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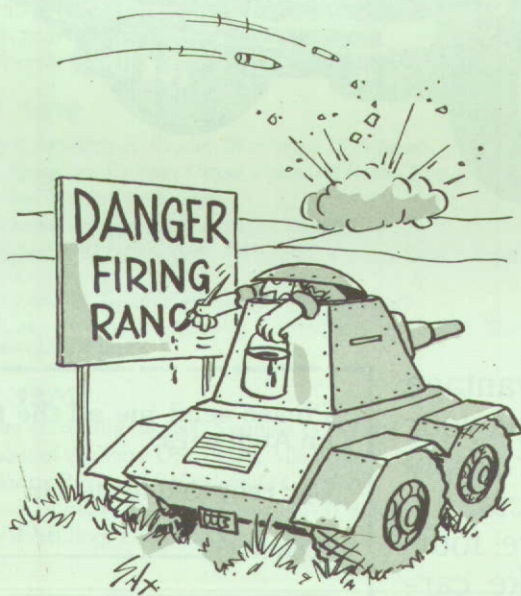
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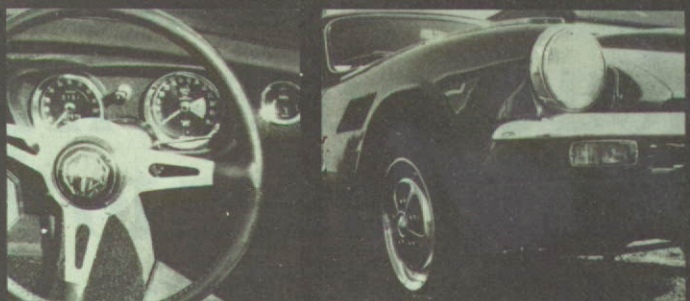
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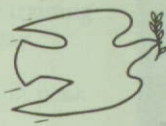
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See-the-Army DIARY

In this regular feature **SOLDIER** keeps you up-to-date on tattoos, open days, exhibitions, at homes, Army displays and similar occasions on which the public is welcome to see the Army's men and equipment.

Amendments and additions to previous lists are indicated in italics.

FEBRUARY 1970

- 14 1 Squadron Royal Corps of Transport, centenary, Colchester (14-15 February).
- 18 Festival of Military Music, Antwerp.
- 28 Amalgamation at Bulford of *The Sherwood Foresters and The Worcestershire Regiment*.

MARCH 1970

- 23 25th anniversary of Rhine Crossing—6th Airborne Division pilgrimage (23-24 March).

APRIL 1970

- 21 British National Day, Osaka World Expo (or 23 or 25 April).
- 25 Kneller Hall Band concert, Royal Albert Hall, London (for Army Benevolent Fund).

MAY 1970

- 3 Combined Cavalry Old Comrades 46th annual parade and memorial service, Hyde Park, London.
- 8 25th anniversary VE Day.
- 24 Tidworth Tattoo (24-25 May).

JUNE 1970

- 5 Royal Artillery At Home, Woolwich (5-6 June).
- 13 Trooping the Colour, Horse Guards Parade, London.
- 19 Bexley Tattoo (19-21 June).
- 20 Aldershot Army Display (20-21 June).
- 23 Mayflower 70 celebrations, Plymouth; Tattoo, Royal Citadel (23-27 June).
- 27 Army recruiting display, Cardiff (27-28 June).
- 27 Military Musical Pageant, Wembley Stadium (for Army Benevolent Fund).

JULY 1970

- 4 Army recruiting display, Swansea (4-5 July).
- 4 School of Artillery Open Day, Manorbier.
- 11 Military Display, Nottingham (11-14 July).
- 15 Royal Tournament, Earl's Court (15-31 July).
- 18 Royal Artillery Larkhill Day.

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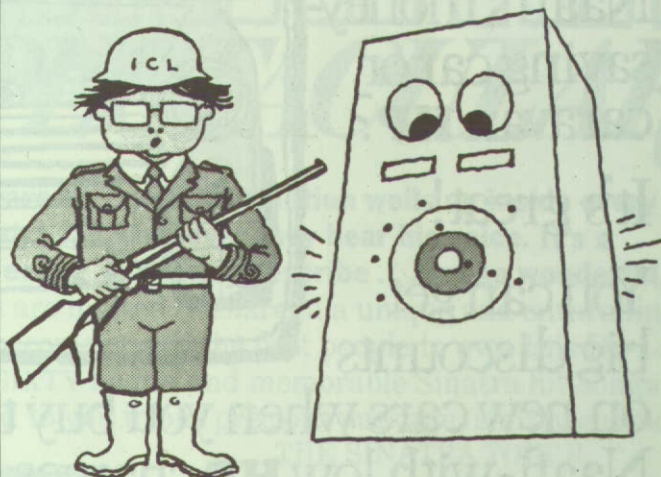
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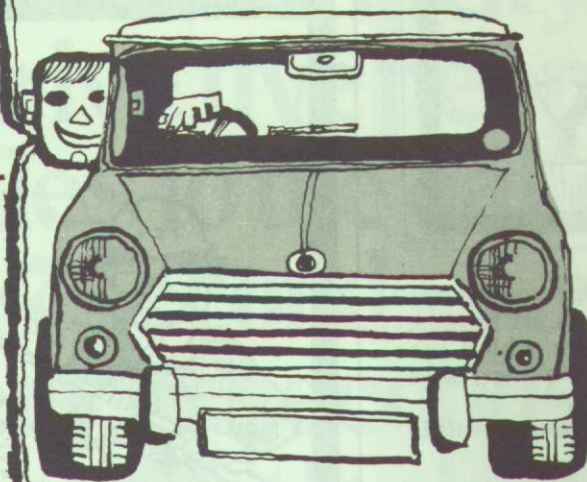
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SOLDIER TO SOLDIER

You know the date—Saturday, 27 June. You know the place—Wembley Stadium. You know the event of the year—the military musical pageant in aid of the Army Benevolent Fund.

You've already booked the date—now you can book your seat, direct from the Box Office, Empire Stadium, Wembley, Middlesex. Seat tickets are priced at 30s, 20s, 16s, 10s and 6s, with party rates (20 or more seats) of 26s, 18s, 14s and 8s. Cheques etc should be made payable to "Wembley Stadium Ltd" and accompanied by a stamped addressed envelope.

The military musical pageant is at 7.30 pm on Saturday, 27 June. Massed bands, corps of drums and pipers, horses and guns in a spectacle of colour and pageantry—more than a thousand musicians. Don't miss it!



This month, on page 31, **SOLDIER** introduces yet another of the full-colour prints of military paintings which are so popular with readers. The new print is from Terence Cuneo's painting of 37 Howitzer Battery, Royal Field Artillery, saving its guns at Le Cateau in World War One. **SOLDIER** hopes to market two further prints in the early part of this year.



Now that the divisional structure has replaced the old brigade system, the brigade cap badges, which were by no means universally popular, are disappearing.

Recent and future changes in cap badges are covered in page 17 of this month's issue. There are still some regiments which underwent amalgamation during the brigade era and which are now considering designs for new badges to replace their brigade badges. And there are more amalgamations to come this year.

When the majority of these are decided, **SOLDIER** will publish an up-to-date record.



Once upon a time, in the good old days before time and motion, work study, organisation and method and computers turned everything inside out and upside down in the interests of efficiency . . . Once upon a time **SOLDIER** had a complete record of those staunch subscribers who have taken the magazine from the start.

Alas, along came an organisation and method inspection and in an immediate blaze of enthusiasm, before a hoarding hand could be lifted in remonstrance, away for all time went the records. The gap is still there—and **SOLDIER** would very much like to know how many of its readers can boast a complete set of the magazine. Anyone? You, sir?



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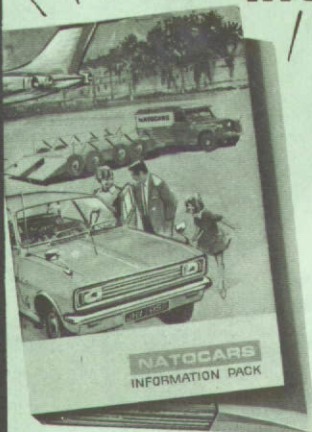
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Military mascots



Above: Then just a diddy goat of 18 months, Billy is handed over to his military escort by the head keeper of London Zoo in 1965. The royal herd of cashmere goats was at Windsor until given to the Zoo by Edward VIII.

Beard and breastplate

It was with some reluctance that the bearded recruit joined his new regiment, 1st Battalion, The Royal Welch Fusiliers. He had to be manhandled aboard an Army lorry by four brawny soldiers.

That was in 1965 when he was just a kid of 18 months. Now he is a full-grown goat. And his four years' service has obviously benefited him as they say he is now "very well behaved and extremely good at ceremonial."

He is officially called "The Goat" but is unofficially known as "Billy." He is never referred to as a mascot because he is regarded as an integral member of the regiment. No ceremonial parade is complete without him and he accompanies the battalion wherever it goes.

His horns are gilded for special occasions, round his neck he wears a silver breastplate (donated by the people of Lichfield in 1904) and on his forehead a headplate (saying that he was presented by the Queen).

The first record of The Royal Welch Fusiliers' goat was at the Battle of Bunker Hill in 1775, but the tradition is probably much older. This makes him the earliest mascot in the present Standing Army. In 1844 Queen Victoria gave the first royal goat and since then the Regular battalions and most of the Territorial battalions have had a goat presented by the Sovereign. They have been selected from the Royal Herd—started by a pair given to Queen Victoria by the Shah of Persia—or from wild herds in the mountains of North Wales.

The same royal pedigree is shared by "Taffy," goat mascot of The Royal Regiment of Wales, but The Royal Welch Fusiliers, claim their goat is better disciplined. Their goat-major (the soldier assigned to look after the goat) uses his left hand to carry the head-halter which is always slack whereas Taffy's goat-major has to hold the head-halter taut in his right hand.

To prove his virility a Welch Fusilier goat was once put out to stud and fathered triplets. There was a scandal, for tradition rules that regimental goats must be celibate. Not only that, he "married" beneath himself—to a half-breed nanny.

Other Fusilier goats have been no better than they should be. One tossed a drummer-boy mounted on his back at the leek-eating ceremony on St David's Day in 1775. Another tried to butt the Emir of Transjordan, a third broke the leg of a foolhardy soldier from another regiment who tormented him, and a fourth ate the Christmas decorations in a barrack room. The flour paste and tissue paper expanded in his stomach and killed him.

Two other goats of The Royal Welch Fusiliers are still alive. One, of 6th/7th Battalion, is in Caernarvon Barracks, and the other, of 4th Battalion, is on a farm in North Wales. When both these battalions were reduced to cadres in the Defence cuts the two goats were put out to grass "in honourable retirement."

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Army Cadet Force



24 HOURS A DAY

*Story by George Hogan
Pictures by Leslie Wiggs*



BRITISH troops are equipped and ready to tackle any situation at any time, anywhere, in any conditions. Officers and men are clothed and kitted to survive in any circumstances, even when travelling light.

In Northern Ireland the garrison of 2400 augmented by airlifts to 8000 have needed their fortitude and stamina but have not been vitally inconvenienced even though at one critical period for a short

time some were sleeping in the streets. In April and May 1969, after the first attempts by saboteurs to destroy the water pipelines and electricity power stations, the troops were widely dispersed to guard reservoirs and other vulnerable points.

Some were in tents in muddy fields, some in temporary accommodation by mist-covered, rain-soaked grasslands where midges rose in their millions whenever the sun came out.

Later, after the serious communal disturbances in the two main cities, soldiers slept on the pavements of Belfast and many lived in leaking, draughty, windowless buildings such as the derelict Londonderry gaol.

The normal issue of sleeping bags and camp beds gave the men better basic conditions than the troops of 30 years ago who frequently had to rely on the inadequacies of the khaki greatcoat. Neverthe-

Dawn breaks over Londonderry. A soldier of The Queen's Regiment patrols the ramparts near Cowards' Bastion. All is quiet.

24 HOURS A DAY

*Story by George Hogan
Pictures by Leslie Wiggs*



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time some were sleeping in the streets. In April and May 1969, after the first attempts by saboteurs to destroy the water pipelines and electricity power stations, the troops were widely dispersed to guard reservoirs and other vulnerable points.

Some were in tents in muddy fields, some in temporary accommodation by mist-covered, rain-soaked grasslands where midges rose in their millions whenever the sun came out.

Later, after the serious communal disturbances in the two main cities, soldiers slept on the pavements of Belfast and many lived in leaking, draughty, windowless buildings such as the derelict Londonderry gaol.

The normal issue of sleeping bags and camp beds gave the men better basic conditions than the troops of 30 years ago who frequently had to rely on the inadequacies of the khaki greatcoat. Neverthe-

Dawn breaks over Londonderry. A soldier of The Queen's Regiment patrols the ramparts near Cowards' Bastion. All is quiet.

less, although keeping the peace in near active service conditions, they had no authority to billet themselves upon the populace nor to commandeer accommodation. They had to make do with whatever housing was available in those areas where their presence was necessary.

The troops did just that, using their adaptability and inventiveness to convert insufficiencies into possibilities and making factories and warehouses into habitations.

The natural generosity of the Irish people, although in conflict among themselves, attracted them to the soldiers and there began a free service of tea, sandwiches, pies and snacks that succoured outposts and patrols at all hours. The tea ladies of Belfast—many with long Army associations—earned a place of honour and esteem in the sad story of Northern Ireland in 1969.

