

SOLDIER

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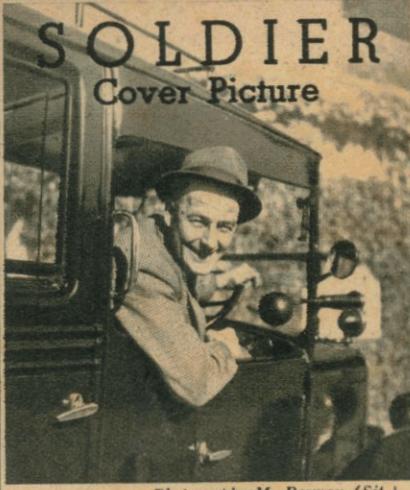


"Taxi? Thank you, serjeant!"

(See page 2)

SOLDIER

Cover Picture



Photograph: M. Berman (Sjt.)

The Surridge Saga

EDWARD SURRIDGE, the disabled London taxi-driver whose photograph is on the front page, is a Cockney fighter who has won two battles in this war, one in the Western Desert for his country and one in the streets of London for himself.

The Surridge Saga began when Edward was called up with the Territorials into the RASC at the outbreak of war and went to Africa, where he served under Wavell and was at Tobruk, Benghazi and Alamein. In November 1942 he was badly wounded in the right leg and ankle, which cost him nine months in hospital, seven operations and eventually his right leg.

He returned to London and was discharged with a pension of £2 14s. a week.

He did not look for help in his affliction but began his second fight to win himself a living and comfort. It began humbly enough collecting firewood and taking it round the London streets for sale. In a few months Surridge had saved £25 and was ready for the next stage in his campaign.

He bought a 10 h.p. motor car with his savings. This he decided could be used as a hire car, if only in a small way, to help Londoners in the taxi famine. His first application for petrol was turned down. Later he won the right to a gallon a day. But this was not enough to keep him and Surridge went to work in a garage.

Through the day his nimble fingers earned him a living in the garage. At night Edward got out his tiny car and carried people about to earn money for the next stage in his adventure.

Steadily his savings grew. People who admired his lion heart gave him as much work as he could find petrol for, until Surridge felt sure enough to apply for a licence to drive his own taxi-cab again.

Officialdom, jealous for the safety of the London streets, doubted that Surridge with his artificial leg could drive sufficiently well through the busy streets and the night theatre crowds. His application was rejected and it was suggested he could find another way of making a living.

Surridge was indignant. He felt he was as good a man as ever he had been before the war. The London taxi-drivers agreed with him. The "Green Badge", official paper of the London Taxi-Drivers' Union, backed his second application and he won the right to a driving test.

Four gruelling hours Surridge drove his car, while the traffic experts tried to find a weakness in his driving. He won through. His licence was granted.

To-day, Surridge has bought back the taxi he drove before the war. He has bought a 7-seater car and has hired a man to drive it for him. He has, too, a 7 h.p. runabout for week-ends.

His brother will soon be out of the Army too. Surridge plans to have earned enough to buy a taxi for the brother to drive when he returns home.

LETTERS

NAME THE PLAYERS

Recently we have been lucky enough to see some big football matches over here. These make a grand afternoon's entertainment, but couldn't the names of the players be given more prominence please? At Hanover, for instance, there were programmes on which the Rangers' positions were left blank. A note said that the names would be announced later over the amplifying system, but this was not done and spectators were left to guess who were playing. I did not learn until later that Swindin (Arsenal) was the goalkeeper for the Combined Services, and not Bly (Hull) as printed.

At Munster for the Birmingham game, teams were announced, but, although almost within shouting distance of the announcer, I and those around me could not hear who were playing. Although I have followed football for many years and know many of the personalities I could recognise only 13 of the 22.

Perhaps besides announcing the teams a board could be taken round the ground. I am sure many other enthusiasts like to know who is playing. — Sgmn. T. S. J. Mahoney, 27 Wireless Section, R. Sigs.

CUP OF TEA

If, as you say in your reply to "Four Tea Drinkers" (SOLDIER No. 19), NAAFI's BAOR tea recipe has been improved in proportion to the price, heaven help the soldier who has to drink NAAFI tea in England. — Pte. F. L. Feltham, 193 Field Ambulance.

LEAVE CIGARETTES

In SOLDIER No. 19 you quote NAAFI as saying:

"Troops are issued in transit with 50 free cigarettes when leaving BAOR and receive a further 50 free on their return. Each man therefore receives his full allocation for the period of leave—both the free issue and those at BAOR prices."

This statement is grossly misleading to the average soldier as free issue cigarettes are allocated by DID's on a Monday or Tuesday on the scale of the number of rations indented for that day. How can NAAFI suggest that units obtain cigarettes for personnel who are on leave or who will be on leave on the day in question when OC's units are not permitted to ask for rations in respect of men who are not on the "Ration Strength" at the time?

What does NAAFI mean by the phrase "in transit"?

If the Leave Transit Camps are implied, I have not yet heard of a case where a man has received any free cigarettes at these places. — Sjt. P. A.

Wright, 103 Mobile Laundry and Bath Unit, RAOC.

★ NAAFI state that their answer to Sjt. Ginsberg (SOLDIER 19) was intended to refer only to the RASC free issue which is drawn with rations every Tuesday. There is no free NAAFI issue. — Ed., SOLDIER.

BOUQUET

In spite of the many sarcastic and unfair comments I have heard against the NAAFI, I would like to say "thanks a million" to the thousands who help to maintain and run a really sound organisation. I think that every Serviceman and woman really appreciates the wonderful efficiency maintained since September 1939.

Just one suggestion: Could NAAFI organise a club for ex-Servicemen and women? It would certainly bring about many happy reunions, and I am sure it would be a great success. — Tpr. W. E. Hale, HQ BAOR.

UNLUCKY HORSES

As one who knows something of horses, I cannot agree with Pte. Turner's statement (SOLDIER No. 17) about German treatment of horses. In Germany horses work mostly in pairs or teams of three, and I have yet to see overloading or lice. Germans take a hereditary pride in their horses. Had Pte. Turner been to the Middle East he would have seen cruelty to animals in its worst form. — Tpr. J. A. Waine, 3 RTR.

SEND OBJECTORS OUT

I suggest that a larger number of men with genuine family troubles—or hardship cases—should be released. They could be replaced by conscientious objectors sent out from England. There is no fighting now, so the objectors would have no grounds for objection and would enable men who have not been with their families or homes for three or four years to enjoy the pleasures of life for which they have fought so long.

— Pte. J. W. Brant, RASC Commerce Branch.

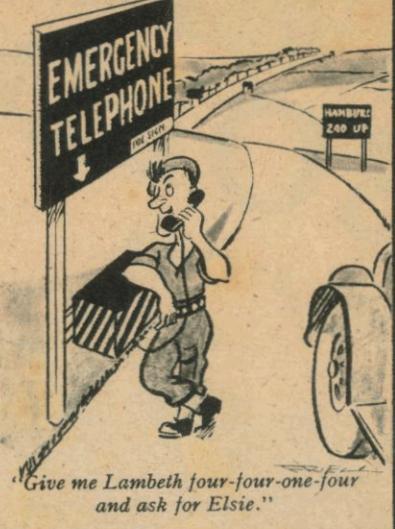
HEADS WANTED!

Having survived the rigours of a 26-hours' train journey from Ostend to Hamburg by the charities of the gods and a strong constitution, I would like to find just one of the people who are said to break railway carriage windows and remove electric lamps.

The window of our compartment was smashed. For most of the night, despite the valiant efforts of the train crew, there was no steam heat in our carriage. The lack of heat doubtless could not be helped as the rolling stock is far from perfect but we would not have been too badly off but for the broken window.

I understand that men, possibly get-

Smudger by Friell



"Give me Lambeth four-four-one-four and ask for Elsie."

ting back to civilised life after years in the Army, are wildly and even riotously happy. I can understand that they may want to break things, but let them leave the railway carriage windows alone if they want safety from this person.

Thousands of men will have to make the journey to home and back this winter. Let them make it in as much comfort as possible. — W. H., RASC (name and address supplied).

NO BONUS

Under Para 1075 RW a soldier is entitled to a gratuity of £2 if he transfers to another arm of the service when volunteers are called for. Does this still apply? — Cpl. J. Ball, 267 Petrol Depot, RASC.

★ No. Transfers in wartime are not on a voluntary basis. — Ed., SOLDIER.

POUND A YEAR EXTRA

1. In peacetime a soldier, on completing his colour service, received £1 for each year which he served. Is this still paid to us? 2. Do we get paid for reserve, which we have not yet completed, on being released? — Cpl. H. W. Winter, ACC. Att. 940 IWTO Coy. RE.

★ 1. Yes. 2. Yes. — Ed., SOLDIER.

(More Letters on Page 23)

RELEASE DATES

The War Office has announced the following dates for release in the United Kingdom of Age and Service Groups:

Military (OR's), Group 24: Dec. 21 '45 to Jan. 9 '46;

Military (OR's), Group 25: Jan. 10 '46 to a date to be announced later;

Women's Services (OR's) ATS and VAD, Groups 35-40: Dec. 31 '45 to Jan. 31 '46 inclusive.

STREET SCENE: HAMBURG



ELEPHANTS from Hagenbeck's famous zoo have been used for a variety of purposes in the last few years. They were requisitioned by the Nazis before the war for preliminary work in building airfields, and during the war they were used for loading and unloading at Hamburg docks. When Hamburg fell they were put into service to help in clearing up bomb damage.

These elephants have been specially trained as working animals, and are extremely intelligent. They know exactly what is expected of them and work to verbal commands. They have been working in many districts of Hamburg and have saved a great deal of labour and time.



THE TROJAN HORSE GROWS UP!

EVERY year the Royal Tank Regiment celebrates the anniversary of Cambrai Day, for it was on this day 28 years ago, 20 November 1917, that the British invention of the tank first proved its value as a fighting machine in World War I.

It was on this day, when the defences of the notorious Hindenburg Line first crumbled and fell, that Brig-Gen. Sir H. J. Elles—riding in his own tank and flying the colours of the Tank Corps—led his men from their morass of trenches to the victorious battlefield of Cambrai. The tank had proved itself. An idea conceived in 1914 had started the most sweeping revolution in methods of modern warfare since the invention of gunpowder.

FASCINATED THE ANCIENTS

Precise historians assure us that the idea of using a movable machine protected by armour and equipped with weapons first puzzled military brains before the birth of Christ. This is true, for even the Trojan Horse itself contained the idea behind the tank, and as long ago as 870 BC a wooden framework on wheels was used by the Assyrians to bring their archers into a favourable position, from which they loosed their arrows upon the heads of the unsuspecting enemy.

Each century has produced some form

of "infernal machine", and even the shielded, scythe-wheeled chariots of Roman times contained a resemblance in principle, however remote, to the heavily protected and armed machines of the present day.

Three Essentials

The guiding principle of all tank designers has been to ensure a maximum of three things—protection, fire-power and speed. Even the earliest inventors discovered that to attain this ideal the three factors had to be linked in proportion. If you gain in protection you lose in speed, and vice versa. Some designers, in accordance with the requirements of contemporary warfare, have sought protection in speed itself, while others have sacrificed everything for the sake of armour. Early attempts would have been successful but for the superior speed of Cavalry. At the other extreme the modern tank, which can move at 40 mph, is highly vulnerable to the lightest of armour-piercing shells. The answer to the problem has been found in specialisation—the right tank for the right job.



It was not until this war that the specialised role of the tank was fully recognised. Delayed understanding of this principle was a costly experiment both in men and machines. In the desert, lack of equipment caused light reconnaissance tanks to be used in the role of assault tanks, and the cruiser tank was too often employed as mobile artillery—a task for which it was entirely unsuited. From past experience we

know that varying situations call for varied types of tank. The heavy and cruiser tank, the light tank, the bridgelayer, flame-thrower, minesweeper, amphibious and searchlight tanks all have a specialised purpose in modern war.

The tank is still, as it was when it was introduced, a surprise weapon, giving a dramatic effect by its appearance in unexpected places in unexpected strength. Thus one of the chief worries of the enemy's Intelligence has always been to discover concentrations and movements of armour. But, strong though this element of tank warfare still is, it is not so marked as in the 1914-18 war, when the mere appearance

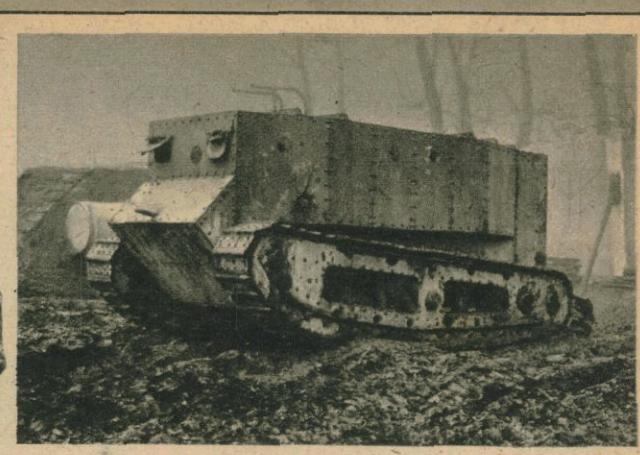
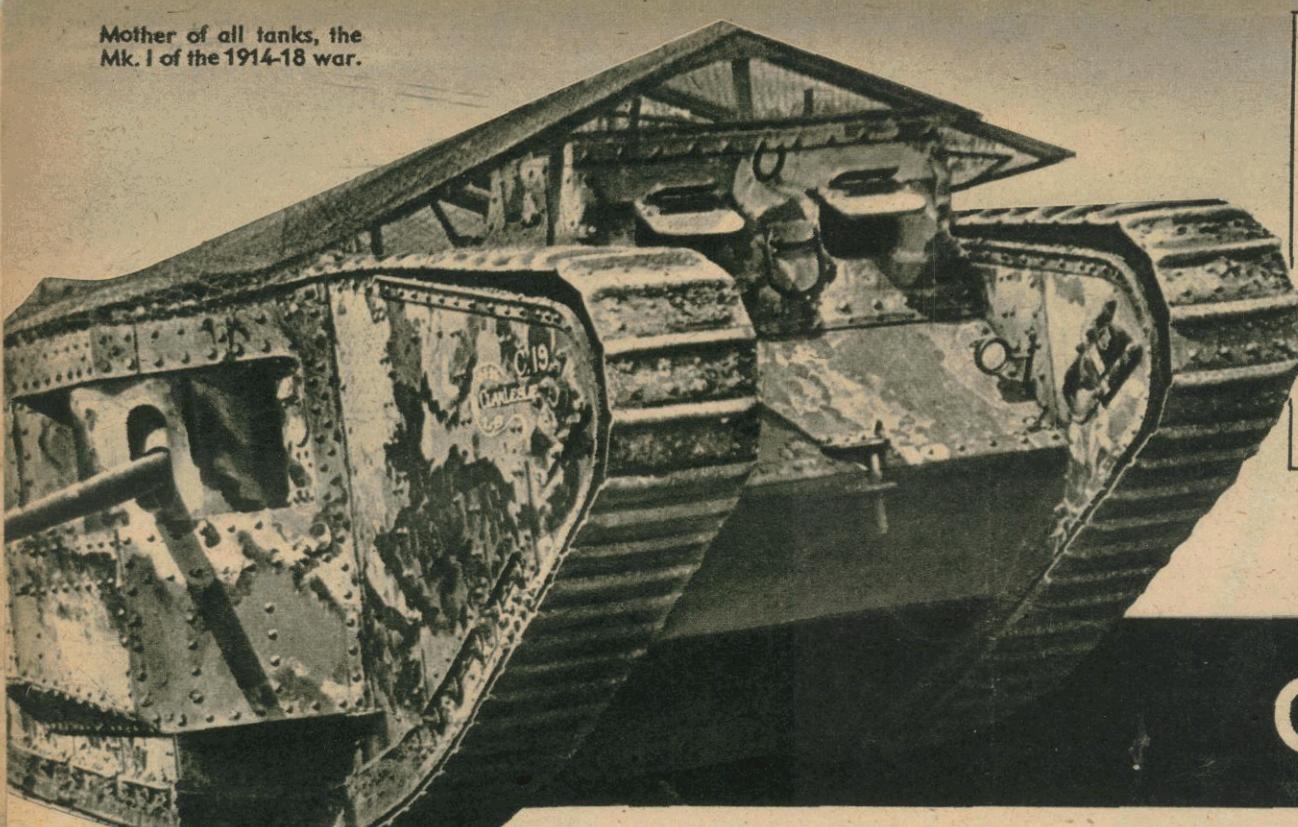
of a handful of tanks could throw a whole sector of Infantry into confusion.

