

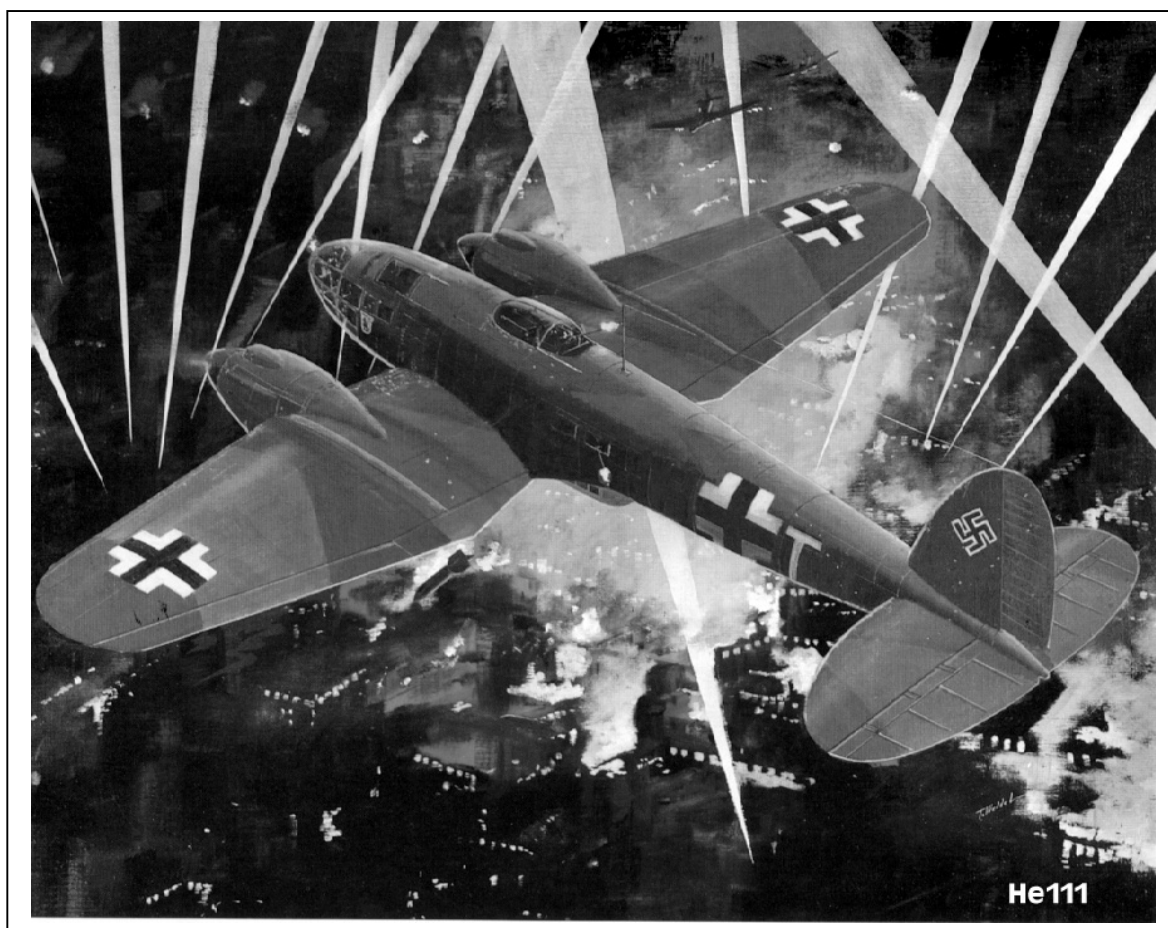
A Collection of Memories, Pictures, Anecdotes and War Diary Excerpts of

No. 1 Canadian Radio Location Unit

And Radar Battery

WW II 1939-1945

"You have never lived, until you have nearly died"
"For those who fought for it, life has a flavor the protected will never know"



Edited by: A42470 Lorne Verdun Phillips

This booklet is dedicated to
the members and veterans of
1st Canadian Radio Location Unit
And
1st Canadian Radar Battery

This booklet is a collection of memories, pictures, anecdotes and War Diary excerpts of the Canadian Army Radar Unit of WW II.

It began in November 1940 when the British requested co-operation from the Canadian Army to supply personnel from the Canadian Signals Regiment to operate Radio Direction Finders. Three officers and 20 Other Ranks were interviewed. All but one was found to be suitable for Radio Direction Finder training.

On February 12, 1941, 63 Other Ranks of 1st Canadian Survey Regiment at Larkhill were interviewed, 49 were deemed suitable for Radio Direction Finder training.

On February 13, 1941, 46 Other Ranks of 1st Canadian Survey Regiment at Lucia Barracks were interviewed, 38 were deemed suitable for training as Operators Fire Control.

The original agreement between the British and Canadian Army was that 100 Canadian operators would be trained as Operators Fire Control and loaned to the British for a period of six months by which time their shortage would be resolved.

In January 1942 No. 1 Canadian Radio Location Unit was authorized. On March 22, 1942, 4 Officers and 224 ORs arrived in England from Canada and on March 23, 1942 were taken on strength at 1 Canadian Artillery Reinforcement Unit. The No. 1 CRLU served with British Anti-Aircraft Regiments on the South coast of England until the summer of 1943 when orders were received to disband.

Personnel not serving with the British at this time were transferred to other Regiments and/or retrained. One hundred and seventy-five personnel still serving with the British on the South coast of England, on September 27, 1944, received orders to form a Radar Battery.

No. 1 Canadian
Radio Location Unit
And
Radar Battery

Objective: to detect enemy mortar fire. The Unit proceeded to France for immediate training.

While in Northwest Europe Radar Battery served with all the advancing fronts. The radar units picked up enemy mortar bomb signals and relayed this information to the Artillery, which would attempt to silence the enemy mortars. This they did through Belgium, Holland and into Germany until the war ended officially on May 8th 1945.

“No civilian can expect to know the deep feelings that can well up in a war veteran when he visits the site of his greatest trial and efforts in the war. Those who have never heard the unholy din of battle, smelled the dead or inhaled the stifling smoke and fumes of a shell that fell too close for comfort cannot come close to understanding the feeling that touches those of us who have known these things and more. It is almost as though we veterans cannot believe we had come through it all.”

“If everything about our war experiences had been bitter, it is most likely that we would have long ago done our utmost to forget everything and shunt it into the farthest recesses of our minds.”

*Terminating the intense security which had surrounded the existence, design, and operational results of radar while the war was being fought, on the day that it ended the man who had been Chairman of the British Radio Board during a great period of radar's development, Sir Stafford Cripps, declared that:

“Radar played a greater part in the whole war than the atom bomb itself. It contributed to the winning of the war more than any other single factor.” *

Following is a paragraph taken from a letter written by Lt-Colonel E. R. Gill and dated 11 February 1943:

“As Officer Commanding No. 1 C.R.L.U. I am strongly opposed to any scheme tending towards the disintegration of the present Unit. This attitude is due solely to the fact that I am certain that No. 1 C.R.L.U. is today the best technical Unit of its type in the world.”

*“Radar's Victory Role Disclosed for Public”, Toronto Globe and Mail, 15 August 1945

A special thank you to the following people who made this “history” possible

To the many veterans at the third No 1 CRLU reunion in Orillia who incubated the idea for a “Radar History” (1986)

*To Roy Rhyno whose relentless efforts, influence and contacts got copies of the War Diaries needed to compile this story.

To Bud Willing who gave us much advice and encouragement.

To Dick Hunter who wrote the many humorous (and sometimes true) stories of people and places catalogued in this book. and for his many wartime photos.

To Cecil Rowe who contributed memories, memoirs and old photos.

To the other contributors who supplied short stories and/or news articles and photos.

To Norm Carefoot who started to gather information for this book but had to give it up in 1992 because of ill health. Norm died in 1993.

To Wm. C. Brown author in part of “No Day Long Enough” (Canadian Science in World War II) for the quote from Sir Stafford Cripps and for the radar photos on pages 110 and 111.

To George C. Blackburn, author of “The Guns of Victory” who describes the two deaths and two wounded of a radar crew of Radar Battery amidst heavy enemy shelling

To other contributors who supplied stories, news articles and wartime photos.

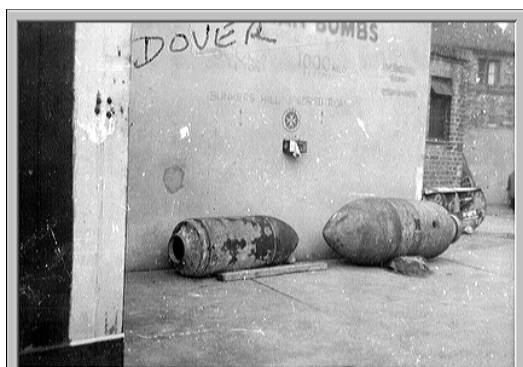
(Signed) Lorne Verdun Phillips, A-42470
Editor and publisher
November 2007



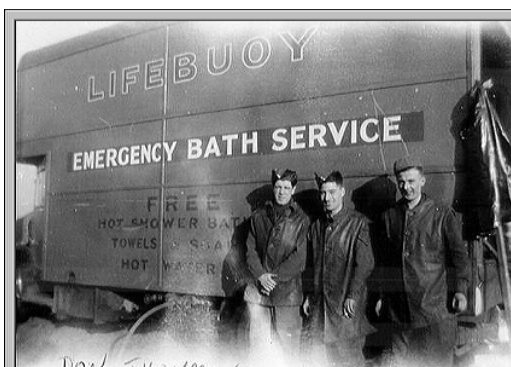
Radar Crew and English Cooks—Dover '43



Tschirhart, Fogel, Holmes, Potter, Rowe, Moody—Dover '43



Unexploded Bombs, Dover '42



Don Thompson, English Gunners—Canterbury '43



Radar People South Coast of England



Lorne Phillips—Hayling Island '42



"Dress Parade"—Dover '43



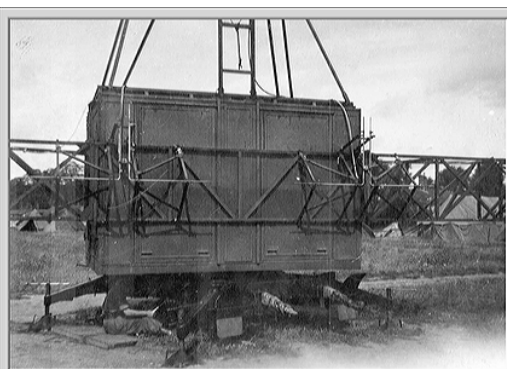
ATS, Langley, ATS Girls, Lorne Phillips, ATS, Harris—Hayling Island '42



Hogg, Simpson, Maizle, Anderson, Cook, Hicks, Campbell—France



Names and Location Unknown



English Radar Mk I* (pre Cdn Mk III)



Dick Hunter and Art Inkpen—English Barbers



Radar Crews—England, June '43



Leo and Muriel Robbins, 'Major' Owens, Cec Rowe '43



Lorne Perry and Harry Fogel, Lister Diesel—Dover '43



Roy Melvin Ivan Rhino—South Coast



"Mail Call"—Barrage Balloon in background



McGinnis, Hamilton, Sheehan, West—South Coast



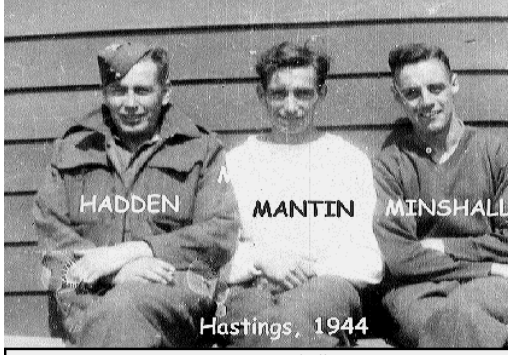
Moody, Rowe and One Horsepower—Salisbury '43



Sergeants and BSM—Yeovil '43



Operators 'Electrical Method of Fire Control'



Hastings, 1944

Hadden, Joe Mantin, Minshall—Hastings '44



Rowe, Moody, Potter, Fraser—Dover '43



Rowe, Ross, Webster, Cleary, West—Debert '42



Radar Operators enjoying Tea/Rum Break



Whalley, Jones, Anthony, Bishop



Unidentified and Ed Webster, Motor Pool—France '45



Taking a well-earned rest between "Actions"—43



Moody, Tschirhart, Rowe, Fogel, Xmas Parcels—'43



Jepson, Sangster, Sharpe, Browne—Colchester '43



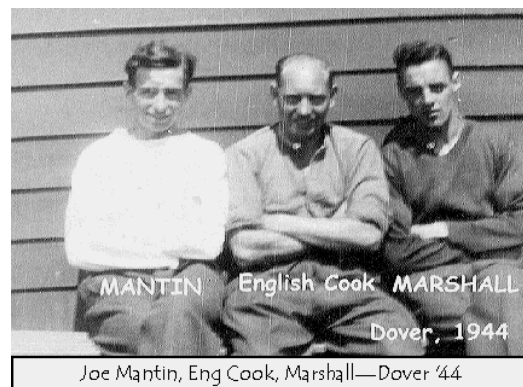
Joe Vailancourt and Dick Hunter—London '45



A Canadian Barrack '42



Louisburg Barrack—Bordon, England '42



MANTIN English Cook MARSHALL
Dover, 1944

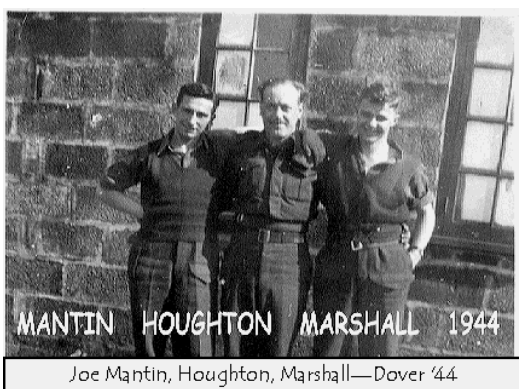
Joe Mantin, Eng Cook, Marshall—Dover '44



Downtown Dover—'43



Canadian Radar Operators—South Coast '43



MANTIN HOUGHTON MARSHALL 1944

Joe Mantin, Houghton, Marshall—Dover '44



English Gunners manning 3.7 Anti Aircraft Gun



Crockett, Houghton, Woodcock, Leighton, White, Thompson, Trout, Thomas, Kennedy, Redford



Peters, Bishop, Hunter, Welch Waugh—Canterbury '44



Names, Location Unknown—England



Gord Scott, Ed Harding, Ed Higgins—Colchester '42



Bishop, Glanfield, Simms—Cove '43



Crockett and Hunter—Scotland '43



Davey Jones—Cove '43



Roy Rhyno, Cliff McPherson—Canada '41



Grant, Crockett, Thomas, Smith, Tschirhart, Perry—Dover '43



Joe Donovan—Debert '42



Doug James—Hastings '43



Grant, McMaster, Preece—Holland



Holmes, Hill, Rowe—Debert '42



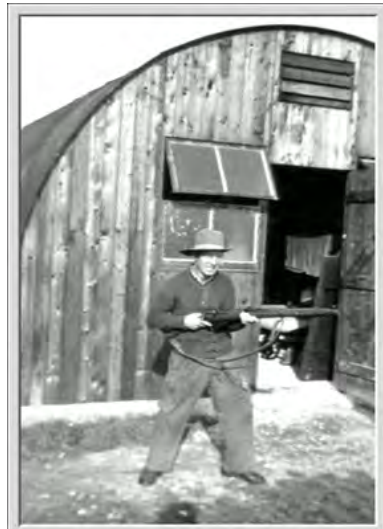
Lorne Verdun Phillips—Canterbury '43



Dick Hunter—Dover '42



Magnussen—England



Greiner Charles McGregor—'43



O'Neill, Grant, McGaghey—France '44



CA Reid cranking Lster—South Coast



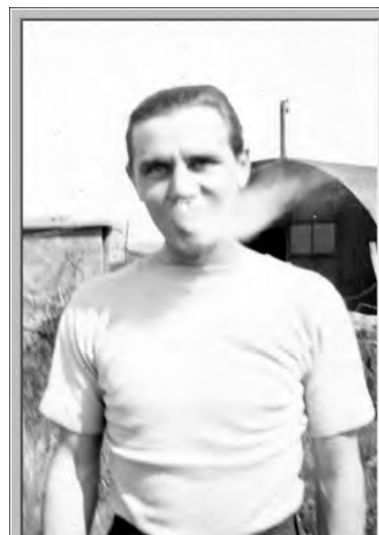
William John Morrison—South Coast



Rowe, Tschirhart, Holmes—'43



Cec Rowe, Bill Waugh—France '44



Smith—Dog4, Dover '43



Don "Squeak" Thompson—CNI '43



William Whalley, Thomas Bishop—'43



Edmund Henry Webster—Debert '42



George Potter—Killed in Action—Feb 24 '45



"Squeak" Thompson—Canterbury '43



Muriel and Leo Robbins—Hastings '44



Richard Fraser Hunter—Dover '42



2/42
Edmund Henry Webster—Debert '42



Rose and Dick Hunter—Canada '45



Dick Hunter, Basic Training—North Bay '41



Smith, Hunter, Owens—Dover '43



Crockett, Smith, Owens, Hunter, Thomas, Tschirhart—Dover '43



Campbell, Mantle, Hogg, Nadon, Simpson, Twells



William Holbein Roy—CN1, Canterbury '43



Gordon Alexander Scott—CN1, Canterbury '43



Roy, Hulsman, Wales, Hawkins, Thompson, Phillips—CN1 '43



Roy, Phillips, Hawkins, Thompson, Hunsar, Hulsman—CN1 '43



John MacDougall—CN1 Canterbury '43



Duncan, Lorne Phillips—CN1 Canterbury '43



Eileen, Alma, Betty—CN1 Canterbury '43



Gord Scott, Art Inkpen, Don Thompson, Phil Mohan



CA Reid—Killed in Action—Feb 24 '45



Inkpen, Thompson, Rhyno—Holland '45



Roy Rhyno, George Potter—Dover '42



Trenn Douglas—England



Roy Melvin Ivan Rhyno —Dover '42



Hugh Campbell—France '44



Near Dunkirk—France '44



Bishop, Ste. Marie, Anthony, Jones, Whalley



Bishop, Ste. Marie, Anthony, Jones, Whalley



Broadfoot, Jepson—Colchester '44



Hal Jones, Don Jepson—Wales '42



B32463 MacDONALD, JD

B32463 MacDONALD, James Dewar

No. 1 Canadian Radio Location Unit And No. 1 Radar Battery

RADAR HISTORY

Excerpts from 2nd CDN HAA REGT

“The advance party had been made up in Canada without benefit of information on what was to be done in England; in spite of this, the split-up into predictor, height finder, and aircraft recognition trainees were comparatively easy, but "Operator Fire Control" (OFC) was a phrase of no meaning whatsoever at this stage. Finally, however, a group of prospective and apprehensive OsFC left for Edinburgh, another group of trainees under Captain Hyde left for 207th HAA Training Regiment, RA, in Devizes, Wilts, and a third group under Lieutenant Hogan went to 209th (M) Training Reg. RA, in Blandford, Dorset.”

“Since no tests had been devised for selecting OsFC, the best potential predictor numbers were directed into this work, and began their training on three GL Mark I* sets.”

“Just prior to this, all OsFC were posted to No. 1 CRLU - a newly formed Canadian unit whose responsibility was the development of radar attachments on the latest GL equipment (Canadian made). This month of mobile training was considered so important that all leave was canceled”.

“On Nov. 2nd, E and C Troops, under 1 Bty command, were deployed under 48th AA Brigade at Norbury (S. 15) and Slades Green (S. 1) were given OFC detachments from No 1 CRLU, both sites had 3.7 static guns.”

“and with GL IIIC and OsFC from 1st CRLU, took over a vacant semi-constructed site on the Brighton municipal putting course at Black Rock with nearby requisitioned houses to live in.”

“GL provided by one troop of 11th Battery that took the equipment directly there from Redesdale. 11th Battery began its shooting on June 2, 8th Battery followed on June 16, and 1st Battery on June 29. Whitby was a most successful interlude - good results in the sky, satisfactory results from the GL III sets....”

“during the Autumn it was decided by higher authority that the GL III was unsuited for operations in the field, and that it would be replaced during December, and officers and OsFC, who, during the previous three years, had already mastered the intricacies of the GL I, II, and III (both APF and ZPI), now had to think about IIIB and LW. To confuse the ordinary gunner, who knew nothing about radio-location but did know roughly what a GL set was, the nomenclature was changed - GL became an archaic term, and "radar" was brought into the official vocabulary.”

“Rumors of a move were in the air; On 21-23 Jan one radar per Battery was modified for mortar location, only to be modified back to Anti Aircraft (AA) a few days later”

“Before this deployment ended, the regimental radar was formed into an independent troop.”

W.R. (Bud) Willing
5 Partha Avenue,
Nepean, Ontario
K2E SK1

14 Sep 84

Dear Cec (Rowe)

First, let me apologize from the toes up for taking so long to respond to your kind letter of about 22 February (84, that is!) My alibis are many, but two are that you 'caught' me near the conclusion of a 2year project for which time had run out AND a bit of heart trouble which put me in the hospital for a bit, followed by a few weeks with all engines at "1/4 ahead".

Finally, the wife (Frances) and I just returned from visiting two of our three grown-up children in Calgary, Alberta and I am now attempting to clear the decks, so to speak. Incidentally, my health has returned to near 100%, so no complaints on that score at this time.

Now, with regards to correspondence, I appear to have two letters from you (neither bearing a date) so this reply will attempt to respond under subject headings.

Funds

With reservations described below, and by way of expressing a genuine interest in news of your plans, I'm forwarding \$10.00 at this time.

You will have to advise me whether this will apply to 1984 or 1985!

History of 1st CRLU

You should be aware that serving officers are engaged (or were last year), endeavoring to piece together some of the background behind how RCEME became involved in radar. This touches upon the information of I CRLU and in this regard, cassette tapes have been provided by Gord Marrotte (Vancouver), a name I see on one of your lists.

Dick Hunter might consider sounding out Gord M. for contributions, as far as "history" is concerned.

Also, last year, I attended the "other" Radar Association re-union in Kingston. Among those attending, less than a handful were former members of I CRLU, and the remainder have little knowledge of, or apparent interest in it. Because this group, by and large, followed a separate path during WW2, I was moved on return to Ottawa to put the enclosed note together on I CRLU.

As you may be aware, Gerry Thomas (Ottawa) who was a member of the Australian Contingent, seems to have fallen heir to the chore of being 'their' scribe, and so I passed a copy to him, as I now do to you. In case Dick Hunter should wish to communicate with Gerry, his full address is:

G.A.N. Thomas
28A Bayshore Drive,
Ottawa, Ontario
K2B 6M8

Gerry, however was never a member of I CRLU, nor to my knowledge was he ever in the UK during WW2.

Main Factors affecting Re-union Interest

1. As my "note on 1 CRLU" points out, any Radar Association (WW2 Army, and subsequently) has two groups to consider. My "Brief Note on I CRLU" describes the N/W Europe activity as separate from this reply will attempt to respond under subject the Pacific. One might also consider a third group, headings employed on Radar development under the "flag" of the National Research Council, or related fields such as production (Research Enterprises Limited, Toronto), NDHA Staffs (Ottawa) CMHQ Staffs With reservations described below, and by way of (UK), Inspection Services, etc., etc.

2. It is not reasonable to expect an individual to attend a "re-union" of perfect strangers (by definition, this is NOT a re-union). So I am not suggesting that a merger of associations should be considered, nor do I consider that it would accomplish any particular aim. I do suggest however that your executive maintain some liaison with the other group and endeavor to stagger the timing of annual events.

3. In this respect, a limited number of the Australian Contingent are headed for a get-together in Australia in about 30 days' time. Beyond that, I understand that a re-union is planned in 1985 (September?), to be held in Harrison Hot Springs, British Columbia. Thereafter, I have heard that reunion locations would be held in the East and the West on alternate years.

Incidentally, this group is using the name "Canadian Army Radar Association" (though it is only fractional representative) and voted last year to

remain "unincorporated". Should Des Seymour wish to communicate with them, the current incumbent functioning as President is:

JG (Jim) Smart
63 Whitaker Crescent
Willowdale, Ontario
M2K W

4. With respect to my own interest, please note my situation. Because I spent my entire tour on strength 1 CRLU in the maintenance end of the game, (much instructional duty, too, as I recall) or on courses elsewhere, the only familiar faces to me would perhaps be those who spent most of their time at Colchester, Essex between 22 Mar 42 and Dec 42. At the latter date, Mike Grainger and I (I was then W02, CSM of Maintenance Coy) were dispatched to Officer cadet training in Borden, Hants, to become commissioned early Apr 43. By that time, the unit was already being chopped up, and Mike and I returned briefly to find that we had "no home" - - - a blow I can tell you!

5. I eventually gravitated to the British Ministry of Supply-controlled Radar Research and Development Establishment (RRDE) in Malvern, Worcestershire, where a small British/Cdn. military crew maintained and prepared Canadian-made radar equipment for flight and other torture testing. Except for a 4 month sojourn in Ottawa (NRG) to learn about the prototype MZPI (to become known as the Radar AA No 4 Mk 6) and to accompany it back to England in Jan 45, I was fully employed there until Jul 46. At this time, I also functioned as a member of a CMHQ section called Technical Liaison Group, and required to send periodic (not less than weekly) technical news reports. (The Crown still owes me 2 years' rent for a typewriter!)

6. Post-war, I left uniform to graduate from the "Radio Physics" course at Western University (a course no longer available) and signed up (all over again) with RCEME, to retire in 1969. During this period I was again employed most of the time on radar-related duty, in the course of which I unwittingly crossed paths not only with former members of 1 CRLU but also members of the "Aussie bunch" about which I knew little or nothing.

7. As a result of this background, a glance, today, at nominal rolls of 'radar re-unions', ironically, lists more names familiar to me from the Aussie Contingent, than from the N/W Europe Contingent. Also, in the latter case, I find precious few who are,

or were, maintainers, as opposed to operators. It is important to recognize that some of us were never posted in support of, or on strength of any of the post CRLU Batteries and as a result there is little reason to join a so called "re-union", composed largely of such former members.

In summary of my own case, Cec, I have to say that my interest, under the historical circumstances, has got to be less than enthusiastic. While I will be forever grateful for the opportunity, to have served in WW2 and in particular with 1 CRLU, the nature of prior and subsequent employment always put me out in the "boonies" and so I missed out meeting most of you, (or at least my memory is fading badly!).

One Humorous (?) Anecdote for the Chronicle

This concerns a Unit Church Parade, likely in the fall of 42 at Colchester, Essex. I had been promoted A/CSM (W02) Maintenance Company the Thursday before and the RSM (J. Taylor) rubbing his hands said:

"At last - another WO for church parade duty! Willing, me boy! You're on deck this coming Sunday! I'll prepare the entry for Part I Orders!" So he did, except that when published, I was not able to convince him of its ambiguity as to place of forming up.

As RSM's go, he did not agree. Came Sunday morning, with a moderately thick "peasouper" covering the entire open area adjacent to the men's quarters (naturally, the area specified for forming up) and half the troops congregated at one end, half at the other (well out of sight and sound).

By this time runners had located and advised the remote group to move, assembly (even dispensing with roll-call) put us late for joining the Garrison Parade markers, who were left standing on an empty parade square, as we gallantly marched to 'catch-up'.

My next recollection is seeing a disgruntled group of 1 CRLU officers ambling toward us. A "Halt" and "Will Advance, Left Turn" plus a quick word to Capt. JD. Bourne and the Officers were "fallen in". Then we marched quickly, to just catch the tail end of the Garrison Parade entering the church. Phew!!

Later, I was ordered to place section Sgts (4 in all) on charge, in spite of the ambiguity in Part I Orders. My response was that I would prefer to relinquish my Acting Rank, rather than charge 4 NCOs (who were not responsible anyway) after 4 days as a CSM. Fortunately, the matter was dropped

before the day was over. The order was counter-manded, and all was again quiet on the "Western Front".

One of the Sgts was TO (Geoff) Twells and it is possible another was Eddy Learn. The other two will have to step forward and be identified!

"Stray" former Members

I have noted your Ottawa region rep is Roy Rhyno and so, any people I stumble upon, I will let him know.

May I wish everyone concerned success in your endeavors and again my apologies for the late response.

*Very best regards,
(signed) Bud*

4 Oct 83

BRIEF NOTE ON 1 CANADIAN RADIO LOCATION UNIT

Note: At "Canadian Army Radar Association" re-union of 30 Sep/1-2 Oct 83, held in Kingston, Ontario there were only 3 ex-members of 1 CRLU present, namely—

BUMBY, A.

CAREFOOT, NW.

WILLING, WR.

and one "almost" ex-member (to my knowledge)

MALLET, G.

(whose documents made the trip to UK and back, but the man did not get there).

Also, one week earlier in Orillia, Ontario, there was a "radar re-union", attended by some 50 ex members of 1 CRLU (including Bumby and Carefoot), most of whom were associated with operating radar as opposed to maintaining it.

Therefore, recent re-union activities, so far, appear to be following two separate paths as far as WW2 military activity was concerned.

a. Ops in Cdn followed by service in UK, possibly also, N/W Europe. This involves 1 CRLU, various AA Batteries and 1 Cdn Radar Battery, RCA (counter mortar) in N/W Europe.

b. Ops in Canada followed by service in Australia, and various locations in the Pacific.

With the above "NOTE" serving as a preamble,

the writer hastens to add that no history of 1 CRLU is known to exist, although part-time historians are currently attempting to record by what means radar and RCME became associated in WW2 times.

It seems reasonable to assume that the decision to mobilize this unit was made in Canada, and normal military processes posted personnel to it from many sources, Canada and UK. The UK source is emphasized here only because it is not widely known that a substantial number of senior NCOs and Officers originally came from units already overseas, in particular 1st Div Signals, 2nd Div Signals and 1st Corp Signals. These personnel were trained for and assigned to maintenance tasks (see training below) in the UK exclusively.

It is certainly true also, that many operators were posted to 1 CRLU from units already in UK. Again, it does not appear to be common knowledge that 1 CRLU was a single organization holding on strength the radar equipments, the operators, and all levels of maintenance personnel. It could be segmented to join AA batteries and provide radar fire control packages that were largely self-sufficient.

It is my impression that Canadian HQ staffs ultimately had to accept the fact that in terms of a field army there was a vary limited role, if any, to be filled by this unit. So the decision was made (early 43, I believe) to disband it, posting "fragments" into whatever formations and units would best serve the overall AA defense situation existing in UK at the time.

As a result, many members of 1 CRLU either never spent much time in the unit static position (Colchester, Essex) or if there, were not to remain together for very long. Thus the rapport that one expects to develop over a period of time in a military unit was probably lacking when "doomsday" arrived.

The writer has no idea of the total strength reached by 1 CRLU, but it might be judged on the basis that it justified a Commanding Officer of Lt. Col's rank, assisted by 23 officers and an RSM, (in other words, battalion-size).

As 'demobilization' set in (1943), radar personnel joined various AA batteries, or workshops supporting same, concentrating, I believe, in the S/E part of England, where the greatest defense (AA) was decided necessary. A limited number formed 1 Cdn Radar Bty, RCA which used the British AA No 3 Mk 2 (known as the "3B") modified for counter mortar work. The latter unit served in N/W Europe in 44 and 45, greatly aiding counter-bombardment fire, though acquiring some casualties in the process.

A final note on training in UK during WW2 may clarify Course Numbers applying to training in Canada mean nothing to those converted to radar in England. Unfortunately, only course dates would serve, and none (except one) are known to the writer. As far as the Army courses are concerned, it seems likely that the first was given to two youngish junior officers called Manson and Sinclair, rather early in 40 (exact date unknown). Alex Manson returned to Canada and set up the initial training facilities in Canada (East Coast), along the way becoming Lt-Col as DA5 in D Arty, Army HQ, Ottawa. He is also known to this writer to have made a temporary sojourn "down-under". Someone else will have to relate Archie Sinclair's biography, as this is not known here. The first radar maintenance course given to Canadian personnel already in UK was administered by a British radar school, partly in Sidcup, Kent but mainly in Petersham, Surrey (near Kingston-on-Thames). The writer refers to this course as "The Old Originals" or occasionally as the "Original 23", although one candidate completed only one day's training, three were officers whom we never saw, and one was killed accidentally just after course completion.

The joining date was 18 Dec 40 and graduation date was approximately 7 Feb 41. In the very near future, the writer expects to create a nominal role for the course based upon abstracts from War Diaries of 1 Div. Sigs, 2nd Div Sigs and 1st Corp Sigs. In the meantime, be it noted that two members from this course attending the Kingston re-union 83 were Bumby and Willing. A third near Kingston, Granger, GE (Mike) now living near Picton, Ont. could not make it as he was in Toronto meeting long distance aircraft bearing relatives.

How the above group (all trained for maintenance and repair tasks) functioned before CRLU is another saga. Personal records show that the writer was first posted to 1 CRLU on 22 Mar 42, SOS 31 May 43 and returned to Canada in July 46. As is only through records, such as composed by Gerry Thomas therefore, that any of us acquire any knowledge whatever of the Australian Contingent. At the time these activities were really in another hemisphere!

Bud Willing

4 Oct 83

Post Script 14 Sep 84

Nominal Roll of the "Original 23". These personnel were sent on a maintenance course for British Radar AA No 1 Mk 1 (GL with no elevation finding) at the AA Command School, Petersham, Surrey 18 Dec 40.

From 1st Corps Signals

Lt JD Bourne (to become 2 i/c Maint Coy CRLU).

Sgmn WT (Bill) Mowbray

CA (Carl) Epp

CR (Ralph?) Naylor

CF (Clarence or CT) Taylor

FA (Frank) Mantle

R Keifer

A (Alvin) Bumby

A (Tony) Manza (killed in road accident).

From 1st Div Signals

Capt ER (Happy) Gill (to become C/O 1 CRLU

L/Sgt WD (Jorgy) Jorgenon (RTU at own request

Cpl CL (Charlie) Harris

Sgmn TG (Geoff) Twells

WR (Bud) Willing

HA (Harry) Diwell

WJ (Johnny) Stauffer

From 2nd Div Signals

Lt LG (Guy) Eon (to become Major, OC Maint

Coy, 1 CRLU now deceased).

L/Cpl A (Andy) Park

Sgmn KE (Ken) Kraemer

EG (George) Brockman

MR (Russ) Robinson

GE (Mike) Granger

G Anderson

(Initialed) WRW

JD MacDonald

10315 44-Ave W 54 4-St

Bradenton, F1 34210

Dear Roy;

I see by the CRLU letter that you are interested in any pictures of us radar types in WW2. I found these two old pictures in my dusty files. One taken near Goch, Germany in 44/45 showing myself, Eddie Reckitt who originally came from Ottawa, a Ken

whose last name escapes me. The war was winding down and we felt very chipper. The other is me behind a battle-wagon at an OP near Dunkirk. Little Joe (Lt. Joe Stafford) used this wagon to rescue some RAF blokes shot down in the area and received a mention in dispatches and a promotion to Captain. Lots of other memories but no more pictures.

Good luck in your quest.

(Signed) JD MacDonald

Nominal Role

No. 1 Canadian Radio Location Unit, RCA

As of December 3rd, 1942

| | | |
|---------|-------|-----------------------------------|
| * | Capt | BUTT, Oliver Cedric Robert Arthur |
| | Lieut | COOPER, Alfred Herbert |
| | Lieut | CLEMENCE, Charles R |
| | Lieut | MARROTTE, Gordon L. |
| | Lieut | ROSE, Frank W. |
| F22310 | BSM | ROWE, Edgar Monson |
| H58545 | S/Sgt | DAVIS, William Walter Roy |
| G3586 | Sgt | CRAIG, Ross Lynch |
| B78567 | Sgt | FORESTER, Arthur Warwick |
| G72064 | Sgt | MULLIN, Roland Francis |
| B96881 | Sgt | RUDD, Norman Carlyle |
| G3585 | Sgt | TWEEDIE, Samuel John |
| B52359 | Gnr | AMOS, Vigors Frederick |
| B87707 | Gnr | ANDERSON, Charles William |
| M28312 | Gnr | ANDERSON, Roy William |
| K70477 | Gnr | ANDERSON, Teddy Ross |
| B5362 | Gnr | ANTHONY, Leslie Thomas James |
| B4353 | Gnr | BAXTER, Robert Jacob |
| A55826 | Gnr | BEARD, Austin Lewis |
| A20328 | Gnr | BEAUMONT, Chris |
| B75203 | Gnr | BELL, Edward Ferris |
| B32514 | Gnr | BELLIS, James Henry |
| *B32516 | Gnr | BENNETT, Harold Eckley |
| *F87832 | Gnr | BETTS, Edward Alfred |
| B98126 | Gnr | BISHOP, Thomas William |
| B97773 | Gnr | BOWMAN, Keith Ernest |
| B98129 | Gnr | BOOTHBY, Lewis |
| *B87630 | Gnr | BOUCKLEY, Edward Lewellyn |
| G236 | Gnr | BOYD, William Allan |
| B78650 | Gnr | BRENTLEY, Cyril |
| B32356 | Gnr | BROMLEY, Victor Frederick |
| A59290 | Gnr | BROUILLETTE, George Eugene |
| B62405 | Gnr | BROWN, John Baternan |
| *B87533 | Gnr | BRUCE, Albert Edward |
| B87611 | Gnr | BRUCE, Francis Lewis |
| B32518 | Gnr | BUHLMAN, Francis Albert |

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| *B52340 | Gnr | BULLOCK, Harvey Alexander |
| *C9948 | Gnr | BURKE, Thomas Isadore |
| *B46730 | Gnr | CALDER, Warwick Edward |
| B46737 | Gnr | CALLAGHAN, Patrick Henry |
| F86256 | Gnr | CAMERON, William Douglas |
| *M65393 | Gnr | CAREFOOT, William Norman |
| K70887 | Gnr | CARPENTER, Douglas Haig |
| C70731 | Gnr | CHARLEBOIS, Edmund |
| B62434 | Gnr | CLARKE, Clifford Thomas |
| B98128 | Gnr | CLEMINSON, Kenneth William |
| K70554 | Gnr | COLDWELL, Joseph Herbert |
| *B92685 | Gnr | COOK, John Henry Gordon |
| *B53712 | Gnr | COUTOU, Stanley Earl |
| G53594 | Gnr | CRAWFORD, Stanley Harold |
| D118804 | Gnr | CRICHTON, John Alexander |
| B9636 | Gnr | CURZON, Ralph Douglas |
| D27180 | Gnr | DAVID, Nicholas |
| G552S9 | Gnr | DEADMAN, Raymond Herbert |
| B62264 | Gnr | DESCHAMPS, Melvin Joseph |
| B32340 | Gnr | DICKSON, Carl Cameron |
| G23065 | Gnr | DOUGLAS, William Thompson |
| B36067 | Gnr | DUTTON, Alfred Henry |
| B62414 | Gnr | EDWARDS, James Bertran |
| K36061 | Gnr | FENNELL, David Gilbert |
| B3605 | Gnr | FLETCHER, George Edward D |
| A55799 | Gnr | FOLEY, Alfred James |
| *B75211 | Gnr | FRASER, William Heaney |
| B62398 | Gnr | GAREK, John Edward Jackson |
| B9822 | Gnr | GIBBONS, Arthur Eldon |
| *B32342 | Gnr | GIBSON, William |
| B53514 | Gnr | GLANFIELD, Clifford, Arthur |
| B323S3 | Gnr | GORDON, Carl Leslie |
| *B46748 | Gnr | GRANT, Alexander William |
| G19047 | Gnr | GUERRIER, George William |
| B102707 | Gnr | HALL, Clifford James |
| B59771 | Gnr | HANSEN, John Robert |
| *G16139 | Gnr | HARDING, James Edward |
| G930 | Gnr | HARDY, Warren George |
| C36060 | Gnr | HAWKINS, Frederick Herbert |
| C34440 | Gnr | HERMAN, Nicholas |
| G52250 | Gnr | HETHERINGTON, Allan R |
| *K68569 | Gnr | HIGGINS, Carl Edward |
| AS8707 | Gnr | HILLIER, Delbert |
| B9808 | Gnr | HOLATA, Stephen |
| B77300 | Gnr | HOLDEN, Frederick |
| B75232 | Gnr | HOLLICK, Zenon |
| *M3408 | Gnr | HOUGHTON, Cecil Blair |
| B77338 | Gnr | HUGHES, LeVerne George |
| M65884 | Gnr | HOLTSLANDER, Dale |
| A55777 | Gnr | HULL, Leroy |
| *C34439 | Gnr | HULSMAN, Chester Sydney |
| B98132 | Gnr | HUNTER, Richard Fraser |
| *F35587 | Gnr | INKPEN, Arthur George |
| B62281 | Gnr | JACKSON, Cecil Austin |
| *A59293 | Gnr | JEE, Sydney George |
| C98S3 | Gnr | JOHNSON, Jordan Wray |
| F89964 | Gnr | KAVANAGH, Gerald Alexander |
| B53415 | Gnr | KELLY, Peter Dennis |
| B57346 | Gnr | KENNEDY, James Allen |
| *M36291 | Gnr | KINDER, Walter Verlon |
| *B62437 | Gnr | KINGSLEY, Alfred Henry |

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|---------|-----|-----------------------------|-------------------|-------|-------------------------------|
| B46713 | Gnr | KOVACS, Andrew Steve | C53863 | Gnr | PAUL, Charles Cecil |
| A55709 | Gnr | KRUGER, Daniel | C3442 | Gnr | PAYNE, Everett Russel |
| F86093 | Gnr | LANG, Isadore | *B62424 | Gnr | PERRY, Lorne Wesley |
| B52370 | Gnr | LARKING, Larnbert Blackwell | B62331 | Gnr | PERRY, Lloyd Wesley John |
| C29830 | Gnr | LAVERGNE, Leon Alfred | F88993 | Gnr | PETERS, John Robert |
| B12356 | Gnr | LARONDE, Sylvester Gerald | K36068 | Gnr | PETERS, Robert John |
| F32381 | Gnr | LEACH, Stanley | G28462 | Gnr | PHILLIPS, Harold Edward |
| B32496 | Gnr | LECKIE, Edgar William | A42470 Gnr | | PHILLIPS, Lorne Verdun |
| B87721 | Gnr | LONDRY, Seymour | *B27462 | Gnr | POCK, Frank Joseph |
| *B62345 | Gnr | LUMSDEN, George Stewart | G49135 | Gnr | POLCHIES, Horace Gabriel |
| K70936 | Gnr | LUND, Leslie Hayes | G3793 | Gnr | PRICE, Joseph Henry |
| B98033 | Gnr | LUNDGREN, Taisto Alarick | A55627 | Gnr | PRICE, William Robert |
| M35745 | Gnr | LYONS, Lionel Victor | B32643 | Gnr | REA, Hugh |
| B32463 | Gnr | MacDONALD, James Dewar | C10517 | Gnr | RECKITT, Edward Clement |
| B75196 | Gnr | MacDOUGALL, John Lightbody | K71163 | Gnr | REID, Ernest Edward |
| F86044 | Gnr | MacLEAN, Charles Malcolm | F86280 | Gnr | RHYNO, Roy Melvin Ivan |
| F89355 | Gnr | MacLENNAN, Wilbert | B9821 | Gnr | ROBBINS, Melville Leo |
| B98036 | Gnr | MAKI, Willis Arvid | C9911 | Gnr | ROSS, Charles Alexander |
| F86275 | Gnr | MANTIN, Joseph Leonard | B9803 | Gnr | ROSS, James Hawthorne |
| B16722 | Gnr | MARSHALL, Freeman Nelson | B98131 | Gnr | ROWE, Cecil Frederick |
| A23298 | Gnr | MARTIN, James Howard | F50019 | Gnr | RUDOLF, Frank Morgan |
| B64829 | Gnr | MARTIN, Louis Edward | B85685 | Gnr | SANGSTER, William Malcolm |
| B53407 | Gnr | MAXWELL, William | C29855 | Gnr | SAUNDERS, John George |
| B58061 | Gnr | McDONALD, Charles | C97796 | Gnr | SAVAGE, Gordon Young |
| *B87631 | Gnr | McDOWELL, Floyd Carmen | B9967 | Gnr | SCOTT, Gordon Alexander |
| *K70745 | Gnr | McFADDEN, Gerald Eugene | B52363 | Gnr | SHARPE, Wilfred Lloyd |
| G52254 | Gnr | McGAGHEY, Thomas Edwin | B87552 | Gnr | SHEEHAN, Frederick, Cheatley |
| B27823 | Gnr | McGILLIAN, James Joseph | *B27463 | Gnr | SHERIDAN, Kenneth Archibald |
| K142 | Gnr | McGINN, John Hunter | B32515 | Gnr | SIAMPIS, Constantine William |
| *B64801 | Gnr | McGREGOR, George Arthur | B68291 | Gnr | SIMPSON, Norman |
| B53483 | Gnr | McGREGOR, Greiner Charles | C9910 | Gnr | SIMPSON, Roy Burton |
| *F78207 | Gnr | McISAAC, David John | C36006 | Bdr | SIMMONS, William John |
| B62428 | Gnr | McKENZIE, John Hawthorne | B68351 | Gnr | SLOANE, William Manning |
| B52368 | Gnr | McLEAN, David McCormick | C41870 | Gnr | SMITH, Ray George |
| A56568 | Gnr | McLEAN, Francis Finlay | B5124 | Gnr | SMITH, William Allan |
| *B32519 | Gnr | McMASTER, Thomas James | A23300 | Gnr | SNOWDEN, Lewis Stanley |
| C9926 | Gnr | MERO, Earl Joseph | G6097 | Gnr | SOBEY, Eldon Ralph |
| G943 | Gnr | MILLETT, Lewis Lee | *C32638 | Gnr | SPEAK, Melvin Richardson |
| B62385 | Gnr | MOHAN, Philip James | B52307 | Gnr | STANFELD, Donald Earl |
| F89641 | Gnr | MOODY, Samuel Perley | *B52310 | Gnr | STAPLETON, Charles Edward |
| *B53878 | Gnr | MORRISON, William John | B32358 | Gnr | STEIN, George Joseph |
| C9824 | Gnr | MOYER, James Joseph | D27157 | Bdr | STE MARIE, Julien Emanuel |
| B46733 | Gnr | MUMPER, David Merrile | B9762 | Gnr | STENTON, Bernard George |
| F87793 | Gnr | MUNRO, Charles Hugh | B87696 | Gnr | STEVENSON, Robert William |
| C32307 | Gnr | MUNRO, Philips Wallace | K36066 | Gnr | STRICKLAND, Harold Arthur |
| B17776 | Gnr | NASH, William Harry | M68521 | Gnr | VENSON, Nels |
| B64798 | Gnr | NEEDLER, Wilfred Henry | C10615 | Gnr | SYROTA, Joseph |
| H60136 | Gnr | NICHOLLS, Lewis Culver | B68353 | Gnr | SZAREK, Henry Stanley |
| H60538 | Gnr | NICHOLS, Edwin Vernon | C9892 | Gnr | TABER, Samuel Earl |
| F96057 | Gnr | NIXON, Melvyn Anthony | B9824 | Gnr | TAYLOR, Gordon Frankland |
| B9526 | Gnr | O'NEILL, Edward Bonaventure | *B98101 | Gnr | TAYLOR, Gordon Milan |
| *F35575 | Gnr | O'NEIL, William James | B87598 | Gnr | THACKER, Leonard Walter John |
| G3794 | Gnr | ORLANDO, Francis Wellington | B59223 | Gnr | TERRIAULT, Henry Romeo |
| *L20559 | Gnr | OWENS, Cecil David | B87644 | Gnr | THOMAS, Howard Richard |
| B62352 | Gnr | PARE, Raymond Bernard | C29880 | L/Bdr | THIBAUT, Joseph Lionel |
| *M68523 | Gnr | PASSMORE, Edward James | *B27810 | Gnr | THOMPSON, Daniel |
| B53177 | Gnr | PATTERSON, Orville Gordon | H60214 | Gnr | THOMPSON, Donald Grant |

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|---------|-------|------------------------------|
| A23289 | Gnr | THOMPSON, LaFayette Stauffer |
| D118776 | Gnr | TOLAN, Edwin Kirkman |
| K70946 | Gnr | TRENN, Anthony Andrew |
| A56752 | Gnr | TSCHIRHART, George Theobald |
| B41584 | Gnr | VAILANCOURT, Joffre Joseph |
| *B53334 | Gnr | Van ALLAN, Walter Lavern |
| B87716 | Gnr | Van RASSEL, William Cairney |
| B75218 | Gnr | VEITCH, Robert Alexander |
| A59297 | Gnr | VISENTIN, Aldo Joseph |
| C32685 | Gnr | WARMAN, Harry James Thomas |
| B62425 | Gnr | WATSON, George Cooper |
| B87712 | Gnr | WATTERSON, Gordon Joseph |
| B11783 | Gnr | WEBSTER, Edmund Henry |
| C92051 | Gnr | WHITING, Harry Beamish |
| A34920 | Gnr | WHYARD, Albert Crossley |
| F95024 | Gnr | WILLIAMS, Russel Rodney |
| G53345 | Gnr | WILLAMSON, Donald Kay |
| *B11691 | L/Bdr | WHALLEY, William |
| A56820 | Bdr | WILSON, John James |
| K827 | Gnr | WOODCOCK, Stewart William |
| *B64799 | Gnr | WOODHOUSE, Frederick George |
| * | | BUMBY, Al |
| * | Capt | CUNLIFFE, S |
| * | | CUTHAND, Adam |
| * | | CARTER, H.F. |
| * | | DARLING, Pere |
| * | | FORDANIER, H.L. |
| * | | GIBSON, Robert |
| * | Lieut | GRAHAM, H.F. |
| * | | HEINEKEY, G |
| * | | HICKS, Henry |
| * | | HERMANSON, B. |
| * | | HUMPHREY, E |
| * | | HOLMES, Darrell |
| * | | JONES, David |
| * | | MAY, Gordon |
| * | | McKAY, Keith |
| * | | MAUZA, A. |
| * | | MAGNUSSEN |
| * | | PASSMORE, Ken |
| * | | POTTER, George |
| * | | REDFORD, Jack |
| * | | REID, C.A |
| * | | SQUIRE, Verne |
| * | | TROUT, Stan |
| * | | WALSH, Peter |
| * | | WARREN, Jim |
| * | | WELSH, Alvin |
| * | | WEST, Fred |
| * | | WILLING, W.R |

* Deceased

The following War Diary has some pages missing. Poor copy may result in errors and/or omissions

This appendix to the January 1942 War Diary of No. 1 Cdn Radio Location Unit, briefly reviews the circumstances leading up to the organization and mobilization of this unit.

22 Nov 40 (CMHQ) Letter from Brig J McNair (War Office) to Maj-Gen PJ Montague, CMG, DSO, MC, outlining shortage of trained personnel and requesting co-operation by way of a loan of personnel of RC Sigs for operation of RDF equipment in all three Services, to relieve the situation.

24 Nov 40 (7 Corps) Lord Hankey discussed the personnel requirement for RDF with Lieut-Gen McNaughton, CB, CMG, DSO.

25 Nov 40 (CMHQ) War Office letter referred by Maj-Gen PJ Montague, CMHQ, to Gen McNaughton, 7 Corp.

28 Nov 40 (CMHQ) Lord Hankey wrote Gen McNaughton confirming his verbal request of 24 Nov 40.

29 Nov 40 (CMHQ) Gen McNaughton advised Maj-Gen Montague, CMHQ that qualifications for personnel required had been obtained from Lord Hankey and that immediate and urgent attention was being given to selection of personnel.

18 Dec 40 (AA Command School, Petersham) Three officers and 20 ORs, RCCS, interviewed at AA Command School, Petersham. All but one was found to be suitable for RDF duties. Of the three officers, Capt ER Gill and Lieut LG Eon were retained at the AA Command School, Petersham to take Radio Officers' Course. Lieut JD Bourne and the 19 ORs were attached to the 6th AA Divisional Workshop Coy, RAOC at Sidcup to start a 5 weeks course on maintenance.

17 Jan 41 (AA Command School, Petersham) Capt FF Fulton visited AA Command School and discussed equipment with Capt Gill and Lieut Eon.

20 Jan 41 (CMHQ) Captain ER Gill attached to 39 AA Brigade and Lieut LG Eon attached to 32 AA Brigade.

1 Feb 41 (CMHQ) Lieutenant LG Eon promoted to rank of Captain and remained on attachment to AA Command.

3 Feb 41 (AA Command) Lieutenant General Sir Frederick Pile, GOC-in-C, AA Command; Major General TC Newton, Lieutenant Colonel GAK Meyer, Captain AJG Hope and Captain FF Fulton met at AA Command and discussed the requirements for Operators Fire Control.

5 Feb 41 (7 Corps) General McNaughton and Captain Fulton discussed the question of training RDF personnel in Canada for the Canadian Army requirements with Sir Lawrence Bragge who is shortly proceeding to Canada.

7 Feb 41 (CMHQ) Lieutenant JD Bourne attached to 7 Anti Aircraft Division HQ as Division OME (wireless).

12 Feb 41 (Larkhill) Major L Walsh and Captains AG Hope, JP Lewis of AA Command and Capt FF Fulton of CMHQ interviewed 63 ORs (other ranks) at 1 Canadian Survey Regiment at Larkhill and determined that 49 would be suitable for training as Operators Fire Control.

13 Feb 41 (Borden) The above mentioned officers interviewed 46 ORs of 1 Canadian Survey Regiment at St. Lucia Barracks, Borden and determined that 38 would be suitable for training as Operators Fire Control.

19 Feb 41 (CMHQ) 25 Survey Regiment personnel assembled at 5 AA Division School, Hayling Island, to commence 4 weeks training course as Operators Fire Control.

21 Feb 41 Petersham) 7 ORs assembled at AA Command School, Petersham to commence training, four as Radio Officers, two as Operators Fire Control and one as Armament Artificer.

5 Mar 41 (AA Command) 20 potential OsFC assembled at 5 AA Division School for training on the 4 weeks course.

10 Mar 41 (AA Command) The remainder of those selected, approximating 35, assembled at 1 AA Div School, Theobalds Park, to commence the 4 weeks OsFC Course.

26 Mar 41 (CMHQ) Capt LG Eon attached to 66 AA Brigade as Divisional Calibration Officer.

27 Mar 41 (AA Command) 24 Canadian OsFC placed on site in operational roles in 5 AA Division.

31 Mar 41 (AA Command) Captain ER Gill attached to HQ, 10 AA Division as Division Radio officer.

7 Apr 41 (AA Command) 20 additional personnel placed on operational work with GL equipment in 5 AA Division.

10 Apr 41 (AA Command) Further personnel of 1 Cdn Survey Regt interviewed by Captain Medlicot, 6 AA Division and 15 potential OsFC selected.

14 Apr 41 (AA Command) The 15 potential OsFC commenced course at 6 AA Div School, Burwash.

NOTE: The original agreement made verbally for the provision of Canadian personnel to AA Command contemplated the loan of 100 operators for a period of approximately 6 months. At which time it was anticipated the shortage of British personnel would be relieved by the results of the Hankey Radio Training Scheme. Thus the selection and placing on course of this last lot of 15 potential operators fulfilled the agreed provision requirement.

22 Apr 41 (AA Command) 30 OsFC trained at 1 AA Division School placed on operational roles in 1 AA Division.

1 May 41 (AA Command) Captain LG Eon attached to HQ, 2 AA Division as Divisional Calibration Officer.

12 June 41 (AA Command) Captain ER Gill attached to 2 AA Corps as Corps Radio Officer.

14 June 41 (CMHQ) 1 OR commenced training as Technical Instructor at Hackney Technical College.

21 June 41 (CMHQ) Captain LG Eon attached to HQ, 4 AA Division as Divisional Radio Officer..

9 July 41 (CMHQ) Gen McNaughton instructed Maj Fulton to prepare, for basis of discussion, a draft of suitable organization for a Cdn Radio Location Unit for operation with the Cdn AA Brigade.

24 July 41 (CMHQ) Captain ER Gill, RCCS, taken on strength from 1 Canadian Signals Reinforcement Unit. Captain LG Eon, RCCS, and Lieutenant JD Bourne attached from 1 Canadian Signals Reinforcement Unit.

11 & 12 Nov 41 (Watchet) Major FF Fulton attended conference at SAAD. W/W, Watchet, at which revisions in respect of the syllabus for courses for Technical Instructors and Instructors Fire Control was considered.

21 Nov 41 (CMHQ) Lieutenant GE Tackaberry taken on strength from 1 Canadian Arty Reinforcement Unit and attached to GS Branch, CMHQ, (SD4) for duty.

27 Nov 41 (CMHQ) Revised proposed organization for Radio Location Unit for Canadian AA Brigade re-drawn on the basis of War Office opinion and on reports of field experience particularly in the Middle East, prepared by Major Fulton and submitted to Gen McNaughton.

2 Dec 41 (CMHQ) Message sent from Gen McNaughton to Gen HOG Crerar requesting authority to proceed with the organization of the Cdn Radio Location Unit and authority to carry 100% supernumerary in all ranks and grades including trades pay, to the interim WE.

3 & 4 Dec 41 (AA Command) Personnel on operational sites in 1 AA Div interviewed by Major Fulton.

9, 10 & 11 Dec 41 (AA Command) Personnel on operational sites in 5th and 6th AA Divs interviewed by Major Fulton.

20 Dec 41 (CMHQ) Reports submitted to Gen McNaughton covering status of RDF personnel, the proposed program for this personnel and the requirements of personnel for bringing the proposed Radio Location Unit up to the anticipated strength requirement. NOTE: No record has been included in the Appendix of the large number of meetings held with AA Com and the War Office in respect of organization. These in themselves were very numerous and dealt only with details which at periods were summarized into reports mentioned in this Appendix.

2 Jan 42 (Richmond Park) Canadian GL Mk III equipment was delivered to ADRDE, Richmond Park for operational trials.

4 Jan 42 (CMHQ) Capt ER Gill ceased attachment to AA Command as Chief Radio Officer.

5 Jan 42 (CMHQ) Capt ER Gill attached to CMHQ, GS Branch, (SD4) for duty.

7 Jan 42 (CMHQ) Approval of War Establishment Cdn IV/I 940/158/1 and authority for the information overseas of No. 1 Cdn Radio Location Unit transmitted by wireless from NDHQ. Advice also contained in the message GSD.41 that authority for the 100% increase in establishment also going forward.

9 Jan 42 (CMHQ) NDHQ advised in wireless message AG.807 that Serial No 852 is allotted to No. 1 CRLU.

13 Jan 42 (CMHQ) Administrative Order No. 12 issued by Maj-Gen PJ Montague CMHQ, authorizing formation of No. 1 CRLU with effect from 24 Jul 41.

16 Jan 42 (CMHQ) Capt HR Varcoe, RCCS, taken on strength from 1 Cdn Corps Sigs and attached to GS Branch, CMHQ, (SD4).

16 Jan 42 (CMHQ) Decision reached between "A" Branch, CMHQ and Major Fulton that all personnel on attachment to AA Command on 24 Jul 41 would be taken on strength of No. 1 Cdn Radio Location Unit as of that date. The effective date of the WE for the unit, and, since the British have been most lax in returning Part II Orders in respect of this personnel, that the Radio Location Unit's Part II Orders be made retrospective from 24 Jul 41 in order that a reasonably complete history of the attached personnel may be provided in the Unit's Part II Orders.

21 Jan 42 - Copy of a letter from (NE Roger) Lieutenant Colonel, Canadian Liaison, Canadian Corps and addressed to The Senior Officer, (2) Canadian Military Headquarters

Radio Location Personnel.

1. I am directed to inform you that Lt. General McNaughton desires that the Cdn Radio Location Unit, which is now being organized, should remain for the present as an extra-regimental establishment

and should NOT be considered as belonging to any one arm of the service. After further development of this work and when the War Office has reached a more definite decision as to the future responsibility for this work, it may be necessary to designate a particular arm of the service as being responsible. If this step is taken, the necessary adjustments in personnel etc. can then be made.

2. Lt. General McNaughton is most anxious that the development of this work and the organization of the Cdn R.L. Unit should be given the highest priority and hopes that the Heads of the three Corps most intimately concerned (RCA, RC Sigs, and RCOC) will offer all practicable assistance in regard to making personnel available. Etc. He asks, also, that you facilitate the attachment or transfer of personnel required by this unit wherever possible

3. Lt. General McNaughton prefers that the submission of a revised War Establishment for yet, partly to allow British views on the organization of this work further to crystallize and partly to avoid dislocating the submission of the present provisional establishment by NDHQ to Privy Council.

23 Jan 42 War Diary Nominal Role 1 Cdn Radio Location Unit.

| | | | |
|---------|-------------------|-------|----------|
| D10681 | Andrews, J.F. | A/Sgt | 1 Dec 41 |
| L22538 | McKinnon, J.A. | A/Sgt | 1 Nov 41 |
| D10923 | Anderson, C.E. | A/Bdr | 1 Dec 41 |
| *DIOX10 | Boisvert, A.J. | A/Bdr | 1 Dec 41 |
| L22535 | Bompas, R.A.W. | A/Bdr | 1 Dec 41 |
| D10950 | Broadfoot, E.M. | A/Bdr | 1 Dec 41 |
| K15181 | Brown, L. K. | A/Bdr | 1 Dec 41 |
| *D10947 | Cunliffe, S. | A/Bdr | 1 Dec 41 |
| D10933 | Dow, H.G. | A/Bdr | 1 Dec 41 |
| L41024 | Edwards, W.J. | A/Bdr | 1 Dec 41 |
| M17262 | Farewell, G.G. | A/Bdr | 1 Dec 41 |
| M226 | Gordanier, H. | A/Bdr | 1 Dec 41 |
| L1018 | Hamilton, A.H. | A/Bdr | 1 Dec 41 |
| K5455 | Harris, D.F. | A/Bdr | 1 Dec 41 |
| L2521 | Hogg, D. | A/Bdr | 1 Dec 41 |
| F6389 | Larder, J.W. | A/Bdr | 1 Dec 41 |
| A2355 | Learn, E.P. | A/Bdr | 1 Dec 41 |
| K42094 | Little, D.R. | A/Bdr | 1 Dec 41 |
| D10978 | McKay, J. | A/Bdr | 1 Dec 41 |
| D10799 | Morris, D.J. | A/Bdr | 1 Dec 41 |
| D10903 | O'Connell, D.E. | A/Bdr | 1 Dec 41 |
| D10928 | Pinder-Moss, J.N. | A/Bdr | 1 Dec 41 |
| L22530 | Powell, J.L. | A/Bdr | 1 Dec 41 |
| K25806 | Racey, T.W. | A/Bdr | 1 Dec 41 |

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| A54528 | Ramsey, J.C. | L/Bdr | 1 Dec 41 |
| K92495 | Scott, R. | A/Bdr | 1 Dec 41 |
| D 10961 | Solecki, F. | L/Bdr | 1 Dec 41 |
| L22536 | Arbuckle, R. | Gnr | |
| D10919 | Aube, C. | Gnr | |
| B6601 | Avery, W.L. | Gnr | |
| *D10544 | Baker, K.H. | Gnr | |
| K25518 | Beesley, J.B. | Gnr | |
| D10863 | Belanger, F.A. | Gnr | |
| D119601 | Bernstein, H. | Gnr | |
| D10900 | Blackman, D. | Gnr | |
| L22529 | Branston, A.S. | Gnr | |
| D71207 | Bryan, H.W. | Gnr | |
| L22544 | Burston, T.S. | Gnr | |
| L22683 | Calvin, G.R. | Gnr | |
| F77250 | Carmichael, L. | Gnr | |
| M50098 | Chikinda, M. | Gnr | |
| D10870 | Cook, W.L. | Gnr | |
| D6852 | Cote, A.L. | Gnr | |
| D109S2 | Cowud, W. | Gnr | |
| D10875 | Curry, H.A. | Gnr | |
| D22534 | Dechief, J.A. | Gnr | |
| K25820 | Douet, P.H. | Gnr | |
| L22680 | Farrell, L. | Gnr | |
| B6701 | Ficht, H.R. | Gnr | |
| B6673 | Foster, H.R. | Gnr | |
| L22533 | Gibbens, J.P. | Gnr | |
| D10879 | Girud, J.R.E. | Gnr | |
| B6640 | Hallam, D. | Gnr | |
| L22531 | Hill, F.B. | Gnr | |
| U1619 | Holmes, S.G. | Gnr | |
| A54648 | Johnson, G.S. | Gnr | |
| L22525 | Keith, S.J. | Gnr | |
| L98357 | Kersey, B.G. | Gnr | |
| *L11207 | Law, H.M. | Gnr | |
| L22759 | Lukowitch, H.A. | Gnr | |
| D10970 | McFaul, A.G. | Gnr | |
| D10872 | McKinley, R.S. | Gnr | |
| D10980 | McLachlan, D.W. | Gnr | |
| L41023 | Marland, K.J. | Gnr | |
| D12884 | Mossham, H.L. | Gnr | |
| D10808 | Micklewright, M. | Gnr | |
| L22526 | Miller, L. | Gnr | |
| D10869 | Monks, E.N. | Gnr | |
| D10874 | Morrisey, J. | Gnr | |
| L22528 | Morrison, I.A. | Gnr | |
| L22534 | Mowbray, D.R. | Gnr | |
| D10823 | Murray, J.S. | Gnr | |
| D10857 | Nadon, L. | Gnr | |
| C777 | Parsons, H.J. | Gnr | |
| D10969 | Pearce, R.A. | Gnr | |
| D10971 | Quail, R.C. | Gnr | |

| | | |
|---------|----------------|-----|
| D10972 | Raine, D.W. | Gnr |
| K25805 | Roberts, R.C. | Gnr |
| L22589 | Rogers, B.W. | Gnr |
| *D10987 | Roy, W.H. | Gnr |
| L2529 | Rintoul, W.J. | Gnr |
| L92537 | Russell, W. | Gnr |
| K25807 | Sabadland, I. | Gnr |
| D10506 | Taylor, R.S.L. | Gnr |
| D10955 | Thompson, A.J. | Gnr |
| C784 | Urquhart, A.R. | Gnr |
| L22534 | Warner, R.G. | Gnr |
| *D6697 | Welsh, A.L. | Gnr |
| D10901 | Woolcocks, N. | Gnr |
| B6645 | Wylie, C.J. | Gnr |

30 Jan 42 (CMHQ) 0900 - 1100 hrs Medical inspection of Unit. 1100 - 1200 hrs Pay Parade. Many of the men couldn't draw pay as they had already drawn some of January and according to Pay Books were overdrawn. Some of the men claim they can't be overdrawn. Pay admits books in hopeless mess and will have to be sent to Chief Paymaster for auditing. 1330 - 1700 hrs Dental and bath parade. 1700 - 1900 hrs Twelve more ORs arrive at Haslemere and arrangements made to have them transported to camp.

