

The Lion & the Dragon

Celebrating the past and championing the present

Summer 2024

The Magazine of Cumbria's Museum of Military Life, published by the Friends of the Museum.



CUMBRIA'S MUSEUM OF MILITARY LIFE



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'Lest we forget'



SITREP

Arnhem. A name that stands alongside Fontenoy and Arroyo in the soul of the Regiment. Whether the Regiment was Border or KORBR or Duke of Lancaster's.

80 years ago, Arnhem was a gamble to finish the War by Christmas. A gamble that was paid for with men's lives.

THIS year more than ever the sacrifice of all those taking part in Market Garden is remembered and honoured. In this edition we report on some of the lesser-known stories of the Regiment and the Operation.

Peter Green

Trials of the Colonel

COLONEL Tommy Haddon was a career soldier, from a military family. He was appointed to command 1 Border whilst they were rebuilding in North Africa after 'Operation Ladbroke' had seen most of the battalion's gliders dropped into the sea off Sicily in 1943.

HADDON and the battalion served successfully in Puglia, Italy in September 1943. During 'Operation Slapstick'. They first took up defensive positions north-east of Taranto before eventually being attached to the 4th Armoured Brigade for the push north and the capture of the Foggia airfields.

THE Battalion came back to Britain in October and began training for what became apparent was a reserve role in

Operation Overlord. It was a great disappointment to the Battalion. They were, after all, the senior airborne division.

GLIDER NO 1

HADDON'S involvement in 'Operation Market Garden' was plagued by transport problems. The battalion were part of the first lift on Sunday morning 17 September 1944. Haddon flew from Broadwell on the Gloucestershire-Oxfordshire border. Haddon's Horsa had part of the HQ team, a jeep, trailer, but the tow rope of Haddon's glider broke. Haddon described the Horsa as landing in Oxfordshire. Peters and Buist in 'Glider Pilots at Arnhem' has it landing on the Berkshire Downs.



2024 Military Festival
1 & 2 June 2024, at the Museum



TOMMY Haddon:

"In our plane were Ronald [Hope Jones, Intelligence Officer], our batmen, clerks and signalmen, and we no sooner took off in a thick mist than losing sight of our tug we broke our tow rope and landed in a field near Oxford."

GLIDER NO 2

THEY unloaded their Horsa and set off to find another glider to get them to Arnhem. Whilst the battalion took up its planned positions in The Netherlands, Haddon and the rest of his party were found a second glider at Brize Norton. They flew out the next day. It was Sunday 18 September. By this time they had acquired the Sunday papers. Again misfortune struck. Their tug went of course and came under anti-aircraft fire over Belgium. The tug was hit and went down. Fortunately for Haddon and his party, the glider was released, though it was also hit by anti-craft fire.

"Our ailerons were shot away and the only thing we could do was to get down as soon as possible. We were doing about 150 miles an hour but managed to lose speed by ploughing through a few hedges. We finally came to rest in a field near Antwerp."

THE Glider Pilot, John Blatch, recalled:

"Control could only be kept by flying fast I'm doing shallow left and turns. Luckily we had height enough to pick a couple of fields with a hedge between for a crash landing and went in fast."

WHEN Blatch returned to Broadwell he found that the tug had survived and it had made its way home safely. At a Glider Pilot reunion dinner some years later he recalled that he had flown eight times and crashed on seven.

SUNDAY PAPERS

MEANWHILE Haddon, after a confrontation with a British Sergeant Major and his pistol, had managed to unload what was left of the Horsa and look for transport towards the front line. Eventually reached 30 Corps Headquarters, which by now was at Eindhoven. Here Haddon persuaded the Brigadier General Staff to swap their Sunday papers for a 15cwt truck and a driver. They joined the column of troops moving slowly towards Arnhem. Progress was desperately slow. The narrow corridor north was constantly being broken by German counter attacks. It took them three days to reach the Rhine. On the way they joined up with the Battalion's seaborne tail.

RHINE CROSSINGS

THERE was no news of the the fighting at Arnhem nor of the Battalion. On the night of the 21st Haddon's party tried, and failed, to cross the Rhine with the Polish Airborne Brigade. When day came they and many of the Polish paras

were still at Driel on the south side of the Rhine, south of the Rhine. A second attempt with Guards Armoured Division also failed, when the Guards got held up by a German attack. Finally on the night of the 23 September Haddon joined the Dorset Regiment who were to reinforce the pocket on the north side of the river. The assault boats were late and the Germans waiting for them.

"The far bank was steep and they were established at the crest. We had no covering fire and they were lobbing grenades at us down the slope."

TOO few of the Dorsets reached the far side to affect the outcome of the battle and Haddon lost contact with his group, but he had got across the river. Sticking close to the river bank he set off in the direction of Oosterbeek, where he hoped to find the battalion. After coming under mortar fire he was captured by a German patrol. Haddon does not describe how he was treated by the Germans who captured him. His memoirs describe travelling between "various camps" by train:

"Travel was usually by train mainly in cattle trucks with about a dozen to a truck. We were all pretty hungry but were only given a sort of soup once a day and sometimes a small bit of rough black bread."

PRISONER OF WAR

HADDON went first to Oberbefehlshaber 'OB' West interrogation centre at Diez Castle. This was the German Army's main interrogation centre in the West. Haddon was one of the few Arnhem prisoners who spent time there. Of the 2,358 questionnaires from returning Arnhem POWs only six refer to spending time at Diez.

"I was hurried from one interrogation to another and eventually realised that a large proportion of the American Airborne Division had been captured. My last interrogation was at a chateau called Diez, and I was locked up in a cell for a week with sessions of interrogation roughly once a day or night. They were very interested in Airborne Forces but I did not know much anyway, and they eventually gave up."

FROM Diez Haddon went to Hadamar which was less than 10 miles away. Although there was an Oflag at Hadamar, Haddon went to the separate Dulag 'Durchgangslager', transit camp in an old school, on the other side of the valley. The Oflag held senior British officers, including General Fortune, captured along with the rest of the 51st (Highland) Infantry Division and some men at St Valery en Caux in 1940. More disturbingly a hospital in the village was one of the German euthanasia centres, where those deemed unable to contribute to the German State because of physical or mental disabilities were murdered.

SENIOR BRITISH OFFICER

AS a transit camp Hadamar had none of the admin structures that supported prisoners in permanent camps. The report of the Red Cross visit on 11 November 1944:

"And, unfortunately, up to the present time, there has been no permanent senior British officer, those having acted as such during their stay here sooner or later left for other camps in Germany. Thus, it has been impossible to organise the camp in a manner as to correspond with the British point of view, each senior British officer, having to start anew."

HADDON persuaded the Germans that the camp would benefit from a resident senior British Officer. He got the job. As part of the new arrangements, clothing and Red Cross parcels would now come directly to the Dulag, and not be transferred from the Oflag. The camp had a medical officer,



but no chaplain. Captain Reverend J G Morrison, 7 King's Own Scottish Borderers held a Remembrance Day Service whilst he was at the camp.

WHEN the Red Cross visited in November the camp held 56 British Officers and 10 Orderlies. In September the number was 153 Officers. The Red Cross noted the majority of the inmates were airborne officers waiting transfer to other camps. The Red Cross also recorded the German name for the camp: the Dulag of Oflag XII B.

