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THE OFFICIAL JOURNAL OF
THE CALGARY MILITARY HISTORICAL SOCIETY

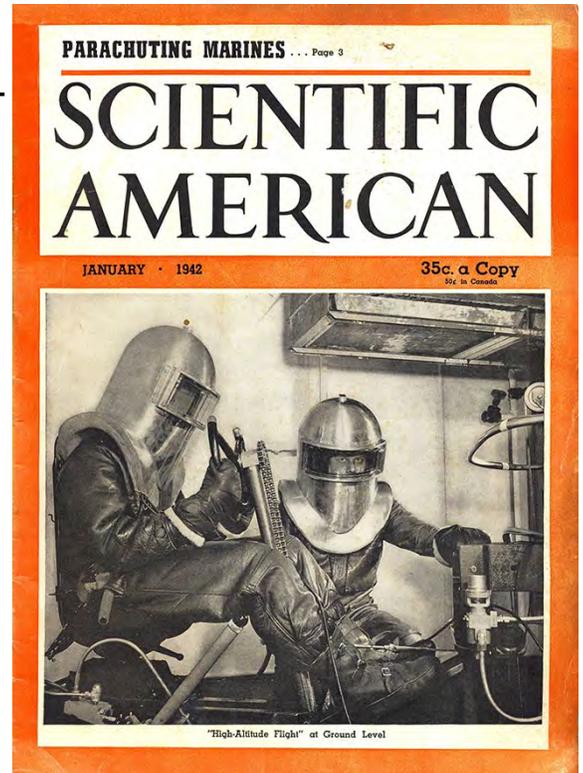
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December Extra # 1 2021

In the January 1942 edition of SCIENTIFIC AMERICAN, writer Jo Chamberland gives his take of a new vehicle that would revolutionize the war effort.

Titled "MEET THE JEEP"
"THE UNITED STATES ARMY'S ANSWER TO
SCHICKLEGRUBER'S PANZER DIVISION"

Page 2,3 and 4



Many hundreds of Sherman Tanks are arriving at the various ports in England. They must be moved into storage all over the country. Problem ; they are too tall for the railway tunnels. Quick innovation is required. The solution is the Warwell Wagons Page 5

In 1855 the Government of Canada purchased 800 revolvers for it's Militia. The weapons were manufactured in London England at the Colt Factory. 600 of these Navy 1851 Colt Revolvers were earmarked for the Canadian Upper Canada (Ontario) Volunteer Militia.

Recently one of these revolvers was sold at auction. Page 6



1851 Colt Navy
Revolver



Meet the forefather of the Jeep, the Bantam Reconnaissance Car (MKII) built by American Bantam Car Company of Butler, Pennsylvania. This one is serial number 1007, the seventh of 62 built.

Meet the Jeep

The United States Army's Answer to Schicklegruber's Panzer Divisions

JO CHAMBERLIN

IT WAS the second day of the battle of Louisiana. The invaders' tanks roared to the attack near the Sabine River. But the defending forces didn't yield; they didn't even dig in and wait. Their lightning-fast jeeps, towing anti-tank guns, raced into strategic positions, harassed the enemy's advancing tanks, out-maneuvered them, flanked them, cut them off, and cut them down.

The tanks retreated; that particular blitzkrieg was ended. Over and over again the Louisiana maneuvers demonstrated the amazing abilities of Uncle Sam's newest invention, the rugged jeep or bantam car. General George Marshall, Army Chief of Staff, says that it is our main contribution to modern

war. A buck private told me: "The blitzbuggy carries more fighting punch per pound than any other army vehicle." A post-maneuver War Department statement of mass-production plans calls the jeep "sensational."

Our army's youngest, smallest, toughest baby has many pet names: jeep, peep, blitzbuggy, jitterbug, beetlebug, iron pony, leaping Lena, panzer-killer. The names are all affectionate, for the jeep has made good. When it was only a year old, it stole the show in the vast Louisiana tank and anti-tank warfare.

