

Operation 'HOUNDSWORTH' 6th June 1944 - 6th September 1944

TOP SECRET

2nd June 1944

SAS BRIGADE OPERATION INSTRUCTION No. 15

Operation OVERLORD

1 S.A.S. REGIMENT

Ref. Maps GSCG 2738 (FRANCE 1:250,000)

1. GENERAL

(a) Advance Recce Parties

(i) It is most desirable that your main recce parties be dropped as soon as possible and they will stand by for the night D + 1/D + 2. In order that they can be dropped on this night the advance recce parties must ensure that the message demanding the dropping of the main recce parties is received in ENGLAND by 0800 hours D + 1. If no message is received by 0800 hours D + 1 the parties will stand down for 24 hours and will continue in this manner until properly called for.

(ii) Advance recce parties when calling for Main Recce parties will state:

- whether a new Drop Zone is required or not
- any alterations to arrangements for reception.

If no specific instructions are sent Main Recce Parties will be dropped on the same Drop Zone at approximately the same time as on the night D - 1/D.

Main Recce Parties

(i) The sooner main recce parties are properly installed the sooner the base parties can be introduced. The base parties will now stand by for the night D + 3/D + 4. In order that they can be dropped on this night the main recce parties must ensure that the message demanding the dropping of the Base Parties is received by 0800 hours D + 3. If no message is received by 0800 hours D + 3 the base parties will stand down for 24 hours and will so continue daily until called for.

(ii) Main Recce Parties when calling for Base Parties will state full particulars regarding Drop Zones etc. If no specific instructions are sent Main Parties will be dropped on the same Drop Zone at approximately the same time as on the night D + 1/D + 2.

© Instructions to Advance Recce Parties

(i) The officers concerned (Total 4) will report to S.F.H.Q. at 1030 hours on 3rd June in transport to be provided by you. They will be fully equipped and fully briefed by you before leaving the Transit camp. On arrival at S.F.H.Q. they will be briefed by S.F.H.Q. with the Jedburgh Teams and will be accommodated and rationed thereafter by S.F.H.Q.

After leaving FAIRFORD it will not again be possible for you to communicate with these

officers.

(ii) The officer will emplane at TEMPSFORD under instructions to be issued by S.F.H.Q. who will provide parachutes.

(iii) You will detail an officer to accompany them, who will remain at the airfield to attend debriefing of returning aircrew.

2. HOUNDSWORTH

(a) After establishing a base in HOUNDSWORTH you will be prepared to carry out attacks on:-

(i) The railway, LYONS X98 - CHALONS-SUR-SAONE N90 - DIJON 006 - PARIS S04. You will be ready to keep this railway cut by a series of attacks, and to operated generally against enemy Lines of Communication East of HOUNDSWORTH.

Such operations will be known by the codename TOBY 1.

(ii) The railway, LE CREUSOT N50 - NEVERS N62. You will be ready to keep this railway cut by a series of attacks, and to operate generally against enemy Lines of Communication South and West of HOUNDSWORTH.

Such operations will be known by the codename TOBY 2.

You will study the area PARIS S04 - ORLEANS F62 with a view to operating against Lines of Communication in that area at a later date.

Such operations will be know by the codename TOBY 3.

3. BULBASKET

(a) After establishing a base in BULBASKET you will be prepared to carry out attacks on:

(i) The railways LIMOGES V19 - VIERZON L74. Attacks on this railway are not a likely requirement, but will be studied in case they are required to be cut at short notice.

Such operations will be known by the codename LOT 1.

(ii) The railway POITIRS U47 - TOURS F76. You will be ready to keep this railway cut by a series of attacks and to operate generally against enemy Lines of Communication West of BULBASKET.

Such operations will be known by the codename LOT 2.

You will study the area TOUR P76 - ORLEANS F62, South of the LOIRE with a view to operating against Lines of Communication leading from the South to the crossings over the LOIRE at a later date.

Such operations will be known by the codename LOT 3.

4. RESERVES

You will maintain at least two troops in immediate reserve at FAIRFORD and two troops at 48 hours' notice to move in SCOTLAND. Arrangements will be made by this H.Q. to move the former South from SCOTLAND on D + 3.

5. ASSISTANCE FROM S.F.H.Q.

S.F.H.Q. are now providing:

(a) A Jedburgh Team to accompany each of your Advance Recce Parties. These parties will drop blind to Drop Zones to be selected by you.

Reception Committees will NOT be provided, but the nearest organiser will on D day be told to contact your Advance Recce Parties.

6. BOUNDARIES

The boundary between 1 S.A.S. and 'S' FORCE laid down in paragraph 6 of Operation Instruction No. 6 will be considered as cancelled.

7. INTERCOMMUNICATION

(a) One additional Phantom patrol is allotted to you forthwith.

Your wireless net will now consist of two outstations (one in each base area) working to one 12 HP set in this country.

8. RELATIONS WITH JEDBURGH TEAMS

A directive on relations with Jedburgh Teams will be issued shortly. This will also cover relations with French Resistance Groups.

Signed R.W. McLEOD

Brigadier,
Commander,
S.A.S. Troops

Distribution

1 S.A.S. Regt - 1

2 S.A.S. Regt - 2

H.Q. Airborne Troops (Main) - 3, 4, 5

Col. Barry S.F.H.Q - 6

Major Cliffe - 7

38 Group - 8, 9
S.A.S. Phantom - 10
File - 11, 12
War Diary - 13, 14
Spare - 15, 16

Summary of damage inflicted on enemy by Operation 'HOUNDSWORTH' - 6th June - 6th September 1944

Railway lines blown:

DIJON - BEAUNE - 7 times
DIJON - PARIS - 2 times
NEVERS - AUTUN - 4 times
NEVERS - PARIS - 2 times
NEVERS - CLAMECY - 2 times
NEVERS - CHATEAU CHINON - 1 time
DIGOIN - PARAY - 1 time
AUTUN - DIJON - 1 time
Branch line at PONT D'OCHE - 1 time

Power line blown:-

MOULINS - MONCEAU-LE-MINES

Roads blocked:-

CHATEAU CHINON - AUTUN
DIJON - LANGRES

Telephonic communications:-

NEVERS - DIJON in 3 places

German vehicles destroyed:-

23 lorries or cars
3 engines
40 trucks
1 motorcycle captured
2 cars captured
and many more vehicles of all types damaged
Trains derailed 6 at least
Aircraft shot down, 1 (by Maquis using our incendiary man), 1 probable (by Captain MUIRHEAD)

AUTUN Synthetic Oil Refinery mortared twice

SEMELAY Goods Yard entirely destroyed

TAMAY Points and turn-table blown

MALAIN Gasogene Factory demolished

16 men from Allied Air Crews rescued

2 to 3,000 Maquis troops armed.

Considerable fillip given to Maquis morale and corresponding decrease in German morale.

About a dozen airfields reconnoitred.

About 30 civilian cars and 1 motorcycle requisitioned.

Valuable information concerning Troop movements, dumps, Flying bomb assembly and factory areas, and ROMMEL's H.Q. sent as targets for ROYAL AIR FORCE.

Estimated enemy casualties in Killed and Wounded including General DEINHARDT - 220

Prisoners taken including one officer - 12

Deserters captured or accepted - 120

OWN CASUALTIES

Killed - 1 Officer, 1 Other Rank

Wounded severely - 4 Other Ranks

Wounded slightly - 3 Other Ranks

Missing - 1 Officer, 15 Other Ranks

DIARY

5 June 1944

Lieutenant POOLE and 2 men took off on Special Mission, probably first British Troops in FRANCE.

6 June 1944

Lieutenants WELLSTED and STEWART, Advance Recce Party took off (**Report 'A' attached**) for VIEUX, Drop Zone 12J 2557.

10 June 1944

Main Recce Party of Major FRASER, Lieutenant COOPER, S.S.M. SEEKINGS, S.Q.M.S. MacLENNAN with men, and Lieutenant MOOR Phantoms attached, with men take off.

11 June 1944

Planes unable to find VIEUX DUN Drop Zone, scatter men over wide area. Major FRAZER and Trooper KENNEDY land near LORMES 12J 1254. German troops with guns were seen and they lay up in woods. Eureka destroyed by drop. Lieutenant MOOR landed a little more to the East and subsequently made his own way to the VIEUX DUN area (**Report 'B' attached**). Lieutenant COOPER dropped at 0210 hours near FETIGNY 12J 2850 hand contacted all his men including SEEKINGS, MacLENNAN and Sergeant ZELIC by 1100 hours except for Trooper DOCHERTY who was not picked up till that evening. His W/T was working OK, and he managed to get in touch with LONDON. He also contacted Maquis through a farmer.

12 June 1944

Major FRASER while trying to pinpoint his position almost became involved in a Maquis skirmish in LORMES. He set off towards VIEUX DUN and lay up that night in the BOIS DE ST. MARTIN 12J 1658. Lieutenant COOPER lay up all day, but in the evening a lorry came from Maquis BERNARD who promised to try to contact Major FRASER and to return to pick up the party the next night.

