

SOLDIER

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AS YOU WERE: Soldiers of 250 years ago. This picture (by SOLDIER Cameraman W. J. STIRLING) was taken at Dorchester when the 1st Battalion The Dorset Regiment paid its first visit to the town, though it has borne the county title for 145 years. Now the Battalion is off to the Far East.

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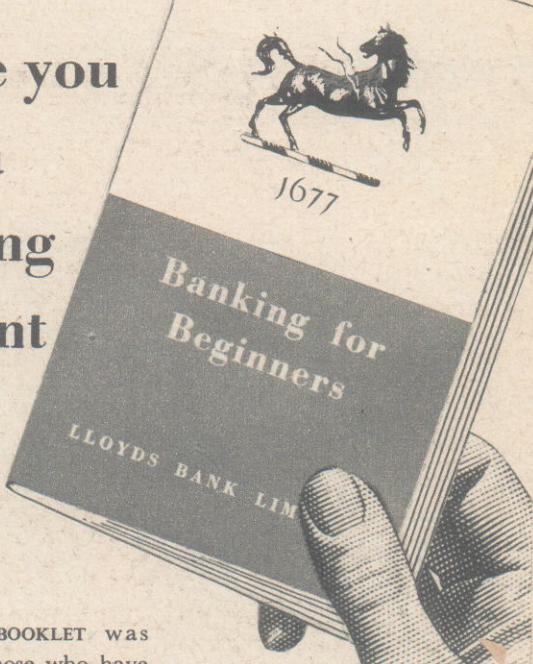
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MERCURY AT HOME

In and near Catterick Camp, in Yorkshire, the Royal Corps of Signals teaches everything from squad drill to handling a wireless set as big as a house

IT was with sinking hearts that a small party of men of the Royal Corps of Signals ended a long journey in 1924.

Their Corps was four years old. Its depot, training centre and school had been installed temporarily, but with dignity and some comfort, at Maresfield Park, in Sussex (today the home of the Intelligence Corps).

Now the Royal Corps of Signals had been assigned its permanent home at Catterick Camp, and the advance party had come to take over. The prospect was not pleasing. Catterick Camp consisted of a few of those temporary wooden huts which had sprung up all over the country during World War One, and they were sited in one of the bleakest stretches of Yorkshire.

For a while, the worst fears of the advance party were to be justified. Life in those ancient huts was full of discomfort, especially during the hard Yorkshire winter. Worse, news of the conditions spread, and recruiting for the young Corps suffered as a result.

The Royal Corps of Signals, however, was in Catterick Camp to stay. In 28 years, Catterick has been built up into the biggest military camp in Britain, housing not only the bulk of the Royal

Signals training units but training regiments of the Royal Armoured Corps as well.

Some of the World War One huts are still there, used as lecture rooms. A few appear to have been modernised by the simple process of building a brick shell around them, then extracting the woodwork through the door. Modern "spiders" and Sandhurst blocks now make up much of the accommodation.

The planners of Catterick have taken advantage of the elbow-room which Yorkshire provides. There are plenty of open spaces, there are clumps of trees to shelter buildings, and many barracks have precisely laid-out gardens, tended with varying degrees of enthusiasm but much efficiency by their inhabitants.

Catterick can also boast as many of the more civilised amenities as older camps, including a theatre, a stream-

lined NAAFI Club, a stocked fishing pond, and one of the most colourful and cryptic systems of sign-boards ever designed (say the cynics) to baffle a visiting spy.

The training units of the Royal Corps of Signals have grown in proportion to the Camp. Today, Catterick houses the School of Signals and most of the Signal Training Centre, the headquarters officers' mess of the Corps, the Corps museum and the Corps band and motor-cycle display team which are the Royal Signals' most successful advertisements.

To Catterick throng the Old Comrades of the Corps for their annual reunion. In the headquarters mess, on the anniversary of V-J Day, is held a dinner which has its parallel across the Atlantic at the same time. On this occasion the officers of the Royal Corps of Signals and the Signal Corps of the American Army drink each other's health and mark the close friendship between their Corps. At Catterick and Chatham, in alternate years, the officers of the Royal Engineers

A modern Flying Mercury is the man in the bosun's chair, here fixing a cable.

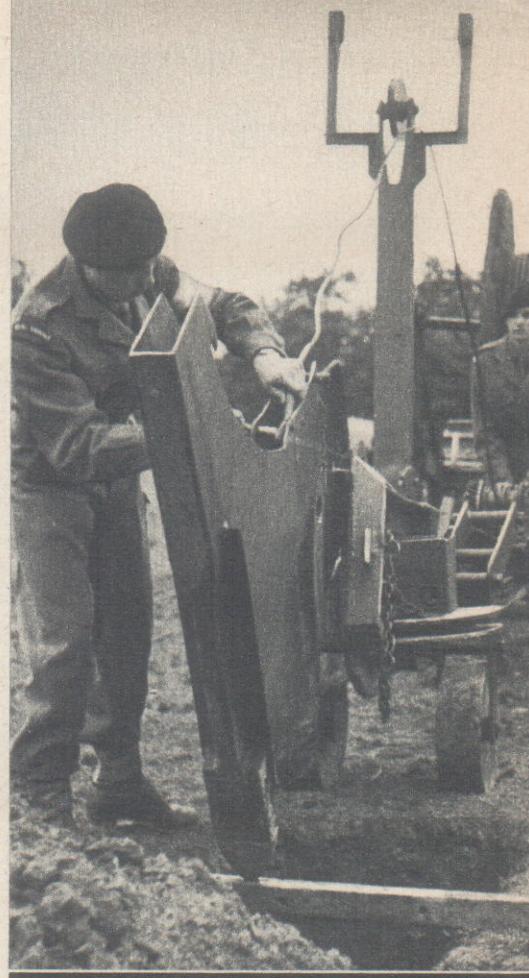
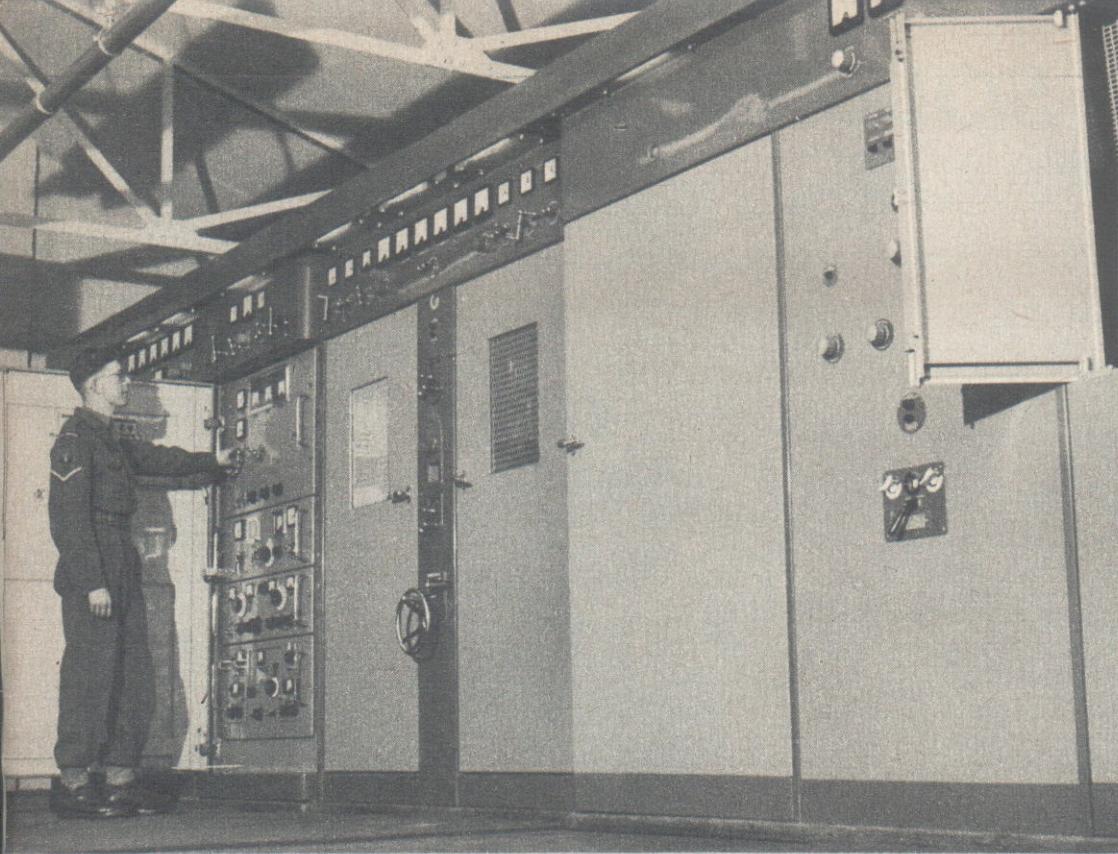


and the Royal Corps of Signals hold a joint guest-night, to commemorate the birth of the Royal Signals from the Royal Engineers.

In Catterick, too, relics of Signals history are being gathered together. The earliest evidence of military signals the visitor will see is a painting in a conference room of a Greek water telegraph. This consisted of a cylinder of water in which floated a vertical piece of wood on which were painted messages. Sender and receiver would each have a similar apparatus. At a wave of the arm from the sender, each would turn on a tap at the bottom of his cylinder; when enough water had run away, and the message he wished to send was level with the top of the cylinder, the sender would wave again, the taps would be turned off and the receiver could then read off the message.

The headquarters mess contains the first telegrams sent from a field of battle. One was from Lord Wolseley to Queen Victoria, announcing the victory of Tel-el-Kebir in 1882 and praising the conduct of the Queen's son, the

OVER



DANGER

LETHAL VOLTAGES

As big as a prefabricated bungalow is the E-10 transmitter, like those which link the armies of the Commonwealth.

Left: Much more effective than "Do Not Touch" is this warning sign in the transmitter rooms of the School of Signals.

The business end of a medium plough which is drawn by a tractor and can lay five miles of cable a day with a crew of ten — five times as fast as 200 men could do the same job.

MERCURY AT HOME (Continued)

Duke of Connaught, in the battle; the other is from the Duke to his Duchess saying he was well. Both messages were despatched by the Telegraph Battalion, Royal Engineers.

The mess also contains a brass-nailed leather chair which belonged to King Premeh I of Ashanti. It was presented to the Telegraph Section, Royal Engineers, to commemorate the fact that three members of the section were the first men into Premeh's capital, Kumasi, in the Ashanti campaign of 1896. Among the mess silver is a model of a horse-drawn cable wagon which was used for cable-laying from 1900 to 1938.

The Corps museum is run as a labour of love by Major G. H. R. Flynn, one of the original members of the Corps. Its treasures include a telegraph board ordered by Gordon in 1878 and found in use by an Arab at Omdurman; a heliograph used in the Jameson Raid; the first field telephone used in battle (at the siege of Ladysmith); and a collection of early wireless and telegraph sets.

One of the smallest exhibits is a wireless receiver made from scrounged parts by a Royal Signals officer who was a prisoner

of-war working on the notorious Burma-Siam railway in World War Two. It was operated on flash-lamp batteries bought from local traders and kept the prisoners informed of the course of the way. The set was dismantled and smuggled in pieces when the prisoners were moved, and once travelled in the kit of the Japanese commandant, a fact which lost him much "face" when he was told about it after V-J Day. This exhibit has personal memories for Major Flynn, who was one of the prisoners and sometimes operated the set. The man who made it is now a BBC television engineer.

The School of Signals runs about 35 different kinds of courses. They vary from 18 months (for an officers' long telecommunications course) to a few days (for one designed to keep senior officers in touch with new equipment). Regular officers from Sandhurst receive their Corps training at the School, and National Service cadets go there for their last ten weeks as cadets and their first eight weeks as officers. Many non-commissioned officers who take courses at the School are trained as instructors. The School has close links with the schools of other arms, most of which have Royal Signals officers to run their own signals wings.



Not a Christmas tree, but a giant cable unpicked to show its 200 pairs of cables.



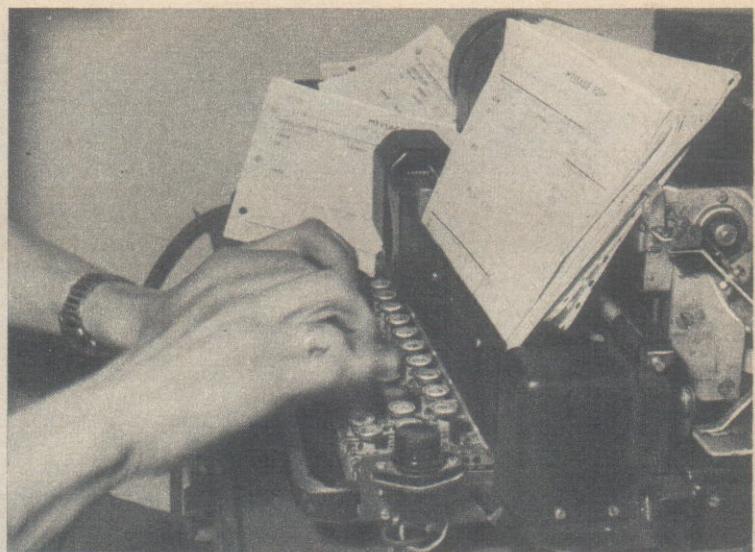
One of the School's prize exhibits is the E-10 transmitter now being introduced into the Army Wireless Chain, which links the countries of the Commonwealth. The transmitter is about 24 feet long, 12 feet wide and eight feet high. You can walk about inside it — but only after using a complicated system of interdependent coloured keys which ensures that the power is turned off. The transmitter costs £25,000, but its accompanying receivers, masts and other accessories, bring the price of the full installation up to about £80,000. A full E-10 station is manned by a team of 18 to 25 men, including at least one officer, and the School is at present training a team to operate one in Nairobi.

The School also has a user trials squadron, which smooths the rough edges off new equipment before it is sent out for big-scale field trials. At present the squadron is working on radio relay — directional wireless which can be operated between points in sight of each other, but not over intervening hills. Its purpose is to save laying cables. The squadron is also testing a gadget known temporarily as a pulse fault locator. This sends signals along a line and they "bounce back" like radar signals when they come to a fault. It can locate and diagnose a fault with uncanny accuracy. **OVER**

The cable-laying plough in action. Note the narrow furrow which soon becomes almost invisible from the air.

Below: The cable unwinds itself, like a ball of string, as the lineman walks along, leaving his hands—and eyes—free.





The hands of the expert and (left) the hands of the learners practising on teleprinter keyboards.

MERCURY AT HOME (Continued)

The Signal Training Centre is the formation which trains the young soldiers for the Corps. It consists of seven regiments, five of which are at Catterick. Of the other two, the 6th Training Regiment is the Boys' Regiment and is at Beverley, 60 miles from Catterick; the 5th is at Ripon, 25 miles from Catterick.

All the recruits to the Corps do their basic training with 7th Training Regiment, then pass on to one of the others to learn their Signal trade.

No. 1 Training Regiment produces radio, line and telegraph mechanics and line test clerks. It also boasts that it produced

the only Army side to win the Yorkshire Rugby Union Cup in the Cup's 77 years history. This was last season when, oddly enough, the Regiment was knocked out in the semi-final of the Army Rugby Cup which it had previously won three times in succession. The Regiment also sponsors the Catterick and District Radio Club which kept in touch with one of the Regiment's officers when he went exploring in Iceland with a public schools expedition.

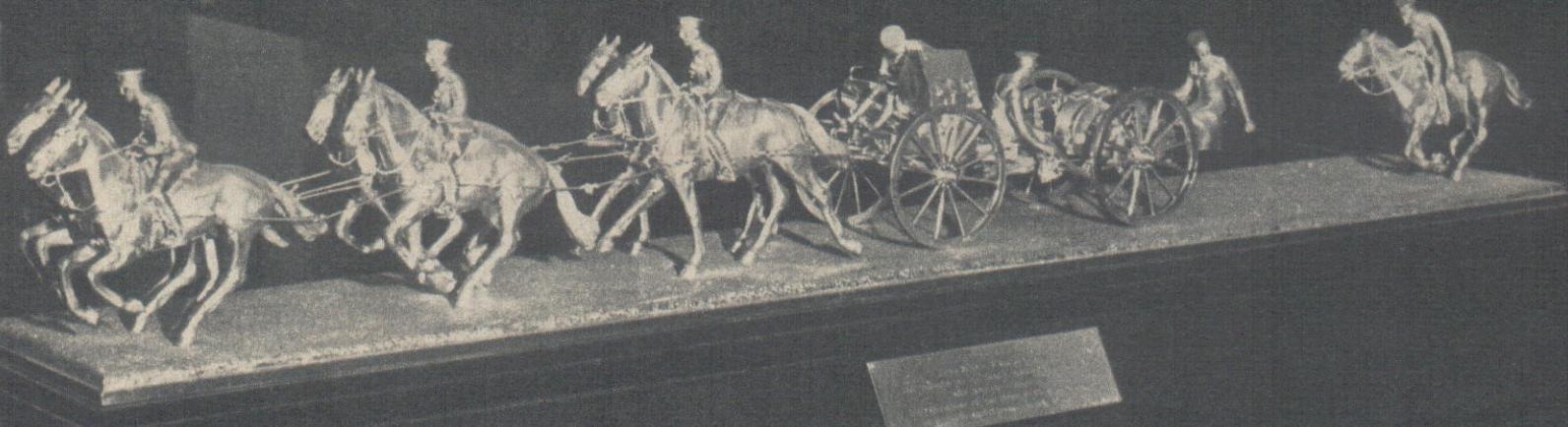
There is some interesting equipment to be seen in No. 2 Training Regiment, which trains linemen, clerks and draughtsmen. One item is the cable-laying plough which, drawn by a tractor, can lay two cables of 14 pairs of lines each, two and a half feet deep, through hedges, scrub and loose rock, at a rate of five miles a day. It has a crew of ten men; without it, 200 men would be needed to do the same work at the rate of a mile a day. The men would make a broad scar across the country, plainly visible to aircraft; the tractor leaves only a thin line which weathers into the ground in a couple of days and is then barely visible from ground level.

