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



by J/sig Woodford

KOHIMA TROOP ISSUE



THE REV. J. G. C. THISTLE, C.F.

Our Padre joined the Regiment in September, 1962, on completing 10 years in many different units. But it is his first experience of Junior Leaders. He was serving as Chaplain to 3 Brigade at Dhekelia Garrison, Cyprus, when approached for his views on serving with Junior Leaders. His reply? "I'd be delighted." And so are we all.

EDITORIAL

The subject of the "Big Freeze," or the "Great White-Out," to use the names the Press has given to the snow, ice and blizzards of the past month, is almost too obvious to mention at all. The engineers have been very busy repairing cracked pipes and replacing damaged boilers, but perhaps the biggest difficulties were those faced by members of the Staff who live in the smaller villages in their daily journeys to and from Denbury.

Apart from acrobatics on the new trampoline in the gymnasium, there has been no sport and, for the first time in three and a half years, the rear pages of 'Junior Mercury' are not taken up with accounts of matches and contests of all kinds.

It was very sad to see Junior Signalmen "X" leaving the Regiment on last term's Graduation Parade. He has been with us for many years, but has finally been claimed

for Man Service. However, we welcome "Little Jimmy," our new cartoon character, to Junior Wing and look forward to seeing his first appearance next month.

This is, of course, the first of our Troop issues, and Kohima kick off, under their new skipper, Lt. Mike Bygraves.

However, if the snow had covered us to the depth of Haytor, the most momentous news of the month would still have been that the new Squadron at Denbury will be MONTGOMERY SQUADRON. The Regiment is delighted and greatly honoured that FIELD-MARSHAL MONTGOMERY has so readily agreed to be associated with the Junior Leaders of the Royal Signals.

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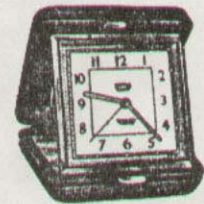
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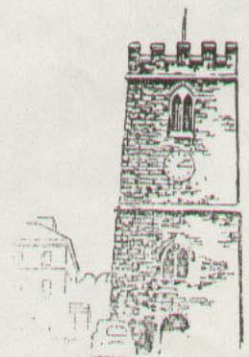
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LIFE IN SNOW AND ICE

by The Commanding Officer

Most of us at some time during our Army service have spent periods in very cold climates, and when the Editor showed me the photograph reproduced on this page, I felt it might be worth passing on a few tips on looking after oneself in snow and ice, which I learned in 1945 when I attended a winter warfare course at Schmeltz, in the mountains of Austria. My instructor was a prisoner of war, an ex-Captain who had served throughout the war in a German Mountain Warfare Division.

The first thing to learn in very cold weather is that it is not the temperature of the air that matters, but the "chill factor." A 40 m.p.h. wind of minus 10 degrees C. will bring on frostbite more quickly than a temperature of minus 25 degrees C. on a calm day. The first aim, therefore, must always be to keep out of the wind whenever possible, and to protect with clothing those parts of the face or body which are exposed to the wind. Cold cream or vaseline should be applied to the exposed parts, including, especially, the lips. An eye-shield should be worn when the wind is strong and, if it is tinted, it will also give relief from snow-blindness and dazzle. If you want to rest or sleep, and there are no buildings or natural features to give shelter, you should seek the protection of a forest. Fir trees give good cover from the wind and, with luck, you will find that the trees have kept the ground clear of snow. It is a simple matter to cut branches to make a bed which will keep you clear of the ground, and there are always twigs if you must light a fire.

When you have to expose your face it is best to work in pairs, with each man being responsible for keeping a watch on his partner's face for frostbite. When this occurs, the part affected takes on a pale, waxy look, and it is very cold to touch. A quick massage with the fingers will normally restore the circulation and put things right again. Never rub snow on the affected part, as this certainly will not warm the skin, and if it melts and freezes may well make the frostbite worse.

It is important, except in an emergency, to avoid sweating. Speed of marching, ski-ing or climbing should be restricted to prevent this. If you get hot and clammy, your clothes will probably freeze on you when you halt. If this happens, and you can find a place out of the wind, take off your shirt and pullover and put them on again in reverse order, with the pullover next to the skin and the shirt on the outside. This will keep the cold damp of the shirt from your skin and will enable the warmth from the body to pass through the pullover and dry out the shirt. Never remove your boots unless you are in the warm and under cover. If they freeze up you may never get them on again! Make sure, also, that you use an aerated insole in your boots. This will give additional insulation to protect your feet from the cold and will enable perspiration to dry as it forms.

