serving for three years with an Army Air Corps squadron in Malaya I now have to return to entirely different regimental duties in a Royal Artillery battery office in Britain.

Surely the best policy would be to keep men in the jobs for which they are best suited? Perhaps a postings exchange system would be the answer. For instance, a non-commissioned officer completing his tour of duty in Malaya at the same time as another in England or Rhine Army becomes due for posting overseas, could exchange postings, thus saving the need to train an inexperienced man for the job.—**"Bombardier."**

★ *Soldiers overseas may apply through their commanding officers to extend their overseas tour to serve a second tour in the Command. If the applications are recommended they may be approved (see Appendix E to ACI 260/58). However, FARELF has ruled that for medical reasons soldiers should not be allowed to extend their overseas tour or serve a consecutive tour without first having spent at least six months in a temperate climate.*

BANDIT-KILLERS

I served for nearly 13 years in Malaya and, while there is no greater admirer of the Gurkha, I feel I must dispute the statement (SOLDIER, September) that the distinction of having killed the highest number of bandits in a single operation—a total of 23—is held by the 1st/2nd King Edward VII's Own Gurkha Rifles.

This distinction is held by the 3rd Bn., The Malay Regiment, for an action on (I think) 29 March, 1950, when a platoon, returning from a screening operation north of Kota Bahru, was ambushed in a ravine by

approximately 200 bandits. The action lasted over four hours, and at the end only six men remained alive. The acting Platoon Sergeant, Corporal Jamaluddin, was awarded an immediate Distinguished Conduct Medal (his officer was killed in the opening moments of the engagement) and either

two or three others received the Military Medal.—**F. Freeman** (ex-RSM), 68 Dolphin Square, Plymouth, Devon.

FUSILIERS

Mr. J. Hobbs is mistaken in saying that The Royal Fusiliers (City of London Regiment) is the senior Fusilier regiment (LETTERS, October). This honour belongs to The Royal Northumberland Fusiliers.

Incidentally, we are very proud of an old soldier, now 80, who has been connected with The Royal Northumberland Fusiliers for over 63 years and is still going strong as secretary of the Regimental and Aid Society Funds. He is Major W. Myers MC, DCM, who enlisted into the 5th Volunteer Battalion in 1896 and became a Regular

COLOURS FLYING

You referred recently to a town giving a regiment "the right to march through its streets with Colours flying, bugles sounding and band playing."

This is an old piece of journalistic nonsense which has been so frequently reiterated over the past 20 years that there are people who actually believe that such a "right" exists and that it is the gift of cities and towns.

The truth is that Her Majesty's military forces can march through any public thoroughfare on duty and can fix bayonets, fly Colours and play bands as the commanding officer deems appropriate or necessary.

For a unit under arms to march through the centre of any town at ease, especially past its town hall or guildhall, would be a discourtesy. Out of compliment to the citizens, a commanding officer would order bayonets to be fixed and the troops to march to attention, anyway. So where does the grant of a "right" come in? Can we not kill this fable, once and for all?

The City of London, so far as I am aware, is the only one to have made out any sort of claim to control the fixing of bayonets etc. The intentions of most of the boroughs are for the best, but I believe they err in ignorance.—**Lieut-Colonel E. H. C. Archer**, The Depot, The Royal Pioneer Corps, Quebec Barracks, Northampton.

★ *Colonel Archer is correct. The "privilege" of marching through towns with "Colours flying, bugles sounding and bands playing" has no basis in law. But it represents a convenient method by which citizens can confer on regiments an indication of their esteem.*

The wording on freedom parchments is copied from, or largely based upon, that originally used by the City of London where there is some substance for its use. When Charles II issued a warrant to the Marines to beat for recruits on London he also ordered the recruiting party to show the warrant to any Aldermen of the City who might inquire what all the noise was about.

SOLDIER deplores the Colonel's wish to "kill the fable" which has given pride and pleasure to so many regiments, cities, boroughs and towns.



"It's the same every year about this time. Just because my name's Early, I get posted for Christmas!"

soldier 19 months later. He served in the South African War, was commissioned and twice decorated in World War One and also served in World War Two. We think this will take some beating.—**"Shiner," Newcastle-on-Tyne.**

★ *A regiment of Irish Foot raised by Viscount Clare was given to Sir John Fenwick in 1675 and became an English corps—later to be known as the famous "Fighting Fifth." The Royal Northumberland Fusiliers. The Royal Fusiliers (City of London Regiment) was raised in 1685.*

CLASPS

Were any clasps awarded to holders of the General Service Medal who served during World War One? I served in China in 1914, at Gallipoli in 1915 and then, until 1918, in France with The South Wales Borderers, but did not receive a clasp.—**T. E. Green**, 17 Mill Street, Pontypriid.

★ *The question of issuing clasps or bars for the British War Medal of 1914-1920 was considered by two committees during 1919, but the idea was abandoned as too costly.*

PRIVATE

It is news to me that in 1953 the rank of private was banned in the South African Army and replaced by that of rifleman (LETTERS, June). I think the rank is still in use.—**P. W. Cahill**, 12 Seventh Avenue, Park Town North, Johannesburg, S.A.

★ *The rank of private is still in use in the South African Administrative Service Corps, the Technical Service Corps and the Medical Corps. The term rifleman is used in Infantry units only.*



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Anonymous or insufficiently addressed letters are not published.