The latest thing for the up-to-date Signals lineman is a cable which is covered with nylon and a tacky plastic. This cable is wound on the same principle as a ball of string and then put into a circular pack, where half a mile of it makes a comfortable load. The pack is strapped to a lineman's back and the cable unwinds from the centre as he walks along, leaving his hands and arms free to use a weapon, climb a cliff or push a way through thick bush. When he stops, the cable stops unwinding, thanks to the tacky plastic. Because it is independent of drums, the cable makes a light load for carrying by airlift, and because it needs no mechanical aid, it is suitable for laying by hoverplane or even by rocket.

No. 3 Training Regiment produces wireless and line and switchboard operators, and super-

Left: A swivel-type chair for telephone operators is tried out by a student of the Women's Royal Army Corps. Below: Lance-Corporal Mary Adams makes the calls, to trade-test some of her pupils.





vises the training of girl switchboard operators of the Women's Royal Army Corps. No. 4 Training Regiment, which trains key-board operators for teleprinter, wireless and cipher work, also has part of the WRAC unit under its wing. In each Regiment, the girls' training rooms differ from those of the men only in having on the walls schoolroom maxims such as "A bad voice makes a bad operator," "1. Courtesy. 2. Accuracy. 3. Speed" and "The Four Do Nots."

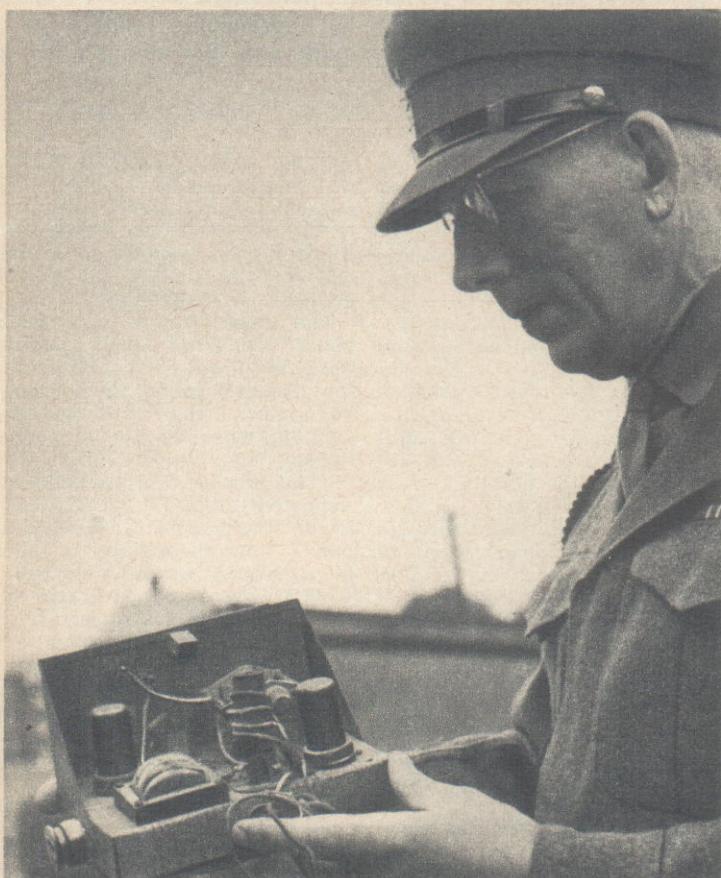
No. 4 Training Regiment has a party trick of its own which rivals REME's quick-built jeep: a team can assemble and erect a 72-foot wireless mast in about three minutes.

No. 5 Training Regiment, at Ripon, trains drivers, despatch riders (Geoffrey Duke was one of them) and the Corps' latest trades-

men, the driver-electricians. A driver-electrician is a man who takes charge of a "prime mover," a mobile generator or power station, drives it to its site and there operates it to provide power for running wireless sets, lighting headquarters, charging batteries and other purposes. He is a Class "B" tradesman, but the men who train him hope he will be upgraded. His course lasts 20 weeks (including a week's leave).

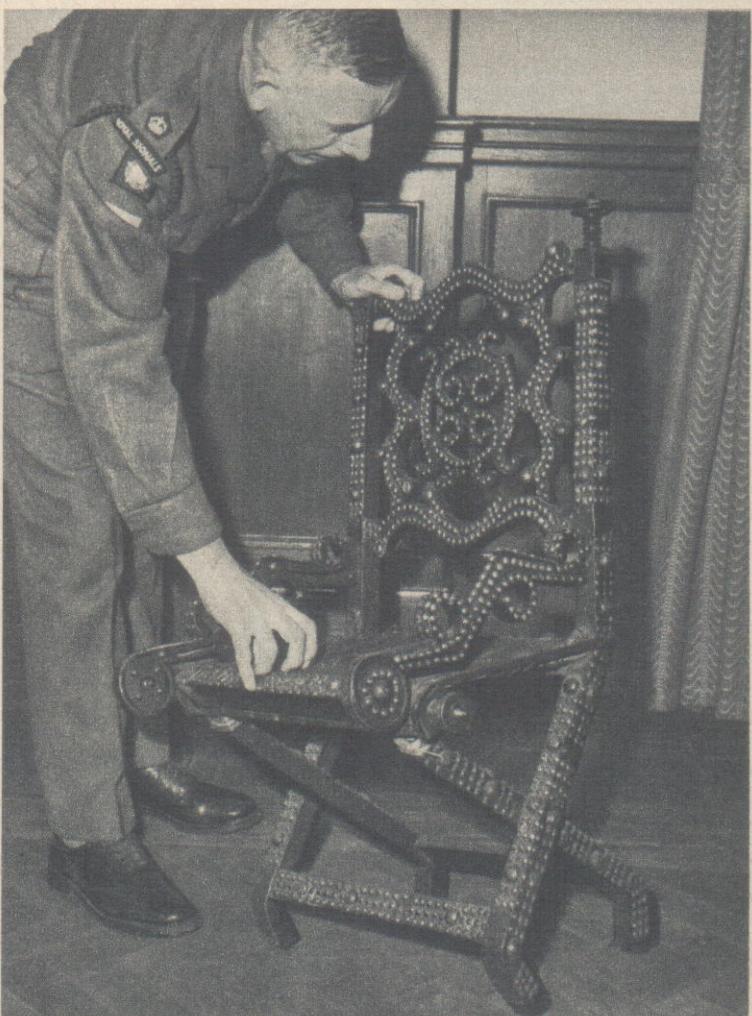
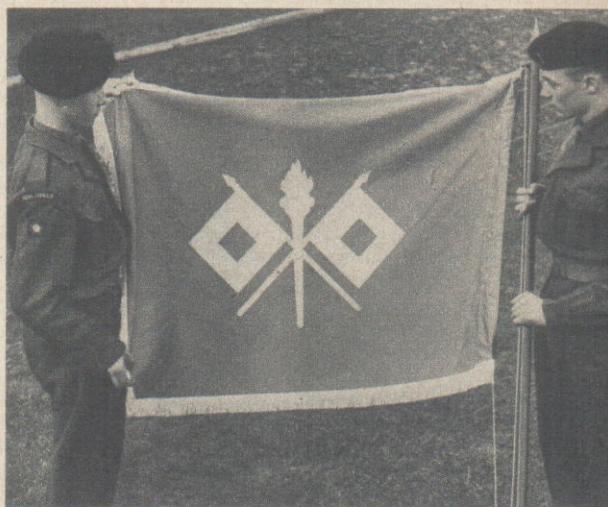
The first course for driver-electricians began last January, and none of its graduates has been operational long enough for reports on the effectiveness of the new trade to have reached Ripon yet. Three of the men who qualified on the first course, however, were retained by the Regiment as instructors for subsequent courses and are doing well.

Below: As a prisoner-of-war in Siam, Major G. H. R. Flynn used this secret wireless set. Now he displays it in the Royal Signals museum. Right: King Prempeh's chair is one of the treasures of the headquarters officers' mess.



Above: For 38 years the Army used this kind of horse-drawn cable-wagon. Its memorial is a silver model in the headquarters officers' mess.

Right: A gift from the other side of the Atlantic: a flag of the United States Army Signal Corps, presented to the Royal Corps of Signals.



IT is "Stand to." In the chill of an early Korean mist the soldiers, newly roused from rough beds in their dug-outs, stand at their appointed places along the defence works, peering across the gradually lightening no-man's-land.

Many of their fathers, who fought in World War One, would find the scene familiar. Besides living in deep dug-outs, the men operate from stepped trenches which wind along the reverse slopes of the hills. Observation posts are manned night and day, and the forward slopes are heavily mined. Barbed wire fences cover all approaches.

As the light grows, the men scan the scenery for any changes which will give away enemy activity. Nothing stirs in daylight but the ash of burned-out villages being spread by a fitful breeze. The only sound is the dismal "caak, caak" of carrion crows as they search for food among the ruins.

On the hills across the way, among the camouflaged Chinese positions, the men may spot a new earthwork or the scurrying figure of an enemy soldier going to ground. If anything of significance has been added to the landscape during the night, a request over the wireless or telephone will soon be answered with 25-pounder shells bursting on the opposite hill.

When there is light enough,

24 HOURS IN KOREA

The daily round, the common task in Korea are described in these first-hand reports from Major HUGH POND MC, Military Observer in Korea

the unit satisfies itself that all is quiet and the men are told to stand down. Guards are left at the observation posts.

Breakfast is served soon afterwards — American tinned rations, perhaps a fresh egg, bread and jam, and strong sweet tea. Morning duties follow a routine on most days. For washing and shaving (not all the Allies shave daily) water has to be fetched and carried to the hill-top positions in cans. Bedding is brought out of the dug-outs, dusted with DDT powder and hung to air in the sun. Dugouts are swept, and black-out boards removed to allow the air to circulate. Parties go off to collect ammunition. Others move forward to strengthen or renew wire defences destroyed by shell-fire or damaged by enemy patrols.

If patrols are to be sent out during the night, they will have been briefed during the morning. After cleaning their weapons, the men will "doss down" in the afternoon. As the sun begins to set, the night patrols and working parties are roused and given a cooked meal.

There are several types of patrol. Standing patrols are usually well forward of their own lines. Their job is to watch and listen for the enemy and report anything unusual. Quite often, a rustling will be heard, a burst of automatic fire will be directed at the Commonwealth positions, or a grenade thrown. Then the patrols open up themselves or call down mortar fire.

Reconnaissance patrols go out to probe the enemy line and bring back information to help build up a picture of the opposing forces. Newcomers tend to suspect every sound, from the

rustle of a leaf to the gurgles of the paddy fields.

Fighting patrols may go out to capture an enemy soldier alive for interrogation, or to blow up a bunker or fortification which has been troublesome. These men leave with blackened faces, slung about with grenades and bandoliers, their rifles or automatics in their hands. Usually, one carries a wireless set. As they disappear into the darkness, control officers settle down to a listening watch, ready to rap out orders to artillery, tanks or machine-guns to give support.

Every other day, unless bad weather prevents it, mail is brought up by the post corporal, and everything stops while the men read their letters.

Few days pass without the visit of a senior commander, a brigadier or a divisional general. Major-General A. J. H. Cassels was no chairborne general; he drove his own jeep all over the divisional area seeing what was going on. His successor, Major-General M. M. A. R. West follows suit.

Once a week, most troops manage to get back to a rear echelon for a shower or a swim in the Imjin River and a set of clean clothes. They also see a film show — each battalion has its own projector — and with luck the visit may coincide with that of a live variety show. Two or three times during a tour in Korea, there is leave in Japan.

EVEN THE PORTERS WEAR

A stocky, sun-tanned regimental policeman steps out from a sandbag hut and signals an approaching jeep to stop. "Ye canna gae doon this path, sir, jist noo. It's being shelled."

The broad Scottish accent informs you that you are in the Black Watch area.

To the right, on a bare hill-side, stands a white flag-pole flying the Cross of St. Andrew. It is surrounded by a small village of dug-outs covered with camouflage nets from which sprout wireless aerials. The men moving about wear red hackles in their bonnets. This is the Battalion Headquarters area.

The Jocks have quickly become used to the Korean way of life. They had been told of the ugliness and barrenness of the Korean countryside, but they were pleasantly surprised to see how lush and green the undergrowth can be in midsummer. Many of them found it strangely reminiscent of Scotland. Perhaps that is why they settled down so rapidly.

Supporting the battalion is a company of Korean porters, who carry heavy loads on their backs. On their various types of hats they nearly all sport red hackles, of which they are very proud. They readily respond to such commands (given with broad Scots accents) as "Idawa, bali-bali," which means, "Come here

and be quick about it." One which is in constant use is "Tokson, chop chop balibali," meaning "Bring me lots of food quickly." These porters perform dangerous and unpleasant tasks, and are an integral part of the unit.

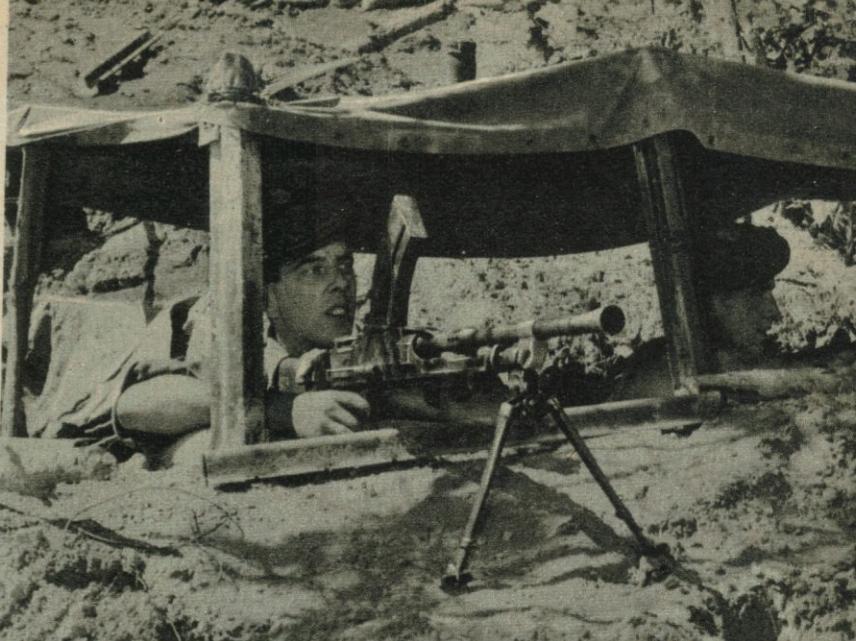
The Black Watch have been under shellfire. Their patrols have been out in contact with the Chinese facing them. They have lain for hours in the muddy, stinking, mosquito-infested paddy fields.

"This is more of a war than we expected," says Major A. D. H. Irwin, who commands "A" Company, "but these lads of ours have settled down remarkably well. They are very keen and the only complaints I have had have been from those who have not yet been out on patrol."

Captain Malcolm Wallace is on his second tour in Korea. He went there first with the Argyll and Sutherland Highlanders, when the Korean war was a war of movement. "We were never really shelled in those days," he says, "but we never had time to dig ourselves comfortable dug-



Discussing a patrol action: Major-General A. J. H. Cassels (he has now left Korea) and the Commanding Officer of the Black Watch, Lieutenant-Colonel D. Rose.



From a dug-out two Dunfermline lads — Privates Bill Lowe (on the Bren) and Jim Hardy — keep watch on Chinese positions across a narrow mine-laden valley. Below: Lance-Corporal Alex Watson hangs his washing on the barbed wire.



Privates Jim McLaren and John Morrison prepare to silence a Chinese sniper on a hill 800 yards away. They were successful. Below: Enjoying their first fresh ration lunch after three weeks of tinned food are Privates Bill McLaren, John Feeney, Alec Todd and Charles Easton.



THE BIGGEST



A fair kill: This Shooting Star screamed down at 500 miles an hour to shoot up two tanks caught in the open. (Photograph: Serjeant F. Covey)

EXERCISES YET



Into a German turnip field at dusk jump parachutists of the Territorial Army. "One of the finest parachute landings I have ever seen," said General Sir Richard Gale.