The girls of the Salvation Army, too, walked the nights with cans of tea and were allowed freedom of movement by civilians of all religions.

Headquarters Northern Ireland had not been slow to realise that a large number of troops would be needed, nor to prepare in advance for their coming. The military had

no power to commandeer accommodation but the Northern Ireland Government took over two factories and a hall in Antrim, Newtownards and Balmoral. The factories were centrally heated but the hall was a skating rink and had to be quickly defrozen.

Arrangements were made with the Royal Navy and the Royal Air Force for the use of the shore base Sea Eagle and the landing ship HMS Stalker as rest and feeding bases for troops in Londonderry and of Ballykelly air station for the accommodation of Headquarters 24 Brigade. Later the submarine depot ship HMS Maidstone was berthed at Belfast as accommodation for 1000 troops—the first unit being 1st Regiment, Royal Horse Artillery—and as a rest and recuperation centre.

During this pre-planning operation all Territorial Army Volunteer Reserve drill halls and camps were considered and, when later occupied by the Regulars, the Volunteers were most co-operative although their own training was sometimes handicapped. The Royal Ulster Constabulary also provided accommodation and office room in police stations.

The Ministry of Public Building and

Works toiled hard for the comfort of the troops, erecting Twynham huts, partitioning factories, halls and warehouses and covering concrete floors with linoleum. Spring beds, mattresses and lockers were brought in and space heaters provided. Drying rooms were made ready, portable loos were connected to the mains and mobile bath units were on call in Belfast and Londonderry.

The 150 sappers of 3 Field Squadron, Royal Engineers, at Antrim, were exceptionally energetic. They built Twynhams to house about 1500 troops with civilians laying the foundations and connecting the plumbing, thus also providing work for local craftsmen. The squadron, with 50 vehicles, had 24 hours' notice to move from Tidworth in mid-August. It had an immense task ahead and was soon working 12 to 14 hours a day with one day off a week.

In little more than two months the squadron built cookhouses, latrines, ablutions and sewers in most unit areas, dealt with plumbing and electricity needs, moved debris, pulled down derelict buildings and built up and knocked down barricades. It also made small Nissen-type corrugated





Left: In the shadow of two churches close to sadly named Unity Flats a 'dozen Belfast streets (300,000 square yards) were destroyed. Below: The GOC congratulates Pte Ron Carroll, 2nd Light Infantry, on his bravery in attempting to rescue three civilians in a house hit by a petrol bomb.



Some work, some sleep, in cramped conditions with two-tiered beds. A pin-up but not a girl. Royal Hampshires in a hospital storeroom. Above, left: "Mum says: 'Would you like a cup of tea?'" Pte Peter Morgan, Hampshires, on Peace Line. Cupar Street. Many houses are deserted, windows smashed.



FRONT COVER

Redcaps in Bogside. The Provost Unit of 24 Infantry Brigade, totalling 84 soldiers and girls, policed without arms a built-up area in Londonderry with a population of 35,000.

Picture by Leslie Wiggs.



huts to replace in the winter months tents holding outposts of two to four men.

Infantrymen have done much to help themselves, repairing dilapidated buildings and decorating their bed spaces with pin-ups, including pictures of cars, watches—anything with colour. Duty periods have been long and there has been no real break from the surroundings, nor escape from the often dismal atmosphere. Some units have moved men for a brief change and rest but the necessity for immediate reserves and the short notice of stand-by periods precluded the withdrawal of large numbers from the main centres of disturbance.

The 1st Battalion, The Light Infantry, sent men to Ballykinler, its permanent station. The 1st Battalion, The Queen's Regiment, in Londonderry, rotated its companies so that there was usually one in Sea Eagle. After 27 days and nights on guard and patrol—nine in each of three different sectors in the walled city—these men were able to relax for nine days in a naval barracks atmosphere while still available as a reserve and by day carrying out training and recreational activities.

The 1st Battalion, The Royal Hampshire Regiment, responsible for the biggest area of "No-go land" in Belfast (when the civilian barricades were up no one could go through), sent a few men away each day for a two-day break at the seaside resort of Bangor. This was a mutual effort by regiment and borough and volunteers from all the local churches. The landladies who provided rooms at nominal rents expressed their delight at the tidiness and thoughtfulness of the troops.

The 1st Battalion, The Royal Green Jackets, which took over this community centre from the Hampshires on relieving them in the Falls Road area of Belfast, had

been stationed at Omagh for ten weeks with 17th/21st Lancers. Both units had been patrolling country areas and had responsibility for nine-tenths of the land border with Eire and about half the total area of Ulster. The two squadrons of the Lancers—the other two are in Cyprus and Libya—covered 41,000 miles in their Ferret scout cars in October alone.

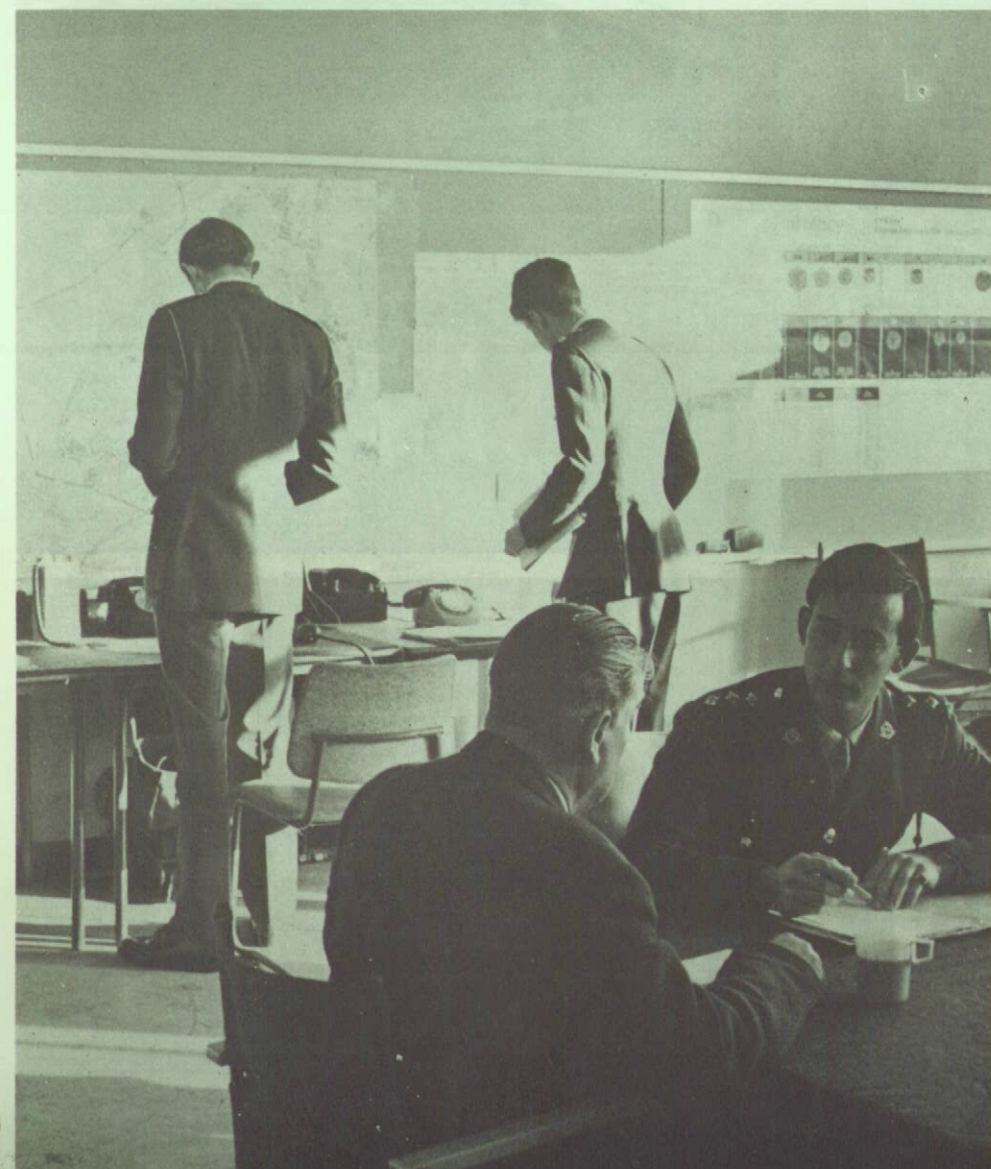
The close contact with the people both in the cities and the country encouraged the troops to give aid where needed—and the people to ask for it. Help given by the Green Jackets enabled the Army Cadet Force in Enniskillen to double its numbers, while about 2000 farmers offered their land to the Lancers for training purposes.

No 60 Squadron, Royal Corps of Transport, which took turns with infantry battalions to guard the vital double-decked road bridge over the River Foyle at Londonderry, played football against teams from the Bogside when the barricades eventually came down.

The Provost Unit of 24 Infantry Brigade, whose 61 Royal Military Police, four Women's Royal Army Corps and 19 attached infantrymen had responsibility for about 35,000 people in the Bogside and Creggan areas before gradually handing over to the Royal Ulster Constabulary, did much to assist local youth clubs and to coax off the streets the large numbers of children who had been allowed to roam there until 3 and 4 am.

The 1st Battalion, The Queen's Regiment, which kept the peace so effectively in difficult conditions and in a potentially explosive atmosphere in Londonderry, also helped boys' clubs and the Army Cadet Force, providing coaches for judo, boxing, swimming, athletics and even canoeing—having with foresight taken their canoes with them from Lingfield, Surrey.

Drivers of 60 Squadron, Royal Corps of Transport, relieved 2nd Grenadier Guards on Londonderry bridge. Left: The Queen's go aboard Stalker for lunch. Below: B Company, Queen's, on camp beds in Londonderry gaol outhouse. Right: People of Bogside and Creggan bring their troubles to the Military Police station in a Londonderry school.



In sapper-built "Wiggly Tin Hotel." "They could not spell corrugated," said Queens eating meal from Sea Eagle. Below: 2nd Light Infantry in Brown's Square canteen run by Belfast ladies of all churches. Foot of page: Twynham huts replace the condemned, windowless and rotting Londonderry gaol. Sappers have built dozens of them.



In Belfast all units achieve close contact, give aid to youth clubs and are themselves entertained as far as the limited numbers off duty allow. When the Hampshires left to return to Netheravon the citizens of the Roden Street area laid on a very successful farewell party (a real "hoooley") for Z Company. Because of possible interference in a civilian hall it was held in one of the company's rooms.

Fifty-one years earlier another battalion of the regiment had marched through the city on the original Armistice Day when the residents of the Falls Road (even then a strife area antagonistic to British troops) joyously joined their ranks and celebrated with them.

Messing has been a problem but not an insurmountable one. Most units maintained company cookhouses and many meals were delivered in containers to the numerous outposts. The Navy galley in Sea Eagle, manned by Royal Navy and Army Catering Corps cooks, fed 230 by containers each day as well as 380 soldiers, sailors, Wrens and Royal Ulster Con-

stabulary who had a large choice of excellent dishes in a well set up mess.

HMS Stalker catered daily for 140 soldiers who rode in from their outposts. Some smaller detachments cooked for themselves.

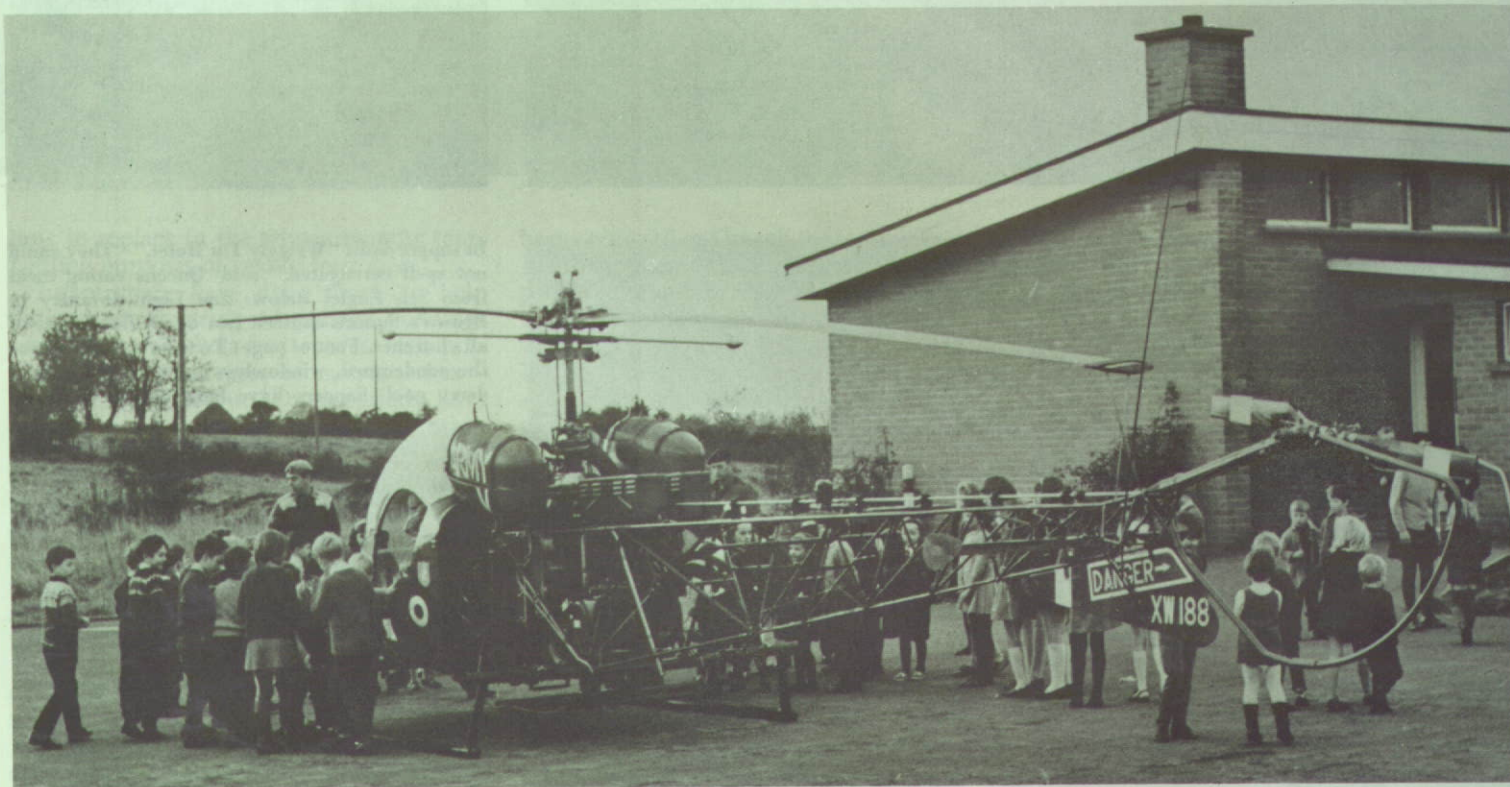
An Army welfare office, just opened in the old Sandes Home in Belfast, had received 90 invitations from individuals and 24 from churches, clubs and associations in its first fortnight. The offers to soldiers varied from an evening meal to a day's beagling and included baths, a place for relaxation, free accommodation and use of washing machines and ironing boards.

