



JOURNAL

of the Ontario Model Soldier Society



Ontario Model
Soldier Society
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In this issue:

Visiting the IPMS HeritageCon Model Contest

Port Arthur Penal Colony

Strong Vincent

Military Units of Canada in Miniature—The Royal Canadian Navy

Visiting the Military Miniature Society of Illinois Show 2022
and much more!



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Electronic submissions preferred but not mandatory. Please submit all material for consideration to the editor:

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Aims of the OMSS

The OMSS is a provincially chartered, non-profit organization, dedicated to the following purposes:

1. Providing a meeting place and a means of exchange of information among those interested in creating, painting, war gaming, collecting, and displaying model and toy soldiers and studying the history thereof.
2. Publicizing the hobby in order to make known the existence of the Society and to attract new members and enthusiasts to it.
3. Improving the skills and knowledge of the members through the sharing of information of regular competitions, classes, and lectures.

2023 OMSS Executive

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From the Editor

Brendan Hogan, Editor

Greetings! Welcome to the first issue of our *JOURNAL* for 2023!

To kick the issue off, we have some photos from the December 2022 luncheon and a message from our new president. Frank MacKay contributed two articles on his recent visits to a hobby model show in Hamilton and a model soldier show in Chicago. Jeff Duncan wrote an interesting piece on toy soldiers related to the Port Arthur Penal Colony in present-day Australia. David Gauthier from the Toy Soldiers Club in Quebec City generously contributed two articles—one on Brigadier General Vincent Strong, a Union general of Gettysburg fame, and another on the buffalo hunt in western Canada and the United States—and the toy soldiers produced by King & Country related to these subjects. Scott Dummitt continues his “Military Units of Canada in Miniature” series in this issue. This time he looks at the officers and sailors of the Royal Canadian Navy of which Scott is a proud veteran. Last and certainly not least, a special thanks to all others who contributed additional content to this issue.

I am hoping to get the second issue of the *JOURNAL* for 2023 out in September. Of course, I will need your help. Please consider writing a short article or sharing some photos. Original content is always needed... Desperately!



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Cover Photo

The cover of this issue is provided courtesy of Eric Shaw, who again supplied the editor with some photos of his Coldstream Guards marching through an English town. The figures featured are from the “Regiments” series by W. Britain and portray the Coldstream Guards as they would have appeared circa 1792 in the midst of the French Revolutionary Wars. They are cast in 54mm size and are painted with a traditional gloss finish.

2023 OMSS Monthly Meetings & 2023 Show

Please check out the OMSS website and monthly newsletter for the latest updates on monthly meetings and the annual show. Both are updated regularly to keep OMSS members informed of any changes to the scheduled meetings or the show.

President's Message from Scott Milburn, President of the OMSS

In my first *JOURNAL* message as president, I would like to reflect on the successes of the OMSS over the past three years in light of the historic challenges the club and society as a whole faced during this time.

It is a demonstration of the club's strength and vitality that we continue to exist after such a challenging three years. This strength and vitality is entirely thanks to our members and their contributions to the club.

One of our core strengths is fellowship. We join the OMSS to share in a common interest and build new friendships as we expand our model soldier collections, improve our hobby related skills, and learn a little history along the way. Through an increased effort by many members to make phone calls and send

emails we managed to stay in touch with each other and maintain those friendships.

We have proven an ability to adapt to new ideas while continuing to respect and support our past. For example, the implementation of Zoom video conferencing for Ottawa branch club meetings and virtual swap meets (which all OMSS members are welcome to participate) is an example of how the club has worked to keep members engaged while not being able to meet in person. At the same time we continued to print monthly newsletters and the *JOURNAL* to stay in contact with those members that do not participate in a virtual meetings.

The OMSS Underground Railroad (O.U.R.) is another success story that evolved out of necessity. Thanks to the initiative of our Head Conductor, Jeff Duncan and a group of dedicated Station Masters consisting of Bob Thompson, Jim Qualtrough, Scott Dummitt, Andy Traverse, Egor Evsikov and others who provide warehouse services along the O.U.R. route, the railroad has shown to be a popular service to our members. This has enabled us to continue with sales and trades between members as well as the ongoing sales of club table donations through our Zoom meetings without incurring shipping costs.

The club has also managed to maintain a satisfactory balance sheet as we enter 2023, despite waiving membership fees for 2021. This is thanks to our *JOURNAL* and newsletter advertisers, generous donations to the club for club table sales and Gary Lenius' diligent bookkeeping. However, for our books to continue to be balanced, it is vital for members to renew their annual membership and attract new members as regular expenditures such as hall rental, awards, printing and postage expenses have resumed, and those costs have increased. See the club's January newsletter for several easy methods Gary has setup to renew your membership.

The club includes a diverse membership and interests. There are those that cast model soldiers from an ingot of solid metal to connoisseur painters, collectors, students of history and everything in-between. Just as 3-D printing is a new technology available to us in addition to moulding and casting, the club needs to remain engaging for both old and new members to ensure the survival of our club and the hobby. We will need everyone's participation to achieve these goals.



Highlights from the 11 December 2022 OMSS Meeting

By Frank MacKay & Jeff Duncan

Jeff Duncan (L) presented with the OMSS 25-year gold pin with Gary Lenius (C) and Keith Ritchie (R).



At the first in-person Christmas lunch and awards event in several years, OMSS President Keith Ritchie (R) awarded the Bryan Gibbons Award to member and Treasurer Gary Lenius (L). The award is given to the OMSS member who exemplifies the spirit of the society with their efforts throughout the year(s). This was in recognition of Gary's years of outstanding assistance to the OMSS.



A Redcoat and Greencoat at War: The Narratives of Shadrach Byfield of the 41st Regiment and Thaddeus Lewis of the Glengarry Light Infantry Edited by Michael Phifer

Reviewed by Ronald Peraziana,
OMSS Member

I found this little book is a very interesting read of these two men during the War of 1812.

Included in *A Redcoat and Greencoat at War* are the exciting memoirs of Shadrach Byfield and Thaddeus Lewis. Byfield served in the light company of the 41st Regiment of Foot and would see active service with the British Right Division in its successes and failures in western Upper Canada and in Ohio and Michigan. He would see action in the Niagara theatre during the brutal winter campaign of late 1813 and early 1814. In the summer of 1814, Byfield would see hard service at Lundy's Lane and Black Rock where he was severely wounded. Through Byfield's memoirs, we not only read of his experiences as a light infantryman in battle, but also of his interaction with civilians, enemy soldiers, and Natives. Lewis on the other hand would see a good part of his service in the eastern part of Upper Canada. Although he would see action at Ogdensburg, most of Lewis' time in service would be being sick or worn out from fatiguing journeys. Lewis' experience during the war

A Redcoat and Greencoat at War:

The Narratives of Shadrach Byfield of
the 41st Regiment and Thaddeus Lewis
of the Glengarry Light Infantry



Shadrach Byfield and Thaddeus Lewis

Edited by Michael Phifer

would also be a spiritual one as he attempted to get right with God. This edition contains numerous footnotes, first hand accounts by Byfield and Lewis' contemporaries, maps, and illustrations.

Interestingly, OMSS member Scott Dummitt has an ancestor who served in the 41st Foot with Byfield during the Siege of Fort Erie in 1814.



The Swami Answers Your Modeling Questions

Send modeling questions to The Swami, c/o The *JOURNAL* of the OMSS.