800 TANKS TOOK THE FIELD

For a week the Westphalian Plain was ploughed by armour, teased by jets. These were the biggest inter-Allied manoeuvres to date

Photographs: Rhine Army Public Relations and SOLDIER Cameraman H. V. PAWLICKOWSKI

THE rolling Westphalian Plain between the River Weser and the Ruhr — scene of some of the last battles of World War Two — again became a battlefield when nearly 200,000 soldiers and airmen of four nations took part in Exercise "Holdfast," the biggest inter-Allied and inter-Services manoeuvres yet held.

For a week 800 tanks, 500 of them British Centurions, rumbled along the narrow, winding roads, juggernauted into action over open fields and clashed head-on in village streets. Hundreds of aircraft, including fighters based in Britain, Holland, Belgium and in the United States Zone of Germany, zoomed overhead, seeking out and shooting up troop and vehicle concentrations.

At night, to the roar of withdrawing tanks was added the whine of jet engines as night-attack planes swooped down. And entombed in well-concealed slit trenches the Infantryman sweated they were fighting a defensive action against a numerically stronger opponent who enjoyed considerable air superiority and was prepared for heavy losses.

"Holdfast" was designed to practise the land and air forces of the Northern Group of NATO (represented by Blueland) in preventing an all-out attack by Greenland from the east reaching the vital industrial centre of the Ruhr before Blueland's reserve armies could be thrown in.

To give the manoeuvres added

realism the 2nd Allied Tactical Air Force was practising at the same time the air defence of Belgium, Holland and Germany, using airfields in those countries.

Rhine Army set into operation its complete supply and administrative organisation, bringing petrol, food, ammunition, vehicles, stores and equipment forward from rear areas to the front-line troops. The German railway network ran nearly 600 special troop trains to concentrate the forces.

For the first time an operational headquarters of the Northern Group of NATO's land forces was set up in the field. There General Sir John Harding (the new Chief of the Imperial General Staff) commanded the Blueland Forces with a staff of British, Belgian and Dutch officers. He controlled a larger force than any other officer has done in peace-time manoeuvres

— an army of three corps, comprising the 1st British Corps of two armoured divisions and the Canadian 27th Infantry Brigade Group, a Belgian corps of two Infantry and one armoured division, and a Netherlands corps of two Infantry divisions, one of which was in skeleton form.

The enemy was represented by a British armoured division and a composite Infantry battalion, a Belgian Infantry Brigade Group and a detachment of Special Air Service from Britain, all under the control of General Sir Richard Gale, the new Commander-in-Chief of Rhine Army.

In the air, planes of 2nd Allied Tactical Air Force, which included squadrons from the Belgian and Dutch Air Forces, the Royal Air Force in Britain and the United States Air Force based in Germany, fought on both sides.

From the start the battle went well for Blueland. When the Greenland invaders crossed the River Weser (the frontier between the two countries) they ran up against a covering screen of reconnaissance troops belonging to the three armoured divisions which had taken up positions on a thickly-wooded ridge dominating the surrounding countryside. Behind the armoured line the remainder of Blueland's forces were already digging in at three bas-

OVER

tions, each astride important road and rail communications which later would have to be held at all costs. Behind them again Sappers were laying a mammoth mine field (14 miles long and two miles deep) and preparing hundreds of demolitions. Nearly all the mines — concrete "dummies" weighing the same as real mines — were planted mechanically.

To delay Greenland's hordes, minefields and demolitions were made in front of the armour on the ridge. These, along with the harassing activities of the reconnaissance troops, secured the 48 hours delay needed by the rear troops to build up their strong-points.

The armoured divisions' night withdrawal — the Belgians drove 45 miles non-stop — was carried out in pitch blackness and without lights. It was a hazardous operation made doubly difficult by the narrow, slippery cobble-stone roads and wet weather, but the crews, most of them National Servicemen, performed it with a skill and speed which surprised even the exercise planners and controllers.

When Greenland burst into the open countryside the next morning they were again delayed by well-planned demolitions and minefields. Later in the day they ran head-on into the two British armoured divisions which had

SOLDIER to Soldier

THE Duke of Brandenburg was about to throw his fifty thousand men against sixty thousand.

When all was "just readie," according to a seventeenth century chronicler, "a great officer comes in mighty haste, told him he fear'd it impossible to succeed in such a place, and asked what he should do." The Duke's answer was: "Goe on, goe on, you must allways leave something for God Allmighty to do."

The happy result was that the Duke's men "killed ten thousand upon the place and routed the whole army." Says the old chronicler: "I am sure we leave a great deal for God Allmighty to doe for us."

No battle can be planned beyond a certain point. The secret of success is to know just when to cease planning and leave the rest to "God Allmighty" (or, as our less God-fearing age would say, to Luck).

One major purpose of Rhine Army's Exercise Holdfast was to train Staffs to plan their battle down to that last point. Staff officers cannot always fight on sand tables, in map rooms. Comes the day when they must physically move men and machines from A to B.

To the man in the ranks the resulting manoeuvres may seem total confusion. Lieut-General Sir Brian Horrocks, who has joined the military commentators, alludes to "the well-known fact that the larger the exercise the less the junior ranks learn." (Even in the days of the Duke of Brandenburg the wits were saying that in "modern" battle "there is so much doing everywhere that we cannot tell what is doing anywhere.") Sir Brian thinks that big-scale exercises ought to be cut to a minimum next year, in the interests of the fighting soldiers. Meanwhile the man in the ranks should console himself with the thought that seven days of discomfort may be a small price to pay for baring, and eliminating, weaknesses in planning and liaison which in real war could cost the lives of thousands of men.

It is an impressive army that General Sir Richard Gale has taken over. Under his command are Belgians, Canadians, Dutch, Danes and Norwegians; and he may yet command Germans. As *The Times* said this army will "bear a closer resemblance to the armies commanded by Marlborough and Wellington than to any that has served under a British general since."



A tank in a "fur coat" is impeded to a halt before a blown bridge. Below: On Sunday morning a Canadian padre holds a service for casualties in a bombed-out church.





Sowing the fields in autumn — with dummy mines: a scene near the Mohne See.

taken up positions in front of the main defensive area, and suffered heavy losses. That night Blueland armour again withdrew, this time behind the bastions, and when Greenland came up against the prepared main defences the next day they were thrown back. They launched a full-scale attack on the Canadians, who in the confused fighting that followed, drove them off. Then they penetrated the Netherlands bastion to a distance of five miles but were beaten off with heavy losses. In the Belgian area Greenland had more success and almost succeeded in ripping open the position.

While this frontal attack was going on an airborne landing near Blueland's forward maintenance area caused considerable confusion and some losses. It was made at dusk by a composite battalion of the 46th Parachute Brigade, Territorial Army — men from Scotland, Merseyside and Wales who had been warned only the day before that they would be parachuting into Germany. Exactly five hours after some of them had left off work in Britain they were jumping out from 1000 feet into a muddy turnip field in what General Gale described as "one of the finest parachute landings I have ever seen." Among the parachutists were two miners and a mechanic in a Scottish electrical

OVER



Like a farmer's mechanical seed-sower, this vehicle drops concrete mines into holes scoured by a bulldozer's grab. Sappers conceal the mines and the wheel tracks.



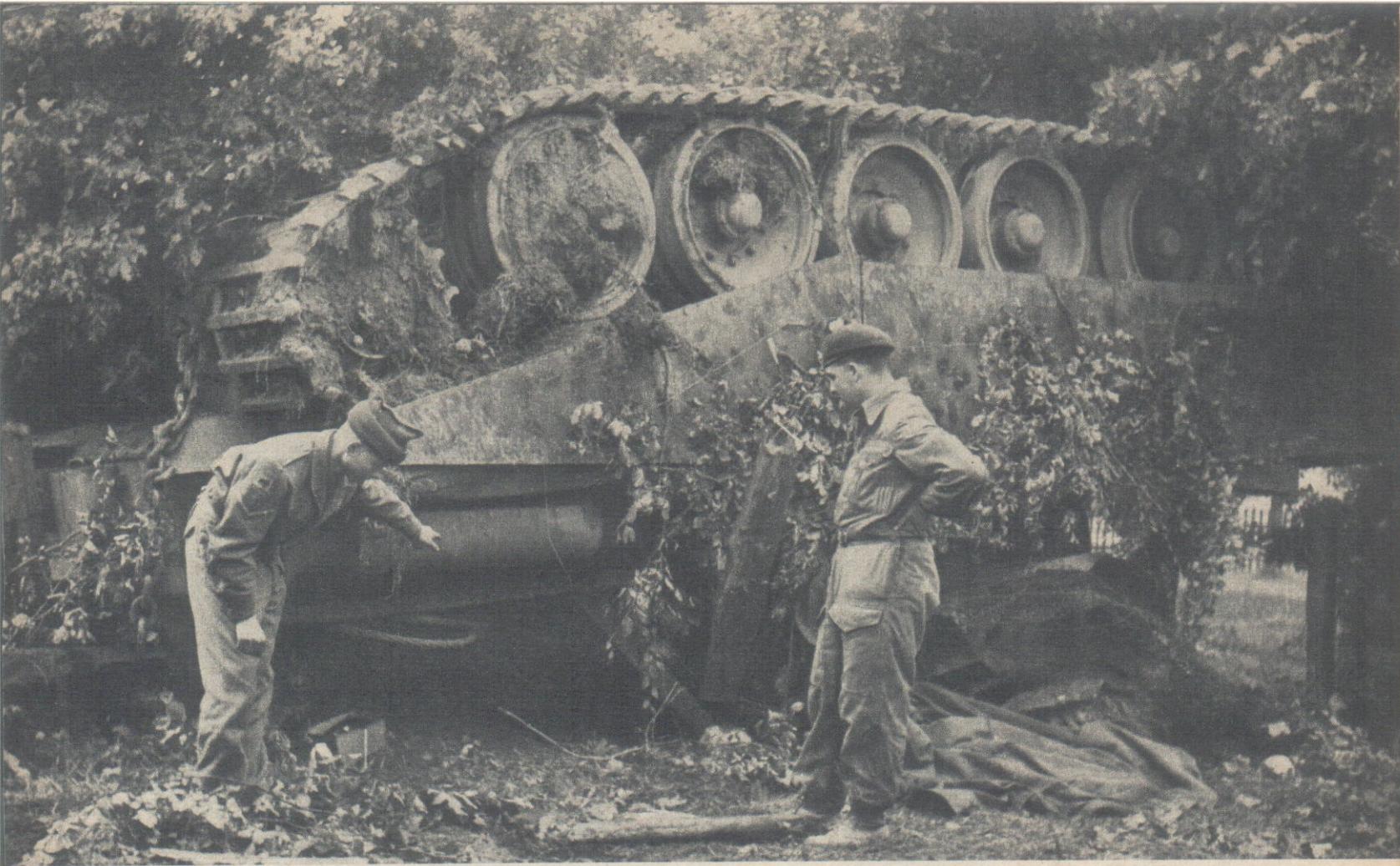
Dutch anti-aircraft Gunners have carved themselves this emplacement, and camouflaged it skilfully.



Infantrymen from Yorkshire and Lancashire dig themselves slit trenches designed to be masked from ground and air observation.



The eye at the lens of the rocket-launcher is that of Corporal A. D. Grembley, of the Algonquin Regiment of Canada.



Three luckiest men in the manoeuvres belonged to 8th Royal Tank Regiment. The transporter carrying their broken-down Centurion skidded and catapulted the tank upside down into an orchard. Trooper D. Lee, lying on the engine cover, was pulled out from between the gun mounting and the turret (where soldier is pointing). Troopers J. Webb and T. Hodson, asleep in the tank, crawled out through the driver's compartment.

Below: Canadian Infantrymen lie, tastefully concealed, near a haystack of their own building.



800 TANKS (Cont'd)

factory, who were due back to work on night-shift the next day.

These week-end paratroops, among them veterans with several operational jumps to their credit, showed that they had lost none of their dash and skill. Within a few hours they had set up road blocks, blown up a bridge, attacked an ammunition dump and cut supply lines. One company claimed to have captured ten Centurion tanks and a large number of prisoners.

Next day all but two of the Territorial parachutists were flown home, where some had to bale out again over Renfrew airfield because their Flying Boxcar developed under-carriage trouble. The two left behind in Germany — the Padre, Reverend T. D. Jones-Evans and Sergeant M. B. White, both of the 16th (Welsh) Battalion, Parachute Regiment, injured their right arms on landing.

Greenland's heavy losses forced her to withdraw and reorganise. It was then that Blueland decided to launch her counter-attack with the full force of her armour, supported by diversionary attacks from the bastions. Greenland was caught on the wrong foot and in the subsequent heavy fighting which set the stage for the finale Blueland drove her enemy back with very heavy losses.

The lessons learned on Exercise "Holdfast" will be the subject of many conferences during the next few months. Where mistakes were made, from the top-planning staffs down to the private soldier in his slit-trench, precautions will be taken to make sure they do not recur.

E. J. GROVE

★ At a conference after the exercise the following points were made:

General Sir John Harding, Chief of the Imperial General Staff:

"This is the first time that the Northern group of land forces has taken the field and I am very pleased indeed with the standard of team-work... but a great deal remains to be done to bring that standard up to withstand the strain of a modern war. I do believe that the foundations have been laid and we are on sound ground.

"I am absolutely convinced that really first-class inter-Allied and inter-Services team-work will be vital to our success if, unhappily, we should become engaged in war."

General Sir Richard Gale, Commander-in-Chief, Rhine Army:

"It is essential that commanders of flank formations should be in close personal contact with each other, not during the stress of a fluid situation but before that situation arises. This personal contact would do far more to ensure the smooth running of operations than the liaison of all the liaison officers in the world."

Air Marshal Sir Robert Foster, Commander 2nd Allied Tactical Air Force:

"The limitations of performance of the Meteor as an interceptor grow more marked as time goes by. New interceptor aircraft are... a pressing need for the Belgian and Dutch defence system.

"Concealment and camouflage by ground troops was excellent and air reconnaissance from our point of view was very disappointing. Dispersal and concealment pay very good dividends."



Above: A dental officer comes to the aid of a Dutch soldier. Left: Rhine Army's new Commander-in-Chief, General Sir Richard Gale, commanded the enemy.



Watch on the Weser: Trooper D. Anderson, 3rd Carabiniers, peers into the morning mists for signs of enemy movement.

From the Halls of Montezuma to the shores of Jutland: United States Marines tumble out of landing craft in an assault on the Danish coast during Exercise Mainbrace, the big maritime exercise which ran consecutively with Holdfast.



A new page is written in the history of an ancient fortress. For the first time, women take an operational role in its defences



Girls of the Gibraltar party show the cameras how quickly they can take post.

FIRST ACK-ACK GIRLS



The last ceremony in Britain for the draft was an inspection by Major-General the Princess Royal.

Left: The magic word "Gib" appears on the new kit-bag. Private Florence Bell, of the advance party starts packing.

WHEN drafts are wanted for overseas, there is never any lack of volunteers from the Women's Royal Army Corps. Recruiting officers say that the girls join because they are anxious to see something of the world.

Already many of them are serving abroad as drivers, telephonists, clerks and cooks.

Now, for the first time since the war, women have gone overseas in an operational role, to serve with an anti-aircraft regiment at Gibraltar. There were 54 of them, with three officers, in the much-photographed draft which left Bovingdon airport in Hertfordshire for the Rock. Hardly any of them had flown before.

The last women to serve overseas in an anti-aircraft role were the members of a mixed anti-aircraft regiment which, towards the end of the war, was stationed outside Brussels and later moved up into Germany. One of the Gibraltar party, Lance-Corporal Sidonia Harrison, was with 487th Battery when it engaged V1's in Belgium.

For the Gibraltar draft, the last ceremony in Britain was an inspection by Major-General the Princess Royal of 46th (Mixed) Heavy Anti-Aircraft Regiment, Royal Artillery, to which the Battery belongs. For some years this has been the only Regular Army mixed artillery regiment.