One woman Red Cross worker put her house at the disposal of the parents of a soldier seriously ill in hospital and cottages in the Mourne mountains were offered for wives and children who might be able to cross from England for the Christmas period. Group invitations came from football teams and boy's clubs and books and magazines were handed in for distribution. Hosts made it clear that there was no colour bar, no discrimination of rank.

Throughout the emergency the troops have been directly in the public eye. Television cameras have been upon them and the world's Press has called. Their activities have been publicised east and west of the Iron Curtain and journalists have come from as far as Australia.

At the headquarters of Lieutenant-General Sir Ian Freeland, General Officer Commanding Northern Ireland, two departments have never closed—the operations room and the public relations office. For 24 hours each day Army officers and civilian information officers have been answering telephone enquiries from newspapers and individuals. In one night alone 170 calls were logged.

Officers and men on duty in the streets and outposts have reacted well to this extra task of keeping the Press informed. Freedom of access which has allowed objective reporting has been appreciated by journalists while the "efficient and exemplary manner" in which the troops have performed their duties in difficult situations has been praised universally.



"The Army helicopters always fly over. I wish they would stop here one day." So an eight-year-old wrote and asked—and they did. School at Omagh. Right: "Thank you, Happy Hamps." Farewell party given by Roden Street people to Z Company who provided the accommodation lest a civilian hall became focus for rival groups.



BACK WHERE THEY BELONG



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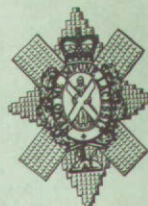
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13

NOW it is back where it belongs, and may you be proud to wear it." So said Lieutenant-General Sir George Gordon-Lennox, Colonel of The Gordon Highlanders, when (bottom left) he distributed the famous old regimental cap badge (2 above) of the Gordons to men of the 1st Battalion at a re-badging parade at Minden in Germany.

Like other infantry regiments the Gordons "lost" their cap badge when the brigade system was introduced and a brigade badge adopted. On reorganisation into a divisional structure in 1968 the brigades were disbanded. A plan to introduce divisional cap badges was later dropped and authority was recently given for those regiments which had not yet been amalgamated to revert to their former badges if they so wished.

Other Scottish regiments which have resumed wearing their old badges are **The Royal Scots** (The Royal Regiment) (9)—at Osnabrück, Germany, in November—**The Black Watch** (Royal Highland Regiment) (12), **The Argyll and Sutherland Highlanders** (Princess Louise's) (13) and **The King's Own Scottish Borderers** (10).

Two Yorkshire regiments, **The Duke of Wellington's Regiment** (West Riding) (5) and **The Green Howards** (Alexandra, Princess of Wales's Own Yorkshire Regiment) (8), have also put up their old badges and the famous acorn badge is back again

in the headdress of **The Cheshire Regiment** (4). **The Royal Welch Fusiliers** (11) will resume wearing their old badge this year.

During the period of the brigade system a number of amalgamations took place. These newly formed regiments took the appropriate brigade cap badge but are now to have, for the first time, their own regimental badges. These regiments are:

The King's Own Royal Border Regiment (formed by the amalgamation on 1 October 1959 of The King's Own Royal Regiment (Lancaster) and The Border Regiment). Still wearing Lancastrian Brigade cap badge but hopes to issue new badge on regimental day, St George's Day, 23 April.

The King's Regiment (Manchester and Liverpool) (6) (amalgamation on 1 September 1958 of The King's Regiment (Liverpool) and The Manchester Regiment). Already wearing its new badge, previously the collar badge, of the white horse of Hanover and *fleur-de-lys*.

The Devonshire and Dorset Regiment (amalgamation on 17 May 1958 of The Devonshire Regiment and The Dorset Regiment). New cap badge (1) approved but date of issue not yet fixed. In the meantime still wearing the Wyvern badge of the Wessex Brigade.

The Duke of Edinburgh's Royal Regiment (Berkshire and Wiltshire) (3) (amalgamation on 9 June 1959 of The Royal Berkshire Regiment (Princess Charlotte of Wales's) and The Wiltshire Regiment). New badge, adapted from regimental collar badge, approved but not yet issued. Meanwhile wearing collar badge.

The Prince of Wales's Own Regiment of Yorkshire (amalgamation on 25 April 1958 of The West Yorkshire Regiment (The Prince of Wales's Own) and The East Yorkshire Regiment (The Duke of York's Own)). New badge is being considered. Currently wearing Yorkshire Brigade badge.

The Staffordshire Regiment (The Prince of Wales's) (amalgamation on 31 January 1959 of The South Staffordshire Regiment and The North Staffordshire Regiment (The Prince of Wales's)). Considering design of a new badge and meanwhile wearing Mercian Brigade badge.

The Queen's Own Highlanders (Sea-

forth and Cameron) (amalgamation on 7 February 1961 of The Seaforth Highlanders (Ross-shire Buffs, The Duke of Albany's) and The Queen's Own Cameron Highlanders). To be re-badged early this year, meanwhile wearing Highland Brigade badge.

The Royal Highland Fusiliers (Princess Margaret's Own Glasgow and Ayrshire Regiment) (amalgamation on 20 January 1959 of The Royal Scots Fusiliers and The Highland Light Infantry (City of Glasgow Regiment)). Wearing Lowland Brigade badge, except pipes and drums, military band and regimental recruiters who are wearing the regiment's new badge (7) which will be generally adopted by the rest of the regiment when supplies are available.

Three more amalgamations are taking place this year and so there will be three more new badges:

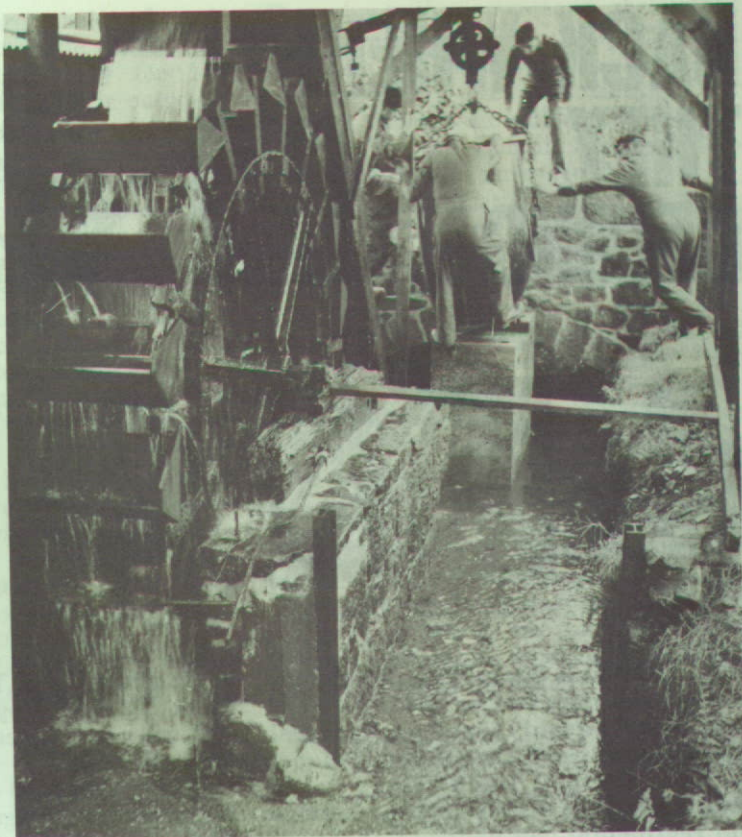
The Gloucestershire Regiment and **The Royal Hampshire Regiment** will have a new badge when these two regiments amalgamate at Portsmouth in September. Meanwhile each regiment has dropped the Wessex Brigade badge and taken back its old cap badge until the amalgamation.

The Sherwood Foresters (Nottinghamshire and Derbyshire Regiment) and **The Worcestershire Regiment** will exchange the old Mercian Brigade badge for a new cap badge when they amalgamate at Bulford on 28 February.

The Lancashire Regiment (Prince of Wales's Volunteers) and **The Loyal Regiment** (North Lancashire) will put up a new badge when they amalgamate at Dover on 25 March. Until then the Loyals will wear their old cap badge while the Lancashires (who have never had their own badge) will wear their Prince of Wales's feathers collar badge as a cap badge. The Lancashire Regiment was formed on 1 July 1958 on amalgamation of The East Lancashire Regiment and The South Lancashire Regiment (The Prince of Wales's Volunteers).

There are, of course, other amalgamated regiments besides The Lancashire Regiment which have never had a regimental cap badge. An example is The Somerset and Cornwall Light Infantry which became a battalion of a "large" regiment, The Light Infantry.





RURAL CRAFTSMEN

Modern Army technology has helped to restore a traditional rural craft in the Devon village of Sticklepath. Since 1814 the River Taw, tumbling down from Dartmoor, turned three water-wheels which provided power for making shovels and sickles, hoes and hammers.

But in 1960 the wheels stopped because mass-produced tools had flooded the market and agricultural automation cut out hand implements.

Then in 1967 the dilapidated buildings were restored by a charitable trust as a museum of rural industry. The water-wheels turned again, the trip hammers pounded the anvils and the forge fires glowed afresh. But it was difficult to see

properly in the gloomy Dickensian foundry and workrooms.

The original firm of Finch Brothers had used an ancient water turbine, driving a dynamo, to light the buildings. Now it lay broken at the bottom of the river. So the Army agreed to undertake recovery and repair as part of its military aid to the civil community programme.

Twenty men of 15 Infantry Workshop, Royal Electrical and Mechanical Engineers, a unit of the Strategic Reserve's 24 Brigade, excavated the turbine and had to drag it 60 feet along the river bed until it could be hoisted out.

Months of careful restoration in the unit's Plymouth workshop, with some help from the nearby Royal Navy dock-

yard, put the turbine in working order again. Several new parts had to be specially made. Then came the tricky job of manoeuvring it into place with the help of a Bedford recovery lorry's jib and bolting it down to a concrete plinth.

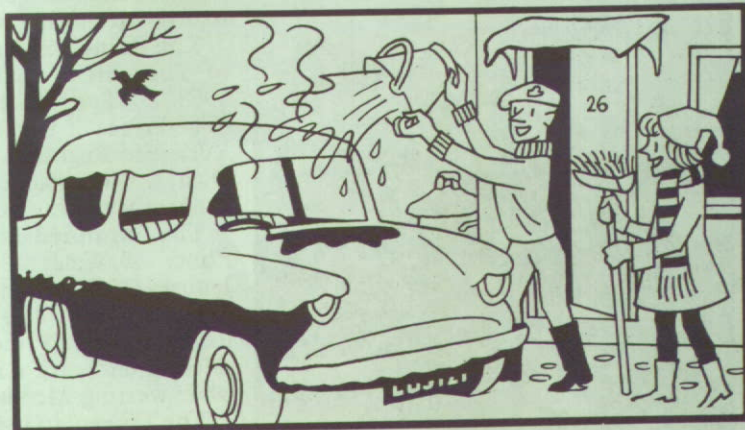
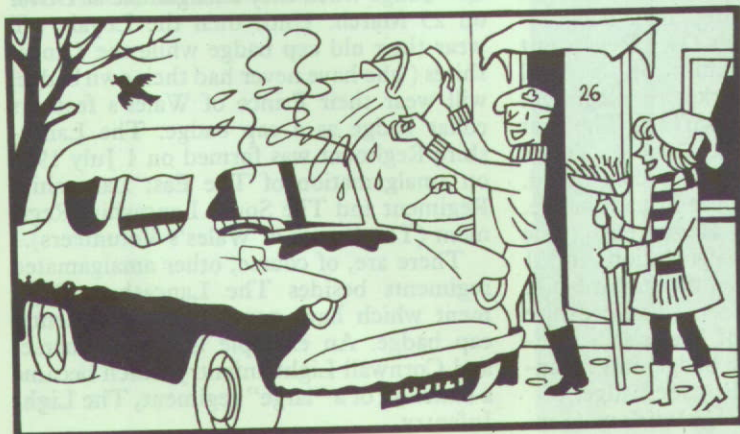
Finally came the task of overhauling and reinstating the original generator, mounting a four-foot drive wheel coupled to the turbine shaft and fitting pipes to direct the water through the turbine.