31 Jan 42 (CMHQ) Unit paraded and inspected by OC, Coy. New arrivals had medical and dental inspection. Remainder taken for route march. Barracks inspected and found to be in first class condition. Sgt. Searcy dispatched to Acton to collect typewriters. Afternoon and evening devoted to fixing up officers' quarters and offices. Officers move into Quebec Lodge. Personnel position as follows: Capt ER Gill and Lieut Tackaberry with the main body of the Unit at Bordon. Capt HR Varcoe attached to CMHQ and working with Dr F Saunders of National Research Council on operational trials of Cdn GL Mk III equipment. Capt LG Eon and Lieut JD Bourne still on attachment to AA Command. 3 NCOs at Northampton Polytechnic Institute on Technical Instructors Course. 2 NCOs (1 belonging to 2 HAA Regt) at SAAD Watchet on TI Course 1 NCO TI, and 6 NCOs at ADRDE (ORG) assisting in operational trials on Cdn GL Mk III equipment. 2 NCO TIs on leave following graduation SAAD Watchet. 14 Operators at Corps School being tested for entrance to Subsequent Radio Mechanics Course.

19 Mar 42 (Bordon) Advice received from CMHQ that 15 potential Radio Mechanics are to proceed on a Radio Mechanics course on 26 Mar 42.

20 Mar 42 (Bordon) Captain ER Gill struck off strength of 1 CRLU and posted to 1 Canadian Signals Reinforcement Unit WEF 28 Jan 42.

20 Mar 42 (Bordon) Major ER Gill attached to 1 CRLU WEF 28 Jan 42 for all purposes and with powers of a Battery Commander. K15181 Bdr LK Brown who has recently completed a TI Course instructed to prepare a series of lectures on fundamentals of electricity and radio.

20 Mar 42 (Richmond Park) Dismantling of equipment commenced.

22 Mar 42 (Richmond Park) Presentation on ZPI modified to provide narrower image on PPI tube to permit more accurate bi-section with cursor.

22 Mar 42 (Taplow) Major Gill and Lieutenant Tackaberry visited Major Fulton, a patient at 5 Canadian General Hospital, and discussed several administrative matters and other details in connection with the Unit.

22 Mar 42 (Bordon) Mr. AK Wickson, Radio Engineer of National Research Council, visited the Unit and stayed until the following afternoon.

23 Mar 42 (Bordon) Instructions received to dispatch 10 potential radio mechanics to Wandsworth Technical Institute on 26 Mar 42

23 Mar 42 (Bordon) Advice received that 4 officers and 224 ORs would arrive the following morning as reinforcements for the unit from Canada. Arrangements made with Lieutenant Colonel Harris, OC, Q Wing, 1 CARU, to carry these reinforcements on the strength of 1 CARU. Other necessary arrangements made to receive and care for the incoming men. Brigadier IC Stewan, commanding C Group and Colonel Roome, OC 1 CARU, visited Major Gill at Unit's HQ and discussed the training of the new arrivals.

23 Mar 42 (CMHQ) Captains Eon & Varcoe represented Major Fulton at a meeting held at the War Office, MMS to discuss auxiliary and test equipment, handbooks, drills, etc. especially with a view towards providing a maximum of common equipment to both the British Mk III and Cdn Mk III equipment.

23 Mar 42 (Petersham) A bomber target was available for 2 hours, but due to heavy interference by reason of a large number of aircraft in flight in connection with London Warship Week demonstration, the course was so badly cluttered that satisfactory results were not obtained.

24 Mar 42 (Petersham) Equipment, especially auxiliary equipment disassembled preparatory to move.

24 Mar 42 (Bordon) Capt CR Bun and Lieuts HE Graham, GL Marrotte, CR Clemence and HA Cooper and 226 ORs arrived at Quebec Barracks, Bordon, and were taken on strength of 1 CARU and attached to the unit for training. The reinforcements brought an extensive supply of stationery and office equipment, which will prove useful. Lieut AH Cooper proceeded to No 15 Cdn General Hospital suffering from acute tonsillitis. The Reinforcement NCOs are in receipt of trade's pay which is causing some embarrassment since the unit NCOs are not yet in receipt of trades pay. Several ORs were dispatched to hospital suffering from mumps. The reinforcements were not in quarantine.

25 Mar 42 (Bordon) Indefiniteness in respect of state of quarantine or otherwise of the new arrivals throughout the day, seriously interfered with settling down to duty. It was finally decided that the reinforcements were not in quarantine but beds were spaced in the barrack block in accordance with instructions from Lt-Col Harris, OC Q Wing. Unit parade was held and officers and ORs divided into troops for administration and training purposes. A pay parade was held and demonstrations given of kit layout, proper dress, etc. Senior NCOs of reinforcements interviewed and placed on an NCOs course under CIG, Q Wing.

14 Apr 42 (London) Tentative agreement reached with AA5 to attach up to 300 potential Operators Fire Control, together with instructional cadre and Cdn GL Mk 111 equipment, all from No. 1 CRLU, to No. 208 and 220 Light AA Training Regts, Lutton Camp, Yeovil, Somerset on 23 Apr 42.

14 Apr 42 (London) Discussion with Chief Scientific Liaison Officer, National Research Council and Dr. FH Sanders, regarding urgent necessity for IFF equipment for use in conjunction with GL Cdn Mk III

as well as gaps in the polar diagram of the ZPI equipment.

14 Apr 42 (London) Lieut JA Howard RCA proceeded to SAAD (W/W) Watchet. MT report that quarters and rations at Wandsworth Technical Institute were definitely poor but the situation has been rectified to the satisfaction of the 10 Radio Mechanic students.

14 Apr 42 (Spurn Head) Convoy left Spurn Head gun site 0100 hrs, arrived Lutterworth staging camp 1730 hrs. Photograph of convoy attached as Appendix A.

14 Apr 42 (Army HQ) Meeting: Lieut-Gen McNaughton, GOC-in-C, Cdn Army; Brig J Genet, CSO, Cdn Army and Major Fulton. Gen McNaughton approved the joint training program for Operators Fire Control. Gen McNaughton authorized the attachment of approximately 60 operators Fire Control from 2 HAA Regt to 1 CRLU and authorized OC 1 CRLU, Major Fulton, to inter-post between personnel attached from 2 HAA Regt and 1 CRLU as he sees fit. Gen McNaughton approved on a provisional basis, WEF 21 Mar 42, the WE Cdn IV/1940/159t2 and advised Major Fulton that acting promotions might be made on a provisional basis with effect 21 Mar 42 and be confirmed WE 15 Mar 42, when Privy Council approval for the WE is obtained. Gen McNaughton requested information on how many complete GL Mk III equipments could be operated and maintained by 1 CRLU if early warning equipments (ZPI) were not utilized with Light AA Regts. He was advised 10 could be easily handled and probably 12 if necessary. Gen McNaughton advised Major Fulton that pending a decision as to what Corps, if any, this extra regimental unit will be incorporated in, the OC, 1 CRLU, would report to him through the CSO Cdn Army, and that the unit would be considered Army troops.

21 Apr 42 (Bordon) Capt JD Bourne, RC Sigs, reported in to Unit on ceasing attachment to 7 AA Div remaining on attachment to 1 CRLU from 1 Sigs.

21 Apr 42 (London) Agreement reached, Dr FH Sanders - Major Fulton, that NRC will provide certain maintenance spares urgently required for GL Cdn Mk III equipment and Major Fulton will cable Ottawa for the balance.

21 Apr 42 (London) Major Fulton detailed Capt Varcoe to command the training group at Yeovil and discussed in detail the training program. Capt Varcoe was also requested to prepare a complete inventory of the GL Mk III equipment, together with all tools & spares in order that these may be taken on ledger charge by 1 CRLU from NRC

22 Apr 42 (London) The senior officer, CMHQ Maj-Gen The Hon J Price Montague, authorized the immediate promotion of Capt HR Varcoe and Capt LG Eon to rank of a/Major WEF 21 Mar 42.

22 Apr 42 (London) DAAG requested to obtain information from NDHQ regarding certain officers and ORs detailed to proceed with the reinforcements for 1 CRLU and who were detained in Canada.

22 Apr 42 (Bordon) Certain serious inherent faults in the GL Mk III were observed. Major Fulton visited the Unit and considered administrative details. Capt CR Butt and 1 OR proceeded to Yeovil, Somerset, as an advance party for the OFC Group.

23 Apr 42 (London) Message GS 1402 transmitted, requesting allotment of a total of 17 GL Cdn Mk III sets exclusive of serial No 3 now here, to 1 CRLU. Admin Order No 86, CMHQ issued authorizing as Orderly Room Sgt under Details 'Left at Base'.

23 Apr 42 (Bordon) Lieut HE Graham, Lieut CR Clemence, Lieut GL Marrotte, 1 W02, 5 NCO Instructors and 4 ORs administrative personnel, and 195 candidates proceeded from 1 CRLU Bordon to Yeovil; 2 NCOs and 62 ORs proceeded from Orsett, Essex, to Yeovil.

30 Apr 42 (Bordon) Disposition of Unit.

| Place | Officers | ORs |
|---------------------------------|----------|-----|
| Bordon Unit HQ | 1 | 32 |
| Bordon Attached | 2 | 13 |
| Bordon Hospital | | 9 |
| Bordon Quarantine | | 1 |
| Bordon Absent Without Leave | | 1 |
| Yeovil OFC Course | 6 | 222 |
| Yeovil Attached from 2 HAA Regt | | 66 |
| Wandsworth Radio Mech Course | | 56 |
| TreForest Radio Mech Course | | 15 |

| | |
|--|-----|
| Blackpool Radio Mech Course Attached | 10 |
| Northampton Radio Mech Course Attached | 14 |
| Sidcup Armament Artificers (Radio) C | 13 |
| Gainsboro' Armament Artificers (Radio) C | 3 |
| Gainsboro Armament Artificers Attached | 2 |
| London & Watchet IFC & TIFC Courses | 2 4 |

23 Jun 42 (Bordon) Diesel engine gives trouble. Nine drivers loaned to Q Wing for duty. Lieut Clemence and 4 NCOs leave to report at Northampton Polytechnic College for IFC & TIs courses respectively.

24 Jun 42 (Bordon) Training syllabus arranged to include mess-tin cooking course of 1 day for all ranks. A swimming parade for 20 men daily also arranged and a Novice Boxing class started.

25 Jun 42 (Bordon) Majors Gin and Varcoe visit CMHQ to discuss various problems in connection with Unit, with Lt-Col FF Fulton.

26 Jun 42 (Bordon) Small detachment of Unit took part in program put on by 1 CARU for the GOC in Cs inspection. The detachment in question was training in "Crash Action". The GOC in C asked various questions regarding progress of training and maintenance problems.

27 Jun 42 (Bordon) Majors Gill, Eon and Varcoe attend Saturday morning meeting at Petersham where GL Mk III (Br and Cdn) are discussed. Discussion confirmed entirely to early warning devices and it was generally agreed that to date the GL Mk 11 set is the only device that has been found to meet all the requirements necessary for a "Putter On" for either the proposed British and Canadian sets. Before the Cdn ZPI can be successfully used in a mobile role, four main weaknesses have to be corrected. (1) An IFF device must be incorporated (2) Aerial system must be altered to correct present blind spots. (3) A wider range in frequencies must be available to overcome mutual interference difficulties. (4) An effort to reduce clutter on the presentation Unit be made. Following the meeting, Majors Gill and Eon visit CMHQ and discussed with the training group certain proposals regarding the training of Armt/Arts radio at MC of S'Bury and later at Petersham. In effect the proposal is for MC of S to run a special 3 weeks course on 10-cm theory for the benefit of Unit personnel presently at MC of S plus the Armt/Arts on loan to AA Command

beginning 6 July 42. Following this, MC of S will loan 2 Sgt Instructors to aid in the special course to be run for Armt/Arts at Petersham.

8 Dec (Colchester) Representatives of the War Office. ME 10 visit unit for the purpose inspecting the GL equipment. Capt Tackaberry visits 2nd Echelon and arrangements are made for the Unit to go on a Field Return Basis WEF 21 Dec 42. The convoy returns without mishap arriving at 1830 hrs.

9 Dec 42 (Colchester) Four representatives of CIME and one representative from War Office visit Unit to inspect Unit equipment.

10 Dec 42 (Colchester) Ten ORs proceed on a Driver Mechanics Course to Brighton. This will be the last course handled by the Unit.

12 Dec 42 (Colchester) Lt-Col ER Gill and Major LG Eon proceed to CMHQ for conference relative to the G 1098 of this Unit. Lt-Col Gill will proceed to Brighton accompanied by Brig Agnew for the purpose of observing Unit attachment C1 during active operations.

13 Dec 42 (Colchester) Sunday. Usual Church Parade. Good representation of Unit attendance.

14 Dec 42 (Colchester) OC proceeds to Shoreham near Brighton and visits C1 Detachment. Brig DR Agnew and Lt-Col Bell Irving, OC 2 HAA Regt, RCA accompany Lt-Col Gill. The GOC in C First Cdn Army accompanied by the BRA, Brig Brownfield and Lt-Col Carrie, SD Tech, RCA inspects C1 Detachment. Lt-Gen McNaughton is highly pleased with the results of his inspection. The remark made by the GOC in C after viewing the equipment was "it's fantastic". The remark was made to Lt-Col Gill. The OC is still wondering whether Gen McNaughton meant the equipment or his, Lt-Col Gill's face. Major Eon enters No 5 Gen Hospital for tonsillectomy.

15 Dec 42 (Colchester) Pay Parade. Smiling faces again. Lt-Col Gill returns from tour of inspection. Major CR Butt proceeds on extended tour of sites on South coast, which are presently manned by this Unit's personnel.

Report On Visit to British Gun-Sites
Where Canadian OsFC Are Attached

December 15th, 1942 0830 hrs Major Butt and Sergeant Broadfoot left Colchester and after some delay due to fog arrived at Dover at 1430 hrs. On arrival I went to HQ 71st Brigade and paid my respects to Bdr Saddler. I then located Capt McLarty, Brigade IFC and after a brief discussion made an appointment for conference at Brigade HQ at 1900 hrs that evening. Leaving Brigade HQ at 1545 hrs I went to site Dog 3 and found Lieut. Glover and had him make immediate arrangements for Sgt Broadfoot to commence issuing the stores we had brought with us from Colchester. In a very short time Set Broadfoot set up his Quarter Stores in a vacant room on the site and the men were brought in to be fitted out as fast as they could be relieved. This continued until late that evening. In the meanwhile, I visited parts of the site and interviewed the men and found them to be in good health and morale. Their quarters are of the usual sort found on sites, rather cold and sometimes drafty. No complaints were made about the food. Several small personal matters relating to leaves, marriage applications, mail, and stores issues were discussed with the men and sealed. I then adjourned for a talk with Lieut Glover and checked the Nominal Roll of 1st CRLU personnel on Dover sites. Lieut Glover then reported the circumstances of a fire, which occurred in a Bell tent within a Marquee on Site Dog X a few days previously. He stated that the 8th Searchlight Bty to which our men on the particular site were attached, required that 1st CRLU hold a court inquiry forthwith to inquire into and report on the circumstances of the fire. I instructed him to immediately inform the Bty that the men were attached to them f.a.p. and that most of the stores involved were on their charge, therefore the convening of a Court of Inquiry was their obligation and that a copy of the proceedings and findings of the Court should be sent to this HQ as soon as possible. Lieut Glover reported that the men are working well and that he had no criticism of the NCOs. Sgt Tweedie had not the benefit of the experience of the others, but was working very well and would soon be familiar with the site procedure.

On some of the sites our men are operating the plotter as well as the GL equipment. There is some shortage of NCOs on the sites and it was agreed to send some more down at an early date. I left Dog 3 Site at 1830 hrs and met Capt McLarty at Brigade HQ shortly afterwards and took him out to dinner, returning to Brigade HQ at about 2100 hrs.

Capt McLarty stated that he was well pleased with the Canadian OsFC and that he would be glad to have a few more in the area. He informed me that he was depending on our operators for all GOR information for early warning to London. He stated that he was not pleased with Sgt Andrews because he did not keep his equipment in a good clean condition, and neglected to keep up his log book. He stated that he would be pleased to make a site available for a Canadian Mk III equipment if it is possible to send some one down at some future date. He further stated that he is expecting to place GL equipment on his Z Site at Dog 1, which has hitherto been plotter controlled. If this takes place he could absorb some Canadian OsFC there. It was agreed to send further personnel to Dover shortly and that the Brigade would institute courses in GL to be given to all our NCOs or OsFC.

December 16th, 1942. Sgt Broadfoot took the stores out to Site Dog A which is a few miles out of town and remained there until noon-time. During the morning I had a further talk with Lieut Glover and took him down to Brigade and introduced him to Capt McLarty and Bdr Saddler. The Bdr conferred with us for some time and expressed considerable interest in the Canadian Mk. III equipment, saying that he hoped we could bring one down there. Leaving Brigade at 1430 hrs. I returned to Site Dog 3 and picked up Sgt Broadfoot and all stores equipment for his return journey to Colchester, and left Dover at 1430 hrs. and reached Brighton at 1915 hrs the same evening. Spent the night in Brighton and left the following morning for Shoreham, Sussex.

December 17th, 1942. 0900 hrs. Left Brighton and arrived at Shoreham at 1000 hrs. and located Lieut Pinder-Moss with 8th Bty, 2nd HAA Regt, RCA (mob). Several minor matters were discussed here and a brief telephone discussion was had with Major Hyde who was not able to be present. He expressed satisfaction with both detachments and arranged for a conference with me later in the week. After this I made exchanges with Gnr McIsaac for his own stores which had been recovered from Rainham with the new articles he had drawn from HHQ Quartermaster Stores. Some articles missing in his own kit obliged him to keep the corresponding articles of new equipment and clothing. Lieut Pinder-Moss said that the quarters were quite good and the food was fair, although not always sufficient. Leaves were arranged on the same basis as the Battery, i.e. one afternoon

and evening every third day in addition to usual 48 hour and 7 day privilege leaves. The mail arrives safely but letters take a long time. The equipment is manned on the following schedules. On the Mk II, two teams of eight men are alternated every 24 hrs, five men of the team standing down must remain on call, the remainder being free. On the Mk III equipment three teams of five men are alternated -one on duty - one standing to and one off duty. Lieut Pinder-Moss was satisfied that Major Hyde was co-operating as much as possible and was interested in the equipment. With regards to the equipment, it was found that the ZPI lobes tended to vary with the tides and experience showed that dead spots existed at 2, 7, 14, and 20 degrees. It is, therefore, a good policy for the APE to search in these angles when the ZPI is on the air. A few of the needs required by the detachment are as follows: Paint for the trailers, these are rusting and peeling badly, being very close to the sea. Protective weapons (side arms), only rifles are available and these have to be carried to and from the Set by each team. Demolition equipment to destroy the Sets and Power Valves in the case of enemy attack. Some kind of anchor devise is required on the ZPI. The strong winds off the sea rock the Set dangerously and there seems to be a chance it might blow over. Rubber boots for the teams. This latter item is, I believe, now taken care of. At the present time it is necessary to run the diesel for most of the 24 hours in order to keep the thyatronns warm and also to keep the moisture out of the equipment. Up to the present time the diesel has given no trouble. Some attempt has been made to camouflage the equipment and the efforts do not appear to be entirely in vain although the APE cabin is nearly impossible to effectively conceal when in action. It occurred to me that camouflage might be in vain on that site due to the lack of track discipline, the great number of cables lying all over the ground and the several very obvious GL equipment. Leaving Shoreham at 1140 hrs I proceeded to Southsea arriving there 1520 hrs I located HQ, 127th Bty, RA at Southsea by 1550 hrs and had a talk with the Battery Commander who said that Gnr McDonald was ill and had been in a Canadian Hospital at Borden, Hants. He added that he had been given no information on how the men were attached to him and for what purposes. He had no papers, field conduct sheets or information on the men and had been unable to find out anything by mail. After enlightening him on the subject of

attachments of Canadians he agreed to arrange for stores and exchanges to be made for our men. He stated that the men were being trained on Mk I* receiver and Mk II transmitter and are good operators. There are not enough of them to make a full team, so they are only being used as spares. He was informed that the attachment was for four weeks only. His only complaint of the men was that their quarters were not kept sufficiently clean and tidy. The men stated that they were well fed and quartered; needed stores such as winter underwear and uniforms. their boots and laundry are being looked after. They get lots of training following targets and practice dummy runs.

December 17th, 1942 1650 hrs Visited OC, 102nd Battery, RA at Portsmouth. The first remarks made were to the effect that Gunners Mero and Moyer had deceived the Pay Master into believing that they were entitled to any amount of money they asked for. Consequently they draw amounts of from three to five pounds a week. The result of this was that they had got into trouble in the town of Portsmouth on several occasions and once landed in jail. Gunner Ross did not draw these amounts of money. The others now have their pay stopped until their accounts balance again. The men are good operators on the Set with the exception of Mero and Moyer who evidently make no effort. The men said they are happy on the site and are well looked after. The food and quarters are good. There is a dance and picture show each week. Mail is very slow getting there. Before leaving I gave all of them a strong talk and received their assurances that they would behave in the future. A few matters of administration and quartermaster stores were attended to before leaving.

December 17th, 1942 1805 hrs I visited 556th Battery, HA, at Morelands Camp. The acting OC stated that he could not speak too highly of the Canadians and that they were well liked. He hoped that I was not calling to take the men away because they were his best action team and had just got credit for bringing down a Dornier 117. The TI made similar remarks and said they were the best operators he had ever had. They work as gun numbers and also in the Command Post on the plotter. The men said they were well cared for and liked it there. Food and quarters are good and they have two dances a week there and never less than one show. Their mail is slow coming. I interviewed Gnr Anderson who wishes to get married to an ATS on the site next May, and

assisted him to prepare his application.

December 18th, 1942. 1055 hrs Hayling Island, Site P2. I visited 458/160 Battery, RA. There are only two of our men here, **Gunner Phillips** and Gunner Harris. Both of these men are doing Radio Mechanics work and maintaining the Set on site. In spare time they study radio and math under the Site No. 1. Both are keen to take a radio mechanic course. Site commander states both men are excellent and he is pleased with their conduct and work. The men state they are well cared for and their food and quarters are very good. Both were on duty when this site brought down an enemy plane. Mail arrives after some delays. They have no trouble in getting their requirements attended to. Dances and entertainment of different kind takes place on the site each week.

December 18th, 1942 1120 hrs Hayling Island, Site P5. I visited Gunner Hawkins who is the only Canadian on this site, which is also operated by 458/160 Battery. I found him to be well and quite busy in the role of radio mechanic. He has studied and trained himself to do the work and wishes to take a radio mechanic's course. He is well looked after and clothed and his rations and quarters are satisfactory. The site commander is well pleased with his work.

December 18th, 1942 1440 hrs I visited 348th Battery (mob), RA at Donnington Farm, Chichester. The Battery OC told me that his was a Mobile Battery and that they had just taken the site over a few days previously with the Canadian operators already there. He said that the previous battery had not given them any training at all, but his No. 1 was giving them a series of lectures and some practical work. They are good operators and behave themselves very well, he added. This site appeared to me to be one of the most depressing ones I'd seen yet. It is located in a field adjacent to a farm with the Battery HQ located in an old stable in the barnyard in a quagmire of deep mud and all the men are living in Bell tents under marquees. The men seemed to be very healthy and stated that they were well fed and clothed, but they were anxious to get back to the Unit. They complained that their mail took three weeks to reach the site and that they had some laundry missing since the last battery moved away, also a few boot repairs were needed. These latter points I took up with the Battery Commander

and he promised to rectify them. This is certainly a very depressing site, and perhaps one of the worst, and I think that the men should be withdrawn from there as soon as it is convenient

December 18, 1942 1615 hrs I visited No. 335 Bty, RA at Oldwicke Farm north of Chichester. This is a semi-mobile battery and has been just recently moved in. The site commander had no particular complaints with our men and said they were good operators. Gunners Patterson and Boyd had been AWL for a few days but there were no other troubles. I interviewed the No. 1 and he also gave a good report on the men and told me that the site had obtained a special GL Trainer, which they all used for practice and dummy runs. There was also air co-op every week and the men were getting theoretical lectures as well. He is using them as his first action team and due to their efforts the troop succeeded in bringing down an unidentified plane a few days ago. However, since a Wellington Bomber has disappeared they had not felt that it was prudent to make a claim for the action. Interviewing the men I found that they were satisfied with their food and quarters, and were being looked after in all matters of Qstores, pay, leaves, etc. They also complained of the slowness in the arrival of their mail and parcels. Cinema and Ensa shows are provided every week.

December 19th, 1942 0900 hrs I visited Lieut Pinder-Moss at 8th Bty, 2nd HAA, RCA, at Shoreham-by-sea. Lieut Pinder-Moss reported that the Quadrant Switch that had been giving trouble previously was much better but not correct as yet. Trouble was being experienced in keeping the Quadrant Switch tight on its mounting, and that once it had got loose it was difficult to set it back at the original point and correct angle. To overcome this S/Sgt. Grainger had arranged through REME to make a special right-angled screw driver of correct size to work in the limited space provided. The thyatron control on azimuth continues to give trouble periodically. Interaction is still being experienced between azimuth and elevation thyatrons controls, and when both are operated simultaneously there is power drain of 50 amperes. There has not been much trouble with the ZPI equipment lately and the new Spark Gaps sent down recently have lasted much longer than before. The present one has been in use for over 200 hrs, and is still in good condition. The trouble experienced due to targets getting lost when flying between lobes is now much improved since

lowering the frequency to, as I remember, about 155 Mcs. According to the latest reports the new IFF (Identification Friend or Foe) interrogator and responder equipment is due to be installed on the Mk II set about March 1. Some training is going on at the present time. Sgt Thompson's section is learning to operate the Mk IIIC equipment and Lieut Pinder-Moss's detachment is learning to operate the Mk II. S/Sgt Grainger and Sgt Ruud are going to give some technical lectures, and a Sgt from the 2nd HAA Regt. is to give some lectures on AA gunnery. The OsFC will also have driving and the drivers are to team operating and crash action. Requirements urgently needed are a stationery box and a hydrometer for testing the batteries. It is also recommended that the APE range be extended to 19,000 or 20,000 yards since the guns are still able to fire on distant targets by means of the plotter control to the limits of their extreme range. Lieut Pinder-Moss reported that his light utility car had been taken out of the lines the night previously and had been driven into some object causing damage to the differential gear box on the front axle. The Bty Commander is convening a Court of Inquiry the next day to report on the matter. In the meanwhile the Unit's attached Ordinance Workshop section was estimating the damage and arranging to make the necessary repairs. I spent some time discussing administrative matters with Major Hyde in connection with the two detachments. He told me that he had no complaints with our operators and that they were all working well. He is quite satisfied with them. He has a high opinion of Lieut Pinder-Moss, and I notice they co-operate together very well.

December 21st, 1942 0850 hrs I visited 176th Bty, RA, at Southwick Hill Shoreham-by-sea. This battery had recently taken the site over and the Canadian operators had been transferred there from 584th Bty at Seaford. At the time of my visit the men were very badly off for clothing and equipment, etc. The Bty did not know for what purpose our men were attached to them and supposed that their own Unit would look after their requirements. The most that had been done for them was a little boot repairing. I immediately took the matter up with the troop commander and arranged for the men to have a Stores Parade and be fitted out with winter underwear. He stated that he had no idea what he was supposed to use the men for because the previous battery was not able to tell him and they

had used them for cleaning out the transmitter and diesel. At this juncture I had the British No. 1 called in and made the situation quite clear to all concerned and arranged for the men to be given operating jobs and special training sufficient to enable them to qualify at a trade test. It was reported the men are good operators and have not been in any trouble other than being a little slack on parade. In my opinion this latter fault is the direct fault of nobody taking any particular interest in the men and not giving them any worthwhile work to do. Interviewing the men I learned that they were fairly well treated but that the food rations were sometimes rather short. They also spoke of difficulties obtaining boot repairs and exchanges, and clothing. There had also been some ignorance of Canadian pay instructions' and for a brief period they had been unable to get any money. This latter trouble had just been corrected now that the 8th Bty, 2nd HAA Regt, RCA were sited nearby, and their paymaster visited regularly. I spent some considerable time on this site and did not leave until all difficulties had been adjusted to my satisfaction. The No. 1 stated that it was not practical to use our men as an action team because there was only three of them and two more would be required. I therefore decided to transfer the two men at 606 Bty at Newhaven in order to complete the team.

December 21st, 1942 1315 hrs I visited 606th Bty, RA, at Hodden Farm, Newhaven. At the time of my arrival 414th Bty was handing the site over to 606th Bty that had no operators at all except inexperienced ATS girls who had never been on a site or "manned" a GL in action. It was, therefore, very evident that the Canadian operators should be led on the site in case of action. The site commander, corroborated by the No. 1, said that our men were the very best. They can handle any number on the team, including No. 1, are proficient in the Command Post or at the plotter. Their dress, conduct, and bearing is excellent. They have been on the main action team for some time and have a category I to their credit on 6 of December. Gnr Martin has some good radio knowledge and is of considerable assistance to the radio mechanics, whilst for Gnr Stenton is said to be a very hard worker. The OC said they had done some very good work felling trees and were teaching the others lumbering techniques. The men say that they are well treated and have good instruction. Their stores and pay requirements have been looked after, and their mail has been regular. Arrangements were made for these

two operators to remain with 606th Bty for two weeks until the ATS are able to take over completely.

December 21st, 1942 2015 hrs I visited HO, 2nd HAA, Regt, RCA, and had conversations with Lieut-Col Bill Irving. The Col said that all our operators were now working satisfactorily and that he was well pleased with them. He stated that Brigade was considering moving his 8th Bty at Shoreham to some new site in the Newhaven area in order to see how our equipment could work on the low flying enemy planes which hitherto they had not been able to get any warning about. He intends to advise us if a site is chosen and he receives orders to move the Bty and GL there. In such a case a problem would arise, in my opinion, of how to deal with identification. Since the set they are now using would have to stay on the site and the new site would have only Mk IIIC equipment. The only possible solution to this would be for the Bty to act as a satellite site and get information from IFF on a master site nearby.

December 22, 1942 1100 hrs I visited 11th Bty HQ and interviewed Major Zinc who informed me that he was well satisfied with both the detachments attached to kits bakery. He mentioned that there was a possibility that his Bakery would very shortly be moved to new sites on the south coast. During the past week the Mk II receiver operated by Lieut MacKay had been destroyed by fire due to a short circuit. The British radio mechanics had left padlocks on the radar doors of the set so that there was no chance for our men to get at the back of the equipment to extinguish the fire. No blame is being attached to our men whatsoever for the fire. Whilst on the site I also saw Lieut MacKay who told me that the detachment were working very well, but he felt that Sgt Evans was far too easy on the men, and should exercise a little more authority. Lieut MacKay was not satisfied with the Q stores set-up in the Bty, and felt that there was some discrimination used in issuing stores to our men. Also the food was very badly cooked and the kitchens appeared to be dirty and ill-managed. Before leaving the site I made strong representations to Major Zinc on these remarks.

December 22nd, 1942 1310 hrs I visited Lieut Mills at Slades Green, where he is attached to the other troop of Major Zinc. Lieut Mills reported that the men were all working well and were studying on a

course which was being given by Sgt Avery, who is the English TI. They are also receiving special training on the plotter and command post procedures. Lectures are also being provided on Mk III Crash Action. The attitude expressed by Lieut MacKay was also repeated by Lieut Mills in that the 2nd HAA Regt failed to realize that No. 1 CRLU personnel are attached for all purposes and should therefore receive the same attention as their own men. He felt that the Paymaster and Quartermaster were both to blame in this respect. Frequently he is obliged to declare his set out of action for lack of fuel oil and lubricants, which is the 2nd HAA responsibility. The kitchen situation is about the same as conditions expressed by Lieut MacKay.

GENERAL SUMMARY

I feel that the time and expense involved in this trip was well spent. Many things came to light which would have otherwise been unknown and many administrative matters in connection with the attachments were clarified. In the greater number of places I visited, the English people have had our personnel turned over to them by a previous Battery. They were not by any means aware for what purpose the men were attached and they usually expected that our Unit would look after them in respect of Q and Pay matters. None of the places I visited had any documents or papers whatsoever concerning the Canadian operators. Our men with a couple of exceptions are all well liked and considered valuable operators. They are behaving well and quite happy. Quite a few of them are anxious to get back to the Unit and take the Mk III training. The chief complaint seems to be that they are not getting trades pay. This we are trying to overcome by having them all trades tested by the British, and having their qualifications sent to this HQ. In this manner we are hoping to draw trades pay for them whilst using Mk II equipment and working on our old establishment. The men are enthusiastic about this and are all working hard to get qualified. The men all receive their mail, but there seems to be a delay of anywhere up to 21 days after leaving this Unit.

*(CR BUTT) Major, RCA
Officer i/c Operating Wing
No. 1 Cdn Radio Location Unit*

1 Feb 43 (Colchester) "Topping Off" course for Radio Mech course commenced today. Lieut J Powell proceeds to Liverpool to check GL MK IIIC set on unloading and accompany convoy to Bordon.

2 Feb 43 (Colchester) CO Lt-Col ER Gill proceeds to Malvern with RDF LO from CMHQ to visit ADRDE for purpose of discussing LW sets, beach landing RDF sets, British type GL Mk III and also discuss jamming of GL MK IIIC set.

3 Feb 43 (Colchester) A visit to the Unit was made by 4 officers from the War Office. Majors Fisher & Hope and Capts Atkins & Blackband. They came to study our methods of lining up and orienting GL Mk IIIC equipment, to study means for checking interaction between bearing and elevation during the raising of the paraboloids and to study our diesel power supply. We were able to give them a great deal of information.

4 Feb 43 (Colchester) CO returns from visit to ADRDE (see 2 Feb).

5 Feb 43 (Colchester) Lieut MR Robinson off on a week's leave. Major LG Eon and Capt MacArthur of CMHQ visited the Unit to discuss: (1) Scale of permissive repairs. (2) Requirements of test equipment and spares by 4 Echelon workshops. New system of demanding parts from Canada whereby we state our requirements to DADOS, 1 Cdn Army troops, by letter instituted. Hope for better results as no spares have been received to date against our demands.

6 Feb 43 (Colchester) Course in diesel maintenance ended. 30 driver mechs have received training.

7 Feb 43 (Colchester) Sunday. Church Parade.

9 Feb 43 (Dover) Enemy planes engaged for 30 minutes starting at 2000 hrs. CRLU teams manning 4 GL sets at the time. 19 rounds fired from D3 using predictor control. D2 and D8 were each credited with destroying one each.

9 Feb 43 (Colchester) Alerts 0835 to 0934 hrs and 1140 to 1156, No action.

10 Feb 43 (Colchester) CMHQ advises another GL set arriving in Leith shortly.

10 Feb 43 (Dover) Slight damage was done to both transmitter and receiver during an exchange of fire between Heavies across the channel when Dover guns started shelling an enemy convoy and enemy guns replied. About 6 rounds falling on or near D2.

11 Feb 43 (Colchester) Lieut Clemence proceeded to Newcastle-on-Tyne to supervise convoy No 30 (GL Mk IIIc set) during unloading and accompany convoy to No 4 Sub-Depot RCOC.

12 Feb 43 (Colchester) CMHQ advises another GL set arriving in London tomorrow. Lieut J Powell is to attend unloading.

12 Feb 43 (Black Rock) Majors Varcoe and Butt to C1 Detachment. Bty commander claims a plane. 4 rounds fired.

13 Feb 43 (Colchester) CO Lt-Col ER Gill proceeds to HQ First Cdn Army for conference with CSO. Some 12 officers attended 1 Corps dinner of RC Sigs, held in the Dorchester Hotel, London and a good party it was. Capt Bourne visited DOME, First Cdn Army in an effort to improve position in respect of diesel repairs and to have preparation of a maintenance schedule and a scale of permissive repair instituted by them. They seemed to have no facilities, so we will prepare drafts and submit them for approval. "Topping Off" course for No I Radio Mech course ended, also regimental training by RSM Williamson of 1 CRLU. Latter has been very successful and has resulted in great improvement. Pre Radio Mech training for No 2 Radio Mech course ended. The instructor, Lieut AM Croft feels that all but two of the fifteen candidates will pass the Radio Mech course.

24, 25, 26, 27, 28, 29, 30 and 31. (No month and no year). (Aldershot) CO and Adj visited 1 CORU and 2 Echelon with regard to disposal of personnel. Adm order No 75 received and arrangements for dispatching personnel are being completed. Maintenance personnel with Unit posted to 1 CORU and dispatched today. Preparations now under way to dispatch to 1 CSRU in accordance with Adm Order, all available personnel presently with Unit. Personnel per attached nominal role posted to 1 CSRU. Capt CGR Williams ceases to be adjutant on appointment to 1 CSRU as Adm Officer. The posting of Capt Williams at this time coupled with recent move of Unit resulted in the work of disbandment being hampered to the greatest possible degree. Capt Tackaberry, originally Adjutant of the Unit, is attached unofficially to cover the vacancy caused by Capt Williams' posting and to assist generally in the disbandment of the Unit. Under authority of Administrative Order No 75 this Unit ceases to exist

in practice but actually the disbandment was impossible of complete execution as no instructions have yet been received regarding the disposal of the *Unit's equipment, valued at approximately two million dollars.* Insofar as possible all personnel have been disposed of in accordance with a/m Adm Order. A skeleton staff being retained at Unit's HQ (4 CIRU) to aid in the disposal of equipment. The following is the approx. disposal of personnel by numbers of the Unit. (a) Officers. All SOS to 1 CSRU for re-posting to various establishments. (b) Other Ranks. 29 to the training Coy 1 CSRU. 122 to Ordinance. 133 to various AA Units. 3 clerks to 2 Echelon. Remainder as unposted reinforcements for future Radio Location duties. Of this number some 175 are presently employed with ADGB as OsFC.

There are no more records available to this writer until the date 27 Sep 44

27 Sep 44 (Wormhoudt) Capt JG Telfer and Capt JA Howard reported to HQ 107 AA Bde and were informed that First Cdn Army were forming a Radar Bty to be employed in a mortar spotting role that Capt JG Telfer was to be OC and Capt5A Howard to be Bty Capt. Second British Army had already-formed a Radar Bty and a troop of that Bty, C Troop 100 Radar Bty had been borrowed for the purpose of training a Cdn Bty. C Troop had arrived in the Bde Area and was in a hutted camp at 40/294667. 75 Cdn OsFC were moving up through reinforcement channels as a nucleus of the new Bty, and it would be necessary to draw stores, cooks, etc. immediately to prepare for these men. Arrangements had been made for the OC to visit Army HQ and get the necessary authorities.

28 Sep 44 (Wormboudt) OC and Bty Capt visited GRA (Major Hardy) at HQ, RCA, First Cdn Army, who arranged visits to DAAG A Org (Major Hutchison) and to QAE (Major Campbell). DAAG took details of what personnel were required and said to return on 30 Sep and he would have authority available. QAE put us on DAQMG A Tps Area (Major Weir) who stated stores we required would be available on 30 Sep 44, and promised priority on 5 cwt. 3-ton, and a water trailer.

29 Sep 44 (Wormhoudt) OC and Bty Capt visited 13 CBRB and found 68 of the 70 OsFC were there. The other 7 had already been sent to an advanced reinforcement company. Arrangements made to pick up cooks, clerk, etc., if we could bring authority.

Visited 2nd Cdn HAA Regt and obtained Sgt WR Vickers from them to be BQMS of the Bty.

30 Sep 44 (Wormhoudt) Bty Capt drew a few items of cooking equipment but ADOS had little. OC picked up authority to draw some personnel and then proceeded to 13 CBRB and drew 2 cooks, 1 clerk, 1 storeman, 1 driver and a motorcyclist.

1 Oct 44 (Wormhoudt) OC picked up draft of 68 ORs from 13 CBRB. Bty Capt drew further stores and a 15 cwt. (hundredweight) vehicle. Personnel will mess with C Trp, 100 Radar Bty, for the present

2 Oct 44 (Wormhoudt) Our own part of camp set up, including a kitchen and Bty, now started on its own Major Giguere. WTS (IW) 21 Army Group visited Unit. Major Giguere and OC visited Bde Command and discussed the possibility of using a range east of BRUSSELS where GHQ AA Tps were going to carry out counter mortar trials. The problem of whether the IFC (A Capt) or the Tp Lieut was to command the Bty arose. Argument boils down to - for IFC - he is senior officer and best qualified in radar and will site sets - against - he is an instructor and usually has had no reg'l duty and has no idea of anything except radar. Bde Command favors Tp Lieut - OC favors IFC. Nothing definite decided.

3 Oct 44 (Wormhoudt) OC Visited HQ First Cdn Army but nothing accomplished as GII RA busy handing over to a new GII RA. Training commenced today. Training will consist of a conversion course to Mk II Bs for first 10 - 14 days.

4 Oct 44 (Wormhoudt) Unit is to draw up own G 1098 and work is commenced on this.

5 Oct 44 (Wormhoudt) OC discussed radar in CM role with IFC. Found that no one has given much thought to a deployment drill. It is obvious there is insufficient recce vehicles and the addition of a MC for each No 1 will be necessary. Communications appear to be weak but until the Unit has deployed and found what help the Div CMO can give, it is difficult to say what additions are necessary. Just how THQ should be handled is also debatable. IFC C Tp, 100 Radar Bty, favors a separate THQ but will have no communications with its sets and it has not the necessary vehicles, to function separately. If deployed near a radar set it can be available through that radar set's No 22 radio set.

6 Oct 44 (Wormhoudt) OC visited 13 CBRB but 7 missing OsFC have not returned. Visited Army and had a short conference with GI who does not favor going to Brussels for a range. A conference with G II followed and he was given state of progress to date. Two IsFC were requested to arrive as soon as possible and following officers also requested. Cpts McKay or Mills (for IFC BHQ) Lieuts Kirkpatrick, Mercer and Thompson. The Lieuts are all HAA, the first two having been OsFC before commissioning. Capt Clemence and Lieut Cunliffe are already slated to come to the Unit.

7 Oct 44 (Wormhoudt) Indents for complete 1098 submitted and approved without exception. OC visited Bde HQ and saw Bde CO and Bde IFC. It was agreed that if a suitable place could be found on the coast between CALAIS and DUNKIRK trg with mortar fire would be carried out there in preference to the range at BRUSSELS.

8 Oct 44 (Wormhoudt) Church Parade at 0850 hrss, taken by A/Capt Sharkey, padre of 2 Cdn HAA Regt. Training as usual rest of day.

9 Oct 44 (Wormhoudt) Trg as per program.

10 Oct 44 (Wormhoudt) OC with IFC of C Tp made preliminary recce for a mortar range. A suitable range was found for mortar to be set up in square 0381 firing into square 0081 (sheet 29 and 38). Some action at the German HQ Terre Neuve Farm - 995810.

11 Oct 44 (Wormhoudt) OC and IFC again on recce finding suitable sites to deploy radar in square 9880.

12 Oct 44 (Wormhoudt) Bty Sgt visited new area with C Tp representative to divide out quarters etc.

13 Oct 44 (Wormhoudt) Bty Capt drew some additional stores today. CO visited Brigade HQ and reported suitable training area had been found. No further word on when Unit will be moved.

No Records

24 Oct 44 (Oye) At long last training commenced. A full week has been lost as original promise to give us ammo and a mortar detachment was not kept. Sets are not doing so well, and are not picking up mortar consistently. Personnel sorted out into troops.

25 Oct 44 (Oye) Trg much improved. We are now firing mortar at a high angle with full charge and 3 of the 4 sets are getting strong signals consistently. B Tp moved to farm at 39 and 28 - 984 806.

26 Oct 44 (Oye) Conference of officers held to decide on promotions and 21 promotions were made. 7th Victory Loan closed with Unit sales of 28 for S2250. Not a great effort but with no officers, it was difficult to do much individual selling.

27 Oct 44 (Oye) Rain today interrupted trg as radar will not work through heavy rain. As many men as possible sent on bath parade.

28 Oct 44 (Oye) Training resumed today. OC visited Bde HQ and 2 HAA Regt and found that authority to post to the Unit personnel on X-10 list and on loan from 2 HAA Regt had arrived. Effective date is 25 Oct.

29 Oct 44 (Oye) Church Parade was laid on for 1000 hrs but Padre failed to show up and parade canceled. Experiments started with artificial screening. Present sets were working at A/S of 6 to 8 degrees; but with artificial screening, sets were able to work at 4 degrees and S degrees. Further tests will be required to see if accuracy and signal strength are impaired.

30 Oct 44 (Oye) At noon the Tp Lieut of C Tp, 100 Radar Bty, arrived to say he had orders to return to Army. OC visited Bde HQ to check on this and found it to be correct. It is most unfortunate, interrupting training at this point. The essence of the drill is a quick reaction by the operator. and our operators were just beginning to obtain speed. It would have taken only 3 or 4 more days to finish the phase of try, but now it will require a further week, Bde state our own sets will be available 1 Nov 44. Four from 116 HAA Regt, RA and 3 from 105 HAA Regt, RA. Both Regis being in BRUSSELS.

31 Oct 44 (Oye) C Tp, 100 Radar Bty sets and Instrs returned to Wormhoudt early this morning to load their own men. A conference of all NCOs was held and OC outlined policy in promoting NCOs and what was expected of them.

1 Nov 44 (Oye) Lieut Cunliffe with a party of drivers from the Unit and 7 3-ton vehs from 2 HAA left to pick up GTVs and 7 Radars, AA No. 3 Mk 11 and 7 generators, 15 kva - 4 from 116 HAA Regt at

J661532 and 3 from 105 HAA Regt at J562528. Basic training started with newly promoted NCOs being made responsible for as much as possible. Major Giguere of WTS (IW) 21 Army Group visited Unit and gave us news of development going on elsewhere on radar in a counter mortar role.

2 Nov 44 (Oye) OC visited 2 HAA Regt. A combined bath parade and liberty truck to ARDRES and AUDRUIC started with BHQ and A Tp going on Mon. Wed, Fri and Sat, and B Trp going on Tues, Thurs and Sun. Four reinforcements received today.

3 Nov 44 (Oye) OC visited Bde HQ. Basic trg in progress.

4 Nov 44 (Oye) Lieut Cunliffe returns with radar sets. GTVs consist of 1 Mack, 3 FWDs and 3 Matadors. Lieut Cunliffe reports FWDs in poor shape and between breakdowns and drivers not used to such a large train, trip back was very slow.

5 Nov 44 (Oye) Check up on new equipment made. Radar sets appear to be in good condition but generators are all in a very poor condition and require overhaul. OC visited Bde to request RCEME assistance. Bde REME officer willing to help but it appears that not much aid will be given, as all wksp are very busy. Agreed that both 2 Cdn HAA Regt and 107 HAA Regt wksp will lend us some radio mechs and Will do such work to veins and generators as is required to enable us to finish training and move from Bde area to Army Tps Area.

6 Nov 44 (Oye) 2 HAA RCEME personnel arrived and work of checking and putting sets in action commenced.

7 Nov 44 (Oye) 109 HAA REME personnel arrived and maintenance continues. By evening, 2 sets pronounced ready for action. Telephone line between mortar position and sets, checked and many breaks found.

8 Nov 44 (Oye) Heavy rain and high wind. In afternoon, rain lightened, and mortar crew went out. Lines were down and radar was getting too much rain interference.

9 Nov 44 (Oye) Tried training once again but gave up in afternoon. Radar sets are evidently not well

enough tuned to pick up mortar. Telephone line out as high wind keeps causing breaks. OC visited Bde and was told that we would probably move about the 15th of the month.

10 Nov 44 (Oye) Sets turned over to REME once again to try improve the performance. Lieut McKay arrived and is to be OC wksp and not an IFC Bty.

11 Nov 44 (Oye) Two sets picking up fairly well and trg done on them.

12 Nov 44 (Oye) Trg continues with 3 sets picking up mortars. OC received order to proceed to HRCA Army. Called in at Bde HQ on the way. Saw CO who stated Army wants the Bty to move up and to deploy as soon as possible.

13 Nov 44 (Oye) Very good day for training. Six sets in action picking up mortars which fired all day. OC saw G I and explained what was required before Bty ready to deploy. OC visited A Tps - AA & QMG. Given area to harbor in and promised that they would do all possible to hurry up completion of 1098. With Bty Capt recce'd and found suitable accommodations at school at ST. LEONARDS D873097 and returned to HQ, RCA.

14 Nov 44 (Oye) Trg cut off by rain in the morning and late afternoon. One set went out of action. Sets are requiring constant attention to keep them up to sufficient pitch to pick up mortars. OC visited HQ, RCA, 2 Cdn Corps to put them in the picture on how and what the Bty is able to do. Also visited CMO, 2 Cdn Div returning to HQ, RCA, Army. Fixed date for move to ST. LEONARDS as 17 Nov 44.

15 Nov 44 (Oye) A good days training with 5 sets in action. OC visited SD HQ Movement at Army HQ and arranged for move and returned to Unit.

16 Nov 44 (Oye) An advance party under Bty Capt left. Remainder of Bty made ready for move.

17 Nov 44 (Thielt) A poor start made as convoy was half an hour late. Route is London Up. A further delay was ensued as route given by Q Moves was no longer usable due to a bridge being removed north of ST OMER (between St Omer and Wormhoudt). Convoy had to be turned in St Omer and then proceeded via CASSELL, POPERINGE, YPRES returning to London Up at rd jet H7679. Lieut

Cunliffe went ahead of convoy to arrange bivouac. Accommodations found in Town Hall, THIELT, H9175 and Bty spent night there. A very miserable day as it lashed rain all day.

18 Nov 44 (Belgium) On road at 0800 hrs sharp. With good road, convoy much improved. Arrived school ST LEONARDS at 1330 hrs. Not too bad a trip considering Bty had no mobile training. Advance party had drawn rations and meal was ready. Billets have very little glass in windows but made comfortable by covering with tarps, blankets and cardboard, etc.

19 Nov 44 (St Leonard) Five generators taken into Army Tps Gen wksp for overhaul. Vehs and sets cleaned up after trip. 2 radar sets BLRD

20 Nov 44 (St Leonard) Trg in bringing sets in and out of action done. Money withdrawn to have it changed from French to Belgian francs.

21 Nov 44 (St Leonard) Training in and out of action starting up continues. OC visited HQ, RCA, First Cdn Army and was instructed to complete a recce by Friday. Obtained an issue of maps and code signs, slidex folder and keys and a frequency from Army. One radar set and I Mack tractor received.

22 Nov 44 (St Leonard) OC and 2 Trp Commanders proceeded to 2 Cdn Corps on recce. Saw CCRA who thought four sets deployed would be sufficient for time being, one set to each of 2 Cdn, 3 Cdn, 51 Br and 101 US Divs. A Trp Commander then proceeded to 50 Br Div and 101 US Div and OC and B Trp Commander proceeded to 2 Cdn and 3 Cdn Div. Explanation of what radar can do given, and method of linking in to OPs and CMO discussed. OC returned to 2 Cdn Corps. Trg with sets deployed on a 24-hr scheme with sections B2 and B3 going first.

28 Nov 44 (St Leonard) Three Mack trucks received, workshop worked on radar sets. HQ detachment returned from scheme and go by Liberty vehicle to Turnhout. Paymaster contacted and pay parade arranged for 1600 hrs, 29 Nov 44. OC proceeded to HQ First Canadian Army for movement instructions.

29 Nov 44 (St Leonard) Bty Capt proceeded on recce. Major McRae of RCME visited Bty. Pay parade held at 1600 hrs by Capt Robertson of

RCAPC. RCEME workshop continues work tuning up radar sets.

30 Nov 44 (St Leonard) Bty Capt returned from recce. Ten Reinforcements for RCEME workshop arrived. OC visited Army HQ. Liberty vehicle went to Turnhout today.

1 Dec 44 (St Leonard) Tp Commanders proceeded on recce. Sites as per previous recce on **2 and 3 Div** fronts suitable. **101 US Div** and **50 Br Div** had been replaced by **51 and 49 Br Divs** but sites as recce'd are suitable. Vehicles loaded, movement orders and route cards prepared for move.

2 Dec 44 (Wijchen) Bty moved to NIJMEGEN area. A Tp left at 0800 furs, B Tp at 0815 hrs and BHQ at 0830 furs. New BHQ at E623589 sheet 5, A THQ at E673669 sheet 5 and B THQ at E679584 sheet 5. BHQ arrived WIJCHEN at 1400 hrs. All men billeted in houses and BHQ set up in house. Both Tps take 2 sets with them and leave 1 set each at BHQ. B Tp reported 2 sets in action at 2000 hrs - MR E744550 (B3 and E742557 (B1) A Tp reported 1 set in action at 1730 furs, deployed at E725558. No satisfactory position was found for other set which went into harbor at E694674. Bty Commander reported to HQ, KCA, 2 Cdn Corps.

3 Dec 44 (Wijchen) BHQ subaltern reported to RCA, 2 Cdn Corps and received instructions re admin. First rations, water and POL distributed to troops. A Tp have first casualty. B4153 Bdr Astley, RC injured in leg by fragment of mortar bomb. Third set proceeds to B Tp. OC visited RCA, 2 Cdn Corps and found that the island north of NIJMEGEN was flooding. CCRA ordered set in harbor to withdraw from island immediately. OC went to A Tp and issued necessary instructions. At 1400 furs, OC and A Tp Commander visited 49 Div. Found that water was rising and plans for withdrawal of some units were made. Decided to move THQ back to BHQ area. Possibilities that FDLs would withdraw so it was decided an alternative position would be recce'd immediately. Just as we were leaving, CRA, 49 Div ordered all radar Bty to withdraw. THQ and all sets off the island by 1800 hrs.

4 Dec 44 (Wijchen) First Corps wish sets deployed on **4 Cdn Armored Div front**. OC visited CRA, 4 Div and if Army approved, decided to give 4 Div. A Tp and 2 sets. Recce started and one possible position

found before dark. OC visited Army and arranged for A Tp less 1 set to come under command 1 Br Corps WEF 5 Dec 44. First mail arrived at new BHQ. Five ORs go on 48-hr leave to BRUSSELS.

No Records

29 Dec 44 (Wijchen) OC visited B Tp and 2 Cdn Div CMO, and also visited 2 Cdn Corps. Bty Capt picked up 4 reinforcements at 50 Coy, 2 CBRG and visits B Tp.

30 Dec 44 (Wijchen) OC visited B Tp and HQ, RCA, 2 Cdn Corps. Bty Capt draw rum rations for New Year's Day from CRAS. Bty Capt also visits A Tp sites in the am. Locations: A Tp 1, B Tp 6.

31 Dec 44 (Wijchen) OC received call from G2 AA, 2 Cdn Corps to the effect that **49 Div required a set for counter mortar work**. OC and Bty Capt visit 49 Div on preliminary recce.

1 Jan 45 (Wijchen) OC received message A3 was to go under command 1 Corps. He proceeded to A THQ, picked up Capt Clemence and went to BRAs office and from there to 19 Field Regt. Unit was visited by Major Bossen, RA, Counter Mortar Officer of 49 Div. Locations: A Troop 22, B Troop none, Cold and clear.

2 Jan 45 (Wijchen) B1 took up a new position E472524 N567717. A3 took up new position IS8462 and comes under command A Troop. OC visited CRA, 3 Cdn Div and discussed the use of radar in ranging medium artillery. OC visited A THQ and A1 site. Bty Capt visited B THQ and new position of B1. Bty Capt visited A3 in the evening. Not much mortar activity. Locations: B Troop 6, A Troop none. Cold and clear.

3 Jan 45 (Wijchen) Bty Capt went to TURNHOUT to draw a new 60-cwt. OC visited B THQ in morning and B1 site in afternoon. Also visited CMO, 49 Div. Locations: B Troop 13, A Troop none. Clear and cold.

4 Jan 45 (Wijchen) Battery Captain went to ADOS and picked up NAAFI supplies at TURNHOUT. OC visited RCAS, **2nd Canadian Corps**. Not much mortaring activity. Locations: A Troop 7, B Troop none. Cold and clear.

15 Jan 45 (Wijchen) OC returns from conference. Battery Sub visits B1 site. Locations: A Troop 11, B Troop 3. Clear and cold.

16 Jan 45 (Wijchen) Battery Captain and BQMS made a field-check on B3 site - all found in order. Battery visited by Major Younson of WTSFF, Mr. Friend of RRDE, Major Grant, RA, of War Office (SRII) and Major Woods of Min of Supply (A5) who made a tour of inspection with the OC to the sites. Locations: B Troop 10, A Troop 1. Clear and very cold.

17 Jan 45 (Wijchen) OC visited B Troop HQ and has a conference with B Troop officers and Nos 1. Battery Captain picks up Trihedral at RCE wksp. This is to be used to calibrate the Range Scale. Locations: B Troop 6, A Troop 5. Clear and cold.

1 Feb 45 (Wijchen) OC visited A Troop and HQ, RCA, First Cdn Army. With the taking of KAPELSCHÉ VEERT on 4 Div front, mortar activity has died away. A2 section moved to HAARSTEEG at E.25044869. Move completed 1500 furs. Artificial screening erected. 2 Cdn Corps front covered by B Troop remains very quiet. Locations: A Troop 1, B Troop nil. Mild with rain in morning, clear in afternoon, high wind.

2 Feb 45 (Wijchen) OC visited RCA, 2 Cdn Corps in morning and all B Tp sites and CMO, 49 Div in afternoon. A3 section moved to E.35934998. Move completed 2 Feb 45. Artificial screening erected. Slight increase in mortar activity on 2 Cdn Corps front. Locations: A Troop nil, B Troop nil. Mild, high wind and cloudy, no rain.

3 Feb 45 (Wijchen) OC visited A Tp sites and A THQ. Bty Capt visits NAAFI at TURNHOUT calling at TILBURG and S'HERTOGENBOSH. Locations: A Troop nil, B Troop 3. Mild and clear.

4 Feb 45 (Wijchen) Bty Capt visits B Tp. BHQ Sub returns from 48 hr leave to PARIS. Locations: A Troop nil, B Troop 5. Cloudy with rain. Cleared up slightly in afternoon.

5 Feb 45 (Wijchen) OC visits HQ, RCA, First Cdn Army and A Tp sites. Locations: A Troop 1, B Troop nil. Cloudy with rain.

6 Feb 45 (1Wijchen) OC visits HQ, RCA, 2nd Canadian Corps. Battery Captain visits HQ, RCE, 2nd Cdn Corps. Locations: A Troop 2, B Troop 2. Clear and mild.

7 Feb 45 (Wijchen) Battery Captain visited B Troop sites. OC visited HQ, RCA, 2nd Cdn Corps. Locations: A Troop 1, B Troop nil. A dull day, slightly warmer.

8 Feb 45 (Wijchen) Assault on 2 Cdn Corps front begins with 2nd and 3rd Division attacking with the 30 British Corps. B2 and B3 in action but pick up few mortars. In the morning Battery Captain and BSM visited B2 and B3. Report no casualties but 1 piece of shrapnel hit B3 set, doing no damage. In the afternoon OC and BHQ Sub visits B2 and B3 again. Locations: A Troop nil, B Troop 5. Dull day but mild.

9 Feb 45 (Wijchen) Assault still on. OC visits HQ, RCA, 2nd Canadian Corps for instructions re moving B2 and B3 which are now out of range, Locations: A Troop nil, B Troop 10. Dull day with rain in afternoon.

19 Feb 45 (Wijchen) OC and BHQ Sub visit 2 Cdn Corps main, 2 Div. RCA, B3 and B2 sites. B3 in action at E.944492 at 1000 hrs. B2 moved into harbor at E.898548 at 1300 hrs. Locations: A Troop 2, B Troop nil. Cloudy, damp day.

20 Feb 45 (Wijchen) B THQ moves into Germany. New position at E.85325636. OC goes to 2nd Canadian Corps main for conference. Battery Captain leaves for BRUSSELS to pick up supplies at various places en route. B1 section comes under command BHQ. Locations: A Troop nil, B Troop nil. Cloudy with rain and colder.

21 Feb 45 (Wijchen) Bty Capt returns from BRUSSELS. Locations: A Troop 1, B Troop 7. Clear and bright day.

22 Feb 45 (Wijchen) OC visits A Troop HQ and A Troop sites. Visited HQ, RCA, First Canadian Army and escorts Major Markham and Captain Hemnen of the US Army about A Troop sites. B Troop moves to E.872537. Locations: A Troop nil, B Troop 3. Clear, bright and warmer.

23 Feb 45 (Wijchen) Lieut PWR Sargeant joins Unit as BHQ IFC. Major Markham and Capt Hemnen. US Army, visits BHQ and B1 sites. B section moves into action at E.956478. B3 section moves to E.965492. Locations: A Troop 2, B Troop 3. Dull day.

24 Feb 45 (Wijchen) First fatal casualties in Battery. Two men killed, two men wounded at B3 site by enemy shellfire. B3 moves to E.952508. Locations: A Troop nil, B Troop 4. Clear and bright.

25 Feb 45 (Wijchen) OC and Battery Captain visit BHQ and B3 and B2 sites. BHQ Sub visits A Troop. Locations: A Troop nil, B Troop 3. Mild and dull with light showers.

26 Feb 45 (Wijchen) BHQ Sub visits 2nd HAA Regt to get evidence for Court of Inquiry. Battery Captain goes to ADOS and draws 2 new 60-cwt trucks and 2 15-kva generators. A1 site moves to 2nd Cdn Corps area. Goes into harbor at E.872527. Comes under command B Troop. Locations: A Troop nil, B Troop 16. Cloudy with light wind

27 Feb 45 (Wijchen) OC visited A THQ and A2 and A3 sites. A THQ moves to MR E.311455 at 11 William Van Aranjeer Loon in S'HERTOGENBOSCH. Locations: A Troop nil, B Troop 6. Mild and cloudy.

1 Mar 45 (Wijchen) OC moves B1 section to new position at E.737672. A1 moves into position and goes into action at E.99674288. B3 moves to new position at E.99144096. A2 moves to new position at E.20074797. Not much mortar activity. Locations: B Troop 5, A Troop nil. Cloudy with showers in afternoon.

2 Mar 45 (Wijchen) OC visited B1 site in morning and B Troop HQ in afternoon. Locations: A Troop nil, B Troop 9. Cloudy with periods of sunshine, somewhat warmer.

3 Mar 45 (Wijchen) OC visited B2, A1 and B3 sites and B Tp HQ. Bty Capt visited B1 site. A3 moves to new position at E.098467. No locations. Clear with high winds, slightly colder.

4 Mar 45 (Wijchen) Battery Captain visits all B Troop sites and B Troop HQ. A1 moves to new position at A.028424. B2 moves into position at

E.956478. No mortar locations. Scattered showers, slightly warmer.

5 Mar 45 (Wijchen) OC visits B1 site. Locations: A Troop nil, B Troop 5. Cloudy and slightly warmer.

6 Mar 45 (Wijchen) Battery Captain visits B Troop HQ and all B Troop sites with Lt-Col CE Long of Australian Army who was visiting Battery. Lt-Col Long spent night at BHQ. Locations: A Troop nil, B Troop 9. Cloudy, dull, no wind.

7 Mar 45 (Wijchen) Battery Captain visits B Troop and sites. OC visited B1 site. B2 moves to A.052370. B3 moves to A.068391 and A1 moves to A.06835X. Locations: A Troop 2, B Troop 1. Cloudy, rain at night.

8 Mar 45 (Wijchen) Battery Captain visits B Troop. OC visits A Troop and A2 and A3 sites. B2 moves to A.06073608. A1 moves to A.06263580. Locations: A Troop 1, B Troop 4. Cloudy, scattered showers.

9 Mar 45 (Wijchen) OC visited B1 section. Battery Captain visits B THQ, A1 and B2 sites. Locations: A Troop nil, B Troop 11. Fair and mild.