Question: *O Enlightened One, as promised in your previous column, I for one would very much like to hear your wisdom on modeling putty—Jeff Duncan.*

Answer: The filling of gaps when making models of any kind, be it armoured vehicles, ships, airplanes, or figures, is an essential step in finishing a realistic looking model. You have only to observe the real thing to realize the absolute necessity of carrying out this step. Does a real aircraft have a gap at the wing root or does a tank have a gap where the plates are joined? By the same token, the arms of a figure will look like they were just glued on if they are not smoothly feathered into the rest of the figure with putty. You only have to examine the sleeve joins on any garment to see what is required to make it look realistic.

We are fortunate to live in a time when there are a myriad of products on the market that can help us accomplish this task. Testors contour putty was perhaps

the first to answer the modeler's call, and it was sold in little metal squeeze tubes alongside their ubiquitous model airplane glue. It was adequate for the purpose, cheap, and could be feathered to a smooth edge with a cotton swab soaked in alcohol. It was not very durable, however, and could dry out, crack, and get powdery with age even under the paint of a finished figure. Squadron soon developed a competitor putty in green and white varieties which was much sturdier but could only be feathered with acetone or lacquer thinner. Both these companies have since closed down but the products are still available in some stores.

In the 1980s, A&B epoxy putty came into vogue and provided putty which was not only sturdy but could



itself be used as an adhesive to strengthen the bonding of parts. They are substantial and clay-like, meaning that you can even sculpt parts with it. Milliput of UK has long been the favourite of many modelers and can be smoothed with water. Tamiya soon entered the game along with other brands such as Devcon, Lepage's, Blue Stuff, and many others. My personal choice is Aves Epoxy, putty which is very versatile, can be smoothed with water, and has a long shelf life. Catering to modelers and artists, of course, none of these products are cheap.

When searching for the perfect putty for your needs, do not restrict yourself only to products geared to artists. Automotive products such as Bondo are perfectly suited to the task and are quite economical by comparison. Mastercraft has a paste tube product called Plastic Steel which is perfect for figures although it can only be sanded when dry, no solvents will affect it. One of my favourite repurposed non-

modeling products is plumber's putty. Intended to seal small leaks in pipes, when set, it provides a surface as hard as rock which can even be drilled, sanded and carved. As the A&B components are packaged inside of each other and need to be kneaded into a uniform colour before use, unfortunately the shelf life is only about a year. At \$5 a tube, treat yourself to a new one annually. I have found products made by Oatey to be the best.

As always, I urge you to experiment and try various products and methods, no matter how ridiculous they may at first seem. One way or another, you will discover exactly what you need. And once you have—why not write up your findings and share them with the rest of the Society in the *JOURNAL*? If you will not share your secrets with them, why would they tell you about theirs?



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THE CANADIANS

A collection of some ten different boxed figures of Canadians made in the late 1970s by Soldiers' Soldiers of Lambeth. London, near the Imperial War Museum. Perhaps you visited?

These boxes were commissioned by an Italian Count and no more than six boxes of each figure were ever made and they were specially painted to a much higher standard than the normal production figures. The remaining boxes are now offered for sale. 54mm, lead-alloy (white metal) in original boxes and with a label of authenticity, signed by John Tunstill, shopkeeper.



For other Soldiers' Soldiers, prints, books, wargame figures, medals, militaria, postcards, postage stamps and Britains' are to be found on www.soldierssoldiers.com.



Visiting the IPMS HeritageCon Model Contest at the Canadian Warplane Heritage Museum (Post-Covid Edition)

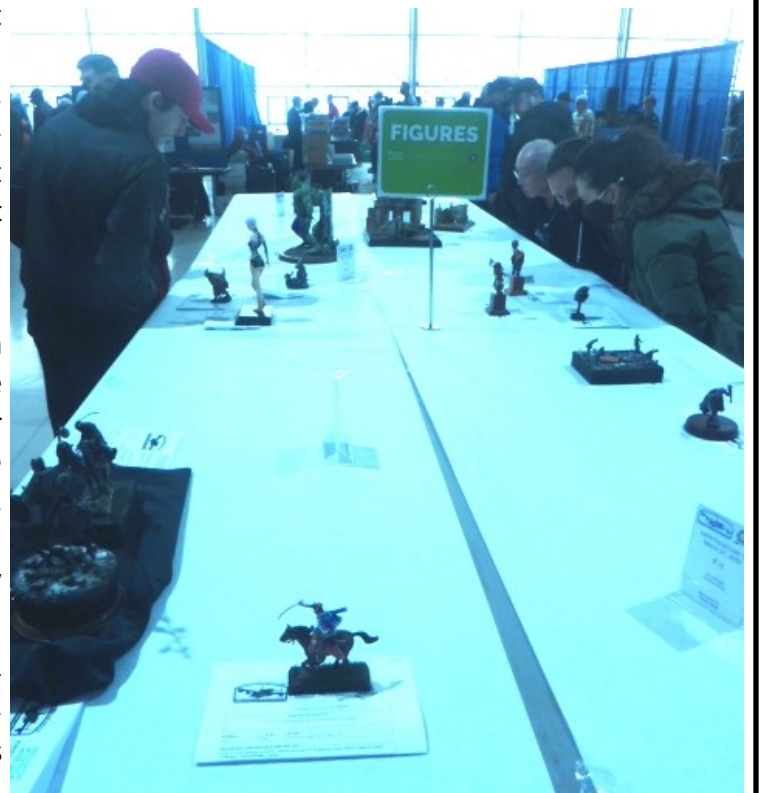
By Frank MacKay, OMSS Member

On 27 March 2022, Ian Pearson and I braved one of the last snowfalls of the year and drove over to the IPMS HeritageCon model contest, hosted by the Canadian Warplane Heritage Museum outside Hamilton. It was a long drive for eastenders like us, but this was the first show in the two years since covid hysteria closed down all events, and we were going, no matter what. We made good time on the highway and arrived in just over an hour. Winds got very high, and the iconic CF-104 on a pedestal at the front door was wagging in the wind like a toy in the frigid air.

As usual, the event was held in the museum's main hangar, with four rows of six-foot tables under the wing of a huge Catalina PBY flying boat. Four similar rows of vendor tables began under the wing on the other side. The shopping was incredible as always, drawing almost every hobby dealer in Ontario and also many builders just passing on kits they knew they would never build, all for incredible prices.

I didn't know what to expect from this show because registration was available only online, supposedly to quicken and streamline check-in, but this

requirement was not well publicized. I had gone online and registered a minor figure I had just finished, only as an experiment to see how this system worked. Two days later the entry form was emailed to me, and I retrieved it from my spam filter and printed it out. When I went back to register other pieces that I actually had hopes for, registration was closed. When is the last time you heard of a contest turning away entries? Some competitors who had not



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were happy to patronize the excellent lunch counter and kit shop as well.

I counted about eight OMSS members in attendance, but sadly I was the only competition entrant. I've said it before, and I will go on saying it, folks: if we don't patronize the shows of other clubs, why on earth would they feel any obligation to support ours? All modelers in Ontario need to get their collective acts together, including us, and start working to support each other.

