

SOLDIER

THE BRITISH ARMY MAGAZINE



NINEPENCE

APRIL 1957



REPORT FROM NATO

SEE PAGE 14



from Tea

A cigarette and a cup of tea—two of the minor pleasures of life, but such as few would be without. This is as true of the members of Her Majesty's Forces as of most of us.

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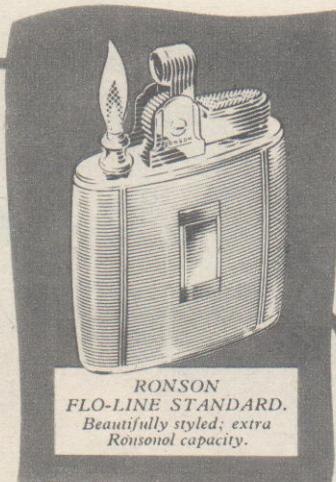
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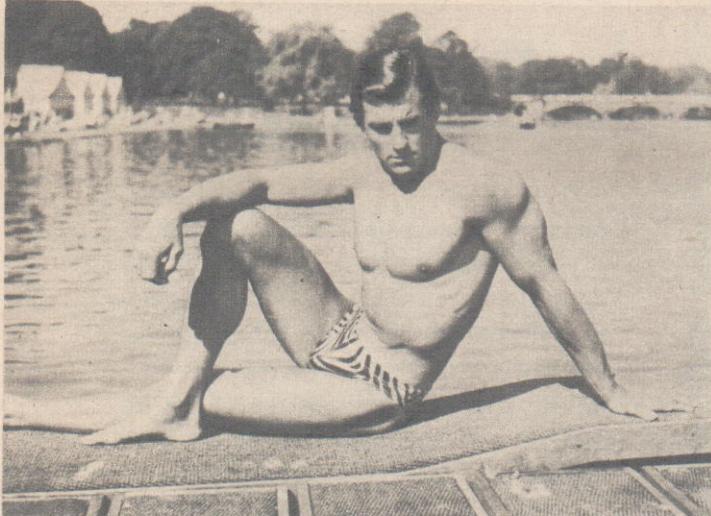
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Aged 17

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MAXALDING—THE MASTER METHOD

Geoff Morris
Aged 50

Pupil Findlay Speedie (right) considered several training methods before deciding to take up Maxalding. He is now a 5 ft. 11 in. heavyweight with a 46 in. chest and 16 in. upper-arms at 17 years of age!



LIFELONG FITNESS AND STRENGTH

Geoff Morris (left) is shown at 50 years of age after a lifetime of P.T. having started Maxalding as a youth. He won the title of **BRITAIN'S BEST DEVELOPED MAN OVER 40** and retains the build, speed, stamina and strength of a youth. He gives full credit to Maxalding for this happy state of affairs at an age when most men think that they are old and are generally unfit.

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WORLD CLASS PHYSICAL EXCELLENCE

Ernest Allen, another 50-year-old pupil (right), has represented Maxalding for Physical Development in the British, European and World Finals. The latest pose here shows marvellous condition for a man over 50 years of age.

Pupil Allen reports: "I seem to improve year after year, thanks to Maxalding. It is the natural training which places no strain on the vital organs which gets this result."



Ernest Allen
Aged 50

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Aged 40



MAXALDING REFRESHES

A. Tuddenham (left) is engaged on heavy underground work as a coal face worker. He writes: "I find that the wonderful Maxalding control exercises remove fatigue poisons from the muscles and leave me refreshed and strong after a hard 'shift' at the pit. Yours is the ideal method for the manual worker."

ANOTHER 50 INCH CHEST

Many Maxalding pupils continue to attain the coveted 50 in. chest measurement and we have already published a number of these in "Soldier" over the past months. Here is another. Pupil Ralph Bembridge is shown in a relaxed outdoor snapshot. He can hold the tape measure at 50 in. in this natural position, and gives full credit to Maxalding for glowing health and a heavyweight development at 6 ft. and 25 years of age. (PHOTO BELOW).



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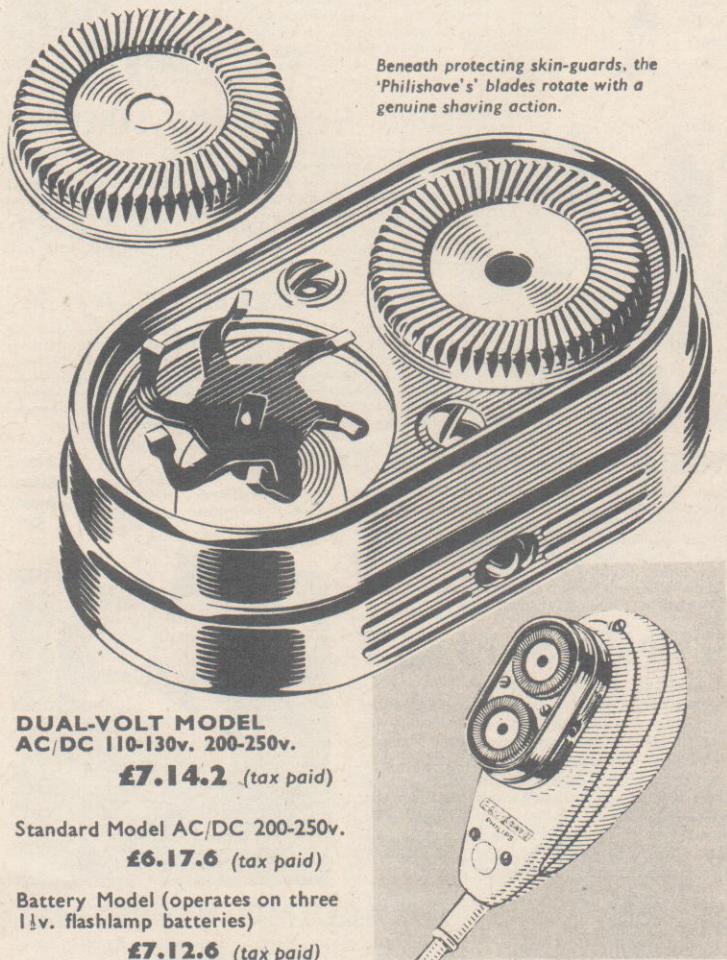
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"Up country" in the Aden Protectorate. The Army now commands the Levies.

SOLDIER
to
Soldier

'POCKET ARMIES' OF THE MIDDLE EAST

ALTHOUGH there are no longer any British officers and NCOs in what used to be called the Arab Legion, or in the Sudan Defence Force, there are still openings in "pocket armies" for men of spirit and ambition.

In the Middle East alone, volunteers may apply to join the Somaliland Scouts, the Trucial Oman Scouts, or the Aden Protectorate Levies.

Readers of SOLDIER will be tolerably familiar with the Somaliland Scouts, who maintain the peace in the Horn of Africa, where the Mad Mullah once raised a considerable dust.

The Trucial Oman Scouts, formerly known as the Trucial Oman Levies, were formed to preserve internal security in a belt of the Arabian peninsula to the south of the Persian Gulf. Their "enemies" were slavers, pearl smugglers and gun-runners. Now their duties have been extended and they are responsible for the defence of their territory against raiders from without.

Members of Parliament were recently asked to spend an additional £238,000 on the Trucial Oman Scouts. It is doubtful whether some of them knew any more about this force than do 99 per cent of their constituents.

The House was informed by the War Minister, Mr. John Hare, that the Scouts were recruited from wild Bedouin, that they were a "fine fighting force"

DISCUSSING ALSO:

What were the Hore-Belisha reforms? Would YOU like to argue your case in the High Court?

and that their expansion was "an excellent thing." It was, of course, the Trucial Oman Scouts who intervened in the dispute over the Buraimi Oasis.

The Aden Protectorate Levies, formerly officered by the Royal Air Force Regiment, have now been taken over by the Army. They consist normally of the equivalent of three battalions of lorried Infantry and a squadron of armoured cars. There are British warrant officers and NCOs in administrative and technical posts.

As a recent Army Council Instruction said: "Scope for those with initiative and an adventurous spirit is unlimited." After describing the rugged nature of the life "up country" in the Aden Protectorate, it went

on: "As, under these conditions, there are no normal amenities, there are opportunities for saving money." (Was it not Lieutenant-General Sir Adrian Carton de Wiart, VC, who described the Mad Mullah as "a godsend to officers with an urge to fight and a shaky or non-existent bank balance"?)

Since that Army Council Instruction was written, the Aden Protectorate Levies have seen a good deal of excitement "up country," and it may be that it is no longer "possible for husbands to get back to Aden at week-ends." Never mind, they will be able to save more money.

Incidentally, volunteers for these exotic forces qualify not only for additional pay but for language allowance. The real attraction of the job is, of course, the added experience it gives in developing self-reliance, initiative and power of command.

THREE times, within the last hundred years, the privilege of shaking up the British Army has fallen to a lawyer.

Lord Cardwell was the first. Lord Haldane was the second. Lord Hore-Belisha was the third.

Why this attractive task should have been handed each time to a

lawyer is not clear, but each made a good job of it while he had the chance.

The late Lord Hore-Belisha is popularly supposed to have been removed from his appointment in 1940 because he had begun to "democratise" the Army which was charged with the task of saving democracy. It is an easy jest; but since the task of "democratisation" (if it must be called that) was continued by Lord Hore-Belisha's successors, the explanation is hardly an adequate one.

Many soldiers, if asked to mention a few of Lord Hore-Belisha's achievements, would say "Belisha beacons" and then come to a full stop. Let us list some of the changes he made—at a time when the whole structure and balance of the Army were being changed, and the first peace-time conscripts were being trained:

He gave full status to the Territorial Army and awarded it many of the facilities and privileges previously reserved for Regulars.

He pushed on the building of the first new barracks—the "Sandhurst blocks"—to be built in Britain for some 50 years.

He introduced battle-dress, of which he said: "It is difficult to

OVER . . .

imagine a more practicable or comfortable ensemble." The least satisfactory feature of this "skiing suit," as he termed it, was the fore-and-aft cap which then went with it.

He directed that all officers must serve a period in the ranks.

He raised the status of Army cooks, and appointed Sir Isidore Salmon, head of a famous catering organisation, as honorary catering adviser to the Army. "Cookery will henceforward be regarded as a highly skilled craft," said the Minister. The fine Army Catering Corps Training Centre at Aldershot is a product of this period.

He abolished the miserable system of putting officers on half-pay, which for centuries had enabled the country to keep a cut-rate reserve of senior officers.

He raised the spirits of the junior officers of the Army by introducing the system whereby a lieutenant automatically became a captain after eight years (instead of waiting for a vacancy), and a captain automatically became a major after a further nine years. (One day in 1938 the *London Gazette*, in what might be called a bumper issue, listed promotions for 2000 officers—more than a quarter of the lieutenants and captains in the combatant arms. Before this, half the officers of the Army had failed to reach major's rank.)

Inevitably, Lord Hore-Belisha depressed the spirits of senior officers by lowering their ages of retirement. One of his first acts, an uncommonly bold one, was to replace the Chief of the

Imperial General Staff and the Adjutant-General by men ten years younger.

There were many other innovations for which Lord Hore-Belisha was responsible—from a more liberal issue of free rail warrants to increased allowances for soldiers' families, from introduction of proficiency pay to 28 days free furlough for men discharged as unfit. "The Army is being mechanised," he said in 1939. "I think it is also being humanised."

On one occasion he said he was out to ensure "progressive elimination from a soldier's drill of all superfluous postures requiring rehearsal and from his kit of all superfluous gadgets requiring polish." In this he was not able to make much progress—and his successors in office were still making similar avowals ten or fifteen years later. It was Lord Hore-Belisha, again, who gave stimulus to the supposedly "modern" policy of employing civilians on non-military work.

A WOMAN reader wrote to a national newspaper to say how shocked she was to hear, in the midst of broadcasts to schools, announcements advertising careers in the Forces—"the type of thing which we condemned as warmongering militarism in Hitler's Germany."

A week later she wrote again to say that the BBC's Schools Broadcasting Manager had apologised for the intrusion of these announcements. In future



Lieutenant-General Sir Geoffrey Bourne, commanding Middle East Land Forces, leaving the airfield at Dhala, Western Aden Protectorate. Note the device of the Aden Protectorate Levies on the door of the vehicle.

all intervals in schools broadcasts were to be filled in by bells, music or silence.

Probably silence would be best. Somebody might unthinkingly play a martial air.

IT is not every soldier who would seek to fight a battle in the High Court of Justice, pitting his wits against those of wrinkled gentlemen in wigs. That is a situation for day-dreams only.

The other day Mr. Marcus Nagley, described as a former National Serviceman, and Major Eric Richardson appeared in person in the Chancery Division of the High Court to appeal against income tax rulings.

Mr. Nagley, who served in the Royal Army Pay Corps, did not see why he should have to pay tax on a £1 2s 9d lodging allowance received by him when he

was posted to a station where there was no Army accommodation. Similarly, Major Richardson saw no reason why he should be taxed on an 11s a day lodging allowance.

The argument hinged on such niceties as what was meant by "the employment of the preposition 'in' in 'In the performance of the . . . duties'." Mr. Justice Wynn Parry said he had the greatest sympathy for the two taxpayers concerned, but he had to give judgment in accordance with a precedent.

Crown counsel did not ask for costs, and His Lordship said he thought that was a very proper course to take.

Ex-National Serviceman Nagley and Major Richardson must have left the Law Courts feeling that they had won a moral victory, which is often more satisfying than a legal one.

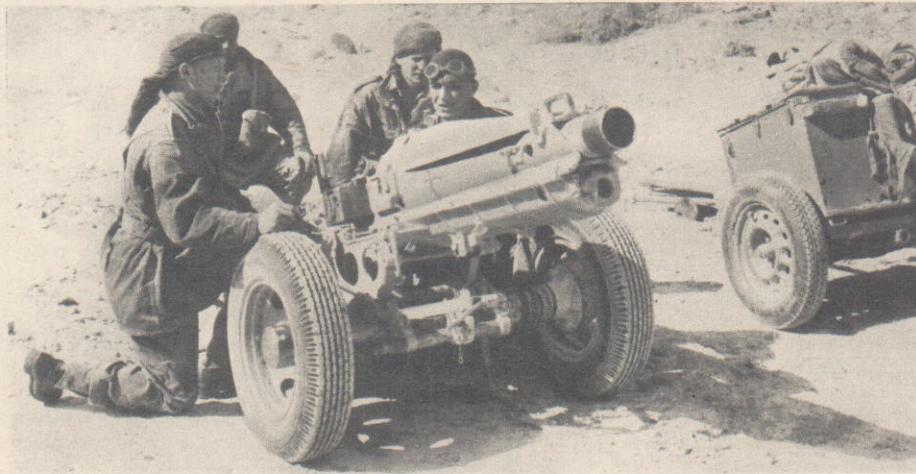
THE HOWITZER BARKS AGAIN

A WEAPON which many supposed to be on its way out has been given a new lease of life by the Airborne Gunners—the men who were the first to use it in World War Two.

It is the 75-millimetre pack howitzer, now being used in the Aden Protectorate against raiding tribesmen from the Yemen who hide among the rocks to snipe and ambush. Because of its great manoeuvrability over rough country the howitzer is

ideal for such operations.

Gunners of 33rd Paratroop Field Regiment, Royal Artillery, arrived in Aden recently by air from Britain to reinforce British forces, Arabian Peninsula. They will carry out a normal ground artillery role and will not be parachuted into action. Their howitzers are the biggest ground weapon as yet used in these operations. Until they arrived nothing larger than a 3-inch mortar had been available.



The 75-millimetre pack howitzer is being used against Yemeni tribesmen. This picture of the weapon was taken on exercises by 33rd Paratroop Field Regiment in the Sinai desert.

This may be the last time Airborne Gunners will use their pack howitzer. When the "Beverley" troop-carrying and parachuting plane comes into service it will carry, and be able to parachute, the 25-pounder gun.

The 75-millimetre pack howitzer, an American-designed weapon, was first taken into action by Airborne Gunners in Italy in 1943 when Gunners of 1st Airborne Landing Regiment were used as part of 13 Corps Artillery. The weapon was often towed into action behind a jeep and was particularly effective in providing close support to Infantry. More than once in Italy the howitzer was broken down into pack loads and taken into action on Churchill tanks.

It was also employed by 6th Airborne Division during the Normandy landings and by 1st Airborne Division at Arnhem. Many of the 21 pack howitzers at Arnhem were sited among the forward troops and often in front of them. They caused heavy casualties. The Royal Marines also took this weapon into action in landing craft in the North-West Borneo invasion.

The howitzer, which weighs little more than a ton, can be broken down into nine separate parts for parachuting or packing into aircraft or gliders, and is quickly reassembled. Its maximum range is over 9000 yards and its rapid rate of fire is six rounds a minute.



Mr. Duncan Sandys, Minister of Defence, joined the Royal Artillery as a Territorial.

Right: A new American rocket — the Redstone — heads for the stratosphere.

FIRST

TO COMMAND A
ROCKET BATTERY

1940

MAJOR SANDYS ALWAYS BELIEVED IN ROCKETS

MR. DUNCAN SANDYS, Minister of Defence, has been "rocket minded" ever since he commanded Britain's first rocket battery of World War Two. His Army career began when he obtained a Territorial commission in the Royal Artillery in 1937. At the time he was Member of Parliament for the Norwood Division of Lambeth. He had married Sir Winston Churchill's daughter Diana two years earlier.

It was in 1938 that he figured in a famous political storm. In his Parliamentary capacity he tabled a question on the state of Britain's anti-aircraft defences. The wording of it showed that he had a wider knowledge of these defences than any second-lieutenant should have possessed, and he was called before the Attorney-General and questioned. The threat of prosecution under the Official Secrets Act hung in the air. After a great deal of hot air had been generated, it was decided that Mr. Sandys was covered by Parliamentary privilege.

According to General Sir Frederick Pile, war-time Commander-in-Chief of Anti-Aircraft Command, in his book "Ack-Ack": "There is no question that out of all the trouble came a great benefit to the country, because the full situation regarding our anti-aircraft defence

was examined, public attention was focussed on its shortcomings and production was in consequence speeded up."