From a report by Peter Clare, Army Public Relations, Taunton.

Top left: The first part of a tricky operation was backing the crane lorry with its three-ton load through a narrow stone arch. The miniature water-wheel is one of the museum exhibits. Above: The turbine is finally lowered on to its plinth.

How observant are you?

These two pictures look alike but they differ in ten details. Look at them carefully. If you cannot spot the differences see page 34.



NOT THE END OF THE LINE

Story by George Hogan

Pictures by Trevor Jones

THE Longmoor Military Railway passed away quietly with the ceremonial despatch of two last trains from Longmoor Downs station to Oakhanger and Liss. It was 64 years old but even the presence of a thousand mourning steam enthusiasts, a guard of honour from 12 Training Regiment, Royal Corps of Transport, and the playing of "Auld Lang Syne" by the corps band were not sufficient to make this a sad occasion.

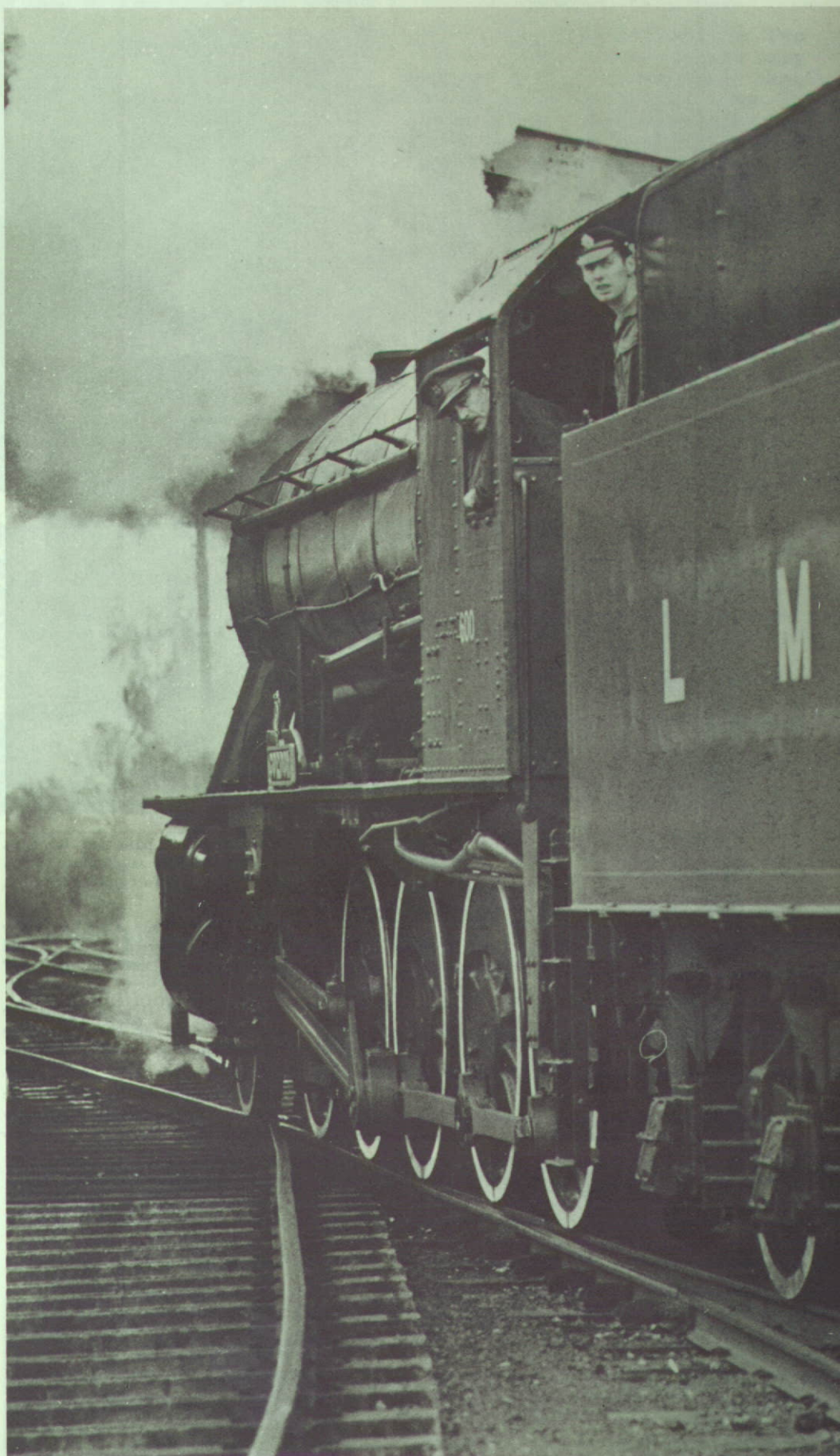
This was no death—merely a removal. Out of the training centre a mighty military railway organisation has developed over the years that will continue to serve the peace-time Army in Britain and Germany. Training goes on under 79 Railway Squadron, at Moenchen Gladbach, and some Longmoor equipment is being transferred there. Rolling stock is being dispersed to other areas.

For 50 years the Army's railwaymen were tradesmen of the Royal Engineers until in 1965 the Royal Corps of Transport was formed. The sappers worked first on a narrow gauge of one foot six inches and progressed to standard gauge, while the first steam engines were gradually replaced by diesels.

The two engines, each hauling three vintage carriages, which closed the Longmoor line were the last two steam locomotives in service there: Gordon, a 2-10-0 giant of 134 tons, 67 feet 6½ inches in length, and Errol Lonsdale, named after a former transport officer-in-chief, an 0-6-0 saddle tank 30 feet 4 inches long.

Present for the last rites were Major-General P E Turpin, Representative Colonel Commandant, Royal Corps of Transport, Brigadier R Nightingale, Commandant School of Transport, and a number of serving and retired officers many of whom had been appointed to senior posts with British Rail. Driving Gordon was Colonel "Ossie" Radford who commands 1 Railway Group which is responsible for all the Army's rolling stock.

At Longmoor 250,000 soldiers have learned to become railway tradesmen such as drivers, firemen, shunters, guards and traffic operators. In addition 1000 United States and Canadian Servicemen trained there in World War One. During the two wars the Army ran railways in many parts of the world. Sappers made and worked a line across Sinai and another through the

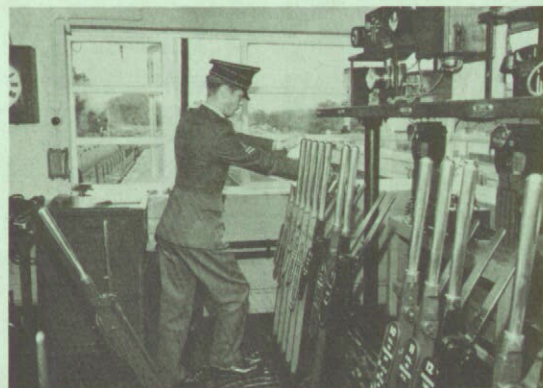


Colonel Radford drives Gordon. He controls more than 100 Army locomotives in Britain alone.

North African desert to Tobruk. They laid the new Syrian line that linked Palestine and Turkey for the first time. They also operated the vital Calcutta-Manipur line that fed Fourteenth Army.

The workshops at Longmoor were always busy. In World War Two they prepared more than 700 locomotives for

overseas and undertook a great variety of experimental work, including design and loading, steel bridges for the Rhine and the trial of mobile refrigerators for the Far East. There was an annual turnover of 27,000 trainees and in 1944 alone 602,000 tons of traffic were exchanged with the Southern Railway.

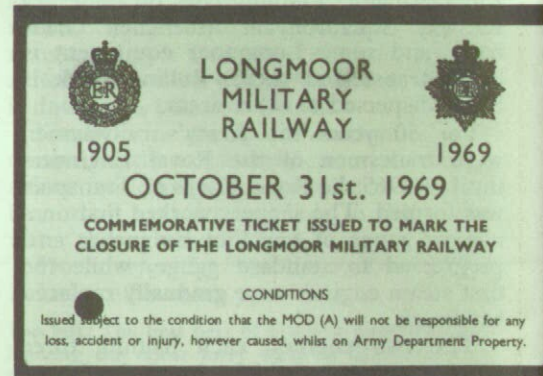


Errol Lonsdale pulls out for Liss. A most powerful saddle tank with a fine tractive effort of 23,870 lbs.

Above, right: Some of the Longmoor sheds and deserted tracks. Could they become a national museum?

Left: Corporal Dypevag pulls the signal to send off the last trains on the Longmoor Military Railway.

Right: Commemorative ticket for the last run. Badges: Royal Engineers and the Royal Corps of Transport.



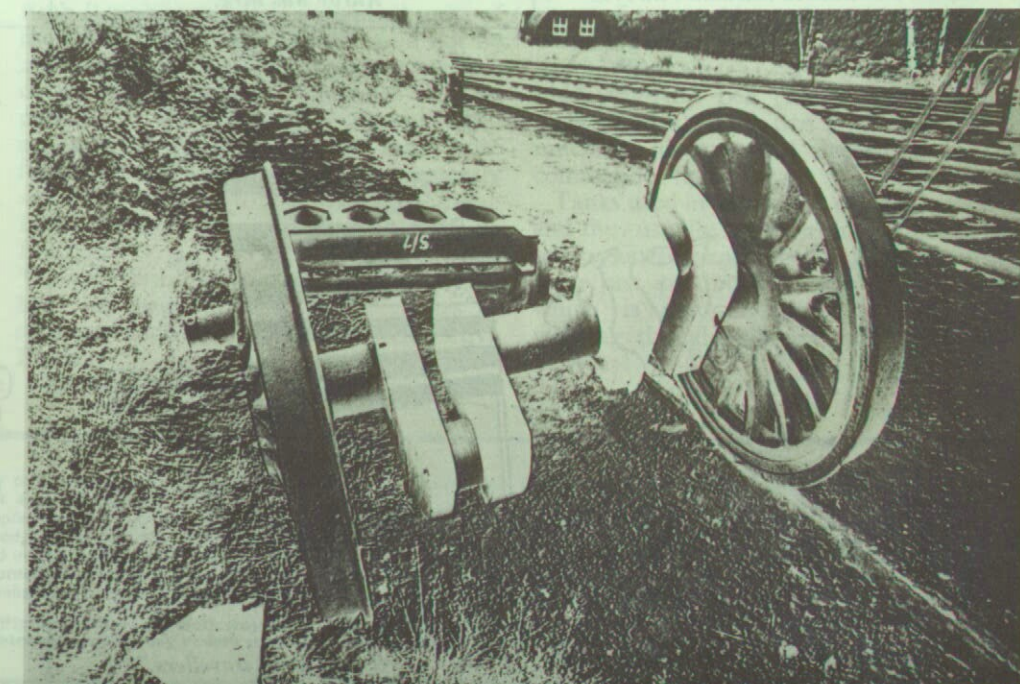
Back cover

Gordon, 134-ton Army steam locomotive, coasts over the top of the rise on running into Longmoor Downs station from Oakhanger for the last time.

Picture by Trevor Jones.



Gordon crosses the main road to back up to Longmoor Downs station. Right: Last musical rites as Major-General Turpin enters the double doors of a luxurious blue saloon coach built about 1910.



Far right: Deserted wheels symbolise the end of the Longmoor depot—but Army railways roll on.

continued from page 19

For some years after World War Two railway systems overseas were still being operated by sapper railwaymen in Sinai, Malaya and the Suez Canal Zone. In Germany soldiers ran trains throughout the British zone but today their locomotives are confined to the 56 depots where 79 Railway Squadron operates.

Trains are made up at these depots and taken by German drivers to their destinations. No 70 Squadron is responsible for 32 diesel locomotives and 132 war flats as well as two maintenance trains, three ambulance trains and 15 guards vans specially fitted for escort duties.

The Army's trains are used to move armour and troops for exercises, handle the changeover of units and families and the movement of baggage, stores and equipment. They operate from depots which include Rheindahlen, Wildenrath, Münster, Sennelager, Osnabrück, Fallingbostal, Hanover, Hamburg and Gütersloh.

One Royal Corps of Transport train, the Berliner, is in regular daily service between Berlin and Brunswick, changing engines and drivers as it runs through East and West Germany. It has covered the eight-hour return journey every day except Christmas days since 1945.

In Britain, 1 Railway Group operates military trains run by civilian staff in 30 establishments such as central ordnance depots, the Marchwood military port and the Proof and Experimental Establishment, Shoeburyness.

There are more than 100 locomotives, all diesel except for the steam saddle tanks on the Shoeburyness ranges.

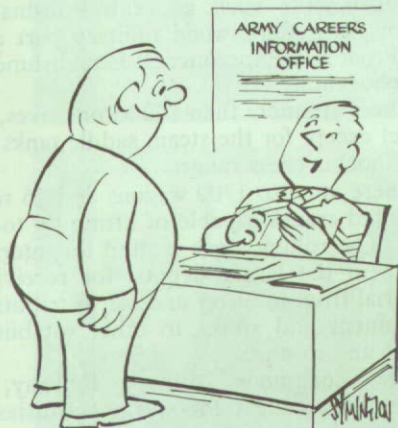
There are also 1700 wagons and 26 rail-mounted cranes capable of lifting up to 60 tons. The rolling stock is used for internal traffic in the larger depots, for receiving material from industry and for distributing equipment and stores to other establishments and to units.