13 June 1944

Major FRASER met an old man in the morning who gave them food, guided them to the edge of the BOIS DE LA CHEVRIERE, 12J 2358, and explained the way to Maquis JEAN within the wood. They arrived before dark and later were joined by Lieutenant STEWART, who had been living with the Maquis.

Lieutenant COOPER lay up till after dark when a 32 seater bus with Lieutenant WELLSTED on board, came from Maquis BERNARD to pick them up. Lieutenant COOPER, S.S.M. and the wireless remained out searching for a Drop Zone. On the way back to camp they just missed a German patrol. Maquis BERNARD is in the BOIS DE MON TSAUCHE 12J 2644.

14 June 1944

Major FRASER sent out orders for all parties to rally on him. There was some confusion but eventually all were reunited at the Drop Zone picked out by Lieutenant COOPER at LES VELLOTTES 12J 3646.

15 June 1944

The whole party moved to Maquis JEAN and in the evening moved to a new location away

from the Maquis in the BOIS DE LAPIEROUSE 12J 2559.

16 June 1944

Moved a little deeper into the wood and set up camp.

17 June 1944

Expected 3 planes and arranged reception committee on LES VELLOTTES. Using a car lent by Maquis JEAN, Lieutenant MOORE's party rejoined.

18 June 1944

In the early morning planes were heard passing over in the mist and the rain. They had not seen the flares and turned back. On the way back from the Drop Zone Major FRASER had a brush with a German army truck, but it turned out to be manned by Maquis. Food situation was not good. Lieutenant CAIRN's plane failed to return.

19 June 1944

Weather appalling. Drop Zone manned again by Lieutenant STEWART. Trooper DOCHERTY had a bad arm which had to be operated on, and he was removed to Maquis hospital, at the Chateau at VERMOT.

20 June 1944

Drop Zone at VIEUX DUN, manned again, nothing came.

21 June 1944

Moved camp close to Maquis JEAN. Heard two lots of planes were coming tonight and Major FRASER and Lieutenant WELLSTED in car with slipping clutch got Maquis BERNARD to man the LES VELLOTTES Drop Zone just in time. Lieutenant COOPER and Lieutenant STEWART with Maquis JEAN manned the VIEUX DUN Drop Zone.

22 June 1944

Captain BRADFORD, the PADRE, Lieutenant BALL and men dropped successfully at LES VELLOTTES, and were taken to Maquis BERNARD, 3 men were missing. Captain MUIRHEAD, Captain WISEMAN, Lieutenant GRAYSON and the DOCTOR with men landed at VIEUX DUN. Sergeant WHITE strained his back, and Trooper BURGESS W. broke his leg. They went to Maquis JEAN. In the evening Major FRASER and Lieutenant WELLSTED returned to the VIEUX DUN camp.

23 June 1944

Sergeant WHITE and Trooper BURGESS went to VERMOT hospital. Captain WISEMAN went over to Maquis BERNARD to make contacts and returned. At dusk, Captain BRADFORD's troop now complete, set off in buses to join the VIEUX DUN camp. Captain MUIRHEAD and his troop with Lieutenant WELLSTED, Lieutenant COOPER and Lieutenant GRAYSON returned in the buses to Maquis BERNARD in the BOIS DE MON TSAUCHE taking the two mortars (**Report 'C' attached**).

24 June 1944

Maquis JEAN had a 'flap' and Bren groups were sent out to cover roads.

25 June 1944

Minor 'flap' still on. Major FRASER went over to Maquis BERNARD and returned. The

towns of MON TSAUCHE and PLANCHET were burnt.

26 June 1944

Battle of VERMOT (**Report 'D' attached**). Result: S.S.M. SEEKINGS wounded. 40 or 50 German casualties.

27 June 1944

Maquis JEAN had moved away to the North. The village of VERMOT was burnt down. DUN-LES-PLACE was burnt and given over to rape and murder, 21 men being shot. The camp was moved into the area of MAZINGEN 12J 3059.

28 June 1944

Two men who were missing at the time of the move have now turned up safely.

29 June 1944

Lieutenant BALL set off to contact Captain MUIRHEAD.

3 July 1944

No aircraft have been able to get through for seven nights owing to bad weather. Food situation not good.

5 July 1944

MAZINGEN Drop Zone manned. Lieutenant TROWER and 3 jeeps arrive. One jeep is in the forest and 40 trees have to be cut to get it out.

6 July 1944

Captain WISEMAN left for DIJON area with one jeep (**see Report 'E' attached**). 2 Jeeps were sent over to Captain MUIRHEAD with the DOCTOR. One crashed and Corporal ADAMSON's pelvis was fractured. Lieutenant BALL returned with the undamaged jeep.

9 July 1944

Corporal CORBETT's party set off.

10 July 1944

Corporal CORBETT's party blew TOBY 1.

11 July 1944

Captain WISEMAN sending good aircraft targets. Promotion is announced of several N.C.O.s of the Squadron. 5 men and 1 jeep are dropped. The jeep pranged.

12 July 1944

Moved to the valley of CHALAUX 12J 1959. Corporal CORBETT's party returned. Colonel MAYNE was over with 'S' phones but N.B.G.

14 July 1944

Sent off information that Germans were using bridges over the SEINE which were covered with water by day. Also information about position and defence of Field Marshal ROMMEL's H.Q. Details of flying bomb dumps and assemblies near PARIS.

17 July 1944

Sent information on petrol dumps and tanks. Lieutenant COOPER transferred from Captain MUIRHEAD to Captain WISEMAN.

18 July 1944

Lieutenant BALL's party set off on bicycles (**Report 'F' attached**). More details of underground flying bomb factories near PARIS were sent to ENGLAND. Two aircraft collided over Drop Zone. 16 bodies were buried. One aircraft rig on Captain BRADFORD's camp.

19 July 1944

Germans asked Mayor of MAZIGNEN what the noise was. He asked Major FRASER what to reply and was told to say one aircraft had crashed. Captain BRADFORD had set out (**Report 'G' attached**).

21 July 1944

Survivors of Captain BRADFORD's party returned. Sergeant WHITE and French guide badly wounded.

23 July 1944

Two lorry loads of frightened Germans visit MAZIGNEN to inspect the damaged planes. A jeep from Captain MUIRHEAD's troop narrowly escaped running into them.

25 July 1944

Lieutenant BALL's bicycle party returned.

27 July 1944

To airmen, one American and one Canadian join the Squadron. More details of flying bomb assembly areas are sent to ENGLAND. 2nd S.A.S. Recce Party with Morris are dropped, one jeep pranged. 2 six-pounders are landed at the same time.

29 July 1944

Major MELOT arrived with two jeeps. Both jeeps pranged.

30 Jul 1944

2 jeeps arrive OK for 2nd S.A.S.

1 August 1944

S.Q.M.S. MacLENNAN and BABBINGTON set off on bicycles. Corporal BURGESS H. with 6-pounder was put under command of Maquis JEAN (**Report 'H' attached**).

3 August 1944

Attack on Maquis JEAN and the camp developed, one wounded Prisoner of War taken (**Report 'H' attached**).

5 August 1944

BURGESS opens fire on Maquis in error. Our wounded evacuated from Maquis to MONTELAUCHE area.

6 August 1944

German GESTAPO main including BRADFORD's documents captured in Maquis ambush.

Some of the more important contents are wirelessly to LONDON.

7 August 1944

Colonel MAYNE, Captain SADLER and several men are dropped.

8 August 1944

More ROYAL AIR FORCE men arrive.

9 August 1944

S.Q.M.S. MacLENNAN blew passenger train between NEVERS - LA CHARITE. Colonel MAYNE and Major MELOT leave together.

11 August 1944

Went to Maquis ROBERT in the COTE D'OR, joining the wounded from Captain MUIRHEAD's camp. The Dakota was cancelled at the last minute and the wounded had to be taken back to MONSAUCHE.

13 August 1944

One jeep was dropped which pranged.

14 August 1944

Captain WISEMAN returns to his troop.

17 August 1944

During many days about this time civilian cars are being requisitioned.

21 August 1944

Big drop of arms arranged by Major FRASER for Maquis VERNUIL.

22 August 1944

Marshall PETAIN was in SAULIEU in the morning. Bren groups were rushed out to interrupt him, but he got away.

23 August 1944

Two jeeps arrive OK. Information of German convoy movements is sent to LONDON.

24 August 1944

2 jeeps drop successfully.

25 August 1944

5 out of 20 2nd S.A.S. jeeps with Captain RAYMOND LEE, get through the lines to the camp. Captain MUIRHEAD with Corporal SYLVESTER and his 6-pounder move to Main Base.

