



Royal Armoured Corps

3rd Carabiniers (Prince of Wales's Dragoon Guards)

The 3rd Carabiniers (Prince of Wales's Dragoon Guards) was a cavalry regiment of the British Army

The regiment was formed in 1922 as part of a reduction in the army's cavalry by the amalgamation of the 3rd Dragoon Guards (Prince of Wales's) and The Carabiniers (6th Dragoon Guards), to form the 3rd/6th Dragoon Guards. Both regiments were based in India at the time of their amalgamation; the newly formed regiment departed in 1925 for Britain. It regained its Carabiniers association in 1928 when it was renamed the 3rd Carabiniers (Prince of Wales's Dragoon Guards).



In 1936 the 3rd Carabiniers was posted to Salkot, India; their first deployment of the 1930s. It began its mechanisation process in 1938, changing its horses for armoured vehicles, and became part of the newly formed Royal Armoured Corps (RAC) the following year.

When the war began in September 1939, the 3rd Carabiniers were still based in India. In 1941, a cadre from the regiment was used to form the 25th Dragoons, which saw service in Burma; it was disbanded in India in 1947. The 3rd Carabiniers, itself, would serve solely in Asia after Japan's entry into the war in December 1941. The regiment was initially based away from the frontline, guarding southern India from potential Japanese invasion.

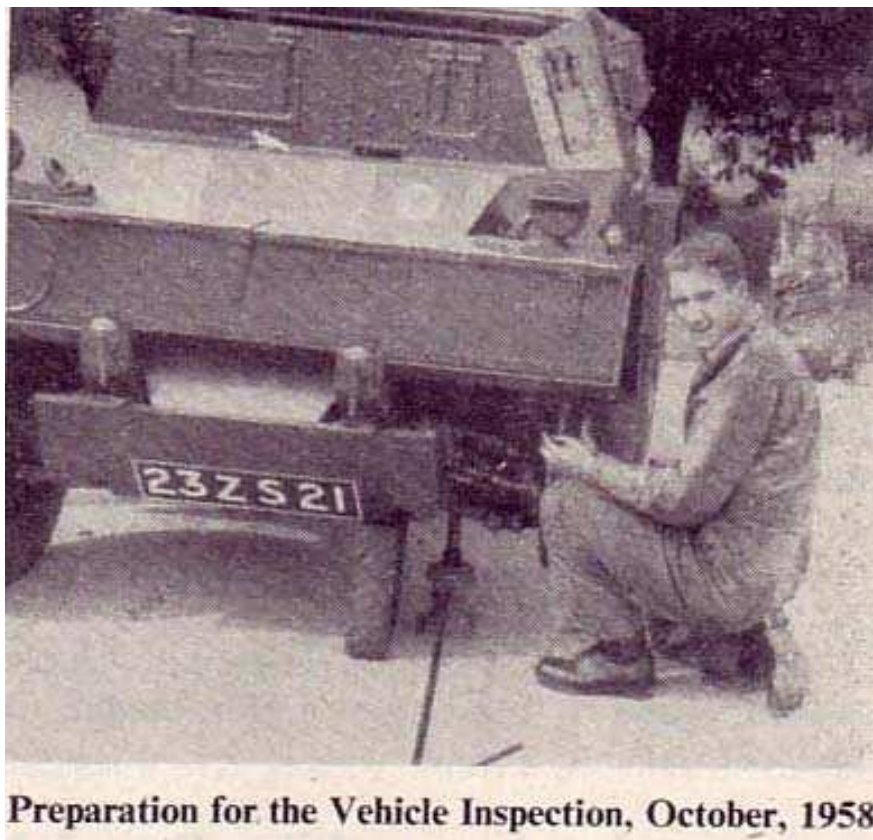
Now equipped with the M3 Lee medium tank, the regiment was sent to North-East India with the 25th Indian Tank Brigade in December 1943. They took part in the Battle of Imphal, which began in late March after the Japanese launched their offensive in North-East India in March 1944.