THE usual practice at Hadamar after being registered as POWs was that the new prisoners went to Oflag 79 outside Brunswick. This is where Hope-Jones went. Wounded officers were handled differently. After the influx of men from Market Garden, life in the Dulag became ever more quiet. Haddon recalled:

"I was left with a British doctor and the eleven Frenchmen. They were mad keen to play Bridge in the evenings so I had to make up the twelve. Other British officers passed through, but the stream was drying up. The French officers led a very serious and ordered life. They worked on translations until about 4 pm, and then discussed what menus they would have if they could. After a bit they would add the wines, and then down to Bridge."

MARCH 1945 saw the railway at Hadamar shot up by USAAF Lightning fighters. The Dulag was uninhabitable. And Haddon and the remaining inmates were moved to the Oflag. General Fortune had by then been moved to a hospital and Haddon thought the other prisoners were in a "rather poor shape."



LIBERATION

HADAMAR was 50 miles east of Remagen and one of the American columns that crossed the Rhine to form the southern arm around the Ruhr, threatened Hadamar. On 21 March therefore the Germans evacuated Oflag XII B by lorry to a railhead at Lollar. However the train was bombed. They were going nowhere.

THE prisoners camped in the open, before the Commandant handed control to the prisoners. The former prisoners formed themselves into a unit. Haddon was appointed Pioneer Officer, because, "I could show the others how to make cooking stoves out of cans."

ON 28 March elements of 7th Division US First Army reached Lollar. Haddon recalled the Lieutenant in command when told how many and who the former prisoners were, said, "Holy Jesus, what a bag!" For a few days the prisoners were billeted in German houses in the village and lived on eggs, pork, milk, butter, cheese, and French wines apparently brought to Germany for the Wehrmacht. One officer recorded "champagne and porridge" for breakfast.

THE ex-prisoners were transported by air from Geissen to Camp Lucky Strike outside St Valery en Caux on 3 April: full circle for men from 51st Highland Division. From France they were flown to a POW repatriation centre at RAF Westcott near Oxford.

HADDON'S next Army appointment would be on the Staff in the Far East. He would not travel to Norway with the Battalion.

The Editor

Captions

Cover: Colonel Tommy Haddon @CMOML

1. Tommy Haddon (left) during King George VI's visit to 1BORDER in 1944. @CMOML

2. Haddon's travels 1944-45

3. Men from Oflag XII B at Lollar, outside Geissen, waiting for American aircraft to carry them home. Note the Parachute Regiment officer in the front. ©Imperial War Museum

Notes

This article uses Tommy Haddon's own account of his efforts to reach Oosterbeek and his time in captivity, along with the Regiment's War Diaries and Red Cross reports on the camps at Hadamar.

Tommy Haddon

Written by his wife

Lt. Col. Tommy Haddon
Commanding Officer 1st
Battalion The Border Regiment
July 1943 to September 1944.

Tommy Haddon was commissioned into the Regiment in 1934 and had been a Company Commander, Adjutant and 2 i/c of the Battalion prior to taking over command from Lt. Col. G.V. Britten MBE in July 1943. He served with the Battalion in France, in North Africa, Sicily, where his glider crashed and he swam ashore and in Italy. Despite his glider making forced landings twice en route to Arnhem, he finally made his way to the Rhine and crossed the river with the 4th Battalion Dorset Regiment opposite the Westerbouwing Heights, where he was taken POW.

He held a number of appointments after the war and again commanded the 1st Battalion in Germany from 1955-57. He had a tremendous interest in his Regiment and its successor and acted as a President of Border Affairs within the Regimental Association. A greatly respected man, he died during the Easter Weekend 1993.

THE Airspeed AS.51 Horsa was a wooden troop-carrying glider, designed and built by Airspeed (1934) Limited, specifically for use during World War II.

classrooms of the DeHavilland Technical School.

THIS was never ideal due to the constant threat of air raid attacks and so they were

alongside the Great West Aerodrome.

THE first prototype (DG597) flew on 12th September 1940 in the capable hands of George

by the sub-contractors. These resulted in the design of the Airspeed AS58 Horsa II.

THIS was a modified design featuring a reinforced floor, together with a hinged nose section in order to accommodate the carriage of military vehicles for both transport and combat roles. Another significant upgrade was the fitment of a stronger twin nose wheel, plus a modified tow attachment. All of these added to an increased all-up weight capability of 15,750 pounds (7,140 kg). It should be noted that although Airspeed (1934) Limited were responsible for most aspects of the Airspeed AS53 Horsa II, they never manufactured or assembled any aircraft of this marque. After the conflict, a small number of Airspeed AS58 Horsa Mk IIs were acquired by the Royal Canadian Air Force (RCAF).

TABLES AND CHAIRS

ALL told, nearly 3,800 were built, with extensive sub-contracting to furniture manufacturers. Airspeed built some 700 (695 at Christchurch), the Harris Lebus 'group' adding around 2,700 others and Austin Motors Ltd a further 365.

ONCE manufactured, the various components were sent to various RAF Maintenance Units around the UK. The potential production of a further 400 being produced in India was investigated but abandoned as the cost of importing the necessary wood became cost-prohibitive.

DUE to the dispersed manufacturing of the sub-components before final assembly at various RAF Maintenance Units around the UK, it is difficult to accurately identify a final production number but estimates of completed aircraft appear to vary between 3,799 and 4,000 units.

BAE Systems

The other "Wooden wonder"

Reprinted by the kind permission of Heritage Archives, BAE Systems.



THE Air Ministry issued Specification X.26/40 in December 1940. It called for a large glider aircraft, capable of accommodating up to 30 fully-equipped troops, destined for operations in Northern France. Amongst the particulars was the instruction that the aircraft should make use of wood as its main construction material, in order to conserve critical supplies of metals and alloys.

AIRSPEED

AIRSPEED (1934) Ltd were amongst the companies that received the specification, and it produced initial designs at Hatfield, under the leadership of Hessel-Tiltman. The war effort was in full swing at the parent company (the DeHavilland Aircraft Company), who had recently acquired a controlling interest in Airspeed, and so the team were based within the



relocated to Salisbury Hall, at nearby London Colney. Salisbury Hall was the home of the DH98 Mosquito Design Team. The DH98 Mosquito was subsequently dubbed 'The Wooden Wonder' and so the synergy between the two projects was of great benefit.

THE final designs for the new glider were completed within just 11 months.

PROTOTYPE

WITH the designs complete, the first two prototypes were built at Salisbury Hall before being transported to the Fairey Aviation Works at Hayes,

Errington. It was towed into the skies over West London and Berkshire by an Armstrong Whitworth Whitley, and after a short period, it returned to ground with very little difficulties of note. Allocated the designation Airspeed AS.51, the type was also christened 'Horsa'. Five additional prototypes were then quickly assembled and flown at the Airspeed Works, Christchurch in Dorset.

HORSA II

AS soon as production began, a number of suggested improvements and refinements were made

DURING the Spring and Summer of 1944 the Regiment used Broadwell, Harwell, Tarrant Rushton, Welford and Greenham Common airfields.

of Swindon. This area is now the Cotswold Water Park. A park made up of flooded gravel and sand pits.