The development of the tank has gone hand in hand with that of defensive, and even offensive, weapons against it, and Infantry equipped on a wide scale with bombs and projectors specially designed for in-fighting against armour are nothing like so vulnerable as they were only a few years ago. The tank can certainly answer by increasing its armour, but this cannot be done indefinitely without turning it into a slow, conspicuous and unwieldy weapon closely tied to its petrol supply. Nevertheless it is certain that in this duel of tank versus anti-tank the last word has not been said.

Safe Prophecy

No one, in fact, can foretell the future of the armoured fighting vehicle. Already the technique is changing and several types of tank have become de luxe versions of the self-propelled gun.

It is safe to predict, however, that so long as the explosives we know today are used to discharge bullets and shells, the soldier of tomorrow will find a use for the protection offered by the tank, and until the jet-propelled, radio-controlled atom shell makes its appearance on the scientific battleground, it will hold its own.



Even this 1915 experimental model foreshadows some standard features of modern tank design.
1914-18 war pictures from Imperial War Museum

CAMBRAI 1917



Col. F. Summers, DSO, DSC, led first tank attack at Flers in 1915.



Mk. I crosses its first trench in trials, Jan. 1916 —

THE birth of the first tank, as a machine capable of laying down and picking up its own tracks, was the direct result of two problems which faced the British General Staff in the first and second years of World War I. These two problems were: how to drag heavy artillery across rough ground where roads were non-existent, and how to cross and penetrate the wide, wire-entangled trenches of the Germans on the Western Front. It was the solution of the first problem which eventually solved the second.

Experiments Begin

In 1914 Winston Churchill, then First Lord of the Admiralty, Admiral Bacon, Major W. G. Wilson of the RNAS, and Sir William Tritton, managing director of a large engineering plant, held discussions concerning the use of tractors for hauling heavy guns in France. Shortly afterwards experimental models were tested, and were found easily capable of dragging the enormous field pieces about for use against the enemy. It was during one of the final trials that another idea was born — that of the bridge-carrying tank. In 1915 the first experimental form of the bridge-carrying tank was made by the Lincoln engineering firm of William Foster and Company.

"Little Willie", the first tank, was completed within 37 days, and its trials began on 14 September 1915. To the disappointment of everyone, it failed.

It should be fully recognised that no single man can truthfully claim to be the sole inventor of the tank. Maj-Gen. Swinton, one of the first originators of the idea of a "machine-gun destroyer" in October 1914, can claim to have contributed a great deal towards the final manufacture of the first "tank" in that he gave specific definitions of the necessary characteristics of the new weapon.

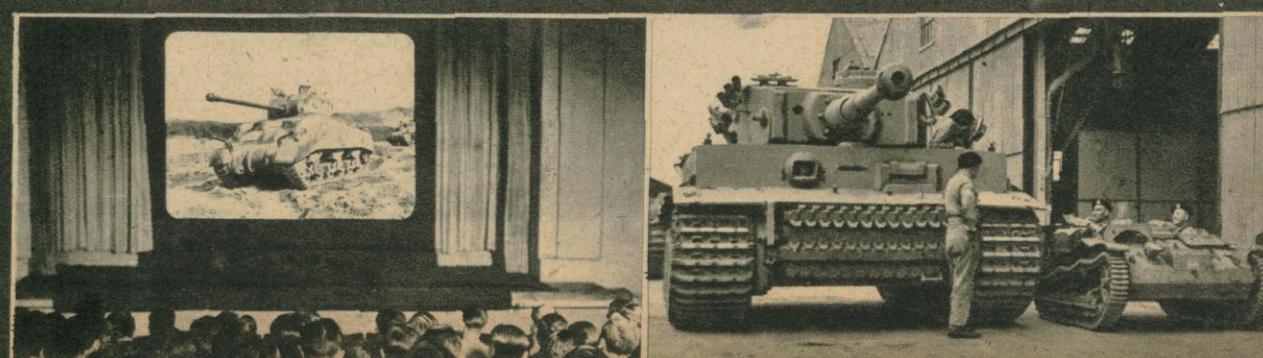
On the other hand, many of the original designs were made by Sir William Tritton and Major Wilson, and for their work they received jointly the sum of £15,000. Others who contributed to the final success of the first model were Commodore Suter, who organised trials, Lt.-Col. Boothby and Major Hetherington, Mr. Macie and Mr. Nesfield, Sir E. Tennyson D'Eyncourt, Col. Crompton and Mr. Le Gros, and Mr. L. E. de Mole, an inventor who submitted plans for a "landship" as far back as 1912, but whose original drawings were rejected by the War Office.

"Little Willie", the first tank, was completed within 37 days, and its trials began on 14 September 1915. To the disappointment of everyone, it failed.

TANK LABORATORY

The School of Tank Technology, set up in 1942, collects and analyses details of every type of tank, and is also an advanced instructional centre. Individual departments range from general design, through all the main components, to production engineering. The School has its own photographic section and cinema.

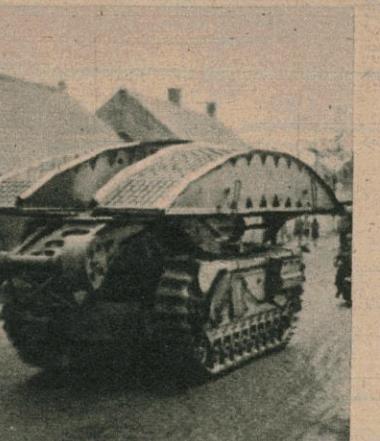
The School's collection of instructional films is believed to be the best in the world.



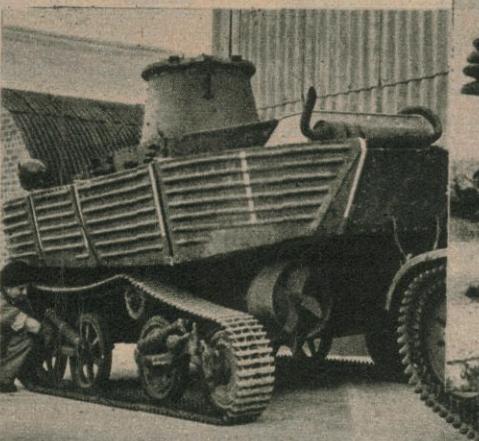
"Lend us a track link, chum," pleads driver of two-man French tank to Tiger custodian.



Churchill carries a bridge to cross streams and ditches, 1944.



Mk. V tanks carried "cribs" to cross trenches, 1918.



Early Vickers amphibian, with buoyancy tanks and propellers.



Valentine DD which can "sail" on a choppy sea. Used in the invasion.

TO CONQUEST 1945

THE STORY OF THE TANK
On 20 November 1917 British tanks, led by Brig-Gen. Sir H. J. Elles, broke the deadlock of trench warfare on the victorious battlefield of Cambrai. The tank was then established as, and remains, a master-weapon.

"Little Willie" would not keep on its tracks for a reasonable period, and further investigation had to be made. Still in conditions of great secrecy, "Balata" belt tracks were tested, but again failure resulted. Finally Tritton found a substitute. Successful at last he sent this telegram to the Admiralty: "Balata died on test bench yesterday morning. New arrival by Tritton out of Pressed Plate. Light in weight, but very strong. All doing well, thank you—Proud Parents." The first metal track plates had been made.

Time, another worrying factor for the designers, brought changes in the enemy's defences, and by the time the new tracks were ready the German trenches had been deepened and widened. Countering this development a new tank was made — "Big Willie", later known as "Mother". One of the greatest secrets of the war, "Big Willie" was ready for its final tests by 29 January 1916. Brought by rail and heavily tarpaulined, it arrived at Hatfield at midnight. The villagers had been given strict orders to lower their blinds. Armed sentries covered every inch of the route to where the new machine was to meet many distinguished visitors. There, in the half light of the early morning, Field Marshal Kitchener, A. J. Balfour, Lloyd George, Colonel Swinton and many others watched "Big Willie", a steel monstrosity, perform its mechanical miracles.

The machine, 31 ft long and 13 ft wide, was encased in 10 mm nickel steel at the conning tower and 12 mm steel plate at the driver's panel—the belly in 6 mm high tensile steel. It was capable of resisting Mauser bullets and bombs to a maximum weight of

one pound. In all it weighed 28 tons, and could crawl steadily at a top speed of 4 mph. It had a crew of eight men and was equipped with two 6-pdr. naval guns and three machine-guns. Moving backwards and forwards, it had four forward and two reverse gears. It was driven that historic day by the chief tester of the firm which had built it, Mr. C. Maughan, of William Foster and Company.

Enemy Panic

The first training camp for tankmen was set up at Elvedon in Norfolk, which later moved to Wool in Dorset, and on 15 September the first tanks the world had ever seen rummaged slowly into action against the Germans.

Not all of them managed to get "over the top". In one company only 23 tanks out of 50 went into action on the 15th, for the rest were unable to move owing to mechanical faults, bad ground and bogging. Nevertheless the Germans fell back in panic. On the same day the German High Command issued this statement: "The enemy in the latest fighting has employed new engines of war as cruel as they are effective."

The man who led the first company of tanks on that great occasion was Colonel F. Summers, DSO, DSC, an officer who had long been associated with General Swinton. At 73 years of age, grey-haired and white-moustached, he sits today in his London office not far from the Strand, where he carries on his work as Honorary Secretary of the Royal Armoured Corps Club.

"Inter-tank control? Practically none. We had coloured flags and even carrier pigeons, but needless to say neither form of communication worked when we wanted it to."

"My training as a tankman," he says, "first began at the Lincoln works where they were building the infernal things. Later on they sent us to a place not far from Bisley called Bullhouse Camp. This was a heavily-guarded private estate. Every man jack of us was made to swear that we would say nothing to anyone about the work we were doing.

"Personally I was in command of 'D' Company, and by 15 September I had about 50 tanks ready to go. During the night we had laid down white tapes to mark the route for the approach march to our front line, and we extended some of them into No-Man's Land itself over the best ground we could find. The surface was terrible, more like brown porridge than solid earth. Our speed was a snail's pace, almost laughable.

The ground was shocking, full of shell holes — so many you just couldn't miss them. We went over them at a maximum speed of 10 yards a minute. We just crawled. We went far slower than the Infantry.

"We had no special orders and no special clothing either, except some leather helmets. But we were glad of those helmets. When bullets struck us, hot metal flaked away from the walls and came bouncing about all over the place, and needle-like spikes stuck in our faces. During the battle it was just about all we could do to move at all. The Infantry following us had a great time. They simply walked behind us for protection.

"The Boche was completely overrun. In one dug-out I found breakfast still warm, and there were dozens of rabbits which some of the Germans had been breeding. My most vivid impression of these first tank battles was the enthusiasm of our own men. The wounded, coming down the line on stretchers, simply cheered and cheered us. They

must have thought, poor devils, that the end of the war was in sight."

If it was not the end it was certainly a turning point, for from that day development of the tank raced ahead. Earlier, on 11 February 1917, the first Whippet tank had been tested, a much faster and lighter model than its predecessor, the "Mother" type.

The Whippet weighed only 11 tons, and could travel at 9 mph under power from two 45 hp petrol engines.

On 26 March 12 Whippets fought their way through the German-held village of Colincamp on their first mission.

By this time the Germans, quick to copy, had already produced their own version of the tank, and there were some tank v. tank battles. In addition, the enemy had widened his trenches again, so that the length of the tanks had to be extended. These extensions were called "Tadpole tails".

Between the Wars

With the end of the war interest in tanks and tank design steadily declined. It was in the late 20's and early 30's that Britain once again began the search for a new and better machine which would counter any threat.

Many types of tank appeared, among them the Christie, the Medium, armed with a 3-pdr and side machine guns, and in 1936 the two-man light tank, powered by a

Rolls-Royce engine and equipped with preselective gearbox.

One of the men most concerned with the building up of Britain's new tank army was General Le Quesne Martel, DSO, MC, the first Commander of the Royal Tank Corps. He was known between the wars as a tank enthusiast. He had so many arguments with the authorities that at last he built a tank of his own at his private house.

Tale of Progress

Since those days, there have appeared in succession the A 9 Cruiser, equipped with 2-pdr anti-tank gun and two sub-turrets for machine guns, the A 13 Cruiser, the A 15, a tank with power traverse turret, and the Infantry tanks, Matilda and Valentine. The Valentine, known as "the 16-ton killer", cost £20,000 to build, while the Matilda, weighing 26 tons, had 2½ ins. thick sheet armour. Today we have the Churchill heavy Infantry tank, the Centurion, and a development of the Cromwell, the latest Comet equipped with a 77-mm gun. In addition, there are rocket tanks, bridge-laying tanks, flame-throwing tanks, amphibious tanks and flail tanks.

The story of the tank, which is still unfinished, is a story not only of machines but of the unequalled record of the men who have fought so courageously in them: men of the "Heavy Branch, Machine Gun Corps", of the Royal Tank Corps, and of the tank regiments of today.

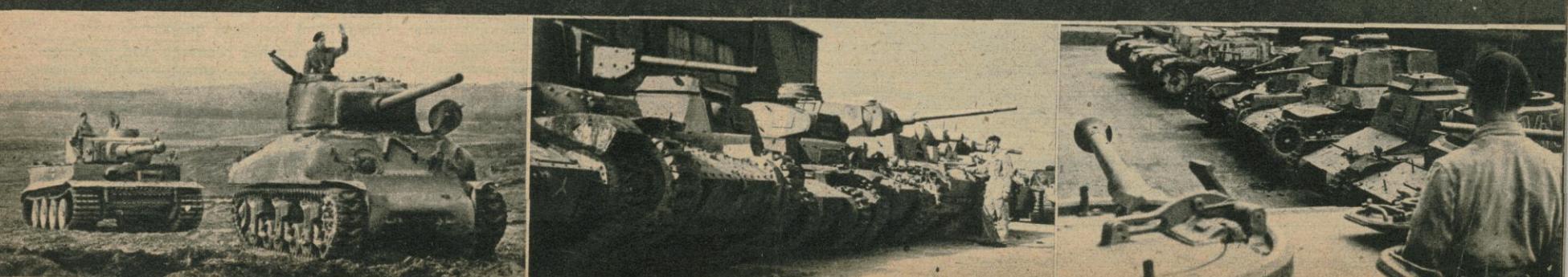
ROBERT BLAKE (S/Sgt.)



Canadian Cavalry find iron horse in France, June 1918.

OVER

Tanks of all nations are tested at the School. Here are an American tank and a Tiger on the testing ground.



From Axis arsenals: German, Italian and Japanese tanks are represented in this line of captured armour.

Another view, from the top of a Tiger, of part of the School's unrivalled collection of enemy tanks.

