

THE HAWK

REGIMENTAL JOURNAL OF THE 14th/20th KING'S HUSSARS

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EDITORIAL

HERE, AT LONG LAST, is the first number of the Regimental Journal. I can only hope that it will appeal to all those of you who have so nobly given me support.

In producing the Journal I would, first of all, like to thank all those who have contributed articles, photographs and cartoons, and the many others who have assisted me in other ways. Much as I would like to, I cannot publish their names owing to lack of space, and I hope that they will regard these lines as sufficient thanks. I would also like to thank everyone who wished this first number good luck.

Now, I realize that this Journal is lacking in many respects. The first fault is the absence of an article dealing with the 20th Hussars. A perusal of our histories and scrap-books in an attempt to find suitable material for one has not produced these requirements. I therefore ask any old 20th Hussars who have any topic which might be of interest to the Journal to let me know as soon as they can.

Another thing, the Old Comrades' News Section is almost exclusively news of our "young" Old Comrades. This is only natural in the first number, but we look to the older ones to drop us a line in time for our next number. In this connection I would also add that some of the letters received from Old Comrades contained little real news of their writers.

Now, having criticized the Journal myself, the least I can do is to ask for your criticism. If there is something you don't like in it, something which might be improved, let me know and I will do my best to put it right. Even if you consider it perfect (!), write in, none the less. The Journal is one of our means of keeping in touch with you all, so please do not forget to drop us a line.

One last word. The delay in the printing and publishing of the Journal has been caused by our move from Germany to England, which has set matters back some weeks. Also, some of the articles were written before we came to know of the move and therefore may give the impression that we are still in Germany. As the rewriting of these articles would only result in further delay, I would ask you to accept them as they are.

LIEUT.-GENERAL SIR RICHARD L. McCREERY, K.C.B., K.B.E., D.S.O., M.C.**COLONEL, 14TH/20TH KING'S HUSSARS**

to many past and present members of the Regiment General McCreery is already a well-remembered personality. To the former, as Adjutant of the 12th Royal Lancers in 2nd Cavalry Brigade days at Tidworth from 1923 to 1925; to the latter as Commander of the Eighth Army in Italy or G.O.C.-in-C., British Army of the Rhine.

Educated at Eton and R.M.C., Sandhurst, he was commissioned into the 12th Lancers at 17 years of age, and fought in the First World War from 1915; he was awarded the M.C. and was wounded.

He graduated from the Staff College in 1929 and commanded the 12th Lancers from 1935 to 1938.

In the operations in France in 1940 he commanded the 2nd Armoured Brigade and received the D.S.O. for his services.

In 1941 he commanded the 8th Armoured Division, from which he went to M.E.F. as Major-General, R.A.C., at G.H.Q. Later he became Chief of Staff to the Commander-in-Chief, M.E.F. (the then General Alexander). For his services in this theatre he was created K.C.B. at the conclusion of the North-West African campaign.

After commanding X Corps in operations in Italy he succeeded General Leese in command

of the Eighth Army, in which capacity his victorious campaign in the valley of the River Po forced the German surrender in Italy at the end of April, 1945. For these services he received promotion in the Order of the British Empire to K.B.E.

Following a post-war period as British Commander-in-Chief in Austria, General McCreery was appointed to command the British Army of the Rhine in June, 1946.

He succeeded Brigadier F. B. Hurdall, M.C. (late 14th/20th King's Hussars) in the appointment of Colonel of the Regiment on 21st May, 1947.

General McCreery's record in sport has been as distinguished as his military career. A fine all-round sportsman, he is in the front rank as a horseman. In 1923 he won the Grand Military Gold Cup Steeplechase on his own mare, "Annie Darling" and followed up by winning the same race on "Dash o' White" in 1928.

In 1926 he played No. 2 for the British Army polo team versus the U.S. Army.

Since his appointment as our Colonel, General McCreery has twice stayed with the Regiment. His keen and personal interest in many of the Regiment's activities has had a most stimulating effect.

FOREWORD

SINCE I spoke hopefully of the production of the Journal of the Regiment in my Old Comrades' News-Letter in April, the idea has rapidly gained strength. Now, thanks to the industry and keenness of Capt. G. A. L. C. Talbot as Editor, and the generous support of past and present members of the Regiment, the project has materialized. It has, I believe, a very important function to fulfil, since the Regular Army of the future is likely to become so closely integrated with the general population of the country through the medium of the National Service man.

In the intervening six months since the News-Letter we have undergone many further changes in the Regiment, this time tending towards a more permanent build-up of all ranks. A very fair percentage of young Regular soldiers have joined; we have had Emergency Service men for longer as they have come direct to the Regiment from their Training Regiments, and we have seen the return of quite a number of former 14th/20th Hussars who have either rejoined the Regiment from civilian life or war-time "Python." In the late spring of the year we received a substantial draft of Royal Welch Fusiliers, who were to remain attached to the Regiment for the balance of their Emergency engagements. These men needed R.A.C. training, therefore "A" Squadron was revived as the Training Squadron, under Major P. F. W. Browne, D.S.O., M.C. Most encouraging results were achieved by these and other trainees of the Squadron, so that after ten weeks "A" Squadron was fully re-formed as a normal squadron. It was also gratifying that all attached Royal Welch Fusiliers, who were eligible by length of unexpired service to transfer to the Regiment, did so.

In the Journal much mention (rightly) is made of games, sport and welfare aspects of our daily life. This does not mean, however, that we have disregarded our foremost job. The Regiment has had several periods at the All-Arms Training Area at Vogelsang (in the Siegfried Line), with realistic battle training, and practice in co-operation with all arms. In the main, though, the dictates of circumstances have been to individual and lower collective training. The most tangible signs of that progress have been with personal weapons. At the 2nd Infantry Division Small Arms Meeting, in which over fifty teams competed, the Regiment was fourth in the Inter-Unit Championship, and the Officers' team won the Inter-Unit Officers' Pistol Competition.

It is worth mentioning that the Revolver Club is once more a flourishing concern and is well

supported by all ranks in three categories of pistol shots.

In a different, purely military, field I wish to mention the hard work put in by the Technical Department of the Regiment and by the attached R.E.M.E. L.A.D. Very great demands have had to be made on armoured and transport vehicles of the Regiment; many of the latter are no longer youthful. It has inevitably been the lot of the squadron and Regimental repair organizations to work sometimes far into the night; work which so often is taken for granted apparently, but which, none the less, is thoroughly appreciated.

Very shortly now we are leaving B.A.O.R. for the United Kingdom. Among the many things which I shall long remember about the last six months of our service here included the two visits which Lieutenant-General Sir Richard McCreery, G.O.C.-in-C., British Army of the Rhine, has paid to the Regiment since he was appointed to succeed Brigadier F. B. Hurndall as Colonel of the Regiment last May. When it was my good fortune to be the temporary Commanding Officer of the Regiment during part of the war I was made conscious of all that Brigadier Hurndall was doing for the Regiment from afar. Now, as Commanding Officer, I have experienced at close hand the very great help of General McCreery's keen and active interest in the Regiment and all its doings.

Other thoughts immediately coming to mind concern the efforts which have been made by the Regiment to leave these barracks better than we found them.

Again, the breadth and range of games and sports in which the Regiment has participated. Gladiatorial representation has certainly not figured, as has been well typified by our cricket activities so ably described later in the Journal.

And, finally, the always present enthusiasm for riding which received a tremendous fillip from the Regiment's share of the Musical Ride at the Dortmund Tattoo. Fortunately, being allowed to retain temporarily the Musical Ride horses, the keenness of other ranks (including attached) showed itself to be as great as that of the officers. Our two-day programme of Regimental Mounted Sports was memorable not only for the number of individuals competing but also for the remarkably high standard of determination and general horsemanship shown by the novice riders.

Before this Journal is published we will have begun to take over a Training Regiment's role at

(Continued at foot of next page)

COLOGNE, 1947

By

CAPTAIN (QUARTERMASTER) P. T. DREW, M.B.E.

AS those of you who served in the 14th (King's) Hussars in Cologne from 1920 to 1923 probably guessed, the town now bears little resemblance to what it used to be in those days. I know. I've been there and had a look round.

First, of course, I went to the old barracks near the Hohenzollern Bridge. Even before the war these had ceased to exist as barracks, and had been transformed into a museum. You can see that the Germans had made a good job of it from the photographs. You can see, too, that the Air Force made an even better job of it later! The only object which can be identified in the last two photographs is the tower with a flagpole. I managed to find the main entrance to the barracks and looked for the stables, N.A.C.B. hut, Y.M.C.A. and Joey Goddard's tea-stall—they had all vanished.

From the barracks I walked past where the Officers' Mess had stood to the site of the Sergeants' Mess and families' billets. The little church is gutted; the two messes are dumps for railway lines. The billets are the only buildings which I really recognized in the whole area.

The Hohenzollern Bridge is down, and likely to remain so for at least two years. (I remembered dashing across it in the old days, to be back by 2359 hrs.—“or else.”)

To get across the river I had to go downstream for a matter of some 500 yards to the Patton Bridge; a huge, two-way Bailey bridge, and the only one over the river at Cologne. I wandered round the Cathedral and had visions of parades in the Dom Square. The Excelsior Hotel still stands and is functioning as a transit hotel, even though the top floors are completely burned out. The Hohe Strasse is just a mass of rubble; the “Germanmia” a shell. So, too, is the Nord Hotel and “The Handleshof” or “Broken Jug” as some called it.

There were other places I visited, too, but saw only ruins. There are, I expect, a number of places about which some of you old-stagers would like to hear. I won't mention them, as your wives would be sure to say: “So that's what you did in Cologne!” All I can say is that the odds are about ten to one on their having been destroyed.

(Continued from page 3)

Catterick. The full import of this work, maybe, has yet to be realized. It is sufficient to say, however, that we will have the responsibility for doing all in our power to ensure that young Regular soldiers, no less than the forthcoming National Service men, are set going squarely on their way. Much will depend on the start we are able to give the young National Service man. His short time in the Regular Army must be considered in the light also of the influence which he will have in succeeding years.

Approval has been given for the re-forming of the Band of the Regiment. In the person of Mr. R. Hurst, A.R.C.M., I am confident that we have a very keen and able Bandmaster who will overcome the difficulties attendant on the re-

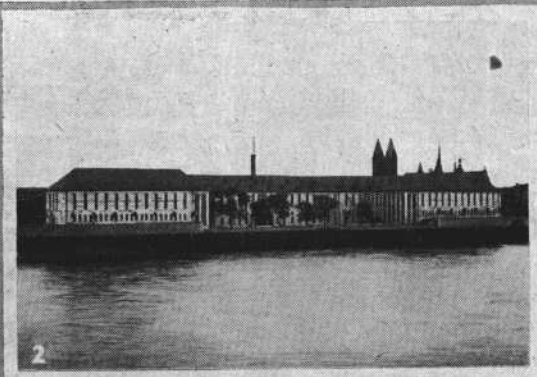
formation of the Band. Already he has a nucleus of bandmen and boys at Catterick who impressed me when I met them recently as having plenty of *esprit de regiment*, despite their long waiting actually to become part of the Regiment.

I hope that it may be possible to have an Old Comrades' Reunion within the Regiment next summer. As the project has been considered so far, it seems that the week-end of the Regimental Sports (whenever held) might be a good date.

If the idea appeals to you I will be very glad to have any comments or suggestions.

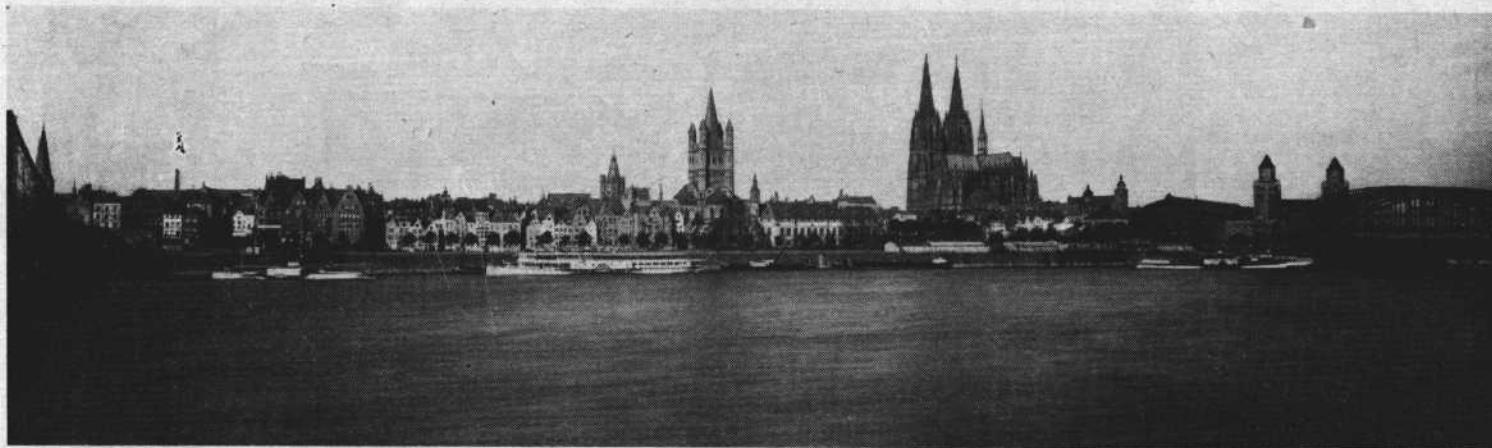
H. A. R. TILNEY,

LIEUTENANT-COLONEL.

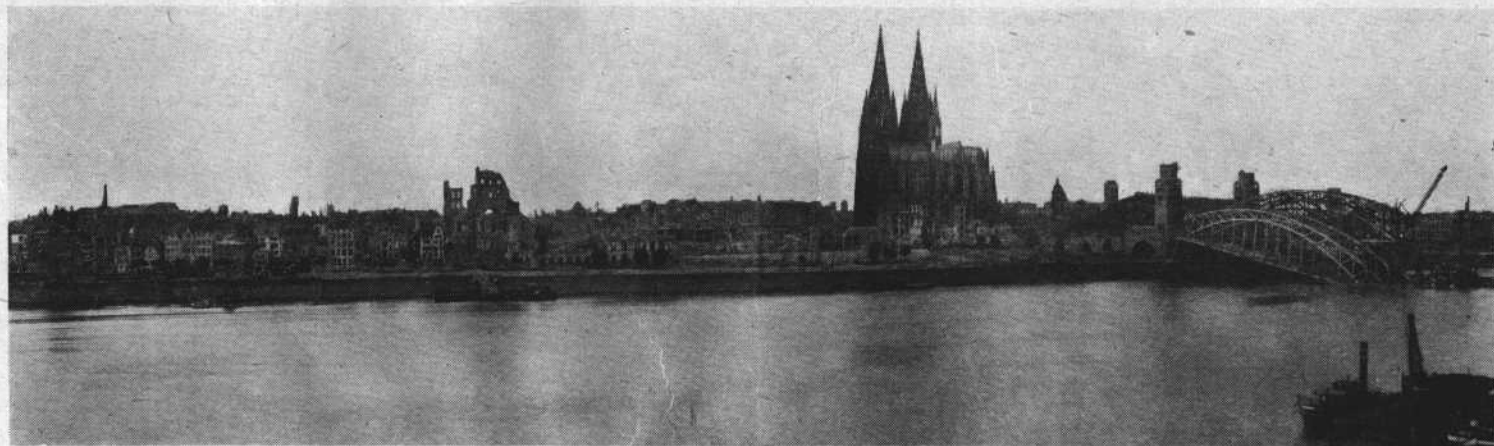


THE DEUTZ BARRACKS

1. . . . then . . .
2. . . . as it became . . .
3. . . . and as it is now.



COLOGNE FROM THE DEUTZ BARRACKS, 1939 and 1947



THE DUKE OF LANCASTER'S OWN YEOMANRY

By

LIEUTENANT-COLONEL ROBERT PALMER, D.S.O., T.D.

[NOTE.—As some old members of the Regiment may know, every Cavalry regiment has affiliated to it a Yeomanry regiment, and it is our good luck to have the Duke of Lancaster's Own Yeomanry affiliated to us. We have a number of officers and men serving with them, including the following: Major E. B. Studd as Second-in-Command, Capt. D. P. R. Scarr as Adjutant, and R.S.M. R. Easto as Regimental Sergeant-Major, with fourteen other ranks. We therefore asked the Commanding Officer to give us a short synopsis of the history of the Duke of Lancaster's Own Yeomanry, and this is the article he sent us.—EDITOR.]

The Corps of Yeomanry was originally formed under similar circumstances to the Home Guard, from men who, because of their intimate knowledge of the countryside, would be best qualified to resist invaders, the threat then being from Napoleon's armies massed along the French shores of the Straits of Dover. When, in fact, a small force did land on the coast of South Wales they were immediately set upon and driven back to their ships by the Pembrokeshire Yeomanry. In Lancashire a number of Light Horse troops were raised, notably at Barrow-in-Furness, Bolton and Wigan, which later, in the reign of William IV, were amalgamated and given the title of "Own," since when the Sovereign has always been Colonel-in-Chief of the regiment.

Coming to more recent history, it is a matter of mutual interest to recall that in 1914 the regiment was mobilized under the command of Colonel R. H. Tilney, D.S.O., T.D., an uncle of the present Commanding Officer of the 14th/20th Hussars. After service in both Palestine and France during the First World War, the regiment was reconstituted as cavalry in 1921, in which role it was embodied in September, 1939. There followed four months of strenuous preparation for war, enlivened by the bi-weekly meets of the local pack of harriers, attendance at which was regarded as ideal training for the troubles ahead. However, dreams of knee-to-knee charges against demoralized Krauts were rudely shattered when, on Christmas Eve, came news that while our horses were to embark for Palestine we were to be left behind to be converted to Royal Artillery. We were to form two medium R.A. units out of the existing Yeomanry regiment, which, of course, necessitated the intake of a large number of conscripts. So were conceived the 77th and 78th (D.L.O.Y.) Medium Regiments, R.A.

Conversion to a new arm, difficult enough under normal conditions, was aggravated by extreme shortage of both equipment and instructors; yet a surprisingly small proportion of horsemen failed to make the grade as gunners, and most of the Yeomanry N.C.Os. became, to their great credit, most competent gun commanders. However, much delay and aggravation had to be endured before either regiment went to war: the 77th languished in Northern Ireland for two and a half years and ultimately formed part of the invasion force into North-West Europe, landing in Normandy on D plus 6. While under command of the 8th A.G.R.A. during static fighting, the regiment was detached to support divisions when operations became mobile, amongst whom were the 11th Armoured Division, for the Odon bridgehead operation, the battle of the Falaise Gap, and for the advance to the River Maas in support of the Arnhem drop; the 15th (Scottish) Division for the capture of Blerwick and later the crossing of the Elbe and the capture of Hamburg. In other operations the regiment supported at different times I Corps, the 3rd Canadian Division, the 43rd Division and the 6th Guards Tank Brigade. After the capitulation their role was to garrison Kreis Rensburg, in Schleswig-Holstein, until put into "suspended animation" in March, 1946.

