

JUNIOR

MERCURY

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The Journal of the Junior Leaders Regiment, Royal Signals, Denbury Camp, S. Devon



Photograph by Sgt. Stockham

NEWEST RECRUIT FOR SLIM SQUADRON

Richard Peter John Heyes is christened by the Bishop of Crediton in Denbury Chapel on Saturday, 12th April, 1964

Lt.-Col. HOLIFIELD'S LAST FULL TERM AT DENBURY CAMP

(SEE PAGE 3. PICTURE PAGE 7)

SPECIAL WHITE SWAN TROOP EDITION

SPRING GRADUATION DAY

(SEE BACK PAGE AND ALSO PAGES 2, 3 & 10)



THE CHRISTENING

Mrs. Jean Heyes holds Richard. Major John Heyes stands between his parents on the right.



GRADUATION DAY

The Final of the Push Ball Competition between Beaufigther Troop and White Swan Troop.

The result was a draw.

Photographs by Sgt. Stockham

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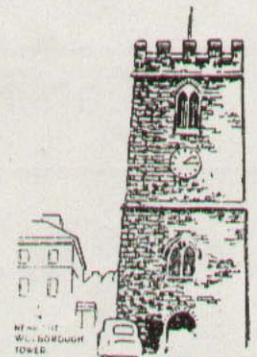
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Lt. Col. HOLIFIELD'S FINAL ADDRESS TO PARENTS



The Reviewing Officer, Major-General Whistler, C.B., C.B.E., talks to the Junior R.S.M.

Photograph by Sgt. Stockham

GRADUATION DAY, SPRING 1964

May I begin by extending to you all a very hearty welcome to DENBURY. I hope that those of you who are here for the first time as parents of the Junior Squadron boys will make many more visits to the Regiment in the years ahead. To those whose sons have graduated to Colour Service today and are here for the last time I would like to thank you for your support in the past and to extend to you and your young men my best wishes for the future. I hope that you will all enjoy your visit and will use the opportunity of seeing as much as you can of our life in the Regiment.

I would also like, on your behalf, to thank General WHISTLER for carrying out the duties of Reviewing Officer on the parade. It has been a great honour to have him with us today.

The winter term, which is now ending, is always a difficult one. The days are short, the weather is bad and so often the sports fields are waterlogged and Dartmoor is snow-covered. Despite these problems, we can look back on a very successful three months. The general conduct of the Junior Leaders has been good, and I have had very few disciplinary offences to deal with. For the first time since I came to DENBURY over two years ago, I have not had to discharge a single boy during the term for misconduct. The very low rate of discharge and the improvement in our recruiting has led to a steady increase in the strength of the Regiment, and we are now one of the biggest Junior Leader units in the Army. I have agreed to accept 100 new boys next term and already we are almost up to that figure. You will read many criticisms of the Army in the newspapers because the Junior Leader Regiments will not accept boys who have been in trouble with the police. I believe we are right to accept only boys of good character. The modern Army caters for boys with a future and not for boys with a past!

I am pleased with the January intake and proud that, with the exception of one lad who was found to be medically below standard, the whole intake has come through their first term without loss.

Results of this term's examinations for the Senior Certificate of Education are not yet available, but the number of complete passes in the Intermediate Examination is 102, which is the most we have ever achieved in one term and about 40 per cent above the previous highest figure. Only four years ago we had less than 100 passes in this examination in the whole year! I hope that the results in the Army Senior Examinations will show a similar improvement.

This term has also seen a big step forward in our trade training results. Thirty-seven of the Junior Leaders who graduated today are passing out as Class III. tradesmen, and most of the remainder are very nearly up to this standard. I have recently been given authority to award the rank of Lance-Corporal to exceptional Junior Leaders whom I consider are worth accelerated promotion and who leave the Regiment having achieved Junior Warrant Officer rank, having passed their Class III. trade test and having gained their Military Proficiency Certificate Class III. Two of the current output are fully qualified in all these respects and I have been pleased to put their names forward. On your behalf I would like to congratulate these two—L/Cpl. Hall and L/Cpl. Ellison, on their well-deserved promotion.

As you may know, the Regiment received 12 Land Rovers at the end of last term. These vehicles have been used extensively for radio exercises and for driving instruction. The radio exercises have added realism and interest to the trade training and will help us to produce better radio operators. Driving instruction has had to be fitted in after education and trade training, but even so 20 boys have passed their driving test this term, and an equal number have received initial driving instruction. Eventually I hope that all boys graduating will hold driving licences.

Hobbies and activities have continued to play a large part in our life at DENBURY. One officer and seven boys attended a ski-ing course in NORWAY with the Norwegian Army, over the period February 24-March 16. All of them were awarded the Norwegian Ski School one-star badge at the end of the course and three attained Silver Medal Standard. Six boys passed their Bronze Life-Saving Medallion and one passed his Life-Saving Cross during the term. The canoe hobby has carried out a major task in repairing the Regimental canvas canoes during the term and has overhauled 15 craft and built three new ones. Sailing has already started in the Enterprise dinghies at SHALDON. J/Sgt. le PAGE, J/Sig. UNWIN and J/Sig. CARR distinguished themselves last month by becoming Army Junior Boxing Champions in their weight and class. CARR and UNWIN went on to box for the Army against the Navy and Air Force and won their fights, thus becoming Junior Inter-Service Champions and winning their ISBA Colours.

The Regimental soccer team battled through to the final of the South Devon Youth Club and were beaten 3-2 a few days ago after a very hard, thrilling game. The team is still in the All-Devon Junior Cup and plays in the semi-final at BARNSTAPLE on May 2.

The Regimental Rugby XV. has had a good season, but we were beaten by the Junior Leaders Regiment, Royal Artillery, in the Army Junior Cup earlier this term. I hope that we shall have a very strong team next winter because most of our players are young and will still be with us throughout the season.

The hockey team has done well this term and won through to the final of the Army Junior Hockey Cup. This took place last Saturday. We faced a very strong team from the Junior Leaders Regiment, RAC, and were beaten 5-0.

Early in March, with the assistance of our friends in the Junior Leaders Regiment, RASC, we staged a road relay race between Taunton and Denbury. Eleven teams entered for the race and the winning team covered the 70 miles with 12 runners in four hours 59 minutes. The event went off well and we learned a lot about the organization of events of this nature. We hope to organize another road race in the autumn.

On February 12, we organized our annual Cross-Country Race from the camp for junior units of the Services and local schools. This is known as the "Denbury Stakes." We had a record entry of 25 teams and our own teams did well to finish second and ninth.

This year we have entered the Corps of Drums, the Pipe Band and the Drama Club in the appropriate sections of the Army Junior Competition. The respective performances took place a few days ago and our boys acquitted themselves well. Results will not be known for a few weeks, but I will arrange for them to be published in 'Junior Mercury' for your information.