Having spent most of their Army life in a mixed regiment, the girls were unmoved by newspaper



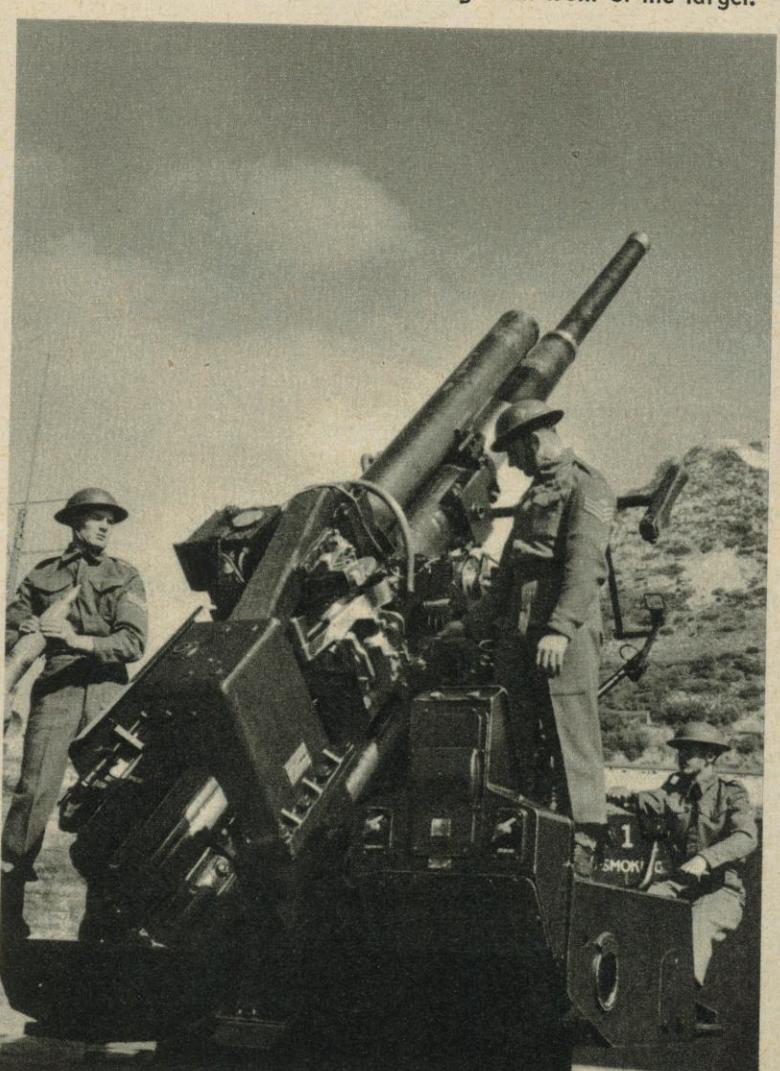
FOR 'GIB'

talk of romance on the Rock. Their questions to their Commanding Officer, Major Eileen Askham, who had just returned from a short trip to Gibraltar, were about accommodation on the Rock and the price of cigarettes (50 for 3s 4d). They were told to look forward to airy barrack-rooms, a room to themselves in the garrison NAAFI club, and opportunities to visit Spain. Their tour is for three years.

One of the more travelled members of the draft is Company Sergeant-Major Enid Mallard, who, along with another WRAC sergeant-major, went by motor-cycle to see the Olympic Games. She rode pillion. The route was by ship to Esbjerg, by motor-cycle across Denmark, by ship to Sweden and then on by motor-cycle, returning via Germany and Holland. Said Sergeant-Major Mallard: "Now I hope it will not be long before my companion, Sergeant-Major Marjory Carter, motorcycles out to see me in Gibraltar."

Two officers, Captain Clare Thomas and Lieutenant Amoret Scudamore, knew that they were earmarked for a special role when they were sent on anti-aircraft courses earlier in the year.

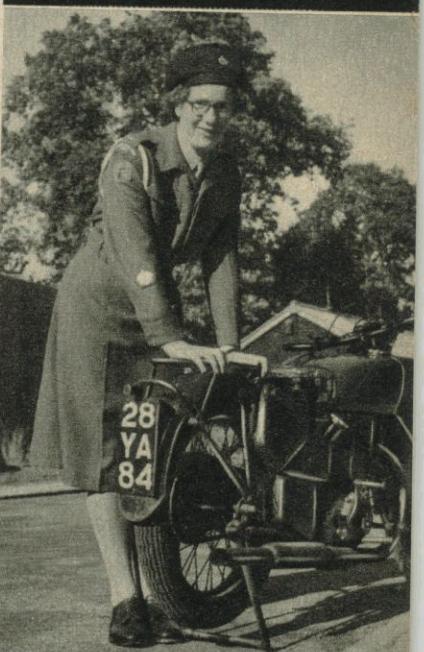
The regiment the girls have left, 46th (Mixed) Regiment, was formed in 1942 as 96th (Mixed) Heavy Anti-Aircraft Regiment. It shot down a record number of V1's over the Essex Marshes. One battery can trace its history back to Madras in 1809. In Gibraltar the girls are joining 54th Anti-Aircraft Regiment.



Above: The Rock. The "ack-ack" girls may soon find themselves working in its man-made caves. Below: One of Gibraltar's 3.7 anti-aircraft guns. The Rock sometimes gets in front of the target.

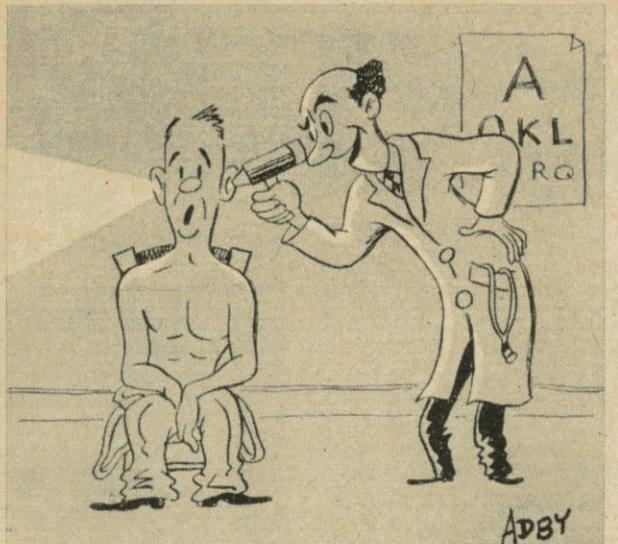


Captain Clare Thomas knew she was earmarked for a special role when she was sent on an anti-aircraft course.

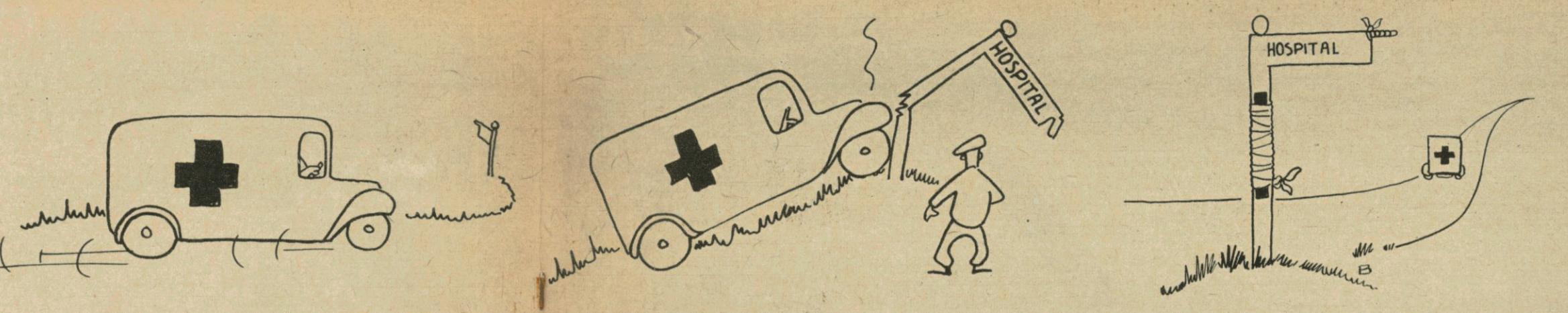


Company Sgt-Major Enid to see the Olympic Games. Below: L/Cpl. Sidonia Harrison served with a battery which shot down V1's in Belgium.





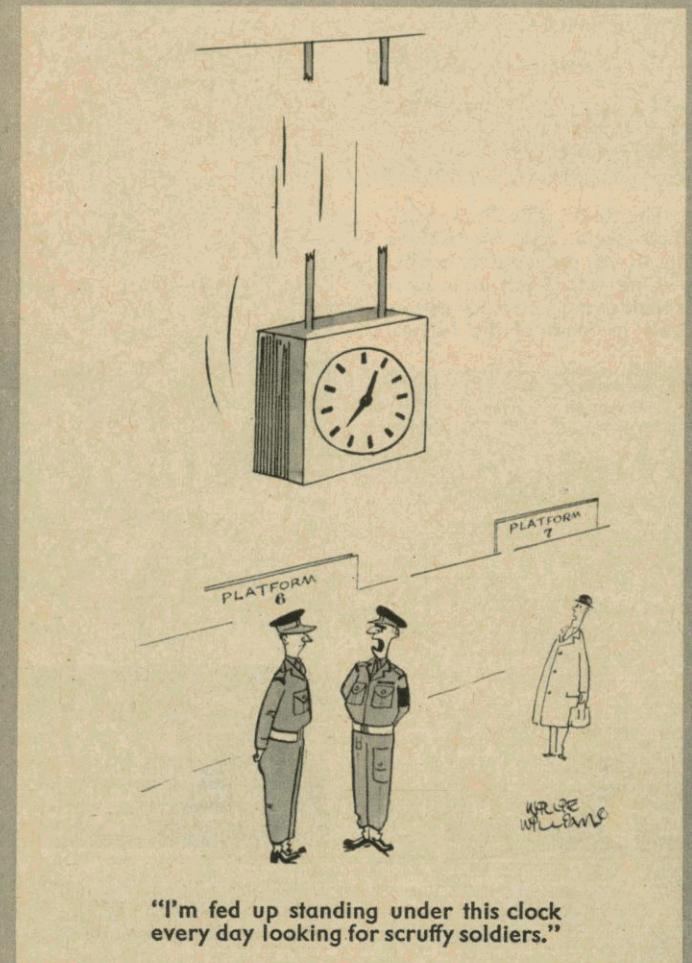
"Just as I thought — perforated ear-drums."



SOLDIER HUMOUR



"British soldier, he sold me this pair of ear muffs."



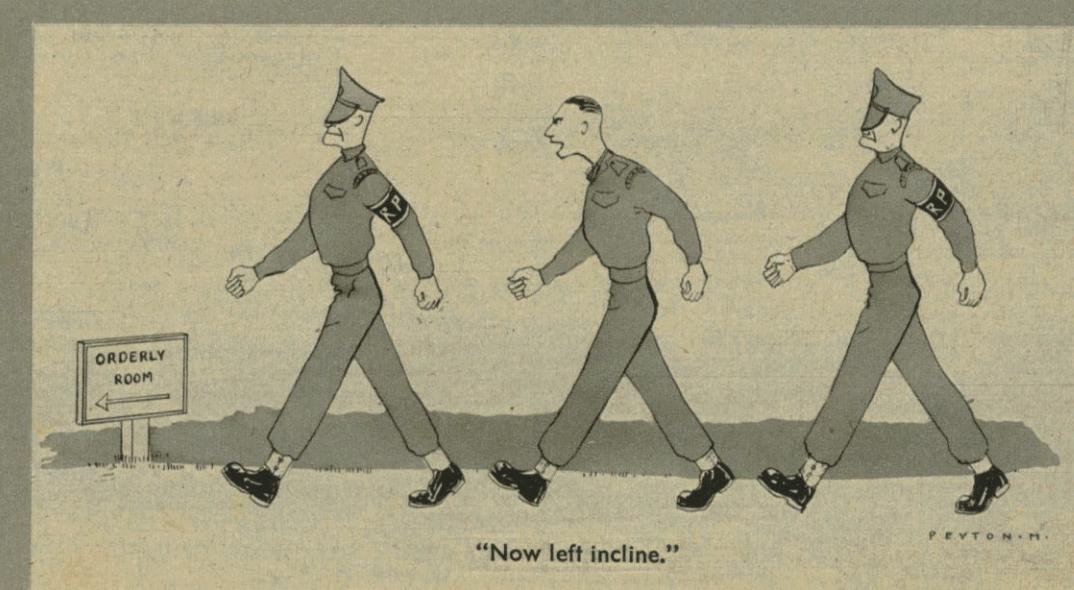
"I'm fed up standing under this clock every day looking for scruffy soldiers."



"Dirty finger nails."



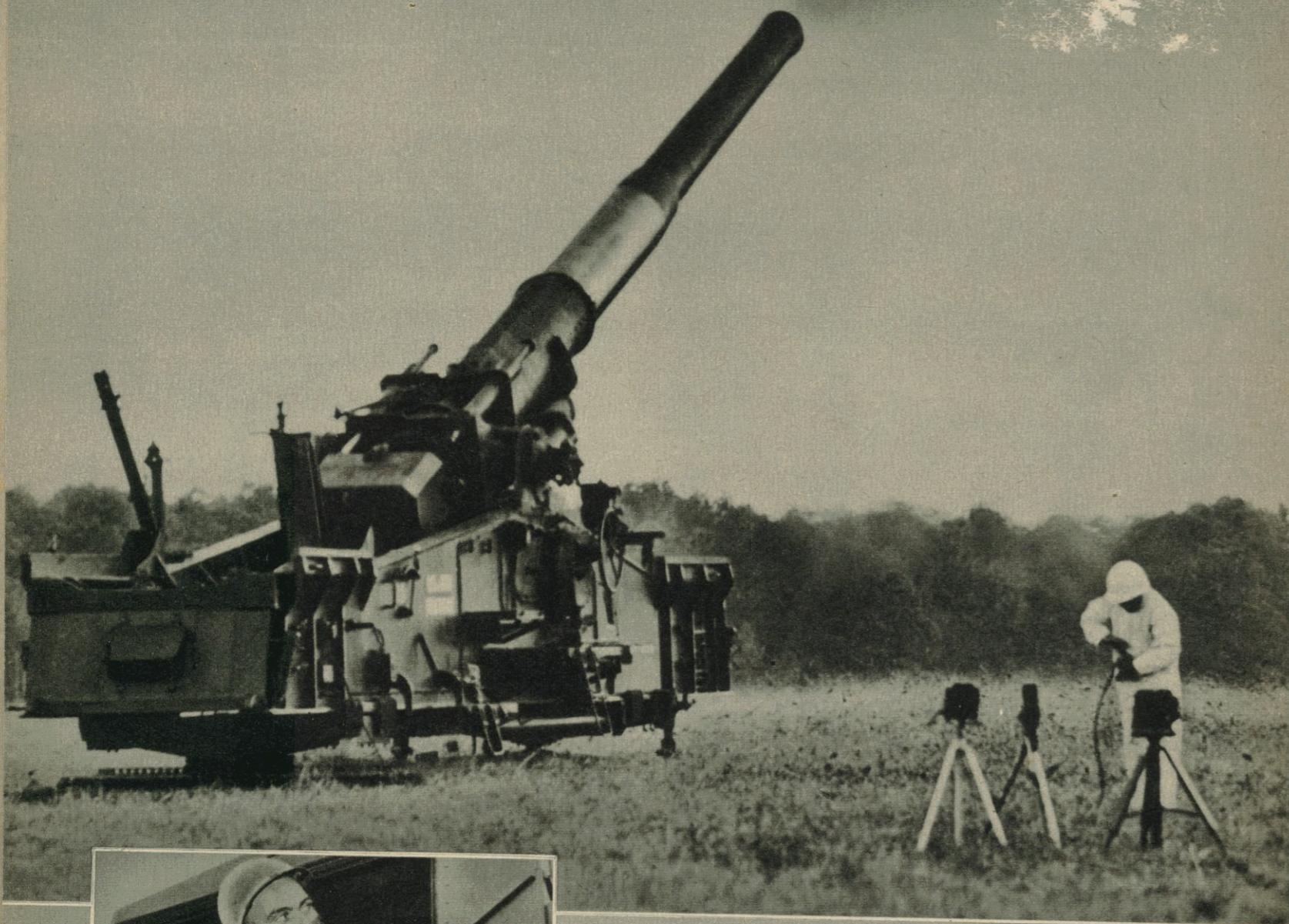
"Cecil, do watch what you're doing when you salute!"



"Now left incline."

BIG GUNS

The first gun designed to fire atomic shells is also the biggest to be fully mobile. This article tells of some of its sensational predecessors

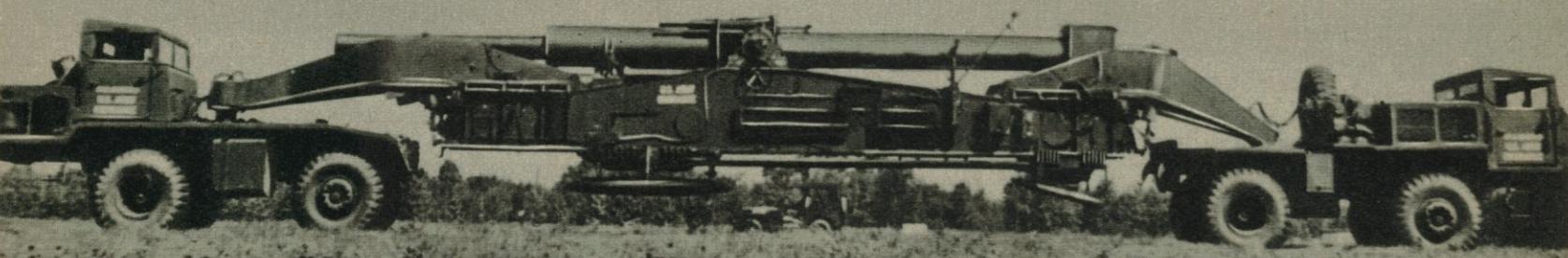


The big bang: a member of the gun detachment fires by remote control. In front of him are three cameras; the photographers are also working by remote control.



Left: The driver at the front of the big gun. He is wearing the headphones and microphone with which he keeps in touch with the driver at the rear.

Seventy-five tons of artillery are ready to move off at 35 miles an hour. There is a 500 horse-power motor at each end. Front and rear steer independently.



WHEN the American Army recently allowed the world a first glimpse of its latest big gun, the weapon made the headlines principally, and deservedly, as the first gun designed to fire atomic shells.

Whether it has actually fired any was not disclosed, but the authorities are firm that it can and will. Atomic missiles small enough to have been fired by the gun have been exploded in Nevada. Meanwhile, the gun has fired conventional shells at a press demonstration.