10 Mar 45 (Wijchen) OC and Battery Sub visit HQ, RCA, 2nd Cdn Corps, and B THQ and B2 sites. On going to see A1 site it was found to be out of action awaiting orders to move from Troop Command, who was making recce and had not returned. OC discovered the Troop Commander's jeep wrecked by mine and upon making inquiries found the Troop Commander and No 1 of A1 section had been blown up in the jeep. OC completed recce and A1 section was put into action at A. 120357. Troop Commander had previously moved B3 to A. 116403. OC and Battery Sub later visited B THQ and then RCA, 2nd Canadian Corps where OC received orders to move all B THQ and sites except B1 into harbor at BHQ. Locations: A Troop 1, B Troop 7. Cloudy and mild.

11 Mar 45 (Wijchen) B THQ, B2 and B3 sections moved into BHQ. A1 section returns to A Troop. OC visits B1 site. Battery Captain and OC RCME workshop erect the workshop tent with the assistance of the remainder of BHQ personnel. Lieut PW Sargeant appointed acting Commander of B Troop. Locations: A Troop 1, B Troop 2. Cloudy and mild.

12 Mar 45 (Wijchen) Battery Sub visits Army Troops area HQ and 16 FTS. A Troop Commander visits BHQ for conference with OC and B Troop Commander on promotion and transfers. Locations: A Troop 1, B Troop 1. Fair and mild.

13 Mar 45 (Wijchen) OC visits HQ, RCA, First Canadian Army in morning and B1 site in afternoon. Battery Captain visits 16 FTS and Ordinance Dump. Battery Sub, First Canadian Army Main and arranges for ORs to attend cinema there. No mortar locations obtained. Weather fair and mild.

14 Mar 45 (Wijchen) OC visits RCA, First Cdn Army in morning and visits A Troop in afternoon. Battery Captain visits B1 site. Locations: A Tp 1, B Tp nil. Fair and mild.

15 Mar 45 (Wijchen) OC and A/Tp Commander B Troop visit 2 Canadian Corps and 2 Canadian Infantry Division to get instructions re deploying B2 and then make recce. Set arrives at noon and comes under shellfire. It is moved in after dark and goes into action at E.917579. Battery Captain visits position in afternoon. No mortar locations reported. Sunny.

16 Mar 45 (Wijchen) OC and Battery Captain visit 2 Canadian Corps and 2 Canadian Division to get instructions re deploying of B3, make recce and return to BHQ. B3 to be moved next day. A Troop Commander visits BHQ in evening. Still no locations reported. Cloudy and cool.

17 Mar 45 (Wijchen) B3 moves to new position at E.964554, led by Battery Captain. B THQ moves to new position at F.851562. OC visits RCA, First Canadian Army in morning and A THQ in afternoon. Locations: A Tp 1, B Tp nil. Fair and mild.

18 Mar 45 (Wijchen) RCEME workshop start modification on sets, installing power sluing and PPI tube. OC visits B1 site. No mortar locations reported. Cloudy and cool.

19 Mar 45 (Wijchen) OC visits RCA, First Canadian Army and RCA, I Canadian Corps. Locations: A Tp 1, B Tp nil. Fair and cool.

20 Mar 45 (Wijchen) Battery Captain goes to BRUSSELS to pick up supplies. OC visits B THQ and B2 and B3 sites in morning and in afternoon

visits CMO 49th British Division. Recce alternate sites for B1. Locations: A Tp 1, B Tp nil.

21 Mar 45 (Wijchen) OC visits RCA, First Canadian Army and gets instructions re moving another set into 2 Canadian Corps area. OC moves B1 site to new position at 60757200. Battery Captain returns from BRUSSELS. Battery receives 17 reinforcements. Capt Cunliffe returns to Battery from hospital. Locations: A Tp nil, B Tp 2. Clear and bright.

22 Mar 45 (Wijchen) OC visits A THQ to examine modifications in sets. Battery Captain visits B I site. Locations: A Tp nil, B Tp 1. Clear.

23 Mar 45 (Wijchen) OC visits RCA, First Canadian Army. Battery Captain visits B Troop HQ. No mortar locations reported. Clear and bright.

24 Mar 45 (Wijchen) B1 set goes into harbor at B THQ at E.887541. A2 moves up from S'HERTOGENBOSCH and goes into action on 49 Div front at E.740671. OC visits A2 site in afternoon. Battery Sub and Battery Captain visit Main First Canadian Army. No mortar locations reported. Clear bright.

25 Mar 45 (Wijchen) OC visits A2 site in morning. OC A Troop visits BHQ and then A2 site. Battery Captain visits A THQ. Battery Sub visits Main Canadian Army and picks up Capt Hicks, RCA, from RCA, First Canadian Army, who is visiting from Canada to study radar in counter mortar roles. No locations reported. Cloudy with light showers.

26 Mar 45 (Wijchen) Battery Sub visits B Troop. OC visits A Troop HQ. Major Griffiths, RCEME, arrives at BHQ to spend a week with RCEME workshop. BHQ IFC visits Main First Canadian Army. Still no mortar locations reported. Cloudy, mild.

27 Mar 45 (Wijchen) OC visits A2 section. No mortar locations reported. Cloudy, mild.

28 Mar 45 (Wijchen) OC makes recce of new position for A Troop in 1 Canadian Corps area. Met by A Troop Commander in afternoon. Brigadier, rep of Inspector General of Royal Artillery inspects A2 site. Battery Captain and 2 i/c 1 Canadian Survey

Regiment visits CMQ's office, 49 Division to meet CMO and OC to discuss deployment of counter mortar resources. No locations reported. Cloudy, cool.

29 Mar 45 (Wijchen) A Troop moves to 1 Canadian Corps area. A THQ takes up [position at E.721653. A1 section goes into action in old B1 site at ZETTIN MR E.608720 and A3 goes into action at E.733683, A2 comes back under command A Troop. OC visits new A Troop position. Battery Captain and Captain Hicks visit A Troop. Locations: A Troop 1, B Troop nil. Cloudy, light showers.

30 Mar 45 (Wijchen) Battery Captain visits B THQ and sites accompanied by Capt Hicks. A THQ moves to E.727674. B3 moves to E.88915989. Locations: A Troop 1, B Troop nil. Cloudy, cool.

31 Mar 45 (Wijchen) OC visits A THQ and Troop sites. Battery Captain visits B THQ. B1 is first section to move across the RHINE, goes into action at A.057657 supporting 2 Canadian Div. Locations: A Troop 13, B Troop nil. Cloudy, cool.

1 Apr 45 (Wijchen) OC visits B Troop. B2 and B3 sections move across RHINE. CMO, 2 Canadian Division visits B1. B2 goes into action at A.055706. B1 goes out of action preparatory to move. Locations: A Troop nil, B Troop 2. Cloudy.

2 Apr 45 (Wijchen) B Troop HQ moves across RHINE and locates at ETEN, MR. A.033694. Lieut Sargeant takes over command B2 detachment which is under command 4 Canadian Div. S/Sgt Squire takes over command B1 detachment which is under command 2 Canadian Div. B3 under command 3 Canadian Div. B1 in harbor at A.0873 and moves to new position at RUURLO. B1 moves to harbor at V.022887. A2 to E.75597191. Locations: nil. Cloudy, strong winds.

3 Apr 45 (Wijchen) Battery Captain visits B Troop HQ. OC visits A Troop HQ and A1 and A3 sites. B2 moves to new harbor at GEESLOUM MR. V.284091. B1 goes into action at A.0370962~3 deployed at E.954773. Locations: A Troop 5, B Troop nil. Cloudy, rain.

4 Apr 45 (Wijchen) OC RCME and Captain Hicks visit B Troop HQ, OC looks for recent mortar positions on ground captured by 49 Div. A2 section

moves to new position at E.72737472. A3 goes into harbor at E.733682. B3 moves to MR. E.94258220. Locations: A Troop I, B Troop 4. Cloudy, cool.

5 Apr 45 (Wijchen) Battery Captain and Battery Sub visit B Troop HQ and B1 and B3 sites. Also visited CMO, 4 Canadian Div. A2 moves to E.73187419. A3 moves to E.68127398. B2 moves to new position at MR. V.27370989. B3 deploys at new position E.97498847. Locations: A Troop 1, B Troop 10. Cloudy, scattered showers.

6 Apr 45 (Wijchen) OC visits A Troop sites. Battery Captain goes to ADOS dump to pick up supplies. A3 moves to E.682739. B2 moves to new position at V.27360986 in morning and to MR. V.56391606 in afternoon. B1 moves to new position at V.06570290. Locations: A Troop 5, B Troop 9. Cool, cloudy.

7 Apr 45 (Wijchen) Battery Captain visits A Troop HQ. A2 moves to new position at E.69186706. B2 goes into harbor at ALMELLO. B3 moves to E.97229805. Major Corbault, CMO 3 Canadian Div, has three times commended the work of Sgt. McInnis who is deploying B3 set. Locations: A Troop nil, B Troop 10. Cloudy, cool.

8 Apr 45 (Wijchen) OC visits A Troop HQ and A2 and A3 sites. B2 moves to new position at V.25861759. Locations: A Troop nil, B Troop 3. Sunny.

9 Apr 45 (Wijchen) OC visits HQ, RCA, First Canadian Army and HQ, RCA, I Canadian Corps, also HQ, RCCS, 1 Canadian Corps with view of moving BHQ. Battery Captain and BSM visit B2 and 4 Canadian Div CMO. BHQ visited by Brigadier Gray and Major Lockton. B2 moves to harbor at WESTHURSHEN MR. V.597378. B1 moved to V.10630812. B3 goes out of action to prepare for move. Locations: A Troop 1, B Troop 1. Cloudy and cool in morning, fair and warm in afternoon.

10 Apr 45 (Wijchen) OC and Battery Captain make recce for new position for BHQ. B1 moves to new position at V.10630812. B2 in harbor. A3 moves to new position at E.82227407. Locations: A Troop 1, B Troop nil. Sunny.

11 April 45 (Wijchen) OC visits A Troop still in harbor at MEPPEN. B3 moves to new position at V.965032, in support of 1 Canadian Division. B1 in

harbor at V.105378. B Tp HQ moves to new position at E.82207406. A1 moves to new position at E.69237260. No locations obtained. Sunny.

12 Apr 45 (Doetinchein) BHQ moves to new position at E.972982, going under canvas. B Troop Commander visits BHQ. A3 moves to E.73306821. B1 moves to harbor at V.131653. B3 goes out of action and prepares to move. Locations: A Troop nil, B Troop 5. Sunny.

13 Apr 45 (Doetinchein) OC visits A Troop. A Troop Commander visits BHQ. Battery Sub visits A Troop at NIJMEGEN in connection with Victory Loan. B3 goes into harbor at V.998198 in morning and moves to harbor for the night at V.978283. B1 gets ready to prepare to move at 0830 hrs and moves into harbor at V.197816 at 1200 hrs. B2 moves to LORUP and receives orders to cover town of FREISOYTHE. Goes into action at V.05578737. Locations: A Troop 17, B Troop 3. Sunny.

14 Apr 45 (Doetinchein) OC and Battery Captain visit B Troop HQ and B3 site. B1 moves to new position at V.724051. B2 goes out of action but does not move. B3 still in harbor awaiting orders to move. A3 moves to new position at E.73306821. Locations: A Troop 27, B Troop 1. Fair and cool.

15 Apr 45 (Doetinchein) Battery Captain visits 16 FTS at NIJMEGEN to pick up supplies. B2 moves to new position at V.10109467. B1 remained in harbor at V.224051. B3 moves to MEPPEN and then to HEERENNEIN where it stayed for the night. A3 moves to new position at E.79997615. A2 moves to new position at E.76607908. Locations: A Troop 33, B Troop nil. Fair, cool.

16 Apr 45 (Doetinchein) A Troop HQ moves to new position in ARNHEIM at E.74557792. A2 moves to new position at E.76607908. A3 moves to E.72927350. OC visits A Troop HQ and A Troop sites. Locations: A Troop 6, B Troop nil. Clear.

17 Apr 45 (Doetinchein) Battery Captain and Battery Sub visit B Troop HQ and recce for suitable position for BHQ. B1 moves into harbor at V.224051. A1 goes into harbor in 1 Div area. No locations. Clear and warm.

18 Apr 45 (Doetinchein) OC and Battery Captain visit B Troop HQ and HQ, RCA, First Canadian

Army and make a recce for future position for BHQ. B3 still in harbor and has a ball game with ML section. A2 moves into new position at E.58037621. B1 joined survey convoy at MR. V.227050, at 1100 hrs and then joined Div convoy at 1130 hrs. B2 goes into action at V.10889402. Locations: A Troop nil. B Troop 2. Clear.

19 Apr 45 (Doetinchein) OC finishes recce for new site for BHQ. Battery Captain visits A Troop HQ and A Troop sites. A Troop HQ moved to MR. 3479 and went into harbor. No locations. Clear.

20 Apr 45 (Hengelo) BHQ moves to new position at V.343078. B Troop HQ moves to new position at V.689663. OC visits A Troop HQ. B2 goes into action at Q.10889402. B1 deploys at V.33308359. Locations: A Troop nil, B Troop 11. Clear.

21 Apr 45 (Hengelo) Battery Captain proceeds to England for 7 days privilege leave. OC visits HQ, RCA, and 1 Canadian Army. B2 moves to V.12789933. No locations. Cloudy with rain.

22 Apr 45 (Hengelo) Battery Sub visits HQ A Troops area, also HQ, RCA, 1 Canadian Army. B1 goes into action at V.36128757. B3 on move but 60-cwt broke down and section goes into harbor at NOOROBROEK. No locations. Cloudy, windy.

1 May 45 (Hengelo) OC visits A Troop HQ. B1 goes out of action at 2330 hrs. B2 moves to MR. V.16580721. Court-martial held at Unit on Cfn Putman, of RCEME workshop attended. No locations. Cold, rain.

2 May 45 (Hengelo) OC leaves for England for 7 days privilege leave. B1 goes out of action, left V.36128757 at 1745 hrs and arrived at V.540948 at 1830 hrs. B3 notified to be ready to move on following day. No locations. Fair and mild.

3 May 45 (Hengelo) Battery Captain returns from leave to UK, and visits HQ, RCA, and 1 Canadian Army. B1 remains in harbor. B2 arrives at V.18520936. In action at 2030 hrs. B3 goes into harbor at V.819155. Locations: A Troop nil, B Troop 4. Cloudy, with showers.

4 May 45 (Hengelo) German Army facing 21 Army Group surrenders. Battery Captain visits Town Mayor, HENGEL0 and B troop Headquarters to

arrange new site for Battery Headquarters when Battery is concentrated. No locations. Cloudy and rain.

5 May 45 (Hengelo) BHQ moves to new position in HENGELO in school building at corner of Willem de Clercqstraat and de Clercdwarstraat at MR. V.352073. Fair and mild.

6 May 45 (Hengelo) B Troop sets concentrate at B Troop HQ in preparation to concentrating at BHQ. Battery Sub visits HQ A Troops, First Canadian Army. Cloudy, dull.

7 May 45 (Hengelo) War over in Europe. Battery Sub visits B Troop HQ to order them to move to BHQ. A Troop also receives order to move to BHQ. Clear.

8 May 45 (Hengelo) A and B Troops concentrate at BHQ. This is first time the Battery has been all together since leaving ST-LEONARD on 1 Dec 44. Clear.

9 May 45 (Hengelo) General clean up and paint up started on all equipment and vehicles. Sections start to turn in all controlled and technical stores. Clear.

10 May 45 (Hengelo) Battery Sub visits HQ A Troop area. Battery Captain visits RCA, 1 Canadian Army. B Troop beats RCEME workshop at softball. Clear.

11 May 45 (Hengelo) Battery Sub visits HQ. A Troops area. A Troop beats RCEME workshop at softball. Clear and bright.

A History Of 1st Canadian Radar Bty, RCA From Sept 1944 - May 1945

Mobilization and Training in Northwest Europe

1. GENERAL TACTICAL SITUATION:

Before D-Day, the possibility of using Radar to range artillery and to locate guns and mortars had been considered. Enough information was available to prove that it was feasible, but no trials had been carried out to test accuracy. The methods already in use for carrying out these tasks were considered adequate.

From D-Day on, heavy concentrations of mortar fires were encountered and at one time it was estimated that 70 percent of the casualties were due to mortar bombs. A counter mortar organization was quickly improvised and a study of all possible means of mortar location was made. GHQ AA Troops, 21 st Army Group undertook to investigate the possibility of using Radar to locate mortars. Three Radar sets -Radar AA No. 3 MK II - were rushed into the theater of operations and the field trials were carried out in the CAEN area. The trials showed that with small modifications the sets could locate mortars accurately, provided the sets were operating at peak efficiency. It was decided, then, to form a Radar Battery for each Army in 21st Army Group. The organization was a Radar Battery in each Army, the battery to consist of one troop of three sections per Corps. Corps could then allot one section to each division. It is believed that the main reason for keeping Radar in an organization responsible to Army was that it would allow Radar problems to channel upwards in an organization able to concentrate entirely on radar problems. Corps and Dive had had very little experience in dealing with radar. It would also allow knowledge gained in the field to be spread quickly and it was fully realized that full trial would take two months and that the radar sections operating in the field would probably produce much pertinent data quicker than would the trials.

The above information has, of course, been gathered from many sources, as no one with this unit was concerned in counter-mortar work at this time, but it is believed to be accurate. A short non-technical outline of the method of locating mortar bombs by Radar may be useful, as it is not widely known.

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A radar station is a combination sending and receiving set. It sends out minute bursts of very short wave length radio energy. These short wave bursts, of great power, travel in a straight line with the speed of light. Because of their concentration, are not reflected back to earth off the various ionized layers above the earth (a great many of them pass through these layers because of their extreme short wave length).

However, if the burst of energy strikes a solid object, it is radiated back to and picked up by the receiver. It is possible to electrically time these bursts from the time they are sent out until the time they are received again, and, knowing the speed of radio waves through free space, it is possible to calculate the range of the object. Too, the bursts of energy can be sent out in beam fashion, so that the angle of sight and bearing to an object which "answers back" can be obtained. Thus, a Radar set can measure range, bearing and angle of sight to any solid object which re-radiates the burst of radio energy (gives a signal). This is done to a mortar bomb in the air in flight. The direction from which the bomb came is also shown by the Radar set and the beam is directed down the trajectory of the bomb until other objects on the ground interfere by returning signals. The position of the bomb in the air but fairly close to the mortar itself is now known, as well as the direction of flight. By assuming that the mortar always fires at 65 degrees, and that the bomb travels in a straight line at the beginning of its flight, a table can be drawn up which, when given the angle of sight to the bomb in the air, shows the distance along the ground over which the bomb has passed. Thus, with range, bearing and angle of sight to the bomb in the air, plus direction of flight and distance over which the bomb has passed to get to that point in the air, the position of the mortar can be calculated.

2. PART PLAYED BY THE UNIT IN THIS PLAN. On 27 September, 1944, Capt J.G. Telfer, Adjutant of 2nd Cdn HAA Regt, RCA, and Capt J.A. Howard, a troop commander of 2nd Cdn HAA Regt, RCA, reported to Command 107 AA Bde and were informed that a Canadian Radar Battery was to be formed for the purpose of mortar location. Both officers were somewhat surprised, as neither officer had ever heard of radar in such a role. Capt Telfer was to command the Battery and Capt Howard was to be Battery Captain. The Battery would form under 107th AA Bde and a troop of 100 Radar Battery RA, 2nd British Army, had been borrowed to provide instruc-

tors and equipment. A drab of 75 Operators Radar was en-route to be the nucleus of the unit.

(September 44 WORMHOUDT FRANCE mr 94667 sheet 149.) Accommodation had already been found in an ex-German Prisoner of War Camp near WORMHOUDT, mr sheet 140-294667. Wornrhoudt is about 8 miles south of DUNKIRK, FRANCE. "C" Troop, 100 Radar Bty, had already arrived at the camp and was to provide the necessary administration, supplies, cooks, transports, etc. However, the troop was newly formed itself, and as it was finding it difficult to feed and look after itself, it was obvious that we would have to obtain our own cooks, equipment and general duty personnel to look after ourselves.

The next problem was to obtain the administrative nucleus of personnel and equipment. Everyone demanded authorities before releasing anybody or piece of equipment and these were obtained from Army HQ. Personnel were to be posted to 2nd Cdn HAA Regt until the unit existed officially.

On 30 September 44, a nucleus consisting of a battery sergeant, Bourgois, P., of Delhi, Ontario; two cooks, Cpl. Brasher, G.L. and Pte Tennant, A.S., both of Calgary, Alberta; one clerk, Gnr Parker, R.D., of Fredericton, N.B.; a driver, Gnr Lester, D.H., of Parry Sound, Ontario; and a DR. Gnr Ellis, of Toronto was obtained. Two batmen drivers, Gnr Myers, G., of Hunter River, PEI and Gnr Gaudet, H.J., of Halifax, NS had come with the officers from 2nd Cdn HAA Regt. The RHQ "Q" Sgt of 2nd Cdn HAA Regt, Sgt Vickers, W.R., of Morin, Manitoba was obtained as BQMS and was a very valuable addition as he had had many years of experience in Q matters and was well known at Ord Dumps. Enough cooking equipment and vehicles were obtained to look after the administration end of things.

(1-15 OCT. 44 WORMHOUDT, FRANCE mr. 294667 Sheet 140). On 1 October 44, the draft of Operators Radar (OsFC) were picked up and the Radar Battery started to function as a unit. The Operators were all experienced in Radar but the majority had never worked on the set to be used and none had ever heard of locating mortars by Radar. They were broken up into crews and turned over to the NCOs of 100 Radar Bty for training. Training was to consist of a ten-day conversion course to familiarize the operators with the Radar AA No. 3 Mk II set and for five days to give them the theory and drill for

locating mortars.

While the training was going on, a mortar range was being recced. A suitable place was found using the beach near OYE PLAGE, which is West of DUNKIRK. HRCA obtained three 8.1 cm. mortars and promised to find ammunition for them and crews to fire them. HQ 107th AA Bde was to provide communications from the range to the sets. The Unit drew up a G1098 (equipment scale). This was a rather difficult task as it was not too clear just how the Unit was to function in the field. 100 Radar Battery had simply drawn equipment as they needed it and when they started functioning on their own it was found inadequate. Much useful information was obtained from their experience.

(15-31 October 44 OYE PLAGE mr. 397280) On the 15 October the battery moved to Chateau NERVAL, at OYE PLAGE, mr. 397280. The accommodation consisted of the chateau situated about 250 yards from the sea and several concrete shelters. The chateau had been used as officers' quarters and officers' mess and the concrete shelters had been the operations room and men's sleeping accommodation. Well camouflaged in a grove of trees adjoining the chateau were two towers which commanded the whole area. Immediately in rear of the beach were many concrete forts, dugouts and minefields that were part of the famed Westwall.

The first three days were taken up in cleaning up quarters and in maintaining and overhauling the radar sets. No ammunition was forthcoming through Army and a search of the local defenses was made to obtain ammunition. It was possible to find a few rounds here and there in serviceable condition but not in sufficient quantity. Telephone communications were not provided nor was a mortar crew forthcoming. On the 20th of the month, an ammunition dump was discovered in CASSEL by the Officer in Command (OC) and 4000 rounds were obtained. Now all that was needed was survey, a telephone line, and someone to fire the mortars.

Survey was obtained from an artillery unit of the Czech Independent Armored Brigade Group and an instructor who was familiar with the German mortar. The unit laid its own line and provided the men to man the mortars and on the 24th all was ready and training with the live rounds commenced. During the week, reinforcements consisting of driver operators, driver mechanics, cooks, general duty clerks, etc. had been arriving in unannounced drafts without rations. This imposed quite a strain but everyone ma-

naged to eat. Stores and some further transport also arrived. Amongst the reinforcements were some much needed troop officers and the troops were formed. "A" troop was commanded by Capt CR Clemence, of Bowmanville with Lieutenant R.F. Kirkpatrick of Montreal as his administrative officer, and "B" troop by Lieutenant S.J. Cunliffe of Prince Rupert, BC with Lieutenant J.N. Mercer of Montreal as administrative officer.

Training with live ammunition went on but was not satisfactory. The sets were below peak efficiency and were continuously giving trouble. The weather was poor with frequent rain, which caused clutter and made observation impossible.

On the 31st October 44, "C" Troop moved away leaving us high and dry. It was a bad time for them to leave and our men were just beginning to get a little speed and accuracy and another four days would have finished the job.

(OYE PLAGE, FRANCE mr. 397280 1-18 NOV 44). However, word was received that our own equipments were now available and these arrived on 4 November 44. The sets all required considerable RCME attention and the necessary personnel under Lieutenant J. MacKinnon were borrowed from 2nd Canadian Heavy Anti Aircraft Regt. By 11 Nov. sufficient sets were in working order to continue training. Training was intensified as word that we were to move had been received. Several excellent days training were undergone at this point, with five sets all working well, and several thousand rounds of ammunition were fired off.

It was known that artificial screening had been used in England to counteract ground clutter and enable sets to have low angle pickup. Captain CR Clemence had had some experience with these. As we were having some difficulty at the mortar range in finding suitable sites for mortar location because of clutter, necessitating the sets being operated at 8 degrees elevation instead of 2 or 3 degrees, we were getting poor locations. Captain CR Clemence found some German camouflage nets which were made of wire mesh, used 4 or 5 poles to set up a screen about 30 yards from a set. This screen cut the clutter sufficiently that the set could operate at about 5 degrees. This was a great improvement. This was reported to higher authority but they were not interested, as it was not believed that we would operate on such flat ground. It will be shown later that this was incorrect and that further trials should have been started at this early date of mid-October 44 instead of

Dec. It is believed that this was the first case of artificial screening being used in a counter mortar role.

(18 Nov-1 Dec 44 St. Leonards Belgium) On 18 November 44, the battery moved to ST. LEONARDS, west of Antwerp. The unit had done no mobile training and many of the drivers had had no experience in driving such a heavy train. Fortunately the roads were not busy and the convoy soon settled down. It was a two-day journey and the unit managed to find shelter in the town hall at THIELT on the first night.

While at St. Leonards, training consisted of preparing loading tables and doing mobile training. Each detachment went on day schemes finally finishing off with a two-day exercise designed mainly to teach them how to bivouac and live in the open.

On 26 Nov. 44, 1st Cdn Radar Bty Workshops arrived. Capt J. MacKay of Vancouver, B.C., commanded it. The workshop consisted of a small administration HQ that attached itself to BHQ and two sections, one going to each troop. Each section was commanded by an REME Telecom and consisted of a HQ with three detachments. The HQ section was capable of carrying out 2nd Echelon repairs and was attached to the RCA Troop HQ. A detachment consisted of an army artificer, radio mechanic and driver mechanic and was attached to an RCA section. The detachment carried out 1st Echelon maintenance and some minor 2nd Echelon repairs. The sets were turned over to the workshops that thoroughly overhauled them and put them in first class shape.

During the period, the remainder of the essential equipment arrived and by 1 December 45, the unit was considered ready to go into action. It was far from being a well-trained unit, for two months is a very short time to form, equip and train a unit. However it was felt that the unit could handle itself in the field and the finishing touches to training would be completed from actual experience.

3. CHANGES IN ORGANIZATION DURING THE PERIOD Oct 44 Troop Commander. During the opening stages of the formation of the unit, the problem of who would command the troops arose. The Troop Officers consisted of a Captain Instructor Fire Control (IFC) and a Lieutenant. Brigade Command, 107th AA Bde did not want the IFC to command, as he is an instructor by training, etc. The practice in 100 Radar Bty was that the IFC would choose the sites for the equipment and that was agreed to at

21 Army Group. However, it seemed a bit absurd to tell a Lieut that he was troop commander when the only other officer was a Captain and that Captain was going to control the equipment. The battery decided that the troop commander would be the IFC and this proved very satisfactory.

Nov. 44 Trucks 15 cwt. in lieu of Cars 5 cwt. Because of the shortness of supply cars 5 cwt., 2 trucks 15 cwt. were issued in lieu. This proved a great boon to the administrative officer with all the delivering of supplies that he had to do for the sections. In fact, if the original W.E. had been adhered to, the efficiency of supply in the section would not have gone so well.

Water Cart in lieu of a Water Trailer.

This again proved a great boon to the battery in later days when the water wagon traveled sometimes 160 to 180 miles in a day to get around to all sections deployed on various fronts. BHQ had very little transport considering the long runs necessary and it would have been impossible to supply as many sections with the water trailer.

4. STATE OF EQUIPMENT NOV 44

Radar AA. No. 3 Mk. II. F.

The equipment received was not in very good condition to locate mortars. To locate mortars the very highest possible state of sensitivity is required and a set, which had located aircraft, will not necessarily locate mortars. The equipments when received, were only modified to the original specifications (shortening of the time base to 12000 yards, moving the transmitter dipole to the vertical position and showing of finger bearing in the bearing mirror box). The preliminary check of the equipment was made by Radio Mechanics of 2nd Cdn HAA Regt, RCA. Under the supervision of Lieut Jack MacKinnon, RCEME of that Regt the sets were brought to a state that training could be continued. As the equipment continued to operate, many of the minor faults were raised, giving better and easier pickup of mortars.

Generators, Lister, 15 KVA.

The generators received were in very poor condition. No information was available of the hours run, when they had received their last 1000 hr. RCEME examination (all had obviously completed at least 1000 hours). Three of the seven required immediate workshop repairs with faults ranging from leaky

radiators, broken Isenthal mounting, broken mufflers to bad bearing knocks. The three worst were eventually BLR'd and replaced with new equipments.

Vehicles.

With the Radar equipments, 3 matador and 3 FWDs plus 1 Mack 6X6 mechanical tractors were issued to the battery. These vehicles needed some attention to be roadworthy. A request had been made through the proper channels to replace the Medium tractors by all Mack 6X6. The state of the vehicles drawn to fill the WE were on the whole, in need of attention by the vehicle mechanics. The main difficulty of the Unit at this stage was the shortage of tools. Very few tools were issued with a vehicle, and being a new Unit, no tools existed to do anything. But this gradually sorted itself out and by the time the battery moved to St. Leonards, the vehicles were in good condition. At St. Leonards, Macks 6X6 were received and these vehicles were in excellent condition.

5. INCIDENTS OF INTEREST (Wormhoudt, France mr. 2946670ct. 44

It was during the battery's stay at Wormhoudt that the lads had their first taste of what real war can be like.

Due to the fact that Dunkirk, still in enemy hands, was quite close, it was found necessary to put guards on the front gate. A number of spare Germans had been found floating about the area, at odd times, and it was agreed that the Canadians should guard at night and the 100 Radar (British) would do the day-time job.

A number of the oldsters of the battery went to a great pains to impress on the junior members who did night guard that a large number of troops had been shot by these roaming Germans and that every care had to be taken and the slightest noise at night was to be regarded with suspicion.

Thus, it was that many of the British Radarites, coming home from various pilgrimages at night, turned pale and trembling whenever they came to the Canuck-held gate for as soon as their footsteps were heard, an excited cry from the guard of "Halt! Who goes there?" accompanied by an ominous snicking of the bolt going back and forward to push a slug into the breach. Rumor has it that many of the Britishers' hairs turned white during this period from too often encountering the stern juniors of 1st Canadian Radar Battery.

(Oye Plage, France mr.397289 Oct. 44).

How the vaulted West Wall beaches near Dunkirk, reputedly one of the most heavily defended and mined areas in Western Europe, were not as heavily mined as could be expected was discovered by doughty members of 1st Canadian Radar Battery, the first morning they went on recce for a spot to fire mortars in their initial training stints.

As the Radar group advanced towards the frowning defenses from the landward side, they were surprised to find a set of bicycle tracks leading ahead of them and there was definite indications that someone had vaulted the protecting wire, dragged his bicycle over, and continued right on down into the beach proper.

The lads were shocked beyond all recognition and paled at the thought of the horrible fate that must have met the daring cyclist.

But a few days later, when they commenced setting up their mortar range, they found the answer. Down on the beach close to the lapping waves of the North Sea, they saw 20 Frenchmen calmly walking along the beach digging for clams and other shellfish. The beach had never been mined at any time.

So unafraid were the Frenchmen that it was necessary for the Radar Battery to post two men at high tide to stop them from going into the mortar area as the waters receded.

There is a German mortar somewhere on the beaches near Dunkirk, which has a peculiar bulge halfway up the barrel.

Perhaps experts in later years will find it and wonder what new weapon the Germans had been experimenting on. If so, they are invited to read on.

It was when 1st Canadian Radar Battery was desperately trying to ready their mortar location groups for action. Their own crews had been firing their mortars for some time and had become quite expert. It was Gnr MacDonald, M.J. of Newport, P.E.I., who was behind the mortar firing when all of a sudden, after a round had been put in, there was a terrific bang. A mortar bomb had exploded in the barrel.

But instead of leafing back the barrel in the well-known artillery fashion, it merely blew out the end and bubbled the barrel at the blow position. None were injured.

Another incident with mortar, that rated some attention from all ranks took place out of the barrel but couldn't make the grade and plopped 50 yards away, exploding with a bang. None were injured.

But they soon learned to remember the peculiar sound the round made, and ducked whenever they heard it again.

6. PERSONALITIES

Personalities of officers and ORs who played a prominent part in the unit will be found in the second part "On Active Service", since these personnel remained fairly constant during the life of the unit.

7. GENERAL STATE OF MORALE AND OUT-LOOK OF PERSONNEL

(France Oct and Nov 1944).

The morale of the personnel at the commencement of the unit was a mixed affair. Personnel could be divided into three groups. One group consisted of personnel who were very pleased to be back amongst Canadians once again and looked forward to being able to do their bit with the Canadian Army. There was a second smaller group who had become thoroughly static-minded after several years in AA Command attached to the British units and did not like the discomfort of living in the field. Few of the operators had taken part in any large-scale exercises and had little training in being able to shin for themselves. Discipline was not very good as the operators, being Canadian had been specially privileged personnel while serving with the British Units. *This was offset by the fact that they were above average intelligence having been handpicked to become Radar Operators, and individually had a sense of responsibility.* The third group consisted of personnel who had belonged to other units and had gone to hospitals, the reinforcement unit, and then had been posted to this unit. These men all wanted to go back to their old unit for that was where their old friends were and the majority had a pride in their former unit.

As the training went on and the unit started to take shape, the morale steadily increased. Personnel soon became used to foreign lands and quickly reamed how to make themselves comfortable under adverse conditions.

Throughout the entire training period, the health of the battery was good.

8. RELATIONS WITH AND IMPRESSIONS OF THE CIVILIAN POPULATION

(St. Leonards, Belgium Nov 44).

During the unit's stay in France there were few opportunities to mix with the civilian population. The personnel newly arrived from England saw for the first time some of the hardships civilians suffer as war

passes by, for there were streams of refugees coming out of Dunkirk looking for shelter and food. At St. Leonards there were more opportunities for all to meet civilians. Antwerp was close and it was possible to send liberty vehicles there for a short period. The start of the V-Bomb put a stop to that; however, the unit was also able to help the civilians to some extent. There was no doctor or first aid post in the town, and when several V-2s landed in the town the unit supplied first aid and transported serious cases to a hospital. The battery also bravely arranged a soccer game with the town not realizing that soccer is widely played in Belgium. The unit was defeated, but not put to rout.

9. EFFECTS OF WEATHER AND LOCALITY (Oct. and Nov 44)

During the training period, the unit was able to find accommodation in buildings and this enabled training to continue even in poor weather. The period from the middle of October to 10 November saw the beginning of the inclement autumn weather. While training with live mortars, many days were lost due to rain as it causes a mush on the cathode ray tubes which makes it impossible to pick up mortar. High winds were often experienced which whipped the sand from the beaches into the faces of the mortar crews, making life miserable for them.

(Wormhoudt, France mr. 294667 Sheet 140 Oct 44). Locality.

The battery was first located in WORMHOUD1, south of Dunkirk. Its main advantage was that it provided a hutted camp, which was most necessary as the unit was without vehicles or canvas of any description. During wet weather, the area became a sea of mud. As the period was taken up with basic radar training, the type of country was not important.

(Oye Plage, France mr. 397280 Oct-Nov 44)

The area of OYE PLAGE was poor type of country for the training that had to be undergone, but the governing factor was to find a range where live ammunition for mortars could be fired. It was possible to fire the mortars from a stretch of beach midway between Calais and Dunkirk, with the bombs bursting at the edge of the water. The beach at low tide was from 100 to 150 yards wide and as there were mine fields in rear of it, it was easy to ensure that the beach was clear of all persons. By posting guards at each end of the beach and a few roads and tracks

through the minefield, the area could be kept clear. The surrounding country was very flat with no woods of any size. As a hill or woods is required to screen the sets from ground clutter it was not possible to find sites which could be considered suitable for actual operations. It was also hoped to be able to do some recording and check answers but this was not possible with such poor sites.

(St. Leonards, Belgium Nov 44).

St. Leonards, in Belgium, served as a base to complete re-equipping and do some mobile training. The area was very flat but there were a good number of woods in the area, which could give good screening to a radar station. The ground was sandier and seemed to drain quite well for no troubles were encountered with enemy mud. It was possible to find sites, which satisfied the requirements on an operational site. These were always used during mobile training in order to approximate as closely as possible the conditions under which the set would deploy operationally.

PART C - ON ACTIVE SERVICE

Phase I - The Static Winter

Dec 44 to 8 Feb 45

1. GENERAL TACTICAL SITUATION

From 1 Dec 44 to 8 Feb 45 the Canadian Army was mostly concerned with holding a line and clearing up pockets south of the MAAS. There were no large scale operations and activity was mainly from active patrolling with some attacks of Brigade and Divisional level. During the early part of the period, enemy mortars were active, particularly on the 2nd Canadian Corps front, southeast of NIJMEGEN.

2. PART PLAYED BY THE UNIT

(Dec 44 - "A" Troop - NIJMEGEN Area) ("B" Troop - S'Hertogenbosch Area)

On 2 Dec 44 the battery came under 2nd Canadian Corps and four sets were deployed, two on Nijmegen Island, and two southeast of Nijmegen in the GROS-BEEK area. The Germans however flooded the island causing the two sets to withdraw. In order to give the operators experience, on the 5 December two more sets were deployed in the Grosbeek area.

Two sets came under command of 1 British Corps deploying in the area north and west of S'HERTOGENBOSCH. On 1 Jan 45 A section of "B" troop moved onto the island in support of 49 Division (Br)

(Jan 45 - "A" Troop - Op Trojan)

("B" troop - Op Elephant)

On 6 Jan 45 OPERATION TROJAN started on 1 Br Corps front. The purpose of the operation was to obtain information regarding the strength and position of the enemy and radar did its share. A heavy barrage was set down and a dummy attack put in. The enemy mortars opened up and nineteen locations were obtained in a three-hour period. The 4th Cdn Div CMO, who was responsible for counter-mortar, was well pleased as were the men themselves, for it was the first real opportunity the battery had had and it proved its usefulness.

Later in the month (27 Jan) OPERATION ELEPHANT took place on 1st Br Corps Front. This operation was to clear out a small, very well defined locality KAPELSCHVEER. Two sets of "A" Troop were deployed to cover the area. Mortars opened up and were located and heavy counter attack fire was brought down. The Germans moved the mortars only to have the same process repeated. The operation lasted for four days - much longer than was expected. Maintenance was cut to a minimum of half an hour and the sets were on the air 23.5 hours out of 24 for four days and gave no trouble. As the mortars were firing from across the river it was not possible to ascertain how many kills were made. However, each time his mortars opened up they were quickly silenced and nothing further was heard from that particular area.

("B" Troop - Nijmegen Area)

Mortar activity on 2nd Corps front was confined to harassing fire but it occurred very regularly and many locations were obtained over the period.

The "score" for the battery during the period is summarized as follows:

| | A | B | C | Total |
|--------------------------|-----|-----|----|-------|
| Corps front A Tp | 73 | 37 | 57 | 167 |
| Cdn Corps front B Tp | 261 | 178 | 60 | 499 |
| Total locations obtained | | | | 666 |

Towards the end of January, the enemy started to devise tactics to try to prevent being located. They would make very long intervals between rounds in the hope that the counter mortar facilities would not locate them on the first round (we didn't) and if we did, we would go back to a general search instead of remaining concentrated on the area the one round had come from. They also tried firing fewer rounds on any one shoot. These tactics did sometimes lower the accuracy of the location found.

3. CHANGES IN ORGANIZATION DURING THE PERIOD

Several changes in organization were recommended during the period and some were acted upon. Difficulty was encountered in getting generators satisfactorily overhauled and it was necessary to obtain one spare generator per troop. An additional three-ton truck per troop was required to carry artificial screening and to tow the spare generator (both items were obtained). Other recommendations regarding changes in personnel were not acted upon.

4. STATE OF EQUIPMENT DURING PERIOD

The general state or the condition of the sets when first deployed in action was quite good. The weakness in the battery equipment was the generators. This became apparent as the stations continued in action. The Lister 15 KVA required overhauling after completing 1000 hours of running. The station operated continuously for 20 hours each day and the remaining four hours were taken up by the Armt Artificer checking the set and required power. Thus the diesels ran for 23 out of 24 hours and would complete its 1000 hours in 42 days. With only 1 spare diesel in the battery, and this being used to service the spare Radar set, rotation through the battery to service the six operational sets was difficult, especially as normal re-check of a diesel after its 1000 hour run was taking 8 days in workshop. This was our main trouble during the period, since some of the generators reached their 1000-hour point early in the month. As will be seen, this was overcome by obtaining added spare generators to allow for changeover.

Magnetrons.

As the body of the magnetron and the flexible filament connections are attached to independent positions on the panel, it is possible during transit to fracture the glass filament seals. This was found from experience and it was decided that for transit over rough roads, RCME would disconnect and tie back the flexible lead connectors.

Faulty Fine Range Potentiometers.

This problem arose near the end of December and a monthly check was initiated. Replacements were not immediately available and cannibalizing had to be done at Advanced Base Workshops. Army and Army Group conferences of RCME took up the subject and as no more bad cases arose in the unit until April, the immediate problem was not serious.

Horizontal Slip Ring Brushes.

These were a source of trouble due to the rapid rate of wear. None were ever obtained for replacement. The hard wear was due to the special role in which the sets were deployed, necessitating "searching" over a small arc. B Workshop Section, 1 Cdn Radar Battery Workshops manufactured quantities of them. These gave some trouble, as they had not the proper grading of copper. It was finally decided that the only replacement supplied by Ordinance consisted of a complete assembly requiring a 3rd Echelon shop to install it.

Sensitivity Test.

A quick and easy method of obtaining a rough assessment of sensitivity was found. HE tables were given to sets, which looked in on the target areas. The shell should give a saturation break and experience showed that the sets which received saturation breaks from a shell received good signals from a mortar bomb. In periods of inactivity, HE tables were not necessary, as shells are usually seen and RCME tests are applied if nothing is seen over a period of a few hours.

Use Of Artificial Screening.

The very flat open country on the 1st Br Corps front made workable siting impossible in certain sections. A set of artificial screening obtained from 21st Army Group was erected and improved the reception of the equipment considerably and signals from the mortar bombs were seen much more rapidly on the CRTs.

The report on artificial screening was as follows:

1. Site It25000 Heusden Sheet 10 N.E.E-425043 N-548709
2. Country is dead flat with no woods high enough or thick enough to give screening. Three sites tried using rows of buildings as screening but this was not satisfactory. On receipt of artificial screening materials, a site was chosen approximately 3500 yards from enemy lines.
3. Screen was erected as follows: Distance of screen from center of paraboloids - 37 yds. N/S slope to screen from center of paraboloids - 1.5 degrees (screen height 14 - 15 feet). Slope of screen towards P.F. - 22 degrees.
4. No information of loss of signal strength (if any) is known. Mortar bombs and shells observed give good results. This site was now able to search at 4 degrees coming down to 2 degrees to make a fix.

At 4 degrees A/S standing breaks average 1.2 strength and does NOT interfere with search.

5. INCIDENTS OF INTEREST

Many stories are written about ships that pass in the night but they are not as reminiscent to the radar boys as the story of "the half-track that didn't pass".

It was A1 detachment who had the soul shaking experience when they made their first deployment on Nijmegen Island.

The floods had risen and only the roads were passable. The ditches and fields were Under water and once the ten ton trailer was on the road, it was an engineering feat of several bows work to either get it off the road or turned around.

However the lads had built a class 40 over a ditch and the set was just getting round to going in when, in the dusk and half light a half-track whistled down the road and halted a scant 100 yards away. In less time than it takes to tell, it tweed sharply around and whistled back to where it came from. It was only when it started away that the Canucks saw that it bore black crosses.

Before they had got over their shock at this happening other things came along, in the shape of Jerry shells, to make them partially forget the amazing occurrence. But even to this day, the story is one of the most famous of the battery.

(December 1944)

One of the most amusing incidents which astounded the 49th Div. occupying NIJMEGEN ISLAND in the merry month of December, 1944 has at last been laid at the door of 1st Canadian Radar Battery's hard hitting detachment, Under Sgt "Jeep" Jepson of Montreal.

The Brigadier of the Polar Bear headquarters decided to have a smoke screen demonstration and picked, as a suitable spot, Jerry's line, somewhere on the island. All went well and the popping mortars of the Div soon laid down as pretty a smoke screen as one could wish. All of a sudden, a barrage of shells screamed through the air from our side, and the smoke screen disappeared in a crash of HE.

Disgruntled, the Brigadier changed the location of the smoke screen and again it was laid beautifully, but again with dazzling speed, and dismaying accuracy, a burst of our HE blew it to pieces. The Brigadier quit the demonstration cold.

The denouncement of that fatal day came when it was discovered that Radar had been watching the scene and not knowing the situation, had picked up

the mortars landing instead firing. According to orders, anything they picked up in the shape of mortars at that range and bearing could only be coming from Jerryland, so they failed to check the line of flight, assuming it to be exactly 180 degrees away from its actual line. They phoned CMO 49th Div. who also wasn't in the Brigadier's picture. He decided that here was trouble, so he blew down on the so-called targets with the whole div artillery; scale 1.

Again Radar saw the mortars falling in another section, and the same thing happened. Down came the HE and away went the Brigadier's smoke screen.

Place: Near Nijmegen Island

Time: A dull winter's evening, 13 Jan 45

(A telephone rings and the ample figure of Capt Howard, Bty Captain, 1 Cdn. Radar Bty, RCA, lumbers to the phone and picks up the receiver. The play goes on from here.)

Capt. Howard. 1st Radar Battery

Voice on phone: This is CCRA speaking.

Capt. Howard: Good evening, SIR.

Voice: (now known as A/CCRA Brig Suttie)

Can you detect submarines?

Capt. Howard. (after a distinct shocked pause and silence) Pardon me, Sir?

(Voice chuckles)

Voice. Yes, can you detect submarines? The Germans have attacked Nijmegen Bridge with midget subs and slapped a torpedo through the boom. There's a hell of a flap on down here.

Capt. Howard: I'll ask my Brains Trust and call you back.

(interval for Brains Trust to arrive)

Capt. Howard: Brains Trust, can we detect submarines?

Brains Trust: They do it in Canada with M III (Radar AA No. 3 Mk I) even on periscope.

Capt. Howard: Roger, out.

(Howard to phone)

Capt. Howard to Brig: Sir, my Brains Trust says that with a good site we might be able to pick up even the periscope.

Voice: OK. Now I'll see my Brains Trust and see if they want you.

(interval for second Brains Trust)

Voice: Roger, out you go

The doughty captain accompanied by Capt S.J. Cunliffe took a set out that night and found that conditions were terrible, getting huge standing breaks from the banks of the river. Nevertheless, amid the sweeping searchlights and the noise of the many guns swinging into position to defend the vital bridge, they sat for the whole night and saw naught.

In the morning they came home, weary, but still with another notch onto their list of achievements - that of hunting subs miles inland from the sea.

6. PERSONALITIES OF OFFICERS AND ORS WHO WERE PROMINENT IN UNIT

See pan C - Phase III

7. GENERAL STATE OF MORALE AND OUT-LOOK OF PERSONNEL

Throughout the entire period, moral was very high. There was enough activity to keep the men happy and hoping for more. Health was good and the men, whether in dugouts or houses, (mostly the latter) were comfortable. Several of the sections experienced enemy fire, but no casualties were suffered and all took it in stride.

8. RELATIONS WITH & IMPRESSIONS OF THE CIVILIAN POPULATION

During the static period, the men made many friends amongst the Dutch people. The willingness of the Dutch to help was amazement to everyone. There was no difficulty obtaining billets and in many cases, the men were made one of the family, even to the extent of receiving a 'ticking-off for working on Sunday. The civilians were receiving a promise-to-pay from the Dutch government and not ready cash but this made no difference to the hospitality.

9. EFFECTS OF WEATHER AND LOCALITY

Weather
The winter weather experienced during the period did not affect the equipment adversely.

Locality

The Battery was first deployed on the "island" north of NIJMEGAN and to the area southeast overlooking GROSBEK. There we had two different types of terrain.

The former on the island was flat and not too suited for siting Radar in a counter-mortar role. However, screening was obtained partially from orchards and groves as well as in a few instances, dykes. The flooding of the island by the Germans terminated our

first deployment very quickly, the main part of the island being below flood water level. The second area to the south east of NIJMEGAN was excellent. The terrain was gently rolling and heavily wooded in sections. There, excellent sites were obtained facing any part of the Canadian Front. After the flooding, A Troop of the battery moved into the area immediately north and west of S'HERTOGENBOSCH. The whole area is flat, has a few woods or orchards but had no suitable dykes to provide screening. Siting was, therefore, difficult and screening was necessary. As on the island, care had to be taken to have solid ground for the site, most of the land being waterlogged.

10. ITEMS OF INTEREST

During the period, an amazing amount of liaison went on. The OC attended conferences at 21st Army Group where representatives from 100 Bty, Trials Wing, Larkhill, England; U.S. Army, Italian Theatre; Australian Army and RRDE (designers and builders of Radar) and the experts of HQ Gp WTSFF staff gathered. The latest information was put forward and the field units were able to lay their problems at the doorstep of the experts. It must be admired however, that good many points were actually worked out in small groups before and after the meetings where rank and red tape didn't count and there were no brakes on the argument.

The Battery received many visitors during the period, including Americans, Australians, Poles and the British.

One of the Unit's contributions to the conference was the report on artificial screening first thought of by the OC in the very early days and made a success by Capt CR Clemence. The unit felt quite proud when it saw its report included in a War Office Memo, which was being sent to all corners of the world.

Much has been written on the value of letting the civilians who built the equipment see the soldiers use it. It is doubtful if any service can do better than we did when we received a visit from Mr. Friend of RRDE, who is in charge of the design and building of the equipment. He was taken right up to the sets deployed just inside the Forward Defense Lines and saw the conditions under which the operators worked. To give him a good story to tell, he was driven past several signs stating "YOU ARE NOW IN VIEW OF THE ENEMY" and no one spoiled it by telling him that they were old signs and should have been taken down.

Phase 11 - Clearing To The Rhine 8 Feb '45 - 10 Mar '45

1. GENERAL TACTICAL SITUATION

On 8 Feb 45 the task of clearing to the Rhine commenced. The brunt of the first attack fell on 30th British Corps which was under command of 1st Canadian Army, with 2nd Canadian Corps holding the line while 30th British Corps passed through then taking the left flank. As the attack turned south from CLEVE, 2nd Canadian Corps took a full share in it, fighting on the left flank next to the Rhine itself.

2. PART PLAYED BY THE UNIT

(B Tp. Feb 45 NIJMEGAN area)

During the opening phase, the unit remained deployed in the positions it had held for some time. B Troop under 2nd Cdn Corps was concerned in the attack with two sets overlooking the area of GROSBEEK when the attack was to go in. Its job was to provide counter-mortar information until our troops had passed out of range. A Troop of 100 Radar Battery was under command of 30th British Corps and it would take over counter-mortar from there. A heavy bombardment of all known mortar positions was made before the attack went in and this silenced out of range and two sets closed down. The third set on the island had picked up some mortars firing across the river, but on the main front no mortar activity had been found.

(B Troop Feb 45 CLEVE area)

Due to flooding of many roads causing great congestion on the few remaining roads, and to the fact that no great trouble from mortars was being experienced, the two sets in the GROSBEEK area remained where they were until 17 Feb 45. On that day, B.3 section moved into Germany to cover an attack on MOYLAND 6/9750 by 2nd Canadian Division. The section was just getting into action when the Germans attacked and the section was ordered to withdraw immediately by the 2nd Div CMO.

(B Troop Feb 45 CALCAR & GOCHE)

On the 19 Feb 45 B.2 section went forward into Germany and harboured in CLEVE. B.3 section deployed at 6/953508 covering the area of CALCAR 6/0050 and south west of it. On 23 Feb 45 B.3 redeployed at 6/964491, Northwest of LOUISENDORF. The attack was moving slowly and a considerable amount of mortar fire was being encountered. B.3 while on this site came under heavy shellfire and suffered the first

casualties. two men being killed, two wounded, and both vehicles of the section damaged. The set, although above ground, was not damaged. That same evening, 24 Feb 45, B3 moved, deploying at 6/953580. Enemy fire from both guns and mortar was heavy and on 26 Feb 45, B2 detachment had an exceptionally good day, locating 16 mortars and 6 guns, the latter, of course, being only approximate locations.

(B Tp. Mar 45)

On 26 Feb 45, operation BLOCKBUSTER was mounted and by noon 27 Feb our troops had advanced out of range. As the attack was still rolling and no mortar opposition was being encountered, the CMO's decided to hold the sets until the attack slowed down. A1 section arrived that day to join B Troop under command of 2nd Cdn Corps. On 28 Feb. 45 A.1 deployed at E/997428 and B.3 at 94427 near UJEM. B.2 section had developed a fault and required 2nd Echelon repairs. These sites were text-book ones and filled every requirement and a good number of locations were obtained. For the final drive, B.3 supported 2nd Cdn Div. moving forward as the division advanced with deployments at A/014448 on 3 Mar and on 7 Mar to A/068391 and A/116403 on 10 Mar. B2 section supported 3 Cdn Div deploying at A/028395 on 4 Mar. A/068391 on 7 Mar., A/061361 on 8 Mar. A1 Section was in support of 4 Cdn Div deploying at A/028429 on 4 Mar., A/068358 on 7 Mar., A/063358 on 8 Mar., and A/120557 on 10 Mar. 45.

(B Tp. VEEN)

During the past period of a week, the amount of enemy mortaring encountered was not great. Not many locations were obtained. On the last deployment of A1, further casualties were suffered, when the troop Commander, Capt S.F. Cunliffe and Sgt Gordanier ran over a mine while on recce in the area of VEEN. Both were wounded and Sgt Gordanier died 48 hours later. The OC was in the area checking the new deployment and was able to finish the recce and deploy the set. On 11 Mar, 2nd Canadian Corps had cleared its area and all the sets returned to harbor at BHQ.

This advance to the Rhine was the first mobile warfare the unit had done. It did all the tasks given it but the lack of mobility of the 10 ton Radar set and the mud roads churned up by tanks made it difficult.

(A Tp. S'HERTOGENBOSCH Feb-Mar)

During this period, activity had dropped to nothing on 1st British Corps Front, and A Troop had practically no work, and was able to take part in some mortar trials run by CMO 4th Canadian Division.

When B Troop moved into Germany, BI section remained on NIJMEGAN Island and came directly under command of BHQ. There was some mortar activity during the first week of the attack to the south but it gradually died away.

The score for the period was not particularly high, but many of the locations were obtained when they were of the greatest value, before or when an attack was going in and out troops were most vulnerable.

| | A | B | C | Total |
|-----------------------|----|----|----|-------|
| Br Corps (A Troop) | 6 | 12 | 13 | 31 |
| 2 Cdn Corps (B Troop) | 37 | 46 | 41 | 124 |
| Total | | | | 155 |

3. CHANGES IN ORGANIZATION DURING THE PERIOD

There were no changes in organization during this Period.

4. STATE OF EQUIPMENT DURING THE PERIOD

During the period, A Troop had no activity and was able to take the sets off the air for 24-hour periods and allow RCEME to do a thorough check.

B Troop sets received some very rough handling due to many deployments made over poor roads. Vehicles also received some hard punishment. The equipments stood up to the hard treatment very well but by the end of the period both vehicles and radar sets were in need of a thorough check.

5. INTERESTING INCIDENTS

There is one night in the history of Radar that S/Sgt Ellergodt, wild western RCEME expert, will long remember, when he shared his army bed with a sexy cow for more than an hour while his detachment devised means to get him clear from his brown-eyed swain. It was on Feb 24th, that he and Sgt Frank McInnis, DC of B3 spent long hours readying up a Jerry dugout as a home. Due to the fact that an SP battery had moved in quite close to them, they had some difficulty getting to sleep. However, after some time they managed to drift into the arms of Morpheus. At four o'clock in the morning, a presentiment of fate woke McInnis, and just as a heavy object rolled in on

the trench, Mac rolled out' thinking a tank had stumbled on their hiding place. His frantic call to Ellergodt came too late and Cort was pinned down in the trench.

After a quick investigation in the dark, it was found that the doughty RCEME Sgt was pinned down by a cow, that had been browsing around and they do say the two made quite a companionable picture for the hour it took the lads to pry the staff sergeant loose.

One of the most amusing occurrences in A Troop's existence centered around the innate sleepiness of Gnr D.J.T. Cook, of British Columbia, who was without doubt, the hardest man to awake in the troop. What added a great deal of colour to the story was that he slept on a stretcher for lack of a bed. His mates, on a cold winter morning in February, while the snow lay "all round about" gently carried him out of the house and deposited him on the veranda.

To some local yokels standing by, Cpl Bill Kemp and S/Sgt Harry Stout motioned to the supine body and said seriously "kaput" which freely translated in English means "dead". Cookie slept on and on into the bright morning, and the tale spread far and wide, so much so that it was rumored throughout the village of Haarsteeg that a German had been captured and killed during the night and was on exhibit outside the Canadian outfit's house. A crowd ten deep gathered and they discussed in hushed voices the fate of the "dead moffe" (dead German).

Much to their surprise, when one of their more enterprising number lifted the blanket with a palsied hand to get a glimpse of the face of the enemy, they saw the dead man lift his head, open his eyes, and say in a voice of great wonderment, "What the f---". Unfortunately, he had failed to put on his pajamas and was sleeping in the nude, so he was unable to get up with dignity and walk away, and his mates didn't release him from his purgatory of Dutch smiles and laughter for an hour and a half.

6. PERSONALITIES OF OFFICERS AND NCOs PROMINENT IN UNIT

See Part "C" Phase 111

7. GENERAL STATE OF MORALE AND OUTLOOK OF PERSONNEL

During the period morale took a steady decline. The "Normandy Blight" or mild dysentery started about the 22 Feb. And all the sections of B Troop advancing along the RHINE were weakened by the disease and with frequent moves, the men became physically

tired and down went their mental outlook. It was at a time when the Unit received its first casualties, which did not help.

Personnel of A Troop were becoming restless due to inactivity. It was decided to switch some of the men - B Troop personnel to go to A Troop for a rest and A Troop to go to B Troop to get the action they wanted. Before the plan was put into effect, the battle to the RHINE ended. B Troop sections returned to BHQ and the dysentery disappeared in three days. With a few nights' sleep, the whole troop picked up in health and outlook and became their cheery selves again.

8. RELATIONS WITH AND IMPRESSIONS OF CIVILIAN POPULATION

A Troop personnel were firmly established in the area west of S'HERTOGENBOSCH and were very popular with the Dutch people. B Troop personnel saw few civilians during their stay in Germany. Those were for the most part afraid and both soldiers and civilians obeyed the no-fraternizing rule.

9. EFFECTS OF LOCALITY

The area of NIJMEGAN island and west of S'HERTOGENBOSCH has already been described. B Troop found good radar country through the area CLEVE-CALCAR-GOCH-UDEM and it was not until the last deployment looking toward XANTIN that poor country was encountered. The area south of CLEVE and between CALCAR and GOCH was gently rolling open country and sites with natural screening giving ground reflections. Two perfect sites were found 500 yards Northwest of UDEM, covering the area the woods of HOCHWALD XANTIN to KERVENHEIM E/9938 to SONSBECK A/0535.

The roads in the area were poor and the ground itself turned into mud with a small amount of rain. On many sites the sets were winched hundreds of yards to get them in and out of position.

Phase Three: Across The Rhine to V-E Day (10 Mar. 45 - 8 May 45)

1. GENERAL TACTICAL SITUATION

After the clearing of the Rhine, there was a pause to regroup, rest and overhaul the equipment. 2nd Cdn Corps crossed the Rhine and opposition on the far shore soon overcome. A quick drive to northern Holland and into Germany was planned and forces were disposed so that each division fought its own battle. Meanwhile, 1 Cdn. Corps from Italy had come into the line in the NIJMEGAN area and its job was to

clear NIJMEGAN island, cross the IJSSEL and NEIDER RHINE, driving toward the ZUIDER ZEE and then to turn west into Holland.

2. PART PLAYED BY THE UNIT

For the greatest part of the period the Canadian Army was fighting two separate battles on two different fronts with 2nd Cdn Corps driving north and east and 1 Cdn Corps driving Northwest and then west. The unit had a troop with each Corps and it is easier and clearer to follow each battle separately.

Mar 45 A TROOP NIJMEGAN ISLAND B TROOP CLEVE AREA

After the clearing to the RHINE, the unit had ten days with very few sets deployed. The time was well spent overhauling and re-calibrating and fining some major modifications to the sets.

By the end of March the work was completed. A Troop moved from under the command of 1st Br Corps to 1st Cdn Corps with 2 sets deployed with 49th Br Div and 1 set with 3rd Cdn Div. all on NIJMEGAN ISLAND. B Troop had returned to the command of 2nd Cdn Corps with 2 sets deployed easy on CLEVE watching EMMERICH and the surrounding area, and one set in harbour. The job was to build up counter mortar information for the crossing but the enemy mortars remained quiet. The "line-up" is now before you and the part played by each troop will be considered separately.

(APRIL: A TROOP ARNHEIM to EDE)

On 1 Apr. OPERATION ANGLER took place. The purpose was to clear the eastern half of the island and the troop already had two sets well deployed to support the attack by 49th Div. The operation was for the most part a walkover for the enemy withdrew without a fight.

The set was then deployed to cover ARNHEIM and westward for approximately 6 miles. There was, evidently, some difficulty in deciding just where the best point for a crossing would be. As far as radar was concerned the whole area was difficult, for the sets had to look at a range of hills which gave tremendous clutter and only by the best possible use of artificial screening could a workable site be made. It was finally decided to attack ARNHEIM from the East Side and A3 detachment was re-deployed to cover this area.

On 12 Apr. OPERATION QUICK ANGER was mounted. The purpose was to take the city of

ARNHEM. The crossing saw much bitter fighting with the Germans defending buildings by building. It lasted three days during which time the troop obtained some 75 locations. The Germans kept their mortars firing to the last and it often occurred that the mortar located was firing even though our own infantry were but a few hundred yards away. This prevented artillery from bringing down fire on the location. Once a firm hold had been gained and more troops crossed, the German defense collapsed. A2 and A3 sections then followed across and were not called upon for further deployment until a line was established running from WEGNIGEN-EDE. Meanwhile, 1st Cdn Div had crossed the IJSSEL river at ZUTPHEN driving on through APPELDOORN and westward to form the right flank of the line. A1 section moved to support it but by this time negotiations had been opened to allow food supplies to be given to the Dutch. The fighting came to an end on this front and it remained almost static until V-E Day.

2 CANADIAN CORPS

(B TROOP APRIL 45)

On 1 April 45 it was decided to break B Troop up and put one set under the command of each Division as it was expected that the Divisions would move too quickly to allow deployment to be done by the Troop Commander at Corps level. B I section was put under the command of 2nd Cdn Div with the B Troop TIFC S/Sgt Squire, AL, in charge. B2 section went to 4 Cdn Armored Div with Lieut P.W.R. Sargent, the BHQ IFC in charge. B3 section went to 3rd Cdn Div and B Troop Commander was to pay particular attention to this section. The THQ was to move with an Artillery group composed of HQs and a few units, which had not been placed under command of divisions. That same day B1 and B2 sections moved across the RHINE and B3 followed the next day. Thereafter followed a series of moves with occasional deployments and sharp but short actions.

(APRIL 45 to V-E DAY B1 SECTION)

B1 section, moving with 2nd Cdn Div deployed on the 1st, 2nd, and 3rd of the month. The deployment of the third, being at 5/027962 about four miles west of ZUTPHEN facing north across the canal. The enemy made a stand behind the canal. A crossing was effected on the 5th and during the sharp fighting preceding it, the section made 21 locations. On the 6th, the section re-deployed at 15/065029 near LAMEN and on the 9th at IS/106081 near HOLKEN getting only 1 location at each place. There was little opposi-

tion and the section moved along with the Divisional HQ in a series of 7 moves following the 2 Divisional Axis north to HASSEN, harboring after each move, as there was no need to deploy. They then turned east deploying twice on the 20th and 22nd in the area about 8 miles east of ASSEN. Only 1 mortar location was obtained, but the set remained in the area until 3rd of May. They then turned south and east into the area Southwest of OLDENBURG but it was not deployed and on 5th of May it moved to a concentration area at BTHQ returning to BHQ on 8th May 45.