In November 1940 the War Office decided to form rocket batteries in an attempt to strengthen the home anti-aircraft defences. If a large patch of sky in the path of a raider could be filled with flying metal, it was argued, the raider was as good as finished; the problem—no mean one—was to put that concentration of metal in the right patch of sky at the right time.

To Major Duncan Sandys, as he then was, fell the distinction of commanding the first "Z" or rocket battery (he had already seen active service with a conventional anti-aircraft regiment in Norway). He trained his new battery at the research station at Aberporth, Wales,

OVER...



FIRST

TO COMMAND A
ROCKET REGIMENT

1957

Lieut-Col. J. E.
Cordingley,
Royal Artillery.

THE name of the regiment is unique in the annals of the Gunners: 47 Guided Weapons Regiment (Field) Royal Artillery.

To Lieutenant-Colonel J. E. Cordingley, Royal Artillery, falls the distinction of forming it—at Haig Lines, Crookham, Hampshire.

This regiment, packing the biggest long-distance punch yet, will bear very little resemblance to an ordinary Gunner regiment. It is expected that the 500-odd men will be organised in two batteries, but the number of Corporals they will have on charge has not yet been announced. There will be a workshop of the Royal Electrical and Mechanical Engineers permanently attached.

Much new scientific lore will have to be learned by those who operate

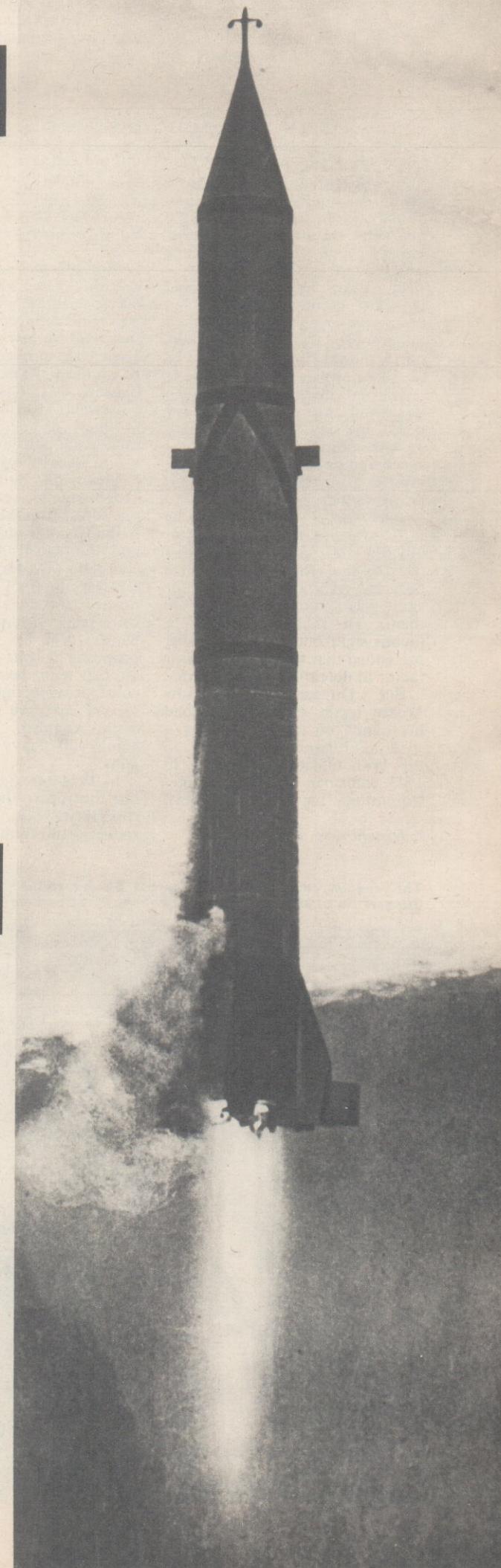
this surface-to-surface, radio-controlled weapon. Some of it will be imparted at the School of Artillery at Larkhill, on Salisbury Plain. For "firing camp" the Regiment will journey to the live missiles range on South Uist.

Already a number of officers, warrant officers and sergeants have undergone training on the Corporal in America.

Lieutenant-Colonel Cordingley, born at Blandford in 1916, is the son of Air Vice-Marshal Sir John Cordingley. He was adjutant of his regiment in 1940 and was in the Dunkirk evacuation. Since the war he has been an instructor at Sandhurst, a commander of the Chestnut Troop and a member of the Hull Committee which last year studied how to improve the organisation of the Army.

Note: The Duke of Wellington said of rockets (as used at Waterloo): "If they had been invented before guns, what an improvement the latter would have been considered."

But the Duke had not seen a Corporal.



ROCKETS continued

then moved it to Cardiff to lend a hand in the "blitz."

"Here," writes Air Vice-Marshal Sir Philip Joubert, in his recently published book "Rocket"*, "with the aid of a remarkable fire-control table constructed out of Meccano parts, he launched his first attack against the high-flying bomber." One hundred rockets rose, magnificently, but in the wrong direction. Shortly afterwards, however, two hits were claimed by the rocket battery and the War Office ordered more to be formed.

In 1941 Lieutenant-Colonel Duncan Sandys commanded three batteries, one of them undergoing training at Aberporth and the other two deployed operationally at Cardiff. The strain of dashing from Aberporth to Cardiff and back was a heavy one. One day the car in which he was being driven hit a wall at speed and he received severe foot injuries which put an end to his Army service.

The rocket arm which he raised was not neglected. Eventually the "Z" sites were handed over to the Home Guard, since no great technical knowledge or skill was required to operate them. The rocket salvos were a joyous sight but no one has ever pretended that they were a major factor in defeating the *Luftwaffe*.

But Duncan Sandys—now Mister again—had not washed his hands of rockets. After a spell as Financial Secretary to the War Office he became, in 1943, chairman of a War Cabinet Committee for defence against

* Hutchinson, 18s.

Hitler's V-weapons. It fell to him to analyse and assess the many alarming reports from underground sources on the Continent and to arrange for photographic reconnaissance flights over such areas as Peenemunde. Inspection of aerial photographs showed that the Germans at Peenemunde had sunk suspicious-looking concrete pits, in the immediate area of which the ground had a scorched look. Other indications pointed clearly to experimental work on long-range rockets, with a probable range of between 90 and 130 miles.

Not all the scientists agreed that the rocket reports were to be taken seriously. Lord Cherwell was unconvinced, and experts from the Ministry of Supply and elsewhere "proved" the threat to be hollow. There were rows between Mr. Sandys and Lord Cherwell. Eventually the War Cabinet decided that Peenemunde should be heavily strafed—and heavily strafed it was.

Meanwhile information was also being received about launching sites for the flying bomb. Nobody pooh-poohed this threat and the Royal Air Force took energetic counter-measures.

After the V1 bombardment opened, and the existing defences were seen to be inadequate, Mr. Sandys lent his support to the proposal to shift the entire anti-aircraft gun belt to the south coast, leaving fighter aircraft as second reserve and balloon cables as third. This meant resiting 400 heavy and 600 light guns.

In 1944 Mr. Sandys reported: "In the future the possession of superiority in long-distance rocket artillery may count for as



With his father-in-law, Sir Winston Churchill, on a war-time rocket site: Major Duncan Sandys (right). Photograph: Imperial War Museum

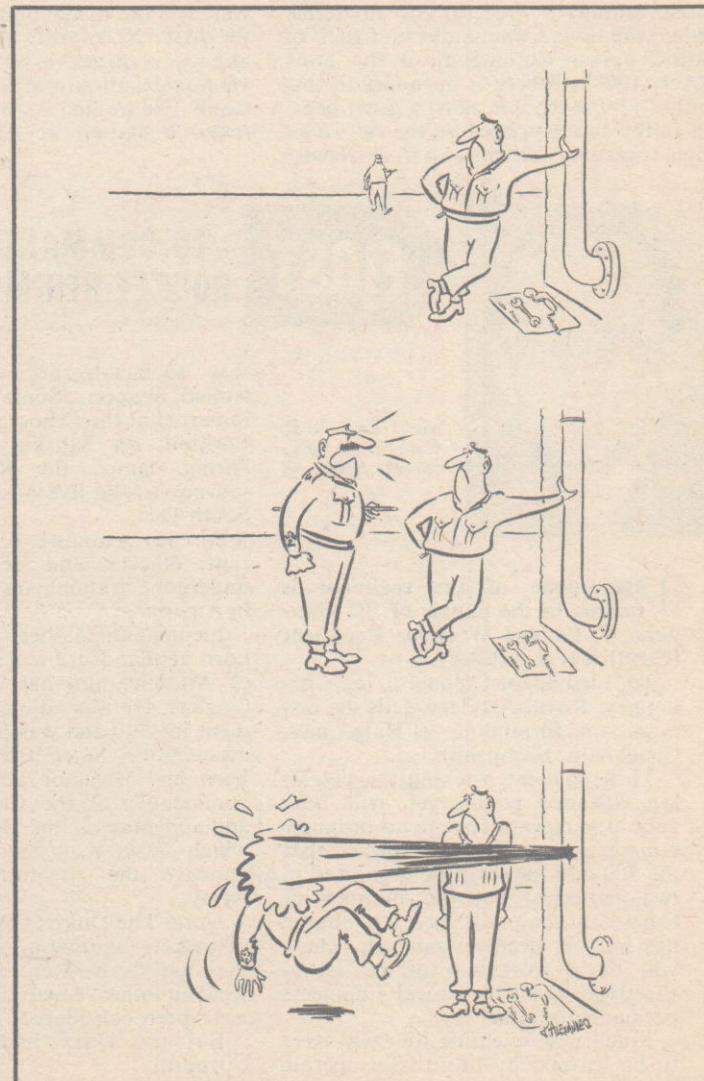
much as superiority in naval or air power. High-grade scientific and engineer staff together with extensive research facilities will have to be maintained as a permanent part of our peace-time military organisations."

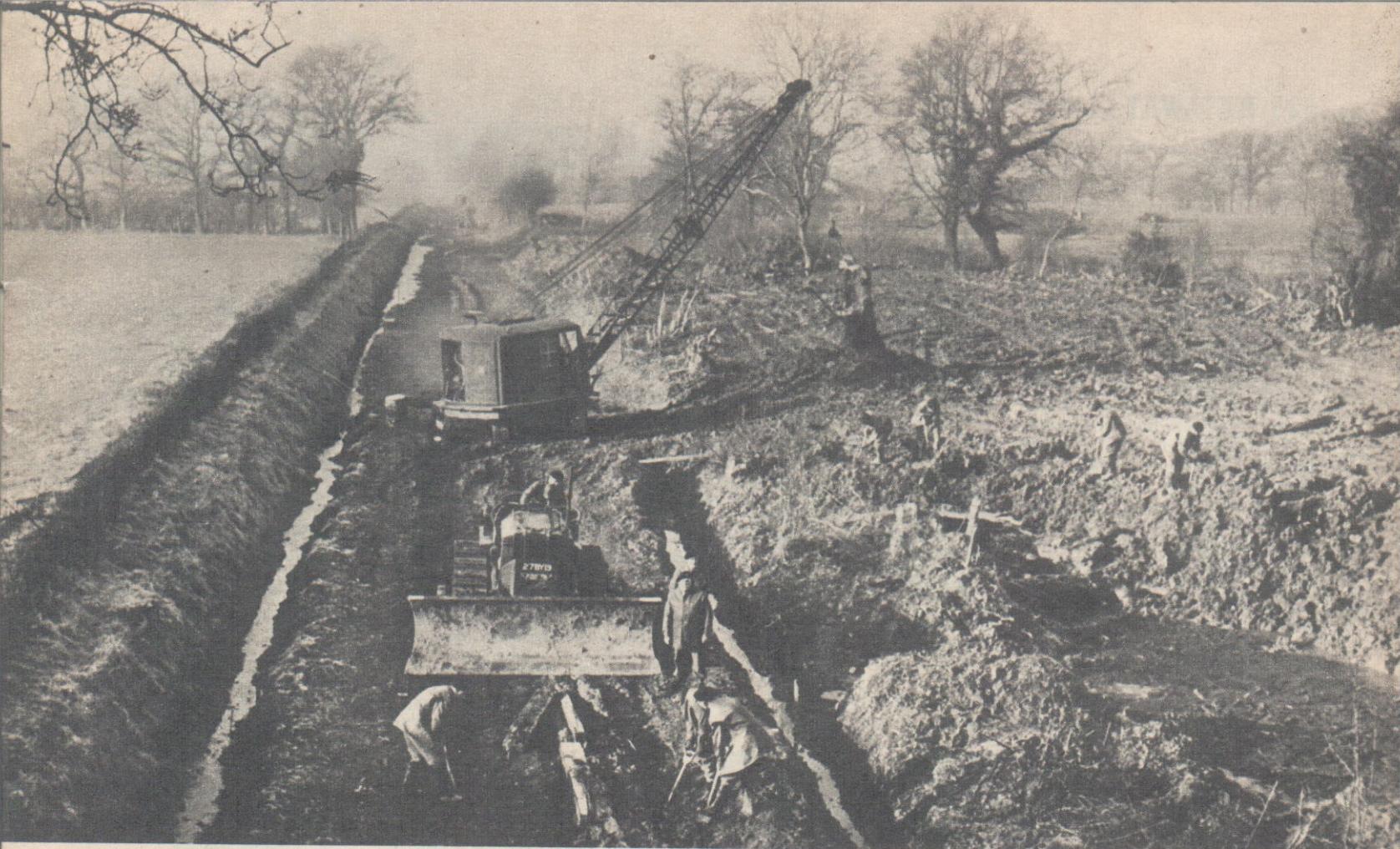
Which is exactly what happened. At Aberporth, where Mr. Sandys trained his first "Z" battery, rocket development has continued through the post-war

years, and the Woomera range was opened up in Australia. Mr. Sandys, after holding a number of political appointments, became Minister of Defence early this year. One of his first moves was to fly to Washington to discuss, among other things, rocket defences. No doubt they showed him those impressive guided missile sites which ring America's capital city.



The weapon on which Major Duncan Sandys trained his anti-aircraft Gunners in 1940. Projectors like these helped to defend Cardiff.





The old track was in bad repair. Here Sappers and Pioneers re-lay part of the stretch to Llanymynech.

THE ARMY'S £25 RAILWAY

THE SHROPSHIRE AND MONTGOMERYSHIRE LIGHT RAILWAY WAS SOMETHING OF A WHITE ELEPHANT—BUT THE SAPPERS HAVE LICKED IT INTO SHAPE. EACH DAY THE ARMY RUNS A TRAIN CALLED THE "FARMERS' FRIEND"

ONE of the oldest civilian railways in Britain, the 92-year-old Shropshire and Montgomeryshire Light Railway, which was valued at only £25 when it was nationalised ten years ago, is enjoying a welcome new lease of life under military

control. Before the Army took over the railway—a 19-miles stretch of line from Shrewsbury to the Welsh border town of Llanymynech—the owners could afford to run only one goods train a day. Engines and passenger coaches which had long been out of service were rusting in the sidings. Tracks were weed-grown and in places so much in need of repair that a ten miles an hour speed limit had to be laid down. The "Slow and Mouldy," as the local wags used to call it, was an appropriate nickname.

Today, the railway is the backbone of a network of tracks which the Army has built on to it to serve one of the largest ammunition depots in the country. Most of the original track on the main line has been renewed, larger sidings have been built, derelict bridges repaired or replaced and a number of wayside halts constructed. No. 1 Railway Group, Royal Engineers, who operate and maintain the railway, move more than 1000 wagons and nearly 4000

tons of stores over it every week.

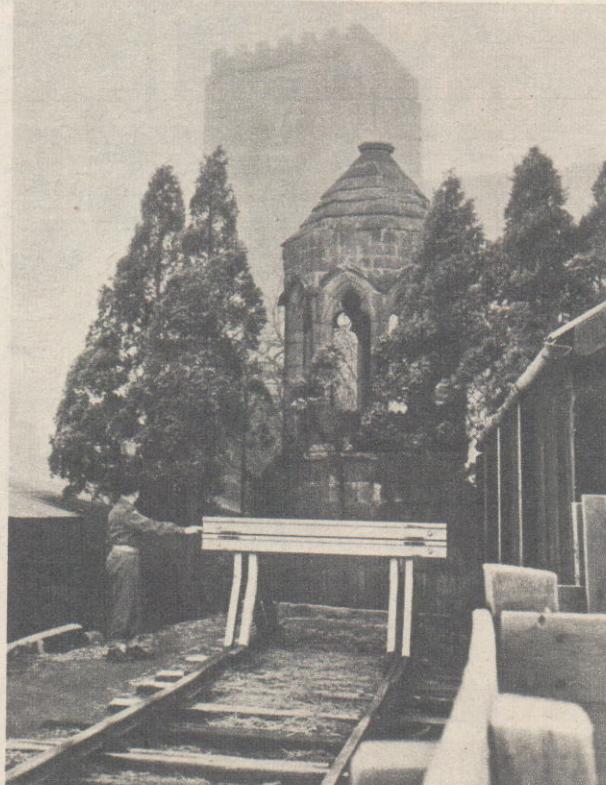
The Shropshire and Montgomeryshire Light Railway is the only nationalised railway in Britain to be operated by the Army. It first came under military control in World War Two when the owners handed it over on condition that one goods train should run in each direction on six days of the week to collect produce and deliver stores for farmers.

Throughout the war, when the railway was operated entirely by Sappers, the civilian train never failed to run.

When the railway was nationalised in 1947 and became part of Western Region of British Railways, the British Transport Commission agreed that it should continue to be operated by the Army so long as the civilian goods train made its daily journey.

Hence every morning at 9.15, except on Sundays, the "Farmers' Friend," as the goods train is known, leaves the headquarters

OVER . . .



The end of the line at Shrewsbury stops a few yards from the original pulpit of Shrewsbury Abbey, now an ancient monument.

£25 RAILWAY continued

at Kinnerley to collect produce—mainly sugar beet, but sometimes horses and cattle as well—which the farmers load overnight into British Railways' wagons at sidings along the main line. The wagons are shunted into the exchange sidings at Hookagate, just outside Shrewsbury, for onwards transmission by British Railways.