The weapon is interesting in another way: it is the biggest gun ever made completely mobile on land. Its calibre is 280 millimetres (more than 11 inches) and its barrel is about 40 feet long. For travelling, the gun and the mounting are lifted hydraulically on to two 500 horse-power tractors, one at the front and the other at the back.

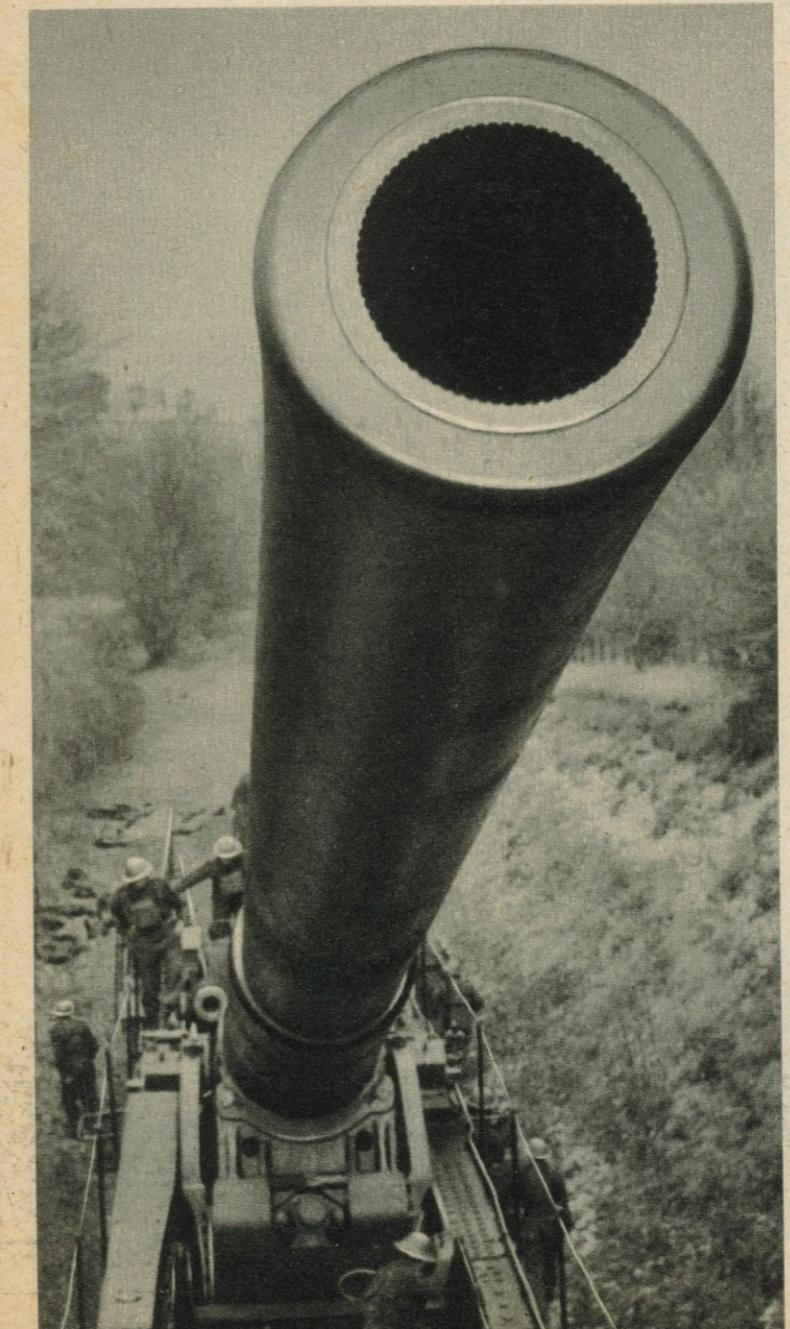
The tractors can be operated independently, but the drivers are connected by telephone and one driver can, if necessary, control the speed and braking of both tractors. Independent steering of the two cabs makes the vehicle manoeuvrable on what might otherwise be impossible corners.

The gun, with its tractors, weighs 75 tons, but the American authorities claim that it can use normal roads and bridges and can travel at about 35 miles an hour. It can also travel across country or fit into a landing-ship for amphibious operations.

When the gun goes into action, a generator provides power for elevation (up to 55 degrees) and for all-round traversing. Shells are rammed home automatically, and the gun is fired by remote control.

The United States Secretary of the Army told reporters at the demonstration that the gun was essentially

OVER



Left: Most 15-inch guns are mounted on battleships, but this one ran on railway lines. It was part of the defences of South-East England in World War Two.



Schwere Gustav, one of Hitler's two pet guns, threw a seven-ton shell and was manned by a regiment commanded by a major-general. Arrows point to members of the detachment.

BIG GUNS

(Continued)



At Essen, in 1945, the Allies captured these giant barrels, some 28 yards long and designed for guns which were to fire across the Channel.

a piece of artillery but with much greater power than any other. It was claimed to be more accurate than any other piece of artillery at long range, and to be of great value against enemy massing for an attack. Unlike airborne atomic weapons, it could function by day or night in any weather.

During the press demonstration, it was suggested that the gun would have a range of 20 miles.

Bigger land guns than this have been built, but they have lacked the mobility of the new American weapon. The biggest British land guns have been the 15-inch coastal guns like those mounted at Dover, one of which scored a direct hit on a German cross-Channel gun at 40,000 yards during the last war.

The Germans have been devotees of heavy and super-heavy guns. They have also numbered 15-inch and 16-inch guns, originally designed for naval use, among their coast artillery.

Coast defence weapons, however, are mostly static. The mobile "super-heavies" of the past have been the railway guns (which have also taken part in coast defence).

Probably the most famous "super-heavies" were the German weapons known collectively in World War One as the Paris Gun. They were made by Krupps from 15-inch naval guns which were almost doubled in length and had their bore reduced, by a tube, to 8.26 inches. With vast quantities of propellants, they could throw a shell 80 miles, and they bombarded Paris from distances up to 75 miles away. These guns were good for between 40 and 60 rounds; then they had to be re-bored to a larger size, which reduced their range. They were not, at first, railway guns, but they were later put on to railway mountings.

The Paris Gun was both an insult and an incentive to the German Army. It had been developed and manned by the Navy. In order that such a thing should not happen again, the Army went to work on a long-term development plan for big guns right after the Treaty of Versailles. It produced a number of very good guns, but

the most interesting project of all was that for two 80-centimetre (31-inch) railway guns.

The project first saw the light of day in 1937. One gun was completed in 1940 and was seen in France after Dunkirk, heading towards Spain, probably in readiness for an attack on Gibraltar. Later it turned up in Russia and was fired in the siege of Sevastopol. The other was used against Leningrad.

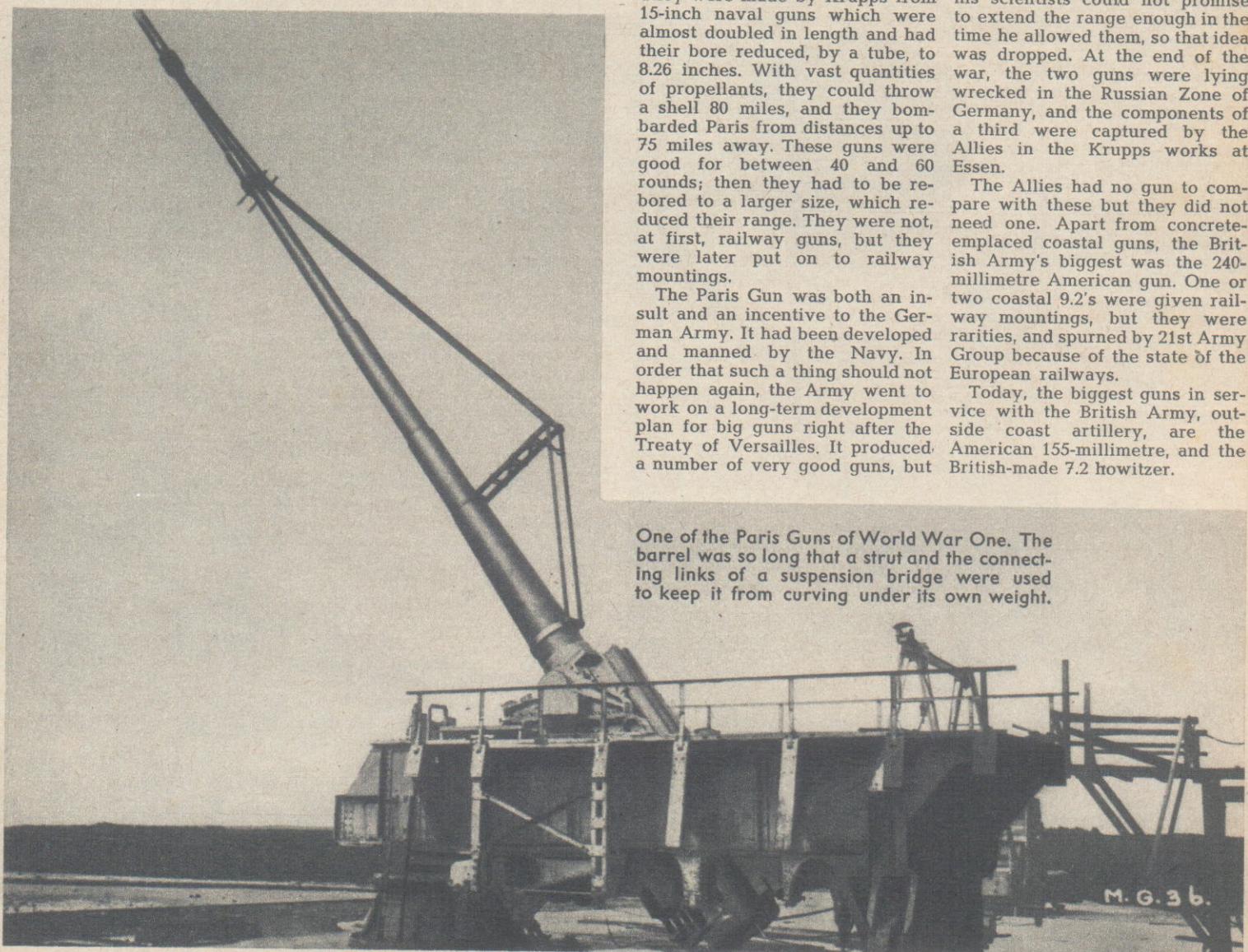
These two guns, *Schwere Gustav* (there was to be a longer *Gustav* of smaller bore) and *Dora Gerät*, were operated from specially-built four-track railway carriages. They could fire a seven-ton anti-concrete shell 41,560 yards (nearly 24 miles) or a 4.72-ton high explosive shell 51,400 yards (more than 29 miles). Each gun weighed nearly 1500 tons and was manned by a regiment, under the command of a major-general. They are said to have had a rate of fire of one shell every 20 minutes, which gave a barrel a short life, since Krupps estimated that a barrel could last only 100 rounds. In fact, the guns fired only two or three rounds in a day, and only one of them fired as many as 60 rounds.

Hitler hoped that *Schwere Gustav* and *Dora Gerät* might fire across the Straits of Dover, but his scientists could not promise to extend the range enough in the time he allowed them, so that idea was dropped. At the end of the war, the two guns were lying wrecked in the Russian Zone of Germany, and the components of a third were captured by the Allies in the Krupps works at Essen.

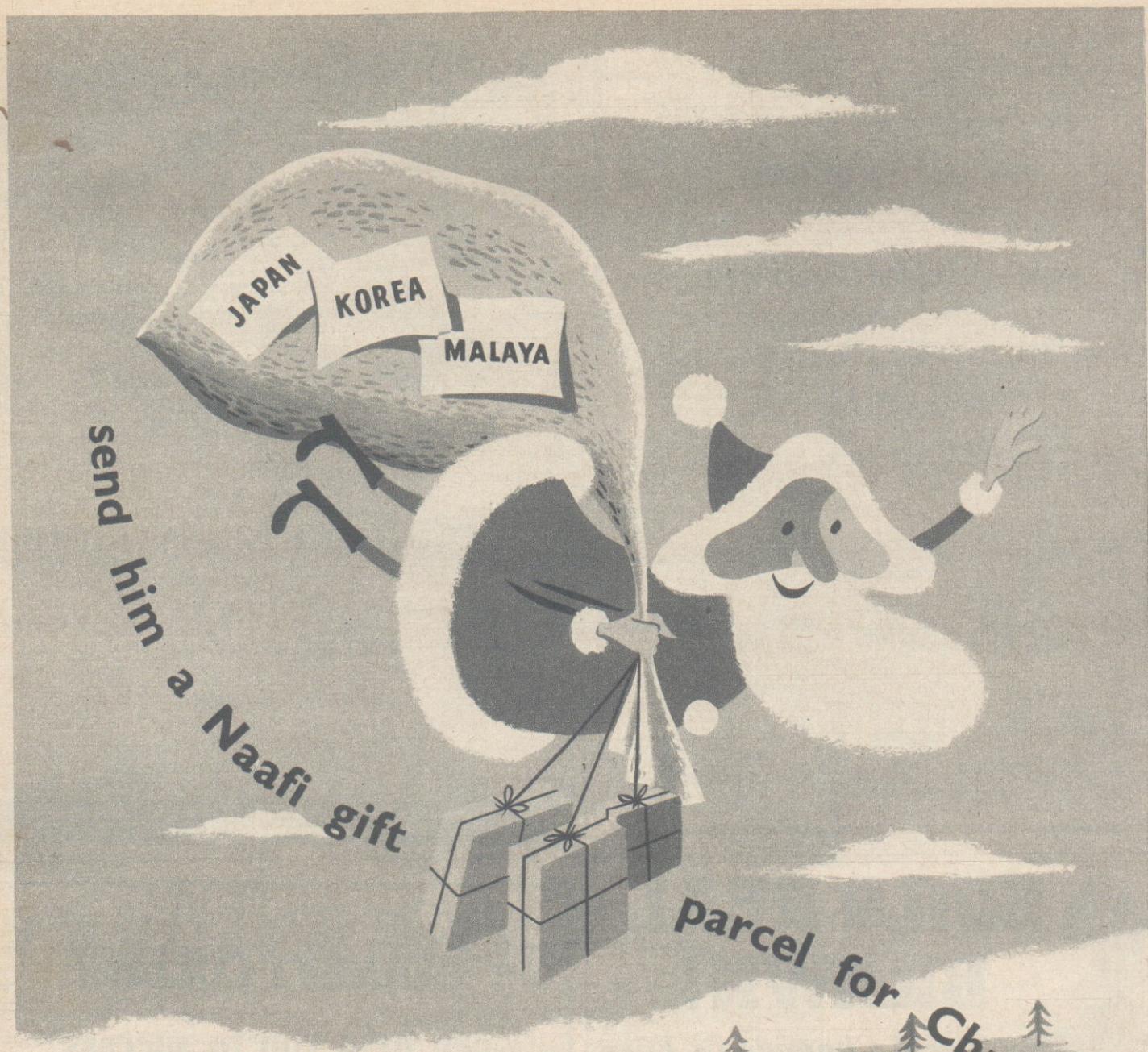
The Allies had no gun to compare with these but they did not need one. Apart from concrete-emplaced coastal guns, the British Army's biggest was the 240-millimetre American gun. One or two coastal 9.2's were given railway mountings, but they were rarities, and spurned by 21st Army Group because of the state of the European railways.

Today, the biggest guns in service with the British Army, outside coast artillery, are the American 155-millimetre, and the British-made 7.2 howitzer.

One of the Paris Guns of World War One. The barrel was so long that a strut and the connecting links of a suspension bridge were used to keep it from curving under its own weight.



M.G.3 b.



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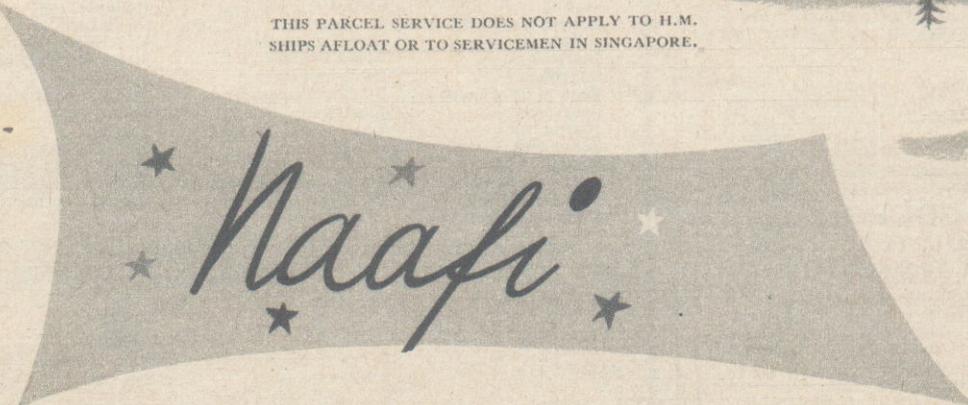
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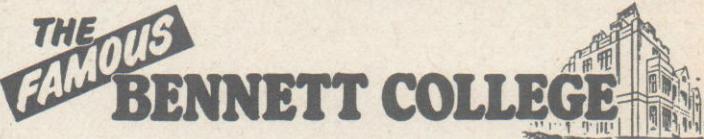
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SPORT

Captain D. G. Miles, who entered privately and won a Gold Medal, rounds a bend on the spectacular Grossglockner Pass, followed by another competitor.