Your ability to stand up to cold will also depend on the food you are eating. Normally, the Army will take care of your diet, but if you are left to your own devices, make sure you eat well and regularly, and include plenty of sugar, bread, chocolate and butter or margarine in your meals. Always clear the snow away from beneath your cooker before you start preparing a meal. If you do not take this precaution the heat will melt the snow and the cooker may well disappear before the meal is ready!

My last piece of advice is very much a question of common sense. Under severe weather conditions never go out except in a party. A sprained ankle or a fall into a deep drift can soon be put right when you are with comrades. When you are on your own such an event could lead to tragedy.

Alan Holmes



by Capt. Joyner

J/Sig Alan Connolly prepares to "brew-up" on Dartmoor. He is wearing many layers of warm, insulated clothing, covered by waterproof trousers and anorak. He appears to be making one mistake in preparing his tea. Can you spot it? If not, re-read the CO's article.



"Sir, now that I am no longer Parliamentary Candidate for the Totnes Division, please accept this my application for Holy Orders."

EXIT EVE ON A BREACH OF ETIQUETTE

Broad are the gates and wide the paths,
That lead boys to their daily baths;
But ere they spend this shining hour
With plunge and spray, with sluice and shower,
With all that teaches them to dread
The bath as little as their bed . . .
Remember wherso'er you be,
To shut the door and turn the key !

We had a boy — a boy no more !
Who failed to bolt the bathroom door;
Our Eve, a friend of ours, one day
Walked in as half-submerged he lay !
She did not notice our boy John,
And turned the boiling water on !
He had no time, or even scope,
To camouflage himself with soap,
But gave a yell and flung aside
The sponge 'neath which he sought to hide !

It fell to earth we know not where !
He beat his breast in his despair,
And then, like Venus from the foam
Sprang into view and made for home !
Our Eve fell fainting to the ground !
Alas, we never brought her round !
She died, intestate, in her prime,
The victim of another's crime !

But we can never quite forget
How, by a breach of etiquette,
We lost at one fell swoop (or plunge)
Our Eve, our honour and our sponge.

(With apologies to Capt. Harry Graham)
'Q' J.



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Capt. E. PICKUP of Jerboa Troop

SKI-ING IN THE CAIRNGORMS

On December 13 a party of six Junior Leaders and two Staff left the Regiment to spend a week ski-ing in Scotland.

We were staying in the Army ski-hut at Rothiemurchus, and all our kit and food for the week had to be carried in rucksacks, averaging out at 100lbs. each. The train journey to Aviemore took 18 hours, with a change of trains in London. On arrival at Paddington we were faced with the problem of getting eight pairs of skis across to Euston for our next train during the rush hour. Eventually we persuaded a taxi-driver to take them in the back of his cab with about two feet of each ski sticking out of his side window. Sgts. Markham and Green went with the skis while the rest of us watched them go and wondered whether the skis would ever be the same again. The rest of us travelled by Underground and, with our rucksacks, we were not the most popular people during the rush hour. When we arrived at Euston we were glad to see the skis intact, and carried on with our journey.

On arrival at Aviemore we were very pleased to learn that a road had been built

all the way up to the hut, and a Land Rover was there to take us. We spent the morning cleaning up the hut and learning the intricacies of the Calor gas stove. During the week we were to share the hut with twelve members of the Junior Leaders Battalion, RAOC, and ten members of the Junior Tradesmens Regiment (Troon).

During the afternoon we went in search of snow, and soon found that there was none on any of the mountain slopes surrounding the hut. There appeared to be quite a lot on the Cairngorms, about six miles away, and this was confirmed by the RAOC party, which had been there by minibus.

We settled down to the task of learning to ski at last, and were practising snow-plough turns and stops. There were some hilarious moments to begin with, but soon everyone was getting the idea.

The next few days were spent practising the same turns and halts over and over until gradually we are all able to do a bit of slalom-ski-ing and tackle some of the steeper slopes. We did lose two people to the ski-lift one day. Green and ———, thinking this was an easier way of getting to our ski-slope, hopped on and ended up at the top of the Cairngorm along with the 'professionals.' However, they eventually struggled back down to where we were!

All too soon our week was up, and we had to leave Aviemore and make our way home for Christmas.

But one or two incidents we will remember for a long time to come. For instance, the night Butcher went out to empty a dustbin and dashed back into the hut without his shoes, saying he had been chased by a reindeer. The hut is in the middle of a reindeer reserve so this wasn't quite as fantastic as it might sound.

Or perhaps the memory of Peters doing his emergency stop, which consisted of falling hard to the right or left when in trouble.

