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The Highland Division

Transport and Supply Column

Army Service Corps

(Territorial Force)

and its successors

1908 - 1980

by Lieutenant Colonel M H G Young RCT

"Cuimhnich air na daoine bho'n d'thainig thu"
(Remember those you came from)

Copy No ... of ...



HAYNES



DALTON HENDERSON



GRAY



MACKENZIE FRASER



HARRIS HUNTER



BRUTON



WOOD



MACMILLAN



GEORGE



STEPHEN



MORRISON



GRAY



HORNER



ROBERTS



HEAPS



FAHEY



YOUNG

COMMANDING OFFICERS 1908-1980

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And last but not least the typists without whom this history would not be in your hands today: Mrs Winnie Gubik, Mrs Margaret Robb, Mrs June Young and the typists of a well known Army establishment who regrettably have to be nameless.

INTRODUCTION

It all started with the 1937 photograph of the Pipes and Drums - the quest for more old photographs was perhaps a natural development. From these small beginnings my lifelong interest in pictures and history led me further and further. This history is the result.

In addition to the motive of self satisfaction, my aims in formalising the results of my research are:

To collate information from a number of sources, some published most not, to weave a tapestry of history representing the unit.

To record, while it is still possible, the personal experiences of individuals.

To gather together photographs and items of interest before they are lost.

To bring to the notice of present day soldiers the events and achievements of the past.

And to record and make known the ASC and RASC support of the Highland Division for the first time. Other units' histories are already recorded.

In order to appreciate any kind of history, it is necessary to know something of the general background; our unit history must be seen standing out against that background so that a sense of perspective is established. A certain amount of information, not much, about the development of the Army and our predecessor Corps is therefore included. In the main, I am indebted to "Citizen Soldiers" by Colonel G. Williams OBE, a marvellous book which would act as a springboard for anybody wishing to write the history of a Territorial Army unit of the Royal Corps of Transport.

I must now put up a protective shield. This is not a war history, but, as far as possible, it is the story of the Highland Division ASC *and their successors. I have tried to reconstruct the people, the* places, the work and the problems of the unit through the years. Inevitably there are gaps and in many cases information is vague. I fear that on a few occasions there may even be inaccuracies, as there is conflicting evidence both from written sources and from different people, even allowing for the fact that there is more than one side to the same story.

It has been a key part of my approach to this history, by far the largest project I have ever attempted, to let individuals, war diaries, Corps Journals and other sources speak for themselves; my task has been merely to coordinate this into a readable whole. In order to retain that readability, a lot of information has been relegated to Annexes; but the reader should not think those Annexes are not worth reading for themselves, either at the appropriate moment in the history, or afterwards. They contain a lot of key information.

The person who is expecting military excitement should put this book down now. There are no tales of heroic "thin red lines" or conversely of charges into the "valley of death". The story of any logistic unit is that of faithful support with few touches of panache and certainly no leading parts in great moments of history. That is not to say that our predecessors did not do their bit to help in the success of the Division; no-one can deny that. Who is to deny either that it does not take great courage to drive alone, great determination

to find all the place names, even with the most exhaustive examination of detailed maps, but what is provided should be more than enough to follow the story. For his help in spending days and days poring over maps of France, Belgium, Holland and Germany (even though I left him the easy places), I am indebted to my driver, Lance Corporal Colin Flowers - I think he has actually enjoyed watching this history take shape. And I owe a large 'thankyou' to Eddie Goble, currently one of our Officer Cadets, for his painstaking efforts in drawing the maps for me. Only he will ever understand the problems involved.

Many war histories have been written and generally the Corps gets only the most passing of mentions; yet military commanders and staffs know, even if historians do not, that any formation is incomplete, indeed impotent without each member of the team pulling its weight. Each unit can operate independantly but its stamina is severely limited without its logistic supporting units. Teeth arms would sometimes do well to remember that support does not mean sub-servience. In my little way, for the 51st Highland Division, I hope to do something to redress the balance. After all, it was a great man, the late Field Marshall Wavell who wrote:-

"The more I see of war, the more I realize how it all depends on administration and transportation ..... It takes little skill or imagination to see where you would like your forces to be and when; it takes much knowledge and hard work to know where you can place your forces and whether you can maintain them there."

I hope you enjoy reading my work. If you do, it is because there is something worth writing about.

M.H.G. Young.

M H G YOUNG
Lieutenant Colonel RCT

BACKGROUND

The origins of a voluntary military force go back many centuries and it will be too time consuming to trace a lot of detail. Whereas in Scotland, loyalty was given by members of a clan or family to the chief or lord, England had to depend on mercenaries or volunteers. At the time of the Armada, for instance, levies were raised by English landowners to defend the realm; once the threat from Spain subsided, the landowners saw no reason to continue to pay unproductive men!

After Charles II's restoration of the monarchy, one of his first tasks was the reorganisation of the Citizen Forces under Royal authority. The creation of the New Militia followed, then the standing Regular Army and in 1757 an Act of Parliament led to a drastic reorganisation of the Militia. Wide hostility to this 1757 Act throughout the country led to a gradual breaking away of Volunteers from the Militia and led to the Volunteers independance as an established department of the Army. The reason for this hostility lay in the deep-rooted national characteristic of opposition to any form of compulsion outside the framework of war.

The separation of Volunteers and Militia was achieved by the Volunteer Act of 1782. It describes the Volunteers as "a Corps enrolled for the defence of their towns and coasts, or for the general defence of the United Kingdom". An important provision of the Act gave the Volunteers whilst on active duty the same pay and in general terms the same benefits as the Regular Army.

The outbreak of the French Revolution led to active preparations for the defence of the country and a sequence of Acts of Parliament sought ways and means to ratify the Volunteer Force as a defence instrument of the Crown. County Lieutenants were given the power to recruit volunteers for duties akin to their civil occupations and for the first time, there is evidence of formed bodies of volunteers carrying out transport functions. The liability they accepted was to be called out in the event of an imminent invasion. Uniforms and arms were provided locally, but volunteers needed to use their own horses.

In the period of peace following the Napoleonic Wars, both the Militia and Volunteer Forces virtually died out, although the Infantry and Cavalry carried on to a certain extent. It was deemed neither practical nor necessary to retain any logistic support for a long time. Using examples going back over the years, within two years of the close of Marlborough's campaigns the Board of Ordnance could produce neither guns nor gunners to quell the Scottish rebellion in 1715. Within a year of the end of the Peninsular War, it could supply Wellington with gunners for no more than 42 guns and with insufficient drivers for these, for the Waterloo campaign in 1815. Only one year before the Crimean War, the Artillery were not in a position to put more than six batteries into the field.

Public disquiet over the Army's performance in the Crimean War (1854-56) and the Indian Mutiny (1856) led to the creation in 1859 of a Volunteer Force, which grew in strength within a year to 200,000 men, again recruited "for the general defence of the Kingdom". Defence requirements became more sophisticated however, particularly with regard to the movements of men, guns and equipment; scattered companies were consolidated into regiments and proper administrative and technical support was organised. Royal support was clearly visible in Scotland when 22,600 men appeared on a Royal Review in Edinburgh in 1860.

On 1st November 1898, there were 231,624 Volunteers(effectives). Among these figures were:

The Honourable Artillery Company with 1 x Horse Artillery Brigade
1 x Field Artillery Battery and a Battalion of Infantry
2 x Regiments Light Horse
66 x Corps of Volunteer Artillery
20 x Units of Royal Engineers
7 x Units of Submarine Miners
The Electrical Engineering Corps
The Engineer and Railway Staff Corps
213 x Rifle Corps
A Volunteer Medical Staff Corps of 14 Companies
The Bermuda Volunteer Rifle Corps

(There were no Volunteer Army Service Corps units.)

The Boer War (1899-1902) really exposed the inadequacies of the Militia and exploded the myth that Volunteers could be maintained in a state of readiness for war. 45,566 Militia went to service in South Africa, but it was found that the Volunteer's terms of service did not permit them to be embodied for a war outside U.K. There was no way the action of the Boers could be considered as a prelude to the invasion of Britain. There was a let-out however for Volunteers in that individuals were permitted to volunteer for service and a great number did so. One of the first officers of the 1st (Headquarters) Company of the Highland Divisional Transport and Supply Column ASC in 1908, a Lieutenant D. Glass served in the Boer War while he was in the 13th Company of the Forfar Royal Garrison Artillery. In all a total of 19,856 Volunteers went to South Africa, of which a good representation were from the Corps predecessors.

In all fairness, some Volunteer Regiments had, long before the Boer War, realized the necessity for efficient administrative support. Some of them ran their own administrative services through the medium of their Engineers, as did the Cheshires and Gloucesters. The Hampshires provided the first effective transport company, which became the Hampshire Company ASC. The Herefords also created a separate transport company called the "Weobley" Company. The West Kent Infantry Brigade Company ASC, the 3rd Lancashire Fusiliers ASC Company and the 4th London Brigade Company were all formed long before the South African War. In 1902, the Gordon Brigade Company ASC was formed in Aberdeen, the first of several independant units which were soon to be amalgamated to form the ASC Column of the Highlands.

Before formal changes were made, it is interesting to record the last appearances en masse of the old Volunteer Force. The occasions were the Coronation Parade on the Accession of King Edward VII in 1902 and the Great Royal Review in Edinburgh in 1905. The Royal Review in Edinburgh was marked by the appearance on parade of the newly formed Motor Volunteer Corps. Twelve cars paraded, drawn up in line for inspection. As the King rode past, he is alleged to have said to the Commanding Officer in the leading car, "Take care you do not exceed the regulation speed", with a suspicion of a wink. After inspection the cars drove past the saluting base in two lines, the spectators following the proceedings with bated breath.

In 1905, the General Staff worked on the organisation of the New Army and what emerged was a combination of Regular and Reserves. The first line was the Regular Army, or Expeditionary Force; the second line was the Territorial Force, with a strength of 11,895 officers and 302,199 men, whose function was to provide support and expansion for the Regular Army. The composition of the Territorial Force was to be:

14 Divisions, each of 3 Infantry Brigades
14 Mounted Brigades, composed of Yeomanry, Horse Artillery, Transport and Supply Columns, and Cavalry Ambulances
Non Divisional Army troops
Special Artillery and Engineer troops for coast defence.

The divisional areas were those of the existing military districts, each of which provided a complete division. Thus was formed the *Highland Division.*

The December 1907 "Journal" of the ASC (cost 2d, or 3d post free) cast a wary eye on the embryo organisation when the Editor wrote, "It is early yet to speak of the Territorial Army. Beyond the fact that it is to be complete in Transport and Supply Services, we have been able to ascertain little concerning its effect on the ASC. *Provided that sufficient recruits are forthcoming, the system* cannot fail to be an improvement on the somewhat sketchy organisation of some of the ASC companies of the present volunteer brigades. This time next year we might have something more definite to say on the Territorial ASC".

FORMATIVE YEARS 1908-14

On 1st April 1908, the Highland Division Transport and Supply Column ASC (TF) was formed. Annex F shows its initial organisation and it will be noted that companies and individuals came from a wide variety of sources; the Gordon Brigade Company ASC from Aberdeen in toto, the Forfar and Fifeshire Royal Garrison Artillery, the Dundee Rifles Volunteer Corps and the Highland Cyclist Battalion.

With its HQ at 16 Victoria Street, Perth, it soon had four companies, No 1 (HQ) Company, commanded by Major W. Cranswick Noad, was in Perth; No 2 (Seaforth and Cameron Brigade) Company, commanded by Captain Alexander McGregor, was in Stirling, No 3 (Gordon Brigade) Company, commanded by Captain John McDiarmid, was in Aberdeen, and No 4 (Black Watch Brigade) Company, commanded by Captain Henry Smith, was in Dundee.

The first Commanding Officer(1), who joined in the second half of 1908, was Lieutenant Colonel E.J. Haynes, late of the Highland Cyclist Battalion, although the first officer gazetted into the Highland ASC was Major H. Dalton Henderson, late of the Fifeshire Battalion of the Royal Highlanders (The Black Watch). The senior Regular ASC member of the Column was Captain K.D. Mackenzie ASC (2) and the first PSI was CSM Pankhurst (3), both of whom were posted in from the ASC Detachment, Perth, N.B.

According to the October 1908 Journal, Major and Honorary Lieutenant Colonel J. Birrell VD was appointed as the first Commanding Officer of the Column. This may have been an error, as a change was immediately effected and he became the first Honorary Colonel (4), an appointment he held until 1913. In August 1910 he presented a Challenge Cup, to be held by the company having the highest percentage of marks in Turnout, Command, Drill, Footdrill and Horse Lines. It is on record that the first winner was No 2 Company with 84 points - unfortunately the cup is no longer traceable. Colonel Birrell had been commissioned in 1874 as a Lieutenant in the 2nd Midlothian Battalion the Royal Scots and over the years had been associated with the Territorial Battalions of the Argyll and Sutherland Highlanders, the Black Watch, Gordons, Camerons, Seaforth Highlanders and the Dumbartonshire Volunteer Rifle Corps. Whatever else the new ASC lacked, it was not experienced men at the helm.

The Journal of July 1908 states: "The HQ Coy, HD T & S Colm has now been formally recognized as a unit of the Territorial Force. Two ASC instructors are expected at an early date and all ranks are eagerly looking forward to the commencement of their training, and later on, to camping at Barry Links with No 8 Company".

It will be no surprise to hear that the main ASC problem of the time was a general shortage of horses and equipment; few units had their own. Equestrian training was carried out normally on wooden

(1) See Annex B for a list of Commanding Officers
(2) See Annex C for a complete list of Adjutants
(3) See Annex D for a list of RSMs
(4) See Annex A for Honorary Colonels

horses; horses and wagons were hired for annual camps.[1] County Associations had to budget for annual training costs: £115 for the No 1 (HQ) Company and £40 for each other GS Company. These grants had to cover the hire of horses, wagons and transport, harness and saddlery, insurance costs and the cost of veterinary services. The hire of a wagon and two horses was £1 a day, while a single horse and cart cost 10/- a day. The average camp requirement for a Transport and Supply Column was twenty pair-horsed wagons and five single-horsed carts. A lorry and trailer, without driver, however, was expensive: £2.10.0 a day, excluding fuel costs. Few people were qualified to drive too.

Officers were obliged to undergo two courses, each of 15 days, a transport course at one of the Regular transport depot companies ASC and a Supply Course at Aldershot. There was no pay for training nights and weekends, only for attendance at annual camp, but a retainer of 10/- a year was paid for those who volunteered for the Special Service Section, which imposed the obligation to serve in case of a national emergency.