SOLDIERS IN THE "SIX DAYS"

FROM this year's International Six Days Motor-Cycle Trial, held in Austria, the Army's eight official riders brought back five medals. An officer who had entered privately gained a sixth.

There was a total entry of about 75 British riders, who won 25 medals between them. On percentages, the Army did well.

The Trial was centred at Bad Aussee. It covered in all about

British Army motor-cyclists held their own with ace riders from six countries over a gruelling course in Austria

Photographs by courtesy of The Motor Cycle

1250 miles run off in instalments over a different route each day, and riders had to keep to a time schedule calculated on the power of their machines; for the Army team, this meant just on 30 miles an hour. On the sixth day there

was a speed test, held on an *autobahn*, in which the Army riders were required to cover almost 63 miles in an hour. Besides time schedules, the riders had to contend with high mountain passes, mud and earth tracks,

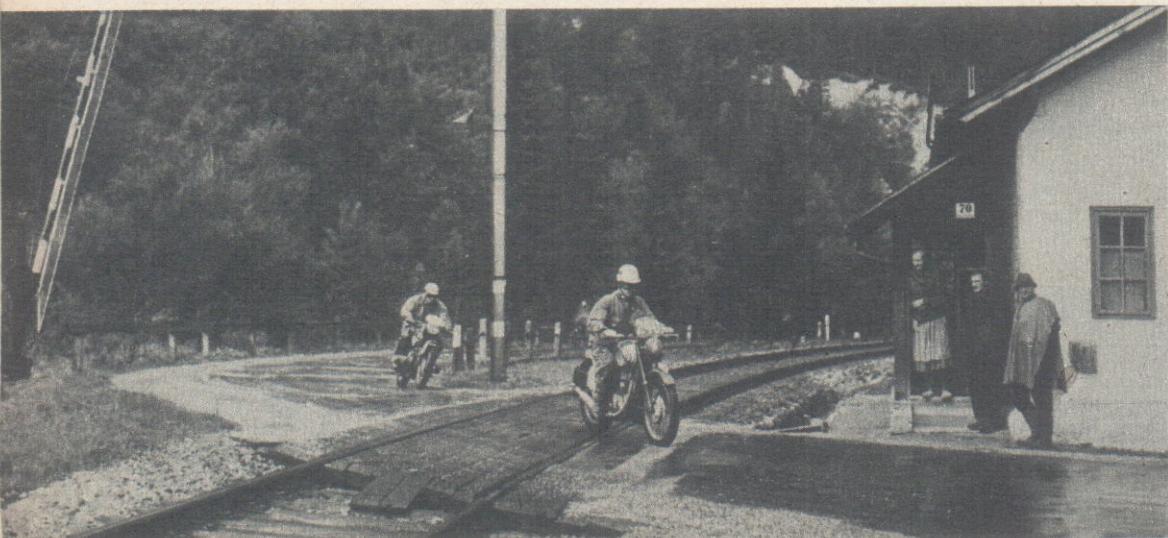
Bumping over the level crossing at Kainisch goes Serjeant D. G. Rowthorn, a Bronze Medallist.

slippery roads and rain, snow and fog. The Trial was as tough as ever it has been.

The Army riders were in two teams of three, with a reserve and an individual entry. They were mounted on the latest BSA 500cc Gold Star machines. The teams were entered for the Clubmen's Trophy, but as neither team finished intact they were unplaced.

Two Gold Medals, awarded to riders who finished without loss of points, went to the Army's "A" team. The winners were Captain W. E. Dow, Royal Army Service Corps, who won a similar award last year, and Serjeant R. A. Rhodes, King's Royal Rifle Corps, who is an instructor at the Army Mechanical Transport School at Bordon. Their team-mate, Lance-Corporal J. S. H. Bray, Royal Army Ordnance Corps, a National Serviceman who was the best Army rider in the Welsh Two-Days Trial, had to retire after a night spill in the snow at the end of the second day.

In the Army's "B" team, Captain D. C. Osmond, Royal Artillery, an instructor at the Army Mechanical Transport School and a 1949 Gold Medallist in the Trial, received a silver medal, awarded to those who lost between one and ten marks. Serjeant D. G. Rowthorn, Royal Signals, who crashed while riding for the **OVER**



Army in last year's Six-Days, received a bronze medal, awarded to those who lost between 11 and 50 marks. He lost 14. The third member of this team, Serjeant V. E. Monk, Royal Military Police, who won a silver medal last year, injured his ankle on the night run and retired.

A bronze medal went to Fusilier H. Nield, Lancashire Fusiliers, this year's Aldershot District champion. He was riding for the Army as an individual entrant and lost 36 marks.

The Army's reserve rider, Serjeant F.W. Gamwell, who is a motor-cycle instructor at the Royal Military Police Depot, put up a courageous performance which won the admiration of the competitors of six nations. On the fourth day, after his machine had crashed into a lorry, Serjeant Gamwell's leg was broken at the knee. He remounted, somehow, and finished the day's run. Then his leg was put in plaster. Next morning, standing on his broken leg, he performed the regulation kick-start, and rode nearly 100 miles on time. Then, on a hill which beat many other riders, his machine skidded and fell on his broken leg; but he pushed his motor-cycle to the top and remounted. At the lunch stop, Serjeant Gamwell no longer had the strength to climb off his machine. He was carried to hospital.

The unofficial Army entrant was Captain D. G. Miles, Royal Artillery. He rode in one of the Army teams last year and looked like qualifying for a Gold Medal

when, less than an hour from the end, his engine failed. This year he is stationed with the Royal Horse Artillery in Germany and was not available for the Army's preliminary training. However, he owns a Gold Star machine, which he bought after riding in the 1950 Six-Days, and on this he entered privately. He won a Gold Medal.

The Army riders were delighted to see the veteran rider, Freddie Rist, acquire a Gold Medal as a member of a club team. When the Army entered its first team in the Six-Days (in Wales, in 1938) one of its members was Corporal F. M. Rist of the Royal Tank Regiment. Corporal Rist was also in the Army's 1939 team, which left Austria hurriedly, abandoning the Trial as war became imminent. Nowadays, as a member of the BSA staff, Freddy Rist helps to train the Army's Six-Days riders.

The first post-war Army entries were teams from the Army Mechanical Transport School, at Bordon, in 1949 and 1950, when the event was held in Britain. Last year, however, the Trial moved to Italy, which made entry too difficult for a single unit to handle, so the newly-formed Army Motor Cycling Association took over.

Army teams are picked from men nominated by Commands. They are tested not only on their riding ability (this year all but one entered the Welsh Two-Days Trial as part of the selection process) but also on whether they can discover and quickly remedy faults in their machines. This is because in the Trial the machines are handed over each night to



Just another trials hazard. Competitors had to trust to luck that the tank of the blazing machine would not blow up as they passed.

the authorities, who do not release them until a quarter of an hour before the start of each day's riding. If anything goes wrong, the rider must cope with it, without help, in competition time.

This year, before going to Austria for a month's training, the official Army riders spent a week at Birmingham, studying their mounts in the BSA plant and in the factories which make the electrical equipment, carburettors and tyres. Under experts, they carried out maintenance tasks and tyre-changing to the clicking of stop-watches.

The Army, of course, has a

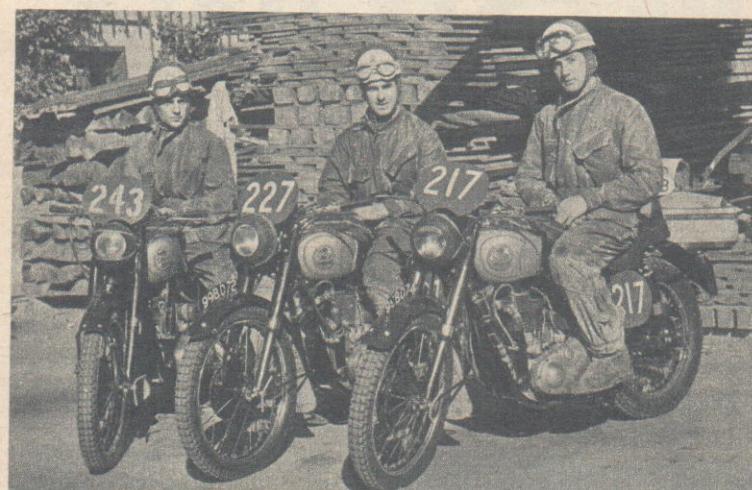
reason for competing. The view of the Army Motor Cycling Association is that motor-cycle sport will do for the mechanised Army what horse sport did for the old Cavalry — make better riders, who will look after their mounts better. To this end, it encourages all kinds of motor-cycle events except those which demand pure speed, or scrambles, for which standard Army machines are not suited.

"Since Army motor-cycle sport restarted in 1946, motor-cycling has grown into one of the biggest sports in the Army," says Captain L. J. B. Jenkins, secretary of the Army Motor Cycling Association.

Above, left: The Army's "A" team. Left to right: Serjeant R. A. Rhodes, Captain W. E. Dow and Lance-Corporal J. S. H. Bray.

Right: Serjeant F. W. Gamwell, the Army's reserve rider, crashed and remounted with a broken leg.

Left: The Army's "B" team. Left to right: Sjt. D. G. Rowthorn, Capt. D. C. Osmond and Sjt. V. E. Monk.



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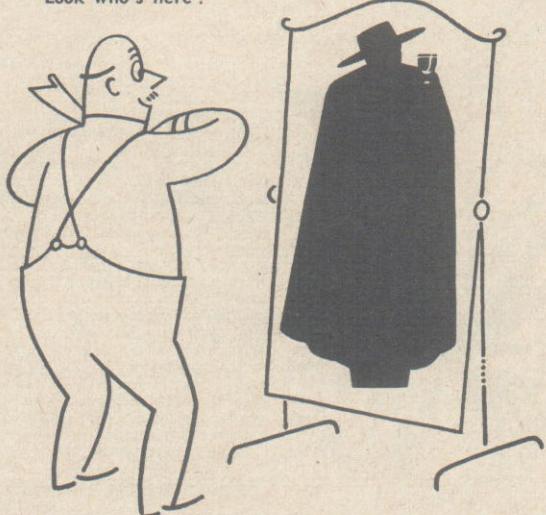
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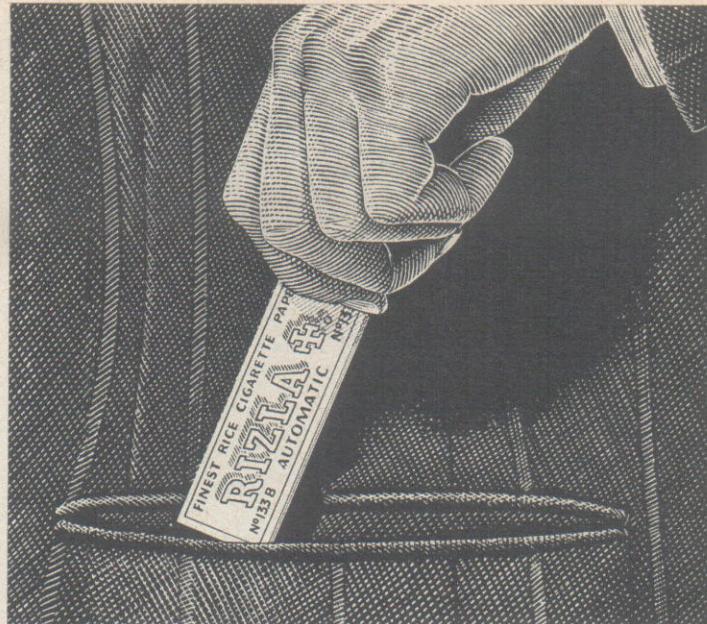
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PALACE SENTRY TO FILM STAR

A former Regular soldier received his first big part in a film because he understood soldiering. His name: Anthony Steel

IN 1939 a smart young Guardsman on sentry duty at Buckingham Palace proudly presented arms to the Royal Family.

Twelve years later he was introduced to members of the Royal Family, to be congratulated on his performance as the star of a film which had just been given a Command Performance.

The actor was Anthony Steel, and the film "Where No Vultures Fly."

There were no thoughts of films in young Steel's head when he left Cambridge (after only a few months) just before World War Two started and joined the Grenadier Guards on a Regular engagement of seven years. He knew something about the Army, however; his father was a major in an Indian Cavalry regiment and Anthony had spent much of his early life in India.

Guardsman Steel trained at Caterham and was posted to the 3rd Battalion. He went to France and by the time of Dunkirk had become a sergeant. Soon afterwards, he was commissioned in the Border Regiment and went off to the Middle East.

In Syria in 1941 he was shot in the shoulder at a range of five feet. Three doctors wanted to amputate his arm, but a fourth thought it might be saved. It was.

Now he volunteered for the Parachute Regiment. On his first training jump, the man behind followed him out of the door of the aircraft too quickly and the static lines of their parachutes became entangled.

Only Steel's parachute opened, and the two landed safely clinging together.

Anthony Steel made operational jumps in North Africa, Sicily and the Dodecanese. Then, in the Far East, he joined the Gurkha Parachute Battalion and made three more operational jumps on sabotage missions.

The war over, ex-Major Steel, who had never taken part even in amateur theatricals, turned to acting. He served with a seaside repertory theatre and then played small film parts. When he heard that a film was to be made of "The Wooden Horse," the best-selling escape-book, he wrote to the director, pointing out that although he was unknown as an actor, he had plenty of Army experience which should help.

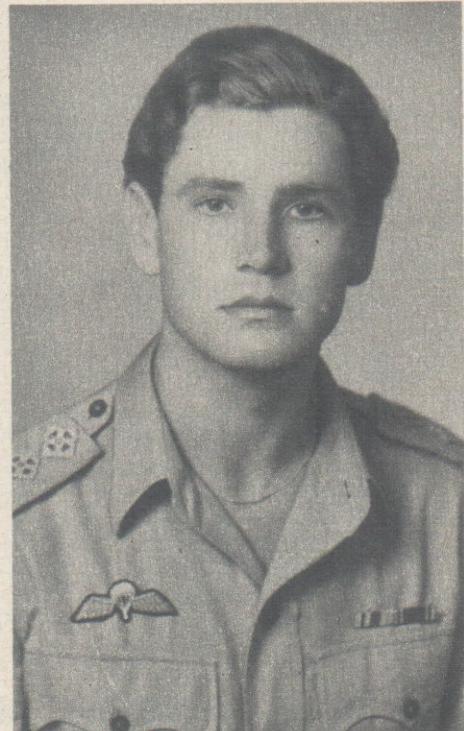
He was accepted, and the film established him as a first-rank actor. Since then his name has appeared on the posters with actresses like Bette Davis, Patricia Roc and Claudette Colbert. His films have included "The Mudlark," "Laughter in Paradise" and "Emergency Call."

Film work has not meant the end of Anthony Steel's interest in the Parachute Regiment, but film studios do not allow stars to risk their valuable limbs in parachute jumps. So Anthony Steel has to be content with being an honorary member of the 10th Battalion, a London Territorial unit.

Footnote: The leading role in a film about parachutists, "Red Beret," now being shot in Britain, is played by the American film actor, Alan Ladd.



Anthony Steel played with Patricia Roc in "Something Money Can't Buy." Left: As a police inspector, he co-operated with the screen Army in "The Planter's Wife."



No play-acting about this uniform — a war-time picture, taken when Anthony Steel was in the Parachute Regiment.

A Sacred Legion of Staff Officers

MR. Winston Churchill, as is now well known, was anxious to watch the invasion of Normandy from the deck of a cruiser. It was at the behest of King George VI (who also would have liked to be present) that the Prime Minister reluctantly decided not to go.

Mr. Churchill is still, however, unrepentant. In "Closing the Ring" (Cassell, 30s), the fifth volume of his series, "The Second World War," he says that a man who has to take grave decisions "may need the refreshment of adventure."

He may need also the comfort that when sending so many others to their death he may share in a small way their risks. His field of personal interest, and consequently his forces of action, are stimulated by direct contact with the event. As a result of what I saw and learned in the First World War, I was convinced that generals and other high commanders should try from time to time to see the conditions and aspect of the battle scene themselves. I have seen many errors made through the silly theory that valuable lives should not be endangered.

It was this view which had earlier impelled Mr. Churchill to send a message to General Alexander, hoping that the general was "watching above all" the Salerno landing and adding: "The Battle of Suvla Bay was lost because Ian Hamilton was advised by his CGS to remain at a remote central point where he would know everything. Had he been on the spot he could have saved the show."

General Alexander replied that

he had already anticipated the Prime Minister's advice.

This volume covers the year from June 1943 to June 1944 and ends with the sailing of the convoys for the Normandy beaches. The great commanders of the war had already risen to the top, but Mr. Churchill had heard much of a young brigadier named Wingate and had decided he ought to command the army for the reconquest of Burma. Mr. Churchill had him summoned home "in order that I might have a look at him before I left for Quebec... We had not talked for half an hour before I felt myself in the presence of a man of the highest quality."