The sister regiment, the 78th, sailed for the Middle East in January, 1943, arriving at Port Tewfik in April after experiencing three memorable weeks of warm-hearted hospitality at Capetown. Booked for the Sicilian invasion, they were left behind at the last moment, owing to shortage of equipment, and instead spent the next eight months in a more or less nomadic existence in Egypt, Palestine and Syria. Eventually landing in Taranto in November, 1943, they joined the 6th A.G.R.A. in XIII Corps, near the River

Sangro, whence, after several months of static warfare, during which they were "blooded" in both battle and in the dignified consumption of "vino" and "divers liquori," they departed to relieve the Americans in front of Cassino. Here they remained until the final battle for the monastery, during the nine days of which they fired 21,000 of their 100-lb. shells. During this battle and during the whole of the subsequent chase through Rome to Florence, the regiment were in support of the 4th British Division. Thereafter they were in continuous action until the armistice, supporting in subsequent operations the 1st British Division during the battle for Florence, the 8th Indian Division during the crossing of the Arno and Gothic Line break-through (which still further increased their admiration of the magnificent fighting qualities of the Indian troops), the 78th Division, again the 1st British Division, the 88th American Division, and, for a short time, the Italian Friuli Brigade during the winter of 1944 in the Apennines. Finally, for the Senio battle they were under the command of II Polish Corps and later the 2nd New Zealand Division, with the 106th Battery of the regiment in support of the 43rd Gurkha Lorried Infantry Brigade Group. During the operations which led to the capture of the village of Medicina, one of their tank O.Ps. supported a squadron of the 14th/20th Hussars (the troop leader subsequently stated that the squadron was so confident in the fire power of its own guns that it did not call for the support of the mediums!).

After the armistice the regiment was stationed near Trieste and ultimately became an auxiliary police unit, when, amongst its other duties, it formed the nucleus of, and subsequently trained,

a native mounted police force in Trieste. It was put into "suspended animation" in April, 1946.

During their service as gunners both regiments maintained their Yeomanry identity, not in any spirit of unfriendliness to the Royal Regiment, of which we were proud to be temporary members, but because we believed, and events proved, that our emphasis of past traditions enabled us to do our job the better. Perhaps the most interesting feature of our training was the almost immediate acquisition by the intake, who ultimately formed about 75 per cent. of each regiment, of the Cavalry spirit and traditions, stoutly maintained and enthusiastically handed down by the nucleus of pre-war yeomen. Although the horses had left us early in the war, and, in fact, most of the unit had never seen them, there lingered always that spirit of selflessness and good fellowship that is invariably associated with them.

In our new role as R.A.C. we are very grateful for the good fortune that has brought us into such close contact with the 14th/20th Hussars, an association which, under the stress of present circumstances, we believe will become still more intimate. We are already greatly indebted for the provision of such a splendid team of permanent staff, whose enthusiasm and good humour have been a primary factor in starting us off on the right leg.

Our Headquarters are at Lancaster House, Whalley Road, Manchester, with detached squadrons at Bolton and Preston, who, in turn, have troops at Rainhill and Blackpool respectively. We shall especially welcome at any time—but preferably during the evening, when the bars will be open—a visit at any of these drill halls from serving or ex-members of the 14th/20th King's Hussars.

OBITUARY

IT was with great regret that the Regiment heard of the death of the following Old Comrades:

MAJOR T. G. MEAUTYS

On 21st September, 1947, at a sanatorium, from illness contracted on active service.

Major Meautys joined the Regiment as a Second-Lieutenant in 1938, when it was stationed at Lucknow. He served as a regimental officer from then until war broke out in September, 1939, when he was in England on leave. During the war he served abroad in the Middle East and on the staff of the Eighth Army.

Shortly after the war was over—in July, 1945—he returned to the Regiment to take over command of "A" Squadron from Major E. B. Studd.

He commanded the squadron until November, 1945.

He will be sadly missed by all of those in the Regiment, both past and present, who knew him; particularly those in "A" Squadron.

S.S.M. A. E. COLLINS

On the 12th June, 1947.

S.S.M. Collins joined the 14th (King's) Hussars in Cologne in 1920, serving continuously with the Regiment until 1940. Appointed R.S.M. with the Indian Army, he served with a prisoner-of-war camp until being invalided home in 1943.

He will be remembered by many past members of the Regiment as well as by the older serving members for his great loyalty and devotion to

the Regiment; also, no less, for his unfailing cheerfulness and good humour.

COLONEL V. E. MOCATTA, C.B.E.

On 4th October, 1947, in England.

Joining the 14th (King's) Hussars in India in 1905, he had a distinguished record of service with the Regiment and on the "Q" staff until his retirement from the Army in 1936. He returned to service throughout the war in a leading capacity as a "Q" Staff officer at the War Office.

He was a truly memorable figure. His principal aim in life was the furthering of the best interests of the Regiment in every way possible, and, although now only the more senior mem-

bers of the Regiment served with him, his personality will long be remembered with affection and gratitude.

A high sense of duty combined with a quick temper often caused some heart-burnings in those who served in junior capacities under him. More truly, however, will he be remembered for his innumerable acts of generosity and kindness towards the Regiment as a whole and individual members of it.

He was also a most devoted servant of the various Regimental Associations for past and present members of the Regiment, and his death will be felt by a very wide circle of friends in all walks of life.

THE 14th (KING'S) HUSSARS

1914—1918

By

LIEUTENANT-COLONEL J. A. T. MILLER, O.B.E.

(Adjutant, 14th (King's) Hussars, 1917-20)

THE movements of the 14th (King's) Hussars in India and the Middle East in the First World War were so closely followed by those of the 14th/20th King's Hussars in the Second World War that we considered a comparative article between the two Regiments might be of interest:

On 4th August, 1914, the Regiment was stationed at Mhow, Central India. In November it moved to Meerut, United Provinces, but it was not until October, 1915, that the general political situation permitted its being available in Mesopotamia.

In 1915 four squadrons and a machine-gun section were mobilized and a surplus of N.C.Os. and men and horses were left to form the Depot, without drawing on other regiments. No man had less than four and a half years' service, but the officers, many of whom were on the Western Front, were young. Major R. W. Hewitt, who was in command, had but sixteen years. Capt. Ashley Fetherstonhaugh was Adjutant. Strength—18 officers, 443 other ranks, and 490 horses (walers and country-breds).

The Regiment sailed from Karachi on 8th November, 1915, arrived at Basra, reshipped on to barges and disembarked at Kut al Amarah on 20th November. General Townshend's forces were retiring after the indecisive battle of Ctesiphon had made further advance on Baghdad impossible. The Regiment marched to join the 6th Cavalry Brigade at Aziziteh. "A" Squadron

made their famous skirmish at El Kutunie, and many exciting rearguard actions were fought, notably the battle of Umm al Tabal. During the withdrawal to Kut the 6th Cavalry Brigade crossed the bridge under shell fire at dawn on 6th December and, brushing aside the Turks marching up to the investment, fought its way down the Tigris to Ali al Gharbi.

Lieut.-Colonel T. E. L. Hill-Whitson rejoined to take command. The advance to relieve Kut began on 3rd January, 1916. Three months' hard fighting took place under terrible conditions of rain and mud. The redoubtable Turkish positions at Sannat and Es Sinn held out against every manœuvre and assault, and General Townshend and his gallant defenders had to surrender in Kut.

In the excessive heat of the end of May the 6th Cavalry Brigade, supported by the 3rd Indian Division, attempted the crossing of the River Hai west of Kut. The Regiment made a gallant attempt to capture the Hai bridge, and, heading a dismounted attack, Capt. Simon Newburn and Lieut. Guy Deakin were killed.

The hot weather was spent at Arab Village Camp above Sheik Saad. Hotchkiss-gun troops were formed in each squadron and the machine-gun section merged into the Brigade Machine Gun Squadron. The Cavalry Division was formed with the 13th Hussars, "Ragged Brigade" comrades of the 14th in the Peninsular War, in the 7th Cavalry Brigade. On 13th December, 1916, Lieutenant-General Sir F. S. Maude resumed the advance on Baghdad with four infantry divisions and the Cavalry Division. That great leader Brigadier-General P. Holland-Pryor was shortly to take over the 6th Cavalry Brigade. Lieut.-Colonel Hewitt was again in command of the Regiment. There was a well-planned series of preparatory battles.

The Regiment suffered perhaps its severest blow in the death of Capt. T. R. Bruce.

On the 23rd February, 1917, the Norfolk Regiment and two battalions of the Gurkha Rifles crossed the River Tigris at Shumran, and the Cavalry Division crossed to the left bank. There was a firm fight at Lajj, and Capt. Alec Astley was killed leading "D" Squadron against the entrenched Turkish rearguard. But nothing could hold the victorious advance, and the Black Watch entered Baghdad, City of the Caliphs, on the morning of 11th March, whilst in the afternoon the Regiment, as advance guard of the Cavalry Division, received the surrender of the famous mosque suburb of Khaziman. The summer was spent in comparative comfort in spite of grilling heat at Chaldari Camp, north of Baghdad.

In September Major-General Sir H. T. Brookings's 15th Indian Division, supported by the 6th Cavalry Brigade, moved against a Turkish force marching down the Euphrates on Baghdad. Lieut.-Colonel R. W. Hewitt, D.S.O., was in command of the Regiment, whose strength was 26 officers, 445 other ranks, and 557 horses. In a splendidly combined action the infantry and cavalry surrounded the Turkish force at Ramadi on 29th September and hardly a man escaped. The Regiment played a great part in this convincing victory, but at the cost of the gallant life

of its beloved Commanding Officer. Major Edgar Bridges took over command.

The autumn of 1917 saw the Regiment in hard fighting north of Baghdad, taking part in the battles of Tikrit and the Adhaim River.

In January, 1918, Bridges' Column was formed with the Regiment under the command of Lieut.-Colonel E. J. Bridges as the principal unit. The object was to support the advance into Persia of Dunster Force (Major-General Dunsterville, hero of Kipling's "Stalky & Co.").

Three months were spent at Qasr-i-Shirin, mostly on reconnaissance and protective duties over hundreds of miles. "A" Squadron (Major J. D. F. Woodhouse and Capt. P. G. Cropper), Senna to Sakiz; "B" Squadron (Capt. M. J. Ambler) and "D" Squadron (Capt. Ashley Fetherstonhaugh), Bijar to Sain Koleh; and "C" Squadron (Capt. A. V. Pope), Manjil to Enzali and Zinjan to Mianeh. On 21st June the Regiment marched onwards to cover the road beaten out by countless feet of men and animals since the earliest days of history, and which, a generation later, would be ground down by the mechanized squadrons of the 14th/20th King's Hussars. From Paitak to the Tak-i-Girreh Pass, through Karind to Kermanshah, past the Bisitun Rock with its carvings of Darius, and over the Alvand Range to Hamadan, Bridges' Column marched north-west to Bijar and on to Takan Tappeh and Sain Koleh to cover the withdrawal of and rally the armed forces of the Armenians in flight from Lake Urumieh.

Supply and movement in Persia were very difficult, and the transport columns consisted of mule carts, Government pack mules, Persian mules, donkeys and camels—truly a travelling circus.

The Regiment took part in many fights and skirmishes. "C" Squadron, at Kuf-lan-Kuh, near Mianeh, had a stiff rearguard action.

The armistice with Turkey found the Regiment with Bridges' Column back at Bijar, and Colonel Bridges ordered the mountain battery to fire a salute of twenty-one guns.

14th/20th KING'S HUSSARS, 1939-1945

By

CAPTAIN G. A. L. C. TALBOT

(Adjutant, 14th/20th King's Hussars, 1941-44)

ON 3rd September, 1939, the Regiment was stationed at Secunderabad, moving to Meerut in October.

In January, 1940, Lieut.-Colonel L. H. S. Groves took over command of the Regiment from Lieut.-Colonel A. V. Pope. As we had only started being mechanized at the end of 1938, very great emphasis was laid on tank training between the time of our arrival in Meerut and when we were mobilized in May, 1941.

In February, 1941, the Regiment provided the nucleus around which were formed the 26th Hussars. This nucleus consisted of the Commanding Officer (Major J. B. Norton), eight officers and 102 N.C.Os. and tradesmen; the deficit being made good by the arrival of 200 men of absolutely first-class material from England just before our mobilization.

On 24th June the Regiment sailed from Bombay for Basra, where we arrived on 3rd July, forming part of the 2nd Indian Armoured Brigade. This formation was commanded by Brigadier J. A. Aizlewood, M.C., with Colonel J. Pocock as his Second-in-Command. The remainder of the Brigade consisted of Brigade Headquarters, 15th Field Regiment, R.A., and the 32nd Field Squadron, Sappers and Miners. After ten days' hard work at Basra, in an average shade temperature of 120 degrees, the Regiment moved by rail and road to Baghdad. During this trip the Colonel and the Adjutant, Capt. R. J. W. McAllen, collapsed with heat-stroke, as a result of which the latter died on 20th July.

From Baghdad we moved to Kirkuk and from there to Khaniquin.

The invasion of Persia was now imminent and squadrons set about putting the final polish on their training. About 15th August the 9th Armoured Brigade, consisting of the Household Cavalry and the Warwickshire and Wiltshire Yeomanry, arrived from Syria. We were very glad indeed to meet some old members of the 14th/20th Hussars here, serving with the Yeomanry regiments.

Before the invasion the British forces were divided into two columns. "The Main Body," under the command of Brigadier Aizlewood, was composed of the Regiment less "C" Squadron and a detachment of the Reconnaissance Troop,

a battalion of Gurkhas, the 15th Field Regiment less one battery, and a battery of Medium Artillery. The other column, known as "Pocol," was under the command of Colonel Pocock and consisted of "C" Squadron, a detachment of the Reconnaissance Troop, a portion of the 9th Armoured Brigade, and one battery of the 15th Field Regiment.

The Main Body crossed the Persian frontier early in the morning of 25th August and arrived at Qasr-i-Shirin at first light. As this was only lightly held the advance continued up to the Pai-Tak Pass. About a third of the way up this pass the Reconnaissance Troop came under very heavy fire and it was not long before the Brigadier decided to switch his force on to the axis taken by Pocol.

Meantime, Pocol had crossed the Persian frontier due east of Khaniquin, some miles south of Qasr-i-Shirin, and, turning south-east, had made for Gilan. Heavy opposition was met here along the road to Shahabad. It was during the fighting of that afternoon that Major P. F. W. Browne gained an immediate award of the M.C. That night the Persians vacated their positions, and the complete force continued the advance on the morning of the 26th. A blown bridge delayed matters during the night of the 26th/27th. However, it was repaired by the morning of the 27th and the advance was resumed, the Regiment arriving at Shahabad that evening. Here we learned that the main Persian position was some five miles east of the town. Efforts were made, on the morning of the 28th, to make them disclose these positions, but without success, and it was just before "B" Squadron, under Major C. F. Johnston, were about to launch an attack that, quite inexplicably, the Persians raised the white flag, thereby ending the Regiment's third invasion of Persia. After a Victory March through Kermanshah the Regiment was moved immediately over the Shah Pass to Hamadan, where we received a great welcome. It is worth recording that only six of the Regiment's tanks failed to arrive after a march of 350 miles in six days over very indifferent roads—and one of these tanks was knocked out.

On the same day as we left Kermanshah for Hamadan a party from the Brigade, including Major R. J. Stephen, went forward to make what

must have been the first contact during the war between the Allies and the Russians.

On 23rd October the Regiment left Hamadan for Quayara, a stretch of desert on the Tigris about forty miles south of Mosul. The winter here was as unpleasant as the summer, but for different reasons. It was extremely wet, the mud was deep and it was intensely cold, it being necessary one day to use a blow-lamp on the tracks of a tank to thaw it out of the ground.

In March, 1942, the Regiment moved to Mosul and from there in June to Bisitun, where we were in camp under the Bisitun Rock and had a good opportunity to admire the carvings of Darius. Whilst here, the 31st Indian Armoured Divisional Headquarters came out from India and this division began to take shape. It was commanded by Major-General R. H. Wordsworth and consisted of the 252nd Indian Armoured Brigade (late 2nd Indian Armoured Brigade) and the 3rd Motor Brigade, later to be relieved by the 43rd Gurkha Brigade. The time in Bisitun was spent in training on the slightly more modern tanks with which the Regiment was being equipped.

In November we returned to Basra, where we received further drafts from India and England.

Lieut.-Colonel L. H. S. Groves's three-year tenure of command terminated on 12th January, 1943, and following his leaving the Regiment for England in February, Major H. A. R. Tilney was appointed to command in the absence of Lieut.-Colonel J. B. Norton, who now became the Lieutenant-Colonel of the Regiment. The strength of the Regiment was now just on 900 all ranks, as "Python" was due to claim 150 during the year, including most of our Regular service key-men. It spoke volumes for the quality of our war-time service soldiers that they not only replaced the former like real professionals, but even raised the existing very high standard throughout the Regiment.

In May the Regiment returned for the summer

to Quayara, where we underwent intensive training in co-operation with the Gurkha Brigade.

In October we left Quayara for the Middle East, travelling through Tikrit, Baghdad, Palestine and the Sinai Desert, eventually arriving at Burg el Arab, near Alexandria. This was the first time since leaving India that the Regiment had been near civilization, and we proceeded to make up for lost time. At Alexandria we were completely re-equipped and embarked on further training, which embraced practically every method of tank employment.

In March, 1944, we moved to Qatana, near Damascus in Syria. Whilst up there we did further tank and infantry training with the 46th and 5th Infantry Divisions. We also had a false alarm concerning our long-hoped-for further employment on active service. This consisted of a forced march of some 700 miles to Alexandria, which turned out to be only to assist in the quelling of a local disturbance.

Towards the end of this year news came that the Regiment was to be sent to Italy in exchange for the 3rd Hussars. On the morning of 25th December an extremely cheery advance party went off under the command of Major E. B. Studd.

The remainder of the Regiment followed on 15th January, arriving at Taranto, South Italy, on 21st January, 1945.