There have been several staff changes during the term. Major CLAPP left us at the end of February and Major PATERSON leaves in a few days' time. On your behalf I would like to thank them both for their work at DENBURY and to wish them every success in their new appointment. I would also like to welcome Major STRONG, who is shortly to be posted in from the NATO Headquarters at KOLSAS, Norway, to take over as second-in-command, and to congratulate Capt. JOYNER, who is to be promoted Major and take over command of MONTGOMERY Squadron. My own 2½-year tour with the Regiment will end early in June, when I shall hand over to Lt.-Col. D. E. HIGGINS, MBE. Col. HIGGINS knows a lot about Junior Leaders, and about this Regiment in particular. He was Adjutant of the unit when it moved to DENBURY in 1957.

This will be the last occasion, therefore, on which I shall have the opportunity of seeing you all. Thank you for your support over the past 2½ years, and my best wishes to you all for the future.

Alan Holifield

THE SKI VISIT TO NORWAY

There is no need to ask who the "Lucky Seven" of last term were—undoubtedly the seven who went, with a conducting officer, to Norway on the annual trip. As a change from solo articles, here are some individual accounts.

J/L/CPL. VAUGHAN (Beaufighter Troop) "The Outward Trip"

"We left Newton Abbot on March 21 and travelled to London. We were met at Paddington by a driver who took us to 41st Signal Regiment or, more precisely, Princess Louise's Own Kensington Regiment, where we were to stay overnight.

There we were met by SSM Croucher, a retired CSM of the Guards! We were shown to camp beds and blankets, no sheets, and in an old attic, but even so we did not go out into the "Smoke" except for a quick look. We were soon back in the Kensington club—the Old Comrades' Night was on; so we were warmly welcomed in a fine traditional manner... (censored)... We got to bed that night rather late and, next thing we knew was the SSM in slippers waking us up with a cup of tea! He then went and cooked our breakfast, which we later ate. It was so marvellous to "Steve" Watson, who ate two, while Mr. Prince had his alone (in bed?) recovering from the previous night.

That morning we left for Newcastle, where we arrived at three o'clock. Sig. Douglas met his mother and we met his sister. Soon afterwards we went around the corner to the docks and boarded m.s. "Braemar," a ship of 7,000 tons.

We had a poor journey, as Kirby and I were sick too often. We arrived late at Oslo, where we were met by a Norwegian officer and shown around the town and a television tower. We then boarded the train to Lillehammer, where we were to stay for two and a half weeks."

The course was soon kitted up, and started the ski instruction, with Capt. Magne Spilde our instructor at the Norwegian Army Signals Apprentice Technician's School. Nearly all the instruction was done on a slope very near the camp.

J/SIG. DOUGLAS (Beaufighter Troop) "The Slope Behind the Block"

"Behind our block was a gentle slope, and this is where we were taught to ski and where we found out what a snow-slope was!

At first we started without sticks, just sliding the skis around and being told to bend our knees and then gradually working up to use of the sticks. At first we did not quite know what the instructor meant when he said: 'You will soon be able to "shee"'—this was not what we hoped it meant—being able to chase girls on skis, but just a different way of saying 'ski'!

"After walking around on the flat, finding our balance and knowing how to use our skis, we moved to a steeper slope, where Mr. Prince amused us all by stopping in his own way 'The Big Brake'; after a time he too could stop like us!

"While we were up on the slopes, word must have got around that a free comedy show was being held on the slopes, so all the local children came to have a good laugh at us. That was great fun, as they all said rude things to us.

"When we were quite good at turning and able to ski down a slope without falling over, we all tried our hand at ski-jumping, with hilarious and quite ridiculous results. Boston managed to land on his behind every time without fail. (N.B.—He was not the only one!)

"But the time came when we had to move on to the larger hills, but I think we will remember that slope for a long time, even if it is only by the marks we got out of it."

One of the ways in which the course was able to see the country and people was by visits to mountain resorts.

J/SIG. WENN (White Spear Troop) "A Visit to Skeikampen"

"After nine days of hard ski-ing, Capt. Spilde took us up in the mountains to Skeikampen, which was a ski resort. It was a very enjoyable trip because we could see all the other mountains around us. When we arrived we walked to the top with our skis on (how?) and, as usual, Mr. Prince fell two or three times on the way up. It took 1½ hours to reach the summit, and when there we had our lunch and took a look at the view and high mountains which we could see around us. The height was over 4,000 feet and the highest range in Northern Europe—8,000 feet—was a few miles away. After lunch we started down the mountain; it only took a few minutes to reach the bottom. There were many falls and Mr. Prince held the record. When we arrived at the bottom we had a cup of coffee and got a coach back to camp."

During the stay in Norway the course was able to meet many of the local civilians and while some were more fortunate than others, all gained a good idea of Norwegian life at home. Capt. Spilde kindly entertained the course in his home for coffee one day, and three boys managed a visit to a home where they baby-sat for the parents! J/Sig. Kirby was one, and here he gives his impressions on everything else except baby-sitting!

J/SIG. KIRBY (Kukri Troop) "Our Social Life in Norway"

"Lillehammer is 3½ hours from Oslo, the capital of Norway. It is eight kilometres from our camp at Jorstadmoen. It has tourists all the year round and in the winter there are many of them. The town has a large shopping centre, where we all had an afternoon's shopping. Fun was to be had trying to speak in sign language and, with simple gestures swinging into operation, but usually the assistant answered in English!

"Our evening leisure was usually spent in one of the three cafes to be found quite near the camp. On a Wednesday or Saturday night we went to the local dance at a small local village, Jurikstad. In

the cafes we all ate very greedily as the Norwegian cookhouse food was not of the most appealing or appetizing type. We quite liked 'Woffle,' a cold pancake with butter and sugar.

"The cafes all had juke-boxes but, unfortunately, they were not up to date, but they were cheap—four for a shilling! At the dances the local girls were also out of date. They hadn't heard of the 'Shake' or the 'Hitch-Hiker'; they liked the waltz and fox-trot, etc. The groups were not much better, either, having an accordion, drums and a Spanish guitar. Well, that is all, except to say that we could not drink (who would want to, with beer at 2s. 9d. a pint?), so Pepsi-Cola it was. But in everything it was a jolly good time and we enjoyed it very much."

J/SIG. WATSON (Iron Troop) "Impressions on the Mountain Camp"

"During our three-week stay it was arranged for the eight of us to have a few days in the mountains. We did not look forward to it as it took us away from our girl friends and the camp life. When we arrived at the camp everything was ready for us, as we laid our kit out correctly around the tent fire which was in the middle. This was welcome on the cold nights, when it was minus 20 deg. C. (nearly 40 deg. F. of frost!) One trip we did was to the peak of Herjfell carrying 20lb. rucksacks. It was easy ski-ing up, but coming down was not quite so easy, as Kirby and Mr. Prince found out. (The scene was like a battlefield at times, with ski-trails in the clean snow going in all directions and every member of the course on his back at some time). A famous photograph of the conducting officer will soon be shown!