THE airfields were

The Regiment's airfields today

The Editor took his camera to the sites of Broadwell, Down Ampney and Blakehill Farm airfields

BUT for Market Garden with the exception of one Hamilcar glider with the Mortar Platoon's two carriers that flew from Tarrant Rushton, the Battalion flew from Broadwell, Down Ampney and Blakehill Farm airfields.

THE three airfields had been built where Wiltshire, Oxfordshire and Gloucestershire meet, north

designed for bombers, but by the time they opened they had been transferred to RAF 46 Group, one of the two British transport groups used by the Airborne Divisions. All had concrete runways forming an 'A' Plan with a perimeter track. And all closed after the War.

BROADWELL

TODAY Broadwell is home to agriculture and a

large solar farm. A sympathetic landowner has left the control tower marooned in the fields.

DOWN AMPNEY

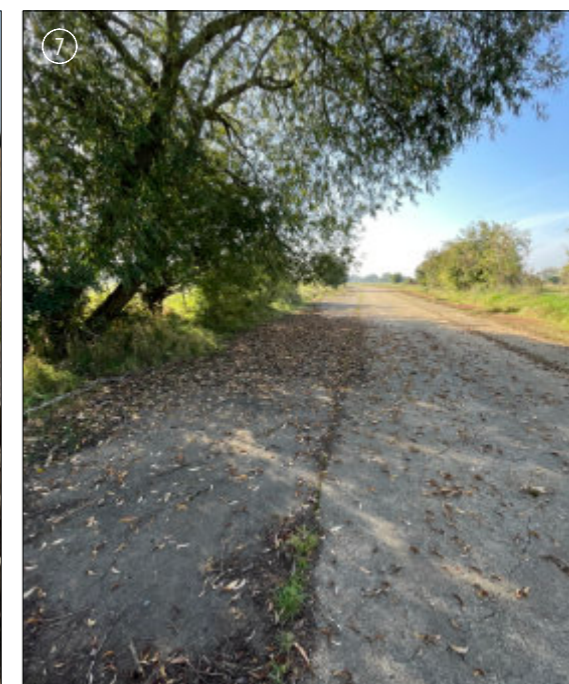
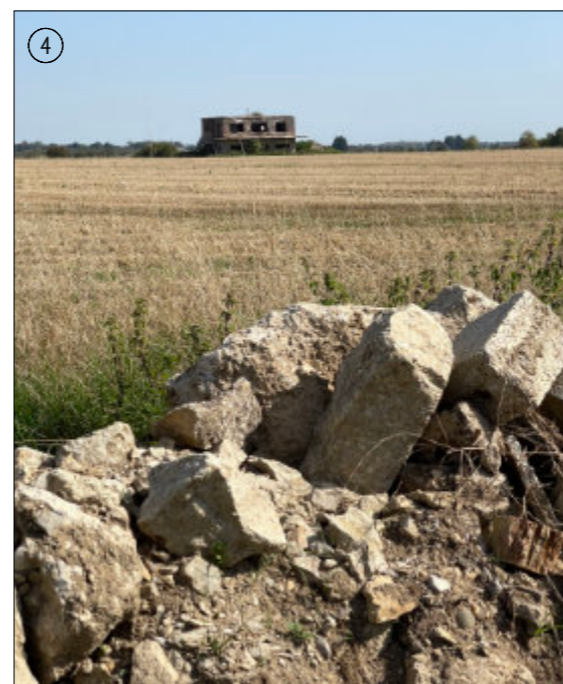
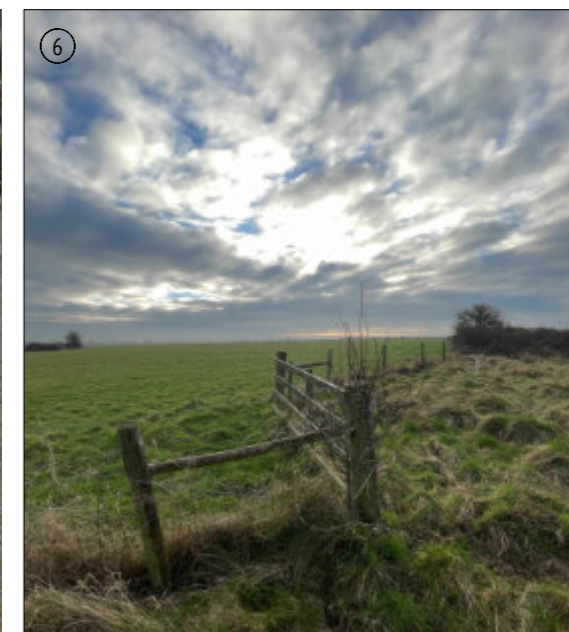
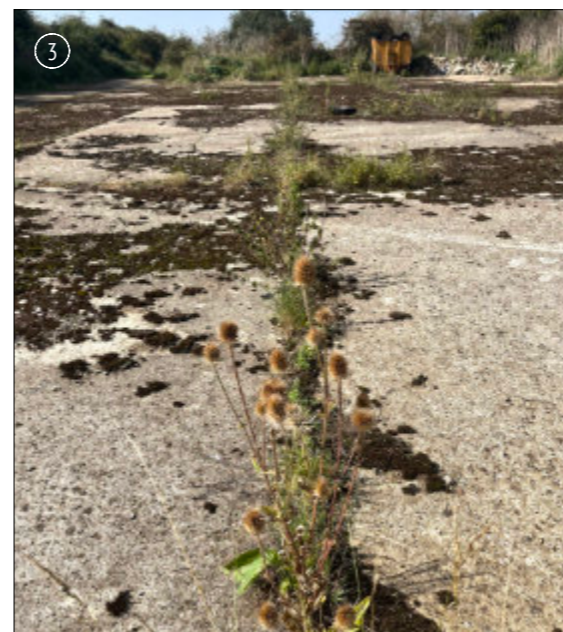
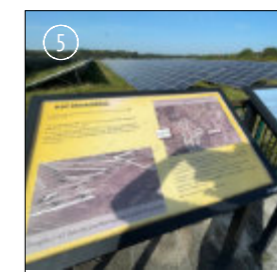
DOWN Ampney is currently arable land, but in the Autumn of 2023 it was announced that it will be quarried for sand and gravel. BECAUSE it is only 4 miles from RAF Fairford there are concerns about bird strikes from waterfowl if the site was left to flood. Therefore after excavation it will be backfilled.

DOWN Ampney Parish Church holds annual Market Garden memorial services¹.

BLAKEHILL FARM

BLAKEHILL Farm is now a Wiltshire Wildlife Trust nature reserve and is the largest hay meadow restoration project in Britain UNTIL 20 years ago it housed a 240' tall radio mast used by GCHQ to listen in to Eastern Bloc radio messages.

The Editor



Captions

1. A publicity shot of the interior of a Horsa and its passengers. © Imperial War Museum
2. The components of a Horsa. © Imperial War Museum
3. The remains of a runway at Broadwell @Peter Green
4. Broadwell control tower @Peter Green
5. A panel at Broadwell describing the airfield's role in WW2, with part of the solar farm behind. @Peter Green
6. Blakehill Farm the view across the airfield site. The runways at Blakehill went to provide hardcore for the M4 motorway. @Peter Green
7. Down Ampney runway. @Peter Green
8. A panel at Blakehill Farm describing the airfield's role in WW2 @Peter Green

Notes

¹ The Regimental Association and the Museum have arranged for Regimental kneelers to be loaned to the Church. There's more on page 7

Assault Glider Trust

The full-size replica Horsa assault glider, built by enthusiasts at RAF Shawbury between 2001 and 2014, made its way by sea across the English Channel in June 2019 and was displayed in Holland in September 2019 as part of a major event marking the 75th Anniversary of Operation Market Garden.