On its outward journey the "Farmers' Friend" also collects wagon loads of locally quarried stone, much of which ends up in India, where it is used to make tennis courts. Sometimes the train also hauls petrol and oil in tankers for garages and factories in Shrewsbury. On the way back from Shrewsbury the "Farmers' Friend" takes in tow wagons loaded with fertilisers, cattle fodder, coal and other goods.

Running this train is a very small part of the work carried out by No. 1 Railway Group on the Shropshire and Montgomeryshire Light Railway. Most days



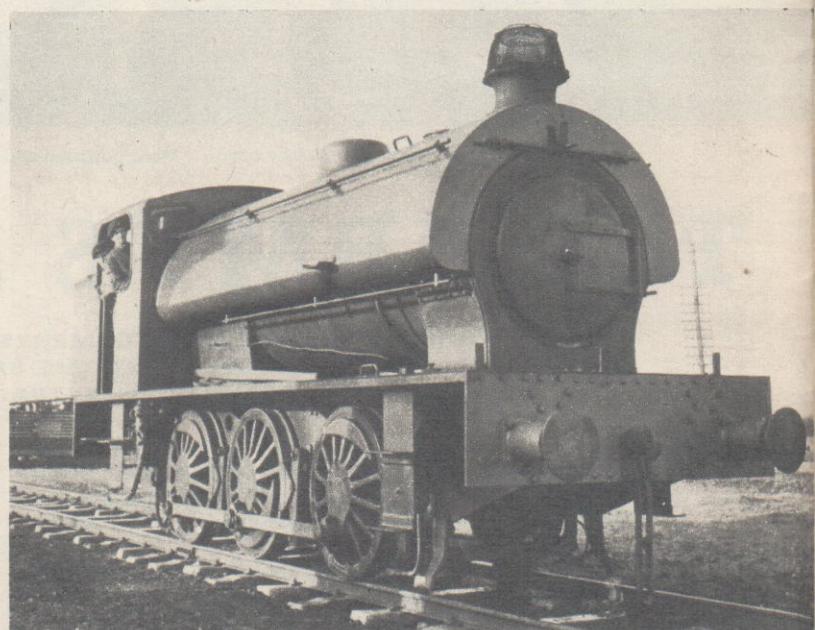
The Sappers built this bridge to carry the railway over the Severn. Remains of the old bridge, destroyed by flood, are in the foreground.

six locomotives and more than 120 wagons travel up and down the line collecting ammunition delivered by British Railways and taking it to the widely dispersed ammunition sheds, or

Below: One of the eight steam locomotives used on the Kineton Military Railway. Right: A Sapper engine-driver at Kineton (note railwayman's cap with Corps badge) adjusts his loco's spark arrester.



All movement on the Kineton Military Railway is controlled by a regulator board, here being operated by Sergeant J. Hyett, the yard foreman.



hauling ammunition from the depot to the sidings, where British Railways take it over for delivery to units throughout Western Command.

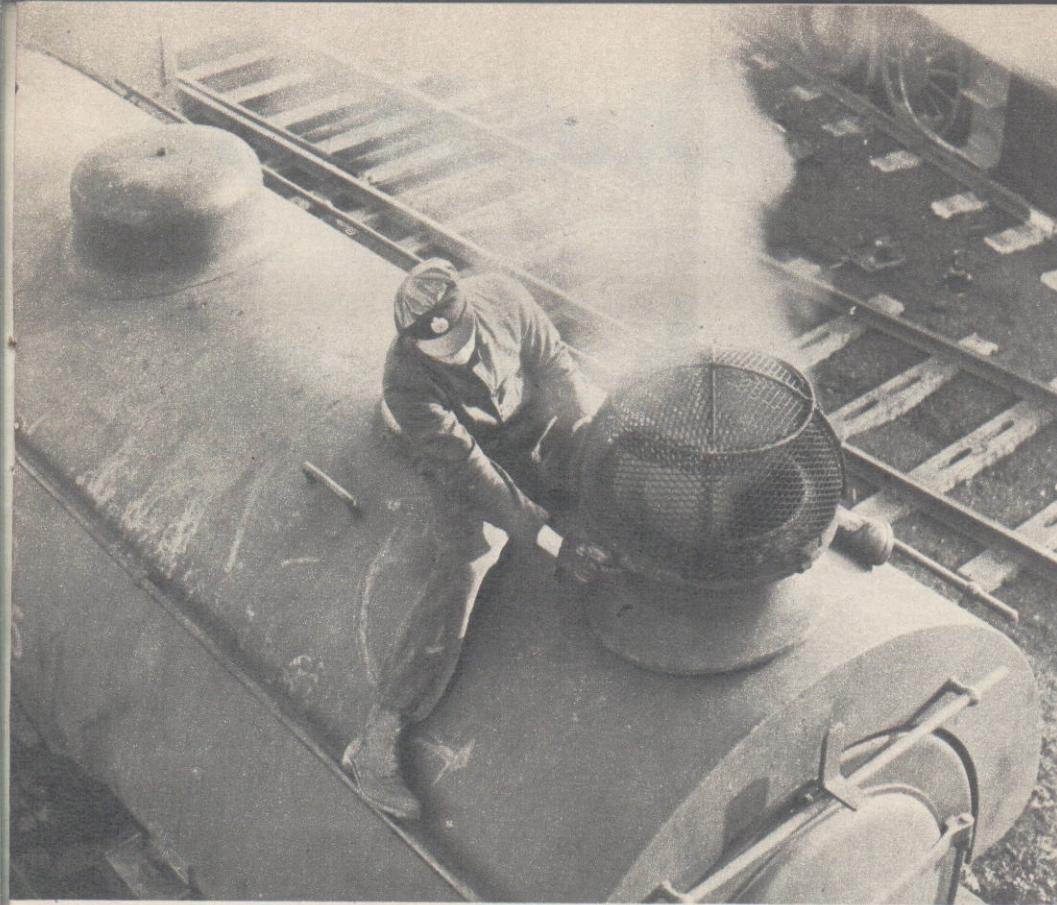
Two passenger trains made up of coaches built 50 years ago carry soldiers from the depot headquarters to outlying stores sheds in the morning and bring them back at night.

Western Division of No. 1 Railway Group controls ten Army railways and a number of Army sidings in Western Command. These have a combined total of 250 miles of track. The Group was civilianised at the end of the war and only a few Sappers are now employed on the Shropshire and Montgomeryshire Light Railway. But more soldiers will soon be going there for additional training as engine-drivers, firemen, shunters, blockmen and platelayers after they have passed out of the Royal Engineers'

Transportation Centre at Longmoor.

At the headquarters at Kinnerley a Sapper surveyor and two Sapper draughtsmen draw up plans for improvements and repairs to all the Army's railways in the command. Most of the repairs are carried out by a team of 15 Sappers, called the "Flying Gang," who spend their time relaying tracks, strengthening bridges or building and repairing sidings. Assisting them are sections of the Royal Pioneer Corps. Two sergeant traffic inspectors help to supervise the railways, which are staffed mainly by civilians.

Many of the civilians are former Sappers. Mr. C. H. Calder, Operating Officer on the Shropshire and Montgomeryshire Light Railway, who joined the Army as a Gunner in 1916 and later transferred to the Royal Engineers, helped at the end of



A Sapper shunter uncouples goods wagons at Kineton.



The Army railway at Kineton runs over the spot where the Battle of Edgehill was fought in 1642.

World War One to build an Army railway in Salonika. In World War Two he was operating superintendent on the Melbourne Military Railway in Derbyshire for four years.

The Army railway in Western Command which employs most soldiers is the Kineton Military Railway in Warwickshire. Here 21 Sappers and 80 civilians operate more than 70 miles of tracks and sidings serving another ammunition depot. It is a novel sight to see the badge of the Royal Engineers worn on a railwayman's cap.

The Sappers' team includes drivers, firemen, shunters, locomotive maintenance men and

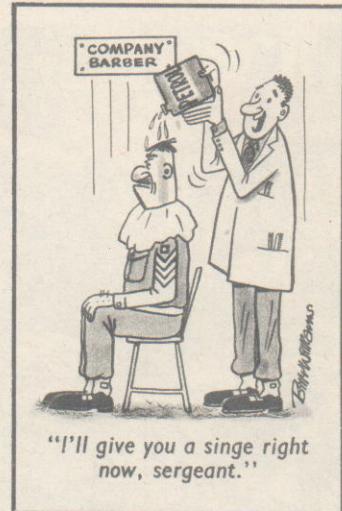
wagon repairers. One sergeant is the sidings foreman and another is foreman of the locomotive sheds.

Kineton's Military Railway has eight steam locomotives, some 200 wagons and six petrol-driven rail cars which are used to shift small quantities of ammunition from shed to shed and to transport platelayers and repair men.

Part of this line runs through the spot where the Battle of Edgehill was fought in 1642. Alongside the track is a graveyard where several years ago the bones were dug up of two soldiers who fell in that brief encounter between Cavalier and Roundhead.

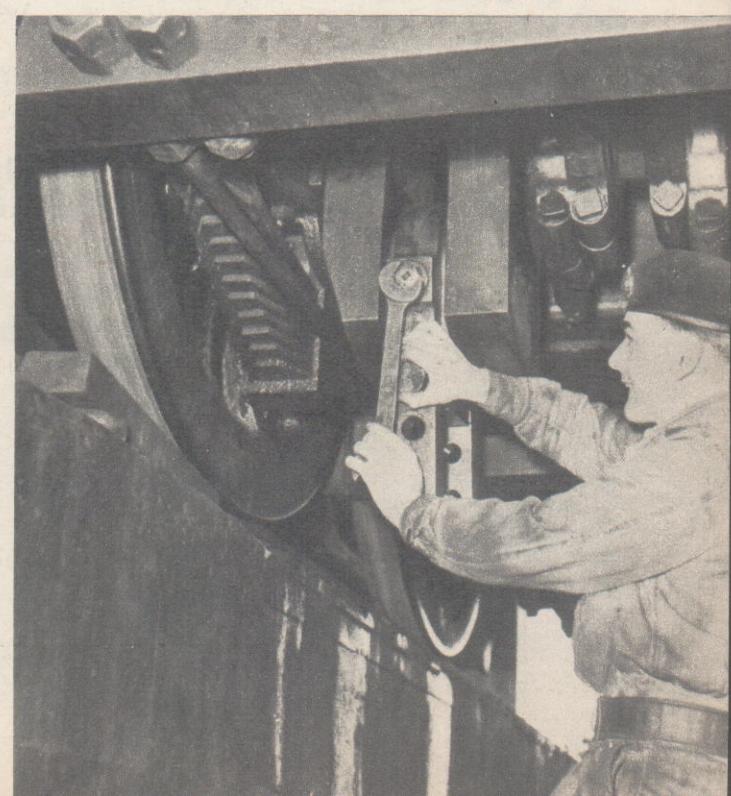
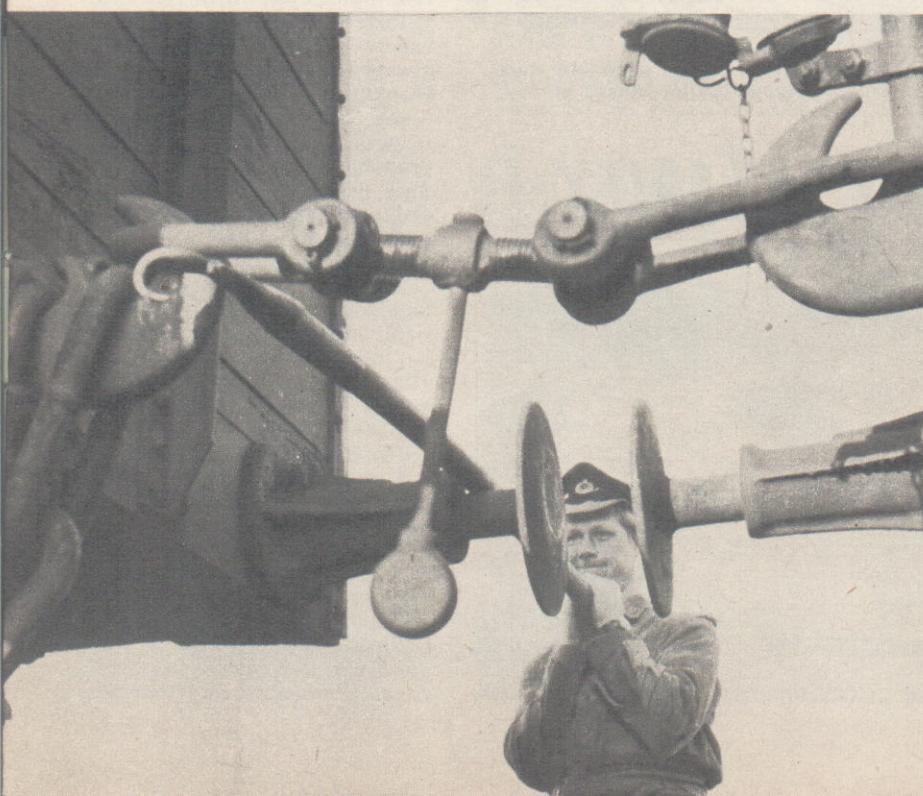
The ghost of Prince Rupert, who commanded the Royalist cavalry at Edgehill, is reputed to haunt the area. Some while ago a soldier reported seeing the apparition mounted on a horse and holding aloft a staff. This report brought a party of students from Birmingham University to Kineton, where they spent an unrewarding night's ghost-watching.

Ghosts are not the only hazards the Sapper railwaymen at Kineton have to face. Cows, horses and pigs from the many farms around which the depot is scattered frequently stray on to the track and have to be chased away by the shunters and firemen.



"I'll give you a singe right now, sergeant."

On maintenance work in the Kineton locomotive works.



The World of One-Stripe Wonders

NOT always has the soldier been a popular idol of boys' adventure stories.

Cowboys, detectives, highwaymen, footballers, spacemen, larky Fifth Formers—these, at various periods, have tended to crowd him from the scene.

It is different nowadays. From SOLDIER'S researches among papers like *Wizard* and *Lion*, *Rover* and *Adventure*, it is obvious that the soldier at present is riding high in juvenile esteem. (There is no truth in the rumour that Army stories are included in these papers for the benefit of the many Army readers.)

Most of the soldier heroes are fighting World War Two over again, but others are battling up the Nile to rout the Dervishes or mowing down Zulu *impis*. No campaign is too far off or too old-fashioned, apparently, to interest the modern schoolboy.

Possibly the most accomplished fictional soldier at the moment is the *Wizard*'s "One-Stripe Wonder," an adept at languages and cipher-cracking. In his few spare moments he sharpens his wits on crossword puzzles; faced with ***h**o***y* and the clue "fossil bird" he instantly pencils in "Archæopteryx." No wonder the Service chiefs in the secret rooms of Whitehall vie for his services.

The One-Stripe Wonder, however, prefers active service, where he still finds ample opportunities for cipher-cracking. He figured in a dashing exploit in

Norway, assisted by a Commando officer with a black eye-patch and a wire-bound cricket stump for weapon (a change from those cricket bats which used to deal out such execution). The real wonder about the One-Stripe Wonder is why he never gets a second stripe or a first pip.

The One-Stripe Wonder may be a trifle hard to swallow, but not so hard as the *Adventure*'s tale of the high school cadet corps who go on manœuvres with Glik, a pink frog-like creature from Space. Glik's secret weapons include an automatic hypnotiser, an anti-gravity device which prevents parachutists from descending and a machine which, by "lowering the molecular tension" of metal, causes tanks to melt like hot chocolate.

Rover, first published in 1922, has always made a speciality of soldier stories. Between the world wars it ran tales about both real and fictional soldiers, featured the exploits of famous regiments, gave away tiny plate regimental badges and coloured cards showing uniforms and divisional signs.

A recent series in *Rover* has featured a different weapon each week, not omitting the despised Boys' anti-tank rifle. A dashing cover picture showed "The Two-Pounders' Last Stand." One tale ("The Dragon's Breath") was headed: "The action-packed story of Private Ted Carter—the soldier who is hopeless with a gun but causes havoc with a flame-thrower."

The less dashing arms of the Service are not neglected. *Hotspur* featured Private Fred Scarlett, Royal Pioneer Corps, a drainage expert who contrived to lure a German tank to a watery grave.

Most of the heroes of boys' fiction are highly versatile fellows. They are crack shots with almost every kind of weapon, they know how to use explosives, they can ride motor cycles or drive tanks. If there's a chance of stealing an enemy aircraft—well, there's always somebody like Buster Hopkins who "did a spot of club flying before the war." Boy readers do not mind if an improbable prowess is attributed to their heroes, but they object if orthodox weapons like mortars and anti-tank guns are made to perform impossibilities.

Boys' heroes are, of course, teetotallers to a man. They use no swear words other than a not-too-modern schoolgirl might use. There are no women in their lives. They are respectful towards authority. And they stun rather than slay.

The boys' papers have helped to win both world wars with wonder machines which had no basis in reality; for instance, the Grabber, which was a tank with a long arm capable of picking up a fleeing staff car and decanting the occupants. But some of the machines invented in these papers were not necessarily any

more remarkable than many of the contraptions developed in World War Two. The "Great Panjandrum" (the rocket-propelled giant drum designed for charging up a mined beach) was pure *Wizard*; so was Sir Winston Churchill's "White Rabbit" (a mighty trench-cutting machine).

For all SOLDIER knows, a boys' writer may have anticipated the wartime Habakkuk project, which was to involve the construction of floating airfields made of ice reinforced with sawdust. Quite recently *Rover* has been running a series about an asdic team stationed on an island which turns out to be a vast sea monster (the team were able to erect steel masts on it without noticing that they were sinking their foundations in meat).

Mulberry Harbour was foreseen by a boys' writer as long ago as 1897. In the *Boys' Friend* of that year Hamilton Edwards wrote a serial, "Britain in Arms" which described an attempted invasion of this country by France and Russia. The invasion was rebuffed, thanks to the Royal Navy and the 17th Lancers, and Lord Roberts was then ordered to lead an expedition against the French. There was a surprise for the British expeditionary force when it neared France:

"As they steamed in towards shore the soldiers were astonished to find that a landing stage had been erected for them, and everything was ready for the ships to run alongside and the British troops to land.