All in all it was very enjoyable, and we were certainly all a lot fitter at the end of the week than we were when we arrived.

E.P.

To: Field-Marshal The Viscount Montgomery of Alamein, KG, GCB, DSO, DL,

I am writing as Commanding Officer of the Junior Leaders Regiment, Royal Signals. My Regiment is stationed at Denbury, near Newton Abbot, Devon, and has the responsibility of training young soldiers between the ages of 15 and 17½ to fit them to become the future senior NCOs and Warrant Officers of Royal Signals.

The Regiment is composed of two Junior Leader Squadrons, each of over 200 boys and a Recruit Squadron of 100. The Regiment is to be expanded at Easter, 1963 to hold a further 150 boys and in order to do this a third Junior Leader Squadron is to be formed. My two existing Junior Leader Squadrons are named after military commanders of the 1939/45 War and I am writing to ask whether you would grant my Regiment permission to name the new squadron after yourself. I would be very happy indeed if you would grant this honour and I know that your name would be a source of inspiration and pride to all who serve in the Squadron.

May I also express the hope, if you are able to meet our request, that you may also find time to follow the progress of Montgomery Squadron and perhaps, some time in the future, to honour us by paying a visit to Denbury.

Lt. Col. A. Holifield, M.C.,
Royal Signals.

From: Field-Marshal The Viscount Montgomery of Alamein. K.G., G.C.B., D.S.O.,
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FODDER TREK

Volunteers from Javelin and White Swan Troops set out on Saturday, January 12, to assist three Dartmoor farmers in feeding flocks of sheep stranded on the moor.

It took about two and a half hours to get to the area of the farms and then we divided into smaller groups. Our account describes the two parties we were with.

Twenty Junior Leaders and two sergeants were under Major Rogers' command, with the task of relieving one of the farms. They dug through the drifted snow to the first gate, which took half an hour to clear so it could be opened. But digging was abandoned at this point as the party was still two miles from the farm house. They trudged on through the deep snow and found the farmer's wife (wearing a Denbury balaclava!) feeding hay to the cows. She offered us some coffee, which was gratefully and noisily supped, and the Staff gave the

farmer some cigarettes as he hadn't had a smoke for four days.

We left the farm yard to take hay out to the sheep, which were terribly thin under their thick fleeces.

Sgt. Batten's party of ten lads found their flock of sheep after an hour's march from the dispersal point. The hay was spread and the sheep rounded up and driven in towards it. The wool on their backs was matted with ice up to three inches thick and many animals were terribly weak and stumbling.

The lads got back to the farm to find their truck stuck in the snow. It took an hour's digging to free it and they arrived back at Denbury at six o'clock.

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BELOW: The object of the exercise! The lives of this flock were undoubtedly saved by the timely arrival of hay brought by White Swan Troop. It was very difficult to tell what kind of condition the sheep were in merely by observation as the thick fleeces, coated with a thick armour of ice, hid their emaciated bodies.



RIGHT: Part of the trek was made over frozen snow some three and a half feet deep. J/Sig Nobby Noble jumps through a soft patch to show its depth. Note how the Troop kept together in patrol groups.

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ABOVE: White Swan Troop, led by J/Sig Eric Hoare and Sgt Mathieson, with bales of hay bound to their backs, wind their way over the Moor to reach the isolated flock of sheep.

Photographs

by Capt. Joyner



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TOUR OF EASTERN COMMONWEALTH COUNTRIES

by

Lt.-Col. L. H. M. GREGORY, M.B.E.

(Col. Gregory left U.K. on June 15th and
travelled to Iraq via Yugoslavia.
The account begins at this point.)

Part 2—BAGHDAD & BEYOND

BAGHDAD

I have always thought of Baghdad as a city of thieves, thugs, saints and sinners. Mingling with these are adventurers of divers kinds (including myself!) The city vibrates uncertainty; it is overcrowded and appears to be rushing headlong towards nothing in particular. Every shop and public building has a picture of General Kassem displayed on it.

IRAN

At the border I met Dr. Harper and his wife, also heading for Pakistan. They had set out in a Land Rover towing a caravan. The latter broke its back on the desert road from Jordan and they were forced to abandon it. The Landrover was now overloaded and the roof rack looked dangerously insecure. We convoyed together to Habadan and then on to Teheran (490 miles). At Habadan I tasted some of the famous wine. It is sweet but drinkable—although the bottles in which it is sold are crude and look unhygienic. At Teheran I stopped for a few days to allow the shock of the earthquake to settle and used that time to have the engine of my car thoroughly inspected.