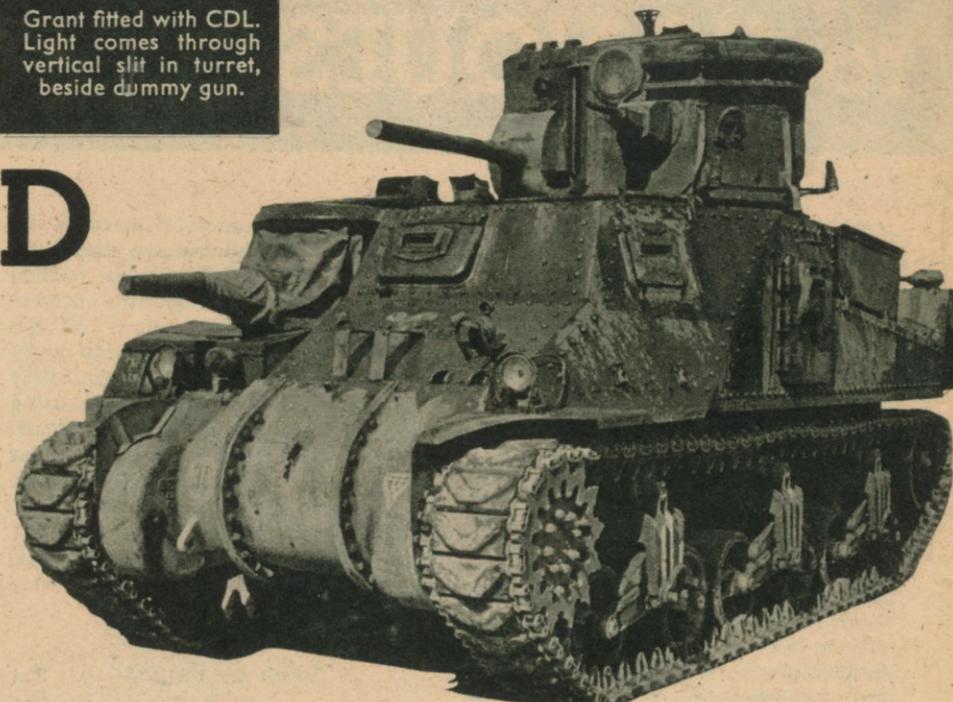
THE LIGHT THAT BLINDED

A special searchlight of several million candlepower, mounted in the turret of a tank and originally designed to cause temporary blindness to the enemy, was yet another British invention of which news did not reach the German secret service until it was too late. The CDL—Canal Defence Light—was never operated on a large scale against the Germans, but many fully-trained tank crews who had learned the new role of the 'tank searchlight' were ready to go into action when the war ended.

The CDL, however, had two advantages which were found worth exploiting. These were: firstly, you could use the CDL to turn night into local day, enabling you to keep up the pursuit of the enemy for the full 24 hours; and secondly, you had a first-class night direction-keeping apparatus which also enabled you to attack with 'the sun behind you'.

Production of these special searchlight turrets went on both in Britain

CDL tank in action. Three more, similarly equipped, can be seen in the distance, in line abreast. Picture makes it clear how the light simplified night navigation problems.



Grant fitted with CDL. Light comes through vertical slit in turret, beside dummy gun.

and America. At first they were mounted on converted Matildas and Churchills, and later on American Grants. First unit to be trained in the use of CDL was 11 Royal Tank Regiment, and later 35 Tank Brigade, under command of Brig. H. T. de B. Lipscomb, which consisted of 49 RTR and 152 and 155 RAC.

In the Middle East, 1 Tank Brigade, under Brig. T. R. Price, which consisted of 11 and 42 RTR, was trained in CDL work in the desert.

Later still, 35 Tank Brigade became part of 79 Armoured Division and the specialised training of CDL crews continued in isolated parts of Cumberland, Northumberland and South Wales.

Guarded the Bridges

In the meantime, a number of American units were being trained in the same work, and shortly before the break-out from the Normandy beach-head they went to the Continent in company with 1 Tank Brigade, consisting of 11, 42 and 49 RTR. It was then found that operations moved so swiftly that the CDL's could not be used, although at a later stage a squadron of them joined with 79 Armoured Division, and under Major P. Gardner they played a useful role in the Rhine and Elbe crossings. Here their job was to protect bridge and ferry crossings, for in the brilliant searchlight beams all floating mines and saboteurs would have been instantly spotted. In actual fact, the CDL's accounted for three enemy 'frogmen' and a number of floating objects, among which was found a midget submarine. Mines were also discovered by the aid of CDL's during the German effort to destroy the existing bridges.

According to official sources, the CDL has never been used in a mobile role against the enemy. Had the machines been available, many opportunities for their use would have presented themselves during the break-

through south of Caen, during the push through France, the canal crossings in Holland, in the Reichswald forest fighting and during the assault crossings of the rivers Rhine and Elbe.

It is interesting to compare CDL with another night lighting device used during the invasion—artificial lighting of the battlefield, using mobile searchlights mounted on lorries. (This was described in SOLDIER No. 8.) The projectors were the only searchlights Britain had at the beginning of the war and were called 'old nines', their diameter being 90-cm. They flung a long, narrow beam of approximately 210 million candlepower, and were used on the invasion beach-head and at the breakthrough at Caen, later being employed in Belgium and Holland. It was by the use of these searchlights that the fanatical German paratroopers from the woods and trenches near Xanten.

Research Goes On

In the case of the CDL there are obvious advantages over the virtually unprotected mobile searchlight. The CDL is searchlight and power plant in one, a self-contained and armoured machine which is proof against normal Infantry attack. To the ordinary soldier it might appear that a tank which advertises its presence by showing any light at all would be an easy target for enemy Gunners, but so specialised is the role of the CDL that if the enemy is too near he will be dazzled and if too far away he will see nothing but the reflection of the light beam.

Today, further research and development of the idea incorporated in the CDL continues, for any form of illumination which can assist tanks to produce aimed fire at night will play no insignificant part in future wars. The full specifications of the CDL are still secret, for although the war is over technical details have still to be withheld in the national interest.

PZ
KPFW
MAUS

THE TANK THAT FAILED

THE Mouse, paradoxically named because it was the largest and heaviest tank in the world, was Hitler's own idea. Like many of his other inspirations it failed miserably. The Mouse, or to call it by its correct name, the Pz Kpfw Maus was, in fact, never used operationally, and the trials of the two prototypes could not be described as altogether satisfactory.

Yet, in spite of this, it possessed several extremely interesting features, both technical and constructional, not the least of which was its weight of 180 tons, an armoured turret nearly nine inches thick, and its armament—a gigantic 12.8 cm (5.04 in) gun and a 7.5 cm gun mounted co-axially.

Its weight of 180 tons was nearly three times that of the famous Royal Tiger, which tipped the scales at 67 tons, and four-and-a-half times that of the British Churchill. It stood more than 11 feet high, and was so large that it had a step-ladder built on the side to enable the driver and crew to enter their compartments.

Crew of Five

The Mouse was designed to carry a crew of five—the commander, two layers, a gunner and a driver—and was to have been used as an assault tank in open country, performing an alternative role as a huge mobile pill-box in defence.

Its over-all length, with the gigantic 12.8 cm gun traversed in front, was 32ft 4ins, its width 12ft 1 1/2ins, and its height 11ft 10ins. The width of the tracks was 3ft 7 1/2ins.

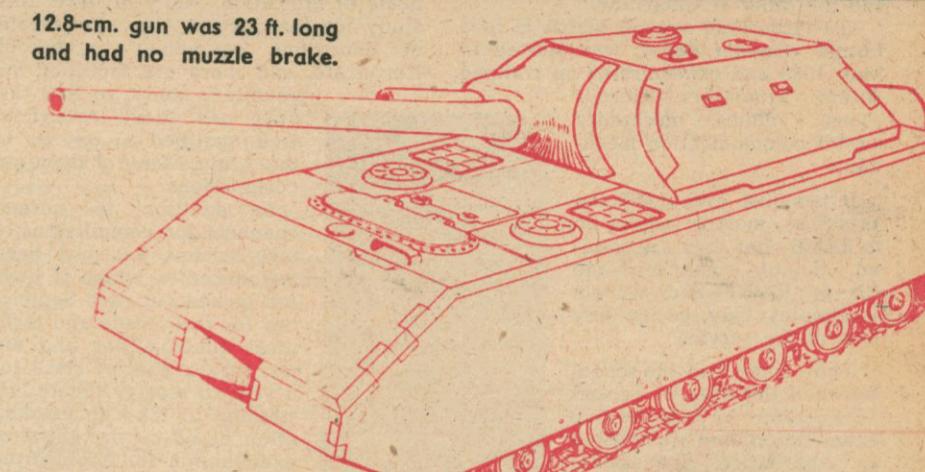
The transmission system was unusual in that the 1,375 hp Daimler-Benz engine rotated two electrical generators connected to electric motors driving one track each and controlled by a variable resistance.

Nazis Quarrel

The armament was fearsome in calibre, but lacked the powerful machine guns invaluable in close-quarter fighting against determined Infantry. The 12.8 cm gun was mounted in a cradle with the 7.5 cm gun. It had a 360 degrees traverse on the turret ring, the diameter of which measured 7ft 10ins. The angle of elevation of the main armament was from minus seven degrees to plus 23 degrees. It carried 51 rounds of 12.8 ammunition, 25 in the turret and 26 in the hull, and 200 rounds of 7.5 cm, 50 in the turret and 150 in the hull.

The idea of the Mouse was conceived by Hitler in the early days of 1942 when, through Albert Speer, then German Minister of Armaments, he ordered Dr. Porsche, inventor of the 'People's Car', to go ahead with the designing

12.8-cm. gun was 23 ft. long and had no muzzle brake.

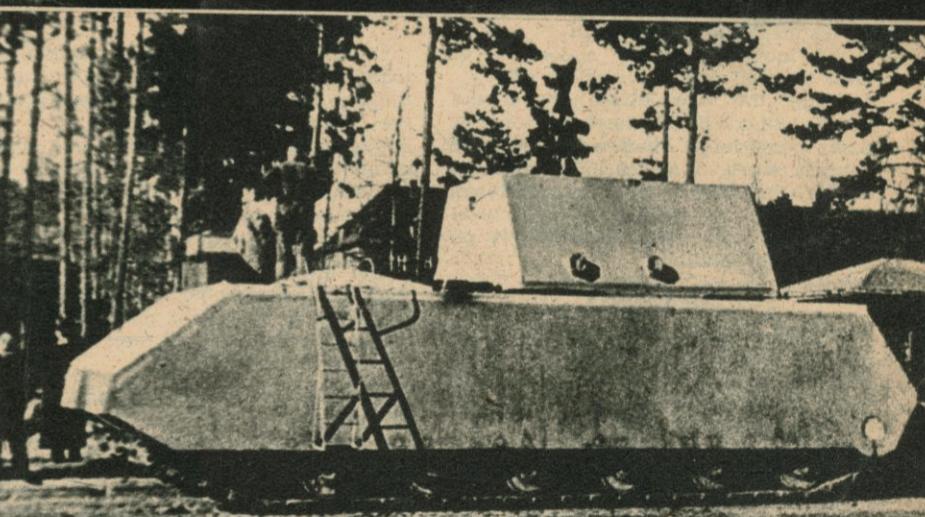


Front of hull was 8.2 ins. thick, was considered proof against Allied anti-tank guns, though it never met the 17-pdr. in action.

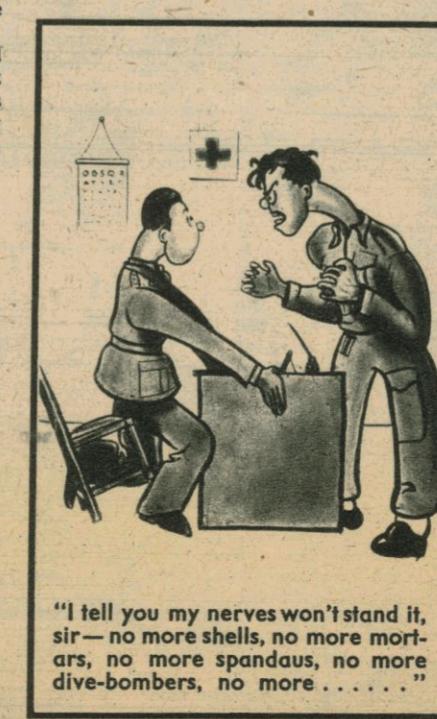
Engine was mounted in front, unlike ordinary tank practice, and drive was transmitted electrically. Roof of hull was 2.4 ins. thick.

The skirting-plates were 4 ins. thick and almost enclosed tracks. Sideplates of hull gave additional 3.2 ins. protection.

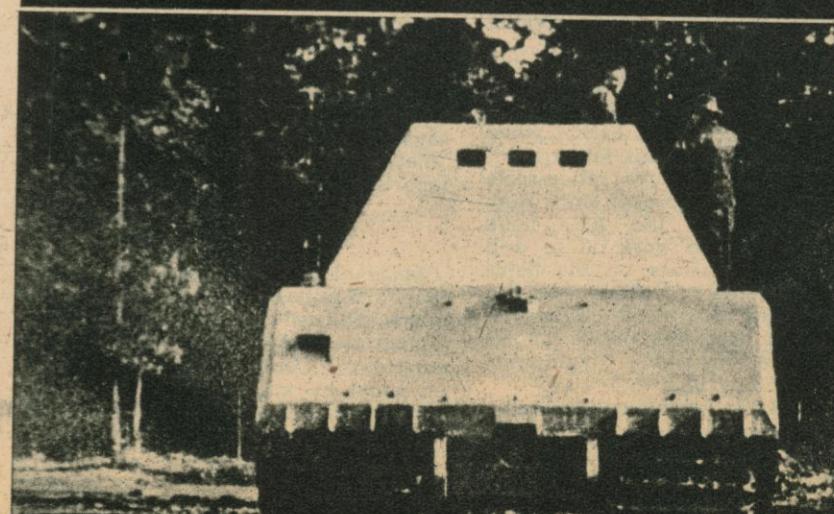
Front of turret had 8.6 ins. of armour, sides 8.2 ins. and roof 2.6 ins. Turret ring was nearly 8ft. in diameter.



The Mouse's trials disappointed Hitler. It bogged easily in wet weather and maximum climb was 30 degrees—less than that of most Allied tanks.



"I tell you my nerves won't stand it, sir—no more shells, no more mortars, no more sandbags, no more dive-bombers, no more"



End view is impressive, but trials performance was not. Highest vertical step it could climb was 2 ft. 5 ins. Radius of action was 100 miles, and it carried 583 gallons of petrol.

SCHOOL FOR CRAFTSMEN

LIKE other employers of skilled labour in the engineering trades, the Army does its share in training apprentices from boyhood to take their place at workshop benches.

But unlike many apprentices, who learn largely by picking up hints as they go along, the Army's apprentices are trained in special schools, and they are at school in every sense until they receive their passing-out certificate, which is equivalent to completed indentures.

The Army has two technical schools for boys, one at Arborfield in Berkshire and the other at Chepstow.

The Arborfield school, which is in a former remount depot, was started in May 1939 and concentrates on training fitters, armourers, electricians, vehicle mechanics or telecommunication mechanics.

It has just over 1,000 apprentices, most of whom go to REME after they are trained, though some join the RE or RASC, and vehicle mechanics may go to any arm of the service.

They come into the school between the ages of 14 and 15½, after a competitive examination, and are enlisted as Apprentice Tradesmen. They stay at the school about three years until they are at least 17½. Then they join the Army proper for eight years with the Colours and four on the Reserve, unless they are armourers, who spend the whole 12 years with the Colours.

After that it is up to them to decide whether to sign on for more service or make use of their training to get a civilian job.

While the apprentices are at the school, they live completely under Army conditions. They work about 41 hours a week, of which 15½ are spent in the workshops and at trade lectures, 2½ on technical lectures, 10 on ordinary educational subjects and 7½ on regimental training.

Guards RSM

The instructors find them keen. RSM G. McNally, 1 Bn Scots Guards, who has been the School RSM for four years, is proud of the boys.

"There's all the difference in the world between a new intake of these boys and a new intake of normal recruits," he told me. "When you show grown-up recruits how to do something, it's quite likely their reaction will be, 'Let him get on with it.' When you show these boys how to do a thing, their reaction is, 'I can do it better than he can,' so that if you can always do something a bit better than the boys you've got them hopping keen to learn all the time."

RSM McNally's son is one of the school's Apprentice Tradesmen, and doing very well, too—"but I never talk to him outside duty, except when he comes home," says his father.

With a more generous ration-scale than the adult soldier gets since they are growing boys, the AT's have plenty of energy to work off in drill and PT, and in games on the fields where the Army's horses used to graze. Besides plenty of inter-company matches they play public schools in the area, including Wellington College, and they hold their own.

The school has its own military band, a pipe band and drum and fife band. For their spare time there is the Arborfield Union Society, towards which each boy pays a shilling a month. It has sections for shooting, cycling, rambling and scouts, fishing, photography, sketching, drama, musical appreciation, aircraft modelling, swing, choral singing, cricket, soccer, boxing, swimming, hockey and rugby.

Like other schools, Arborfield has its

AT Douglas Horton, of Birmingham, aged 18, is the drum-major of the military band.

"prefects", boy NCO's who are not paid for their stripes but have certain privileges, including better accommodation.

When they have completed their course AT's are trade-tested as Class III tradesmen and are on the same footing as an improver in civilian life.

