

Major Gordon Kenward Barker
4th / 7th Dragoon Guards



D – Day Experiences
1944 – 1945

Displayed with the agreement of his daughter

Annette Parrot

D-Day - 6th June 1944

My Father, Major Gordon Kenward Barker, was Second-in-Command of the 4th/7th Royal Dragoon Guards, and took over Command on 20th September 1944 until the end of the War, for which he was appointed DSO. On VE Day he led the Regiment in his Sherman command tank 'Mons' at the head of the triumphal victory march of 51 Division into Bremerhaven, at which the salute was taken by the Commander of 30 Corps, Lt Gen Horrocks.

My own memory of D-Day was when aged five, my Grandfather Barker, who was quite a big tall man, and rather imposing for a five year old, took me to the Railway Station with my Father, and said to me "say goodbye to your father nicely as you may not see him again", and trying not to let him see me crying on the way back! Grandmother Barker then gave me a lovely china doll, which I called Ruth, and still have today.

In later years my Father told me he had a premonition that he had been issued with the wrong map, and had an agonising decision whether or not to open the envelope, which in the end he did, and it was indeed the wrong one!

Annette Parrott

From: Victoria Trevelyan
Subject: Dad
Date: 1 May 2024 at 12:33:32
To: Annette

This is the only photo I can find with dad in uniform- I have found a copy on
The First and the Last - xx



The First and the Last extracts commencing 4th June 1944

THE FIRST AND THE LAST

1944

right order, requiring no further reorganisation. There were some delays with loading at the docks, but eventually everyone got off in good order.

Unlike the earlier exercises we had done, the landing craft did not only contain tanks, but each craft had a little bit of everything, so that if one craft was sunk there would be no shortage of any particular vehicle. Thus on these landing craft which were built to take six tanks, we had a tremendous conglomeration of tanks, carriers, anti-aircraft guns and tanks, Sapper trucks and lorries, and bull-dozers; in fact, everything bar the kitchen sink. Conditions were very over-crowded, and there was no room to do anything much but eat and sleep.

June 4th

We remained in the Solent all that day and were due to sail at noon the next day. D Day was to have been June 5th, but as the world now knows, the weather was so bad that it had to be postponed 24 hours. At midday on the 5th we sailed down the Solent, and out past the Needles. The sea was pretty rough, and the flat-bottomed landing craft especially made heavy weather of it.

June 5th

All troops had, however, been issued with Hyoscine tablets, which were of great assistance in preventing sea-sickness. The important thing about them is that they must be taken about half an hour in advance; it is no use taking one when you feel sick, because this just makes it worse; but if you give the pill a chance it produces a slight coma effect, which is rather pleasant, and has quite a settling influence on the stomach.

Past the Needles our fleet hove to for a few hours while all the vessels were organised, and then we set sail for France. It was a relief to get going again, because tossing about on the swell was even more unpleasant than ploughing through it. It was some consolation to us to know that if the Tirpitz and the Prinz Eugen suddenly turned up, we had a complete fleet on either flank—the Americans on our right, and the Canadians on our left—which they would have to plough through before they reached us.