A recruit had to be between 17 and 35 years of age; retiring age was 40 for soldiers and 50 for senior ranks. Annual training obligations for the Rank and File of the ASC were:

20 mounted drills (riding and driving)
8 foot drills
Annual Camp, and a
Course in weapon training.

One of the key personalities among the soldiers was SSM Alexander Spence. He had originally joined the 14th Company of the Fifeshire Royal Garrison Artillery on 27 December 1887 and by 1906 he had achieved the rank of Company Sergeant Major. When the Territorial reorganisation came in 1908, he transferred to the ASC as a Staff Sergeant Major and was the senior Territorial Warrant Officer in the Unit. His face is very recognisable in many photographs. He appears on the photograph of No 2 Company at Estaires in 1915 but clearly returned to Scotland before the end of the war, as his son wrote to him in U.K.

H/301662 Pte Hay Spence, son of Alexander Spence joined in June 1913, continuing to work for General Accident in Perth. Although he reached the rank of LCpl at the end of the war, Hay was arguably not an enthusiastic soldier in peacetime. SSM Spence sent a postcard showing a picture of him and his son on horseback in 1915 to his wife; on the reverse, he says, with a touch of disapproval: "..... we are getting on allright but he (Hay) fainted on church parade ..... Hay is going to Stirling on Friday with the convoy. I think he is fed up". Postage was ½d.

Training progressed and the September 1908 "Journal" reports: "HQ Company encamped at Barry from August 1st to 8th under the command of Major Noad, the Senior Supply Officer of the Column. Major Henderson VD was also present. The total strength was 130 all ranks, with 32 horses and 4 vehicles. The routine was the same as performed by the Black Watch Brigade Company, their discipline and the manner in which they did their work were also excellent. The Company was inspected by Brigadier General F. MacBean, CVO, CB, ADC and Colonel G.M.V. Hunt, AD S & T Scottish Command. In cases of both these Companies, most of the men had very little knowledge of horses and all began at the beginning, so only elementary instruction could be carried out. Another year it is hoped that the Supply and Transport work of their own Brigades will be done by them".

(1) See Annex E for a complete list of camps.

More training. The March 1909 "Journal" reports: "SQMS S. Archbold and Staff Sergt S. Mackintosh have recently returned from a course of *instruction at Aldershot, having spent a very useful and instructive* fortnight. They were amazed by being asked at Aldershot station on the return journey if juveniles in the North usually wore moustaches. The drift of the question was apparent on examination of the railway warrant which was apparently made out for two children".

All was not work however. The same "Journal" reports: "The first annual dinner was held at the Station Hotel, Perth by the officers of this Column on 9th February and was a marked success. Lieutenant Colonel G.J. Haynes and 14 officers were present". And the March 1909 "Journal" reports, more democratically: "The first Annual Ball of HQ Company HD T & S Column took place in the Masonic Hall, High Street, Perth on the eve of 5th March and was a great success. Dancing commenced at 9 p.m. and was kept up with vigour until 5 a.m. Between 80 and 100 couples were present".

In 1909 the establishment of the Column was 574 all ranks and 476 out of a strength of 522 attended camp. In 1912, a new Adjutant was posted in, Captain J L Weston ASC, who was later to become a key staff officer in Divisional HQ in France. He features largely in a story told by Ex T/2119 Trumpeter Donald Duthie of the 3rd (Gordon Brigade) Company in Annex O; this Annex also tells of France during the Great War. Both are worth reproducing separately.

Overheard at pre-Great War Territorial Camp.

Scene: A Territorial Driver grooming a horse, with a Regular Army General, in plain clothes, watching him from a short distance off. The General, at last unable to stand the method of grooming any longer, goes up to the Territorial and says:

"My good man, don't you know how to groom a horse better than that?"

Territorial: "Now, isn't that a damned silly question. If I did, shouldn't I be doing it?"

Hurried departure of General.

There is no doubt that the Column took several years to settle down, since these were the years of learning and confidence gathering, even for those with considerable Volunteer service behind them. Their duties were vastly more complicated and onerous than those of a battalion of the line, so it is a reflection on the work of all officers and men that the 1910 camps witnessed the whole of the Transport and Supply work, on a Brigade scale, being performed entirely by Territorial ASC units. Any company that managed to recruit civilian carters, farriers, bakers and butchers made a good start.

Training bounties were introduced after the 1913 camps, a departure which not only indicated that the worth of the Territorial Force had been recognised but also provided an added incentive to raise the standard of efficiency. The bounties were:

Commanding Officer:	£60
Field Officers:	£40
Captains:	£30
Subalterns:	£20
NCOs and Men	£2

In order to qualify for their bounties, however, NCOs and Men had to attend 30 drills and attend a 15 day camp. The disparity in bounty levels might not be quite so acceptable these days.

With the clouds of war on the horizon, the Column brought itself fully up to strength. The April 1914 "Journal" reports: "The Perth (HQ) Company held a recruiting campaign. Men were about the town in uniform each night, taking every opportunity of talking to suitable young men and distributing recruiting pamphlets. As a result of the efforts, the company is now up to strength. It is interesting to note that two of the other companies (Stirling and Dundee) are well over strength, while the 3rd Company (Aberdeen) is only four under strength".

The last Annual Camps before the Great War were held in June/July; at Machrihanish with the Argyll and Sutherland Brigade Camp, at Budden with Divisional Troops and at Blair Atholl with a mixture of Regular Army and Territorial Force. No. 1 (HQ) Company reported as follows in the August 1914 "Journal":

"Camp in the middle of June and detachment went into camp at Kingussie with the Seaforth and Cameron Brigade. They did the whole of transport and supply services for the camp and the time spent under canvas at Kingussie was both instructive and enjoyable. The detachment was under the command of Captain D. Glass, while Lieut. S. Archbold acted as Supply Officer. On Saturday 4th July, the remainder of the Company marched to Budden, a distance of 32 miles under the command of the OC, Capt W. Gray, other officers being Captain E.N. Taylor and Lieut J.M. McIntosh. The Budden detachment was 120 strong. The programme of training consisted of foot drill, wagon drill, horse and stable management, riding and instruction in convoy duties. Special instruction was given in map-reading, road-reporting and the defence of convoys. On Saturday 18th July, camp was struck. Reveille sounded at 4.a.m. and the Company, less the dismounted detachment, who travelled by train, marched out at 6.40, reaching Perth about 4 p.m."

In April 1914 the Commanding Officer changed. Lieutenant Colonel E.J. Haynes retired and his place was taken by Harry Dalton Henderson. After having commanded the Train throughout most of the war, he returned to U.K. for health reasons. The administration of the Division largely rested on his shoulders and there can be no doubt that

the happy relationship that existed between him and Major (later Lieutenant Colonel) J.L. Weston contributed greatly to the Division's success in France. After the war it was natural that he should become Honorary Colonel, an appointment he held from 1922 to 1933. Biographical notes on this outstanding man can be seen at Annex R.

In August 1914 Captain J Vass Lorimer, an Aberdonian, was appointed Adjutant. Clearly a very competent officer he retained that appointment until the end of the war, when he was awarded the O.B.E.

The Duke of Wellington, after his experiences of the Peninsular War and his successful campaign in Central Europe, wrote on 18 June 1816:

"It is much more easy and there are more means and facilities to form Cavalry and Infantry soldiers in a hurry than to form military drivers. If they are not regularly trained and formed, no reliance can be placed on them and yet the most important operations of war depend frequently on the due performance of their duty .....".

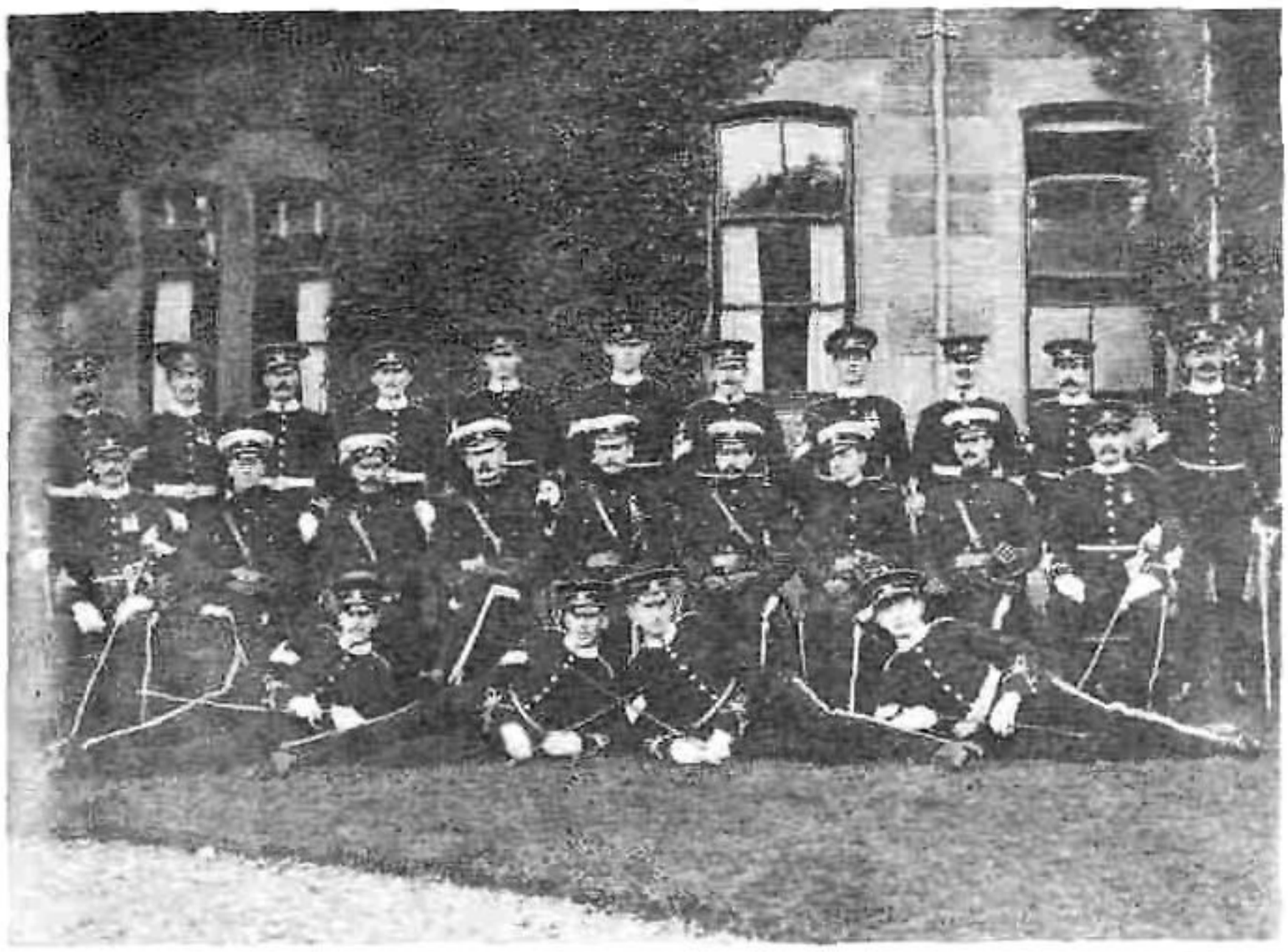


ASC(T) Instruction Class. Aldershot 1908

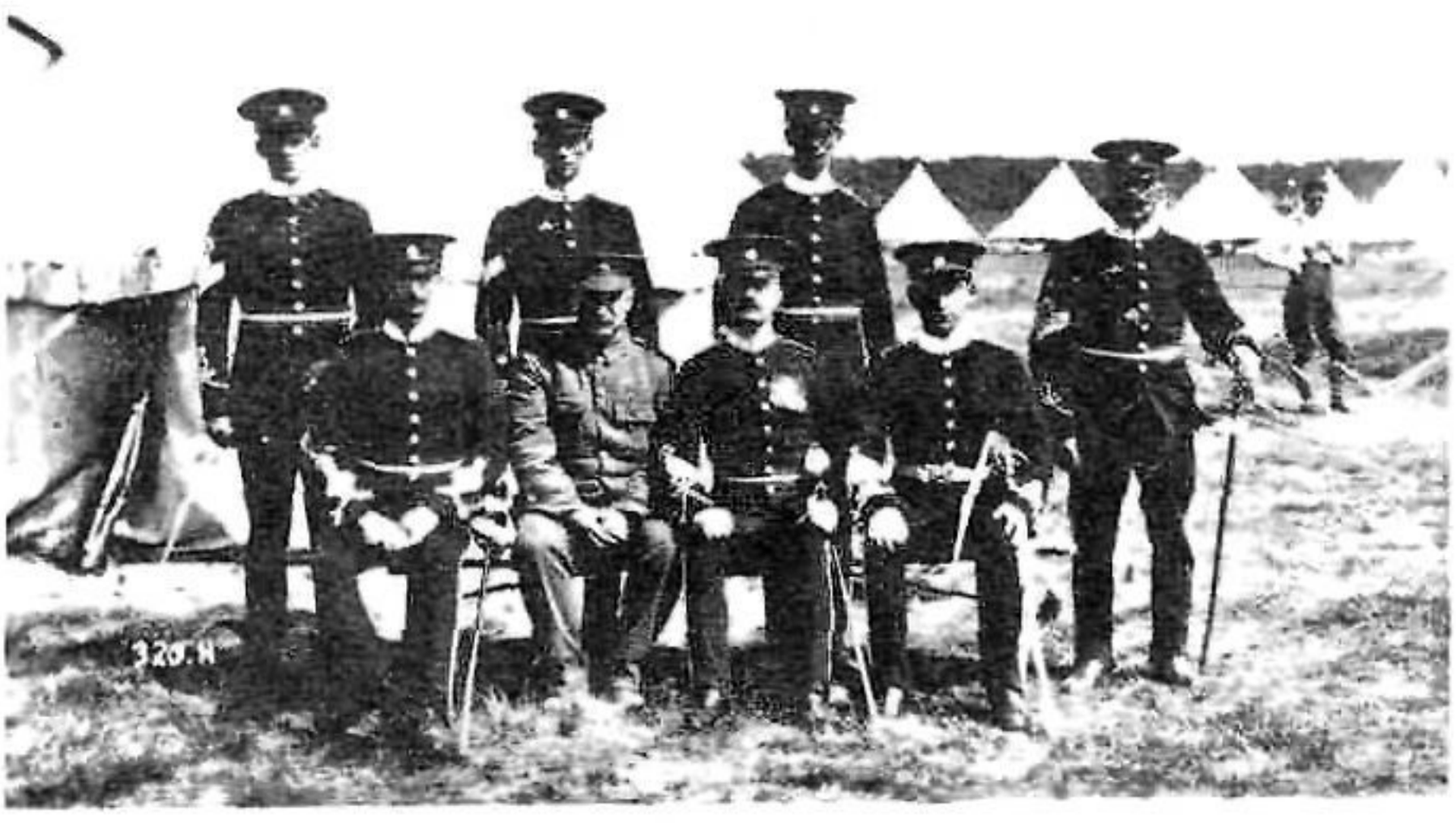


Highland Divisional T. & S. Column Training.