They are then sent to a primary training centre where potential officers and NCO's are picked out. Their training is planned with an eye to their becoming senior NCO's and WO's: they learn trades ancillary to those in which they are tested and are coached to the standard of the First Class Army Certificate of Education. Many of them also study for the Special Army Certificate of Education, equivalent to School Certificate, and there are facilities for voluntary study, so that the boys can leave Arborfield well qualified to get on in the Army. Many of them get commissions.

In addition to normal channels for commissions, a new scheme has just been introduced by which 16 boys are picked out each September for their trade and technical qualifications and are put into a special class for a year to receive theoretical training to take an examination based on the entrance examination for engineering apprentices to Woolwich Arsenal.

Smallest AT is Hugh Russell, aged 15, height 4 ft. 8½ ins.



BRITAIN'S NEW ARMIES



Above: Birthday treat for someone at Arborfield. The school has not been in existence long enough for traditional rags to be evolved, and high spirits must find their outlet in impromptu pranks. Below: AT Ashman, whose father was killed on the Dover Patrol, shows his mother and sister a machine on which he is training, while his friend, AT Stanley, looks on.



Selection of Fittest

Many of the boys are soldiers' sons, though this is not a necessary qualification. The only qualification for entry is that they shall be the best of the applicants. Competitive examinations for about 150 vacancies are held twice a year and competition is so high that there were nearly 1,000 candidates at the last examination.

It is likely that fewer will be disappointed in future, as the Army, realising it cannot rely on civilian sources to supply all the skilled tradesmen it needs, is considering establishing four or five more technical schools.

RICHARD ELLEY (Capt.)

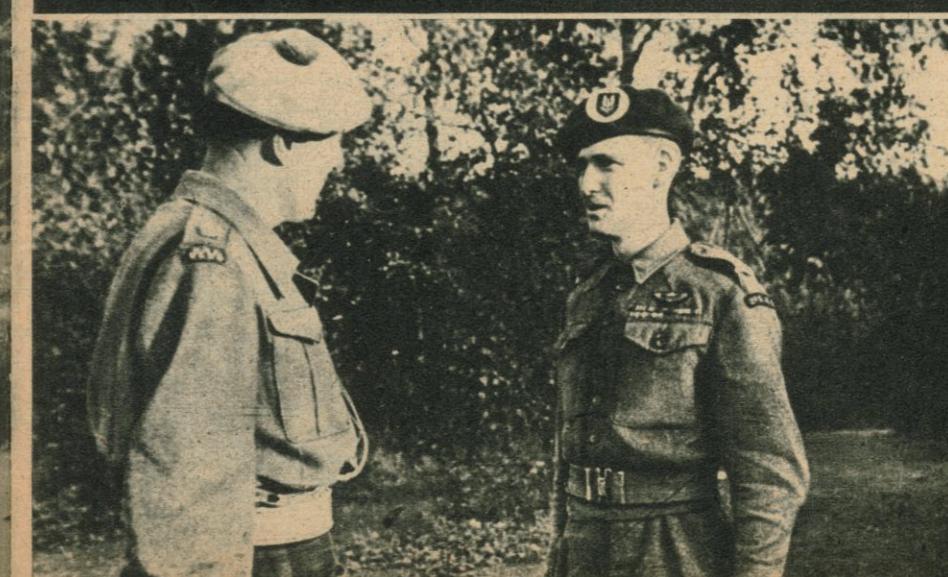


"Stand on foot-resists," orders Pre-OCTU instructor.

NEW ARMIES



148 Pre-OCTU trains candidates from Empire and Allied Armies as well as British cadets. Above: Cadet Peter Marshall talks with two former members of the Dutch Resistance now at the OCTU, Joseph van Giestel (right) and Jan van Delft (centre). They are hoping for commissions in the Dutch and East Indies Armies respectively. Below: Cadet George Arnold, MM, talking to an instructor.



Inequalities of training are ironed out at 148 Pre-OCTU, where budding officers are coached up to OCTU standard.

ON the wooded escarpment at Wrotham, overlooking the Weald of Kent, is the Army's preparatory school for officers. It is officially known as 148 Pre-OCTU Training Establishment and its purpose is to send candidates to OCTU, ready to get away to their training with a flying start.

Since the introduction of Pre-OCTU training, every candidate for OCTU is brought up to the standard of a trained private soldier of the arm into which he wants to be commissioned. He is also made physically fit, which is of great value to a man whose Army life may have been sedentary and who is about to undergo a strenuous OCTU course. He is given a good knowledge of map-reading and he is taught to drive a truck or motor-cycle safely by day, and to carry out elementary maintenance tasks.

Start from Deadline

As a result, OCTU instructors know exactly where they can start with every man in their new intakes, and the cadets go to OCTU knowing that they can begin their course with as good a chance of qualifying as the next man. This system is fairer to the cadets than was the old one, and helps the efficiency of the OCTU.

148 Pre-OCTU was formed out of 148 Independent Brigade Group in July 1942. Since then it has handled more than 51,000 cadets. It now consists of a headquarters and four wings: "A"

Although the war is over, the number of cadets passing through Pre-OCTU is growing slightly. The average age of the cadets, however, is going down steadily. Many of them come from the four Young Soldiers' Battalions, the Brigade of Guards Training Battalion and the ITC's.

"There has been no falling-off in enthusiasm among the cadets because the war is over," a senior officer of the Pre-OCTU told SOLDIER'S Staff Writer. "They all show an intense eagerness to learn."

Healthy Site

With about 2,250 cadets and a staff of more than 2,000, the Pre-OCTU is spread over a length of two miles of woods and fields at the top of the Wrotham hills. Its headquarters is a racehorse training stable—the building was taken over and adapted before it was completed—and the rest of the camp is in Nissen huts.

There is a wide variety of cadets. Here are some examples:

Cadet (formerly Sjt.) George Arnold, MM, of the SAS. He was a regular soldier in the 16/5 Lancers before the war and now wants to be a regular officer in the Royal Armoured Corps.

Cadet (formerly Gnr.) Alexander Butler, of Brentwood, Essex, aged 19, who came into the Army straight from Haileybury School and wants to be a regular officer.

Cadet (formerly Sjt.) Robert Charles, of 6 Commando, a married man who lives in Finchley. He was a furniture renovator before the war and now hopes to become a regular officer.

SCHOOL FOR LEADERS

Cadet (formerly LAC) Donald Roy, aged 29. He had nearly completed his training as a pilot in the RAF when he was declared "redundant aircrew", so he transferred to the Army about four months ago. He was a Preston policeman in civil life.

The Pre-OCTU also prepares a number of soldiers from the Empire and from Allied countries for OCTU training in Britain.

For all the cadets one of the most popular sections of training is the MT course. Most of them are too young to have learnt to ride a motorcycle or drive a motor car in ordinary peacetime conditions and they are thrilled at the opportunity. The RASC Wing of the Pre-OCTU has taught more than 35,000 cadets to ride motor-cycles and 26,000 to drive other vehicles, yet there have been only 465 accidents, few of them serious and none fatal.

Cadets Sum Up

With nine 45-minute periods a day, the cadets have little time for fun, especially those who are on short courses. But a penny-a-day amenities grant enables the Pre-OCTU to provide wireless sets and other comforts in the camp.

How do the cadets enjoy their stay at the Pre-OCTU? Two of them summed up the general opinion.

Cadet John Neale, of Brentwood, Essex, said: "I've enjoyed every moment of it so far. There's certainly more to do than in my unit."

Cadet Bryan Chapple, of Southgate, said: "I spent a long time doing nothing in my unit and since I've been here I've been glad to get a bit of movement. The great thing is you feel you're getting somewhere."



Unit flash as it appears on the cars.



About The Home Secretary . . .

MR. James Chuter Ede, MP, JP, is aged 63 and has a distinguished record of public service. He was Parliamentary Secretary to the Board of Education in the Coalition Government and at the last election retained his seat at South Shields by a majority of over 7,000 against his Liberal National opponent. He was born and educated in Surrey, and also studied at Christ Church College, Cambridge, of which University he is an Hon. MA. He has been on the Surrey County Council since 1914, was Chairman from 1933 to 1937, and is now an Alderman.

In the 1914-18 war he served as an NCO. Wimbledon made him an Hon. Freeman of the Borough in 1937, and two years later he received the same honour from Epsom and Ewell. He brings to his office an unusually wide range of administrative interests, and a reputation for combining both efficiency and humanity in his undertakings.

POST-WAR

THE new Commissioner has taken over his position at a time when there is an alarming increase in certain crimes in the London area, and, indeed, all over the country. There is a very marked growth in all forms of burglary, particularly shoplifting and robbery at warehouses. This is no doubt due to the general shortage of goods and merchandise, and may be expected to continue as long as that shortage lasts.

Strong measures are being taken to combat this menace. For example, the Sussex county police hold a quarterly meeting at Brighton and invite between 100 and 120 crime experts from Surrey, Sussex, Kent, Hampshire and Berkshire. At a recent meeting the Chief Constable of Sussex said, "I am convinced that in the next year or two we are going to have a big struggle against crime. A nation-wide campaign would have a very good effect."

Scotland Yard holds a meeting of

PROBLEM

the CID every week, and is very much alive to the probability of a further increase in crime. After the last war there was an outbreak in 1919 which subsided sharply in 1920, and when rationing becomes less stringent and the Black Market ceases the same decline may be noticeable.

Here is a table of various types of crime after the 1914-18 war, compared with recent years:

1918 1919 1943 1944

Murder	26	21	23	18
Burglary	221	265	290	361
Housebreaking	1256	1536	4472	5249
Breaking into Shops etc.	1290	1699	4992	7344
Robbery and Assault	33	61	218	240

These figures refer to the number of crimes known to the police in the London Metropolitan area only, but the trend is very much the same all over the country.

About the Chief Commissioner . . .

SIR Harold Scott, CB, was appointed to the post on 1 June this year in succession to Air Vice-Marshal Sir Philip Game. He is 57 years old and started his career by entering the Home Office in 1911. In 1918 he transferred to the Ministry of Labour, but after a year as Secretary to the Labour Resettlement Committee he returned to the Home Office, where he became Assistant Permanent Secretary in 1932. From then until 1939 he was also Chairman of the Prison Commissioners, and has written books on German and Belgian prisons.

From 1939 until 1941 he was Chief Administrative Officer to London's Civil Defence, and from 1943 until his latest appointment was Permanent Secretary to the Ministry of Aircraft Production. Sir Harold, who received the CB in 1933, was knighted in 1942.

The article below was specially written by him for *SOLDIER*.



IN THE POLICE FORCE —



New Scotland Yard, from the Embankment.

BRITAIN will need 16,000 policemen in the next two years, and the Home Office expect to recruit most of them from the Forces.

A *SOLDIER* staff writer went along to see the Home Secretary, Mr. James Chuter Ede. He was at the Home Office, opposite the Cenotaph in Whitehall, in his spacious room, entered by two sound-proof doors, with tall windows overlooking an inner quadrangle. The walls are lined with cases of law books, and the furniture is upholstered in green leather with a special deep club-chair for visitors.

"So you want to talk about crime," the Home Secretary began. "Well, what some people might call a crime might be to us just an indiscretion." He was speaking then as a JP, having been on the Surrey bench for many years. "For instance, we once had a man up who was charged with gambling on Epsom Downs."

Good Defence

Mr. Ede, who has a sharp but unobtrusive sense of humour, paused just long enough for his listener to appreciate the legal anomaly of a man being unable to gamble on the Derby course, of all places in the world. "Yes," he went on, "he was caught playing the game called 'House.' The man pleaded that surely this could not be gambling. It was the only form of gambling allowed in the Army."

Mr. Ede, as an old soldier—a volunteer of 1899 and with the East Surreys and Royal Engineers from 1914-19—has undoubtedly looked into the business side of "Housey-Housey" at some time or another, because he added, "It's a good, steady investment for the banker. He's bound to win all the money in the end." Seeing a look of puzzlement he explained, "If a banker started up on a desert island, and deducted the usual one-tenth dividend of the stake money there would only be nine-tenths left after the first game,

HENRY WAINWRIGHT

A murderer of 1878. He shot and dismembered a woman, but was betrayed by over-confidence.

Madame Tussaud's

81 hundredths after the second, and—er—yes—729 thousandths after the third..."

SOLDIER's representative shrank from this flow of mathematical bewilderment, remembering that the Home Secretary is by profession a school-teacher, and tried to change the subject.

Police as a Career

Mr. Ede talked of his soldiering days and said: "I can well appreciate the feelings a soldier now has on approaching demobilisation and his desire that in the rebuilding of the world he should take an appropriate and constructive

share. For those soldiers to whom the police service makes an appeal there can hardly be a more fitting way of playing an effective part in the life of Britain during the next quarter of a century.

"The police service, much respected in this country, gives men of good character and accustomed to a life of discipline considerable opportunities to display initiative and act as a good citizen.

"The village constable, after all, is a very important figure in the social life of the countryside. After his three months' training in a residential centre a man is put in complete charge of a beat, and virtually all police problems, whether concerned with crime, traffic or miscellaneous emergencies, first come to light through the man on the beat.

"But there is much more in that. His relations with the public are most friendly. Neighbours come to him for advice. They rely on his help. The success of our police system is based on this spirit of mutual confidence.

"From among the best constables men are selected for training as detectives and traffic patrols and for other specialised duties. Detective work is not as thrilling as it is painted, but it makes an appeal to men of intelligence, patience and determination."

Prospects of promotion are quite reasonable, he said, pointing out that of a total strength of 63,000 at the out-

CHARLES PEACE

He, too, flourished in the 'seventies. A wholesale burglar with murder as a side-line.

Madame Tussaud's

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break of war there were 8,000 sergeants, 2,500 inspectors and about 1,000 higher ranks.

"Even in the short time that I have been here," he said, "I have approved the appointment to a big force of one chief constable who started in the ranks. Generally speaking these days, chief constables, who must have had some police experience, are selected from one of our civilian forces."

It is hoped to spread the recruiting of the 16,000 new constables evenly over two years.

Was a CMP

"A substantial number will be drawn from those demobilised under Class A in the ordinary way," said Mr. Ede. "However, in order to make a beginning with recruitment I have arranged for a limited number without previous police experience to be released on Class B conditions starting next January."

The Home Secretary was a policeman himself once—at least, he was a provost sergeant. At 63 he is a strong advocate of physical fitness, walking to keep an appointment whenever his engagement diary will allow.

He likes to talk of his Army days and told several amusing stories in the life of ex-Acting Regimental Sergeant Major J. C. Ede of the Liquid Fire and Gas Section. A demonstrator came one day to show them a flame-thrower, 1918 pattern. "No living thing can survive," he claimed, spraying a trench with his hose of fire. But the unit was slipped into the trench afterwards and retrieved a piece of petrol-soaked paper he had dropped in. It was unscorched.

A secretary interrupted to announce the next caller.

"A policeman's job is well worth doing," added the Home Secretary. "We want the best types in our police forces. Many of those men are now in the Army and to those who decide to join the Service I wish happiness, reasonable promotion and a sense of satisfaction out of duty well done."

IT is sometimes said that wars are always followed by crime waves, and one of the explanations given is that men who have been "living dangerously"—and violently—for a period of years are liable to find it difficult to settle down to the comparatively quiet conditions of peacetime.

As an explanation, this sounds dramatic and plausible but I believe it is only true to a very limited extent. Not many men are such fools as to commit crimes merely out of boredom. No, I am convinced that the true cause lies elsewhere. Crime in England is bad now—worse than it has been for some years—and the people who are committing the crimes are not all or even mainly ex-Servicemen. Many of the offenders are in fact too young to have been in the Services.

There is not much doubt that war does produce a certain laxity, a slackening of moral fibre, which affects all sorts and conditions of people. It is natural enough that when nations revert to the law of the jungle—and war is nothing less—their whole mental outlook is affected. When nations decide to settle their differences by force instead of by negotiation, the attitude of mind of the individual is inevitably affected.

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Fathers Must Be Firm

Another reason is the absence of paternal discipline from so many homes. With fathers serving and mothers either working or standing in queues, the youngsters are apt to get out of hand. This is one of the unavoidable of wartime, and until the fathers come home there is nothing much to be done about it. But it is important that serving soldiers should realise that there is here a real problem which the country looks to them to tackle when they get back.