In the battle to retake Nunshigum Ridge, on 13 April, tanks of the regiment supported the 1/17th Dogras in fierce fighting that dislodged the Japanese defenders. The Nunshigum action later became the 3rd Carabiniers' regimental anniversary. The regiment continued its involvement in the Imphal battle until the Allied victory at Kohima on 22 June 1944 ended the Japanese offensive.

The 3rd Carabiniers, operating usually at squadron level or lower, took part in the successful advance deep into occupied Burma, taking part in (among others) an intense action at Kennedy Peak. Early 1945 saw the regiment engaged in fighting at Shwebo and Sagang; it took part in the capture of Ava and Mandalay in March, and later around the Irrawaddy River.



Photo courtesy of <http://www.3rdcarabiniers.org.uk/>
3DG dingos (95ZV03)(20ZS38) on Inspection Parade 1958 at OsnaBruck Imphal Barracks Germany, note the use of black webbing (similar to the RTR)



Preparation for the Vehicle Inspection, October, 1958

Photo courtesy of <http://www.3rdcarabiniers.org.uk/>
DSC (23ZS21)



- 1. The Bridge on the River Kweser
- 3. Waiting for "Admin"
- 5. It's spring again

- 2. On the Eastern Front
- 4. The Body (who later came to life)
- 6. "Brewing-up" on the road to Ratzeburg

Photo courtesy of <http://www.3rdcarabiniers.org.uk>
 Description: extract of the regimental magazine

(95ZV03) upside down! (13ZS63) lower right



Photo courtesy of Tony Grey – The Guards Museum
Photographer: Unknown
Description: Daimler scout car F329472 - 21 ZS62 of recce troop, Osna Bruk Barracks,
Circa 1956



3RD CARABINIERS (PRINCE OF WALES'S DRAGOON GUARDS) 1958

Photo courtesy of Mr Tony Grey ex 3rd DG

Austin Champ, Centurion Tank and Dingo F329361 (20ZS91) on Inspection Parade 1958



Royal Armoured Corps
4th/7th Royal Dragoon Guards

The 4th/7th Royal Dragoon Guards was a cavalry regiment of the British Army from 1922 to 1992.

It was formed in India in 1922 by the amalgamation of the 4th Royal Irish Dragoon Guards and 7th Dragoon Guards (Princess Royals) as the 4th/7th Dragoon Guards; it gained the distinction Royal in 1935. It returned to the UK in 1929, mechanised in 1938, and transferred to the Royal Armoured Corps in 1939 prior to the outbreak of war



In 1939, it deployed to France with the British Expeditionary Force, and the reconnaissance regiment of the 2nd Infantry Division under I Corps.

In May 1940, the regiment advanced through BELGIUM to the RIVER DYLE near LOUVAIN (LEUVEN) east of BRUSSELS. Over the following days they engaged the enemy in spite of the poor equipment, but suffered losses.

They were ordered to withdraw successively to a series of river defence lines, one of which was the RIVER DENDRE where 3rd Troop, 'C' Squadron made a spirited defence of LESSINES, BELGIUM on 21st May 1940, Eventually after covering the withdrawal of the British Expeditionary Force the regiment, having abandoned their Mk IV light tanks and Bren Gun Carrier Vehicles, embarked from the mole at DUNKIRK and reached FOLKESTONE on the early morning of 3rd June 1940.

After re-equipping with Beaverette armoured cars and Standard 14 cars with sheet metal armour, the regiment was posted to 1st Armoured Reconnaissance Brigade, and then in December 1940 to 27th Armoured Brigade, part of 9th Armoured Division, equipped with Covenanter tanks.

At this time, a small group of personnel was detached to form the cadre of a new regiment, the 22nd Dragoons.

In 1943 they joined 79th Armoured Division, equipping with amphibious Valentine tanks, and later re-equipping with M4 Sherman DD tanks.

Under the 8th Armoured Brigade, the regiment landed on King Green, Gold Beach, at 0720 on 6th June 1944 as part of the Operation Overlord landings, supporting the 50th (Northumbrian) Infantry Division.