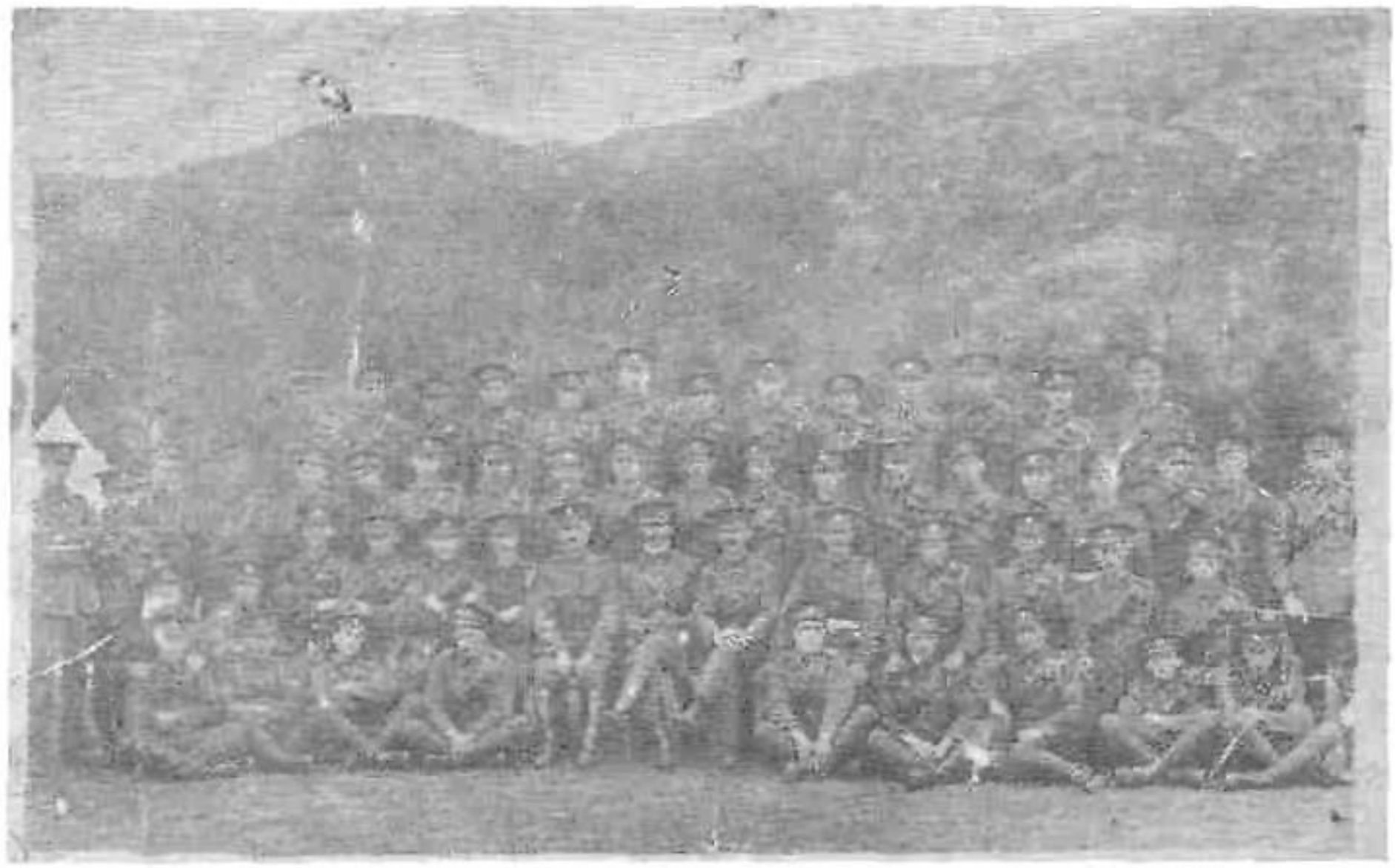
Left to right :—Major Henderson, A.S.C. (T.F.); Capt. Baillie, D.A.A. & Q.M.G.; Major Moir ; Major General Woolcombe, commanding Highland Division : Col. Haynes, commanding Higland Divisional T. & S. Column : Capt. Weston, *Adjt., Highland Divisonal T. & S. Column.*



Auchterarder July 1911



Seniors at camp c. 1913
Front: SSM Stuart, SSM Spence,
SSM Pankhurst (PSI) and SSGT Henderson



HQ Company Camp at Kingussie
June 1914. Capt Glass and Lt Archbold
in centre. Dvr Oliphant front rank, right
hand man.



Horse lines at Kingussie, 1914

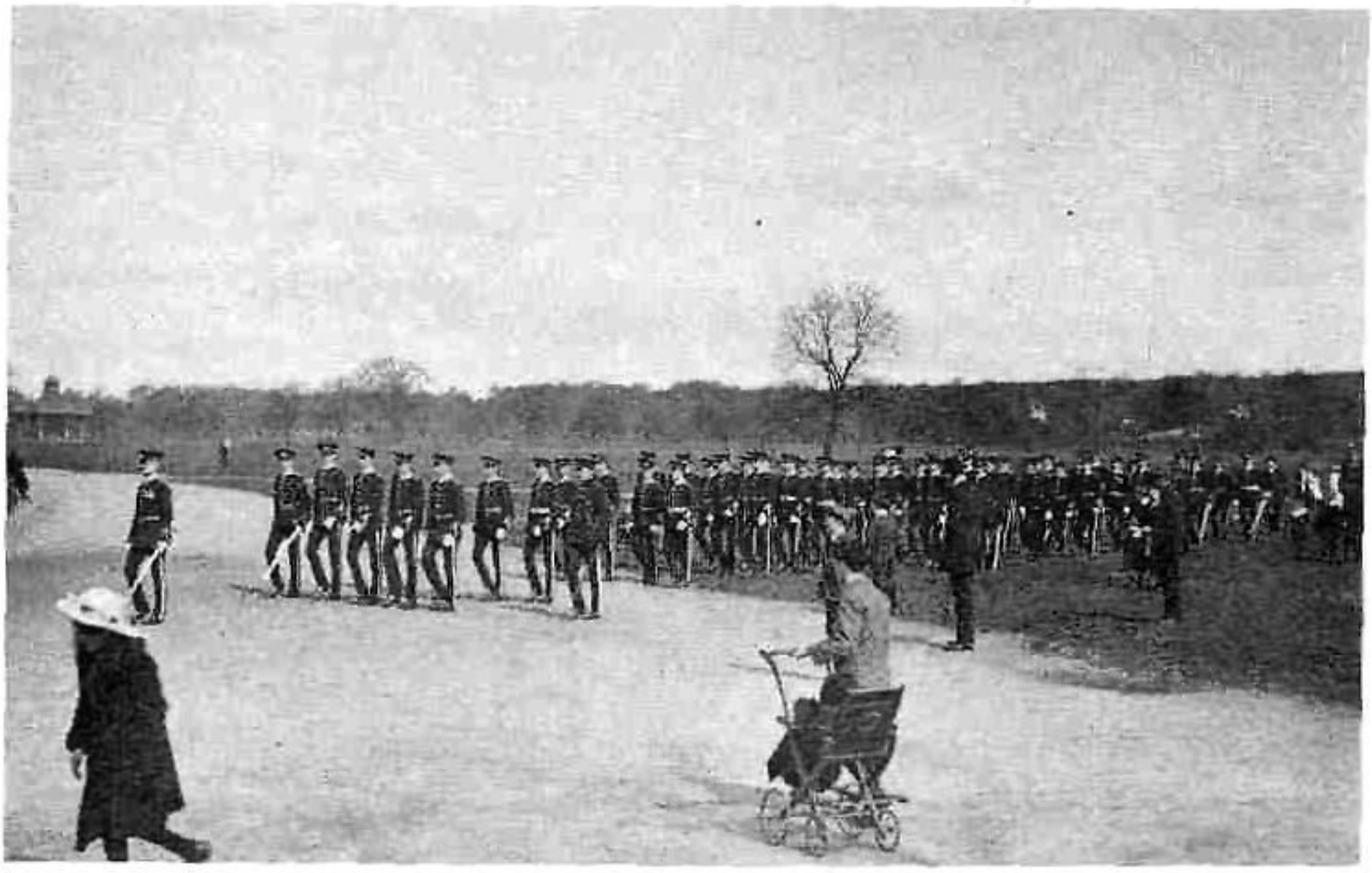


GS Wagon of No 1 (HQ) Company



A group of drivers at camp 1909
Dvr John Wilson is seated, centre ~~centre~~ second from left

SSM Pankhurst leads the parade on the Inch at Perth C.1911.





Inspection of kit layout, Montrose 1912.



Stable lines, Monkton Camp, *Troon*, 1911.



Regimental Sergeant *Major* William Livingstone Stuart



SSM Spence and Son
Dvr Hay Spence 1915



Dvrs Wright and Graves 1915

Dvr Oliphant called up. August 1914

No. _____ *Army Form E. 635.*

Territorial Force.

EMBODIMENT.

NOTICE TO JOIN.

No., Rank and Name: 607 D. Oliphant R/Tpr.

No1 Co. A.S.C. H.D.T Regt. or Corps.

Whereas the Army Council, in pursuance of His Majesty's Proclamation, have directed that the No1 Co. A.S.C. H.D.T be embodied on the 3-8 day of August 1914

You are hereby required to attend at Drill Hall not later than 9 Am o'clock that day. Should you not present yourself as ordered you will be liable to be proceeded against.

William. Gray Capt.
Comdg. No1 Co. A.S.C. H.D.T

Dated 1st Aug 1914

No. 1 (H.Q.) Coy. H.D. T. & S. Column, A.S.C. (T.F.).

MOBILIZATION.

ORDER OF DRESS.

On receipt of order to mobilize every man will at once prepare to report himself at the place mentioned on the notice form.

Dress. Marching Order with Arms. Each man will be in possession of:—

1 Pair of Serviceable Boots.
1 Pair of Braces.
1 Shaving Brush.
1 Tooth Brush.
1 Comb.
1 Fork.
1 Holdall.
1 Housewife with Buttons, Needles and Thread.
1 Table Knife.
1 Pair of Laces.
1 Razor.
2 Flannel Shirts.
2 Pairs Worsted Socks.
2 Pairs *Drawers (Transport Section).*
2 Towels.
1 Spoon.

If above are supplied complete, a gratuity will be allowed.

Each man will also bring food for one day.

Mobilization order of dress.
(Not much different from 1980)

War was declared at 11 p.m. on 4th August 1914 and in Scotland, mobilisation started the next day. On 8th August, the Highland Division Transport and Supply Column reported to Divisional HQ that it was complete to mobilisation scales with personnel, transport and horses.

Taken as a whole, it was considered by the Divisional Staff that mobilization was progressing satisfactorily, although the HQ diary of the time recorded that "Boots and other necessaries were not satisfactory notwithstanding the £5 grant on embodiment." The mobilization order of dress and a typical embodiment paper (we would now say 'call up') can be seen among the photographs at the end of this chapter. At that time, all transport was horse drawn and most of the horses were impressed animals, quite unsuited for military use, so there was quite a problem in changing them, a situation which continued into 1915.

Looking at 'the big picture', the Territorial Force as a whole was embodied in August 1914 and was at once asked to volunteer for Imperial Service (i.e. abroad) to relieve Regular troops in static garrisons around the world. The Territorial Force, almost to a man, was ready to volunteer for service in France - they wanted to fight. The Secretary of State for War, Lord Kitchener, was criticized for failing to appreciate the tremendous potential of the Force, but it must be remembered that it was never intended for them to serve overseas. In political circles it was considered as a Home Defence Force, and even in that role it was never foreseen that it could be fully effective as a trained force until six months after mobilization and embodiment. It was actually something of a compliment that the Territorial Force was immediately asked to volunteer for Imperial Service.

1914 saw a number of changes in personnel and organisation in order to prepare for France. Lieutenant Colonel Dalton Henderson took over as CO and Major A. McGregor took his place as SSO, having been OC No. 2 Company for 4½ months. Captain J. L. Weston, ASC was posted out on promotion as DADMG HQ 1/1st Highland Division, to be replaced by Capt. J. Vass Lorimer, an Aberdonian, who retained the appointment of Adjutant until the end of the war. Both received awards for their war service.

Long suffering serjeant (training recruits): "We got another 'arf-hour to go yet. I don't know what to do with yer."
Recruit (looking hopefully towards the shade of some nearby trees): "There's some trees over there, Serjeant."
Serjeant: "Yes I know. But there ain't any ropes."

Captain William Gray, a Perth solicitor, settled in as OC No.1(HQ) Company; Captain C.W. Cochrane was promoted in May to command No. 4 Company, and Lieut R. Meiklejohn was promoted also in May to command No. 2 Company. The Commanding Officer's two sons, Stewart Dalton Henderson and Harold Robert Henderson were commissioned in September. New faces appeared. Supernumerary 2nd Lieut A.C. Mackenzie Fraser, ex cadet of St Andrews UOTC was absorbed into the establishment and two SNOs, John Duigan and Charles Pounsford were commissioned in October into the Train from the City of London (Roughriders) Yeomanry.

It would be desirable to mention all the officers in the narrative of this history, since they were all important in their own way and time. Every individual officer and soldier contributed something to the operational success of the Division and yet little or nothing is known about the majority. A card index is held in RHQ containing every piece of information known about each individual who has appeared during researches, but those details would be indigestible here. As a contribution therefore, Annex G contains a list of names of all the officers over the years (less the period 1947 to 1980) with outline information on them. Sadly this sort of detail is just not available on soldiers of the unit.

On 12th August, instructions were received for the Division to move to Bedford. On the 14th, the billeting party left and on the 15th, the Division started to move by train. As an 11 year old boy, William Baillie remembers helping his father load the horses onto trains in Perth, something the horses did not take kindly to. J & J Patrick lost most of their horses to the Army. Even though some of the detrainment in Bedford was initially delayed because the railway authorities were unable to clear empty trains, the move was complete by 6 p.m. on the 19th August.

A number of families from Scotland accompanied the unit to Bedford. As a small boy Jimmie Stewart remembers not only watching riding training going on in J & J Patrick's riding school but also going to school in Bedford until the unit went to France. His father, William Stuart, who had been a member of 14th Company RGA in 1905 with CSM Spence, worked for Pullars of Perth, another local firm which, like General Accident, was a great supporter of the Territorial Force. At this time, William Stuart was a smart, 6 ft tall Sgt, but in 1915 at the age of 29, he became the RSM of the Train, probably the youngest in the Army at that time.