The departure of the Regiment from the Middle and Near East ends this comparison of the movements of the 14th (King's) Hussars and the 14th/20th Hussars during the last two wars. However, one thing more must be mentioned. For the final offensive in Italy we became an integral part of the 43rd Gurkha Brigade, commanded by Brigadier H. R. Barker, D.S.O., O.B.E., M.C., our very good friend of 31st Indian Armoured Division days.

I hope that our exploits with them may form the subject of an article at a later date.

STOP PRESS

We feel that all Old Comrades will be pleased to hear that the Regiment has again won the Connaught Cup, in 1947, whilst serving in Germany.

Notes from Major G. H. Swallow

HONORARY SECRETARY OF OUR
OLD COMRADES ASSOCIATION

ON the death of Mr. S. W. C. Piper (ex-R.S.M. of the Regiment) during the early part of the war, the Old Comrades Association lost a very capable and enthusiastic Hon. Secretary. Lieut.-Colonel J. A. T. Miller, O.B.E., despite his very full-time military duties, nobly carried on the good work during the remaining years of the war, enrolling the serving members of the Regiment who had left on repatriation to the United Kingdom. I took over as Hon. Secretary from Colonel Miller in October, 1946, and glancing through the list of members I was extremely happy to note that almost 100 per cent. of those who had left the Regiment during the war years had joined the Association.

There was some difficulty in finding a suitable place for the Old Comrades' Dinner on Cup Final Night, 1947, and owing to restrictions our members were limited to 225. Very nearly this number were present, and undoubtedly the full quota would have been had it not been for the severe weather. Those not there in person were present in spirit, many sending telegrams and letters.

Among those at the dinner was a party of about twenty serving officers and men of the Regiment who had been granted leave from Germany especially for the reunion. There were old members of the 20th Hussars, sitting at a table specially reserved for them, and old and young members of the 14th/20th occupying the remaining tables, among them being ex-members of the R.E.M.E. and the Royal Signals, who were attached to the Regiment during the war. Members came from all parts of England; some from Wales and as far away as Scotland.

Speeches were made by the Colonel of the Regiment and the Chairman, and the Commanding Officer was asked to give a brief account of the doings of the Regiment during the war.

Capt. P. T. Drew, M.B.E., the Quartermaster, called for the toast "Old Comrades," and Colonel W. D'Arcy Hall, M.C., spoke a few words on behalf of the 20th. An excellent dinner was served and the whole evening was most enjoyable. It was good to see old and young members meet again after a varied number of years, and I am sure that everybody present, and those who were unable to attend, are looking forward to the next reunion.

Note.—At the Committee meeting and during the Reunion Dinner it was agreed to try to run the next reunion as a dinner and dance. Every effort is being made, but at present no accommodation can be found big enough or caterers who are able to cope with a party larger than 180. Also, if this crisis continues, it looks as though our next reunion may be a picnic party!

At the Cavalry Memorial Service at Hyde Park the following day a very good representative party of the Regiment attended. A wreath from the Old Comrades, to commemorate all those who had fallen during the 1914-18 and 1939-45 wars, was laid on the Memorial.

Would any Old Comrade who changes his address kindly notify the Hon. Secretary, Major G. H. Swallow, 20 Courtlands Avenue, Langley, Bucks, so that the records may be kept up to date?

OLD COMRADES NEWS

FOR ease of identification Old Comrades are shown in their present rank or in the rank in which they left the Regiment.

I much regret that it has been quite impossible to publish all the news which I have received, so I have tried to make this selection as representative as I can.—ED.

Colonel G. G. Moule, having finished his job as Chief Instructor to the B.M.M. in Egypt, is now S.C.O. at 624 H.Q., C.C.G., at Delmenhorst.

Tpr. A. C. Smith has settled down in his old job as a textile instructor and is living at Shipton in Yorkshire.

Capt. T. V. Campbell, after being released, returned to Shell and has been a year in Madras. He was invalided home and is now at Sheringham, Norfolk.

Sergt. H. Burroughs, who lives in Birmingham, was unable to get to the Old Comrades' Dinner last April, as his wife was taken ill. We hope to see him next year.

Capt. A. M. Durnford is up at Oxford. Some time ago he went to play cricket in Lieut.-Colonel H. D. T. Miller's village of Much Hadham and saw Major R. J. Stephen pull a muscle when trying to hit a six.

Cpl. C. W. Swepson, when last heard of, was working at the Houses of Parliament. He lives in Westminster.

Capt. G. C. D. Rose (R.E.M.E.) is again running the Central Garage, Bradford, where he says business is extraordinarily good.

Sergt. W. T. Turner is married and has a daughter, but unfortunately has not got a house yet. He is working hard and gets "very good money," so he is not complaining.

Tpr. S. R. Sylvester, of Harlow, Essex, has a good job as a presser in a clothing factory. Curiously enough, his wife's uncle was in the Regiment.

Cpl. W. E. Clayton is back in his old job in the I.C.I. Research Department. He sat for an important examination in July, but we have not yet heard the result. We hope that he will be successful.

Sergt. E. Ward says he keeps meeting a lot of old members of the Regiment in Lancashire. He lives in Oldham.

Tpr. H. A. J. Gilman is very busy, having bought a boot and shoe repair business in Bacup, Lancashire. His wife and two children are in the best of health.

Capt. A. E. Clarke, who went to the 26th Hussars as Quartermaster, is now Administrative Officer of the Civil Internment Camp, Recklinghausen. As this was only forty miles from Wuppertal, he quite frequently visited the Regiment.

S.Q.M.S. H. W. Rutter writes to say that he is shortly going into business with Sergts. Farrell and Manison. He has also just become a proud father.

Lieut. A. W. Pickford is farming at Stanton St. John, Oxford. He was married in November, 1946, and has a son.

Capt. R. H. Snowden (R.E.M.E.) found that there were too many restrictions for him in the building trade. He is now manager of his brother's business and lives in Sunderland.

Tpr. R. Craig, our inside right of last season, has signed on for St. Johnstone, having declined offers from Burnley and Plymouth Argyle. The last heard of him was that he was playing for Kilsyth Rangers and scoring a lot of goals.

Cpl. A. E. Hine is a conductor on the Bournemouth transport system. He has met Sergt. Slater ("A" Squadron), Tpr. Thomas ("C" Squadron) and Sergt. Hughes ("C" Squadron). He also met an officer of the 2nd/6th Gurkha Rifles who stepped on to his bus.

Capt. D. J. Brunton is instructing at the R.A.C. O.C.T.U. at Bovington. All those who knew him will be glad to hear that he has completely re-

covered from a very nasty accident when he was pinned between two tanks.

Lieut.-Colonel E. J. Bridges, M.C., has recently left England for Kenya.

Sergt. C. J. Braithwaite is probably our best correspondent. He and his wife had a good holiday in Cornwall, where, in spite of his years in Paiforce and the M.E.F., he got badly sunburned! He regularly meets the London contingent of the Regiment and has a fairly complete list of addresses of the "A" Squadron of 1941-45.

Major P. S. F. Clifford is another farmer—at Frampton-on-Severn, Gloucestershire. He says that there are more forms to fill in at his job than there are at ours!

Capt. B. J. Woodley is working in Calcutta at present. He is chairman and managing director of his firm's associated factory in India.

Capt. C. C. Longstaff is also in India, in Bombay. He expects to be returning to England for good in April next year.

Tpr. J. C. Chilton is landlord of "The Northumberland Arms" in Stafford Road, Wolverhampton. He wishes us to say that he would always welcome any past or serving member of the Regiment.

Capt. G. A. Camburn has embarked on a career in the export trade and may be going abroad in a year's time. At present he lives at Ilford, Essex.

Sergt. J. B. Parker is working with Odeon Cinemas and has been extremely helpful in the production of this Journal. He shares digs with Sergt. Hilton.

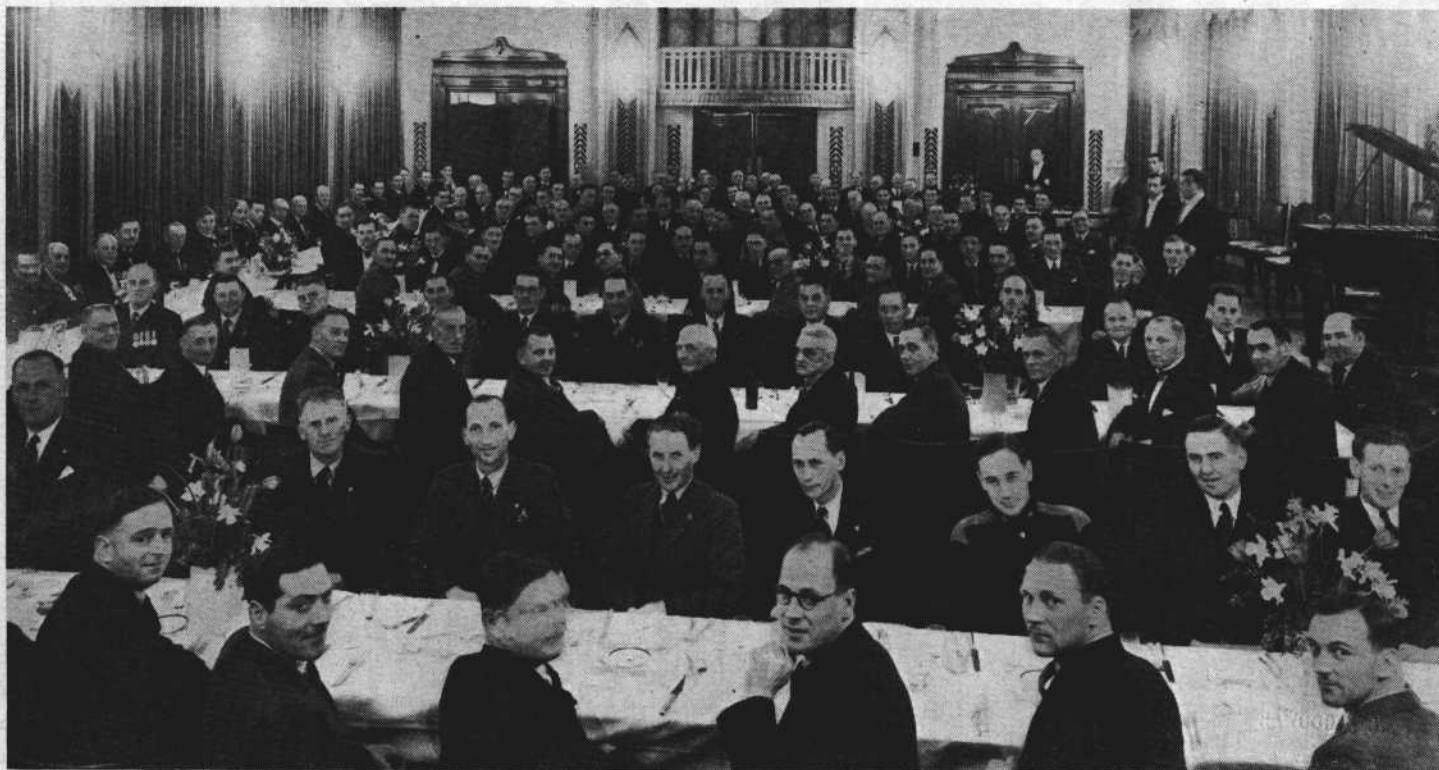
Sergt. D. A. Davies (Royal Signals) says he has settled down well in civilian life in Birmingham.

Major G. H. Swallow, Hon. Secretary of our Old Comrades Association, lives in Langley, Bucks. He will always be glad to see or hear of any member of the Regiment.

Tpr. J. Emslie often sees past members of the Regiment in Aberdeen. He mentions Tpr. McLemon and Cpl. Shearer, both of whom are married with daughters. He himself has a boy. He has also seen Tpr. McSweeney. Emslie won the Scottish bantam-weight Army and Navy title just before he was demobilized in October, 1945.

S.S.M. D. H. B. Mitchell is ill in hospital at Bangour, West Lothian, Scotland, and is likely to be there for some time. He is to be congratulated on receiving the Long Service and Good Conduct Medal a short time ago.

Cpl. C. Silver, of Montrose, Angus, writes to say that he lives near "Policeman" Young, as he calls him. He has also met Cpl. W. Reioch, Tpr. P. Malangone in Dundee, and S.S.M. Mitchell.



[Photo: Rawood Ltd., London]

SOME OF THE OLD COMRADES AT THE ANNUAL DINNER, 1947

Sergt. D. Williams says that after eighty-nine days' leave he has become a "crisis-substantive" civilian, and has found a position in the production department of the local I.C.I. paint works. He sees quite a lot of Sergt. T. Chalk.

Sergt. F. M. Shackleton, of Rochdale, has been transferred from general office work to the drawing office of his firm. He often sees Sergt. G. Stephen, and writes to R. Turner and R. Mitchell—all of them ex-Orderly Room Sergeants.

Tpr. G. W. N. Griffiths is in the Securities Branch of the British Bank of West Africa, Gracechurch Street, London, from where he keeps in touch with old members of the Regiment.

Tpr. S. C. Benham, 56 Fernside Road, Poole, Dorset, is in fair health and wonderful spirits. He has recovered as far as can be expected from his wounds, but is 90 per cent. deaf and 40 per cent. blind. He will be only too pleased to receive a visit from any member of the Regiment.

Cpl. E. A. Blastock lives in Leicester and sees a bit of Sergt. Smith ("C" Squadron) and Sergt. Mathews ("B" Squadron). He has a son of about two years three months.

Sergt. L. Trimby's address is still "The Royal Arms," Smithies, Barnsley. He says he was surprised to see a Training Regiment L.A.D. pass by recently without calling in.

Major G. L. Scott is serving in East Africa, about 300 miles from Mogadishu, Somalia. He is in charge of a "group" of four infantry companies, his headquarters being at a place called Dolo on the Juba River by the Kenya frontier. An address which will always find him is c/o The National Provincial Bank Ltd., 55 and 61 High Street, Kensington, London, W.8.

Lieut. K. T. Brailey, M.C., is in the middle of passing his chartered accountant's examinations in South Africa. He got married at the end of January.

Tpr. D. Girvan has just got married and had a good honeymoon at Dunoon. He is a postman in Grangemouth, Stirlingshire.

Tpr. M. Wooding, who left the Regiment at Chiavari with the draft to the Derbyshire Yeomanry, is at the Amphibious Wing of the R.A.C. School at Fort Gomer. He is now an S.Q.M.S.

Sergt. D. Badger is at Bristol University and writes to say that he would like to meet any member of the Old Comrades Association who lives in or near Bristol.

L./Cpl. C. Cowing, Newcastle-on-Tyne, first of all joined the National Fire Service, in which he had a thrilling time driving to fires. However, he is now taking up travelling for a firm.

Sergt. M. P. Evans, living near Oswestry, is representing Messrs. Lovell & Christmas.

L./Cpl. A. Pow, of Fishponds, Bristol, is in the window-dressing business. He has had several designs accepted and will shortly be exhibiting them in London.

"Jock" Campbell, "A" Squadron, 14th (King's) Hussars, the old Regimental Signalling Instructor at Aldershot and Shorncliffe (1903-05), sends his greetings to all the Regiment's South African War veterans.

Sergt. C. F. Chate, who joined the 14th (King's) Hussars in 1897, was a warden and a fire-guard officer during the last war, and is now in the Royal Engineers Records Office, where he has been for close on five years. He lives in Brighton.

Tpr. A. O. Hindley was demobilized in July, 1945, and is now working in the Mess at the R.M.A. Sandhurst. He says he meets many old members of the Regiment, to whom he passed on the Colonel's April News-Letter. He lives in Springfield Road, Camberley.

S.S.M. J. Wright, D.C.M., late of "B" Squadron, 14th (King's) Hussars, writes to say that he is still going strong at 72. He wishes to be remembered to all Old Comrades of "B" Squadron, 14th (King's) Hussars (not forgetting the present "B" Squadron).

S. Osborn, M.B.E., served in the Military Police during the last war, when he was awarded the M.B.E. and was twice mentioned in despatches. He lives in Winton, Bournemouth.

We have had two visits from Old Comrades of the Regiment between April and October this year. The first was from Lieut.-Colonel O. J. F. Fooks, 14th (King's) Hussars and 14th/20th King's Hussars, 1909-37, and the second from Major H. J. Tilney, 14th (King's) Hussars, 1895-1911. Both seemed to be in the best of spirits.

NOTICES

LOCATION

For those of you who do not already know it, the address of the Regiment now is:
14th/20th King's Hussars, Catterick Camp, Yorks.

EDITOR

Capt. D. E. R. Scarr has now been appointed Editor for the second number of the Journal, and all correspondence connected with THE HAWK should be addressed to him at Catterick.

SERGEANTS' MESS NOTES

OLD members returning to the Mess nowadays would be staggered by the large number of new faces, but on closer inspection they would find that there are still a few old 'uns left. R.S.M. C. G. Smith is, as always, much in evidence, and R.Q.M.S. Ron Roberts, T.Q.M.S. Ray Charlton and S.S.M. Vic Williamson are still to be seen. It will be of interest to old members to know that the following have returned to us: S.S.Ms. ("Taggy") Grant, Saville and Senior, S.Q.M.Ss. Gooding and ("Busy Bee") Bisbey, and Sergts. Mutch, Moore, Ecclestone, ("Spud") Murphy, Reynolds, ("Tug") Wilson, Parry and ("Nappy") Urquhart.

There is one well-known name missing from the list above, that of S.S.M. (now R.S.M.) Rupert Easto, who left us a short while ago to take up the appointment, at home, of R.S.M. of the Duke of Lancaster's Own Yeomanry. It was with much regret that we said farewell to both R.S.M. Easto and his wife, and are delighted to hear that he is doing so well. We wish him the best of luck.

A very great honour was paid to the Mess when we received a visit from Lieutenant-General Sir Richard McCreery on 30th July. General McCreery was with us in his capacity as Colonel of the Regiment and spent a considerable time chatting to numerous members of the Mess.

A little while ago Colonel O. J. F. Fooks stayed with the Regiment and it was our pleasure and privilege to entertain him on occasion in the Mess. Colonel Fooks was able to form fresh, and at the same time renew old, acquaintances; getting much information on the recent activities of the Regiment, in which he, as always, showed a very real and deep interest.

Quite a number of Mess members took part in the Musical Ride at the Dortmund Tattoo which, as you may have heard, played to a packed house every night. Notable amongst them were R.S.M. Smith, R.Q.M.S. Roberts, S.S.Ms. Saville and ("Sandy") Adams, S.Q.M.Ss. Gooding and Bisbey, and Sergts. Bown, Urquhart, Kennedy and Smith. They put in six very tiring weeks of rehearsals before the final, and very successful, week.