"We also learned how to ski behind Weasels as we were towed along. This was great fun, and not many falls happened, except for one or two usual people. We ended up thoroughly enjoying the camp and it was much better than we thought it would be."

While at the mountain camp the course was tested for the National Langreid Ski Badges.

J/L/CPL. STEVENS (Francisca Troop) "Ski Badge Testing"

"While at the mountains we were tested for our cross-country badges over 10 kilometres. The course started from camp, down a long, steep hill for over a kilometre and then climbed slowly for two. Then came a flat section over the top of a plateau, where it was very windy, and afterwards a short downhill track to camp. We had to do the course twice each day. Mr. Prince was much too keen as he made us do it every day when we were in camp, and it was awfully tiring—worse than cross-country! We all fell over on the downhill stretch, but as we set off at one-minute intervals, with the strong skiers behind, there was not much time to get out of the way.

"Some members with big feet flapped their way around the course to obtain silver medals, the rest got bronze medals (under 65 minutes). Mr. Prince and Watson, also from Iron Troop, got silver medals; so did I. After that, no more cross-country, running or ski-ing."

J/SIG. BOSTON (White Swan Troop) "Visit to Nordseter"

"On Thursday at 0900 we left for Nordseter, a ski-ing resort in the mountains 1,850 feet high, 21 kilometres from Lillehammer of twisting mountain road. It was warm and sunny, and everyone was eager to get going, so we could start our tests.

"After a cup of coffee when we put on our skis, we began to show our skills to Fred Skurdal, the instructor. Fred was an instructor at the Nevra Hotel and has a three-star badge, which is very good. After doing all the things he told us to do, Fred said we had passed. We then tried to ski again. We were lucky to see two northern Norwegians dressed in their national dress, a very colourful dress. We soon returned to camp feeling very pleased with ourselves."

CONCLUSION

Members of the course were fit when the exercise started, which no doubt helped to produce the good results achieved. Everyone learned a great deal about Norway, the people and customs, as well as making some good friends. There is even talk of some members going back during their summer leave. As we know those at Jorstadmoen will read this, we all say "Thank you very much" to our instructors, Capt. Spilde and Fred, as well as to Maj. Langdalen, who arranged so much for us. This annual trip must surely be continued, since so much good is done on both sides by it.

(It is hoped to publish at least one picture of the Norway visit in our next issue.—Editor).



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SUNDAY FUN



For the last two terms early on a Sunday morning Iron Troop have left the Camp with apprehensive faces and carrying track suits, etc. They are off on one of their OC's mad larks designed to prove that "fitness pays." Anything more unpleasant for a Sunday's enjoyment is hard to comprehend.

Due to the kindness of RAF Chivenor, the Troop have changed in relative comfort; on concrete floors with many warm scaffolding tubes around, to hang clothes on. Some old hands try to hang themselves as well, as it is more pleasant than going outside. Once changed and into track suits, the coach winds down nearby country lanes, while the OC takes out his binoculars and surveys a far distant hill. As the coach halts: "Yes, there is the flag pole—1½ miles away—last one there is a cissy!" "I'd rather be in Church" is the most printable reply!

Once at the flag pole, the troop follow the said cissy and stop at the tip of the most horrible, terrifying, cavernous and extraordinary sight: Harbig Hill, known as Hell Hill. Fifty feet of almost vertical hill of loose sand, with a large empty basin of sand at the bottom, which is completely surrounded by seemingly equally steep hills. Once at the base of this Hell, the first "morning game" takes place.

The Troop are sent up the hill, round a marker at the top, down again and round the inevitable timekeeper Prince. For ten cruel minutes this takes place, as shouts of "keep jogging" transmit through

the ear. For any reader not familiar with this sort of entertainment I shall try and describe one journey up.

"You start by running five yards fast on the flat and then it hits you: that bl . . . y sand! One knee just rises above the other to place the foot ahead and upwards—but only for the loose sand to slide down and return the said foot below its starting place; by now the moving sand with this foot dislodges the other and so down you go: flat on one's face, in sand, is most uncomfortable. You try again, this time with two hands and two feet. The climb is slow and painful as visions of St. Peter float by. After an age of weariness and torment, the brain begins to receive weird signs of reproach from all available muscles, you feel it is time to look up. You try, and sure enough once again you slip down and start again! The lesson is certainly learned and so here you go—once again. Time now ceases to have a meaning, normal things of this life are past, as foot upon foot of sand is covered only to realise that the slipping sand makes each foot covered equal to about an inch of progress. The very muscles themselves now stop to pain you—stage one of death must be close your tongue is dry, the face, feet and hands wet with tears and sweat! Gradually, along with fifty other sufferers, you manage to inexplicably cover the ground and reach the top. Now comes the moment of anguish as you change your heaped-up posture into a standing one ready to run down this near vertical slope. You feel like a rusty hinge on a war-time shelter being opened, with every little movement sending rasps of pain around your fatigued body. Down, down, you go to everlasting hell; with eyes closed and the fresh air blowing against the overworked body. You reach the bottom, where that voice repeats and repeats in your ear 'keep jogging.' Oh, how base is thy cruelty! After an eternity, a whistle blows and you try to relax the sinews of heart and soul."

"Right, that's a start; now for the best game of all!" So we try. Have you ever played rugby with sides like this: 36 players, versus 6 plus a vertical hill! I can tell you who will win—the hill again. While this game takes place, speed tests are held at one side as you race against the watch from bottom to top. That is fun, so he says!

During the day many similar activities take place, such as jumping into the air and landing thirty feet below! At that height sand is by no means soft. Sand castles are played as the youngest member and OC are buried, preferably head down in deep sand. Inevitably we mutiny and march off to the coach in mid-afternoon. The day is over.

If ever you see that happy group of men, the Iron men of Denbury, don't just be jealous—have pity—for one day your turn might come.

"A SUFFERER"

P.S.—You, too, can have a picnic, but don't take HIM!

WHITE SWAN TROOP NOTES

Sgt. Mathieson has left the troop after more than two years and is now to devote his energies to the new boys in Junior Squadron. Our loss is their most decided gain. We welcome Sgt. Whitbread to Denbury this term and wish him a happy stay in the Regiment.

Lt. Cross, (OC "Nosh") has recently accepted affiliation to the troop. Sgt. Rogers leaves in the near future so we would like to say "thank you" to him for the interest he has shown, although fully occupied in Military Training Wing.