26 August 1944

PETAIN's Chief Gendarmes is captured by Maquis. Corporal SYLVESTER sent with his 6-pounder to CLAMECY area. Major FRASER set off with a Jock Column including Corporal BURGESS H's 6-pounder and spends the night at the MONSAUCHE camp.

27 August 1944

During the night 26/27th August Captain BRIDGEFORD with 6 ROYAL ENGINEERS and S.S.M. with 21 S.A.S. reinforcements are dropped at MON TSAUCHE. They are driven across to main base that afternoon. Major FRASER's column continued on to ARNOST 12K 3332.

28 August 1944

Jock Column discontinued as impracticable. Corporal HORNE, Captain BRIDGEFORD, Sergeant ZELLI blew railway NEVERS- CLAMECY. Corporal BURGESS H blew AUTUN - DIJON. Captain WELLSTED brought the last of the troops from the MON TSAUCHE area into the main camp. Civilian telephone on the CHALAUX exchange was installed in the camp. Civilian telephone on the CHALAUX exchange was installed in the camp. Information came in about an S.A.S. scrap in the SEMUR area. Colonel MAYNE, Major MELOT and Major MARSH with parts of 'C' Squadron arrived in jeeps.

29 August 1944

Major FRASER returned to camp. Captain MUIRHEAD took his troop out on a Straffe (**Report 'C' attached**). Captain WELLSTED took his troop out on a Straffe (**Report 'I' attached**). PADRE, Major FRASER and S.S.M. went to ST. SAULGE 11k 8934 with 2 jeeps (**Report 'J' attached**)

30 August 1944

Sergeant RENNIE and Trooper MIDDLETON spectators at a Maquis battle at CORANCY 12K 2234 come under fire and Trooper MIDDLETON wounded embarrassingly though not dangerously.

31 August 1944

Captain MUIRHEAD returned from his Straffe. The PADRE returned for reinforcements and Lieutenant GRAYSON, with 3 jeeps and 3 civilian cars, set out, joining him at ST. SAULGE.

1 September 1944

Lieutenant GRAYSON set out with S.S.M. SEEKINGS, Sergeant NOBLE, Sergeant STURMEY and Sergeant ZELLIC from ST. SAULGE. Ambushed Germans with aid of Maquis at BILLY 111K 8524, 6 trucks being destroyed and five Prisoners taken in all. Spent night at ST. SAULGE.

2 September 1944

Lieutenant GRAYSON and his party lunched in CORBIGNY 12J 0251 and missed Germans by five minutes. Returned to camp. Captain WELLSTED's troop returned to camp. Colonel MAYNE left the area to recross the lines. Major FRASER Straffed 3 convoys on the NEVERS - CHAROLLES road. Civilian cars of Lance-Corporal CAVE and Lance-Corporal DRAY broke down near ST. SAULGE and the parties were abandoned.

3 September 1944

Major FRASER and the rest of his party having killed 7 German Officer in an ambush at SOUZY, returned to Main Base. Lance-Corporal CAVE and Lance-Corporal DRAY laid mines, made ambushes and are believe to have killed General DEINHARDT ?

4 September 1944

Captain WISEMAN and his troop return to Main Base.

5 September 1944

Captain WELLSTED collected wounded from LES SETTONS and conveyed them back to camp.

6 September 1944

Captain WISEMAN with the majority of the Squadron set off in civilian transport escorted by 'C' Squadron jeeps. Encountered first Americans at JOIGNY where they remained for the night. Wounded left with DOC at AUXERRE. Lance-Corporal CAVE and Lance-Corporal DRAY returned to Main Base.

7 September 1944

Main Party under Captain WISEMAN move to ORLEANS.

8 September 1944

Wounded flown out from AUXERRE. Major FRASER and rest of Squadron (A) came through lines to contact Americans now at AUXERRE. Captain WISEMAN and men with him flown home to ENGLAND. S.S.M. FEEBERRY and about a score of the latest reinforcements were transferred to 'C' Squadron and remained behind.

POINTS TO NOTE

Points in Jumping

1. Rucksacks should be contained in kit bags with double rope.
2. Every man must know a central RendezVous for the stick.
3. Short sticks are essential especially in wooded country.

Rations

Good on the whole. M and V gets very tiring and should be varied with bully or spam. The meat ration in the 24 hour pack made many very sick, even when hungry.

Equipment and Supply

Excellent. Sleeping bags and rubber soled boots particularly valuable. Consider one torch per man is essential. For jeep crews, waterproof jackets and trousers should be provided, and also Arctic tents in wet regions.

Wireless

Lieutenant MOORE and his team were absolutely first rate under all circumstances and helped immensely.

Summary

In HOUNDSWORTH the following hampered operations:=

1. Distance from main targets and unsuitability of country for foot parties. The area was 6,000 square miles and the country heavily wooded.
2. Weather. This was atrocious for practically the whole operation.
3. Jeeps sent to the area which "Roman Canded". This factor held us up more than anything else as we suffered from lack of transport until almost the last few days.
4. The necessity of maintaining a large party at Main Base to receive supplies and clear the Drop Zones quickly. This could have been avoided by sticking to one particular Maquis but it was felt that this was unwise, as in return for their help they would have expected us to help in all their activities.

I consider that any operations in the future in a similar area should, if possible, not be carried out by a Squadron, but parties up to Troop strength each with its own area.

Report of Advance Recce Party 2nd - 14th June by Lieutenant I.G. WELLSTED.

2 - 4 June 1944

Lieutenant STEWART and I were briefed for the Operation and introduced to "DENBY", 'CAPEAU and 'CENTEMI' the three Officers of the S.O.E. who were to accompany us.

5 June 1944

Having been warned to stand by, our Operation was postponed pending the arrangement of a reception committee.

6 June 1944

Still no reception committee but it is decided to carry on without and we are loaded into a Hudson. No flak was encountered though we saw searchlights.

7 June 1944

Unable to find the VIEUX DUN Drop Zone the pilot drops us close to ROUVRAY 12J 337. All wireless set are lost or damaged. All rucksacks but one are damaged or destroyed. I hurt my foot a bit and 'CENTEMI' was lost and not retrieved until 0800 hours. We searched unsuccessfully for our lost kit till noon, then lay up in a wood by the Drop Zone and it rained. Buried 'chutes and moved off at 2130 hours.

8 June 1944

By 0230 hours the French S.O.E. Officer had got the party lost. Camp was made, and having check our position at a farm DENBY and I pressed on to our RendezVous with the agent LOUIS, near VIEUX DUN. He however, did not turn up. We recce'd the VIEUX DUN area Drop Zone and returned to our camp. We moved off again at 2115 hours and reached a wood-man's hut at 2330 hours.

9 June 1944

We manned the Drop Zone from 0030 to 0330 hours but the aircraft we hoped for never came. We tried to contact LOUIS again but he did not turn up. At 1630 CAPEAU set off and successfully contacted a guide to the Maquis. A young Belgian refugee joined us. When we go to Maquis JEAN we were given good food and were allowed to send off a message via the Maquis transmitter.

10 June 1944

Lieutenant STEWART and I manned the Drop Zone with a few Maquis from 0030 - 0330 hours. No planes came. On the way back our guides lost us and we had to sleep in the open. No messages were received for us all day.

11 June 1944

DENBY manned the Drop Zone with some Maquis. A plane appeared and he lit the lamps but it ignored them (this must have been Major FRASER's plane). During the night the Belgian refugee was taken out and shot as a spy, he was a member of the GESTAPO. I went in a Maquis car to ROUVRAY where we collected the parachutes and other kit we had abandoned.

12 June 1944

The Maquis who had some garbled story about 16 paratroopers coming manned 2 Dropped

Zones for us during the night. Actually, however, the main Recce party had arrived the night before. During the afternoon, disguised as a Maquis, I recce'd a camp site which were later were to occupy in the BOIS DE LAPERIROUSE 12J 255. Still no messages came for us. Any efforts to get through on the S.O.E. emergency schedule were unsuccessful.

13 June 1944

Message came to us that parachutists were in contact with Maquis BERNARD. Lieutenant STEWART and I went on to the BOIS DE MON TSAUCHE, and the rumour was confirmed. Lieutenant STEWART returned to Maquis JEAN where he found Major FRASER had already arrived. While I remained at Maquis BERNARD going out with them after dark to pick up Lieutenant COOPER, the S.S.M. and their parties.

Lieutenant STEWART, Major FRASER, Lieutenant COOPER and I were all reunited at Maquis JEAN the next night.

Report of Phantom Section's Journey 10th - 17th June by Lieutenant MOORE.

10 June 1944

Took off from ENGLAND in Major FRASER's Stirling at 2230 hours.

11 June 1944

Dropped 0135 hours above the clouds. Unable to find Major FRASER or KENNEDY. Lieutenant MOORE contacted the rest of his stick over a wide area before dawn in the following order: ROLLI, Corporal WOOD, BRINTON, Col. HASTINGS, his Sergeant HARRIS, FURNESS, BABBINGTON (in tree) and MASSON.