In addition to the Musical Ride, many members of the Mess had a strenuous time preparing for the Regimental Week, and the results of their

labours are recorded elsewhere in this Journal.

Turning from the horsey characters for a moment to look at the world of other sports, we find that the Mess is keeping up the old tradition of producing a few "good things."

One of the best cricket matches of the season was that between the Officers' Mess and ourselves. We managed to win by 60 runs after a keen struggle which lasted from 11 a.m. until 6.30 p.m., during which Sergt. Basil Baker hit an excellent century. [The Officers subsequently avenged this defeat.—ED.]

Quite a number of members have played for the Regimental XI this season, R.Q.M.S. Roberts, S.S.M. Williamson and Sergts. Brown, Baker and (Signals) Simpson being the most regular representatives, with Sergts. Edwards and Whitney playing an occasional game.

The coming soccer season should produce some good results, too. In a try-out against "B" Squadron the Mess ran out victors by 3—1.

The Mess is very comfortable these days and is brightened by the occasional visits of the ladies, who demonstrate their power as whist-drivers on Wednesday evenings, and both vociferous and earnest are the cries of "House" on Sundays, which is probably the reason why N.A.A.F.I. sales of Zubes are on the increase.

Occasional Mess dances have proved popular functions, notably the celebration of Medicina, and have been well attended by the officers and wives of members of both Messes.

A living example of the old phrase that there is nothing a cavalryman can't do is S.S.M. Vic Williamson, our Regimental Mr. Middleton, who carried off ten first and five second prizes in the 2nd Division Flower and Vegetable Show. He has been responsible in the main for the attractiveness of the barracks and great credit is due to him on this score alone.

Gun licences are now being renewed and well to the fore come R.Q.M.S. Roberts and S.S.M. Williamson, who have been augmenting the family meat for some time now. In fact, if the R.Q.M.S. bags any more roe deer he will have enough heads to hang all the Mess members' berets on.

In closing we would like to send our heartiest greetings to all former members and say how pleased we shall be to hear from any of them, and they will be sure of getting a prompt answer.

VISIT OF THE COLONEL OF THE REGIMENT

ON 25th April, 1947, the following announcement appeared in the *London Gazette*:

"H.M. The King has been pleased to approve the appointment of Lieutenant-General Sir Richard L. McCreery, K.C.B., K.B.E., D.S.O., M.C., as Colonel, 14th/20th King's Hussars, with effect from 21st May, 1947."

Shortly after this announcement General McCreery wrote a letter to the Commanding Officer, some extracts from which are given as follows:

"It is a great honour for me to be appointed Colonel of your Regiment. I have had a close association with the 14th/20th King's Hussars for over thirty years: in the First World War, when we served together in the 5th Cavalry Brigade, for many years afterwards in varied fields of sport, and recently during the Second World War in Italy.

"I am indeed proud to be appointed Colonel of the Regiment, and at the same time to be fortunate enough to have the Regiment under my command."

On 29th and 30th July, 1947, General McCreery paid his first visit to the Regiment as its Colonel, arriving on the evening of the 29th and commencing his programme on the morning of the 30th.

The first item on this programme was an inspection of the Regiment, followed by a short address, in which he complimented the Regiment on their turn-out and the performance of the Musical Ride at the Dortmund Tattoo. He also spoke about the importance of the work the Regiment was doing in Germany.

Immediately following the parade, the Regiment marched past to the Pipes and Drums of the 1st Bn. The Black Watch.

Next, the Colonel of the Regiment was intro-

duced to the families and then photographed with squadrons, the Sergeants' Mess and the officers. This was followed by an inspection of the horses. He next carried out a comprehensive inspection of the barracks, visiting, among other places, the new Regimental Institute, the Chapel and the Corporals' Mess. He also looked round the flower and vegetable gardens, and concluded his inspection by visiting the H.Q. Squadron cookhouse and dining-hall. After spending about half an hour in the Sergeants' Mess, he had lunch with the officers in the new Mess which had recently been opened, finally leaving the Regiment at about 4 o'clock in the afternoon.

A few days after his visit General McCreery sent a letter to the Commanding Officer, the principal extracts from which, again, are reproduced below:

"I enjoyed my visit to the Regiment so much. I hope you will let everyone know how very pleased I was with everything I saw.

"The Regiment is obviously in very good heart. It is very striking what a tremendous amount has been done by yourselves to improve your barracks. I am very glad that you did so well in the Gardens Competition. . . . I was very struck with the obvious happiness of all the families I met. . . .

"I was really delighted with the Regiment's Musical Ride at the Dortmund Tattoo. Turn-out, riding and condition of horses were all first class, and the Regiment has played a real part in raising the prestige of the British Army in the Ruhr and with our Allies. It is good news that the Ride has also helped to make riding more popular.

"Again with very many thanks for the most enjoyable visit, and good luck to you all.

"Yours ever,

"(Sgd.) R. L. McCREERY."



THE COLONEL OF THE REGIMENT :

1. Addressing the Regiment.

3. and 4. Inspecting the Horses.

2. With the Families.

A TRIP UP THE RHINE

By

CORPORAL T. MAGUIRE

HAD any person suggested, prior to the war, that you could take a pleasure trip up the Rhine, covering two days, for the sum of 20 Reichsmarks, you, along with many others, would have found it hard to believe. Yet "Welfare" offered a number of such trips to the Regiment which were so successful that a complete steamer was chartered for the trip on 20th/21st August.

On the day of the Regiment's outing we embarked on the east side of the river at Cologne. On the west side, prominently outstanding, erect and seemingly unaware of the tragedy around her, stands the Cathedral, looking down on what was once "the Pride of the Rhine"—Cologne.

At half-past nine the boat *Jan von Werth* pulled away and we started our journey which was to take us until half-past six in the evening to complete.

Leaving Cologne behind we steamed through uninteresting country until Bonn was reached. Bonn was at one time a beautiful town; now, on either side of the river, the effects of bombing and shelling can plainly be seen. The University buildings which were so much a part of Bonn are practically destroyed, but Beethoven's birthplace, though not visible from the river, is still standing in an undamaged part of the town.

Passing through Bonn we came to Bad Godesberg. It was here in 1938 that Neville Chamberlain stayed at the Petersburg Hotel when visiting Hitler. The hotel itself is situated on the Drachenfels, a small range of seven mountains, the highest peak reaching to a height of 1,512 feet. This, of course, is the scene of the fable of the dragon who roamed the Drachenfels. You may remember the gallant knight who slew the wicked dragon and was covered in blood, with the exception of a spot on his shoulder, where a leaf had fluttered to rest. Fortified with the dragon's blood, the knight could not be killed, but, unfortunately for him, there came a time when an opponent penetrated his weak spot. . . . Still, that is another story, but it was pleasant to see a place of which one had heard so much when a child.

Leaving the Drachenfels behind we came to a town that figured prominently in the Second

World War—Remagen. It was here that the first bridgehead across the Rhine was established on 7th March, 1945, when Remagen bridge was captured intact by the United States forces.

From that point onward until we reached Braubach (south of Coblenz) at half-past six, one could not lose interest. The banks of the river, dotted with vineyards, castles, churches and picturesque villages, had always something new to show.

Coblenz, the junction of the Moselle and the Rhine, tells a sorry tale. Badly damaged and no more than a heap of rubble, it is more than refreshing to leave it and enter into what one might describe as another chapter of a children's fairy book.

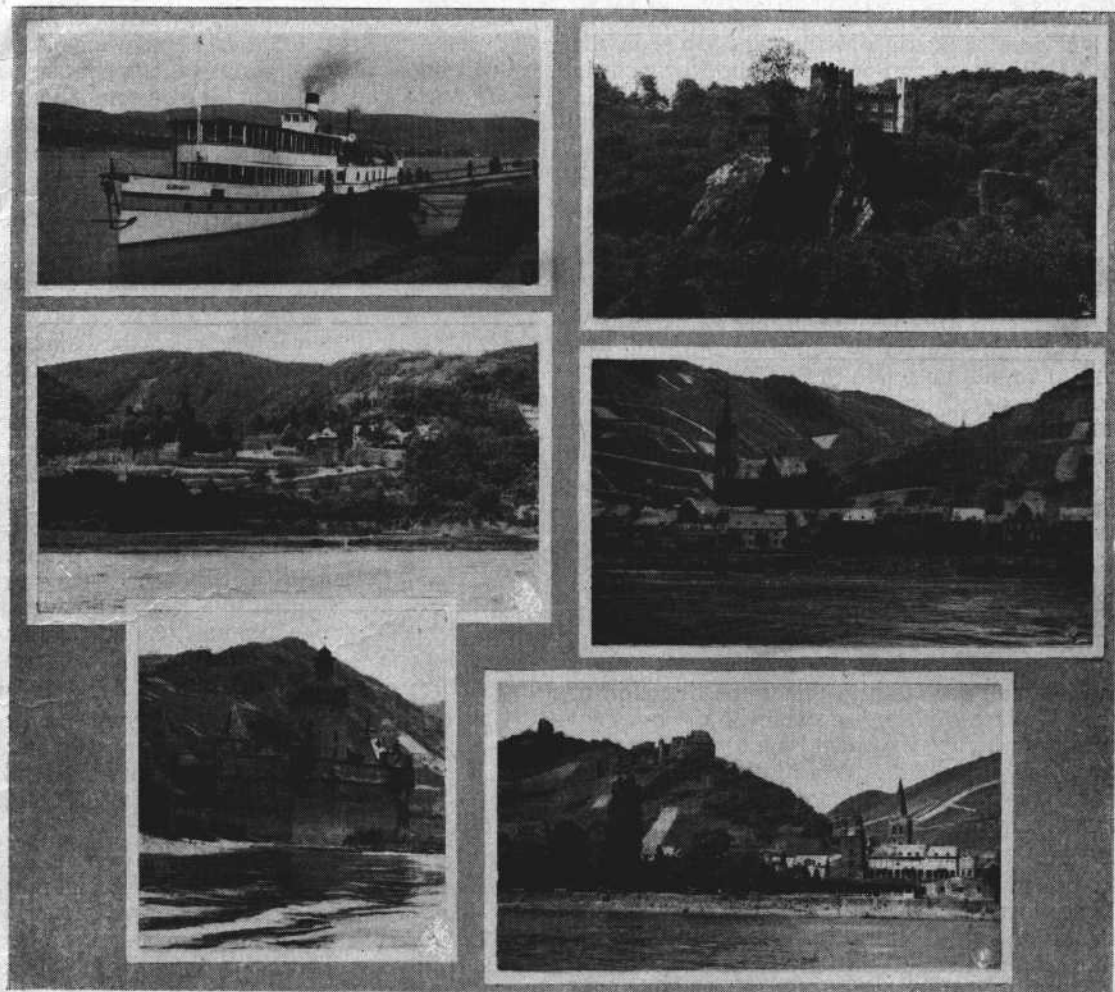
More than one castle is reminiscent of Gibbs's dentifrice, and nobody needs a great deal of imagination to picture the kind of people who lived there. One could spend a considerable time looking over such castles. Some of the villages still retain the protecting walls encircling them, which no doubt were built hundreds of years ago, when they were more of a necessity than a decorative value.

At Braubach we were accommodated under canvas not more than fifty yards away from the river, while overlooking us was the Castle Marksburg. The castle was built in A.D. 882 and is now preserved for exhibition purposes.

The next day we sailed farther up-stream to the village of Asmannshausen, passing the famous Loreley. Asmannshausen is supposed to be noted for its strong red wine, though we never had a chance to doubt it. It was here that the ship turned round and began the journey back.

This return was far from boring. In fact, it was like going on a refresher course, the only difference being that this was the kind of refresher course you liked. The whole journey was helped by a souvenir panorama issued by the 2nd Infantry Division Welfare Services, which in itself acted as a useful guide.

Reaching Cologne, we disembarked, leaving the Rhine behind us and feeling more than satisfied with the results of the trip.



"A TRIP UP THE RHINE"

The photographs above have been selected from a large number as being typical of the scenery during the trip.
All the photographs were taken by L./Cpl. English.

FAMILIES' NOTES

OPERATION "Union," the code name under which wives were able to join their husbands in the B.A.O.R., came into action for the Regiment in early September, 1946. Families began to arrive at Dusseldorf Station in the early hours of the morning at fairly regular intervals from then on.

It was a great relief for the rather anxious husbands to find that a scheme about which so much had been talked and upon which so much paper had been expended had, in point of fact, been carried out almost without a hitch! All the wives arrived at the right place at the right time.

Within the Regiment a new organization was set up to administer to the needs of the more-than-welcome but slightly bewildered families. This organization rested mainly on the shoulders of the Quartermaster, who, with his department, deserves the greatest praise. Largely owing to their efforts, the families soon settled down in their quarters, which all agreed could hardly have been bettered. Both parties, too, must be given credit for the speed the families adapted themselves to Army methods, with which they must have been quite unfamiliar. As a part of this organization, meetings were held at regular intervals for families under the direction of the Welfare Officer, providing an essential medium whereby they could put forward suggestions and complaints. As a result of these meetings, many of the problems which confronted them from time to time were ironed out.

Transport was one of the biggest headaches, until a suitably fitted-out bus, on an ordinary Army lorry chassis, was provided by Brigade. In this the wives journeyed weekly to do their shopping in the N.A.A.F.I.-run Families' Shops in Dusseldorf and Iserlohn, as well as making use of it to attend regimental sporting functions, entertainments and so on.

Last winter in Germany was severe, as indeed it was at home, but entertainment and sport helped to alleviate the somewhat unpleasant prevailing conditions. In addition to the normal shows at the Garrison Cinema and Theatre, there were a circus and pantomime for grown-ups and

children alike. A Christmas party for the children was organized in the Officers' Mess, when S.S.M. Easto was a great success as Father Christmas, even, so it is said, taking in his own son. Another party was given by Mrs. Tilney at her house and there was also a mammoth show at the Yacht Club, Dusseldorf, organized by Headquarters, 2nd Division. These and other parties were all thoroughly enjoyed both by the children and their parents. Everyone, too, had great fun and a few knocks on skis and skates, and some of the children had their first spins on toboggans.

With the summer came trips on the Rhine in the well-known pleasure boats, and picnic outings to the Regimental Rest Centre on the lake at Hückeswagen. It was to the latter that the school children went for a holiday in August under the care of Mrs. Wilson, our B.F.E.S. school teacher. It was also to improve the Rest Centre that the wives formed a committee to advise on menus, recipes and feeding arrangements generally. As has already been made plain elsewhere in the Journal, the Regiment owes a great debt to this committee, as it was undoubtedly one of the main factors in the successful running of the Centre.

It is over a year since the Regimental families first arrived. Just before leaving Wuppertal there were forty-two, with a total of twenty-nine children, eleven having been born in No. 77 British Military Hospital in the town.

This article would be incomplete were not the part played by Mrs. Tilney given a special mention. Mrs. Tilney has been the prime mover in all the varied aspects of the general welfare of the families, and her many activities have been very greatly appreciated by them.

In conclusion, tribute is due to the families for the way in which they settled down under unusual conditions, and further for the great interest they have shown in the many Regimental happenings. They have taken the rough with the smooth and they have made themselves a part of the Regiment, a part whose value is now so well established.

WUPPERTAL

THE Regiment arrived at Wuppertal from Luneburg in June, 1946, to take over from the North Irish Horse, and remained there until November, 1947.

The town is in the district of North Rhine-Westphalia, some twenty-five miles due east of Dusseldorf, and is situated in a valley running approximately east and west with comparatively high hills to the north and south.

The barracks which we occupied are on the top of Sagan Hill, due south of the west end of the town and a matter of some thousand feet above it. There is a stiff climb of some two to three miles to the barracks from the town, along a road which is in an extremely poor state of repair owing to the ravages of air raids and so on.

THE BARRACKS

The barracks, which were originally built for a German artillery regiment, are divided into two by the road running along the top of the hill. South of the road were R.H.Q., H.Q. Squadron and the various departments of the Regiment. In the barracks to the north of the road were "A" and "B" Squadrons and the Technical Adjutant and his staff. The barracks themselves are now in a comparatively good state of repair. The living quarters were not bombed during the war, and it is only the garages which suffered. The destruction of these garages is a very great tribute to the accuracy of the Air Force, as it is quite obvious that the formation concerned was ordered to bomb the garages but to leave the barracks for later use by our occupation troops.

A great deal was done to improve the barracks, and they can now be said to be as comfortable as present conditions will allow. Various walls were knocked down and buildings altered beyond all recognition. A very adequate Education Centre was in operation, the N.A.A.F.I. ran a canteen, two A.R.P. water tanks were transformed into swimming baths, and superhuman work was done on the improvement of the gardens.

A few photographs of the barracks are shown on the next page.

THE TOWN OF WUPPERTAL

In the old days Wuppertal was originally six separate towns and villages. These were Barmen, Elberfeld, Vohwinkel, Cronenberg, Ronsdorf and Beyenburg. For administrative reasons, all these places were amalgamated in 1929 and became Wuppertal, which literally means "The Valley of the Wupper," the name coming from

the River Wupper, which flows through the valley in which the town is situated.

The town has a number of interesting characteristics, one of which is the suspension railway or "Schwebbahn," of which there is a photograph, taken by L./Cpl. English, on the next page. This railway is quite unique and was constructed in 1901. It is about nine miles long and runs from the west end to the east end of the town, a train taking thirty-four minutes to complete the journey. Three-quarters of its length are over the river itself, and for the last two miles or so it runs over the main Wuppertal-Hilden road. It ran without interruption throughout the war, and in 1946 carried 19,851,000 passengers. As far as is known, the railway has had no serious accident, though there is a strong rumour that some time ago a man got out of the train in a fog on the wrong side and fell straight into the river.

Wuppertal is also blessed with a large sports stadium, photographs of which can be seen in the football and rugby sections. It was built in ninety days in 1924 and will accommodate 35,000 people. It claims to have the best cycling track in Europe, and in addition a running track, gymnasium and tennis courts. The turf is always kept in the best possible condition, and it is a real joy to play on it.