At the beginning of the new term we are going to Blandford to visit our affiliated Regiment, 30 Signal Regiment, and we look forward to three interesting days. The Corps Band will be there taking part in the Regiments' Corps Week activities.

30 Signal Regiment has many tasks to perform including the provision of Strategic Reserve personnel, and in this role some of their number have been to Siam, North and East Africa, Borneo and Cyprus recently. They carry out "user" trials on new signalling equipment and are also responsible for a part of the monitoring of the Army's communications, and for Major Corps demonstrations and the Corps photographic library.

The School of Signals will be moving to Blandford when the new buildings are complete. Sailing and beagling are flourishing in 30 Signal Regiment, as are all the more popular Army sports.

It is because of an affiliation to this Regiment that our troop is called White Swan. Their Regiment insignia is a White Swan and it was adopted as a result of their close relationship with one of the famous Dyer's Companies, who have the White Swan as their emblem.

The final note we have to make is to ask everyone who reads this journal to make an effort to save silver foil wrappings in aid of the Guide Dogs for the Blind Association. The Troop has made a start in the sphere. It requires three tons of silver foil to raise £250, which is the cost for the training of one dog. The Troop will collect the foil from you, or you can contact the organisation direct at Cleave House, Exwick, Exeter.

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MY LIFE IN THE ARMY AS A BOXER

I did not start boxing until I joined the Army, which was Christmas term, 1963. I was picked for boxing after having a sparring session with a lad from the same intake as myself. A week later I joined the boxing hobby, which is on Monday and Tuesday nights, from 5.30 until 6.30. The training we do is mainly circuit training, which consists of three rounds with the punch bag, three rounds with the skipping ropes, three rounds sparring and three rounds 'abdominals.'

Two hours' training a week is not enough to get you fit for a boxing match but somehow we did get fit.

After about half a term I went to Chepstow as a reserve for the Regimental boxing team at eight stone. We left on a Thursday morning from the M.T. Square for Newton Abbot station at 8.30 and arrived at the station at 8.50. Our train did not leave the station until 9 a.m., which meant we had ten minutes before the train departed. The train left for Bristol (Temple Meads) two minutes past nine and arrived at Bristol about one in the afternoon. We changed at Bristol for Chepstow; we arrived there about three thirty in the afternoon.

On arrival at Chepstow we were met by a Corporal from the A.A.S., Chepstow, who took us to the camp in one of the A.A.S. buses. We were shown where we would be sleeping while we stayed at the camp; we were then shown where the gym was so that we could have a check weigh-in to see who was overweight. There were about three of the lads overweight and they had to sweat down to make the weight. There was only one lad who did not make the weight on the Saturday morning and one did not pass the Medical Examination.

At 6.30 the first bout started; we won it but lost the next one. We won the next one. This is how it went most of the evening but it ended with them winning 21 points to 19. We left Chepstow on the Sunday morning and arrived back at Newton Abbot about 3.30 in the afternoon. We were back to normal training on the Monday and Tuesday nights; this lasted for two weeks then off we went to Taunton to fight against the R.A.S.C.

We left the camp for Taunton at 9.30 a.m., travelling in a Regimental 'bus and were at the R.A.S.C. camp about 2.30 in the afternoon. We weighed in at 4.30 and the first bout started at 6.30. This time I was boxing in the second bout.

The first bout was won by J/Sig. McKee who was fighting for us. The next bout was mine, I was fighting against J/Pte. French and as soon as the

bell for the first round went we were both ready in the middle of the ring. The first punch came from French and as it landed on the side of my head I shot my left out and followed quickly with my right which caught him on the nose. After that I persisted to jab him with my left which started to mount the points up in my favour. In the second round my left began to worry him and he started to move back on defence more often. Then, half-way through, I caught him with a sharp left on the nose which started it bleeding. After that I went for his nose all the time but just as I was enjoying myself I heard the bell to end the second round. As soon as the bell for the third round went I was out of my corner, jabbing at French's nose. Halfway through the third round the referee stopped the bout in my favour. The boxing match ended in a draw 20-20.

We came back to camp straight after the fight and arrived in camp about midnight. We did not train very hard after that; in fact, we stopped training about a week or two before the end of term. We did not start boxing training until the second week of this term (Easter term). This time we were training solid because we had entered the Southern Command Championships, which was held from January 27th to 30th.

We left on the Monday morning on the 9 o'clock train for Aldershot and we arrived there at 3.15 in the afternoon. We were met by a driver, who took us to the A.C.C. camp in an Army 'bus. We were shown where we would be sleeping, then were taken to the QM's to draw our bedding, doing nothing more for the rest of the day. On the Tuesday we weighed in at 10 o'clock and there were five of us inside their weight but two overweight; the medical was straight after the weigh-in and we all were passed fit.

On the Tuesday afternoon the semi-finals were fought and I fought against a lad called Parry from Para's; the referee stopping the bout in the second round because of a nose injury to my opponent.

The finals were held at Aldershot military boxing station on the Wednesday night beginning at 6.30 p.m. I was on second bout of the evening, fighting against J/Pte. Morrison, of the A.C.C. The bell for the first went and we both jumped out of our corners raring to go at full steam, both throwing solid punches in the first minute but then we slowed down a bit and at the end of the first round we were nearly at a standstill, throwing punches as hard as we could until the bell to end the first round. Morrison was cut slightly on the nose and I was nearly out of breath. As the bell went for the second round neither of us were eager to carry on, but forced ourselves out of our corners and carried on as in the

first round. At the end of the second round Morrison's nose was bleeding slightly and his eye was coming up. The third round was nearly the same as the first two only it was not until near the end did we start to throw hard punches. At the end of the round we were so tired we could hardly walk back to our corners, but the agony came when we were waiting the result. When it did come I found that I had won. I was presented with a shield and became Southern Command Champion at 8 stone 7 lbs.

We came back to camp on the Thursday morning and were back in barracks by about four o'clock.

We still trained hard for the next five weeks because we were boxing in the Army Championships from March 4th to 7th. We left for Harrogate, where they were being held, on the Wednesday morning; we arrived at Harrogate at 6.34 that evening. We were taken to where we would be sleeping, then had a check weigh-in and two lads were overweight. On the Thursday we weighed-in and all were inside our weight.

I did not fight on the Thursday. On the Friday morning I fought in the semi-finals and won in the first round. The finals were held on the Saturday night, my bout being second. This one I lost on points.

The winners of the Army Championships fought for the Army at Oswestry, North Wales, and I went as a reserve at 8 stone 7 lbs. and they were going to bring me down to eight stone. We went to Oswestry straight after the Army finals on the Sunday and started training on the Monday. I weighed 8 stone 3 lbs. and they decided to take me down to eight stone in one week and while I trained I sweated down to eight stone in that week. We weighed-in on the Friday morning and I weighed 7 stone 13 lbs. As soon as the weigh-in was finished we had the medical and I passed. On the Friday night I fought in the semi-finals against an R.A.F. lad and won on points.