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

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

ARM BADGES

In Canada it is the custom for senior NCOs of ex-cavalry regiments to wear their unit cap badges superimposed on their rank, on the right arm. Does this tradition also exist in the British Army and, if so, what is the significance?—Staff-Sergeant-Major H. J. Heissner, Royal Canadian Hussars (Montreal), 4185 Cote de Neiges, Montreal, Canada.

★ NCOs and warrant officers in most cavalry regiments of the British Army (and all armoured regiments in the Canadian Army) wear a regimental badge superimposed on or above the badges of rank.

There seems to be no historical significance in this custom. It probably originated in 1801, when the Duke of Cumberland obtained permission from King George III for certain NCOs to wear a crown above their chevrons. There are similar customs such as the wearing of the gun in the Royal Artillery, of the grenade in the Royal Engineers and of "Mercury" in the Royal Signals.

CONFUSION

The crossing of the Douro and the Battle of Talavera took place in 1809, not 1810 as stated in "Confusion to the Enemy" (**SOLDIER**, September).

It was then that Wellington, reorganising his army on the Portuguese frontier, heard that the Austrians had made peace with Napoleon and realised that a vastly superior force of French would be available against him in the spring of 1810. It was in October 1809, therefore, that work was started on the lines of Torres Vedras which took a full year to complete.—Major F. Myatt MC, HQ, Solent Garrison, Portsmouth.

MAIWAND

I read with interest the story about Maiwand ("Eleven Against Ten Thousand," **SOLDIER**, July), as my great-uncle, Lieutenant T. R. Henn, Royal Engineers, fell in that epic stand.

A memorial tablet to him was subsequently erected in Rochester Cathedral, part of the inscription on which reads:

"Having led into action a Detachment of the Bombay Sappers and Miners—the last of all the Troops to leave the line of battle—... he perished gloriously on the fatal field of Maiwand, Afghanistan, July 27, 1880...—Major F. R. Henn, Highfield House, Cirencester, Gloucestershire.

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QUEEN'S MESSENGERS

How does one enlist as a Queen's Messenger and what are the duties?—"Joshua."

★ The appointment and administration of Queen's Messengers is the responsibility of the Foreign Office. At present there are 39 members of the Corps, most of them former officers of the Services who have a good knowledge of foreign languages. The duties entail carrying diplomatic bags between the Foreign Office and British embassies and legations throughout the world. Usually travelling alone, each Queen's Messenger averages one round trip a fortnight. The maximum salary is about £1000.

BLUE WATER

In the article, "It's Blue Water—and It's British" (October), SOLDIER referred to trials being carried out at the School of Artillery, Manorbier. This should, of course, have been Larkhill.

Now that guided weapons are being introduced into the Royal Artillery, instruction on them has been added to the syllabuses of the two schools of Artillery, for field weapons at Larkhill and for anti-aircraft weapons at Manorbier.

CHRISTMAS QUIZ (see page 18)

The correct answers are: 1. (c). 2. (b). 3. (c). 4. (c). 5. (b). 6. (b). 7. (b). 8. (b). 9. (c). 10. (c). 11. (a). 12. (a). 13. (a). 14. (c). 15. (c). 16. (b).

COMPETITIONS

The winners of SOLDIER's Cross-word competition (September) were:

1. WO 1 D. Goddard, 118 Broadway, Fulford, York. 2. Mr. W. Eyles, RASC Bk Store, Lisburn, Co. Antrim. 3. Cfn. R. Mason, Geraldine Staff Club, Barnard's Gt., Malvern. 4. Mr. G. Brand, 43, Harstoft Ave., Worksop. 5. Sgt. R. Joyce, 58 Coy. RASC(MT), BFPO 53. 6. WO 1 L. Nelmes, HQ 12 Inf. Bde. Gp., BFPO 36.

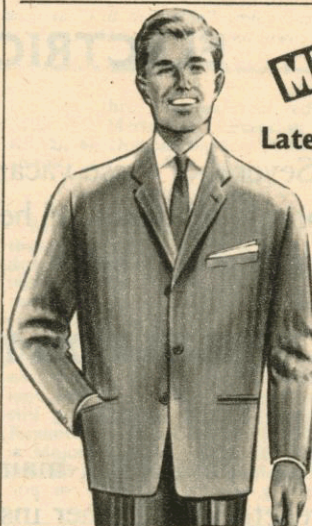
The correct solution was: Across:

1. Tenderfoot. 5. Loaf. 7. Re-sting. 9. Inner. 11. Bengal. 13. Lie. 14. Dot. 16. Sea. 17. Cup-tie. 19. Museum. 21. Log. 23. Pod. 24. Air. 25. Soldier. 28. Sammy. 30. Greaser. 31. Raft. 32. Grenadiers. Down: 1. Toreador. 2. Emit. 3. Fig Leaf. 4. Eking. 5. Lee. 6. Fagged. 8. Scots Guards. 10. Rolling pins. 12. Lapels. 15. Tapers. 18. Side arms. 20. Bren gun. 22. Lancer. 26. Layer. 27. Lead. 29. Apt.

HOW OBSERVANT ARE YOU?

(See page 18)

The pictures vary in the following respects: 1. Curl of hair above girl's eye. 2. Right-hand stripe on middle of cracker. 3. Man's right-hand little finger. 4. Position of snowflake by man's left shoulder. 5. Depth of snow on man's hat. 6. Opening of man's right sleeve. 7. Downstairs window of house. 8. Padlock keyhole. 9. Number of petals on lower flower of girl's dress. 10. Position of dog's eye.



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