Random Great War Statistics

6,879 miles of railway were built in France for the Army
51,107 rubber stamps were issued
5,649,797 rabbit skins were cleaned and disposed of
30,009 miles of flanelette were issued for rifle cleaning
137,224,141 pairs of socks were issued.

Training and administration in Bedford went well, and the Jocks were popular with the local people. That all administration was not perfect is illustrated by this extract from Highland Division Routine Order No. 155 by Major General R. Bannantine-Allason CB, commanding 1/1 Highland Divisional Territorial Force, the Order being issued at the Bridge Hotel, Bedford on 10 February 1915:

Records TF

Complaints have been received from several officers in charge of Territorial Force Records that many of the Officers Commanding Territorial Force Units affiliated to their Offices do not assist them by promptly rendering accurate returns and necessary information that has been asked for ...
An extract from WO letter 35/Gen No./1430 (AG1) dated 17 January 15 states:-

"I am to say that where any units are reported as not complying with reasonable requests from Officers in charge of Record Offices, and enquiring justifies the complaint, that you will warn the Officer Commanding the Unit that if unable to render a satisfactory explanation, any further complaint will necessitate disciplinary action being taken, and that his Unit cannot be considered as ready for overseas service unless his men's documents are in order."

Annex F shows the organisation of the unit at the outbreak of war but it was not long before changes were being effected, largely because of new-fangled combustion vehicles. On 30 August 1914, a letter was received from the AD of S & T Central Force directing that the enlistment of personnel for a MT (Supply) Column was to be carried out at once. The CO placed this Column under the command of Major C.W. Cochrane, late of the Dundee Company. Men were drawn from the four companies of the unit, from other units of the Division and from civilian life - the only need was the ability to drive, a rare qualification in those days. Enlistment was completed by 18th September.

On 27 February 1915, this Column was divided to form 265 Company ASC MT which was allotted the task of Highland Divisional Supply Column, and 266 MT Company ASC MT which was allotted as the Highland Divisional Ammunition Park. Both units were given Regular Warrant Officers, Quartermasters and SNCOs.

Motorcycles - care of

Motorcyclists are on no account to carry a passenger behind the saddle.

1/1st Division Routine Order No. 253. 8 June 1915.

On 1st April 1915, the War Office renumbered Territorial Divisions as part of the Regular Army. The numbering started at 42 and the fourteen Divisions were numbered consecutively up to 55. For the first time the 1/1st Highland Division was called the 51st Highland Division, a name that carved its niche in history and which reverberates proudly to this day. The Infantry Brigades were renumbered: 152nd (Seaforth and Camerons), 153rd (Gordon Battalions) and 154th (Lancashire Battalions) - as part of an Army reorganisation, not all Brigades remained in their own Territorial formations.

At the same time, the Highland Division Transport and Supply Column was retitled "Train", a name which was to last until 1932[1] This was the first of a number of changes over the years. One of the results of the reorganisation was to reduce 1st line transport in the Division (not for the first time in history) to an absolute domestic minimum and to hand over all transport functions to the Divisional Train ASC. The Train establishment was increased considerably in men, horses and equipment, the total of officers and men increasing, for example, from 501 to 739. This would almost certainly account for the non-ASC bonnets and badges to be seen in the Estaires photograph of 1915.

It is of interest that the first OC of 266 Company was Captain F. Dunbar Wilson, nephew of Field Marshal Sir Henry Wilson who was later to become Chief of the Imperial General Staff and brother to the Wilson who invented the tank. Captain Wilson is credited with having designed the HD motif, which was initially to have the blade of the 'D' facing down, rather as with a battle-axe. During the period when Major General Harper, late Royal Engineers, was GOC, the Division modestly called itself "Harper's Duds", although for well known reasons in the 2nd World War, this was to be changed to "Highway Decorators". The original design and colours are as on the front of this history but were changed to red on blue between the wars. Two of the photographs at the end of this chapter show the HD signs on vehicles and ammunition limbers in France. One of the diary sheets records artificers of the Train making stencils for the divisional motif, although they were apparently not painted on until the following year.

Quite apart from manning the Train and MT Companies, the Divisional ASC had to provide drivers for the Highland Divisional Field Ambulance and for the Divisional Artillery Column (DAC.) Since neither of these came under the operational control of the Train, no further mention is made of them here, although it should be mentioned that they performed magnificently and gained many awards for bravery under fire. The ASC as a whole had an enormous problem in providing transport and administrative support for the Army, which expanded during the war beyond the dreams of the greatest empire builder. It must be remembered that the Corps at that time was responsible for functions now carried out by RAOC, REME and ACC. The ASC, for example, was responsible for vehicle repair; REME was not formed until June 1942 and it was only after the 2nd World War that the Corps lost its organic workshops, to many a matter of regret ever since.

(1) See Annex H for unit titles

In keeping with late Victorian ideas on Volunteer mobilisation 6 months training was carried out at Bedford before the unit was ready to go to war. Route marches were arranged, motor cars were collected as well as "road reporting, field sketching, defence of convoy and other exercises". On 18 April 1915, 265 and 266 Companies MT (ASC) left Bedford for Bulford on Salisbury Plain for refitting and to be made up to establishment. One of the photographs reproduced is of 265 Company at in 1915, a typical unit photograph of the day, when individuals and vehicles were arranged in a semi-circle around a plate camera, so as to give accurate focussing when the camera panned. This photograph was the property of Dvr Albert Wright of Burton-on-Trent, kindly donated by his daughter Frances.

Albert Wright had been given driving lessons by his brother Bill, a station taxi driver in Burton-on-Trent, in exchange for cleaning the car on weekends. He declared himself two years older than he actually was, so that he could join the ASC with his brother and a friend, Horace Graves. Only three days after enlisting, with pay at 6/- a day because of his driving qualifications, Albert found himself on his way to France via Bulford and Avonmouth Docks. The pay of infantrymen in the Great War has often been unfairly compared with others, including ASC drivers, but this criticism does not take account of the relative skills of those involved, and emotively infers that pay should relate to the odds of being killed or wounded.

Before he was gassed in 1916, Albert Wright kept a small book recording his travels around France, a book now treasured by Frances. On 15th May 1915, he noted that he saw Lord Kitchener and Mr Asquith, at the end of May that he saw the Prince of Wales, and on 30th September that he "saw German Aeroplane shot down by one of our glorious aeronauts".

This is going ahead too fast, however. Sufficient to say that no more is written in this narrative about the MT Companies in particular but that more information can be seen in Annex L, written as an official record by 2nd Lieut R.V. Beveridge in September 1918. W.e.f. midnight 12/13th March 1918, the two MT Companies amalgamated under the command of Temp. Captain/Acting Major H.J.W. Bliss to form the 51st Divisional MT Company. At the time, the MT vehicles were located at Achiet-le-Grand and the Workshop at Bihucourt.

Mail. The most practical way of getting in touch with home was by letter. Free franking was allowed on two letters a week, while a special envelope, which the soldier could himself seal, once a month, allowed uncensored communication, provided a man gave no tactical information away. Many green letters were opened at base to check on morale.
Letters and parcels were exchanged with equal regularity. Nothing ever took longer than four days, even though the name and regiment were the only permitted addresses.

When orders came in April for the Division to go to France, all routine training stopped and only musketry training was authorised. Last minute adjustments were made: "home service men and men under 19"left for Perth and all companies of the Divisional Train were fully occupied in drawing Ordnance stores to complete equipment for service overseas. There was no Unit QM in those days and this must therefore have posed great problems to the regimental officers and senior NCOs. It will be no surprise to know that "some difficulty (was) experienced in obtaining accessories and spare parts for vehicles".

On 30 April 1915, the HQ and two companies left Bedford at 8.40 am and arrived at Southampton at 3.30 pm. They embarked on the s.s. "Mount Temple" which sailed at 7.30 pm for Le Havre. Disembarkation commenced at 10 am on 1st May and with some difficulty the GS wagons were side-loaded onto trains for the journey to Bergette via Abbeville St Omer and Hazebrouck. The 3rd Company left Bedford on 1st May and the initial locations in France were:

HQ and No 1 (HQ) Company in Busnes(1)

No 2 Company in Ham

No 3 Company in Lillers, and

No 4 Company in Robecq

The war diaries of the Train record that the strength was:

24 Officers

405 Other Ranks

64 Riding Horses, and

313 Heavy Draught Horses

although it is known that two weeks later, a further 2 Officers, 64 Other Ranks and 58 Horses were received. At some variance, the Divisional HQ diaries of the time record figures as in Annex I, which are interesting in that they show more detailed figures by companies. Staff and regimental figures never seem to agree.

(1) See Annex M for HQ locations through both wars.

"Transport

1. Transport wagons will proceed at a walk, except in cases where the military situation makes a faster pace necessary.

2. No man except the driver is allowed to ride on a transport wagon unless in possession of a written pass to do so signed by an officer. Such passes are only to be given in exceptional circumstances and must be shown when passing any police or control post. The reasons why the men have been allowed to ride on the wagon must be stated on the pass."

1/1st DRO 266 21 June 1915

Just before the Train moved to France, the formal diaries always kept in war were started, and these can be seen today in the Public Record Office, Kew. Extracts are reproduced at Annex J, which illustrate far better than any narrative the work of the Unit.

Before turning to the war, it is worth mentioning several personalities, because the success of any unit depends heavily on the men at the top. The Division and its ASC were fortunate that, as in the 2nd World War, they had the right men in the right place at the right time.

Major J.L. Weston, ex Adjutant, held two key appointments in Divisional HQ through the war: DAQMG, then from April 1917 as a Lieutenant Colonel, AA & QMG. He had apparently a gift for liaison with units and thus kept himself informed of their problems and needs. By collecting around him some invaluable subordinates, in addition to his own two Staff Officers, he was almost invariably able to supply the needs of the Division. Lieutenant Colonel J.L. Weston, DSO wrote an article "Some notes on Q work with a Division in the field" in the 1921 Corps Review, which has been excluded from this history for reasons of space. However, it gives an excellent over-view of the positive approach to the men's welfare and administration throughout the war. The author was appointed Brigade Major in 1921 and later Brigadier IC Administration Scottish Command, both rare appointments for Corps Officers.

In 1914 the SSO was Major A.G. Nicol Smith, a well known and respected Aberdeen silversmith. An officer of high standards and considerable dedication, he appears to have been something of a 'loner'. He was serious, with a liking for accuracy and detail and it can perhaps be understood that he would not have been a widely popular figure among his fellow officers. He certainly bore the brunt of the supplies work in France until 1916, when, having come to the notice of more senior officers, he was temporarily attached to HQ 5th Army as DAQMG, which was made permanent with a posting on 10 April 1917, much against the wishes of Lieutenant Colonel Dalton Henderson. It is probably unrewarding to speculate on the possibility of his appointment as Commanding Officer in 1917/18 and subsequently Honorary Colonel had he not been posted to the Staff of the 5th Army; after all, he was the second most senior officer in the Train. For his work in France and on the staff, Major Nicol Smith was awarded the DSO and the Croix de Guerre in 1917, and after the war, he was promoted to Brevet Lieutenant Colonel.

"Bicycles authorized for chaplains, horses not allowed".

51 Division AQ Diary 13 March 1917.

It would be wrong at this stage not to mention Major William Gray, who was OC No 1 (HQ) Company from February 1912 until he became SSO in November 1917. In this appointment he was the third most important officer in the Unit and his performance was recognized by the award of the DSO in 1918. Other than the fact that he was a solicitor with Condie Mackenzie in Perth, little or nothing is known of him, although one gets the impression of a retiring but efficient and popular officer. When Lieutenant Colonel Dalton Henderson went sick on 19th December 1917 and subsequently returned to UK, William Gray took over command of the Train until the end of the war. His neat attractive handwriting can be seen in the second extract of the war diary photographed at the end of this chapter. When the Train was reformed in 1921/22, Lieutenant Colonel Gray commanded until 1928 and was Honorary Colonel from 1933 until 1938.

The Division moved on 19 May 1915 from the area around La Gorgue and Pontriqueul to the district around Locon, and the Train, located in La Tomoe Willoe area, began to put into practice the hard training it had undergone since mobilisation. As ever, theory seemed different from practice and life was initially very difficult. Resupply of a Division in the line was not easy and new techniques had to be learned. Despite all difficulties, the Division was fed.

The Commanding Officer had considerable responsibilities concerning the move of the Division, since he was the major transport, movements and administration coordinator outside the staff. With the limited mechanisation of the early part of the war, a Division on the move would occupy about 15 miles of road, with its 12000 men, 6000 horses and 1029 wagons.

Major Nicholl Smith and his Supply Officers were always busy since all fuel, vegetables, straw, bran as well as many other commodities had to be obtained through local purchase. Certainly men of the Train ate well and the July 1915 diary reports: "At the present time, hot dinners are being provided daily and there is now a very good supply of fresh vegetables - new potatoes, cabbage, carrots and lettuce. Roast beef and fried beefsteak are given on certain days as a variety from stew and mince, meat-pie, potato pie; bread pudding, stewed prunes are also provided occasionally. The bacon is good and excellent butter is issued once or twice a week. There have been no complaints from the men since coming to France". Quite right!

In the days of munitions shortages, our artillery fired a few rounds, which were acknowledged by as many hundreds from the Boche batteries. A Tommy having stood it for some time, arose in his wrath and shouted across to the Boche lines: "'ave a 'eart; 'ave a 'eart! We've broke our ruddy gun!"

On 27th August 1915, the Officers Mess held a Dinner Night at Vadencourt. The pencil written menu card survives in the scrapbook of his grandfather *held by Mr Bill Henderson in Perth. A photograph of* the menu is incorporated in this history and clearly shows the signaturesof the officers attending, along with three French interpreters. *The group photograph of the Great War Officers was taken in 1915 or* 1916 and most of them would have been present at that dinner, but unfortunately only a few can be identified.

Throughout the war, the Train supported the Highland Division in the standard tasks of supplying food, ammunition, petrol and water. Whatever they were asked to do, they did. Week in, week out, intimate support was given, whether the Division was in the line, engaged in battle, resting or training in reserve. Perusal of the war diaries give little or no indication of when the great battles took place, as *work went on almost irrespective; the only difference lay in what was* carried. On the one hand, soldiers of the Train did not have to suffer the dangers and discomforts of life in the trenches, but on the other, and unlike the infantry, they did not rest for long periods. No-one rested in the ASC.