(APRIL 45 to V-E DAY B2 SECTION)

B2, in position at KELLEN, joined 4th Cdn Armored Div on 1st of April to make the jump across the RHINE and on the 2nd of April harboured at REESENDORP 0873 where it was joined by Lieut P.W. Sargent, BHQ IFC, who had been placed in charge for the "run" with the Armored Division. B2 followed the Divisional push harboring at RRULO GEESLAREN (mr. 284091) and went into action for the first time in a textbook site at DELDEN on the 5th of April (mr. 27370989) getting 10 locations. They then moved to mr. 26391606 south to ALMELLO to cover operations over the west TWENTE CANAL on the 7th of April coming out of that position in a hurry when infantry covering them were withdrawn when a counter-attack threatened. The next day, 8th of April, they re-deployed at tar. 25861759 in ALMELLO to cover the taking of WEIRDEN to the west. They then joined the 4th Div. 15th Ed Regt convoy for the push north but harbored at WEITMARSCHEN, because of bad roads, and then at MEPPEN where the team harbored until 13 April repairing road damages. When the division had trouble at FREISOYTHE on 15 April 45, the set was deployed at mr. 10159466, getting 1 location, and again north of FREISOYTHE on 18 April at mr. 10889402, getting some useful locations. The set crossed the KUTSEN CANAL into the bridgehead at mr. 12749957 where a goodly number of locations were obtained from 21 April onwards. On 27 April the set moved to mr. 14840160. An emergency position when bad roads held them from a record site obtaining a number of locations, and on 28 April moved to mr. 16451400. The next move was on 30 April to mr. 16580721. The month's work had seen the set in action 21 days out of 30, with the teams supplying 50 locations, as well as various shelreps and nebelworfer plots. On 3 May the set

was re-deployed at mr. 18520966 and ended the campaign near BAD SWISCHENAN LAKE at V.702653, harboring at mr. 352075 (B THQ) for their return to BHQ at HENGLO on 8 May 45.

(April 45 to V-E Day - B3 Section)

B3 detachment, after crossing the RHINE, had a fairly pleasant time with 3rd Cdn Div It crossed the RHINE about 2300 hrs 1 April 45, and harboured with 3rd Div HQ at STOKLEAN just north of EM-MERICH.

The first deployment was made on 3 April just north of DOETINCHEM looking toward the IJSSEL RIVER in the general direction of DOESBURG. From there, the action moved steadily northwards along the east bank of the IJSSEL. Any attempts at crossing being strenuously resisted.

A series of 4 deployments brought the section to a position just north of ZUTPHEN. Of these, the third, a position at mr 975885 near BAAK was the most active. Some dozen locations were turned in, in one evening from this site. ZUTPHEN was bypassed while still in enemy hands and the action just outside ZUTPHEN. For 3 days was the section moved north to a position southwest of DEVENTER on 10 April. This proved to be the last active deployment for B3 section. A number of locations were made but from then on the action on 3 divisional front was very light and mortaring practically nonexistent.

A new lift began for the operators on 14 April when was begun what proved to be almost a holiday tour of Holland. The first move took them to a harbor area south of KEVELEER mr. 978283. On 15 April the section travelling with the Divisional Artillery reached an area at HUNEVEEN at which position they spent 6 days. The convoy was in motion again on 22 April, the intention being to reach the WINSCHOTEN area. As a result of bad bridges, and a vehicle breakdown, the radar section harboured for two days at MOORBRACK joining Div HQ Artillery again on 25 April. The next day the HQ moved on to HALTHUSEN and after a 5-day halt they moved to LEER mr. 819155. The possibility of moving radar up to cover EMDEN area was discussed at this time but the decision was against it. The move to LEER was the last made by B3 with 3rd Div.

On 5 May the section received orders from the Troop Commander to move into a troop concentration area north of MEPPEN mr. 702658. This move followed naturally upon the news of the cessation of hostilities and marked the end of the section's active career.

SCORE MARCH - MAY

| | |
|-----------------------|-----|
| A Troop (1 Cdn Corps) | 125 |
| B Troop (2 Cdn Corps) | 101 |
| Total Battery | 226 |

3. CHANGE IN ORGANIZATION DURING THE PERIOD

A new situation was created when the sections of B Troop were put under the command of Divisions. This left B Troop HQ without a job and BHQ with only 1 Troop. The Divisions looked after the sections for rations and petrol but BHQ and THQ did continue to supply mail and spare parts.

4. STATE OF EQUIPMENT

At the close of the battle of the Rhine, all sets taking part were in poor condition and the remainder had run up a goodly number of hours. During the period 10 March to 20 March all sets were thoroughly overhauled and two major modifications were fitted.

It was found that the job of watching a length of time base for the often very small and fleeting signal of a mortar bomb at several thousand yards was a fairly difficult one. The fact that the signal might be among a number of permanent echoes which came and went as the equipment was traversed made it even more difficult. Accordingly, the idea of installing a plan position indicator (PPI) which consisted of a cathode ray tube having a radial time base and a long persistence screen was developed. Thus the signal from the mortar bomb would remain on the screen even though the equipment was traversed away from the bearing of the mortar firing. Also, the operator could traverse back to the correct bearing of the mortar accurately enough to be reasonably sure of getting the signals of the succeeding bombs.

The PPI installed was almost exactly similar to the one from the LW equipment (Radar AA No. 4 Mk II or III) with the addition of a special amplifier unit to boost signal strength for brightness modulation.

The face of the PPI was covered with a bearing scale on transparent tape and the radial time base could be originated to coincide with the actual bearing of the equipment. As the operator traversed the equipment in bearing, the radial time base moved around also. The main bulk of the parts for this modification were received as one complete chassis to be mounted in the compartment directly in front

of the range operator and above the other range CRTs.

To facilitate the continual watching of the PPI, the chassis was not laid flush with the front of the presentation unit but was brought forward and canted down toward the operator's eyes. Thus, it remained jutting forward out of the otherwise clean lines of the cabinet among the maze of wires and power cables. So far as the experience of the Batteries is concerned, the success of the modification is still in doubt, mainly because the detection of mortar signals from a PPI involved a somewhat different drill and technique, and no period of training was available.

Another modification was the installing of servo-selsyn units to ease the work of the bearing operator. In the equipment supplied, considerable turning torque is required to turn the rotor unit and parabolo-ids in the high gear when one turn of the handwheel equals two degrees of bearing. To search for mortar bombs more efficiently, the equipment had to be traversed through an arc of about thirty degrees in less than 5 seconds, which naturally could not be maintained for any length of time.

The modification was chiefly a servo-selsyn unit which amplifies any torque applied to it and its operation proved such that the operator was turning lime more than the weight of the handwheel itself. The operators' work was also eased by the fact that the gear ratio was stepped up to 3 degrees of bearing for 1 turn of the handwheel. This modification was, of course, an immediate success. Very little trouble was encountered and the job of the bearing operator of searching continually and at high speed was made considerably easier.

(MARCH 45)

The sets were also given a rough check to calibration and the sensitivity checked by comparison. This was done on the flat land west of S'HERTOGENBOSCH using water towers and church spires as markers.

Some very pertinent facts came out of these checks and it was hoped there would be an opportunity to investigate further but the opportunity did not occur.

The sets calibrated fairly well with an average error of 2 minutes in bearing and an average range error of 30 yards. The range error could have stood further investigation for it was noted all sets showed a minus error and that the strength of the signal received did not offset the range. Inconclusive trials tried, showed that a difference of 40 yards could be obtained in measuring first with a strong signal and

then with a weaker signal. As mortar bombs most always can be considered as returning weak signals, it was felt that there was a distinct possibility that a standard correction could be inserted to allow for this. It was also felt that a dummy trainer was required and a start on one was made. Both problems, with such information as we found, have now been turned in to No. 1 Research Section.

INCIDENTS OF INTEREST

It was a dark, foggy night in late March just before Field Marshall Montgomery sent his Legions hurtling across the RHINE. In the bright afternoon that preceded this forbidding night, Lieut PWR Sargent, BHQ, IFC, had been left by Major Telfer, OC at the cross-roads near KELLEN, CLEVE to bring up a set to overlook the RHINE. Screaming shells had reduced the IFC to a shambling hulk at high noon and when the set arrived, its induction into the site, now under direct observation from the HOCH ELTON church, was delayed until darkness was well on its way. The set went in under the eagle eyes of the Major, Capt JA Howard and other lesser Lieuts and by 2300 hrs as the V-2s made their scintillating light streaks in the skies overhead, the set was down in the hole and filling in was on its way. All of a sudden, Gnr KBC Strong, former Canadian Press staffman of Montreal, shouted "Put that light out up there!" The trouble was, there just shouldn't have been anyone up in that second story window facing the Germans.

A quick check-up showed that none of the hard-working B2 detachment was upstairs. Gunners, wily and leery of the whole set-up, slunk away in the dark and surreptitiously appropriated their Stens. Gnr. JA Cole, pint-sized OFC from Montreal, knelt in the gloom by the side of the chicken coop with the Sten muzzle gleaming in the fitful starlight.

Just at that time the fog swept in (or was it smoke) and made the picture one of the most eerie of the war. Nerves quickly went on edge and everyone tiptoed around.

"There's some @ # \$ % & * up there" was the general comment while the Major, with a somewhat practiced eye, stood off to one side well away from the others. Capt Howard slipped up to the main door and gave a yell through the door "Whoever's up there, come down now." No one answered.

The Major then came forward, brandishing his brand new 9-mm Browning, complete with magazine and lanyard.

Again came the warning and again there was no answer.

"Come down or I'll shoot" ordered the Major to the invisible foe while all ranks took still a tighter hold on their weapons.

Again quietness reigned, to be broken by the staccato crack of the Major's first "rounds fired in anger". Then quietness fell again. Capt Howard followed by the Major and Sgt MacPherson, CR, (B2 second in command) went halfway up the stairs to the second floor, and then came down again. The Major in the lead, assuring himself that there couldn't be any Germans there. They made the grade and searched the top of the house thoroughly, only to find that the part of the house they wanted to search was not accessible by that stairway. Finally, the cobble house was well conned and naught was found.

The sequel to this story came a few days later when S/Sgt Willimont, 2 I/C of the detachment was sitting on his bed looking at the ceiling and noted that some hay was protruding from the rough board ceiling. A quick investigation showed that there was a trap door concealing a hidden room, where Nazi uniforms and insignias were in plentiful supply. But there were no Nazis. They were across the RHINE by then.

L/Sgt Les Lund of Vancouver owes his life to a failure of his digestive organs. It was about 200 yards north of the KUSTEM CANAL, where 4th Cdn Armored Div was having such a difficult time with Jerry Paratroopers, that Lund's digestive apparatus, one fine summery afternoon, told him that the time had come for relief. Without any further ado, and because there was no haste, the doughty sergeant first recced a position south of the set in a quiet, intimate thicket, and went off to the Position Finder to obtain several sheets of softer type paper.

Meanwhile, an SP regiment had moved in immediately behind and were charging about in their iron horses trying to find a way out to a plateau in front of us. Lund stepped out of the PF just in time to see a SP go lunging through the thicket exactly where he had picked for his pressing duties.

Had he not stopped for the finer things in life (softer paper), Lund figures he'd have had the unpleasant experience of having an SP chassis making an unofficial call just as he was bending down

It was the night of 18 April at a time when the 4th Cdn Armored Div was squeezing its way over the KUSTEN CANAL in the face of accurate German SP fire, that "Moanin Minnie" first raised her ugly head in 4th Div's push to the north east of the RHINE.

The weird moan of the half dozen rockets roared through the night and within seconds the forward observers had sent through bearings to CMO. The survey boys with their 4-pen caught a small bit of a ray on it, while George (Radar) settled comfortably in a farmyard some 6000 yards from the scene, saw the tail end of the 6 shells screaming through the air.

Again Minnie burst forth into fiendish song but this time everyone was on the ball. At CMO's parked Ops wagon, the rays all pointed to the edge of a wood. All but George (Radar) had reported on the second flight and the CMO reached over the phone to bring down an area barrage to try and catch the horrible female.

Just as he spoke through the phone, his assistants roared out "Here's a plot from Radar on Moanin Minnie" and when the line was drawn, it settled the CMO's mind. The electronic ray was pointed straight to the center of the CMO's location triangle.

In a flash the orders were changed and a paralyzing concentration was ordered to the Div guns grouped in the area. A scant few minutes later the night was made hideous by their "scale 3's". The shells exploded, and the night became quiet. "Moanin Minnie" spoke no more that night.

6. PERSONALITIES of the OFFICERS

Major Jas. Gordon Telfer, Officer Commanding. Major Telfer comes from the little city of St. Lambert, which is just south and across the river from Montreal, Quebec. He is dark, 5 ft. 10 in., weighs about 160 lbs., and is considered very good looking by all the girls, especially one. His military career commenced at the outset of war when he entered the McGill OCTU. After passing out of the first group, April 40, he joined the 3rd Medium Regiment, RCA, NPAM. In August, he was transferred to Active Service in a group of 8, known later as "Snow White and the Seven Dwarfs", to the 2nd Canadian HAA Regiment. In 42 he became adjutant of the Regiment, where he remained until he was given command in France, on 27 Sept 44. Major Telfer has many traits of his Scottish ancestry, being cautious and slow to make an important decision, though this speeds up terrifically under stress. He is very slow to anger but when he does it's just too bad for the party concerned. He likes all kinds of sports and is quite good at them. He is a very shrewd advocate of the laws of averages in poker and dice. These follow from his training as a Chartered Accountant.

His chief occupation outside the Army is dreaming of getting married to a Toronto girl. Because of this he has to withstand much chaff and jokes, especially as the lady is now a Wren and the Navy is noted for their smart male uniforms. Like other officers in the Battery he is an avid camera fan.

Captain James Anthony (Tony) Howard of St. Lambert, Quebec, Battery Captain of the Unit during its entire life, joined the McGill COTC at the outbreak of war graduating to 10th Med Battery, 2nd Montreal Regt, NPAM in May 1940. From there he went active to 2nd Cdn Med Regt on 5 August being one of a group of officers which became known as "Snow White and the Seven Dwarfs". He remained with the unit during conversion to 2nd Cdn HAA Regt in July 1941 and came overseas with the regiment in September 1941. During his stay in England he took the Instructors' Fire Control and War Gunnery courses. He served with 7th Cdn LAA Regt from February 1943 to August 1943. In July 1944 he rejoined 2nd Cdn HAA Regt and came to the continent with them. In the "Q" department of every unit, it's wise to have a "getter". One who gets what is required and doesn't wait until he is told to pick it up. And a "keeper", one who will look after the stores are obtained. Tony was the "getter" in the Bty's Q department and the unit was always well fed and clothed. Tony was a merchant in civvy life and carried his ability to bargain and sell in the army. He showed a nice aptitude in dressing up a tale calculated to bring tears out of a stone, and if that didn't work he could bluster and bluff with the best of them. He was not one to remain in the background and was always there to put in his two cents' worth. He managed to get himself into most arguments and disputes. Tony was married in England and has two daughters. The Battery had the honour to celebrate the birth of the second and whilst Tony did not have cigars, he did produce a couple of bottles of Scotch.

Captain Charles Richard Clemence of Bowmanville, Ontario was "A" Troop Commander. Charlie joined the army in 1940 and in December 1941 switched to Radar. He came overseas in March 1942 and qualified as Instructor Fire Control. He served with 1st Cdn Radio Location Unit, 1st Cdn AA Brigade and was also attached to British units. He joined the unit on 25 Oct 44 and took command of A Troop when the unit formed into troops. He proved an able Troop Commander and with his line experience in Radar he contributed much to the science of location

of mortars by Radar. He and his Troop carried out the first trials with artificial screening and it was he who carried out the calibration experiments. Captain Clemence was a schoolteacher before joining the army and this undoubtedly helped account for his good instructional ability. He possessed good judgement and patience and was well liked by the men. He is married and must be very lucky in love for his luck at cards is practically non-existent

Lieut. Richard Frederick Kirkpatrick of St. Anne de Bellevue, Quebec was a Troop Administrative Officer.. He enlisted as a gunner in 2nd Cdn Med Regiment and came overseas with it after conversion to 2nd Cdn HAA Regt. He became a Radar Set and joined 1st CRLU in its formation and returned to 2nd Cdn HAA Regt on its disbandment. He started on the OCTU road in August 1943 and was commissioned in April 1944. He joined the unit on 25 Oct 44. Kirk, as he was known to all, was wise in the ways of the army and was a good admin ounce, knowing all the ins and outs of scrounging. He has good judgement and takes everything in his stride, perhaps this being to his early to bed and early to rise habit. He was a photographer in an advertising firm in civvy life and has been badgered with questions by the amateur camera fans in the unit

Lieutenant James Nicholas Mercek comes from Westmount, Quebec. He is a fair tall slim officer who is still single. He began his military life as a gunner in the 2nd Med Regiment RCA in April 1940. When the Regt turned into HAA he became a Radar operator in that unit. When the 1st Canadian Radio Location Unit was formed he was transferred to it with the rank of Lance Bombardier. Later, when that unit broke up he came back to the Cdn HAA Regt with the same rank. On the 30th August he commenced the round of pre-OCTU and OCTU courses. On the 13 Apr 44 he passed out as Lieutenant and stayed at 2nd CARU until the Radar Battery was formed. He joined the Unit on the 4 Nov 44. For a long while he was one of the easiest officers to kid along in the Battery and every time he came into BHQ his life was quite a misery until he got wise. Then it was pretty hard to put anything over on him. He is a very conscientious chap. doing all he can for his men. Being the administrative officer of B Troop, supply of the Troop was his pigeon and he was always off in a rush to get some particular task done. He is extremely well liked by the men and has helped to sort out many of their personal problems.

A/Captain Sydney Joseph Cunliffe, or Poucecoupe, of Prince Rupert, BC, as B Troop Commander. He enlisted as a gunner in 1st Cdn Survey Regt, in Sept 1940 coming overseas in the same year. In Feb 1941 he turned to the intricacies of radio location, serving with 1st CRLU and on attachment to British HAA units. By Sept 1943 he had become Staff Sergeant Technical Instructor Fire Control and then went to OCTU. He was commissioned in July 1944 and joined the unit on 25 Oct 44. Joe, as he is known to all ranks, is the giant among the officers being well over six feet with broad shoulders and weight to match. He was very popular with the men. A go-getter by nature, Joe soon showed that he was well able to command a troop even though he was very recently commissioned and on 1 Mar 45 he was promoted to acting Captain whilst employed as a Troop Commander, IFC. On 11 March he ran over an enemy land mine while on recce and was wounded. Although he was unconscious for 48 hours, and suffered concussion and cuts, within two weeks he was writing heart rending letters asking the Unit to send him some clothes and get him out of hospital. In three weeks to the day he showed up at the Unit, all set to go back.

Lieut. Philip William Rea Sergeant of Dartmouth, NS was the last officer to join the Battery. He enlisted in Sept 1939 and was commissioned in Jan 1941, coming overseas with 2nd Cdn HAA Regt, one of a group of officers known as "The Twelve Disciples". He served later with the 1st CRLU, during which he qualified as Instructor Fire Control, and on that Unit's disbandment, resumed to 2nd Cdn HAA Regt. He was resumed to Canada in March 1944 to instruct Radar Operators at Barriefield, TC, and came back to England in Jan 1945. He joined the Unit at WYCHEN, in Feb 1945. With the Unit, he served as BHQ IFC and worked with both Troops. On the long push after crossing the RHINE, he took command of B2 section and did a difficult job keeping the section rolling with the Armored Division. Phil, who is newspaperman and a master of swing on the piano, had the Unit wishing it had a piano on the G1098 for impromptu jam sessions.

Lieutenant Leo Wilfred Anderton of Courtenay, BC joined the Unit on 14 November 1944, as BHQ Subaltern. He joined the army on 2 Feb 42 and was commissioned in Canada in Feb 1943, coming overseas in Nov 1943. "Andy" was the BHQ subaltern and well fortified behind masses of paper in the BHQ

office. He took on all questions fired at him and became an expert at evasive answers. Andy is good-natured and a willing worker. He was the jack-of-all-trades and took on all the odd jobs of the Unit. He was also involved in many practical jokes played at BHQ.

Sgt. Patrick Bourgois, B22627, Battery Sergeant Major, is a sincere young man hailing from Rainy River, Ontario. He began his military life with the 42nd LAA Battery, 7th LAA Regt. There he quickly became a Sergeant and Detachment Commander. Upon the 7th LAA Regt being broken up he was transferred to the 8th LAA Regt, going overseas with that Unit. Again he lost his Unit and landed in 13 Bn., 2 CBRG. It was there that Radar Battery found him when it was first formed. Sgt. Bourgois had a rather difficult task covering all the duties of a WO II of a Unit containing many senior NCO's and a Unit which deployed over such a wide area. Despite these handicaps he carried out his duties very ably. He is addicted to subtle practical jokes and many a man and officer has suffered from this able trait. Having a fairly wide military experience, most problems were easily sorted out in the Battery by his grim patience. His heart has been long lost to a young lady back home and second to getting married, his greatest desire is to return to civvy street and his farm.

B10823 Sgt Murray, J.S., of Timmins, Ontario earned his gun and section by his outstanding performance on the field of battle. A man of steady nerve and good judgment, who took over the smooth running and efficient detachment from the late Sgt Gordanier and kept it functioning in a manner worthy of No. 1 Section of A Troop. His coolness in a pinch gave him the confidence of his men and they worked for him. He was never afraid of pitching in and helping with the dirty job himself. In the shuffling of the sections in the early days, he was left at BHQ without a section (we always said he should have a medal for that) but when given an opportunity with B Troop he soon demonstrated his ability as a competent leader. He finally graduated to A Troop as a section commander.

D9240 Sgt Perry Bennett of St, Lambert, Quebec was in charge of A3 detachment. The tall easygoing athletic type, who we might say, seemed to be sure of himself in his distinguished height. He is well liked by the men and others with whom he worked, and it

is possible he used the same tactics on them as he does on the members of the so-called gentler sex, with whom he seems to have a way all his own. He came to us from 2nd Cdn HAA Regt and it may be that he has inherited some of his "easy going" but "get things done" spirit from the good old days of that famous Regt. His dry humor and ability to lead a party to a successful conclusion went a long way in relieving the monotony of static warfare and carrying the men through the pinches when the fighting was hot.

B64799 Sgt. Frederick George Woodhouse of Newmarket, Ontario was the NCO in charge of A2 section. Our "Blondie" as some of the fellows called him, was of short stature with a baby face and blonde hair, which belied his fiery temperament which lay beneath the surface. Though some of his men may have thought he was a bit hard on them at times, there was no limit to which he would not go if he thought the rights or privileges of his men were being encroached upon. He was the sort of a fellow who would never take no for an answer and he always had a good reason with supporting arguments for whatever he was doing. He was awarded the Commander-in-Chiefs Certificate for good service.

H15101 BQMS William Robert Vickers of Morris, Manitoba was the NCO half of the "Q" Department. Picked for his knowledge of Q matters he turned out to be conscientious and a cheerful worker. He lived up to the reputation of Q NCOs everywhere and was the smartest dressed NCO in the Battery. He did much to ensure the men were always well dressed and got their share of everything. He was well liked by all the men in the Unit and by the personnel of Ordnance depots, which is high but well-deserved praise for a quarter bloke.

Sgt. F.A. McInnis of PEI, the NCO i/c B3 section was one of the most smartly turned out soldiers amongst the section. A capable and conscientious worker he made a very able section commander. A man who is able to understand his fellows, his willingness and ability to discuss difficulties and make useful suggestions, makes him a valuable coworker. Being of a careful nature, his conscientiousness exhibited in his interest in his detachment and the work done by it. A sound practical method of handling his problems, backed by experience enabled him to cope adequately with a section in action. Well liked, Sgt Mcinnis was trustworthy and capable.

D118488 Sgt Jepson, DH was one of the most cheerful and at the same time one of the most capable of the section commanders. While apparently happy-go-lucky and disliking exertion, he was possessed of initiative and the ability to act without restraint. Having a sound judgment he could be relied upon to function well on his own and to make the decisions for his section. His capable handling of the equipment was aided by a workable knowledge of MT. This knowledge of what his vehicles could do stood him in good stead on many occasions. Sgt Jepson is best described as a thoroughly capable NCO of frank and cheerful disposition whose confidence in himself was justified and such that he was able to act fully on his own initiative and rely upon his own decisions.

F87831 Sgt. McPherson of Montreal, Quebec, was a capable and likeable NCO. He administered his section, B2, well and the equipment was efficiently handled in action. Unfortunately, he was not with us during the latter part of the war, being ill, and in hospital. His cheerful nature and countenance were missed by all.

D8065 Bombardier Weuters, J. of Montreal, Quebec was B Troop's storeman, but in fact, was a jack-of-all trades. Since he joined the Troop, his cheerful manner and bantering spirit were an inspiration to all. His vitality was amazing; always on the go. If it wasn't of a duty nature, he usually had "a deal on". His favorite pastime was bartering with other members of the Troop for oddments which had been picked up and his greatest fear was that anyone should get the better of him in a deal, or, as he would term it "get the best of him". Many tried to beat him fortunately none succeeded. The mortification would have been too much. He carried out his duties efficiently and he was one of the most capable and well-liked NCOs in the Troop.

B98129 Bombardier Boothby of North Bay, Ontario was one of the best-liked and most respected men in his Troop. A long experience with engines and vehicles together with an extremely capable pair of hands made him almost unsurpassed in his job as motor mechanic. Having infinite patience, he was completely thorough in everything he did. Each task, no matter how small, was always properly finished and done well. He was slow to make a decision and this was a point in his favor. His opinion, when given, was a considered one and was invariably

correct. Confidence in himself and completely sincere he feared the judgement of no one because he knew when he was right. Being entirely frank, he could be relied upon at any time to give an honest and straight forward opinion. Briefly, Bdr Boothby was a tireless worker, thorough, capable and entirely trustworthy and dependable.

B32519 Gunner McMaster, T.J. of Three Rivers, Quebec was possessed of keen and able mind. Aware at all times of what was going on around him, he took a keen interest in all things connected with his section. Being a rabid politician and an able talker, he was quite influential among his fellows. He was a good worker and a reliable man. Having a quick wit and a good sense of humor he was on friendly terms with all. These qualities made him a valuable co-worker at all times.

D8167 S/Sgt Owen Whiteside Schwer was another Montrealer with a wealth of Radar experience behind him. He was never so happy as when he was right in the thick of the battle. Static conditions and routine work irked him so that he expended his extra energies on a motorcycle, which was finally, his undoing, putting him in the hospital with a fractured knee. One of the few qualified TIFC in the Canadian Army, he was an efficient, hardworking lad and a good deal of the success of A Troop's operations was due to him.

Operation Mickey Finn

*From Legion Magazine Nov/Dec 1994:
The 50th anniversary of WWII In Perspective
Milestone On The Road To Victory*

December 7, 1944: Operation Mickey Finn provides the first test for 2nd Cdn. Div.'s new counter-mortar organization, including experiments with the army's newest unit, 1st Cdn. Radar Battery.

The following addendum has been compiled from copy that was originally indecipherable. After the completion of 'Radar History' the writer spent considerable time sorting through the remaining copy and managed to salvage the following which he hopes may be of interest to some.

Secret BSS/RGF R.401/T

MARK III IFF TRIALS (15-18.12.41)

SLC Report

Brief description of the additional apparatus

The problem of fitting the additional apparatus needed for Mark III is much more complicated in the case of SLC than GL. With most forms of SLC mounting there is lime room for additional equipment. A separate IFF display tube, as fitted to the GL/R Mark II, is not feasible in the case of SLC. It is considered essential that signals should be displayed on the range tube of the SLC in the same way as Mark II G signals appear at present. Two methods by which this can be done have been considered.

The first method depends on interrogating on 181 Mc/s. SLC receivers operate on 204 Mc/s and 181 Mc/s in the second channel of the receiver. Initial measurements showed that the overall loss in sensitivity at 181 Mc/s compared with 204 Mc/s when using the existing aerials, is only some 20-30 dB. This means that the receiver is sufficiently sensitive to use without modification, and 181 Mc/s IFF signals will produce a display on the SLC time-base. With this method the only additional apparatus required is a small 10-watt transmitter with its modulator, and a suitable aerial. The modulator would have a counting-down circuit so that at every fourth or fifth pulse of the SLC transmitter the interrogator is also pulsed. The interrogator feeds into a five-element Yagi mounted alongside the existing transmitter aerial.

The second method is similar except that signals received on the IFF Yagi are frequency converted in a small unit to 11 Mc/s and are then fed direct into the IFF of the SLC receiver. It is, of course, essential to keep the interrogation recurrence frequency down to the lowest practicable factor. Owing, however, to the difficulty in obtaining adequate brightness on CRTs working on low anode voltages, it has been found necessary to use a recurrence frequency of not less than 500 per second.

One drawback to displaying IFF signals on the range time-base by either of the two methods described is that those signals which overlap the strobe pulse will be integrated in the angle channels, and so cause appreciable errors. To overcome this, it had been suggested that the signal selector operator should be able to switch off the interrogator when he sees IFF signals approaching the echo which he is following.

Arrangements for the Trial

One SLC (Locator, SLC Mk 1*) had been fitted at ADRDE with an interrogator and was arranged to display the IFF signals by the first of the two methods described above. The signal selector operator's switch referred to in the last paragraph was also added.

The operators were in telephone contact with the GL control room, and, in this way, they were given early warning of the approach of aircraft and were able to obtain GL ranges.

It should be emphasized that this was much more a demonstration of a possible method of display than a trial.

Results of the Trial

The results showed that the scheme adopted, i.e. using the second channel of the SLC receiver, was adequate at medium and long range, but not so good at close ranges. Signals were seen up to 42,000 yards, but owing to the cramping of the time-base they could not be recognized at greater ranges. At 3,000 yards the Automatic Gain Control, actuated by the echo from the aircraft itself, reduced the gain of the receiver so that the IFF signal was very small (approximately 1/4 of the echo itself). This, however, depends on the ratio of echo to IFF signal, and so depends on many factors such as the size of the aircraft, its aspect and the aspect of the IFF aerials, and on one or two flights, IFF signals were seen half the amplitude of the echo at a range of 2,000 yards.

The brilliance of the IFF signal was quite adequate, but owing to lack of test gear it was not possible to check whether the multivibrator of the interrogator transmitter was running at a quarter of the SLC recurrence, especially as the frequency of the multivibrator is, to some extent, dependent on the amplitude of the locking pulse.

The width of the IFF pulse appeared to be approximately 15 us, which is too wide for SLC operation, taking up roughly reduction in pulse width of the IFF pulse is, accordingly, strongly supported.

There appeared to be a delay of approximately 3 US, of which 1 US probably occurred in the interrogator transmitter. This delay, however, is of little significance in operation.

Conclusions

As there was some uncertainty as to whether the counting-down circuit was functioning correctly, and as only one SLC was available. it is difficult to draw any definite conclusions. Operationally, the display appeared satisfactory and there was no difficulty in

recognizing IFF signals. This statement may not hold, however, when a number of SLCs are interrogating one responder. Further trials on this point are definitely required.

GB
BSS
R.G.F.

ADRDE
Somerford,
Christchurch, Hants.
29.12.41

BASE POST OFFICE, CANADA

No. 1 Canadian Radio Location Unit

Parcels Lost By Enemy Action:

Ref Part I Order No 61 dated 15 Mar 43 advising loss of mail, posted in Canada between 3 and 11 Jan 1943. Advice has been received that tobacco parcels for under noted personnel have been lost.

The list consists of 88 names and regimental numbers of which this writer, **A42470 PHILLIPS, Lorne V.** is included as having lost a parcel of cigarettes.

MOBILIZATION PROGRESS REPORT

26 Oct 44

HQ

107 AA Bde

Training:

Training with mortars is now in progress and should be completed by 3 Nov 44.

Personnel:

A state of Personnel is as follows:

| | WE | Hold | Deficient | Surplus |
|-------------------------------|----|------|-----------|---------|
| Officers | 8 | 6 | 2 | - |
| BQMS | 1 | 1 | - | - |
| Battery Sergeants | 1 | 1 | - | - |
| Batmen | 1 | 1 | - | - |
| Batmen Drivers | 7 | 3 | 4 | |
| Drivers i/c | 8 | 8 | - | - |
| Motorcycles | 2 | 2 | - | - |
| San Duty | 1 | 1 | - | - |
| Gnrs GD | 18 | 9 | 9 | - |
| Clerks | 5 | 2 | 3 | - |
| Cooks | 8 | 9 | - | 1 |
| Driver Mechanics ⁷ | | 7 | - | - |
| Driver Operators | 21 | 21 | - | - |
| Equipment Rep | 1 | 1 | - | - |
| OsFC | 84 | 83 | 1 | - |

| | WE | Hold | Deficient | Surplus |
|-------------------|-----|-------|-----------|---------|
| Storeman T&D | 1 | 1 | - | - |
| Vehicle Mechanics | 4 | 0 | 4 | - |
| | 178 | 15623 | 1 | |

Includes personnel from X 10 list, on loan from 2 HAA Regt and posted to Bty. It is understood Lieut McKay and Lieut JS Thompson are to be posted to the Bty (your 160/R of 22 Oct 44). The only important deficiency of personnel is Motor Mechanics and it is important that these men be received as soon as possible as the vehicles being issued require considerable attention.

Equipment

Major items of vehicles and equipment deficiencies are as follows:

| Vehicles | WE | Hold | Deficient |
|--------------------------|----|------|-----------|
| Motorcycles | 7 | 1 | 13 |
| Cars 5 cwt | 5 | - | 5 |
| Trucks 15 cwt | 2 | 2 | - |
| Lorries 3 ton | 8 | 4 | 6 |
| Tractors HAA | 7 | - | 7 |
| Trailers | | | |
| Radar AA No 3 Mk II | | | |
| modification for counter | | | |
| mortar role | 7 | - | 7 |
| Generators KVA | 7 | - | 7 |

MCs are increased by 7 as each section No 1 requires a MC to be able to go forward on recce party. C Troop 100 Radar Bty, RA have found that a quick deployment with all sets moving was almost impossible and agree that the addition of an MC for each No 1 solves the problem and is most necessary.

3-ton are increased by 2 to give each troop 1 3-ton "Q" lorry. As the Bty deploys over a whole army front it will not be possible for BHQ to deliver rations, water, mail, etc. to each site. As the radar sections must move quickly as our FDLs move forward, this forbid the pulling in of section 3-tons for this work. "C" troop, 100 Radar Bty are entirely in agreement with this.

As siting is the key to the services of radar in a counter mortar role it is essential that the tractors have considerable country performance. In HAA it was found that the Mack 6-ton tractor was the best towing vehicle and in fact Macks were issued to tow the radar. It is essential that the GTVs issued be Mack 6-ton.

Although promised a priority on a car 5-cwt some three weeks ago none have as yet been received. It is understood that it will be some months yet before

5-cwts will be available. The unit can function smoothly with 1 HUP, 2 15-cwts in lieu of 3 of the 5 5-cwts. One 5-cwt per troop for recce is essential.

| Equipment Main Item | Deficient |
|----------------------------------|-----------|
| Wireless station No 22 complete | 7 |
| Telephone set F Mk II | 20 |
| Hydrometer Dry Cell, portable | 7 |
| Boards, Arty, No 2 | 7 |
| Watches, GS TP | 10 |
| Binoculars | 2 |
| Chest Tool MT, filled | 4 |
| Chest Tool MC, artificers, small | 3 |
| Covers, waterproof | 27 |
| Lamps, hurricane, complete | 21 |
| Lamps, pressure, paraffin | 11 |
| Lamps, electric | 27 |
| Cookers, No 1 | 6 |
| Cookers, No 3 | 3 |
| Balance, Spring, 30 lbs | 3 |
| Funnels, tin, 1 quart | 9 |
| Knives, butcher, cutting | 8 |
| Knives, butcher, sticking | 1 |
| Knives, cooks, 6 inch | 8 |
| Knives, cook, 9 inch | 6 |
| Ladles, cook GS | 8 |
| Spoons, gravy | 8 |

Conclusion

Progress to date has been fairly good. The situation on personnel is fairly satisfactory. Receipt of vehicles and equipment is slow and a greater priority is requested. The Bty will be ready to start mobile training on 5 Nov provided deficiencies of vehicles and equipment are received. A minimum of one week mobile training with full equipment is required. To date no further word has been received of when the RCEME workshop will arrive. It is essential that they arrive when the radar sets arrive.

*Respectfully submitted,
(Signed) (JG Telfer)
Officer Commanding
1 Cdn Army Radar Bty*

SUMMARY OF MONTHLY ACTIVITIES FOR JANUARY 45

Operations

Mortar activity was slight on entire Army front, except for KAPELSCHÉ VEER E-0950 during operation ELEPHANT. Locations were as follows:

| | A* | B* | C* | TOTAL |
|-------------|-----|----|----|-------|
| A Tp 3 sets | 123 | 45 | 12 | 180 |
| B Tp 3 sets | 48 | 33 | 56 | 137 |
| TOTALS | 171 | 78 | 8 | 317 |

*A-within 100 yards

*B-within 200 yards

*C-within 300 yards

Artificial screening proved very satisfactory and the set can now be deployed successfully in the flat-test of areas.

All sets on I Br Corps front moved as mortar activity quieted in one area and became greater in another. Moves were short with plenty of time for recce and while not ideal as deployment exercises they helped considerably in keeping the men mobile minded. On 2 Cdn Corps front I set moved twice - the first move deployed them in an anti-submarine roll but the set proved impossible to site successfully and returned to CM role. Later the same section re-deployed for 48 hrs to cover an expected area of attack and then returned to its original area.

Lister generators caused the greatest difficulty as the majority became due for overhaul. RCEME service was slow and unsatisfactory. Urgent requests were made to HQ, RCA, First Cdn Army for spare generators to be issued pending amendment to WE but approval has not yet been given. Arrangements were made with 74 AA Bde Wksp to aid by doing some of the overhauling and their work has been exceptionally good. Sets would have been out of action had 74 AA Bde Wksp not given us aid. Our own wksp is endeavoring to obtain authority to hold fitters and spares necessary to service the generators.

Administration

No great problems have been encountered. The unit is receiving all the 48 hr leave vacancies it can handle.

This does not hold for 7-day leaves to England or 39 day leave to Canada and a large backlog is rapidly building up.

*(Signed) (JG Telfer) Major
Officer Commanding
1 Cdn Radar Bty, RCA*

SUMMARY OF MONTHLY ACTIVITIES FOR FEBRUARY 1945

General

During first week of February activity was slight on both Corps fronts. On 8 Feb operation VERITABLE

commenced. All known mortar positions were heavily bombarded prior to the attack with the result that mortar activity was light. By noon, 9 Feb the front had moved beyond the range of the two sets and the sets were made ready to move forward. Due to flooding and lack of road space 2 Cdn Corps stated the sets would not move forward until an urgent need arose. Liaison was maintained with Div CMOs and one set moved to a forward harbor on 19 Feb. From 18-22 Feb the Corps front was narrow and one set covered the main active area. This set produced 10 locations - mortar activity was not heavy. By 23 Feb the front had moved forward and widened and two sets moved forward and deployed. Between 23 Feb and 27 Feb 31 locations were obtained - mortar activity was very heavy. On 27 Feb one set moved from 1 Br Corps to 2 Cdn Corps. The front was very fluid and it was noon 28 Feb before sets could move forward and re-deploy. One set became unserviceable so that on 28 Feb only two sets were moved forward and deployed. 1 Br Corps front had very little mortar activity throughout the month.

Equipment Days

Out of possible 168 equipment days, 128 days were provided. Forty days not used for reasons as follows: 33 days - equipments in harbor awaiting deployment; 1 day - set out of action for repair; 6 days - overhaul of 3 sets on I Br Corps front.

Equipment Deployments 7 Deployments were made.

Locations Mortar locations were as follows:

| | A* | B* | C* | TOTAL |
|-------------|----|----|----|-------|
| 2 Cdn Corps | 31 | 18 | 34 | 83 |
| 1 Br Corps | 5 | 10 | 7 | 22 |
| TOTALS | 36 | 28 | 41 | 105 |

*A-within 100 yards

*B-within 200 yards

*C-within 300 yards

Small number of locations is due to slight activity on 1 Br Corps front and the number of equipment days not used on 2 Cdn Corps front. It was also found that except in very active areas, the enemy was firing mortars in series of 2 or 3 rounds. Often with a 1 or 2 minute interval between rounds. This resulted in a larger number of C locations as a satisfactory line of fire was not obtained.

4 Cdn Div Trials

On 15 Feb 45, CMO 4 Cdn Div arranged trials to test accuracy of counter mortar equipment. Two radar sets were deployed, one with an average range of 4500 yards to mortar area and one with a range of 6000 yards. 70 % of the mortars were picked up. There was a consistent error in radar locations which was traced down to the fact ranges were consistently 100 to 170 yards plus in range measurement. If this consistent error was eliminated, accuracy would have been 25 yards for one set and 50 yards for the other. Bearing errors were not large and did not follow any set pattern. Further investigation is very necessary, and is being carried out as follows:

Operator error

It is considered possible that due to the break given by a mortar differing from that of an aircraft, operators are not measuring the onset of the break, thus increasing range. A trainer has been designed and is being built to train and test operators.

Accuracy of equipment

A trihedron reflector is being made and set up to check the accuracy of range measurement. There is also reason to believe the weaker mortar signal takes slightly longer to come through the receiver causing an increase in range measurement and this is being investigated.

Examination of 2 Cdn Div Mortar Locations

An A/CMO of 2 Cdn Div examined mortar positions after the advance through the Reichwald area. 10 mortar locations by radar were examined, 8 showed definite signs of mortars having been there. The areas had been well hit by our shells, and in one case, a direct hit on the pit was scored. Of the remaining two locations, one was found to be a section of a trench system but our tanks had thoroughly churned up the area, and no evidence of mortars could be found. The other showed no evidence of mortars. Examination of further locations was not possible due to flooding and impassable roads. The AMMO was of the opinion that counter mortar fire was satisfactory and good results had been obtained.

(Signed) (JG Telfer)
Officer Commanding
1 Cdn Radar Bty. RCA

SUMMARY OF MONTHLY ACTIVITIES FOR MARCH 1945

Operations

General - B Troop under command of 2 Cdn Corps continued in advance to the river RHINE until 11 Mar 45 when 2 Cdn Corps completed advance. Sets made many moves and were able to cover all areas given as possible mortar areas. B Troop went into harbor at BHQ from 11 Nov 44 to 15 Nov 44 when one set deployed to build up counter-mortar information for vicinity of EMMERICK. A second set deployed in same role on 17 Mar 45 covering area south of EMMERICK. On 29 Nov 44 A Troop moved and deployed on NIJMEGAN island under 1 Cdn Corps.

Equipment Days

152 Equipment days were provided out of a possible 186 (83%).

Equipment Deployments

Twenty Equipment deployments were made during month.

| Locations | A* | B* | C* | TOTAL |
|-------------|----|----|----|-------|
| 2 Cdn Corps | 6 | 28 | 7 | 41 |
| 1 Cdn Corps | 3 | 17 | 7 | 27 |
| 1 Br Corps | 1 | 2 | 6 | 9 |
| TOTAL | 10 | 47 | 20 | 77 |

*A-within 100 yards

*B-within 200 yards

*C-within 300 yards

Set Maintenance

All sets were thoroughly overhauled during month and six sets were fitted with power sluing and PPI tubes.

Calibration

All sets were calibrated for range and bearing and a comparative check of sensitivity made. Results were as follows:

| | Range Error | Bearing Error | Comp Sens |
|-----|-------------|---------------|-----------|
| 460 | -51 yds | -01' | 54/1 |
| 339 | -29 yds | +03' | 85/1 |
| 434 | -18 yds | +01' | 80/1 |
| 412 | -42 yds | -04' | 76/1 |
| 465 | -7yds | -01' | 74/1 |
| 463 | -4yds | -05' | 90/1 |
| 341 | -24yds | -02' | 85/1 |

Administration

Health - during the first two weeks there was considerable diarrhea or mild dysentery among personnel at B Troop, 2 Cdn Corps while moving between CLEVE - WESEL. It disappeared fairly quickly when personnel resumed to harbor at BHQ.

Morale

There were several cases of personnel being shelled and mortared which resulted in some cases of nervousness. No personnel were withdrawn and it had the good effect of making personnel dig in more thoroughly and quickly.

Strength

The unit strength reached the highest point yet - 178 with WE of 180 and has remained at that figure.

*(Signed) (JG Telfer) Major, RCA
Officer Commanding
1 Cdn Radar Bty, RCA*

SUMMARY OF MONTHLY ACTIVITIES FOR APRIL 1945

Operations General

B Troop under command 2 Cdn Corps crossed the RHINE at EMMERICK on the 1st of the month. A section was placed under command of each of end and 3rd and 4th Divisions and supported them throughout the month. One section was moved across the Rhine on 10 Apr 45 to support the 49th Div. Br on their crossing of the river JYSSEL. When ARNHEM was captured the Tp HQ and other two sets were moved across the Rhine to support I Cdn Corps in its drive to the ZUIDER ZEE, and at the end of the month were still in support of the Corps.

Equipment Days

114 Equipment days were provided out of a possible 180 (63%). 66 days were lost through sections being on the move keeping up with the advances.

Equipment Deployments

53 equipment deployments were made during the month.

Locations

| | A* | B* | C* | TOTAL |
|-------------|----|----|----|-------|
| 1 Cdn Corps | 21 | 52 | 28 | 101 |
| 2 Cdn Corps | 21 | 32 | 43 | 96 |
| TOTAL | 42 | 84 | 71 | 197 |

*A-within 100 yards

*B-within 200 yards

*C-within 300 yards

Set Maintenance after the capture of ARNHEM a 12-hour check was done on all A Troop sets. They were found to be in good condition. Checks were made on B Troop sets while they were in harbor.

Administration

Adm was very difficult during most of the month due to the large area over which First Cdn Army was operating. At one time each troop was almost 50 miles from BHQ and the sites were a long distance from the THQ. The whole of A Troop was supplied by BHQ, but B Troop were supplied by 2 Cdn Corps (each set was provided with rations and POL by the CMO of each Division and the THQ by 2 Cdn Svy Regt).

Morale

Morale was very high amongst the troops during the month. Several of the sections came under shellfire but carried on and did their job.

Strength

The Battery was almost up to strength throughout the greater part of the month, but dropped near the end to 173 all ranks out of a WE of 180.

*(Signed) (JG Telfer) Major, RCA
Officer Commanding
1 Cdn Radar Bty, RCA*

Minutes of Conference Held at Headquarters First Cdn Army At 1230 hrs 10 Apr 43

1. Present: Lt.-General AGL McNaughton, GOC-in-C, 1st Cdn Army; Brig C Foulkes, BGS, 1st Cdn Army; Brig JE Genet, CSO, 1st Cdn Army; Col FF Fulton, SD Tech, CMQ; Maj AJB Bailey, G2RA, 1st Cdn Army; Lt-Col DC Spry, PA to GOC-in-C, 1st Cdn Army.

2. General McNaughton opened the meeting by outlining the stages of development through which the Canadian Radio Location Unit has passed and stated that the object of this meeting was to determine the future organization for the training and administration of personnel trained in Radio Location duties.

3. After a general discussion it was agreed that personnel of 1 CRLU would be disposed of as previously arranged; that OR operators would be transferred to RCA maintenance and repair, OR personnel to RCOC (REME) and RC Sigs Officers would be detailed for employment as required.

4. It was agreed that the training of personnel in Radio Location duties would be carried out by the Radio Location Coy of Cdn Sigs Reinf Unit. It was pointed out that this procedure is parallel to the normal method of training Arty or Infantry Sigs personnel and that the British Army is now adopting this system. By applying this procedure to Radio Location personnel there will be continuity for those personnel in these duties arriving from Canada.

5. It was agreed that the control of training of Radio Location personnel would be the responsibility of G(trg) CMHQ through CRU; and that G(Trg) should have access to the appropriate sections of SDTech for technical advice and information when required.

6. After a general discussion it was agreed that instructors in Radio Location would be provided for Cdn Sigs Reinf Unit from 1 CRLU.

7. It was agreed that all Radio Location appointments should be filled by RC Sigs Officers and that it should be noted that these officers would continue to be available for appointment to other signal duties and for normal corps promotion in a similar manner to all other officers RC Sigs. It was pointed out that this is similar to the present procedure in regard to RC Sigs Officers held for duty as Inf Bn Sigs Officers. Where RCA or RCOC Officers with the requisite technical qualifications are available these officers may also be trained in Radio Location duties but will continue to be available for normal employment and promotion in their own arm of the service.

8. After discussion it was agreed that no officer would be detailed to the staff of HQ, First Cdn Army for special Radio Location duties but that during the formative period it is desired to take advantage of the special knowledge of A/Lt-Col Gill. It was, therefore, agreed to arrangements be made for A/Lt-Col Gill to be appointed TSOI in SDTech, CMHQ in place of the present TSO2 allowed by the establishment. It was noted that at the conclusion of this period this appointment will revert to 2nd grade and that A/Lt-Col Gill will be considered for other employment at that

time. It was agreed that CSO would request confirmation of A/Lt-Col Gill's rank at the next Senior Selection Committee meeting.

9. It was agreed that BGS, First Cdn Army would reply in the above sense to the WE Ctee in order that appropriate action may be taken by SD, CMHQ.

*(Signed) (DC Spry) Lt-Col
PA to GOC-in-First Cdn Army.*

Distribution:

- 1-BGS, First Cdn Army
- 2-BRA, First Cdn Army
- 3-CSO, First Cdn Army
- 4-and 5-BGS, CMHQ
- 6-PA 5-0-29
- 7, 8 and 9-War Diary

SUMMARY OF MONTHLY ACTIVITIES FOR MAY 1945

General

Little mortar activity during the last few days at war. After cessation of hostilities the Bty concentrated in good quarters at HENGLO. Work on cleaning up of quarters and equipment commenced and by 15 May 45 all radar sets and vehicles had been repainted. On 16 May 45, BRA, First Cdn Army inspected the Bty and thanked them for work they have done. The general comment of both visitors and the unit is surprise at the amount of equipment and number of men, for it was the first time the Battery had fallen in on parade in front of all its equipment. Troop stores were collected and turned into Bty. A drive on sports started and went very well until poor weather interrupted. The unit started the educational program on Monday 28 May 45, to help counteract the difficulty of keeping occupied. Interest in educational programs is good.

Administration

During last week of May a large number of reinforcements received, putting the Bty well over strength. The unit is feeding from one cookhouse and for a while meals were poor. The cookhouse was moved to a better position and reorganized. Meals immediately showed a vast improvement and have remained good.

*(Signed) (JG Telfer) Major, RCA
Officer Commanding
1 Cdn Radar Bty, RCA*

**HISTORY OF
1 CDN RADAR BTY, RCA
SEPTEMBER 1944 TO MAY 1945**

Appendix "A" List of Officers Commanding
Major JG Telfer Sep 44 to 22 Jun 45

Appendix "B" - List of officers killed/wounded
Killed: Nil
Wounded: A/Capt SJ Cunliffe 10 Mar 45

Appendix "C" - List of ORs killed or wounded
Killed: **H10335 Gnr Reid, CA 24 Feb 45**
 B38405 Gnr Potter, GA 24 Feb 45
 M3226 Sgt Gordanier, HL 13 Mar 45
 (Wounded 10 Mar 45)
Wounded: **F88775 Gnr Banks, JA 24 Feb 45**
 C122112 Gnr Steele, C 24 Feb 45

Appendix "D" - Honors and Awards:
 B64799 Sgt WOODHOUSE, FG
 C in C Certificate
 B10823 Sgt MURRAY, TS
 C in C Certificate
 B98129 Bdr BOOTHBY, L

Mentioned in Dispatches
 B68303 Bdr STEVENS, GW
 Mentioned in Dispatches
 H15101 BQMS VICKERS, WR
 An Award

**DEPARTMENT OF
NATIONAL DEFENSE
ARMY**

HQC 8023-9C-9
OTTAWA 13 NOV 45
GOC-in-C Pacific Command
All DGsC
Commandant, Ottawa Area Command

**Canadian Army Personnel in Australia Return to
Canada**

It is advised that the RC and RCME personnel in Australia shown in Appendix "A" hereto are being returned to Canada, leaving Australia during the latter part of October and in small groups during November, and they are expected to arrive shortly in your command or district for disembarkation leave.

Appendix "A" indicates the home District on first appointment or enlistment. Personnel may elect, however, due to changes in address of next-of kin, etc., to be dispatched to other Districts, and will be so dispatched by RTOs.

Personnel listed in Appendix "A" are all highly trained technical personnel in trades for which there are existing shortages in interim establishments. Therefore it is important that when they arrive in Canada, they are made aware that employment in their present trades, Electrician Radar or Telecommunication Mechanics, will be available in the post-war Regular Army.

It is requested, therefore, that when these personnel report to Depot on completion of disembarkation leave, you will ensure that they are canvassed to ascertain whether or not they are interested in continued temporary service in the Interim Force with a view to appointment or enlistment in the post-war Regular Army. If they are so interested, a report will be submitted promptly to NDHQ, and the personnel will be posted to the Command or District Holding Unit pending further instructions from NDHQ.

*(Signed) (Marcel Noel) Brigadier
Acting Adjutant-General*

Bruges, the 8th day of November, 1944

Dear Captain;

Its with a profound sentiment of respect and thank that I'm writing to you to praise the conduct and the moral of your men. In my capacity of non-commissioned Officer of the ex-Belgian Army and member of the Belgian Resistance Army against the German troops, for a whole month I have had the pleasure to stay with a part of your soldiers under the command of Sergeant Frank Welch.

I'm in the impossibility to find the devised words to explain my admiration I feel for the conduct of your men. The excellent camaraderie and the freedom in discipline of your men has had the effect that I felt like in a family circle.

We have had the occasion to great you as liberators of our dear country and we have done all what was in our might to welcome you and gave you all what you wanted. From their side, your men have treated us with sincerity, attachment and good soldier-spirit.

I have had the time to learn great military value of your men. It has given me an unshaken trust in the Canadian Army. I regret that I must separate from you but I hope I soon will receive the permission to fight on your side in this war for liberty.

Dear Captain, if once in the future you and your men pass one city, please give them permission to pay a short visit and I'm sure they will come to us. I wish you all a rapid victory and hope you may all have a healthy coming back to your family.

Once more I say "thank you for the liberation you brought us" and please do remember that "a Belgian never forgets".

Before your men leave our town, we shall give them a locket from the Sacred Blood of Bruges. We hope they will keep in on their heart and I'm sure it will be a talisman for them.

With all my admiration

Yours truly

Vanlooche Michel
Leopold De Bruynestratt 84
Sint-Kris
By Bruges

While rummaging through his memorabilia, Lorne Phillips ran across this poem which can be sung to the tune of 'Casey Jones'

Come all you jolly people and listen while I tell
About the great invasion that Hitler couldn't quell,
'Twas on the beach at Normandy, and it was guarded well,
But the English, Yanks and Canadians, they turned it into hell!

The greatest battle was at Caen, a story not untold,
With his best tanks and infantry his strong point couldn't hold;
They had a pocket at Falaise, but it was not for long,
The Jerries there were buffaloes and began to hum our song.

But at the final breakthrough, we landed at the Seine,
We crossed it in the darkness and the chase was on again;
There is still a group at Dunkirk, but they're not the fighting kind,
They're rather like our Zombies, they'd rather stay behind.

We chased him into Belgium, with Antwerp our next stop,
He tried with all his might, my friends, to hold that precious port;
We fought beside the Limeys, who are good at making tea,
And if we had to wait for them, we'd still be in Normandy.

Now don't forget the battle for the Leopold Canal,
It was very bitter fighting but we came through it well;
We battled into Holland, a country not yet free,
But the way we are advancing, they'll soon have liberty.

Now the big rush it was started and the boys are feeling fine,
With the brains of the greatest experts, made the crossing of the Rhine;
Though there's still more to this story of which I cannot tell,
I promise you that all the boys have done their fighting well.

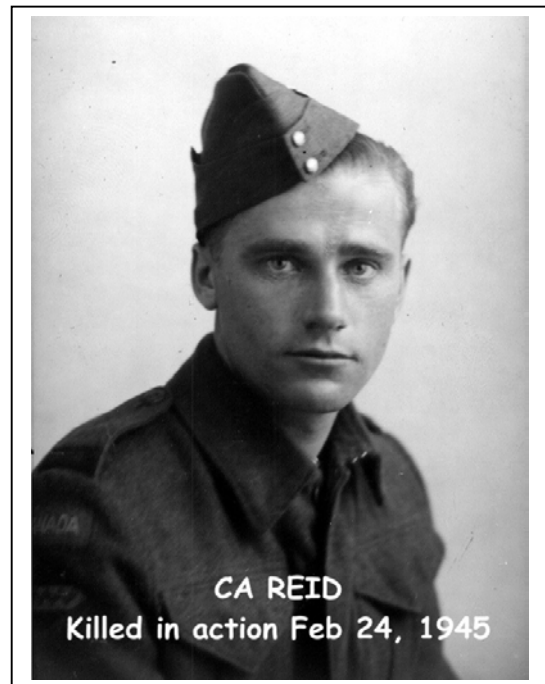
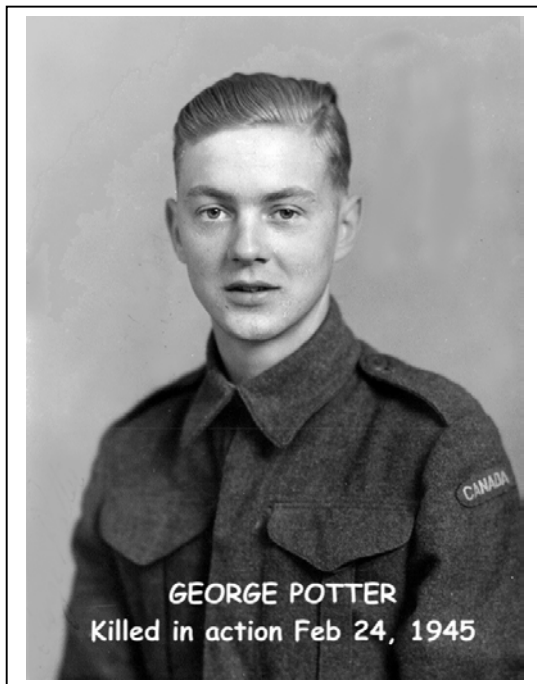
To Field Marshall Montgomery, General Crerar just as well,
They're right in there a'pitching; so far, they've done it well;
But when the war is over, the story you'll be told,
You'll also think my little song is getting rather old.

Dick Hunter forwarded this article to Lorne Phillips in January of 1997. It is an excerpt from the book "The Guns of Victory" by Geo. G. Blackburn. It recounts the action in which B38405 Gnr POTTER, GA and H110335 Gnr REID, CA were killed and F88775 Gnr BANKS, JA and C122112 Gnr STEELE, C were wounded.

" Among the clutter of guns, tanks and vehicles is a radar vehicle designed to pinpoint enemy mortars. When the crew set up shop just to the rear of your OP with Jack Strothers on the startline for Blockbusters, you mentally cringe. While you bow to their courage in situating in full view of the enemy (by necessity if they are to pick up and trace the flight path of the mortar bombs from source), you are sure their tall, oddly shaped radar aerial will be a beacon for enemy shells or mortars. This you know from witnessing the destruction of another radar crew yesterday back there in the barnyard of the Royal's tac headquarters.

It happened just at dawn, when Cornett wakened you to send you over to Strothers. As you were leaving the stable, you had to duck back inside to escape several screaming shells crashing into the barnyard among the vehicles parked there. When you went out, expecting the worst, you found your crew and Cornett's crew unharmed, but the radar crew (of 1st Canadian Radar Battery) in awful shape. The salvo caught them cooking breakfast beside their truck. Two were dead and two wounded. One had his back torn out and the other, with his right hand dangling on its tendons, remarked with unsettling candor to Turner, the Major's DR, who had gone to help him. "By Christ, I don't think I'll shoot no more craps!"

1st CANADIAN RADAR BATTERY came to being near Dunkirk, September 22nd, 1944, under command of Capt. J.G. Telfer, 2nd HAA. They taught themselves to pick up the looping bombs on their screens and do the required calculations by firing (captured) German mortars west of Dunkirk and at St. Leonards, near Antwerp"



Yeovil, Somerset, England
May 1942



Back Row:

Lt. CR Clemence; Lt. FW Rose; Lt. GL Marrotte; Lt. HF Graham; Lt. JD Bourne; TSM CR Leighton

Front Row:

Capt. LG Eon; Capt. ER Gill; Capt. HR Varcoe; Capt. CR Butt

IN PREPARATION FOR YOUR REHABILITATION AS A CIVILIAN

Conduct In and Around the Home

(Author Unknown)

On opening this short document, it is felt that a cautionary word is necessary regarding your natural desire to booby-trap the front gate, mine the verges of their footpath and place trip-flares on the front steps. This is not a normal custom in peacetime and there is little doubt that it may have disastrous affects to the postman. Nor will it be necessary for you to sign the route to your house from the nearest main street. Surprisingly enough, this is performed by the city authorities who not only number your house but also construct sign posts designating the name of your street. Your natural impulse will be to remove the house number plate and street sign should you move to a new location. This will not be necessary. You will find others at your new location.

There arises now the rather difficult problem of returning to the fond embrace of the wife or "little woman" if you prefer that. This is most important and great attention should be paid to the following suggestions. Naturally, you will be very awkward in your first meeting. If you're not, I suggest that you should be. It may even be advisable to faint after the first kiss. This should achieve the desired result of satisfying your wife that such a gesture has been foreign to you for the past three or four years and in all probability she will regard you as a Saint complete with halo. However, if you sense a certain degree of hesitancy in her acceptance of you as a faithful husband, perhaps it would be advisable to resort to more demonstrative and desperate measures such as:

- (a) Tripping over the rug as you deliriously run to her open arms.
- (b) Gurgling hysterically as she hugs you.

Recent reports received from those already returned to Canada indicate that the (a)-method has proved quite satisfactory although unfortunate to report, upon one occasion, one party tripped over the rug and in his desire to do a thorough job of it carried on through an open window and landed in the greenhouse. This is most unusual of course. It must be clearly understood that the methods illustrated here may not be applicable in all cases and the writer can only suggest that should doubt still exist in the female

mind after those methods have been exhausted, you must use your initiative and natural cunning, never forgetting the art of camouflage should she resort to chasing you into the garden. Here you will have a distinct advantage.

The subject of latrines in the home is a delicate one but certainly should be mentioned here. It will be necessary for you to educate yourself to resist the impulse of dashing to the farthest corner of the garden armed with a shovel and a pad of blank message forms when nature calls. Such a natural dictate may be carried out pleasantly and in complete calm and leisure in what is known as a "bathroom". Every home should have one. Whilst there you may be shocked to observe a very strange receptacle approximately six feet long, three feet wide by three feet deep. This is not a container for dirty laundry but is known as a "bath tub" and has an advantage over the Mobile Bath Unit in that the bathtub is fastened to the floor thus eliminating any danger of it moving its location without notice.

A paragraph dedicated to the correct etiquette of the dining table must be included in this document. In actual fact, my recent publication "How To Pierce No. 2 Peas With A Fork", published by Dumblebee and Dumblebum of London, England, will give the reader a more advanced training in this subject. Contrary to opinion and numerous queries, it will not be necessary for you to queue up for your meals. Either your wife or the maid serves these at the table. It will be necessary for you to accustom yourself to sitting in a chair. This will be most difficult and the urge to sprawl on the floor or sit on the front lawn with your plate on your lap will be controlled only by great effort on your part. It will be most fatal for you to crack your wife's wrist with the flat of your knife as she reaches for the butter. There will be lots of butter. Such habitual expressions as "Gimme the goddamned bread, ya dope" should be eliminated and corrected as soon as possible. Commodities on the table will not be thrown from one end of the table to the other but will be passed in a civilized manner. It may even be necessary for you to indulge in approximately 600 meals before this impulse is curbed.

Time and patience only are the answer to controlling yourself when you hear normal and everyday noises or explosions in or around the home. The backfire of a car outside your house does not necessarily indicate that you should spray the neighborhood with LMG or rifle fire. Nor, secondly, does an abnormal loud explosion suggest that a rocket bomb

has chosen your front porch for a target. Ten chances to one it will simply be the furnace blowing up and nothing to worry about providing the furnace gains access to the heavens by passing through an unoccupied room. The nearest cellar or dis-used air raid shelter should not be sought should you hear the siren of a fire engine. In some cases, however, this has its advantages. A recent letter from a returned Canadian soldier discloses that the situation arose with him and upon reaching the shelter he was most pleased to find four other returned soldiers already there and the letter went on to say that it was the best crap game he had ever participated in.

A word here is considered necessary on your conduct toward the children. Naturally, you will be anxious to please them and in your desire to further their acquaintance you will, in all probability, give them numerous playthings. The practice of allowing the kiddies to play gleefully with such items as primed hand grenades or gun cotton slab should be avoided unless the children and the house are adequately covered with insurance. In any case, no man wants his children to grow up without a head. Barbed wire surrounding the playpen is not required.

The habit of bartering bully beef, sardines or chocolate for such commodities as eggs, tomatoes or fruit will be a difficult one to overcome. The temptation to draw the dairyman to a dark corner of the garden where you have cunningly concealed a compo pack or 300 Woodbines should be controlled. In addition, the little woman (as we call her) will take a dim view of you should you steal from your bed in the dark hours of the night, armed to the teeth with six cans of bully beef, a dozen issue chocolate bars, bayonet and compass.