Searched for charger and containers until 0730 hours. Party slept. Lieutenant MOORE tried to find location, no success.

Sent off pigeon and reported situation on wireless. HASTINGS's leg bad. Most of kit lost in containers. Buried 'chutes in wood. Hard going through wood.

12 June 1944

Continued to move South in heavy rain come to end of wood and round road. Location placed as N.115530 so much have dropped West of LORMES. Reported on wireless. Three 24 hours packs each. Colonel HASTINGS gave MOOR pre-arranged RendezVous N 2854 with Major FRASER. Lieutenant MOORE gave Colonel HASTINGS wireless set and rations. Colonel HASTINGS and Sergeant departed to make contact with Maquis. Lieutenant MOORE and party for Drop Zone and Major FRASER's RendezVous, cautious owing to machine gun, rifle, pistol shooting on and off all day in same wood.

13 June 1944

Decided to follow railway marked on map to West but were misled because track had been pulled up years ago. Arrived SOMMELL N.151550. On short rations. Message stated Lieutenant COOPER N.3346 so decided to go there. Moved South stayed night small wood N.1351 overnight.

14 June 1944

In morning moved to N.132513 and then to N.126496. Laid up while Lieutenant MOORE and Corporal WOOD made recce of open country intending to move West in evening and night. Received message in evening to say Lieutenant COOPER would pick up with transport so gave RendezVous at N.132513 because of shortage of water at present location and moved back in evening.

15 June 1944

Rations short. BABBINGTON, MASSON, FURNESS collect sewed potatoes to help ration out. No transport arrived, received message in afternoon to contact Lieutenant COOPER 25 miles away that evening. Stated could not make it. Wasted time waiting for transport.

16 June 1944

Still no transport arrived so we decided to move West at 2100 hours and advised Base on wireless. Rained hard and very dark. Saw very lights and flares so rested until dawn.

17 June 1944

Moved at 0430 hours to N.2052. Rained hard. Patrol rested Lieutenant MOORE made recce of village. As rations short Lieutenant MOORE, RALLI walk 1 1/2 miles to farm for food. Made very welcome and met Frenchman who could speak English. He stated that the roads were safe at night and gave us good rations for the patrol. On return found patrol drinking wine with farmers who had found them in wood. They promised to bring a meal to us at 2000 hours so decided to move by road that night. At 2000 hours farmer arrived with Maquis BSA combination and truck who took us to Maquis JEAN where we met Major FRASER and then went to S.H.Q. camp.

Report on Operation HOUNDSWORTH 102 by Captain A.D. MUIRHEAD, 2 Troop

17 June 1944

Took off 2330 hours. Hit by flak over CAEN, dropping area obscured by 10 10ths cloud, returned, landed 0600 hours.

21 June 1944

Took off 2345 hours. Flight uneventful. Dropped Drop Zone VIEUX DUN to Maquis. Marched to Major FRASER's camp 0600 hours.

23 June 1944

At 2200 hours bus from Maquis BERNARD arrived with Captain BRADFORD, took 2 Troop to BOIS DE MON TSAUCHE. On journey found and collected one German lorry.

24 June 1944

German column practising ambushing at MON TSAUCHE.
2000 hours laid ambush with 7 men and some Maquis on road to CHATEAU CHINON.
2200 hours. Ambush successful. 4 trucks destroyed, 1 motorcycle captured, 30 Germans and 1 Officer killed. 1 Russian Officer captured. 1 Maquis killed.

25 June 1944

Germans burn MONTASAUCHE and PLANCHET attack farms. 18 killed in ambush by M SERGE on return. News of German concentration at VERMOT.

29 June 1944

Germans very active. Lieutenant BALL and Trooper DOCHERTY arrived 1700 hours with news of VERMOT battle and jeep situation. Lay low improving camp arrangements.

6 July 1944

Two jeeps arrived at Camp MON TSAUCHE. One with damaged steering gear and gun mountings after crash at COEUSON. ADAMSON injured and taken by car to hospital MAZIGEN. M.O. shocked, stayed night.

7 July 1944

Lieutenant COOPER by car to AUTUN area recce patrol plant.

8 July 1944

Jeep partly repaired took Lieutenant GRAYSON and three men to area LA CHARITE on fighting reconnaissance.

9 July 1944

Jeep returned. Lieutenant COOPER returned from recce. Jeep took Lieutenant WELLSTED and two men and French guide to DIGOIN area on railway and airfield demolition.

10 July 1944

Jeep returned. Captain MUIRHEAD with Lieutenant COOPER and mortar crew attacked synthetic petrol plant with 40 mortar H.E. and incendiary bombs by moonlight at 0130 hours. Returned camp.

11 July 1944

Jeep pick up Lieutenant GRAYSON and party and dropped Sergeant STURMEY and three men. Lieutenant reported closing of large factory and shooting up of Germans by himself and Maquis at LA CHARITE.

13 July 1944

Lieutenant COOPER left to join Captain WISEMAN.

14 July 1944

Jeep took Sergeant NOBLE and 3 men to blow railway LUZY - NEVERS. Jeep returned.

15 July 1944

Jeep returned with Lieutenant WELLSTED's party. GRADY wounded in shoulder and operated on. Corporal SYLVESTER and 3 men dropped off. Lieutenant WELLSTED reported blowing railway line DIGOIN - PARAY MONIAL and power line MOULIN - MONTCEAU. No. planes on 'dromes. Location and size provided. Trooper JAMESON distinguished himself in canal action. Entered for an award. Believe to have killed or wounded 4 or 5 Germans.

17 July 1944

Jeep picks up Sergeant STURMEY's party who reports blowing PARIS - NEVERS line. Maquis now being heavily attacked.

18 July 1944

Sergeant NOBLE and party walk back after blowing LUZY - NEVERS line and given valuable train movement information.

20 July 1944

Major FRASER came over. Heard of Captain BRADFORD's death. Returned to MAZIGNEN.

21 July 1944

Sergeant NOBLE and three men have brush with German car in OUROUX. In fight NOBLE slightly wounded. BROMFIELD is shot in leg. One German killed one slightly wounded. Two badly wounded; later given to Maquis and subsequently died. German car slightly damaged.

22 July 1944

Jeep fetched Corporal SYLVESTER and party reported train movements and blowing of line to AUTUN. Civilian cars requisitioned and under repair.

27 July 1944

Received on Drop Zone 2nd S.A.S. Recce Party. 2 jeeps and 2 6-pounders. All uneventful.

28 July 1944

Major FRASER returned to H.Q. with 1 6-pounder and 2nd S.A.S. Recce Party.

30 July 1944

Received further parachutage.

31 July 1944

Lieutenant GRAYSON set out with three men in Ford for South.

1 August 1944

Lieutenant GRAYSON blew line NEVERS - AUTUN at 12K 305064.

2 August 1944

Lieutenant GRAYSON blew line NEVERS at CERCY-LA-TOUR 12K 000075 8 and blew enemy point in Goods yard at SEMELAY.

4 August 1944

Lieutenant GRAYSON returned.

7 August 1944

Captain WELLSTED in ambush at MONTIGNY (**Report C(a)**). Colonel MAYNE arrived on Drop Zone and stayed night.

8 August 1944

Maquis transport attacked by bomb and machine gun at 0730 hours by five German trainer planes. 2 cars damaged.

10 August 1944

Captain MUIRHEAD, Lieutenant GRAYSON, Captain WELLSTED and twelve men by jeep to AUTUN synthetic oil factory attacked with 30 mortar H.E. and incendiary bombs. Straffed with two jeeps by full moon (**Report C**). Party returned 0200 hours.

11 August 1944

Escorted wounded to SALIEU for planes. All returned 2100 hours. Plane cancelled.

13 August 1944

Three German aircraft attack Maquis village of OUROUX. Damage very slight.

14 August 1944

Captain MUIRHEAD fired on J.U.52. Definitely hit and believed brought down. Captain WELLSTED and party of nine blew turntable and points NEVERS - LE CREUSOT line at TAMNAY.

16 August 1944

Wounded from H.Q. evacuated to hospital under protection BOIS DE MON TSAUCHE.

17 August 1944

Parties sent out on recess.

20 August 1944

Parties return. Maquis battles in progress at VERNAY near NEVERS.

21 August 1944

1600 hours three aircraft strafing roads and villages.

2200 hours information PETAIN under strong S.S. Guard at SALIEU.

23 August 1944

Parachutage two jeeps arrived. Strong German convoys moving and clashing with Maquis at CHATEAU CHINON.

24 August 1944

Sergeant RENNIE and party blocked CHINON - AUTUN road with explosive. Maquis laid successful ambush. 30 Germans killed.

25 August 1944

Received parachute 2 jeeps. Went as advance guard with Corporal SYLVESTER and 6-pounder to H.Q. 2 Troop under Captain WELLSTED. PETAIN's Chief of Gendarmes captured by BERNARD Maquis.