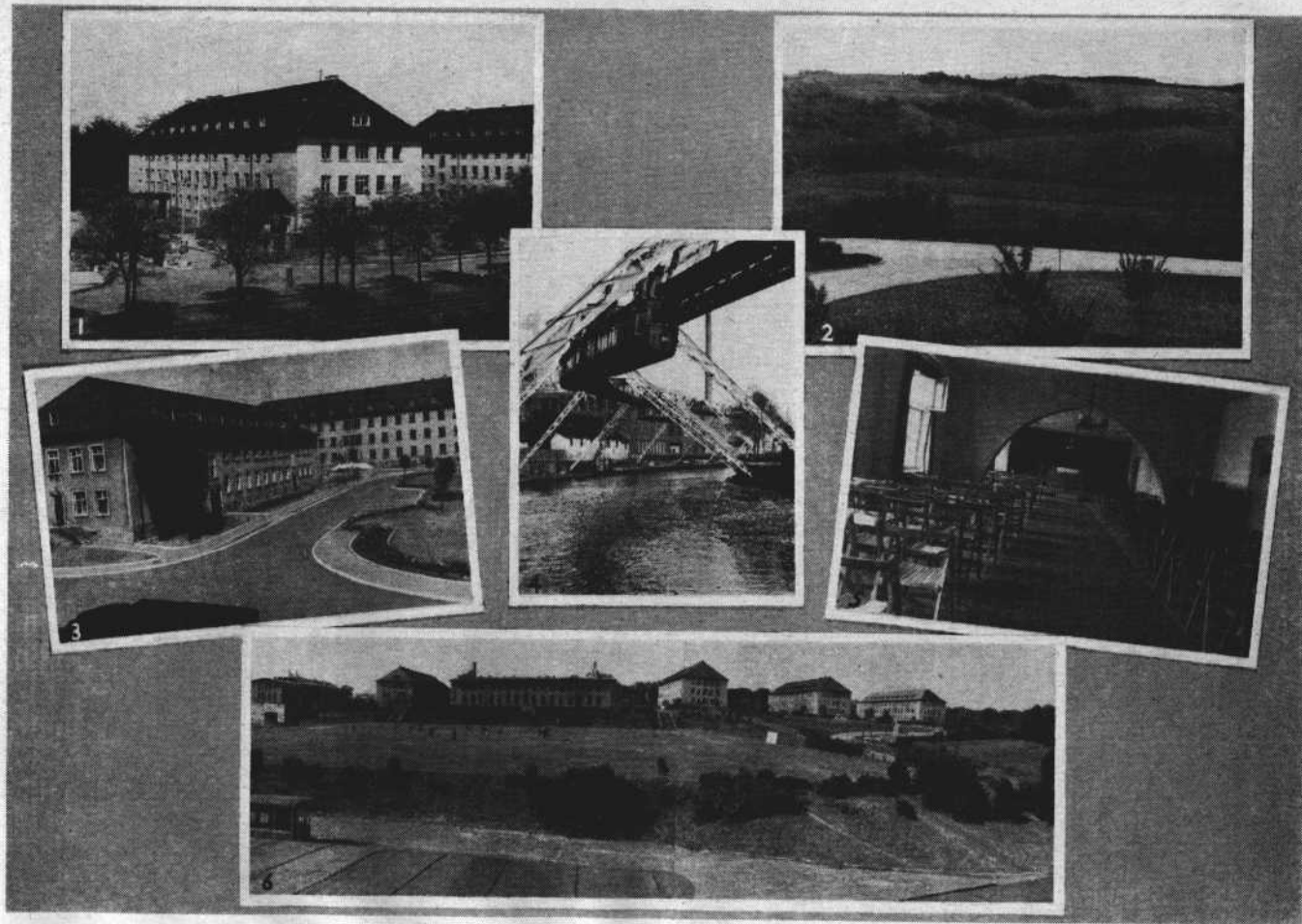
There is also a zoo in the town which is considered by the Germans to be one of the most beautiful in Germany. This is adjoining the stadium and has been visited by many men from the Regiment and their families. Before the war it had all the usual animals, though a number of these have now been taken away.

Possibly one of the best-known places in Wuppertal to the Regiment was the Stadthalle, which was built about 1900. This large hall will seat about 2,500 people and has a concert organ. It is the centre of theatrical and concert life in Wuppertal and is the place where all "live shows" for the troops are given.

As it may be of interest, a few statistics regarding the town are given below:

Pre-war population, 406,000; population after the air raids, 216,000; population in October, 1946, 325,750.

The town contains the following factories: textile industry, 525; iron and metal industry, 519; paper and printing industry, 126; clothing industry, 124; provisions and breweries, etc., 70; chemical industry, 72; woodworking industry, 51; building trade, 35; leatherworking trade, 34; electro-technical industry, 29; stones and



WUPPERTAL

1. The "A" and "B" Squadron Barracks from H.Q. Squadron. (Photo by L./Cpl. English).
2. A view from the H.Q. Squadron Barracks. (Photo by L./Cpl. English).
3. Left, R.H.Q. Block. Background, one of the H.Q. Squadron Blocks.
4. The overhead railway (Schwebebahn) over the Wupper at Wuppertal. (Photo by L./Cpl. English).
5. The Regimental Chapel.
6. The Barracks South of the Road—Barrack Blocks from left to right: Officers' Mess, Q.M. Department, Education Centre and Chapel, Sergeants' Mess (top floor), H.Q. Squadron Dining Hall (bottom floor), H.Q. Squadron, H.Q. Squadron and N.A.A.F.I., Spare (late "C" Squadron).

earth, 16; fine mechanics and optical industry, 3; glass industry, 1.

Wuppertal had a fairly rough time during the war! There were three main raids on the town, two on Barmen (the east end) on the night of 30th/31st May, 1943, and on 13th March, 1945, and one on Elberfeld (west end) on the night of 24th/25th June, 1943. The first raid on Barmen was the first phosphorus-bomb raid in the area. To get some idea of the havoc caused by these raids, a few more statistics might be of interest. Of 140,000 dwellings in 1939, only 70,000 escaped undamaged. Of the damaged 70,000, 30,000 were slightly damaged, 20,000 badly damaged and 20,000 completely destroyed. Of the factories and commercial houses 4,500 were either partly damaged or completely destroyed. Twenty thousand of the inhabitants lost their lives in the Second World War and a further 6,000 were disabled.

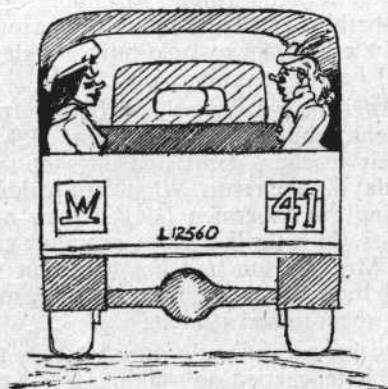
WUPPERTAL'S SURROUNDINGS

In contrast to the rather depressing figures

above, the country around Wuppertal is really very pleasant. Come up the hill from the town to the barracks and go down into the valley to the south and you would never think that you were anywhere near a town at all. The change is really amazing. It is very hilly and there is a good deal of wire, which tends to restrict riding to paths. Every possible inch of ground is cultivated, and there are various trout hatcheries a matter of only a few minutes from the barracks.

A footpath some sixty kilometres in length encircles Wuppertal, which includes most of the beauties of the surrounding country. The path goes through the State Forest of Burgholz, the Valley of the Gelppe and passes Beyenburg, with its old cloister church and Rubens picture.

To sum up briefly, Wuppertal is a town which has been much knocked about and which is set in comparatively attractive but restricted surroundings. Therefore, as you can guess by reading between the lines, life was very much what we made it.



1946!



1947!

THE REGIMENT MARRIES!

HUECHESWAGEN

By

SERGEANT R. PARRY

THROUGHOUT the summer months members of the Regiment were able to find relaxation from the more formal atmosphere of barrack life and spend their week-ends at a pleasantly situated lakeside hotel some ten miles south-west of Wuppertal, amidst some of the most picturesque countryside of the Rhineland.

Before the war people from almost all the major towns used to spend their summer holidays at this resort. Even nowadays they come in their hordes at week-ends to get away for a short time from ruined towns and have a few hours of fun by the water's edge.

The hotel, which was about an hour's run from the barracks, was really comfortable, with bright, airy rooms which have excellent views of the adjacent lake and woods. It was just about the right size and could take with comfort up to thirty people.

All the amenities usually associated with a summer holiday resort were available. Swimming conditions were good, though in parts the water was rather cold, due no doubt to the depth of the lake. Fishing enthusiasts were able to enjoy themselves to the full, as the lake abounds in most species of coarse fish. Possibly the most popular sport was canoeing. There were eight canoes, and it was very seldom that they were not being used by someone.

In the hotel itself the cooking and serving of meals were carried out most ably despite the peace-time proprietress! An "A" catering licence was granted to the hotel and the rations therefore were considerably improved and increased. At the beginning there was one minor snag, in that the German staff were unable to cope with English dishes such as Yorkshire pudding, custard tart, and so on. To overcome this, a committee was formed from the families of the Regiment with the object of compiling a good selection of menus and recipes to cover the range of food which was likely to be forthcoming from rations and an "A" licence. Need-

less to say, the object of the committee was well achieved, and the results of the hard work put in at the meetings were valuable contributions to the success of the hotel. It was through the committee's untiring efforts that it was possible to maintain a high standard of feeding, which was thoroughly appreciated by everybody.

Other facilities included a spacious lounge overlooking the lake on the western side. In this lounge there were a radio, a piano and a selection of up-to-date magazines and papers. The hotel also boasted a table-tennis room and a bar where beer and soft drinks were on ice at all times.

The hotel was primarily intended for the use of the Regiment, but it was felt that families might like to make day trips to the lake on Sundays during the summer months. This experiment proved a great success, so much so that, to avoid congestion in the dining-room at tea time, there had to be two sittings. The families used to leave their homes at about 11 o'clock on a Sunday morning and arrive at the hotel about midday, bringing with them a picnic lunch. After spending the afternoon fishing, swimming, boating or sun-bathing on the grassy slopes around the edge of the lake, they would have a high tea in the hotel before returning home.

During August a party of school children from the Regiment, under the supervision of Mrs. Wilson, their teacher, spent five days of their school holidays at the resort. What with paddling and watching the fishermen haul in their nets, these kiddies were thrilled from morning until night, and Mrs. Wilson had her work cut out shepherding them together for their evening meal and putting them to bed at night.

Owing to the exceptionally fine weather this summer the hotel carried on well into the month of September, officially closing on the 28th. That it was a very popular place there is no doubt at all, and one cannot help wondering what will be the luck of the Regiment in such matters next year.



HUECHESWAGEN

1. Sun Bathing at Huecheswagen.

2. The Hotel.

3. The Hotel from the Lake.

4. The Lake at Huecheswagen.

"THE GLIDER PILOT"

By

"GLID" (SERGEANT T. VALE)

HEY, there! Yes, you! Would you like to become a glider pilot? You wouldn't? Well, then, you've got a bit of sense, for it's chaps who usually ignore risks who volunteer to become glider pilots.

Still, you may decide on the spur of the moment to pay a visit to the region of the "flappers." To begin with, then, you volunteer through the medium of your commanding officer to become a glider pilot, and from that moment on you can expect a life of thrills, spills, surprises and bitter disappointments.

You must first pass an aircrew medical. Then you sit for examinations which determine your ability to think and act quickly, two essentials in a glider pilot. You are next brought face to face with a battery of high-ranking officers of both the Army and R.A.F., who form the selection board. These officers will not hesitate to shoot at you some of the most weird and unusual questions you have ever been asked. For instance, the one in khaki, with countless pips and crowns on his shoulder, fairly shouts at you: "How far does dripping drop?" You are naturally dumbfounded, but if you are keen on becoming a glider pilot your brain is working overtime to dig up an answer like "It depends whether it is dropping or dripping, sir." Then the gentleman in Air Force blue asks: "What is the legal position of an unmarried lobster with two nippers?" Your brain, barely recovered from the first question, now struggles for its very life, and out of sheer desperation you find yourself replying: "This, indeed, sir, is a very fishy problem." You may think you have earned the privilege of relaxing and a pair of glider pilot's wings hover before your eyes. However, another voice bobs up with: "Can a hatchet-faced man cut up a side-street?" Caught off your guard, you probably say "Yes," realizing that there can be no right or wrong answer to such a question. As you go out, you can be sure of at least one more question, such as: "Where can I get a second-hand minute hand?" You manage to get out "In Tannenbergstrasse" and leave the room, closing the door on the first phase of becoming a glider pilot.

Having survived so far, you go to the Airborne Forces Depot, in which is incorporated the Glider Pilot Regiment. Here follows a period of military training, lasting for about six weeks, under the expert care of a Guards sergeant-major.

Sure enough, the day you have been waiting for dawns, and at last you are posted to a pilot school (C.R.A.F.). Hardly have you had time to catch a glimpse of an aeroplane before you are whisked into the rear cockpit of a Tiger Moth, and the voice of the instructor over the intercom, tells you that you are airborne. After climbing steadily for 3,000 feet or so, this same voice says: "Would you like me to show you what we can really do with one of these?" Without one atom of enthusiasm you meekly say "Yes." Then the fun (though you would not call it fun at the time) begins. You find yourself being thrown from one end of the cockpit to the other in spins, rolls, loops, stalls and turns until you haven't a clue.

By this time you begin to wonder whether you have joined the Glider Pilot Regiment or the R.A.F., because thus far you have not so much as seen a glider; neither will you until you have completed the better part of 100 flying hours on powered aircraft.

The course is so arranged that you fly alternate mornings and afternoons, and, when you are not on flying detail, you go to school to learn the arts of air navigation, meteorology and the principles and theory of flight, etc. The average pupil goes solo in anything up to ten flying hours, but if you have not gone solo in twelve hours you are tested to see if it is worth while persevering with you.

When you have passed out solo day flying you start night flying, and do around ten hours, at least three of which are solo.

Depending chiefly upon the weather, this first part of the glider-pilot course takes about three to six months to complete. At the end there are flying and ground-school examinations with a pass mark at 60 per cent. A failure in any one subject means instant dismissal from the Regiment.

Do you still want to go on? All right, then. Off you go on a three to six-month course at the glider training school. Having now achieved a fair knowledge of flying in general, your first trip in a glider seems "a piece of cake," until you find yourself cast adrift in midair and the voice of "Chad" rings out in mocking tones: "Wot, no engine!" On this course you complete sixty flying hours on light gliders, going solo in the early

(Continued at foot of next page)

RIDING

so much has happened this summer in the horse world that the problem of this particular section of the Journal is not what to put in but what to leave out. I think, possibly, that the best thing to do is to pick out and describe one or two of the most notable events of the season and include a few words on general equitation within the Regiment.

RACING

During the early spring the German steeplechase course on Dusseldorf Race-course had been virtually scrapped and the Regiment had built two separate chase courses, one for thoroughbred horses and another sharper, therefore easier, course for half-breds. The fences were constructed completely of birch and were similar to the National Hunt pattern, though a few inches smaller. Special mention must be made of the untiring energy of S.S.M. Williamson, who constructed them with his gang of D.Ps. It was only just possible to get these courses ready in time, owing to the fact that the snow this year only finally thawed by 20th March.

The 2nd Infantry Division Race Club held their first meeting under B.A.O.R. rules of racing on the Dusseldorf course on 24th and 25th May, open to Rhine Army and Military Government. It was unfortunate that the chase for thoroughbred horses had to be cancelled owing to shortage of entries, so the final card left for decision a total of five races each day. These were made up of one steeplechase for half-breds and two hurdle races, the remaining seven races being on the flat. It was something of a unique achievement that out of these ten races the Regimental stable turned out six winners, three seconds and two thirds, winning the first and last races on the first day and the first four races out of five on the second day—a total winning sequence of five races in a line. Most ranks in the Regiment were represented amongst the winning jockeys, from the Colonel via Majors down to a

Sergeant and a Trooper.

The weather on both days was warm and sunny and Dusseldorf Race-course is as attractive a setting for a day's racing as it is possible to find anywhere on the Continent. The stands face north and the course slopes away, giving a somewhat similar lay-out to that of Sandown, though the track is narrower and the bends sharper than those of its more famous counterpart. Yet, in Germany, Dusseldorf Race-course has earned itself something of the distinction of Goodwood at home, and before the occupation some of the largest produce stakes were decided there. It was difficult to believe when looking across the course that one was in the heart of the industrial Ruhr and on the outskirts of one of the most blitzed cities in Germany.

Major G. N. Loraine-Smith started the winning sequence of the Regimental stable by winning the first race over a mile on the first day on the Divisional Commander's horse "Prinzenräuber," under the imposing penalty of 12 stone. He rode a confident race to win by three lengths. "Prinzenräuber" is a nice little German-bred four-year-old colt by "Ferro" out of "Priska," going back to "Dark Ronald," which the Regiment was able to procure for General Balfour in the middle of March and train for him in the Regimental stable.

The next race was over six furlongs, in which the Regiment was represented by a four-year-old German thoroughbred, "Stardust," pedigree unknown, ridden by Major Loraine-Smith. She ran second, being beaten by "Maibaum" in the Royals' stable, a good winner under German rules previously.

In the third race, over one and a half miles, the Regiment was third with "Music," ridden by Major B. B. N. Woodd, which could not get nearer than third place, being rather outclassed by the opposition.

(Continued on next page)

(Continued from page 28)

stages and later qualifying solo at night. These light gliders are towed by a Miles Master aircraft at a speed of close on 100 miles an hour. The towing plane is known as a tug and the glider is connected to it by a stout (glider pilots like to think of it as a very stout) rope, which either the tug or the glider pilot can release by pulling a lever in the cockpit. Normally it is the glider pilot's responsibility to cast off, as he is the fellow who has to land the glider.

The last and final phase of training consists

of twenty or so flying hours on heavy gliders, like those used at Arnhem and the Rhine crossing. These are towed at a speed not exceeding 180 miles an hour and can carry light tanks, jeeps and gun howitzers, the equivalent of thirty men with full kit. Their landing speed is often over 100 miles an hour.

In conclusion, a glider-pilot training, weather permitting, takes at least a year, and before qualifying means plenty of hard work and private study, combined with an abundance of excitement and thrills. *Per Ardua Ad Astra.*

(Continued from page 29)

The next race was a hurdle race with only three runners, in which Major J. J. Mann rode "Abendfrieden," a very good-class half-bred German race-horse which had won under German rules before arriving in the Regimental stable. He was conceding 4 lb. to "Coriolanus," from the Inniskilling Dragoon Guards' stable, who was a pretty useful horse under German rules. "Coriolanus" made all the running to win comfortably by five lengths, with "Abendfrieden" battling gamely on to run into second place. "Rum Punch," also in the Regimental stable, ridden by Lieut. J. D. Gowlett, having his first mount in public, finished third and last, a distance behind. This was a fast-run race.

The last race on the card this day was a one-and-a-half-mile hurdle race, which was won by "Slipstream," most ably piloted by Major Mann, to win by a distance against moderate opposition.

On the second day fields were larger and Major Loraine-Smith started off auspiciously by winning the first race on "Abendfrieden."