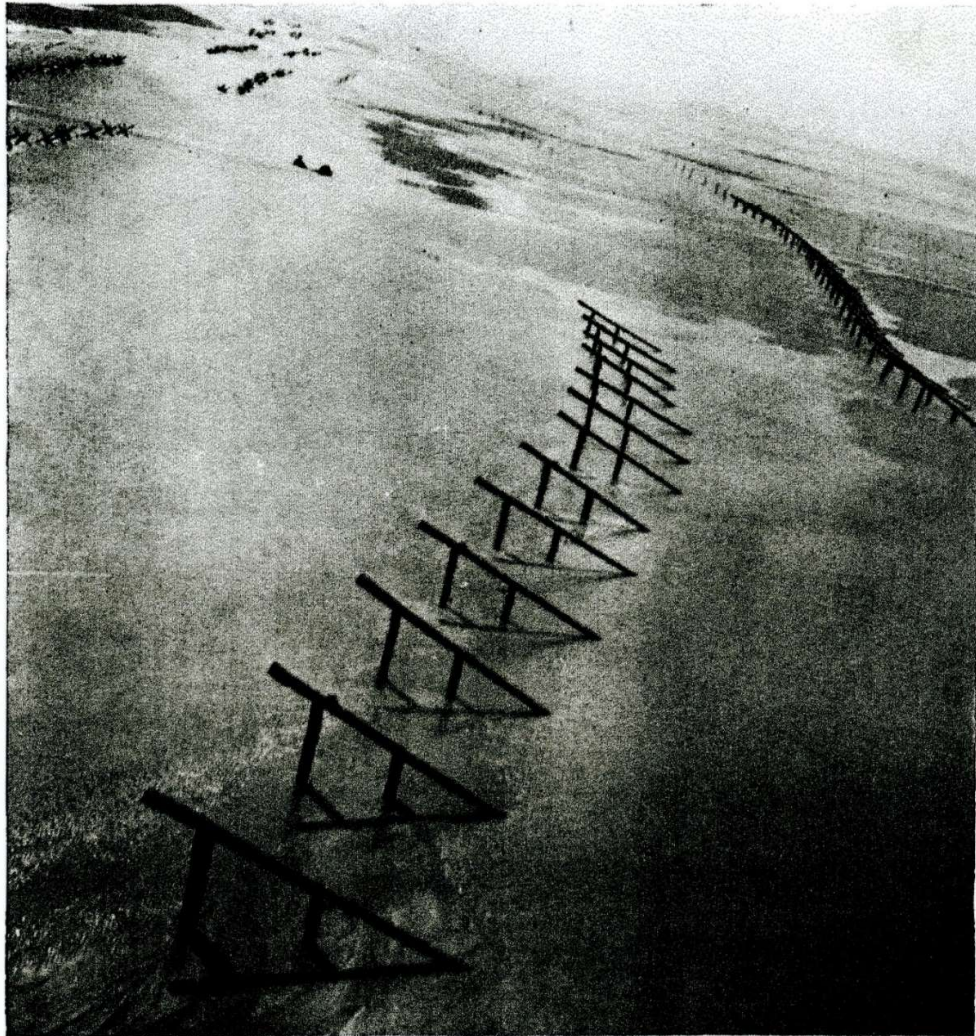
June 6th

The morning of D Day dawned cold and grey, with what appeared to be a slightly lesser sea. It still looked rough enough, however, to make it questionable whether it would be possible for the DD Tanks to launch as planned.

Everyone was up and about early, with the need for cooking and eating a breakfast, and stowing

4TH/7TH ROYAL DRAGOON GUARDS

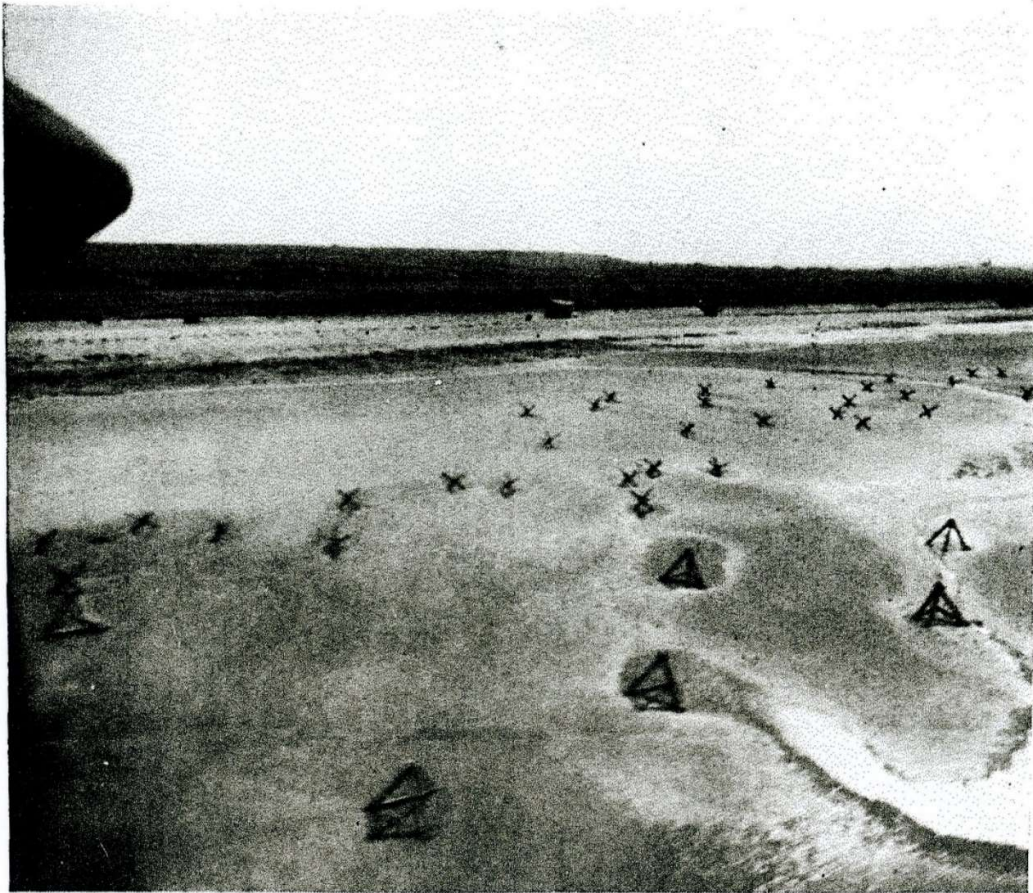
THE INVASION, 1944, I



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One of the many aerial photographs which we studied before D-Day. The structures in the foreground would prove an obstacle to most small craft. The crossed metal spikes on the left of the picture would tear the screen off a D.D. Tank, and probably hole a small boat. Added to which there is a Tellermine in the cross of each one.