On the first day 'A' Squadron with the 7th Battalion Green Howards following a route through CREPON liberated CREULLY. This small town is where the 4th/7th Royal Dragoon Guards Memorial is situated. The Regiment took part in the bitter fighting at CRISTOT against elements of the 12th SS Panzer Division HITLERJUGEND.

The advance by the Regiment proceeded via VERRIÈRES and LINGÈVRES towards the enemy centre of resistance - TILLY SUR SEULLES It was at LINGÈVRES, faced by the crack German Panzer Lehr Division that Sgt W Harris D.C.M. with his gunner Tpr I D Mackillop, Mentioned in Dispatches, knocked out five Panther tanks with five shots.



Photo courtesy of the imperial war museum BU 5036

NW Europe

Photographer : Sgt Laing :War Office official photographer

Description: Gudow area, Hundreds of Germans surrendered and gave up 1400 American prisoners of war, Daimler scout car F340519 is visible

2 May 1945.



02.05.1945



Photo courtesy of the imperial war museum BU 5046

Photographer: Laing (Sgt) of No 5 Army Film & Photographic Unit

Daimler scout F206584 and armoured car F208124 of the Royal Dragoons pass liberated American POWs
in Gudow,

2 May 1945.



The Regiment then pursued the enemy south via CAUMONT and JURQUES and then the 'Great Swan' commenced via AMIENS and ARRAS driving the enemy Northeast. The Regiment was first over the Seine at VERNON and took a major part in the liberation of LILLE.

The Regiment then entered Holland and took part in Operation Market Garden. Although a small detachment of tanks reached DRIEL near ARNHEM.

The Regiment then fought their way into Germany through the REICHSWALD FOREST and GOCH reaching BREMERHAVEN on May 6th 1945.

The regiment ended the war in BREMERHAVEN, and a year later was deployed to Palestine for a tour of duty lasting from 1946-1948. The regiment was then deployed to Libya, rotated back to England in 1952, and then to Germany in 1954 as part of 7th Armoured Division.

The regiment then rotated regularly between England and Germany, with two squadrons deployed to Aden in 1965 and a squadron to Cyprus in 1966 as part of the UN forces.

There was also a two-year tour in OMAGH in Northern Ireland, from 1966 to 1968, following which the regiment returned to rotation between the UK and Germany.

Following the reduction of forces at the end of the Cold War, the Options for Change proposal amalgamated the 4th/7th Royal Dragoon Guards with the 5th Royal Inniskilling Dragoon Guards, to form the new Royal Dragoon Guards regiment.



Royal Armoured Corps
5th Royal Inniskilling Dragoon Guards

The 5th Royal Inniskilling Dragoon Guards was a cavalry regiment of the British Army in existence from 1922 to 1992, when it was amalgamated into the Royal Dragoon Guards

The 5th Royal Inniskilling Dragoon Guards was a cavalry regiment of the British Army in existence from 1922 to 1992, when it was amalgamated into the Royal Dragoon Guards



The Regiment was formed in 1922 at Cairo, Egypt as the 5th/6th Dragoons by the amalgamation of the 5th Dragoon Guards (Princess Charlotte of Wales's) and The Inniskillings (6th Dragoons)

In 1923 the Regiment was deployed to Risalpur India. In 1927 the Regiment discarded the "6th" and inserted Inniskilling into its title, to become the 5th Inniskilling Dragoon Guards. The following year the Regiment returned to the UK for the first time, as the 5th Dragoon Guards. In 1935 it gained the Royal accolade to become the 5th Royal Inniskilling Dragoon Guards.

In 1938, as part of the preparation for the Second World War, the Regiment was mechanised and the following year, the Regiment joined the newly-formed Royal Armoured Corps (RAC).

Second World War

On 3 September 1939, two days after Germany had invaded Poland, the UK, France and their Allies declared war on Germany.