The Horsa is now on permanent display at the War Museum Overloon in Holland.



And there's more about Horsas in 'Flying Pantechonics', Published by Helion, price £22.95. Available from Bookends, Castle Street, Carlisle

Anti-tank guns

The British Army entered the War in 1939 with 2pdr anti-tank guns. Its replacement, the 6pdr had been designed before the Fall of France, however so many 2pdrs were lost in 1940 and with the threat of invasion, it was decided to continue to produce 2pdrs so as to re-arm Infantry battalions quickly.

The 6pdr therefore didn't enter service until 1942.

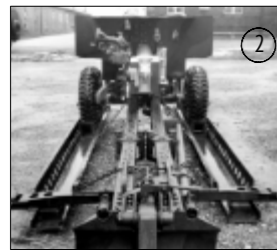
As tanks adopted thicker armour a replacement for the 6pdr was developed, the 17pdr. The two Royal Artillery anti-tank batteries at Arnhem included some of the new 17pdrs.



Border anti-tank guns

Nigel Simpson describes the positions of 1BORDER's anti-tank guns

THE Support Company of 1st Battalion The Border Regiment contained two anti-tank Platoons, each having four 6-pounder anti-tank guns, the guns individually named after famous actions that the Regiment had been involved in during WW1. Two anti-tank guns could support each Rifle Company to provide its anti-tank defence.



PHASE 1

BEFORE the 1st Parachute Brigades drop, the Battalion and 1st Air Landing Brigade, was to land, initially take up defensive positions around the landing/dropping Zones ready for the 1st lift (DX-X, LZ-S and LZ-Z).

Immediately a problem occurred, No.13 Platoon, B Company, and the 6-pounder gun 'Suvla Bay' failed to arrive, therefore an adjustment of guns was organised. Specifically, A Company with just the gun

'Gallipoli II' was deployed to the wood OS Grid-6480 west of DX-X, C Company with guns 'Scimitar Hill' and 'Hellespont' to the wood Grid-6579, and D Company SW at the crossroads Grid-633784 along with guns 'Cambrai' and 'Arras II'. Whereas, B Company deployed independently, isolated in the village of Renkum to protect the main Utrechtseweg leading to the DZ and LZ, supported now by guns 'Ypres' and 'Somme'. From here, the main German counter-attack was likely to come.

ONLY minor skirmishes occurred during the 17th and little happened overnight, but the major actions started almost immediately at first-light 18th, especially against B Company positions. The Battalion could not move to its Phase 2 positions until the 2nd lift arrived, which was now running late due to the weather in Britain.

BY 14:00hrs on the 18th, B Company was almost entirely surrounded by superior German numbers, 'Somme' had been badly damaged though operational, and a number of

crew killed and wounded. The vehicles had been destroyed by mortars, so the order was given to break-out and make for Heelsum. Both guns had to be spiked and abandoned, but the Company succeeded and arrived at Heelsum by about 17:00hrs.

IN the meantime, D Company was heavily engaged as German forces moved against the LZ from the south, with 'Arras II' engaging German armour in Heelsum, as the 2nd lift now arrived. Still the Battalion had to hold their Phase 1 positions until the lift could form up and move off toward Arnhem.

PHASE 2

AT 19:00hrs the order was given to retire to Phase 2 positions, dig in ready for the 3rd lift the following day (19th). Therefore, A Company with 'Gallipoli II' defended Grid-6878, C Company west astride the Utrechtseweg Grid-679784, with 'Scimitar Hill' and 'Hellespont', and D Company south on the wooded high ground Grid-6778, with 'Cambrai' and 'Arras II'. B Company moved to Westerbouwing area, and three 6-pounder guns of the 1st Air Landing AT Battery were sent to support them.

FINAL POSITIONS

AGAIN, the 3rd lift was late due to the weather, but the Battalion received only minor attacks during the morning and early afternoon, all were easily repulsed as the main actions at this stage were taking place to their north. At about 20:00hrs, once the badly mauled 3rd lift and a proportion of the 4th Parachute Brigade had passed through their positions, the Battalion now moved to their final positions.



A Company remained in position as the firm base, with 'Gallipoli II' deployed on the Van Lennepweg, C Company now at the Koude Herberg crossroads with Van Borsseleweg, with 'Scimitar Hill' and 'Hellespont'. Further south on the Van Borsseleweg was D Company with 'Cambrai' and 'Arras II'. This is where the actions against the Battalion and its remaining anti-tank guns now occurred for the rest of the Arnhem operation.

Nigel Simpson

STRANGE piece for The Lion and The Dragon you may think. But not that strange. So, what is the connection? The Battery was formed from members of 223 Anti Tank Battery whose origins were at Barrow in 1938, from the formation of the 56th (King's Own) Anti-Tank Regiment Territorial Army. The 56th had drawn its men from the 4th Battalion, The King's Own Royal Regiment (Lancaster).

ITALY

THE Battery served with 1st Airborne Division in Sicily (Operation Fustian) in July 1943, and the subsequent invasion of Italy (Operation Slapstick).

THE Battery returned home to Britain in January 1944. The Battery was placed on stand-by for D-Day but was not employed.

ORGANISATION

BY September 1944 the

King's Own Artillery

David Allardice recounts the creation of the 1st Air Landing Anti-Tank Battery, with links to Barrow.

IN August 1939. The Regiment was concentrated in and around Ulverston, and was part of 42 (East Lancashire) Infantry Division TA. It wore the cap badge and collar dogs of The King's Own. The Regiment was put in suspended animation in April 1946, but was re-constituted as 380 (King's Own) Anti-Tank Regiment TA in January 1947.

FRANCE 1940

THE 56th Regiment fought with great distinction with the British Expeditionary Force in 1940 and made its way back to England across the beaches of Dunkirk. Unfortunately, it was forced to leave all its heavy equipment behind in France.

IN June 1942, 223 Battery was redesignated as 1st (Air Landing) Anti-Tank Battery under the command of Major T I J 'Ian' Toler.

Battery consisted of a HQ, 4 troops each of 3 x 6 pounder (pdrs) and 2 troops each of 4 x 17pdrs Anti-Tank guns:

BATTERY Commander (BC) – Major William F Arnold had replaced Major Ian Toler. Toler commanded B Squadron of No 1 Wing Glider Pilots Regiment at Arnhem.

BATTERY HQ would be located with HQ 1 Parachute Brigade.

Officer Commanding (OC) A Troop (3 x 6pdrs and 2 x 17pdrs from D Troop attached 1 Para) – Lieutenant Edward Chapman MC.

OC B Troop (3 x 6pdrs attached 2 Para and to support HQ 1 Parachute Brigade) – Lieutenant P McFarlane.

OC C Troop (3 x 6pdrs and 2 x 17pdrs from D Troop attached 3 Para) – Lieutenant T Shaw MC.