THE FIRST AND THE LAST
THE INVASION, 1944, II

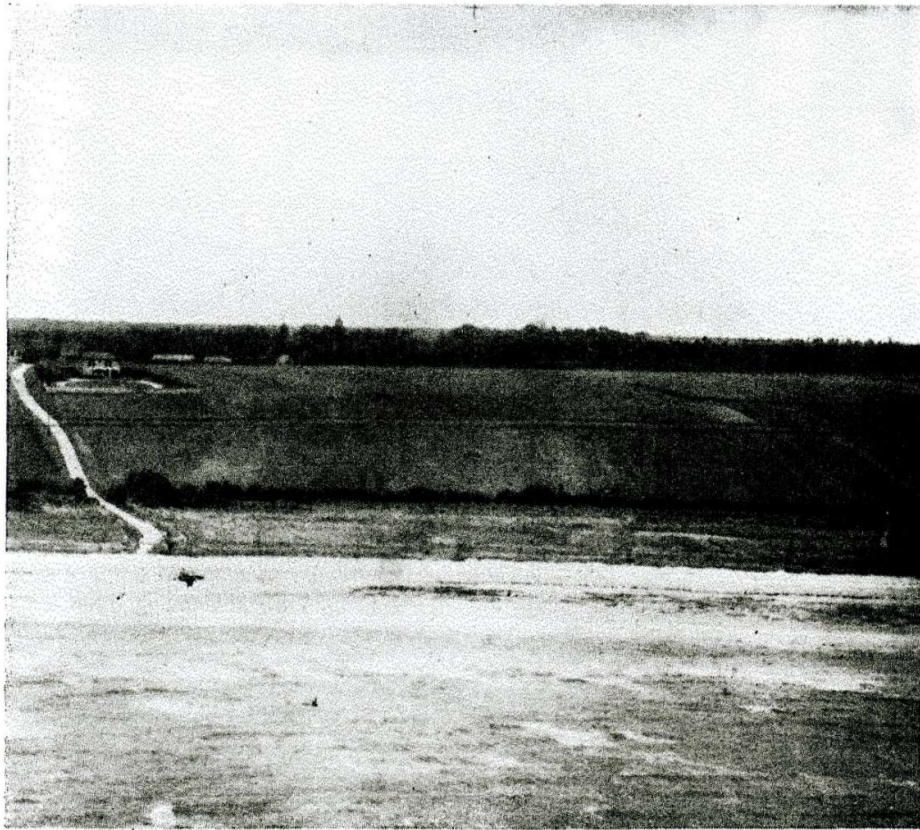


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Another aerial photograph of the beach defences, all of which would be under water at high tide, and therefore far more dangerous. A variation of these was single spikes stuck upright into the ground with a French 75 mm. shell on the end of each. This beach would almost certainly be covered by at least one battery of guns in concrete casemates.

4TH/7TH ROYAL DRAGOON GUARDS

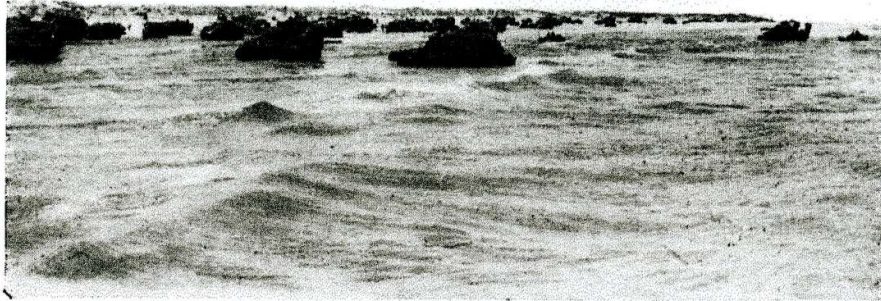
THE INVASION, 1944, III



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The photograph that everybody learnt by heart. The house with the white circular drive was the landmark for our beach, called "King Red" and "King Green." We met only light opposition until we reached the valley of the River Seulles, on the far side of the hillcrest in the picture. There the Hun had his first real defence line.

THE FIRST AND THE LAST
THE INVASION, 1944, IV



(Copyright "Associated Press Photo")

A picture showing tanks and armoured vehicles wading ashore in Normandy, probably taken several days after D-Day. They are not our vehicles, but it does illustrate the problems of wading, and the depth of water vehicles must be able to withstand. Note the tank on the right which is still half submerged, although its parent ship is nowhere in sight, and must therefore be considerably further out in still deeper water. Note also the wading chutes on the back of the two tanks on the left and nearest the camera; these bring the level of the engine's air intake and exhaust outlet up to the top of the turret, so that the tank can wade almost to its full height, or through water six feet deep.

Major Gordon Kenward Barker – Second in Command

KEY POSTS IN THE REGIMENT—JUNE 6TH, 1944

<i>Commanding Officer</i>		Lieutenant Colonel R. G. G. BYRON
<i>Second-in-Command</i>		Major G. K. BARKER
<i>Adjutant</i>		Captain R. HOLLINSHEAD

R.H.Q. SQUADRON

<i>Squadron Leader</i>		Major I. G. GILL, M.C.
<i>Second-in-Command</i>		Captain P. G. VERDIN
<i>Quartermaster</i>		Captain A. E. GOLDRING
<i>Medical Officer</i>		Captain S. C. H. HOOD (R.A.M.C.)
<i>Technical Adjutant</i>		Captain D. J. COLLINS
<i>Electrical and Mechanical Engineer</i> ..		Captain W. DYSON (R.E.M.E.)
<i>Intelligence Officer</i>		Lieutenant R. C. FORD
<i>Signals Officer</i>		Lieutenant C. W. P. HAMPTON
<i>Tank Troop Leader</i>		Second Lieutenant R. D. HANCOCK
<i>Reconnaissance Troop Leader</i>		Lieutenant W. DAVIES
<i>Anti-Aircraft Troop Leader</i>		Lieutenant J. H. G. FORD
<i>Regimental Sergeant Major</i>		R.S.M. J. CHEAL
<i>Regimental Quartermaster Sergeant</i> ..		R.Q.M.S. F. RIPLEY
<i>Squadron Sergeant Major</i>		S.S.M. A. BAYLISS
<i>Quartermaster Sergeant (Mechanical)</i>		M.Q.M.S. H. T. D. BROOM
<i>Quartermaster Sergeant (Technical)</i>		T.Q.M.S. W. E. MILNER
<i>Squadron Quartermaster Sergeant</i> ..		S.Q.M.S. F. THOMAS
<i>Orderly Room Sergeant</i>		S.Q.M.S. (O.R.S.) B. A. ROBINSON
<i>Squadron Mechanist Sergeant</i>		Sergeant F. BOMBER