27 August 1944

2 Troop arrived at H.Q.

28 August 1944

Captain MUIRHEAD and Jock Column moved down to CHATEAU CHINON area. Negotiations for surrender of 200 Russians failed owing to German reinforcements.

29 - 31 August 1944

Road Patrol.

31 August 1944

Lieutenant GRAYSON in command 2 Troop Jock Column. See Report. Captain WELLSTED took command of party with S.S.M. FEEBERRY on their arrival on 28th (See **Report 'J'**).

1 September 1944

Captain MUIRHEAD returned from patrol.

Ambushed at MONTIGNEY - 7th August 1944

About 1400 hours Lieutenant ANDRE of the Maquis BERNARD came to our camp in the BOIS DE MONTSAUCHE and requested a jeep escort for a lorry load of his men who were going to way-lay a German Tobacco convoy at TAMNAY 12K 0529. He further suggested that we brought explosive to demolish the bridge on the Route Nationale in the area.

I was detailed to take my jeep, with Trooper JEMSON, Trooper MIDDLETON and Trooper WARN, and accordingly by 1500 hours the force was on the move with 100 lbw of primed plastic with detonators fitted in the back of the jeep. We also had a Maquis Sergeant with us as guide.

As we approached the small village of MONTIGNY 12K 1539, which stood on top of a long steep hill, we were well in front of the slow Maquis lorry.

At the cross roads before the village we waited for the lorry and as we stopped three men sauntered down the road towards us. They were unmistakably two German Officers and a Sergeant, the range was less than 100 yards and under the fire of the twin Vickers they went down in a muddled heap.

Immediately all hell was let loose at close range. We were in the middle of an ambush set for the lorry and had been mistaken for a German Volkswagen.

The engine stalled and we had trouble in turning. The rear guns jammed. JEMSON, WARN and the Sergeant baled out managing to get away down a small covered lane.

Most of the shots were going high though one Schmeisser bullet tore through the back of the jeep ricocheted off the back of MIDDLETON's seat and smashed into the cells of Plastic without doing any damage.

By now to keep the gun in action I had had to climb on to the bonnet and as we whistled flat out down the hill I managed to spray the hedges and discourage them a bit.

At the bottom of the hill I told ANDRE what had happened and suggested that we withdraw to the cross roads behind us, collect his force who had baled out of their lorry and return to camp. For I suspected a trap and feared that we would find our line of retreat barred.

Meanwhile my boys rejoined me and we covered the withdrawal of the Maquis. On the cross roads we waited 1/2 hour as one of the Maquis sections was still missing. At last convinced that they had bolted we began to return to camp but a burst of fire from the village of MONTIGNY showed that the lost section had come into action.

ANDRE returned to collect his missing men, requesting us to go back to camp and arrange for Maquis covering parties to come out and cover his line of withdrawal.

The Maquis, however, refused to do this but Captain MUIRHEAD with the second jeep came out to help give ANDRE cover. We found it unnecessary however, for we soon met ANDRE who had recovered all his men after inflicting still more casualties on the Germans.

Report on the Second Mortaring of the Synthetic Oil Plant at AUTUN 12K 492228 on night 10/11th August 1944 by Captain A.D. MUIRHEAD.

At about 2030 hours on the 10th August 1944 a force under Captain A.D. MUIRHEAD set out to bomb and strafe the synthetic oil plant near AUTUN. The force at his disposal was as follows:-

First Jeep
Captain WELLSTED
Lieutenant Georges DUBROY (navigating)
Trooper MIDDLETON
Trooper JAMESON, and
Trooper BASS

Second (Mortar) Jeep
Captain MUIRHEAD
Sergeant CAMPBELL
Trooper DOCHERTY
Trooper CLOSE, and
"ROGER"
[Trooper BASS joined later]

Third Jeep
Lieutenant GRAYSON
Sergeant RIDLER
Sergeant RENNIE
Corporal SYLVESTER, and
Trooper LANGRIDGE

Following a difficult cross country route the force arrive in the area 12K 4231 where they lay up for an hour waiting for the moon to rise and checking ammunition.

About 1 o'clock the force moved forward again halting at cross roads 12K 479227 (Marked A on the aerial photograph attached). [Note: Photograph not present in file] From here Captain WELLSTED, and Lieutenant GEORGE moved forward, while Trooper BASS joined the mortar team on the second jeep. Having reported the farm of MILLERY (B) clear, Captain WELLSTED moved forward to the next cluster of houses (D) which proved to be the top of a new small mining shaft. This appeared deserted, and there was a hurried Conference on the road while the mortar was being erected at C.

As the mortar opened fire Captain WELLSTED's and Lieutenant GRAYSON's jeeps moved forward to the shaft where Captain WELLSTED covered by Lieutenant DUBROY laid charges in the wheel house. Ten Milice bolted out of the area of the shaft but as they made no attempt to interfere Lieutenant DUBROY did not wish disclosing his position needlessly.

Meanwhile Lieutenant GRAYSON with the jeeps swept down the road towards the factory and finding the fields impracticable took up positions on the road.

By this time mortar bombs were plumping most satisfactorily into the factory area at a range of 700 yards and dense clouds of steam were seen rising from broken pipes. The air raid siren

was wailing and more bombs were whistling overhead.

Then with a roar the 7 Vickers Ks opened up at 200 yards spraying the whole area with tracer and incendiary. Each gun pouring two full pans into the rising steam. The vivid flash of an electric discharge was clearly seen and bullets could be seen to ricochet off buildings and sweeping the roads.

Then there was a shrill whistle and the jeeps came roaring back. Captain WELLSTED and Lieutenant DUBROY were collected from the shaft.

Corporal SYLVESTER who had covered the rear was picked up at point A and within 25 minutes of the first bomb being fired the whole column was racing back to the hills.

Before dawn had broken the whole force was back in camp, and sleeping in the shelter of their parachute tents.

**Report on Action at VERMOT 12J 2356 26/27th June 1944 by Captain WISEMAN,
M.C.**

Rumours of German troop movements and concentrations had made an attack appear to be imminent on the BOIS DE LA CHEVRIERE 12J 2359 where the Maquis JEAN had their camp and garage.

The first intimation that the Squadron received, however, was when Sergeant WHITE in the Maquis hospital at the CHATEAU DE VERMOT had the head of his bed riddled by a burst of fire at 1800 hours on 26th June. Sergeant WHITE with other patients, British and Maquis, were evacuated to the woods behind the CHATEAU.

Meanwhile the enemy, a mixed German and 'Gray Russian' force about 250 strong, with mortars, rifle, grenades and numerous machine guns launched an attack against the CHATEAU and the woods.

The Maquis engaged them in a desultory fashion and unwilling to enter the woods the enemy took up a position on the opposite side of the VERMOT road 12J 235562 and kept up a continuous fire on the woods.

At 1900 hours a message from Colonel HASTINGS of the S.O.E. who was staying at Maquis JEAN was received at the Squadron camp near VIEUX DUN 12J 243593. He requested that the British take up positions covering the road up which the Germans had come and down which they must withdraw.

At 1900 hours two detachments set out under Major FRASER and Captain WISEMAN, in the pouring rain.

Captain WISEMAN came within 15 yards of the road at 12J 243559 without seeing any enemy. But at this point to their surprise they bumped into a party of Germans. S.S.M. SEEKINGS said "Look enemy" and fell back with a bullet through the neck. Captain WISEMAN and the rest of the party, more sensibly, sank quietly to the ground. Lance-Corporal GIBB distinguished himself in this by the prompt and accurate fire of his Bren.

As the road commanded the ground about it. Captain WISEMAN withdrew behind a low hill. S.S.M. SEEKINGS was sent straight back to camp and as darkness fell the rest of the detachment returned also.

Meanwhile Major FRASER had struck the road at 12J 238560 and at a range of about 200 yards spotted two men on the road side. He held his fire and decided to await developments. In ones and twos the enemy arrived until about 50 men assembled in the area, and forming threes they marched back up the road. At this moment Major FRASER ordered both his Brens to open fire, and S.Q.M.S. MacLENNAN had an absolute field day. It was afterwards estimated that not more than 10 men escaped uninjured from the fracas.

That night all the British reassembled and prepared to move camp. While the Germans and the Maquis expended considerable ammunition but caused no casualties throughout a most disturbed night.

Colonel HASTINGS once more requested assistance but failed to notify the Squadron that

the Maquis were preparing to quit so that the messenger who returned to the Maquis found it deserted. The Squadron accordingly moved to MAZIGNEN 12J 2159.

Next morning the enemy entered the woods in force. Found and destroyed the Maquis garage and camp. They got close to our dump but did not find it. Later on a patrol of British receding the CHATEAU area bumped a German Patrol. There was a lot of noise but no casualties.

That afternoon after burning the CHATEAU, and destroying all hospital equipment the Germans withdrew. In passing they burnt the village of VERMOT and at DUN-LES-PLACES 12J 2755 they shot the 17 most prominent citizens including the MAIRE and the ?, burning houses and raping several women. All day it continued to rain.