OC Z Troop (3 x 6pdrs

attached Divisional Troops) – Lieutenant MacNaught.
OC 17pdr Group and Battery Captain – Captain Norman McLeod.

OC D Troop (4 x 17pdrs attached Divisional Troops and 3 Para) – Lieutenant J T Lewis.

OC P Troop (4 x 17pdrs attached HQ 1 Parachute Brigade) – Lieutenant J Casey.

THE 17PDR

THE gun was a fearsome Anti-Tank weapon, more capable than the dreaded German 88mm FLAK/Anti Tank gun. The gun was modified and fitted to Sherman tanks becoming known as a Firefly – deadlier than the Tiger

MARKET GARDEN ORDERS

THE Top Secret Operation Order for Operation MARKET, as extracted from Commander Royal Artillery's Orders given out in the morning of the 12 Sep 44, and signed by P T Tower, Brigade Major Royal Artillery, shows (sic):

1st Lift – 1 Anti-Tank Battery less one 17pdr Troop under command 1 Parachute Brigade
One 17pdr Troop (1 Anti-Tank Battery) for protection Light Regiment under command Commander Royal Artillery.

2nd Lift – 1 Anti-Tank Battery less one 17pdr Troop reverts command Commander Royal Artillery, but remains in

support 1 Parachute Brigade.

1st Lift Gliders – LZ Z.

2nd Lift Gliders – " X.

IN 1944 the Battery was based around Heckington and Helpringham in Lincolnshire with P Troop (17pdrs) at Tarrant Rushton, Dorset. It flew in 30 Horsa gliders from Manston mostly and Blakehill Farm.

THE Battery's 17pdrs were flown in by eight Hamilcar gliders. Unfortunately, two of the 17pdrs were damaged beyond local repair on landing.

SIGNIFICANTLY, elements of Battery HQ, B Troop and a gun team from C Troop, some 40 Rank & File fought alongside 2 Parachute Brigade at the bridge in Arnhem.

ACCORDING to the Royal Artillery Plan and Execution After Action Report prepared by the Commander RA 1st Air Borne Division, 'the effect of the troop on the bridge is clearly seen by the number of derelict vehicles of all types shown by air photographs taken on 18 September'.

THE Battery set off for Arnhem with 191 all ranks but lost 24 killed, 52 evacuated and 115 missing (at the time). This latter group were probably evading capture or were already prisoners.

David Allardice
& Nigel Simpson

Captions

1. 1BORDER 6pdr positions superimposed on a modern aerial photograph.
2. Six pounder on its carriage for loading into a Horsa glider. ©CMOML
3. 'A' Coy's Gallipoli II ©Imperial War Museum
4. Sadly we have not found a photograph of a 17pdr in action at Arnhem, this 17pdr is from the 21st Anti-Tank Regiment, Guards Armoured Division at Nijmegen Bridge, 21 September 1944. ©Imperial War Museum





‘D’ Company’s missing message

The incident that led to men from ‘D’ Company becoming prisoners of war.

BY 25 September ‘D’ Company had been reduced to 19 men. But they were still holding their position in the woods that stretched south from Utrechts Weg.

MORTAR bombs exploding as they hit the trees were showering the Company with shrapnell and wounding men in their slit trenches.

THE Commander of ‘D’ Company, Major Breeze, was leading an *ad hoc* group blocking German movement along the north bank of the Rhine. The acting company commander was Captain Bill Hodgson. Hodgson was wounded during the morning and would die of his wounds. Lieutenant Alan Green was in command. He had been wounded several times by shrapnell, but was still mobile.

NO CONTACT

THE Company’s wireless had failed. They had been out of contact with Battalion headquarters for two days. Corporal Fisher was tasked with contacting the Battalion HQ, but managed to reach the Brigade HQ instead.

HERE he found that the Division was to retire over the Rhine that night. He was given an order for ‘D’ Company: in the first instance they were to leave their position and to move to the monument in the woods at 2100 hours.



THE monument was in woodland east of ‘D’ Company and just over a kilometre from the Rhine. It had been erected on the 70th birthday of Ursula Kneppelhout-van Braam in 1895. The Kneppelhout family had been major benefactors of Oosterbeek.

AS Corporal Fisher set off back to ‘D’ Company a heavy mortar stonk came down. Fisher could not believe that ‘D’ Company had survived the barrage. He never delivered the message. At ‘D’ Company the same barrage had prevented Lieutenant Green from trying to arrange a cease fire to move the wounded. Instead he received four more mortar wounds.

THE survivors of ‘D’ Company spent the night in their trenches, listening to the barrage put up by 2nd Army not realising it was to cover the evacuation. They expected dawn to bring Allied troops. Instead they found German troops walking over their positions. And on 26 September they became POWs.

The Editor

AT the end of WW2 in Europe all returning Allied POWs, were asked to complete questionnaires about their experience of captivity. For men captured at Arnhem there are 2,358 of these questionnaires, roughly a third of the potential total, in the National Archive.

Border POWs

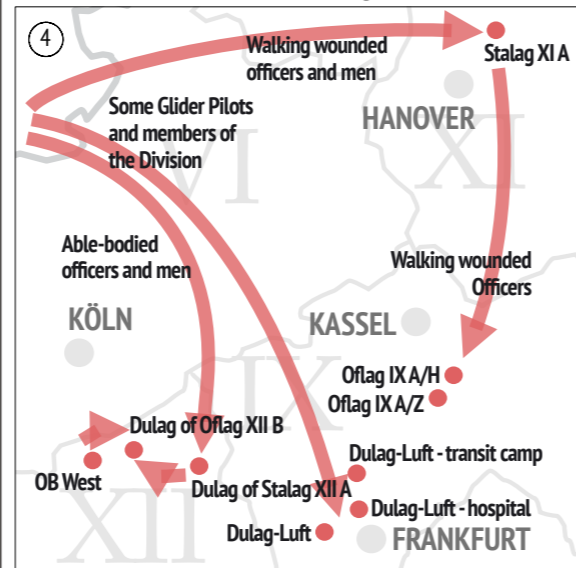
The editor describes the initial experience of Border men



THE Questionnaires include those of 152 men from men in The Border Regiment. Those who returned before the repatriation scheme in full swing account for most of the missing questionnaires. For example Captain Cleasby and Lieutenant Baillie were held at Oflag IX A/H. This camp was liberated on 1 April 1945 almost a fortnight before its sister camp Oflag IX A/Z. There are questionnaires from men held at A/Z, none from men at A/H.

PERHAPS the most significant omission is that of Lieutenant Colonel Haddon’s, who was held at Oflag XII A at Hadamar. He was freed on 26 March.

THE Germans managed their new prisoners



according to the Geneva Convention. This prevented officers from working; ORs had to work and theoretically NCOS could work if they wished.

PRIMARY CAMPS

AT Arnhem the Germans also differentiated between wounded and able-bodied

men. After an initial problem, when some wounded went to Limburg, walking wounded went by hospital train first to Stalag XI B at Fallingbostal. The officers were then moved within 48 hours to Oflag IX A/H or A/Z for registration. Severely wounded men went directly to hospitals in The Netherlands and Germany and some did not enter the POW system proper until December 1944. Most men were in their permanent camps by the end of October.