The amount of ammunition expended by the 256th Brigade RFA on the first two days of the German offensive in *1918* is of interest, and is quoted in Major Bewsher's book "History of the 51st Highland Division 1914-18":

	Battery	Number of guns	Number of rounds	Rounds per gun
21st March	A	5	4800	960
	B	4	3600	900
	C	5	4000	800
	D	4	3700	925
22nd March	A	5	5100	1020
	B	4	7000	1750
	C	5	6000	1200
	D	4	2500	625

A total of 36,700 rounds were fired by 18 guns. Imagination can easily picture the efforts made by the drivers and horses of the ammunition wagons in bringing this amount of ammunition through the barraged roads to the guns.

"Road Discipline
Cars fitted with electric headlights will switch off these lights when passing convoys, troops on the march and through towns or villages, and use their side lamps only."

51st DRO 788 12 June 1917

In September 1916 the Territorial Force ASC was merged into the Regular Army thus facilitating the reposting and redistribution of personnel in the Corps as a whole. There was no need for this in the early stages of the war, but immediately the Territorial Divisions took to the field there were complications. Reinforcements could not be treated as a totally independant issue; some units were posted to the Dardanelles, without most of their Train - these men for example were then available for reallocation. When this new policy was initiated by the ASC it was considered something of a dangerous action, but others followed later in the war when they saw the wisdom of the policy. As far as possible Scots were posted into the Highland Division ASC, but some dilution did follow, a situation which repeated itself in the 2nd World War.

The morale of the Division was sustained in a number of ways, essentially by consideration of the man. The War Diaries tell of the establishment of bath-houses, laundries, cinemas, theatres, canteens and rest camps.

The diary entry of 12 September 1916 tells of a Divisional Horse Show held at Bailleul, which must have been a wonderful relaxation after the routine of life in France. Officers of the Train helped to organise the day which passed off very successfully, especially as units of the Train took the first three prizes in the competition for GS wagons with pairs of HD horses.

Anecdote from the 1917 Arras battle to illustrate the qualities of the Aberdonian. During the early stages of the German attack, a runner arrived at the HQ of the 6th Gordon Highlanders. Colonel Fraser, the CO, asked him where he came from.
"Aberdeen", said the runner.
"No, no! Where do you come from now?
"Yonder", said the runner, pointing towards the front line.
"Well", said the Colonel, "what's happening there now?"
"Well, a Boche officer comes up to us and he says, 'Surrender!'"
"We told him 'to hell with surrender'".
"Where's the officer now?" said the Colonel.
"Yonder".
"What's he doing yonder?"
"Doing?" said the runner; "doing? He's dead".

On 20 November 1916, the Commanding Officer and Senior Supply Officer took themselves off to Paris for two days to purchase a "motor delivery van" for Canteen work. Clearly no-one else could be trusted to go on this important task. History relates that a suitable car was impossible to find and that a second hand Peugot van was eventually found in Amiens, which did sterling work until the end of the war. It is thought this may be the first time a formation operated a private vehicle as a canteen to provide refreshment to troops immediately on arrival in a new area. Train Artificers converted the van into the prototype mobile canteen. The receipt for the car and a chit from Div HQ authorizing a trip to Paris are still retained by Colonel Dalton Henderson's grandson in Perth and are reproduced at the end of this chapter.

Perhaps the most notable of the Division's battle honours of the Great War is Beaumont Hamel in the Somme, fought in November 1916. This battle is commemorated in several ways, including a pipe tune and a memorial unveiled in 1924. Preparations for this set piece attack presented considerable problems for the Train, as movement restrictions were enforced prior to the date set for the attack and at one time no more than four lorries were permitted on the roads during daylight hours. Despite this handicap the Division was fully supplied for the great attack, a factor essential to the success of the Division.

By 1917 the Division had moved to Arras. The Train's role remained unchanged but the work had become more difficult. Resupply by night was hampered by well organised enemy activities and the bad weather in winter. A large number of officers and experienced men had been lost by this time to other units, nevertheless the morale of the Train remained high. Many of the original men found themselves dealing with unsuitable and temperamental mules and other Horse Transport drivers and NCOs found themselves at the wheel of trucks or driving new-fangled motorcycles.

Inscription on the front of the 51st Highland Division Memorial at Beaumont Hamel

"La A' Bhlair, 's math na cairdean"

(Friends are good on the day of battle)

A glance at "Drivers Orders for ASC MT units in France" will show that no great change has occurred since those days, but a few entries give away the different circumstances of the time: drivers are invited to "be considerate to other users of the road, and must endeavour to avoid covering them with dust or wind"; "troops on the march are to be passed slowly, and must be given as much room as possible, especially cavalry". Maximum speeds allowed were 10 mph for lorries on the open road or 6 mph through towns and villages, and 20 mph for motor cars on the open road or 10 mph through towns and villages, As this was only to be expected: "The driver in charge of a lorry is responsible that it is kept thoroughly clean, including body, chassis, engine and transmission, and that all lamps are kept filled and ready for use". The techniques of braking have changed a little: "The side brake should be used as much as possible, and the footbrake should only be used as an emergency brake. On a long descent, use side and foot brakes alternately, so as to prevent either of them from overheating".

The use of motor vehicles increased steadily throughout the war, another instance of technological advances resulting from periods of conflict. Motor vehicles were still expensive forms of transport compared with the traditional horse and cart. Indeed cars were a luxury in Edwardian times - at the start of the war there were only 132,000 cars on the road in the United Kingdom. A Rover 12 cost £425 and a Rolls Royce Silver Ghost £950. Bearing in mind the increase in mechanisation it is therefore something of a surprise to read in the War Diary on 17 April 1916 that: "Authority received for Establishment of Train to be increased by two bicycles in lieu of two motor cars taken away". The mind boggles at this incredible entry. The Diary, probably wisely, does not reflect the thoughts of the people concerned.

The conditions in which the men lived were primitive and often rat infested, a well known state for men in the trenches, but less for supporting troops. Dogs were taken on the unofficial strength to keep the rats at bay; cats tended to be eaten by them! Driver Archie Gray of Perth was given the shock of his life one night, when a rat fell from a beam onto his face; thereafter he loathed the creatures more than most.

"Huts
It is noticed that huts in the Corps area are being broken up for firewood and to obtain corrugated iron and timber for shelters. This practice is to cease forthwith."

51st DRO 1009 12 May 1918

The daily routine in 1917 was recorded in the War Diary and makes interesting reading over 60 years later:

"5 a.m. : reveille
5.30 to 7 a.m. : water and feed horses
7 a.m. : men's breakfast
Thereafter: refilling at RP to units; water and
water and feed horses
mens dinner

Noon at units
HQ reloading at railhead
2 p.m. or as soon thereafter as Train is in position : to RP
4.30 to 6 p.m. : dump supplies
5 to 6.30 p.m. : back to wagon lines
water and feed and groom horses
mens tea, a hot evening meal with meat or bacon
9 p.m. : lights out."

The human aspect of history must inevitably be the most interesting and it is a matter of great regret that no veteran of the Highland Division ASC would appear to be alive today. The sons, daughters or widows however are extremely helpful and some personal glimpses can be had, second hand sometimes.

Hay Spence was obviously a regular writer and several of his letters survive - the interesting ones are reproduced at Annex K. Living now in London, where for many years after the war Hay had been a member of the Metropolitan Police, Mrs Hilda Spence, his widow, recalls that he was in a spot of bother now and again - this can be seen in his reassuring words at the end of his letter of Saturday 27th. His family remembers him saying that on one occasion, in the middle of winter, he was given "field punishment", which meant that he was tied to a wagon wheel for several hours. This form of punishment was considered by many at the time to be too degrading and it did not survive the war.

T4/237029 Robert Oliphant, late husband of Mrs Jean Oliphant now living in Hamilton, was a HT Driver in No 1 (HQ) Company. His lifelong interest in photography seems to have been awakened in 1914 with the Kingussie camp photograph. Several photographs of him and others in 1918 survive, remarkable since photography during the war was forbidden. DRO 341 of 25 September 1915 stated:

"Officers Commanding Units will forward a certificate, through the usual channels, to reach Divisional Headquarters not later than 9 a.m. the 29th September, stating that no officer, WO or man in the unit under their command is in possession of a camera and that all films or plates have been destroyed".

"Stolen
From Cam Valley about 12 noon 25/9/18. Triumph Motorcycle Frame 262829, Engine No 39077, Rear Plate painted blue and white, with the sign HD and number "13".
Had a Howes and Burley Headlight converted for electric lighting.
Information to OC 51st (H) Divl Signal Company RE".

51st DRO 1101 26 September 1918

Of course there were invariably ways round most rules. The soldiers got the French to take photographs for them, since the results of the official photographers, which can be seen today in the Imperial War Museum, were not available to the rank and file of the Army. It was not until 13 November 1918 that DRO 1132 stated: "Restrictions on the use of Cameras are cancelled". A way round the rules of censorship was to send a local postcard, allowing the local view and name to tell the recipient the location of the sender. Censors blacked out names, but they could invariably be read in a certain light. In November 1918, even censorship regulations were eased and DRO 1132 stated:

"The Censorship Regulations are relaxed in that all ranks may now describe where they are and the nature of their surroundings".

It was this censorship which caused Hay Spence in his letter of 22/8/17 to leave out the word "Ypres" in the Special Order of the Day by General Gough of the 5th Army. Major Nicol Smith will almost certainly have drafted this Special Order in his privileged position on the staff of the 5th Army.

Meanwhile, back in time, and "back at the front". St Andrew's Day in 1917 found the Train in the area of Baiseux and under orders to move the Division at once to the Lechelle area. It is recorded that many festive lunches cooked in honour of Scotland's patron saint were left untouched by the suddeness of the order to move. The Division remained in the Lechelle area until March 1918 except for a 3 week rest period. The main task at this time was the transport of defence stores. There was little respite however as the Germans had become proficient at night bombing by this stage of the war and the Divisional Rear Areas were the chief targets for these raids.

The War Diary records:

"19 August 1917. Enemy aeroplanes over in evening. Bombs dropped near No 1 Company lines and at Brouhan."

Motor Vehicles - speed of

The speeds laid down for lorries of 10 mph in the open country and 6 mph through villages will in no circumstances be exceeded. Considerable damage to roads is being caused by lorries being driven at excessive speeds, and disciplinary action will be taken in cases where this order is disobeyed".

51st DRO 1121. 29 October 1918.

and
"4 September 1917. Extensive bombing raid by German aeroplanes at night. Many casualties in this area."

Eventually, on 11 March 1918, the Diary records:

"Hotchkiss guns issued to Div Train, one per coy for aircraft defence".

Then, triumphantly, on 11 August 1918:

"Hostile bombing machine forced to decend near to No 4 Company lines. The occupants (1 offr and 1 NCO) being made prisoner".

Not all airborne problems were German however. The Diary of 13 July 1917 relates that:

"A British aeroplane fell at Train HQ injuring Driver Stephen, officers mess cook, who was taken to 1/3rd Highland Field Ambulance. The pilot escaped with slight injuries".

In May 1917, the Train moved to the Maroeil area and the Division operated north of Arras, familiar ground to the veterans of the Division. German heavy artillery was now able to range on the Divisional rear areas but thanks to good march discipline (i.e. good spacing between wagons) casualties were few.

In his official history of the 51st Highland Division, Major Bewsher refers in several places to the work of the ASC. He does this more frequently than in most histories, which tend to concentrate on what is happending in the front line, as if that action happened in isolation. Of the 3rd Battle of Ypres in July 1917, he writes:

"Rations for the following day were dumped at Black line by 7 pm on 30th July a fact which provides an illustration of the remarkable work done by the Divisional pack-train under the command of Captain Smith of the Divisional Ammunition Column. This train consisted of 328 mules. The first pack-loads of ammunition were on their way to dumps at Hurst Park and Gouvnier Farm three hours after zero (at 0350 hrs). Throughout the day ammunition, sandbags, Lewis gun drums, Very light cartridges, water and rations were carried forward in a continual stream.

Only one mule was hit during these operations, an instance of the benefit which results from carrying out a task of this nature quickly and in daylight during the comparatively undisturbed hours which always occur behind the fighting line during an actual attack. At this period the enemy's artillery is too pre-occupied in trying to check the attacking infantry to pay much attention to the activities that may be going on in rear of the attack".

"Lost
Bicycle registered No EG 339. Marks on back mudguard: ASC painted in white, above small red square. Taken from outside 152nd Infantry Brigade supply office on the morning of 17/11/18. Information to Headquarters 51st Divisional Train".

51st DRO 1140. 21 November 1918.

Writing of the operations at the end of 1917, Maj Bewsher also writes:

"One of the features of the German offensive was the work of the 'Q' and administrative officers. The movements of battalion transport and the ammunition column were carried out in perfect order through the whole operation. Men were issued with hot food from the field kitchens whenever a pause in the operations made this possible. Not a single vehicle except those that were unfit for the road fell into enemy hands. The supply of ammunition, though it caused the gravest anxiety and though the Divisional Ammunition Column was at one time completely empty, never actually failed. Although the demands for ammunition were heavy, it cannot be said, in spite of the enormous quantity expended, that any unit suffered from the want of it. Moreover, every dump of field artillery ammunition was exhausted before our lines retired behind it, the Beugny and Lebucquiere dumps being worked even though continually being set on fire by the hostile shell-fire".

A compliment to the 'Q' staff (and indirectly to the Train) also:

"During the German offensive in December 1917, the 'Q' branch of the Division was at the zenith of its efficiency. There was hardly a single room, much less a house, in the whole divisional area that had not been destroyed, except one in Bapaume that was marked "Dangerous". The buildings of the various divisional institutions had therefore all to be improvised. These included hot bath-houses for officers and men, at which the latter were issued with clean underclothes; Divisional canteens, both retail and wholesale, at which battalions could purchase their stock; wet canteens, a fresh fish, vegetable, and egg store, a picture palace, a Divisional theatre, a Divisional soda-water factory; a rest camp for officers and men, and hot soup kitchens. In fact, there was practically nothing which civilisation supplies which "Q" did not produce in the Fremicourt-Lebucquiere-Beugny wilderness".

The drivers of the Highland Field Ambulances, superintended by the Divisional Train, maintained the best traditions of the Corps. One in particular deserves mention: Driver Highmuir, DCM, MM of the 1/2nd Highland Field Ambulance at Iwuy, had his ambulance hit twice. The Medical Officer was wounded and the RAMC orderly killed but Driver Highmuir repaired his ambulance coolly under heavy shell fire and then carried on evacuating the cases entrusted to him. The Annex giving the history of the 51st Divisional MT Company gives a few interesting details on vehicle losses.