The Regiment acted as the reconnaissance regiment of the British 4th Infantry Division of the British Expeditionary Force (BEF) that was deployed to the continent shortly after war broke out. On 10 May 1940 the Germans launched their invasion of the Low Countries, thus ending what was known as the Phoney War.

The German invasion was swift and successful, the Allied forces in Belgium having to retreat to the Escaut River which the Regiment was part of. Fierce fighting continued, the BEF continuing to withdraw further until the order was given for them to withdraw to Dunkirk in northern France. What followed from 27 May to 6 June, known as Operation Dynamo, was the remarkable evacuation of more than 330,000 British and Allied troops back to the UK; the Regiment was successfully evacuated, with the exception of their equipment.

The 5th Dragoon Guards remained in the UK training with Daimler Dingo Scout Cars and Valentine tanks, carriers and Daimler scout cars until 1944. When it landed in Normandy a month after the D-Day landings, where it joined the 22nd Armoured Brigade, 7th Armoured Division (the famed 'Desert Rats') being equipped with Cromwell tanks.

Heavy fighting was still raging in Normandy and the Regiment took part in actions in Mont Pincon in early August and, subsequently, at St Pierre La Vielle. The Regiment saw further service in Northern France, including helping in the capture of Lisieux on 23 August, and later crossing the Risle, advancing rapidly to the Seine. Paris had been liberated on 25 August. During this time the regiment's armament consisted of Cromwell, Centaur and Sherman Firefly with the reconnaissance corps being issued with Stuarts, Humber and Daimler scout cars.

The Inniskillings began their advance on Belgium on 31 August -- the 7th Armoured Division's objective was the city of Ghent -- and crossed the Somme, where the Regiment's predecessor regiments had fought during World War I, and Authie rivers. The Division had made a remarkable advance on the Franco-



Belgian border but, however, the division could not maintain its advance, having consumed enormous amounts of fuel, and so a smaller force, which the Inniskillings were part of, was, instead, employed in the effort to capture Ghent; the Inniskillings and the 11th Hussars entered the city on 5 September. The 7th Armoured Division remained in Belgium to take part in operations against the remnants of the German forces and, thus, did not take part in Operation Market Garden. The Regiment subsequently took part in heavy fighting around the Maas river that began in late October.

The Regiment saw action during Operation Blackcock to clear the west bank of the Roer of Germans, that commenced on 16 January 1945. The 5th DG subsequently took part in the crossing of the Rhine, which began on 25 March, with the objective of heading eastward, straight for the city of Hamburg. The Regiment was now firmly inside German territory, encountering fierce resistance from the Germans. The Regiment took part in the capture of a number of towns during the rapid advance into Germany. In April the Regiment took part in the efforts to capture Ibbenburen, seeing heavy fighting against the fierce defenders. The Regiment saw further heavy fighting elsewhere before it, with the rest of its brigade, headed south for Bremen, where they helped capture Wildehausen. Later, the Inniskillings took part in the successful attack on Soltau advance before the advance on Harburg, a suburb of Hamburg, resumed. Nearing the end of April, the Germans were negotiating the surrender of Hamburg -- a city devastated by the Allied bombing campaigns -- and 7th Armoured Division entered the city on 3 May.

Germany surrendered to the Allies, after almost 6 years of war, on 7 May and VE Day took place on 8 May. The Regiment moved with the rest of the division to Berlin, taking part in the Victory Parade there in July. The 5th Inniskillings remained in Germany as part of the Occupation forces, known as the British Army of the Rhine (BAOR), for a number of years. When Battle and Theatre Honours were awarded to the British Army during the late 1950s, the Regiment gained ten Battle Honours and two Theatre Honours.

In 1992, as a consequence of the Options for Change defence cuts, the Regiment was amalgamated with the 4th/7th Royal Dragoon Guards to form the Royal Dragoon Guards.

For further information and very well written accounts of both the main armour and recce corps between 1939 and 1946 I recommend the book 'Tracks across Europe' by Captain C.J. Brown.

Following is an extract specifically related to the use of Daimler scout cars, by Capt Brown.