OFFICERS

ABLE-bodied officers and men went by train to Stalag XII A, an OKW camp, at Limburg for registration, before the officers were separated and sent to Dulag XII B. From there they went to Oflag 79 outside Brunswick.

STALAG LUFT

THE Geneva Convention also required that captured troops were held in camps managed by their

equivalents in the capturing power’s military.

NAVY men should be held by the Kriegsmarine; RAF by the Luftwaffe and Army by the Heer. However in the German Armed Forces (Wehrmacht) airborne troops were part of the Luftwaffe.

THE Germans recognised this and their standing orders were:

“Paratroopers, airborne and anti-aircraft troops in the British and American armed forces are part of the army, not the air force. Prisoners of war from these branches of service are not to be counted as Air Force prisoners of war as specified in “Regulations about the prisoners of war” from 05.30.1943 No. 2000 43g. They are therefore not to be held in Air Force camps, but in those of the OKW.” [Oberkommando der Wehrmacht camps were managed by the Army]

HOWEVER the orders went on to give the Luftwaffe the lead role in interrogating airborne prisoners as the Luftwaffe had the necessary expert knowledge.

“Since in the German armed forces, these types of prisoners would be part of the Air Force, their interrogation for intelligence gathering purposes is the responsibility of the Air Force.”

CONFUSION

DESPITE these orders about half the Glider Pilot POWs did go to Stalag Lufts and not all the Arnhem POWs passed through the Dulag Luft. However the men’s questionnaires confirm that most of their interrogators at Arnhem and later at other camps were members of the Luftwaffe. And indeed the Army made little use of their interrogation centre – Oberbefehlshaber (OB) West.

The Editor

IN May 1945 Lance Corporal George Davison 2nd Battalion The Devonshire Regiment walked into an empty radio studio in Hamburg. George Davison was a signaller. Born in Sunderland and formerly with the Durham Light Infantry. His son Mark passed the scrap to the Editor.

“Germany calling! Here is Reichssender Hamburg”

Some unusual evidence for German Radio broadcasting a message about a Border NCO captured at Arnhem

ONE of the signallers’ regular tasks in 1945 was to find and take control of the radio stations as British 2nd Army advanced across northern Germany. So that day was not unusual.

ENGLISH LANGUAGE RADIO

BUT Hamburg Radio Station wasn’t usual. It was the last place from which Germany Radio’s English Language Service was broadcast. The staff, including William Joyce and the rest of the team, had been evacuated from Berlin in late March 1945.

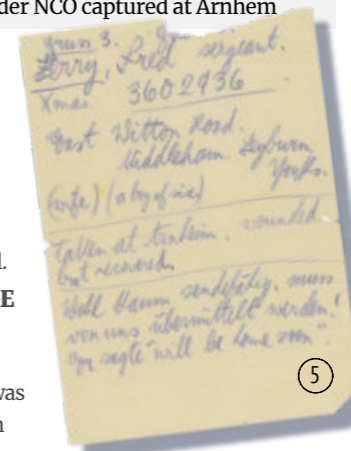
THEY had gone first to Appen near the Dutch border and then to Hamburg. William Joyce, known as Lord Haw Haw, was the best-known of several broadcasters. Hamburg was abandoned on 30 April, after Joyce had made his last and drunken broadcast. The city surrendered to the British on 3 May.

SCRIPT NOTES

AMONGST the chaos left by the English Service, Lance Corporal Davison found five announcer’s notes. Scraps of paper headed “Xmas Gruss” – “Christmas Greetings”. Used in ‘Germany Calling’ the German radio programme aimed at Britain. The programme was also repeated from Arnhem. And one of the notes mentions that the soldier had heard ‘Arnhem Calling’.

EACH of the notes had the name, address and army number of a British soldier. One was that of Sergeant Fred Terry 1st Battalion The Border Regiment, captured at Arnhem. The others were four recently captured Riflemen from the Royal Ulster Rifles. One was from Rifleman Wilfred Bateson.

THE notes list men’s



dependents, in Fred’s case a wife and six year-old son. There were also comments, which were used by the announcer when broadcasting the messages. The note shows that Fred’s would be associated with a simple message that he “will be home soon.”

THE man who wrote the notes was not Joyce. The comment on Rifleman Bateson’s note is “Heard Joyce a lot. Heard me occasionally.” Showing that the announcer wasn’t Joyce, but it is clear that a member of the English Language



Service had spoken to the men.

FRED TERRY

TERRY was the Platoon Sergeant of 13 Platoon, ‘B’ Company, 1st Battalion The Border Regiment He was shot and seriously wounded

during the battle. The bullet entering his neck and exiting through his arm pit. Fred was taken to St Antonius Hospital in Utrecht. His experience of captivity was typical of the seriously wounded: hospital first and then a camp without passing through the usual transit camps. But it was untypical in that he went from Utrecht to a camp run by the German Navy – the Kriegsmarine – for naval POWs.

FROM 21 November to 28 December 1944 he was held at what, Milag-Marlag at Bremen. He had spent time at a hospital in Bocholt, after Utrecht and before transfer to Bremen.

BOCHOLT is not close to Bremen. In the Liberation Questionnaire that he completed at the end of the War, Terry describes being interviewed at ‘Malag (sic) Bremen’: “Information required for notifying next of kin. Civilian masquerading as a Canadian Red Cross representative. Solitary confinement. (six days)”

BY trade Fred was a stone mason, his wound prevented him returning to that trade after the War and instead he took over a newsagents in Middleham. He was elected Mayor. Of the Town.

GENEVA CONVENTION

FRED was not a collaborator. He was being used, to gain listeners for German radio. It was contrary to the Geneva Convention to put POWs on air and it was part of British training that if captured men were not to broadcast on enemy radio stations. But messages by enemy broadcasters were different. For many families German Radio gave them the welcome news that man who was ‘missing’ was a prisoner before the formal War Office notification via the Red Cross. There’s an example in ENDEX on page 11.

The Editor

“Germany calling!”

The comment on Rifleman Bateson’s note, “Heard Joyce a lot. Heard me occasionally” means this note was not written by William Joyce. Joyce is perhaps the best known of the British announcers.

But there were others. Sadly it has not been possible to find handwriting of any of them to identify the author of these notes.

Joyce was a former member of the British Union of Fascists and a vehement antisemite. Despite being an Irish citizen, he was hung as a traitor in 1946 on the grounds that he was subject to British jurisdiction. He always claimed to be British.

You can hear several ‘Germany Calling’ broadcasts on the Imperial War Museum web site.

Captions

1. The message for ‘D’ Coy. The original is in the Airborne Museum at the Hartenstein,
2. The Monument to Ursula Kneppelhout-van Braam, where the Company were to gather.
3. Officers from Oflag IX A/Z complete their Questionnaires in Brussels. ©Peter Green
4. The location of the German POW reception camps in the West in the Autumn 1944. German Military Districts are in Roman Numerals
5. A fragment of history found on the floor of a Hamburg radio station by Lance Corporal Davison. George Davison’s son, Mark, made these fragments of history available to the Editor.
6. Fred Terry, with his wife, and son, Robert. ©CMOML.