I saw some of the effects of the earthquake. Many of the villages were reduced to rubble and the main road had split open in several places. Overland communications in Iran, normally bad, were now very much worse and hampered all forms of help and rescue operations. Yet, I regret to say that the cars, lorries and buses involved in the emergency were obviously having a gay old time enjoying the opportunity sent by nature and international aid—at least that was my impression.

The journey from Teheran to Meshed (540 miles) was exacting and the road, in my opinion, will take years to rebuild. The best course for any traveller is to keep going for as long as health and strength will allow. From Meshed to the frontier post at Kerez (149 miles) there is a slight improvement in the road. I arrived there in the early hours of the afternoon on September 10 to find that the customs officials and the local policeman (who was in charge) had retired for their afternoon siesta and it took me two hours to dig them out and to project myself across the frontier.

AFGHANISTAN

I entered Afghanistan with high hopes, convinced that the roads would be better and that I would receive a friendly welcome. Wishful thinking indeed! In my view, the roads in Afghanistan are the worst by far of any and the time it takes to

clear oneself through their customs is correspondingly slow. I spent over two hours at the Afghan frontier before they would allow me to proceed to Herat, and only succeeded in extricating myself from there by remaining firmly on my feet and persistently urging the officials to get rid of me. Without a sense of humour it would be impossible to survive a journey through Afghanistan.

I arrived at Herat that night (92 miles from Keraz) over the most treacherous desert road and stayed at the Government Rest House. I again met up with the Harpers, who had suffered the journey from Teheran over five days, and Mrs. Harper, who was pregnant, was very much the worse for her travelling. Dr. Harper wisely decided that she should fly on from Herat to Kabul and that he would convoy with me.

We survived the long journey from Herat to Farah (177 miles), but the road was so bad that I decided not to stop and continued slowly to Kandahar while the will remained. The journey from Farah to Kandahar (237 miles) was no better, and probably worse. A sudden improvement over the last 40 miles raises one's hopes that the final stretch from Kandahar to Kabul must be at least good. We were disappointed the next day to find that the worst stretch of road, and the most treacherous, from the point of view of potholes, derelict bridges and a lack of road signs, lay between us and Kabul. I have no desire to experience those 320 miles again.

I left Kabul at three o'clock in the afternoon on the 15 and reached Dakka at 6.30 p.m. There were lots of sentries along the frontier post of Dakka and, as it was dark, the guard commander offered to travel with me to the Pakistan frontier, where I met some more sentries. To the tourist Afghanistan claims to be "the land of hospitality," but I did not stay there long enough to confirm or dispute that claim.

PAKISTAN

The Pakistan frontier post on the Khyber Pass is quite the most efficient, the tidiest, and the most cheerful of any after leaving Europe. I was told that I would have to stay the night on the Pass as it was too late to travel on to Peshawar. However, a cup of tea and a lot of friendly conversation helped in persuading the guard commander to let me go. He agreed, conditional on my taking a sentry with me. I was very happy to do this and felt most important as I arrived at the Peshawar Club with my Kassadar escort. I discovered later that he had a home in Peshawar City!

I arrived at the Club looking moderately tidy, and the car, having been serviced in Kabul, was in good condition and looked clean. The day ended on a high note for me. I called to the Abdar and asked him whether I might have a room at the Club, and he answered, with great dignity: "There are many rooms and you can have your choice, but first have some dinner." I felt then that I had come home.

I kept away from everybody on September 16 (Sunday), and on the 17 I called on Mr. Himsworth, the Acting High Commissioner at Peshawar. He very kindly put me in touch with the Director of Education, Peshawar Region, who had already prepared a programme for my tour in that area. I had dinner that night with the Himsworths, and met Dr. Edmond, of Edwards College (an Australian missionary) and listened to his views on the young people of Pakistan.

Having spent the best part of his working life in Pakistan, Dr. Edmonds' opinions are to be respected, but I was very sad to hear him say that, however well the boys are trained, they were almost without exception disillusioned when they went into the

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country and came up against every kind of corruption at all levels. "Almost every boy who leaves the College," he said, "comes back to see me, and they all have the same tale to tell." Dr. Edmonds told me that the boys say: "You said that as long as a man was honest and remained so, he would quickly win the respect and support of his superiors and subordinates—but this is not so. To attempt to be honest and truthful is to take a stand against the accepted way of doing things and one is quickly ostracized."