It goes back a long way. The chroniclers record that in Saxon times the traveler who found his burden too heavy would dump what he did not need by the side of the road with absolute confidence that it would still be there when he returned. In more recent times for

foreigners have often expressed surprise at the milk bottles which are left at the door and never taken and at the newspaper man who goes to have his tea leaving his papers and coppers at his pitch, relying on people to help themselves and pay their due in his absence.

Everyone Responsible

This priceless heritage of honesty is in danger and it is the personal responsibility of every individual to take a hand in safeguarding it. It is not only—or even mainly—a job for policemen and magistrates.

The ordinary private citizen has a personal responsibility which he cannot delegate to others. By setting a high standard for himself, by impressing it upon the young, by adopting an uncompromising attitude towards dishonesty in all its various forms he (and she) can contribute to the rebuilding of England on sound foundations.

Particulars of service and pay in the Police Force were given in *SOLDIER* No. 18 of 27 October.

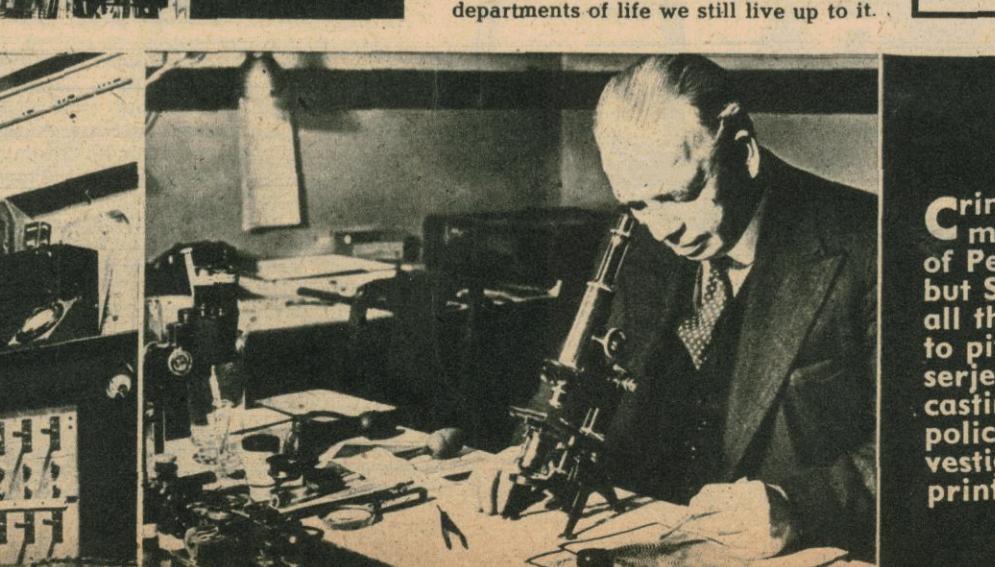
Men of Prey

The making of laws did not by itself solve the problem because there have always been and always will be in every community (until the millennium arrives) a number of people who defy the laws.

So long as the number of these people is not excessive they are not much more than a great nuisance. They cost

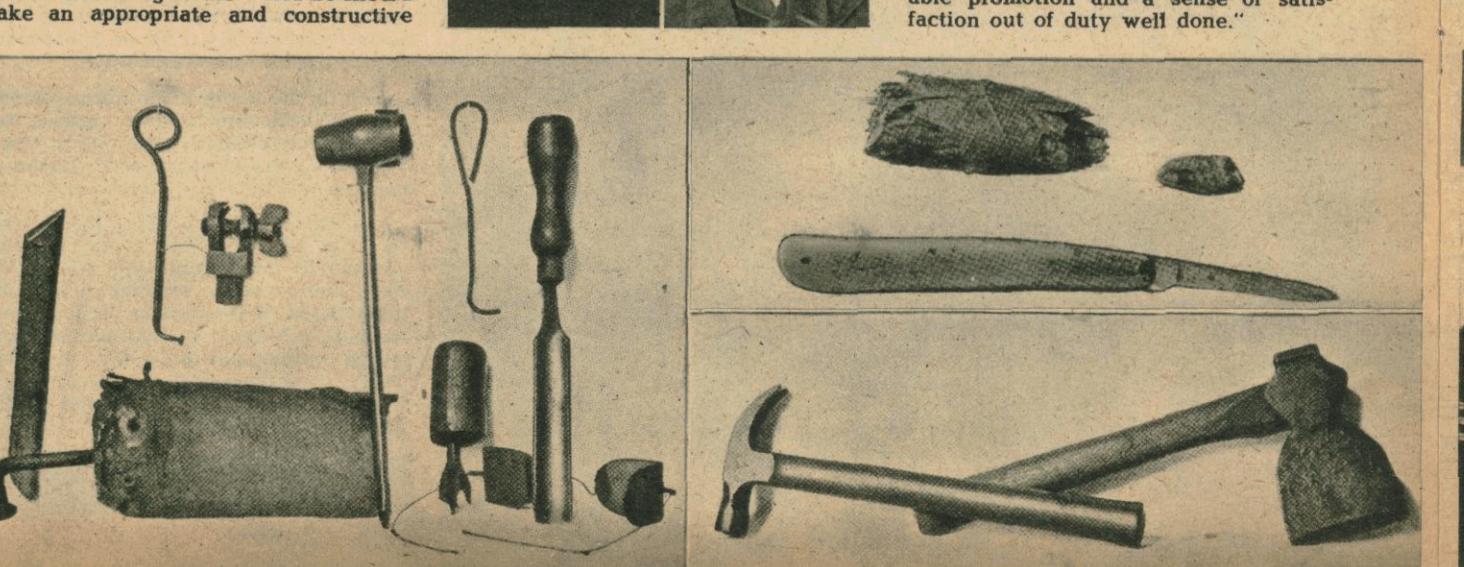
ROGUES' LIBRARY

All convicts have their own file of papers, kept readily available and up-to-date.



MODERN METHODS

Criminals have become more wily since the days of Peace and Wainwright, but Scotland Yard has now all the resources of science to pit against them. Here a sergeant is shown broadcasting an urgent call to all police stations, and an investigator studies finger-prints under a microscope.

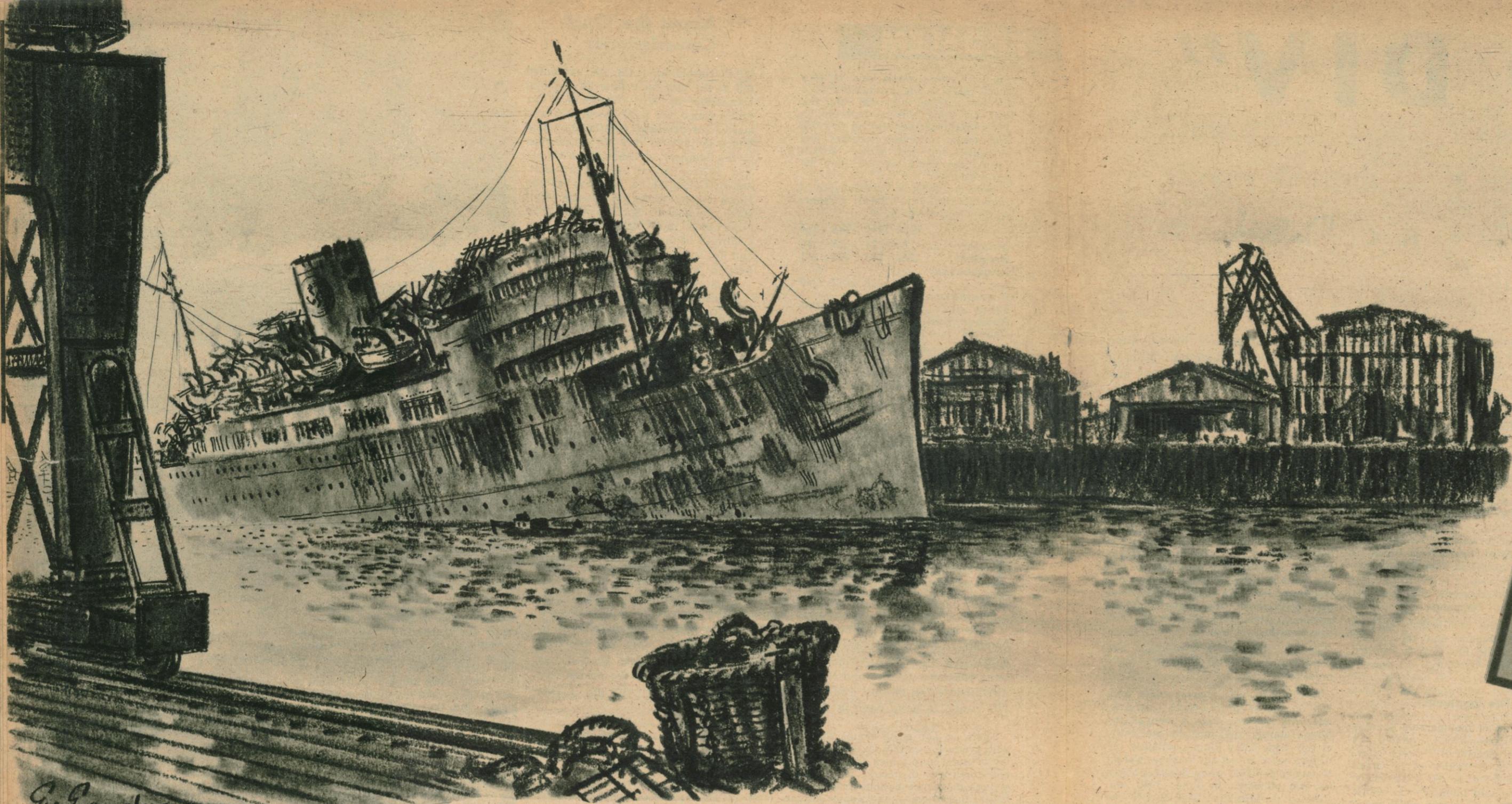


BLACK MUSEUM

Scotland Yard has a museum made up of the relics of major crimes and criminals. Pictures show assortment of tools used by Charles Peace and, at extreme right, the knife, bullet, hammer and cleaver of the Wainwright case, with a cigar fragment smoked by the murderer.



The Chief Commissioner arrives at the Yard.



WRECK

of the "Robert Ley"

THE burned-out hulk of a notorious ocean liner rests on the mud in the shattered harbour of Hamburg. The shells of her lifeboats still hang from their davits; a confused tangle of cable runs across a glittering shower of fused glass which lies on her swollen and bulging deck plates. The waters of the dock lap slowly through her lower four decks. Here is the "Robert Ley", awaiting the wreckers.

ceived the car for which he had paid in advance, but hundreds of thousands did indeed travel on the Joy ships to Madeira, to the Mediterranean ports and to Italy.

That was merely the start of this grandiose scheme, since each ship was planned to have a range of 12,000 miles without re-fuelling and to be capable of a trip from Germany to Tokyo.

Unlucky Name.

From the start, however, there was an omen of tragedy. Dr. Robert Ley, inaugurating the scheme, chose as a name for the first liner that of "Wilhelm Gustloff", a one-time party leader who had been murdered in his apartment in Davos by a Jewish student. David Frankfurter, the student, had never met Gustloff nor had he any grudge against him. He merely wanted to harm the Nazi Party, and chose to do this by pumping five revolver bullets into one of their leaders. This cost him a sentence of 18 years' imprisonment under Swis law.

With the murdered man's name on her bows, the "Wilhelm Gustloff" made her first trip to Lisbon. She carried 1,400 passengers and a crew of just over 400. From Hamburg to Naples and Genoa she plied, and soon she was joined by the second Joy ship, the "Robert Ley".

The "Robert Ley", named after the Nazi Minister of Labour (who committed suicide while awaiting trial with his fellow war criminals at Nuremberg) was the triumph of the Strength through Joy crusade. The Nazis scheduled 30 such vessels. On them the workers of Germany were to see the wonders of the world in ideal conditions and at hardly any cost. True, they were to pay indirectly, since the ships were to be built out of contributions forcibly deducted from wage packets. And, as in the case of the People's Car, the common man was to provide the sinews of war on the pretext that all was planned for his pleasure.

There was a difference, however, between the Volkswagen scheme and the Joy ships. Not one German ever re-

This diesel-motored 25,000-ton liner had a dance hall, a theatre and a cinema. From the sun deck, with its great gymnasium, the lift would take you down to the swimming pool. Below the promenade deck the one-class luxury cabins were shared alike by passengers and crew as an indication of the unity of National Socialism. There were no single cabins for the privileged. Accommodation was for either two or four passengers and each cabin was an outside cabin.

Now, instead of a dancing, cheering crowd, her decks were packed with a mass of broken and frightened humanity. Built to carry 1,400 passengers, she had borne 2,500 as a troopship. Now, in this desperate emergency, she carried more than 4,000 refugees. And when a torpedo crashed into her as she tried to run the Baltic, most of those refugees were drowned, at least half of them women.

Two months later it was the turn of the "Robert Ley". Moored in Hamburg dock, with only a skeleton crew aboard her, she was lying quietly on the night of 8 March this year when the RAF came over the city. The first bomb hit her amidships and, boring its way through the sun deck and the boat deck, exploded in the closed-in space of the promenade deck. Within seconds the next bomb had dropped in Number 11 lifeboat, crashed through her and exploded against the side of the ship. The blast tossed Number 13 lifeboat into the air and then the "Robert Ley",

yards no longer diffused romantic music but instead barked military commands.

The "Wilhelm Gustloff" made a useful troopship. Then, in January 1945, she was pressed into service again to carry the German people. Only now her passengers were no longer happy, singing holiday-makers; they were refugees fleeing from East Prussia, where the Russian pincers were tightening.

Soon tales began to come back of the orgies which took place on the Joy ships. Drunkenness and immorality were on an unprecedented scale, said the rumour-mongers. But the authorities didn't worry overmuch. The Strength through Joy cruises were coming to an end soon, and for a very different reason. The German people had had their fun, and now they must fight a war.

Crowd was Different

The two ships played their part in the Nazi effort, as did everything else, and during the war years the "Robert Ley" was a training ship for U-boat crews. The gymnasium, curiously, became the detention barracks; the sun deck was useful as the barrack square; the swimming pool was a training lake for safety-escape devices; and the loudspeakers which were installed every few

hours ripped and her decks awry, began to settle in the water.

Whether incendiaries were used, or whether the high explosive started the fire is not known, but within seconds great tongues of flame were licking the superstructure. The lower decks, by this time flooded as the ship sank down on to the mud, were saved; the upper decks were burned out.

The last relic of Strength through Joy is finished and almost certainly beyond salvage.

Epitaph

Take a last look at all that remains. Walk along those slanting decks, if you can keep your footing on the bulging plates; walk through the ashes of the burned-out planking, through the litter of fused glass from the melted windows of the promenade deck. Step carefully over the endless rows of twisted rivets, the tangled cables and the heaps of smashed crockery. Remnants of companionways hang crazily in the air; broken and twisted strips of metal run here and there without meaning or purpose. On the side of the funnel, charred and blackened, is the great sun ray circle with its central swastika.

Two relics remain unburned on those upper decks. The first is a great tangle of film — the gay, romantic colour vers'oon of the travels of Baron Munchhausen, favourite German tale. Once it delighted

German workers as they sailed beneath the blue skies of the Mediterranean, and after them the U-boat men in training. Now the emulsion of its sound track has melted and blurred in the flames; it lies there on the deck, a reminder of an even stranger fairy tale which gulled the German people.

The other relic is a great streamer banner on which the flaming red letters "Kraft durch Freude" — Strength through Joy — are charred on their white background. Why it escaped is impossible to say. It has fallen so that only the central letters of the first word stand out amid the ruins. They catch your eye as you walk along... RAF... It is as if they formed an epitaph.

COURTMAN DAVIES (Sjt.)



"50 DIV"

"One somehow never imagines that the 50 Div can do otherwise than well."

B. L. Montgomery

The Division went to France in 1939 and fought vital defensive battles.



KNIGHTSBRIDGE
M.R. 34118



FEARLESS Fiftieth"—always backboned by those wiry, hard-fighting lads of the North Country—have well lived up to their reputation of being in the thick of it when there is any scrapping to be done and coming out with heads bloody but unbowed.