Haks Schmidt’s book ‘No return flight’, published by Uitgeverij Aspekt describes the experience of 13 Platoon at Oosterbeek. Sadly it is now out of print in the UK.

Bookshelf

New books and some that you may have missed. All are available from Bookends, Castle Street, Carlisle.

History's Waiting Room

An extract from The Border Regiment Magazine from 1954, and another Regimental link to airborne forces.

'VARSITY' AND A FORMER BORDER

From M. Appleyard's account of 'Operation Varsity' in The Border Magazine of 1954. He transferred from 6BORDER to the 12DEVONS. His account, see below, poses a problem. 12DEVONS flew in Horsas. Horsas were never towed in pairs. It looks as if he is describing American Wacos. But Cooper's 'Air battle for Arnhem' does refer to informal pairing of single-tow Horsas, so his "flying tandem" would have been correct.

"...I remember all the gliders had a mascot painted on the fuselage. Ours was "Mickey Mouse" and the other glider flying tandem with us was christened "Lili Marlene."

...As far as the eye could see they were great four-engined bombers towing two gliders each. The sky was dark with them, the gliders going up and down in the slipstream like a pair of scales. Droning fighters above, cheering folk below, and then the blue channel and Belgium once more.

Promptly at ten thirty up went the pilot's hand, the nylon rope snaked downwards; the released glider shot up, and so did the Ack-Ack.

... One shell exploded in the glider, and we all had shrapnel souvenirs, some bad, some light. Mr Johnston, our Platoon Commander, was struck on the chin, and in a dazed condition, walked into a sniper bullet... We crawled out of our smashed glider, pulled some lads out of the next one, which was burning furiously, whanged a grenade into a machine gun dug out and went on to our objective."

The Editor

The Family

Messages to the Editor relating to the Regimental Family that deserve wider circulation.

ARNHEM INFORMATION APPEAL

DAVID Allardice writes, "I have an interest in the battle for Arnhem having had the great privilege of commanding Arnhem Coy in 1 KING'S OWN BORDER in the 1980's.

I have a long-term project on the go attempting to attribute every soldier of 1 BORDER to his Platoon, and therefore his Company.

I still need to allocate some 200+ soldiers to their Platoons. If anyone can attribute a name to a Platoon, I would be very happy to hear about from them at dha494391@gmail.com."



'HAPPY VALLEY' UNIFORMS

FROM Garry James, former KORBR, via Facebook, "This was our Tercentenary parade in Happy Valley, Episkopi, Cyprus 2002:

FROM left to right: Garry Barnett; Andrew Southern; John Blenkinship; John Newman; Jimmy Harkness; and Sean Vogt."



18TH CENTURY FEAST

MORE about this in a future edition. The 55th Foot reenactors in the USA held a 1760 celebration.

Still serving

News from the Duke of Lancaster's Regiment, our successor regiment, our local Cadet Force and the MoD.



LANCS AND RANGERS

AT the end of March The Duke of Lancaster's Regiment and 3RANGER announced eight promotions to Warrant Officer Second Class. Congratulations!



MBE FOR FUND RAISER

CONGRATULATIONS to Major Philip Sweeney who has been awarded an MBE for raising over £1.7M for Forces charities. He is the first Kingsman to be awarded a state honour by King Charles.



CADETS AT WARCOP

BURMA Company of the Cumbria Army Cadet Force, spent the first weekend in February brushing up their navigation, first aid and drill skills at Warcop. They were joined on the weekend by Cumbria's Honorary Colonel Peter McCall, the Police and Crime Commissioner for Cumbria.

Museum, Friends and Supporters

News from the Museum and those who proudly support our heritage in Cumbria and beyond.

PLEASE READ! URGENT FRIENDS NOTICE

DESPITE requests in the last two Magazines, some Friends have still not updated their annual subscriptions. The new rate for Senior Members is £12. Mike Rosling, the Membership Secretary, also needs to be informed of address changes.

ARNHEM 80 CONFERENCE

'AFTER Market Garden' - the Museum's Arnhem 80 Conference, Saturday 5 October at the Museum. 1000-1600hrs. £30.00 inc lunch and refreshments - limited tickets available

JOIN us for our first Arnhem-themed conference at the Museum. Visit our website for further information - speakers will be announced at the end of May/ tickets available from 3rd June

MUSEUM APPEAL

THE Museum needs to replace many of its old chairs, and other bits and bobs, as it prepares for the Arnhem 80 Conference in October this year. Please help. You can donate any amount by cheque to the Museum or online here. <https://shorturl.at/hksB7>



LIMITED EDITION BORDER PIN

A new Border pin in Airborne colours is available from the Museum shop, price £3.50 from the shop or £4.95 including postage.



AIRBORNE TEE SHIRTS

The 'second edition' of the 1BORDER airborne tee shirt is now available from the Museum Shop. The rear of the shirt lists all the Operations undertaken by the battalion as airborne troops.



NEW! MUSEUM BLOG

THE Museum now has a blog at <https://shorturl.at/oJLQX>. Our authors include David Allardice and the Editor. Material will be once or twice a month.

WE'D be happy to have new authors. Just email the editor, his address is on the back page.

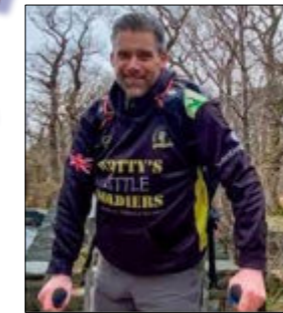


'MARKET GARDEN' MEMORIAL CHURCH GLOUCESTERSHIRE

THE Regimental Association and Canon John Swanton (above) of the South Cotswold Parish, have arranged for two kneelers - Hassocks - from the Regimental Chapel at the Cathedral to go on loan to All Saints Church, Down Ampney, Gloucestershire.

ALL Saints is the memorial church for Airborne operations and is close to the airfields used by the Regiment in September 1944. It has many kneelers

decorated with airborne unit badges, but, until now, none from 1BORDER.



MARK HARDING FUND RAISING

MARK Harding's walk from John O'Groats to Land's End raised over £36,000 for Scotty's Little Soldiers.



'B' COY BORDER AT ARNHEM BOOK

BASED on the first-hand accounts of the men and local residents. This book by Nigel Simpson and Philip Reinders considers the actions that took place at the village of Renkum and then at the Westerbouwing area. It includes a large number of previously unpublished photographs. The book is available from <http://www.aviation-warbooks.nl>. The cost is €26.50 plus p&p.



ARROYOMOLINOS AWARD

'THE Surprise of Arroyomolinos', the annual Festival organised in Arroyomolinos, has been awarded the status of a Regional Tourist Event by the local government in Extremadura. Well done!

Diary

Events at the Museum and elsewhere that affect the Regimental Family

Tuesday, 14 May, 1730 Tuesday Talk

The Museum. "Women at War: Changes in WW1, Judith Beastall

Monday, 20 May, 1230 Veterans Lunch

The Museum. Light Lunch provided for a small charge. Pre-booking essential.

End May–November Temporary Arnhem Exhibition

The Museum, details to follow

Tuesday 11 June, 1730 Tuesday Talk

The Museum. "Katyn 1940: The Story of a Massacre," Max Loth-Hill

Monday, 17 June, 1230 Veterans Lunch

The Museum. Light Lunch provided for a small charge. Pre-booking essential.