The finals were held on the Saturday and I was fighting against a lad from the Navy. As soon as the bell went I was up and at him and the fight was stopped in the first round after he had been down twice for a count of eight. The second time the referee stopped counting after eight, and it took 49 seconds to knock him out. I was presented with a statue and I became I.S.B.A. Champion at eight stone. A week later I fought for the I.S.B.A. team which was an all Army team, against Wales. I lost my fight on points. I have now finished boxing for this term.

J/Sig. F. CARR.
(White Spear Troop)

(See Page 10—Editor.)

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JUNIOR BLUNDER BUS

During the last month, five recently acquired, Cuban-built troop carriers were allocated to the Junior Leaders' Regiment, Royal Signals, to facilitate in manoeuvres and exercises on Dartmoor.

These vehicles are powered by a formidable paraffin engine of 1,972 c.c. capacity. This revolutionary engine incorporates a leather flywheel, a drip dry sump of 4½ gallons, clichit valves of an all-plastic construction, and features direct transmission to the front off-side wheel. It is claimed that this engine can produce over 19½ b.h.p. at 4,129 r.p.m. during the summer, and has a maximum speed of 27 m.p.h. flat out, down hill, and with a moderate tail wind.

Acceleration was found to be either fierce or violent. Starting off at the north end of the M1, 25½ m.p.h. was reached comfortably at the transport cafe on the outskirts of Luton (Beds.).

The Japanese rubber brake blocks provided smooth and even braking. During tests the brakes were applied at 26 m.p.h. at Ashburton, and the vehicle ground to an impressive halt just outside Buckfastleigh. Steering is fairly positive with 7¾ turns from one inadequate lock to the other. Fast cornering was found to produce marked understeer and impending heart failure. The suspension on this 5½wt. vehicle was found to be reliable and impressively sturdy, due to the ex-government surplus tank springs which form the major part of the suspension feature.

Finished in puce and pea-green the vehicle is capable of carrying five unequipped soldiers, plus a crew of driver, gunner, pigeon handler and heart specialist.

On the advice of British Railways, the Cuban manufacturers have extended the capacity of the pigeon loft to eight pigeons and one crow by raising the driver's seat. This idea also enables the driver to have the top part of his head out of the sunshine roof, which is also of Japanese construction.

Visibility is not too badly impaired by the screen pillars supporting the wood-frame, metal-covered roof, but one cannot see the front wings (optional extra) from the driver's seat.

The instruments on the banana-crate wood dash-panel include five lights for paraffin pressure, brake failure, heart failure, wheel loss and lunch break. Speed is estimated with the aid of a built-in wind-sock of Air Ministry specifications.

After vigorous tests on Dartmoor an Air Ministry official commented "Oh, my God." A G.P.O. representative refused to comment.

T. E. WOODCOCK,
(White Swan Troop).

The Commanding Officer, Lt.-Col. A. Holifield and his wife, with their eldest daughter, Christine.



Lt.-Col. Holifield leaves the Regiment at the end of May to take up the appointment of General Staff Officer 1, at Headquarters 1st (British) Corps in BAOR.

JUNIOR MERCURY—CIRCULATION

Sales of Junior Mercury are now exceeding 4,250 each issue. This healthy circulation figure and our efficient service to advertisers has been achieved largely by Lt. John Bromley and his charming wife Barbara.

We would like to take this opportunity to thank them for their kind services and wish them luck amidst the flesh-pots of Catterick.

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EXERCISE "WATERWAVES"



Just before departing on Christmas leave, Military Training Wing were informed that the Regiment had accepted the task of providing check point communications for the organisers of the Devizes-Westminster canoe race during the Easter weekend.

Having had the leave period in which to think about some of the problems, the organisation and planning was started in earnest in mid-January. After a study of maps of the route, plus information on various sites along the route, provided by the race committee, it was decided to establish check points at Devizes, Wootton Rivers, Great Bedwyn, Newbury, Reading, Hambledon, Marlow, Bray, Chertsey and Teddington. Communications on the stretch of the Kennett and Avon Canal between Newbury and Reading were to be provided by the Reading Civil Defence Signal Section.

On February 27, Radio Operator Class 6R1 (13 boys), plus the Officer i/c Military Training (Capt. M. R. C. Weiner), Y. of S. Heard and Sgt. Akehurst left Denbury in our newly-acquired FFR Land Rovers en route to Devizes for a two-day recce of the proposed sites and course. The first day covered the Devizes-Newbury section and sites were cleared with the owners, comms tested using SRC11/R210, WS62 and A41, but it was found that the A41's were not good enough and it was decided to use only C11 and WS62. When this section had been completed all detachments rendezvoused at AAS, Arborfield, for an overnight stop.

The next day, after a slight delay due to vehicle trouble, dets. proceeded to locations on the next phase and, again, site clearance and communications testing was carried out. This was completed by 1615 hours and all dets. then proceeded to RV at Amesbury for the return to Denbury. We arrived back in camp at 2300 hours and all concerned had enjoyed the recce and also, the boys had learnt something about working in small dets without supervision.

From the results of the recce, the final preparations were made and the Race Committee were given our comms plan, which adequately covered their needs.

After quite a few setbacks over transport and equipment, we eventually loaded our vehicles on Wednesday, 25th March, and at 0800 hours, 26th March, 13 dets left Denbury en route for their various locations.

On arrival in location, each det set up camp and opened up on their respective net. Three nets were planned: one covering the Devizes-Newbury loca-

tions; one covering Reading, Hambledon, Marlow and Bray; and an overall control net, Newbury-Marlow-Chertsey-Teddington, with Denbury coming up on this net in case any emergency might arise.

The testing of the nets was carried out on the evening of 26th March and it was found that the frequency allocated to the control net was jammed by heavy interference from an RTTY station, so alternative arrangements were made for all stations on this net to join the Reading-Bray net. This proved a satisfactory arrangement and all nets closed down until 0700 hours next morning.

On 27th March, within minutes of the actual race starting, both nets were working satisfactorily, and information about start times was being fed up to the Race Committee Rep. at Teddington.

A word about the race itself. There are two sections to the race, Junior and Senior. Senior competitors may start anytime between 0800 hours Good Friday and 0800 hours on the Saturday morning and paddle throughout the night direct to the finish at County Hall Westminster. The Junior competitors start at 0800 hours on Good Friday and only paddle during daylight hours, and there are compulsory overnight stops at Newbury, Marlow and Teddington.