The final count for entries was 729 from

heard about this were gravely disappointed at the registration desk. I saw more than a few leave in a huff, while others just put their creations on the tables as displays, sadly ineligible for competition. Registration moved at a brisk pace alright, but I don't think many were happy with this online thing, and I'll be surprised if it's repeated. Entry fees were \$2 per model and



\$16 general admission to the museum. As this is CWH's biggest fundraiser of the year, nobody complained and most

647 competitors, the artistry simply stunning on many entries. It was disappointing, however, to see a lot of empty space on the tables. They could have accommodated a lot more, and the blame for that is squarely on this registration thing. Aircraft, armour, cars, and sci-fi were the most active categories and there were many magnificent entries in the junior categories as well. Figures were poorly represented with only eleven entries and there was a lot of white space on that table which normally would have been filled.

The judges too seemed out of practice, and the awards ceremony was half an hour longer than planned and late. This can be forgiven as they use the IPMS detailed breakdown of categories, and it takes a while to judge and organize over a hundred categories. I admire this system very much as it separates apples from oranges, i.e., foot figures are not forced into the same category as mounted figures, and

54mm foot is not dwarfed and ignored alongside shows have been missed. Next year's show is scheduled for 26 March 2023 and I wholeheartedly urge everyone to attend—and enter.

The OMSS is currently using a system that is fairer and far superior to the nebulous mish-mash system the OMSS is currently using. I even managed to win a bronze medal with an old Airfix 10th Hussar that I had just stripped and re-done after it had an accident. The obverse of the medals were all engraved "HeritageCon 2020."

HeritageCon continues to be one of the greatest events of the modeling year in Ontario and a visit is always a delight, not to be missed. Over 1,700 people attended this year, a testament to how dearly model



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Port Arthur Penal Colony

By Jeff Duncan, OMSS Member

This article was inspired by the donation from Dave Kelly of various materials from his collection to the Society. Dave is a long time OMSS member but is incapacitated now, and his wife Shelia was instrumental in getting a variety of materials from Dave's collection to us. OMSS members Jim Qualtrough, Scott Dummitt, and Ian Pearson met with Shelia in Peterborough for what they thought was a look at his collection and the opportunity to pick up a few pieces until Shelia indicated to them she was moving that day and needed everything packed up and cleared out!

I took possession of the materials last fall and when going through them saw some unusual figures that peaked my interest. What struck me about the figures was how stark and somber they seemed. I thought this before knowing what they were. From the black and yellow convict uniforms that were designed not to be something to see from afar but rather to make the wearer know they were not "normal," and they were a not regular member of society to the "silence masks" that were worn for sensory deprivation, and no one was allowed to talk to those wearing one. Even the guard figure with a prison dog defecating just added to the strange vibe about the set.

Port Arthur began life in 1833 as a penal colony for British and Irish convicts and was meant to be toughest of all the prisons in Australia, said to be inescapable like Alcatraz in California. It was named after George Arthur, the lieutenant governor of Van Diemen's Land, the name given to Tasmania until 1856. It had over 75,000 convicts go through its system.

From 1833 until 1853, Port Arthur was the destination for those deemed the most hardened of convicted British criminals, those who were secondary offenders having reoffended after their arri-





val in Australia. Rebellious personalities from other convict stations were also sent there. In addition, Port Arthur had some of the strictest security measures of the British penal system. One section of the prison was not guarded by humans but by vicious dogs, about 18 in total on chains that would attack anyone that tried to pass by them to the other side.

Despite its reputation as a pioneering institution for the new, enlightened view of imprisonment, Port Arthur was still in reality as harsh and brutal as other penal settlements. Some critics might even suggest that its use of psychological punishment, compounded with no hope of escape, made it one of the worst. Some tales suggest that prisoners committed murder





(an offence punishable by death) just to escape the desolation of life at the camp. The Isle of the Dead was the destination for all who died inside the prison camps. Of the 1,646 graves recorded to exist there, only 180, those of prison staff and military personnel, are marked. The prison closed in 1877.

Simply for its bizarreness, was the escape attempt of one George "Billy" Hunt. Hunt disguised himself using a kangaroo hide and tried to flee across the Neck, but the half-starved guards on duty tried to shoot him to supplement their meager rations. When Billy noticed them sighting him up, he threw off his disguise and surrendered, receiving 150 lashes.

Adding to the human story and tragedy of this place, Port Arthur was the site of Australia's largest mass murder in April 1996 with 35 were killed and 23 injured.

I have great memories of traveling to several toy soldiers shows in the United States with Dave and the Ritchies. As an aside, Dave and Don Ritchie that would become great friends happened by when Dave was on a visit to the Irish Toy Soldier Museum in Northern Ireland. He was on a visit back home, and the owner had a series of parcels for Don that lived only a half hour away back in the Peterborough area. Dave like a toy soldier "mule" brought the packages back for someone he did know at the time.

He and Don became fast good lifelong friends. This is the first known OMSS Underground Railway (O.U.R.) international run that I have learned about!

Dave and I both shared an interest in the "different," so I was curious how he came to have these Penal Colony figures in his collection. I contacted Shelia, and she informed me he picked them up in person from a trip he took to Australia in 2001 to visit his sister that lives there. As part of that visit, they toured Tasmania and Port Arthur. The figures I believe are from a cottage industry type local producer. They are not spectacular by today's large toy soldier producer standards, but they have charm and tell a fascinating story and highlight a great OMSS member—Dave Kelly.



Strong Vincent

By David Gauthier, Toy Soldiers Club

Being able to sculpt a figure's head at 1/30th scale is quite a challenge. Trying to reproduce a real person adds an extra layer of difficulty. Luckily, some people have facial features that make this job a bit easier. Such is the case with the new CW139 Brigadier General Strong Vincent by King & Country. With his epic mutton chops, Grecian nose, and piercing eyes, it is quite easy to recognize this historical figure... as long as you know the real person!

Strong Vincent was born in 1837 in Waterford, Pennsylvania. After studying at Trinity College and Harvard University to become a lawyer, Vincent went back to Pennsylvania where he made a living as a lawyer in the city of Erie. When the American Civil War started, he enlisted in the Union Army and joined the 83rd Pennsylvania Infantry. Being educated, he quickly became commissioned lieutenant-colonel. He got field promoted to the rank of colonel during the Battle of Chickahominy River when the former colonel of the 83rd got killed in action. Shortly after, Vincent caught malaria and received medical leave to afford him time to recover. He later came back to the frontline in time to participate in the Battle of Fredericksburg. Following the Union defeat at the Battle



The real Strong Vincent.



Entrenchment used to defend the Little Round Top.

of Chancellorsville and the resignation of the former brigade commander in the aftermath, Vincent inherited the job of commanding the brigade.

But it is for his actions at the Little Round Top during the Battle of Gettysburg that Strong Vincent is mostly known. During that battle, he understood the tactical importance of this position and the necessity of defending it from the Confederates. So, on his own initiative, he organized his troops and prepared to face a numerically superior enemy. His defense resulted in massive



The monument who inspired the figure.

Credit: RFM57

losses for the attacking Confederate troops. In the last phase of the battle, with his men running low on ammunition, a bayonet charge was ordered to push back the last attempt of the enemy to capture this location. This last effort secured the victory for the Union force and contributed to their success during the Battle of Gettysburg. It is also during this battle that Strong Vincent was mortally wounded. He would die five days later from his injury. A few days before dying, following the recommendation from Major General George Meade, Vincent got promoted to the rank of brigadier general.

Today, Brigadier General Strong Vincent is an essential character for movies about the Battle of Gettysburg. He was portrayed by Maxwell Caulfield in the 1993 movie *Gettysburg*. But the figure that concerns us today is not based on the movie. The CW139 is actually based on the 83rd Pennsylvania Infantry monument at the Little Round Top.