'We had missed the morning brew and now felt uncertainty because we had had too little time to discuss a proper plan for the move

I was delighted to go off and do my own thing/. We headed south at about 50mph along a road which, though it was straight and hedge less was bounded by a low bank. A squadron was approaching from my right and the crew commander of one tank, which was about 100 yards away in the field was waving frantically and indicating that I should go over to his position. I did not much fancy crossing the road verges which were frequently mined. But his signals were urgent. We took a chance and pulled in behind Corporal Peat's tank. He shouted to me from the turret that I had just passed a 88mm gun on the left of the road as I had approached. The gun which could only just be seen from my comparative low position was dug into the bank and its long barrel protruding through the mound of earth beside the road was pointing in the opposite direction of my approach. I told Bill Peat that I would have to return that way so he agreed to give the gun a burst, even though it seemed to be unmanned.

Back on the road again we sped past the gun position and on towards a farm from where a black column of smoke was rising. I thought of the suspicious object I thought I had seen before I left. As we got close I could see smoke coming from a Bren carrier commanded by George Proudlove. Which now lay on its side in the road. Its ammunition was exploding as it burned and there seemed to be a body lying in the road. I



told Dennis to keep as close to it as he could, reasoning that if they had been mined any other mines would have been detonated. 'Keep your head down' I shouted as I lined the Bren up on the road ahead.

As we drew level with the burning vehicle we were enveloped by an enormous explosion. Being in the centre of an explosion is a difficult thing to describe. There is blackness, dirt, and the noise. I remember thinking that we had struck another mine. Recovering from the shock I remember shouting to Dennis that we would have to get out – a task rendered easier by the fact that the front wheels of the scout car had been blown off. But Dennis, deathly white and slumped in the seat, only fell towards me as I shook him. As more ammunition exploded around us I tried to lift Dennis from the burning vehicle but his feet were trapped under the accelerator and brake pedals. The seam of his trousers was split from top to bottom and blood was pouring down the front of my tunic, though I was not conscious of any pain. I stood up. Pulled Dennis onto my seat, grabbed my Sten gun from behind me and stepped out onto the road. My boot fell off. All the stitches had burst on impact and my foot could not take any weight. I hopped towards the farm buildings into the short driveway to find myself confronted by a party of five or six Germans. I pointed my Sten at them and pulled the trigger. But there was no magazine on it. It must have become detached in the explosion. My initial experience was a feeling of hopelessness – I could not run and I had nowhere to run to – this gave way to a sense of relaxation, possibly acceptance of the fact that the end was to come. I was not the least bit frightened. In a way it was a relief to know how the end would be. I had thought about it many times and accepted it would come assuredly as it had for many friends already. It was probably the same acceptance that we see in those suffering a terminal illness.

Throwing my Sten into the hedge with a discarded magazine. I could think of no plan other than to turn my back on the enemy and hop away to the centre of the road. I must have been almost at the end of the driveway before it occurred to me that I had a chance. There had been no shots, nothing. I did not dare look back, but saw a ditch at the end of the drive, made for it and dived in. Peering out from my place of safety, I could see no Germans. I have thought about it since and thought they were probably trying to give themselves up.

It was fortunate for them that I had no magazine on my Sten. Realising I had to get away from the knocked out vehicle I did a check on myself. I found that my teeth had cut the insides of my mouth and I had cuts all about my face – all probably caused by the butt of the Bren gun I had been clutching. My foot had swollen to an enormous size and was also a bit out of shape. To my relief I first heard and then saw Jack Bissill's tank approaching. Pedro Sharpe, our Argentinean friend, ran towards me with a first aid box.

I told them that Dennis was still in the car, but they found that he was dead and would have to be cut out. What I had thought to be a body as we approached was a tarpaulin. The tank returned with Ginger Proudlove and Frank Hume, who had been badly burned. This was a sad state of affairs to the day and elaborates on the comment in the war diary which records the following events: 'During the day the regiment suffered some casualties, particularly in the reconnaissance squadron in getting forward towards Bourneville and Montforte.'