Shaving must become a regular habit and it is pointed out that hot water is readily available from a faucet in the bathroom marked "hot". This eliminates the necessity of your heating water in a non-returnable petrol can in the front room and is much easier on the rug. It will no longer be necessary for you to peer into the reverse side of a mess tin whilst shaving. Most bathrooms are equipped with a mirror and you must resist the impulse to rip the mirror from the wall after shaving and taking it with you in your small pack. This is a permanent fixture and comes with the house.

We come now to the problem of retiring for the night. Your natural reaction will be to throw your kit bag in a corner of the bedroom, drag a strip of old canvas over yourself, charge your rifle, sigh happily and drop off to sleep. Your wife will not be im-

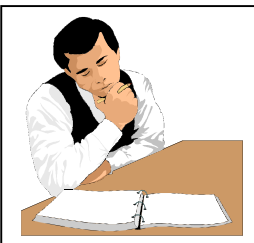
pressed. Before reverting to habit as outlined above, a quick recce of the bedroom before retiring, will reveal strange pieces of furniture, one of which is known as a "bed". This bed is to be slept in and it is quite naturally understood that at least eight nights will be required before you will accustom yourself to its unbelievable comfort. The white bits of cloth are standard equipment with each bed. Leave your rifle down stairs you won't require it.

In closing, the following points should also be considered: Slit trenches should not be dug in your wife's flowerbeds. Dig them in the vegetable patch if necessary. You will not be permitted to return to Canada with your army vehicle. A recent census has shown that nine out of every ten divorces in Canada have resulted from the returned soldier parking his tank or bulldozer in the living room. Family WE is your sole responsibility and at the present time there is no scale laid down.

As I Remember....

By Dick Hunter

When one sets out to relate events that happened four decades ago, it must be remembered that the memory of an old soldier is a very plastic thing and capable of playing tricks with the truth, making it difficult to discriminate between actual facts of the event and that which the passage of time has embellished with a more colorful outlook. The following yarn is attributed to Prince Philip, who was the Colonel-in-Chief of a Canadian Regiment. For thirty years he attended many regimental functions and remarked "The stories are getting farther from the truth, but at the same time are getting more entertaining." The accuracy of each account is not as important as the pleasure that the reader will receive remembering the time and the



men he served with on the various occasions related. Even one's personnel file may not coincide with the official reports. My diary, in faded blue ink suggests that the B1 detachment crossed the Rhine River on 26 Mar 45. The official record indicates that the crossing was made on 1 Apr 45. My memory is that the B1 detachment was located on the outskirts of Oldenburg on 8 May 45. The Battery records show B1 as being at BTHQ on 5 May 45. BHQ was at Hengelo, Holland.

The reader may find dates, localities and personnel, among these anecdotes, with which he does not agree. There may be some factually related episodes that he remembers differently. But all is presented in good faith; the reader is requested to allow for what the poets call "Poetic License".

Many units of the Canadian army drew their personnel from specific geographical areas of the country, but the Radio Location Unit did not. Members of this unit were drawn from as far west as Vancouver Island and as far east as Nova Scotia and from the comparative warmth of south west Ontario to the chilly cold of Northern Manitoba. They came from such diverse units as Infantry, Army Service Corps, Engineers and Tanks. The Unit was about as homogeneous as the army could make it.

I had been well advised by Old Sweats not to volunteer for anything in the army or to pretend expertise in any occupation. The army had a way of using volunteers and experts which was not always pleasant. A man who claimed to be a truck driver and had visions of himself with a cushy job could find himself driving a wheel barrow full of coal. The best plan was to let chance take its course and perhaps you could miss such arduous details.

It was with some surprise then that I found myself volunteering for a unit known as Radio Location. Like the others, I had no idea what I had volunteered for and it was some time before I found out what our role in the army was to be.

Some of the men I remember being with me as we left the frozen parade square of North Bay were: Tom Bishop, Lewis Boothby, Ken Cleminson, Taisto Lungren, Willis Maki, Cecil Rowe and Gord M. Taylor.

Like all planned army moves, we left North Bay in the early hours of the morning and entrained. In Toronto, the leaders of our group escorted us into the Oak Room at Union Station and treated us all to a magnificent breakfast. It seems appropriate to comment that this was the last time for many years to come that any of us would be treated to such a delightful repast. We boarded an eastbound train that was not as well furnished as the one we had just got off. These were the old Colonial cars, hard wooden seats, bunks that were hinged to the ceiling and swung down for night's use, and heated by a small stove at one end of the car.

The train rolled on and we picked up others, who, like ourselves, had volunteered for the great adventure. We arrived in Montreal and were informed that we had a two hour stopover and we were told not

to leave the train. Having been cooped up in the train all day, it was not too long before some of us decided to see some of Montreal. Out the car and over the high wooden fence we went, soon to locate an army canteen on St. Catherines St. We soon had our fill



with some to spare. Ken Cleminson had the foresight to bring along his big pack, which he filled with quart bottles of Molsons. On our return trip to the train, and as we prepared to climb the fence, we heard the familiar "All Aboard". There was a great scramble to climb the fence; as I was the first over, Cleminson threw his pack full of beer bottles to me. I did a poor job of fielding the pack and it landed on the concrete platform. Ken ended up with a sodden pack full of broken glass. The train rolled along in the darkness of night and the boys made good use of the hard uncomfortable bunks. During the night our train came to a halt. It seemed that one of the cars had developed a hot box. It took some time for a crew to arrive and make the necessary repairs. Then it was on to Riviere du Loup. Here we encountered a snowstorm that had blocked the track. As we sat in idleness, an enterprising local gentleman arrived aboard the train with a suitcase full of clear colorless liquid, which he claimed would make our trip more enjoyable. I understood that this concoction was made from potatoes down on the farm and that it could be used as a drink or for lighter fluid, whichever the purchaser was most in need of. It wasn't too long before the authorities discovered this purveyor of fine spirits and spirited him off the train. Having disposed of his wares he was not too reluctant to go. I don't recall if there was any real hilarity as a result of the nectar but it sure made up for the lack of heat in the car. The train got rolling again and soon we found ourselves encamped in hut seventeen of the South Alberta Regiment on Colonel Ralston's farm.

Our sojourn in Camp Debert was caused by the discovery that some of the boys had developed one of those childhood diseases (measles, mumps and scarlet fever). So we were quarantined. This enforced solitude provided the boys with the chance to become better acquainted. Since we had been drawn from the four corners of the country we were nearly all strangers to one another. The lack of freedom soon caused small differences and arguments about nothing in particular and many of those arguments became debating forums. Someone produced a pair of boxing gloves and these served to release a lot of pent up energies and emotions.

Being quarantined did not mean that some of the more enterprising lads did not discover a way to secure a supply of Moose Head beer. The boys had a bang up time of it. I recall it clearly, but not as a participant. The stove in the center of the hut was knocked about on several occasions and it was with some difficulty we managed to keep the smoke going out the chimney and not into the hut. One of the imbibers, Stein I believe was his name, got the snakes and caused quite a commotion. Some of the boys broke the water pipes in the ablution room and caused a flood. No one got much sleep that night.

Empress of Canada

By Dick Hunter

My memory is not too clear on the date, but I believe it was around 12 March '42, that we were called out on a muster parade in "marching order", small pack, big pack and kit bag. It was about two a.m. and the weather was foul. It was cold and raining and the Parade Square had about two inches of water on it so that even "at ease" we had to hold our kit bags up out of the water. We had two, or three roll calls here and after standing in the rain for what seemed like a couple of hours, we were moved into a drill hall. Soon we were on a train to Halifax where we boarded the Empress of Canada, a once famous liner of the pacific fleet.

Since most of us had never seen the sea, much less travel on a liner, this appeared at the outset to be an enjoyable experience. There were some five thousand troops on board including air force personnel. The troops were assigned the hold for living quarters and the air force and officers were assigned the cabins.

We set sail on March 13th on a smooth, sunlit sea and although we encountered no storms, that didn't prevent us from developing seasickness. I en-



joyed my first bout of the malady in company with a large number of my companions. I recall feeling so bad that when I burped over the rail, I felt like jumping in after it. There was one incident at our mess table, I recall vividly. We had to take turns going to the galley to draw the rations for the mess. On this particular occasion the man who drew our rations was a bit ill and as he carried the large tray of greasy looking meat, one could see that he was trying desperately to avoid being sick. He made it to the end of the table and, you guessed it, he spewed his guts into what was to have been our supper. Promptly, those who had managed to contain themselves were adding to the already mess.

On board was a field hospital unit with the usual complement of comely nurses. The officers and nurses were billeted on the main deck, the officers forward and the nurses aft. These two sections were separated by a large open room, and at night "other ranks" were placed on guard here with instructions that the officers were not to enter the nurses' quarters. The officers were young, we were young and couldn't really see any harm in an officer having a polite conversation with a pretty nurse. When an officer appeared ready to cross that forbidden line we would find ourselves busy checking the outside doors to make sure they were properly secured. I never kept track of how many transgressions were made but I do know that on my two hour stint most of the time I spent looking at a door and I can honestly say that while I was on duty I never once saw an officer out of bounds.

Whether the food was really bad on the Empress or it was just that so many of us were off color, I'm not sure, but from throwing up and not eating much else but dry bread, we were always hungry. There was a canteen on board but the prices were more than we chose to pay for what was offered, but the powers that be are kind. One day a group of us were detailed to carry supplies from the storage-hold

up to the canteen. One man was loaded with a crate of oranges and on the long haul from the storage-hold to the canteen he became tired, no doubt due to his weakened condition caused by sea-sickness, and dropped his load of oranges. The fragile crate shattered. Now since there was nothing to carry the oranges in we stuffed our battle dress with the fruit. The men turned in the broken crate minus most of the oranges. The canteen operator was furious but he must have had experience with soldiers for there was never an inquiry into the broken orange case.

We arrived at King George 5th Dock, Glasgow on 22 March 42. What a sight it was. Sailing up the Clyde with hundreds of red-hot rivets flying through the air as the shipbuilders on either side of the river were tossing these heated missiles to the fitters above, mixed with horns and whistles blowing amid the cheers of both those ashore and afloat. **(Also enjoying this glorious day was Lorne Phillips who thought all the cheers were for him, as he celebrated his seventeenth birthday. Lorne volunteered for the typing and layout of this book).**

Our group remained on board over night and next afternoon boarded a train, arriving at Borden, England on 24 March 42. Enroute we experienced our first taste of English tea, cheese and a bun when we were held up at York. At Borden we were housed in the Louisburg Barracks and it was on our first night here that Taisto Lungren, myself and another man went on the loose, supposedly to London. We got as far as Aldershot where we managed to get a skin full. Later that night I was picked up by the local constabulary for sleeping in a doorway. Some tank corps boys rescued me. Since the buses had ceased running for the night I walked from Aldershot to Borden, arriving just in time for morning parade. Lungren as I remember was picked up in Aldershot and the third man got to London. Borden was a bit like home for me. The fourth Battalion Engineers was stationed here, building the B.O.W. A large number of these men were from Kirkland Lake, two of whom were personal buddies of mine since childhood. This meant many delightful evenings at the local in Whitehill.

Yeovil, Somerset

By Dick Hunter

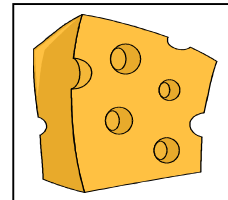
We were soon aboard a train again and on 21 Apr 42 our unit arrived at Yeovil, Somerset. Here a British Army Band met us and we marched through the business section of the town to the tune of Colonel Bogie. Passing into a residen-

tial area I recall a boy of about ten or eleven years calling to his mother who was leaning out an upstairs window. "Oh, Mommy, look at the sojurs". "They ain't sojurs, they's Canadians".

The camp at Yeovil was split into two distinct barracks; our unit was split also, A troop going to one end and B troop going to the other end. This was a training unit for the British Army and many of our boys found the British way not to their liking.

The first incident I recall was an occasion when Lieut Marrotte was leading us along the main avenue of the camp. As he passed an ATS girl he received a smart salute which he returned with some difficulty, as I suspect he didn't expect it. As the parade passed the ATS girl, the leading man on the right file doffed his hat and bowed to the girl. At this time, coming from the opposite direction and riding a motor scooter was a rather portly officer with a lot of ornaments on his shoulders and red tabs on his collar. He had observed the man, Larkin I believe was his name. In any event he stopped the parade and instructed Lieut Marrotte to charge Larkin. The poor Lieut had no knowledge of what had happened; as far as I know, Larkin was never charged.

We seemed destined to have trouble with potatoes, while learning the rudiments of radar. We ate in a large mess hall with the British recruits who were well schooled not to complain about the food. Our meals left something to be desired, the potatoes in particular. They were unappetizing and had long dark strings in them. We believe potato sprouts caused these. On one occasion, the Mess officer, a Major, passed through the hall as usual asking for complaints. Not one was received until he arrived in the section seating the radar boys. There had been a lot of grumbling about the food and I was selected from our group to voice our complaint. I did so. The Major looked at my mess tin and said he could see nothing wrong with the potatoes. I pulled one of the dark stringers out and stated that it was a rat's tail. He again denied anything was wrong. Our boys became incensed, and shouted. The



Major was furious and disappeared into the kitchen to re-appear kicking a large round cheese which was placed on our table. ATS girls with loaves of bread followed him. Now bread and cheese is not a gourmet's delight but it was more than satisfying than the ugly potatoes. Our meals improved after that.

In this camp they grew their own potatoes and some of our boys were detailed for garden duty. One of the horticulturists detailed was a New Brunswick potato farmer named McGaghey. Apparently he was not hoeing the spuds to the satisfaction of the messing Major who was going to show McGaghey how to hoe. Says McGaghey, "Jesus Christ sir, I've hoed more goddamned potatoes than you've seen". Once again the Major left in a huff, but never re-appeared. Another group of these tillers of the soil was placed under the direction of a very officious Limey Sgt who proceeded to treat us like a prison gang. He paraded us out to the work field and issued various tools. Each man in turn was called "next bloke". When my turn came and he called next bloke I never moved. He called again; still no move. He came down from the steps of the Q stores where he had been standing. He stood in front of me and stated in a very uncomplimentary loud voice, "You, I'm talking to you". I replied that I didn't know as I was not familiar with the word 'bloke' and that in the army I had both a name and a regimental number and would answer to either. And as I didn't know what a bloke was I resented being called one. Now this Sgt must have been all of five feet five inches tall and weighed in about one hundred and thirty pounds, and as he tried to intimidate my six feet two inches and one hundred and eighty pounds it was a bit of a comedy. At that moment he had lost all control of the group and since he had rubbed the men the wrong way from the moment of our first encounter, our boys commenced to stick it to him.

The army, we had learned, had a drill for everything and if you didn't know how to use a tool, the army would promptly instruct you. The men had been issued various gardening tools and pretended they had no idea how to use them. The Sgt showed those with rakes how to rake those with hoes, how to hoe and those with shovels, how to shovel and so on. The work commenced. Anthony, who was instructed to push a lawn mower back and forth across the lawn did just that. The Sgt had neglected to tell him to go around the flowerbeds. So Anthony went straight through leaving the beds shorn of their beauty.

Those with shovels dug pits into which they placed their seed potatoes. The poor Sgt. couldn't control himself any more. He lost his cool and ran screaming "Mutiny" "Riot". Our group stayed on the work site for the time allotted, put our tools away and returned to our barracks.



Now a little incident like usurping the authority of an NCO is not likely to go unnoticed by those with whom the final responsibility for discipline lies.

So, it was not surprising that on the following day the potato planters and their cohorts found themselves on a special parade in front of the Unit's office. There were about thirty of us and we were ordered into two lines so that each man was six feet from his nearest fellow miscreant. There followed an interrogation of each man in turn. Had he refused any orders from the Sgt? Had he followed the Sgt's instructions? Had he left the work area before the allotted work time had elapsed? The answers given by each man given to the CO were identical. To the first question "no", to the second question "yes" and to the third question "no". This was surprising to us, as we had no idea what the questions were to be asked. The result was that no one was disciplined, much to the chagrin of the Sgt.

Pisser McGinn

By Dick Hunter

In the county of Somerset, one of the favourite drinks was called wallop. A wallop is a rough apple cider. I don't recall that it was such a pleasing drink, but one could, if one so desired, become quite tipsy from imbibing a quantity of it. The wallop had one curious effect. It enlivened the kidneys, so that a person found himself in need of most urgent relief. Now it so happened that we had amongst us one named McGinn. This chap had a great fondness for the wallop and did not have a great capacity to retain it, which was unfortunate for those who had a bed close to him. On more than one occasion when McGinn had found his uncertain way home, well loaded with the cup that cheers, he had crawled into bed only to jump up a short while later and spray the men in the neighbouring bunks with wallop that had recently passed through his bladder. This odd behaviour earned him the nickname "Pisser McGinn".

I was one of those soldiers who had a great deal of difficulty adjusting my conduct to the army's idea of good military discipline. Consequently I often found myself marking time in front of the CO. Two Bdrs with whom I was closely associated strived mightily to bring me in line, Bdrs Monroe and Simpson. I in turn repaid them by making things difficult for them. If I were at the head of a parade I would go so fast as to make it difficult for the others to keep up. In the centre I would go very slow so that there would be two parades or even changing step would drive them wild.

One of the shorter men with us was MacGregor. He was quite short, sensitive of his height and one whom I perhaps teased over much by saying, "Just cut me off at the knees and call me MacGregor". But every dog has his day, and one evening whilst I was out at the local, imbibing sufficient wallop to make the world feel like a very pleasant place, MacGregor took the opportunity to weave my blankets in and out of the rafters. This must have been quite a feat for Mac. But to remove them was even more so, especially as I had difficulty standing on the floor let alone climbing among the rafters. I did manage to free them vowing all the while to get my revenge.

Sometime later when Mac's guard was down and he had taken himself elsewhere for whatever purpose, I lifted Mac's bed in its entirety to the top of his barracks cupboard, some six feet off the floor. Who should witness this act but those two Bombardiers? Those two foxes were watching the hen house! Up on charge again, "Destroying Barrack Room Property". The CO was very understanding and since this was a bit of fun and without any damage being caused, I was once again released without punishment.

It's my nature that when one does me a good turn, I have a compelling desire to return the favor and, if possible, with interest. This twosome scourge of my undisciplined life betook themselves one evening, away from the camp, to amuse their regimented bodies. This was my golden opportunity to settle a lot of injustices, real or imagined. The Bombardiers slept in a cubicle at the end of the barracks room. There was a window, which they had thoughtfully covered with solid blackout board. There were books, papers and personal gear, which I left in great disarray on the floor.

Finally there were two bunk beds. One I placed in such a way as to make removing the blackout very difficult and the second I had fall against the door as I left the cubicle. You can imagine the displeasure of the two martinets when they tried to enter their cu-

bicle. They, of course, headed straight for my bed. I, of course, knew nothing about it. The Bombardiers spent a lot of time over the next several days trying to get someone to squeal and I must say I was proud that, although it was common knowledge that I was guilty, not one man would admit to seeing me. How in the hell did they manage to get into their cubicle?

17 June 42 found us once again on the move. Unlike our arrival, when we were met with a brass band on a bright sunny afternoon, we left in darkness. I believe the RSM was glad to see the last of us. He never did understand our free spirit and the disdain we held for regimental bullshit. We were off to Borden and I would get seven days privilege leave.

I suppose the most notable event in the Unit's sojourn at Borden was the boxing tournament. Lumsden and I had been on leave, supposedly for seven days. We discovered that whereas our pass was for seven days, our pay book showed eleven days; we took the eleven days. When we returned, we were promptly paraded before Major Varcoe who didn't buy our story of eleven days in the pay book. Without delay we found ourselves doing fourteen days pack drill. To those who were unfortunate enough never to have received the benefit of a little pack drill, let me enlighten you. Your day begins as usual; performing all



the drill and training the others get. However, after supper you report to the guardroom with full marching order, minus the big pack. A big pack was provided, filled half full of sand. The load, instead of being up on the shoulders where it is comparatively easy to carry, lies in the small of the back pushing in on the spine. At camp Borden, the pack drill was carried out on a concrete drill square that had a very noticeable slope to it, and to aid you in marching it was covered with small round pebbles. These of course made it a bit like walking on ice wearing leather boots. After two hours of this exercise, we were paraded to the kitchen where we peeled a mountain of potatoes. After the potatoes were peeled we scrubbed the greasy pots and pans in the kitchen. This done, you were dismissed to crawl into bed. However, your day wasn't finished yet. Brass had to be polished and webbing had to be blanched for the next morning's

parade. It kept you going and you developed a strong desire not to receive any post-graduate training.

By the time I finished my pack drill with Lummy, I was well known in the orderly room. On July fourteenth, Lummy and I found ourselves in company with Leo Robbins, Cecil Rowe and C.D. Owens ensconced on Dog 1, Dover. As the clerk in the orderly room observed; "They are sending you where you can't cause them any more worry". Of course the officers were right. I didn't cause them any more worry. We were with the 296th Bty, RA, and the life on the gun site was my cup of tea. No bullshit parades, just a job to do and fine people to work with.

Dover Gun Sites

By Dick Hunter

While in Dover we served with many different RA Batteries on different gun sites and our complement of OsFC, as we were known to the army, varied in size and components as we moved from site to site or changed equipment.

On Dog I the batteries were 296th, 349th and 18th. With these batteries our original group did not change. Dog I overlooked Shakespeare's Cliff and the white cliffs of Calais could be seen clearly in good weather. The Citadel was located just east of us. This fortification was built during the Napoleonic Wars.

Our group was moved from Dog 1 to east of Dover to site Dog 2. This site was to the rear of the fifteen-inch guns used in cross channel duels. It proved to be quite lively at times. Among our group here was Bdr Thompson, Gnrs Potter, Smith, Thomas, Lumsden, Robbins, Rowe, Crocket, Holmes and Owens. There were others whose names I don't recall but think Grant and Fraser were there as well.

From Dog 2 we moved to Dog X with the eighth Search Light Bty. In this group were Sgt DeWitt, Gnrs Robbins, Potter, Holmes, Fraser, Grant, Owens, Moody, Lumsden, Thomas, Clemenson, Rowe and myself and a mongrel dog going by the name of Dipole. It was here that I returned one day to find that the boys had volunteered me to fight one Tiny Winters. I received a very valuable boxing lesson from him. He proved to be the light heavyweight champion of the British Army in England. He was looking for sparring partners and wasn't too hard on my inexperience. I was always careful after this experience not to enter the square ring again.

From Dog X we returned to Dog 1 and the 18th Bty. Our original group of Robbins, Rowe, Owens, Lumsden and myself were still together. Back on Dog

1 we learned that the RSM was ensconced as a permanent fixture, and that he expected us to fall in at 0600 hrs for PT and a run. One has to remember that we had frequent call-outs during the night and to have our sleep interrupted by a physical fitness nut did not sit well with us. The 18th Bty was regular army and consequently had a full complement of barrack room lawyers, one of whom, when he heard us grumbling, advised us that in peacetime, soldiers were not required to do PT until they had had a pint of stimulant in the morning.

On the first morning, we were slow in making an appearance on the Parade Square and the RSM came personally to get us. We complied, and in our fatigue shoes and shorts, ran right past the parade and into the mess hall, where we waited at the serving wicket. The RSM was soon there demanding to know what we were up to. Our reply was that according to KR and R Can we were entitled to a pint of stimulant before morning PT. Being quite sure he had never read KR and R Can, we didn't go on PT and neither did the British Gunners. Our group became minor celebrities with the Gunners, for it must be remembered that when we answered night alarms, they did also; they repaid our exploit with many a free half 'n' half.

During our first stay at Dog 1 I often met up with two sailors, Ray, a coxswain and Jack, a chief stoker aboard one of the MTBs in the flotilla stationed at Dover. On this particular evening we met at the Empress of Kent. They had been informed of a move. Since we would probably not see one another again, we should make a night of it. My memory is not too clear. But I believe there were some 180 pubs in Dover and we set out to see how many we could visit. I can't claim that we had a pint in each but by ordering a pint, downing it in a minute, and rushing to the next one, we did manage to give a fair account of ourselves. When Jack had to report on board for his watch, I was invited aboard. Now like good hosts, the sailors offered me a drink. Ray as coxswain of the boat was second in command and as such had charge of the rum ration. He canvassed the crew and each gave up one day's ration to provide me with a drink. I finished the drink Ray gave me and Ray once more canvassed the crew and I had my second glass of rum. I consumed the second drink and Ray said, " Well, we can't ask the crew again." and reaching into the officer's cabin, he brought forth a bottle of civvie rum. One more down the

hatch. As one can imagine, by this time I was very light of foot, exuberant in spirit and feeling absolutely no pain.

Ray remarked that we just had time for one more pint at the pub bordering the Quay. Off we went and ordered our beer. I spied two waitresses in the lounge from the Front Line Cafe. Ray says, "You go over and strike up a conversation with them and I will join you". To get from the public bar where we stood, to the lounge bar it was necessary to go outside. It was a dark and moonless night and in the darkness I missed the pub door. In my befuddled state of mind I got lost in an old bombed-out building. It was rough going in there, stumbling over half burnt timbers and brushing spider webs off my face. Finally I heard Ray calling and by the light of a match, I found an opening in the wall and made my way to the street. I was soon ensconced in the Lounge bar.

The two girls were not impressed with my appearance and found me quite amusing. They were doing their best in giving an English imitation of a southern Negro and calling me Ole Black Joe. I looked in the mirror behind the bar and was I black. I fixed that in a hurry by washing my face with a beery bar rag. The bar keep decided that we had had enough and Ray and I soon found ourselves out on the street. I recall Ray putting me on the bus for home and the conductor putting me off at the Hare & Hounds. How I climbed the hill to the gunsite I'll never know. Next morning my friends and the Bty were gone, lock stock and barrel and a new Bty had moved in. I wandered around the gunsite in that state of mind which is not fully conscious yet not unconscious for three or four days. Finally I was discovered by the Bty Captain who wanted to know just what it was I did on the gunsite. I soon found myself rejoined with my friends on Dog 2.

Generally speaking we Canadians got along very well with the British soldiers with whom we worked. But, as is inevitable when two different forces are combined, we had occasional differences. As gun layers we had become quite proficient. So it was with some consternation that we learned that the Bty Commander was blaming the Canadians for a particularly bad shoot. It was bad enough for Capt McClarity, the IFC, to conduct an inquiry. Capt Foster-Cooper, who had not gained much respect from the OsFC and was little loved by his own gunners, remarked to our Sgt Mackenzie, that the Canadians were dead from the neck up. To Sgt Mac, these were fighting words. He challenged Foster-Cooper to retract his statement or take his jacket off. The IFC in-

terposed himself between the two and probably saved both from a court martial. Capt McClarity always stood by what he termed as his Canadians. Next morning Capt Foster-Cooper was gone. Once more we became very popular in a Bty for getting rid of a martinet who was heartily disliked.

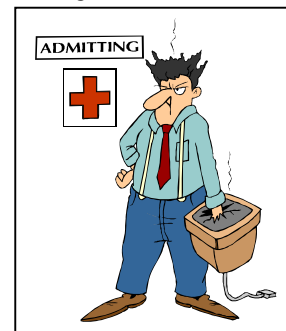
Sgt Mackenzie was not with our group very long. About this time we were issued with the Mk IIIC sets which came complete with a Cummins diesel generator. Sgt Mackenzie, in his zeal to have a nice clean

generator, had been wiping the engine with a rag. The rag got caught in the fan belt and a couple of his fingers lay wriggling in the generator. I never saw or heard of him further and presumed he was sent home as disabled.

To one who never had the pleasure of knowing CR Leighton personally, he must have appeared a very stern person indeed. "Boots", as he was nicknamed, wore particularly thick soled boots and really wasn't a Sgt. He was a W03 or troop SM. He was regular army and had been with the RCHA. He had been to France prior to Dunkirk and was probably one of the few Canadians who had. CR wore a uniform quite different from ours in that he had a peaked cap and a brass-buttoned tunic, which we referred to as a monkey suit. Now CR, a soldier who would occasionally imbibe sufficient quantities of Kent's Best to break down his usual stern behavior and he would become affable. It was then that you met the real CR, a man with many stories and a humorous and explicit way of telling them.

Let me recount a favorite. It appears CR had got himself a bit of leave. As he was exiting Charring Cross Station he was accosted by a young girl of about twelve years. Said the girl, "Oye, mister, got sixpence?" CR, thinking she was a beggar, replied. "No." Said the insistent girl. "You can have me for sixpence." CR looking at the juvenile and getting the drift of her proposal replied. "Good God! You're not old enough to have hair growing on it." The maiden replied. "Wot the hell you want for sixpence!"

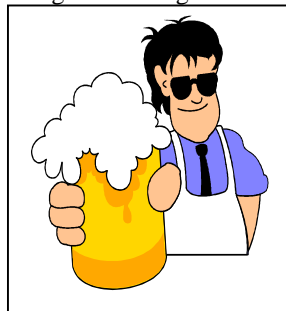
Leighton was not given to confiding in others the affairs of his family life. But I understood from bits and pieces gleaned during periods of alcoholic exuberance's that his mother and father were



divorced and that he had come to Canada and joined the army at a very early age. In any event, he had not seen his mother for several years and, being on leave decided to visit her.

As best I remember, this is the account of the happy re-union. "My mother was quite well off and lived near a small village in the locally most pretentious house. I approached the front door and rang the bell, which was soon answered by the butler. I told him who I was. He asked me to wait outside and, closing the door in my face went to inform Mama that her son in uniform was calling. He returned shortly and asked that I go to the rear door, which I did. The butler arrived carrying a large old-fashioned tin bathtub, followed by the maid carrying pails of hot water. The butler informed me that I must bathe and put on clean clothes before she would embrace me. My uniform and gear was to be left outside to be cleaned by some lackey. I finally did get in to meet my mother, who treated me well but with a great deal of reserve."

CR continued his narrative of his visit with a description of his mother interviewing a village girl for the position as maid. "The girl arrived at the appointed hour, was shown into the foyer where she was given a hard straight-backed chair to sit on and was told that Madam would be down shortly. Now, my Mother probably knew as much about this girl as the girl's own mother, and in her upstairs sitting room she whiled away the best part of an hour. All the while the poor girl, scrubbed, shining and in her Sunday best, fidgeted and squirmed in lonely silence on the hard chair. When my mother had subjected the girl to enough intimidation by waiting, she condescended to interview the girl. The girl stood up as my mother approached her and said good afternoon. No answer from my mother who circled the girl focusing her lorgnette and examining the poor embarrassed girl like an insect. To the girl's credit, as much as she may have wanted the job, she ran from the house leaving a much surprised mother who couldn't understand what had got into the girl."



showing the bar maids and interested customers his

Sgt Leighton had a peculiar habit. When he had been overlong at the local, on arriving back at the barracks, he would turn every-one out of bed. On this particular evening, CR, as we knew, had been at the Metropolitan Bar

tattoos. CR, as I recall, had some very interesting tattoos on his body. But to get his jacket and shirt off in public must have required more than his usual amount of bitters. We knew an interesting evening was in store for us on his return, assuming he could climb the hill to reach the billet; he did. We had kept watch for him and had agreed to all be in bed and at least pretend to be asleep when CR came in. He came into a room of silence and darkness, turned on the light and surveyed the room. There stood the man, in perfect military decorum, spit, polish and erect, with his cap on sideways and both his tunic and fly open. Robbins, peeking from beneath his blankets, snickered. That did it. CR asked, "Are you laughing at me you little blonde twat?" and proceeded to dump all of us out of bed. Life with CR was never dull and when he was recalled to HQ, wherever that was, we were sad to see him go.

Paddy & His Boxing Gloves

By Dick Hunter

The detachment on CN1 consisting of L/Bdr Hunter, Gunners Hulsman, Thompson, Scott, Inkpen, Roy, **Phillips**, Dunk, Hawkins and MacDougal who operated the LIGHT WARNING set was later joined by Bdr Welsh and Gunners Peters, Morrison, Waugh and Urquhart who operated the GL. Paddy Welsh was a boxer, and carried his boxing



gloves with him to wherever he was assigned. Back to when he was instructing in unarmed combat and I was supposed to

stab him with a rubber knife. It didn't work out the way he had planned. When I stabbed him, he tried to throw me; I resisted. He called me a wiseacre. Paddy had to put his gloves to work to demonstrate his ability and teach me a lesson. He challenged me to a bout of boxing. I was a bit reluctant so Paddy sweetened the pot by saying he was so sure he could beat me, he would give me his gloves if he lost.

First we had to have a preliminary bout. "Squeak" Thompson was pitted against one of Paddy's proteges, Peters. Thompson won that bout quite handily.

Then Paddy and I went at it. Paddy was an experienced boxer, but, though I had never had a lesson, I had had some experience in fisticuffs and street brawling. Paddy tried in vain to get through my guard but I just kept shoving my left in his face. Finally, after much frustration he gave up and offered me his gloves; I declined. Paddy and I were much better friends after that.

Norwegian Sailors

By Dick Hunter

June 43 is a month I shall long remember as the month I learned not to trust Norwegians. Crocket and I were on leave in Edinburgh and, having spent all our money and our leave time, we were making our way to Waverly Station to catch the train back to London and then on to Dover. As we were walking along Princess Street, in a mood of great gaiety and insobriety, we met a beautiful young thing that put her arms around my neck and gave me a big kiss. She introduced herself as Jeannie and invited Crocket and I for fish and chips she said she would find a girl friend for Crocket. We explained to her that we were broke and on our way back to barracks but she insisted. On those terms, it was "to hell with expired leave and bring on the fish 'n' chips and the girls."

We set off to where-I-don't-know, and, as we walked up one of the broad side streets that lead to Princess Street we met two Norwegian sailors. They were extremely friendly and told us of their visits to Halifax, Montreal and Toronto. Now I don't know if I said something unpleasant, or if they had planned it all along, but one of the sailors pulled a bottle from his midgy. I thought, "How nice. They are going to offer me a drink." Jeannie screamed, "Look out; he has a bottle." and then he swung it at me. It caught me a glancing blow on the head and I went down. The sailors started putting the boots to me; at the same time I heard someone calling for the police. The sailors turned to run but I caught one of them by the foot and brought him down. I was up and drove my hob-nailed boot into his jaw.



It seemed to me that my foot went right through his head. A civilian handed me my wedge cap and respirator and I took off before the police arrived. I found Crocket in front of Woolworth's, and got a good look at myself

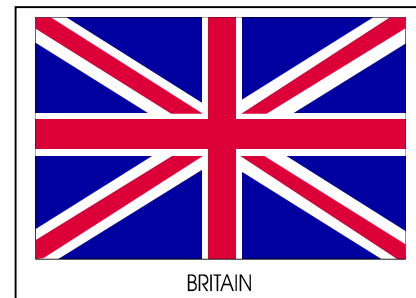
in a mirror; I was covered in blood. I was taken across the street to the first aid station in Waverly Station. The attendant patched me up and suggested a trip to the hospital but I declined. I was not much interested in Jeannie or her fish and chips after that so Crocket and I caught the train back to London. After that incident I was very wary of people who offered me a drink.

Vabour

By Dick Hunter

While with the 349th Bty, I became friendly with one of the British boys. This fellow was a particularly fine looking soldier and as well, was a cut above average intelligence.

It was not too sur-prising to learn one day that he



had been selected to go for pre OCTU interview. He returned a few days later saying that he would never be selected to be an officer. When asked why he reiterated this tale. He had gone through all the tests and passed with flying colors. He was informed that next morning he would be interviewed by the Colonel. Next morning, he arrived at the appointed time, all spit and polish, ready to meet what he thought would be the epitome of British soldiery. Instead, he found himself in front of a half drunk; unshaven slob of a man. After several questions the Colonel asked him if he were fit to mess with him, the Colonel. After Vabour stated that he didn't think the Colonel was fit to mess with him, Vabour, the interview came to an abrupt end. Shortly after this episode the 349th Bty moved out to North Africa. We corresponded for awhile but finally the letters dwindled to nothing. Early in '44 I was on leave and was approaching the escalator in the underground when an officer reached over and pulled me to him. This was my old friend Vabour. Any plans I had for that day suddenly vanished. The pair of us had a rare old time frequenting many pubs and talking over old times. As it turned out, Vabour had toured in North Africa, returned to England for his Officer Training and was now a Captain.

Stood Up or Stood Down

By Dick Hunter

Our group of five was moved across Dover to site Dog 2 and became part of a larger group of OsFC which managed all the GL for the 4th HAA Bty.

One night while I was in the Tx with another lad (I believed it to be Bob Veitch, but since he does not remember the incident, it must have been someone else) we had quite an experience.

We had been operating for some time and things were generally quiet when all of a sudden we heard what we thought was our 15-inch guns in front of our firing position. This went on for some time. I later observed that the transmitter needle was not moving. I called the Rx and received no answer. I called the Command Post and received no answer. We decided to take a look outside, and, to our horror, discovered that it was not our guns firing but enemy shells landing around us. We promptly shut down the Tx and the generator and started for the dugout near the Rx. As I was a faster runner I reached the trench before my partner. I heard a loud explosion as I went in head-first. Since I was alone, I went back to look for my friend. He had been knocked down but was unhurt.



We then made our way to the dugout. There, we found most of the Officers and NCOs of the Bty as well as our own boys. I was pretty mad because they had stood everyone else down and taken cover but had forgotten about us. I guess I became a trifle belligerent and gave the

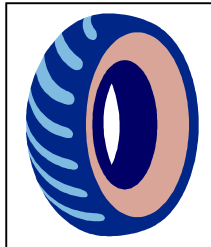
Captain shit; I was told to hold my tongue or be put on charge. I took the advice and was forever after, always on the alert for the shortcomings of those who gave orders.

The Tire

By Dick Hunter

After the arrival of our detachment at Dog 1 on 14 July 42, we served with three different batteries, the 296th, the 349th, and the 18th. During the first few weeks we were kept fairly busy on the gunsite. Leave into Dover was an event to celebrate. We generally made it down the hill about once every three weeks so we had about three pounds to spend and a thirsty appetite to spend it on. Some of

you will remember a pint of bitters cost a shilling so twenty shillings to the pound meant serious drinking; one could consume thirty pints on a night out. I never made it but it was not for the lack of trying.



On one of my solo expeditions I was well saturated with Kent's Best. On my way back to the site, I came across a Matador wheel complete with tire. This may not sound like an earth-shattering event, but those who served on Dog 1 will recall that the climb to the gunsite was

a steep hill over 400 feet high and that the climb was aided by a rope that had been strung down the hill for that purpose. To climb the hill sober required dexterity but to climb it intoxicated and dragging a huge Matador tire required Herculean strength.

In any event I brought the tire into the barracks. As best as I can remember the boys wanted me to dispose of it immediately before some higher authority discovered it. I refused and the tire was left beside my bunk for the night. Early next morning, before the rest of the Battery was up, the English Artificer who shared our barracks took the tire out and rolled it down the hill to Shakespeare's Cliff. He said it made a wonderful flight as it bounced several feet into the air on every bump.

The mystery remains. How did I manage to get that big tire up the hill in the first place.

M.P.s & Gaol in Canterbury

By Dick Hunter

I have never been disposed to imposed authority and my disposition has caused me many an uncomfortable hour doing punishment for one thing or another. It may seem a paradox but despite my many misdemeanors I loved army life.

One day Bill Roy, Gord Scott and I had an encounter with one of those chaps with the flat top red skimmers. Bill, who had beautiful blond hair was averse to covering it up with his beret and was stopped by a red cap. I was the NCO and since I was not involved walked on a few paces and listened. All was going well until the red cap told Bill he was just like the rest of the scruffy Canadian Army. Remarks by a red cap are likely to irritate at any time, but one that makes me out to be a scruffy Canadian call for an answer. I challenged the MP and he told me to

get on my way. I, of course, was stubborn, and made certain remarks regarding his ancestors and his occupation. During this discussion the second MP slipped away and soon returned with an Army truck. The three of us were hustled into it and were whisked away to the Buffs barracks. Bill and Gord were allowed to go but Dick Hunter was locked up for the night. A Sgt from the 355th Bty came and signed for me in the morning and I was permitted to roam the gunsite under "open arrest". Two days later I was up on charge before the Colonel.

While with the 355th I had been friendly with the Bty Captain and as he accompanied me to Regimental HQ he advised me to accept any punishment the Colonel handed down. Since the English boys, who had been up before me, had some pretty stiff punishments handed out for trivial offenses, I was, to say the least, nervous.

I was paraded in by the RSM, as mean a looking bastard as I had ever set eyes on, and halted in front of an even tougher looking Colonel. The row of ribbons on his chest testified he was not one of those Johnny-come-lately Regt Commanders. He read out the charges and as my knees quivered and shook, he asked me how I pleaded. The charges were: *Conduct prejudicial to good military discipline, interfering with a Military Police in pursuit of his duties and using vulgar and profane language.* I looked at those rows of ribbons and decided here was a no nonsense disciplinarian.



I pleaded guilty and was asked if I had anything to say. I answered that the MP had made some very derogatory remarks suggesting the Canadian Army was scruffy; I had defended our Army. I pointed out that he probably would take anyone to task for making similar remarks about the British Army.

The Captain then asked if he could be heard and stated that the Bdr has been an exemplary soldier on the gunsite and ran his detachment very much to his satisfaction and also to the satisfaction of gun orders room. The Colonel then asked me if I would accept his punishment and when I answered, "Yes", he said: **"Severe Reprimand."**

One was under the impression while on detachment to the British that Canadian Head quarters had forgotten us. But such was not the case. Several months later I was reminded of my run-in with the

King's Rules and Regulations when Major Butt was interviewing us prior to the break up of 1st CRLU. Some had indicated the branch of the service they would like to be transferred to. When my turn came, Major Butt suggested that I transfer to the Provost Corp. I suppose I had a very shocked look on my face because he said with a smile. "No, I suppose not."

Going On Leave

By Dick Hunter

Every soldier looks forward to his leave, and in preparation usually saves a few quid and decides where he will spend his time and how he will enjoy it. Since the train out of Dover left very



early in the a.m., one had to get up in the dark, especially in winter, and try not to disturb the others who were still sleeping. In the ablutions room it meant washing and shaving in

the dark and in cold water. Washing in the dark is no big deal, but shaving was a different matter. Many of us would reach our destination with faces covered with small patches of cigarette paper, which we used to stop the bleeding from razor nicks. My destination was usually Glasgow. My first stop in Glasgow Central Station was first: a haircut and second: a bath. I can still remember the ecstasy of luxuriating in a huge tub filled with hot water after a twelve-hour train journey from London. A bargain at two and six, I felt like a spring lamb after that experience and was well prepared to accept the generosity of the Glaswegian lassies.

Cigarettes, Chocolates & Butter

By Dick Hunter

Cigarettes or the lack of them was always a matter of curiosity to me. As a non-smoker I would watch in disbelief, as my comrades would pick up butts, roll them in newspaper and smoke the resulting cigarette. And then repeat the procedure. There are people who says the sun shines on those who don't need it and the rain falls on those who already wet. I didn't smoke and just as sure as the sun rose I would receive a parcel of 300 or 1000 smokes.

aaaa

Since I observed the great enjoyment my friends received from smoking this weed I thought I would try it. I always loved my beer and on occasion when out of town I would take a couple of packs of cigarettes with me. After an evening of beer drinking and smoking I would wake in the morning with a dry mouth and a taste like a camel herder's armpit. So, what to do with all these smokes. With a waiting market at two and six a packet I had no trouble disposing of extra luggage.

I was also fortunate in having a young lady back in Canada who was exceedingly nice to me. About once a month a box of chocolates would arrive. I was



very fond of chocolates, but soon found there was a great market for them in England. On Dog 1 we had frequent Bty changes and I, a private entrepreneur, soon found that I could raffle the box of chocolates off at six pence a ticket. The tickets, nearly always a sell-out,

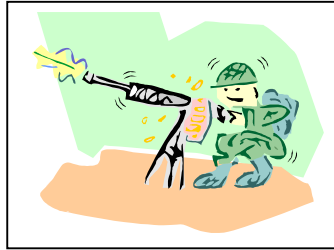
were sold throughout the Bty, and wouldn't you guess, the Bty always moved before I could hold a draw. I would repeat the same thing with the new Bty and if I were lucky, they too would move on. But before the chocolates could get stale, I would have to eat them.

I also had a nice little thing going with butter. My Mother, dear old soul would send her boy a pound of canned butter. A certain Bty Captain was always on hand to purchase said butter before I had a chance to open it. Hey, a pound for a pound bought twenty pints of bitter at the local.

Lewis Gun Xmas

By Dick Hunter

On Christmas Eve, 42, Moody, Fraser and I had been down to the local in Dover and tipped back a few. On our return to Dog X I thought it would be fun to fire off the Lewis gun, and without much more thought jumped into the gun pit and pulled the trigger. The gun jammed after firing about six rounds. Moody and Fraser made their way to the quarters of the GL and I ran for the S/L crew quarters. Immediately there was quite a commotion to find out why the gun was fired and who did it. The Limeys never thought of blaming me because I was in



their quarters. They immediately went to the Canadians, found that Moody and Fraser had just returned from town and accused them. They denied the accusations and quite honestly so; also they did not suggest that I was the culprit. I believe it was decided the gun went off by itself

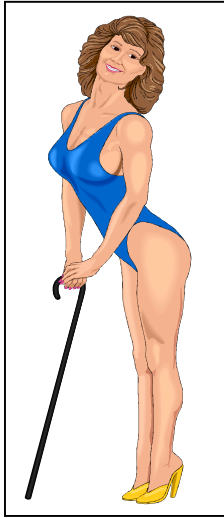
While we were stationed on Dog X our favorite pub in Dover was the White Swan also affectionately known as the Mucky Duck. An air force bloke who loved to play the piano generally supplied entertainment in the "Duck". He had one peculiarity, that while playing, he was always on the lookout for strange customers. When the stranger was looking for the gent's room, the air force bloke would volunteer to escort him to it. (Got the picture?)

Harry Fogel had not been to this establishment before and at closing time the very considerate musician set out to escort Harry to his billet. To get to Dog X one had to walk up a sunken road bordered by huge trees. Even on a bright night, you had to virtually feel your way past three cemeteries. Harry, having imbibed some of Kent's Best had the urge to relieve himself. As he prepared the necessary equipment to do so, the stranger reached over and took hold of said equipment. Now Harry was not the kind of boy who would knowingly associate with members of the lavender set and he walloped the gay lover a resounding whack. He took off alone, and when he came into our tent in a very agitated condition, he told us what had taken place. Smith, who was well acquainted with the antics of the queer and had observed that he wore a magnificent wristwatch asked, "Did you get his watch?"

Patience

By Dick Hunter

If you were stationed in Dover, one of the things you very quickly became aware of was the lack of female companionship. Even so, I managed to find a girl friend. Her name was Patience. She was as tall as me and had a very firm body and a skin tone a few shades darker than that ordinarily found in English girls. She was a delightful companion and we were never short of company when we went to a Pub. From conversation it was derived that she came from a Gypsy family.



Whenever I took her out I never told her where we would be going or what pub we would visit, but we would no sooner be seated when her mother, father, younger sister and her boy friend would arrive. You will recall that our pay was one pound a week or the equivalent of twenty bitters. It didn't take long for my pay to be drunk up and I don't ever remember anyone else offering to buy. I gave up on Patience as a poor investment.

The Prayer Meeting

By Dick Hunter

Cec Rowe and I were pals in those days. We got our tattoos at the same time on Snargate St., drank beer together and at one time even dated the same girl at the same time. She was a Salvation Army gal from one of the Banger and Chip joints in Dover. On one occasion she agreed to go for a walk with the two of us and we went up along Swingate Airdrome Rd. The Airdrome was not being used. Because of its nearness to the coast it was not easily defended, but it still had its air raid shelters.



She took us into one of these for a prayer meeting and singsong. It was soon evident that neither Cec nor I were much interested in prayer so we drew straws to decide who would stay with Sally Ann and who

would wait outside. Cec won the draw and I patiently waited outside.

After a very short interval, Cec came out and I went in. The shelter was chilly. The straw paillasse was dank and smelly. The air was damp and foul. The

girl had not bathed, it seemed, for several weeks and the atmosphere was far from romantic. I, too, soon came out for fresh air. We left Sally Ann in the shelter and returned to our gun site, still as chaste as the young men who had earlier left home.

Sheehan Reviews Parade

By Dick Hunter

While at Houndstone Barracks in Yeovil, Somerset, we were privileged to observe the passing out parade of those young British soldiers who had completed their training. The parade, of course, was done in style complete with Regimental Band, a Brigadier and lesser dignitaries. Even the Parade Square was decorated with potted shrubbery. The S/M had formed his parade in front of Regimental Offices and was marching them onto the Parade Square.

We had with us a very sharp looking young soldier named Sheehan. This youngster was a model of a soldier, always smartly dressed, had boots and buttons shining and walked as if he were always on inspection parade.

On this particular day Sheehan had borrowed a hammer to repair some broken benches in the barrack room and was returning it to its rightful owner. To get to where he was going, Sheehan had to walk along a walk that bordered the Parade Square. At this point the S/M was leading his troops down a depressed roadway to the square and Sheehan stopped to observe the parade. He carried the hammer with the head under his armpit. It looked so much like the swagger sticks that officers carried that as the S/M was passing Sheehan he ordered an "eyes right" and gave Sheehan his very best Regimental Salute. Sheehan, not to be outdone, returned the salute. The S/M was much chagrined on realizing that he had indeed saluted a Canadian OR in full view of the Regimental Brass.



Cordite for Fuel

By Dick Hunter

At Oye Plage our detachment was housed in a building that had formerly been used by the Germans as a barrack. There were bunks three high and the rooms were heated by what we would describe as "Quebec" heaters. However there was no fuel for the stoves. We solved this problem by burning cordite. Bags of cordite had been left behind by the retreating Germans and came in bags of varying weights, which they used in Artillery pieces.



The procedure for burning cordite was to keep the door open. This way the cordite would not explode but it would burn very quickly with most of the heat escaping up the chimney. Outside, flames could be seen belching from the flue.

All went well but like always when playing around with something you shouldn't, things happen. One of the boys did not get a bag thrown all the way in. Part of the bag hung outside the stove and when it caught fire, the flame traveled around the room in a blinding flash. Although it looked like some men were trying to escape through the walls, no one was injured. That ended our heat from cordite but it sure gave us a thrill for a few seconds.

P.J. Mohan

By Dick Hunter

One of the chaps in our detachment was Philip J. Mohan. PJ as we called him was a bit of a mystery. He never discussed his home life or confided in any of us regarding his personal life. All we knew was that he was American.



While we passed the time at North Moreland, PJ and I spent some time with each other and I was curious to know more about him. One evening while tipping back a few at the local,

PJ did confide. He had entered a seminary and was within an ace of becoming a priest when he decided this career was not for him and went over the garden

wall. He met a young lady and they soon were married. His marriage was not a happy lot. His training at the seminary had not trained him for the trials of married life. One day, while in the office where he worked for a construction company, he looked out the window at the clear blue sky, walked out the door, caught a bus to Toronto and enlisted with the Canadian army. He had never let his wife know where he was so it came as a surprise to him one day, after he was overseas, to hear from her. She had apparently been able to follow his trail. He immediately made application to transfer to the American army.

After learning of his experience in the seminary I was able to understand how well he could discuss religion. Hawkins, another of our group who also was religious and carried a bible would often quote from the good book and PJ would answer the quote with the proper book, chapter and verse.

Another of the things I remember of PJ was his aversion to tea. He longed for a good cup of coffee. That eventually changed; I would witness several times a day, his trips to the cookhouse for water to make his own tea. He reluctantly admitted that given time, one could get used to the most atrocious beverages.

PJ finally got his transfer. We said our good-byes and I was very sorry to see him go.

Buzz Bombs - Kingsgate

By Dick Hunter

While we were stationed on CN1, Jerry started to send over his buzz bombs. On our radarscope they were quite easy to pick up as they came over the countryside.



The alarm was given, the guns were manned and we watched dumbly as the buzz bombs flew overhead. Our Bty was not permitted to fire on them. The reason given was

that if we were to hit one it was a possibility it would come down in the city of Canterbury and perhaps damage or destroy Canterbury Cathedral. As these bombs were headed for London where a good number of the Battery personnel were from, the people were most upset, to say the least.

They shook their fists and cursed the pile of stones that was the Cathedral as the buzz bombs made their way to London, perhaps to kill or maim their families. There was almost a defiance of orders. Moving our Battery to Folkstone solved the problem. We said our good-byes to the friends we had made in the Battery and found ourselves on our way to Kingsgate and another mixed Battery.

One of our diversions was to go down the cliffs to a sandy beach when the tide was out, and collect winks, winkles and small crabs. These we cooked in sea water over a bonfire. I could eat the crab but to pick the scab off the winkles and eat them was far beyond my desire. The Battery complement was very happy to have a supply of this delicacy and we provided many gallons.

Another advantage to having a sandy beach was that we could go swimming, which we did on several occasions. One particular day sticks in my memory. We had wandered around a point in the headland and had neglected to keep the incoming tide in mind. When we realized it was well on its way in,



we hurriedly made our avenue of escape up the cliffs. The tide was well in by the time we reached the headland

and the waves were smashing against the base of the cliff. In our group were two girls, Peggy and Jessie, (Jessie would later marry Thompson) Mohan, Thompson and me. Peggy and I were good swimmers but the others were not. To round the headland was tricky as the waves would pick you up and bash you against the cliff. This meant one had to stay out in deeper water and swim. Peggy got around O.K. but it remained for me to ferry the others to the area where they could walk to the scramble nets we used to ascend the cliffs.

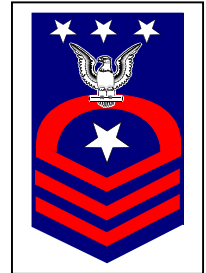
The Brigadier

By Dick Hunter

While serving on Dog I we had a visit from the Brigadier. Sir Frederick Piles. The occasion was highlighted by the presentation of a medal to a Czech NCO whose rank was somewhere below a second Lieut and above a SM. This worthy soldier had done himself and his Czech buddies very proud. He was spit and polish and shone

like a new dime. He was not destined to stay that way, but more of that later. First the Brigadier inspected the Canadians.

On this gun site we had a new Canadian Mk III set. Apparently the Brigadier had never seen one before and made a beeline to the set. Bdr. Tschirhart and myself were stationed



at the ZPI and since the Brigadier wanted to see inside, I made my exit and George took him inside and showed him around. As most of you will recall, the ZPI was a fascinating piece of equipment, what with flashing spark gaps and a number of CRTs of different sizes, it was a bit like Buck Rogers and the 21st century. Brigadiers, on inspection tours, are most always accompanied by much brass, from Colonels, Majors and on down. While the Brigadier and George spent about an hour inside the set I was outside waiting and trying to look important in a sea of brass.

Part II the Czech

How the Czech won the medal we never did learn, and after the investiture he made his way into the town of Dover and proceeded to tie one on. He arrived back at camp after lights out. It was then that we heard a commotion and very loud shouting in a foreign tongue. Previous to this incident



one of the machine gun pits had filled with water and the Bty had disposed of their store of Molotov Cocktails in this same gun pit and set it afire. The result was a thick black oily residue

left on the surface of the water. Enter our Czech friend who drunkenly marched directly towards and fell into the pit. I doubt he was ever able to get the oil removed from his uniform. Also he didn't look very impressive the following morning.

Smith, Hunter and the Taxi

By Dick Hunter

On another occasion Smitty and I took ourselves to Folkestone for a bit of, what the Americans call, Rest and Relaxation. Our destination was Leas Cliff Hall and it was not long

before we reached that state of mind when one doesn't care what one does. Of course, by this time we were broke and thinking of the five-mile walk back to Dover. As we passed a hotel we saw two girls standing in front and asked if they were waiting for a taxi. When they answered in the affirmative, Smith went into the hotel, and promptly came out saying there would be a taxi along in two minutes. When the taxi arrived we got into the back seat with the two girls figuring they lived somewhere in Folkestone. But no, we traveled through Folkestone, Shorncliff and about fifteen miles out into the country to a place called New Inn. The girls were nurses and worked in the local hospital. When we arrived at the hospital the girls wanted to pay for the taxi but Smith says, "No, the trip is on us". We asked the taxi driver to wait while we escorted the girls to the hospital front door, which was screened from the driver's view by a high hedge. We said our good nights to the girls and I asked Smith how we were going to pay for the taxi. For an answer Smith went over the fence with me in hot pursuit, both keeping very low out of the driver's vision. We had started our long hike back to Dover when we spotted twin slits of light coming down the road. Anticipating the taxi, we hid behind a hedge while the driver made two more passes up and down the road looking for us. There was a lull in the traffic and the next car we saw was the local constabulary, who we presumed, was also looking for us. Since petrol was in short supply the police and taxi could not afford to look for us for long.



As we started our trek towards Dover we spotted two horses in a field. Although we had sobered up somewhat, we were still drunk enough to try and rustle two Clydesdales. We coaxed them to the fence with grass, but each time we tried to mount them they would walk away and we would fall to the ground. After several attempts we gave up and walked to Shorncliff. At Shorncliff we broke into the railway station and slept on the benches in the waiting room. About six in the morning the paper train came through and we ran out of the station and climbed aboard from the wrong side and lay on the seat so no one could see us from outside. We arrived in Dover about six-thirty and managed to get through the gate without being stopped.

Testicles

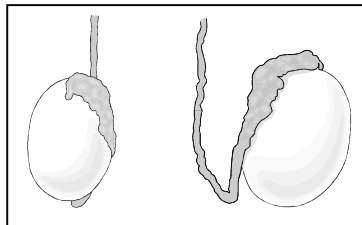
By Dick Hunter

Most soldiers at one time or another have sought the aid of a Medical Officer. I was one of those who had to visit him frequently due to a recurring rash for which the army seemed to have no cure.

I would be painted with a red dye on one day, blue dye the next or a triple dye on the next. Nothing seemed to work; so I spent many a morning in the queue waiting for a paint job.

The particular parade room for the MO was deep in the Dover Citadel. There were usually three officers at desks at the head of a large room. The sick, lame and lazy were seated on benches some twenty feet from the MOs.

One morning a very shy soldier approached the MO



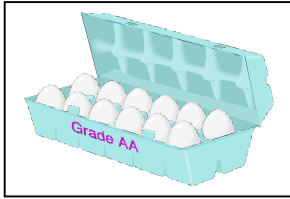
and spoke to him in a whisper. MOs liked everyone in the room to hear what you are saying and asked the soldier to

speak up. He spoke a little louder but not enough to be audible to the others present; but the order "Drop your trousers and let's have a look" was. The embarrassed fellow complied; the MO took his scrotum in hand and studied what he held. He said something to the man who apparently objected to what the MO had proposed. The MO in a vexed voice, heard by all, said, "Man, you will still be able to function with one", revealing to one and all what the hushed conversation was about.

Eggs

By Dick Hunter

Eggs, especially the fresh variety, were seldom seen in England during the war. Not far from CN1 I found two delightful old ladies who kept a small flock of laying hens and ducks. This fortunate discovery happened about the same time that we were issued our CVSMs. The old ladies thought it was the North Africa Star and wouldn't believe me when I told them it was for eating spam. I didn't try too hard to dissuade them for I was more interested in the production of their hens. They agreed that, for sixpence, I would receive two hens' and one duck's egg every day. This I did every day I



egg. Each morning as we sat down to our freshly fried, poached, boiled or scrambled egg we were the envy of those less fortunate, who had to settle for porridge, bread and tea.

Mr. Toup

By Dick Hunter

Opposite our gun site was located a farm owned by a Mr. Toup. Mr. Toup had difficulty in hiring help to prepare his green houses; he had perhaps thirty. How we first became involved with Mr. Toup I don't recall. But each morning when they were not on duty, he could rely on a number of us to be there waiting for work.



For ten shillings we did a good morning's work. Our jobs were varied, from turning over the earth in the green houses to sifting earth, milorganite and meadow muffins for seedlings and planter boxes. We transplanted tomato plants, staked them and loaded his truck for the London market. Ten shillings was good money for us and made

us richer than at any time since joining the army. The really good thing about Mr. Toup was that in the evening down at the pub, he would stand the treats for us. We were sorry to leave CN1 and I guess he was sorry to see us go too.

The Amazon Corporal

By Dick Hunter

The Light Warning set was a source of interest to the girls of the Bty, and one day the Captain requested that I show the girls how the equipment worked. I said I would and a time was arranged so that a number of girls at a time could come into the set and observe it in action.

The girls arrived as scheduled and all were duly shown the workings of the set. The following day one of the ATS corporals came to the set requesting to be shown the equipment also. This girl was a beauty, I have seldom seen so much woman in one hunk. She was tall, every bit of six feet and must have weighed two hundred pounds or more. I tried to get a volunteer to show her around the set but there were no takers. She insisted that the Captain said she too could have a look around so I had no choice but to show her.



To operate the Light Warning Set one had to sit on a low seat in front of the CRT in order to observe the strobe going round and round. She wanted a closer look and leaning over me pressed those huge mammarys of hers into the back of my neck and shoulders. As we suspected, she was not as interested in the radar equipment as she was in the operator's equipment. Think what it would be like to be caught up in the arms of that amazon. I got the lesson over with as quickly as possible and got out of the

darkened interior of the set and into the sunlight before she could grab me. For I'm sure, even though I am six feet two inches in height, she would have given me a very difficult time of it. She was very disappointed, but with eighty young ladies of varying sizes, color and beauty to choose from, one would have been lacking in the art of amour to settle for that quivering bulk.

The Arrival of ATS to CN1

By Dick Hunter

One of the most delightful periods of my army career occurred in the fall of 43. On a beautiful sunny day the 374th Bty moved out and was replaced by the 608th Bty.



Now the change of a battery would not have caused much excitement amongst our boys, except for the difference in the personnel the Battery held. This was a mixed battery of about sixty males and eighty females. You can imagine the excitement

that prevailed among our small group. My own feeling was that of a cat turned loose in a fish market with a credit card. I didn't know which delightful young damsel to lavish my pent up emotions on first.

There is a little story I tell much to my wife's chagrin. It goes this way and please understand it's not true. The batteries were changing and the personnel were to be quartered in pup tents. This required the soldiers to pick a tent partner. I chose a nice, clean looking fellow, but the Captain said I couldn't choose that one because she was a girl. Now this caused me some concern, because I thought that the soldiers in kilts were soldiers from a Highland Regiment. The Captain said no. I said that fellow picked one of those and the Captain explained that the girl was wearing battle dress. In my youthful innocence I didn't know the difference between girls and boys and always thought that girls were boys with long hair and bumpy chests. The Captain took me to the battery office and explained those things a young man's father is supposed to tell him. I now knew what it was that caused me to have such erotic feelings when any of those boys with long hair and bumpy chests wrestled with me. Soon I was able to take advantage of my newfound knowledge and army life was never more exciting.

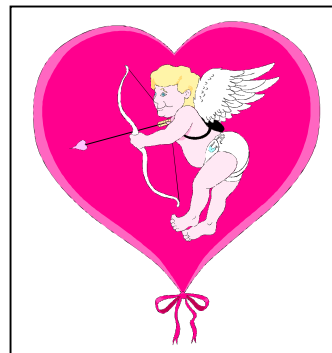
Betty

By Dick Hunter

While there were several young ladies in the battery who caught my fancy, I was drawn to one in particular. We became constant companions. Betty was her name and like myself she was an OFC. When I was not on duty in the Light Warning set and she was in the gun control set I would take the place of one of the operators and in the darkness we would hold hands. We sat together at meals, shared any goodies from home and I even cleaned her uniform with our generator petrol. And of

course we did a little drinking together.

This drinking nearly caused the downfall of the two of us. One fine evening she and I were out for a walk along one of those lonely country roads that the English girls liked to wander with the current objects of their affection. We met Paddy Welsh and his lady friend, Flo. Paddy suggested that we divert our walk to the White Horse tavern and since this seemed to please both the young ladies, I agreed. Mildly speaking, "we did it up brown". By drinking a mixture of black and tan and rum and cloves we succeeded in reaching such a state of hilarious enjoyment as to disregard any consequence of our actions. Paddy and Flo got separated from Betty and me. As we neared the gun site Betty said she couldn't go in until she had sobered up some. Bill Roy had recently been recalled to headquarters and his blankets were still under the awning of the Light Warning set. So I grabbed a couple and out into the long grass we went. Now this

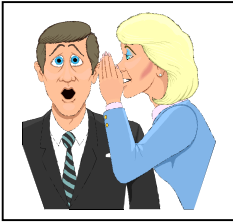


was the fall of the year and Betty complained of the cold. So without much ado I cuddled closer and wrapped the blankets around us. There is a certain chemistry, which occurs when young male and female

bodies are put in close contact. This chemical reaction had the effect of sobering Betty and she voiced the desire to retire to her tent.

Having been so intimate with her the previous evening I was reluctant to meet her the next morning for breakfast. But I was not prepared for the treatment I got. She not only would not sit with me, she wouldn't even speak to me. I was dejected.

This treatment went on for several days. Then one morning she broke the ice and asked me if she could see me that evening. Couldn't she see that I was on cloud nine? We made up a party of six, two boys from the Toronto Scottish, Alma and Eileen and of course Betty and me. We took in a show and a few beers at the local. Then the two infantrymen had to catch a train back to wherever they came from. To get to the departure platform of the Canterbury station from the street it is necessary to use a tunnel. As we walked through the tunnel Betty kept holding back to allow her two friends to get out of ear shot.