The Longmoor Military Railway, a centre of nostalgia for steam enthusiasts, has ceased to train the Army's railwaymen but the Royal Corps of Transport still has a large rail commitment and the potential to expand whenever the need should arise.



"Is that the way to talk in front of a complete stranger?"

HUMOUR



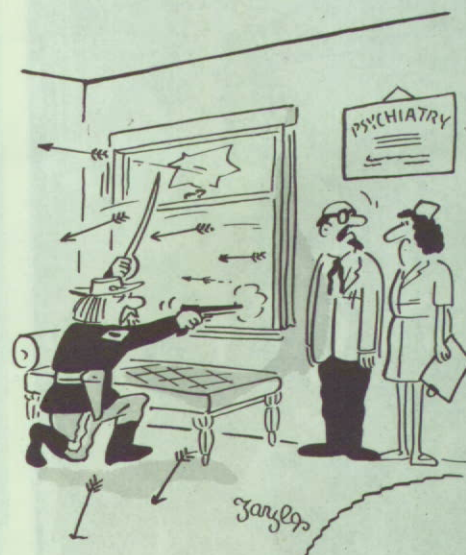
"Let me see now—on Sunday it was roast beef, fresh peas, roasted potatoes with ice cream and fruit salad. Monday we had chicken and ham with..."



"Roughly translated it means 'Kilroy was here.'"



"From the number of stars I'd say they're very experienced space travellers."



"All right! All right! So it is Custer. We can't win 'em all!"

RED ARMY IN WHITE

GENERAL Winter" and the T 34 were two decisive factors in the Soviet Army's victories against the Wehrmacht in World War Two.

It was just 30 years ago, in the harsh winter months of January to March 1940, that rigorous trials were carried out on prototypes of this famous tank. They were driven from Moscow to Kharkov and back via Smolensk, Minsk and Kiev, a round trip of nearly 2000 miles. The trials were in fact a great success.

Appropriately a 1:25th scale model of the T 34 has just become available in the United Kingdom. It is made by Tamiya Mokei Plastic Model Company of Japan and costs 79s 11d in the standard single-motor version.

This model is sturdy and easy to build, has a minimum of finicky parts yet is well detailed even down to the weld marks. One criticism is that the mechanical parts made of plastic break all too easily. The suspension is an example. The tiny stops on the torsion bar snap under the pressure of the springing. I replaced them by small screws secured with epoxy resin. Make sure the plastic hinges are freely movable while the paint is drying. Paint has a tendency to clog hinges and lock them in position. I broke mine and made up new ones from tin plate—a tricky job!

This particular model is of the later, improved version of the T 34, called the T 34/85, which was produced in 1943. It was extensively used many years later by the North Koreans in the Korean War, in communist satellite countries and the United Arab Republic.

The instruction pamphlet included in the kit has actual photographs, line drawings and some well-researched background information. The T 34's performance is analysed and compared with its counterparts in the German and British armies. The author tells how the Germans copied its streamlined armour-plating, improved on its gun but were unable to match its mobility.



Above: Not a Nazi salute but a finger pointing out enemy aircraft with a cry of "Vozdookh!" ("Air Attack!"). However, white camouflaged tanks were difficult to spot against the snow. Below left: Slogans on the tank side. Below right: Some typical markings: "Death to Fascism!" "For Stalin!" "Long Live Mother Russia!" "Down With The German Pigs!" and "Chelyabinsk Collective Farmers."



The kit comes complete with a wide choice of transfers representing markings of the Polish Army, forces of the United Arab Republic and four individual units of the Soviet Army. Modellers should not be misled into thinking that Russian tanks are covered with red stars. These are used on parades like May Day in Red Square but in action in World War Two the tanks bore formation signs only and were frequently scrawled with patriotic slogans—"Long Live Mother Russia!" . . . "Death to Fascism!" . . . "For Stalin!" . . . "Down With the German Pigs!" Some bore on their turret sides the names of sponsors such as "Chelyabinsk Collective Farmers."

Russian tanks were white in winter and

СМЕРТЬ ФАШИЗМУ!

ЗА СТАЛИНА!

ДА ЗДРАВСТВУЕТ МАТЬ РОССИЯ!

ДОПОЙ НЕМЕЦКИХ СВИНЕЙ!

ЧЕЛЯБИНСКИЕ КОЛХОЗНИКИ

painted green (from sage to dark green) or brown (from dark earth to khaki) in the spring, summer and autumn. I used two coats of matt white paint which gives an authentic chalky whitewash, slightly patchy, finish. The slogans were written with a black fibre-tip pen (much more accurate than a brush). This pen is also useful for touching in eyes and eyebrows on the commander figure.

Tanks used in snow were permanently wet and thus usually rusty on such places as the tracks, hawsers and exhaust pipes. Humbrol have just produced a new "rust" paint which is recommended for this. One warning though—do not spill it on your new car!

HH

Soldier Photographs

Because of the rise in costs of both materials and postage over the past eight years, the prices of SOLDIER photographs have had to be increased. Prints of published or unpublished photographs can be supplied in glossy or white fine lustre surfaces, unmounted or mounted as required. Mounting is available on white or

grey card at an additional charge of 2s 6d per print.

The following prices apply only to SOLDIER copyright photographs. On occasions pictures from outside sources are published in the magazine. Copies of these cannot be supplied but the source will be given if known.

6×4 ins	3s 6d
8×6	5s 6d
10×8	7s 6d
12×10	10s 6d
15×12	15s 0d
20×16	22s 6d
24×20	30s 0d

Orders should be sent to Picture Editor, 433 Holloway Road, London N7, with cheques, money orders, postal orders or international money orders made payable to "Soldier Magazine."

LEFT, RIGHT AND CENTRE

Princess Anne swapped her chic hat and elegant rig-out for a head scarf and tank suit. Then she put her foot down—on the accelerator of a Chieftain tank. Said her instructor, Staff-Sergeant Fred Baker: "After the initial teaching she was away. You couldn't stop her." The go-ahead-princess steered the tank over a muddy, hilly training circuit and topped 30 miles an hour on the straight. She was so impressed with the tank, which was named "Princess Anne" in her honour, that she quipped: "I'd love to have one of those for Christmas." It all happened during her visit to the 14th/20th King's Hussars—she is their colonel-in-chief—at Paderborn in West Germany. Earlier, at the march past, the band played "Princess Anne," a march specially composed for the day. During her two-day stay she also tried out the Stalwart amphibious troop carrier, fired a tank machine-gun and proved herself a crack shot with a Sterling. A paper described her as "Bonnie Anne with a touch of the Clydes."



The Queen has said goodbye to the Loyals. It happened at The Loyal Regiment's farewell reception for 180 officers and wives at the Mercer's Hall, London. Her Majesty, who assumed her colonelcy of the regiment at the time of the Coronation, was escorted up the grand staircase (left) past the Colours and silver drums while the band played. She met Field-Marshal Sir Gerald Templer, who won a DSO with the 1st Battalion during the Arab rebellion in Palestine in 1936, and Major-General The Hon Fitzalan Howard, colonel-designate of The Queen's Lancashire Regiment. This new regiment will be formed in March by amalgamation of the Loyals and The Lancashire Regiment (Prince of Wales's Volunteers). The Queen will be colonel-in-chief.

Snowploughing, stem christianas and herringbone climbing. These are some of the ski techniques that soldiers will now be able to practise—at Aldershot in the summer. For the Army has just built there a synthetic ski slope thought to be the longest in England. Made of white plastic, it looks like thousands of rows of brushes. The slope, which cost £6000, is nearly 100 yards long and drops 50 feet in its length. Ski-ing is an essential part of winter warfare training and also a recognised Army sport which is growing in popularity. Although it will be used primarily by soldiers, civilians will be allowed on the slope at certain times at a charge of 10s an hour (which includes instruction and loan of equipment). The slope was officially opened by Major-General Charles Stainforth, GOC South-East District, and the first run was made by Miss Divina Calica of the British International Ski Team (above, right).

A million pounds of bread a year are produced by the bakers of 79 Supply Depot, Royal Army Ordnance Corps, Hohn, Germany, but they still find time for those little extras like baking wheatsheaves at harvest festival time. Their latest efforts include RAOC crests which were much admired in garrison churches. Supervising these unusual activities were the master baker, Staff-Sergeant Andrew Cassidy, and Lance-Corporal John Cummings. Appreciative of their handiwork was three-year-old Huw Jenkins (on right), son of Major Leslie Jenkins, commanding 79 Supply Depot. Huw is pointing at a mouse. It is part of the artistry of the bakers.



When the London borough of Hounslow adopted 10 Signals Regiment an illuminated copy of the resolution was handed to the commanding officer, Lieutenant-Colonel D C Hibberd, by the Mayor of Hounslow during a ceremonial parade in Beavers Lane Camp. In return the mayor was presented with a replica of the regimental mascot, Bruno, a five-foot high stone bear positioned by the parade ground. The original, the symbol of the German Trunk Cable Layers company, was found by the regiment in Berlin at the end of World War Two. The Hounslow resolution was trooped (below) along the ranks of the parade which included girls of the Women's Royal Army Corps serving with 10 Signal Regiment.



Soldiers in Cyprus can now sip iced drinks in the shade of palm trees at their own exclusive club (left) thanks to a trust established by a Lake District philanthropist. A large empty house at Kyrenia was bought from a fund set up by a Major Cavaghan who served with The King's Own Border Regiment. Men of the 1st Battalion refurbished the building, putting in camp beds, modernising the kitchen and setting up a duty-free bar. Cavaghan House is less than half a mile from the beautiful and picturesque Kyrenia coast. Soldiers are able to spend local leave from barracks at the club but they still have the advantages of regimental transport and are looked after by a sergeant—jokingly called "Maitre d'Hotel"—and staff from the battalion.

ON THE CHINESE BORDER

TODAY—on parade in England. Tomorrow—into action in the Orient. Such is the mobility of the Army's Strategic Command.

As a demonstration, A Squadron of 15th/19th The King's Royal Hussars flew to Hong Kong in less than 24 hours and was on the Red Chinese border in Centurion tanks within hours of landing.

The exercise, with Gurkha battalions stationed in the Colony, included a fire power demonstration by the tanks' 105mm guns followed by cross-country battle training. The exercise continued for three weeks and took place mostly at Lo Wu, an area overlooking Red China.

As Strategic Command units are air-portable, tanks cannot be taken with them. So some Centurions are permanently based in Hong Kong for use by such units.

The Centurion, used by Britain in the Korean War, is now obsolescent and being replaced by the Chieftain. The 15th/19th Hussars were equipped with Chieftains, immediately after the Hong Kong exercise, on posting to Rhine Army.

Besides tank training, the Hussar squadron helped the Hong Kong "Military aid to the civilian community" programme by building a fence round a school on Lantau. The Hussars also went on patrol with the Royal Hong Kong Police Force and Government representatives in remote villages in the New Territories.

From a report by Joint Services Public Relations, Hong Kong.

Left: Uninscrutable smile from a trooper of the 15th/19th The King's Royal Hussars on board his Ferret outside Lo Wu store.

Below: The Gurkhas leap into action under cover of a Centurion. An incident during an infantry and tank co-operation exercise.

Right: High view of the Lo Wu range. A firing line of Centurions make a blast that echoes round the hilly countryside.

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MORE than 1000 Servicemen embarked from Singapore, Hong Kong and the Persian Gulf by sea and air for an "invasion" of Tokyo. They were equipped with a hovercraft, a Stalwart amphibious lorry, staff cars—and a fleet of red London buses.