The CW139 is a pretty good replica at a smaller scale of the monument erected in 1899 by the

Commonwealth of Pennsylvania. The original sculpture is the work of S.J. O'Kelley, who worked on many other monuments related to the American Civil War. The body pose here is very interesting as it has tension. It represents Vincent just before taking out his sword and leading his men into battle. This is not, however, the moment just before being wounded, as he had a crop given by his wife in hand at that moment. The best feature on this figure is probably the face, which is quite well sculpted for the scale. The figure has a very intense expression and stare. The hairs might be a little on the light side and maybe a darker colour would have been better, but it is hard to be certain based off the black and white pictures that we have of him.

To conclude, Brigadier General Strong Vincent not only had an amazing name, but was a clever man able to lead his men and took advantage of a situation. King and Country's choice to base the figure on the most epic monument ever created for this man and the soldiers of the 83rd is probably the best way to honor this hero of American history. Plus, the sculpture of the face is really well executed!



CW139 Brigadier General Strong Vincent

Military Units of Canada in Miniature—The Royal Canadian Navy (RCN)

By Scott Dummitt, OMSS Member



While the Canadian Naval Service Act was not signed until 1910, Canadians served with distinction in the Royal Navy for decades before the young Dominion formed its own naval service. During the War of 1812, Lieutenant Provo William Parry Wallis, a Halifax born officer in the Royal Navy, took temporary command of HMS *Shannon* after it had defeated the USS *Constitution* off the coast of Boston, Massachusetts in June 1813. The young lieutenant would go on to rise to Admiral of the Fleet. Canadians also saw service with the Provincial Marine, which served on the Great Lakes.

The Provincial Marine would eventually be

redesignated as Royal Navy, and the largest vessel of the war—HMS *St. Lawrence*—was built at Kingston, Upper Canada and carried 112 guns, more than Admiral Nelson's HMS *Victory*.



Victoria Cross Set, British Naval Brigade Heavy Artillery and Crew, Lieutenant Young and Able Seaman Hall, Victoria Cross recipients by W. Britain Ltd.

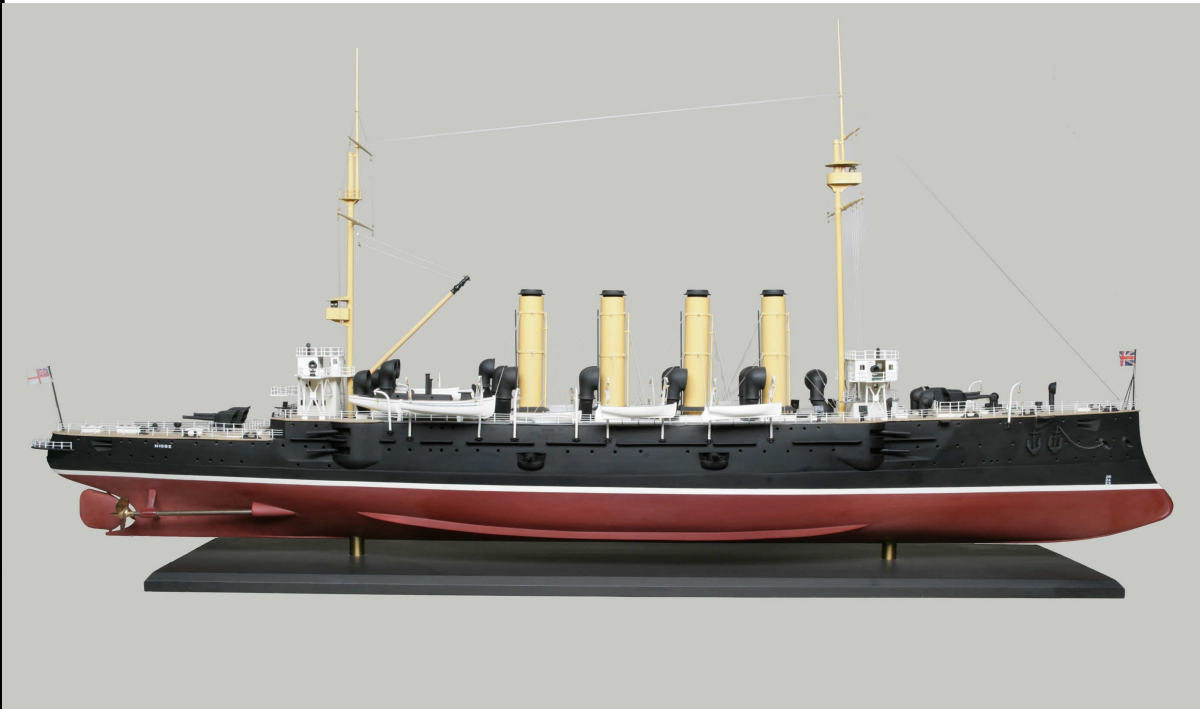
Another famous Canadian sailor was William Hall, born in 1827 at Horton, Nova Scotia. Hall was the first Black Canadian, the first sailor, and the second Canadian to be awarded the Victoria Cross for his actions during the Indian Rebellion of 1857. He had enlisted in the Royal Navy in 1852 and was serving aboard HMS *Shannon* (not the same *Shannon* from 1812) when a naval contingent was employed from the ship to fight at Lucknow. Hall received his Victoria Cross aboard HMS *Donegal* in Queenstown Harbour, Ireland, on



RN Rating of the Napoleonic era by W. Britain Ltd.

28 October 1859.

In 1878, the Canadian government under Sir John A. MacDonald, informed the British Home Office that Canada was interested in forming a navy. This was due to problems with American and Russian aspirations in the western part of the country. The government eventually paid to have an old British steam corvette, HMS *Charybdis*, refitted and sailed to St. John, New Brunswick, where a Canadian naval training service was to be formed. Candidates who graduated from the program were to serve with the Royal Navy; however, the government failed to carry through with its plans, and the *Charybdis* was eventually returned to the UK. Continuous disputes with the United States eventually forced the government to construct a small flotilla of patrol vessels to enforce fishery patrols off and on from 1871 until 1908.



Ship model of HMCS Niobe, Canada's first ship, 1910.

During the later part of the 1800s and early 1900s, the Canadian and British governments were continually in disagreement regarding a naval policy for Canada. Britain did not believe it should foot the bill for Canada's naval protection, and

Canada did not feel it should contribute much to its own naval defense. It was a classic parent-teenager conflict with Canada always looking for a way out of paying its fair share. Problems with American intrusions and the growing unrest in Europe were soon to change some of the situation.