I was standing in the hot Mississippi sun while Lieutenant Patrick Summerour, of Camp Shelby, explained the jeep. There were rows of them before us: American Bantam, Ford, and Willys auto makers are turning them out by the thou-

sands. Army goal: 75,000 jeeps.

In front of me was a car 11 feet long, 56 inches wide, 40 inches high—half the height of your family auto and three feet shorter. Weighing only 2200 pounds, the jeep is rugged with power, yet is small enough to be flown in army transport planes. It has no doors, but there are safety straps to keep you from being catapulted out as it tears up and down steep slopes or around hair-raising turns. Normally it carries two passengers in front, one behind. In an emergency it can carry six, the extra men riding on flat front fenders. There are six speeds forward and two reverse. In deep mud, sand, or snow, power can be transmitted to all four wheels.

Lieutenant Summerour lifted up the hood.

"See that engine? Four cylinders. Sixty horsepower. Plenty o' zip, and easy to fix because of standard parts."

He pointed to a rear towing hook.

"You pull an anti-tank gun here. Civilians often ask why we do not fight tanks with tanks. The answer is twofold. In the first place, a jeep costs \$900; a tank \$35,000. Second, these tank-destroyers, towing anti-tank guns, can swarm round old Shicklegruber's tanks and give 'em hell. It's like David and Goliath—only there are ten Davids for every Goliath."

NO ONE man developed the jeep. In the fall of 1940, when the Army was about to buy a large number of motorcycles, the American Bantam Car Company offered the basic idea. Unenthusiastic, the Army nevertheless allotted funds for experimentation and later purchased 1500 cars. General Marshall himself promoted the venture. The first car was delivered in 49 days and proved itself under stiff Quartermaster Corps tests at Camp Holabird, in Maryland. The Corps added ideas. The manufacturers now turn them out wholesale from standardized blueprints.

Designed merely to replace the motorcycle, gruelling tests showed that the jeep could fight as well as run. And it could go places a motorcycle couldn't. Besides, a motorcycle dispatch rider is vulnerable; a single sniper can cut him down, letting vital orders fall into enemy hands. A jeep, carrying armed men and machine guns, is a far tougher proposition. And, vital for combat strategy, the jeep



Photo by U. S. Army Signal Corps.

Steep grades, sand, other tough going are trivia to a "blitzbuggy"

is a clawing, climbing hellion in reaching good places to shoot from.

Lieutenant General Walter Krueger, commanding the Third Army in the Louisiana maneuvers, used the jeep for reconnaissance and command work. It can also serve as a radio patrol car. At Fort Benning, Georgia, it has laid smoke screens to hide the movement of heavy artillery. During battle it can take ammunition, first aid, or food to outposts, can evacuate wounded or get a gun crew out of a doomed position. It can cross bridges too weak for other cars, can reconnoiter rougher terrain. With a mounted 50-caliber machine gun, it can help protect troop columns from airplane strafing.

The War Department has just formed, at Fort Benning, the first air-borne infantry battalion. Planes will transport troops equipped with jeeps, motorcycles, and folding bicycles. The battalion will follow close on the heels of parachute troops in air landing operations.

In Mississippi, I learned firsthand what it was like to ride in a jeep across pine-studded acres at 50 miles an hour. I learned, also, that much of its effectiveness depends on the driver's boldness and ability. It was like driving a Model T Ford across a ploughed field. I was riding a steel bronco, held loosely in my seat by a safety belt. Lieutenant Summerour rocked easily beside me as though cantering his horse in Central Park, apparently enjoying the ride.

He slowed down our jeep and

straddled a half-buried log, front wheels tilted to the sky. I visualized a shattered crankcase but was shown guard bars underneath for just such protection. Grabbing special handles on the body, we lifted the car and shoved it easily off the log.

ARMY strategists especially admire the jeep's "low silhouette." Only three and a third feet high, the jackrabbit-like jeep is hard to spot in brush country, still harder to line a gun on.

"Let's take a tactical problem," suggested Summerour as we were driving along. "S'pose we are out in front, scouting the enemy, and he fires on us from a hidden position—we dive for cover,—fast!"

He slammed on the brakes, turned sharply left, and stopped the car behind a protective knoll.