Intentions were of course peaceable, the soldiers, sailors and airmen becoming commercial ambassadors for the period of

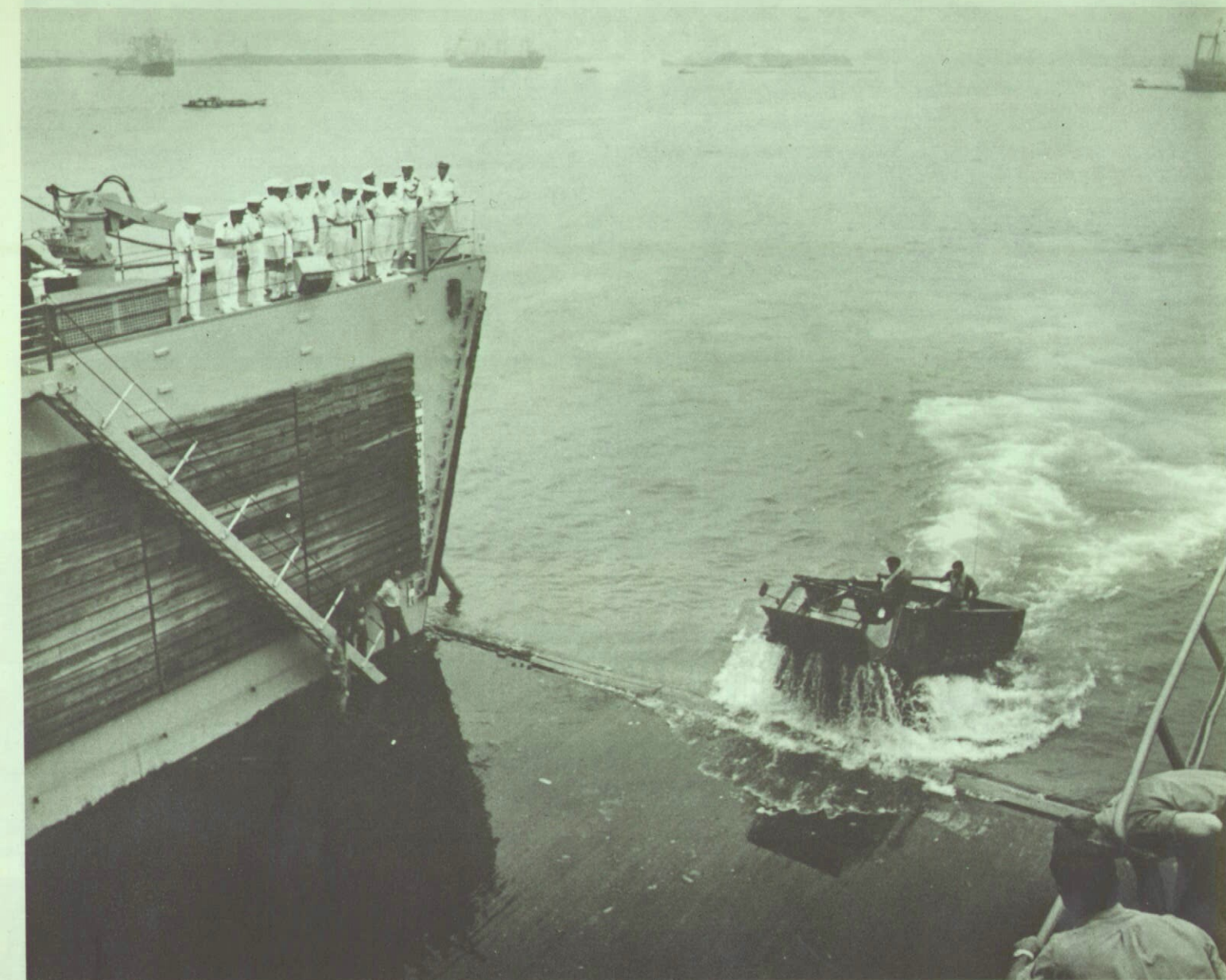
the British Week in the Japanese capital. Things went with a bang. The Tokyo streets resounded with the drum beat and skirl of pipes of 1st Battalion, The Duke of Wellington's Regiment, and 1st Battalion, The Queen's Own Highlanders; the Dukes' champion rugby side took on some of Tokyo's top teams; brawny highlanders gave a show of caber tossing and hammer throwing; Army demonstrations of the Stalwart and hovercraft impressed Japa-

nese Defence Force chiefs who are looked on as potential buyers; and they even showed a geisha how to play the bagpipes. The Dukes' band—nicknamed the "red band" by the Japanese because of their scarlet coats—became so popular that they were invited to cut a disc by one of the country's leading record companies. The resulting long-playing record is expected to be a best seller when released in Japan.

Millions of pounds worth of consumer

goods were bought by the Japanese during the trade week. Mini-skirts and mini-cars were a big hit; a musical range from classical to modern pop was provided by the London Philharmonic Orchestra, the Festival Ballet, guitarist Julian Bream, Frank Ifield and Cliff Richard and The Shadows; and Tokyo audiences flocked to see the premiere of the film "Battle of Britain."

From a report by Army Public Relations, Far East Land Forces.



Above: "Dukes" and gentlemen. A military escort provided by The Duke of Wellington's Regiment for courtly envoys—Mr Fortnum and Mr Mason.

Above left: Fanfare for the fair. Trumpeters of The Duke of Wellington's Regiment herald the opening of the "Britain in Tokyo" exhibition.

Left: Gayer than a geisha. The colourful tartan and headdress feathers tickled the fancy of the Japanese girls. One even learned the bagpipes.

Far left: Trailing sea-spray, the amphibious Stalwart drives up into the Royal Navy's HMS Fearless. Its makers hope for a large order.



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THE ULSTER DEFENCE REGIMENT

THE formation of The Ulster Defence Regiment began on 1 January. It is planned that the regiment should be operationally effective by 1 April.

The locally recruited, part-time force, which is not to exceed 6000 officers and men, will comprise lightly armed companies with the rifle as basic weapon. Normal uniform is combat dress and later there will be a parade dress for formal wear. Mobile elements are being equipped with troop-carrying and four-wheel-drive vehicles and with radio sets.

The regiment is under the command of the GOC Northern Ireland, with a Regular Army brigadier as immediate commander. General Sir John Anderson has been appointed first Colonel Commandant.

The task of the regiment is to support the Regular forces in Northern Ireland, should circumstances so require, in protecting the border and the State against armed attack and sabotage. The White Paper lays down that the regiment "will fulfil its role by undertaking guard duties at key points and installations, by carrying out patrols and by establishing check points and road blocks when required to do so. In practice such tasks are most likely to prove necessary in rural areas. It is not the intention to employ the new force on crowd control or riot duties in cities."

Battalion areas will approximate to county boundaries but these units will vary in size to meet local operational possibilities.

TERMS OF SERVICE

Enrolment is open to male citizens of good character of the United Kingdom and Colonies normally resident in Northern Ireland, whatever their denomination. There is a strict security vetting and all entrants are required to take the oath of allegiance to the Queen.

The normal engagement period is three years, which may be extended. Age limits are 18 to 55 but, at first, persons with previous military or similar suitable service

may be recruited or allowed to serve beyond 55.

Officers and men are subject to military law in the same way as members of the Territorial Army Volunteer Reserve—officers at all times, others when on training or duty, also when, in certain circumstances, they may be allowed to keep arms and ammunition at home.

CALL-OUT LIABILITY

Rank and file are liable to be called out for service only in Northern Ireland:

1 For as long as necessary or expedient in defence of life or property in Northern Ireland against armed attack or sabotage, whether actual or apprehended. This permits of rapid action to meet any local emergency, particularly any threat of armed guerilla-type attack.

2 For whole-time service in defence of the United Kingdom against actual or apprehended attack.

3 For whole-time service in circumstances of imminent national danger or great emergency.

Those called out are to be protected against loss of employment in the same way as members of the reserve forces.

TRAINING AND PAY

Annual training is obligatory and consists in the initial period of 12 days and 12 two-hour training periods. The 12 days will normally be one period of not more than a week and some weekends. There will also be optional training periods.

Officers and soldiers are to receive Regular Army emoluments for full days' training and duty. Training expenses allowance and travelling allowances are payable and a non-taxable annual bounty to all who give satisfactory service and complete annual training.

The bounty is £25 for the first and second years, £30 for the third and fourth years and £35 for the fifth and subsequent years, with previous service with the Ulster Special Constabulary reckoning as service with the regiment.

CALAIS 1940



To the gallant defence of Calais in 1940 Sir Winston Churchill attributed the safe withdrawal of the British Expeditionary Force from the Dunkirk beaches. The Royal Green Jackets bore the lion's share of the Calais battle and to commemorate the action The Rifle Brigade Club and Association commissioned from Terence Cuneo the painting illustrated left in black-and-white.

Colour prints of this painting are available to **SOLDIER** readers at 20s including postage to any part of the world. Within a white border the print area is 16 x 11½ inches.

Orders, accompanied by cheque, postal order, money order or international money order, made out to "SOLDIER Magazine," should be sent to **SOLDIER** (Print RB3), 433 Holloway Road, London N7.

SQUARE UP!

EVERYBODY knows the "magic square" in which the figures add up to the same total vertically, horizontally and diagonally—and incidentally there is a formula for so filling in odd-numbered squares to infinity.

This month's competition is a "magic square" variation. The problem is to complete the square (right) with numbers so that each row and column total 24. The largest number, 13, is already supplied at N. Carry on from there with the help of the following clues:

- M CDX-1403 *CDX1-403*
- O 3K
- C 1001
- K Less than 2
- G Two-digit prime
- L BOOBED-KIM
- I Dwarfs, deadly sins, seas, muses. . .
- D M
- E Added to numerator and denominator of $\frac{3}{14}$ equals 45%

A	B	C	D
6	4	8	6
E	F	G	H
5	1	12	6
I	J	K	L
7	6	1	10
M	N	O	P
6	13	3	2

Having completed the square can you now say what number FAB represents? Send your answer, on a postcard or by letter, with the "Competition 140" label from this page, and your name and address, to:

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This competition is open to all readers at home and overseas and closing date is Monday, 6 April. The answers and winners' names will appear in the June SOLDIER.

More than one entry can be submitted but each must be accompanied by a "Competition 140" label.

Winners will be drawn by lots from correct entries.

SAVING THE GUNS

The World War One action in which a Royal Field Artillery battery saved its guns is the subject of a new painting commissioned from Terence T Cuneo by the Royal Artillery. Full colour prints of this painting (reproduced here in black-and-white) are now available to SOLDIER readers.

At Le Cateau, on 26 August 1914, 37 Howitzer Battery and other batteries were supporting 14th Infantry Brigade. When the situation on the right flank became critical the order was given to withdraw the guns which were positioned well forward. As the enemy overran the observation



post, two guns of 37 Battery remained and the battery captain, Captain Reynolds, collected volunteers and two gun teams to save them.

The teams galloped forward, increasing their pace over the last 1000 yards. The Germans waved their arms and shouted but did not open fire until the guns were limbered up and on their way back. Men and horses were hit but the guns were saved.

Captain Reynolds, Driver Luke (wheel driver) and Driver Drain (lead driver) all won the Victoria Cross.

The action at Le Cateau is commemorated in the title of 37 Howitzer Battery's successor, 93 (Le Cateau) Medium Battery, Royal Artillery, currently serving in Hong Kong.

This colour print measures 21 x 14½ inches and with its white border 23 x 17½ inches.

It costs, including packing and postage to any part of the world, £2 2s 0d.

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LETTERS

Brevet rank

Brevet rank (Letters, October) produced some curious situations. I remember one in India before the last war when our battalion second-in-command was a brevet lieutenant-colonel. He and our commanding officer did not hit it off at all but once, when the station commander, a brigadier, was called away, our second-in-command, by virtue of his brevet, had to take over as he was the senior officer in station.

It so happened that the brigadier's annual inspection of the battalion was due to take place while he was away so the second-in-command duly inspected his own commanding officer and battalion. A little later came the report pointing out several things that should have been put right before the inspection.

The brigadier returned just after the report and the brevet second-in-command resumed his rightful place. Our commanding officer then sent for him and slated him for not having dealt with the matters raised in the report!—**Lieut-Col M A Ransome (Rtd), The Thatch, East Dean, Chichester.**

10th Royal Hussars OCA

Captain A Standing, honorary secretary of the 10th Royal Hussars (PWO) Old Comrades, wishes to inform members that as a result of the amalgamation of the 10th Royal Hussars and the 11th Hussars and

note on the system of brevet rank omits one point, namely that it was unconnected with two important aspects of soldiering, pay and allowances. It used to be defined as "an ingenious method by which, without cost to the public and without hoodwinking his brother officers, an officer might be induced to believe that his rank and his merit were beginning to fall into line."—**Col A C T White VO, Bruckley, Upper Park Road, Camberley, Surrey.**

World first?

It is stated in the September SOLDIER (page 54) that the first British infantry to fly into battle were men of 1st Battalion, The King's Own Royal Regiment, when they flew from India to Iraq in World War Two for the defence of Habbaniya. In fact this is not a "first"—that honour belongs to 1st Battalion, The Royal Inniskilling Fusiliers.

On Sunday, 4 May 1924, the 1st Inniskillings were stationed at Baghdad when news came at 3 pm of serious disturbances at Kirkuk, about 120 miles north, where companies of Assyrian

their old comrades on 25 October 1969, he is no longer the honorary secretary. Future correspondence should be addressed to Mr R G Archer, 5 Berners Street, London W1.

Levies had mutined. Within 1½ hours a company had emblazoned in RAF aircraft. At 6.40 pm they arrived at Kirkuk. The remainder of the battalion followed next day and the troubles were quelled and the Levies disarmed.

This is probably not only a British but a world "first."—**Maj E W Bradley, Westfield House, Smarden Bell, Ashford, Kent.**

Black-and-tans

In reply to Mr W F Carr's query about the black-and-tans (Letters, September), the term did not originate until 1920. At that time recruiting for men as constables in the Royal Irish Constabulary took place all over the British Isles but owing to the large number of recruits involved, especially from ex-soldiers of World War One, there was a shortage of RIC green uniforms. This was made good by supplies of khaki service dress from the British Government.

According to the sizes available some men were issued with an RIC green tunic and khaki SD trousers, and others with a khaki SD jacket and RIC green trousers. This is how the term black-and-tan originated. Headdress was the RIC green peak cap.—**Maj C Partington (Rtd), late RASC, 72 Dales Drive, Wimborne, Dorset.**

Early in 1920 the IRA commenced all-out attacks on the Royal Irish Constabulary as a result of which the latter suffered casualties it found difficult to replace. Resort was made to the recruitment of former British soldiers, many of them Irishmen, who were paid the then munificent sum of 10s a day.

Mainly because the men recruited were not of the same physical standard as the RIC, who were invariably huge men well over six feet tall and averaging 15 stones, uniforms became a problem. Because of this the new recruit was temporarily issued with the dark green jacket of the RIC and the khaki slacks of the British Army or vice versa. The local inhabitants dubbed the wearers

The Royal Regiment of Fusiliers

The 4th Battalion, The Royal Regiment of Fusiliers, disbanded on 1 November when the regiment reorganised into three battalions.