The second event on the card was the steeplechase for half-breds over two miles. Five horses faced the starter, and when the flag dropped "Mamatchi," from the 6th Highland Brigade, immediately went to the front to set a fast but false pace. The Regiment had one horse in this race, "Old Glory," ridden by the Colonel. Passing the stands first time he was nicely placed, going well within himself, "Mamatchi" having fallen at the fifth, to be remounted immediately and become the back marker. Coming up the hill before the penultimate, the Colonel, on "Old Glory," began to make his run, catching the leaders in between the last two fences and going on to win an artistically timed race by four lengths. He received a tremendous ovation from all ranks in the Regiment, who were there in force for the meeting, and no doubt wagered considerably on this outcome.

The next race was a four-furlong sprint to be ridden by other ranks only. Sergt. Harris won this comfortably by a length on "Rum Punch."

The fourth and last race in which the Regiment was represented was won by a distance by "Vanity Fair," ridden by Tpr. Haddersley. "Hartherz," belonging to the Divisional Commander, but trained in the Regimental stable, with Lieut. Gowlett up, ran in fast at the finish to become second.

So ended a most successful meeting for the Regiment.

It would be only right to say that following this meeting we cannot claim to have had an outstandingly successful season. We did indeed win some other races and were placed in more, but

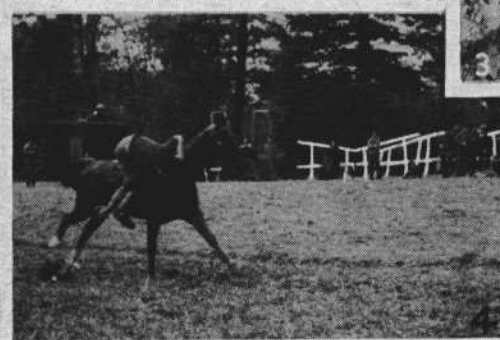
the horses could not carry the penalties incurred during this first meeting. On form the thoroughbreds were definitely not in the first class and always met something a bit too good for them in the handicaps, where they came up against horses which had previously won German classics.

There is one other race which we should mention, and that is the Regimental Steeplechase. This was held at Dusseldorf Race-course on Saturday, 4th October, over two miles. The conditions, of course, had to be modified for 1947. It is probably of interest that this was the fourteenth revival of the race since Colonel The Hon. G. H. Gough, C.B., presented the cup in 1894, after he had won outright the old original cup in 1893. It was also the first time that the race had been held since 1931. The evening before the race it was hoped that there would be a field of seven, but "Liza," to be ridden by Lieut. Gowlett, was found to be unsound and had to be withdrawn, making six starters. The field went off to a good start, and "Old Glory," ridden by the Colonel, soon went into the lead, followed by "Slipstream" (Capt. B. C. L. Taylor) and "Rum Punch" (Capt. G. A. L. C. Talbot). Coming into the open ditch "Crystal" (Lieut. P. L. J. Groves) went into the bottom and through it, pitching on to his head and unseating his jockey. Passing the stand first time round, the order was "Old Glory," "Slipstream," "Rum Punch," closely followed by "Wall Brand" (Major R. P. D. F. Allen) and "Firefly" (Capt. P. H. Marnham). Going out into the country "Slipstream" moved up to "Old Glory" and went into the lead. Three fences from home "Rum Punch" made his effort. Over the last fence "Slipstream" was still leading, with "Rum Punch" and "Old Glory" jumping almost together. However, neither of these was able to make any impression on the leader, who ran out a game winner, "Rum Punch" running magnificently to gain second place, with "Old Glory" third.

Administratively the Regiment ran all the meetings at Dusseldorf, with Major Loraine-Smith as Regimental Trainer and Hon. Secretary and Capt. (Qrmr.) P. T. Drew a most hard-working and efficient Clerk of the Course. In this, which included a British and German tote, Sergts. Winstanley and Witney were his most able assistants. L./Cpl. Parker, who acted as clerk and secretary to the Hon. Secretary, should also be mentioned.

MUSICAL RIDE

During May, 1947, the Regiment and the Royal Horse Guards (The Blues) were ordered



RIDING

1. 2nd Division Horse Show—Sgt. Brown and others competing in the Musical Chairs.
2. The Musical Ride at Dortmund.
3. Regimental Mounted Sports—Major Allen taking the Slide on "Raven" in the Open Handy Hunter Trials.
4. Regimental Mounted Sports—Tpr. Jones (70) about to register a carry in the Novices Tent Pegging.
5. Regimental Mounted Sports—Capt. Tayleur on "Cocktail."

to produce a Mounted Musical Ride for the Dortmund Tattoo in late July.

Twenty-four chestnut horses were selected by Major Allen and they arrived in Wuppertal in rather poor condition. One remark overheard was: "We shall have to fit 'em with extra-heavy shoes to prevent the wind from blowing 'em away!" However, regular work and careful feeding soon began to fill the horses out, and by the time they entered the Tattoo arena they were in fine shape and could not have looked better.

Major Woodd, assisted by Capt. Tayleur, was responsible for the training of the Ride. It was necessary to find sixteen performers and a couple of reserves. This was not easy, as most of those with riding experience were in key appointments and the novice riders found great difficulty in achieving the standard of equitation required. Eventually, after a somewhat chaotic display in early June, riders were chosen and put into daily training. This training was extremely monotonous and required hard work and concentration on the part of man and horse.

Those finally selected to ride included Lieuts. Groves, J. Dromgoole and R. M. Ling, R.S.M. C. G. Smith, R.Q.M.S. R. M. Roberts, T.Q.M.S. L. R. Charlton, S.S.Ms. L. J. Adams and R. Saville, S.Q.M.S. J. Gooding, Sergts. Bisbey, Urquhart, Kennedy, Bown and Smith, Cpl. Finch, and Tprs. Childs and Evans.

The latter part of the training was carried out at Menden with The Blues. It necessitated an 0545 hrs. start every morning for several weeks. A large number of the performers, being key men in the Regiment, had to carry out their normal duties in addition to the Ride. This meant a daily run of eighty-odd miles in the back of a three-tonner and proved very tiring. During the training period members of the Ride covered 2,050 miles in their lorry.

There were normal military delays in obtaining kit for the Ride, and our saddlery was only delivered shortly before the actual Tattoo. This was mostly brand-new leather and as hard as wood. Everyone buckled down and cleaned his own saddlery and by the time the opening night arrived some, at least, was almost up to a pre-war cavalry standard.

On 30th June the Army Commander, Lieutenant-General Sir Richard McCreery, inspected the complete Ride at Menden and saw a rehearsal. He expressed himself as very pleased with the condition of the horses and the way the Ride was working out. Being a Lancer himself, he was able to give us a few hints on the carriage of the lance, a subject not catered for in the normal training of Hussars or Horse Guards.

For the last four weeks prior to the Tattoo all the horses and equipment were away from the Regiment, either with The Blues at Menden or at the Tattoo arena at Dortmund Race-course under the charge of S.S.M. Adams. The excellent condition of the horses was largely due to his efforts.

The Tattoo itself was held nightly from 20th to 26th July and was seen by most members of the Regiment. The Musical Ride itself was an unqualified success. It was both spectacular and entertaining. In the words of the British Forces Network radio commentator, it was "a skilled display of controlled horsemanship."

The Band of the King's Own Yorkshire Light Infantry played the music for the Ride, and no band could have done this difficult task better.

By the end of the sixth and last performance of the Tattoo the Ride had had their fill of cleaning their kit, and the long, bumpy journey of eighty miles each night, which meant they did not see their beds until 3 o'clock in the morning.

However, their efforts were well worth while. The Ride gave great pleasure to many thousands of Allied and German spectators, and added to the good name not only of the Regiment but also of the whole of the occupation forces.

The Army Commander told the Ride that their show was first rate and could not have been bettered before the war.

HORSE SHOWS

During the season the Regiment was represented at a number of horse shows in B.A.O.R. We had entries for the Munster Garrison, 5th Infantry Brigade, Headquarters, R.A., 2nd Infantry Division and the 2nd Infantry Division shows. We had varying success, winning some of the individual events and the Inter-Unit Team Open Handy Hunter event at the 2nd Infantry Division Show. In the Belgian Army Show at Cologne, "Amber," ridden by Major Woodd, was placed in the Prix de Libération and the Prix Colonel de Posch. The Regiment was also always represented in gymkhana events, at which Capt. Tayleur seemed to be outstanding in the Musical Chairs.

GENERAL EQUITATION

Apart from a few interruptions, daily Riding School has been held throughout the summer for all officers. This has largely been run by Major Allen, with Capt. Tayleur as assistant.

Following the return of the Musical Ride from Dortmund, voluntary riding classes for other ranks were begun and very soon came to be extremely popular. We were allowed to keep the

horses used during the Musical Ride, and they, added to those which we already had, brought the total of general "utility" horses up to forty-five. With the added attraction of the Regimental Mounted Sports in late September, these horses were in great demand. In a very short time H.Q. Squadron were running six classes of about ten men each (which included men from our own Signals, R.E.M.E. and A.C.C.), "A" Squadron two classes, with "B" Squadron sending their men along to H.Q. Regimental instructors, working on some of the keenest possible material, produced astonishing results in a short time. The performance was not polished, but it was workmanlike and determined, not, however, to the detriment of the horses' mouths. As a result, therefore, they all came on with astonishing speed and it is greatly due to them that the two-day Regimental Mounted Sports, which are described elsewhere, were such a success.

WUPPERTAL WEEK

Between 20th and 24th September the Regiment held a Wuppertal Week to commemorate the beginning of our seventeenth year overseas. This started on the 20th and 21st with an Invitation Meeting and Open Horse Show and

Gymkhana, held near the barracks at Wuppertal. Originally we had hoped that a team from each Cavalry regiment in B.A.O.R. would be able to come, but owing to last-minute commitments and the distances involved it was only possible for the Royal Horse Guards to send a team.

The mounted events were held on the first day (Saturday) and various team events on Saturday and Sunday.

On Saturday the following events took place:

Open Handy Hunter Competition.

Open and Grade "C" Jumping.

Touch-and-Out Jumping.

Musical Chairs.

V.C. Race.

Sword, Lance and Revolver.

Tent-pegging.

Motor-Cycle Dirt-Track Race and Jeep Tests.

On Sunday the teams from the two regiments competed against each other in:

Revolver Shooting.

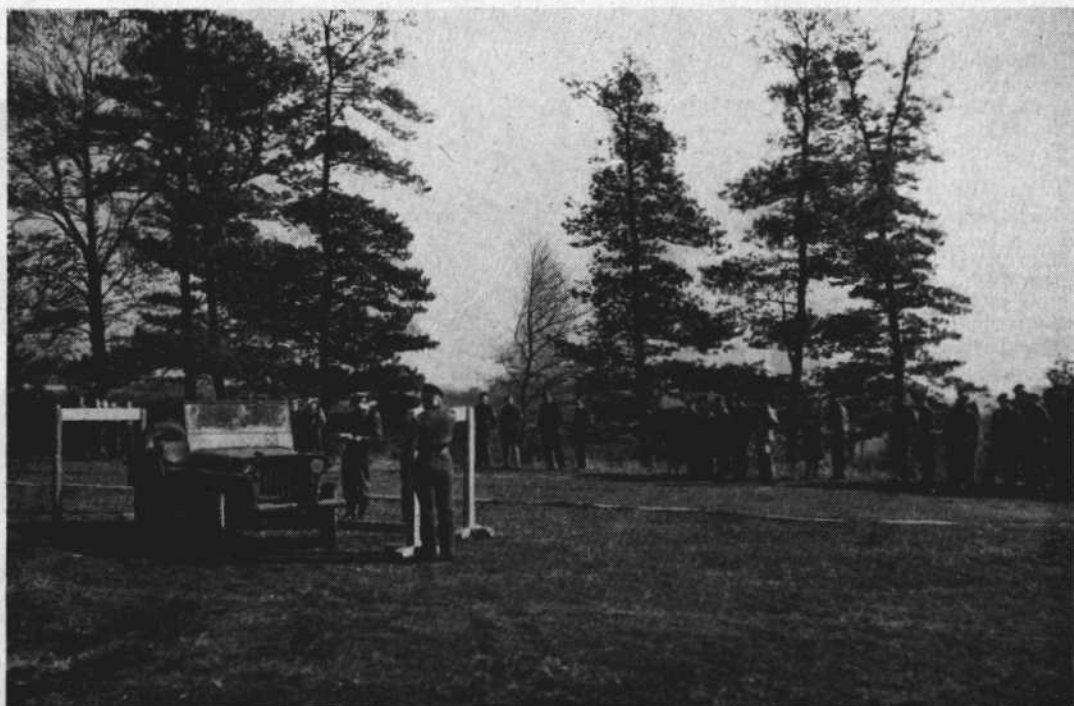
Clay Pigeon Shooting.

Lawn Tennis.

Table Tennis.

Darts.

From these events the Regiment emerged victorious by 18 points to 13.



A REGIMENTAL COMPETITOR IN THE JEEP PARKING COMPETITION

Detailed results:

1. OPEN HANDY HUNTER.—First team: 14th/20th Hussars.
Major R. P. D. F. Allen, 14th/20th ("Raven"), time, 3 min. 44 sec.
Capt. B. C. L. Tayleur, 14th/20th ("George"), time, 4 min. 15 sec.
2. GRADE "C" JUMPING.—First team: Royal Horse Guards.
Cpl. Hubback, R.H.G. ("Peter"), 4 faults.
Lieut. M. Darley, R.H.G. ("Black Magic"), 16 faults.
3. DIRT TRACK MOTOR-CYCLE RACE.—First team, 14th/20th Hussars.
Tpr. Atherton, 14th/20th.
Cpl. Slinn, R.H.G.
4. OPEN JUMPING.—First team, 14th/20th Hussars, 32 faults; second, Royal Horse Guards, 44 faults.
Lieut. M. Darley, R.H.G. ("Dahomey"), no faults.
Capt. B. C. L. Tayleur, 14th/20th ("Amber"), 4 faults.
Lieut. M. Darley, R.H.G. ("Groucho"), 1 min. 1 sec., 8 faults.
Major R. P. D. F. Allen, 14th/20th ("Raven"), 1 min. 25 sec., 8 faults.
5. JEEP TEST.
Cpl. Pratt, 14th/20th.
6. SWORD, LANCE AND REVOLVER.
Capt. A. R. Sturt, 14th/20th.
Major J. Shaw, M.C., R.H.G.
Lieut.-Colonel H. A. R. Tilney, O.B.E., 14th/20th.
7. TENT-PEGGING.
S.S.M. Saville, 14th/20th.
R.Q.M.S. Roberts, 14th/20th.
Lieut.-Colonel H. A. R. Tilney, O.B.E., 14th/20th.
8. DARTS.
Royal Horse Guards, 15.
14th/20th Hussars, 12.
9. REVOLVER.
14th/20th Hussars, 464 (Lieut. P. L. Rider, 84).
Royal Horse Guards, 339.
10. CLAY PIGEONS.
14th/20th Hussars, 14 (Lieut.-Colonel H. A. R. Tilney, O.B.E., 7 birds).
Royal Horse Guards, 1.
11. LAWN TENNIS.
14th/20th Hussars, 36.
Royal Horse Guards, 27.
12. TABLE TENNIS.
14th/20th Hussars, 34.
Royal Horse Guards, 20.

The second part of the Wuppertal Week was the Regimental Mounted Sports, planned to be held on Tuesday and Wednesday, 23rd and 24th September. However, as the first rain for several months fell on the Tuesday, they had to be put back to Wednesday and Thursday. All events were keenly contested and included an equitation test, handy hunter competitions and jumping for novices, as well as events for the old-stagers.

The O'Brien Cup, for inter-squadron team jumping, was won by "B" Squadron, with H.Q. runners-up. For those who do not know it, each squadron produced a team of an officer, a warrant officer or sergeant, and two corporals, lance-corporals or troopers.

The Portsmouth Cup for tent-pegging was won by S.S.M. Saville. The standard of tent-pegging was amazingly high, considering the comparatively little practice beforehand, particularly in the second run, when there were a large number of "carries" and practically everybody had a "strike." Sergt. Moore and R.Q.M.S. Roberts tied for third place, and in the run-off Sergt. Moore carried an edge-on peg.

L./Cpl. Dobson, of "B" Squadron, must also be specially congratulated on his performance on his horse "Swallow," winning the Handy Hunter, Grade "C," being second in the Novices' Jumping, having tied for first place, and getting third place in the Handy Hunter, Grade "B," as well as having a clear round in the winning team of the O'Brien Cup. L./Cpl. Dobson only started to ride in 1947.

The Colonel of the Regiment saw the second day's programme. He was very enthusiastic about the keenness and prowess of novice riders and complimented the Regiment on its high standard of equitation generally.

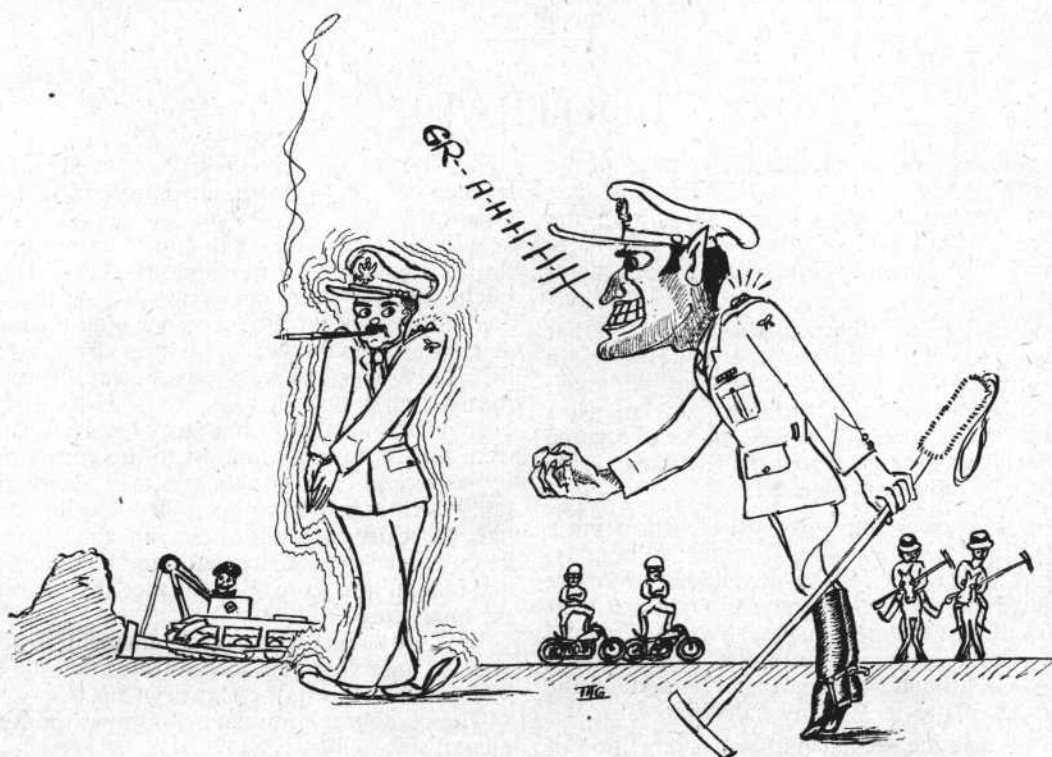
Altogether, the week was a great success and one can only hope that there will be repetitions in the future.