PESHAWAR UNIVERSITY

On September 19 I visited the Peshawar University. I was introduced to the Vice-Chancellor (Mr. Mohammed Ali), who had himself been a student at the Islamia College, the oldest part of the University, in 1915. Many members of the staff and Mr. Michael Close, who is Professor of English in Islamia, were also present. Michael Close acted as conducting officer and entertained me wonderfully well throughout the day. I visited several classes in session and talked to the students. I had a most instructive discussion with several of the senior students and some members of the staff, and finally had lunch at the Islamia Hostel.

I explained my aims and justified them with as many sound arguments as I could:

- 1.—To discover for myself whether there is any real commonwealth feeling in the eastern Commonwealth countries outside the expediency of national economy.
- 2.—To urge the setting up of a Commonwealth Expedition catering for five to ten thousand young people from all over the Commonwealth, modelled on the lines of something between Ten Tors and the Nijmegen Marches.
- 3.—To urge the establishment of a Commonwealth College, to be located in any one of the Commonwealth countries (the Governorship and expense shared by all) for cultural and adventure purposes.

PAKISTAN AIR FORCE, RISALPUR

On September 20 I arrived at Risalpur to visit the Pakistan Air Force Academy. I was at once struck by the immaculate appearance of everybody and everything on the station, its air of efficiency and general cleanliness. This is a feature of all service establishments in Pakistan, and there is no doubt that the standards maintained by the Army and the Air Force are of the very highest. Nothing has been lost of the old tradition but much has been gained from it. Group-Captain Chowdhury showed me around the Academy and we were able to discuss my plans at leisure. He was very interested and when I mentioned that I would welcome the opportunity to look at the Swat Valley, he very kindly arranged to have me flown over the area in a twin jet.

It was a clear day, and I was able to take a large number of photographs of this wonderful piece of country. The State of Swat offers an ideal setting

and all the topographical features, for a Youth Expedition. I have since written to the Chief Secretary to the Wali of Swat asking him what the Ruler's reaction would be to such a proposal. I had lunch in the Officers Mess and left in the afternoon for Hasanabddul.

Here I met Mr. Windlaw, who is the Principal of the Hasanabddul Cadet College and stayed the night with him. I attended a tea party given by the members of the staff and walked around the whole School. Until late that night a few members of the staff, Mr. Windlaw and I sat up in his house talking about the Commonwealth, the Commonwealth College and the Commonwealth Youth Expedition. Again I was left in no doubt whatever that a well-organized Youth Expedition would receive overwhelming support and the Commonwealth College is not only a good idea but a necessity.

The question of financing the Expedition was raised, and I pointed out that the cost should be considered from the point of view of one single patrol, its movements to base camp, and entrance fee. The staffing could be done from officers from the Army and the Air Force. The Pakistan Air Force would be happy to make helicopters available for air rescue; the Pakistan Army could be invited to supply a wireless network to control the Expedition, and light transport for ground rescue duties. The Medical Corps would be proud to set up a field hospital to cater for minor ailments and accidents, and perhaps the British High Commission might handle the information side. The BBC might be encouraged to make a film of the whole expedition, and there would be other forms of co-operation available on a no-cost basis.

Asked what form the Expedition could take, I replied that it might be planned on the unit of a patrol of ten, including boys from the age of 15-20 years. I visualized each patrol, self-sufficient, setting itself up in a base camp in the Valley of Swat (or wherever the Expedition is to take place). From this base camp, and at the appropriate time, each patrol would move out to the first range of hills at 2,000 feet. The method and route of approach will be entirely up to the patrol leader, and he will have to face the problems of time, method and navigation. On the first range the patrol will set up its own base and drop off the younger boys to man it. The remainder will make their way through the succeeding valley to the second range at 5,000 feet. Here all but the two or three senior boys will go to ground and form an advance base from which the seniors will make the assault to 8,000-10,000 feet, on the conclusion of which the Expedition will end. All patrols could assemble over one weekend, the Expedition lasting for four days, and the dispersal staggered over the following weekend. There must be no question of competition of man against man or patrol against patrol. Our discussion was quite spontaneous and it was too 'early in my tour to have a complete plan in mind.

Nevertheless, when I was asked how many boys and girls from other Commonwealth countries would come to Swat I answered as follows:

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 - (c) Food for individuals at the rate of 10/- a day for 8-10 weeks; each member to earn or save half of this amount.
 - (d) Time of absence 8-10 weeks, including one week's tour after the Expedition.
 - (e) RASC to provide two driver-mechanics for each coach.
 - (f) All participants to do weekend training covering every aspect of camping for six months.
- 2.—From Canada: One or two patrols by air.
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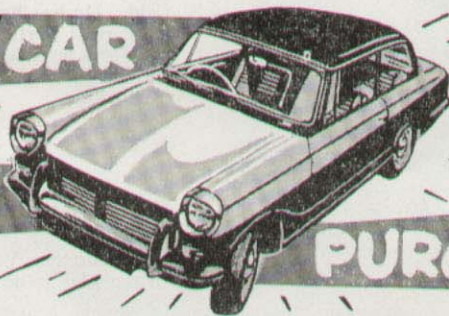


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THE C.O. COMMENTS

In an interview with Junior Mercury, the Commanding Officer made the following points:

RAINCOATS

The new raincoats will be issued as soon as they are received by the Quartermaster's Department.