The regiment was formed as a "large" regiment in April 1968 from The Fusilier Brigade and embraced the following regiments: The Royal Northumberland Fusiliers, The Royal Warwickshire Fusiliers, The Royal Fusiliers (City of London) and The Lancashire Fusiliers.

black-and-tans, possibly having in mind the black-and-tan foxhound used by one of the Irish hunts.

The black-and-tan existed only for a short while. When issued with full uniform he was dressed exactly as the regular RIC and of course was a Royal Irish Constable doing regular police duties.

History and the Irish both talk of the troubles and the black-and-tans, blaming the latter for all the outrages etc which occurred before partition, but this is quite incorrect.

Although the black-and-tans, in company with the regular police, were responsible for what then were termed reprisals, but not to any extent, the Irish and the history books have generally put all the blame on the black-and-tans who never existed as a separate body, ignoring the real culprits who were known as auxiliaries.

These were British ex-officers, mostly Irish, who received £1 per day, had close fitting uniforms of the RIC dark green and usually wore a beret or Scottish type of headgear. They had their headquarters at Dublin Castle, then Army headquarters and seat of Government. Using high-powered Crossley tenders, they had great liberty of movement and action and wherever the IRA were active the auxiliaries

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New title

The Queen has approved the title, The Royal Regiment of Gloucestershire and Hampshire, for the new regiment to be formed in September 1970 by the amalgamation of The Gloucestershire Regiment and The Royal Hampshire Regiment. The new regiment will take over the distinction "Royal" awarded to the Hampshires in 1946.

Distinctive items of dress at present worn by the Glosters are the "back badge" at the back of the hat which commemorates the action in Egypt in 1801 when the 28th Foot repulsed simultaneous attacks by French troops from both front and

rear, and the United States Presidential Citation awarded to the Glosters for their stand at Solma-ri in Korea. The badge of the citation is worn on the shoulder by all ranks and is also denoted by a streamer on the pike of the regimental Colour.

The new regiment's collar badges incorporate the Hampshires' tiger device, commemorative of service in India, which gave them their nickname "The Tigers."

The amalgamation parade will be at Portsmouth. The Royal Hampshires were granted the Freedom of Portsmouth in 1950 and the 28th Foot, later to become 1st Battalion, The Gloucestershire Regiment, were raised in the city in 1694.

would move in.—Maj L W Dutton (Retd), Westwell Cottage, Station Road, Desford, Leicester.

Van to caravan

After reading your excellent feature (August) on the 25th anniversary of D-Day, I thought you might be interested to learn how I found, purchased and converted a WD Bedford QL, a vehicle which had seen me through many situations including landing on the Normandy beaches.

Well, there she was standing under a tree, rain dripping on to her. It was a late February afternoon, and my wife spluttered "What, that!!" We bought it, took it home, nursed it back to good health, then made a four-berth luxury motor caravan out of it. In late May we were on our way to Scotland. This first holiday in dear old "Fargo"—the name our children gave it—was the fore-runner of some very happy holidays and outings. To Scotland again in 1968, to Normandy in 1969 for the 25th anniversary celebrations—all these miles covered without a moment of trouble.

The conversion of such a vehicle is quite straightforward after the removal of fittings etc which the Army had seemed to fix for all time. Once the van

area was cleared a few days with a scale model positioning the furniture ensured that the space available was used to the best advantage.

The living quarters include one double bed, two single beds, Calor gas cooker, toilet, wardrobe, chest-of-drawers, sink unit and ample locker space for bedding and food. There was a water tank fitted to which a simple pump has been added to get the water up to the sink. Other lockers around the underside are used for Calor gas bottles, two extra batteries for lighting and radio (charged whilst running) and space in which to put a water cooler cabinet to keep meat and milk extra fresh.



Expensive to run? After fitting a civilian carburettor and a civilian distributor and coil we now do 18 miles to the gallon without any loss of performance.

In closing I would like to thank the officers and all personnel of the Royal Corps of Transport unit from Tidworth whom we met at Ouistreham. Their kindnesses were very much appreciated; so was the photograph.—H F Wardale (RASC (TA) October 1938 to June 1946), Whitefields Cottage, Studley Park, Ripon, Yorkshire.

★Hamburg, Autumn 1945, and SOLDIER was short of transport for magazine distribution. Trains were few and far between, and somehow or other we had to get a truck. Circulation Manager K P Wood (still with us!) rose to the occasion. He found an ex-Eighth Army Morris 15cwt abandoned in a local garage. Still wearing its desert camouflage the vehicle was bought there and then for 20 cigarettes and gave excellent service for several months until we passed it on to the welfare centre for recreational use.

Can you help?

I am doing some research into the equipment, clothing, rations and pay of British infantrymen from about 1800 to the present day and would be very pleased to hear from any readers who may have any material that will help—diaries, notebooks, photographs or a few reminiscences.

Of particular interest are the ways in which equipment has been adapted to meet special needs in particular campaigns.—Capt M T Nash, Frensham, Cliff Road, North Petherton, Bridgewater, Somerset.

GET AHEAD!

A coup de main party of Sixth Airborne Division was dropped near Benouville to seize the two bridges over the Canal de Caen and the River Orne. This was the message represented by

The Queen's Regiment

The Queen's Regiment is to reorganise to form three battalions by 31 December 1970. The regiment was formed on 31 December 1966 from regiments that since 1948 had comprised The Home Counties Brigade. These were The Queen's Royal Regiment and The East Surrey Regiment, who amalgamated in 1959 to form The Queen's Royal Surrey Regiment; The Buffs and The Queen's Own Royal West Kent Regiment who amalgamated in 1961 to form The Queen's Own Buffs, The Royal Kent Regiment; The Royal Sussex Regiment and The Middlesex Regiment (DCO).

The large regiment concept allows for contraction and expansion as required and the traditions of all former regiments are contained within the whole regiment as opposed to any single battalion.

Currently the 1st and 2nd Queen's are serving in Northern Ireland, the 3rd Queen's in Rhine Army and the 4th Queen's is the demonstration battalion at the School of Infantry.

men of Finch's Troop in SOLDIER's August competition. Some readers boggled unhappily over Benouville, Caen and Orne but in fact could have checked the spelling of these from the D-Day articles in the same issue! A few others jumped to conclusions or mis-identified the heads and came up with Sixty Division and so on.

Prizewinners:
1 L/Cpl B McKay, 3 Pr, Right Flank, 2nd Bn, Scots Guards, BFPO 17.
2 W J Gregory, c/o MOD (AODO/1), London Road, Stanmore, Middlesex.

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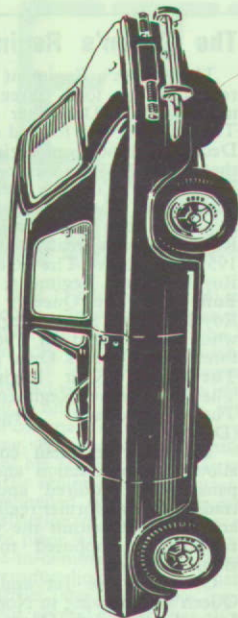
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3 Mrs S L Archer, 21 Heldmann Close, Hounslow, Middlesex.
4 S/Sgt J Edwards REME, 27 Mulberry Road, Marchwood, Southampton SO4 4WA.
5 VR Mitchell, c/o MOD (AODO), London Road, Stanmore, Middlesex.
6 R S Giblett, B43 Leedham Avenue, Bolehall, Tamworth, Staffs.
7 WO II P S Brown, 23 Det, 7 Intelligence Coy, BFPO 22.
8 Brig S Mullin, CEO, HQ Far East Land Forces, c/o GPO Singapore.
9 Lieut-Col F de R Morgan, Llandefaelog House, Brecon.
10 G H Shepherd, 97 Western Avenue, Dagenham, Essex.
11 D W Aldington, Youth Employment Bureau, East Cliff, Preston PR1 3JT, Lancs.
12 Capt C H Norris RAEC, 39 AEC, BFPO 23.

COLLECTORS' CORNER

Announcements in "Collectors' Corner" are published free of charge as a service to readers. Subsequent correspondence must be conducted between readers and not through SOLDIER.

Capt R J Wyatt RMP(V), 33 Sturges Road, Wokingham, Berks.—Requires any military items connected with South African War 1899-1901. Medals, equipment, uniforms, badges, weapons, letters, books, diaries etc. Good prices paid.

James Moran, Rt 1, Carl Junction, Mo, USA.—Requires British formation badges, regimental flashes and their identifications; also World War Two division and regiment histories.

Gene Christian, Militaria Exotica, 3849 Bailey Avenue, Bronx NY 10463, USA.—Wishes purchase insignia, head-dress, bugles, flags, accoutrements, books, illustrations etc relating to Foreign Legion; Camel Corps; Shanghai Defence, African Levy, Imperial Service, South American,

Palestine Defence, Asiatic Levy and mercenary forces, gunboats; French, Italian, Dutch, Spanish, Belgian, German colonial forces (World War One); Legion of Frontiersmen (World War One); any exotic or rare units. All correspondence answered.

R Grubb, 5 Buckleigh Avenue, Merton Park, London SW20.—Wishes purchase or exchange British decorations, campaign medals, preferably in groups, to artillery and air force.

Cpl R G Wellings, RAASC, PO Box 123, Seymour, Victoria 3660, Australia.—Wishes exchange or purchase British and Commonwealth Army cap badges and insignia particularly Service corps and specialist units; also any early British campaign medals. All letters answered.

Lieut Clemens Mader, Schneebergg. 89, 6020 Innsbruck, Austria.—Wishes purchase RAF swagger cane as used by airmen in the 'twenties, also drill manual of same period. All letters answered.

A P Grimston, 25 Davies Avenue, Leeds 8, Yorks.—Requires British Army metal cap, collar and shoulder title badges, also divisional flashes and formation signs, either by exchange or purchase. All correspondence answered.

R Comrie, 78 Edgell Road, Staines, Middlesex.—Wishes purchase any sequence of SOLDIER magazines before 1955.

Howard Gill, 41 Taunton Avenue, Abington Vale, Northampton.—Requires HD Army issue pullover and combat jacket both 36in chest, denim cap with peak and net scarf/cravat. All letters answered.

HOW OBSERVANT ARE YOU?

(see page 31)

The two pictures differ in the following respects: 1 Door pillar on far side of car. 2 Wing mirror. 3 Top of rear wheel rim. 4 First letter of number plate. 5 Width of car's rear window. 6 Position of house number. 7 Bottom stripe of girl's scarf. 8 Length of broom handle. 9 Soldier's cap badge. 10 Snow on handle of dustbin lid.

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BOOKS

On to the Elbe

"Victory in the West" (Major L Ellis with Lieutenant-Colonel A Warhurst)

This important book is the second volume of the history of the North-West Europe campaign. The first volume dealt with the landings and the Battle of Normandy. This one takes the story on through Arnhem, the stalemate of the frontiers, the Battle of the Bulge and the Ruhr pocket to final victory on the Elbe.

In addition this volume covers the American and British high-level political and military decision-making behind the conflict and it is here that it could have made an important contribution to knowledge of how the military decisions taken in France and Germany in 1945 vitally affected the post-war world. It fails to do this.

In particular the author does not understand the full relevance of the Battle of the Bulge and the vicious recriminations it let loose in the Allied camp which were going to shape the strategy of the rest of the war. Major Ellis gives a full and objective account of the rumpus among the American generals caused by Montgomery's management of his share of the US troops (the major portion) during "Hitler's last gamble," including Montgomery's famous (or infamous, in the opinion of some Americans) speech after the battle on 7 January 1945.

But Major Ellis does not draw the full conclusion—he fails to see the link between General Bradley's anger at Montgomery and Eisenhower's strange decision to stop on the Elbe and leave Berlin to the Russians a few months later.

Why did Eisenhower stop when it was pretty clear that the Germans would fight to the end against the Russians in the east but let the western allies "stroll" through to Berlin? Major Ellis "buys" the old myth of the "Alpine Redoubt," as so many have done before him. He does not realise that any drive on Berlin would be led by Montgomery. If, however, Monty could be limited to what Churchill angrily called "patrol activity," the kudos of the final victory of the war in the west would go to Bradley's armies barrelling towards the mythical alpine redoubt in southern Germany.

This is a good solid book with no surprises. It can be recommended as an excellent account of the battles of the European campaign (the maps are outstanding) but it lacks the political and human insight of Chester Wilmot's "Struggle for Europe" which still remains the best account of what really happened to that so bravely named "British Liberation Army."

HMSO, 90s

CW

The hard way

"The Boer War" (John Selby)

The Boer War is said to be the conflict which saved Britain in 1914, hauling the British Army into a state of preparedness which it would have been unlikely to have achieved otherwise. And this is the only good point about it.

In the long history of British arms the Boer War is about the most dismal. For too long British troops had had to contend only with natives.