Detailed results:

1. EQUITATION TEST (max. points, 100).
1. Sergt. Bown, H.Q. ("Alex"), 80.
2. Tpr. Jones, H.Q. ("Firefly"), 70.
3. L./Cpl. Roberts, H.Q. ("Prego"), 68.
Sergt. Kennedy, M.M., "A" ("Sunfair"), 67.
L./Cpl. Dobson, "B" ("Swallow"), 67.
Tpr. Gibson, "A" ("Tallyho"), 67.
2. JEEP PARKING TEST.
1. Sergt. Scott, H.Q., 28.
2. Sergt. Moore, "A," and Cpl. Walsh, "B," 26 each.
3. O'BRIEN CUP.
1. "B" Squadron, 17 faults.
2. H.Q. Squadron, 30 faults.
"A" Squadron were disqualified.
"B" Squadron:
Major G. L. Sullivan, M.B.E., M.C. ("Amber"), no faults.
S.S.M. Saville ("Jackdaw"), 6 faults.
L./Cpl. Haddersley ("Ranger"), 11 faults.
L./Cpl. Dobson ("Swallow"), no faults.
4. NOVICE TENT-PEGGING WITH THE SWORD.
1. Tpr. Jones, H.Q.
2. Sergt. Simkin, H.Q.
3. L./Cpl. Parker, H.Q.
5. OPEN HANDY HUNTER.
1. Capt. B. C. L. Tayleur, "A" ("Cocktail"), 3 min. 45 sec.
2. Major B. B. N. Wood, H.Q. ("Tom Mix"), 3 min. 49 sec.
3. R.S.M. Smith, H.Q. ("Raven"), and Major R. P. D. F. Allen, H.Q. ("Raven"), 4 min. 15 sec. each.
6. JEEP DRIVING TEST.
1. Cpl. Walsh, "B," 47 points.
2. Sergt. Preece, "A," 37 points.
3. Tpr. Peters, "B," 35 points.

7. BAREBACK WRESTLING.
Winners, "A" Squadron. (Lieuts. J. D. Gowlett and R. M. Ling, Sergt. Kennedy, M.M., and Tprs. Lawson, Green and Gibson.)
8. OFFICERS' TENT-PEGGING.
1. Capt. M. A. James, M.C., H.Q.
2. Major R. P. D. F. Allen, H.Q.
3. Lieut. J. Dromgoole, H.Q.
9. HANDY HUNTER, GRADE "B."
1. Lieut. J. Dromgoole, H.Q. ("Alakeeffi"), 3 min. 46 sec.
2. Capt. G. A. L. C. Talbot, H.Q. ("Raven"), 3 min. 54 sec.
3. L./Cpl. Dobson, "B" ("Swallow"), 4 min. 7 sec.
10. HANDY HUNTER, GRADE "C."
1. L./Cpl. Dobson, "B" ("Swallow"), 2 min. 21 sec.
2. Capt. G. G. Hutchison, H.Q. ("Nigger"), 2 min. 25 sec.
3. Sergt. Bown, H.Q. ("Alex"), 2 min. 26 sec.
4. Capt. D. E. R. Scarr, "B" ("Amber"), 2 min. 36 sec.
11. NOVICES' JUMPING.
1. Capt. D. E. R. Scarr, "B" ("Amber"), faults: 0, 0.
2. L./Cpl. Dobson, "B" ("Swallow"), faults: 0, 4.
3. Lieut. P. L. J. Groves, H.Q. ("Kim"), faults: 2.
12. TOUCH AND OUT JUMPING.
1. S.Q.M.S. Bisbey, H.Q. ("Alakeeffi"), 8 fences.
2. S.S.M. Saville, "B" ("Amber"), 7 fences.
3. L./Cpl. Dobson, "B" ("Swallow"), 5 fences.
13. MUSICAL CHAIRS.
Winner: Capt. B. C. L. Tayleur.
14. MEDLEY RACE.
Winners: "B" Squadron. (Major G. L. Sullivan, M.B.E., M.C., Capt. D. E. R. Scarr, 2/Lieut. W. H. Joss, S.Q.M.S. Gooding, Sergt. Grey, L./Cpls. Shaw and Roffey, and Tpr. Tizzard.)
15. V.C. RACE.
Winners: Sergt. Urquhart and L./Cpl. Miller, "B."
16. PORTSMOUTH CUP.
1. S.S.M. Saville, "B."
2. Sergt. Mutch, "B."
3. Sergt. Moore, "A."

In conclusion, no description of such an enjoyable and successful season would be complete without a reference to Sergt. Harris, L./Cpl. Chamberlain and the British and German grooms in the stables. They worked through the season like Trojans and were always thoroughly co-operative and cheerful whatever the problem they might have been asked to face. It is, perhaps, a platitude, but one which must be made, that had it not been for these individuals a great many officers and men in the Regiment would have been denied some of the greatest fun that they have ever had.



The Man who bull-dozed the Polo-ground into a Motor-cycle Track!

(With apologies to H. M. Bateman)

RUGBY

NOTES ON THE LATTER PART OF THE 1946-47 SEASON

OWING to the particularly severe winter it was not until 2nd April that we were able to resume our programme of matches, when we played the 2nd Bn. The Royal Scots Fusiliers in the second round of the Divisional Knock-out Competition, having been fortunate enough to draw a bye in the first round. Both teams were reaping the reward of months of enforced idleness, and after a scrappy game we were able to return a 9—3 victory. This match showed us that we needed much practice and training before we met the 1st Bn. The Middlesex Regiment in the semi-final of the competition, which was scheduled for the 16th.

We were able to play two friendly games before the second round, namely, against the 1st Bn. The Black Watch, on their ground, where we suffered a 12—0 defeat, and against the 1st Bn. The East Lancashire Regiment, with whom we drew 0—0.

We played the semi-final of the competition against the Middlesex on the stadium ground under ideal conditions and, after a most enjoy-

able, fast, open game, we gained a 25—10 victory, the team having improved beyond all recognition. This win put us in the final, where we were to meet the Royal Horse Guards, who had reputedly the finest regimental team in B.A.O.R.

We played them on the 22nd on the stadium. The resultant game was probably the hardest of the season. After an extremely fast and close match, in which the issue was in doubt until the last whistle, we emerged losers by 0—7, and if the writer may presume to express an opinion, we went down worthy losers to a very fine team.

Throughout the season the team had suffered through loss of players from time to time, and unfortunately the losses often occurred when they could be least afforded. It may well have been that we would have gone far in the B.A.O.R. Competition if we had been in a position to field our best fifteen on all occasions. The 1946-47 season was one of many ups and downs, but showed good progress, leading up to a very fitting climax in the game against The Blues.

FOOTBALL

It probably seems odd that this number of the Journal should contain football news of last season, but several games took place after the Colonel's April News-Letter which are more than worthy of mention, and which are of general interest.

Pride of place in these games must go to that between the Regiment and the 7th Hussars in the second round of the Cavalry Cup. Although the Regiment lost this thrilling game in extra time by the unusual score of 5—6, it was a game in which the fighting spirit of the Regimental side can hardly have been bettered.

It started disastrously for us, the 7th being a goal up almost at once, through a penalty. Within fifteen minutes they had added two more and their supporters must have thought that their 3—0 lead was unbeatable. Not so the Regimental side, who, playing picture-book football on a first-class ground, took over command of the play and made it 3—3 by half-time.

In a sense the second half was a repetition of the first. The 7th went away well and by midway through the half they were leading 5—3. Again

things looked safe for them, but the Regiment levelled matters by scoring two goals in as many minutes.

With the score at 5—5 and ten minutes to go, the excitement was tremendous. Try as they might, the Regiment could not just get the one goal, in spite of three corners one after the other and several goalmouth scrambles, from which the 7th managed to get the ball away. It was in the second period of extra time that we were beaten by something of a freak goal. The ball went out to the right, almost to the corner flag. It was kicked back into the centre in a very high lob, which appeared to go right along the back line. As it dropped out of the sun, the ball suddenly curved into the top left-hand corner of the net, making the score 6—5 for the 7th, this being the final score.

Both sides played really magnificent football and we were very glad to hear later that the 7th had gone on to win the Cavalry Cup.

The photograph (on page 38) shows the Regimental side, which is:

Front Row.—Tpr. Fawthorpe, Cpl. Grey, Tpr. Craig (captain), Tpr. Robertson and Sergt. Sibley.



THE REGIMENTAL RUGBY TEAM

Back Row.—Capt. Beck, Capt. Matthews, 2/Lieut. Joss, Capt. Scarr, Capt. James, L./Cpl. Thompson, Sgt. Walters, Sgt. Cooksey.
Front Row.—Tpr. Turpin, Sgt. Dyke, Lieut. Dromgoole, Sgt. Thompson, Tpr. Proctor, Sgt. Baker, 2/Lieut. Huggan.



THE REGIMENT v. THE BLUES

Left to Right.—Lieut. Dromgoole, 2/Lieut. Joss and Sgt. Walters, waiting for the ball.



FOOTBALL

1. The Regimental Football Team v. 7th Q.O. Hussars.
3. A save by the Signals Goalkeeper v. H.Q. Squadron.

2. H.Q. Squadron Football Team.
4 & 5. Two of the H.Q. Squadron goals v. the Signals.

Back Row.—L./Cpl. Lawson, Tpr. Clarke, T.O.M.S. Charlton, Tpr. Donaldson, Tpr. Chapman and Tpr. Marshall.

There were two other games worth mentioning, both of which were squadron games—cup finals—which we won.

The first was the final of the 4th Infantry Brigade Competition, in which H.Q. Squadron played "C" Detachment of "T" Force, beating them 2—1.

This was a fast, open game and play ran from end to end. After ten minutes Cpl. Major beat both the opposing backs in getting to a long pass from the inside left and practically walked the ball into the net. After five minutes "C" Detachment equalized through a misunderstanding in the Squadron's defence. They now crammed on full sail and it was only a very keen defence and some good goalkeeping by Tpr. Jones which prevented them from scoring.

In the second half the Squadron, with the wind and sun behind them, pressed all the time and eventually scored through the outside left, Tpr. Clarke. "C" Detachment tried hard to equalize, but the Squadron defence held sure and the final whistle blew without further scoring.

The other soccer final was that of the 2nd Infantry Divisional Troops Competition, in which H.Q. Squadron decisively beat the 2nd Infantry Division Signals Regiment by 6—0.

The game was fast and furious for the first few minutes, but H.Q. settled down quickly and were soon a goal up.

Following a mix-up in front of the Signals'

goal the ball came out to Tpr. Clarke, who promptly hooked it into the back of the net. The Squadron pressed very strongly after this, but were unable to finish off good midfield work.

It was not until the forty-third minute, when a misunderstanding between the Signals' back and goalkeeper allowed Sergt. Volley to nip in and score, making the half-time score 2—0.

Immediately after the kick-off there was a mêlée in front of the Signals' goal. Everyone was kicking frantically until the ball came to Tpr. (now Sergt.) Murphy, who calmly drove it into the net. There were several raids on the Signals' goal and only very weak finishing saved them from further scoring.

L./Cpl. Lawson, the captain of the side, then showed his forwards how to score. Gathering the ball about half-way inside the Signals' half, he veered to the left, beat two men and then drove the ball into the far corner of the net. This was the shot of the match.

Although four goals down, the Signals never gave up. Further goals were added by Sergt. Volley and L./Cpl. Smith.

The photographs show the H.Q. side, which is:

Front Row.—L./Cpl. Smith, Tpr. Murphy, Sergt. Volley, Sergt. Sayers and Tpr. Clarke.

Back Row.—Tpr. Robertson, L./Cpl. Lawson, Cpl. White, Tpr. Jones, Tpr. Donaldson and Sergt. Preece.

The fourth and fifth photographs show two of the goals being scored, and the third a save by the Signals' goalkeeper.

MOTORING SECTION

Following the successful visit to Brussels to see the Belgian Grand Prix in June, 1946, interest in motor racing again appeared with the start of the 1947 season. As a result, a party of six officers and thirty other ranks journeyed to the pleasant town of Spa in the Belgian Ardennes over the week-end 28th/29th June to see the Grand Prix de l'Europe. As Europe's most successful racing cars, the litre Alfa-Romeos, were competing, we looked forward to an excellent day's sport.

On arrival at Spa we drove round the course and selected a good vantage point for the morrow. We were, for that night, accommodated and looked after in the most cordial manner by the 1st Belgian Lancers.

On the following day we made our way to our selected position from which we were to have a grand view of part of the race.

The race was a victory for the Alfa-Romeos, as expected, although Sommer, in a Maserati, gave them a run for their money until his car blew up, and we did have the pleasure of seeing a ten-year-old British E.R.A. come in fourth.

To those who had not seen a motor race before, the day must have been memorable, for we all saw cars and drivers who are in the front rank of the motor-racing world, and even the most stolid cannot have failed to be impressed by the close-up view of cars travelling at 170 m.p.h. on an ordinary road.

After the race we had to battle our way through what must surely have been the world's largest traffic jam and eventually returned to barracks in the small hours tired but happy.

In late July a small party travelled to the Nurnburg Ring in the French zone. Built shortly after Hitler's rise to power to provide work for

the unemployed, this is probably the Epsom of the Continental motor-racing world and consists of a perfectly surfaced road winding through the beautiful Eifel Mountains. We spent the day touring the circuit, carefully resisting any tendency to emulate those who had used it in the happier days before the war.

While the future may not look too rosy, it is hoped that there may still be some racing in England at which we shall look forward to meeting those who have left us in the meantime.

14TH/20TH KING'S HUSSARS MOTOR-CYCLE RACING CLUB

The Regiment heard, late in July, of the probability of motor-cycle racing in B.A.O.R. Upon inquiry it was revealed that not only could

we muster about thirty interested persons to form a club, but we could also obtain Army machines for racing at a very reasonable cost.

While the necessary arrangements were made we had to content ourselves with trials on the Regiment's machines. However, we did well in that sphere, for Cpl. Pratt, riding in the 2nd Infantry Division Trial, was the individual winner over a course which required nothing short of perfection in the handling of a machine, so that L./Cpl. Hall and Tpr. Carter were rewarded for all the hard work they had put in before the event.

Unfortunately, the move has put a stop to any further activities, but it is certain that when we get settled down in our new location we shall be able to get the Club going again on a sound basis.

GARDENING NEWS

JUST over a year ago we took up residence in Anglesey Barracks, Wuppertal—rather a depressing place then, with its bombed buildings and derelict air.

With Capt. P. H. Marnham as Director and S.S.M. Williamson as Chief Executive, work began at once on clearing up and a big drive was made in the autumn of 1946 to start gardens going, particularly with a view to vegetable growing in the spring. Catalogues were consulted and quantities of seed ordered; we also managed to buy bulbs from Holland. Consequently, in the spring time we had a very fine display of daffodils, narcissi and tulips.

After the spring flowers were over, old beds were redug, new beds were made and the whole filled with summer flowers, resulting in a grand show of asters, salvias, antirrhinums and double African marigolds, which lasted throughout the summer.

We were quite successful in the Divisional Improvement of Sites and Vegetable Competitions, in which we were placed second and third respectively. This resulted in the Divisional Commander giving us a special commendation, as follows:

"14TH/20TH KING'S HUSSARS.—For their general standard in both competitions and for the great amount of work and keenness displayed.

"The Divisional Commander expresses his appreciation of the work done and the results obtained. He fully realizes that a great many difficulties have had to be overcome. He wishes

his appreciation to be made known to all concerned."

We also achieved some measure of success on the "produce" side of the Combined Divisional Horse Show and Fruit and Flower Show, in which we managed to collect ten firsts and five seconds for individual and unit entries. A great lead was given by Mrs. Tilney, who won four first prizes with her entries.

It was also very gratifying to hear that the Colonel of the Regiment had noted the improvement in the gardens when he wrote to the Commanding Officer after his visit.

In the vegetable line, too, we have had a most successful season. From one packet of Sutton's tomato seed we raised several thousand plants, from which we obtained a staggering crop. All messes have been well supplied with every kind of vegetable—lettuces, cabbages, broad beans, French beans, runner beans, onions, beet, peas, marrows, cucumbers, new potatoes and carrots—and although we experienced a long spell of extremely dry weather, we still maintained a steady flow. This was rather lucky, as vegetables these days seem to be rather scarce in rations.

In point of fact, we have had such a good harvest of vegetables that we have not only supplied the Regiment but have been able to send quantities to the 77th British General Hospital.

As a matter of interest, here are our various crops:

Already Harvested.—Potatoes, 6½ tons; dwarf beans, 256 lb.; cos lettuce, 460 lettuces; cabbage

lettuce, 460 lettuces; ridge cucumbers, 586 lb.; tomatoes, 2,551 lb.; vegetable marrows, 821 lb.; runner beans, 410 lb.; peas, 96 lb.; Spanish onions, 196 lb.; English onions, 184 lb.; beet, 214 lb.; spinach, 62 lb.; parsley, 36 lb.; leeks, 69 lb.; 205 cabbages; broad beans, 200 lb.; carrots, 800 lb.; mushrooms, 6 lb.; red currants, 200 lb.; gooseberries, 224 lb.

Still Growing.—1,000 cabbage lettuces; 1,500 lb. (approximately) of tomatoes; 100 lb. of runner beans; 80 to 100 lb. of winter peas; 2,000 leeks; 200 cabbages; 800 lb. (approximately) of carrots; 200 lb. of mushrooms; 6,000 endives; 400 red cabbage; 1,000 Brussels sprouts; 300 parsnips; and 19 Jerusalem artichokes.

CRICKET

THE year 1947 was a very full and successful season for cricketers in the Regiment. The Regimental XI won fifteen out of sixteen matches and produced a very high standard of cricket throughout. Perhaps the most satisfactory feature was the dependability of the batting, which proved so steady that only four times during the season was the complete side dismissed.