SUMMER CAMP

Arrangements for Summer Camp at Penhale, Cornwall, from September 7-21 have now been concluded.

SPORTS STORE

The new sports store will be ready soon at a cost of £600.

NUFFIELD TRUST

Money has been made available from the Nuffield Trust for the purchase of Judo Mats and equipment for the Radio Club.

SKI TRIP

Another ski trip to Norway is being arranged for one officer and a party of Junior Leaders.

WIRELESS VEHICLES

There is every hope that we shall soon receive 12 Landrovers equipped with C42 wireless sets which will be an enormous help for our outdoor activities.

PLYMOUTH ARMY EXHIBITION

The Regimental Band will play at the Plymouth Army Exhibition on June 22.

EDUCATIONAL CRUISES

The Senior Education Officer is interested in organising Educational Cruises on the S.S. Dunera. She was built in 1951 for HMG as a troopship and now operates throughout the year exclusively on Educational and Holiday Cruises for young people in organised parties; in addition accommodation is available for a limited number of adult tutors.

YOUNG RICHARD

The Regiment congratulates Captain and Mrs. W. Simpson, Royal Signals, of Kingsteignton, on the birth of their son, Richard.

FAREWELL . . .

CAPTAIN BRIAN HAW, ROYAL SIGNALS

To lose an adjutant is to lose somebody right at the very centre of Regimental activities. Captain Haw arrived at Denbury in February, 1961 from 19 Signal Regiment (Air Formation), Changi, Singapore, who are the parent unit of the new Beaufighter Troop. He became OC Quadrant Troop, and is now posted to their parent unit 4 Signal Regiment, BAOR. He became adjutant of the Junior Leaders Regiment in March, 1962, when he took over from Captain Hartnett. The Regiment is most grateful for all that he has done at Denbury and wish him and his family the best of luck and a happy tour in Germany.

LIEUT. LESLIE ROWNTREE, ROYAL SIGNALS

Iron Troop are sad to lose a very popular OC who is now posted to 14 Signal Regiment. A brilliant rugger threequarter, Lt Rowntree will be badly missed on the Denbury Fields and by the All Whites. His recent thrilling tries, filmed for television, were perfect examples of handling and acceleration prowess. The Regiment thanks Lt Rowntree for his efforts here and offers best wishes to him and his family for their future at Gloucester.

THE HUMAN PIMPLE!



J/SIG. IAN GOODWIN

by Lt. Knowles

EDUCATION: SENIOR CERTIFICATE

The results have now been published and the number of subject passes in the November examination is 200. The figure for July was 119—double that for March.

Complete certificates were gained by J/Sig. Allison, J/Sig. Brunton, J/L/Cpl. Burman, J/Cpl. Douglas, J/Sig. Gilchrist, J/SMM Hawkins, J/L/Cpl. Jackson, J/Sig. Marchant, J/Sig. Morrill, J/Sig. Taylor, J/RSM Wilson, J/Sig. Wiseman.

The following students are congratulated on scoring very highly in specific subjects:

English.—J/Sig. Chambler, J/Sig. Leavis, J/Sig. Farmer, J/Sig. Gilchrist.

Mathematics.—J/Sig. Lingard, J/Sig. Priestman. Applied Map Reading.—J/L/Cpl. Benson, J/Sgt. Castle, J/Sig. Sheill.

General Science.—J/Cpl. Allison, J/Sig. Bruce, J/Sig. Douglas, J/Sig. Gibson.

Physics.—J/Sig. Chambler, J/Sig. Bauwens, J/Sig. Dewhurst, J/Sig. Taylor.

Current Affairs.—J/Sig. Bauwens, J/Sig. Morrill, J/Sig. Lawrence.

WE WELCOME . . .

MR. WALLACE SALTER B.Sc (LONDON.) A. Inst. P.