A few months later Wingate was killed. "With him," says Mr. Churchill, "a bright flame was extinguished."

Amidst all the great affairs which claimed his attention, Mr. Churchill was still finding time



Mr. Winston Churchill: he objected to "Operation Bunnyhug."

to take an intimate interest in the efficiency of the Army and the well-being of its soldiers.

He was perturbed that in the Anzio beach-head there were 18,000 vehicles to serve 70,000 men. "I am shocked that the enemy have more Infantry than we," he wrote. He was equally disturbed by the numbers of vehicles being loaded for Normandy; 20 days after D-Day there would be one vehicle ashore for every 4.77 men, and each vehicle required its driver and share of maintenance staff. He had a friendly but belated interview with Field-Marshal Montgomery on the subject (an interview which has since been misinterpreted). He still thinks that the operation suffered "both in risk and execution" from the proportion of vehicles to fighting men.

Mr. Churchill was, as ever, considerate of the troops' morale.

I am strongly of the opinion that wound stripes should be issued as in the last war... There must be no further delay in this, on account

of the 'Purple Hearts' which the Americans are giving to their own soldiers and are distressed not to give to ours. The second question is the issue of chevrons for every year of service abroad, which I think also would be greatly appreciated by the soldiers.

Like many lesser men, Mr. Churchill was mystified by the word "division" when it was used in attempts to calculate the strengths of armies. It might mean 22,000 Germans, 15,000 Russians or 42,000 British or Americans.

My impression is that the Germans get about 12,000 men who actually fight out of divisions of 20,000 gross, and we get about 15,000 or 16,000 out of divisions of 42,000. If so, the result is not very encouraging, considering that the Germans fight at least as well as we do and move over great distances with much rapidity.

Mr. Churchill took "a grave view of the increasing sedentary and non-combatant tail which we are acquiring."

The best thing would be to form a Sacred Legion of about 1000 Staff officers and let them set an example to the troops in leading some particularly desperate attack."

It was "with great concern" Mr. Churchill learned that the 1st Armoured Division, "a unit of exceptional quality and experience," was being used to guard prisoners-of-war. He ordered that it should be reconstituted and brought up to strength immediately, for use in Italy, and demanded fortnightly reports on the progress of its re-equipment.

The Prime Minister expressed decided views on the selection of code-names. They should not be boastful and over-confident (like "Triumphant"), despondent (like "Woebetide" or "Pathetic"), or frivolous (like "Aperitif"); nor should they be ordinary words used in other connections, or names of living people. It must not be possible for "some widow or mother to say that her son was killed in an operation called 'Bunnyhug' or 'Ballyhoo.'"

This Churchill Went to France — by Submarine

A car drew up in a Gibraltar courtyard and two men jumped out. They unlocked the luggage boot — and out came a third man.

Captain Peter Churchill was back on British soil after his first secret trip to war-time France. He had chosen to travel in the boot to avoid complications with the Spanish frontier officials.

Captain Churchill tells the story of this first trip as an agent in "Of Their Own Choice" (Hodder and Stoughton, 12s 6d). He writes in the third person and refers to himself as Michel (his code-name).

Michel had come straight from a saboteurs' school in Britain (only three in 14 had graduated) and was one of the earliest agents to go to France. With two million francs tucked round his waist, he travelled by troopship to Gibraltar, and though he had never been near a gun before, took his turn at supervising the ship's defences.



Captain Peter Churchill: he brought home the ration-books.

From Gibraltar he travelled by Malta-bound submarine, which dropped him off the south coast of France, near a spot he knew well, and he paddled ashore in a canoe.

His work in what was then Vichy France — it was January

At times like these it's as well to remember that a good book makes life worth while. For the rest of the evening read a book from the Forces' bookshops or from S.C.B.D.

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1942—went remarkably smoothly. He delivered funds to Resistance leaders. He set in motion the machinery for having ten men released from jail. One of his contacts obtained for him specimens of French ration-books, so that they might be duplicated in England for later agents. Until he came upon the provider of ration-books, Michel had to live largely on ersatz coffee. Finally he bought copies of all the French railway time-tables; it would give later agents confidence to be told, at their briefing in England, not only the nearest station to walk to after burying their parachutes but also the exact times of the trains.

During one of his own train-trips, Michel shared a compartment with a sour gentleman who blamed France's misfortune on the British. He was promptly contradicted by the other French occupants of the carriage, who must have been delighted, if they were listening, to hear their conversation reported on the European service of the BBC a few nights later.

Among Michel's contacts in France was Germaine, a young lady of American origin, whose

gait did not betray the fact that she wore an aluminium foot, the hollow of which was an admirable secret post-box.

At Germaine's request, two American consular officials, who had established means of putting Royal Air Force men across the frontier into Spain, introduced Michel to a guide. He was Pasolé, a Spanish exile who was making a handsome living by smuggling across the Pyrenees and found his relaxation as the star player of the Perpignan football team.

In two nights, Pasolé, another Spaniard and Michel made a 50-mile walk across the mountains. Michel, who had trained as a Commando, was not unduly distressed. When Michel had been safely delivered, Pasolé set off back to Perpignan the next night—a Thursday. He would be home on Saturday morning, in time to play in a league match in the afternoon.

Captain Churchill, who ended the war in a concentration camp and subsequently married another famous agent, Odette Sansom, made three more secret trips. They should provide good material for a later book.

'Alex' and The Barons

IT was 1919. Young officers who had distinguished themselves in World War One were looking for active jobs.

One who was lucky was 28-year-old Lieutenant-Colonel the Honourable Harold Alexander DSO, MC, who had spent four years on the Western Front with the Irish Guards. He was sent to Latvia to command a mixed force of Baltic barons, with their followers, and White Russians who were fighting to free the country of Communists.

The force, 6700 strong and known as the Baltic *Landeswehr*, was disorganised and undisciplined. Its young commander changed all that, but on its first operation one of the barons and his detachment were found negotiating with the enemy. Colonel Alexander handled the situation with the tact for which he was later to become famous. Then, in an 18-day operation, the *Landeswehr* decimated six enemy regiments and a Sapper unit and took

800 prisoners. Its own casualties were 29.

Nearly 30 years later, records Norman Hillson in "Alexander of Tunis" (W. H. Allen, 18s) Lord Alexander, then Governor-General of Canada, found one of the barons who had commanded a detachment of the *Landeswehr* pushing a truck in the basement of a Montreal store, and entertained him at Government House.

In between, Alexander had served in Turkey, where he astonished his officers by walking 30 miles for a swim; on the North-West Frontier, where he commanded a brigade in action; at Dunkirk, where he rode into the perimeter on a bicycle; in Burma, where he stemmed the Japanese advance on India; and in the great African and Italian campaigns where he earned his field-marshall's baton.

Captives were Grilled

THE cells at Dulag Luft had windows which would not open from the inside, thick doors and insulated walls.

There had been no sinister intention in this construction, but some of the staff of Dulag Luft—which was a transit and interrogation centre for captured aircrew—found a sinister use for it. When a prisoner refused to give more information than the Geneva Convention required, he was apt to find the electric heater in his cell turned on for hours though there was a heat-wave outside. The temperature might go up to more than 120 degrees. There was nothing the prisoner could do about it except strip and lie on the floor, hoping to suck a little cool air through the narrow

slit at the bottom of the door.

This physical grilling, which was followed by an oral grilling, was one of the war crimes of which the commandant of Dulag Luft and four of his officers were accused. It was also alleged that they refused medical treatment to wounded prisoners until questions had been answered, and that in some cases they beat the prisoners. Their trial is reported in full in "The Dulag Luft Trial," edited by Eric Cudron, (William Hodge, 18s), the ninth volume in the "War Crimes Trials" series. Two of the accused were found not guilty; the commandant and his chief interrogation officer were sentenced to five years' imprisonment; the fifth accused was sentenced to three years.

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How Much Do You Know?

- Three anagrams, each of a Welsh county:
(a) Beg Hind;
(b) Grog Malan;
(c) Herein Tom.
- He was a Norwegian explorer who navigated the North-West Passage in 1906; reached the South Pole in 1912. In 1925 he tried to fly to the North Pole, was given up for lost but turned up four weeks later. The following year he succeeded in flying to the North Pole. He died in the Arctic in 1928 while trying to rescue members of another expedition. His name?
- An alloy consists of three-quarters of copper and one quarter of nickel. What is it called?
- What are the popular names of these flowers:
(a) Nigella;
(b) Papaver;
(c) Kniphofia;
(d) Helianthus?
- What places are indicated by the following:
(a) Ebor;
(b) Cantab;
(c) Cantuar;
(d) Sarum?
- Who had ten thousand men, and what did he do when he had marched them up a hill?
- These advertising slogans appear in SOLDIER. Name the advertisers.
(a) Improves all meals.
(b) The wise man's nightcap.
(c) There's no shine like a—
shine.
(d) The pen everybody needs.
- Produce two words which rhyme with each other to fit each of these definitions:
(a) silly love-god,
(b) glistening ocean,
(c) woeful load-carrying vehicle,
(d) pardonable servant.

9. "Friends, Romans, countrymen, lend me your ears," begins Mark Anthony. Next line, please.

10. A tennis-player has served eight times without fault, and the game is still unfinished. What is the score?

11. In what form has the Spanish place-name Xeres come into the English language?

12. Thule has been in the news recently. In what connection?

13. The Director of the Harwell atom research establishment is:

- (a) Sir Bernard Docker;
- (b) Sir Waldron Smithers;
- (c) Sir John Cockcroft;
- (d) Sir Gerald Barry.

Who is it?

14. The name of this actress is contained in the following sentence: A sensible woman, never nonsensical.



(Answers on Page 37)

FILMS COMING YOUR WAY

The following films will shortly be shown in Army Kinemas Corporation cinemas overseas:

MEET ME TONIGHT

Before films were made of groups of Somerset Maugham's short stories ("Trio", "Quartet" and "Encore"), Noel Coward had adopted the same idea on the stage, in "Tonight at 8.30." "Meet Me Tonight" is the screen version of "Tonight at 8.30." In the first of its three stories, "Red Peppers," Ted Ray and Kay Walsh are involved in a series of back-stage rows; the second, "Fumed Oak," is a domestic row in which Stanley Holloway and Betty Ann Davies are concerned; the last, "Ways and Means," is a bit of chicanery in the South of France, with Valerie Hobson, Nigel Patrick and Jack Warner.

LOVELY TO LOOK AT

There are memories of the Fred Astaire-Ginger Rogers team in this Technicolor romp around the fashion-houses of Paris. Besides the title tune, the music includes "I Won't Dance," "Smoke Gets in Your Eyes," and "The Touch of Your Hands." Stars: Kathryn Grayson, Red Skelton and Howard Keel. There are also 18 fashion-models selected "after months of search from a group of the most pulchritudinous of America's cover-girls."

VENETIAN BIRD

This film starts with the unlikely supposition that a "specialist in international intrigue" is finding times hard at present. However, he soon discovers the excitement he craves, and the guns begin to pop in Venice. Stars: Richard Todd, Eva Bartok and John Gregson.

JUMPING JACKS

Those crazy comedians, Dean Martin and Jerry Lewis, join the American Army's paratroops. Inevitably there is a tough master-serjeant of whom the comedians fall foul. Critics usually warn their readers that Martin and Lewis are an acquired taste.

THE PLANTER'S WIFE

The film about the planters in Malaya, and the dangers of their lives in the "emergency." The Communists have strained the marriage of Claude Colbert and Jack Hawkins (which stood up to a Japanese internment camp) to breaking-point. There is an exciting battle on their plantation, the security forces dash to the rescue in time, and the two decide to Face the Future Together. Also in the film is Anthony Steel (see Page 31).

Secrets of Sleep



If you dream of butterflies...

IF YOU DREAM of butterflies in a garden, say the experts, you can look forward to a leisurely trouble-free life. But if in your dream you see a butterfly indoors, then beware of flattery from one who seems to be a friend.

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- 7 Finish with a dry cloth and "You could shave in it."

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"TUG" AND "NOBBY"

Can you shed any light on some of the Army's favourite nicknames?

I can understand "Blanco" and "Chalky" White and "Dusty" Miller. But why "Nobby" Clarke, "Pony" Moore, "Pincher" Martin, and my own? — "Tug" Wilson, BAOR (name and address supplied).

★ "Nobby" was a nineteenth-century slang word meaning, among other things, well-dressed. City clerks, in those days, wore silk, or "nobby," hats and were often known as "Nobby clerks" and so Clarks and Clarkes became "Nobbies." In the Royal Navy, "Nobby" was also applied to anyone named Ewart, Hewett or Hewart, after Admiral Charles Ewart whose personal appearance was "nobby" and who insisted on his ship's appearance being "nobby" too. (He once ordered a goose which had been brought aboard to have its bill and feet blacked and its body whitewashed, to conform to the Naval colour scheme).

The original "Pony" Moore was a well-known sporting character and minstrel of the 1880's. The first "Pincher" Martin was Admiral Sir William Martin. He had a reputation as a strict disciplinarian who was constantly having ratings "pinched" for minor offences. "Tug" Wilson also came to the Army from the Navy. The original was probably a distinguished sailor, Admiral of the Fleet Sir A. K. Wilson, VC. He is thought to have acquired the name by being a "Colleger" at Eton, one of the boys who were distinguished by wearing togas and were known as "tugs" in consequence.

MAKING AN ARREST

Sometimes when instructing junior NCO's I have been asked a real "teaser" — generally on military law or etiquette — which I have been at a loss to answer. I know I am not alone in this. Even officers are asked problems which assiduous research into official documents fails to solve.

Here is a problem put to me by a corporal:

"I am walking down the street and I see a soldier, junior to myself, improperly dressed, without his hat, minus his belt, his jacket undone and in a generally unsoldierly condition. I am on my own, and I am much smaller than the offender. He ignores my request for his pay book and refuses to dress himself properly. Nearby is a civilian policeman. Am I entitled to try to arrest the soldier on my own — by force if necessary? Or do I make myself open to a charge by laying hands on him? Am I entitled to ask the policeman for assistance to apprehend the man? If there were no policeman, would I be legally entitled to claim assistance to arrest the man from the nearest civilian, as a policeman can? If I were able to arrest him, would I be entitled to keep him under arrest in the nearest civilian police station until the arrival of a military escort?" — "Quartermaster Serjeant" (name and address supplied).

★ There is no straight, simple answer to this question. While the sight of a "scruffy" soldier does the Army's reputation no good, neither does a wild scuffle in, say, a crowded High Street; and there is also the consideration that, in some parts, the



Letters

● SOLDIER welcomes letters.

There is not space, however, to print every letter of interest received; all correspondents must therefore give their full names and addresses. Answers cannot be sent to collective addresses.

Anonymous or insufficiently addressed letters are not published.

● Please do not ask for information which you can get in your own orderly room or from your own officer, thus saving time and postage.

public are likely to rally to the aid of the offender, if they think he is being "picked on."

SOLDIER consulted a War Office expert, who says:

"An NCO is not entitled to arrest a soldier unless he first charges him with being improperly dressed, or with some other offence against military law. This may be done quite informally. The NCO is then entitled to use sufficient force to effect the arrest, but no more than is absolutely necessary.

"The NCO in such cases is not entitled to ask help from the civil police or members of the public in order to place the soldier in any police station. All he can do, if he is able to do so, is to deliver the soldier to the nearest military establishment or Royal Military Police post. Alternatively, he can order a passing soldier to assist him in the arrest.

"If the soldier resists arrest and a fight starts the civil police may arrest both parties for breach of the peace, and it will be ascertained later who is at fault. Similarly, if the NCO finds himself seriously assaulted when effecting the arrest the civil police may arrest the soldier for assault; in neither case will the civil police be making the arrest for the military offence with which the NCO first charged the soldier.

"Obviously, the practical answer is that if an NCO of smaller stature sees a soldier behaving in the manner indicated, and the soldier offers violence when charged and arrested, then it is better for the NCO to obtain military assistance (if he still has the opportunity) before he proceeds any further. If this is not possible, he should try to find out the soldier's identity and have the matter reported to the nearest military authority. The NCO can always approach the police to ask for the location of the nearest military unit. In doing so, he runs the risk that the soldier will disappear.

"In general, the circumstances offer a great opportunity for a young NCO of resource and initiative to distinguish himself, if not by valour at least by quick-wittedness."

"SECRET" SOCIETIES

During our tour overseas we have noticed that privileges and obvious favouritism have been bestowed on members of a certain Ancient Order. Surely the eventual result of officers and men mixing freely at meetings, drinking and referring to each other by Christian names, must be familiarity and contempt during duty hours; it is only human nature.

We write this with all sincerity and an open mind, hoping that readers — especially those who are members of the Ancient Order — will treat it in the same frame of mind. — "Serjeants Three" (names and address supplied).

★ The War Office states that there is no regulation which prevents a soldier belonging to any of the Orders of Freemasonry or similar societies. In the modern Army men of all ranks are free to do what they wish in their off-duty hours so long as they do not bring the Army into disrepute or allow their activities to interfere with their military duties. If members live up to the true spirit of such societies, there is no reason why membership should adversely affect discipline. Any men who do use an organisation for the purposes of favouritism are going against its terms of foundation, and commanding officers would take action to prevent recurrences if specific instances were brought to their notice.