Their indomitable courage and tenacity in battle brought from Field Marshal Montgomery this praise: "One somehow never imagines that the 50 Div can do otherwise than well."

They held up the German onrush to the Channel ports which made Dunkirk possible.

They barred the way to the Nile at Alamein.

They swept forward in the centre of the Eighth Army thrust from Egypt to Tunisia and smashed into the Mareth Line.

They fought continuously throughout the Sicilian campaign.

They were the first British Infantry to land in Normandy and kept to the fore to make the first British Infantry penetration into Germany.

The Regiments

Their record of innumerable honours—including three VC's, gained by Lt-Col. D. A. Segrim of 7 Green Howards, CSM S. E. Hollis of 6 Green Howards, and Pte. A. H. Wakenshaw of 9 Durham Light Infantry—is tribute to the many acts of valour which made the Northumbrian Division such a dour foe.

The division was originally composed entirely of North Country regiments—4 and 5 Bns. East Yorkshires, 4, 5, 6 and 7 Bns. Green Howards, and 6, 8 and 9 Bns. Durham Light Infantry. One brigade was disbanded after being cut to pieces in the desert and was replaced in Sicily by battalions of Royal Berkshires, London Scottish and London Irish Rifles, and in Normandy by 2 Devons, 1 Hampshires and 1 Dorsets. Machine Gun Bn. was 2 Cheshire.

No divisional history can be complete without mention of the supporting troops who always served them well—Gunners, Sappers, Signals, Field Ambulance men and the others, all of whom played their part with distinction. But there were many changes, too numerous to include in this short record.

Held Up a Corps

On the outbreak of war the untried Territorials left their pits and workshops in Durham and Yorkshire and went at once to France, where they endured the tedium of the 1939-40 winter. When the German onslaught came in the spring they, together with 5 Div and other formations, attacked at Arras in an attempt to close the breach in the French front through which German armour was pouring up to the Channel ports. The French were unable to come up to meet them. The attack failed. But they seized bridgeheads over the River Scarpe which delayed the panzers for two vital days.

The remnants of the 50th and 5th, then together only about 10,000 strong, held back an entire German Army Corps for three days and kept open

the road long enough for the safe evacuation of the BEF.

They were among the last troops to leave the beaches, proving themselves worthy successors to their fathers and big brothers who built up the glorious tradition of the old 50th by their dogged fighting in the battles of the Somme, Arras, Passchendaele and Ypres in the last war.

Back in England they reformed and went to Cyprus to await the threatened invasion following Crete.

Summer, 1941, the Geordies were sent to the Western Desert. One brigade opposed two Axis Armoured and three Infantry divisions in the Battle of the Gap. They fought gallantly until they were wiped out by sheer weight of numbers. Then when Rommel began his last offensive in June, 1942, advancing towards the coast, 50 Div and the South Africans in Gazala were in danger of being cut off from the main force. The 50th valiantly fought off the enemy to cover the unmolested withdrawal of the South Africans along the coast road to Tobruk. When the time came for their own withdrawal, enemy armour lay across their route to the east. The Italians were on the west. They were surrounded.

Audacity Rewarded

A daring plan was devised to fool the enemy. They decided to "retreat forward." Striking south-west, they broke through the Italians, swept round Rommel's flank through Bir Hacheim to Maddalena, 150 miles away. Advanced elements did the journey in less than three days. The Divisional General signalled the Corps Commander: "We certainly frightened hell out of those Italians." They rejoined Eighth Army on the Egyptian frontier. "More like a Commando raid than a withdrawal," was the comment.

The division was left behind at Mersa Matruh, which they held for several days, gaining precious time for the strengthening of the Alamein Line. Back at Alamein in late June the division, with a few thousand Indians, South Africans, Australians and New Zealanders, with remnants of 1 and 7 Armoured Divisions, saved the world from disaster. Those tired men, still fighting resolutely, held the great onrush of the Axis, flushed with success and expecting an easy conquest of Egypt. The way to the Nile was barred.

And so to Mareth

When General Montgomery launched his great offensive on 23 October, the Northumbrians were south of the line

Arras

Dunkirk

Mersa Matruh

El Alamein

Mareth

Enfidaville

Catania

Caen

Seine

Antwerp



This was the type of desert warrior who made the reputation of 50 Div—an Infantryman undismayed whatever the odds against him.



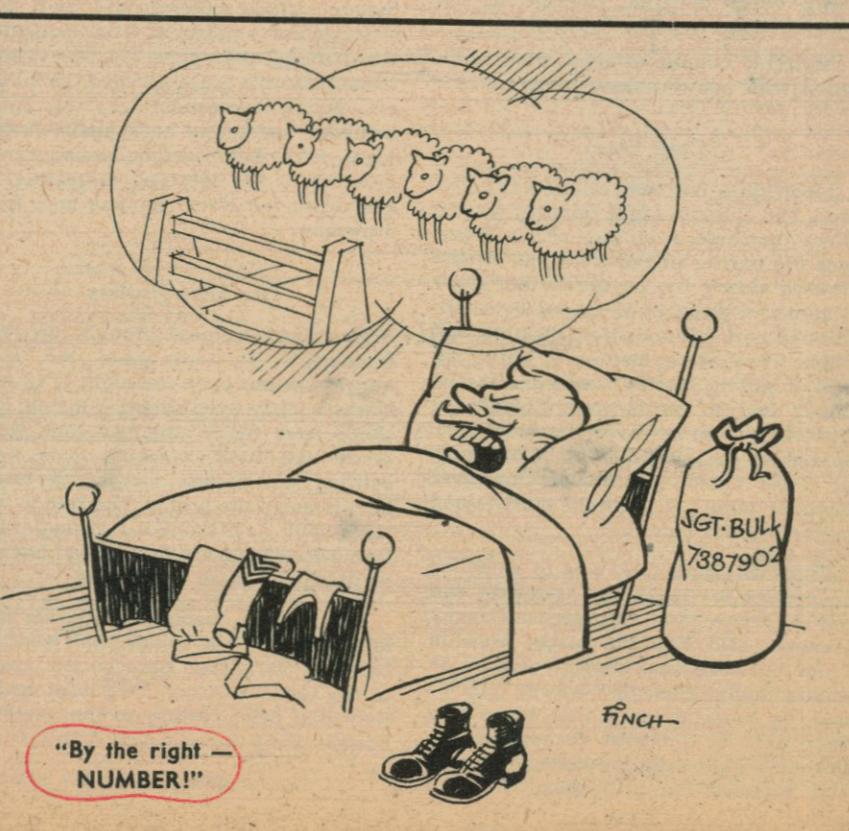
Two Northumberland Fusiliers in a captured weapon pit on the long road which led to the key victory of the war.



After Africa, Sicily. Here 50 Div captured a cluster of famous towns. Above: Troops embarking for the assault.

SICILY

Below: More sand. Moving off from a beach during the early days of the invasion of Sicily.



"By the right — NUMBER!"

CONTINUED

50 DIV

and their enthusiasm was "like fire" when they were ordered to the airfield. One hundred and sixty of those paratroopers were captured; 300 were buried.

Catania fell on 5 August, and moving east of Mount Etna along the sea road the 50th took Acireale, Riposto and Taormina, all by 15 August.

At 0735 on 6 June, 1 Hampshires, now part of the 50th, landed on the Normandy beach, leading a mass of boats zigzagging towards the shore. Within ten minutes 5 East Yorkshires, 6 Green Howards and 1 Dorsets were there. The division had a 5,000-yard front on the flat, fortified beaches between la Riviere and le Hamel, seven miles north of Bayeux. The 1 American Division were on the right, the 3 Canadian on the left. Two hours later the Dorsets had taken Rocquette and were driving on to Buhut. Within a day the Glosters and Essex of 56 Brigade, temporarily under command from another division, cleared part of Bayeux. The South Wales Borderers were hard-pressed at Sully. The Devons had taken Longues and the Hampshires Manvieux.

Fighting in the Meadows

The enemy attempted to strike back during the next two days, and the Durham Light Infantry, whose battalions now formed the whole of 151 Brigade, beat back many counter blows. The division were fighting in the water meadows of Seulles valley within a week of D-day, with the Panzer Lehr and other German armoured formations screening Caen from the west. The Durhams destroyed nine tanks in a day's hard fighting in which they sustained heavy casualties before they captured Lingevers with the 4/7 Dragoon Guards.

Then followed the long unyielding struggle between Seulles and the Odon in an attempt to drive past Caen from the southwest. The Durhams outflanked Tilly on 17 June against resolute Spandau fire and sniping. Two days later the Devons and Hampshires were fighting their way southwards in face of murderous mortar fire to reach Hottot. Savage counter-attacks came for several days until 27 June, when the Green Howards finally straightened the line with a determined assault

which overran large numbers of the enemy.

The dogged close-knit battle went on in the rich countryside, in the orchards dotted with white farmhouses, in hedge-lined fields and lanes. August began with the Devons taking Lictot. The Green Howards captured Amaye and the Dorsets entered hard-pounded Villers Bocage — tough fighting where not a yard was yielded save at bayonet point.

Over the Seine

Then the breakthrough. Through Argentan and Chambois. By 27 Aug, 5 East Yorkshires led the first reconnaissance over the Seine, crossing as divisional spearhead shortly afterwards. On 4 September Green Howards were the first divisional troops into Belgium, sweeping through Lens—and the East Yorkshires through Seclin.

Reorganised enemy resistance was met on the Albert Canal. The Green Howards got over on 8 September. Meanwhile 231 Brigade were in the liberation of Brussels and were in action in Antwerp until 9 September.

The 50th swept forward with the Guards Armoured Division to enter Holland on 17 September, holding a bridgehead on the road below Valkenswaard for the thrust to link up with the airborne landings at Eindhoven, Nijmegen and Arnhem.

Red Letter Day

When on 22 September the Germans cut the Eindhoven—Nijmegen road in the area of Veghel and Uden a battalion beyond these points became vanguard of the division. They went straight into the Nijmegen salient and fought at Bemmel.

Divisional Red Letter day was 29 September. A patrol crossed the Maas to make the first British Infantry penetration into Germany.

During October, the Northumbrians were in action again in the Nijmegen area, 151 and 231 Brigades claiming 300 more prisoners.

The Fiftieth are taking things easily now in Norway after a spell back in England, their great fighting reputation upheld and their task well done.

J. W. SHAW (Capt.)



D-DAY

Bren carriers of 50 Div are seen above ploughing through the surf to the landing beach. They were the first British Infantry ashore in Normandy. Within two hours they had taken their first village, and within a day had cleared part of Bayeux.



FRANCE

50 Div proved equally adept in the savage yard-by-yard grapple of the Normandy woods, lanes and orchards as they were in the very different desert fighting. Bottom left: a 3in. mortar in action south of Caen. Below: Party mopping up near Tilly Bocage.



The Army



Sjt. Mansel Thomas (left) conducts the Brussels Garrison Orchestra. Right: Sjt. Chick Moraine (in loud checks) has an argument with Sjt. Geo. Cecil in the 30 Corps inter-unit show "Topliners."

Pte. Corneil Pirnay, a Belgian member of the Orchestra.



THE frequent question, "Can the Army entertain itself?" has been answered with an emphatic "Yes!" in BAOR.

30 Corps Theatrical Pool, consisting of professional and first-class amateur talent, was formed on the initiative of the Commander, Lt-Gen. Sir B. G. Horrocks, DSO, MC, and has since early August performed at Garrison Theatres in an area larger than England. It is commanded by Major Richard Stoen, MC, who was a professional producer before the war, and has staged "Rope", a thriller by Patrick Hamilton; a comedy-thriller, "Someone At The Door"; "Acting Unpaid", a high-speed variety show; two revues and a light orchestral show. It gets big and enthusiastic audiences wherever it appears.

All the equipment has to be found through Corps Welfare. ENSA have been very helpful in seconding certain of their players to the Pool. Also tabled are a production of Terence Rattigan's "While the Sun Shines", and a Christmas pantomime.

All Ranks Orchestra

Another successful entertainment venture is the all-military Brussels Garrison Orchestra, formed under the direction of Sjt. Mansel Thomas of Glamorgan. Sjt. Thomas was former Assistant Musical Director at the BBC and conducted the BBC Revue Orchestra. The Garrison Orchestra contains all ranks from major down to private, and its series of concerts of classical music, now well into double figures, are widely appreciated by Forces audiences. It has fully vindicated Sjt. Thomas's contention that the idea that soldiers are only interested in jazz is just nonsense. A soldier at one of the recent concerts summed up the general feeling with the words, "Shows like this are what we have been waiting for ever since we came overseas. Let's have more music of this sort."

30 Corps scene-painters at work on a revue backdrop.

Entertains



Pte. Max Billson rehearsing for the 30 Corps revue "Stardust."



Stars of "Topliners." Riana, Polish girl acrobat (right) and Dan Jones, operatic baritone (below).



THE STORY OF
No 1 MILITARY
QUARANTINE
STATION

DEMOB. *de luxe* FOR DOGS

WHEN dogs have their beds made for them by a special staff, have their kennels scrubbed daily and spring-cleaned once a week, when their own "waiters" serve them appetising meals of mincemeat and vegetables and treat them as paying guests—then the most pampered pup that ever lived might think he had reached the ultimate in canine happiness.

Yet a place where these things really happen does exist on the high, wind-swept hills of Chilbolton Down in Hampshire, where *de luxe* accommodation for 500 Servicemen's dogs is provided at an almost negligible cost. No. 1 Military Quarantine Station, run by the Royal Army Veterinary Corps and first of its kind, is ready to do business.

Long before the end of the war it was realised that, unless a new quarantine scheme was devised, two things would happen. Hundreds of Servicemen overseas would be unable to bring home the pets they had befriended, and the country would stand the grave risk of infected animals being smuggled through the ports of disembarkation. Quarantine stations for dogs are primarily required to prevent outbreaks of rabies and other animal diseases which might cost the country thousands of pounds and perhaps dozens of lives.

Warning from Past

Shortly after the last war such an outbreak did cost this country nearly £120,000, and hundreds of people were affected. Today the Government-controlled quarantine stations cannot cope with the hundreds of dogs which Servicemen overseas want to bring home. The military quarantine station will relieve the congestion.

Chilbolton Down, where the RAVC have built their first quarantine kennels, using German POW labour and for the most part second-hand building material, is near Stockbridge, a few miles from the railway junction at Andover. Here, from their small Nissen huts built snugly among the fir trees on a hill-top, the 30-year-old Commandant and his officers, all qualified veterinary surgeons, direct the work of their 80 kennelmen and auxiliary staff. Their kennel blocks provide accommodation for 500 dogs, with additional hospital space for 36 others. Should the demand for space increase, accommodation may extend to a maximum of 1,000 kennels, but it is unlikely that this will happen for a long time.

"Each dog has his own kennel," said the Commandant, as he pointed out the neat rows of walled-in exercise yards topped with high anti-jump wire, "and each dog must be treated as an individual. No two dogs must ever come into contact, and so each must be groomed, exercised and fed by himself. It takes a lot of men and a lot of hard work."

On Velvet

A dog's day at the quarantine kennels starts at 8 a.m. First he is let out of his kennel into the exercise yard and allowed to do as he likes. While this goes on his kennel is cleaned, his straw bed re-made and fresh water placed in his drinking bowl. Later he gets a routine examination by the veterinary officer who "does the rounds" every day. Later still he gets a specially prepared meal, served in a feeding bowl which has been thoroughly boiled in a mixture of soda and water. If the slightest thing is wrong with him he goes to the hospital, or he may have to take medicine prepared in the quarantine station's own pharmacy.

"The most frightful disease a dog can have," says the Commandant, "is rabies. It is no use under-estimating the seriousness of this. The disease may break out at any time during a six-

month period, which is the limit for dogs in quarantine. In all cases it lies dormant and until definite symptoms appear it cannot be diagnosed. When they do appear it is too late. The dog will die in five or six days, and if he bites a man that man must have between 14 and 21 injections in the stomach or he may die too.

Infection comes from the dog's saliva, so that if an infected dog slobbers over a man's hand and there is a scratch or break in the skin the results may be serious. We take no chances. Once a dog is taken from his yard he must be muzzled, and if he escapes we have a system of alarm whistles. There may be nothing wrong with the dog but when human life is threatened we take every precaution. Rabies is a murderous complaint. Animals infected with the disease will bite anything, including themselves. I once saw a horse try to eat its own leg off."