Mr. Salter is an ex-sapper officer and Leicestershire cross-country runner. He joins Education Wing as Mathematics Lecturer after having taught for the last four years at Queen Elizabeth Grammar School and West Nottingham Technical College. Mr. Salter is a F.R. Met Soc. and is planning to start a Meteorological Society here at Denbury at the beginning of next term. Eventually, daily recordings will be taken which will lead to local weather forecasts.

LIEUT. MARTIN GREY, ROYAL SIGNALS

Lt. Grey served for two and a half years with 4 Signal Regiment and has just finished a 4 months course at Catterick. He played rugger for BAOR and, of course, represents the Corps. He was well known in Germany as the driving force behind the Aquarist Club which has 3 sections: canoeing, skin diving and water ski-ing, fishing.

CAPTAIN W. I. FINCH, RAEC

Captain Finch joined the Regiment last term from the Black Watch. We are glad to see him back at work after suffering from head injuries in a serious motor accident during the vacation and wish him a full and speedy recovery.

LIEUT. CARL PEARCE, RAEC

Lt. Pearce has joined the regiment from the Army School of Education and Depot RAEC, Beaconsfield. He has had many years experience of Junior Leaders at Torfanau where he was a science instructor. He is an accomplished gymnast and the Regiment was very lucky to time his arrival with that of the trampoline.

LIEUT. MICHAEL BYGRAVE ROYAL SIGNALS

Lt. Bygrave joined the regiment from 208 (Commonwealth) Signal Squadron, Malaya, and is O.C. Kohima Troop. The first part of his article, "A Schooner Voyage from the East" will appear in the May issue of "Mercury."

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THE FIRST OF THE MANY

Congratulations to ex-J/Cpl. Wake, of Romulus Troop, who passed the Cambridge GCE English paper in the November examination.

There will be about 25 candidates in the June examination for the following subjects: English, Mathematics, Physics, General Science, Technical Drawing, French, German, General Paper, and World Affairs.

RECRUITS: SOME STATISTICS

On January 15, 79 Recruits joined the Regiment. They are: 26 Northerners, 26 Southerners, 11 Midlanders, nine Westcountrymen, four Scotsmen, two Welshmen, and one Irishman.

Of the nine Westcountrymen, no less than eight (Hartrey, Helliwell, Hine, Morgan, Tucker, McIntosh, Savage, and Stephens) are Devonians. The ninth (Nicholls) comes from Bristol.

Our Irishman (McKnight) hails from Omagh. Our Welshmen are from Caernarvon (Bartlett) and Cardiff (Benson).

There seems to be fewer Scots than expected, and only one Londoner and two "Brummies." No "Scouses" at all!

Then again, the six "Geordies" will say they are worth all the other 73 put together.

WE ARE KOHIMA

I suppose that, after six years in this Regiment, it would be possible to find some incident linking one to all the Troops. Hevertheless, I have always had a special feeling of respect and gratitude towards Kohima Troop, or "M" Troop as it used to be.

This feeling stems from two special occasions on which I was more directly associated with the Troop. To explain will mean going back to the Summer Term of 1957.

I was then a "Nig," and was posted to the newest and most junior Troop in the Regiment—"H" Troop. All the boys were about the same age and fresh out of "R" Troop (Junior Squadron).

One term ahead of us were "M" Troop and "D" Troop. All three Troops were classed as junior Troops and competed against each other for the honour of being champion junior Troop.

"H" Troop were first in the Athletics contest that term and first in the Cross-Country during the following term, but we were unable to beat "M" in the overall competition. Hence my initial respect for "M" Troop.

Two terms later the old Troop system gave way to a completely new one. There

were two "Trade" Troops, known as "J" and "F," containing the senior boys in "2" and "1" Squadron respectively. The younger boys were posted to a "Basic" Troop, of which there were four per Squadron. Each term, as the Output left the two "Trade" Troops so the senior boys left their "Basic" Troops and entered their Squadron "Trade" Troop, their places being taken by the new boys from "R" Troop.

I had the privilege of commanding "J" Troop and of competing against "F" Troop for the "Trade" Troop Cup (former senior Troop). Alas, we did not win it until the Summer Term of 1958, when we actually beat "F" Troop. From then on we never lost it, though we frequently drew. So the cup remained with "J" Troop until the present Troop system was introduced. I attributed "J" Troop's success in the Summer Term of 1958 to the fact that the old "M" had virtually reformed within "J" Troop. Hence my gratitude to "M" Troop.

My second association with Kohima Troop came in the Summer Term of 1960 at Nijmegen. It was my first time at the Marches and this Regiment's second. I was Slim Squadron training officer at the time and took a mixed team from Slim Squadron, which consisted mainly of boys from Kohima Troop. This was a great experience and a great occasion, as it was the first time the Balacava had been worn at Nijmegen. The orange colour worn by most of my team was particularly popular with the Dutch crowd, as orange is their national colour.