"Then we locate the enemy fire," he went on, "and blast him. We're so darned low it's hard for him to see us."

At 25 miles per hour he headed for a huge live oak with gnarled branches close to the ground. I was expecting him to swerve suddenly to demonstrate the jeep's maneuverability. Soon I saw that it was not his intention to swerve at all.

"Duck!" he yelled.

I ducked.

We roared under the lowest branch—the top of our car missing it by inches. Only then did I realize that I had stowed my 190 pounds in the narrow space between seat and cowl—and had



Photo by U. S. Army Signal Corps.

A 37 mm. anti-tank gun mounted on a jeep

lots of leg and arm room to spare! "Plenty o' clearance," my driver remarked.

We crossed a small stream, water flowing over the floor. But we had no trouble, for electric units are placed so high that the 40-inch jeep can keep going through water 18 inches deep. We clawed our way up the 30-degree bank—twice as steep as you'll ever meet in a passenger car on the highway.

Rivers are an army's worst obstacle in enemy country, and raft or bridge builders offer splendid targets. It was enlightening, therefore, to see jeeps ferried across streams atop three row-boats, on rafts of empty oil cans, and on stray logs wired together. Latest plan is to lay a heavy tarpaulin on the ground, drive the bantam on it, fold up the sides, then drag it into the water where it will float with some support. Tacticians call this simplicity, plus.

Back in camp, in the warehouse section, Lieutenant Summerour gave me one more thrill. He drove the car up a narrow ramp to a railway loading platform, drove along the platform, steered through the open door of a boxcar, passed through the car to a ramp on the other side, and down to the street.

"Think we've got something here?" he asked, getting out of the bantam. I certainly did.

A heavier version of the jeep is the "swamp buggy," with bus-size tires for deep snow and mire. Most important, it's mounted anti-tank gun can be fired forward. It is not towed behind. This means quicker striking power.

In the Louisiana maneuvers, involving 400,000 troops, Army eyes were on its three new anti-tank battalions. All include jeeps and well-armed jeep-riding soldiers. Company A, of the 94th Anti-tank Battalion, for example, has 51 jeeps, some drawing anti-tank guns, others carrying ammunition.

THE jeep has helped mightily to lay the legend of tank invincibility. Brigadier General Ira T. Wyche, commanding the 1st Provisional Anti-tank Group, says cheerfully: "We might retire if attacked by heavy opposing infantry, but never from a tank outfit." Already the jeep has made major changes in army concepts of cross-country mobility. It also fits into the traditional American notion of individual action in war.

When war ends, jeeps can do useful work. An artillery officer told me they would aid certain kinds of farming which need practical "Model T Ford" type transportation. Or, with a few trimmings for looks and the spur of low gasoline consumption, the jeep might make good in cities. Lessons learned by jeep manufacturers surely will be put to practical use in improving your car and mine.

EDITOR'S NOTE: In the nomenclature of our Armored Divisions—which has reached almost the stage of a special argot—the term "jeep" is used to designate the one and one-half ton command car, while the miniature combat car, so often pictured in mid-air, is known as the "peep"—sometimes, "the son of a jeep." This is according to advices from the Bureau of Public

Relations of the War Department, which explains that in other branches of the Army, however, "jeep" and the various names mentioned in the above article refer to a bantam car.

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DECOY BLACKOUTS

Dummy Airfields, Deserted Roads, and Empty Areas

DUMMY airfields with dimly shining lights, wide open spaces illuminated to simulate crowded areas, and long lines of glowing street lamps on deserted roads are now being studied as a means of literally camouflaging whole cities in event enemy bombers reach America's shores.

"Tragic ineffectiveness of London and Berlin to protect themselves from night raiders with total darkness is forcing the United States government and commercial lighting experts to seek startling new blackout techniques, many of them secret," according to Samuel G. Hibben, Westinghouse blackout lighting engineer.