Left FAIRFORD on 20th June with 46 Officers and men in three plane loads. Each man given a RendezVous and specific instructions not to wander around that night if he dropped wide, but to wait for first light. As a result all 46 had gathered together by 2 hours after dawn in Major FRASER's camp.

On 8th July I left Major FRASER's camp with one heavily loaded jeep with Lieutenant TROWER, Sergeant TERRY, Corporals HAY, CORBETT and FERGUSSON. We drove in pouring rain until we reached ROLLE some 70 miles distant, situated about 12 miles South West of DIJON. Here we approached the farm of ROLLE and learnt that there was a German camp of 500 at ST. JEAN DE BOEUF about 1 1/2 miles away on the opposite side of the hill. Next day Lieutenant TROWER and FERGUSON returned to Major FRASER's camp while CORBETT and HAY set off to blow DIJON - BEAUNE railway. TERRY and I moved our camp over to the East side of the valley out of the path of the Germans' Sunday afternoon walk. In this camp we stayed for two weeks, within 100 yards of the GERGUEIL road and supplied with milk from ROLLE farm. We employed three local Maquis boys to buy our food at night and for these purpose commandeered a car for them.

On July 10th I was joined by Lieutenant TROWER, Lieutenant STEWARD, Sergeant CUNNINGHAM, Sergeant TAYLOR, Corporal HINDLE, Lance-Corporal STEWARD, Troopers DEAN FERGUSON, POLAND and GLYDE. Also set No. 202 with Corporal DANGER and JACKSON.

During the two weeks at this camp the DIJON - BEAUNE railway was cut three times and the DIJON - PARIS line once. Two trains being derailed.

As our position was always precarious and as we were immobile with only one jeep and as it was difficult to do jobs and guard ourselves at the same time, as our party was so small we decided to move into a Maquis and to arm them so that we could be protected while we continued on our main task of cutting the railways. We therefore moved to URCY on 23rd July 9 miles South West of DIJON. Here we received a load of arms by plane just in time. But 8 days later we were attacked by Milice and on the same night we moved back to our old camp glad to be rid of the MAQUIS. During this week the railway DIJON - BEAUNE was again cut.

Decided to lie low for a while but on 18th July we entered and destroyed a GASOGENE wood factory at MALAIN and derailed a train on the side line at PONT D'OUICHE.

I was joined on July 20th by Lieutenant COOPER and later by KENNEDY. On July 28th the
DIJON - BEAUNE railway was again cut.

We now came into contact with a much better Maquis North of DIJON about 15 miles in the
BOIS DE MARTIERE. Learnt that after our retreat from URCY Germans and Milice had
engaged in battle between each other approaching our camp from opposite sides. 22 reported
killed.

On 25th August moved into Maquis and now concentrated on arming and training three
Maquis, two to the North and one to the South of DIJON. At the same time mined the DIJON
- LANGRES road frequently with good results.

On August 30th received orders to return to Major FRASER. Lieutenant TROWER drove the
80 miles on the 31st and returned with two more jeeps to evacuate the whole party back to
Major FRASER.

Left Major FRASER on 4th September with 21 civvy cars and 2 Maquis trucks with 80 men
on tow. Left ORLEANS airfield on 6th in 10 Liberators to land at MIDDLE WALLOP.

**Report on Operation carried out on Bicycles 18/25th July 1944 by No. 2888910 Sergeant
J. DuVIVIER, M.M.**

Owing to shortage of transport and especially Jeeps we had considerable difficulty in finding means of moving about FRANCE to where we could find the best areas in which to carry out successful operations.

The worst difficulty arose when Captain BRADFORD and some 17 other men who had been allocated an area some 40 miles from our static base, had only one Jeep in which to transport both personnel and supplies.

It was eventually decided that we should have to make use of the Airborne type of collapsible bicycle of which we had seven in good working order.

This decision being made, Lieutenant BALL, 5 other men and I set about packing up the kit which we had to take with us. As there were no carriers on the machine it can be well imagined how difficult and awkward our job was to be. But eventually we succeeded in doing this and set off on our journey about 7 o'clock in the evening.

Needless to say we did not travel many miles the first evening. We were definitely overloaded but having once started we had no intention of turning back. Several objects of our kit had to be tied to the framework of the cycle and these were persistently falling off owing to the vibration set up by the bad road surfaces.

We travelled at the rate of about 8 to 10 miles per day keeping to the secondary roads and via the smaller villages. Before approaching a village we would seek out the necessary information from a farm hand or villager as to the whereabouts of the enemy. At night we slept in the woods. Most of our food came from the farms. Bread, eggs, bacon etc was obtained in fair exchange for chocolate, sweets, cigarettes etc.

After about 4 or 5 days travelling we reached our RendezVous where we had arranged to meet Captain BRADFORD who was to arrive later with the Jeep.

The RendezVous was situated on the Southern side of a lake which was on the Northern border of the FORET DES DAMES 11J 6973 and on the evening of our arrival there we heard an unusual explosion which we estimated to have come from the town of ENTRAINS about 3 miles to our North.

The next morning I decided to make a reconnaissance of our environs and to seek an explanation of the explosion. Lieutenant BALL's intention was to lie low until the arrival of Captain BRADFORD who was already more than a day overdue. But I persuaded him to let me go, primarily because our food situation was acute and secondly because the lads who were with me were extremely anxious to "get to work".

I contacted a local "Pecheur" who told me that in the town of ENTRAINS SUR NOHAIN MR 11J 6974, were a few Maquis and several Germans. The Maquis had learned that a munition train was due to pass on the way to COSNE and under cover of darkness they had place a charge of plastic under the line on a small culvert, where it traversed a little stream. Thus, they hoped to delay the train.

Through this "Pecheur" I contacted one of those Maquis who informed me that the train had just arrived. It consisted of two large engines and about 40 wagons and 25 personnel as guard.

The local technicians and workmen in ENTRAINS had been forcibly compelled to repair the line immediately. This they did but with considerable delay for they gave an estimate to the Officer in charge train that it would be a two or three day job.

Having heard the story I immediately realised that here under our own eyes was a job awaiting us. Late that evening we set out. I chose two men to come with me. We carried 30 lbw of plastic apiece also cortex, pressure switches, etc. The three of us and 2 Maquis who were acting as our guides completed our party. They led the way as they had lights on their cycles and we followed. We had to travel through 2 medium sized towns occupied by the enemy. Apparently we caused no undue suspicion because we were not challenged. We travelled in the direction of COSNE for about 9 miles, hid our bikes and taking our rucksacks with us which contained the explosives we walked some 500 yards along the track.

We found a suitable spot and set about laying the charge. I had decided that we should make three charges and join them together with cortex at 50 feet apart and all under the same rail. The complete job took us just over 2 hours. The ballast from under each sleeper had to be dug away with our hands and fighting knives and this was a long and tedious job. Then the charges were placed in the cavities and buried and next the cortex and primers connecting the charges and finally the pressure switch which I placed on charge number 1. That is the charge which would be in the front of the train. To make a certain job of it I mused 2 "Tyre Buster Mines" as well as the switch. The whole job had to be completely camouflaged as we did not want it to be discovered during the hours of daylight.

When we arrived back at the FORET DES DAMES we were informed by our officer that a wireless message had come through during our absence saying that Captain BRADFORD had been killed and that we were to return without delay.

When we eventually arrived back at our static camp we found that the Maquis had already contacted Major FRASER and informed him of the results of our Operation which were as follows:-

Both engines had been completely wrecked and turned over on their sides together with a 40' wagon loaded with Ack-Ack guns.

10 wagons behind this were derailed and lying on the track, but there were remaining 30 wagons which were completely untouched.

Unfortunately the carriage containing the Germans was at the rear of the train and they were unscathed, but, according to the Maquis, very frightened and demoralised.

The Maquis also bore information that there were another 2 munition trains following behind this one. This information was conveyed to LONDON but no action was taken on part of the ROYAL AIR FORCE.

**An account of Events leading to the Death of Captain BRADFORD, 19/21st July 1944
by No. 2888389 Sergeant McGUINN, C**

On the day our Operation and area was allotted us I was detailed to travel with Captain BRADFORD in his Jeep. Also in the Jeep was Sergeant WHITE D.C.M., M.M. a mechanic and 1 member of the Maquis.

Our destination was the FORET DES DAMES MR 11J 6973 where we had made an RendezVous with Sergeant DuVIVIER and his party. We were carrying rations and explosives. En route Captain BRADFORD had decided to contact Captain CHEVALIER who was a Maquis chief and had some very important information for us.