At the conclusion of the Marches I took the Kohima contingent to Bunde to visit 2 Signal Regiment, their parent unit.

It is appropriate to record in this special edition of 'Junior Mercury' that the final link connecting Ten Tors with Nijmegen should have been forged by 2 Signal Regiment when they entered a team for the senior course on the 1962 Ten Tors Expedition. I was particularly pleased to meet this team and to meet some of those I had taken to Nijmegen and then on to Bunde two years before. How appropriate that the 1962 Ten Tors pamphlet should have been orange in colour.

I would like to conclude by saying that, unlike any of the Troop, I have actually been to Kohima, and my final request is that they will return to me my copy of "Defeat Into Victory" which they borrowed from me some terms ago.

CAPTAIN JOYNER

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2 SIGNAL REGIMENT'S BANNER



by Major Woodcock

Major T. G. H. Jackson, M.B.E., Royal Signals, presenting the Pipe Banner of 2 Signal Regiment to the Junior Leaders Regiment at a special parade for the occasion. 2 Signal Regiment is, of course, the parent unit of Kohima Troop.

KOHIMANS ARE HAPPY

6.30 a.m., Reveille blows; 6.45, Cookhouse Call, slight stirrings in the Troop; 7 a.m., most of the boys up except for certain corporals who, bleary-eyed, shout for some unfortunate 'nit' to bring back a cup of tea. That was the old Kohima Troop.

But now—a miracle! A certain person gets a third tape. Reveille blows; "Get out of bed" three lusty voices echo down the barrack rooms and, if you're not quick enough, your bed goes over. The new sergeant and corporals are on the war-path.

The happiest Troop in the Regiment. The Troop with the highest morale. The

best all-rounders. You won't find us top in any one thing but, then again, we don't do anything badly.

One fact not widely known is, of course, that Kohima owns the NAAFI. A scene at the NAAFI during mid-morning break: Tea tables are placed end to end, and seated around them is practically all the Troop. Certain oratorically-gifted boys stand up and make speeches which are followed by deafening applause. The rest of the Regiment looks enviously on. It is like an officers' dinner night but somewhat more formal. Suddenly authority, in the shape of the supervisor, strides in. "Who is in charge here?" she asks. Immediately 40 accusing fingers point to a certain person

with stripes on his arm, sitting innocently in the centre of the riotous mob. But the lady only wants the tables straightened!

Because we are the Happiest Troop in the Regiment, the others are jealous. Many whispers have been heard of: "I wish I were in Kohima Troop." The others sweat and flap and strain for the prizes. Kohimans stay happy. At the merest wisper of the dreaded word "Drill," Kohimans go underground. Kohimans stay happy.

But on the Moor you should see us. Our motto is: "Kohimans come in together." And that's just what we do. No athlete steams ahead, leaving some stumbling nig on the last tor but one. Kohimans stick together.

And while I'm all hep and rarin' to go, you might as well have it. The cookhouse allegations are all lies, big lies.

This now brings up the point of who makes the Troop what it is? The answer is, of course, the troop officer and sergeant.

First, there was Capt. Hewson. An anecdote will explain: A certain corporal, while having a shower, suddenly realized that he wanted a late pass. He attempted to wind an issue towel around his waist, then, having knocked politely, sat on Capt. Hewson's desk, offered him a cigarette and asked very respectfully for a pass. Naturally, he got one, and this explains how our much-lamented ex-OC created the "togetherness" of Kohima.

Capt. Hewson was backed up by Staff Hammond of the beady eye. He is a drill instructor and, as you know, the name of this pernicious form of exercise is obscene to Kohimans. But after suffering many a dustbin tied to the back bumper of his car, the good Staff-Sergeant emigrated to Edinburgh Castle for parading with the haggis, to the sound of the Horn Blowers.

Capt. Coates passed through one wet afternoon and Sergt. Prancer Lightfoot arrived, like thistle-down, on the very wind, skimming in from Haytor on skis. Recently, a surprise. Rumour swept the Troop: Max Bygraves is coming! And a very suitable appointment, we thought. But it was not so. Lt. Bygraves, our new OC, is a relation of Yul Brynner instead—judging by our haircuts. So here we are with an OC who has sailed halfway round the world and an Alps sportsman for a sergeant.

Kohimans are happy! All we are worried about is how we are going to get on when we go out on dry land.

Kohimans, stay happy!

STU BIRCHALL (Corpl.)

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