On 11 November 1918 was recorded: "Advised by wire from D.H.Q. Hostilities ceased at 11.00 hrs today". Work for the ASC did not stop however. A lot of welfare work was needed in the areas which had been occupied by the Germans. Towns and villages were in a neglected state and the people were starving. In addition to supporting the Division, the Train was meeting the needs of the French population, both officially and unofficially, until orders were received to stop. By this time, the people of France and Belgium had developed a deep affection for "les Ecossais" and the Highland Division. There can be little doubt that this was partly due to the Highland dress, but, as dress alone does not make friends, it must also have been complemented by the Jocks' natural courtesy and kindness.

The cessation of hostilities brought its own particular problems and activities. German fuel and straw dumps had to be disposed of, and salvage from the battle areas had to be removed. With many other relaxations came an issue of rum, and at last the Train managed to achieve the return of its motor car which earlier had been allocated

to the Central Purchasing Board. The Commanding Officer, Lieutenant Colonel William Gray DSO, proceeded home on one months leave and Major Robert Meiklejohn MC was appointed Acting Commanding Officer in his place.

Peacetime considerations soon became paramount, even though the Division still needed to be maintained. Education officers were appointed for each Company. Confidential reports on officers and recommendations for Peace Honours had to be submitted to 'A' Branch. A nominal roll of men claiming the 1914-15 Star was rendered to RASC Records. A return showing the number of officers capable of speaking Japanese and Arabic had to be submitted to 'G' Branch (as ever living in a world of their own). Coalminers had top priority for demobilisation. The Director of Transport wrote a letter of thanks to all his men.

As far as the Corps was concerned, the war firmly established its reputation and place in the Army as a whole. Its contribution to the success of the war was beyond doubt and recognition of this was given in 1919 by the grant of the title "Royal". Henceforth the Corps was named the "Royal Army Service Corps", a title it retained until 1965.

Gradually officers and men were posted; horses and vehicles were handed in, and the remnants of the Train, now merely of cadre strength, entrained at Manage on 21 April 1919, to return to the United Kingdom via Dunkirk and Calais. The Great War was over.

It took some months for the Army to return home and individuals were certified as having the proper kit and, among other things, "free from vermin and scabies". A soldier who handed in his greatcoat at any railway station booking office was paid the princely sum of £1; most kept them - times were hard and cold. In their own ways, individuals settled down in "a land fit for heroes". Many never settled down at all. The casualties of war were not always to be seen in the lists of wounded and killed.

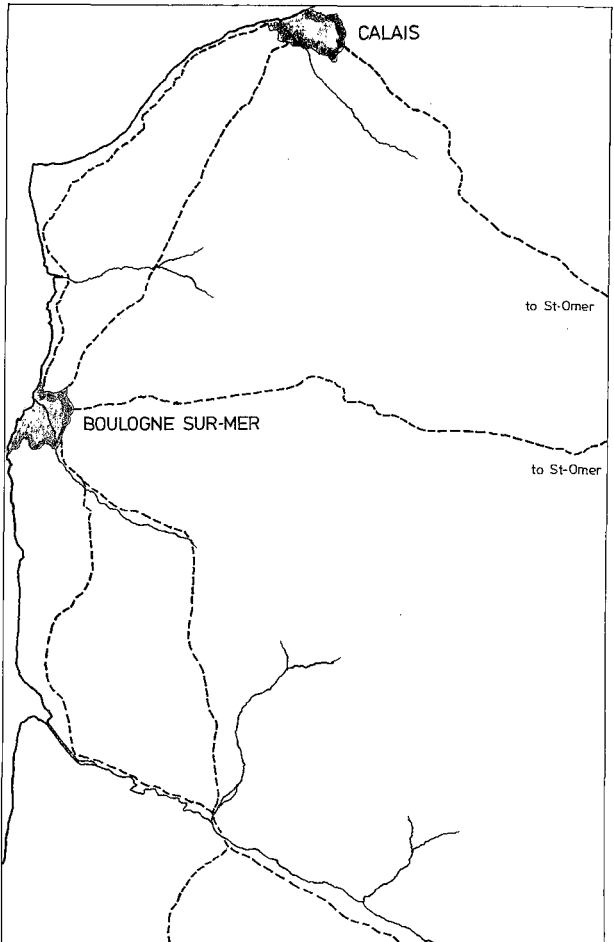
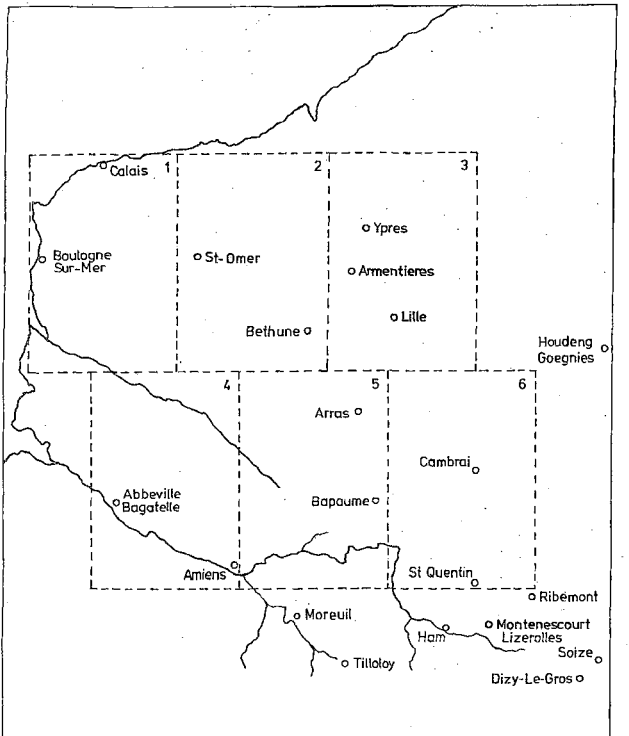


plate 1.



FRANCE 1915-18

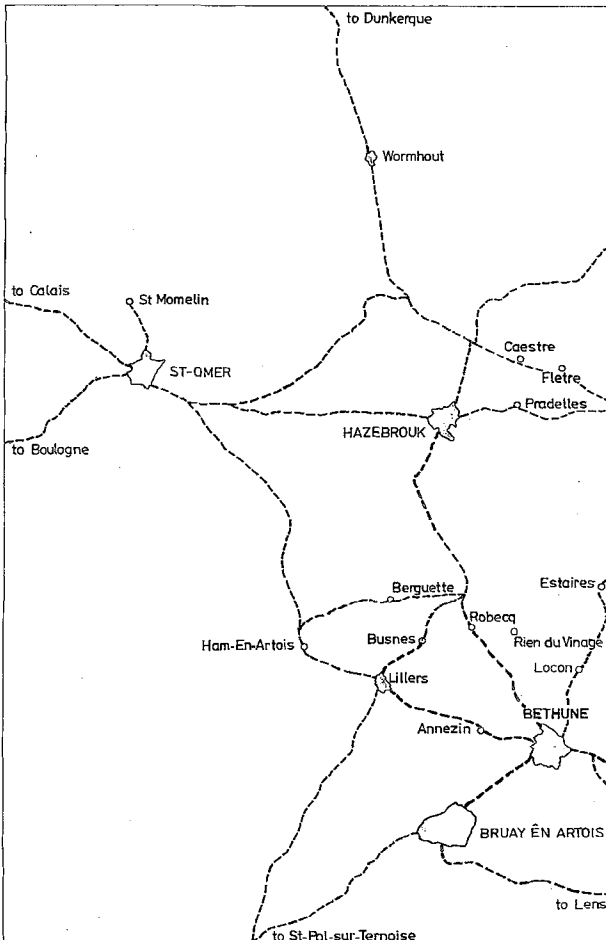

to Dunkerque
Wormhout
to Calais
St Momelin
ST-OMER
Caestre
Fletre
Pradelles
HAZEBROUK
to Boulogne
Berguette
Estaires
Robecq
Busnes
Rien du Vinage
Ham-En-Artois
Locon
Lillers
BETHUNE
Annezin
BRUAY EN ARTOIS
to Lens
to St-Pol-sur-Ternoise

plate 2.

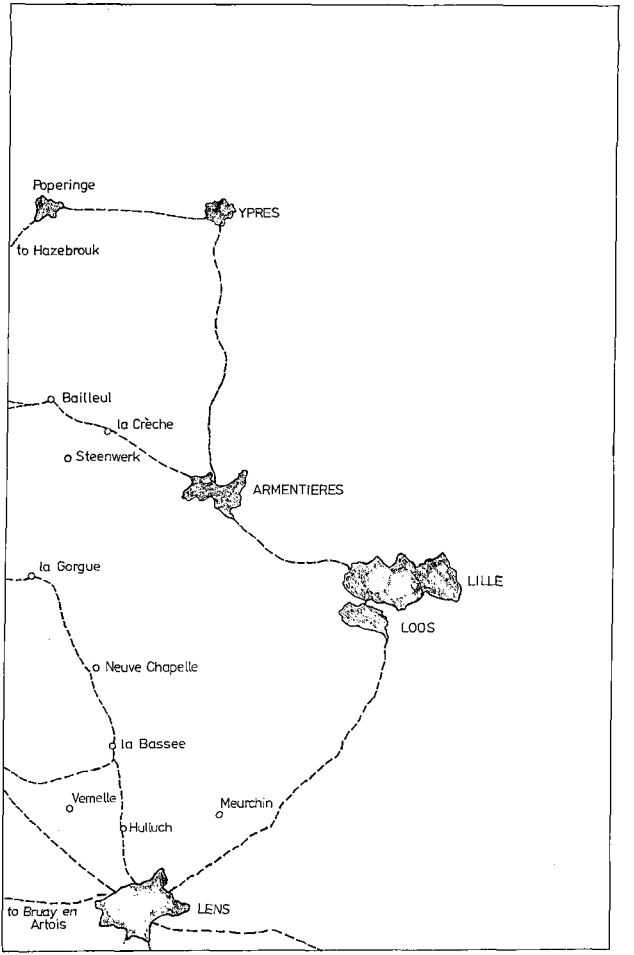

Poperinge
YPRES
to Hazebrouk
Bailleul
la Crèche
Steenwerk
ARMENTIERES
la Gorgue
LILLE
LOOS
Neuve Chapelle
la Bassee
Vemelle
Meurchin
Hulluch
to Bruay en Artois
LENS

plate 3.

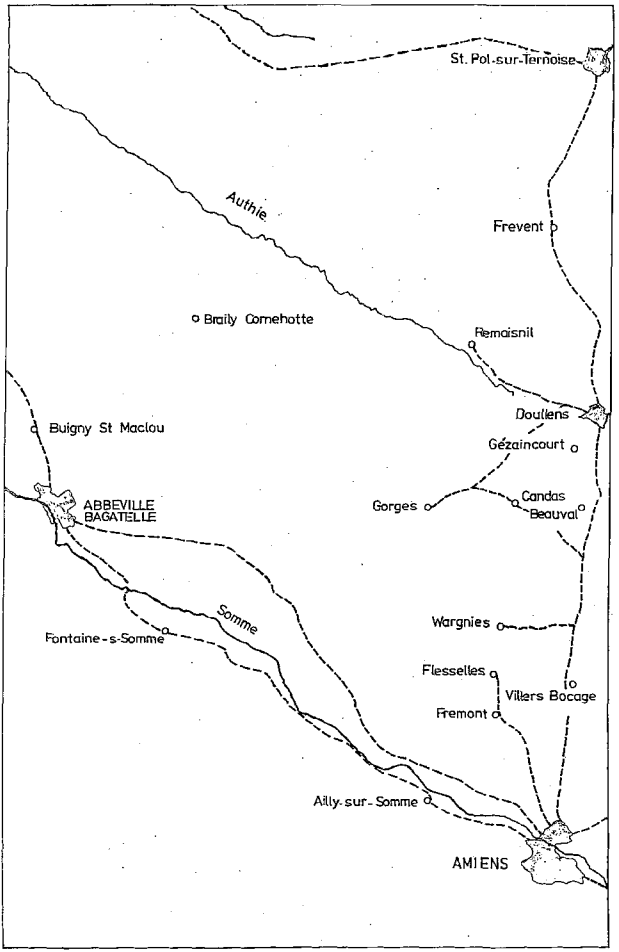

St. Pol-sur-Ternoise
Authie
Frevent
Brailly Cornehotte
Remaisnil
Doullens
Buigny St Maclou
Gézaincourt
ABBEVILLE
BAGATELLE
Gorges
Candas
Beauval
Somme
Wargnies
Fontaine-s-Somme
Flesselles
Villers Bocage
Fremont
Ailly-sur-Somme
AMIENS

plate 4.

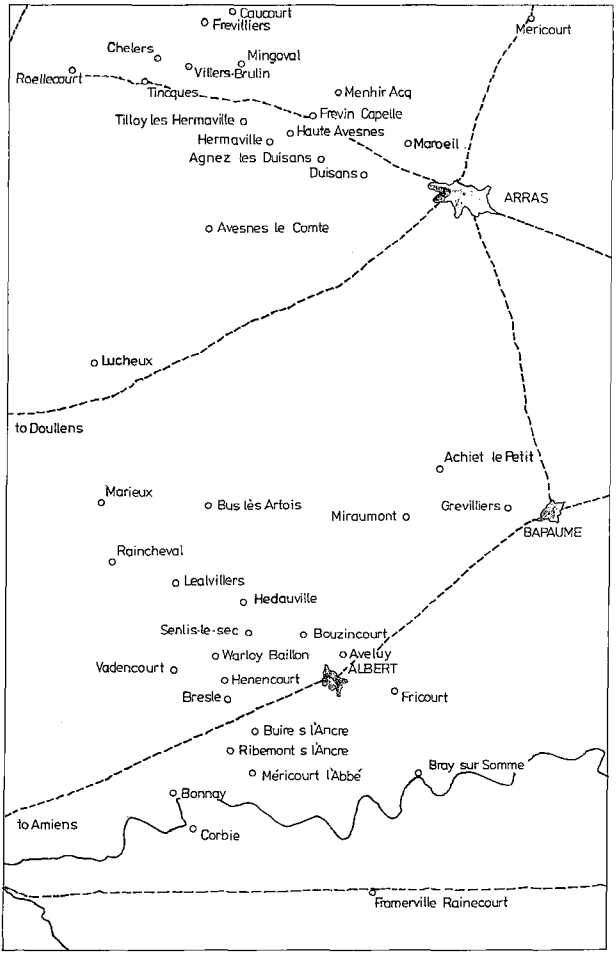

Caucourt
Frevillers
Mericourt
Chelers
Mingoval
Villers-Brulin
Roellecourt
Tincques
Menhir Acq
Frevin Capelle
Tilloy les Hermaville
Haute Avesnes
Hermaville
Maroeil
Agnez les Duisans
Duisans
ARRAS
Avesnes le Comte
Lucheux
to Doullens
Achiet le Petit
Marieux
Bus lès Artois
Miraumont
Grevilliers
BAPAUME
Raincheval
Lealvillers
Hedauville
Senlis-le-sec
Bouzincourt
Warloy Baillon
Avelüy
Vadencourt
ALBERT
Henencourt
Bresle
Fricourt
Buire s l'Ancre
Ribemont s l'Ancre
Méricourt l'Abbé
Bray sur Somme
Bonnay
to Amiens
Corbie
Framerville Rainecourt

plate 5.