"A" SQUADRON

<i>Squadron Leader</i>		Major J. A. D'A. GOLDSMID
<i>Second-in-Command</i>		Captain J. D. P. STIRLING
<i>Reconnaissance Officer</i>		Captain D. J. B. RICHARDS
<i>Headquarters Troop Sergeant</i>		Troop Sergeant Major S. DAVIES
<i>1st Troop Leader</i>		Lieutenant P. G. D. AIZLEWOOD
<i>Sergeant</i>		Troop Sergeant Major P. G. PARKIN
<i>Corporal</i>		Corporal L. TOWNSEND
<i>2nd Troop Leader</i>		Lieutenant M. A. T. TRASENSTER
<i>Sergeant</i>		Sergeant H. PARTLOW
<i>Corporal</i>		Corporal W. LIPSCOMBE
<i>3rd Troop Leader</i>		Lieutenant C. H. PILLMAN
<i>Sergeant</i>		Sergeant N. H. ROBERTS
<i>Corporal</i>		Corporal J. R. IREDALE
<i>4th Troop Leader</i>		Lieutenant A. MCL. MORRISON
<i>Sergeant</i>		Sergeant W. HARRIS
<i>Corporal</i>		Corporal C. JOHNSON
<i>5th Troop Leader</i>		Second Lieutenant G. A. MITCHELL
<i>Sergeant</i>		Sergeant T. BARSTOW
<i>Corporal</i>		Lance-Sergeant A. WOOLLEY
<i>Squadron Sergeant Major</i>		S.S.M. J. POTTERTON
<i>Squadron Quartermaster Sergeant</i> ..		S.Q.M.S. P. HENDERSON
<i>Squadron Mechanist Sergeant</i>		Sergeant H. HAWKINS

KEY POSTS IN THE REGIMENT—JUNE 6TH, 1944

“B” SQUADRON

<i>Squadron Leader</i> .. ..	..	..	Major S. R. M. JENKINS
<i>Second-in-Command</i> .. ..	..	..	Captain R. J. F. ABEL
<i>Reconnaissance Officer</i> .. ..	..	..	Captain C. T. MONCKTON
<i>Headquarters Troop Sergeant</i>	..	..	Sergeant E. J. JAMES
<i>1st Troop Leader</i> .. ..	..	..	Lieutenant C. CHARLTON
<i>Sergeant</i> .. ..	..	..	Sergeant W. ANDERSON
<i>Corporal</i> .. ..	..	..	Corporal F. H. BAYER
<i>2nd Troop Leader</i> .. ..	..	..	Lieutenant G. G. R. MOORE
<i>Sergeant</i> .. ..	..	..	Sergeant I. W. WEST
<i>Corporal</i> .. ..	..	..	Corporal J. G. TRIMMER
<i>3rd Troop Leader</i> .. ..	..	..	Lieutenant M. A. NORMAN
<i>Sergeant</i> .. ..	..	..	Sergeant W. J. WATERS
<i>Corporal</i> .. ..	..	..	Corporal J. CHARLTON
<i>4th Troop Leader</i> .. ..	..	..	Lieutenant T. E. APPS
<i>Sergeant</i> .. ..	..	..	Sergeant C. FRY
<i>Corporal</i> .. ..	..	..	Corporal W. C. BENNETT
<i>5th Troop Leader</i> .. ..	..	..	Lieutenant D. J. O. PENROSE
<i>Sergeant</i> .. ..	..	..	Sergeant J. COLLINS
<i>Corporal</i> .. ..	..	..	Sergeant F. W. MILSOM
<i>Squadron Sergeant Major</i> .. ..	..	..	S.S.M. B. RATTENBURY
<i>Squadron Quartermaster Sergeant</i> .. ..	..	..	S.Q.M.S. H. ECKERSLEY
<i>Squadron Mechanist Sergeant</i> .. ..	..	..	Sergeant H. WHITTLE