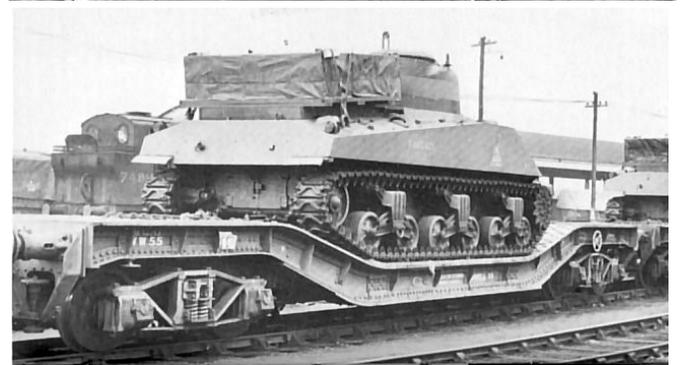
Since there appears to be no way of preventing bombers from dumping their lethal loads over the centers of blacked-out cities, engineers are now studying means of inducing them by camouflage to aim their bombs where direct hits will cause little or no damage, Mr. Hibben declares. He points out that in the camouflage version of the blackout, decoy airfields, highways and industrial centers could be changed for each raid. They would be located well out of the way of residential areas.

From the air, a string of partially concealed lights along a deserted stretch of road would appear to be a main artery leading into the city. Actually it might point in an entirely different direction. Anti-aircraft and searchlight batteries located several miles from a metropolitan center would be just as effective but would tend to draw pilots away from vulnerable areas. A broad rectangle of flood lights anywhere would serve as airfield decoys. Americans who drive cars with sleek, black tops probably will be obliged to swab their autos with some dull, removable finish in event of air raids. Even moonlight reflection on the tops of closely parked cars offers an ideal target from the air.

50-ton Warwell Wagons (Warwell A) The 50-ton 'Warwell' wagons became necessary during the Second World War when US-built Sherman tanks were planned to be shipped to Britain and stored pending Operation Overlord, the invasion of Europe (commonly known as D-Day). These tanks were too high to be carried on flat wagons in Britain because they would foul bridges and tunnels. Insufficient suitable well wagons were available, so the Ministry of Supply commissioned the 'Warwell' wagons.

The bogies, screw jacks and OCEM buffers were the same as applied to the 'Warflat' wagons. Three manufacturers constructed these wagons; Gloucester Carriage & Wagon Co, Head Wrightson and Southern Railway. They were classified as private owner wagons and were registered as fit for traffic by the LMS, except the SR-built wagons which were registered by the SR themselves.

The 50 ton 'Warwell' wagon was specifically designed to carry Sherman tanks. These were collected from the docks when they arrived from the USA and taken to storage locations. During the build up to Operation Overlord the tanks were moved to the docks in preparation for shipment to Normandy.



An official photograph of a train of 50-ton 'Warwell' wagons carrying Sherman tanks. The nearest wagon is labelled as on loan to the LMS, which is consistent with the LMS brake van to the right of the photo.



Carrying a modern fighting vehicle

An unidentified 50-ton 'Warwell' wagon at Crewe Heritage Centre on 12th March 2011. The load appears to be the boiler and firebox from a Southern Railway Bullied Pacific locomotive. Photo Nick Broome.



Interesting firearm that was used in Canada.
Recently sold at Millar & Millar auctions in New Hamburg, Ontario, for \$24,000



COLT, RARE 1851 NAVY UPPER CANADA PISTOL



DESCRIPTION: American. Issued to Canadian Upper Canada (Ontario) Volunteer Militia. In 1855 Canada purchased 800 model 1851 navies. Approximately 600 were sent to Upper Canada and 200 to Lower Canada (Quebec). These guns were all purchased from Colt's London Factory and are marked with Colts London barrel address. They were all marked on the butt, usually on the left side with U-C for Upper Canada, along with a letter identifying the company and an issue number. This gun shows "A" troop (1st Frontenac Troup) and issue number 13. This gun serial #29062 made up part of the shipments to Ontario. . All matching serial numbers. Frame has dull but visible case colour in protected areas. Balance of gun is brown patina. The action is tight and working well. London barrel address is clear and sharp. One piece wood grips are nicely marked with approx 80% varnish. Barrel address nice and sharp. Don and Joyce Blyth collection.