"The move of Lord Roberts had been well calculated. A detachment of Royal Engineers had constructed a floating wharf made to fit this particular point in the shore. This wharf had been towed across the Channel and fixed while the British Fleet was bombarding Havre."

Between them, Lord Roberts and General Sir Redvers Buller subjugated the "confounded French" and dictated peace.

Whether these distinguished commanders ever read about their imaginary exploits in the *Boys' Friend*, and if so whether they were suitably flattered, we do not know. Probably the editors of *Wizard* and *Lion* would think twice before appointing Field-Marshal Montgomery and Templer to perform a similar feat.

The Lion illustrations are reproduced by courtesy of the Amalgamated Press and those from *Wizard* and *Rover* by courtesy of Messrs. D. C. Thomson and Co.

The British gunboats were advancing up the Nile to attack the Dervishes, and it was all hands to the ropes to drag the boats through the racing, raging current of the mighty cataract.

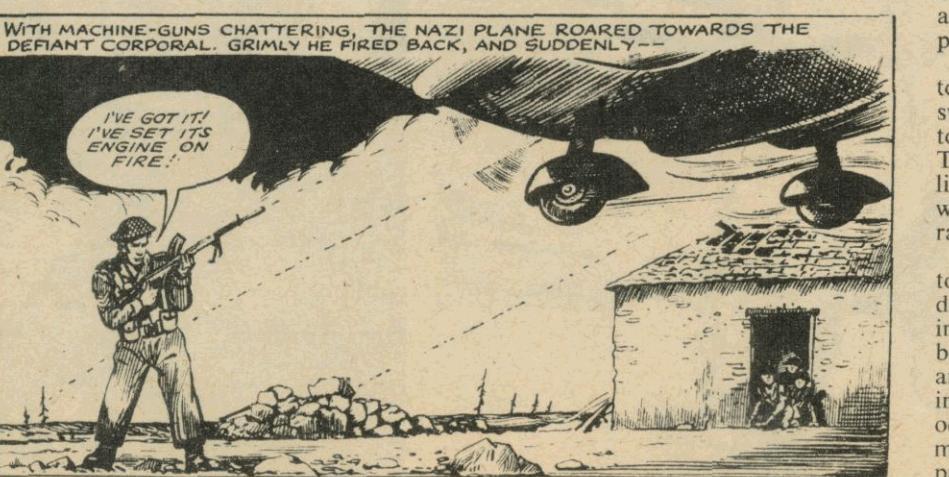


"Old-fashioned" campaigns are not old-fashioned any more. This illustration is from a *Wizard* story describing the passage of the Nile cataracts in 1896. Below: *Lion's* Corporal Carley stands at bay.

BATTLING PALS of CORPORAL CARLEY

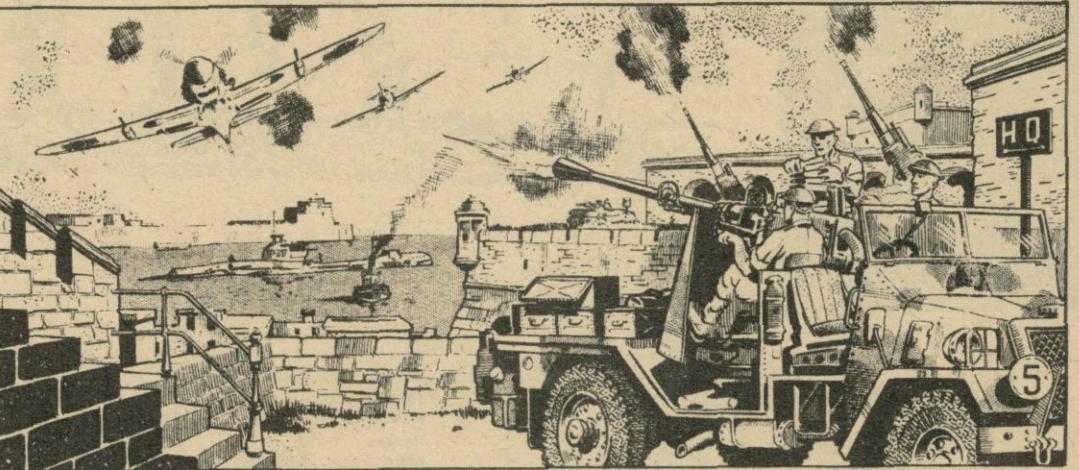
By CLIFF HOOPER

CORPORAL CARLEY AND HIS PALS WERE IN AN INFANTRY SECTION IN FRANCE DURING WORLD WAR II. AFTER HEAVY FIGHTING THEY WERE ORDERED TO A REST AREA. ON THE WAY THEY WERE ATTACKED BY A NAZI DIVE-BOMBER. THEY TOOK SHELTER IN A COTTAGE, BUT TWO OF THE PARTY WERE WOUNDED. CORPORAL CARLEY THEN DASHED FROM THE COTTAGE, PICKED UP A BREN-GUN, AND TACKLED THE PLANE SINGLE-HANDED.



Wizard's One-Stripe Wonder and the one-eyed captain interrupt a telegraphist.

Sergeant Mullins' Bofors is the only anti-aircraft gun on Malta without any "kills." Is there a hoodoo on his gun?



THE GUN THAT ALWAYS MISSED

Rover has been running a series based on different weapons. Above is an illustration from the Bofors story. Below: The same magazine published picture accounts of actions in which VCs were won.

DARING DEEDS of WORLD WAR II



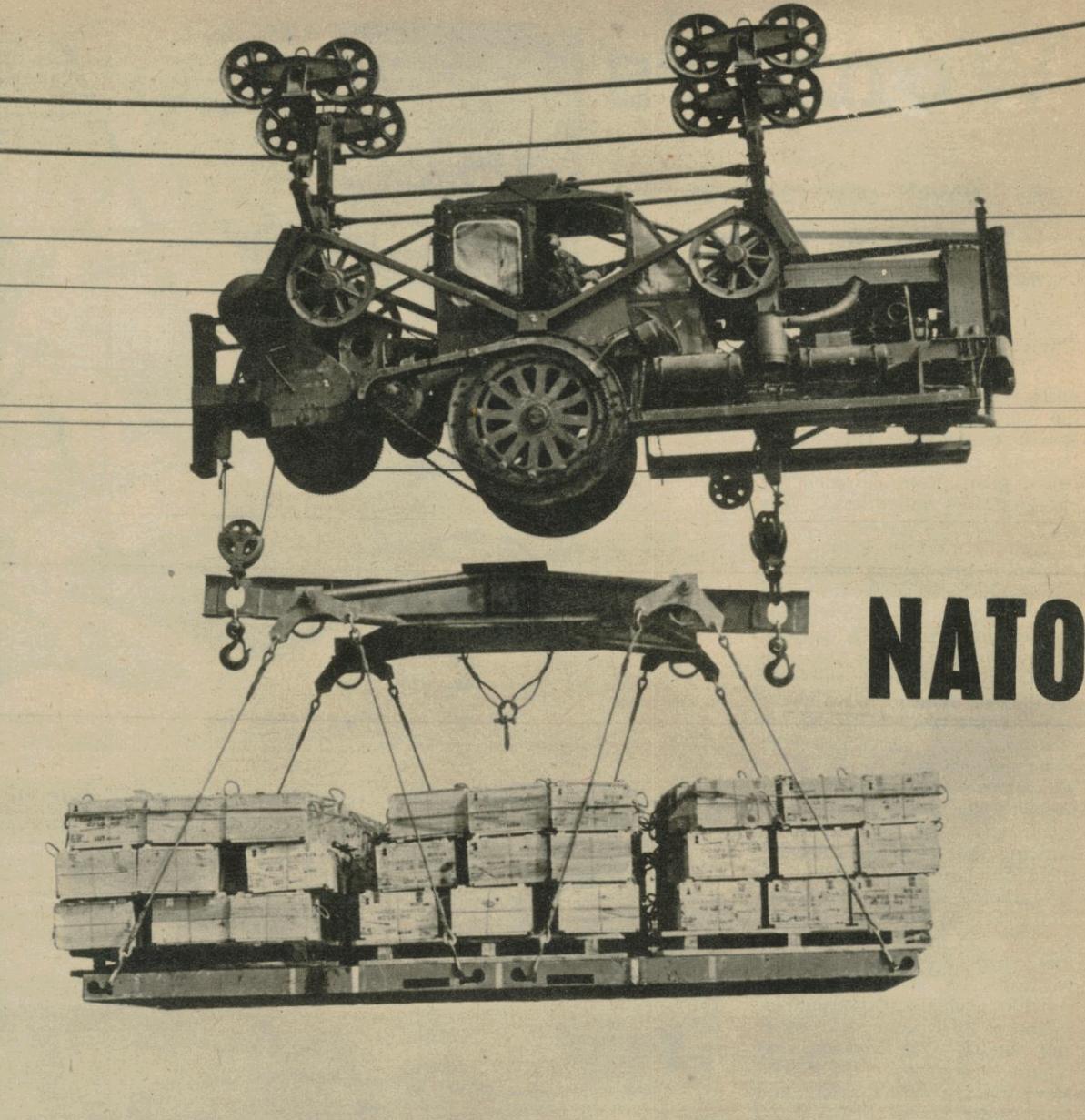
AN ingenious device for landing men and materials at any point along the world's coastlines is undergoing its final tests by United States troops, on NATO's behalf, in France.

It is the De Long Sea Terminal, an artificial military port designed for use where existing docks have been destroyed or natural harbours do not exist.

Unlike Mulberry Harbour of World War Two, the Sea Terminal, an American invention, does not depend on piers which have to float up and down with the tide. Nor does it have to be towed across the seas. It can be carried on board ship or transported overland.

The Sea Terminal's pier is supported by caissons six feet in diameter and sunk firmly into the seabed. The loading platform can be raised or lowered hydraulically on the caissons. Two ships can be unloaded simultaneously.

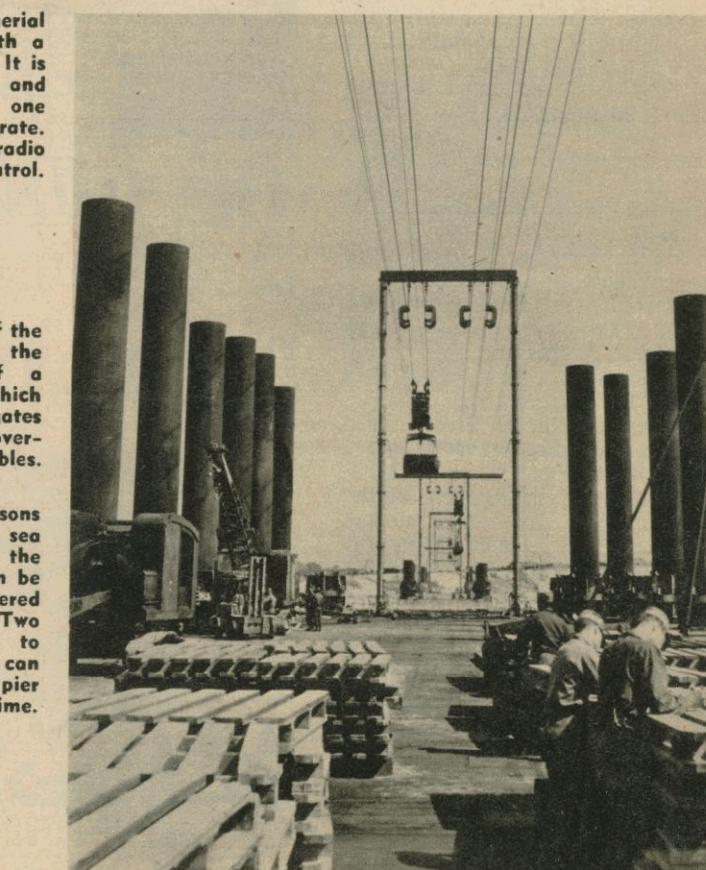
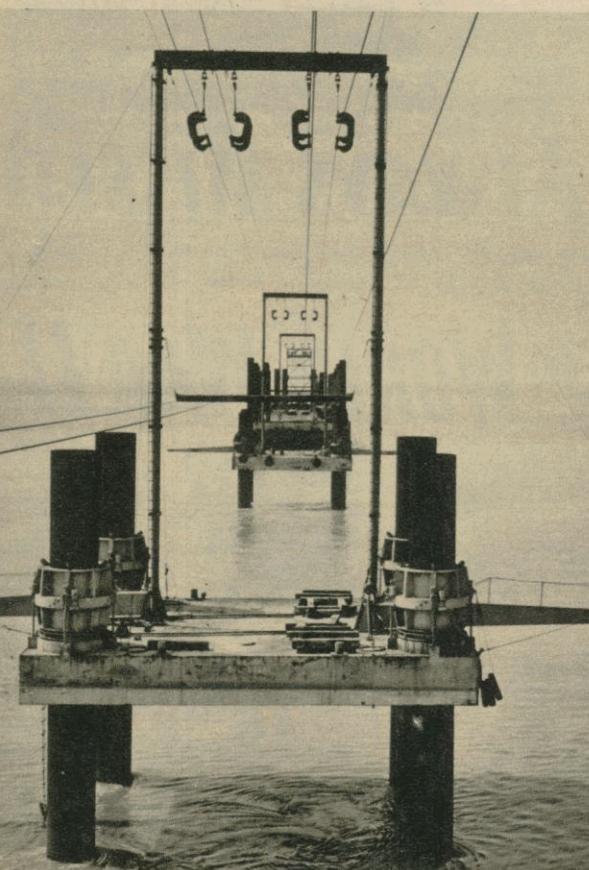
The pier is connected to the land by four aerial tramways, each able to lift up to ten tons. Along these "sky-hooks" 135 h.p. petrol-driven locomotives carry stores on platforms and men in cages. At Talmont on the west coast of France men of the United States Transportation Corps unloaded more than 5000 tons of stores and hundreds of men in a day.



Above: An aerial locomotive with a ten-ton load. It is petrol-driven and needs only one man to operate. He is in radio touch with control.

Left: A view of the pier through the framework of a "sea island" which supports the gates carrying the overhead track cables.

Right: Caissons sunk into the sea bed support the pier, which can be raised or lowered hydraulically. Two vessels of up to 10,000 tons can unload on the pier at the same time.



General Lauris Norstad, Supreme Allied Commander in Europe, and his deputy, Field-Marshal Viscount Montgomery. Right: The NATO flag and the flags of 15 member nations fly over the entrance to SHAPE Headquarters near Paris.



or OTAN—it still spells HOPE

The North Atlantic Treaty Organisation is eight years old this month—and, despite squabbles, growing stronger

FI FTEEN flags flying on tall poles represent the hopes of 450,000,000 people. They stand for one-sixth of the world. They stand for NATO (or, as the French call it, OTAN).

Of course, you cannot just put up fifteen flags and call that a military alliance. In its eight years the North Atlantic Treaty Organisation can offer more tangible results than that. Its statisticians can show that it has nearly 200 airfields suitable for jet aircraft, as against 15 in 1950. It has 3000 miles of fuel pipe-lines and scores of ammunition dumps. More than 900 miles of submarine cables, 10,000 miles of land lines and 7500 miles of radio relay circuits have been added to existing civilian networks.

Yet pipelines and dumps are no more use than flags unless there are men in uniform. Just how many troops NATO should have under command is a subject of topical controversy. Proposals to cut Britain's four divisions in Germany (two Infantry,

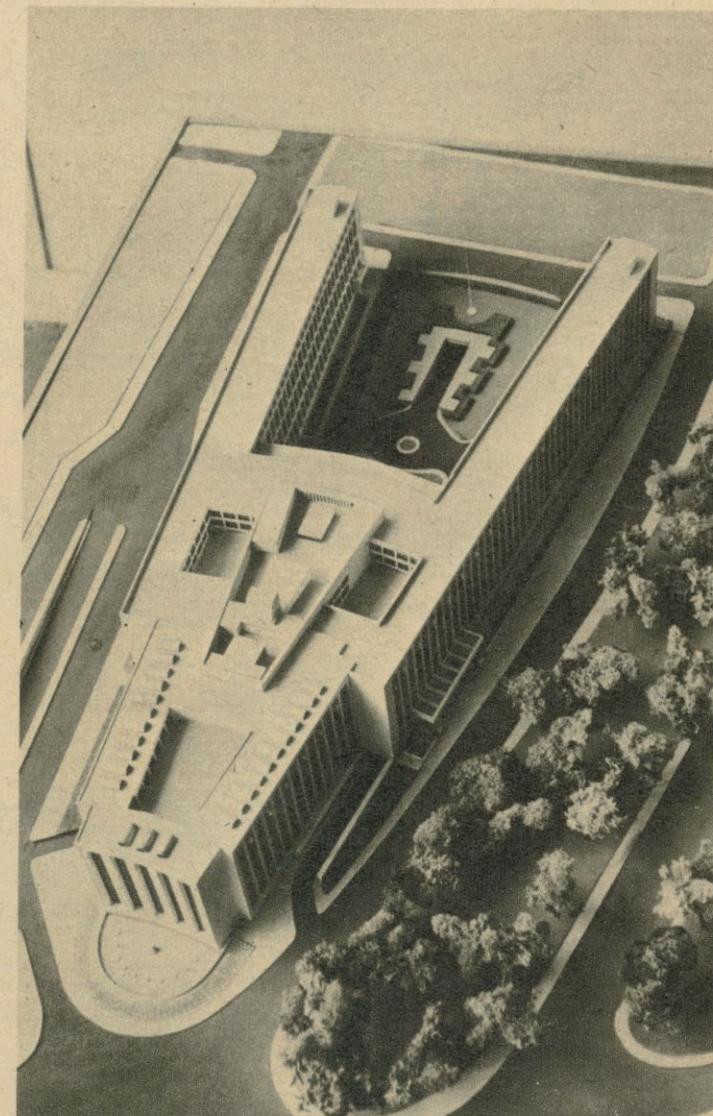
two armoured) have fluttered West European capitals.

If a sudden, powerful challenge came out of the East, what would be the function of the NATO armies? It would be to hold the invader from the cities and the plains long enough to enable effective reprisals to be launched.