I realized she had something important to tell me, but was quite unprepared for the bombshell she dropped on me. "Dick", she said in a whisper, "I'm going to have a baby." I suppose most young people have a time in their

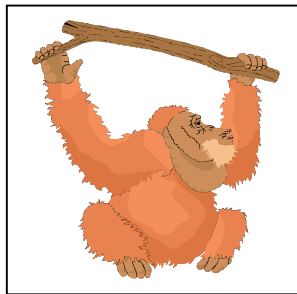
lives when they are stunned by the turn of events. I was no exception. Regaining my composure, I inquired if she wanted the baby and what she thought we should do. There was no way she wanted the baby but if she had to she would want to get married. I agreed but there were things we could do first.

Having heard all the barrack room scuttlebutt on how to get rid of an unwanted pregnancy, I went to the Falstaff, where I had made friends with the bartender and told him my tale of woe. He obliged by letting me have two bottles of gin. In wartime this was a major concession on his part. I poured the raw gin into Betty. I bounced her off walls and returned her to her tent. Nothing happened. Next I took her to the Tudor Cottage where two old maids provided hot baths. I explained my predicament. They conceded to my wishes and made up hot mustard baths for Betty. Things weren't improving and Betty and I were about to announce our impending wedding plans when lo and behold, one morning as we met for breakfast she was all smiles and I could breathe more easily. Betty and I maintained our close friendship during the rest of the war. Having had our experience we understood each other much better and while our friendship was not always platonic, it was always very careful, both agreeing that beer and blankets were a dangerous mixture.

The Lamp Standard

By Dick Hunter

One evening while attached to the 349th Bty, Robbie, Bdr. Phips, Jack Brewer, Sgt Williams and I took ourselves into Dover. After a merry time of beer and song we made our way to the hilltop and our fart-sacks. On the way I was challenged to climb a light standard. Those standards were smooth metal, about twenty feet in height and had an



arm that stretched about eight feet over the road. Well, to me a challenge was a command. So up I went to the cross arm and out on the cross arm when who should appear on the scene but the local law enforcement officer, I was ordered down and released in the care of Sgt Williams. When I recall some of the foolhardy stunts I performed during the war, it was not the enemy I had to fear in causing me injury, but myself.

The Bull Shit Guard

By Dick Hunter

Our unit was not noted for the number of times its members stood guard. On the occasion of our return to Louisburg Barracks in June 42, someone in a high place decided that the Radio Location lads should do something to earn their keep. Thus it was that a number of our lads found themselves posted on Part II Orders to report for Guard Duty. The place selected for 'falling in' was in front of the guardhouse. I presume the place was well chosen so that any soldier who was not up to snuff could be hurriedly incarcerated within.



We had been warned that this was a no-nonsense guard and the inspection of the guard left nothing to be desired. Accordingly, those of us who were unlucky enough to be elected, blanco'd, shone, pressed and cleaned until every man was a model of

perfection. We counted the bob nails in our boots, sixteen; scraped the enamel from our boot eyelets, pressed our boot laces, soaped the inside crease of our trousers, cut our hair shorter and indeed bent every effort to appear on the guard parade in perfection.

We had been in the army for some time and had seen some tough S/Ms. The W02 who handled this parade put the fear of the devil into the devil himself. When he called marker and on parade, we began to sweat. This was going to be no easy go. When he came to attention he practically jumped two feet in the air and his heels clicked together like a rifle shot. After he was satisfied that he had us in reasonable

fear he about-turned and turned the parade over to the Captain of the Guard. There stood officers as formidable as Wellington's Guard at Waterloo and they approached us like Napoleon's Iron Guard of the same battle.

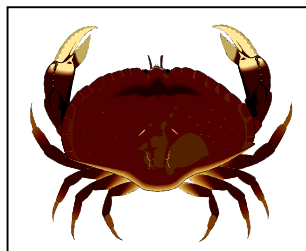
We stood at attention scarcely moving an eyelid and looked straight ahead as each man was inspected. It was like being under a microscope in a laboratory. Every inch of our persons was scrutinized. Port Arms For Inspection; as you slid the bolt back you said a silent prayer that a speck of dust had not lodged in the barrel since you put the pull-through up the spout a few minutes before. Down the back. What an eerie feeling to know that someone is giving your rear a real look over and you can't see his face. Soon the muscles in your legs start to ache from standing at attention for so long; these bastards know what it's like. Still they keep you at attention and if you should move a muscle, it's into the guardhouse (as a guest).

Finally we are broken up into groups and marched off to our various guard locations.

At this late date it would be difficult for me to remember all those who took part in the guard detail but I do remember some. Our guard was marched out of the camp into a nearby wood where we found a large guardhouse. No one expected to find this since the officers spent so much time inspecting us. This one was filthy. I suppose since no one expected to return they never bothered to clean up the mess. I looked inside and decided to remain outside.

The guard duty was for twenty-four hours, two hours on and four hours off. Our duty was to guard the artesian wells. To do this it was necessary to patrol in a large circle through the woods. In the dark of the night and without lights it was absolutely pitch black and one had to literally feel one's way. My partner and I were supposed to alternate in patrol and standing in the guard kiosk. McDowell was my partner and he evinced a dislike for wandering through the woods in the dark and asked me if I minded. Being a backwoodsman, this sort of thing held no fear for me and I agreed to take his turn. Remember that this was a real bullshit guard, and being such, one could expect that the Captain of the guard would make an appearance some time during the night. It happened on my turn. I was deep in the woods when I heard someone very stealthily walking along the trail. I stepped off into the bushes and as the officer passed I stepped out, and, shoving my rifle into his back commanded him to halt. I scared the shit out of him. He jumped higher than the S/M when coming to attention.

After the twenty-four hour stint, we were permitted to return to our barracks. But that was not the end; it appears that those who used the guard-house inevitably got themselves a case of crabs; an FFI was in order. The MO and staff came in. During the short-arm inspection they found some of the boys were infected. Bdr Sangster who had been in charge of our group was a huge red-haired man with a very hairy torso. The hair on his back and chest must have been two inches long. The MO inspected Sangster and said the only way they could cure him was to take him out and shoot him.



Well, the boys had crabs and that meant all gear had to be decontaminated. This was accomplished in a steam tank. Our uniforms being wool and steamed were so

wrinkled even pressing would not help. The only cure for this was to fill the clothing with sand and drag it around until holes appeared. They could now be classified as "worn out" and replaced by stores. Getting rid of vermin from the clothes was one thing but to clear the men of the little beasties was another matter. We marched to the MO and stripped. Under the watchful eye of a Sgt of the Medical Corp we were required to shave front and back from the knees to the tits-every crook, every cranny. As you can imagine, the scrotum is not the easiest thing in the world to shave. Chuck MacDonald thought he had found a short cut when he found a pair of surgical scissors on a table. Taking the scissors he stretched his scrotum out and snipped. He got the hair all right and some skin. That little snip was painful enough but imagine his delight when given the blue ointment to rub on.

There were always things in the army, which I found incongruous. For instance on this guard detail we were given very particular instruction on examining the credentials of the officers; what was on them and how to detect fraudulent ID, how to challenge them and what to do if the officer didn't comply. That was fine. We could understand that. The Gnrs were a different thing. Apparently if a gunner appeared at our guard position he could pass as long as he wasn't wearing a German uniform for we never did get instruction on how to deal with "other ranks".

Love On The Hillside

By Dick Hunter

Dog 1 was a peculiarly interesting gun site, not only because we picked up a lot of German planes, but from the site one could observe the sea side, Shakespeare's Cliff (and what occurred on it) and to the land side, the hill opposite to the one on which the gun site was located.

DI site was also equipped with a variety of range finders, tele-identification scopes and a good supply of field glasses. These instruments were used to scan the opposite two hills, not to locate German planes, but those young people bent on amour. On the landward hill about two thirds of the way to the top was a thicket of bramble bushes that had grown in the shape of a horseshoe, with the open end to the bottom of the hill.



On one occasion when a couple was observed entering this enclosure, the site personnel took their turns observing the sexual techniques of the pair. One of the gunners, more observant than the rest, said "Look at the bottom of the horseshoe". We swung our glasses and instruments in that direction and there was one of our boys peeking around the open end of the horse shoe with his best friend in his hand; he seemed to be enjoying himself as much as the couple.

Why this fellow would go to that place and perform as he did was a mystery to us, as he knew that the hill was under observation from the site. When he returned to the site the boys related to him what they and the whole Bty had seen. He was furious and denied he had even been on the hill.

A range finder that could see a truck on the French coast certainly would have no trouble in identifying one of our boys only a mile away.

Since we had one incident of identification it stood to reason no one would be caught a second time. Yet lo and behold, a few days afterward a second lad was seen escorting a Land Army girl up Shakespeare's cliff. The Bty turned out in force to see the breeches of the farm lass being lowered down over her green stockings and the couple copulating.

Again a denial but to no avail for he had been identified by too many people.

MacDougall

By Dick Hunter

The life we led with the mixed batteries was one of freedom, little work and plenty of help. We had so little work at North Foreland that MacDougall would go away for a week or so at a time, returning only to get his pay. The Bty commander was aware of this and gave me instructions that MacDougall was not to take this sort of leave. When he returned I told him of the commanders wishes. MacDougall was pretty put out as he had a lady friend with whom he was spending his time.



MacDougall got his pay and split, noticed of course, by the Commander who informed me that when MacDougall returned he was to report to him immediately. After a week Mac returned and I relayed the commander's message that he was to report to the CO. Mac returned from his interview with a travel warrant to Liphook where our Bty HQ was located. Mac was mad but as the CO pointed out, had he been injured or picked up by the MPs it would have been a sticky wicket for him and me for not reporting his absence. MacDougall was very fortunate that the CO didn't put him on charge.

Well, all good things must come to an end. We had trained some English lads on the operation of the Light Warning set and our services were no longer needed. So we found ourselves at Liphook, arriving on 10 Sep 44.

After our many months of carefree existence, Liphook seemed worse than a jail. Rules had to be obeyed, dress code adhered to and orders obeyed. At this particular time in the war the Canadian army was desperately looking for reinforcements for the infantry battalions and any man who stepped out of line could be sure he would find himself on the next draft to France. We all tried very hard to be on our best behavior.

Singing Sam

By Dick Hunter

The camp, I believe was No 2 CARU, and presided over by an RSM of some repute. He was fondly known as 'Singing Sam', not because he had demonstrated any great ability for the musical exploitation of his vocal chords, but rather for his uncanny ability to see, however distant, a miscreant soldier.

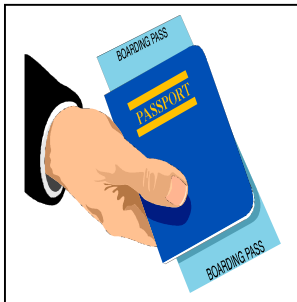


Upon spotting one, he would then yell for all to hear, "Halt that (category) man." If you were foolish enough to halt, you made the next draft. If you took to your heels you just might escape by getting lost in one of the nearby barracks.

Canceled Leave - Off To France

By Dick Hunter

Most of our boys had leave coming to them when they arrived at Liphook and consequently, applied for and were granted nine days privilege leave. Our kits were turned in to stores and we paraded in front of the Orderly Room for leave money. There we were, clean, polished and eager for the bright lights, if we could find some.



A spit and polished Captain appeared in front of our parade and inquired if we were the radar men going on leave. We replied in the affirmative and his answer to that was "Like hell you are, you are going to France."

Our pay books were promptly collected, a red line drawn through the leave entry, our gear withdrawn from stores and everything loaded onto trucks bound for Newhaven.

We were expecting something like that because the day after we arrived at Liphook, we started to get injections. Twice TABT and three times Typhus. They just couldn't get those shots into us quick enough and as any soldier knows, getting shots was usually preliminary to going on a long trip.

Our group arrived at Newhaven on the 23 Sept 44 and was promptly loaded aboard one of a group of LCIs (Landing Craft Infantry) moored in the quay.

How many men lodged under the deck of this craft I never knew, but there was a seat for each of us. This arrangement would not have been so bad if the boat had sailed the same day, but there was a storm blowing in the channel and we were held off until the evening of the twenty-fifth. The toilet facilities aboard consisted of a very large pail or two sitting on the deck between the seats. During our stay on the boat these pails rapidly filled. As we pulled away from the dock and made our way to the harbor entrance, the pails began to slop over and once out in the open as the waves rose and fell, the pails upset. The rolling motion of the boat soon had most of the men suffering from seasickness with the resulting spewing of guts. I swear that we could hear the boat change gears to climb a wave and when it got to the top it turned sideways and slid into the trough hitting the bottom with a bang only to continue the process over and over. One of these dislodged us from our seats and, I recall, I was on the bottom with Fogel drooling down my neck and MacPherson on top of Fogel, burping on both of us. What a glorious feeling. The next morning we arrived at Dieppe. The sea was running just as high as ever. The waves looked like mountains but the Pilot of the boat ran for the entrance to the harbor. I was sure he was going into the sea wall but at the last moment a wave picked us up and sent us right through the center of the roadway. Those Navy boys sure knew their stuff.

Dieppe - Loosville - Lille and the Ladies

By Dick Hunter

Disembarking the boats in Dieppe we observed hundreds of German POWs herded in the side streets. No sooner had we left the LCI's than these hapless prisoners would embark for internment in England. If we had been sick on the journey over think of these men getting into the mess we left.

We marched or should I say strolled through Dieppe. The officers did their best to get us in some sort of order and seven kilometers later we arrived at a tented camp. We bedded down on straw and got a meal of bully beef, hard tack and tea. That was the best tasting tea I ever swallowed.

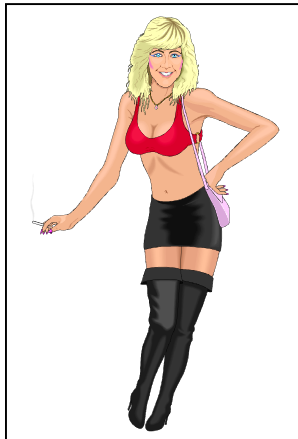
The next day, 27 Sept 44 found us in a camp in Loosville. This was a real dandy. The S/M had a permanent guard of six provosts with him at all times. I think he really needed them for he looked like a real Bastard.

Here we were to meet our first French girls. They came into our tents and visited when we ate our meals and even when we were in the can. They had no shame, and for that matter, neither did we. It was "ave a voo le savon pour le jiggyjig?" "Hav a voo le shocolot pour jiggyjig?"

The camp was very barbaric. The tents were pitched over large boulders, the kitchen was a huge open boiler into which everything was pitched and, if you could stomach it, it was a meal.

We got an evening pass here and hit the road for Lille, a neighboring city. Traveling on the ding-dong ding-dong as the young French boy called the train, we finally made it to the city of ill repute.

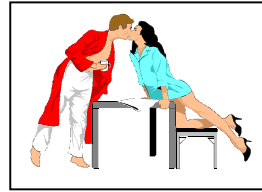
It didn't take long before we allowed ourselves to be steered to La Rue ABC. This street was not too long, and was built up on both sides with three and four story houses. These houses were different in that all of them carried on the same business, namely, providing of an outlet for the pent up energies of soldiers. Depending on preferences, the girls came in all sizes, shapes and colors; mainly they were passably attractive. It was strange to see the lines of soldiers



outside the houses under the direction of the Provost Corps who maintained order in the lines and saw that everyone got a fair chance at entering. Once inside the action was quick. The scantily clad girls lost no time in perching on one's knee, whispering sweet nothings into the ear while pressing luscious

mammary glands into the chest and allowing a hand to wander to and caress the male organ. This approach had the desired affect on the young stalwarts and they lined up to pay their thirty-five francs to the Madam, and it was whoosh up the stairs. The upstairs hallway was patrolled by a huge bouncer whose looks let you know that there would be no quarter given if you caused a fuss.

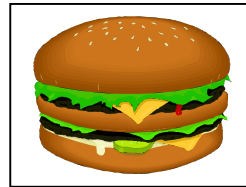
If nothing more could be said about these girls at least they were clean and careful. After a close examination of the love muscle, it was meticulously washed, then the girl performed the same ablutions on herself. Then the preliminaries and the actual act took place; it was very intense and over with quickly.



Those girls were experts in their trade and since they were paid on a piece work basis (no pun intended) they wasted no time getting you in and out of bed.

Infantry drafts were being called out daily and we expected we would soon be with some infantry regiment. On October first our call came. Quickly loaded onto trucks, heading for we knew not where, it was with some surprise and pleasure that we found ourselves again with a newly organized unit, The First Canadian Radar Battery, located at Wormhout.

Our unit stayed at Wormhout until 15 Oct. When it moved out. The group I was assigned to, for what reason I never was able to discover, was left behind. Besides leaving us, the brass forgot to provide us with rations.



As the day wore on we became hungry and set about finding something to eat. We foraged around in some gardens but the French had already cleaned them out thoroughly. We did, however, find a couple of small onions and traveling down the road several hundred yards we managed to bum a couple of cans of bully beef from some Limeys who were located there. The onions, bully beef and a large quantity of water were mixed in an empty four-gallon gas can and heated up. There wasn't much to feed the group and it tasted like hell but did relieve the hunger pangs.

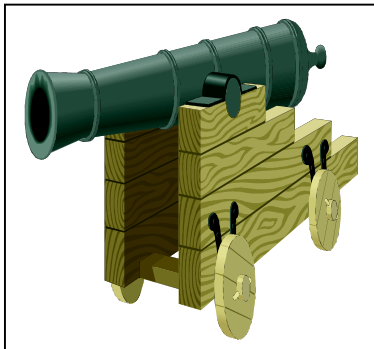
Word came for us to move and we set off. We were to have been met at a crossroads by someone, but I suppose they forgot us for the second time. We were at a place near the Vimy Memorial; the monument was visible in the distance. Nearby was an old frame house. We knocked at the door and were greeted by an old woman that we christened Made-moiselle from Armentiers. Armentiers was not far from this point so the old woman had told us. We were surprised at her fluent English. She enlightened us by explaining that Canadian troops had been stationed there during WW I. She had been friendly to many of them. She showed us the old trenches near her home. They were still quite visible but the edges had been washed in by the many rains and snows since 1918. This kindly woman made us coffee. War-time ersatz coffee was not considered the greatest of culinary treats, but we did drink it and thanked her mightily for her kindness

Capt. Howard Calais Guns

By Dick Hunter

Oye Plage was not far from Calais and consequently not far from the huge guns that the Germans used for their cross channel duels with the British. While in Dover we had often been witnesses to these encounters. So it was with some pleasure that one day some of the battery had an opportunity to see these guns first hand.

The guns were within a secure walled perimeter under the control, at the time we were to see them, by the FFI. It appeared that Capt Howard had tried to enter the area and had been refused by the FFI. He returned to the Bty and gathered a group of us, told us to get our arms and come with him. We had no idea of what we were to do but soon learned. We had been brought to the site in order to intimidate the FFI into letting us see the fortress. They did. I can't help wonder what would have happened had they refused. Once inside we spread out, looking around and examining the gun pits.



These huge guns were a long way underground with the barrels pointing out through an opening in the chalk cliff. A chain screen made of linked rings about two

inches in circumference protected the openings. It was estimated that to knock out a gun by shellfire that you would have to score two direct hits in the same spot. There was plenty of ammunition in the storage areas and the huge shells stood end on end row after row. We wondered why the Germans didn't fire off as many shells as they could before abandoning the fort. They also had the whole place wired for demolition but did not blow it up on their departure. To make sure the guns were useless to the enemy they dropped the breeches from the guns to the floor of the gun pit ten feet down.

Capt Howard took me with him in search of the underground barracks. I was not too happy with this arrangement, as I had seen the wiring in place for the demolition. Capt Howard ignored these signs so I got to hell away from him quickly as possible. Clearly he was a man bent on self-destruction.

Oye Plage St. Leonards

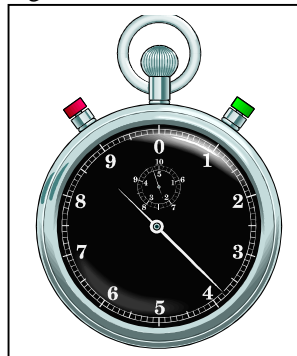
Watch Bathers

By Dick Hunter

Finally someone at HQ noticed that we were missing and remembered our location at the crossroads. We were moved on to Oye Plage and arrived on the evening of October 16th.

At Oye Plage we were attached to the 100th British Radar Bty for training on the use of radar to locate mortar bombs. Some of our boys were to fire mortar bombs into Dunkirk (still held by the Germans) and we would try to pick them up. Being qualified OsFC we soon had the hang of it, and with a little instruction in plotting on the artillery map, soon had us ready for action.

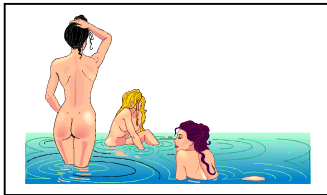
The Radar Bty moved as a unit to St. Leonards in Belgium on 16 Oct. Our quarters were in an enclosed school. I don't recall that we did much there but a couple of small incidents I do remember are humorous. The schoolyard was provided with a latrine, composed of a hole about six feet deep. A raised pole was provided as a seat, and after a few days use there was a fair depth of excretions in the bottom and hanging from the sides.



Now I had been issued a beautiful Hamilton pocket watch and warned that if I lost it I would be charged ninety-five dollars for its replacement. This watch I guarded carefully. One day as I was sitting on the pole, the watch slipped out of my pocket. I looked

down into the loathsome pit and there it lay, just visible in the stinking mess. I tried to retrieve it with a long stick with a hook on the end; I only succeeded in driving it deeper in the slime. There was no alternative but to get down in there and get it out. I looked for a ladder but none was available so I jumped in. The mess came to my boot tops. Then I put my hand into the offal and retrieved my watch. Getting out was another matter. I had to climb up that messy bank, slipping and sliding. I was a mess. I had to wash all my clothes and my boots, not an easy chore with limited facilities.

The other incident that comes to mind involved a short pass for baths in Brussels. We had our bath in the Public Baths and swimming pool. It was my



first experience with the bikini. Each bather was issued a triangular piece of material. This was tied

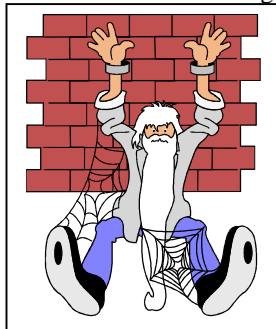
and between the legs, much like a baby's diaper.

The change booths had walls about five feet high and a tall person could look into the next booth with no difficulty. Indeed it was a temptation to look. Men and women were issued the same bikinis, except the women were given two, the second one was used as a halter. There was no segregation in the use of the booths. Believe me, to be young and healthy was a very arousing experience and I suppose we were lucky to get out of that place without being charged with rape.

Goodtime Charlie

By Dick Hunter

ARCEME S/Sgt and a Craftsman serviced 1 detachment. While in the field one of these persons had to be with the set at all times in case of a breakdown. Now it happened from time to time we would be near a town where one could get a bath or enjoy a few hours of leisure. Meanwhile, in a parcel from home, one of our lads received a book titled "American Gangsters". A character in this book was called Goodtime Charlie Bernstein. Our craftsman was named Harris Bernstein. Whenever the occasion arose for us to go to town it was always the



S/Sgt who went, leaving poor Bernstein behind. It became obvious to us the S/Sgt was not treating Bernstein fairly. It became a joke when the S/Sgt was leaving for the evening for us to ask him to remove Bernstein's handcuffs. I never once heard

Bernstein complain. Now back to what I was going to say in the first place. In ridiculing the S/Sgt we referred to Harris as "Goodtime Charlie Bernstein" and that name stuck to him during the remainder of the war. I don't know what happened to the S/Sgt but I have met Harris a number of times since; he is doing very well for himself in the wholesale tobacco business in Cochrane.

Major Telfer

By Dick Hunter

Supervision of our actions by commissioned officers was a random affair and usually consisted of Capt Cunliffe and/or Lieut Mercier making a visit once a week to deliver mail or to move us to a new location.

It was with some surprise then, that one day Major Telfer arrived at our site and told us to prepare to move.

This we did easily but when we arrived at the site the Major had selected both Jepson and I objected. Our argument was that the ground was much too wet and would not support a man, let alone the set. To prove his point the Major drove his jeep



over the ground and said that if he could do it we could do it. His jeep left tracks about six inches deep, which soon filled with water. His orders were given and Bill May took the Mack into the field only to get mired to the axles. Our PF meanwhile was sitting on a jeep track that was the communication line of the infantry. Who should arrive on the scene but the Royal Scots of the 4th division. The Captain in charge made no bones about it. He wanted the PF moved off his track, in a hurry. We watched the Major in his discomfort while he sent for a tank recovery vehicle to get the Mack out of the mud and the PF off the infantry's jeep track so they could pass.

However, Major Telfer was not to be denied his location. He made the boys build a road to the site with bricks obtained from houses nearby. Jepson and I stood by and watched and felt sure we would be charged with insubordination. As it turned out nothing happened. My memory is not quite clear on the outcome of the new location but I think the site was a dud and we returned to our former site. We had constantly picked up a mortar location from this particular site and the guns had fired on it without success. Aerial photos showed that the ground around the area was chewed up by shell bursts. A Company of Scot Fusiliers was sent in to see what was different about this situation. They landed at the rear of the German position and came back to our lines with this information. The mortar site had been sandbagged. The mortar was situated at the bottom of the

pit and had been fired in a controlled arc. It would have had to receive a direct hit to take it out. It did prove that our plots were accurate and the gun crews were doing their job.

Groesbeek The Gliders

By Dick Hunter

After the swimming baths we adjourned to the estamini. White wine, red wine, I had my fill. The wine at the time tasted weak and I didn't realize I was drunk. I do remember the boys dragging me along the sidewalk and throwing me into the back of the truck. I don't recall anything else for some time until I heard someone say, "Put out your cigarette, there's gas all over the road and you'll set the truck on fire". I struggled in vain to get up.

The next day I was called by Capt. Cunliffe to give an explanation of the accident. I was still hung over and had no idea that there had been an accident. He tried to question me, but gave up in despair and told me to go and sober up. I learned later from Bill May, the driver of the truck that we had been side swiped by an American who was about as sober at the time as me and that he was driving a stolen vehicle.

We harbored at St. Leonards for a couple of weeks and on December second moved to a location in a reforestation plantation below the hill on which the village of Groesbeek is situated. It was here that we used our equipment for the first time for the purpose for which we were trained. Our detachment was quite successful in picking up mortar bombs and we stayed at this location until after Christmas.

While at Groesbeek, Thomas, Preece and I had a bit of a hair-raising experience. Not far in front of our position was a bare hill on which the 82nd American Air Borne division had landed during the ill-fated attempt of Montgomery to cross the Rhine River in September. The hill was covered with huge gliders, which the division had used, for transportation to the area. Preece, who seemed to learn of things no one else did, informed us that there were all kinds of loot in these gliders. He wanted company to go with him to the glider site, so Thomas and I went along with the idea. Up we went, walking between ribbon markings to show where the mines had been laid. We saw no one and without much concern we started through the gliders. We did notice that there had been a bit of mortaring going on but since it was not coming our way we spent our time leisurely going through the gliders. Needless to say there was absolutely nothing

left that made the effort worth while. Preece, however, took his knife and cut a huge star off the fuselage and rolled it up.

As we made our way back to our billets and neared the brow of the hill we suddenly came under intense machine gun fire. Immediately we dived into the deep furrow plowed for the headland, that is, all but Preece. He had his souvenir rolled up under his arm and couldn't fit into the furrow. Then we heard a voice call out "Hold your fire, Jack, it's our own



boys". Again we started out and I guess we were not going fast enough for the infantry lads because they kept that Bren gun going at our heels. Thomas and I jumped into an old command post pit and kept our heads down. Preece kept running and got around a bit of a hill out of sight of the

gunners. In the pit Thomas and I held up a can on the end of a stick and the Bren gunner put several slugs through it immediately. It was getting dark and we had to get out of there. I said to Thomas, "You go first"; he said, "No, you go first". Finally we agreed to go at the same time. Sure enough, the Bren gunner followed us for the hundred yards or so it took for us to get out of sight.

We made our way back through the minefields and over a hill. As we walked down we saw a cat that was obviously starving. So Thomas up with his rifle to shoot it. He fired and nothing came out of the barrel. Preece then took up his rifle and fired; nothing happened. I fired my Sten, nothing happened. I re-cocked my Sten and tried again. This time it fired and the cat became another casualty of the war. This day's experience taught me more very valuable lessons. The first was daily, make sure that my Sten gun was in good working order and the second: not to go wandering in places without previous authorization. There was something else: the Germans had probably seen us moving in and around the gliders and presumed there was troop movement in progress, thus the mortaring. Not only had we exposed ourselves to danger, but also people who were quietly minding their own business.

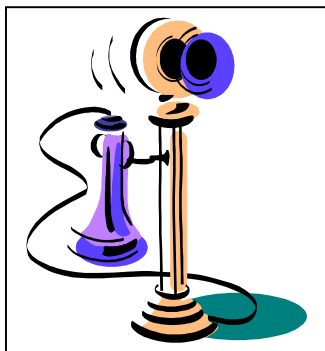
If there was any good to come of our expedition, it was that our boys on duty, ever vigilant, had

picked several mortar positions that afternoon.

Years later I was to read a book in which the infantry let rear echelon lads expose themselves to the enemy in order that they could locate a German machine gun position that had been giving them a lot of trouble. I thank my lucky stars that we were not within machine gun range of the Germans or else we too may have been ready fertilizer for Dutch soil.

The first position we took up at Groesbeek was not entirely satisfactory so we moved deeper into the forest area. Here we took over some dug outs left by the American Air Borne Division and since we felt we would be here for some time, made an effort to make them more comfortable. Christmas 1944 found us here and I remember Capt Cunliffe and Lieut Mercier coming up in the darkness to share some of their cheer with us.

The detachment at this time consisted of Gun Sgt "Jeep" Jepson, Sgt Wm. Whalley, Bdr Dick Hunter, L/Bdr Jim Bellis, Gunners H. Bennett, Al Grant, Jim McMaster, Charles Stapleton, Gord Taylor, Howard Thomas, Harry Fogle and Cliff MacPherson.



The ability to communicate was vital to our detachment; it was imperative that the information we developed be forwarded immediately to CMO for action. It was, therefore, with some concern, that one dark night in mid December the telephone line went dead. We checked our end and found everything in order, So with another chap I started out to follow the line back to CMO. We had run the line through our hands in order to find a break and soon our hands were so cold we couldn't feel anything and returned to the set to warm up. Here we found that the operator on the other end had found the trouble. The line had become disconnected at the board.

The wooded area around Groesbeek was patrolled during the hours of darkness by the Dutch underground army. These soldiers wore uniforms and steel helmets very similar to the Germans. One night one of the gunners reported to me that strange voices were heard in the vicinity of the generator. I took my Sten gun and went out to investigate. I made my way quite close without being seen or heard and seeing the helmets, jumped to the conclusion that these were

Jerries. Being cautious I cocked my Sten. Now cocking a Sten does not make much of a noise, just a faint click, but these birds heard it and nearly jumped out of their skins. Shouting "don't shoot", they turned out to be Dutch Orange. I learned another lesson from this episode and that was if you were going to approach suspected hostiles, you had better have your gun cocked before hand.

Pork on the Hoof

By Dick Hunter

The New Year found our detachment moved to the west of Nijmegen and over the great bridge that spans the Maas river. This was the bridge the British army had to take in their drive to Arnhem to relieve their air borne troops. Our location with the British forty-ninth division was at a village called Haldren. Several incidents that happened here spring to mind. The first was the British Major in charge of the counter mortar operations who discovered that we did not receive a rum ration. He personally saw to it that we received one for each and every day. This amounted to about a large tablespoonful per day and we agreed to save it until we had a bottle full. Then each man was free to consume or do as he pleased with his share. I saved mine for a leave but that is another story.

We had taken over a two-story house and pulled the set along side of it for concealment. The armored troops had a custom of pulling up several hundred yards to our rear and fire at the Jerries. The shells from their guns flew over our house. This was no problem in itself but the resulting vibration caused Harry Fogel's Sten gun to fall off a small hook on the wall. It landed on the butt and fired off a few quick rounds on its own, spraying bullets around upstairs. I was the only one in the upper story and the bullets sprayed through the wall into the room in which I was sleeping. Luckily no damage was done but after that all guns were laid on the floor.

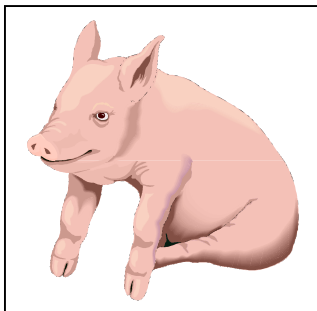
After the war when I was working in the mines I saw a shoulder patch of the Armored Corp similar to that worn by those tank men. The man was Jerome Lindsay, brother of Ted Lindsay of hockey fame. I asked if he had ever been to that location and he admitted he had and that they often fired from there. I told him of an incident when they were responsible for breaking our telephone communications when they pulled off the road to their firing position.



During January 45 orders were received to move to a small hamlet known as Groot Rome. This was an area where people of great wealth lived. The houses were luxurious. There was coal in the cellar and preserves on the shelves. It had snowed recently

and we took white sheets out to camouflage our equipment. The Lieut assigned to us objected to this and considered it a waste of time. No attention was paid to his objection; we told him since he was not going to stay there and we were it was our decision.

In one of the large greenhouses in the area we discovered a huge pig. After moving back to Haldren it was decided that we would return and get the pig. This meant going through a roadblock set up by the Military Police. This was accomplished by telling the red cap on duty that we had to go and get some equipment that we had left behind. I recall there was a group of eight or ten of us and we tried to round up



the pig and put it in a large crate. We had no luck until Bill May, who had some experience with creatures of this sort, suggested that we drive the pig toward him at the door. We placed the crate at the door opening and

he would put the pig in the crate. This we did and as the pig tried to get past Bill he grabbed it by the tail, lifted it by the hind legs and steered it into the crate.

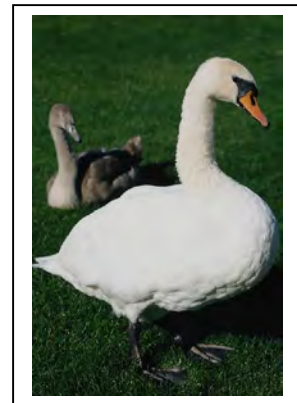
Coming out of the area posed another problem. The area was cordoned off to prevent looting, which is just what we were about. The pig would not stop snorting. So to conceal his snorts and grunts we sang grunting songs. "A Funny Old Man" and "Susanna". I don't know if we fooled the red cap or not but in any case he let us go without looking in the back of the truck.

Once the pig was back in Haldren the chore was to kill it and prepare it for eating. There were no experienced slaughter men in our group so the pig was literally murdered by several shots in the head with a Luger. A large sawyer had been prepared and the pig dunked into it and the bristles scraped off. Fogle, who had some experience in a butcher shop prior to his enlistment, butchered the beast and soon Ace, our cook, had roast pork on the menu.

Shooting Ducks

By Dick Hunter

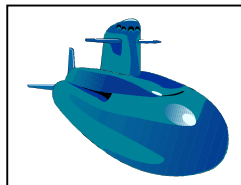
One bright and sunny day Thomas and Grant went for a walk and shot what they thought was a duck. This duck was rather large and had an unusually long neck. None of us were experts on European waterfowl but the consensus was that we had ourselves a swan. It was duly cleaned, plucked and cooked. I am told swans reach a great age and with the passing of years get tougher and tougher. This old bird must have lived for close to a century. Not only could we not eat it we couldn't even cut it with a sharp knife. We kept this incident to ourselves, as we understand that the swans in Holland, like those in England, receive protection from the Royal Family.



Submarines

By Dick Hunter

The members of the Royal Canadian Navy established a reputation for hunting down German U-boats in the North Atlantic.



These guardians of the deep may be surprised to learn that members of the Canadian Army also, were involved in the pursuit of these elusive submarines, but this search took place many miles inland. One evening in January 1944, Ace, our cook, was about to serve us supper when Captain Cunliffe arrived with orders to move.

The move from our location was not far, but we had to travel back to the Nijmegen Bridge and get onto the dike on the south side of the Maas River. After traveling along the dike for a way we stopped. Capt Cunliffe, Lieut Mercier and myself proceeded on, looking for a suitable place to set up. A challenge was heard from a British infantryman. What to do? We had not received the password of the day. Capt Cunliffe, without hesitation said, "What is the password?" The English voice replied with the complete sign and counter sign. The Capt then ordered the man to advance and be recognized. The man must have felt every bit the fool but in the dark we could not see his face.

We located a place suitable for the radar; it could look down the Maas and all we had to do was to line up on some fixed position. In the pitch dark there were no visible landmarks. It was then decided that someone would go down the dike with a lighted cigarette, and hold it up so that the telescope could line it up on a fixed bearing.

Since this dike was in full view of the Jerries, no one wanted to volunteer. I was the selected goat; and expecting at any moment to hear the sound of a shot, shakily held the burning cigarette up so all could see.

Once the set was ready to go we broke open our rum ration. Without supper, and being cold and miserable and on a wind-swept dike, it went down well.

I recall that we had an over-abundance of officers here. It seemed that, in the off chance that we did locate any submarines that had allegedly been sighted in the river, everybody from HQ wanted to be in on the credit.

Our quartermaster, Capt Howard, who had never issued us a rum ration, asked us what we were drinking. We said "Rum, and you're not getting any."

"What are submarines doing in a river?" you ask. Well, in their haste to retreat, the German army failed to destroy the Nijmegen Bridge, so midget two-man submarines were sent in to do the job.

The plan to use radar to locate the subs may have had some merit. If there was a chance of locating subs using this method then by all means it should be used. However, we found that the Receiver was below angle and the ground breaks encountered would have made the detection very difficult. We had no luck in this venture, packed it in and returned once more to our location at Haldren.

We learned later that the subs had been found. They had run aground on mud banks in the river.

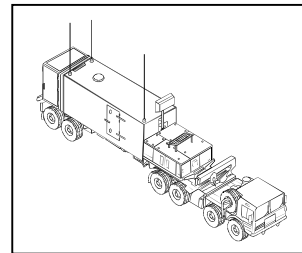
The Rhine River

By Dick Hunter

January passed. In early February we received instructions that the British forty-ninth division artillery was to bombard the enemy positions, then cease-fire for fifteen minutes. We were to plot everything we could, send the information back to CMO, then pack up and prepare to move. Not being in the confidence of Field Marshall Montgomery, we didn't know that this was part of a diversionary tactic in the drive to the Rhine River.

We set out and, as we approached Nijmegen, observed that the dikes had been breached in several places. Some units were isolated on islands in the center of a vast flooded plain. We moved through the city and easterly to Cleves. We were there for a few days while RCME went over the equipment and made it serviceable once again.

April first saw us on the move once again, this time over the Rhine river. The engineers had, at the point of our crossing, built a roadway consisting of link fencing, fiber matting and rubble from destroyed buildings. This roadway led to a floating Bailey bridge. This bridge was made up of sections, which were fastened to floating pontoons. The bridge stretched across the Rhine for what seemed an impossible distance. What classification the bridge had I don't recall but I feel it was never intended to carry the weight we were about to ask of it.



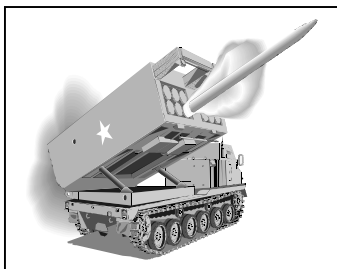
Bill May, driving the Mack and towing the PF, led the way. Up over the embankment he drove and down onto the bridge with every man in a position to jump clear if the bridge did not

hold. Following in the sixty-hundred-weight towing the generator, Grafton stood on the running board of the truck as he drove over the bridge. We could see the PF as it went, each pontoon being pushed down deep into the river from the weight. Only the constant speed of the trucks, not remaining in one position, kept the water from entering. The white faced Limeys who tended the bridge looked in awe as the huge vehicles passed by. Did I say the Limeys were white faced? I believe that if any one of us had wanted to throw shit, he would not have had far to reach. We were glad to see our wheels roll over the east bank of the Rhine River and onto terra firma.

We deployed on a farm east of the bulging hill at the city of Emerick. As we were setting up, the Jerries shelled a farm house about a quarter mile from us and we could see that we were in full view of an observation post up on the hill still held by the enemy. On this deployment we had with us a Lieut. named Sergeant. None of us had ever heard of this bird before but he was put in charge of our set up. He was a dandy. I don't recall ever seeing a character like him in the army before or since. The shelling got his wind up and he tried calling HQ to get in touch with Capt. Cunliffe. Instead of letting the radio operator, L/Bdr Smith, put the message in slidex code, he tried to code a message in his head. It must have sounded like hell at the other end because it sure did to us. The message went like this, "Sunray CMO, have you seen my Sunray Joe?" Our group was not too happy with this joker, and when Capt Cunliffe arrived the next morning, we made a request that the bird not be returned. On deployment, the Lieut displayed a lack of courage; as evening drew near he disappeared to HQ.

That night our detachment endured the worst shelling of its existence. The barn, which housed the trucks and some of our boys, received a hit at one end that sent lads scurrying under the trucks for safety. Fogel and MacPherson had taken up a position in a trench the Germans had used and covered it with a tarp. My trench was about fifteen feet away.

The shelling, which was very methodical, slowly crept across the field. Fogel and MacPherson could hear the mud and stone raining down on their tarp. I could hear them discussing the pros and cons of getting out of there. I



called over to them to stay where they were. In my trench I had a sleeping bag, which I had found after an air-drop, and also a narrow hospital mattress. I turned over and the mattress ended up on top of me. Soon after a shell landed on the edge of my trench and I suppose I might have had a severe injury or worse if not for the protection of the mattress.

On April 2nd, 1944 we were back in Holland, this time in the north at a town called Gronigen. The war at this time was moving rapidly and we never got a chance to deploy. As we arrived in Gronigen the Essex Scottish were parading their Pipe Band in the square and their buddies could be heard clearing the

Jerries from the far end of the city. It was amusing to see a lone jeep driver come along the road with Germans hanging on for dear life as they were taken back to a prisoner of war compound.

Speaking of the Pipe Band, there has always been a curiosity as to what Highlanders wore under their kilts. This curiosity extended to the female gender of this waterlogged country, for we observed the Dutch girls sneaking up behind the band members and lifting their kilts for a peek.

I suppose when an enemy overruns a country there will always be some who will collaborate with the enemy. The Dutch had a way of settling scores with girls who were more than friendly with the Jerries; they gave them a haircut, not the ordinary kind, but a complete head shave, done to the accompaniment of their National Anthem. If the girls had been pretty before the head shave, they certainly were not afterwards, and they would flee down the street trying to cover their baldness with whatever garment they could and with tears flowing freely. I would imagine that life would not be happy for a long time to come.

A very peculiar accident happened within our view at Gronigen. A dispatch rider on his Harley was gunning his bike across a short bridge across a canal, and had to make a sharp turn just over the bridge. Unfortunately a horse had stopped, right in the place the rider had to make his turn, and deposited a huge pile of fresh manure. As the bike tried to turn, it lost traction in the manure and slid up the steps into a house. This would have been highly amusing but for the injuries suffered by the rider.

The German front in the Gronigen area had collapsed and there was no work for our equipment. We joined a convoy of army troops and made a long journey south and east to the area called Oldenburg. The move was made without incident but was made through country that had not yet been cleared of the Jerries. We were warned to be on the lookout for stray groups that might give us trouble. As we passed through the different German towns we saw the sullen faces of a defeated enemy standing along the streets with their white flags.

Oldenburg was a sight to see. Jim Bellis and I took a walk in the city, which was overrun by hundreds of displaced persons, each wearing his National Colours. They paraded up and down, shouting and singing. Jim and I ventured into the fire hall and found about twenty young Germans in firemen's uniforms. Jim and I agreed that these guys

were too healthy to be overlooked by the German military, especially after seeing some of the codgers we had seen in uniform. Deciding that these guys were not firemen, we got the hell out fast and started back to where our detachment was located. On the way we heard the continuous burst of Bren gun fire and approached the area with some care. On a bridge over a canal we saw a Scotsman firing a Bren into the air. He was obviously well under the influence and also very happy. We called on him not to fire; he came back with "Come on Canada, the F----- war is over". We could hardly believe this. But on reaching the detachment we found it was true.



At this time we had a position near a group of Scottish flail tanks and they set about celebrating. They set fire to an old house and in single file, led by a piper and mandolin player circled the house. As they passed the rear of a sixty-hundred-weight, a companion pumped beer or wine into their

mugs. We were invited to help them celebrate and had a hell of a good time.

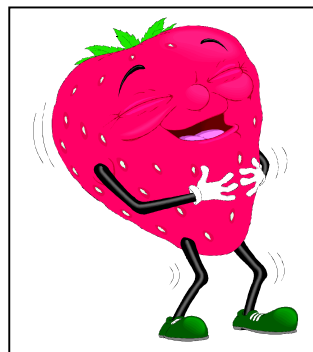
In the nearby houses, German women looked out in disbelief. We told them the war was over and invited them out. They remained behind their solidly barricaded doors having no desire to celebrate their defeat with the victors.

The war being over we soon moved back to a site near Sogel and then to Hengelo to join the rest of the troop and battery. This was the first re-union of the battery since we had separated at St. Leonards. It was rumored in our battery that our Major was not a drinking man and who didn't approve of those that did. He personally did not make his views known to me.

One day, needing a truck driver, the Major entered the room in the school where these fellows bunked, and found them with a Jerry can of wine; all drivers were under the weather. He confiscated the can so I am told, and poured the wine down the drain. Unknown to him the boys evidently had a store of contraband juice, for when we were to turn in our equipment at Arnhem airport we had to use these same drivers. They once again had reached that state of sublime happiness and the ride to the airport was a hairy experience. Each truck vainly tried to exceed

the speed of the other. At the airport the equipment trucks were to be lined up in a straight line. The S/M in charge finally gave up and told us to get lost, which we promptly did.

While putting in time at Hengelo, I stayed with a very nice Dutch family. They had little to eat and subsisted mainly on boiled potatoes and strawberries. I did my best to add to their meager supplies and they did their best to raise hives on me.



Strawberries had always given me hives and these good people gave me bowls of them. Immediately, I had huge welts all over my body. Junior Taylor and I shared the same curse and failed to find a cure. It was while we were here

that I found an MO who knew what to do. He gave me a bag of calcium lactate. In a couple of days - no more hives. I gave some to Junior and his disappeared also. I brought that bag of pills home with me and have never had a hive since.

The call came for volunteers for the Canadian Far East Force. I persuaded Bill May to come with me and we volunteered. Capt. Cunliffe tried to talk us out of it but we couldn't be persuaded. It wasn't because I wanted to see the Far East; I had a dread of being part of an occupation army. I could see endless days of bullshit parades, all kinds of spit and polish and the rules of non-fraternization didn't appeal to me. I knew my temperament, I knew I would soon be in trouble. It was best that I keep moving. I had persuaded Bill on the grounds that we would never get to the Far East and that we would be in Canada long before the rest of the Battery. This proved to be the case. Bill and I were in Canada when the big bomb was dropped in Japan. Our Battery moved to Utrecht and it was from here that Bill and I set off, pausing in a camp in Nijmegen; and then off to Calais.

The train ride to Calais was something to remember. We traveled in boxcars with men and officers alike sharing the same lack of amenities. In one of the cars a group was well juiced up and opened the door just as another train was passing. Unlike Canadian boxcar doors that slide, these hinged outward. We never did find out how much damage was done but the two Captains in charge were returned to England to face charges because of the incident.

The draft Bill and I found us in was quite an unruly one. I put this lack of discipline down to the absence of assignment of command in the draft. There were plenty of NCOs in the group but none were going to accept responsibility for the others without orders to do so. The draft was largely without any discipline, each doing whatever he wanted. We arrived back in Dover to be entrained to Liphook. In the darkness officers tried to take the roll call. This was just about impossible as all kinds of remarks were made from the assembled group. An S/M tried to keep order; he was called a Zombie. As he raced up and down ranks trying to find out who was calling him a Zombie, someone from the other end would say "I did, you Zombie". He was a very frustrated man as it was impossible to quiet the men down. In retrospect I believe the officers were reluctant to take any action as it might mean they would be called upon to be present at a court martial and of course that would mean they would not get on their draft for Canada. The roll call was finally completed and we were found bunks in the camp.

On this draft was one of the old drivers of No. 1 Canadian Radio Location Unit, Joe Vaillancourt. He and I took a leave to London and nearly got us locked up. A barrow boy had a pile of green peaches on his barrow. The price on his card showed sixpence. We took one each and bit into them. They were green and bitter and unpalatable. When we tried to pay the man he wanted nineteen and six. He pointed to his sign. How he changed that sign to read nineteen and six from six I don't know and we refused to pay the inflated price. We started off with the man following. He kept following until we met a constable. The constable listened to our story, sympathized with us but advised to pay the man. Reluctantly we did, as we too did not want to miss our draft to Canada.

Before the war I had worked with a lad named Bill Gavin. Bill was a big friendly fellow and was always a pleasure to be with. One day as I was killing time waiting for my boat to Canada I saw this same Bill Gavin come striding down the roadway toward camp. He had his usual broad grin. He was a Lieutenant in the Postal Corps and, as such, knew that his cousin was in our draft. I knew his cousin and told Bill he had gone into town. Bill brought forth a couple of bottles of the best Rye whisky and we went into the bushes to renew old times. We had only consumed a few drinks when I spied his cousin coming along the road. We called him in and together finished the two bottles of Rye. That was one of the more pleasant afternoons I spent in the army.

Lying about Liphook camp was very demoralizing. There was nothing to do. We had been stricken from strength on the overseas force and could not draw pay until we got back to Canada where we would again be put on strength. Another incident comes to mind though. One day I was called out and told to pick twelve men, draw rifles and report to the guardroom. I thought it was for another guard. But no, we were put in the charge of a Captain, and marched to a place opposite a small pub. Here the road was sunken a bit and bordered by huge trees. The Captain then gave us our instructions. He described two soldiers, Canadians, one big and heavy with red hair and the other, tall, thin and black. Not a pair that would easily be missed. It appeared that they had led a riot in Aldershot and the word was out to arrest them. The Captain promptly took himself to the rear of the pub and lay down on the bench and fell asleep. I put two men on the road with orders to stop all vehicles and search them. We, at this time, were wearing MP armbands. I was sitting high up on the bank keeping the road under casual observation and saw a fifteen-hundred-weight with a Limey Captain and staff sergeant in it. The soldier on the road gave the signal for the truck to stop but the truck kept going. The soldier, without hesitation, fired a shot at the truck. It came to a screeching halt. The Limey Captain was furious. However, our Captain came around from his place of repose and soon put the Limey in his place by threatening to lock him up. The Limey apologized and was allowed to continue on his way. Once again everyone was happy; no one wanted to miss his boat home.

Finally the day came when we were told to muster on the Parade Square with all our gear. We were loaded onto trucks and taken to Portsmouth. We were glad to board the *lie de France* and looked forward to being home within a couple of weeks.

As we neared Halifax I sent a wire to Inkpen's family and they met me at the train just before it pulled out. They had a large package of goodies for me and I was very pleased to tell them about Inky and his family in the short time we had together. Our train was met at every station by well wishers bearing fruit, ice cream, coffee and sandwiches. It was like a continuous picnic from Halifax to Toronto. In Toronto we were herded into pens according to name. Bill and I were not expecting anyone to meet us in Toronto so we sat down in a pen and kept out of the way of those who would be met by relatives. Bill and I had planned to spend a couple of days in

the city before going our separate ways. However, I had a sister who got word that I was on this draft and she was there to meet me. Bill and I changed our plans and said our good byes.

We had thirty days leave and expected we would be shipped off to the USA for jungle warfare training before going to the Far East. The "bomb" was dropped on Japan and that ended any chance we had of going anywhere. After our leave we reported to the horse palace in the CNE and were soon shipped to Camp Petawawa. Bill and I hung around this camp for awhile but found the lack of action not to our liking and applied for industrial leave. Bill returned to Grimsby to work on gas furnaces and I to the depths of the gold mine.

We both were soon married and raising families. But over the years we have kept in touch and have often met to reminisce about our episodes while working for "George".

Radar Organization

By Dale Holtslander

While looking through the Legion magazine I came across the little piece about the First Canadian Radio Location Unit. I decided I would drop a line and tell you what I remember of its organization.

In the winter of 1941-42 I was stationed at Lansdown Park in Ottawa taking advanced training for the Army Medical Corps. One afternoon in late January or February we were lined up on the Parade Square also known as the RoughRiders football field. I'm not sure why we were there. I just remember it was a miserable, cold day and I was wondering why I ever left home. I had these same thoughts many times over the next few years. In any case, some officers finally came and called us to attention. He explained that the army was about to form a new unit and if anyone was interested in finding out more about it, please take a pace forward. At the time I really didn't give a damn about what the army was doing but I decided it was at least a chance to get inside out of the cold. I don't remember how many were called out but I think we finally settled on about forty or fifty men. We were interviewed separately and sworn to secrecy. We were told we didn't as yet know what branch of the service we would be attached to and in the meantime to continue to wear our same hat badges as we had been doing and to continue with our regular training. They would call us when they were ready.

Finally they did call us and we were told we were going to camp Debert, Nova Scotia, still not knowing much about what was going on but this was typical army. We hadn't been in Camp Debert more than a few days and what happened? we were loaded back on the train and sent back to Ottawa! This time we started to take some actual training. Trucks took us to a point outside Ottawa where they had some caravans set up with some apparatus in each. We had by now understood the principle involved. Our transmitter would send out a short wave beam that would bounce off a target and show up on a screen something like a modern TV screen. About a half-mile away was a big barn and we had fun banging away at it. Occasionally a plane would fly past and we would excitedly try to get it on the screen.

Came the time to again go back to Camp Debert and the morning we were to leave I came down with a sore throat. I reported on sick parade. The MO thought I was "swinging the lead" to try to get off the draft. To tell you the truth, had I known how, I might have tried it as I had just recently found myself a very nice young lady I was dating. The MO ruled me OK to go on the train. Next morning after we arrived in Debert I went on sick parade again. My throat was so swollen it seemed I didn't have any neck at all. Besides this, my left testicle was swollen to make a Hereford bull jealous! "You've got the mumps", he said. Very observant. Now they put me in the base hospital and quarantined the hut I was in. I have always hoped I breathed enough on that MO in Ottawa so that he got the mumps as well.

Time straightens out all things and finally we are at the famous "East Coast Canadian Port" and go aboard some old Polish tub of a boat and we're bound for Britain. Sailing was uneventful except the food and water would have been condemned if someone had wanted to use it for hog feed. We had no bunks to sleep on. Some tried hammocks and made out not too bad. I tried and fell out. We were about four decks below the water line. Finally I curled up with a blanket and slept on the floor.

I can't remember how long the trip took us. Probably not more than a week or so as we did not have a convoy to slow us down. We landed at Greenock (Glasgow) Scotland and were taken—wouldn't you know it—to Aldershot. Here we were attached to the Artillery and we thought we would be Sigs.

This is about where my story ends. Through their own devious ways the Army found out I had lied to them and had actually left school at grade eight. Not good enough they said and I was excused

from the Unit. I was sent up the road a little ways to Cove and the Medical Corps re-enforcement depot. From here I went to the Eighth Field Ambulance, then to No. 5 CCS and finally to Field Dressing Station of the 3rd Division and into Normandy, but this is a different story altogether.

Radar Revealed As Miracle Weapon Behind Battle of Britain Victory

This article was taken from a very aged and yellowed newspaper clipping, whose origin is unknown.

LONDON - (AP) - Radar, the miracle weapon of the war did just about everything that scientists could dream of except whip the German V-2 rocket and it was well on the way to the solution of this problem when the war ended.



Despite the fact that rockets sped through the atmosphere faster than sound, Radar experts had developed counter measures which they believed would have been successful, it was disclosed, as a voluminous file on radar secrets were made public simultaneously here and in Washington for the first time.

As a defensive weapon, radar instruments not only located enemy aircraft, but automatically pointed searchlights and controlled the fire of the AA guns with such uncanny speed and accuracy that they were able to destroy an average of eight out of every ten flying bombs that came within range.

Radar was the biggest secret behind the victory of the Battle of Britain - the answer to how Britain, with a few planes, was able to defeat the overwhelming German air force.

The first radar station in the world was located in an apple orchard in Kent, but by the time the war broke out a chain of signal stations ringed the entire coast of England. Probably the most spectacular

achievement enabled ground radar operators sitting at bases in England, to guide individual bombers over targets in Germany, "see" that they were precisely over their targets, and even signal them when to drop their bombs. The word radar is derived from the descriptive phrase "radio detection and ranging."

A Short History Of

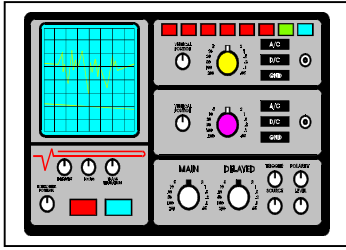
No.1 Canadian Radar Battery Workshop RCEME

*By J Mackay, Capt, RCEME Officer Commanding
No. 1 Cdn Radar Wksp*

In July 1944 the requirement for a Radar Bty employed in a counter mortar role was felt and the DIME branch CMHQ was consulted as to whether or not a battery employing about ten radar equipments (AA No. 3 Mk 2) could be serviced by RCEME. Arty was informed immediately that this could be undertaken provided about six weeks warning was given to train the necessary maintenance personnel in the equipment. No further word was heard however until the middle of September when the order was given to prepare the groundwork and a copy of the proposed WE (21 A Gp) was forwarded to the DIME branch. A special course was laid on with the war office to commence forthwith and a unit AFG 1098 was drawn up. The principal feature of the WE attachment of Armt Art and a ZL with each set for 1st ech maintenance and repair with two 2nd ech detachments with an officer and an Armt Art etc., one at each troop HQ. This gave a total of three officers with one at BHQ and eight Armt Arts in a total WE of 39 all ranks.

On 30 Oct 44 CMHQ Adm Order No. 163 dated 26 Oct 44 was received authorizing formation of the Unit at COMERU, Borden, Hants and a tentative mobilization date set for 12 Nov. By 2 Nov all the available trained personnel were posted to the Unit and a start made to load technical equipment. By the 12 Nov the Unit was complete less a number of radar personnel still on course. However the intention was that the Unit proceed overseas forthwith and the remainder of the personnel join it at a later date.

On 14 Nov the Unit, fully equipped, left Borden and proceeded to the marshalling area at Tilbury, landing at Arromanches on the 18 Nov after a very slow channel crossing. From there it proceeded by easy stages to St Leonards, northeast of Antwerp, where it joined the Radar Battery.



The OC of the workshop had joined the Battery on 5 Nov near Dunkirk and had received equipment, which had already been in use in the theater

and was not in good condition. It early became apparent that unless the radar equipment was at the optimum peak of performance, mortars would not be located. The reason for such high percentage of Armt Arts and Officers in the workshop WE were now apparent. To use an equipment intended to pick up planes to locate mortars in flight was demanding something far beyond the intention of the designers. However as a similar battery was already in operation with the British 21st, A Gp was approached for all the available information and constant liaison was maintained thereafter with that HQ.

On arrival at St. Leonards where the remainder of the personnel joined the Unit, an immediate start was made to thoroughly check the equipments and modify them for the special role in which they were to be employed in. On 2nd Dec the Unit moved from St. Leonards with the battery deploying on Nijmegen Island. The sets seemed to work well and some mortar locations were given. However Jerry flooded the Island the following day and the sets had to be withdrawn. On 5th Dec "A" Troop with RCEME detachment deployed facing the Maas near S'Hertogenbosch and from the start got mortar locations. A day later "B" Troop deployed SE of Nijmegen. From then on it was practically a matter of routine with the occasional maintenance problem arising. Six sets were deployed on a front stretching from about ten miles SE of Nijmegen to twelve miles west of S'Hertogenbosch. As the line was fairly static, maintenance was not too difficult and the sets at once began to show improvement in performance. However one problem did arise—repair of Lister Diesels. It was originally intended that this would be done at the nearest suitably equipped RCEME workshop. However this was most Unsatisfactory as it appeared that no shop was scaled in Lister parts by the end of January it was touch and go as to whether the Radar Battery could continue to function. Immediate steps had to be taken and a couple of fitter MV were attached to a British HAA Wksp (115) to service the battery diesels Under the supervision utilizing the British workshop stores. An application was made for an amendment to WE

changing two radio mechs for two fitters MV. As a similar amendment came forward at the same time from British counterparts no difficulty, only delay was experienced in getting it through.

Late in January high power magnetrons CV 120's were secured and immediately trouble ensued with burnt out dipoles. This was partly offset by the better results obtained but very shortly no more spare dipoles were available in the theater. A safe upper limit in power output was established by the use of an echo box on Tx output but no other remedial action such as the use of better dipoles could be arrived at. However by way of robbing BLR'd sets no equipment was out of action at any time for more than two hours. When the distances involved and the difficulties on the roads are taken into consideration this was quite an achievement

In February the advance through Cleve commenced with four sets deployed in this area. Hard work really began. Some stations moved nearly every day and maintenance periods were practically non-existent. By the time the Germans were cleared of the left bank of the Rhine every man had had a turn of dysentery. However on 11 March a short period of rest ensued, due to the need for a build up for the Rhine crossing, and the sets were removed to S'Hertogenbosch for complete overhaul and major modification. A testing site for range delay and bearing error had also been found there and all sets were checked on these points. Bearing was found to be very good with the max error of 3 minutes but as was expected range delay was found to be from 20 to 50 yards in error. However it has been established by the Battery IFC that an operational error in the opposite sense of similar magnitude arose so, at his request, no steps were taken to correct this error. After a week's hard work at S'Hertogenbosch the Sets were fully modified including the installation of power sluing and PPI scan and thoroughly overhauled. They were immediately deployed facing the Rhine River near Cleve but due to difficulties in terrain and lack of mortaring no great success here was achieved.

On 31 March the first Set with attached RCEME crossed the Rhine. In anticipation of this event each ZPI had been equipped with all the available spares. As was expected due to the speed of the advance and the long front over which the Sets were deployed, necessitating almost daily crossing of the Rhine, it was found almost impossible to visit the various sites as frequently as could be desired. The

Armt Art with each equipment was on his own and the equipping of each ZPI with plenty of spares now showed to advantage. One Troop of the Battery, with the attached RCEME, continued on the long chase up through Northern Holland and into Western Germany. On numerous occasions excellent service was rendered especially at river and canal crossings.

Meanwhile on 10th Apr the other troop with RCEME section deployed on the Arnhem front. Around 13th Apr there was great mortar activity on that sector and the sets rendered excellent service. However by the end of April the usefulness of the radar sets was practically at an end. On 3rd May instructions were received that we be prepared to concentrate immediately at Hengelo and on 8th May this was put into effect.

A period of cleaning up and preparation for eventual disbandment now ensued. On 13th June the Unit moved to Zeist near Utrecht and the order to disband on 21st June has been received.

Of the lessons to be learned from operations in the theater the one outstanding is the fact that the Radar Battery and Workshop should have been found much earlier. The need for an equipment of this type for mortar location was urgent. However much excellent work was done and without the loss of a single RCEME life in spite of the danger deploying large vulnerable equipment of this type so near the front line.

The Only Canadian Heavy AA Regiment *by Major SG Peterson, RCA*

From The Canadian Military Journal, July 1947

Mobilized 1 Sep 39, the original World War II 2nd Canadian Medium Regiment, comprising the 1, 8, 11 and 57 Medium NPAM Batteries, was destined to become Canada's only overseas Heavy Anti Aircraft Regiment, 2nd Cdn HAA, RCA. In addition it was Canada's largest Artillery Regiment.

For the well trained Petawawa-weary Medium Regiment, news of conversion to Heavy Ack Ack came as somewhat of a shock on the 27 May 41. Two officers and three senior NCOs were immediately dispatched to England to attend War Gunnery Courses at the School of AA Defense at Manorbier and recruits poured into the Regiment from Petawawa to raise personnel to the huge HAA war establishment. Gunnery officers may well imagine the confusion and chaos, which must have followed, and the

shuffling which went on with officer personnel.

For the Regiment though, things were cracking and out of the haze emerged the 1, 8, and 11 Batteries, from Montreal, PEI and Winnipeg respectively, commanded by Lieut-Col AL McBell-Irving of the well known fighting Vancouver family. From a Regimental strength of over one thousand, 18 officers and 150 ORs went overseas in July 41 as an advance party. These bodies were to undergo intensive HAA training with established English HAA Training Regiments at Devizes in Wiltshire and Blandford, Dorset, while some, singled out as potential Operators Fire Control, (GL: later "Radar") went to Edinburgh for courses. When the complete Regiment arrived at Blackdown, Surrey in Sept of the same year, after being transported to the UK on the fine old troop transport "Pasteur", the advance party people were ready to form a working nucleus and act as instructors. The whole Regiment fell under the command of the 24 HAA Training Regt, RA, at Blackdown. Training completed, the unit was "passed out" and marched on to a firing camp where an enviable record was run up. Ready to take its place in the Air Defense of Great Britain the Regiment proudly occupied its first gun sites in Jan 42.