Tuesday 9 July 1730 Tuesday Talk

The Museum. "Daddy, what did you do in the Great War? Dr Rebecca Ball

Monday, 15 July, 1230 Veterans Lunch

The Museum. Light Lunch provided for a small charge. Pre-booking essential.

Monday, 19 August, 1230 Veterans Lunch

The Museum. Light Lunch provided for a small charge. Pre-booking essential.

Tuesday Talk, 10 September

The Museum, "Arnhem 80 Years on" Stuart Eastwood

Saturday 14 September, Beating Retreat

The Museum, free, access by tickets from Museum

Saturday 14 September, Arnhem Dinner

Burma Block, the Castle, Tickets bought in advance from the Museum only

Saturday 5 October, Arnhem 80 Conference

The Museum, see web site for details in May.

And almost finally

Memories of Regimental life by Alex Paterson, formerly KORBR and now designer at the House of Commons. For this special edition Alex provides a summary of 1BORDER's WW2 experience.

1BORDER and WW2

An illustrated chronology in six pictures:

1939: Into France and the Phoney War



1940: Dunkirk



1941-2: UK. Mule conversion



1945: Sicily glider landings Op Ladbroke.



1945: Italy invasion Op Slapstick



1944: Arnhem



ENDEX

For this edition we highlight some sad results of Market Garden as reported in local newspapers in the Autumn of 1944.

Corporal Southwood was taken prisoner. Sergeant Owen is buried in Oosterbeek War Cemetery

MANCHESTER EVENING NEWS 6 OCTOBER 1944

NEWS of Corporal John Southwood, B Company, will be gratefully received by his parents. Mr and Mrs Southwood, 143. High Street, Pendleton, Salford 6.



LIVERPOOL ECHO 13 OCTOBER 1944

"IT was thanks only to such men as Sergeant Archibald Owen that so many of us got away." This is the tribute paid by a major of the Border Regiment to a Liverpool Sergeant, whose gallantry in diverting an enemy tank attack, in the critical last hour before the withdrawal from Arnhem, saved the situation and enabled his comrades to get away.

BERWICKSHIRE NEWS & GENERAL ADVERTISER 17 OCTOBER 1944

BORDER Regiment: On Tuesday evening Mrs Flannigan heard from Mr D. Redfeam, Berwick, that her husband had been reported in German hands from an enemy source. Mr Redfeam had been listening to the German radio, and heard Pte Flannigan's name amongst those reported prisoner.

Our Heritage

Cumbria's military heritage includes the Militia, the Yeomanry, Territorials, and specialist units.

THE regiment that became known as the 34th Foot and then the 1st Battalion of the Border Regiment was raised in Essex in 1702, as Robert, Lord Lucas's Regiment.

FROM the mid-18th Century regiments became known by their precedence number. In 1782 the 34th was given the regional title 'Cumberland'.

THE 55th Foot were raised in 1755 by Charles Perry. They were originally the 57th Foot, but when two lower numbered regiments were disbanded they became the 55th Foot.

IN 1782, the 55th Foot were given the territorial title 'Westmorland Regiment'.

THE 34th were combined with the 55th in 1881 to form 'The Border Regiment'. At the same time the Cumberland and Westmorland Militia were re-organised as the Special Reserve and in 1908 the Rifle Volunteer battalions became the Territorial Force.

IN 1923 the 51st Field Regiment, Royal Artillery was created that included the Westmorland and Cumberland Yeomanry. In time the Gunners joined the Territorial Army battalion of the King's Own Royal Border Regiment.

THE King's Own Royal Regiment (Lancaster) joined the Border Regiment to become the King's Own Royal Border Regiment in 1959.

IN 2006 the King's Own Royal Border Regiment were merged with other regiments in the North West to create 'The Duke of Lancaster's Regiment'.

Lest we forget

Events, distinctions and memorials of our local regiments and their men.

8 May 1915, Frezenberg, France, 2nd Battalion The Border Regiment

A German counter attack during the 2nd Battle of Ypres.

16 May 1811, Albuhera, Spain, 2nd Battalion 34th Foot

A French attempt to relieve the siege of Badajoz was repulsed by General Beresford.

22–26 May 1940, the River Escaut, Belgium, 1st Battalion The Border Regiment

The battalion along with the rest of 4th Infantry Brigade fought a four-day action during the retreat to Dunkirk.



June 1813, Vittoria, Spain, 2nd Battalion 34th Foot

The decisive battle of the Peninsular War that saw the end of the French occupation of Spain. *Image by Heath & Sutherland, A.S.K. Brown collection. Creative Commons*

June 18 1855, Private John Joseph Sims VC, 34th Foot, Sevastopol, Crimea

"For having, after the regiment had retired from the trenches from the assault on Redan, gone out over the open ground under a heavy fire in broad daylight and brought in wounded soldiers outside the trenches."

30 June 1915, Corporal John Dobbins 5361, 2nd Battalion The Border Regiment, Rest in Peace

He was 38 years old, his family home was Lower Edmonton, London. He is buried in Lilliers Communal Cemetery.

July 1 1881, Border Regiment formed

Part of the Childers Reforms of the British Army.

July 1944, 6BORDER disbanded

The urgent need for combat infantrymen leads to the disbanding of several battalions, including 6BORDER, and their men transferred to other units. (see 'History's Waiting Room' on page 10)

July 1–13 1916, Albert, France, The Border Regiment

'Albert', was the northern opening action of the battle of the Somme. Unlike the Anglo-French attacks further south, few gains were made. British casualties included 10,000 men killed.



9 July 1943, Operation Ladbroke, Sicily, 1st Battalion The Border Regiment

The Border Regiment with the South Staffordshire Regiment, attempted to seize the Ponte Grande Bridge at Syracuse at night, as part of the invasion of Sicily. Most gliders were released too early and landed in the sea. The bridge was taken and held for long enough for it to be eventually taken by sea-borne troops. *Image IWM*



20 July 1758 Fort Niagara, North America

Colonel John Prideaux of the 55th dies in 1759 during the siege and capture of Fort Niagara. He walked in front of a mortar as it was fired. *Image – part of a screenshot from a video by Backroad Planet at Niagara, from YouTube*

Information

Cumbria's Museum of Military Life
Alma Block
Carlisle Castle
Carlisle
Cumbria
CA3 8UR
01228 532774
enquiries@cmoml.org

Opening hours
1 April–30 September
Every day 10 am–6 pm
October
Every day 10 am–5 pm
1 November to 31 March
Saturday to Thursday
10 am–4 pm closed on Fridays

Friends of Cumbria's Museum of Military Life
c/o Alma Block
Carlisle Castle

Duke of Lancaster's Regiment
Fulwood Barracks
Watling Street Road
Preston
PR2 8AA

Cumbria Army Cadet Force HQ
Carlisle Castle
Cumbria
CA3 8UR

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CUMBRIA'S MUSEUM OF MILITARY LIFE

ACCREDITED MUSEUM

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1st Battalion, The Border Regiment, Post-War badge in recognition of the Regiment's service as air landing troops



4th Battalion, The Border Regiment, 'Chindits' shoulder badge
Burma WWII



6th Battalion, The Border Regiment, 10th Beach Group, shoulder badge
Operation Overlord, WWII