It would be invidious to mention any particular batsman without mentioning all, as each one contributed to the team's success and each on occasion distinguished himself individually. Capt. Matthews was in a class of his own and was always a joy to watch. R.Q.M.S. Roberts, in addition to several valuable innings, set an excellent example in the field. Capt. Scarr was the team's most successful run-getter, and Tpr. Robertson and Sergt. Baker proved most useful all-rounders. Of the remaining batsmen, Capt. James, Lieut. Mosse and Sergt. Brown all batted well—the last-named particularly in moments of crisis.

In the first half of the season the remarkably accurate and hostile bowling of Tprs. Robertson and Birch had all opposing teams in difficulties and materially helped the team to gain its good record of wins. Their efforts were ably supported by the bowling of S.S.M. Williamson (whose work both on and off the field was always whole-hearted and invaluable), and Sergt. Baker, who flighted the ball well. Towards the end of the season, after the departure of Robertson and Birch, Tpr. Matthews, bowling good-length, medium pace, proved a useful substitute.

It was a measure of the team's prowess and reputation that two of its members, Capt. Matthews and Scarr, both represented B.A.O.R. during the season, and these two, with Baker and Robertson, also represented the 2nd Division.

In the inter-squadron games H.Q. and "B" had several close contests, but usually when H.Q. could muster all their big guns they were far stronger than either "A" or "B" and carried the day. The Inter-Troop Knock-out for young

soldiers only was won by "B" Squadron "B" team in a closely fought final with H.Q. Squadron "A" team.

One of the most pleasing features of the season was the enthusiasm of certain individuals and groups of individuals who formed their own teams and issued challenges to all and sundry. H.Q. Squadron Office and Regimental Office Staff ran a very select side and were often to be seen before lunch on Sunday battling with either Sergt. Simpson and his Signallers or that over-worked body the Transport Troop. The Sergeants' Mess had a very active side, who seemed to enjoy every moment of their cricket and gave the onlookers no little amusement, coupled with many displays of skill.

Two things perhaps make the season particularly memorable. First was the great support which the Regimental XI received from so many members of the Regiment. The sea of faces hanging from the H.Q. dining-hall block, anxious wives dropping their knitting in moments of suspense, distinguished personages moving solemnly over from the Quartermaster's department to get the latest score and staying to deliver sage comments, languid bathers watching from the pool—these and other memories help to build up a picture not easy to forget. And, second, the sun, which shone almost unceasingly and made the game a pleasure for all, players and spectators alike.

Results:

Regimental XI: played, 16; won, 15; lost, 1.

21st May.—v. 77th British General Hospital. Played at Wuppertal. Scores: 77th British General Hospital, 124 (Sergt. Baker, 4 for 9); 14th/20th Hussars, 216 for 5 (Capt. Matthews, 59 not out). Won by 8 wickets.

28th May.—v. 42nd Field Regiment, R.A. Played at Wuppertal. Scores: 42nd Field Regiment, R.A., 53; 14th/20th Hussars, 161 for 6 (R.Q.M.S. Roberts, 51 not out). Won by 8 wickets.

4th June.—v. 1st Bn. The Royal Welch Fusiliers. Played at Wuppertal. Scores: Royal Welch Fusiliers, 89 (Tpr. Birch, 4 for 18); 14th/20th Hussars, 131 for 2 (Capt. James, 70 not out). Won by 8 wickets.

8th June.—v. 1st Bn. The Middlesex Regiment. Played at Iserlohn. Scores: 14th/20th Hussars, 148 (Capt. Scarr, 54); Middlesex Regiment, 94 (Tpr. Robertson, 4 for 23). Won by 54 runs.

11th June.—v. Royal Scots Greys. Played at Luneburg. Scores: 14th/20th Hussars, 229 for 6 dec. (Capt. Scarr, 93); Royal Scots Greys, 100 (Tpr. Robertson, 3 for 19). Won by 129 runs.

18th June.—v. Royal Horse Guards. Played at Menden. Scores: Royal Horse Guards, 57 (Tpr. Birch, 6 for 15); 14th/20th Hussars, 58 for 5. Won by 5 wickets.

21st June.—v. 1st Bn. The Royal Welch Fusiliers. Played at Wuppertal. Scores: Royal Welch Fusiliers, 49 (Tpr. Robertson, 7 for 19); 14th/20th Hussars, 51 for 2. Won by 8 wickets.

25th June.—v. 2nd Bn. Grenadier Guards. Played at Wuppertal. Scores: 14th/20th Hussars, 222 for 5 dec. (Lieut. Mosse, 60 not out); Grenadier Guards, 60. Won by 162 runs.

16th July.—v. Headquarters, North German Coal Control XI. Played at Essen. Scores: 14th/20th Hussars, 134 (Capt. Scarr, 53); Coal Control XI, 116. Won by 18 runs.

18th July.—v. Headquarters, 4th Guards Brigade. Played at Wuppertal. Scores: H.Q., 4th Guards Brigade, 97; 14th/20th Hussars, 100 for 3. Won by 7 wickets.

19th July.—v. 40th Field Regiment, R.A. Played at Wuppertal. Scores: 14th/20th Hussars, 205 for 9 dec. (Capt. Scarr, 134 not out); 40th Field Regiment, 27 (Tpr. Birch, 5 for 7; Tpr. Robertson, 5 for 14). Won by 178 runs.

2nd August.—v. C.C.G., Solingen, XI. Played at Wuppertal. Scores: C.C.G. XI, 101 (S.S.M. Williamson, 3 for 14); 14th/20th Hussars, 104 for 7. Won by 3 wickets.

6th August.—v. 1st Bn. The Royal Fusiliers. Played at Wuppertal. Scores: Royal Fusiliers, 38 (S.S.M. Williamson, 5 for 16); 14th/20th Hussars, 39 for 1. Won by 9 wickets.

10th August.—v. 1st Bn. The Middlesex Regiment. Played at Wuppertal. Scores: 14th/20th Hussars, 85; Middlesex Regiment, 86 for 6 (S.S.M. Williamson, 4 for 31). Lost by 4 wickets.

24th August.—v. 77th British Military Hospital. Played at Wuppertal. Scores: 14th/20th Hussars, 152 for 7 dec. (R.Q.M.S. Roberts, 80); 77th British Military Hospital, 93 (Sergt. Simpson, 4 for 3). Won by 59 runs.

27th August.—v. 1st Bn. The Royal Fusiliers. Played at Iserlohn. Scores: 14th/20th Hussars, 82; Royal Fusiliers, 69 (Tpr. Matthews, 5 for 23). Won by 13 runs.

BATTING AVERAGES

	Inns.	Not Out	Total Runs	Highest Score	Average
Capt. D. E. R. Scarr ..	12	3	470	134*	52.22
R.Q.M.S. Roberts ..	8	1	218	80	31.14
Lieut. P. S. Mosse ..	9	3	147	60*	24.50
Sergt. Brown ..	8	3	116	32*	23.20
Tpr. Robertson ..	7	2	116	41	23.20
Capt. J. D. Matthews ..	12	4	231	59*	22.88
Capt. M. A. James ..	8	1	158	70*	22.57
Sergt. Baker ..	9	2	154	37	22.00
S.S.M. Williamson ..	9	2	100	40	14.28
2/Lieut. E. E. A. Dunn ..	8	1	72	20	10.28

* Not out.

BOWLING AVERAGES

	Overs	Maidens	Runs	Wickets	Average
Sergt. Simpson ..	12	4	32	6	5.33
Sergt. Baker ..	36	9	89	16	5.50
Tpr. Robertson ..	130	33	212	35	6.06
Tpr. Birch ..	98	25	239	35	6.82
Capt. J. D. Matthews ..	13	2	55	7	7.90
Tpr. Matthews ..	43	10	101	12	8.42
2/Lieut. Huggan ..	19	6	47	5	9.40
S.S.M. Williamson ..	71	13	206	20	10.30

The following also represented the Regiment on more than one occasion: Tpr. Williams 06, Lieut. G. G. Hutchison, Tpr. Norton, Lieut.-Colonel Tilney and Tpr. Spencer.

ATHLETICS

SUMMER, 1947

SQUADRONS were given only a couple of weeks to select their teams for the Regimental Meeting on 13th June; consequently there was not much time for training. However, enthusiasm made up for lack of time, and each squadron was able to hold its own meeting before the Regimental one. Nearly every man in the Regiment took part in the squadron sports, and many were amazed at their own ability!

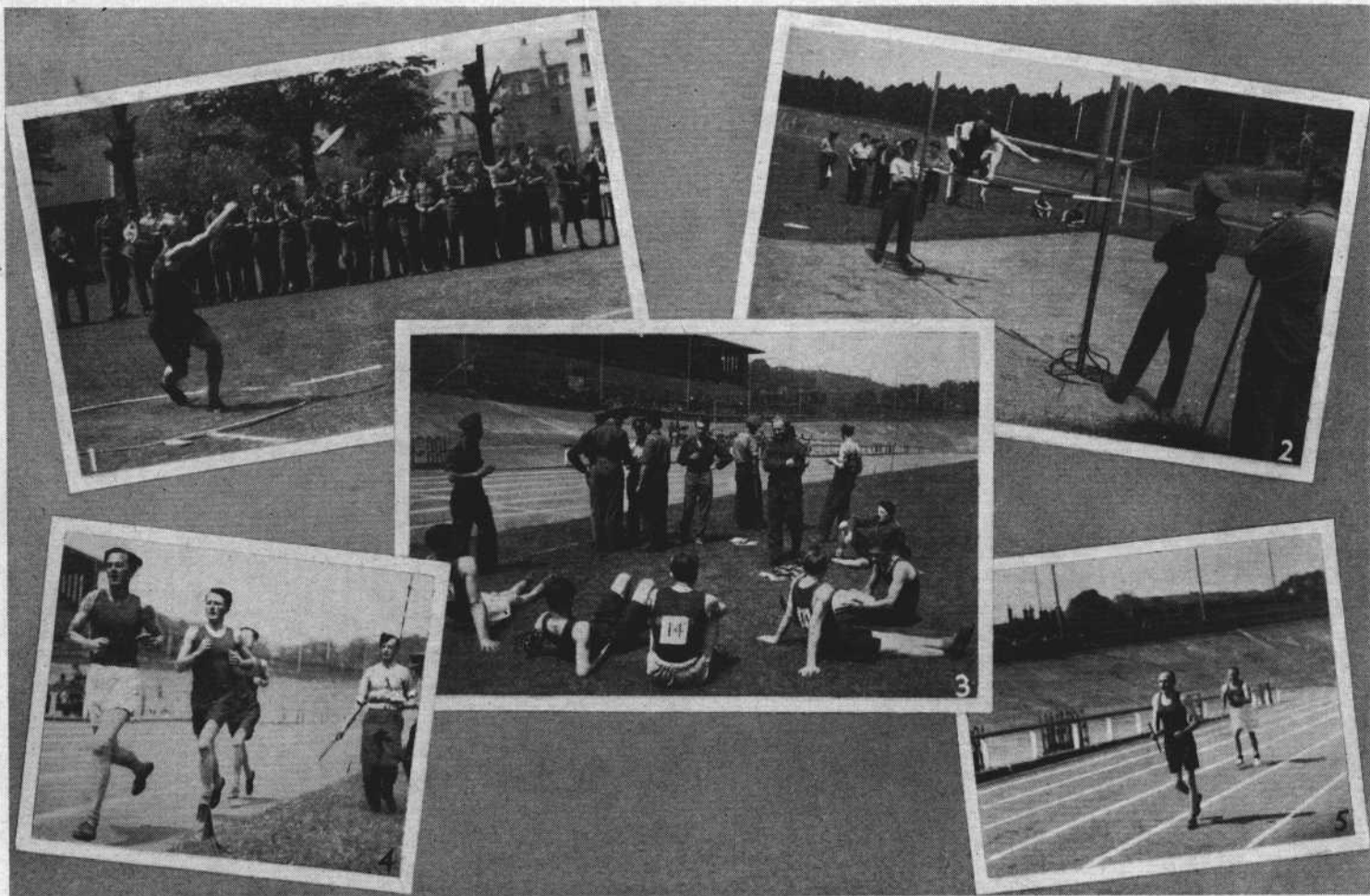
When the Regimental Inter-Squadron Athletic Meeting was held at the Wuppertal Stadium on 13th June, squadrons were satisfied that they were being represented by their best athletes.

The stadium track was in fine shape and had been well marked out, the green grass in the centre looking cool and restful on a brilliant June day. The Band of the 1st Bn. The Gordon Highlanders played throughout the afternoon, and

their kilts and highly polished instruments made a pleasing splash of colour. Both competitors and spectators were keen and an air of enthusiastic rivalry was most noticeable.

By the grace of God and the Royal Corps of Signals Section, the loud-hailer system worked without a hitch and the gathering was suitably impressed by the calm B.B.C. tones of the announcer.

All the events were inter-squadron team ones and the running total of points scored was marked up for all to see. Towards the latter half of the day squadrons were running fairly close and excitement was high. By the time the Inter-Squadron Relay was run "B" Squadron lay just in the lead, after a brilliant sprint by 2/Lieut. Joss. "B" Squadron also won this event, and this made them winners of the whole meeting.



REGIMENTAL ATHLETICS MEETING

1. L./Cpl. Gaddi Throwing the Discus.
2. Sgt. Bisbey competing in the High Jump.
3. Taking an easy between events.
4. L./Cpl. Haywood, Lieut. Groves and Cpl. Maguire in the 5,000 metres.
5. S.S.Ms. Adams and Easts in the Squadron Medley Race.

Space does not permit details of all the events here, but one or two were outstanding. Lieut. Groves, "B" Squadron, won the 3,000 Metres with ease and appeared to be in no way exhausted by his efforts. Cpl. Hayward, "B" Squadron, ran a gallant race as second, but looked somewhat red in the face at the end. In the sprint races 2/Lieut. Joss performed extraordinarily well. His time in the 200 Metres was 24.8 sec. and in the 400 Metres 55.2 sec. He maintained this brilliant standard throughout the season.

The High Jump was won, with 5 ft. 3 in., by Tpr. Williams, "B" Squadron, with Sergt. Bisbey, H.Q. Squadron second with 5 ft. 2 in., which only goes to show that there is still some life in the "old sweats."

The Inter-Squadron Medley Relay produced some laughs. The S.S.Ms. stepped out sharpish in the walking part of the race, and the Squadron Leaders did an exhausting lap on bicycles. The experts reckoned that Major J. J. Mann, "B" Squadron, had been doing some intensive training on the quiet for this event.

There remained a bare two weeks before the 4th Guards Brigade Inter-Unit Athletic Meeting at Dusseldorf, but a team was selected and put into training under Sergt. Simkin, A.P.T.C. Considering the many military commitments and the short period for athletic coaching, this team did extremely well in gaining third place in the

Brigade Meeting.

Ten days later the 2nd Infantry Division Individual Sports were held. Tpr. Williams gained second place in that difficult event the Hop, Step and Jump, with a distance of 39 ft. 7 in. Sergt. Volley, "A" Squadron, was fourth in Putting the Weight, and Sergt. Walters, H.Q. Squadron, was only half an inch behind the winner of the Discus, throwing 104 ft. 5½ in. In the 110 Metres Hurdles Tpr. Webber came third and Tpr. Williams fourth. Neither had had sufficient training or coaching in this particular event.

The Rhine Army Individual Championships were held at Hanover on 1st and 2nd August. The Regiment sent the following to compete:

Hop, Step and Jump.—Tpr. Williams.

Discus.—Sergt. Walters.

110 Metres Hurdles.—Tpr. Webber.

The standard at this meeting was very high and only Sergt. Walters of our representatives succeeded in winning his event. He threw the discus 119 ft. 11½ in. Even so it was thought that he was somewhat stale from over-training, as he had been throwing farther in practice earlier on.

Throughout the summer great keenness was shown by those who were in any way connected with athletics, but training and coaching had been started too late and were always seriously handicapped by the numerous duties which had to be done throughout the season.

KRUPPS AT ESSEN

"LAST night our bombers raided Krupps' works at Essen." I wonder how many times we heard that announcement given out over the wireless during the war? I wonder, too, how many of those of you who have not been to Germany since the war can picture the terrible scene of destruction and damage which is Krupps' works today? It is quite true to say that probably no one realizes what the Air Force did to Germany in general and Krupps' works in particular unless they have actually seen for themselves.

The Welfare Department of the Regiment, therefore, ran several trips at the end of the summer to these famous works and they were visits that were well worth paying.

The first of these was on 3rd September, the party being fully representative of the Regiment, and included Colonel Fooks and Mrs. Tilney.

On arrival at Krupps the party were taken to the roof of the central offices, now under the control of C.C.G. Here they had a view of the whole of the works, which really constitutes the town of Essen, but is now four square miles of devastation.

Until its destruction the works employed 75,000 workers and made everything, from stainless-steel plates for false teeth to 125-ton railway locomotives. In addition, as everybody knows, it was one of the world's largest armament factories.

Surprising as it may sound, the works did not belong to the nation in the shape of the Nazi party, but were controlled by the Krupp family. However, for this privilege the family paid a tremendous annual subscription to the Nazis, estimated at 70 million marks.

The controller of the works provided a guide and the party were first of all taken to the forging shop, where a huge electric press, used for forging, was shown to us. This was about all there was, as the rest of the place was nothing more than a shell.

The next objective was the locomotive shed, where work is still in full swing. During the war this shed was used for the production of Tiger tanks, but now is working full blast repairing damaged railway engines. To this shed the engines are brought, dismantled, serviced, cleaned

and made like new. They are then reassembled and sent back for useful service with the railways, where they are sorely needed. This was probably the most interesting part of the visit.

Next came the boiler shed, where the locomotive boilers are assembled and undergo specialist work.

Then to the place which had suffered beyond repair from the air raids—the gun factory. This was really a subsidiary to Krupps' works, being built for the production of the huge coastal guns which used to fire across the Channel during the German occupation of France, and more especially for the gun known as "Schwerer Gustav." To give some idea of the size of this gun, it had a breechblock weighing 200 tons! It was taken in sections to Sebastopol, but unfortunately for Adolf was captured by the Russians. Today all that is left of the gun factory is its shell and a few unused barrels intended for the coastal guns.

Apart from a quick glimpse at the naval-gun factory (or rather where it had been!), the tour was brought to a close. It had been of very great interest and everyone realized what a source of destructive power originally lay in Krupps, even as far back as 1936, when they were completely prepared for war, to the extent that employees carried out regular air-raid drills.

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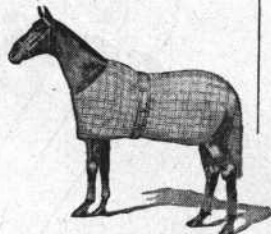
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