We set off on the evening of the 19th July. The journey went according to plan until we reached a small village named LUCY MR 11J 9381 which was situated North of CLAMENCY on the Eastern bank of the River YONNE. We had just passed through this village (at about 0800 hours on the morning of the 20th) when we approached a secondary road which crossed at right angles. We turned right along this road and had just travelled about 100 yards when we came face to face with a German Officer and Sergeant who were on foot. They apparently, did not at first realise we were British and gave us a signal to front of the Jeep which caused them to take cover. We carried on for about 15 yards when we spotted a stationary German truck filled with troops which was fed on in like manner.

At this point we realised that we were passing a stationary convoy of some considerable size. There were many troops on the road, in the trucks and in the fields on both sides of the road.

It was too late to turn back so we decided to shoot our way through. I was driving and Captain BRADFORD was sitting between Sergeant WHITE and myself. By this time the enemy were firing back at us. It seemed a hopeless situation but we had to carry on. Captain BRADFORD had been wounded in the left arm and mechanic sitting behind had been killed. We carried on as fast as possible but owing to the unsound condition of the Jeep engine we could not do more than about 30 m.p.h.

As we were passing what appeared to be the last vehicle a heavy burst of Machine Gun fire hit the Jeep, killing Captain BRADFORD and wounding Sergeant WHITE and the Maquis behind. We were just out of sight of the last truck when the Jeep "packed in".

There was no time to be wasted so jumping out of the Jeep I shouted to Sergeant WHITE and the Frenchman to make for the woods nearby. Whilst they were doing this I examined Captain BRADFORD and the Mechanic and found that without a doubt they were dead. I could hear the Germans running down the road towards me and I made in the direction of the woods with the other two. Luckily we were safely under cover before the enemy came into sight. In a few moments troops were searching the area and we decided to keep moving into the woods, but after a while I could see that Sergeant WHITE was looking very groggy and so we stopped for a short time to rest, during which I did what I could to bandage up his wounds and also those of the guide.

A few minutes later we moved on until we came to a secondary road. Unfortunately this road was patrolled and we could not cross it without the risk of being seen and so we decided to wait until night. When it was quite dark I walked over the road and beckoned to the others to follow.

All night we walked with periods of rest, the wounded were losing blood and were getting very weak and I had to support them from time to time. At about midnight we found ourselves in a stubble field and the wounded were too exhausted to go any further moreover it was raining and I was compelled to erect a shelter with the sheaves of corn which were stacked over the field where we all rested till dawn.

Then we carried on again for about an hour, until I spotted a small village ahead on the other side of the river (YONNE) and decided that I should have to take the chance and make contact with a villager. We were extremely hungry and I knew that unless we got food and assistance immediately, there would be drastic consequences.

I noticed a small boat on the other side of the river but there were no bridges. I stripped off and swam across. The boat was chained to a tree and after considerable difficulty I managed to break the branch and release the chain.

Having successfully overcome this obstacle, I saw that we still had a canal to cross before we could reach the village, but nearby there was a lock-keeper's lodge and I instructed the Maquis guide to contact the inmates and explain our position. I did this because I could not speak French myself, and know that he would not arouse as much suspicion as I would.

It was a considerable time before he returned and in the meantime I gave Sergeant WHITE a Morphine injection to ease the extreme pain he was suffering.

We were ordered to lie low in a nearby orchard as there were still Germans in the area.

Many events occurred after this the details of which I shall skip, but eventually, through various channels, we contacted the local Maquis and they conveyed the wounded to one of their hospitals and eventually I returned to camp on the 21st July where I reported the affair to Major FRASER.

Sketch maps detailing codenamed roads, positions referred to in Reports H (a) & H

**Report on attack on Attack by 6-pounder Anti-Tank gun with Maquis Column 5th
August 1944 by No. 889974 Corporal BURGESS, H**

(All Map Reference refer to SEMUR Sheet 12J FRANCE 1:100,000.
Sketch Map accompanies report).

Gun Crew:-

Lance-Corporal BURGESS in charge
No. ? Lance-Corporal GIBB, leader
No. ? Trooper MADDICKS, gun layer
No. ? Lance-Corporal ROBINSON, ammo number
No. ? Trooper YOUNG on Bren Gun and spare ammo number

On 4th August 1944 Maquis Commander desired gun to take up position G (MR 191606).
Gun was hauled into position by 6 oxen.

On 5th August 1944 at about 0900 hours I observed a column marching up the Black Road.

Gun crew took up post and I sent Trooper THORNTON to Maquis H.Q. to warn the Commanding Officer. It had been agreed upon previously that all Maquis troops would march down the roads with two men 50 yards in advance carrying a flag or else a hat on the end of rifle. This column was displaying no such signal. At K they deployed off the road and came on, which aroused my suspicions still further. At L they came on to the road again presenting a perfect target. The gun fired three rounds causing three casualties. They then gave a recognition signal and a Maquis officer from H.Q. went down to meet them. The Maquis Commander, congratulating us on our promptness and alertness, and laying all blame on the column Commander, for not displaying the recognition signal.

This report is also made by No. 889974 Corporal BURGESS, H

Operations of WELLSTED's Troop in area BEAUNE 29th August/2nd September 1944

Forces:

1. Jeep

Captain WELLSTED
Sergeant DuVIVIAN [DuVIVIER?]
Lance-Corporal WELLER
Trooper MARSHALL

2. Jeep

S.S.M. FEEBERRY with
Trooper FRANCIS
trailer 2 other Troopers

3. Citroen

Lieutenant 'GEORGES' DUBREY
Corporal Mc
2 other Troopers

4. Ford

Lieutenant BALL with
Trooper TURNER
2" Mortar 2 other Troopers

5. Pegent

Lance-Corporal ROBINSON
Trooper THORNTON
"ROGER"

Object:

To interrupt German communications between AUTUN and DIJON.

28 August 1944

Preparation for expedition. Captain WELLSTED went to MOUX 12J 3743 to arrange an Agent de Liaison to report SAULIEU clear 12J 4355 and obtain contacts in the COTE D'OR.

29 August 1944

Force set out from camp in area CHALAUX 12J 1961 and moved to Maquis ROBERT in the BOIS DE VILLARGOIX 12J 4556. Having given trouble all morning the three civilian cars had to be given an overhaul. The Citroen being taken to SAULIEU. Here it was learnt that the enemy had given up using the Route Nationale through SAULIEU and was moving further East. Captain WELLSTED went to SOUSSEY 6762 escorting a Maquis arms truck and contacting the Commandant of the COTE D'OR, who gave him letters of introduction to Maquis in the BEAUNE area.

S.S.M. FEEBERRY took out his party to destroy a broken-down tank in the area VITTEAUX 12J 6763. He missed it by one hour; Captain WELLSTED telephone the camp at CHALAUX reporting his probable movement and requesting to be allowed longer in the BEAUNE area.

30 August 1944

Moved off at 0900 hours to the mill at VERNUSSE 13K 6730 and were taken from there to Maquis ERIQUE in the BOIS DE LA CHAUME 13K 8028, narrowly avoiding a German patrol in MOLINOT 13K 7125. The Maquis proved to be small and ill-armed but very keen, efficient, and pugnacious. They erected huts for the party, and fed them very well throughout their stay. During the afternoon Captain WELLSTED made contact with a Maquis agent in PERNAND and learnt that 95 Poles had deserted and were hiding in the woods. That night with Captain ERIQUE he accepted the surrender of a further 20 Poles at ST. ROMAIN. Captain WISEMAN had been in this area previously and with his incendiary bullets they had bagged an aircraft.

31 August 1944

During the night a further 15 Poles had come in making a total of about 120. They had deserted from the 3rd Regiment of 30th Division at CHALON. Watches were put on the roads AUTUN - NOLAN, NOLAY - BEAUNE, NOLAY - CHAGNY, CHAGNY - BEAUNE - NUITS ST. GEORGE, BEAUNE - SEURRE. Captain WELLSTED recce'd all likely ambush sites in the area. The Maquis cut German Telephonic communications between NEVERS and DIJON in three places to the North-West of BEAUNE. Sergeant DuVIVIER strafed the road BEAUNE - NUITS ST. GEORGES and blew the main PARIS - MARSEILLE railway just North of BEAUNE. Lieutenant "GEORGES" requisitioned a further civilian car, a Hotchkiss. Received a wireless message ordering the force to return by 2nd September. Maquis had a parachute.

1 September 1944

Had considerable trouble with the civilian cars and it was afternoon before an ambush position was taken up on the NOLAY - BEAUNE road near BAUBIGNY. The site was ideal. With Maquis and the Polish deserters backing us up, we felt confident to annihilate the 12 vehicle convoys which had passed yesterday.

We remained in position until it was almost dark. Nothing passed all day.

2 September 1944

It was determined to have an ambush on the BEAUNE - NUITS ST. GEORGES road during the morning, Lieutenant BALL to command it. Captain WELLSTED arranging all details for the return march that afternoon. Civilian transport, however, proved more recalcitrant than usual, and not one car would start. At last in desperation S.S.M. FEEBERRY's and Sergeant DuVIVIER's Jeeps were despatched to do a quick road strafe and return. They found a road running parallel to the Route Nationale and strafed the German columns 3 times. Estimated damage inflicted on enemy - 3 heavy trucks, 2 3-ton lorries, 1 PU, 1 Staff car and 35 men.