“C” SQUADRON

<i>Squadron Leader</i> .. ..	..	..	Major T. M. BELL
<i>Second-in-Command</i> .. ..	..	..	Captain W. P. RILEY
<i>Reconnaissance Officer</i> .. ..	..	..	Captain G. GILBERTSON
<i>Headquarters Troop Sergeant</i>	..	..	Sergeant K. R. VAUGHAN
<i>1st Troop Leader</i> .. ..	..	..	Lieutenant W. M. A. LEWIS
<i>Sergeant</i> .. ..	..	..	Sergeant S. G. WALKER
<i>Corporal</i> .. ..	..	..	Corporal A. ROGERS
<i>2nd Troop Leader</i> .. ..	..	..	Lieutenant D. MANN
<i>Sergeant</i> .. ..	..	..	Sergeant A. LEMAITRE
<i>Corporal</i> .. ..	..	..	Corporal G. GAMBLE
<i>3rd Troop Leader</i> .. ..	..	..	Lieutenant A. J. L. MACREADY
<i>Sergeant</i> .. ..	..	..	Sergeant S. TEES
<i>Corporal</i> .. ..	..	..	Corporal J. H. POWELL
<i>4th Troop Leader</i> .. ..	..	..	Lieutenant J. B. LILLY
<i>Sergeant</i> .. ..	..	..	Sergeant F. HARRIS
<i>Corporal</i> .. ..	..	..	Corporal A. CLAYTON
<i>5th Troop Leader</i> .. ..	..	..	Lieutenant N. S. WIDE
<i>Sergeant</i> .. ..	..	..	Sergeant C. TAYLOR
<i>Corporal</i> .. ..	..	..	Corporal L. JONES
<i>Squadron Sergeant Major</i> .. ..	..	..	S.S.M. T. H. KNOX
<i>Squadron Quartermaster Sergeant</i> .. ..	..	..	S.Q.M.S. J. DOWSE
<i>Squadron Mechanist Sergeant</i> .. ..	..	..	Sergeant A. G. PARKER

everything away before landing time arrived. Sea-sickness feelings were forgotten in the excitement of seeing the tremendousness of everything that was going on around us. All types of warships were visible, and it was a wonderful sight to see this terrific armada ploughing its way steadily South, completely unhindered by the enemy, while overhead wave after wave of aircraft passed on the way to their targets.

We knew now that our landing place was the beach to the West of the small village of La Rivière, half-way between Caen and Arronanches. The Brigade was under command of the 50th Northumbrian Division, and the Regiment was in support of the 69th Infantry Brigade—"C" Squadron on the left with the 5th East Yorkshire Regiment and "B" Squadron on the right with the 6th Green Howards; "A" Squadron following up with the 7th Green Howards. The intention of the Regiment was to support the 69th Brigade on to the St. Leger feature.

The supporting bombardment was due to begin at six o'clock and from this time onwards the air was never free of the flash and rumble of naval guns, or the roar of bombers overhead going in to their target. The fire support programme for the assault was prodigious. Any defence position which was capable of upsetting the landing in any way was subjected to a concentration of overwhelming power. It was the intention to saturate all such targets, so that however extravagant the means, the result was that they could not expect to live. An example of this was the built-in battery of four guns on our own front: the cruiser *Belfast* was allotted the sole job of destroying this one target, and, judging by a glimpse caught of them some weeks later, accomplished this mission very thoroughly.

Scene 3.—THE BATTLE FOR A BRIDGEHEAD.

H Hour signified the hour at which the assault infantry were to touch down on shore, and this had been set for 7-25 a.m. The DD Tanks were due in at H minus 5 minutes (*i.e.*, 7-20). The Naval Commander had in fact decided that it was too rough to launch DD Tanks, so their craft brought them in to do a deep wade, with the assistance of their screens.

The clearing of the under-water beach defences had been undertaken by the "Frogmen"—

1944

OPEN MAP ON p. 63

Order of Battle of 50th (Northumbrian) Division:

69th Infantry Brigade
5th East Yorkshire Regiment
6th Green Howards
7th Green Howards

151st Infantry Brigade
6th Durham Light Infantry
8th Durham Light Infantry
9th Durham Light Infantry

231st Infantry Brigade
2nd Devonshire Regiment
1st Hampshire Regiment
1st Dorsetshire Regiment

56th Infantry Brigade
2nd Essex Regiment
2nd Gloucestershire Regiment
2nd South Wales Borderers

There seems to be no official version on which armour was actually first ashore, so there are several claimants, ourselves included. It can, however, only have been a matter of minutes between the beaches. The Regiment was certainly part of the lead wave of the whole Invasion.

THE FIRST AND THE LAST

1944

OPEN MAP ON p. 89

88mm. gun, used both anti-aircraft and anti-tank. Our most feared opponent, especially when mounted in a Tiger tank. Would knock out a Sherman at almost any visible range.

Avre—Assault Vehicle Royal Engineer.

Westminster Dragoons
Flail or Crab—a Sherman tank which carried in front of it a revolving drum with chains attached, which “flailed” the ground for mines.

4th Troop

✠ Lt. W. M. A. LEWIS “C”
✠ Sgt. K. R. VAUGHAN “C”
w Lt. D. MANN “C”

w Tpt. A. STEEBLES “HQ”

those brave individuals who swam about all by themselves before the rest of the Army arrived, blowing up and destroying the things which might ruin the landing. The results had been pretty satisfactory. There were still various pieces of metal protruding from the sea, but there were gaps between them, and the only trouble that was encountered came from the Teller mines and French shells which were stuck on the end of spikes at the low water mark and blew up on contact. Some of these were still submerged, and others were struck by craft drifting with the strong current, but on the whole it can be said that the beach defences were cleared by the time the force arrived.

When we had studied the defence plans of the beach we had seen that there was an 88mm. gun in a concrete pillbox in the corner of the sea wall, and this appeared to be the only anti-tank gun on the beach itself. When the leading tanks landed this gun had not been put out of action by the big bombardment allocated to it, but fortunately both Squadrons were some way away from it and eventually it knocked out two Avre Churchill tanks which landed nearby, and was itself knocked out by one of the Flails.

There was also another 88 in a concrete pillbox on the extreme right of our beach. This had not been marked on the defence map and came as a nasty surprise to the right-hand Troop of “B” Squadron who only expected a machine-gun nest. Fortunately, however, the pillbox was so constructed that the gun could only fire in enfilade down the beach but could not engage the Troop, who landed straight in front of it and quickly “posted some letters” through the slits.