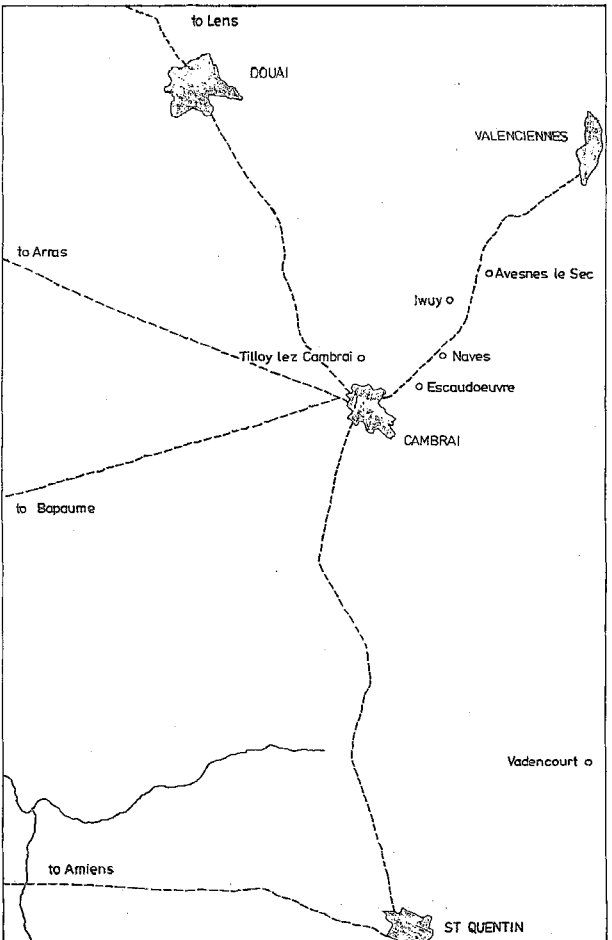
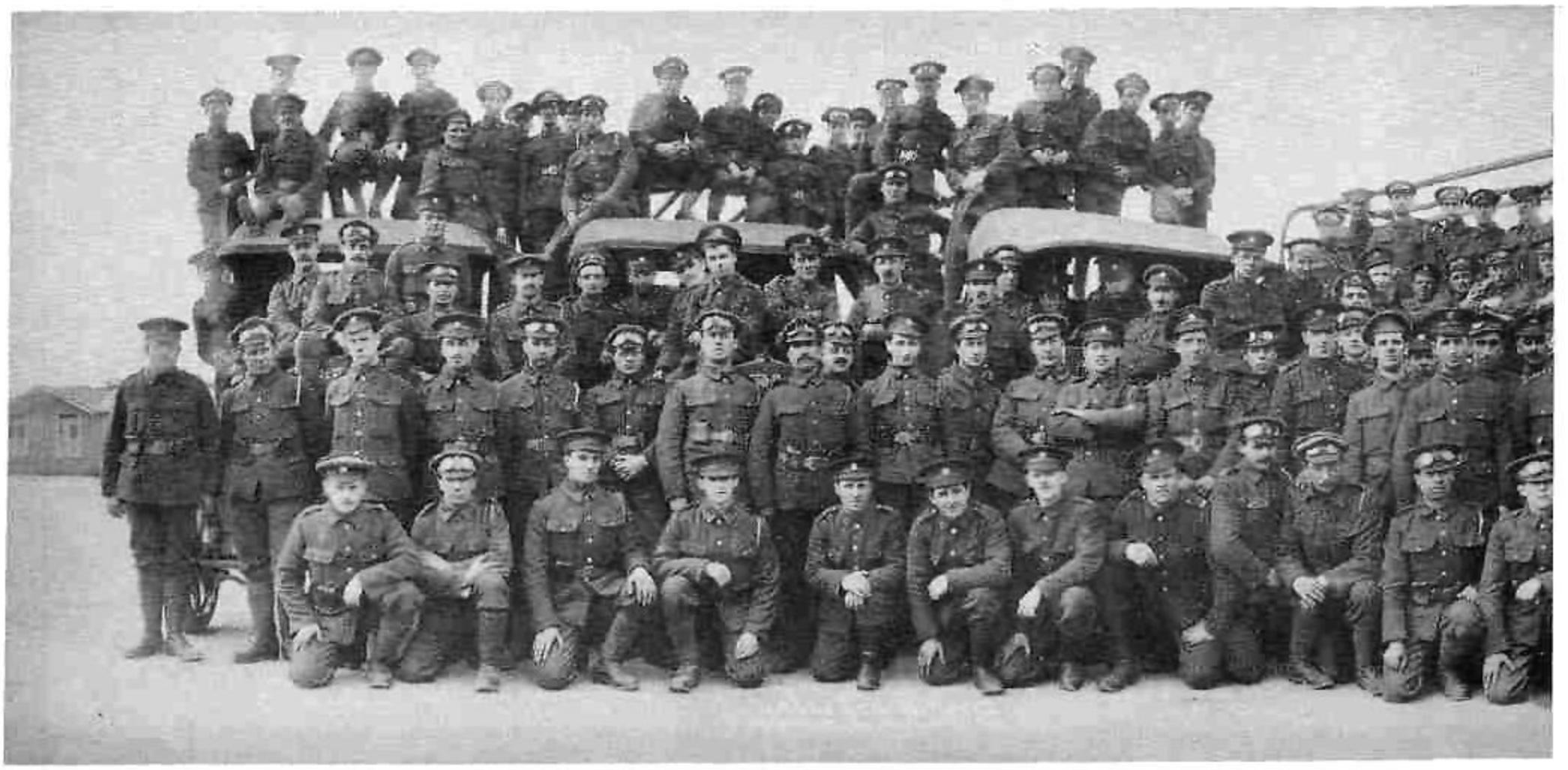
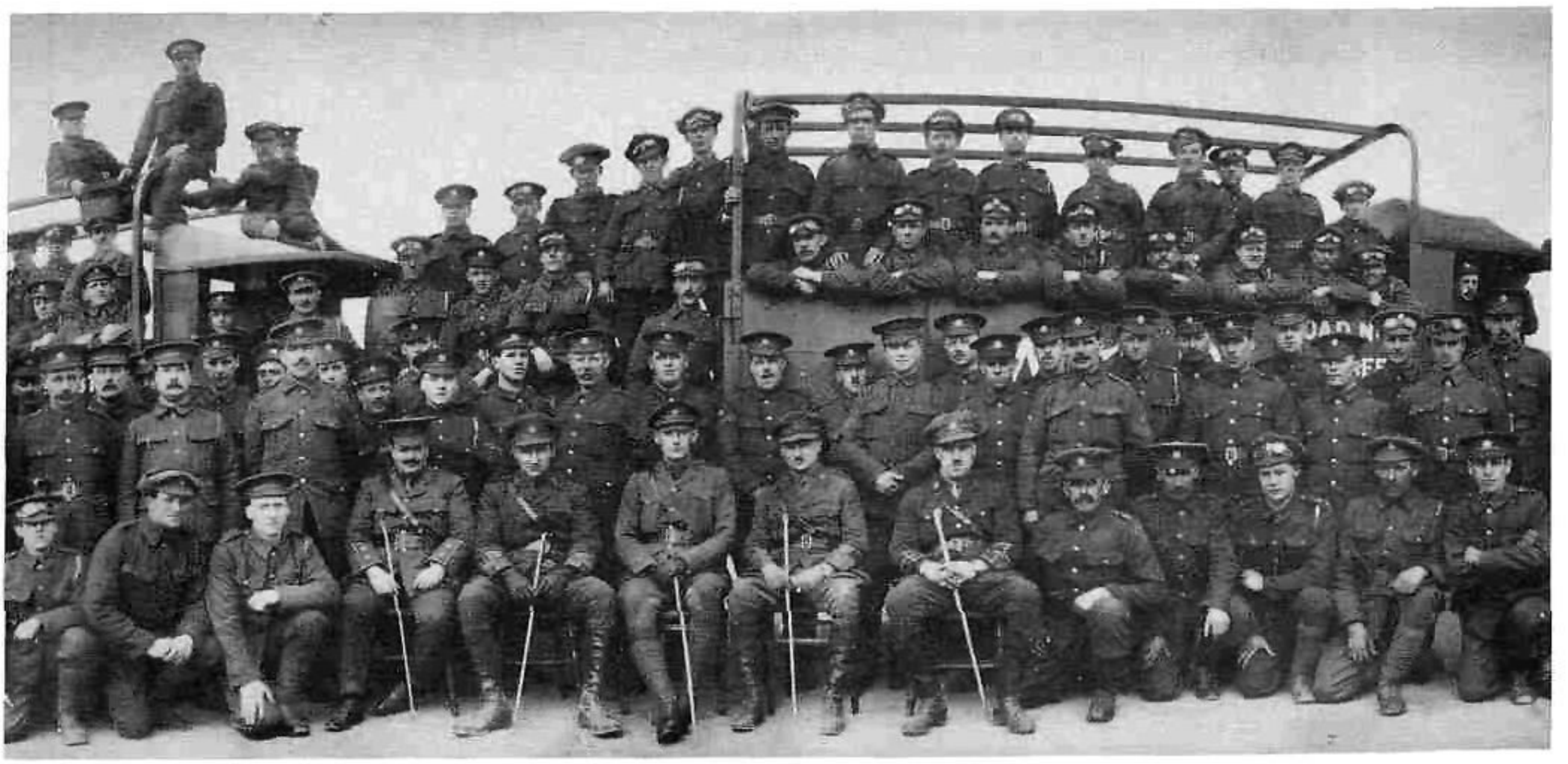

to Lens
DOUAI
VALENCIENNES
to Arras
Avesnes le Sec
Iwuy
Tilloy lez Cambrai
Naves
Escaudoeuvre
CAMBRAI
to Bapaume
Vadencourt
to Amiens
ST QUENTIN

plate 6.



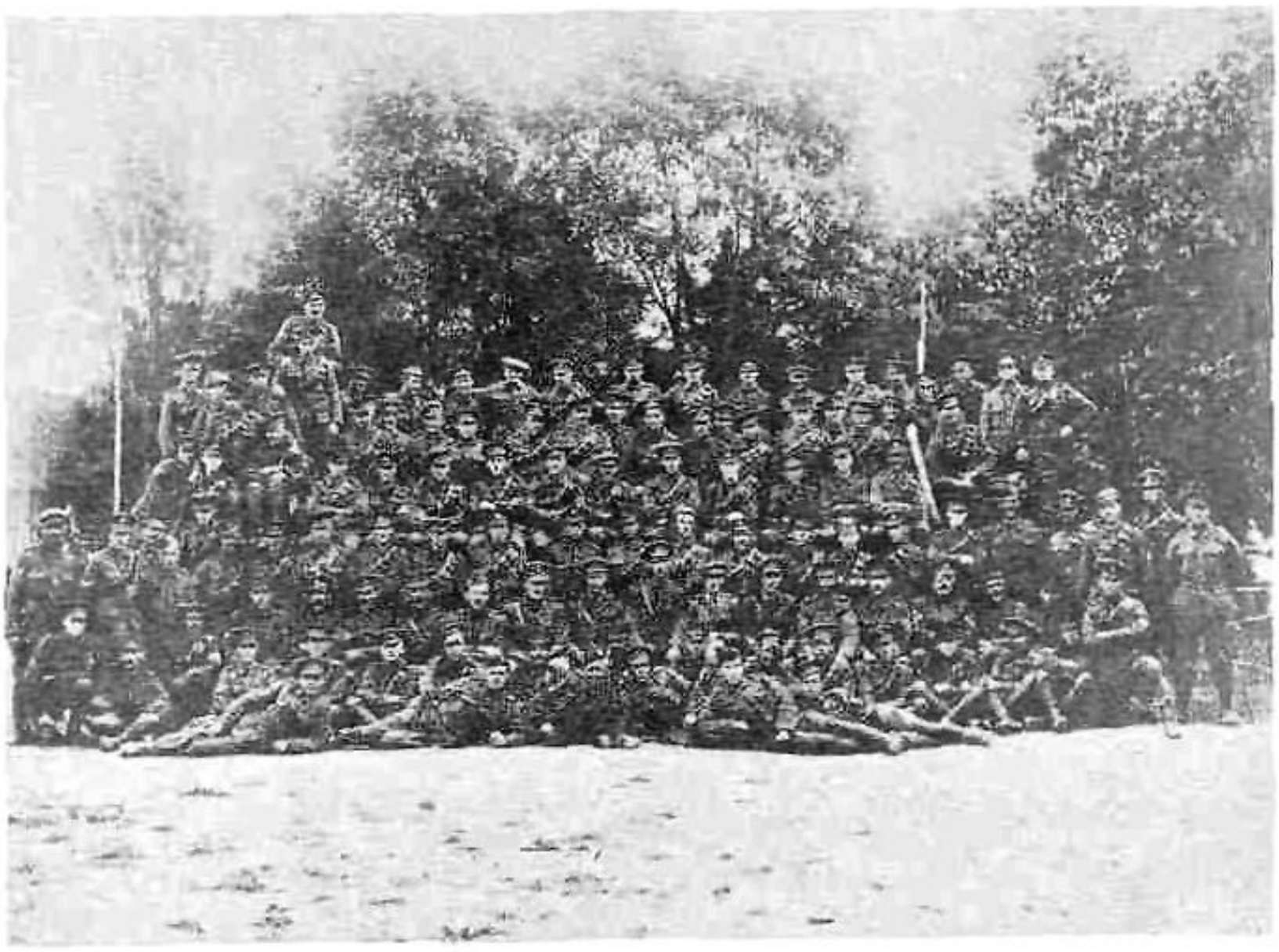




265 Company MT ASC, Highland Division. Supply Column April 1915. Major Cochrane in command



The Officers, 1915 or 1916, in France
Lt Col Dalton Henderson is sitting centre, legs crossed.
Major Gray is on his right and Major Nicol Smith is
standing directly behind the CO



No 2 Company. Estaires 1915

1915 Menu Vadencourt

VADENCOURT. 27th AUGUST 1915.