Even X-Rays

There are other things besides rabies which are fatal. Several forms of acute distemper will send a dog into fits from which it may die. Should a dog die at the quarantine station its brain is removed and a laboratory examination is made for rabies or signs of any other diseases.

To deal with this type of work the latest equipment is provided. At Chilbolton there is a fully equipped veterinary hospital, X-ray department, pharmacy and laboratory. There is even an electric clipping machine.

First arrivals at Chilbolton Down were 11 war dogs who entered quarantine on 17 October this year. All of them came from France and Germany; some of them dropped with paratroopers during the invasion while others did fine work as mine-dogs and police-patrol dogs. Nearly all of them Alsatians, they were big, husky-looking animals, but trained to a fine degree. Now that the war is over they will be returned to their civilian owners who "leased" them for the duration.

What You Must Do

How can you get your dog home? What do you have to do?

"In the first place," says the Commandant, "you must get an application form, fill it in and have it countersigned by your CO. On this form you will have to state that the dog is your own property, and you must say how long you have had it. Your application then goes to the Administrative Veterinary Officer at your theatre headquarters, where it is considered with hundreds of others. All overseas theatres are 'rationed' to so many dogs per six-month period. In the BAOR it is about 150 to 200. If there were no rationing we should soon be swamped out."

"If your dog is approved and your application granted, the veterinary officer will issue a licence—which he is empowered to do by law—and RAVC men will then take the dog to the port of embarkation where it will be placed in a portable kennel, loaded on to a lorry and the whole sent across to this country on a tank landing craft, or in bad weather on an ordinary ship. There are four ports of disembarkation—Glasgow, Liverpool, Tilbury and Southampton. The kennels, still on the lorry, are then brought by road to the quarantine

station. On arrival every dog is given a thorough examination, is de-loused, and his 'medical history sheet' filled in. From this sheet we know your dog's age, his weight, his past record, in fact everything about him.

"Finally, when your dog has been here for six months you must collect him. If you send us a rail ticket we will put him on the train and be glad to do it, but otherwise you must make your own arrangements. Later on I hope to start a visiting day when once a week owners can come to see their pets. Unless we do this we shall have too many people coming in at odd moments wanting to see their dogs."

Food for the dogs is carefully prepared and placed in separate feeding bowls by the kennelmen. Rations are 1½ pounds of meat (condemned as unfit for human consumption), 4 ounces of greens and 1 pound of biscuit.

To help pay for the upkeep of your dog while in quarantine standard rates according to rank have been laid down in ACI 1148, para 3 (g), of October this year. For officers of the rank of major and above the cost is £20, for officers of the rank of captain and below it is £15. For warrant officers and NCO's of the rank of sergeant and above the cost is £10, but for all ranks below sergeant it is only £5.

You Only Pay Part

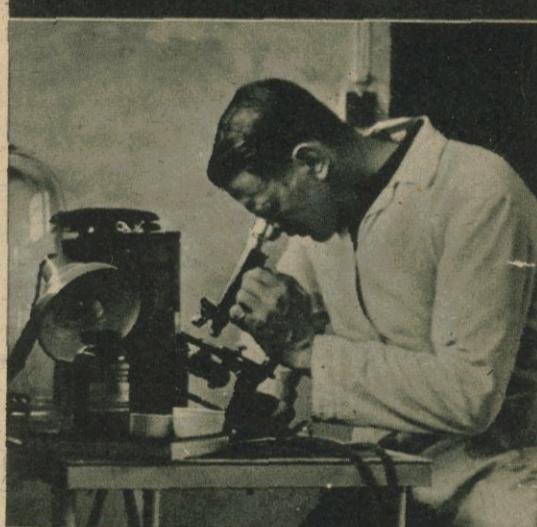
When your dog arrives at the quarantine station your authority for payment will be forwarded to the district paymaster, but it is pointed out that your undertaking of payment must be given in the first instance as stated on the application form. "Payment by soldiers for their dogs," adds the Commandant, "is really a Service concession, for it does not cover the full cost by any means."

If you have a dog in the BAOR and want to bring him home with you on your last one-way journey, you may have to wait a long time. But if your application is successful you can feel confident that your dog, in the hands of the RAVC, will get skilled and sympathetic treatment during his stay in quarantine.

FOOTNOTE. Cats are not included in the Service scheme. Cattle, sheep, goats "and other ruminating animals" are prohibited from entering the United Kingdom from overseas commands under the Diseases of Animals Acts.



"No complaints—but where's master?" asks Bob, 18-month-old Alsatian mine-dog, who celebrated his arrival by chewing up the fittings.



Sjt/pharmacist studies a slide. Thorough watch is kept for incipient disease.



Rex, two-year-old Labrador mine-dog, is examined by Veterinary Officer.



A riot threatened the Bank of England in 1780, and the Guards were called on to defend it. They have been there ever since.

ONE of the symptoms of London's post-war convalescence is the resumption of the Bank of England picquet by the Brigade of Guards.

It is more than 160 years since the Guards first took a hand in justifying the tag, "safe as the Bank of England", and now that the Bank is a State institution their function is more important than ever.

In 1780, Londoners, led by the eccentric Lord George Gordon, took exception to an Act of 1768 which granted some tolerance to Roman Catholics and, according to Boswell, "the tranquillity of the metropolis of Great Britain was unexpectedly disturbed by the most horrid series of outrages that ever disgraced a civilised country." Angry mobs, armed with any weapons they could find, started by setting fire to the houses of Catholics, then plundered and burned indiscriminately.

Horse Wore Fetters

When they had fired Newgate Prison it looked as though they were going to attack the Bank, and the Lord Mayor appealed to the Government to supply a force of Horse or Foot Guards to help in its defence. The Guards were provided and reinforced by a band of volunteer London citizens. They dispersed two attacks, one of which was led by "a brewer's dray-man striding a horse caparisoned with chains filched from Newgate."

The authorities were shaken by the experience, and it was decided to establish a permanent military guard at the Bank. Fifty of the 534 soldiers who defended the Bank during the riots were stationed inside the building, and it was considered that 50 was a big enough military guard for the future.

Since that time there has been a continuous night guard at the Bank except that, until 1847, it was withdrawn at the time of the City elections, in accordance with an old Act which provided that at election-time all troops quartered in the

City should be moved two miles beyond the boundary. On those occasions the Bank was patrolled at night by a volunteer band of clerks and watchmen.

At first, the Guard was unpopular in the City. The Corporation thought a Government guard in the Bank was a slight on their control of the City; the public disliked it because it marched two abreast from Wellington Barracks all through the crowded Strand, Fleet Street and Cheapside, and "jostled all who were in the way." The cartoonist Gillray depicted it with his typical vitriolic exaggeration.

Threatened to Leave

Then the Bank retaliated by threatening to leave the City and move to Somerset House. Finally there was a compromise, in so far as the soldiers were ordered to march in the road and leave the footpath to civilians.

Whenever disturbances were expected in the City, special precautions were taken to safeguard the Bank, a day guard being added to the night picquet.

In 1830, when there was general unrest in the country and it looked as though anything might happen, the Deputy Accountant of the Bank proposed that "a quantity of paving stones, each weighing about 12 lbs... be deposited at the top of this house as a defence against any attack by the mob." The suggestion was turned down at that time but was put into effect when the Chartist riots were taking place. The precaution, however, proved needless. The last time the Bank Guard was reinforced before the 1939 war was in 1831, after the rejection of the second Reform Bill.

Source of Pride

In time the City became proud of the Bank Guard and revelled in the occasions when it was accompanied to the Bank by a military band. When war broke out in 1939 it was decided to have a day and night guard again and the HAC took over from the Guards. They



A March to the Bank

by Gillray.

were succeeded by the Military Police, who remained at the Bank until the Guards took over the peacetime picquet again.

Before the war the Bank picquet—one officer, one sergeant, two corporals, one drummer, one piper and 20 guardsmen—was provided by the Guards battalion mounting public duties in London. At the present time it is done by the Westminster Garrison Battalion, a mixed Guards battalion stationed at Wellington Barracks. From 1 April to 30 September they mount guard at 1900 hrs and dismount at 0600 hrs; from 1 October to 31 March they mount at 1800 hrs and dismount at 0700 hrs.

The picquet parades at Wellington Barracks an hour-and-a-quarter before mounting and marches along the Embankment to the Bank, with the piper or drummer playing. They march with fixed bayonets, except in wet weather when they carry their arms at the secure.

When the picquet was first mounted, the directors of the Bank provided

greatcoats, blankets and an allowance of bread, cheese and beer for the soldiers, but in 1792 the troops complained about the quantity and quality of the food and drink, so an allowance of 2s. for the sergeant, 1s. 6d. each for the corporals and 1s. each for the guardsmen was substituted. That allowance is still drawn today.

On arrival at the Bank the sergeant reports to the head gate-porter the name of his officer and the complement of the picquet, confirms the night's password and draws the allowances. Meanwhile the picquet are settling into the guardroom and the five posts are manned.

The officer is provided with a comfortable flat, and his dinner is provided by the Bank.

When the picquet dismounts in the morning the piper or drummer plays it back to Wellington Barracks—with the reservation that he must not play in residential areas before seven o'clock in the morning.

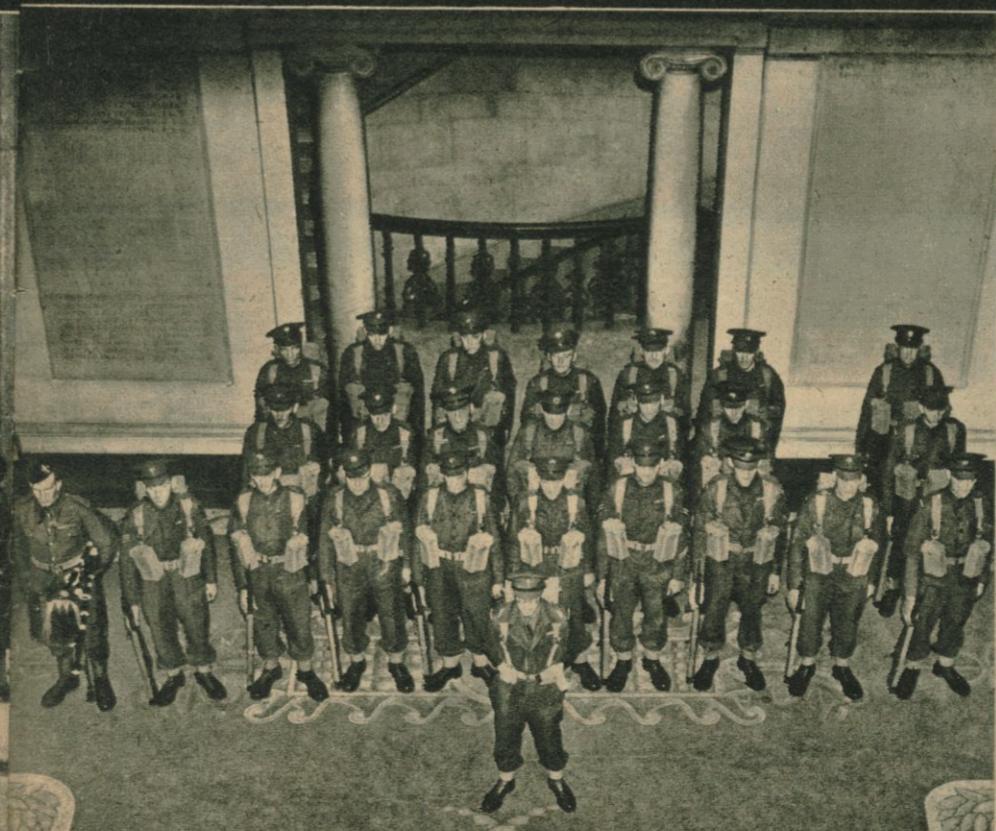
BAYONETS AT THE BANK



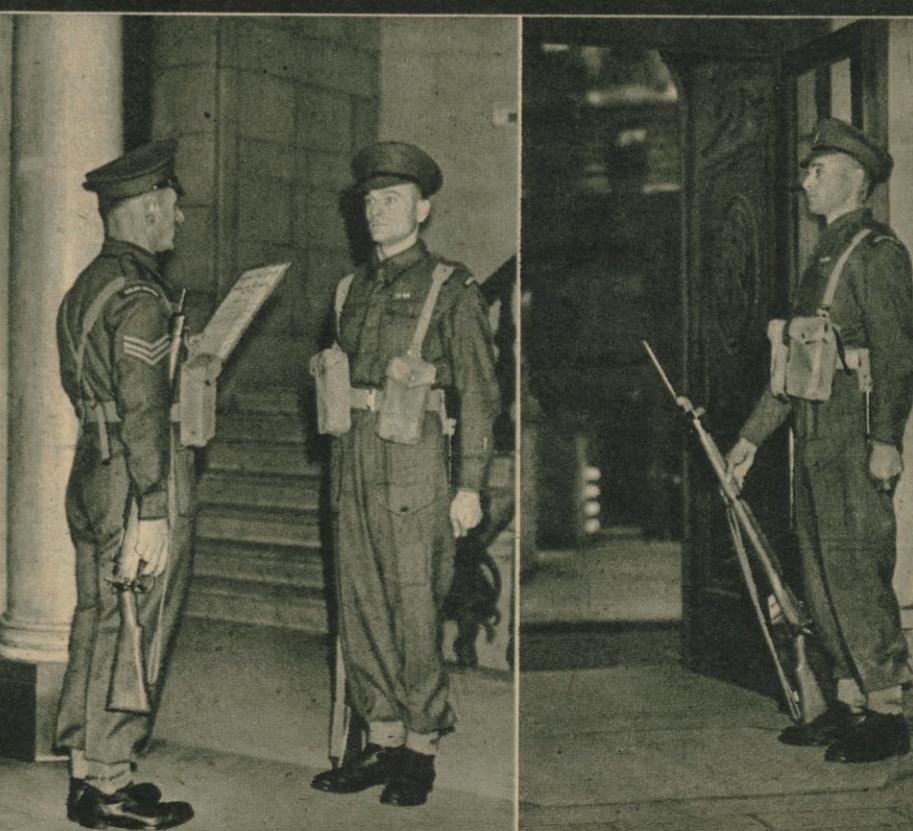
The picquet marches with fixed bayonets except in wet weather. On arrival at the Bank the password is confirmed with the head porter and special allowances for the OR's are drawn.



Inside the Bank. The picquet are seen drawn up on the mosaic floor, with the piper accompanying them on the left. Soldiers are from a composite Guards battalion, stationed at Wellington Barracks.



Sergeant reads the orders to a sentry. The picquet is no sinecure, for at night the dim light, echoing corridors are eerie places to patrol.



Caretaker of the nation's treasure. Five points are manned in the Bank during an 11-hour guard in spring and summer, a 13-hour one in autumn and winter.

During the war the picquet was taken over first by the HAC and then by the CMP. Above: some of the Military Police seen in the wet canteen provided by the Bank.

COLLEGE of the RHINE ARMY

THE Army doesn't treat you as a soldier but as a student when you go to the College of the Rhine Army at Gottingen. That is the first impression of every member of the forces now attending the BAOR Formation College in this university town situated on the edge of some of the most beautiful scenery in Germany.

A great deal of this atmosphere derives from the genial Chief Instructor, a title which hides the alert and sympathetic mind of Lt-Col. G. E. Gunner, an Oxford man who believes that education is not a matter of cramming facts but that it is a gateway to living. Lt-Col. Gunner was the moving spirit behind the plan to form the Regimental Instructors' Training School, from which the present college has grown. Even before the Allies crossed the Rhine (he was then Chief Education Officer of Second Army) he was planning to get Gottingen University, should it be possible.

For long the third University of Germany (ranking with Heidelberg and Bonn), Gottingen has a curious link with England in that it was founded by a King of England, George the Second, when he was Elector of Hanover. And as Lt-Col. Gunner knew, the quaint walled city of Gottingen, dating back a thousand years or more, has the university atmosphere in every brick and tile.