Apart from this there was hardly any opposition, either on the beach or for the first mile or two inland. “C” Squadron who were on the left and had to work through La Rivière were troubled by snipers and had two commanders shot in the head, but there was nothing to halt the advance, and compared with what we had expected, it was a pleasant surprise to be able to get ashore without much difficulty.

The only casualties in tanks were due to difficulties on and around the beach. About half-a-dozen DD Tanks were swamped or got stuck, and “A” Squadron, who arrived an hour after H Hour with R.H.Q. lost two tanks in shell holes under water; one scout car was hit by a shell.

4TH/7TH ROYAL DRAGOON GUARDS

1944

There was some delay while the Flails cleared the minefield in the sand dunes at the back of the beach. The ground was boggy and they had difficulty in carrying out their job. At length, however, paths were cleared and the Regiment was able to push forward with its infantry. Once through the beach defences, it was left for "A" Squadron to clear the main axis of the advance through Crépon and Creully; R.H.Q. also split into two parties and blazed away in support of the infantry.

There were quite a number of German infantry in houses and slit trenches, but they had already been heavily bombarded and they were mostly conscript troops and did not offer very spirited resistance. Some of the tanks had a fine time charging across country and machine-gunning everything that showed itself until a white flag appeared. The infantry worked with great gusto and we soon had Crépon and were pushing on to Creully. As the leading tank approached the town there was a Panther on the river bridge which opened fire, but it missed, and the tank commander hastily put down smoke and got to cover.

"A" Squadron now began to work round the right flank of the town while the infantry continued down the main axis, but after a time the infantry reported that the town was not strongly held, and they set about clearing it. The Squadron therefore returned to the main road and passed through Creully to the high ground on the far side. It was here that they bumped the first real trouble.

As they moved up towards the ridge, three tanks on the right went up in flames one after another as they were hit by an unidentified gun further over to the right. A few hundred yards further forward, the leading Troop took up a position in a hedge and the Troop Leader spotted a suspicious looking object ahead. He had just dismounted with his glasses to get a better view of it, when the object which proved to be an 88mm. gun knocked out his tank, which burst into flames at once. The 88 in turn was knocked out by one of the supporting tanks.

A little while later a very heavy artillery concentration came down on the Squadron position, and caught two Troop Leaders who had dismounted together to make a plan, killing one and severely wounding the other.

On the right flank meanwhile, exactly the same situation was being met by "B" Squadron, who

7th Green Howards

2nd Troop

Panther, see page 61

✕ T.S.M. S. DAVIES "A"
✕ Tpr. W. E. CROOKELL "A"
✕ Tpr. E. N. WALKER "A"
w Cpl. E. W. LIPSCOMBE "A"
w L/C H. RICHARDS "A"
w Tpr. C. ASTON "A"
w Tpr. J. BINGLEY "A"
w Tpr. G. CATLOW "A"
w Tpr. R. CHECKETTS "A"
w Tpr. D. N. DENWOOD "A"
w Tpr. A. H. DOWN "A"
w Tpr. B. F. GANDER "A"

1st Troop

✕ Cpl. R. COX "A"
✕ L/C T. A. ALLAN "A"
✕ Tpr. W. WORTON "A"
w Tpr. T. F. PARSONS "A"

✕ Lt. C. H. PILLMAN "A"
w Lt. P. G. D. AIZLEWOOD "A"

11th/7th ROYAL DRAGOON GUARDS

VICTORY IN THE WEST, I



(Copyright "The New York Times Company Ltd.")

The Regiment marches past during the Victory Parade of 51st Highland Division in Bremerhaven. Tanks have been stripped of all the dirty bits and pieces that the end of the war has rendered superfluous, and now they glisten in the sunlight. Crews of the two tanks are (L. to R.): Cpl. Chalmers, Tpr. Upton, Tpr. Stevens, Tpr. Garside, Sgt. Roberts, L/C. Draper, Tpr. Jupp, Tpr. Breidenbach. Taking the salute is Lieutenant General B. G. Horrocks, C.B., D.S.O., M.C., Commander of 30th Corps.

THE FIRST AND THE LAST

VICTORY IN THE WEST, II



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Two men who had a very great part in the winning of the war: The Prime Minister, and Major General (as he was then) Horrocks on the occasion of Mr. Churchill's visit to the 9th Armoured Division, of which General Horrocks was the Commander, in 1942. A fine portrait, both of the Prime Minister, and of the man who is taking the salute in the picture of the Victory Parade, and who, more than any other General, has linked his fortunes with those of the Regiment during this war. On the left of the picture is Major I. G. Gill, M.C.

KEY POSTS IN THE REGIMENT—MAY 8TH, 1945

* <i>Commanding Officer</i>	Lieutenant Colonel G. K. BARKER, D.S.O.
<i>Second-in-Command</i>	Major S. R. M. JENKINS, M.C.
<i>Adjutant</i>	Captain R. HOLLINSHEAD, M.B.E.