To further guard against American expansion on the Great Lakes, the Department of Marine and Fisheries announced that the two aging government cruisers, on Lake Erie and the East Coast, would be replaced by newly designed vessels. At the same time, funds were requested to investigate the matter of forming a naval militia. The two new vessels for the ministry closely resembled torpedo gunboats that had recently been designed for use in the Royal Navy. Both ships were of steel construction, had ram bows, and carried quick-firing guns. The *Canada*, the larger of the two vessels, was also fitted with the latest Marconi wireless. The *Canada* was launched on 14 June 1904, while the *Vigilant* followed soon after, its Toronto launching being 11 September 1904. The crews of both ships engaged in Maxim gun-firing, rifle and revolver drill, flag and semaphore signaling, pipe and bugle calls, and Marconi wireless telegraphy. It was with the acquisition of these vessels that the nucleus of a Canadian naval militia was formed. The government agreed to take over the

care and maintenance of HM Dockyard Halifax in January 1907 and HM Dockyard Esquimalt in March 1908. This was a major step towards the creation of a naval service for Canada. Then in May 1908, retired Rear-Admiral Charles Edmund Kingsmill, a Canadian by birth, was placed in charge of the Canadian Maritime Service. On 12 January 1910, Prime Minister Laurier introduced the Naval Service Bill. After much heated debate, the bill was finally passed. The Department of the Naval Service was set up on the same day, 4 March 1910. Rear-Admiral Kingsmill became the Director of the Naval Service (DNS). The government Marconi stations, fisheries protection, and hydrographic services were all transferred to the new department. On advice from Kingsmill, two older class cruisers, the *Niobe*, at 11,000 tons, and the *Rainbow*, at 3,600 tons, were purchased from the Royal Navy. These vessels were to be used as training ships until the new ones, which were to be contracted for, were built. HMCS *Niobe* would be stationed on the east coast while HMCS *Rainbow* would be docked out of Esquimalt.

Canada's navy would be a poorly nourished baby through the upcoming decades. Its performance during the First World War was dismal. Her aging cruisers could not join the Imperial fleet, and it even came to the point where the Royal Navy

and the Imperial Japanese Navy stationed ships at Esquimalt to protect the West Coast. At one point, the province of British Columbia purchased two American built submarines from a company in Washington State and secretly had them delivered to the Esquimalt where they were commissioned into the RCN. Canada's sailors were sent to reinforce the crews of Royal Navy vessels, serve on the local gate (submarine net trawlers) vessels, and armed yachts. In one case, the captain of an armed fishing trawler was court martialled for re-

fusing to take on a superior armed German U-Boat. Canada's navy underperformed so badly in the First World War that the British Imperial War Records fail to give more than a paragraph about the RCN's contribution to the struggle. The navy did end up with approximately 9,000 officers and sailors at the end of the war, a tremendous growth of personnel considering it had only two ships and less than 350 personnel when



Trumpeter Models has produced both a 1/1250th scale and a 1/350th scale version of the Canadian Tribal Class Destroyer HMCS Huron. In all, the RCN had a total of eight Tribal Class Destroyers during the Second World War. These were Iroquois, Athabaskan, Haida, Huron, Micmac, Nootka, and Cayuga.

the war started.

After the Great War, the navy once again went into a state of decline. General Andrew McNaughton actually recommended that the navy be disbanded and that the Royal Canadian Air Force (RCAF) be kept to map the interior of Canada from the air. Thankfully, McNaughton's recommendation was dismissed. However, the navy still struggled with declining numbers and a shrinking budget. Finally, along came a senior officer who changed how the public perceived the navy, Admiral Walter Hose. During his watch as DNS, then as Chief of Naval Staff (CNS), 1921-1934, Hose fought many battles to ensure the survival of the fledgling RCN, in his



RCN Signalman produced by Del Prado Figures.

As the dark clouds of war loomed over Europe in the late 1930s, Canada had finally started to make preparation to aid the Royal Navy in the upcoming conflict. In 1939 when the war started, the RCN had a total of thirteen ships, six of which were destroyers, and numbered 3,500 officers and men which included the Naval Reserve as well as regular force. Canada's naval story during the war was not that of the big ship navy, but instead it was devoted to the safe escort of the vital convoys that would keep Britain going

words "the Ugly Duckling" of Canadian national defence. Hose not only managed to obtain new modern vessels for the RCN, but he also was able to expand Canada's "Stone Frigate" fleet of Naval Reserve training facilities.

This expansion would be vital when the Second World War started. When Hose retired in 1934, he left a small professional service to be turned over to what would be Canada's wartime CNS, Admiral Percy Nelles.



W. Britain Ltd WRNS Officer wearing the same uniform as Canada's WRCNS.



throughout the war. A fine example of the Canadian story is depicted in the English cinema classic *The Cruel Sea*. The naval expansion of the RCN, RCNR, and RCNVR was nothing short of a Herculean effort. The navy grew from 13 ships to over 450 vessels and 90,000 personnel during the war time period. While the main

Revell Model's 1/72nd HMCS Snowberry "Flower Class" Corvette representing the backbone of the RCN throughout the Second World War.

body of RCN personnel were used to train the growing number of Reservist, and man the Tribal class de-

stroyers that hunted German convoys along the coast of France, the Canadian Naval Reserve provided the bodies that would man the plucky little corvettes and escort destroyers. Canadian sailors also served on motor torpedo boats, landing craft, oiler replenishment ships,



Officer & Ratings of the RCN produced by The British Toy Soldier Company as they would have appeared in 1953.



Navy Apprentices Pipes and Drums, circa 1950 – 60s, HMCS Esquimalt created by the author.



RCN Queen's Colour with Escort circa 2010 produced by Pride of the Nation.

gate vessels, trawlers, armed yachts, and at the growing amount of shore facilities. Canadian sailors also served aboard the Royal Navy capital ships as well as mainly crewing two Royal Navy escort carriers, HMS *Puncher* and HMS *Nabob*. In addition, Canada's ship building industry produced 122 corvettes. In total, Canada built 4,047 naval vessels during the war employing over 126,000 men and women in their construction.

The Women's Royal Canadian Naval Service (WRCNS) was established on the 31 July 1942. WRCNS served in 39 trades in



RCN Officer with Ratings circa 2010 produced by Pride of the Nation.

Canada, Newfoundland, Great Britain, and the United States. Their establishment was essential in freeing up men to serve in active war zones throughout the war. Canada's navy was a "stop gap" service during the war. Expansion was originally to see a growth of 40 mixed vessels up to 1945, but necessity and demand saw the service grow 100% over the early estimate. This

also created major problems for ship

maintenance, manning, and training. At one point, the navy was criticized so badly by the Admiralty that RCN North Atlantic escorts were pulled out to be replaced by Royal Navy units. This only lasted for a short time, but it did occur at the most critical time of the war at sea. The RCN sank a total of 33 U-Boats during the war plus another 42 enemy surface ships. It was also put in command of its own theatre of operations: the Canadian Northwest Atlantic as a separate area of joint RCN-RCAF responsibility. When the war ended in September 1945, the RCN was the fourth largest navy in the world, coming only after the United States Navy, Royal Navy, and Soviet Navy. Its duty done, the Canadian government started to dismantle the navy once again.

On 25 June 1950, war once again broke out in Korea. Canada's first response was to send three destroyers to the area. The Canadian destroyers did things like blockading the enemy coast, preventing amphibious landings by the enemy, protecting aircraft carriers from the threat of submarine and aerial attack, bombarding enemy-held coastal areas, and bringing assistance to those in need in isolated South Korean fishing villages.

With the signing of the armistice that ended hostilities in Korea, the RCN began its long period of patrolling her territorial waters and assisting NATO in surveillance of the seas against an ever-threatening Soviet Navy. From the 1950s through to the 1980s, the "Cold War" was the navy's main concern. The RCN was instrumental in working with its US and UK allies in the development of "The Beartrap" (Helicopter Haul Down & Rapid Securing Device), which allowed the RCN to fly and land the larger Sea King helicopter on the decks of its ships, the development of the anti-submarine chaser Hydrofoil (HMCS *Bras D'Or*) and took a leading role in the development of Variable Depth Sonar. Since the Second World War, the RCN has been used for humanitarian missions, NATO patrol, and fishery patrols, as well as drug smuggling patrols. During the First Gulf War, the navy sent three ships to patrol the Persian Gulf and performed 25% of all boardings during that campaign. It has since patrolled off the coast of the Horn of Africa against Somali pirates and continues to work closely with our American and British allies in providing carrier escort with those navies.