Communications were required from one hour before the start of the race until all Junior competitors had reached Teddington on the Sunday evening. Throughout this period, our dets kept comms until their respective section had been cleared of canoeists and permission obtained from the race committee for them to close down and return to Denbury, Teddington and Chertsey being the last to close on Sunday at 1800 hours.

The standard of operating throughout the Exercise was very good and all operators gained experience in working long hours and through heavy interference, and many battery charging experience.

Despite the very cold weather over the weekend, everyone seemed to enjoy themselves and felt they were doing a worthwhile job which earned them the thanks of the Race Organisers.

GRADUATION DAY PARADE APPOINTMENTS

Commanding Officer: Lt.-Col. A. Holfield, M.C., R. Signals.

Parade Commander: Major R. M. Wright, R. Signals.

Officer Commanding Alexander Squadron: Major S. E. Miller, M.B.E., R. Signals.

Officer Commanding Slim Squadron: Major J. K. Heyes, R. Signals.

Officer Commanding Montgomery Squadron: Major J. Joyner, R. Signals.

Parade Adjutant: Capt. J. W. Swindells, R. Signals.

Regimental Sergeant-Major: R.S.M. D. Haughney.

Junior Regimental Sergeant-Major: J/RSM M. J. Emmott.

Drum Major: Drum Major A. Yates, B.E.M.

Junior Drum Major: J/Sgt. V. C. Crudge.

Junior Trumpet Major: J/Cpl. P. R. Pearce.

Junior Pipe Major: J/L/Cpl. D. G. Young.

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The Regimental Pipers and Highland Dancers



Photo: Maj. Joyner.

Left to right: J/Cpl. David Young, Pipe Major; J/Sig. "Topper" Topping, Pipe Sgt. (new output); and Mr. McDonald Bell, Pipe Master; at an Officers Men's Guest Night.

For the first time, in many terms, the pipers and dancers have had almost no outside engagements. It has been a term in which all the work has been in preparation for competitions.

The Pipe Band, under the Pipe Major (J/Cpl. David Young, Kohima Troop), entered the Pipe Band Section of the Army Junior Drama Festival. We were visited by the Judge on Monday, 23rd March, but until the other units have been visited the result will not be known. An engagement undertaken by Cpl. Young at a wedding in Exeter was not without its humour, having missed the train and been driven to Exeter Cathedral at breakneck speed by Mr. Mann, he arrived in the nick of time to find the harassed Pipe Master, Mr. McDonald Bell, tearing his hair out, the bride and groom on the steps looking anxiously for the piper, the photographers waiting, and the piper still to put his plaid on to the frenzied application to hurry up (accompanied, no doubt, by some Gaelic remarks on unpunctual Junior Leaders), Young came forth with the remark of the day "Don't grown-ups flap." However, all was well which goes to show that the pipers through adding years to the lives of the long suffering Mr. Bell and Sgt. Mathieson, came out tops in the end.

The Dancers had had a busy term preparing for that nerve-racking event, the Paignton and South-West of England Dancing Festival; with 22 individual

entries it has been the largest to date. Most of the entries have been by the boys who joined last term. Under the ever patient tuition of Pamela de Waal the results have been more than encouraging. It is not possible to list all the entrants but special mention is due to the leading Dancer, J/L/Cpl. Len Peters (Kukri Troop), who gained three certificates of distinction, two medals and one cup; to J/L/Cpl. Harry Waugh (Iron Troop) who gained three certificates of merit, as did J/Sig. Christopher Robertson (White Swan Troop).

If the newcomers to the Hobby, special mention should be made of J/Sig. Martin Close (Lion Troop) who came second in the Highland Fling and gained a certificate of distinction; other beginners who gained certificates of merit were: Allan (Kukri Troop), Watson (White Swan Troop), Coffey (White Spear Troop) and Hall (White Swan Troop).

Our thanks are especially due to our new group leader Major Miller, who gave so much help during the festival by calming nerves and assisting with the organisation behind the scenes.

The week was not without its moments of humour. The frantic scenes of swopping kit (in order to put everybody on in the same dress) almost caused our 'Q' Rep. to throw his kilt to the ground and say "He'd dance no more." However, he didn't—which is probably just as well as he is a Scotsman!!!

The engagement list for next term already shows that it is going to be a busy one. However, there will still be time to train up newcomers, and so, we say again, to those who wonder what it is all about—Why not come and try?

"PAS DE BASQUE"



Photo: Sgt. Stockham

The leading dancer, J/L/Cpl. Len Peters, dancing a double swords.



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Photograph by Sgt. Stockham

BOXING HONOURS FOR JUNIOR LEADERS

After three years the Junior Leaders Regiment have once again achieved success in Army Junior Boxing. With the Army Apprentice School, Harrogate, as the venue, the Regiment entered four boys in the Army Junior Championships. They did very well. Two of these went on to the I.S.B.A. Championships and later boxed for the I.S.B.A. versus Wales.

The photograph shows the three finalists and their trophies. J/Sig. Mike Unwin (left) Runner-up Southern Command Championships, Army and I.S.B.A. Champion at 10st., class 'A'. J/Sig. Freddie Carr (centre) Southern Command Champion and Runner-up Army Championships at 8st 7lbs., I.S.B.A. Champion at 8st., class 'A'. J/Sgt. John Le Page (right) Southern Command and Army Champion at 9st 7lbs., class 'C'.

AWARDS

Junior Award (Best Recruit): Awarded to J/Sig. Proctor. **Gregory Pennant (Best Patrol on Adventure Training):** MONS Patrol of Iron Troop (collected by J/Lcpl. Freeman).

Commandant Training Brigade Trophy: J/SSM Hall, J/SSM Ellison. **Commanding Officer's Trophy:** J/RSM Emmott. **1st Commonwealth Div. Trophy:** Quadrant Troop (J/Sgt. Campbell).

SO-in-C's Competition: Runners-up—Kukri Troop (J/Cpl. Chamberlain); Winners—Kohima Troop (J/Sgt. Woodhead).

Cobb Memorial Trophy: Runners-up—Kukri Troop (J/Sgt. Simpson); Winners—Iron Troop (J/Sgt. Simpson). **Champion Squadron:** Montgomery Squadron (J/SSM. Turner).

Inter-Troop Shooting Competition: Beau-fighter Troop (J/Lcpl. Wills); Best Individual Shot—J/Lcpl. Wills (Beaufighter Troop); Runner-up—J/Sig. Smith (Javelin Troop).

Inter-Troop Cross Country: Iron Troop (J/Cpl. Coates). **Silver Canoe (Inter-Troop Canoe Race):** Iron Troop (J/Sgt. Le Page).

Comd Officer's Stick Orderly: J/Sig. Ryder (Iron Troop).