The Supreme Allied Commander in Europe, General Lauris Norstad, has made it clear that in his view the NATO troops for this purpose are already paraded to the safe minimum. At present, he can call on nearly 100 trained divisions (on the ground or in reserve), about 6000 aircraft and 1500 naval vessels.

When General Dwight D. Eisenhower became the first Supreme Allied Commander in Europe he had only 12 poorly-equipped divisions at his disposal. The story goes that when he asked what the Russians would need to reach the English Channel he was told, "Only shoes."

Today, the 15 countries of the North Atlantic Treaty Organisation have built up a defensive shield from Alaska to the Caucasus, embracing the Atlantic Ocean, the whole of North America and most of Europe. If a member nation is attacked the rest are pledged to go to its aid as a combined force using common weapons and under one command. The strategic air forces of Britain and the United

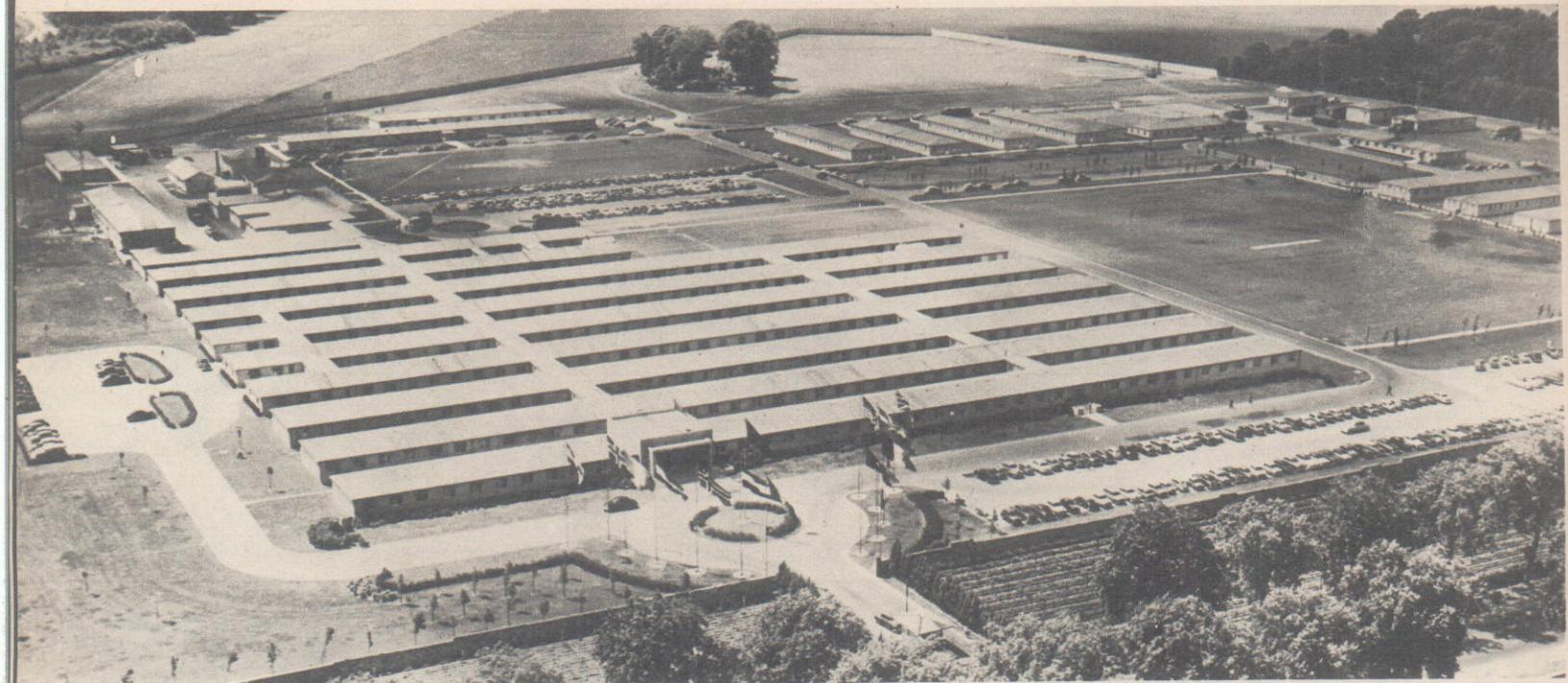


A model of the new six-storey headquarters in Paris which NATO will occupy as a permanent home. It was designed by a French architect.



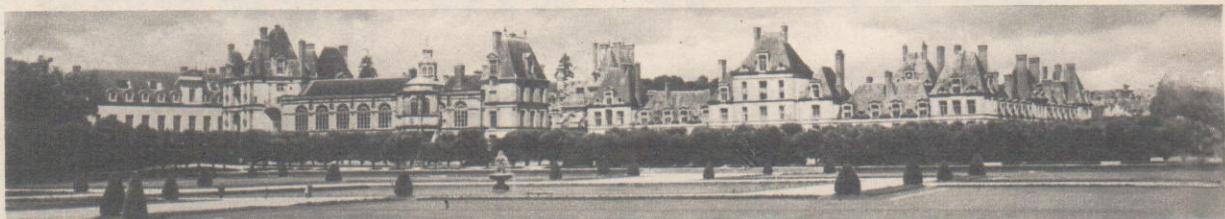
SOLDIER's front cover was adapted from a sign on the NATO exhibition vehicle which has been visiting British Army units in Germany.

OVER...



An aerial view of SHAPE at Marly-le-Roi. In this headquarters men of all the NATO nations work.

Below: Allied Forces Southern Europe headquarters are at Naples.



Above: Headquarters of Allied Forces Central Europe are at Fontainebleau, near Paris.



Left: This is the Malta headquarters of Allied Forces Mediterranean.

The NATO flag flies over the headquarters near Oslo of Allied Forces Northern Europe.



States could carry atomic destruction to the heart of any aggressor.

But NATO has no aggressive plans of its own. Its aim is to preserve peace by setting up deterrent forces so strong that no enemy will take the risk of attacking. It is no accident that since the creation of NATO there has been no war in Europe and not one inch of territory has fallen under Soviet rule.

Over the past eight years, NATO experts have been tackling the prodigious problems of standardising weapons, ammunition and equipment. Each country is kept informed of developments in atomic and thermo-nuclear weapons. Thus, as well as saving considerable sums of money which would otherwise have been spent by each nation separately, NATO aims to make the men and the weapons of the different armies interchangeable and the latest weapons produced by one nation available for every member of the team.

An outstanding example of the way in which this co-operation works is the training of British soldiers in America on the United States' guided missile, the Corporal. The first British regiment to use this weapon is now being formed.

NATO is not only a defensive military alliance. The member countries also work together for political and economic stability (all belong to the Organisation for European Economic Co-operation) and for cultural and social advancement.

The governing body is the North Atlantic Council which sits in temporary headquarters in the grounds of the Palais de Chaillot in Paris, in the shadow of the Eiffel Tower. It is soon to move to a permanent home at a new headquarters in Paris. All 15 member governments are represented on the Council and all military and civilian bodies are responsible to it.

The Military Committee, composed of the Chiefs of Staff of the member countries (except Iceland, which has no military forces) meets twice a year in Washington. It makes recommendations to the Council on defence and directs military policy through a Standing Group made up of representatives of the Chiefs of Staff of the United States, Britain and France.

The four operational commands are Supreme Headquarters Allied Powers Europe (SHAPE), Supreme Allied Command Atlantic (SACLANT), Channel Command (CHANCOM) and the Canada-United States Regional Planning Group (CUSRPG).

All the British ground forces allotted to NATO are part of SHAPE and belong to Rhine Army, the Commander-in-Chief

OVER...

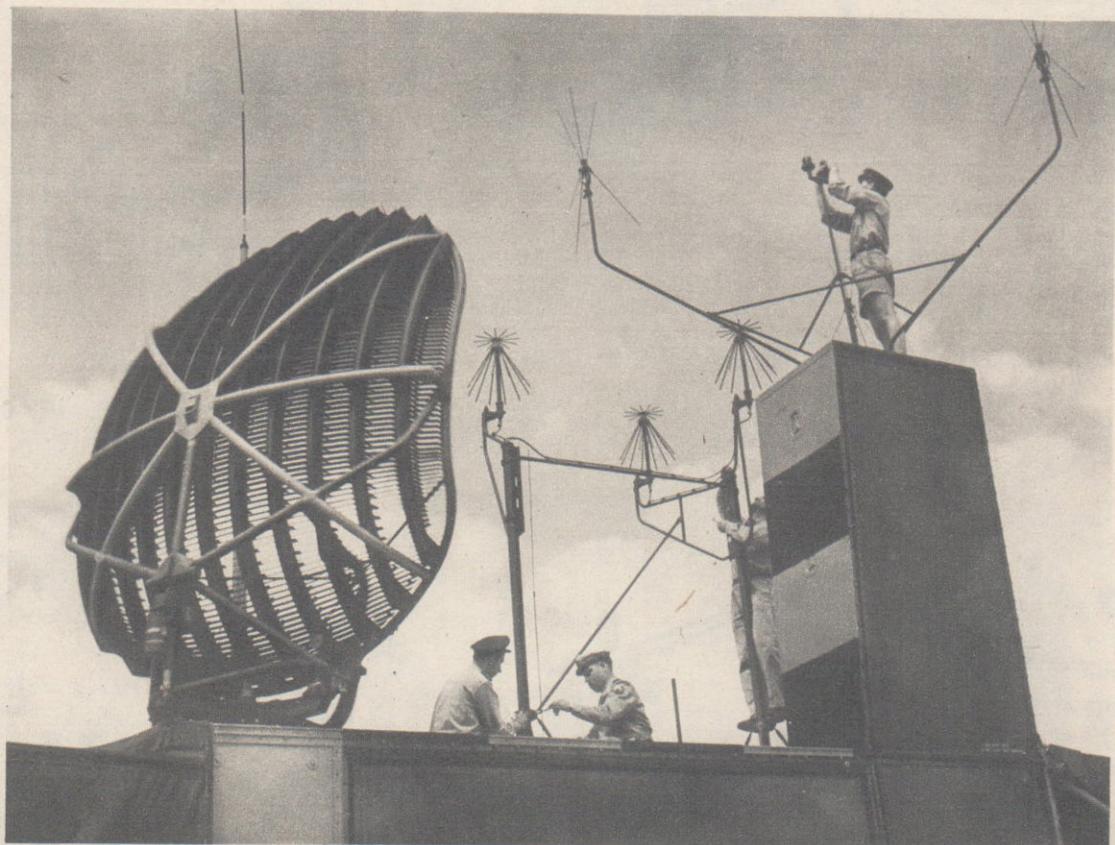


Above: In Berlin's Grunewald American Infantrymen exercise with one of NATO's modern weapons, the 105 mm recoilless rifle mounted on a jeep.



Right: Gunners of the French Army show off their 155 mm howitzer

Men of the 51st Italian Air Brigade at work on a control tower during an exercise in Italy.



NATO

concluded

of which, General Sir Dudley Ward, is also Commander of Northern Army Group in Allied Forces Central Europe, one of SHAPE's four subordinate commands. The other three are Allied Forces Northern Europe, Allied Forces Southern Europe and Allied Forces Mediterranean.

SHAPE, which was set up in 1951 at Marly-le-Roi near Paris, controls NATO's land, sea and air forces from northern Norway to North Africa and from the eastern seaboard of the Atlantic to the eastern borders of Turkey.

*Next month's *SOLDIER* will describe the life of British troops at SHAPE Headquarters in Paris.

Right: Mules, too, are part of NATO's defence: Italian Alpine troops on exercises.

Below (left): Turkish Infantrymen with a bazooka, and (right) a mobile command post of the Danish Army.



United States frogmen place explosives under the sea during a NATO exercise in Turkey.



Luxembourg troops with a recoilless rifle.





Recruits to the Women's Royal Army Corps look at the bright lights of London. Right: Their guide—RSM A. Hildyard, WRAC.

Photograph: FRANK TOMPSETT

THEIR GUIDE WAS THE RSM

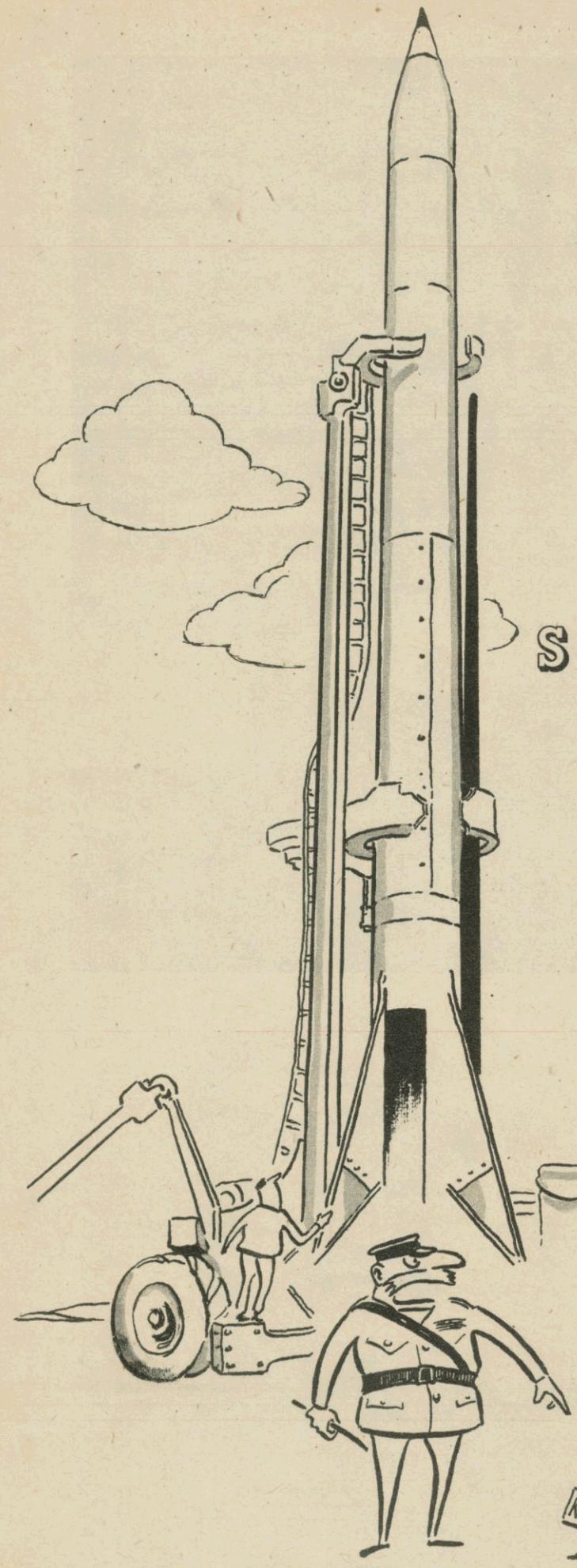
REGIMENTAL Sergeant-Major Alys Hildyard, second senior RSM in the Women's Royal Army Corps, takes new recruits on a conducted tour of London once a month.

The tour is by way of a reward for girls who have completed their training at the Depot at Guildford. It is "on the house"—expenses being paid out of Regimental Institute funds.

The girls travel by coach to London and collect free theatre tickets from the Nuffield Centre. Then they take in St. Paul's, the Tower, the Houses of Parliament, and finish with after-theatre dancing at the Nuffield Centre again.

RSM Hildyard, who is Depot entertainments officer, has 18 years unbroken service with the Corps, seven of them in Germany. The daughter of a retired Sapper colonel, she recently received the British Empire Medal from the Queen at Buckingham Palace.





"That thing's dangerous!"



"I'm getting worried about this battalion. The men are ordering more copies of Beano than they are of News of the World."

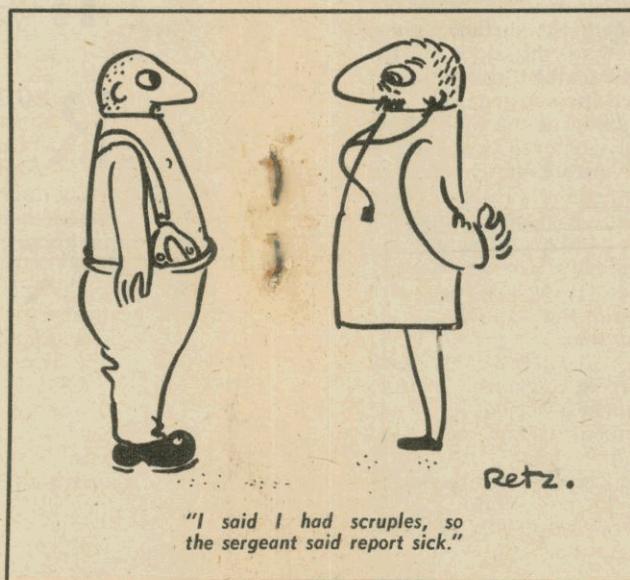
SOLDIER HUMOUR



"Stop worrying—you don't hear them until they've gone past."



ALEXANDER

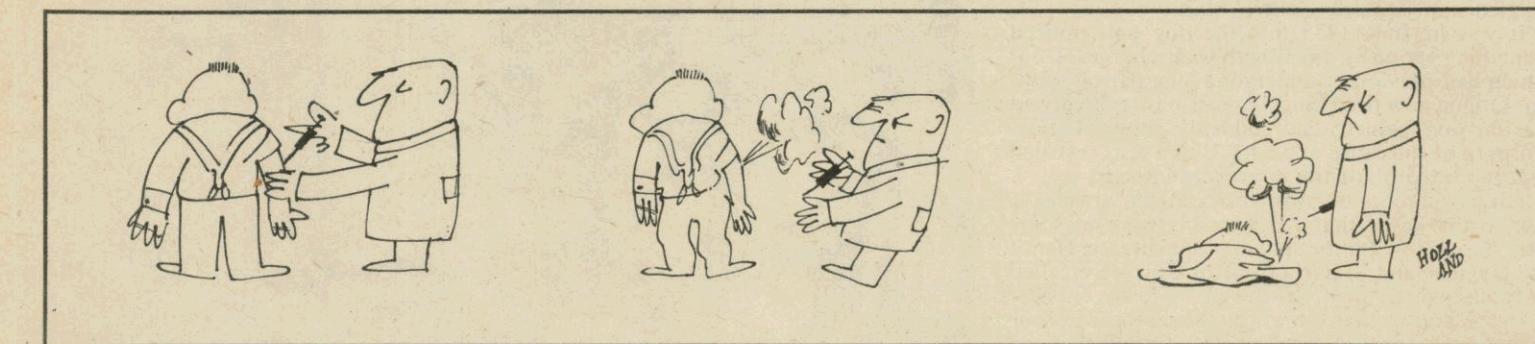


Retz.