The RCN is a truly "Blue Water" navy, able to serve anywhere in the world where needed. It maintains the highest tradition of the service when called upon and continues to honour its long-time motto "Ready, Aye Ready."

Visiting the Military Miniature Society of Illinois Show 2022

By Frank MacKay, OMSS Member

On the morning of Friday 21 October 2022, Phil Andrews, Ian Pearson, my wife Janet, and I piled into a rented SUV and journeyed to attend the MMSI Show in Chicago. The Hyundai Venue proved to be a bit small for our needs, but it got good gas mileage, and we made good time once we got out of the traffic slowdowns caused by perennial road construction in



and around Toronto. Janet joked that since she was travelling with “three grumpy old men,” that must make her Anne Margaret.

We arrived in Windsor around noon, gassed up, and had a quick lunch at a Tim Hortons. The border crossing at the Ambassador Bridge into Detroit was quick and surprisingly trouble-free. Although Canada had just dispensed with checking Covid vaccination documentation, US Customs still checked our certificates and then waved us through. The two-lane American highways were moving well despite being packed with an endless procession of trucks. We made a few coffee stops and frequent visits to rest stops (woman on board, you know). The weather was unbelievably summer-like, and we were in shirt sleeves all weekend. The built-in navigation system in the car appeared to have too many bells and whistles for the navy and air force types in the front seat, and of course the common sense advice of the army was

ignored, so Janet took over as navigator, and in the end, we were all thankful she had tagged along. We finally rolled into Chicago around 7pm and went straight to the luxurious Marriott Hotel in the suburb of Schaumburg where the show would be held. The area is home to various corporate headquarters and



hotels which serve their personnel. Everything is widely dispersed and practically deserted on weekends. We saw only one bus during our entire stay, so a car is essential as it is in many American cities.

I had not been to the Chicago show in 20 years, and I was grateful for the advice of Phil and Ian who attend frequently.





We arrived one hour before registration closed. I had brought two figures and a bust to enter, and I didn't



realize that the judging is done overnight on the Friday; if not for their advice, I would have shown up on Saturday morning and wouldn't have been able to enter. I then proceeded to berate them for not entering anything, reciting my usual mantra: what is the purpose of attending another club's show if you don't have any skin in the game? Fur-

thermore, if we don't compete in their shows, why would they feel any obligation to enter in ours? They smiled politely.

I had previously registered online and paid my \$25 entry fee, so some time was saved. Exhibits were set up in the large ballroom on six rows of elevated tables much like we do, the other half of the room taken up by prestigious vendors with famous names. I was guided in by a very friendly judge who directed me to set up my entries—right next to the legendary modeler Bill Horan, no less. Even an initial cursory

glance at all the magnificent entries confirmed that I was far outclassed by everything else in the room, but as the show was closing for judging, I had to postpone my gawking till the next morning.

In the corridor outside the ballroom, some vendors were already doing business, most notably a few modelers who were liquidating the collections of deceased friends. My jaw dropped at the low prices which bordered on the surreal: there were mounted Miniaturas Andrea kits going for \$4; New Hope Design, Pegaso, Cheshire Volunteer, and Chota Sahib kits going for a buck each! Phoenix Follies girls for \$3...I ended buying about 25 pounds of figure kits, and the show hadn't even started yet. My companions were starving and ended up dragging me out by the heels. "Wait! I still have fifty cents left!" I screamed, clawing at the floor with froth dripping from my mouth.

We then checked into the Quality Inn about a mile down the street which was a little bit more economical and perfectly adequate. At Janet's insistence, we all went out for a "Chicago deep dish pizza" at a staff-recommended local restaurant. Not what we had expected and rather disappointing, but it filled the hole, and we called it a night.

After a sumptuous breakfast buffet at the hotel, we dropped Janet off at a Hobby Lobby where she



gorged herself on scrapbooking supplies, and we three went to the show. As previously stated, I have never seen so much work of such breathtaking, incredible quality in one place in my entire life. It was simply stunning and just defies description. A virtual tour was filmed and posted on YouTube, well worth looking up.

Legendary modelers had travelled from around the world to enter this famous competition, the MMSI now in its 70th year with over 750 members in its ranks. The judging had already been done, so the whole Saturday was devoted to viewing and schmoozing. I must say that the MMSI seems to agree with me that the 54mm figure is the purest form of the model soldier, and they certainly get pride of place at this show. The “Chicago System” of judging devised by Shep Paine and others probably has a lot to do with this, whereby each figure is judged on its own merits, not in competition with others. Judges at other shows claim to pay lip service to this system but a 1/10th scale mounted figure in a

forest of 54mm foot figures always seems to take the cake, everything else getting completely ignored by spectators as well as judges. I’ve always been a proponent of different categories to prevent this as the BMSS does, but in this case it didn’t matter. This is the first time I’ve actually seen the “Chicago System” work as it was intended to, and the end results were above reproach. Individual 54mm figures comprised about 60% of entries, and it was literally hard to tear one’s eyes away and move on to the next.

There were other categories including dioramas, armour, aircraft, and ships as well but only a few entries in these, all of world-class quality. There were a few displays of toy soldiers too, but it seemed that it was generally thought that the Chicago Toy Soldier Show held the month previously was really the place for that. It was not crowded, most attendees seemed to be enthusiasts or painters, and there were very few children.

The vendors were in full swing again and beckoned me with their evil siren call. My empty knapsack was



again filled with 25 pounds of unbelievable bargains: figures, reference books, and rare modeling supplies. Again Ian and Phil dragged me



tion was simply beyond imagining. We had dinner at a rather shi-shi restaurant next to our hotel, and my companions toasted my victory as I still sat open mouthed and incredulous.

After another big breakfast on Sunday morning, we checked out and headed for home, stopping at a few stores on the way. Traffic was much lighter going north; Canadian customs was only concerned with what we had bought at duty free and waved us through without incident. I was relieved because they'd never believe I'd bought so many figure kits with original price tags of over \$50-\$80 for a buck each.

We got home to Scarborough at 9pm, a half hour ahead of schedule, Phil and Ian continuing to Oshawa.

out by the heels to lunch in the food court of the mall across the street while I still had some US dollars to pay my bill.

We met Stanley Kershman, a prominent member of the Ottawa Chapter, who was also in attendance; famed Toronto modelers Tom Karnas, Zeno Mladin, and Elliot Jailail were among other noted Canadians. Famed armour modeler Dave Browne, an OMSS past president and proprietor of the late Hornet Hobbies, won a gold medal for a USMC Sherman tank diorama.

Attending the Chicago show is a mind-blowing and humbling experience for any model soldier enthusiast, and I cannot recommend it highly enough. It can be a pricey trip but sharing the expenses three or more ways makes it reasonably affordable. The next MMSI show will be held on 20-21 October 2023 in the same location and is well worth the long journey.

The awards presentation was held at 5pm and was conducted briskly with practiced efficiency. I was thrilled to win a Certificate of Merit for a bust (which had won gold at our show). I was then absolutely stunned to also win a bronze medal for a figure (which had won gold at three Canadian shows, including ours). In the midst of such excellence, I hadn't expected to be noticed at all but to receive two awards in this prestigious competi-



The Last Great Hunt

By David Gauthier, Toy
Soldiers Club

For the peoples of the First Nations, summer was the season for the Great Buffalo Hunts. During these ceremonial hunts, the whole village was participating either by killing the beasts or butchering their meat for transportation. In the popular imagination, the bison became so much associated with the Plains Indians that King & Country integrated some in its "The Real West" series!