RIFLE INSPECTION

May I draw your attention to what appears to be a very unfair statement in SOLDIER for August? The caption to a picture of a second-lieutenant of the Gloucestershire Regiment examining rifles says: "In no battalion are rifles examined so scrupulously."

To suggest that no other unit in the Army is capable of carrying out normal routine as well as the Glosters is surely going too far. Would it not have been more correct and tactful to state: "In no battalion are rifles examined more scrupulously"? — WOII P. Walker (The Northamptonshire Regiment), attached 2nd (Ny) Bn, The King's African Rifles, Zomba, Nyasaland.

PAGING MR RANK

I was very interested in your "Ack-Ack" feature in October, because I think the anti-aircraft lads have never had their rightful share of the lime-light.

I feel the film-makers ought to make a gesture now. All the films about the Battle of Britain seem to have featured the Royal Air Force exclusively. Why not a film about the Battle of the Doodlebugs? Why not a light-hearted story, in the vein of *The Gentle Sex*, about a mixed battery? (Plenty of opportunity for fun here!) — "Ubique" (name and address supplied).

★ A British film will shortly be made about the war-time defence of Malta. Aled Guinness, who is to star in it, will play the part of an airman, but perhaps somebody will remember the Ack-Ack Gunners?

Answers

(From Page 34)

How Much Do You Know? 1. (a) Denbigh; (b) Glamorgan; (c) Merioneth. 2. Captain Roald Amundsen. 3. Cupro-nickel. 4. (a) Love-in-a-mist; (b) Poppy; (c) Red-hot poker; (d) Sun-flower. 5. (a) York; (b) Cambridge; (c) Canterbury; (d) Salisbury. 6. The noble Duke of York; he marched them down again. 7. (a) HP Sauce; (b) Rose's Lime Juice; (c) Nugget; (d) Biro. 8. (a) Stupid Cupid; (b) Shiny briny; (c) Sorry lorry; (d) Venial menial. 9. "I come to bury Caesar, not to praise him." 10. Deuce. 11. Sherry. 12. The American Air Force has a base at Thule, in northern Greenland. 13. Sir John Cockcroft. 14. Anne Vernon.

CHEAP TRAVEL

Several times while travelling to my home at Luton via St. Pancras on normal week-end leave (36 hours) I have been refused Forces tickets because I was not in possession of AF B295, although I produced my pay book. The permanent pass in the back of my AB 64 was not recognised. This unit, like many others, does not issue passes for short week-ends. Do you think that some ruling could be made? — Sjt. D. Fuller, 6 Central Workshops REME, Greenford.

★ All troops below commissioned rank can obtain tickets at Forces concession fares on production of a leave or permanent pass. St. Pancras booking office have been reminded of this ruling.

LEAVE NOT TAKEN

Here are two examples of left-over leave. Can you say how much these men will be given when they are released?

(1) Two years Type "B" short-service engagement. Leave not yet taken includes 28 days re-engagement, 28 days terminal, and privilege leave due during the current year. The soldier in question embarked for the Middle East last February.

(2) Regular engagement of five years with the Colours. Leave not yet taken includes 28 days terminal and any privilege leave earned during last year. This soldier went to the Middle East last October. — Cpl. G. Pointer and H. Oakes, REME, Middle East.

★ Only 28 days release leave, plus one day for each month held in the Army under the "freeze," is allowed. Privilege and re-engagement leave may not be added to terminal leave. Nor may release leave be put off to allow privilege leave to be taken.

QUEEN'S MEDAL

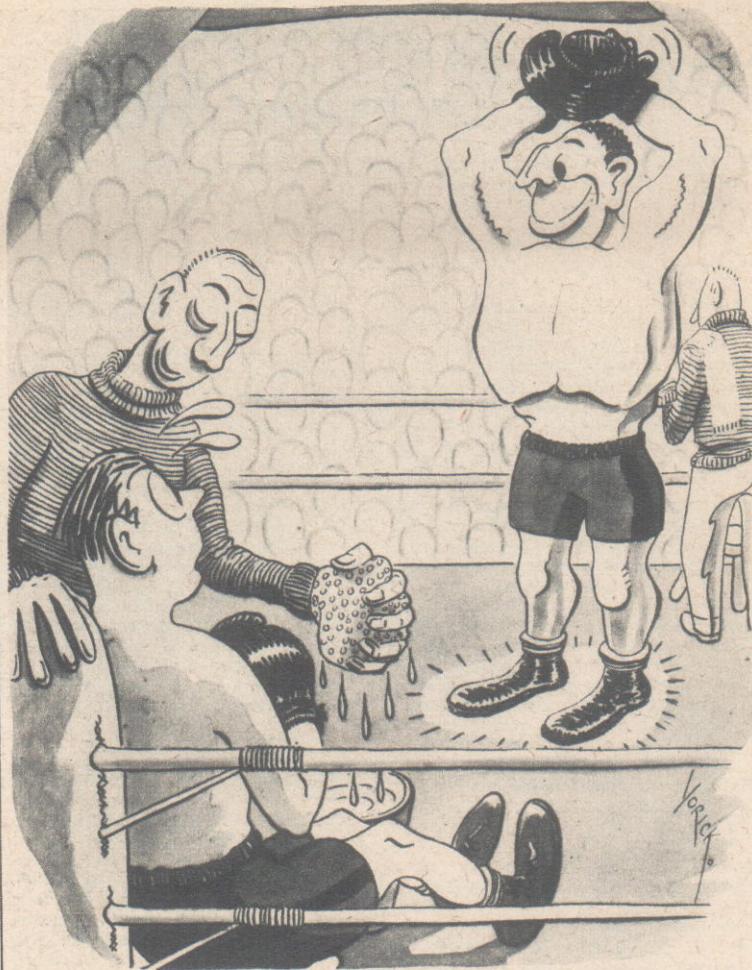
In your article on the Army Rifle Association meeting you say, "This year the Army's crack shot became — for the first time — a Queen's Medallist." While agreeing that this is the first time this particular QMSI has become a Queen's Medallist it is surely not correct to say he is the first one. The Medal was first awarded in 1869-70. — Captain G. N. Harding, Merrow Woods, Guildford.

★ The Army Rifle Association state that although the Queen's Medal was given to the best shot in the Army he was not known as the Queen's Medallist (in Queen Victoria's reign).

ROYAL REGIMENTS

I do not know why the Cabinet Office Historical Section is quoted by you as the authority on Royal Regiments (SOLDIER, September) because it is a subject solely within the interests of the War Office. I was secretary of the War Office Honours and Distinctions Committee from 1928 to 1951 and this and all similar matters were dealt with by my Committee and nobody outside the War Office.

The story of Royal Regiments goes back at least to the Royal Warrant for Clothing dated 1 July 1751, wherein there is a main heading which reads "Devices and Badges of the Royal Regiments and of the Six Old Corps." In the text it will be found that the Royal Regiments are: 1st or The Royal Regiment, 2nd or The Queen's Royal Regiment, 4th or The King's Own Royal Regiment, 7th or The Royal Fusiliers, 8th or The King's Regiment, 18th or The Royal Irish, 21st or The Royal North British Fusiliers, 23rd or The Royal Welch Fusiliers. The six old corps are: 3rd or The Buffs, 5th Regiment, 6th Regiment, 27th or The Inniskilling Regiment, 41st or The Invalids, and The Highland Regiment.



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more

Letters

It is clear from the above that regiments which had either the word "Royal" or "King's" or "Queen's" in their titles were regarded as being Royal Regiments and that view has persisted in official quarters down to the present day, with three notable additions: 11th Hussars (Prince Albert's Own), The Somerset Light Infantry (Prince Albert's), The Rifle Brigade (Prince Consort's Own). In these three instances it will be seen that the title embraces the name of Queen Victoria's Consort, and they are considered Royal Regiments. The Life Guards are also a Royal Regiment.

As far as I am aware there does not exist a straightforward definition of a Royal Regiment but such a definition may be deduced from the equipment regulations dealing with the issue of strings to bugles and trumpets. In the regulations for 1933 it is laid down that the following will be issued with "Royal" strings (red, blue and gold intermingled): Cavalry: Household Cavalry, also all regiments termed "Royal" or designated as "King's," "Queen's," "King's Own," "Queen's Own" and the 11th Hussars: Infantry: regiments termed "Royal," or designated as "King's," "Queen's," "King's Own," "Queen's Own" and The Somerset Light Infantry. The remainder, including Rifles, have green strings. The Rifle Brigade is not mentioned here but its position has been explained above. — Major T. J. Edwards, MBE, FRHistS, "Somli", Summer Road, Thames Ditton, Surrey.

RIGHT OF THE LINE

As a person who is inordinately proud to wear khaki I find it distressing that in Southern Rhodesia it is the Royal Air Force which takes the right of the line on such ceremonial parades as the Queen's Birthday. Although the Royal Air Force is the junior Service the precedence is justified on the grounds that Army units on parade are elements of the local Defence Force and as such rank after Regular British Forces of whatever Service. How is this precedence determined? — "Sapper" (name supplied), Southern Rhodesia.

★ This matter is being discussed by a special inter-Services committee.

WRAC MASCOT

I suggest that with the great strides the Women's Royal Army Corps have made, the time has come for them to adopt a mascot. After all, they have a very fine band and a regimental pet would add to ceremonial occasions. I think a pony would be the most suitable animal. Perhaps other readers have better ideas. — "Veteran of the ATS" (name and address supplied).

TIGER MASCOT

I am anxious to obtain information about a pet tiger owned by the Royal Dublin Fusiliers at some period between 1881 and 1914. This mascot must not be confused with "Plassey," the tiger cub brought home from India in 1870 by the 102nd Royal Madras Fusiliers (afterwards the 1st Battalion The Royal Dublin Fusiliers). "Plassey," I believe, was also the name of the animal I am seeking information about. — J. Paine, 88 Woodbourne Avenue, Streatham, SW16.

PRICE OF SOCKS

The Army charges 7s 5d for a pair of socks. I enclose an advertisement from a daily newspaper offering all-wool Army-pattern socks for 3s 11d per pair. Why the difference? — SQMS C. Rowbottom BEM, HQ BAOR.

★ The rate of clothing allowance is revised annually, and so are the prices of garments charged to soldiers. In this case, the price of worsted socks was high at the beginning of the financial year, and the price to soldiers was fixed accordingly — but so was the allowance. As a result, the average soldier should neither lose nor gain, whatever the fluctuations of the civilian market.

BAGGAGE

On posting to BAOR as a warrant officer class one I was allowed, in respect of myself, wife and three children, 15½ cwt of baggage, in accordance with Allowance Regulations para. 476.

With the introduction of the shadow rank I am now a paid acting staff sergeant. Consequently my baggage entitlement is reduced by three cwt. As I was "demoted" through no fault of my own, shall I be called upon to

pay for these three cwt when I return to Britain? — G. H. W. (name and address supplied).

★ In these circumstances special authority may be given by Headquarters, BAOR for the return to Britain at Army expense of the same amount of baggage as a soldier was authorised to carry with him to BAOR. To obtain this authority, the individual should apply through his officer commanding to Headquarters, BAOR when posting orders are received.

GRASS WIDOWS

Can you explain why a soldier serving in Egypt with wife in married quarters in Britain is classed as not being separated, while a man with his wife in private accommodation in Egypt is classed as being separated and is thus able to earn points for obtaining official quarters locally? — Sjt. A. G. Croucher, RAFC Camp, MEFL.

★ Owing to the shortage of married accommodation it has been decided that a soldier shall not earn points for quarters if his family is already



...grass widows occupying quarters to which they no longer have a right...

occupying them, even if he is stationed elsewhere. That is why the soldier whose family is in private accommodation, whether in his area or not, is earning points.

The official policy is that a soldier, if possible, should have his family in quarters at the barracks or camp where he is stationed. Directly he is posted away his wife should quit her quarters. If she does not, she is preventing the wife of a soldier newly posted into the barracks from joining him. There are, in fact, a number of "grass widows" occupying quarters to which officially they no longer have a right, but owing to the shortage of private accommodation there is often nowhere for them to go. This problem will be solved only when there are sufficient official quarters in all Army stations.

DISABLED BADGE

How does one obtain the badge issued to disabled ex-Servicemen? — R. B. Taylor, Rochford, Essex.

★ Apply to the Ministry of Pensions, Sanctuary Buildings, 18 Great Smith Street, London SW1.

ARRESTED PAY

I was held in close arrest for 90 days but was released to open arrest before my trial. I have been told by my pay sergeant that on conviction by court martial I lose all the money put in my credit while in close arrest. Now I am told by an officer that if my close arrest is broken I can claim the money back. My pay sergeant does not agree, saying the regulations do not permit this. Can you enlighten my darkness? — "Broke" (name and address supplied).

★ If a soldier is held in arrest for 90 days, is released to open arrest and subsequently tried and found guilty by a court martial, he loses pay for the 90 days, provided he was held in arrest on the charge on which he was convicted. When a man has been held in close arrest it is usual for the court to take this into account when deciding the sentence.

POST-WAR CREDITS

A newspaper report says: "Final date on which applications for war gratuities and post-war credits of Service pay can be accepted is 1 January 1953." I hold three certificates for the period 1943 to 1946. Can I forward these to the Regimental Paymaster for payment? — Pte. P. Laydon, The Green Howards, Barnard Castle.

★ The post-war credits referred to in the newspaper were those awarded to soldiers at the rate of sixpence a day during the period January 1942 to June 1946. The announcement was made so that troops discharged before the start of the release scheme (8 May 1945) can apply before payment of this benefit stops in January. This reader is confusing this benefit with the income-tax post-war credits which do not become payable until a man has reached 65 (for women 60).

ARMY NEWSPAPERS

I am compiling a bibliography of newspapers, printed or duplicated, published in wartime for British and Allied Forces. If any of your readers can help by supplying data on such newspapers, including those produced in prisoner-of-war camps, I should be pleased to hear from them. — G. F. Clements, 72 East Street, Colchester, Essex.

THEY SELL SOLDIER

After reading your piece on *Stars and Stripes* (July) I thought you might be interested to know that *SOLDIER* sells on many of our newsstands.

During the war while serving near British Forces in Persia I developed a particular interest in the history and great traditions of some of the old regiments of the British Line. I spent many an interesting hour listening to the tales told by old soldiers, many of whom had spent half their lives in India. I have been able to keep up with this interest through the medium of your magazine. — M/Sjt. Edwin C. Larson, 97th General Hospital, APO 757, US Army.

DUKW

In your answer to "Interested" (*SOLDIER*, September) you stated that the initials DUKW stood for: "D" (the year), "U" (utility), "K" (front-wheel drive) and "W" (six wheels).

Our records show the initials to be factory serial letters in which "D" stands for a boat, "U" for a lorry body and "KW" the standard (US) 2½-ton six-by-six lorry chassis. — J. R. Hillier, Imperial War Museum, London SE1.

★ The American Embassy states that the initials do not stand for any particular words. They were taken from a block of code initials issued for vehicle identification.

A correspondent of the Sunday Times declares that the DUKW was a German invention, the Deutscher Unter-See Kriegswagen (German undersea battle wagon). When the Allies copied the idea, they retained the initials because the vehicle performed in the manner of a duck.

SOLDIER would like to know why the DUKW should have been styled an undersea vehicle, when it was designed to float.

Things You Wouldn't Know Unless We Told You

In the British Army the National Anthem should be sung in the key of "F."

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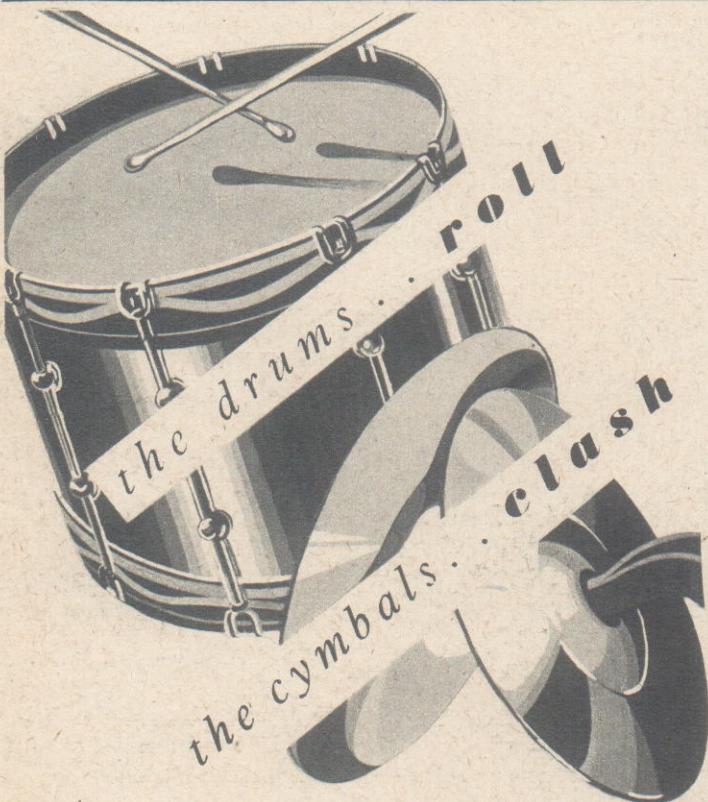
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