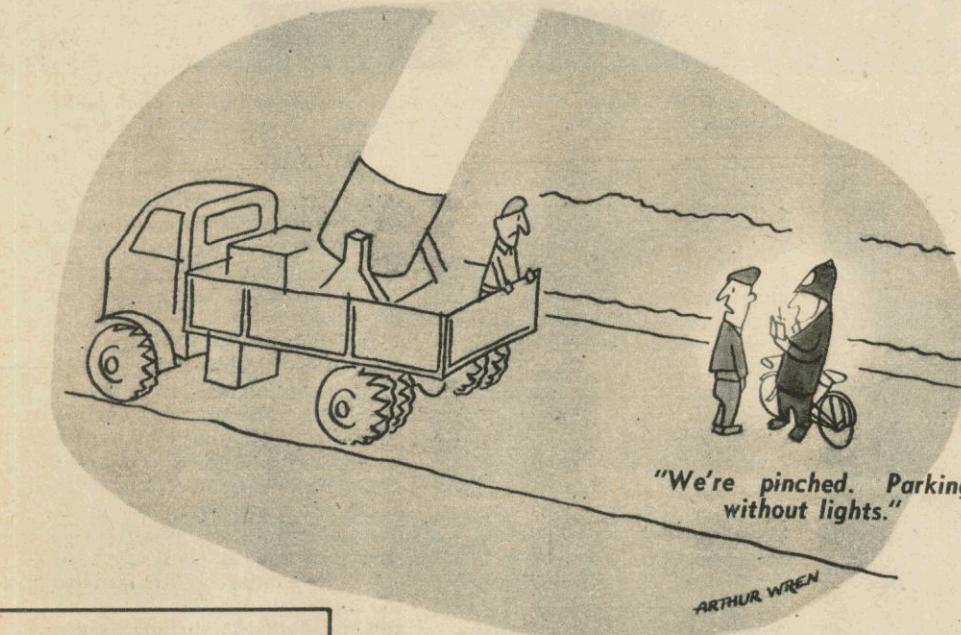
"I said I had scruples, so the sergeant said report sick."



"Could I interest you in some regimental mascots?"

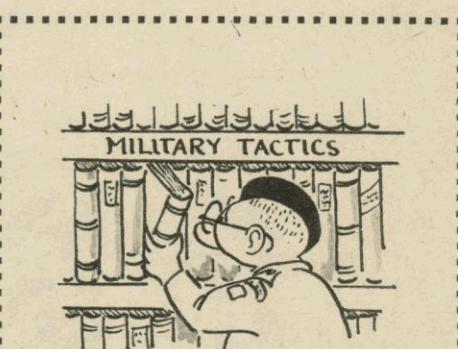


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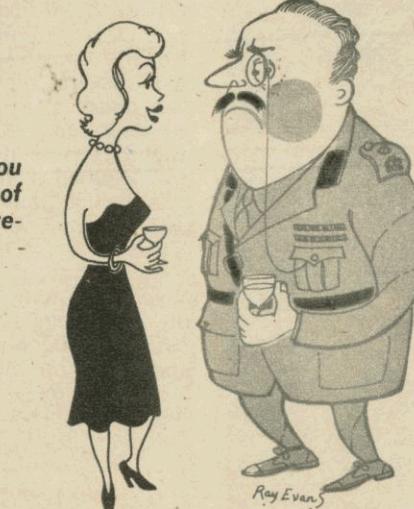


"We're pinched. Parking without lights."

ARTHUR WREN



R. Conn.



"I'm sure you must get tired of all that square-bashing."

Ray Evans

THE ARMY FOUGHT TO SAVE

The guard dogs in Singapore began to die—and an Army hygiene unit was faced with a pretty problem in detection

NOT so long ago spectators on the Singapore Padang saw an outstanding display of acrobatics by dogs from the Army Guard Dog Unit.

The dogs completed a series of tasks which could only have been carried out by superbly fit animals. Their condition is the result of a combined operation on the part of the unit's veterinary staff and the Hygiene and Malaria Control Unit.

It was in June 1955 that the dog unit noticed something seriously amiss with their charges. Dogs which had previously undergone long patrols without fatigue now tired quickly. Post-mortems carried out on dogs which died suddenly showed heartworm to be the cause of death. Blood tests revealed that more than half the dogs were infected.

Large numbers of mosquitoes in the area gave rise to the belief that these insects were in some way responsible for the spread of the disease. Hence the Hygiene and Malaria Control Unit were called in to discover, if possible, the chain of infection.

It was known that the worms, some three to four inches long, lived in the heart cavity and that the larvae they produced required a host, or carrier, during incubation before entering the bloodstream of another dog. No available drug was capable of



Corporal Pat Taylor holds Dulcie, an eight-year-old brood bitch while Corporal Pete Taylor deftly takes a sample of her blood for testing.

killing the adult worm so there remained two courses: to kill the larvae in the bloodstream or to destroy the carrier.

The first method was tackled by the veterinary staff who treated the infected dogs with various drugs known to be lethal to larvae. Although there was a slight improvement in most of the dogs only a very small percentage showed a negative larvae count by the end of the course. Meanwhile, the Hygiene Section were carrying out field work to determine the other link in the infection chain, the carrier. They worked under their entomologist officer, Lieutenant R. D. Hughes, Royal Army Medical Corps.

Two National Servicemen, Private C. M. Hughes and Private D. K. Mugford, both of the Royal Army Medical Corps, spent several nights in the kennels under a mosquito net, open at one end. As a mosquito alighted on one of them, the other would scoop it deftly into a test tube which was then labelled with the time and place of the capture.

Meanwhile, research had uncovered the remarkable fact that the larvae came to the skin-level blood vessels only between eight and eleven at night. From the log of the mosquito trapping a statistical table was drawn up. It

showed that one kind of mosquito, *Mansonia Uniformia*, was many times more prevalent at the time when larvae in the dogs were in the skin area. Further experiments proved *Mansonia* to be the culprit.

The battle was not yet won. Any other mosquito could have been eliminated simply by spreading oil on the nearby hyacinth ponds, thus choking the young mosquitoes who breathe through the surface of the water. *Mansonia*, however, is much more cunning. The adult lays its eggs underneath the leaves of water hyacinths. When hatched the larvae drop from the leaves, sink beneath the surface, attach themselves to the stalk of the plant and breathe through it until they reach the adult stage.

Destruction of the mosquitoes was finally achieved by the use of a soluble insecticide provided by a commercial organisation. When dropped into hyacinth ponds the pellets dissolve slowly and remain effective for six months. A commercial fog spray was also used to rid the kennels of the adult *Mansonia*.

About 30 new dogs were brought from England in 1956 to replace those infected. Of these reinforcements not one contacted heartworm.

All the key men in this operation have now returned to Britain and unfortunately could not witness the happy results of their efforts.



Left: Jinks is on top of his form. He is ready for any acrobatics.

THESE DOGS



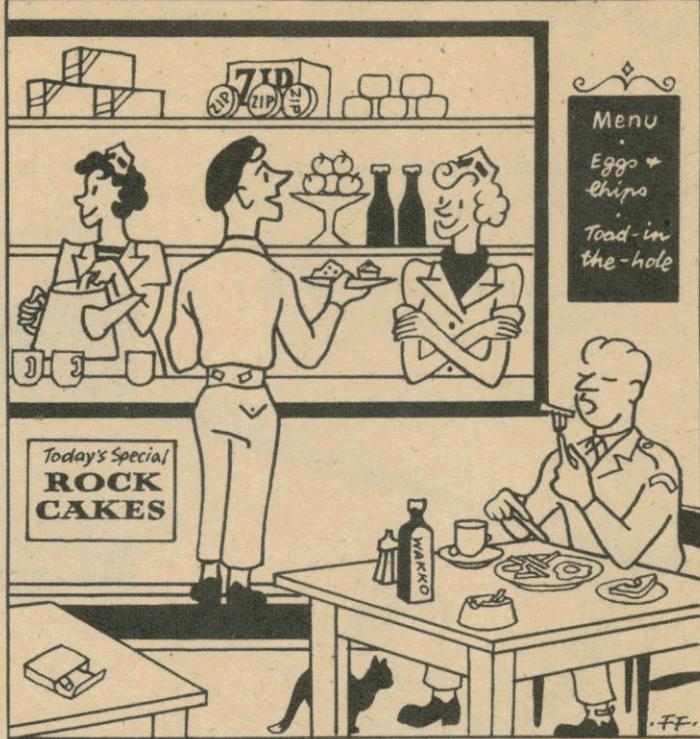
Bandit's-eye view of a healthy guard dog: Bristle.

The main function of Singapore's Hygiene and Malaria Control Unit, is, of course, prevention of malaria; it has 100 labourers continually spraying ponds. But "hygiene" covers much; one day, within fifteen minutes, came requests for help from a unit which was having trouble with cockroaches, another which was beset by rats, a Gurkha unit with white ants in its kit boxes and a supply depot with a marauding nine-foot python. — Report by Staff-Sergeant R. REAY.

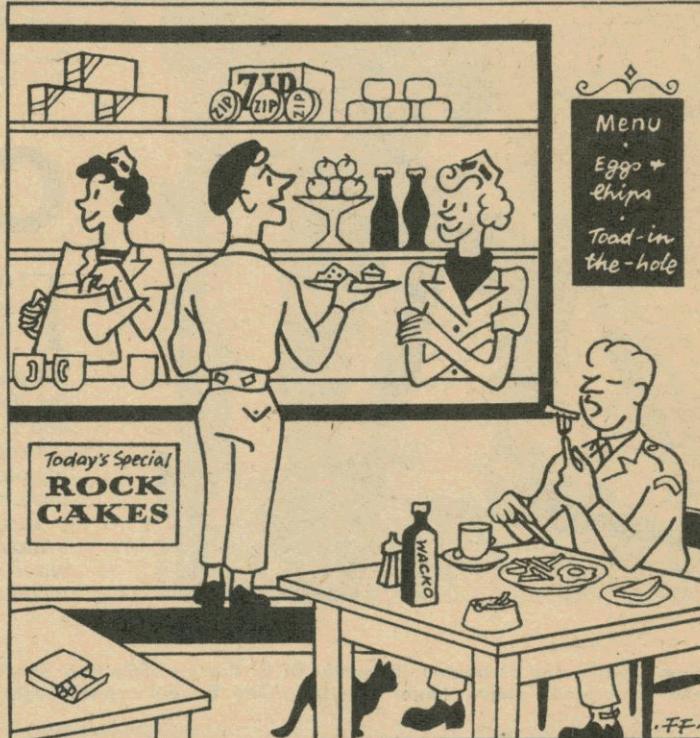
Lieut. J. Jennings, entomological officer, examines mosquito larvae.



Trigger, a three-months pup raised in the Guard Dog Unit, plays happily with the unit cat, which shows no fear of fierce and bristly canines.



Menu
Eggs + chips
Toad-in-the-hole



Menu
Eggs + chips
Toad-in-the-hole

**HOW OBSERVANT
ARE
YOU
?**

The two pictures above look alike, but they vary in ten minor details. Look at them very carefully. If you cannot detect the differences, consult the list on page 38.

ON GUARD—

The men of three regiments are helping the police in Northern Ireland to guard against outrages by the Irish Republican Army



ON BRITISH
Gunnery of 61 Field Regiment, Royal Artillery, wire the river bridge which leads into their barracks at Omagh. Left: Putting the finishing touches to a tangle of barbed wire.
Photographs: "SOLDIER" Cameraman ARTHUR BLUNDELL

ON BRITISH

FOR troops who had fought terrorism on varying fronts, in Cyprus, Egypt and Kenya, it was an odd experience to be going through the same security routine on the soil of the United Kingdom.

The boundary which winds over bogs, streams and potato fields between Northern Ireland and Eire looks quiet enough; but if the Irish Republican Army decide it is a good night for an outrage there may be bullets flying in the lanes and mortar flares hanging in the sky.

From Londonderry in the north-west to Warrenpoint in the south-east, patrols of soldiers from three regiments and policemen of the Royal Ulster Constabulary have been keeping joint watch on the boundary.

In the larger towns and along the main roads other mixed patrols, some in armoured cars, are on the alert, guarding bridges and public buildings. In the wired enclosures around the sand-bagged police stations and in the heavily protected barracks sentries patrol in pairs. In the barrack-rooms emergency platoons sleep in their boots and battle-dress trousers, rifles and Sten guns by their beds.

It is like old times for two of the regiments which have been at action stations in Northern Ireland since the IRA revived their activities last December. The 1st Battalion The Royal Warwickshire Regiment has not long been home from Cyprus and before that it served in the Canal Zone during the 1953 troubles. Most of the officers and almost all the NCOs of the 1st Battalion The Royal Northumbrian Fusiliers campaigned in Kenya for two years.

The third regiment, which joined the other two six weeks after the emergency began, is a Gunner unit temporarily converted to Infantry—61 Field Regiment, Royal Artillery, which fought with 25-pounders and 4.2-inch mortars in Korea. This was its first operational role as Infantry.

It was like old times, too, for

Now it's the map of Ireland: Brigadier O. G. Brooke DSO, who directs Army operations against the raiders, and his brigade major, Major P. Leng. The Brigadier has fought terrorists in Egypt and Malaya, too.



Part of the wreckage of the Territorial Army centre in Dungannon, County Tyrone, after an IRA raid. It cost £40,000 and was a show-place.



One of the craters which Sappers blew in scores of border roads, to hamper border-hoppers. The house on the other side is in Eire.

SOIL

Special Air Service Regiment until he broke his leg parachuting into the jungle.

When the Irish Republican Army opened its campaign by blowing up a Territorial Army drill hall in Enniskillen and attacking (unsuccessfully, thanks to a sentry's vigilance) the Depot barracks of the Royal Irish Fusiliers in Armagh, the Army speedily moved into action.

Within a few hours of being called in to aid the Royal Ulster Constabulary, troops had taken

up emergency stations in the six counties of Ulster.

By themselves the Royal Ulster Constabulary could keep watch on only a fraction of the border, which twists over nearly 400 miles of desolate countryside. Police stations, which the raiders had threatened to make their chief target, were without defences and many of the public buildings and important road crossings and bridges had no guards.

The Army took on all three commitments and for the first few weeks none of the troops had more than a few hours sleep a day (one Signalman kept constant watch at his wireless set, snatching sleep when he could, for 17 days).

By day, parties of soldiers went to work sand-bagging and wiring scores of police stations, beginning with those near the border, fixing alarm devices to the barbed wire to give warning of the approach of attackers and cutting down trees to give the police a better field of fire. Other parties,

supervised by Sappers, blew large craters in hundreds of secondary roads and crossing places along the border. On other highways they drove six-foot iron spikes into the ground to prevent vehicles crossing into Northern Ireland. Soldiers were put on guard to strengthen police patrols at places likely to be attacked.

By night, at least a third of the troops were out on patrol with the police in Land Rovers or armoured cars, while another third stood by with the emergency platoons.

These measures soon paid dividends. When raiders attacked a police station at Brooke-

OVER...

At a border police station a Royal Northumbrian Fusilier and a member of the Royal Ulster Constabulary are ready for action.



ON GUARD ON BRITISH SOIL continued

action and fled, leaving behind two dead. A cloth sign in green, orange and white (the IRA colours), taken from one of the dead men, is now in the regimental museum.

The Royal Northumberland Fusiliers' emergency platoon took only six minutes to reach another police station in County Armagh, two miles from barracks, when it was attacked in the early hours.

On occasions soldiers join the police in searching border vil-

lages and fields for suspects. After the Territorial Army drill hall in Dungannon was attacked men of "A" Company, Royal Warwickshire Regiment, were out for two days combing the surrounding area. They also took part in a sweep in the Sperrin Mountains as a result of which a motor van used by the raiders was found.

The troops are often called upon at short notice to set up road blocks, by day and night, and sometimes spend the night

on watch inside and outside police stations. Weapon training teams from each regiment visit police stations every day to instruct the police in handling mortars, Bren guns and other small arms.

There is the closest co-operation between the Army and the Royal Ulster Constabulary, many of whose men served in the British Army in World War Two. Plans for combating the raiders are worked out jointly and in each county the police are in

constant touch by wireless with the supporting troops, who can thus go into action immediately.

The Territorial Army in Northern Ireland is also playing its part. When permission was given for Territorials to guard their own buildings and thus relieve Regular troops, they volunteered almost to a man. Some who live in the towns where the drill halls are situated go on guard twice a week. Typical was the response of "D" Company, 5th Royal Inniskilling Fusiliers (TA), 90 per cent of whose officers and men volunteered on the first day.

E. J. GROVE



The Royal Warwicks in Garrison set up a road block on the main road from Eire.

There's a Garrison at Garrison Again

A FEW hundred yards from the border between Northern Ireland and Eire, in the appropriately named village of Garrison on the shores of Lough Melvin, live the most westerly stationed troops in the British Isles.

To the west are some 15 miles of Eire and then nothing but the Atlantic Ocean stretching to the

The most westerly troops in the British Isles keep watch where King Fergus's Ulstermen stood, 1600 years ago

coast of Labrador.

More than 1600 years ago King Fergus's Ulstermen kept watch here to prevent Celtic invaders from crossing the

ancient Ulster Border. The troops who garrison Garrison today perform a similar task: guarding the same border against incursions by the IRA.

Many years ago Garrison boasted a barracks (hence its name). When the men of the Royal Warwickshire Regiment went there recently all the village had to offer was a church hall backing on to a graveyard.

But the Warwicks soon made themselves at home. They brought their own beds and erected them in the hall, the men sleeping in the main part, the NCOs on the stage and officers in a small room. Behind the stage a cookhouse was set up. Water had to be brought from the village pump.