R.H.Q. SQUADRON

<i>Squadron Leader</i>	Major P. G. VERDIN, M.C.
<i>Second-in-Command</i>	Captain E. H. FRANK
<i>Quartermaster</i>	Captain A. E. GOLDRING, M.B.E.
<i>Medical Officer</i>	Captain R. DE SENNEVILLE (R.A.M.C.)
<i>Technical Adjutant</i>	Captain A. L. BARLOW
<i>Electrical and Mechanical Engineer</i> ..	Captain J. K. HOLYOAK (R.E.M.E.)
<i>Intelligence Officer</i>	Lieutenant R. C. FORD
<i>Signals Officer</i>	Captain G. R. W. HARKER
<i>Tank Troop Leader</i>	Lieutenant A. J. L. MACREADY
<i>Reconnaissance Troop Leader</i>	Captain A. MCL. MORRISON, M.C.
<i>Anti-Aircraft Troop Leader</i>	(Troop disbanded)
<i>Regimental Sergeant Major</i>	R.S.M. J. CHEAL, M.B.E.
<i>Regimental Quartermaster Sergeant</i> ..	R.Q.M.S. F. RIPLEY, M.B.E.
<i>Squadron Sergeant Major</i>	S.S.M. A. BAYLISS
<i>Quartermaster Sergeant (Mechanical)</i>	M.Q.M.S. H. T. D. BROOM
<i>Quartermaster Sergeant (Technical)</i>	T.Q.M.S. W. E. MILNER
<i>Squadron Quartermaster Sergeant</i> ..	S.Q.M.S. F. THOMAS
<i>Orderly Room Sergeant</i>	S.Q.M.S. (O.R.S.) B. A. ROBINSON
<i>Squadron Mechanist Sergeant</i>	Sergeant F. BOMBER

"A" SQUADRON

<i>Squadron Leader</i>	Major I. G. GILL, M.C.
<i>Second-in-Command</i>	Captain A. C. HAWKINS
<i>Reconnaissance Officer</i>	Lieutenant M. A. NORMAN, M.C.
<i>Headquarters Troop Sergeant</i>	— — — —
<i>1st Troop Leader</i>	— — — —
<i>Sergeant</i>	— — — —
<i>Corporal</i>	— — — —
<i>2nd Troop Leader</i>	Sergeant N. H. ROBERTS, M.M.
<i>Sergeant</i>	Sergeant J. DRIFFIELD, M.M.
<i>Corporal</i>	Corporal C. A. R. KARSTEAD, M.M.
<i>3rd Troop Leader</i>	Lieutenant D. H. GREEN
<i>Sergeant</i>	Lance-Sergeant B. S. HAWKINS
<i>Corporal</i>	Sergeant G. E. FLINT
<i>Corporal</i>	Lieutenant K. J. M. ELPHICK
<i>4th Troop Leader</i>	Lieutenant D. W. WICKS
<i>Sergeant</i>	Corporal J. N. MANNING
<i>Corporal</i>	Corporal W. M. CHALMERS
<i>5th Troop Leader</i>	Lieutenant P. J. A. KIRK
<i>Sergeant</i>	Sergeant C. W. TARTE, M.M.
<i>Corporal</i>	Sergeant L. BAYFIELD
<i>Squadron Sergeant Major</i>	S.S.M. J. POTTERTON
<i>Squadron Quartermaster Sergeant</i> ..	S.Q.M.S. P. G. AYMER
<i>Squadron Mechanist Sergeant</i>	Sergeant H. HAWKINS