Many of Europe's famous men have studied here, from the militarist Bismarck to scientists like Weber and Gauss; here is the traditional atmosphere of the German student, the fencing hall and the beer cellars and beer gardens. Not much of Gottingen has been destroyed; the bulk of the damage was caused the day before the town's capture by the 9th US Army when a sharp air attack exploded an ammunition train standing in the station.

Just beyond the ancient walls lies the one-time artillery and cavalry barracks of Weende. At the end of the war this modern barracks, built about 1937, had become an SS establishment; then it housed DP's and after the place had been cleaned and redecorated by German labour it was taken over as living accommodation for the students and staff of the college.

Today in this ancient town, where windows of Gothic-lettered manuscripts

stare out at the inevitable food queues, you may see khaki-clad students, books tucked under arms, hurrying along. They do not maintain all the traditions, of course. The University Students' Club in former days had a standing custom that no freshman could buy a glass of beer until he had kissed the Goose Girl, the famous statue which stands in the open square. But there is a new Varsity Club now, and an equally popular one. It is run by NAAFI and at a glance would look like a typical club for officers.

But then the social arrangements in Gottingen are altogether excellent. The standard of the local Opera Company is good. There are many walks of interest, trips to the countryside, projected weekends in the Hartz Mountains where the deer may still be found, and soon, it is hoped, a Gottingen Union on the lines of the Oxford Union. The old Fencing Hall where Bismarck gained his student scars will soon be a Little Theatre organised by the Drama Section.

The courses available at the moment cover four broad sections in detail, Pure and Applied Science, Commerce, Art and Artistic Crafts, and Modern Studies. But within each section there is the widest range. Pure and Applied Science, for example, covers Mathematics, Physics, Chemistry and Biology under the general direction of Major C. H. Sefton. It also covers Engineering, Building Construction and such subjects, with Major G. A. Rose, former BBC television expert from Alexandra Palace, in charge. Major Rose showed me round the converted cavalry stables at Weende Barracks which will form engineering workshops, forges, sets for pre-fabricated house sections to be painted, decorated, wired and so on. But so many of these courses have points of contact that an observer might be forgiven for wondering where science ends, engineering begins and building and architecture continue (the latter under the direction of Major H. N. Ginnis).

The Commerce section, for instance, includes courses on Banking, Insurance, Economics, Commercial Law, Accountancy and Salesmanship. Captain D. C. Marsh and his assistant tutors can, commercially, bring anyone back to life in four weeks. The "Modern" studies include English, History, Geography, Mathematics, French, German and Latin



Lt-Col. G. E. Gunner,
the Chief Instructor.



Posing—even for head and shoulders—is a cold job in Germany just now and the model for the life class in the Art Section sees to it that a large radiator is by her side.

under the direction of Major T. G. C. Woodford.

The Art and Artistic Crafts section is most popular. SOLDIER'S Staff Writer asked Major C. H. Smith, who is in charge, what the reason was. Was it because the soldier wished to find an escape from the drab present? "It's more than that," said Major Smith. "It's simply that art is in everything, in all the things which are a background to our lives; carpets, furniture, dress, pictures, things so far removed from each other as ash-trays and hats... almost everything is an art form, or should be." We strolled into one class room where a sergeant was instructing nine students. Behind him could be seen a colourful array of dress materials and tapestries against which were arranged coloured glass bottles and flowers. He was talking as we entered. "The problem," he said, "is how can we harmonise these jarring colours, and we have a choice of various methods". The class were

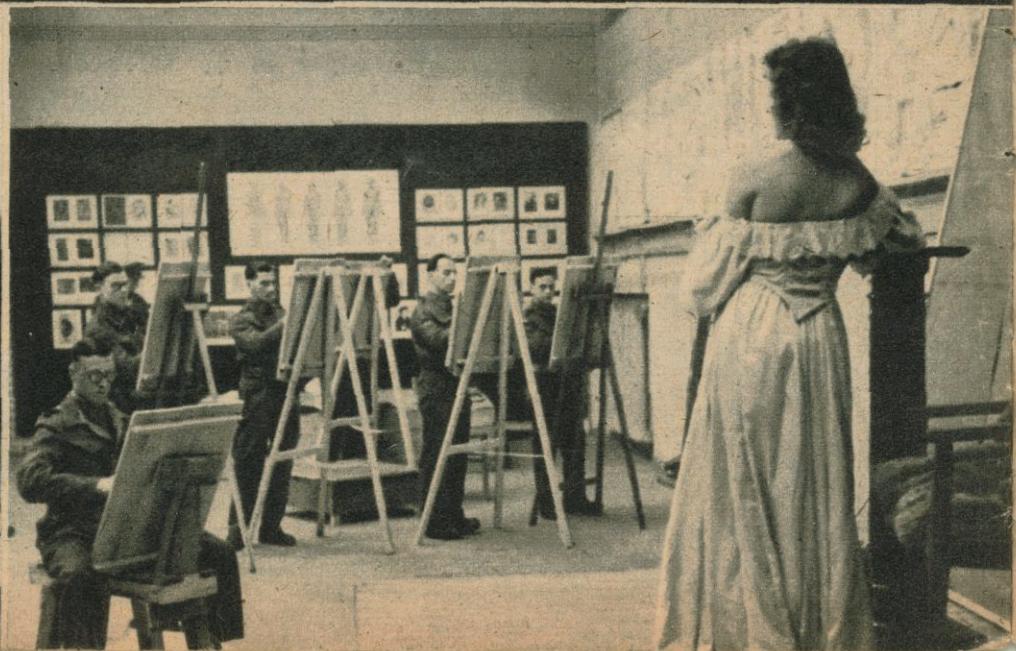
listening intently; some scribbled quick notes. "... This common denominator of harmony ..." continued the instructor.

The phrase applies to more than the art class at the College of the Rhine Army. There is a common denominator of harmony running through the entire place, a harmony which is singularly lacking in most aspects of modern life. This is the atmosphere which Lt-Col. Gunner and the Commandant, Colonel R. T. S. Kitwood, have tried to capture. And they have succeeded.

At first the University authorities of Gottingen were suspicious. Since then they have begun to realise that the taking over of the University will ultimately be a good thing even for them. Newly-decorated, repaired and brought to life again, the University of Gottingen will be ready when the time comes to educate a new generation of Germans to a higher level of political responsibility than their fathers.

A brown study—the students in khaki concentrate on their mathematics text-books.

The life class again—but this time it is the portrait painters who have their picture taken.



MORE LETTERS

CONTENTED SOLDIERS

We protest against the futile grumbling of your disgruntled correspondents in SOLDIER No. 19. Never before have we seen one paper with so many childish complaints as had that issue.

For instance, why "Four Tea Drinkers" should complain about the price of a cup of tea is beyond our understanding. For their benefit we suggest NAAFI should charge 16½ pfennigs (and equivalent amounts in other countries) for a cup of tea.

Someone else is annoyed at having to pay the civilian price for cigarettes in a leave train, but no doubt he is as anxious as any of us to be released. There is a shock in store for him when he finds himself paying full price for them, not only for 10 days, but for the rest of his life.

Then there were the two corporals who wrote to say that they had spent six years in the Army and this was 25% of their lives. Are they due to die at 24? Besides, in Group 28 they haven't much to grumble about. — "Two Contented Soldiers," Tpr. N. Cross and Spr. J. H. Vean, 13 L of C Postal Unit.

EX-ARMY TIES

I agree with Sjt Gregory's complaint (SOLDIER No. 17) that the civilian ties issued by release centres lack taste, but not with his suggestion that regimental ties be issued in lieu of them. This NCO is obviously out of touch with the general feeling of the lower ranks, and belongs to the small minority who believe in "bull" for the sake of "bull". We want to forget all that when we leave the Army. It is our duty to help in the reconstruction of our country, and to set an example to the world, not to stand aside and rest on the supposed laurels of the "old school tie" clique. Why not a halo, Serjeant? — Cfn. W. Newnham, "B" Sqdn, 3 RTR.

LATEST FILMS, PLEASE

Surely it is about time the standard of films shown in BAOR and the distribution arrangements for them were investigated.

Recently we were told there would be a film show in this village. It turned out to be "Carolina Blues", a second-rate supporting musical, which we had already seen in June. A recent schedule also included "The Prisoner of Zenda". When we last saw this film in May it had already been shown so many times that the vision was blurred beyond recognition and the sound very distorted, so that only those who had seen it back in England in 1939 or 1940 could make anything out of it at all.

Now that the war is over it should surely be possible to supply us with first-class, up-to-date films, since the cinema is going to be an important form of entertainment during the winter. Why can't general release copies of films be circulated over here for a couple of weeks prior to general release in the UK? — Entertainments Committee, CMP (TC) Coy.

★ Army Kinema Service state: "BAOR receive recreational films either concurrently

with release at home or shortly afterwards. The number of copies is limited by a world shortage of film, and of facilities for printing it.

"Your correspondents state they saw 'Carolina Blues' in June this year. Its release date was 18 June '45. 'The Prisoner of Zenda' was received here in March this year. Many requests have been received for some of the good old films, and 'Prisoner of Zenda' was one of the six most frequently requested.

"This unit's Entertainment Committee should liaise more closely with the Welfare Officer or AKS Section who route films to their village. There has been a lot of movement of units since May and it is impossible to keep a record of films seen by each unit. Routing of films is done strictly on a formation or area basis, and unless movement occurs, duplication will not happen.

"The defects apparent at the showing of 'Prisoner of Zenda' should have been taken up with the responsible AKS Section at the time of showing. It was not the result of the film print having been in use since 1940, as all prints were new in March this year. We welcome units making such complaints to us when they occur and we will do our best to ensure they don't occur again.

"Finally, there are not enough films made that will satisfy everyone. AKS gets the pick from all films produced and no film which could be termed a second feature is brought here. Our allocation of film does not allow of that." — Ed., SOLDIER.

CLEAN UP LONDON

In an article about Britain's black market which I read in a recent issue of a Sunday newspaper the reporter quoted the following conversation between crook and customer:

"What would you like? A thousand clothing coupons or twenty thousand? A stolen car? A hundredweight of butter or a coupon-free suit?"

The writer stated that he had checked and rechecked until he was convinced



that this was true, and yet the evidence he had collected in the underworld of London would not hold good in court.

If this man can actually obtain his information by mingling with the crooks why hasn't Scotland Yard brought these rats to justice before now? The men who are being released deserve a better Britain than this. Come on, you London police, get cracking! — Pte. L. Lawn, 111 British General Hospital.

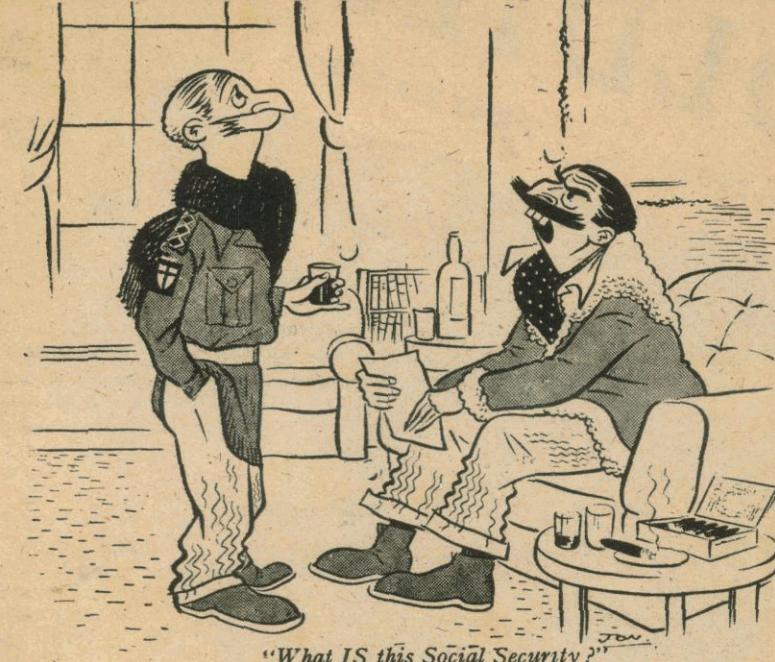
HOW TO LAY BRICKS

In SOLDIER No. 17 Gnr. F. Lugo criticises the Guards' bricklaying.

One of our experts has visited the building site expressly to examine the offending chimney. He reports as follows:

"I fail to see a closure in the chimney bond of the stack. The only closures are

THE TWO TYPES



"What IS this Social Security?"

in the oversailing course, and there is no professional objection to the insertion of a closure between two bricks in a one flue-wide stack.

"What your critic was trying to advocate was the insertion of a closure between two 'cropped' stretchers (a piece cut off a stretcher is termed a 'cropped' stretcher). This method I consider to be unsuitable and far more detrimental than the one used, for the reason that the insertion of a 'header' between two cropped stretchers has a tendency to weaken the head of the stack.

"There is no rule laid down in building construction that a closure must not be put in an oversailing course." — "One of the Experts," Victoria Barracks, Windsor.

AN MP OFFENDS

Mr. Norman Dodd, Socialist MP for Dartford, Kent, said recently to the Press that in Berlin most of the British soldiers there told him they preferred German girls because they are unsophisticated, less independent, and less worldly than our English women.

"Mud" is being thrown from all quarters at men who have risked their lives on the world's battlefields. Certain people are trying to mislead the public by giving them the impression that nearly every Serviceman in Germany is "fraulein crazy" when in fact it is only a minority who have given rise to these "old women's" gossip stories.

I suggest the Dartford MP leaves fraternisation stories to the reporters who are causing so much bother with their cheap journalism. — Pte. S. Sparkes, RASC, HQ BAOR.

SAFETY FIRST

Recently in Antwerp we had a "Safety First" week. Posters were displayed showing a dead child under

BY JON

an Army lorry, with the caption "caused by carelessness".

Why not produce some posters showing men lost on the battlefields; victims of aerial bombardments, V1, V2, concentration camps, and other horrors of this war? Put these in the conference chamber when next the "Big Five" or "Big Three" or any number of "Bigs" meet, so that the leaders can see them while they make their peace decisions. War must not happen again. — Cpl. A. Little, 74 Coy, Pioneer Corps.

OLDEST REGIMENT

At the end of the article on Mr. C.C.P. Lawson (SOLDIER No. 18) you state that Royal Scots is the oldest regiment. I disagree. They may be the oldest British regiment, but the oldest regiment in the British Army is The Buffs, who were formed in 1572. — Pte. A.W. Rowe, Camp Office, GHQ 2nd Echelon.

★ It is true that The Buffs were formed in 1572. They were sent to Holland where they were paid by the Dutch and known as the Holland Regiment. They did not come under British pay until after the Royal Scots and Queens. They are therefore officially only the Third of Foot. — Ed., SOLDIER.

RATION CUT

We have been told that the recent cut in our rations over here has made a great difference to people at home. Just how much difference has it made? — Pte. R. Johnson, 34 RHU.

★ Monthly saving on the overseas ration was estimated as 8,000 tons of meat, 453 tons of preserved meat, 3,600 tons of bacon, 300 tons of cheese, 500 tons of fats, 1,000 tons of jam, and 2,060 tons of sugar. — Ed., SOLDIER.

TWO-MINUTE SERMON

A correspondent in SOLDIER No. 19 wrote: — "We do not cry, as some German people once cried, for a mystical leader. We have faith in ourselves, in our two good hands, in our achievements and our organisation."

Let us not be misunderstood if we attack this correspondent. We do not deny our achievements. Certainly we can get organised when necessary. But what nonsense if he is suggesting that we can work out our own salvation entirely on our own!

Man's "two good hands" do not scruple to achieve some pretty dastardly things when it suits his purpose. Two wars in 25 years should suffice to prove that. Ah — but the wars were Germany's doing! Yes. But supposing our "organisations" had been a little better than they were?

We attack this correspondent's statement because it implies that man is good at heart. Ask yourself with a remorseless regard for truth: ARE WE?

All the new houses, better education, social security, and cultural amenities in the world won't make better men of us UNLESS there is one further organisation — the organisation of man's life by God. For "There is none righteous, no, not one", and man's most desperate need is the power to be made what he can never become by his own efforts. How long are we going to continue trying to lift ourselves out of the morass of sin by the hairs of our own head?

We affirm that for a great multitude which no man can number the leadership of Christ has met man's need. He meets it still. And He will go on meeting it if we will sink our pride and follow Him.

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