



Photo Gallery

By ex T/14476568 Cpl G Tullis

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This was the insignia worn by all officers & men of the Second Guards Brigade that was in Malaya during the emergency. It was also painted on the left front wing of all vehicles with the Battalion or unit badge and colours on the right. The insignia is a crossed bayonet and Gurkha Kukri knife, with a blue band top and bottom and red in the middle. This was later to be used by the 18th Infantry Brigade with the background colours changed to red. The 2nd Guards Brigade consisted of:

- 3rd Battalion of the Grenadier Guards
- 2nd Battalion of the Scots Guards
- 2nd Battalion of the Coldstream Guards
- 16th Field Ambulance RAMC & RASC
- No3 Company (Gen Tpt) RASC
- Field Workshops REME
- Field Sqad Of Royal Engineers
- Royal Signals and not forgetting the Royal Military Police



This one taken in March 1949 when a section of No 3 Coy RASC workshops stopped for a break at Bentong, in the State of Pahang, Malaya whilst on the way to inspect and repair vehicles at Mentikab & Temerloh. Dressed only in denim overalls, it was said at that time, "That if we had removed our cap badges we could have been suspected of being Communist Terrorists (CTs)" With the exception of the driver from B Platoon in the rear, all of the others were tradesmen.

Standing is Mechanist Staff Sergeant Carr Sitting- Corporal Dew, Pte Cruickshanks, Pte Derek Tweedy, and L/Cpl Norman Hoggett, who was later killed in the Cameron Highlands ambush 2nd March 1950. Derek Tweedy survived the ambush just at the end of his National Service. I managed to track him down last year and visited him in Ashington Northumberland. Having not seen and talked to him for 50 years it was a great reunion. He has been blind for a few years and in poor health so he was unable to see all the photos I had of him. The other two in the photo are Ptes Norman Davis & Pte Yates The photo was taken by Corporal G Tullis from one of our vehicles whilst I was manning a Bren light machine gun. During these long trips it wasn't unusual for us to do an unofficial stop and search of commercial civilian trucks especially if they were carrying fruit or minerals (beer).



Part of the Worship Inspection Team outside of their tent/office at Rifle Range Camp. Malaya Command HQ, Kuala Lumpur. Taken March 1949. On the left are Pte Derek Tweedy (nicknamed Tojo) Cpl G Tullis, centre and Pte. Yates on the right.



Place of Ambush Cameron Highlands 2nd March 1950. It shows where the Communist Terrorists ambushed the three vehicles of No3 Coy RASC who were on their way to the Blue Valley to recover a vehicle belonging to the Malayan Electricity Board. This happened just beyond the village (Kampong) of Brinchang and some six miles North West from our base camp at Tanah Rata. The photo doesn't clearly show it, but there is a sharp rising bend at the bottom and the road is steeply inclined upwards. So the vehicles were moving very slowly at this point. In the front of the Jeep were 2nd Lt Richards and Sgt Ritter who were killed instantly. In the front of the 3ton Ford Recovery were L/Cpl Hoggett and Mr Yates of the Malayan Electricity Board, both killed. In the front of the 3ton Ford Lorry were Dvr Jones (Killed) Cpl Hand died of wounds a few days later. There were many others wounded who did survive and at least three of them still around today that I know of. One comment from a survivor was that there seemed to be hundreds of C.Ts coming down on us. L/Cpl Chalky White and Dvr Marsh escaped into the jungle and tried to get help. They came out on the road higher up and took over a vegetable truck, drove back into the ambush and overturned it.



During June 1950 we were given orders that we were to recover the Malayan Electricity Board (MEB) truck from the Blue Valley of the Cameron Highlands. From the previous experience of the ambush on the 2nd March 1950 it had to be done with the greatest secrecy. Captain Harris, Officer I/c "A" platoon, was responsible for the escort. Mechanist Staff Sergeant Beck and Cpl G Tullis for workshop recovery side of the operation. Then one morning after the usual convoy of vehicles had left the MT Park to proceed down the hill to Tapah, we hastily assembled a recovery crew from the workshop section and an escort of drivers from "A" Platoon. Having ensured that they were all fully armed and loaded on to our three vehicles, it was assumed by all in the camp that we were heading for the down convoy that must have a problem. However, when we left the MT Park with Capt. Harris in the leading Jeep, he headed in the opposite direction with the other vehicles following. The first stop was near to Brinchang where we awaited a further escort from 2nd Battalion of the Coldstream Guards and an armoured scout car of the 4th Queens Own Hussars.



At this point we were able to tell the men where they were going and I certainly would not repeat some of the things they said, but it did very much put them on their guard. The track down into the Blue Valley was very dangerous. It was steep with many sharp bends and most of the time vehicles were down to walking pace. In some instances the track was just wide enough and some of the vehicles were scraping the bank to avoid going over the other side into the Valley. I think the worst part of the journey was when we approached the area where our men had been ambushed on the 2nd March 1950.

I cannot remember how we managed to locate the MEB truck, but when we did it was almost out of sight deep down in the Ulu (jungle). The photo and the one below show us waiting for an escort from the Coldstream Guards and 4th Queens Own Hussars. Cpl GT is behind the steering wheel with Staff Sergeant Beck to the left, Pte's Cam & Brimmer behind.



Weighing up the situation we could not use the jibs of the recovery truck as it might have been pulled off the track. However, we were able to get the 2 - Dodge trucks to straddle the track and using their winches were able to get the MEB truck up to the top of the bank. Having secured the MEB truck, we moved our Dodges out of the way so that the recovery truck could take over. Both jibs were locked together and the final pull up took place and at this point the recovery moved forward slowly and got the MEB truck back on to the track.



This photo shows the 2- 15cwt Dodges straddling the track. The driver /Guardman operating the winch on the near truck and I am operating the other on our truck. The photo is the MEB truck that was responsible for the lives of 5 of our men and one civilian, which is now on the final pull up and the recovery vehicle is moving slowly forward. Cpl G Tullis is standing by the front wheel as usual giving orders to the people above.



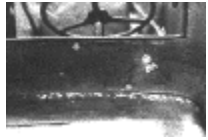
This photo shows the MEB truck on its side deep down in the Ulu. I am right on the bottom of the photo.



The recovery vehicle that was in the ambush. You can see how accurate the fire from the C.Ts was by the holes in the windscreen and there were many through the side of the drivers cab.



The bodies of Sgt Ritter & 2nd Lt Richards being removed from the Jeep by men of the Coldstream Guards.



This photo shows the accurate fire on the Jeep where the windscreen was shattered.



The 3-ton Ford lorry where Dvr Jones died and Cpl Hand, seriously wounded, died some days later.



The funerals took place with full military honours at the Christian Cemetery at Batu Gajah, near Ipoh in the State of Perak now West Malaysia. Officers carrying the coffin of 2nd Lt Richards.



Corporals carrying the coffin of L/Cpl Hoggett



Sergeants carrying the coffin of Sgt Ritter with Lt Richards in front



The coffin covered with the Union Jack of Driver Jones



The Malayan Kris (or dagger)



The Gurkha Regiments crossed Kukri's (knives) God bless them a great fighting force one felt safe and secure when you had them around you.



A picture of the National Monument in Kuala Lumpur. As it says," A fitting remembrance shrine for the nations fallen heroes