The main point of this article is to familiarize gunner officers with the work of "Canada's only overseas HAA Regt". To those serving in the unit it was disheartening to realize that few Canadians troops had ever heard of such a unit. By this stage of the game Light Anti Aircraft outfits had become well known and quite naturally the HAA gunners were mentally classed with these chaps and passed off. Lack of knowledge of the HAA arm could be the only reason for this as Light and Heavy anti Aircraft gunnery differ by a remarkably wide margin. With its use of radar and some thirty odd methods of fire control HAA has often been mentioned as the most intricate of modern gunnery. Mention of radar brings to light another rather interesting point about the 2nd Canadian HAA—it was the only Canadian overseas Regiment to use radar as part of its own 1098 equipment. True, later Units such as No 1 Canadian Radio Location Unit, the Radar Battery and mortar detecting Units were employed by the Canadian army, but all these and most of the personnel were offshoots of the 2nd HAA Regt. A good number of diversified Radar drills were devised and worked out right within the Regiment

While nearly all-Canadian formations spent tedious years in England training and drilling, the HAA boys were constantly "in action" from the time



they joined ADGB. Leisure hours were few for these chaps and night passes were infrequent as the four 3.7s per Troop had to be constantly manned. Officers and Command Post personnel were fortunate if they scored a night out every two weeks, while men of the gun detachments had just slightly more luck. Those were long days and endless nights and air raids were by way of being a relief pressure valve to let off steam.

The first gun sites occupied were in the Thames Estuary. Batteries fell under regimental command and guns ranged from static 4.5s to the unit's own 3.7s. Batteries moved around constantly in England and more than often were many miles apart, usually detached from the 2nd HAA and under command of English ADGB Regiments. Often as not Batteries were stationed well out of the usual Canadian areas and only saw other Canadian troops while on leave. Mention of Aldershot, Bramshott, Guildford, Horley, would not recall many memories to gunners of the Regiment whereas talk of such places as Dagenham, Canvey Island, Aberporth, London and Southend would. Outside of a short time when the Regiment formed a part of the 1st Cdn AA Bde, it was always in an English Brigade.

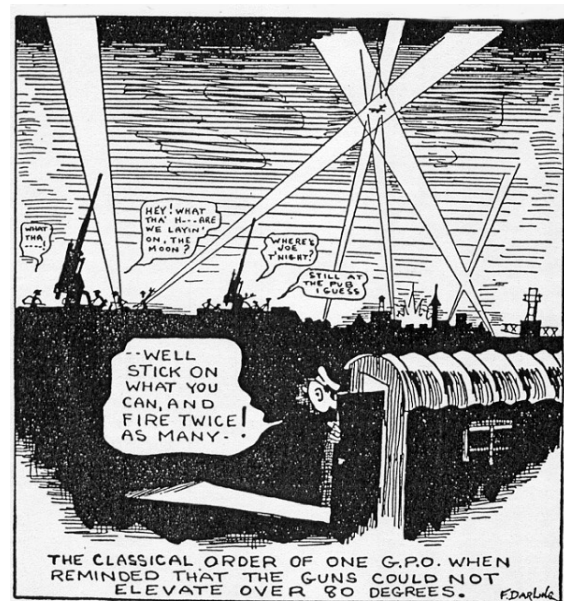
In addition to being in action in England, the Unit constantly worked to perfect AA drills and to develop new ones, little knowing that it would later pretty well forget these drills and be called upon to enter wholeheartedly into a ground role supporting the infantry, tanks and carrying out counter battery tasks.

The organization, administration and firing of a HAA Regt in the AA role is complex. Not wishing to go into great detail but desiring to give a sketchy insight, let us just squint at the Bty level. BHQ is completely an administrative organ when the troops are in action, but during a move the Bty Commander and his

staff perform exactly the same functions as their opposite numbers in Field or Medium do. A Bty contains two troops, one of which is control troop, each having four 3.7s. Unlike LAA, guns do not deploy individually, but in much the same manner as Field Artillery.

Recce parties must perform a most thorough task and layout of a gun position must be complete in every detail. The HAA troop commander has more to worry about than just four guns - he has to be able to site his radar, predictor and command post plotter in addition. When the troop is in action all these mighty gadgets are linked to one another, so woe betide the officer who sites equipment beyond the maximum length of the tie-in transmitting cables. Most gunner officers figure that they have quite a job in siting such worries as crest clearance, arc of fire, line to shoot down to and concealment. The HAA officer had these same concerns PLUS Radar. To site this equipment properly he must have a thorough working knowledge of the sets, their capabilities and limitations. He must know right off which topographical feature will cause interference and which ones may deflect or "bounce" the beams. Corrections of the moment, calculated and applied every four hours, entail considerably more figuring than do the Field Artillery.

Back to the business about Control Troop. (Changing War Office memos and drills no doubt by now has outdated many of these notes but this article deal with War II antics). It should be explained that radar, so far as mentioned, refers to the Mk IIIB two mobile units, the Zone Position Indicator and the Accurate Position Finder, which each Troop carried.



In order to obtain more accurate methods of putting these Fire Control instruments on target, one troop in each Battery was issued with the old GL Mk II which consisted two more large and cumbersome units, the Tx (transmitter) and Rx (receiver). The chore of selecting targets and putting the radar of the second troop on then fell to the control Trp. Personnel strength of this troop run around the 120 mark. Key-man in firing is not the GPO, as most would imagine, but the TCO, Tactical Control Officer who is responsible for the selection and engagement of all targets. In straight "seen" shoots, when the Gun Position Officer engages an enemy target within sight of his binoculars permission must be obtained from the TCO before opening fire.

Central tie-in is provided either by a GOR (Gun Ops Room) or an AAOR, both operated on Brigade level and both definitely a study in themselves,

That the 2nd Canadian Heavy Anti Aircraft Regiment reached a high degree of perfection was obvious when the English Army asked this Canadian unit to supply the Demonstration Troop for all of 21st Army Group's HAA.

"C" Troop was chosen to perform the task and, detached from the Regiment, it set up Headquarters at the leading Army Group practice camp. Here, units going through their passing out exercises before being placed on overseas establishments took their cues from the Canadian gunners. Daily routine saw C Troop, resplendent in immaculately pressed battle dress, wearing white web, do gun drill demonstrations in the morning as a running commentary was given over loudspeakers. In the afternoon the practice Batteries would watch the same C Troop chaps do "drill book" shooting at the firing point. Mistakes couldn't be made in these demonstrations and Demonstration Troop always could be counted on to bring at least one sleeve down. Not unnaturally, when the Troop returned to the Regiment, its members found themselves dubbed the "Brylcream Boys" or the "Esquire Lads".

In those days C Troop also carried out many experimental drills for the War Office. Indeed, so valuable was the work rendered that while the Regiment was in its concentration area on the south coast, preparatory to going to Normandy, the troop was recalled to the camp for a week to carry out new and highly secret tests.

While most gunner officers have a hazy idea of Heavy Anti Aircraft in the Anti Aircraft role, few know much about the ground role and even fewer are inclined to think of Heavy Anti Aircraft gunners be-

ing true field gunners even though their systems do vary. For all practical purposes one can liken the 3.7 to the famed Hun 88 mm. Indeed the 3.7 had the edge on the German piece in every way bar mobility. The Spanish Civil War and desert warfare saw the 88 used to good advantage in a ground role and 8th Army gunners often used their 3.7s against columns and concentrations. The Anti Aircraft School in England produced drills and from time to time the Canadian Regiment did considerable ground shooting practice. Although perhaps a bit surprised, the Regiment was not astounded when it found itself banged right into this role on arrival in Normandy. Gunners were old hands at engaging the Hun in the Anti Aircraft role and soon gained bags of confidence taking him on again in the ground role. With few exceptions the whole Regiment remained in the ground role from Normandy through Belgium and Holland to Germany. "Rest Areas" to the gunners usually meant setting up their equipment as Anti Aircraft people, so thorough rests were almost non-existent.

2nd Heavy Anti Aircraft served throughout this phase of the war in 107 AA Brigade, the Brigade being under the command of Canadian Army and all ranks wearing the Army Troops' distinguished patch. Because English commanders were more accustomed to the ground use of the 3.7, the Regt for the most part shot with the English. At one time, while the Regiment took part in the private war at Dunkirk it found itself in the unique position of being in an English Brigade of the Canadian Army, under the command of a Czechoslovakian Independent Armored Brigade! At only a few times did the Regiment actually deploy with 107 Brigade, as it was usually detached shooting with an AGRA or some divisional artillery. As a matter of fact, when the final shot was fired the unit was under the command of 2 Canadian AGRA and there remained.

In the ground role 2nd Heavy Anti Aircraft took part in many memorable battles from the Caen breakout, through the channel ports to Germany. At times the Regiment shot as a Unit and at others the Batteries were split up and attached to Medium Regiments. Although the equipment was awkward, the gunners were quick and almost invariably the HAA troops would report "in action" ahead of the Mediums as any Medium Regiment the Unit shot with would attest. At first many of the field and medium artillery officers were a bit leery about the gunners in the ground role but after they watched a bit of the shooting they became more reassured.

With its high muzzle velocity (2260 ft/sec) and various types of ammunition the weapon was most effective. Airbursts were particularly good at making the Hun duck while percussion, proximity and other fuses played a big part in destroying enemy concentrations. So varied was the ammunition carried that the Royal Canadian Army Service Corps Platoon had a constant headache maintaining adequate supplies of each type. The good book gave 12 rpm as the possible rate of fire but in the heat of battle far more were often let loose in much less time. EFC calculated on the propellant charge and changing of barrels was quite a task. The complete round weighed just less than fifty pounds and all rounds were hand rammed.

Digging in one of these ten-ton guns was no mean feat, especially with the four big "feet" and elephant pads. It was found that a square pit was so large that little protection was offered so the Regiment wrote its own dimensions for gun pits, which when dug looked somewhat like a foot print of a giant dinosaur.

Air OP, barrages, conks, storks, fire plans, Mike, Uncle, etc. were as much a part of the HAA officer's vocabulary as were such technical terms as CV2, CV3, HC, RC, RR, etc.

Equipment such as graphs were made up chiefly by the officers and tables and artillery boards were issued. Laying the guns in the zero line was at first accomplished by using the predictor (which took 8 men to lift when fitted with the CH) and later, to the relief of the GPOs, by use of a director, which became 1098 equipment. "Zero Line" was never zero to the HAA gunners as the guns were fitted with bearing dials rather than dial sights and the ZL would always be some bearing. Switches were never passed to the guns. Instead the Tannoy would relay a new bearing.

Command post work was more involved than Med or Field, but as speedily done. After a switch was received or calculated it would have to be converted before given to the guns as degrees of elevation and applied by the layers to the Quadrant Elevation dials. Many officers in the Regt (including the author) agitated for dial sights with which to replace the bearing dials but by the time these were issued most of the officers became convinced that the bearing dials had it all over the dial sights, hence the latter were rarely, if ever, used. As a matter of fact, field gunners often cast envious eyes at the bearing dials and on one occasion an official party visited the HAA guns in action to report on the feasibility of adopting the dials for use on all field pieces. By virtue of the fact that degrees were divided into points of degrees

rather than minutes, as is the case on dial sights, the bearing dials were more accurate for laying.

Such tasks as FOOing and OP work were far from foreign to the HAA officers and much of their time was spent in just such work. There were ample wireless sets on 1098 for this type of shooting but Driver Operators had to be ready for quick change over to AA work and thereby proficient along two entirely different lines. Above all, it is emphatically pointed out that HAA ground shooting was not done in a Health Robinson style or by some quickly evolved expedient. All work was done along specified lines in the true gunner style with an accuracy of detail second to none. There are few that will not admit they were darned afraid of the 88 - Hun PsOW said the very same thing about the 3.7

My Memories of Dover Days

By Cec Rowe

The first five to arrive at Dog I, on Farthingloe Farm just above the Hare & Hounds, were Cec Rowe, Dick Hunter, George Lumsden, Leo Robbins and Cecil Owens. During the first week the British soldiers seemed to give us a wide berth and didn't speak to us much.



One day in the mess hall when I was talking to one of them he said, "When we learned Canadians were coming we were a little apprehensive, we heard they were on the wild side and always looking for a fight. But you chaps are all right".

Growing on the hills was a lot of big black berries. So we asked the cook, if we picked them, would he make us pies; he agreed. We picked a large pail full and he was as good as his word.

We used to go to the Hare and Hounds fairly often for a drink. There were two young girls there, Doris and Gladys. Leo Robbins got friendly with Doris. It soon became apparent to the rest of us that this was quite an advantage at closing



time; we had to leave but Leo was invited into the back room for another couple of hours of free drinks.

One night on the way back from a pub-crawl, singing and making a racket, we told Dick Hunter he couldn't climb the utility pole. Dick was about half way up when a friendly Bobby arrived on the scene and said "All right chaps, down off the pole and on your way."

When the British Regiment was tapped for duty in North Africa we were on such good terms with them they asked us to go with them. However we didn't relish the idea of being declared deserters from the Canadian Army.



While here I married an English girl and at that time arranged for a room with an English lady named Kathy. She asked me if I had any laundry that needed doing. It so happened I never washed my socks; I just kept buying more from Quarter Master stores. So I had accumulated a whole kit bag of dirty socks which I gave to Kathy. The next day when I arrived it was

quite a sight to see a whole line of socks swinging in the breeze. I was never asked for laundry again.

We went to Dog 4 by the gasworks and joined another group of Canadians. One night when we were in action, one of the guns had a premature muzzle explosion. One of the British gunners was killed and shrapnel pierced our Nissan Hut severing a clothes-line hanging about head height. The off duty people in the hut were laying down in their bunks at the time which probably saved someone from getting hurt.

Most of the sites now had 15 or 20 Canadian Radar Operators on them and a group of us were sent again to Dog 1. On arrival the hut was cold. A dozen British were already there, so we asked them why there was no fire, to which they replied "not until 4 o'clock". Dick Hunter and I went to the wooden bunks and removed the single board at the head of each one and we got the fire going. We realized the wood would not last long. So that night, Dick Hunter and I took off at about midnight with two coal sacks and headed for the coal pile. The coal pile was behind the cookhouse and was surrounded by a fence with barbed wire around the top. Dick stood against the fence and I went up from his cupped hands, to his shoulders then to the top of his head and over the fence and started filling the bags. I finished one and

threw it back over the fence while keeping an eye on the cook working in the kitchen. The second bag was half full when I heard the officers' car returning to the site. Since we were in their parking spot, I yelled to Dick, threw the bag over the fence and got down the same way I got up. We slung the bags over our shoulders and ran for the hut. As we burst in the door, breathlessly, the others asked what was wrong. Quick as a wink Dick replied, "The guilty flee when no man pursueth".

The power plant for the radar sets was a 3-cylinder diesel. It was very reliable but had to be hand-cranked at a fair speed to get it started. In winter, this was a chore and a half even for two men on the crank handle. One day we had a new Cummins electric-start generator delivered as a replacement, and we were all instructed on the proper starting procedure. This involved setting the throttle, pushing the start button and when the motor was running at proper speed, pushing another button, which transferred power to the set. This button was located dangerously close to a whirling fan blade. We were cautioned as to the dangers of being careless in pushing the second button. At about 2 a.m. the siren sounded and Darrell Holmes and I ran to the Cummins as we were responsible for starting it. We heard the voice of Sergeant McKenzie (sort of a miserable type he was) saying that he would start it, and as we heard the diesel roar to life we changed direction and made for the set. A few seconds later we heard a scream and loud cussing. We ran back to the generator; there was Sgt. McKenzie with his fingers sliced off. The Sgt. went to hospital and we never heard from him again. I suppose he was sent back home to Canada. He hadn't followed his own instructions on start up. The next day the orderly officer was getting the story from us at the scene of the accident when one of our boys looked down and picked up one of Sgt MacKenzie's fingers.

We spent some time at Dog X on the football field in the valley. It was an experimental site, used primarily to try and pick up aircraft from low points. The British troops wanted us to play football with them. They were soon very sorry as we bulled right through, hitting everybody that was in our way. They complained we were too rough. They were the better players and had more finesse than us. However we had a good rapport with them despite our lack of field decorum.

We moved up to Dog 2 by St. Margarets Bay and were on this site when the city of Canterbury

was bombed. During the day Focke Wulf 190s came over the site to harass us and fire on the site. They flew so low the 3.7 guns couldn't get a low enough trajectory to fire at them. An officer called for small ammo, but with cannons strafing, the enemy planes were long gone before the order could be carried out. Ironically, the only building that suffered any damage that day was the officers' mess. We were lucky there were no personnel casualties.

Cec Rowe's Memoirs

By Cec Rowe

A school friend I grew up with, Fred West, and I enlisted in the Army together and because of an aptitude test, we were asked if we would like to join a new Unit being formed: 1st Canadian Radio Location Unit, which was later to be known as 'radar' and used for the tracking of aircraft.

We were in North Bay for three weeks after reporting on January 8th, 1942. We were then shipped to Debert, NS. where an outbreak of mumps kept us quarantined for six weeks. Those of us that didn't contract the mumps were confined to barracks and spent our time boxing and playing cards.

Finally on March 13th at 3 a.m. we were called out and entrained to Halifax where the Empress of Canada was waiting in dock for us. Already on board were two English Regts that were on their way back home to the UK after completing garrison duty in the West Indies. The two regiments were "The Queen's Own Cameron Highlanders" and "The King's Own Shropshire Light Infantry" (or as they referred to themselves: "The King's Own Silly Little Idiots"). Not many of the men of the King's Own were much over five feet tall while the Camerons were all husky Scots.

The trip across the Atlantic was uneventful and took ten days. Accompanying us was the very slow and decrepit "Orbita". For the first three days two American destroyers escorted us and when we heard

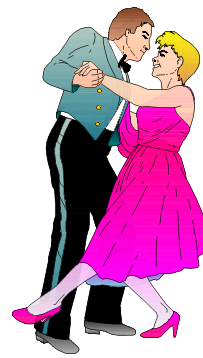


the echo of depth charges were told the destroyers had got themselves a U-Boat.

During the next four days we were without escort and zigzagged our way across the Atlantic. One night while on guard duty I observed a red light in the distance and asked a sailor what it was. He told me it was "Iceland".

The next morning a friendly plane met us, and soon after, two British destroyers escorted us to the mouth of the Clyde River. It was a bright, sunny day and it seemed we were surrounded by warships. Shipbuilding was going on both banks of the Clyde and the Camerons on board played their bagpipes with joy. It took us most of the day before we were tied up in dock.

We were then put on a train and told to keep the curtains drawn until we arrived at Bordon next morning. We spent a few weeks here.



One night George Potter and I decided to go to a dance in Petersfield. When we left the Dance Hall we were informed the last bus had already left. It was raining as usual, but we had our rubber ponchos with us. We found a public toilet that was open and each took a cubicle, spread some newspapers and squatted down with our wet ponchos and tried to sleep. We were cold and the night seemed to last forever. In the morning when a Bobby discovered us, he said we could not stay in the toilet and that the buses would soon be running.

From Bordon we were taken on strength at Yeovil, Somerset, to train on the new Canadian Radar set. Yeovil was a basic training camp for the British; recruits were treated with little respect. The Canadians were an independent lot and did much as they pleased with their free time including staying out past camp curfew. A humorous incident occurred one day. All 250 of us were called out and lined up on the Parade Square while a local girl and her father walked past each soldier. It didn't take long for the rumor to start, that she was looking for the father of her unborn child. She stopped in front of the most unlikely guy in the outfit, Albert Whyard, a little man who was never known to bother with girls. The truth of the matter was that the girl and her father operated a second-hand shop; Albert had either

bought or sold an iron that had apparently been stolen.

When we completed our training there were no operational sets available to us. So we were sent out in teams of five to the British Artillery Regts. Dick Hunter from Kirkland Lake, George Lumsden from Elmsvale, Leo Robbins from Orillia, Cecil Owens from Maidstone, Sask. and I (Cec Rowe) made up one team and were sent to Dog 1, a gunsite on the cliffs of Dover consisting of a radar set and four 3.7 anti aircraft guns. Owens was married and fortyish so we called him 'major'. (When we went across to France in '44, Owens did not go with us. I gave him three full kit bags of my accumulated goods).

On this site we had quite a few alerts. Enemy planes would come over, shoot down a barrage balloon and run for home. The barrage balloons were attached to winches and strategically placed to prevent low-level attacks on Headquarters in Dover Castle. They proved to be quite effective.

We picked up the blips of most planes unless they were flying too low. The fighters usually came in over the wave tops; we didn't know where they were until they fired on us. Our 3.7 guns were quite accurate up to a range of 30,000 feet and except when they dropped a bomb on us or took a photograph of the area, they stayed well out of range.

Out in the fields, wooden poles were placed in such a way that, from the air, they would look like 15-inch coastal guns. The Germans had three batteries of guns; one at Calais, one at Cap-ne-Gris and one other site. They shelled Dover much of the time causing a fair amount of damage. The truth of the matter was that the British had only two 15-inch gems at Dover. One gun was out of action most of the time. When the one ton shell was fired it created so much heat the barrel of the gun would droop. They were used mostly to fire at enemy ships in the channel.

One day while Dick Hunter and I were on the waterfront, we decided to get tattoos. Although the Army did not care, if the tattoo became infected and you reported for sick parade you would be charged with S.I.W. (self-inflicted wounds). Howard Thomas, on a neighboring site, had a red rose and the name Rose, after his girl friend, tattooed on his arm. He eventually broke up with Rose and married a girl named Sylvia. Sylvia insisted he have the tattoo removed. The removal of a tattoo must be very painful, as it is no pleasure having it put on in the first place.

From Dover, about twenty of us were sent to a site just outside Salisbury. We slept in Bell tents with every three Bell tents covered by a Marquee. One

night I planned on being late so I made up my bed with a kit bag and a blanket so it would look like I was in bed. While in town I met Moody and Fraser and told them what I had planned. On returning to camp, Moody got into my bed to save mussing his own. (He was a very lazy person). During a midnight bed check, Moody told them the empty bed, his own belonged to Rowe. Another time while we were both on guard duty he did not get out of bed to relieve me when his turn came and I ended up doing a double shift. I did not turn him in. However I did get my revenge on Moody in a boxing match. I was put on charge for not being in by midnight. The Capt said he didn't know what he was going to do with us Canadians and for punishment gave me a day cleaning up the gunsite.

We were sited next to a farm that had about a dozen Italian prisoners-of-war farm workers. Although they were supposed to be working, they spent most of their time lying around very close to the radar set, which at that time was very secret. An officer, who had also become aware of the habit of the POWs, suggested I go down and guard the set. I put on my helmet, snapped the bayonet in position on my rifle and took off. The Italians saw me coming; it was amazing to see how fast they jumped up and started to work. This was one case when the bayonet was stronger than words.

I was at Dover during the Dieppe Raid (mostly Canadian troops) which, as history records, was a disaster in terms of loss of life. We could hear the explosions and see the smoke over the channel and were alerted to watch the sea for survivors. However we were a bit far away for that. Christmas of '43



spent at Salisbury and a civilian family invited four of us for Christmas dinner. The house was about a mile away and we were to wait for the teen-aged son who would guide us to his home. While waiting we had a beer at the pub across the road and someone passed around a cigar. I am a non-smoker and foolishly took a few drags. The boy arrived and said we should hurry so we took a short cut through the fields. We came to a stream about fifteen feet wide. We four soldiers

jumped across landing a couple of feet short of the far bank. Since we were used to mud and water we took it in our stride. The young lad balked and said he couldn't jump over. We encouraged him and suggested he take a running start. He did; he landed smack dab in the middle of the stream landing on his rear end and got completely soaked. His mother was very annoyed. With all my running, the cigar and the ale, I was sick as a dog. I ended up in bed and never did have dinner. After apologies to the lady of the house I vowed never to do that again.

After a few months at Dover, we went to St. Leonard's, then to Hastings on the coast. We were given billets in a beautiful big house that was being vacated by the ATS. These girls manned the plotting room and we got to know them quite well. Leo Robbins married Muriel and Gord Taylor married Alma. I think there were a couple more, but I can't remember the names.

We had a good time here and the Yanks were arriving in big numbers. One night at the Bo Peep Pub, after a lot of dickering, one of the Americans traded me his Eisenhower jacket for my battledress tunic and ten bob. On my way back to barracks a couple of British MPs spotted my half uniform, but before I landed in trouble, two ATS I knew, came along, vouched for me and took me home. Another problem was the half dozen British soldiers behind us making derogatory remarks. I can credit the girls with saving me from a six on one fight.

The first buzz bombs came over one night when Robbins and I arrived back from the pub. We got our rifles out and fired at it not knowing even what it was. The buzz bombs came over at about 400 feet and were basically a large stovepipe, jet propelled and filled with TNT and fuel. When the fuel ran out, the engine quit and it fell to ground as a bomb.

We returned to HQ to prepare for our move to the continent and my 10 days leave. Three days later a telegram arrived telling me to report for duty. Since I hadn't had leave for eighteen months I ignored the message. This was the last time I would see Robert until he was 16 months old. When I arrived back at HQ the unit had left. The officer in charge asked me if I had received a telegram. When I answered in the affirmative, he said I was the only honest man; a dozen others had said they did not receive a telegram. I asked the officer to send me over where my friends were; he replied my friends were where he sent me. I had to put in a week's kitchen duty before I was shipped over. I spent 24 hours on the boat before landing at Ostend, Belgium. I went from there to

Utrecht where I was billeted in a large military barracks. This town had only recently been liberated from the Germans. I was sent next to Dieppe to escort a lot of our own SIWs back to the line. I also served as a guard with the Regina Rifles at a hydroelectric generating plant in the Wahl canal in the Scheldt. After spending all night on guard duty another guy and I went to bed in a thin-walled barracks. This generating plant burned coal that was supplied by the barges that plied the canal beside us. The outside wall where we slept was almost all glass. Just as we were dozing off I heard a buzz bomb motor shut off and then heard the familiar whistle of a falling bomb. I yelled at the other guy to hit the deck. When it hit glass was showered everywhere but we were unscathed. The two guards who had taken over from us had hit the dirt; when they got up their faces were ingrained with coal dust. They looked like Negroes. The bomb had hit the edge of the canal and damaged a barge. A little girl about 6 years old was carried out covered in blood. They had no bandages or medical supplies in the plant. So we gave our personal field dressings to their first aid man. It was mostly surface cuts and the little girl was OK. The twenty of us had committed a NO-NO as personal field dressings were to be used only if you were hit.

After 6 weeks here I was finally sent to the 2nd HAA which, at the time, had been converted to field artillery and infantry support and with a Czech tank Regt surrounded the town of Dunkirk. I was responsible for maintaining the generating unit for light and power.

There were 2 guys in the outfit who were excused from duty. They had a truck at their disposal



and each had a pistol and a knife hanging from his belt. They were cattle rustlers who would go out every few nights and steal and slaughter a cow or occasionally a pig. If any live fowl were found they too were brought back and kept in the cook's pen of liberated chickens and ducks. These birds would be cooked and served for our

Christmas dinner. Everybody was in on it including the officers. We were eating very well.

The problem was that those two guys were free to do as they pleased and they took advantage of the situation. They sold meat on the side as well as gasoline and other War Department items, and lived in style with a couple of girls in Lille.

The shit hit the fan between Christmas and New Year. The battery wanted chicken for New Year's Day dinner. So these two approached a farm in broad daylight and demanded 12 chickens. On the way back to camp they stopped at a roadside cafe and asked for a bottle of booze. When the owner refused they pulled a gun on him. Unbeknownst to them, a British MP was standing in the corner. He quietly slipped out and made note of the truck numbers. When our two rustlers left, the MP followed in hot pursuit. As they roared into camp, our two rustlers flung chickens out, hoping someone would hide the evidence from the MP.

The way the story goes these two were put on 'Open Arrest' meaning they stayed in camp but had no duties. The rest of the battery still had to do their jobs. We were later visited by a Colonel who lectured us on the evils of stealing from an Ally. Since no date was set for their trial, we believed, because the Officers were somewhat involved. The war was heating up again and we moved to Nijmegen for the last push. As we entered Germany, the rustlers went into the cattle rustling business again. This time there were no complaints. When the war ended in Europe on May 8th, 1945, the two were offered amnesty if they would volunteer for the Far East. They were flown home; the war with Japan was over in August. These two paid no penalty for their misdoing and were home 5 months before the rest of us, which seems to prove that "CRIME DOES PAY".

I was a member of the advance party for the trip to Holland and on the way we stopped at Arnhem. Arnhem was the scene of an airborne disaster. Allied airborne troops landed 90 miles behind enemy lines, in a minefield. The area was strewn with damaged gliders. Shallow graves had been dug for the dead paratroopers, but in their haste, their 'chutes had not been buried with them, or even cut loose. The 'chutes served as grave markers.

We were on the move every day. As we reached Cleve the truck ahead of us was hit with shrapnel and our cook was hit. At night our artillery shelled Emmenich, across the Rhine, while our engineers constructed a Bailey Bridge on shore. When the bridge was finished it was swung across the Rhine and the tanks and infantry advanced into Germany. Our next stop was the Seigfreid Line, very impressive array of

concrete fortifications complete with a 'line of washing'.

Another time I was detailed to investigate an enemy tank reportedly coming down the road. Armed with a Sten gun I set off, reminding myself that using a Sten gun on a tank would be like hitting an elephant with a fly swatter. Luckily for me the tank had been taken out of action before I got to the position.

From this point we headed back to the British 51st Highland Division in the Hochwald Forest. By the time we arrived the Germans were out of range. So some of us went foraging. We picked up enemy weapons and ammunition and fired them. The Germans were so short on supplies they sent patrols out looking for these weapons and ammo.

We stayed on a farm where all the boys came down with a bad case of the runs. The culprit, we believe, was freshly killed beef that had not had a chance to age.

Again, I was sent on an "advance party" and when we got too far ahead we pulled off the road to let tanks go by. My buddy volunteered to stand the customary guard. While I watched from the truck I noticed a wire dangling from a hydro pole onto the road between my buddy and the tanks. The tanks were running over the wire and it was dancing around. I jumped out of the truck and informed my buddy to beware of the danger; if the wire got caught up in a tank track he would probably be flung into the tracks and churned to mincemeat. We stepped behind the wire just as a tank picked up the wire, it snapped under my jaw. I remember flying through the air but feeling no pain. While I was lying on the road, the tanks passed dangerously close to me. Since I had no sensations, I thought I had been beheaded and that was what it was like to die. Two soldiers happened by and picked me up just as the circulation started and I felt a searing pain in my neck. I expected to see blood but they said all I had was similar to a rope burn. Luckily the wire did not catch me across the throat but under the chin near my ear. I had a very large scab and was unable to shave for quite a while.

We arrived in Oldenburg in the midst of a tank battle. One of our officers was relieving himself and was fired upon by a group of Germans and was wounded in the heel. The point to this story is that 55 Germans surrendered to him. The Germans, most very young and very old just didn't have the heart for any more fighting. That's probably why the war in Europe ended the next day.

Our regiment was assigned control of a POW camp and we escorted 5000 SS troops into their own compound. Their 200 horses were turned over to local farmers. This particular camp, in Holland, was a large compound fenced in by a high barbed-wire fence. It had a control tower and 12 guard posts around the perimeter. It was badly overcrowded and drinking water was scarce. In desperation the Germans tried digging their own wells only to become ill from decontaminated water.

A horse and wagon was detailed and filled with empty 45 gallon drums for water. A POW was detailed as driver and me as guard. This German POW spoke very good English and said to me that if the Canadians had been on the side of the Germans they could have cleaned up the world. He probably meant it as a compliment to our fighting prowess but coming from a man whose country lay in shambles, I thought it was very arrogant.

Shortly after this, I was assigned to the 11th Field Battery from Hamilton for a posting home. Here I met Laurie Bradley who was with the RCHA in Italy and Frank Elliott recently from England as reinforcement. We camped near an airport and spent the summer hitchhiking around Holland, visiting big cities such as Amsterdam, Rotterdam and The Hague.

In September we were shipped to England and we got some leave. I took Laurie to Hastings and Blackpool and I saw Peggy's Mom and Dad for the



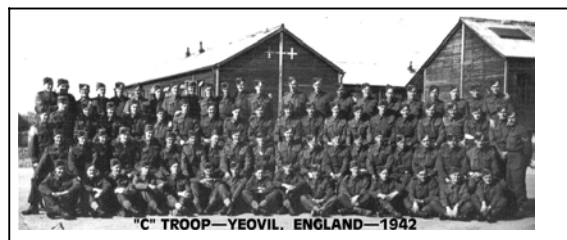
last time. Peggy's Mom was dead set against drinking but her Dad wanted to take me on a pub-crawl to meet his friends. On the way home he remarked on my ability to hold my drink so well. When we got home I just managed to get to the bathroom where I was sick as a dog.

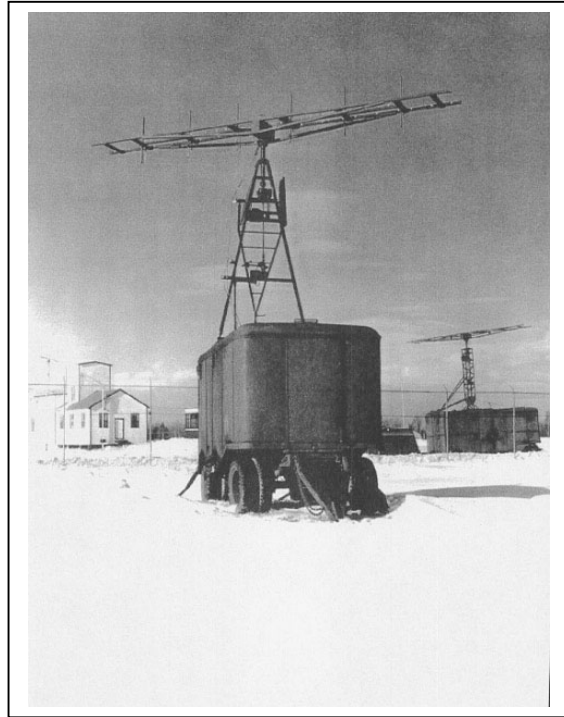
In October we boarded the Nieuw Amsterdam and sailed for home. On arrival in Toronto, we were marched up University Avenue and stood on parade while some windbag gave an unwanted speech. Friends and relatives that were on hand broke it up by breaking into ranks.

It was a great feeling to be home after being



*Bill Roy, Lorne Phillips, Sadie Hawkins,
Squeak Thompson, Ches Hulsman, Dick Hunter*





RADAR, A.A. No. 3 Mk I (GL Mk III (C) A.P.F.)
(right)

Data Summary

Purpose

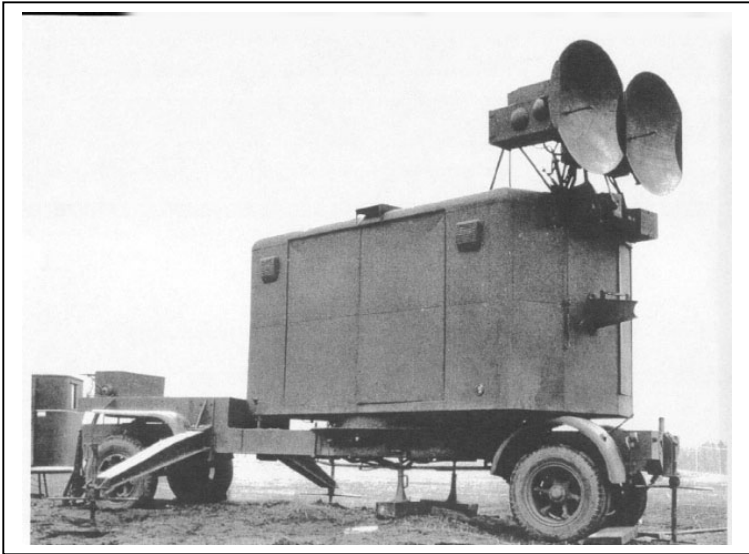
Mobile equipment for providing accurate and continuous measurements of range, bearing and angle for fire control of H.A.A. artillery.

Description

Four-wheeled trailer with steel and wooden rotatable cabin. Paraboloids and dipoles mounted on steel frame-work, lowered for travelling. I.F.F. Mk III (RC-148) for, and Presentation Unit (P.P.I.) of, radar A.A. No. 4 Mk I mounted on and in cabin.

Physical Data

| | | |
|------------|------------------------|-----------|
| Weight | (without I.F.F.) | 10.5 tons |
| | (with I.F.F.) | 11.0 tons |
| Height | Operational: | |
| | Without I.F.F. antenna | 15' 6" |
| | With I.F.F. antenna | 20' 2" |
| Travelling | | 10' 7" |
| Length: | Operational: | |
| | Without I.F.F. antenna | 25' |
| | With I.F.F. antenna | 28' |



RADAR, A.A. No. 4 Mk I (GL Mk III (C) Z.P.I.
(top right opposite page)

Data Summary

Purpose

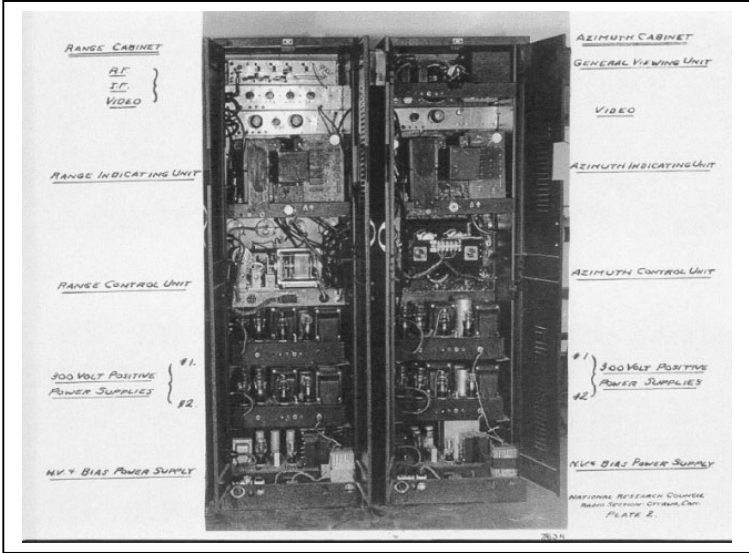
Mobile equipment for early warning of aircraft to indicate the approximate range and bearing to Equipment, Radar, A.A. No. 3 Mk I (GL Mk III (C) A.P.F.)

Description

Four-wheeled trailer with steel and wooden cabin for Tx. and Rx. Rotatable aerial array mounted on steel framework, collapsible for travelling. Presentation unit mounted in radar A.A. No. 3 Mk I cabin.

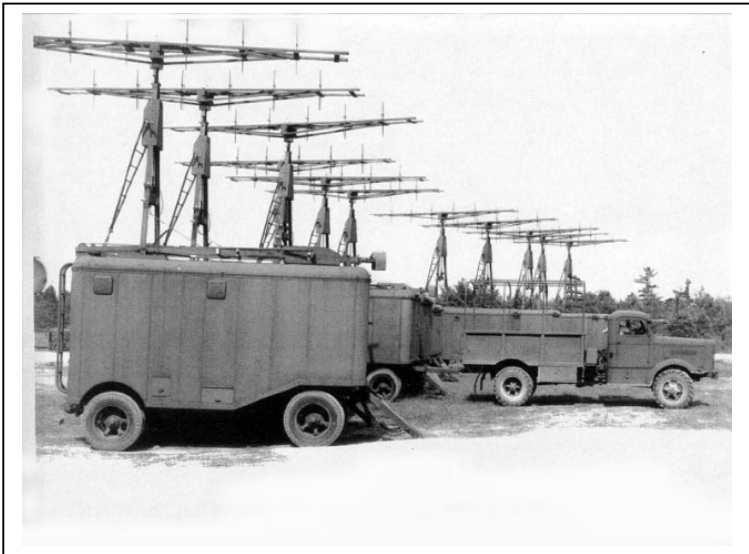
Physical Data

| | | |
|--------|-------------|-----------|
| Weight | | 6.45 tons |
| Height | Operational | 25' 6" |
| | Travelling | 10' 8" |
| Length | Operational | 20' |
| | Travelling | 20' 9" |
| Width | Operational | 7' 8" |
| | Travelling | 7' 8" |



Right

Ten ZPIs being readied for shipment overseas



The Final Chapter!

By Lorne Phillips (with help from Pat Phillips and Cec Rowe)

In early 1993 word came to us from England of plans that were under way for a celebration in Dover that would mark the 50th anniversary of the cessation of the big guns at Calais representing peace at last for Dover. This celebration would be known as "Frontline Britain 1994".

Members at the CRLU Annual Reunion in Peterborough voted to have our 1994 reunion in Dover, England. More than 50 people (members, wives and children) were signed up at that time.

That was the beginning of a year of planning and the gradual buildup of anticipation and excitement. Cec organized air transportation from Toronto to Gatwick Airport and bus transportation to and from Gatwick and Dover, booked rooms and organized vans to get us to and from major events. When the original hotel "fell through" in the face of the Euro-tunnel, Cec re-booked another hotel. And all through the year Cec maintained contact with the organizers in Dover regarding events, tickets and so on and kept all of us up to date with plans, changes and other information as it became available. Cec Rowe and I worked on CRLU crests and jackets. Scotty Calder supplied berets. Ray Smith made and donated our Unit flag and flagpoles, Roy Rhyno, the Canadian flag and Reg Crockett the carrying pouches. The rest of us dreamed of visiting old "haunts", shopping, sightseeing, genealogical research and parades.

By the time we were ready to leave Canada on September 23rd, 1994, our count was down to 45. Following is the roll call:

Al Arola
Jim & Barb Bellis
Harold Bernstein
Harris & Rita Bernstein
Tom & Sarah Bishop
Harvey Bullock
Reg & Olive Crockett
Sandra Crockett, daughter of Reg & Olive
Harry Fogel
Bob & Audrey Grant (2nd HAA, 1st Bty)
Ed & Anna Harding
Jim & Betty Hogan (2nd HAA, 8th Bty)
Keith & Jean Kennedy
Harold & Pat Law
Gord May
Charles McGregor

Jack Parsons
Harold Parsons, son of Jack Parsons
Lloyd & Gwen Perry
Lorne & Pat Phillips
Roy & Terry Rhyno
Leo & Muriel Robbins
Cec & Dorothy Rowe
Ray & Iris Smith
Okill Stuart & Veronica (14th Bty, RCA)
George Tschirhart
Darrell Tschirhart, son of George Tschirhart
Al Visentin
Albert Whyard

We gathered at terminal 1, Pearson Airport, Toronto three hours before flight time which was supposed to have been 2345 hours but was delayed, because of mechanical problems, for an hour and a half. We finally boarded the B757 that, with a three and three seating configuration had the narrowest seats ever. Whether you had an aisle seat or a window seat, you had no more elbowroom than the poor fellow did in the center seat, to say nothing of the lack of knee space. By the time we arrived at Gatwick (seven hours later) we were not "happy campers". Neither was the bus driver who had been waiting two hours for our arrival. However, after we found our bus we went on our merry way to "Hellfire Corner". A quick and well-organized check-in at the Gateway Hovortel on Snargate Street and we started to loosen up a bit.



Leo Robbins, Gladys, Doris, Cec Rowe

Various activities kept most of us quite busy: a reception at Town Hall, a parade involving RA Honor Guard, RA Band, RAF, Army, veterans from Canada, USA, Australia, New Zealand, Czechoslovakia and Britain and civilians who also wore the "Frontline Britain 1994" Medal. Ferry and Hovercraft trips to Calais, lunch at the Castle, a tour of the wartime underground facilities at the Castle and numerous side trips were topped off with an excel-

lent re-union dinner at the Cinque Ports Yacht Club. However, we started our week on Sunday morning with what I can only call the “bedroom shuffle”. Pat wanted a shower; someone else wanted a tub; Charlie McGregor wanted space for his suitcase; I wanted a space to set my gin and mix; and no one yet knows what it was that Roy Rhyno wanted. Anyway, after breakfast and with David’s timing and co-ordination, five or six of us changed rooms.

The Dover Town Hall, a wonderful old stone building and historical site in its own right, was the location of Sunday’s “Frontline Britain 1994” reception, which, after the fact, received mixed reviews. Some of us, who managed to find seats at a table, were able to chat comfortably with friends and/or new acquaintances. The wine and tasty buffet didn’t last long or stretch quite far enough. The Mayors of Deal, Sandwich, Folkstone and Dover each said a few words of welcome. And although Vera Lynn was not able to attend in person as planned, the strains of her recording “The White Cliffs of Dover” started both tears and the dancing. Still tired from travelling, we headed back to our hotel in early preparation for the next day’s parade.



Pat & Lorne Phillips

Parade Day!

Monday was the day that we, as a group, remembered:

Where we were; What we were doing; Those we were with; Those who didn’t come home 50 years ago; Charlie Clements, Dick Hunter, Scottie Calder and others who didn’t make it to Dover; Art Inkpen and Norm Carefoot who didn’t make it through to 1994.



Old warriors on parade—Dover 1994

It was also the day we proclaimed who we are. Canadians marching as a unit again, gray slacks, blue blazers, maroon berets, shining medals worn with humility and our own Canadian and CRLU flags held high. The applause and gratitude of Dover’s townsfolk and the pride of our wives have made for new and cherished memories.

Following the parade and commemorative service, the participants, dignitaries, family members and spectators, totaling several thousand, were bused to the top of the Cliffs, to the Duke of York School, for box lunches and continuing festivities. All in all, it was a wonderful day, sunshine within and without.

Wednesday at Dover Castle too, was most enjoyable and interesting. The Canadian Forces hot buffet luncheon was ready when we arrived and the thirsty sightseers welcomed the cash bar. The mutton stew over rice was not to everyone’s liking. Nonetheless, lunch was well organized and hot, the company was fine and the “Knight’s Passion” cake with ice cream was sinfully wonderful. Following coffee and the Commander’s short speech, all were invited to meet at the entrance to the more than three miles of underground tunnels in the cliffs that, during war-time, comprised Command and Communications Headquarters. While we toured only about one half mile of tunnels we did see a good sample of conditions as they existed for the more than 500 personnel who worked there and were sometimes housed for extended periods of time. The shoppers in our group had an opportunity to browse and/or buy in the small but well-stocked book and gift shops on site before the vans arrived to return everyone to the hotel.



On Thursday morning, while most of us finished our “English Breakfasts” or lingered over a second cup of coffee, an almost speechless, but obviously excited Harold

Bernstein, rushed in clutching the morning’s edition of The Dover Express. It rapidly became apparent as Harold circled the room almost incoherently, that the ¼ page full colored picture on the front page was that of Harold Bernstein on parade. While we shared his pride and joy at being selected for recognition, it was the short accompanying column describing his difficulty and determination to parade with his difficulty,

determination to parade with his comrades, that brought tears to the eyes of many of us. That picture was the only one with Canadian content. As an aside only, it was not much later in the morning when we saw Harold in the town's center square with an 8" bundle of The Dover Express, carefully tied up in preparation for the trip home. His feet still, were barely touching the ground and his smile was a wonder to behold.

Our 1994 CRLU banquet was held on Thursday evening at the Cinque Ports Yacht Club, thanks to Sandie Peters who made most of the arrangements in conjunction with Cec. And what a banquet it was! Following the meal of roast beef, Yorkshire pudding, baby carrots, broccoli, boiled potatoes and gravy, with red and white wine for those who wanted it, we "finished" with apple pie and coffee. Leo, our President, welcomed one and all and led a toast to the ladies and Muriel, on behalf of the ladies, returned the toast. Cec gave his annual "State of the Club" address, welcoming this year's guests and, in the final analysis, agreeing to lead the club for yet another year. Lloyd Perry presented Cec with our token of appreciation for the years of work he's put in to keep the club running smoothly and efficiently.. Then Brian Newcombe, chief photographer for The Dover Express, put the icing on Harold Bernstein's cake by arriving with a framed copy of Thursday's front-page picture for him. This was a miracle in itself as it was past noon before the request for the picture was made. Brian very graciously agreed to take our group pictures while there. As usual, it was difficult to end the evening knowing that some of us might not make it to next year's reunion.



***Hovercraft
Tower
Calais, France***

For Friday, the French had planned a parade and reception in Calais. The all day special package included the ferry trip to and from Calais. What the organizers had failed to tell us, in advance, was, that these plans were intended as a commemoration of the Canadian liberation of Calais along with the silencing of the "big guns". So, many of us, who preferred a somewhat less strenuous day for our last full day, made other plans. So on Thursday when the French



realized that their "honored guests" might not be present to be so honored, an appeal went out to our group to have as many

as possible participate in the day's festivities. And a number of our fellows and their wives did just that. The rest of us can only hope the French did the right thing by them.

And then there were those days or chunks of time for which there were no pre-arranged group activities. Those were the times that the shoppers went shopping, the history buffs hit the "White Cliffs Experience" and Dover museum, and some like Leo Robbins and Cec Rowe renewed old friendships at the Hare and Hounds. Albert pursued newly formed friendships; Pat Phillips found a delightful ninety-nine year old, before unbeknownst, grand-aunt; and some of us took the hovercraft to Calais and/or headed for Canterbury by taxi, train or bus. Lorne got his picture of the Fallstaff Hotel in Canterbury for Dick Hunter; Cec revisited gun sites; Okill Stewart got to Calais. The rest of us used this time to recoup waning energy, to doctor aches and pains and catch up on daily diaries and/or postcards home. This was the time too, to sample the local hospitality and friendliness of the townsfolk. In other words, we hit the pubs and restaurants, for example: the Arlington, known as the smallest pub in Kent and the Mogul House, perched on a hill and therefore easily missed, the fish and chips shops and the Topo Gigio, a lovely Italian restaurant close by.

All too soon it was time to pack bags and ready ourselves for the journey home. It had been a week of laughter and tears, pride and pain, pleasure and frustration, amazing coincidences, new and renewed friendships, incredible hospitality, and memories revisited, a week that we at least, will not forget. Some headed back home but many took advantage of the location to stay on and visit friends and family and/or see more of Britain and Europe.

With a lump in the throat and a teary eye we said our good byes to those staying on, the staff of the Hovertel and our wonderful hosts, David and Sandie Peters. The bus returned us to Gatwick Airport where we had a few hours' wait to board our infamous B757 for the trip home. This time a congenial crew who bade the CRLU a special "farewell", and the knowledge that at the end of this journey we would

bathrooms at home big enough to change our minds in, made it all worthwhile.



The Final Final Chapter?

Pat and Lorne Phillips

This year, 1995, is the 50th anniversary of the liberation of the Netherlands. And in April and May of 1995 the Dutch people opened their homes, hearts and pocketbooks to veterans who had in any way participated in their liberation 50 years ago. Not only had they not forgotten their “debt”, they kept the memories and gratitude alive through their children.

So, on Wednesday, April 19th, 1995 a limousine picked us up in West Hill to take us to Lester B. Pearson Airport and the start of what was to be an exciting and heart-wrenching three weeks.

Our first ten days were spent aboard the MV Holland cruising the Rhine River from Amsterdam to

*Lorne and Pat Phillips
fulfill a promise and
toast the Lorely Rock
on the Rhine River*



Rudesheim, Germany and back to Cologne. Our travelling companions included Brigadier-General Maxwell Clarke and his wife, Madelaine from Peterborough, the Kennets from Gravenhurst and Antonio from Montreal among others, most of whom were fun to be with.

For the most part we sailed during the morning and moored in a new location early enough in the afternoon for several hours of exploring, shopping and/or sightseeing. Several tours were included in our trip like a canal tour of Amsterdam, a tour of the Peace Museum in one of the remaining Remagen Bridge Towers and a wine tasting tour in Rudesheim. Even so, we walked a lot, exploring the “old town” of many of our stops, absorbing the atmosphere, photographing the architecture and gasping at local prices.



Spectators at the Apeldoorn Parade

Highlights of this part of our trip would have to include the nasty colds we caught in the first few days and that lasted until we got home, Ahrweiler, a medieval walled town nested in the vineyards near Remagen, sailing past and toasting the Lorely Rock, the flowers in bloom everywhere, the gourmet meals enjoyed daily, Ane, our Eskimo waitress, Cologne by night, the Cathedral and the many river sights.

On Friday, April 28th, 1995 we started the second and most emotional half of our trip. This was the day we were welcomed into the home of Ineke and Peter Schrauwen in a small village called Bussum near Apeldoorn. Frankly we don't know how to describe the level of warmth and generosity that we experienced. What we do know from speaking with other veterans and guests billeted all over Holland, is that we all felt the same way.

Ineke and Peter shared many of our own interests like walking, computers, gardening, red wine and good wholesome food. So we felt at home quickly. We ate outdoors on the patio whenever possible and walked a lot—down to the Bussum market, through and around the museum, grounds and gardens of De Hoge National Park, over heather, and an afternoon tour of Amsterdam. They took us to their favorite Indonesian restaurant, to meet their daughter and to the Music Box Museum in Utrecht. They pampered us and worried about us. They talked to us and with us and shared some tears.

Again there were pre-arranged activities, two of which were by far the emotional "highlights" of our stay in Holland.



Canadian 'liberators' on Parade in Apeldoorn

The first was the National Parade in Apeldoorn. Lamp posts, balconies and buildings were decorated with streamers, balloons and "Thank you" signs. People used every available means to gain some elevation in order to see the veterans on parade—ladders, bus shelters, trucks, cars and balconies, street planters, cafe tables, fence posts and shoulders. Old women kissed their liberators, children gave out candies and flowers and the crowds lining every inch of the 3 Km. route chanted, sang and clapped as the many veterans passed by. The outpouring of gratitude was unanticipated and absolutely overwhelming. A parade that started out three abreast finished single file because of the pressing crowds.



Ceremonies at Groesbeek Cemetery, Holland

The very next day we were bused to the Groesbeek Canadian War Cemetery for one of the two Commemorative Services. And this day is still difficult to talk about. The memories—of the Honour Guard, immobile for 80 minutes, of wreath after wreath placed, of Smokey Smith, V.C., of row after row of white stones marking the graves of such youthful soldiers, of the humming of the crowd, of the Last Post, of well known hymns of praise and pleas—will ever be with us.

The emotional roller coaster continued the next evening with the farewell party in Baarn. And while we were ready and grateful for the music, dancing and light-hearted fun, the fellowship and finality made for more than a few teary eyes.

Well, on May 10th, 1995 it was all over; we left for home laden with gifts, many exposed rolls of film and memories to last a lifetime.

**The Dutch have not forgotten
We write this synopsis
"Lest we forget"**



***Pat and Lorne
Phillips toast the
Schrauwers,
Holland and her
people***

The Editor




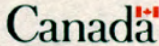
Lorne Verdun Phillips was born in Toronto, Ontario on March 22nd, 1925. He enlisted in 1941 and observed his 17th, 18th, and 19th birthdays in the United Kingdom and his 20th birthday in Eastern Holland near the German border. He served as an Operator Fire--Control with No. 1 Canadian Radio Location Unit. For the most part of 1942, 1943 and 1944 he was attached to the British Army and served on various Anti Aircraft Artillery gun sites on the South coast of England. Following D-Day he served in France, Belgium and Germany and aided in the liberation of The Netherlands. After serving for four years he returned to Canada and civilian life and was too young to be served beer or liquor in a pub. Today he is a retired printer with four sons, and seven grandchildren. He resides, with his wife Pat, in Scarborough (West Hill), Ontario



*Photo taken in Canterbury, Kent, England, 1943
The following pages contain scanned images of mementos*

| | | | |
|---|---|----------------------------------|---|
|  | National Archives of Canada | Archives nationales du Canada |  |
| STATEMENT OF SERVICE in the CANADIAN ARMED FORCES | | | |
| Name: | Lorne PHILLIPS | | |
| Service Rank or Number: | A-42470 | | |
| Branch of Service: | Canadian Army (Active) | | |
| Date and Place of Birth: | 22 March 1925 | Toronto, Ont. | |
| Date and Place of Appointment, Enlistment or Enrolment: | 30 October 1941 | London, Ont. | |
| Theatres of Service: | Canada, Britain and Northwest Europe | | |
| Date and Place of Retirement or Discharge: | 23 October 1945 | Toronto, Ont. | |
| Type of Retirement or Discharge: | Honourable | | |
| Rank on Retirement or Discharge: | Signalman | | |
| Medals and Decorations: | France and Germany Star, Defence Medal, Canadian Volunteer Service Medal with Clasp and War Medal 1939-45 | | |
| Remarks: | Nil | | |
| <div style="display: flex; justify-content: space-between; align-items: flex-end;"><div><div>31 August 1998</div><div>Date</div></div><div> Director, Personnel Records Centre</div><div></div></div> | | | |

ARC 1083-E (8/8/12)

Please note the true Date and Place of Birth: 22 March 1925—Toronto. Ont.

| | | | |
|---|---|----------------------------------|---|
|  | National Archives of Canada | Archives nationales du Canada |  |
| STATEMENT OF SERVICE in the CANADIAN ARMED FORCES | | | |
| Name: | Lorne PHILLIPS | | |
| Service Rank or Number: | A-42470 | | |
| Branch of Service: | Canadian Army (Active) | | |
| Date and Place of Birth: | 22 March 1923 | Quebec, Que. | |
| Date and Place of Appointment, Enlistment or Enrolment: | 30 October 1941 | London, Ont. | |
| Theatres of Service: | Canada, Britain and Northwest Europe | | |
| Date and Place of Retirement or Discharge: | 23 October 1945 | Toronto, Ont. | |
| Type of Retirement or Discharge: | Honourable | | |
| Rank on Retirement or Discharge: | Signalman | | |
| Medals and Decorations: | France and Germany Star, Defence Medal, Canadian Volunteer Service Medal with Clasp and War Medal 1939-45 | | |
| Remarks: | Nil | | |

| | | |
|--------------------------------|---|---|
| <u>7 December 1992</u> Date |  Director, Personnel Records Centre |  |
|--------------------------------|---|---|

APC-1083-E (08/12)

Please note the fictitious Date and Place of Birth: 22 March 1923—Quebec, Que.

1925 28th, November 1943.

DEPARTMENT OF LABOUR **MINISTÈRE DU TRAVAIL**
NATIONAL SELECTIVE SERVICE, MOBILIZATION SECTION SERVICE SÉLECTIF NATIONAL, DIVISION DE LA MOBILISATION

KEEP THIS SHEET **CONSERVEZ CETTE FEUILLE**

1925 DATE **Lorne Phillips,**
680 Markham St.,
Toronto 4, Ontario.

REGISTRAR, Division "B",
National Selective Service,
Mobilization Section,
200 BAY STREET,
TORONTO, ONTARIO.

WHEN WRITING ALWAYS GIVE THIS NUMBER → **B-371978** ← CE NUMÉRO EN ÉCRIVANT

T.W. No. M. & L.W. No.

REGISTRAIRE, Division "B",
Service sélectif national,
Division de la mobilisation,
200, RUE BAY,
TORONTO, ONTARIO.

B.T. No. B.R. & L. No.

This sheet is to be retained by you in order that you may always be aware of your Serial Number which appears above. Always quote your Serial Number and address when writing to the Registrar.

Exhibition Grounds,
Via: Dufferin Gate.
At 1:30 PM.

SEE REVERSE

AU VERSO S.V.P.

CHAIN PRINTERS LIMITED-T.W.

DEPARTMENT OF LABOUR **O. H. M. S.** **MINISTÈRE DU TRAVAIL**
NATIONAL SELECTIVE SERVICE **SERVICE SÉLECTIF NATIONAL**
MOBILIZATION SECTION **DIVISION DE LA MOBILISATION**

200 BAY ST.,
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TORONTO, ONT.

R^{No.}
371978

If undelivered or unclaimed at the end of seven clear days from date of posting, return to above address.

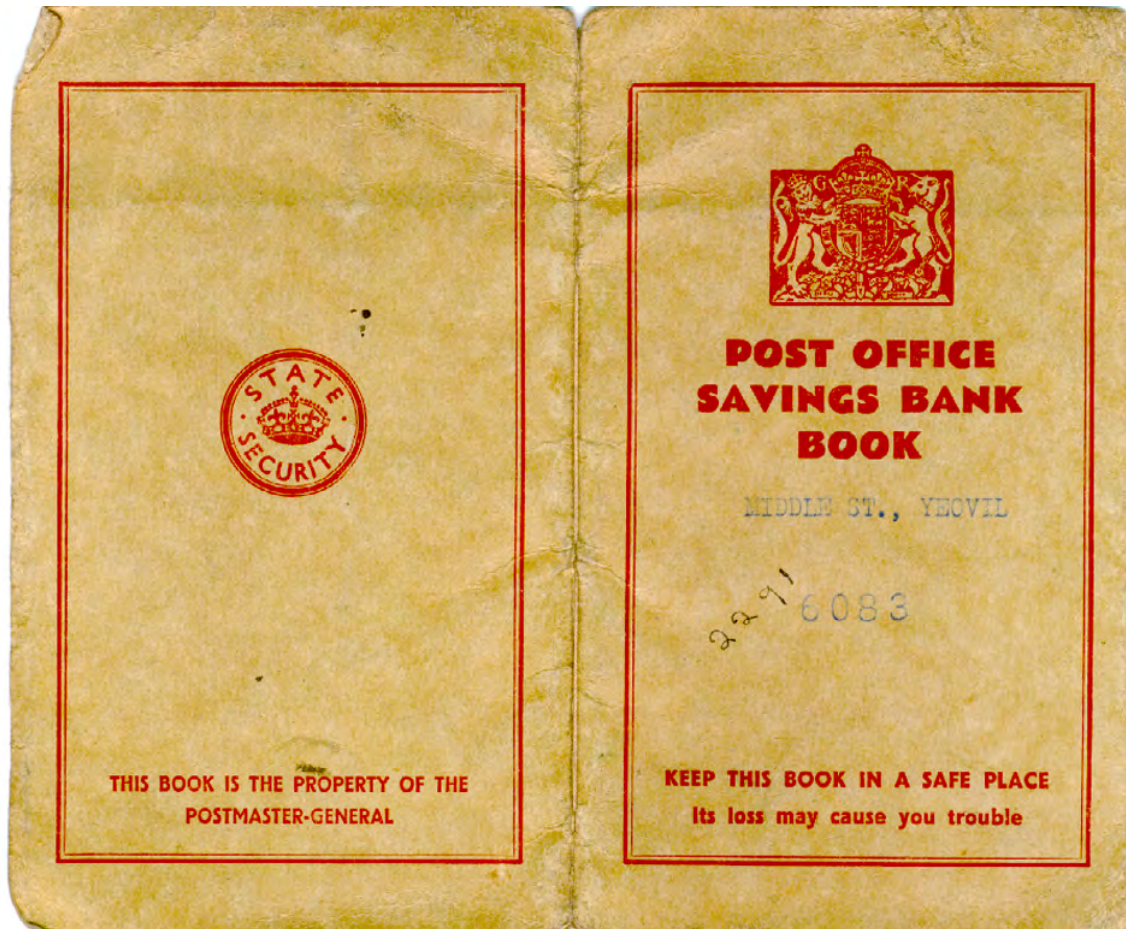
Lorne Phillips,
680 Markham St.,
Toronto 4, Ont.

TORONTO
DEC 4
2 30 PM
1943
ONTARIO

out 500
600 hrs
A. MacNamara
Hawley
1.5 Roblock

Lorne's Conscription. Note the date—more than two years after his voluntary enlistment.

The worn and yellow envelope attests to the many months Lorne carried this around in his pocket.



Chas.
 Name *Mr L. Phillips A-42470*
 (with title and initials)
 Address *1st. Cdn. Radio Location Unit. Cdn. Army England.*

Account *MIDDLE ST., YEOVIL*
 This description must be quoted in any enquiry *6083*

| Date of Deposit or Withdrawal | Amount or Deposit in Words or Method of Withdrawal | DEPOSITS £ s. d. | WITHDRAWALS £ s. d. | Initials | Date Stamp |
|-------------------------------|--|---------------------|------------------------|----------|------------|
| | BALANCE | 1 2 6 | | | |
| Aug 5 th | Thirty shillings | 1 10 - | | Em | |
| Aug 6 th | Demand | | 10 - | Em | |
| Oct 20 | Six pounds | 6 - | | Em | |
| Oct 23 | Demand | | 2 - | Em | |
| .. 26 | Sum | | 3 - | Em | |
| 1944 | | | | | |
| Feb 5 th | Demand | | 3 - | Em | |
| March 30 | cheque 2 Five pounds | 5 - | | Em | |
| | Totals | 13 12 6 | 8 10 - | | |

PERIOD
From 1 FEB 45 19... To ... 19...

CD 101-MDI
MILITIA BOOK M 1
PART II
40/P & S/279 (6620)

CANADIAN ARMY
Soldier's Pay Book
(For use on Active Service)
PTE.