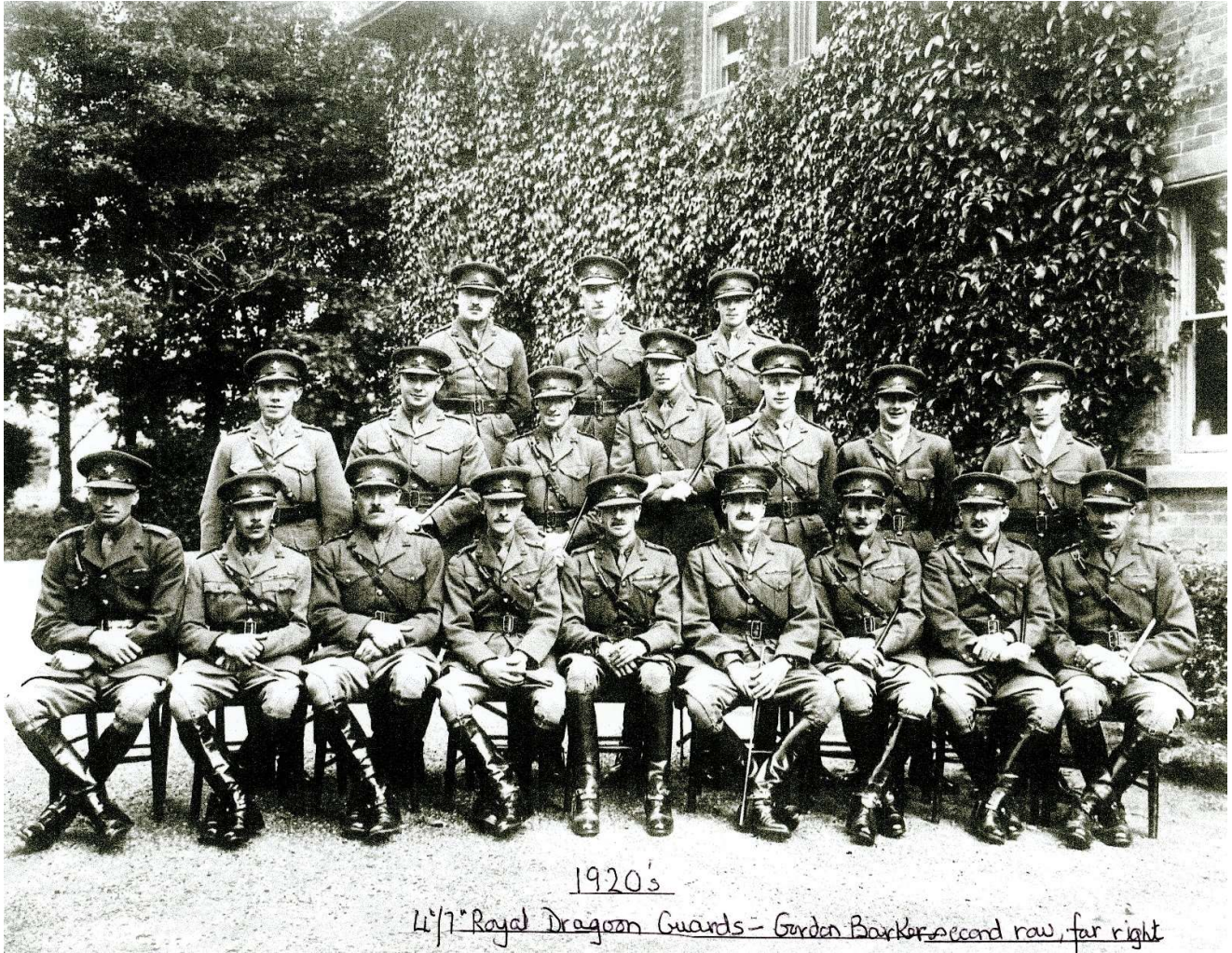
KEY POSTS IN THE REGIMENT—MAY 8TH, 1945

“B” SQUADRON

<i>Squadron Leader</i>	Major J. D. P. STIRLING
<i>Second-in-Command</i>	Captain D. J. B. RICHARDS, D.S.O., M.C.
<i>Reconnaissance Officer</i>	Captain J. M. SHELLEY
<i>Headquarters Troop Sergeant</i>	Sergeant W. MACLAUGHLAN
<i>1st Troop Leader</i>	Lieutenant R. N. C. BENTLEY
<i>Sergeant</i>	Sergeant S. BRASSEY
<i>Corporal</i>	Sergeant C. I. ANDERSON
<i>2nd Troop Leader</i>	Lieutenant N. ANDREW
<i>Sergeant</i>	Sergeant F. BALL
<i>Corporal</i>	Corporal S. BERRINGTON
<i>3rd Troop Leader</i>	Lieutenant J. N. BOON, M.C.
<i>Sergeant</i>	Sergeant W. J. WATERS, M.M.
<i>Corporal</i>	Sergeant V. R. OLSSEN
<i>Corporal</i>	Sergeant E. REED
<i>4th Troop Leader</i>	— —
<i>Sergeant</i>	— —
<i>Corporal</i>	— —
<i>5th Troop Leader</i>	Lieutenant G. BALDWIN
<i>Sergeant</i>	Corporal S. H. HAYES
<i>Corporal</i>	— —
<i>Squadron Sergeant Major</i>	S.S.M. H. ECKERSLEY
<i>Squadron Quartermaster Sergeant</i>	S.Q.M.S. F. EDMONDS
<i>Squadron Mechanist Sergeant</i>	Sergeant H. WHITTLE

“C” SQUADRON

<i>Squadron Leader</i>	Major W. P. RILEY, M.C.
<i>Second-in-Command</i>	Captain G. GILBERTSON
<i>Reconnaissance Officer</i>	Captain N. S. WIDE, M.C.
<i>Headquarters Troop Sergeant</i>	Sergeant G. THOMAS
<i>1st Troop Leader</i>	Lieutenant G. J. G. THOMSON, M.C.
<i>Sergeant</i>	Sergeant A. CLAYTON
<i>Corporal</i>	Lance-Corporal L. WARING
<i>2nd Troop Leader</i>	Lieutenant R. G. GIBBENS, M.C.
<i>Sergeant</i>	Sergeant T. ARNOLD, M.M.
<i>Corporal</i>	Corporal R. H. CLARKE
<i>3rd Troop Leader</i>	Lieutenant J. H. G. FORD
<i>Sergeant</i>	Sergeant A. BRANSFIELD
<i>Corporal</i>	Lance-Corporal J. D. PALMER
<i>4th Troop Leader</i>	— —
<i>Sergeant</i>	— —
<i>Corporal</i>	— —
<i>5th Troop Leader</i>	Sergeant R. McKEEMAN, M.M.
<i>Sergeant</i>	Corporal B. ELLIS
<i>Corporal</i>	Corporal J. B. SUTTON
<i>Squadron Sergeant Major</i>	S.S.M. P. HENDERSON
<i>Squadron Quartermaster Sergeant</i>	S.Q.M.S. L. SHORT
<i>Squadron Mechanist Sergeant</i>	Sergeant A. G. PARKER



1920's

4th /7th Royal Dragoon Guards

Gordon Kenward Barker second row far right

Photograph of Annette Louise Barker which her Father, Gordon Kenward Barker had in his breast pocket during the 1939-1945 War, and which he told her brought him countless luck in not being shot or wounded.



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which her father Gordon Kenward Barker
had in his breast pocket during the 1939-1945 war,
and which he told her brought him countless luck
in not being shot or wounded.