Since the arrival of the Clovis people in America about 11,500 years ago, the humans and the American bison, also commonly known as the buffalo, were able to live and evolve together in a



Indians Hunting the Bison by Karl Bodmer.

balance. For the first tribes in America, this animal became a reliable source of meat and pelts. The American bison was a very successful animal prior to the arrival of European Settlers. It was estimated that more than 60 millions of them were roaming the Great Plains during the early 1800's.

However, the arrival of European technologies broke that balance. The horse, quickly adopted by the Plains Indians, became an effective means of transport to hunt on a larger territory. In addition, when firearms became more widespread, the hunts performed by the First Nations became even more deadly. Nevertheless, nothing was wasted. Meat was processed and transformed into jerky and pemmican for a long lasting source of food. Those major changes in the previous balance also jeopardized the survival of some



A pile of bison skulls waiting to be processed in Rogueville.

tribes as the bison were no longer numer-

ous enough to cover the same territory as before. that could be sold on the market to hitherto unimagi-
This led to some famines and the death of many nable numbers.
Plains Indians.



Buffalo Bill, bison hunter and eventual protector.

With the arrival of the railroad and European settlers, things became worse. Some parts of the animal became used in industrial processes. Bones were transformed into glue, fertilizer, dye, and bone char. The commercial value of those animals became one extra reason for Plain Indians and poor settlers to hunt the bison. In addition, the mass exportation of those resources by trains increased the number of carcasses

The final nail in the coffin was struck by massive hunts organized only for the fun of killing, leaving the meat to rot and taking only the hides. Peoples competed and became famous for the number of beasts they killed. Even today, names like Medicine Bill Comstock and Buffalo Bill Cody are still known. What is less known is the fact that people during that time realized that the hunt might be too much for the bison population. Buffalo Bill himself even called for legislation on bison hunting as he came to the conclusion that the pressure on this species was too high for its long term survival.

What was the last Great Buffalo Hunt differs from one historian to the other. Some say it was in 1882, others in 1883. But the hunt of 20 June 1882 is well documented enough to give an idea of what those were. For the occasion, 2,000 Teton Lakotas regrouped to hunt bison. In the first day alone, 2,000 buffalo were killed. A total of 5,000 beasts were slain during this five-day expedition.

In the world of toy soldiers, buffalo hunting was clev-

erly added by King & Country in its collection "The Real West." A few bison in various poses were created and, when used with the previously produced Indians fighting the US Cavalry, those make a perfect hunting scene. After all, an Indian in shooting pose can be shooting at any target! In addition, one special set of a true hunting scene was produced. The TRW173 The Hunter Becomes The Hunted involves a bison fighting back and wounding a horse that throws the Indian riding it.



Yell of Triumph by Alfred Jacob Miller

Today, bison are far from having recovered from that time. There are still wild population under control, like the 4,800 bison from the Yellowstone National Park, but it is quite unlikely that we will see hordes of millions strong roaming the North American Plains.

With all the roads, cities, fences, crops, and other human constructions now occupying space, the cohabitation of bison and humans on the same territory is no longer possible. The time of the Great Buffalo Hunts is no more. Fortunately, figures from King & Country are there to bring back that time.

"RUNNING THE BUFFALO"

SOMEWHERE ON THE GREAT PLAINS 1868



Various figures from King & Country's "The Real West" collection hunting the bison.

Modelling Ideas

Contributed by Ian Pearson, Archivist of the OMSS



5th Bn, The Lancashire Fusiliers



Regiment Louw Wepener

Player's Cigarettes card dating from 1915. The regiment began showing South African soldier from a Volunteer Force raised in Bury in 1859. The Battalion formed part of the 42nd Division which fought at Gallipoli.

Tradition of London

www.traditionoflondonshop.com

Mark V Male British Heavy Tank with Infantry

Toy Soldier Set 824 & 825



Magnus Lindstrom and Bob Prati are delighted to announce a joint venture producing this Male Mother Tank and British Infantry WWI.

Working with RP World Models, Tradition of London are releasing Male Mother Tank, an Officer, Sergeant and six Privates. Toy Set 824, Tank also sold separately Toy Set 825.

This brings together both the popular Tradition of London WWI Infantry and the detailed all metal Steadfast WWI British Tank.



The "War of 1812 Scented Candle", complete with miniature White House near the wick, is, I cannot emphasise this enough, AN ACTUAL REAL PRODUCT THAT YOU CAN BUY (even if it's currently sold out).

The candle is funny enough by itself, but the ad copy on the maker's website is gold (and surprisingly astute):

The **War of 1812-Scented Candle** features a tiny wax White House on its surface, so you can reenact the British Army's burning of the White House. (The British also burned the Capitol, Library of Congress, Supreme Court, and Treasury buildings, but if you want to reenact that, you're on your own!)

Note to Pedants: The wax White House is modeled to look like the pre-1814 White House rather than the White House as it exists today. That's our gift to you, pedants.

It goes on to add:

We should also note that even though the British Army DID burn Washington, it was only after Americans had burned and looted the capital of Canada, as well as a bunch of other Canadian cities. But no one ever makes a candle about that! (Including us.)

THE BEST PART AND MOST TAKE:



Johnson's Royal Regiment of New York 1776 – The Royal Greens



This Loyalist Regiment was also called the Queen's Loyal Americans or the Royal Regiment of New York but was best known as the "Royal Greens" by the Americans. It was raised in 1776 by Sir John Johnson of New York, from among the Tories of Tryon County, New York and among Canadians. Although the number of enlisted men varied, the entire regiment comprised about 138 men.

Uniform: green and white (dress adopted by the British government for all Loyalist or Provincial commands).

Facings: in 1776, were white green or blue cloth later orange, red, or black were added (depending on the

Commanding Officer).

Buttons: pewter and were stamped with the crown and the letters "RP" for "Royalist Provincials."

Leggings: brown cloth to the knee.

Belts: buff leather were the same as in the regular British service.

Hats: coarse felt were laced or bound with white tape.

Drummers: as for British line regiments, reversed colours of dress wearing white coats with green waistcoats and breeches.

Light infantry company: small wings of green cloth on their shoulders, laced with white.

On the first formation of the corps, the uniform may have been green, but it was certainly scarlet during the subsequent periods. The uniform worn by Lieutenant Jeremiah French, of the 2nd Battalion, is still in existence, carefully preserved by his granddaughter, Mrs. Knight, of Cornwall, Ontario. The coat is of scarlet cloth with blue facings and gold lace and a small epaulette of gold on each shoulder. The buttons are gilt, with the letters and words "KRR New York" stamped on them. The dress waistcoat is scarlet with gilt buttons. The uniform waistcoat and breeches are of white cloth. The suit requires only the cocked hat, stockings, boots, buckled shoes, and crimson sash to be complete.

Wagons of the Field Telegraph Train 1869

The Field Telegraph Train was established to provide the "neutral" signals during the Volunteer Manoeuvres which were held at Dover on Easter Monday 1869. An account of the field training appeared in the Illustrated London News and shows a horse drawn Field Telegraph Office wagon and the horse cable wagon in use.