Meanwhile Lieutenant "GEORGES" carried out a recce in MEURSAULT where 25 bottles of wine were presented to the Troop. Lieutenant "GEORGE" was collecting this wine in the cellar, while the Germans were setting up an Ack-Ack position in the garden. By 1430 hours the force was ready to set off but before we had gone five miles the Hotchkiss had broken down and had to be abandoned. They had further trouble with the Citroen at a ford, but got it going again without difficulty. They had a dinner at the Hotel MORVANDELLE on the LAC DES SETTONS where they met Colonel MAYNE and Major MELOT and arrived back at CHALAUX just as it got dark. They were so short of petrol that the Citroen coasted down the

last hill with a dry tank.

The Main party were somewhat surprised to see the force safe and sound as a Maquis message had come in stating that they had been ambushed and the Commander killed.

Damage inflicted on the Enemy:

Telephonic communications cut in three places.

Railway line blown.

120 deserters incorporated with the Maquis.

Maquis instructed in the use of weapons and explosives which dropped in the parachute.

Three heavy trucks, 2 three ton lorries, 1 P.U. and 35 men Killed or Wounded.

Own Casualties:

Nil

Damage:

Nil

Operations on road NEVERS - CHATEAU CHINON, NEVERS - LUZY dated 29th August to 3rd September 1944 by Major FRASER, M.C.

One Jeep with Major FRASER, S.Q.M.S. MacLENNAN and Trooper BABBINGTON left camp on 29th August to recce NEVERS - CHATEAU CHINON area. Simultaneously one jeep with S.S.M. SEEKINGS, Sergeant McGINN and Trooper McKENZIE and a car with the Revered J. FRASER-McLUSKY and Trooper WILSON proceeded to the same area. The two parties met by the road NEVERS - CHATEAU CHINON near ST. BRISSON. While talking two German cars came past but there was no notice, and one Officer only wounded, the cars going on. The party now returned to camp and brought back Lieutenant GRAYSON with S.S.M. SEEKINGS. Bren teams and a Maquis contingent returned to road NEVERS - CHATEAU CHINON next day to lay an ambush. (See Report J (a) attached).

Major FRASER's jeep, the 3" Mortar Jeep, a French Maquis officer, 3 cars with Lance-Corporal DRAY, Lance-Corporal CAVE and Trooper ANCONA in charge of two Bren teams each, proceeded to the road NEVERS - LUZY with a Maquis contingent following. ANCONA's and Lance-Corporal CAVE's car broke down en route and some of the men were taken on the other vehicles, the remainder being told to carry out repairs and return to ST. SAULGE.

The road was reached unexpectedly as a troop carrying convoy was passing. Fire was opened and several casualties noted. Lance-Corporal DRAY's Bren were put in position, and fired for half an hour before forced to withdraw because of the Maquis withdrawal. No position could be found for the 3" Mortar which was sent back to ST. SAULGE.

Major FRASER's Jeep and Lance-Corporal DRAY's car now went by side roads towards CHATEAU CHINON. It was almost dark now, but while running along a side road parallel to the main road, fire was opened on another convoy. Casualties unknown. The Jeep now drew into a forest path 200 yards from the main road and the party had supper. A convoy was heard approaching so the French guide and Major FRASER went to the side of the main road with a Bren and from the ditch fired at 50 yards range. Immediately the enemy replied with Machine Guns, Mortars, and a gun not towards the Bren but towards the part from which we had fired the previous time.

Returned to the jeep and withdrew two miles to sleep. Heard the battle going on for an hour and a half. (The Germans pulled 24 civilians out of bed and shot them later).

Early next morning returned to scene of first action previous day. While talking to civilians two cars with 7 German Officers came round a corner 15 yards ahead and were killed and the cars destroyed.

Returned to ST. SAULGE, picked up S.S.M. SEEKINGS' party and returned to camp.

Lance-Corporal DRAY and his party returned 4 days later. Lance-Corporal CAVE and ANCONA and their parties returned the same day having laid mines several times on various roads. The locals and two German Prisoners of War reported that a General was blown up and died in NEVERS (General DEINHARDT?).

Report on attack on Maquis positions in area (MR 1862, 2062, 1860, 2060), on August 14th 1944 by No. 889974 Corporal BURGESS, H

(All Map References refer to SEMUR sheet 12J FRANCE 1:100,000 Sketch accompanies report).

Gun crew consisted of:-
No. 889974 Lance-Corporal BURGESS in charge
No. ? Lance-Corporal ROBINSON leader
No. 835417 Trooper MADDICKS gun layer
No. ? Trooper THORNTON ammo number
No. ? Trooper THOMAS No. 2 on Bren gun and spare ammo number.

On August 1st 1944 we took up a position (Position B on diagram MR 183608) on a forward slope covering all roads leading into CHALAUX. The gun was hauled into position by 4 oxen. Maquis troops (about 20 men with two Brens) in entrenched position (position B on diagram MR 183611). This position was only manned during the hours of daylight. Maquis troops also had a road block (position D on diagram MR 185603). Observation at this point was limited to about 150 yards owing to the wooded nature of the country and the bends in the road.

Owing to the language difficulty in liaison, a message system in code was adopted, which used altogether about 12 words in French. However, when the time came to use it, the Maquis Commander had forgotten about it.

The roads were named as follows:-
ST MARTIN - CHALAUX (black)
MARIGNY - CHALAUX (white)
MAZIGNAN - CHALAUX (red)
CHALAUX - MAQUIS H.Q. (blue)

My orders were told our fire until ordered to do so by a Maquis officer, or until the Maquis started firing.

On 3rd August, 1944 at 0900 hours an enemy column consisting of 1 DR, 2 Staff cars and 5 Troop carrying trucks with three trailers came along the Black road and halted (position E on diagram MR 187 614). Gun crew took post but no Maquis firing took place. Maquis position at A not yet manned. The enemy strength about 200, debased and advanced up Blue Road in close formation, their transport withdrew to ST. MARTIN. Enemy deployed at position F (MR 189 608). Maquis from position A started firing. Main enemy advance stopped, a few continued until fired on from position D, they withdrew. Maquis in position A now reinforced and opened heavy fire on enemy at F. Enemy set fire to farm (position C on diagram) and concentrated all their fire on A. The gun at B had apparently not yet been seen although Troopers YOUNGER and THOMAS were in action with the Bren.

Two Staff cars now came along Black Road from ST. MARTIN, gun fired one round range 1,000 yards but missed. Both cars immediately withdrew. Enemy Machine Gun now came into action in full view of position F and opened fire on A and B causing two casualties to Maquis. Gun fired two rounds at 700 yards and silenced this position. Enemy started retreating. Gun fired two rounds at a large group of enemy. Troopers YOUNGER and

THOMAS continuously in action with Bren. Enemy retreated to CHALAUX and then along White Road until out of range. Time was now 1230 hours.

At about 1400 hours 11 enemy with 1 mortar took up position at J, and fired 1 round. Gun engaged it, range 1,000 yards fired three rounds. 1st round direct hit. I observed three enemy retreating at a fast pace.

At about 1700 hours enemy launched attack from position H. Two enemy mortars came into action near position E. As they were behind a small hillock gun could not engage them. Enemy Machine Gun now came into action in full view at position E, apparently intending to draw our fire so as mortars could reply. We disappointed them however, as gun remained silent. Troopers YOUNGER and THOMAS moved down hill and engaged Machine Gun with the Bren causing him to withdraw.

Attack from position H now developed favourably from enemy's view point. Maquis abandoned position A. At 1930 hours I removed firing mechanism from gun. We camouflaged gun and withdrew to Maquis H.Q. (position I MR 178595). Firing had now died down, so we collected one pair of oxen and retrieved the gun at 2030 hours.

The enemy now broke off action and withdrew taking his casualties with him. Various estimates of enemy casualties were given by the villagers of CHALAUX, ST. MARTIN DU PUY and MARIGNY and EGLISE, the most sober estimate being 17 killed and wounded.

Own casualties nil. Maquis 2 killed and 1 wounded. Rejoined Squadron H.Q. 0530 hours
Saturday 15th August 1944.

This report H was given by No. 889974 Corporal BURGESS, H.

Ambush at BILLY by Major FRASER, M.C.

At approximately 2.50 arrived at BILLY leaving private cars 1 mile off Route Nationale. Whilst recelling road with two jeeps heard convoy approaching from NEVERS. Slid behind church wall and opened upon first Staff car from both jeeps. Stopped same. Maquis Bren teams immediately got into position and effectively knocked out 5 cars. 5 Prisoners taken. At 5.20 Germans returned in strength and burnt several of the houses nearby, loosed off thousands of rounds into woods.