MILITARY TRAINING

Radio (Best Result in Radio Op Trade Test): J/Sgt. Tovey (Jerboa Troop). **Comcen (Best Result in Comcen Trade Test):** J/Sig. Hudson (Francisca Troop).

Radio (most improvement): J/Lcpl. Wrap-son (Quadrant Troop). **Comcen (most improvement):** J/Lcpl. Waterworth (Quad-rant Troop).

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2. The views expressed herein are not necessarily official War Office or Army policy.
3. All communications should be addressed to The Editor, "Junior Mercury," Denbury Camp, Near Newton Abbot, Devon.

COLOURS

Soccer: J/Lcpl. Docherty (Kohima), J/Cpl. Hamer (White Spear), J/Sig. Stone (Kukri), J/Sgt. Bonnett (Lion), J/Sig. Thomson (Lion), J/Sig. Hunt (Francisca), J/Sig. Davison (Jerboa), J/Sig. Rumsey (Iron), J/Sgt. Goffett (White Spear).

Hockey: J/Sig. Day (Kohima), J/Sig. Knox (Kohima), J/Lcpl. Emmerson (Kukri), J/Cpl. Gough (Francisca), J/Cpl. Underhill (Francisca), J/Sig. Caswell (White Swan), J/Sig. Penfold (Kukri), J/Lcpl. Godwin (Romulus), J/Cpl. Clark (Francisca).

Boxing: J/Sig. Carr (White Swan), J/Sig. Unwin (Jerboa).

Cross Country: J/Sig. Temmen (Kohima), J/Sig. Rees (Lion) J/Sig. Brown (Beaufighter), J/Sig. McMaster (Kukri).

Rugby: J/Sig. Blackman (White Swan), J/Sig. Orton (White Swan), J/Sig. Robertson (White Swan), J/Sgt. Hartrey (White Swan), J/Sig. Enoch (Jerboa) J/Sig. Peters (Francisca), J/Sig. Wilkins (White Spear), J/Cpl. Pearce (Lion), J/Sig. Harvey (Iron), J/Sgt. Siggs (Beaufighter), J/Cpl. McDonald (Quadrant).

Shooting: J/Lcpl. Wills (Beaufighter).

AAA Cross Country Medals: J/Sig. Temmen (Kohima), J/Sig. Drew (Kikri), J/Lcpl. Docherty (Kohima).

Boxing: (Army Boxing Colours), J/Sgt. Le Page (Iron Troop); (Army Boxing Colours ISBA Trophy), J/Sig. Unwin (Jerboa Troop); (ISBA Trophy), J/Sig. Carr (White Swan Troop).

HOBBIES

Piping: Exeter Caledonian Association Cup (Winner of Terly Piping Contest), J/Cpl. Young (Kohima Troop); Cmd Officer's Skean Dhu (Runner-up in Piping Contest), Johnstone (Kohima Troop).

Highland Dancing (Most Progress during Term): J/Sig. Robertson (White Swan Troop).

Cross Country: Greatest Improver, 1st, J/Sig. Neal (Francisca Troop); 2nd, J/Sig. Wale (Beaufighter Troop); 3rd, J/Sig. Ward (Iron Troop); Junior Squadron (In 1st 25 of Cross Country Race), J/Sig. Fall (Junior Squadron).

EDUCATION

GCE 'O' level French: J/Sig. Chamblor (Javelin). **GCE 'O' Level English Language:** J/Cpl. Lavery (Javelin).

Senior Test Certificate: J/Lcpl. Taylor (Kukri), J/Lcpl. Waterworth (Quadrant), J/Sig. Hudson (Francisca), J/Cpl. Lavery (Javelin), J/Sig. Wood (Jerboa).

Senior Test Prizes: Jnr Ldr with Best Result, J/Sig. Guy (Kohima Troop); In Christmas Term Senior Exam., J/Lcpl. Taylor (Kukri Troop). **Inter-Test Prize (Jnr Ldr with Best Result in Christmas Term Inter-Exam.):** J/Sig. Taylor (Beaufighter Troop).

Junior Squadron Prize (Jnr Ldr making most Academic Progress in Jnr Squadron): J/Sig. Roberts (Quadrant Troop).

Map Reading Prize (for Christmas Term): J/Lcpl. Waterworth (Quadrant Troop).

Mathematics Prize (for Christmas Term): J/Sig. Enoch (Jerboa Troop).



JUNIOR WING'S SPRING GAMBOL

HOCKEY, 1963-64

The season started, as usual, with the few friendly games played against local clubs during the Autumn term. From these fixtures it is possible to pick out the potential team for the more serious business of Army Cup hockey to be played in the Spring term. This we were able to do as we lost only two of our last year's stalwarts, in the Christmas output—Adams and Tofield.

The new training programme this term gave us the opportunity of having two afternoons per week for training in daylight, something that was not possible under the old system. So, at the beginning of term, we sorted out a training squad to train as potential first XI. players. With Capt. Watson giving valuable assistance to the forwards, and Sgt. Jones looking after the defence, a team began to take shape. Teams have their ups and downs and none more so than the regimental side this year.

The story of the fixture list makes interesting reading and contrasts between a 1-8 defeat by the BRNC, Dartmouth, 2nd XI. to a splendid 5-1 victory over the RAC Apprentices in the second round of the Junior Army Tournament. Perhaps the story of the Regiment's rise to the final of this tournament has more significance than just a long results table.

In the first round we were drawn to play away at Arborfield against the REME Junior Leaders Unit. Playing on grass, to which we were unaccustomed at this stage, we did well to score four goals against a weaker side, but one that was used to playing on a "proper" pitch. The second round was a home game to us against the RAC Apprentices from Winchester, who also insisted on playing on grass. By now we were better equipped to deal with this style of pitch as we had been able to make use of the pitch laid out for us on the top sports field.

We took the Pay Corps to Torre Valley, Torquay, and played a great game there, beating them 5-1.

Now for the semi-final for the third year. It was definitely third time lucky, as we had as our visitors the Infantry Junior Leaders Battalion. This time we played the match on a Monday afternoon, on a nearly perfect pitch at Queen's Park, Paignton. An incredibly hard-fought game produced a 2-1 victory for the Regiment. Territorially it looked as though the Infantry were going to have it all their own way, but we forced a lead and, by virtue of some excellent defensive play and, in particular, some

spectacular goalkeeping by Abrahams, we kept them out in a very hectic second half.

And now the final. A first attempt to play the match was washed out by exceptionally wet weather, so it was postponed until Saturday, April 4. The team travelled to Aldershot on the Friday and the spectators on the Saturday morning.

On that very cold Saturday morning I drove through sleet and snow to a hockey match that I felt sure could never take place. However, on arrival I found that one of the two United Services pitches was still fit for play and that the match was still on. Our opponents, the Royal Armoured Corps Junior Leaders Regiment. Our team were slow to find their feet on a wet and slippery surface, and the RAC seemed more at home on that type of pitch. They scored three times in the first half by playing open hockey—long, hard and accurate passes and good clearing by two very hard-hitting full-backs.