In the following year, the government approved the formation of a new unit within the Corps of Engi-



The Field Telegraph Train at Dover, 1869. The Office Wagon. (*The Illustrated London News*)



The Field Telegraph Train at Dover, 1869. The Cable Wagon. (*The Illustrated London News*)

neers, to deal with army communications. The unit was given the title—C Telegraph Troop, Royal Engineers and came into being on 1 September 1870 under the command of Captain Montague Lambert. The stated duty of C Troop was to provide telegraph communications for the field army and for this task, the establishment of troops was set as five officers, 245 non-commissioned officers and men, and 150 horses.

The main item of transport was the wire wagon, and each wagon carried three miles of cable on six drums. The boxes on the wire wagons carried all the other necessary stores such as the joiners, pliers, etc. and the arms of the detachment allocated to the wagon.

The account of C Troop records that the cable was generally laid out along roads and when a road has to be crossed “iron telescopic poles are put up and cable is thus raised high enough to allow carriages passing beneath...” The office wagon was used to transport the instruments and all wiring

materials etc. for the field telegraph office.

1st (City of Dundee) Volunteer Battalion, The Black Watch (Royal Highlanders)

The first meeting to raise the 1st Forfarshire Rifle Volunteers was 20 May 1859. The original uniform was dark grey with five rows of lace on the tunic and black stripes on the trousers, dark grey shakos with a plume of cock’s feather later replaced by a black ball tuft, and black belts.

In 1861, a red Garibaldi shirt was adopted until 1862



when the uniform was changed to scarlet tunics with blue facings and white Austrian knot, blue trousers, blue shako with red, white, and blue diced band, black lace and a black ball tuft (Highland Light Infantry pattern), and brown belts.

In 1877, the white Austrian knot was changed to blue, and busies with blue plumes replaced the shakos. In 1881, helmets replaced busbies, and in 1902, leggings were abolished. Later in December, a drab service dress with scarlet piping on the trousers, a field service cap, and drab putties came into use. In 1904, the Austrian knot was removed from the tunic, and sashes were permitted to be worn by officers and sergeants.

In 1887, the Corps assumed the title 1st (Dundee) Volunteer Battalion, The Black Watch and two years later "City of Dundee" was substituted for the word

"Dundee."

4th (Perthshire) Volunteer Battalion, The Black Watch (Royal Highlanders)

The regiment was formed in 1860. In 1868, a general uniform was adopted consisting of dark grey buttoned tunics and trousers with scarlet facings and piping, dark blue shakos with red, white, and blue diced borders, bugle badge and ball-tuft black below and red above, and black belts. The 13th, 14th, and 19th Corps continued to wear a Highland dress and only modified their dress by adopting the shako. The 8th Corps were permitted to wear the same uniform as 18th but with Black Watch trews.

Changes were constantly going on Some units were amalgamated, and in 1878, a busby with a black and red plume and bugle badge was adopted.

In the 1883, authority was given for the adoption of

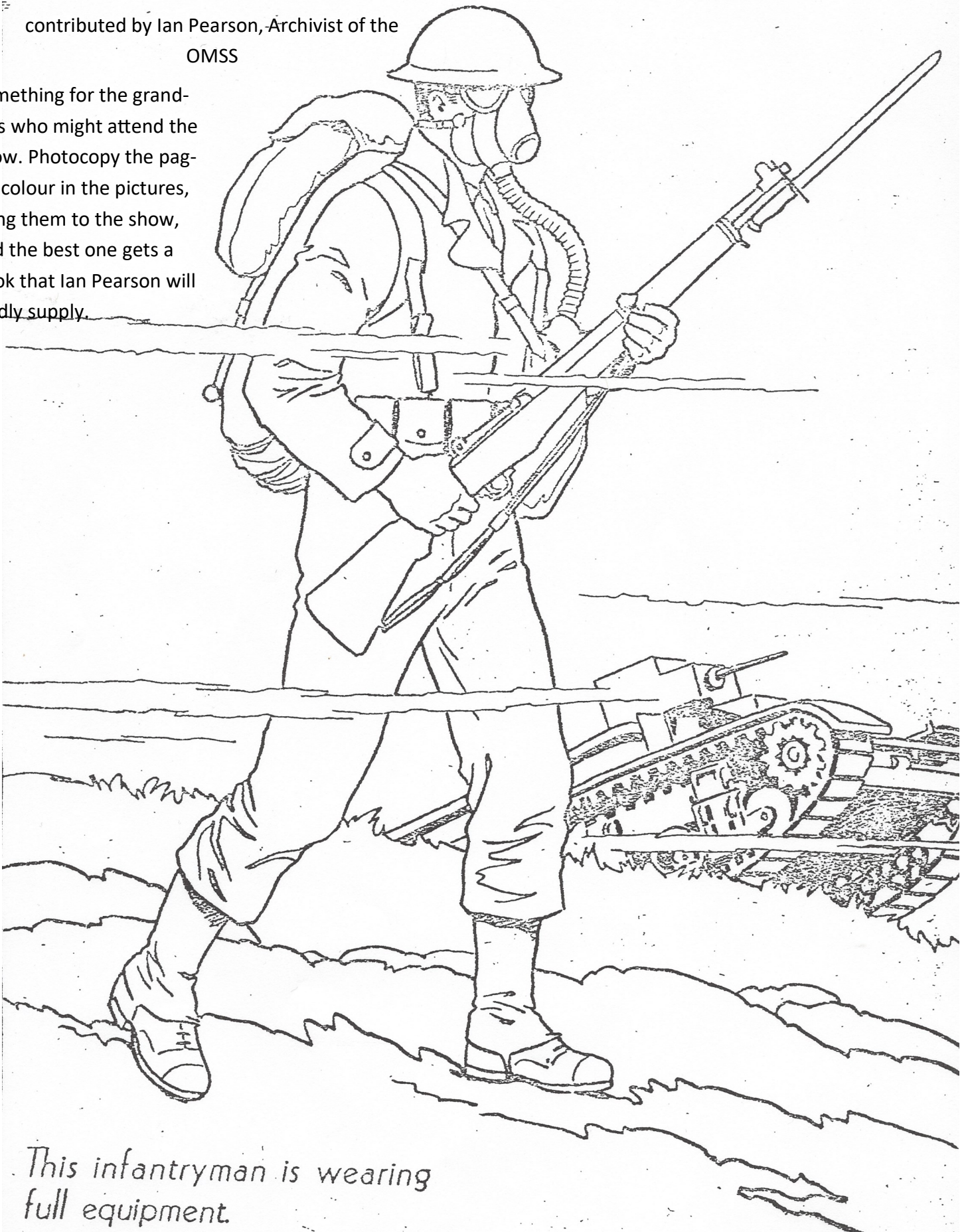
the uniform of the Black Watch – scarlet doublets with blue facings, trews with brown leggings, plain glengarries, and white belts. In 1887, it became the 4th Volunteer Battalion, The Black Watch.



Colouring Contest for the Kids

contributed by Ian Pearson, Archivist of the
OMSS

Something for the grand-
kids who might attend the
show. Photocopy the pag-
es, colour in the pictures,
bring them to the show,
and the best one gets a
book that Ian Pearson will
kindly supply.



*This infantryman is wearing
full equipment.*

Colouring Contest for the Kids (Cont'd)

contributed by Ian Pearson, Archivist of the OMSS



The "Jeep" weighs only 550 pounds. Four men can lift it. It will go 60 miles per hour on good roads.