When SOLDIER visited Garrison 2nd Lieutenant J. Humphreys was arranging with the local police sergeant a combined border patrol that night. One party of soldiers was finishing the sandbagging and wiring of the

police station and cutting down surrounding trees. Another was on its way to set up a road block. The rest were asleep in the church hall recovering from a nine-hour patrol the previous night.

The Warwicks (due to be replaced at Garrison by Gunners of 61 Field Regiment, Royal Artillery) have little time to enjoy the few amenities which the village offers. There is no cinema but there are three public houses, two hotels and three churches, each with its own school. Every evening soldiers off duty are invited to one or more of the 25 houses in the village.

Garrison is a fisherman's paradise for Lough Melvin is one of the best fishing grounds in the whole of Ireland, abounding in salmon and trout. Up to the time of SOLDIER's visit no man had been able to spare the time to go fishing: they were all too busy guarding the border.



A weapon training instructor from the Royal Warwickshire Regiment instructs a class of policemen at Garrison on the two-inch mortar.

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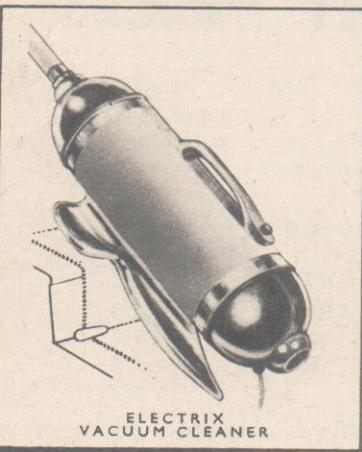
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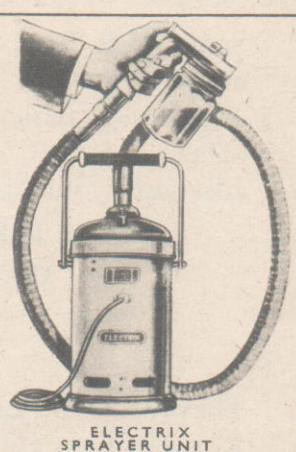
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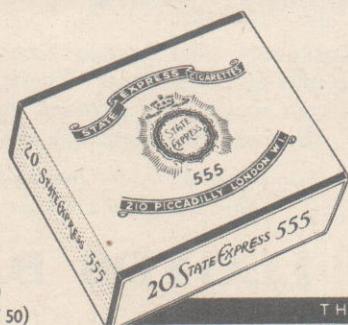
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his pockets, then accepted my cigarette. "Expensive?" he asked. "More than worth a little extra" I told him. *You will agree.*



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A soldier little known to the general public, Field-Marshal Lord Alanbrooke, is classed by an eminent historian with Marlborough and Wellington.

ALANBROOKE HAD THE OFFER OF EIGHTH ARMY

SIR ARTHUR BRYANT, many years ago, ransacked to good purpose the diaries of Samuel Pepys—diaries which that great but wayward Englishman hoped would never see the light.

In more recent years he has been privileged to go through the personal diaries of a great Irishman, Field-Marshal Lord Alanbrooke. These lock-up volumes were not written for publication, but as a nightly letter from a soldier to his wife.

The result of Sir Arthur Bryant's researches is "The Turn of the Tide" (Collins, 30s), a book which has received, and is still receiving, the special publicity treatment which the firm of Collins reserves for epics or near-epics. This campaign will be thoroughly justified if, in consequence, Field-Marshal Alanbrooke is raised to a much higher pinnacle in the popular estimation. In the eyes of the Army, of course, his worth has never been under-rated.

"The man who saved the Army at Dunkirk and helped to chart the road to victory is best-known today as a lecturer on bird films and ex-President of the Zoo," says Sir Arthur Bryant. This is picturesque exaggeration, but there is much truth in it.

"If," continues Sir Arthur Bryant, "the palm for courage and constancy against Hitler belongs to Churchill, that for farsighted strategy may well be awarded by posterity to Alanbrooke. Field-Marshal Montgomery—no mean judge—has described him as 'the greatest soldier—soldier, sailor or airman—produced by any country taking part in the last war' . . . As Montgomery's place in England's annals is with her great captains of the set battle—with the Black Prince, Henry V and Cromwell—so Alanbrooke's is with her overall strategic commanders, Marlborough and Wellington."

Not the least remarkable document quoted in this very long and fascinating book is a letter sent by Field-Marshal Montgomery to "My dear Brookie" in 1946, when the one was about to succeed the other as Chief of the Imperial General Staff. It is a letter as humble as it is generous, written in phrases which read oddly from Field-Marshal Montgomery's pen—"I am terribly grateful for all you have done for me"—and expressing contrition for the times when he went "off the rails."

Lord Alanbrooke's first giant service to his country was performed in the deadly summer of 1940. Dunkirk, as Sir Arthur Bryant points out, was two miracles—"the miracle of the



The task master:
"God knows where we should be without him, but God knows where we shall go with him!"

Navy's evacuation was preceded by an equal miracle—that of the Army's reaching the coast at all." To Field-Marshal Alanbrooke, then commanding II Corps, fell the task of covering the long exposed flank opened by King Leopold's surrender and funneling tens of thousands of hard-pressed men to the beaches. He enjoyed one advantage, that of being a fluent French speaker. There is an account of an extraordinary interview between King Leopold and Field-Marshal Alanbrooke. They were conversing freely in French when a Belgian officer kept interrupting and interposing himself between the King and the general, obstinately putting forward contrary views. This turned out to be the King's aide-de-camp who held the rank of major-general and appeared to be able to make the King do what he wanted.

It was while in the throes of saving the British Expeditionary Force that Field-Marshal Lord Alanbrooke received his first telephone call from the Prime Minister, who criticised his plans and told him that he had been sent to France to make the French feel that we were supporting them. He replied that "it was impossible to make a corpse feel," and refused to risk any more British divisions. It was an angry conversation over a bad line. At the end, says the Field-Marshal, "when I was in an exhausted condition, he said, 'All right, I agree with you'."

Those fierce arguments were to be repeated many times during the succeeding years, when Lord Alanbrooke became Chief of the Imperial General Staff. A hostess of the Prime Minister said after a visit by the Field-Marshal: "I don't know how he is going to get on with Winston, but he spent all the afternoon sitting on the sofa and seemed all the time to be saying, 'No, no, sir, you can't'."

To stand up to Sir Winston Churchill required great moral, and indeed physical, strength. "Pray explain, CIGS, how is it that in the Middle East 750,000 men always turn up for their pay and rations, but when it comes to

fighting only 100,000 turn up. Explain to us exactly how the remaining 650,000 are occupied." This was a nasty sort of question to be asked in the middle of a Cabinet meeting, and only a man labouring under almost intolerable strain would have asked it.

Sir Winston's failings as a leader, says Sir Arthur Bryant, were impatience and impetuosity. Once Field-Marshal Alanbrooke wrote of him: "His gaze always settles on some definite part of the canvas and the rest of the picture is lost."

Although the Premier was the most difficult man he had ever had to work with, Lord Alanbrooke "would not have missed the chance of working with him for anything on earth."

Among the Premier's failings which his Number One soldier had to check were a tendency to send direct communications to commanders in the field, and a reluctance to disband divisions when these were so depleted that their morale was suffering.

As a trencherman, the Premier was more than Lord Alan-

brooke's match. The statesman looked forward to a 27-hours flight with dinner every four hours (washed down by champagne and brandy); the soldier did not. There are many amusing stories of Sir Winston's prowess at table, of his friskiness when others were sleeping on their feet, of directives, arguments and wisecracks pouring out as he wandered around in bath towel or dressing gown.

The one man who, continually, had to view the war as a whole was the Chief of the Imperial General Staff. It was he who had to ensure that the priorities of the various theatres were observed, and to think always in terms of ships.

In this role, and as chairman of the Chiefs of Staffs Committee, Lord Alanbrooke was incisive, brusque, always dead-pan. "An Irishman with an Irishman's quickness, Brooke found it hard to communicate what he saw so clearly to those of slower mind." If he had doubts and misgivings, and he often did, he kept them for his lock-up diaries. When he did not like an idea propounded by one of his colleagues he would say: "I flatly disagree." His mind worked fast and he kept strictly to the point. "The greatest danger confronting all people in high positions during the war," wrote the Vice Chief of the Imperial General Staff, "was that the pace was so great, one

OVER . . .



The men who saw the war as a global war: Field-Marshal Lord Alanbrooke, Chief of the Imperial General Staff, with the Vice-Chief, Lieut-General Sir Archibald Nye. Lord Alanbrooke became a Gunner in 1902.



"I had a strong feeling that Montgomery was far better qualified for the job" (of commanding Eighth Army in Africa).



"Completely composed... never the slightest doubt that all would come right in the end": Field-Marshal Alexander.



Viewed by Field-Marshal Alanbrooke as the greatest strategist of the war: General Douglas MacArthur, victor in the Pacific.

had to deal with the immediate problem under one's very nose. It was incredibly difficult to sit back and reflect, to pick up all the odd strands and to weave them together to determine where we were going and what our policy should be." Field-Marshal Alanbrooke never let himself become overwhelmed.

Not least of his tasks was to judge when his field commanders were tired and to replace them by new men. It was during the days before Dunkirk that he saw the potentialities of Alexander and Montgomery as a team and the impression they made in his

mind resulted in their eventual selection to work together in North Africa.

In 1942 the Prime Minister offered Field-Marshal Alanbrooke command of the Eighth Army. The idea filled him with "desperate longings." He was eager to return "to the open air again, to exercise command in the field." But he felt that his proper place was at the Prime Minister's side, curbing that possibly fatal exuberance. In 1943 Sir Winston proposed that Lord Alanbrooke should command the Allied invasion of Europe; this idea had to be

dropped for political reasons.

The book ends in 1943. Doubtless there will be another to follow it. There is little or nothing in these pages about the man with the bayonet; the book is a study of great men under prodigious stress.

There are many incidental pictures of curious war-time episodes—as, for instance, of the proud *Queen Mary* riddled with bugs (thanks to the porters who came aboard at Suez), and of the rigours of early Atlantic flying. There are amusing references to Earl Mountbatten's pet project for an aircraft carrier made of ice (the "Habbakuk" project). Lord Alanbrooke admits that his attitude grew to be, "To hell with Habbakuk!" Once, however, he became involved in discussing whether the propeller shafts would break

loose from the iceberg when they generated heat. He was told that a refrigeration plant would prevent this.

Sir Arthur Bryant treats his story in masterly fashion. He, too, keeps the broad picture before him and never becomes obsessed with details.

Lest anyone should be tempted to regard the book as an attempted "debunking" of Sir Winston Churchill, Sir Arthur writes: "It was Churchill who, even when he... passionately believed himself right and Alanbrooke and his fellow Chiefs of Staff wrong, had the wisdom and magnanimity to be guided by them and to refrain from using the boundless powers with which Nation and Parliament had invested him. Remaining a leader, he refused to be a dictator."

Gunners on the Ridge

On a narrow ridge high above Rabaul, in New Britain, the young Australian Gunners waited to shoot down the Zeros—with two old three-inch guns and no predictor.

Each dawn, at stand-to, they were privileged to see day on one side and night on the other. From a neighbouring volcano came clouds of black smoke and sulphur fumes, irritating the eyes and throats, blackening and corroding metal. Twice a day firing mechanisms had to be stripped and cleaned.

These Gunners, militiamen mostly under 19, were the sole anti-aircraft defenders of Australia's north-east outpost.

One of them was Lieutenant (later Major) David Selby, who in his vivid book "Hell and High Fever" (*Angus and Robertson, 12s 6d*) tells what happened after the Japanese swept down in strength on Rabaul, in 1942.

The defences collapsed. No plans had been made for a withdrawal. The Gunners (who, despite their lack of fire control instruments, had registered hits) blew up their guns. Rabaul's garrison were told, "Each man for himself." Many decided to surrender. Others, including Lieutenant Selby, took to the unhealthy jungle in the hope of escaping to the Australian mainland; though for all they knew the Japanese might have invaded Australia. The invaders posted up a notice which read: "If your religion does not allow you to commit suicide it is up to you to surrender yourself and beg mercy for your troops."

Soon the fugitives began to go down with assorted diseases, the least attractive of these being cerebral malaria, which turned a man into a lunatic. With bitter effort, the survivors buried their dead in the hard coral, and even erected headstones over them. Headstones were carved ready for the living, too; and there was macabre mirth in deciding whose should be carved first.

A rescuing yacht came at last. More than a hundred were taken off, but they had not yet finished dying. "Of my men who became prisoners-of-war, I saw none again," writes the author. They were among 1000-odd prisoners lost at sea en route to Japan.

This is a gripping story of what men can put up with when the odds are at their deadliest.

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The Army's "Air Force"

OVER beleaguered Boulogne in September, 1944, an Auster aeroplane was attacked by German anti-aircraft batteries. The pilot, a Gunner officer, called up the cross-Channel guns at Dover and 80 seconds later the first 15-inch shell from more than 20 miles away had landed on the target.

It was a startling illustration of what a sitting duck could do to defend itself.

Three years before, when the air observation post system was in its experimental stages, the Royal Air Force was urging its disbandment. How could such small aircraft (wing span 36 feet, cruising speed 85 miles an hour) operate in the face of the enemy?

The Air Observation Post was saved by Field-Marshal Lord Alanbrooke (then Commander-in-Chief, Home Forces), who ordered the experimental flight to be expanded into a squadron. As a Gunner he had long appreciated the need for the Royal Artillery to have its eyes aloft.

The exploits of the Air Observation Post squadrons are told in "Unarmed Into Battle" (Warren and Son Ltd., The Wykeham Press, Winchester, 25s.), by Major-General H. J. Parham, a World War One Gunner and amateur pilot, and E. M. G. Belfield, who was an Army flier in North-West Europe.

The first Austers went into action in Tunisia in support of 78th Division, and, in spite of hostile fighters, were soon directing guns with great rapidity and skill.

When Captain M. J. MacGrath was attacked by five Focke-Wulfs he flew to a hollow in the hills and went round and round in a series of steep turns like a

fly in a jampot until the frustrated fighters made off. Only one of these highly manoeuvrable craft was shot down by fighters during the whole campaign.

In Sicily the Air Observation Post carried out its first operational shoot with the Royal Navy, directing ships' guns on to land targets.

In Italy almost all the artillery registrations for the crossing of the Volturno were carried out by Army pilots operating from coconut matting airstrips laid down by Sappers. Towards the end of the campaign the Austers were called in to observe and direct the fire of individual tanks, a task which they were to carry out more frequently in North-West Europe.

The Army's pilots were in action in Normandy on D-Day. Later Major A. Lyell, of 658 Squadron, directed from his Auster nearly 600 guns belonging to two British and one Canadian corps, with their supporting Army groups, on to 40 German panzers.

Although the Air Observation Post squadrons were (and still are) Royal Air Force units they were commanded by Gunner officers and all the pilots were Gunner majors or captains. Ninety-eight officers were awarded the Distinguished Flying Cross.

To Please The Kaiser

IT was 1909. Kaiser Wilhelm was visiting his Army Physical Training School. For his benefit, cadets climbed up ladders 30 feet high and descended by different methods.

After watching for some time, the Kaiser said: "Is there no other way of coming down?"

A cadet at the top of the ladder at once cried, "Jawohl, Majestat," and flung himself straight to the floor of the gymnasium, breaking both legs.

The German officer who described this incident to Mr. G. Ward Price, the war correspondent, said, "A splendid deed, nicht wahr?"

When Mr. Price commented, "Well, I don't know. The Kaiser has got a crippled officer instead of a sound one," the officer smiled condescendingly and said: "You are a civilian. You would not understand. That is the spirit of the German Army. For our War Lord no sacrifice is too great."

Mr. Ward Price of the *Daily Mail* tells the story in his "Extra-Special Correspondent" (Harrap, 21s), a lively book of reminiscences by a journalist who covered his first war in 1912, in the Balkans, and his last in 1950, in Korea.

In that Balkan war, correspondents were still dependent on horses and were accompanied by their personal retinues of inter-

preters, grooms and batmen. Mr. Ward Price broke with precedent by buying, for £400, what was believed to be the only car in Constantinople. He got 100 miles service out of it before it was destroyed, but it gave him a close-up of a decisive battle.

The author started the 1914 war, in Paris, with two Rolls-Royces, but that was too good to last. Soon he was sent to Gallipoli.

It was in the 1914-18 war that the occupation of correspondent acquired considerable status; at the end of it six correspondents received knighthoods. Mr. Ward Price gives his theory

There were no knighthoods for war correspondents in 1945.

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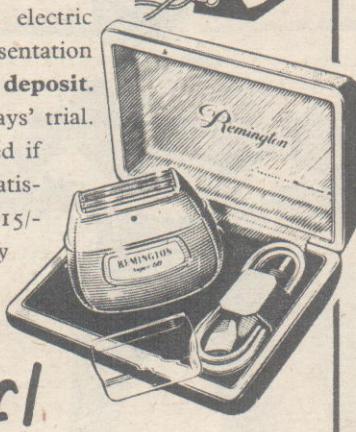
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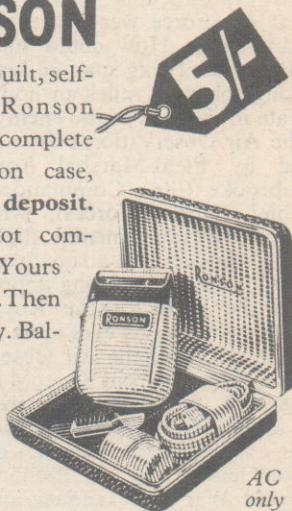
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Through the artist's eye: Field-Marshal Viscount Montgomery with his personal staff in the mess tent, Belgium, 1944. From a painting by James Gunn.

SCRAPBOOK OF WORLD WAR TWO

Through the camera's eye: Lieutenant-General Omar Bradley (left), General Dwight D. Eisenhower and Major-General Ira Wyche, at a post-luncheon conference at 79th (US) Division Headquarters, 1944.