Regt'l Number A-42470
Surname (Capitals) PHILLIPS
Christian Names in full LORNE

My last Pay Book

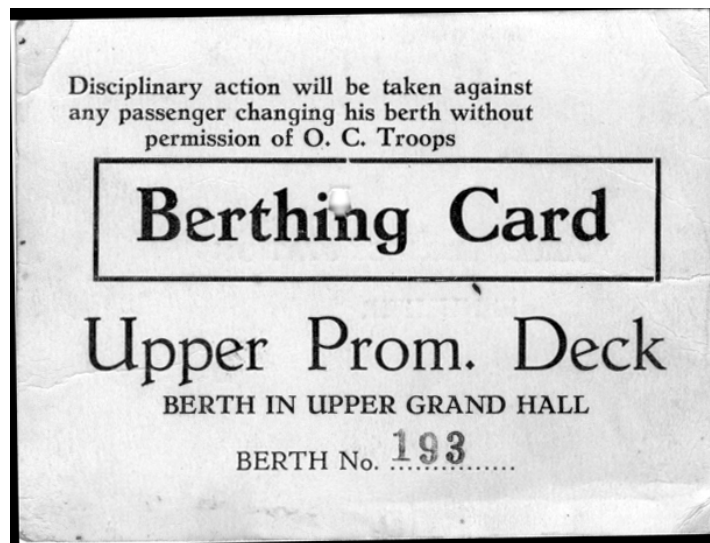
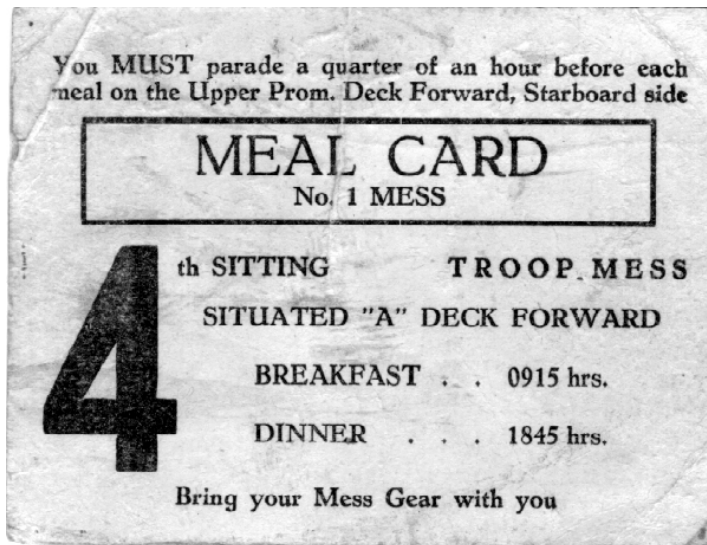
| | | | | | |
|--|--|--|--|---------------------------|--|
| Soldier's Signature <u>L. Phillips</u> | | | | Assigned Pay <u>28.40</u> | |
| Rate of Pay <u>150</u> | | | | Deferred Pay | |
| Pension Deductions | | | | Pay | |

| Date | Particulars | Credits | Cash Payments and Other Charges | | Assigned Pay |
|---|-------------------|--------------|---------------------------------|--------------|--------------|
| | | | Local Currency | Cdn Currency | |
| | Bals Br's Forward | 207.86 | | | |
| | <u>Jun Pay</u> | <u>45.00</u> | <u>1</u> | | <u>28.40</u> |
| CURRENCY EXCHANGE - CBR BN. | | | | | |
| <u>22</u> | <u>CD 101/1</u> | <u>15</u> | | <u>67.05</u> | |
| CH 42, 01/0 B 4 T (\$5.00 £1) 9.47 | | | | | |
| No. 621463 100.00 | | | | | |
| | <u>9d R 202</u> | <u>6.87</u> | | | |
| | <u>July Pay</u> | <u>46.80</u> | | | <u>28.40</u> |
| | <u>31/7/43</u> | <u>2.95</u> | <u>152</u> | | |
| TOTALS | | | | | |

| Deferred and/or Withheld Pay | BALANCE | | Signature of Paymaster or Officer making Award |
|------------------------------|--------------|--------------|--|
| | Debit | Credit | |
| <u>150.00</u> | | <u>57.86</u> | <u>[Signature]</u> |
| | <u>X</u> | <u>75.46</u> | |
| | | <u>8.41</u> | <u>[Signature]</u> |
| | <u>1.06</u> | | <u>[Signature]</u> Admitted after Treasury Audit |
| | <u>10.06</u> | | |
| | <u>9.19</u> | | |
| | <u>76.09</u> | | |
| | <u>73.14</u> | | |

Balances only will be carried forward

Entries showing currency exchange from European to UK to Canadian



Aboard the Nieuw Amsterdam passenger liner homeward bound in July of 1945

Note that we were fed twice a day. The bunks were tiered four high.

| CANADIAN ARMY (ACTIVE) | | M.F.M. 7 (LONDON) 500M-2-45 (0001) H.Q. 1772-39-1033 |
|---|---|--|
| DISCHARGE CERTIFICATE | | |
| This is to Certify that No. <u>A-42470</u> (Rank) <u>Sgmn.</u> | | |
| Name (in full) <u>Lorne PHILLIPS</u> enlisted or was | | |
| enrolled in the <u>Elgin Regiment trans. Royal Canadian Corps of Signals</u> | | |
| the CANADIAN ARMY (ACTIVE) at <u>London, Ont.</u> on the <u>30th</u> | | |
| day of <u>October</u> 19 <u>41</u> . | | |
| <input checked="" type="checkbox"/> He served in Canada <u>United Kingdom, Continental Europe - - - - -</u> | | |
| and is now discharged from the service under Routine Order <u>#1029 (5cl)</u> by reason of | | |
| <u>To return to Civil Life (on demobilization)</u> | | |
| Medals, Decorations, Mentions, } <u>Canadian Volunteer Service Medal and Clasp</u> awarded in respect of service } <u>Defence Medal, 1939-45 Star, France-German</u> during this war } <u>Star</u> | | |
| THE DESCRIPTION OF THIS SOLDIER on the DATE below is as follows:— | | |
| Age <u>20 years 7 months</u> | Marks or Scars <u>Appendix s car.</u> | |
| Height <u>5 feet 6 1/2 inches</u> | | |
| Complexion <u>medium</u> | | |
| Eyes <u>brown</u> | Other Active Army Service (This War) | |
| Hair <u>brown</u> | <u>Nil</u> | |
| <u>L. Phillips</u> Signature of Soldier | | |
| <u>W. H. M. Strong</u> Issuing Officer | | |
| Rank <u>Rank</u> | | |
| Date <u>OCT 23 1945</u> 19 <u>45</u> | | |
| Date of Discharge <u>23 OCT 1945</u> No. 2 DISTRICT D-10T | | |
| N.B.— As no duplicate of this Certificate will be issued, any person finding same is requested to forward it in an unstamped envelope to the Director of Records (Army), Department of National Defence, Ottawa, Canada. | | |

A scanned copy of Lorne's Discharge Certificate

Enlistment: October 30, 1941 (age 16 years 7 months)
 Discharge: October 23, 1945 (age 20 years 7 months)

Medals: 1939-45 Star
 France & Germany Star
 Defense Medal
 Canadian Volunteer Service Medal & Clasp
 War Medal 1939-45

Radar at 50: 'Secret weapon' still evolving

BY MARY GOODERHAM
The Globe and Mail

As a fledgling electrical engineer at the beginning of the Second World War, William Brown was asked to work on a secret project he knew only as radio direction finding. Fifty years later, the technology he and others pioneered has become vital to military operations, transportation, weather forecasting and communications. It is known simply as radar.

As people around the world this year celebrate the anniversary of the Battle of Britain, Mr. Brown is one of thousands of Canadians marking their involvement with the "secret weapon."

And now the technology promises to take on a new importance, with the development of radar that can pick out minute details many kilometers away or reach far beyond the horizon to blanket whole continents.

"When I got into this the word radar couldn't even be used," said Mr. Brown, now retired from his position as head of the radio section of Canada's National Research Council. Radar, a name coined from the phrase "radio detection and ranging," involves devices for locating distant objects by means of the reflection of radio waves, usually transmitted as short high-energy pulses.

The concept was first suggested in the early part of the century, but radar was only developed by scientists, including physicist Sir Robert Watson-Watt, in the United Kingdom toward the end of the 1930's as Europe was drawn closer to war. Experimental early-warning radar was positioned on British coasts, and by 1940 a series of conferences and a British technical mission had enlisted the aid of a number of countries to get working on the modern warfare tool.

Canadians quickly entered the field—as technicians to develop radar equipment, mass producers of the devices and operators of the intricate machinery for the Allied forces. All were sworn to silence about their work.

"It was the secret weapon," said John Maynard of the Canadian Naval Radar Officers Association whose members 50 years ago this month began to operate radar equipment in the Royal Navy and recently held a reunion in Toronto.

More than 125 Canadians were trained in courses at Canadian universities dealing with science and mathematics. They were then assigned to work as radar specialists on large British warships.

"The Canadian contribution was massive and occurred at a crucial stage of the war," Robert Baylis, a former rear admiral in the Royal Navy and an expert in radar and electronics, said in an interview.

In 1940, the National Research Council installed the earliest radar ever to protect a harbor, to help the Royal Canadian Navy detect surface vessels entering the waters at Halifax.

Employing a device called the magnetron which was refined by the NRC, radar devices became smaller and more sophisticated. The air-to-surface-vessel radar first developed in Canada, allowed aircraft to locate ships in darkness.

"It was a fantastic period—we slept on our benches to work on new developments and rush orders," Mr. Brown said. When German submarines infiltrated the St. Lawrence River and began attacking Allied supply ships, NRC technicians produced and installed a system of radar in seven days to detect their presence.

The NRC continued to work in radar after the war, developing the Pinetree Line, one of three chains of radar stations built across Canada jointly with the United States in the 1950s for continental defense.

Radar exploded into a series of other uses, including civilian navigation for aircraft and shipping, radio astronomy, solar tracking and weather-watching.

One of the more significant but sometimes annoying spinoffs was the use of radar for clocking speeding drivers—a development that "trapped" Sir Robert Watson-Watt himself as he was motoring on an Ontario highway in 1954.

While the principles of radar remain the same, enormous advances have been achieved with the addition of modern electronics and computers.

Edwin Lyon, a senior scientist at SRI International, a Washington-based research institute, said that radar is becoming still more useful with two quite different technological changes. The first is the development of extremely high-frequency "millimeters-wave radars," which provide very good resolution to look at shapes and tiny details of objects seen before only as blobs.

The second new type of radar, called "over-the-horizon" (OTH), is at the other end of the spectrum, at a very low frequency with wave bands measured in the tens of meters, and has the ability to spot airborne targets such as enemy bombers or drug smugglers' aircraft more than 3,000 kilometers away. The transmitted and received signals are "bounced" off the ionosphere, the electrically charged layer of the earth's atmosphere. Sophisticated computers are needed to track the condition of the constantly changing ionosphere.



***One of the early receivers
Thousands of Canadians involved with radar.***

No. 1 CRLU RE-UNIONS

| | | |
|------|------------------------------|---------------------|
| 1983 | ORILLIA, Ontario | Orillia Legion |
| 1985 | ORILLIA, Ontario | Orillia Legion |
| 1986 | ORILLIA, Ontario | Orillia Legion |
| 1987 | VICTORIA, British Columbia | Imperial Inn |
| 1988 | NEPEAN, Ontario | Barton's Inn |
| 1989 | WINNIPEG, Manitoba | Viscount-Gort Hotel |
| 1990 | NORTH BAY, Ontario | Pinewood Inn |
| 1991 | NIAGARA-on-the-LAKE, Ontario | White Oaks Inn |
| 1992 | KINGSTON, Ontario | Ambassador Hotel |
| 1993 | PETERBOROUGH, Ontario | Red Oak Inn |
| 1994 | DOVER, Kent, England | Gateway Hovertel |
| 1995 | SAINT JOHN, New Brunswick | Delta Hotel |
| 1996 | OTTAWA, Ontario | Citadel Hotel |
| 1997 | PETERBOROUGH, Ontario | Holiday Inn |
| 1998 | PETERBOROUGH, Ontario | Holiday Inn |
| 1999 | LINDSAY, Ontario | Cecil Rowe's House |
| 2000 | LINDSAY, Ontario | Cecil Rowe's House |
| 2001 | LINDSAY, Ontario | Cecil Rowe's House |
| 2002 | LINDSAY, Ontario | Cecil Rowe's House |

Reunions discontinued due to lack of participants



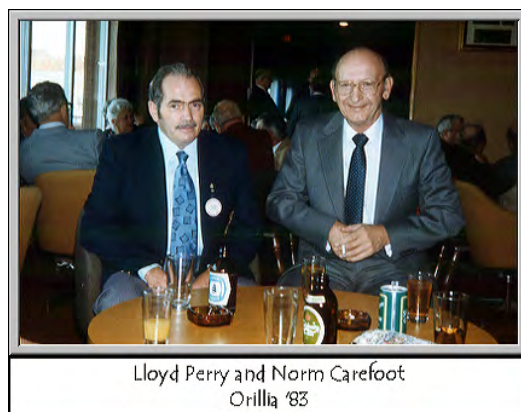
Our First Reunion
Orillia '83



What it was all about
Orillia '83



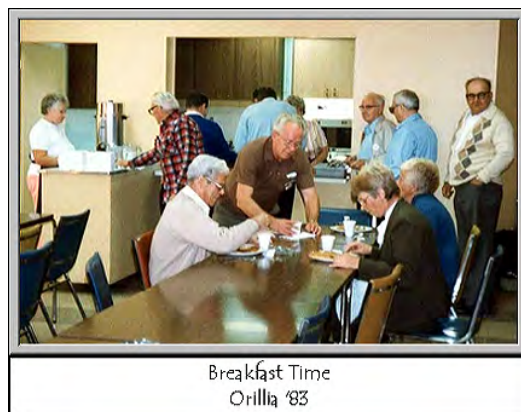
Orillia Legion Hall Welcome
Orillia '83



Lloyd Perry and Norm Carefoot
Orillia '83



Breakfast Time—Dick Hunter With Full Tray
Orillia '83



Breakfast Time
Orillia '83



Legion Entertainment
Orillia '83



Norm and Mary Carefoot, Gwen Perry
Orillia '83



Jim Bellis, Tom McMaster, Gordie Taylor
Orillia '83



Bill and Beryl Fraser
Orillia '83



The Men
Orillia '83



Cec Rowe, Freddy Woodhouse, Leo Robbins
Gord Taylor—Orillia '83



Dancing Time
Orillia '83



Norm Carefoot with other diners
Orillia '83



Al Visentin, George Tschirhart, not identified
Orillia '83



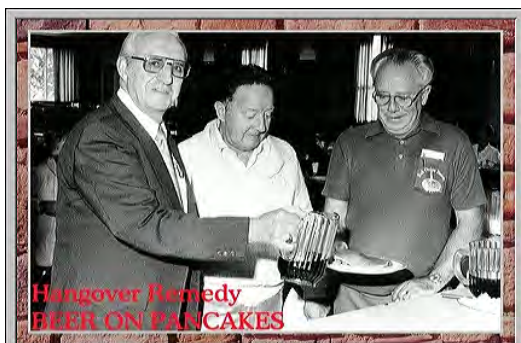
Getting Acquainted
Orillia '83



Recreation Time
Orillia '83



Roy Rhyno, Cliff McPherson, Art Inkpen
Harry Fogel, Darrel Holmes—Orillia '83



Harvey Bullock, Gord Taylor and Leo Robbins
Orillia '83



Freddy Woodhouse, Leo Robbins, Don Jepson
Orillia '83



Just Standing Around
Orillia '83



Legion Entertainers
Orillia '83



Legion Entertainers
Orillia '83



Legion Entertainers
Orillia '83



Leo Robbins, Charles Clemence, Gordie Taylor
Orillia '83



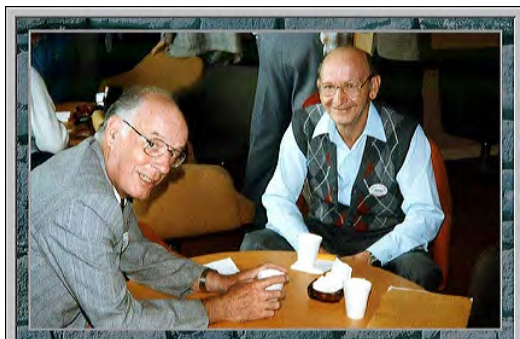
Dorothy and Cec Rowe, Joyce and Darrel Holmes
Helen and Harvey Bullock—Orillia '83



Dave and Florence Jones
Orillia '83



H. Fogel, G. May, Fraser?, D. Hunter, C. McPherson,
L. Perry—Orillia '83



Unidentified, Norm Carefoot
Orillia '83



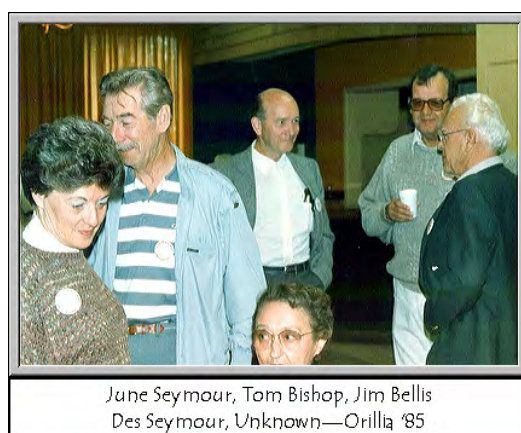
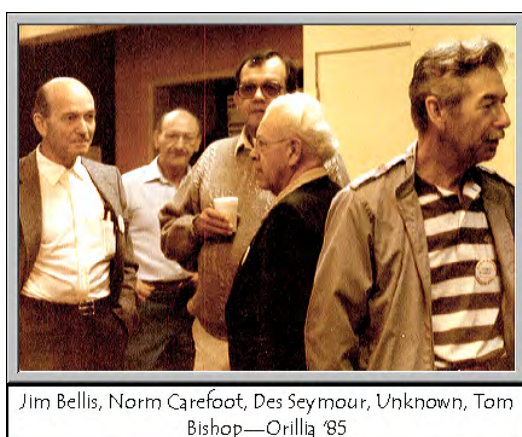
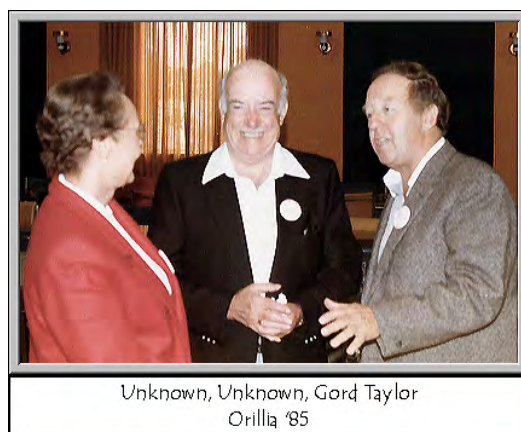
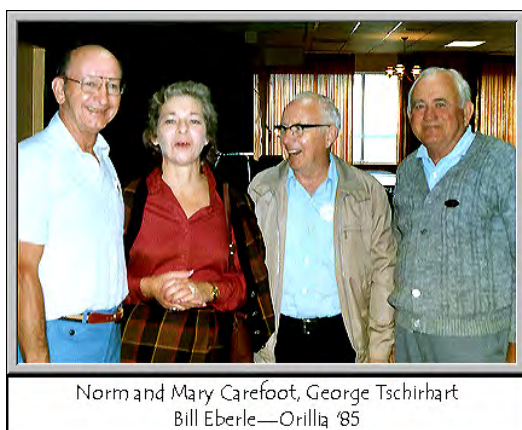
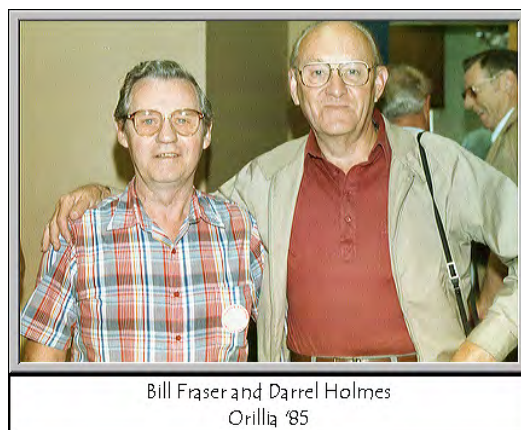
Joan Craig, Des and June Seymour
Orillia '83

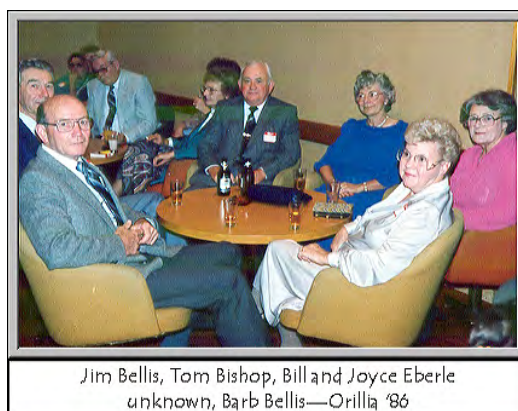
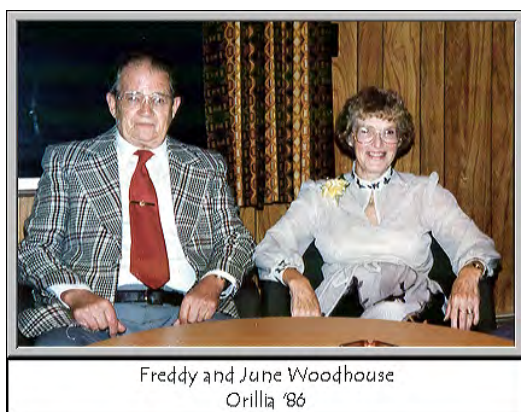


Ray Smith, Joy Ross, Alma and Gord Taylor
Muriel and Leo Robbins—Orillia '83



The Men
Orillia '83







Dorothy and Cec Rowe
Orillia '86



Freddy and June Woodhouse, Gwen Perry
Orillia '86



Reg and Olive Crocket, Rose and Dick Hunter
Gord May—Orillia '86



Cec Rowe, Des Seymour, Joe Mantin
Orillia '86



Roy Rhyne, Art Inkpen Cliff McPherson
Harry Fogel—Orillia '86



Gord Taylor and Cec Rowe
Orillia '86



Joe Mantin, Unknown, Art Inkpen
Roy Rhyne, Des Seymour—Orillia '86



Unknown Couple (guests?)
Orillia '86



Des and June Seymour, Gord Taylor
Dorothy and Cec Rowe—Orillia '86



Not Identified
Orillia '86



Art Inkpen, Gord Taylor, Roy Rhyno
Unknown Couple, Harry Fogel—Orillia '86



Des and June Seymour, Gord May, Joe Mantin Dorothy
Rowe—Orillia '86



Unknown, Olive and Reg Crockett, Unknown
Orillia '86



Unknown, Jack Parsons, Unknowns
Orillia '86



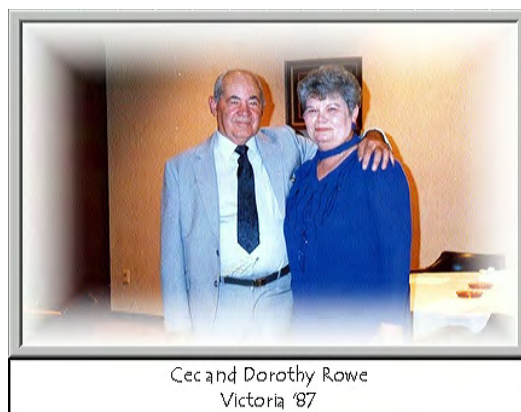
Our Fourth Reunion
Victoria '87



Boarding the Sight-seeing Bus
Victoria '87



The Ladies
Victoria '87



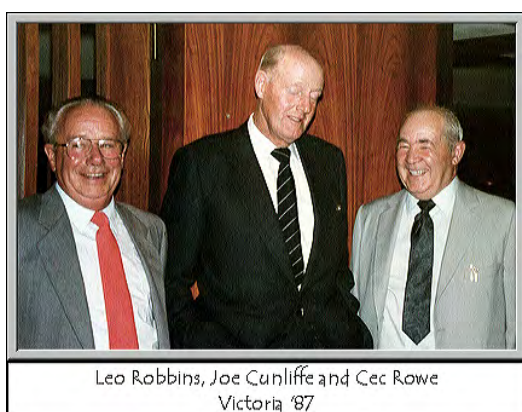
Cec and Dorothy Rowe
Victoria '87



The Men
Victoria '87



Barb Bellis, Dorothy Rowe, Dick Hunter, Gwen Perry
Victoria '87



Leo Robbins, Joe Cunliffe and Cec Rowe
Victoria '87



Canada's Navy
Victoria '87



A Social Time
Victoria '87



A Social Time
Victoria '87



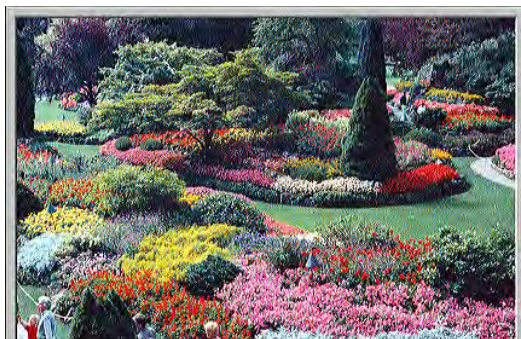
The Ladies
Victoria '87



Harold Law and George Tschirhart
Victoria '87



Chinatown
Victoria '87



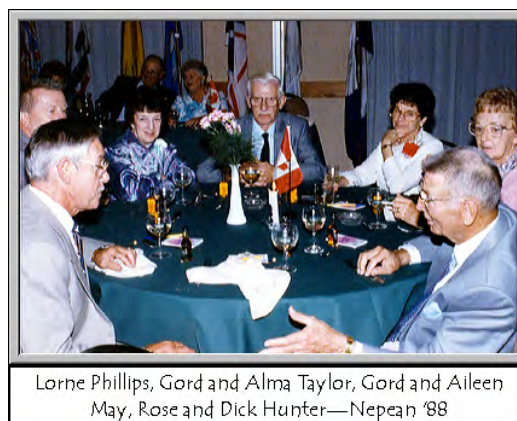
Buschart Gardens
Victoria '87



Harold Law, George Tschirhart, Unknowns
Victoria '87



Darrel Holmes, Ed, Charlotte and Mike Higgins, Harold Law,
George Tschirhart, Unknowns—Victoria '87





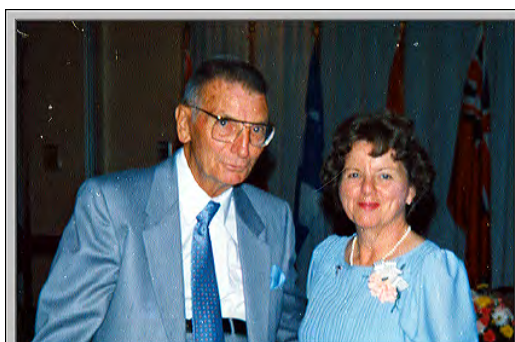
Rose and Dick Hunter, Lorne and Pat Phillips
Nepean '88



Gwen Perry, Rose and Dick Hunter
Nepean '88



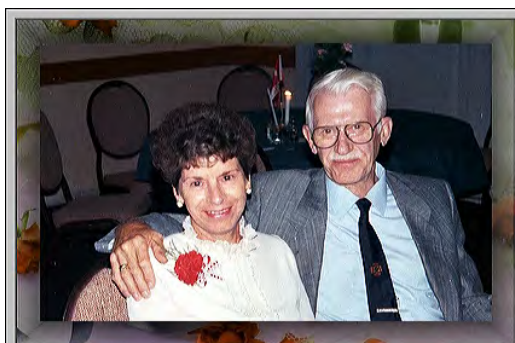
Florence and Davey Jones
Nepean '88



Dick Hunter and Gwen Perry
Nepean '88



The Men
Nepean '88



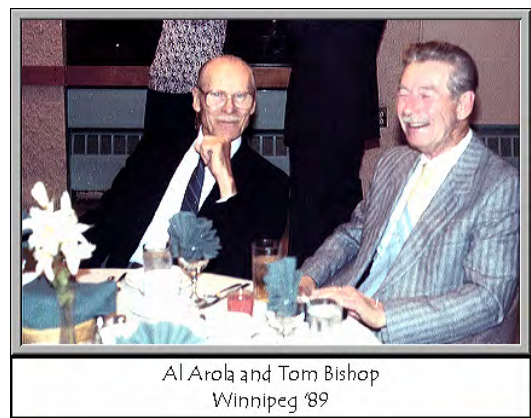
Aileen and Gord May
Nepean '88



Cec Rowe, Myrtle Clemence and Roy Rhyno
Nepean '88



Sally Bishop, Freddy and June Woodhouse
Nepean '88

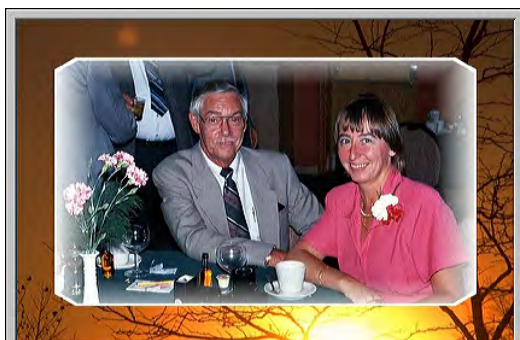




Our Cruise Ship
Winnipeg '89



Red River and Skyline
Winnipeg '89



Lorne and Pat Phillips
Winnipeg '89



The Men
Winnipeg '89



The Ladies
Winnipeg '89



A Working Steam Engine
Winnipeg '89



Charles Clemence and Tom Bishop
Winnipeg '89



Jim Bellis and Gord May
Winnipeg '89



Bill Lee and Harold Law
Winnipeg '89



Dorothy Rowe, Myrtle Clemence and Cec Rowe
Winnipeg '89



Boarding the Tour Bus
Winnipeg '89



Dorothy Rowe, Pat Phillips, Flo Jones, Barb Bellis
Aileen May, Rose Hunter—Winnipeg '89



Rose and Dick Hunter, Unknown
Winnipeg '89



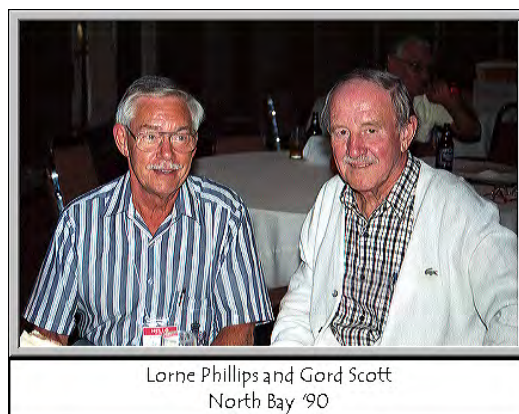
Dorothy Rowe, Pat Phillips, Flo Jones, Barb Bellis
Aileen May—Winnipeg '89



Art and Mary Inkpen, Rose and Dick Hunter
Lorne Phillips—Winnipeg '89



Flo and Davey Jones, Aileen and Gord May
Barb and Jim Bellis—Winnipeg '89

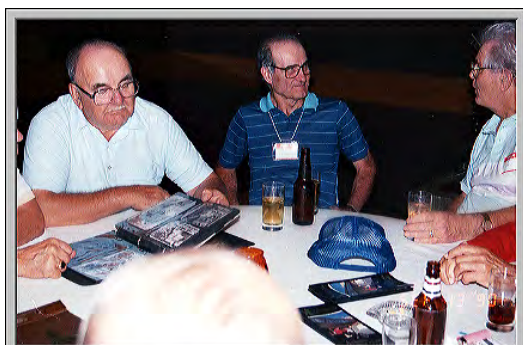




Dick Hunter, Charlie MacGregor, Lloyd Perry
North Bay '90



Those Old Photos
North Bay '90



Henry Theriault, Pat Murphy, Harold Law
North Bay '90



Darrel Holmes and Freddy Woodhouse
North Bay '90



Gerry, Mike and Charlotte Higgins, Gord Scott
Ed Higgins—North Bay '90



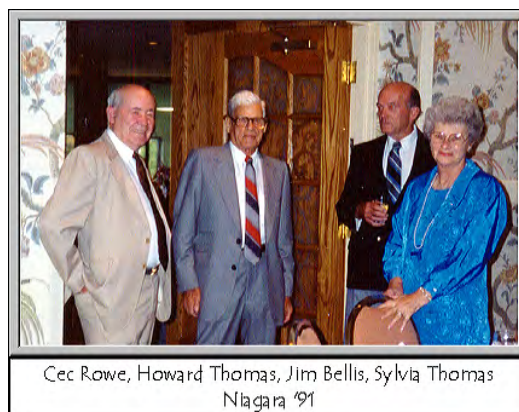
Gord and Aileen May, Gwen Perry
North Bay '90



The Ladies
North Bay '90



Cec And Dorothy Rowe, sons, John (Carol) Rob (karey),
Rose and Dick Hunter—North Bay '90





Pat and Lorne Phillips, Mike Higgins
Niagara '91



Rose Hunter, Barb Bellis, Dick Hunter, Pat Phillips
Niagara '91



Aileen and Gord May
Niagara '91



The Ladies
Niagara '91



The Men
Niagara '91



The Hydro Flower Clock
Niagara '91



Gord Scott, Gerry, Charlotte, Ed and Mike Higgins
Niagara '91



Harold Law, Norm Carefoot and Harry Fogel
Niagara '91



Myrtle Clemence
Niagara '91



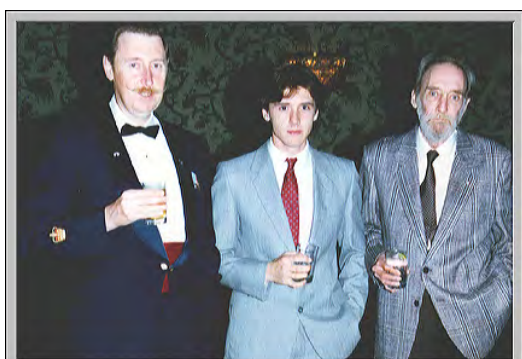
Lorne Phillips, Rose Hunter, Cec Rowe, Dick Hunter
Niagara '91



The Ladies
Niagara '91



The Men
Niagara '91



Mike (son), Gerry (grandson) of Ed Higgins
Niagara '91



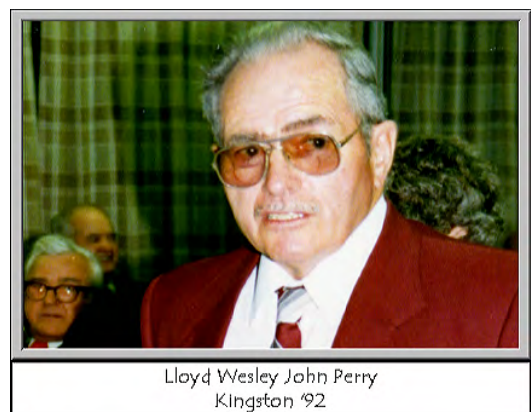
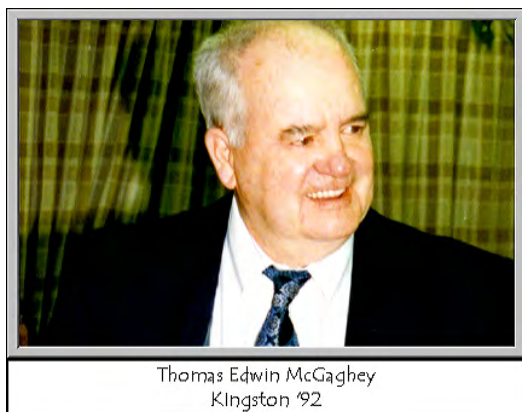
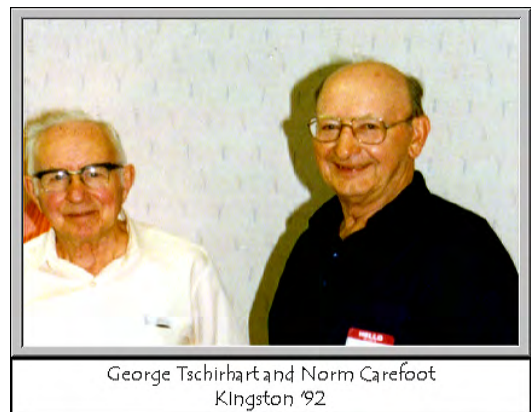
The Men
Niagara '91



The Ladies and Men
Niagara '91



Charles R. Clemence
Niagara '91





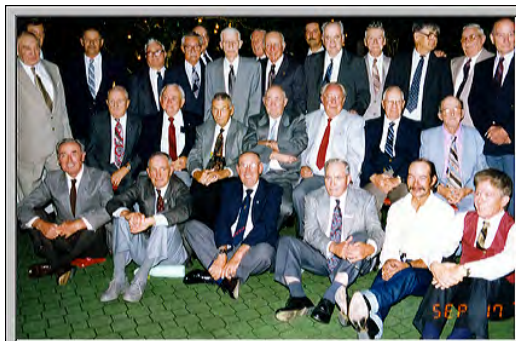
Our Tenth Reunion
Peterborough '93



Lorne Phillips with sons Chuck, left and Mike, right
Peterborough '93



Lift Lock
Peterborough '93



The Men
Peterborough '93



The Ladies
Peterborough '93



Lorne and Chuck Phillips, Lloyd and Gwen Perry, Eileen
and Tom McGaghey, Mike Phillips—Peterborough '93



D. Hunter, G. May, H. & H. Bullock, J. & O. Carter, J. Mantin,
R. Hunter—Peterborough '93



Tom and Eileen McGaghey, Albert Whyard
Lloyd Perry—Peterborough '93



Gwen Perry and Eileen McGaghey
Peterborough '93



Jim and Barb Bellis, Anna and Ed Harding
Peterborough '93



The Ladies
Peterborough '93



The Men
Peterborough '93



Lloyd Perry and grandson
Peterborough '93



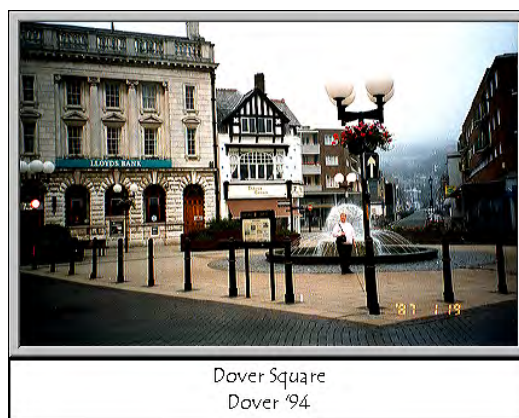
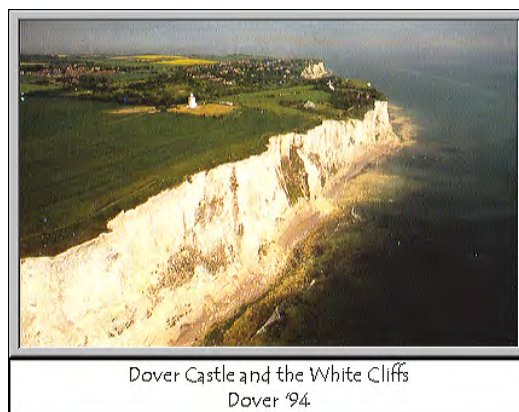
Eileen and Tom McGaghey
Peterborough '93



The Ladies
Peterborough '93



Charles Clemence, Lorraine Rowe, Bob Tilley, Muriel and
Leo Robbins, Dot Rowe—Peterborough '93





Hovercraft to Calais, France
Dover '94



Replica of Medal Struck For No. 1 C.R.L.U.
Dover '94



Parade Spectators
Dover '94



CRLU Veterans Meeting Old Friends of the 40's
Dover '94



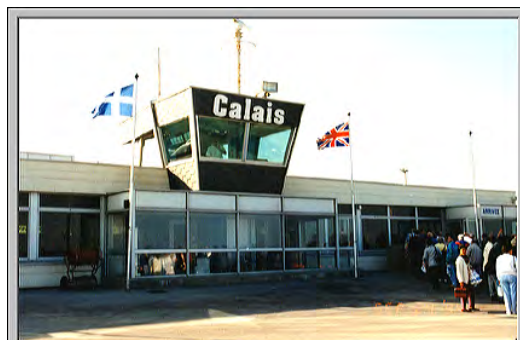
No. 1 Canadian Radio Location Unit on Parade
Dover '94



Vouchers for "Breadcrumbs in Battledress"
Dover '94



Chow Line Following Parade
Dover '94



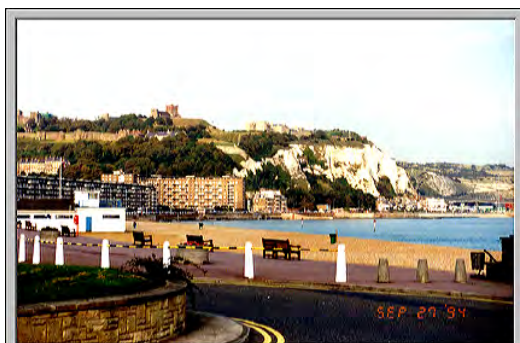
Hovercraft Control Tower in Calais, France
Dover '94



Dorothy Rowe and Pat Phillips in Calais, France
Dover '94



The "Basin"
Dover '94



A Far Away View of Dover Castle
Dover '94



Special Chow Tickets For Canadians at Dover Castle
Dover '94



CRLV Veterans re-visiting Dover Castle
Dover '94



Lorne Verdun Phillips
Dover '94



The Falstaff, Canterbury (our mail pick-up in '43)
Dover '94



Harold Bernstein
Dover '94



Our Reunion Banquet in the Cinque Club
Dover '94



Gwen Perry
Dover '94



Harold Bernstein and Charlie MacGregor
Dover '94



David and Sandi Peters (our Hovertel hosts)
Muriel and Leo Robbins—Dover '94



Olive Crockett, Charles MacGregor, Sandra Crockett
(daughter) and Reg Crockett—Dover '94



Margaret Buls-Johns (guest) Cec and Dorothy Rowe Dover
'94



Harvey Bullock, Al Arola, Gwen Perry and Leo Robbins
Dover '94



The Ladies
Dover '94



The Ladies
Dover '94



The Men
Dover '94



Boarding The Hovercraft For Calais, France
Dover '94



Checking Out the "Wares" of the local Pubs
Dover '94



Cec and Dorothy Rowe, a local, Muriel and Leo Robbins
Dover '94



Cec and Dorothy Rowe, Pat and Lorne Phillips (Calais)
Dover '94



The Boys of the CRLV on Parade
Dover '94



Cec Rowe "Signing an Autograph" For a Fan
Dover '94



M.Robbins, D.Rowe, S.Peters, L.Robbins
C.Rowe, D.Peters—Dover '94



Ray Smith Proudly Showing 'His' Flag
Dover '94



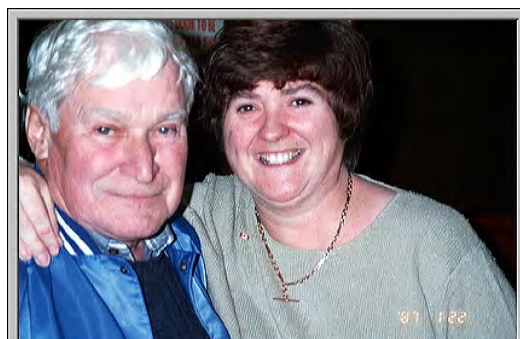
Audrey Grant, Cec Rowe, Anna and Ed Harding
Dover '94



Jim Hogan and Cec Rowe
Dover '94



Ed and Anna Harding
Dover '94



Ray Smith and Sandi Peters (Hovertel prop.)
Dover '94



Dover Docks
Dover '94



A View of Dover From Dover Castle
Dover '94



The Ladies
Dover '94



Sally and Tom Bishop
Dover '94



The Men
Dover '94



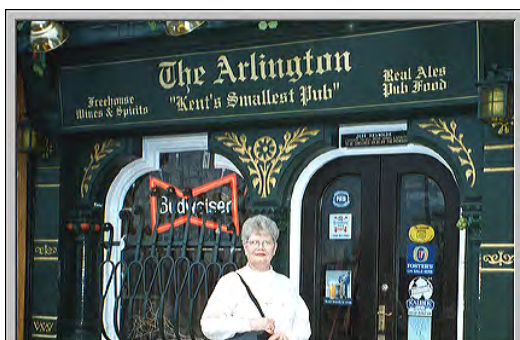
David Peters, Muriel Robbins, Sandi Peters
Dover '94



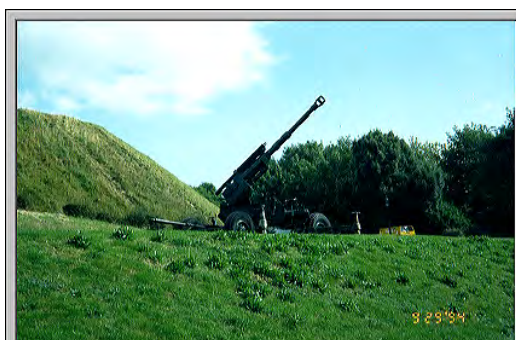
Gwen and Lloyd Perry
Dover '94



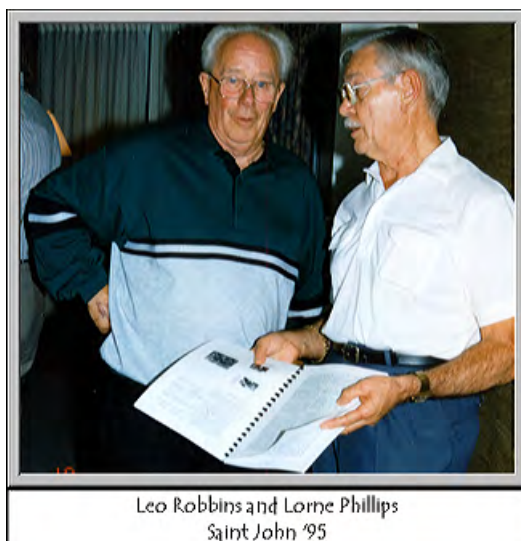
Charles MacGregor, Jim Hogan and Cec Rowe
Dover '94



Dorothy Rowe
Dover '94



Vintage 3.7 Anti-Aircraft Gun
Dover '94





Charles Clemence and Elsie Wayne, MP
Saint John '95



Gwen Perry
Saint John '95



Sight-seeing by Bus
Saint John '95



Ray Smith and Lloyd Perry
Saint John '95



The Colour Party
Saint John '95



Lorne Verdun Phillips
Saint John '95



Gord and Doreen Scott
Saint John '95



Joan Carter and Sally Bishop
Saint John '95



Cliff McPherson, Gord Scott, Harry Fogel
Saint John '95



Dorothy Rowe and Myrtle Clemence
Saint John '95



Elsie Wayne and Eileen McGaghey
Saint John '95



Charlie Clemence and Gord Scott
Saint John '95



Cec Rowe and Eileen McGaghey
Saint John '95



Local Band Entertaining CRLV Veterans
Saint John '95



Mrs. and Ian McCrae
Saint John '95



Ray Smith and Ed Harding
Saint John '95



Lorne Phillips and Dick Hunter
Saint John '95



Leo Robbins, Dorothy Rowe and Muriel Robbins
Saint John '95



Jean Kennedy, Sally Bishop, Keith Kennedy
Saint John '95



Lorne Phillips and Rose Hunter
Saint John '95



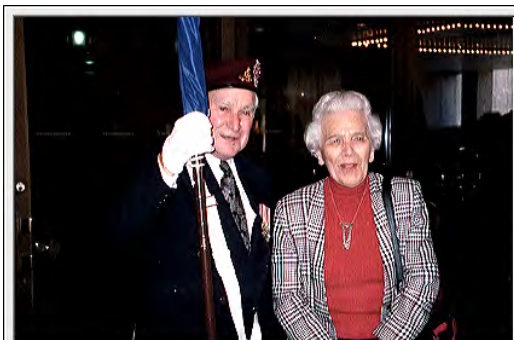
Gwen Perry and Doreen Scott
Saint John '95



Farmers' Market
Saint John '95



Preparing For the Parade to Cenotaph
Saint John '95



Ray Smith and Myrtle Clemence
Saint John '95



After The Parade
Saint John '95



Tom McGaghey and Lloyd Perry
Saint John '95



Gwen Perry and Eileen McGaghey
Saint John '95



Tom McGaghey and Lloyd Perry
Saint John '95



Pat Phillips, Charles and Myrtle Clemence, Doreen Scott
Saint John '95



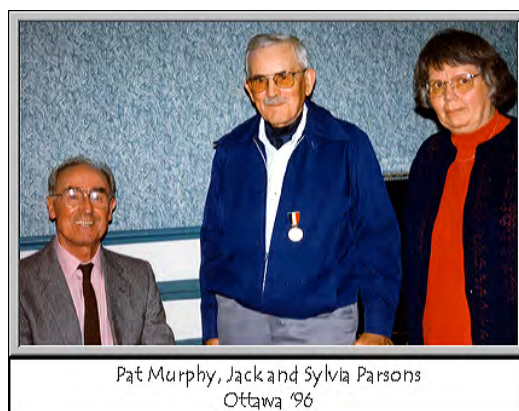
Lloyd and Gwen Perry, Eileen and Tom McGaghey
Saint John '95



Myrtle and Charles Clemence
Saint John '95



The Colour Party
Saint John '95





The Men
Ottawa '96



The Ladies
Ottawa '96



Sally and Tom Bishop
Ottawa '96



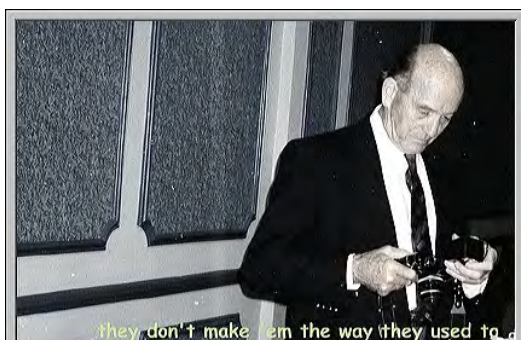
Lloyd Perry and Sally Bishop
Ottawa '96



The Men
Ottawa '96



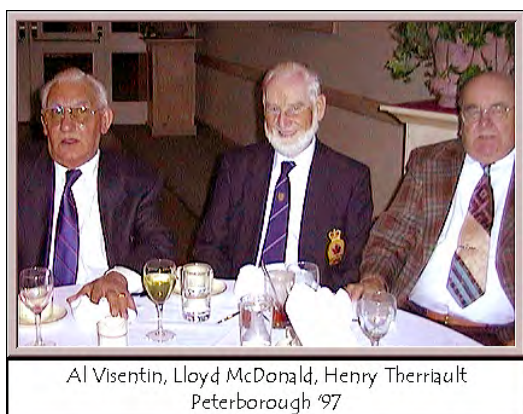
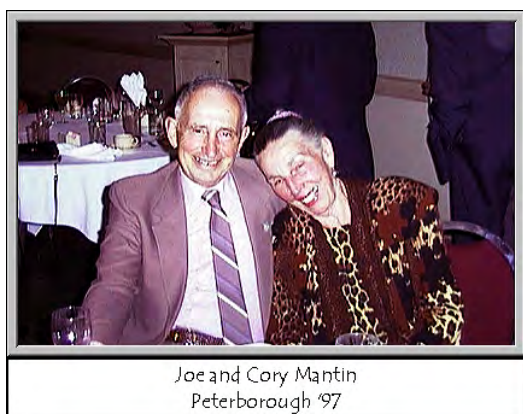
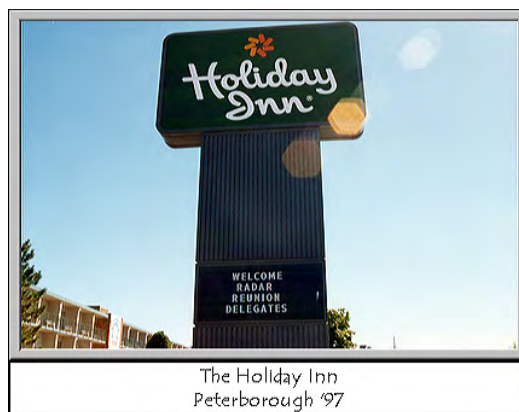
The Ladies
Ottawa '96



Jim Bellis
Ottawa '96



L. Perry, H. Bernstein, H. Fogel, K. Kennedy
A. Visentin, L. McDonald—Ottawa '96





Gord Lavery, Roy Rhyno and Gord's guest
Peterborough '97



The Men
Peterborough '97



The Men
Peterborough '97



The Men
Peterborough '97



Charles Clemence and Lorne Phillips
Peterborough '97



The Ladies
Peterborough '97



The Ladies
Peterborough '97



The Ladies
Peterborough '97



Rick Phillips and Ray Smith
Peterborough '97



Joe Mantin, Keith Kennedy, Pat Murphy
Peterborough '97



Ed Harding, Jim Bellis, Roy Rhyno
Peterborough '97



Lloyd Perry and Cory Mantin
Peterborough '97



Gord Lavery and Harry Fogel
Peterborough '97



Gwen Perry, Beatrice Lavery and her guest
Peterborough '97



Keith Kennedy, Pat Murphy, Joe Mantin
Peterborough '97



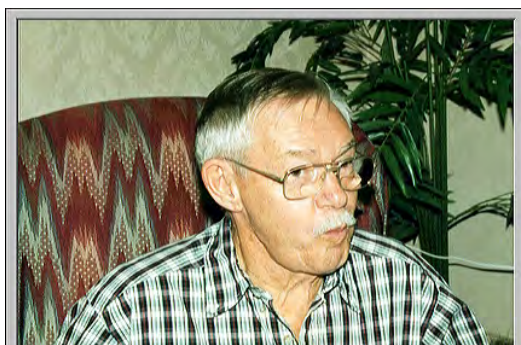
Adam Phillips and Pat Phillips
Peterborough '97



Pat Phillips and Myrtle Clemence
Peterborough '97



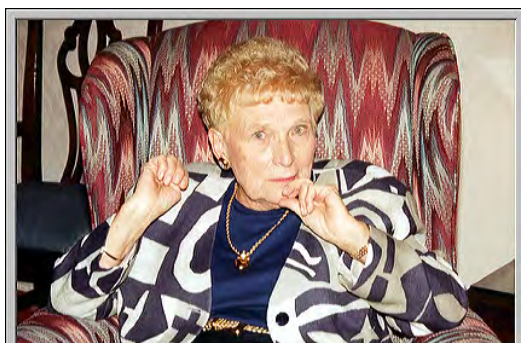
Gwen and Lloyd Perry, Roy Rhyno
Peterborough '97



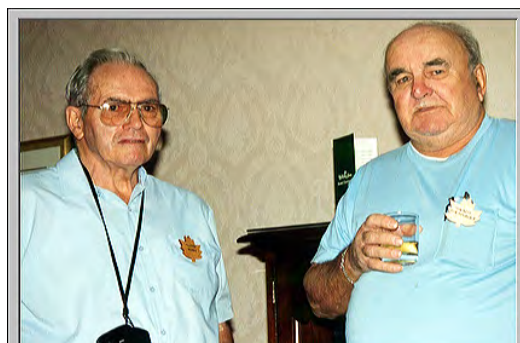
Lorne Verdun Phillips
Peterborough '97



Henry and Thelma Therriault, Keith Kennedy
Peterborough '97



Iris Smith
Peterborough '97



Lloyd Perry and Henry Therriault
Peterborough '97



Sally Bishop, Myrtle Clemence, Muriel Robbins
Peterborough '97



Ray Smith, Cec Rowe and Iris Smith
Peterborough '97



Joe and Cory Martin
Peterborough '97



Rick (son), Adam (grandson), Lorne Phillips
Peterborough '97



Beatrice Lavery and Lorne Phillips
Peterborough '97



Gwen Perry, Gord and Beatrice Lavery
Peterborough '97



The Men
Peterborough '97



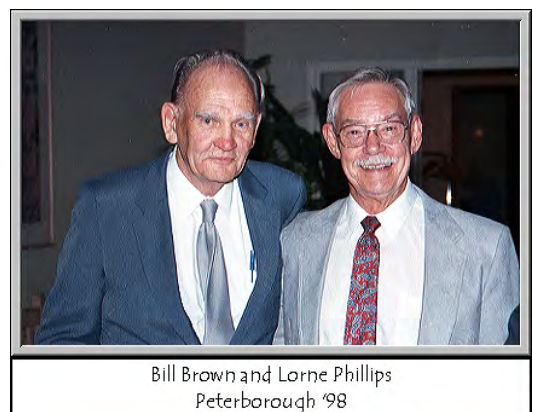
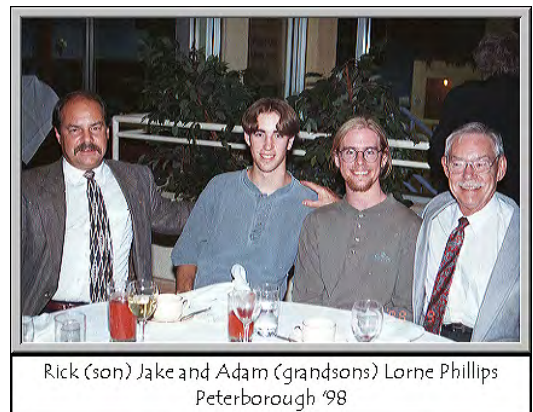
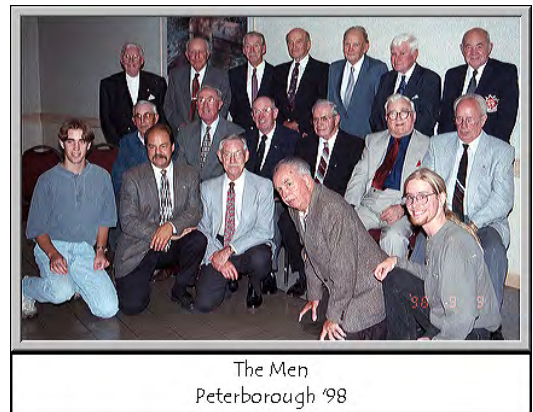
Peterborough Lift Lock
Peterborough '97



Rick (son), Adam (grandson), Lorne Phillips
Peterborough '97



Adam Phillips, Lorne and Pat Phillips
Peterborough '97





Cherry and Bill Brown
Peterborough '98



Myrtle and Charles Clemence
Peterborough '98



Jim and Barb Bellis
Peterborough '98



Muriel and Leo Robbins
Peterborough '98



Iris and Ray Smith
Peterborough '98



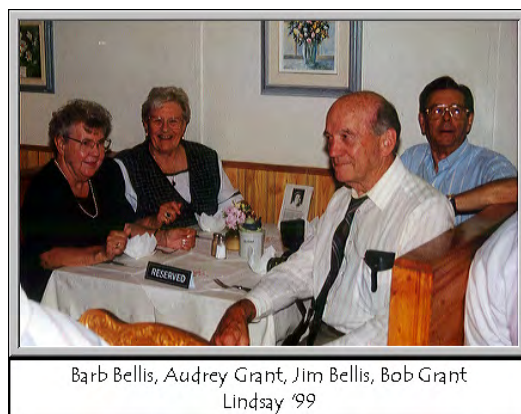
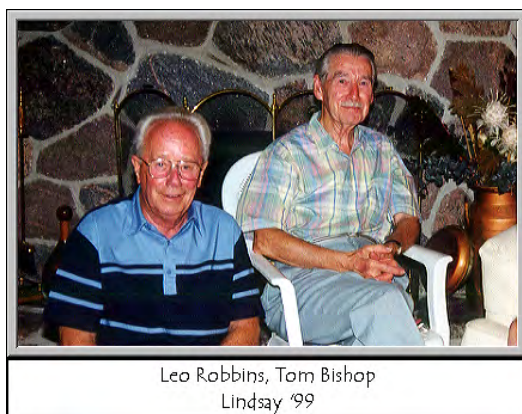
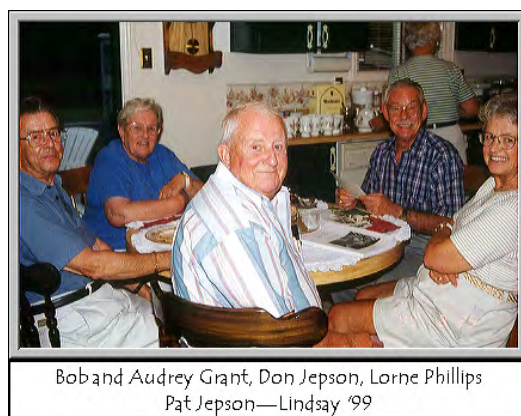
Gord and Beatrice Lavery and guest
Peterborough '98



Jim Bellis, Bill Brown and Lorne Phillips
Peterborough '98



The Men
Peterborough '98

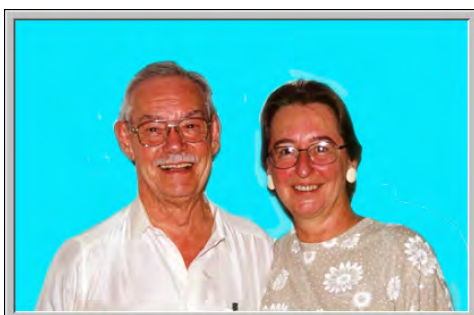




Leo Robbins, Pat and Don Jepson
Lindsay '99



Jim MacDonald, Joe and Corey Martin
Lindsay '99



Lorne and Pat Phillips
Lindsay '99



Pat Jepson, Al Arola, Lloyd Perry, Jim MacDonald
Lindsay '99



Lloyd & Gwen Perry
Lindsay '99



Rose Hunter, Donna Johnson, Cec Rowe
Lindsay '99



Henry Therriault, Leo Robbins, Jim MacDonald
Lindsay '99



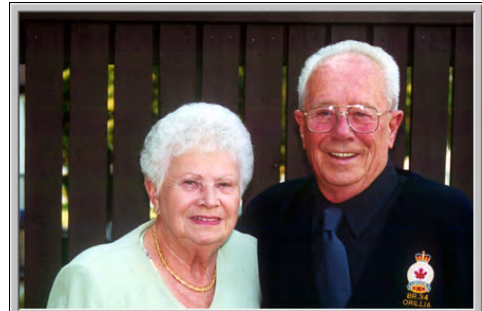
Henry Therriault, Al Arola, Harry Fogel
Lindsay '99

Seventeenth CRLU Reunion

Our 17th reunion was held on August 22 and 23, 2000 with Cec Rowe hosting again. In attendance were 7 veterans and 11 others including wives and guests: Cec Rowe, Donna Johnson and Mary; Lorne and Pat Phillips; Bob and Audrey Grant and 2 guests; Harry Fogel; Leo and Muriel Robbins; Tom and Sally Bishop; Lloyd and Gwen Perry and Jim and Barb Bellis. With only 7 Radar vets in attendance this may have been our last gathering. As usual Cec and his 'helpers' put on a good show with food and drink and good old-fashioned hospitality. Our final evening dinner was at the Schnitzel House. Again the meal was excellent. Each diner paid for his own meal but the wine was "compliments of the Association"



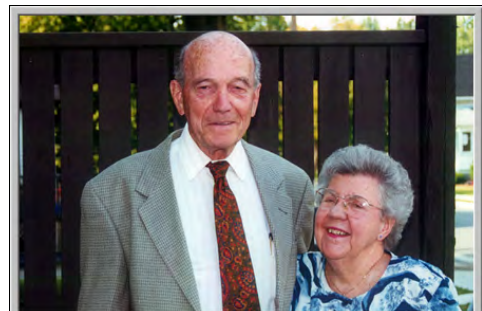
Mary, Cec Rowe, Donna
Lindsay 2000



Muriel and Leo Robbins
Lindsay 2000



Lorne and Pat Phillips
Lindsay 2000



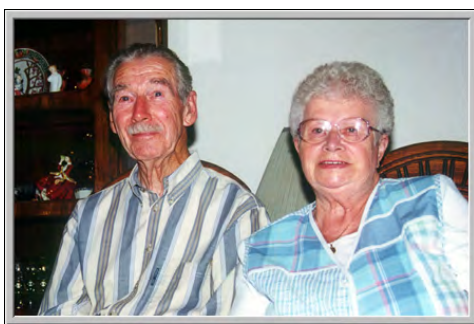
Jim and Barb Bellis
Lindsay 2000



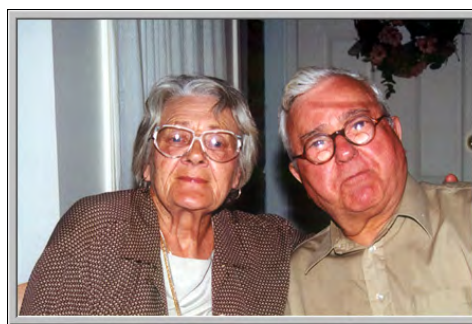
Tom and Sally Bishop
Lindsay 2000



Lloyd and Gwen Perry
Lindsay 2000



Tom Bishop and Muriel Robbins
Lindsay 2000



Sally Bishop and Harry Fogel
Lindsay 2000



Lorne Phillips and Bob Grant
Lindsay 2000



Cec Rowe, Harry Fogel Lorne Phillips
Lindsay 2000



Gordie Taylor and Lorne Phillips
Lindsay 2000



Muriel & Leo Robbins, Cec Rowe and Mary
Lindsay 2000

(2000) After 7 years of typing, editing, gathering information, begging for wartime pictures and reunion photos, 2 computer 'crashes', scanning and captioning hundreds of photos, upgrading computers, scanners and printers and countless hours Lorne Phillips has written the 'last chapter' of Radar History and put it to bed. It now consists of 188 pages printed in colour including 94 wartime pictures and 350 reunion pictures from 1983 - 2000.

Copies of this book are in the libraries of Royal Canadian Artillery, Shilo, Man; The War Museum, Ottawa and Royal Canadian Corp of Signals, Kingston.

Lorne has 2 spare copies for which he is asking \$55.00 each including postage on a first come first serve basis.