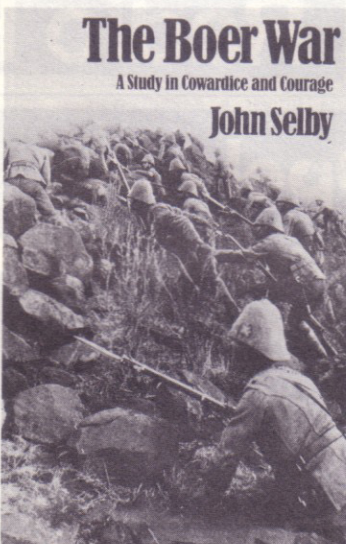
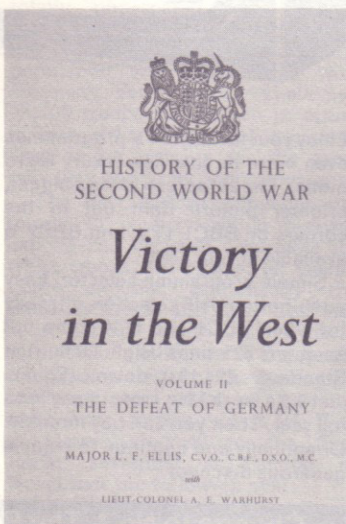
Serious shortcomings had been revealed in the British Army in the first South African War of 1880-1881; there was no training in individual initiative, weapon training was totally inadequate and fieldcraft totally ignored. On the other hand the Boers had displayed an awareness of the value of mobility, an instinctive grasp of tactics, and superb marksmanship.

him as a superb commander is really taking things too far and tends to upset slightly an otherwise well-balanced picture of the two sides.

Surprisingly, too, Mr Selby, a Sandhurst lecturer, refers to "the 1st Yorkshires" when he means the 1st West Yorks, to "The Yorks" for The East Yorkshire Regiment, and to the Scotch Guards!

Arthur Barker, 42s

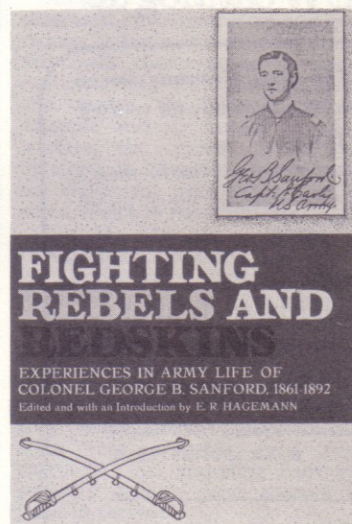
JCW



In the years between the two South African wars, as Mr Selby clearly shows, the British Army steadfastly refused to learn from its mistakes. From 1899 to 1902 it was forced by the Boers to learn the hard way.

Mr Selby sub-titles his book "A Study in Cowardice and Courage." He deals lucidly with the course of the war, back-tracking to give a history of the region, its settlement by Europeans and the development of the antagonisms. He is at his best in descriptions of the battles while his appreciation of generalship, or the lack of it, is usually sound.

Surprisingly, after describing the Tugela battles and Buller's "admirable withdrawal," Mr Selby writes: "He may have been a poor tactician; he had just lost 1750 men at Spion Kop for no gain. But he was a superb commander of men even if he could not win battles." No one has doubted Buller's courage or popularity with his men, but to rate



A dedicated professional

"Fighting Rebels and Redskins" (edited by E R Hagemann)

Four officers and 91 enlisted men left the stockaded safety of Fort McDowell, Arizona Territory, and headed for the Mazatzal Mountains in search of Tonto and Mojave Apaches. And though it may sound like John Wayne's latest, the column was in fact led by Lieutenant-Colonel George B Sanford and the date was 27 September 1866.

Sanford was a Connecticut Yankee who left Yale to enlist in the 1st Dragoons in the spring of 1861. He took part in the bloody engagements at Antietam and Fredericksburg, fought Quattrill's guerillas and Mosby's raiders, met Custer and lost most of his close friends in a savage little fight at Trevilian Station. When it was all over he was in command of his own regiment.

As a Regular soldier Sanford was moved to the frontier at the end of the Civil War and over the next 25 years became a famous Indian-fighter. Serving in many remote posts from Nevada to Arizona, he fought hundreds of actions against hostile Apaches, Nez Percé, Bannocks, Cheyennes, Arapahos and Sioux as well as noted warriors like Chief Joseph, Buffalo Horn, Short Bull and Big Foot.

A dedicated professional, Sanford never revealed his distaste for the Indian wars till after his retirement. He saw little romance in fighting but enjoyed that "comradeship that exists in a good regiment, that has long served together, where every officer and soldier feels a personal interest in every other."

This interesting volume, prefaced by a fine essay, has excellent plates and bibliography. Some of the maps are inadequate and the

copious footnotes are rather excessive.

University of Oklahoma Press, distributed in England by Bailey Bros and Swinfen, 76s AWH

Positive achievement

"Medical Services in War" (edited by Sir Arthur MacNaulty and W F Mellor)

This twentieth volume of the official British medical history of World War Two is definitely a specialised book. In the main it describes the contributions to medicine made by the various Empire medical corps during the war and how the pace of global conflict accelerated the development and application of new treatments.

Occasionally the heavily latinised account of "maxillo-facial surgery," "hyoscine and motion sickness" and "visceral leishmaniasis" is lightened by startling insights into British ingenuity under the trying conditions of war. One reads of the starved prisoners-of-war at the notorious Changi camp making spectacle frames from toothbrush handles, scalpels from the "bones" of a woman's discarded corset and dentures from mess tins.

The authors also give some significant and still very relevant facts on how long it took the average soldier to break down under combat conditions. In Italy in 1944 it was noted that "a man reached his peak of effectiveness in the first 90 days of combat, thereafter his efficiency began to fall off and he became progressively less valuable until finally he was useless." The time lapse before he was given up as useless? Exactly six months?

This book records perhaps the only positive achievement of any war and one that makes the whole business a little worthwhile. For without the mass mayhem of a great war there would be little medical progress in so many fields of medicine which need mass experience to progress rapidly.

HMSO, 160s

CW

Victor of Dien Bien Phu

"General Giap: Politician and Strategist" (Robert J O'Neill)

Vo Nguen Giap, North Vietnam's military leader for more than 20 years, is one of the leading generals of the 20th century. He humbled the *élite* of the French army at Dien Bien Phu, establishing himself as the architect of Viet Minh victory and shattering the long-held theory that if a guerilla force can be inveigled into a pitched battle against disciplined Regulars, the Regulars must win.

When the opposing forces were regrouped into North and South Vietnam according to the terms of the 1954 Geneva agreement, Giap made sure that the most important parts of the Viet Minh infrastructure stayed intact in the south. On these cadres was built the present Viet Cong.

Giap's military campaigns, as Mr

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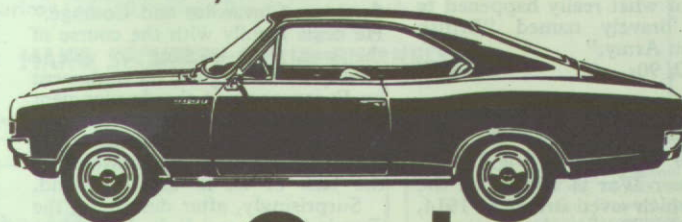
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O'Neill shows clearly, have demonstrated his competence and his ability to learn from his own mistakes and those of others. Since 1951 his mistakes have been few but, in Mr O'Neill's view, despite Giap's successes and his thorough planning, he has not really shown strategic brilliance nor in 20 years as an active field commander displayed the outstanding qualities of men like Marlborough, Napoleon, Guderian or Mao.

Giap's talent, it seems, lies in his ability to exploit political and military situations as they arise rather than to adhere to a watertight master plan. Mr O'Neill concludes that where Giap's life has been of outstanding importance is in his ability to combine the roles of senior politician and top soldier. Such a combination is rare.

Insofar as information is available on Giap, the treatment is comprehensive. Though the author readily admits that the post-1957 period of Giap's life must await a historian's analysis for at least several years, he deserves full credit for laying a firm foundation for any biographers who follow him.

Cassell, 50s JCW

South Africa at war

"East African and Abyssinian Campaigns" (Neil Orpen)

In World War One the South Africans were instrumental in giving the Allies their first wholly successful campaign—against the Germans in South-West Africa—and followed it up by driving Von Lettow-Vorbeck from German East Africa.

They played a vital role in the same theatre in World War Two,

again giving the allies their first totally successful campaign of the war—the liquidation of the Italian East African empire.

In conjunction with the force from the Sudan which destroyed the Italian forces in Eritrea, the South Africans, with other troops from the African continent, took a leading part in the liberation of Abyssinia and the defeat of the Italian forces in East Africa. It was a fine achievement—and every man was a volunteer.

Like other Commonwealth countries, South Africa was caught totally unprepared when World War Two started and a very large section of her Afrikaans-speaking population was against war with Germany. Yet by April 1941 she had 43,700 troops and airmen in action in East Africa and tens of thousands were under training for the great part they played in later campaigns.

The East African campaign was fought in country which pre-war experts had declared unsuitable for white troops, yet against an enemy vastly superior numerically the South Africans, and their East and West African fellow-soldiers, made spectacular advances. European, coloured and Bantu, they took part in almost every action of the campaign from the first raid on EL Wak in December 1940 to the final Italian surrender at Gondar in November the following year.

Because of the dramatic quality of later campaigns, that in East Africa tends to be forgotten. Commandant Orpen supplies a refreshing reminder and though at times he lapses into the traditional "mention-their-names" regimental history, this is nevertheless a useful and authoritative account of the East African operations.

Purnell, R5.00 JCW

Catapult and ballista

"Greek and Roman Artillery: Historical Development" (E W Marsden)

Mr Marsden gives a historical picture of the development of the catapults and ballistae used in the ancient world from their first employment in war in the 4th century BC until their disappearance from the martial scene in the early Middle Ages 800 years later.

Amplified with footnotes, diagrams, cross-references and quotations in Latin and classical Greek, the book discusses early torsion artillery, used for throwing stones and arrows, the invention of the catapult and its impact on siege warfare, the spread of the new invention in its various forms across the Hellenistic world, siege warfare and artillery in naval warfare.

But Mr Marsden's approach is too academic to bring any life to his intrinsically exciting subject matter. He tells us, for instance, "The actual battle started with heavy shooting, some of this being done by artillery. When the fleets came to close quarters, some ships attempted to ram their opponents as they passed. Some of these missiles were very probably fired from catapults. The grappling hook apparently gave a good account of itself in service."

Mr Marsden's admirably documented work is very definitely for the specialist in the development of artillery or for those who are interested in military archaeology. For this limited audience it can be recommended as a thorough piece of well-documented research.

Clarendon Press/Oxford University Press, 84s CW

IN BRIEF

"The Battle of Britain: The Making of a Film" (Leonard Mosley)

One recalls the boy asking for H Rider Haggard's "King Solomon's Mines" in his local library then bringing it back to say it was not the right book—there were no women in it. He wanted the book of the film of the book!

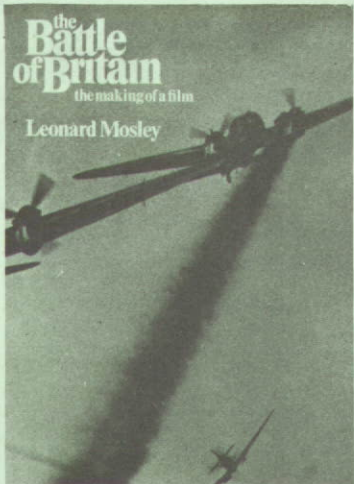
Leonard Mosley's book is not a story from the film of the story but a fascinating record of how this epic, the first on the Battle of Britain, was made 30 years after the event. He saw and records every stage including the search for old aircraft and the inevitable arguments and financial crises.

The story itself is treated as a linking narrative to the re-enactment and the profuse illustrations (more than 100 black-and-white and 16 colour) are drawn both from the making of the film and from the battle itself which the author, a newspaperman and war correspondent, reported.

Weidenfeld & Nicolson, 50s Pan Books paperback (with colour pictures only), 5s

"Aircraft of the Battle of Britain" (William Green)

Here they all are, in descriptions and photographs. The defenders—Hawker Hurricane, Supermarine Spitfire, Boulton Paul Defiant, Bris-



tol Blenheim IF. And the attackers—Messerschmitt Bf 109 and Bf 110, Junkers Ju 87 and Ju 88, Heinkel HE III, Dornier Do 17 and Do 215. Pan Books/Macdonald, 5s

"Fighter Pilot" (Wing-Commander Paul Richey)

A personal record of the campaign in France from September 1939 to June 1940 compiled from a daily diary by a then anonymous pilot officer who flew with 1 Squadron of the Royal Air Force. First published 1941, revised 1955 and now extensively revised.

Pan Books paperback, 4s

"Squadron Airborne" (Elleston Trevor)

Thrilling novel of an RAF squadron fighting in the Battle of Britain. First published 1955. Pan Books paperback, 5s

"Eagle Day" (Richard Collier)

Illustrated documentary record, based on more than 400 eyewitness accounts from allied and German sources, of the desperate six weeks from 6 August to 15 September 1940 when a few hundred allied pilots, navigators and gunners challenged and defeated the mighty Luftwaffe. First published 1966. Pan Books paperback, 6s

"Full Circle" (Air Vice-Marshal J E Johnson)

Story of air fighting, from the dog fights of World War One to the supersonic fighter-interceptors of the Korean War, told by "Johnnie" Johnson, top-scoring allied ace of World War Two, who also fought with the United States Air Force in Korea. Illustrated by David Shepherd. First published 1964. Pan Books paperback, 6s

"Ginger Lacey: Fighter Pilot" (Richard Townshend Bickers)

Biography of a young sergeant pilot who destroyed the Heinkel that bombed Buckingham Palace and at the end of September was top scorer in the Battle of Britain. First published 1962. Pan Books paperback, 5s

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