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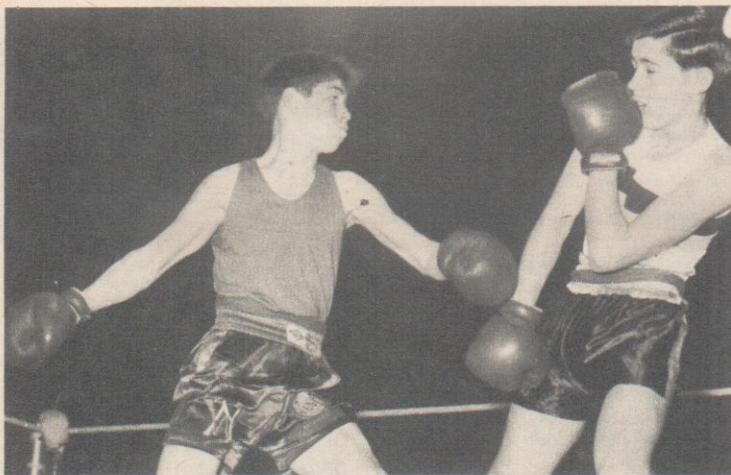
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Cadet W. Naismith (Renfrew) slings a haymaker right at Cadet T. Foxall (Middlesex) who won on points. Below: Cadet D. Jenkins (Glamorgan) gets home an old-fashioned straight left on Cadet R. Noble (Durham). Jenkins won on points.

Photographs: ARTHUR BLUNDELL



GLAMORGAN —AS USUAL



Cadet R. Wilkes (Middlesex), is national junior ABA champion at 10 st. 6 lbs. Below: Lieut-Gen. C. F. C. Coleman presents the winner's trophy to Cadet T. Devine, one of Glamorgan's seven champions.

ARMY cadets from Glamorgan continued their remarkable run of successes in the Army Cadet Force boxing championships when they won the inter-county title again this year.

They have been county champions every year for the past 13 years, except in 1954. Runners-up this year were Middlesex.

A Glamorgan cadet, Corporal G. Kitchen, won the trophy for the best individual performance by knocking out Corporal T. Barker, of Durham. Only one of the eight Glamorgan contestants lost his fight, and that narrowly.

Best loser was Cadet T. Taylor of Durham.

About 2000 cadets entered this year for the contests—a breeding ground for British champions. The winners are eligible to compete in the Amateur Boxing Association junior championships. Last year five Army cadets won national titles. Don Cockell, Dai Dower and Joe Erskine were all Army Cadet champions.



Corporal R. Palmer (Wiltshire) missed with this promising right but he won his match with L/Cpl. R. Dennett (Durham). Below: The War Minister, Mr. John Hare (extreme right) was among the spectators. General Sir Richard Gale (with cigar) and Lieut-General C. F. C. Coleman, GOC, Eastern Command (in uniform), were also there.



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Anonymous or insufficiently addressed letters are not published.

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

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



Bombardier John T. Cann carried the historic battle-axe when the 74th (Battle Axe) Medium Battery, Royal Artillery held their annual parade commemorating the unit's part in capturing Martinique from the French in 1809. It is always borne by the tallest man in the Battery. If he has no moustache he is ordered to grow one for the occasion. This is in memory of "Les Moustaches," who lost the axe.

LETTERS

FIRST ROYAL

Major E. H. Rhodes-Wood indicates (Letters, February) that the corps of Royal Electrical and Mechanical Engineers was an offshoot of the Royal Engineers, "from whom we obtained our title 'Royal'."

The bulk of the Royal Electrical and Mechanical Engineers emanated from the workshop branch of the Royal Army Ordnance Corps; only a small percentage of the original personnel transferred from the Royal Army Service Corps and an even smaller percentage from the Royal Engineers. I am of the opinion that the title "Royal" was granted because of our lengthy association with the Royal Army Ordnance Corps and, prior to that, the Army Ordnance Corps.

We were so closely associated with our old corps, the Royal Army Ordnance Corps, that we occupied the same barracks, working side by side, sharing the same facilities for many years after the formation of the Royal Electrical and Mechanical Engineers on 1 October 1942. To most of us it was merely a question of changing one's cap badge and carrying on as usual.—"Caliper."

★ The Royal Electrical and Mechanical Engineers were made up from the Engineering Branch, Royal Army Ordnance Corps; Maintenance and Heavy Repair Section, Royal Army Service Corps; and Mechanical Section Royal Engineers.

It is rather amusing to read of these "mushroom" units boasting of their "Royals" when one considers the large number of fighting regiments of ancient lineage, including the Brigade of Guards, which still do not carry the title "Royal."

Yorkshire and Lancashire contribute no fewer than 13 Line regiments of Infantry, including two of the six Minden regiments. Yet not one of these carries the initial title of "Royal." The nearest any of them get to it is the King's Own Royal Regiment (Lancaster). Strange, is it not?—F. W. Walker (ex-CQMS, Yorks and Lancaster Regiment), 23 Dransfield Road, Crosspool, Sheffield.

ASTHMA

Does the Army ever accept recruits who are liable to very rare attacks of asthma, which can be got rid of in half a minute with the aid of a small pocket pump?—"Gasper."

★ Mild asthma would not necessarily debar a man from military service.

FOR BOYS

A scheme whereby Army Boys (for example, from the Infantry Boys Battalion) could undergo a course at the Outward Bound School to qualify for the Duke of Edinburgh's Award might aid recruiting, enhance Army efficiency and incidentally help to produce a good army recruiting poster.

I note that boys who train on the *Arethusa* are offered these rewards on entering the Royal Navy or the Mercantile Marine: a £5 bonus on passing the advanced class test (Royal Navy); a sword on promotion to sub-lieutenant, Royal Navy; a sextant on obtaining second mate's certificate; binoculars on obtaining a master's certificate. Similar Army-style rewards might be offered to, for example, the boys of the Duke of York's Royal Military School and the Dunblane School when they enter the Army.

Incidentally, my copy of **SOLDIER** goes to the *Arethusa* each month. The ship has about 240 boys between 13 and 15. Many of these in the 1920s joined the Army and many probably still do.—"Army Enthusiast."

RIDERS OF WEEON

There is on foot a scheme to commemorate the close connection that existed for so many years between the old Equitation School at Weedon and the parish church. The scheme includes an illuminated book of commemoration, containing the names of officers and other ranks who were associated with the school during its 25 years of existence. As the sponsors want the list to be as complete as possible, anyone interested should send me his name and address, on a postcard. I can then describe more fully what we have in mind.—Rev. I. V. Lewis, The Vicarage, Weedon, Northampton.

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Vacancies in London and other towns in Great Britain for men and women who have served in H.M. Forces and have passed in not more than two examinations, in 1952 or later, for the General Certificate of Education in English Language and four other specified subjects. Selection by interview; no written examination.

Candidates must, by the date on which they submit their application forms, have completed a period of whole-time service in H.M. Forces; provided that a candidate who is still serving, but whose whole-time service will cease not later than 31st December, 1957, may apply to be interviewed.

No candidate will be eligible whose whole-time service ceased before 1st January, 1956.

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For further particulars and application form write (preferably by postcard) to: Secretary, Civil Service Commission, 6, Burlington Gardens, London, W.1 quoting No. 534/57/85.

Completed application forms will be accepted any time during 1957.

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PROMOTION

Should all service count towards seniority on the substantive roll or does only Regular service count?

I joined the Army in 1944 under the war emergency regulations. As a war-substantive Infantry sergeant I transferred to my present corps in 1947. When my release became due, I elected to remain in the service until the end of general demobilisation. In January 1949 I signed on a Regular engagement. My service since 1944 has been unbroken.

When the peace seniority roll first appeared in 1950 or 1951, I immediately questioned my place on it. The answer given then was that service for substantive rank was based on Regular service only, so that my service for promotion purposes started in January, 1949. I have never been able to have this confirmed. Members of other corps assure me that all service should count towards seniority. It seems rather hard that my four years or so service and ranks gained outside my present corps should be discounted.—"Bookworm."

★ A soldier's position on the seniority roll is determined by the date of his attestation on a Regular engagement.

CHIEF SCOUT

I was very interested in the article on Lord Baden-Powell (SOLDIER, February). It came as a great surprise to me to discover his grave in the little village cemetery of Nyeri, Kenya when I was stationed in that area. Presumably he spent his last few years in the Kenya highlands.



The cemetery where Lord Baden-Powell lies buried occupies a commanding position on the ridge of a hill overlooking a few miles of lower ground, abruptly ended by the enormous mass of Mount Kenya. Also buried in the same cemetery are many other high-ranking Army officers, who retired and settled in the district.—S/Sgt. G. A. Gladman, REME, Arborfield.

WOODEN SPOON

Why are spoons given as prizes in shooting matches? We have a set of Hythe spoons in the Mess, awarded to the highest scorer in one of the practices during our annual shoot. The ladies' shooting club have just had a silver spoon, surmounted by the Sandhurst crest, specially made as a prize and the competitor with the lowest score was awarded a five-foot long wooden spoon. Yet no one seems to be able to say why such use is made of this item of culinary equipment.—CSM C. S. Payton, RMAS, Camberley.

GRATUITY

I have completed 20 years' service and applied for my discharge because my fiancée is a semi-invalid and requires my presence. Shall I receive a gratuity if allowed to take my release?—"Corporal."

★ Yes. Gratuity for 20 years' reckonable service is £375.

V-WEAPONS

To settle an argument in the sergeants' mess, can SOLDIER quote (a) the speed of the V-1 or doodlebug; (b) the height reached by the V-2 rocket?—Sergeant A. Dorey, 50 Medium Regiment, RA.

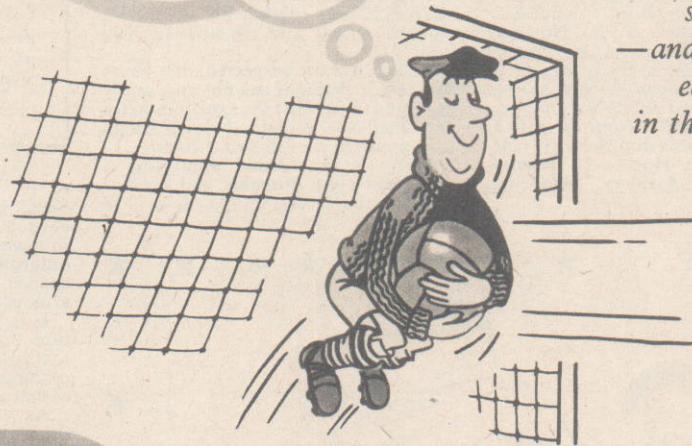
★ The V-1 or flying bomb used by the Germans in World War Two had a maximum speed of about 286 miles per hour. The operational peak altitude of the V-2 rocket was 60 miles and the vertical peak altitude 116 miles.

BLACK PATCH

Can SOLDIER explain a small mystery which I came across only once during my Army career and that was before World War One? I saw an officer wearing Service Dress which had a small black patch in the middle of the back, between the shoulder blades. The patch was roughly the size and shape of a medal ribbon. To the best of my recollection the officer belonged to either the old West India Regiment or a unit of the West African Field Force.—Colonel E. Cross (rtd.), 27 Merchison Crescent, Edinburgh.



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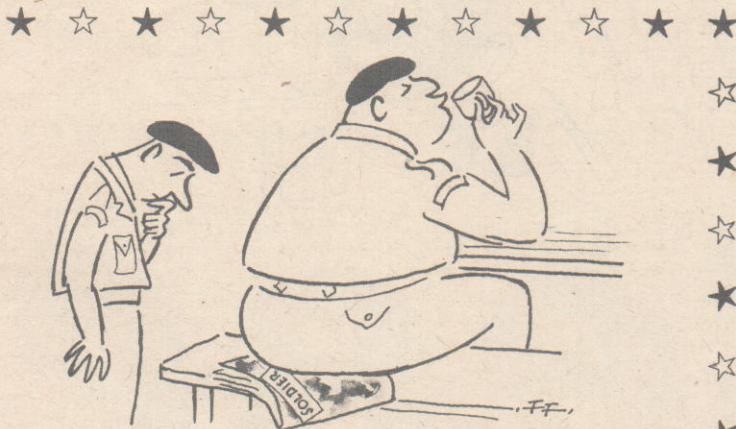
Having completed 23 years service I have decided to emigrate. I am most interested in New Zealand, but in order to get there I will have to pay a minimum of £92 per head for my family. This would eat up any small capital I might have. Does any authority exist to provide free or assisted passages for an ex-Serviceman and his family?—"Warrant Officer."

★ There are no free or assisted passages for British ex-Servicemen as such unless they have been accepted for enlistment into one of the Dominion Forces or have been guaranteed employment as civilians.

FROM AMERICA

I have been a subscriber to *SOLDIER* for some time, as I consider that what men serving in other armies are doing should be of interest to all soldiers. I have a great admiration and respect for the British soldier and the British Army, to the extent that I have been making a study of the subject, especially organisation. — Master-Sergeant Lester O. Johnson, USAR (Infantry), Neenah, Wisconsin, USA.

SOLDIER has been a constant source of enjoyment to me. Not only have I found it useful in keeping abreast of thought in the army of our most cherished allies, the British, but most instructional in its presentation of historical episodes from the gallant exploits of English and Scottish regiments. — Captain Horace L. Hunter, United States Artillery, Appleton, Wisconsin.



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BERGENS

I noted one glaring fault in the pictures accompanying the article "The Lone Men of the Mountains" (*SOLDIER*, February): the men's Bergen straps are dangling loose. I have been wearing Bergens for years, both with the Commandos and the Scouts, and have always insisted that the straps be firmly rolled and the Bergen worn on the shoulders to lessen fatigue during long operations. The rolled straps will not become unfastened and the little additional trouble taken makes a world of difference to one's appearance. — Colour-Sergeant F. W. Harvey, Royal Marines, Southsea.

★ A spokesman of the Special Air Service Regiment, who were featured in the article, says that as their course in Wales is designed mainly as a test of initiative no instruction is given on how to wear the Bergen rucksack; it is up to the men to find out the best method for themselves. Trained soldiers of the Regiment always wear their Bergens on the shoulders with straps rolled.

ARE WE BIGGER?

In your February issue you discuss the question "Do soldiers have bigger heads now than 50 years ago?" You say: "It is well known that the frame of the fighting man has expanded considerably since the days when knights were bold (try putting on an ancient suit of armour and see how far you get)." I have always suspected this belief and am surprised it has not apparently occurred to you that the explanation for the small-size Cavalry helmets might also apply to the suits of armour.

There is the further point that a nobleman's son probably had his first suit of armour at the age of, say, 16



FRYING TONIGHT—in Libya

THERE'S not much to remind one of home in Libya, but the new fish and chips van now operating in Cyrenaica District is quite a help.

It was the idea of Captain A. S. Arymar, Army Catering Corps. An old caravan was converted and a two-pan fish fryer installed. Welfare backs the enterprise and the cooking is done by volunteers from the Army Catering Corps.

One of the first patrons was Miss Ruby Murray, the singer ... who visited Cyrenaica for Combined Services Entertainment.

or 17. To keep pace with his subsequent growth he would be likely to need a new suit every year for the following six or seven years. These outgrown cast-offs would have a better chance of survival than the suits of armour he wore as a fully-grown man.

It is suggested that a better indication of the Englishman's "vital statistics" in the Middle Ages is obtained by consideration of the use of that wonderful weapon, the long bow.

As you know, archery practice in the England of those days was compulsory in much the same way that "education" is compulsory to-day, except that the former lasted from childhood to the age of 60. Games like football were prohibited to ensure that archery was not neglected and merchants were obliged to import, with every ton of merchandise, four good bow-staves, those 6 ft. 6 in. long being duty-free.

To wield a long bow, especially a 6 ft. 6 in. one, effectively, a man had to be tall and strong. Our traditional enemies to the south made little use of the long bow as they were unable to "field" the necessary number of men able to cope with it. The use of this weapon thus gave this country a definite potential advantage in the "arms race" of the times, because we had the men of the right build for it.

Does this not indicate that the physical standards of Englishmen in the Middle Ages were fully up to those of to-day? I suspect they may well have been, on the average, a bit better.

Thank you for continuing to provide a magazine of abounding interest and entertainment. — Major F. R. B. King, RASC/AER, Beavers, Cobham Road, East Horsley, Surrey.

THAT MEDAL

May I convey my grateful thanks to *SOLDIER* for assistance given in enabling me to be awarded the Meritorious Service Medal. Here's wishing every success to a magazine which is invaluable to any Serviceman or ex-Serviceman. — W. G. F. Andrews (honorary Captain), Manor House, Bishops Hull, Taunton.

I wish to express my appreciation for the prompt and efficient way you dealt with my enquiry. Your reward will be in knowing that as and when the occasion demands another old soldier will be proudly wearing his

Meritorious Service Medal. — F. Bennett (ex-WO II REME), 11 Hyemoor Way, Bootle Station, Cumber-

land.

Thank you very much for your valuable advice and the trouble you have taken on my behalf. I received the Meritorious Service Medal less than a month after hearing from you. I am sure that had you not advised the correct procedure my case would not have come before the proper authority and I would not have been awarded this most coveted medal. — F. Miles, 45 Imber Road, Warminster.

I served for 21 years and have every essential qualification for the award of the Meritorious Service Medal. Quite recently I applied and was turned down as ineligible because no recommendation was made by my commanding officer at the time of my discharge in 1908. I was told that this is an essential condition.

Can *SOLDIER* say whether this decision is final or can I take the matter higher? — E. F. Lilley, ex-Acting Sergeant-Major, 3rd Volunteer and 4th Battalions Devonshire Regiment, The Royal Hospital, Chelsea.

★ The first three readers were awarded the Meritorious Service Medal under the provisions of an Army Order which covered those who did not receive a recommendation for the Medal but who "would have been eligible for consideration for registration had they been so recommended subsequent to 3 September, 1939 and before 1 January, 1952 by their commanding officers. . . ."

No such dispensation existed earlier and there is thus no further action ex-Sergeant-Major Lilley can take.

The qualifying period for the medal has now been extended from 22 to 27 years. Originally it was 21 years.

HOW OBSERVANT ARE YOU?

(See page 23)

The pictures differ in these respects: size of menu board; left hand of fair girl; shape of mineral water bottle; direction of "ZIP" on third tin lid; handle of second cup on counter; number of cigarettes in packet; tip of cat's tail; name on sauce bottle; shape of lapel notch on dark girl; bread on diner's plate.



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