At the change-over we came out looking as if we really intended to make up that three-goal deficiency, but somehow we never got the ball into the net, although once or twice our forwards did look dangerous in the RAC circle. The RAC scored twice more in the second half to win the cup 5-0.

On the day the better side won, but we went down fighting, and, to quote the President of the Army Hockey Association after the match: "Everyone wanted to see the Signals score one goal."

Many thanks to Capt. Watson, Lt. Bromley, Sgt. Jones and all those members of the staff who willingly turned out to play practice matches against the boys and who also offered advice. M.J.L.B.

Letter to The Commanding Officer

On April 4 I had the pleasure of umpiring the Junior Leaders Hockey Cup Final between your Regiment and Junior Leaders Regiment, R.A.C.

Having spent many years either playing or in the service of hockey, I feel that I must place on record that this was one of the nicest and most sporting encounters I have seen. There was not one deliberate foul, not one appeal, or even a glance at the umpires, nor was there any talking except for mutual encouragement.

I sincerely hope that the players concerned will always approach their hockey in this spirit and thereby contribute to the enjoyment of the game by both players and umpires.—Yours, etc.,

S. GREEN (Lt.-Col.).

JERSEY

AND ITS TUNNELS

Jersey is one of the Channel Islands, situated approximately 28 miles from the coast of France. It is well known for its sunshine, and many holiday-makers go there for their summer holidays, especially honeymoon couples.

I first went to Jersey when I was about four or five years old and I have lived there since. I found quite a change in the weather when I came to England to join the Army, and I also missed the sea.

In 1940 and 1941, Jersey was occupied by German forces from Europe. While they occupied Jersey they had tunnels built by Russian prisoners which were used for stores and hospitals. There is one hospital open for visiting on the island, and there are many other German tunnels. Most of these tunnels were sealed off after the island was liberated in 1945, but 18 years later some lads from a college somehow got possession of a tunnel plan so they thought they would explore it.

After a week or so they found the entrance, which was sealed by concrete blocks. After studying the plan they found that there was an air vent on the side of a high bank. When they found the vent it was also sealed but they did not give up hope. One of the lads said he could get a pick-axe and so the other lads followed his example and also acquired tools. After a short time they made a hole large enough to crawl through. While this was going on news was getting around to other boys so they also went to explore the tunnel.

In the tunnel there was a great deal of German arms and ammunition, which was mostly in piles and all rusted, but there was also a good deal of arms, such as anti-aircraft guns, which were well preserved because they were coated in thick grease. There were also large cylinder-containers laid up against the sides of the tunnel.

After the boys had explored the tunnel they started to collect souvenirs, such as magazines and helmets, etc. This went on for about two or three weeks then a tragedy happened. It was a Saturday morning when some boys went into the tunnel and it is reported that one said he could smell something odd; anyway they carried on. After a few yards one of them collapsed, so the others picked him up and tried to carry him back to the vent but by this time they were all being overcome by the gases in the tunnel so the oldest boy, who was 17 years old, sent the others out and said he would drag the unconscious boy through the vent after him.

Out of the seven boys who entered the tunnel only four escaped, because another boy passed out before he could get clear and the boy who tried to save the other boy also became overcome by the gases.

All three boys were pulled out of the tunnel by Jersey firemen, but it was too late to save them.

The four boys who escaped were taken to hospital and treated.

After this tragedy the States of Jersey called in specialists from England to have all tunnels in Jersey completely cleared out and resealed. After examinations it was found that the leaking gases came from the cylinders in the tunnel.

Since I left Jersey I have not heard of any other tunnels that might have been discovered by my friends, so I would say that nearly all the tunnels have been discovered and sealed.

J/Sig. A. De La HAYE,
(White Swan Troop)

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SPRING GRADUATION DAY

GRADUATES TO COLOUR SERVICE

The following Junior Leaders graduated to Colour Service with the Royal Corps of Signals at the parade on April 8, to complete their training in the trades shown:

Telegraph Operators: J/SSM Cooper, J/SSM Hall, J/Sgt. Woodhead, J/Sgt. Williams, J/Sgt. Tovey, J/Cpl. Swain, J/Cpl. Tynan, J/L/Cpl. Babb, J/L/Cpl. Watson, J/L/Cpl. Beck, J/L/Cpl. Campbell, J/L/Cpl. Wells, J/L/Cpl. McDonald, J/Sigs. Joyce, Clarke (821), Swallow, Topping, Regan, Teasdale, Weightman, Moseley, Pickard, Braines, Morgan, Bartlett, Yarranton.

Linemen: J/L/Cpl. Barkworth, J/Sigs. Peters, Witherington, Radford, Burgess, Morris.

Electrician Drivers: J/Sigs. Thompson and Piel.

Special Operators: J/RSM Emmott, J/Sgt. Simpson, J/Cpl. Manning, J/Cpl. Hopkins, J/Cpl. Lavery, J/Cpl. Goodwin, J/L/Cpl. Godwin, J/Sig. Farndon.

Staff Operators: J/Sgt. Knell, J/Sgt. Goffett, J/Cpl. Burch, J/Cpl. Clark (573), J/L/Cpl. Williamson, J/Sigs. Barker, Fawcett, Connolly, Clark (110).

Comcen Operators: J/SSM Ellison, J/Sgt. Campbell, J/Cpl. Knaggs, J/L/Cpl. Woodcock, J/L/Cpl. Buller, J/Sigs. Glossop, Holmes, Dawson, McKnight, Brown, Dibble, Hudson, Noble.

Clerk Technician: J/L/Cpl. Tyler.

Radio Operators: J/Sgt. Simpson, J/Sgt. Le Page, J/Cpl. Gough, J/Cpl. Jackson, J/Cpl. Wilcox, J/Cpl. Puttock, J/L/Cpl. Child, J/L/Cpl. Anthony, J/Sig. Naftel, Sansum, Ferguson, Jolliffe, Le Couilliard, Smith.

Radio Relaymen: J/Sigs. Barratt, Bailey, Sixsmith, J/L/Cpl. Walker.

Signals Technicians: J/Cpl. Woodford, J/L/Cpl. Mullin, JSigs. Crawley and Fairhurst.



Photograph by Sgt. Stockham

Lt. Col. Holifield, Commanding Officer; Major General A. M. W. Whistler, C.B., C.B.E., Assistant Chief of Defence Staffs (Signals), Reviewing Officer; Junior Signalman Adrian (Goliath) Fuller of Bedlington, Northumberland, Dog Handler; Pyrenean Mountain Dog "Laddie," Regimental Mascot.



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