MENU

HORS - D'OEUVRE

DRESSED POTATOES
AND
TOMATOES
OLIVES
SARDINES
MACKERELS
SAUSAGE

—

SOUP

St. JULIENNE
PETIT POIS

—

BOEUF

ROAST BEEF
ROAST POTATOES
CABBAGE ONIONS

—

SWEETS

CREAMS
FRUIT SALAD

—

FRUIT

CAFÉ - LIQUEURS

Railhead at Ecuire 1915
(Imperial War Museum Q2478)





ASC Dump in France. (Note dubbing tins)
(Imperial War Museum Q850)

N° 779 ⇔ VULCANISATION A LA VAPEUR ⇔ B.P.F. 7000

Rechapages Lisses et Antidérapants -:- Réparations des Enveloppes et Chambres à Air

SAINTIVE

25

AMIENS — 21, Place au Fourre 21 — AMIENS

REÇU de Monsieur le Lieutenant Colonel Henderson

la Somme

de Sept mille francs

pour vente d'une voiture Automobile Peugeot
16 chevaux N° 145-R-7

Amiens, le 22 novembre 1916

Signature de Lieut

43

51st (Highland) Division.

Lieut. Col. H. D. Henderson and
Major A. J. Reid Smith of
51st (Highland) Div. Train have
permission to proceed to
Paris to make purchases for
Divisional Canteen.

A. J. Sylvester
Lieut. Col.
A. A. & Q. M. G.
51st (Highland) Div.

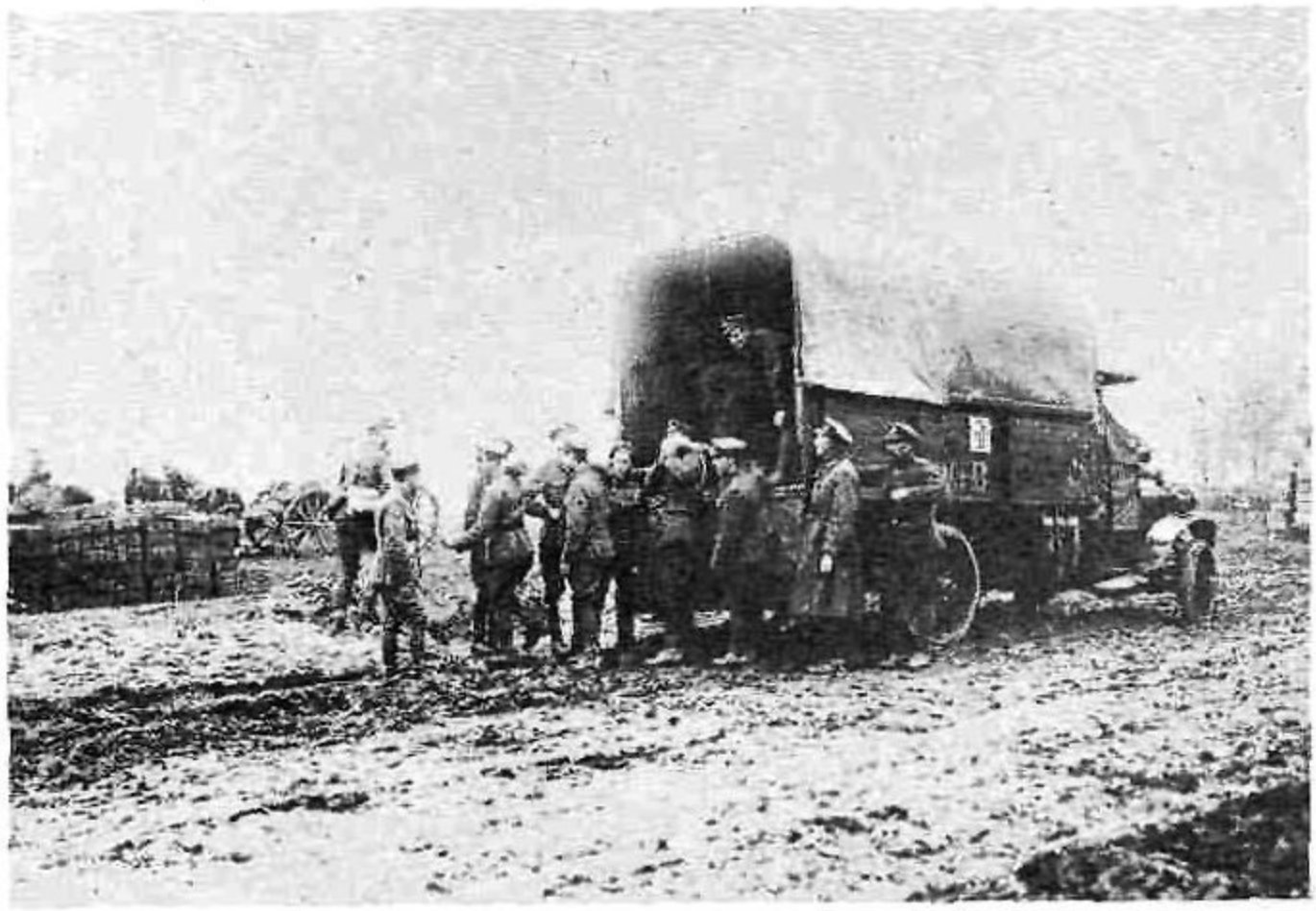
20th Nov. 1916



A dusty day on the Albert-Fricourt road 1916
(Imperial War Museum Q4088)



Recovery by a 10 horse team near High Wood
October 1916
(Imperial War Museum Q4369)



51 Div Train 3 ton lorry.
Note original HD on side.
(Imperial War Museum Q10410)

51 Div Train lorries and Artillery limbers
War Museum Q10417)



Army Form C. 2118

Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II and the Staff Manual respectively. Title Pages will be prepared in manuscript.

WAR DIARY
or
INTELLIGENCE SUMMARY
(Erase heading not required.)

Place	Date 1916	Hour	Summary of Events and Information	Remarks and references to Appendices
HERMAVILLE Depôt & HAUTE-AVESNES	April 9		Major Warfield, Senior Ord. Officer, attended a Board for the Boys for enlistment in Ord. Corps attached Ordnance and Supply work. H.	
	" 10		Lieut. MacGillivray ordered to fire the Stables, in connection with Div. Baths, at MARCEUIL and to bury there. Dirty clothing to be sent, as hereafter, to Laundry in AMIENS. One Motor Lorry of Div. Supply Col. being detailed by 17th Corps for transport. Artificers engaged preparing details for marking wagons of all units with Div. registration numbers (B) as laid down in Staff Circular, 10th inst. H	
	" 11		Very heavy rain commenced at 9 a.m. and lasted till 6 p.m. The question of different horse-shoes sizes now being supplied by Ordnance Department of Base Commandant. H	
	" 12		The establishment of motor cars of Div. Train having been reduced from 5 to 3 by authority of A.M.G., one Austin car sent to-day (complete with driver) to Q.M.G. T. Base, ABBEVILLE. H	
	" 13		Sharp rain still continuing.	
	" 14		Two G.S. wagons of 21st Reserve Park detailed for duty with R.E. for transport of barbed wire. H Arrangements for disposal of manure and rubbish left by French troops at HAUTE-AVESNES made after consultation with Div. Sanitary Officer. H	
	" 15		O.C. 41st Siege Batty. R.G.A. having asked for two G.S. wagons with teams of 6 horses in lieu of 2 two-horse wagons now supplied by them, it was arranged by A.A.&Q.M.G. that horses (12) should be supplied by Div. Artly. the two wagons being found by the Park. H	
	" 16		Sunday. Routine work only. H	
	" 17		Authority received for establishment of Train to be increased by two bicycles in lieu of two motor cars taken away. Very heavy rain all day & night, 17-18th. H Ammn transferred from HAUTE-AVESNES to MARCEUIL. H	

1875 Wt. W593/826 1,000,000 4/15 J.B.C. & A. A.D.S.S./Forms/C. 2118

War Diary 9 - 17 April 1916. (Public Record Office WO95/2860)

Lace card sent home by Dvr Hay
Spence from Vadencourt, November 1915

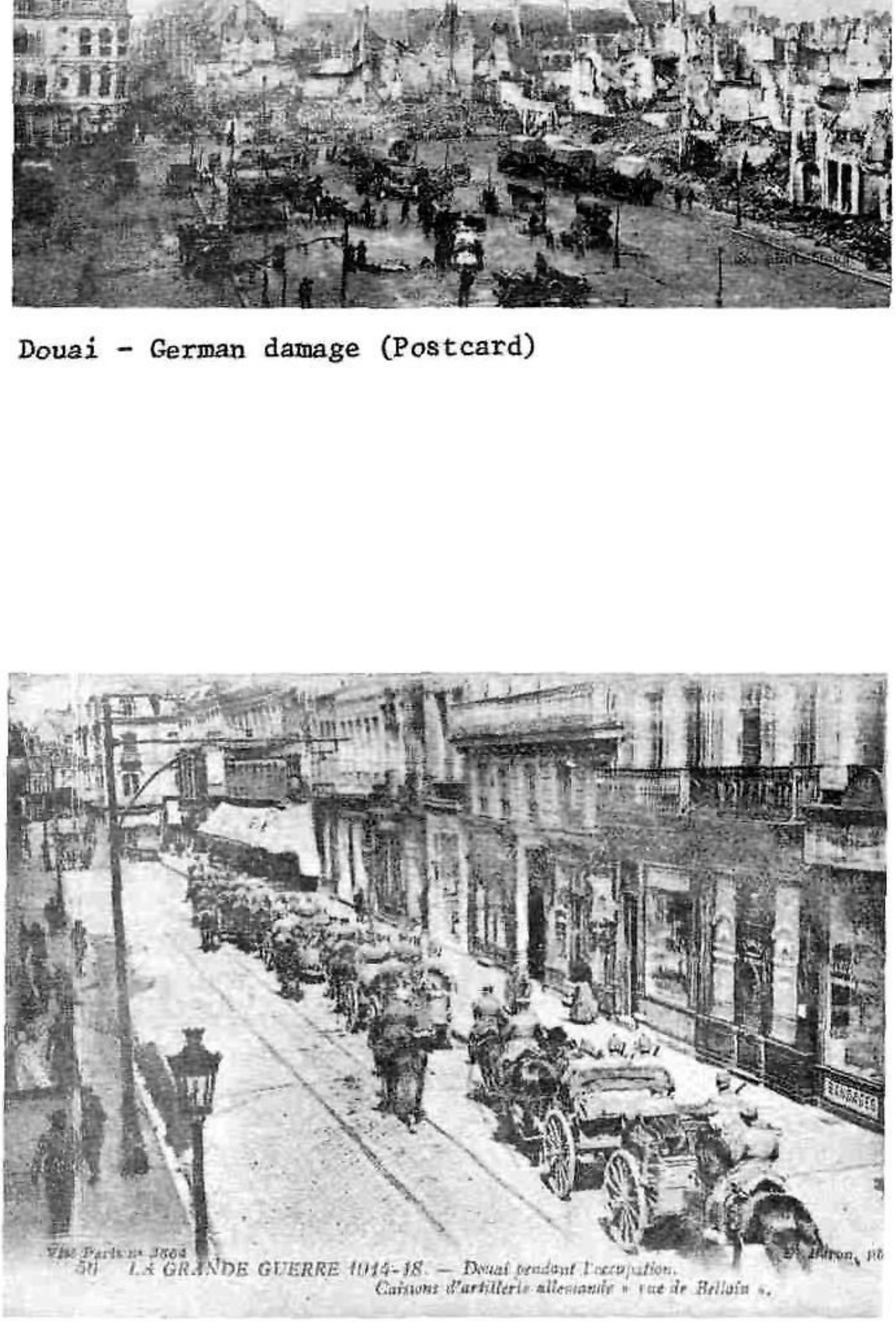




The Highland Divisional Christmas Card 1917



Douai - German damage (Postcard)



German gun limbers in Douai (Postcard)

Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title pages will be prepared in manuscript.

WAR DIARY
or
~~INTELLIGENCE SUMMARY~~.
(Erase heading not required.)

Army Form C. 2118.

page 3

Place	Date 1918	Hour	Summary of Events and Information	Remarks and references to Appendices
Ref page 2	Mar 16		Fine - warm Draw 20 tons coal & 1 ton from BAPAUME for Div Agricultural Officer MT	
	17		Fine - warm Reorganisation of 4 Sec M T units, will cease from midnight 17/18 and 251 A.S.C. and 251 B.S.C. now merged into command "51st Div. M.T. Co." MT	
	18		Fine - warm 550 reinfs HQ 152 Inf Bde 152 Inf Bty and 255 R.F.A. Bde. Train (less 16) inspected by GOC MT	
	19		Wet, but mild Lieut [illegible] with 4 Sgts proceeds on 14 days leave Lieut Compton 1 G, and Cpl Mc Tender 1 G, proceed to Div Cavalry HQ on 3 days attending course MT	
	20		Wet with occasional showers - warmer - bright afternoon 1 Sec 3rd Field Survey Co attached for rations and manpower tomorrow and onwards Attached 153 Inf Bde Group MT	
	21		Fine - misty in morning and evening Attached units 1 25th Div. rations for last time today, - commences tomorrow. German attack at 5 AM Casualties - 2 M G Co. 1 man wounded 1 horse killed and 1 horse wounded; 1 man and 2 horses attached from 25th Div. Train killed. HQ Train and Coy to move to N 4 a 9 c MT	
	22		Fine Reinforcements changed to MIRAMONT - rations drawn by M.T.Co. Train moved to GREVILLERS Refilling point - BAPAUME - TILLOY road Casualties - 2 men and 1 horse wounded MT	

War Diary 16 - 22 March 1918 (Public Record Office WO95/2860)

Dvr Oliphant (Front left) and
CQMS James Gray (Front right) - St Hilaire May 1918



Dvr Wright (left) and 3 ton lorry



Discharge certificates Dvr Oliphant

Army Form Z 880
France

CLOTHING SLIP TO BE ATTACHED TO DISPERSAL CERTIFICATE.

Formation ..... R.A.S.C.

Regimental No. T4/237029 Rank Dr.

Name in full ..... Oliphant R.M.

Unit (full official title) ..... No 1 Co.

..... 51st Dw Train.

CERTIFIED that the "minimum scale of clothing and underclothing" is in possession, also the following articles:—

~~Leather jerkin or~~ ~~fur~~ ..... blankets 3

Signature ..... A.D.Mackenzie Transport Capt. O.C. Unit

" ..... Robt. M. Oliphant ..... Soldier

Date ..... 3-4-19.

(400) Wt. /PP2248 1/19 400m (04) D.St.

BOOTS AND CLOTHING CERTIFICATE

Formation R.A.S.C.

Régimental N° T4/237029 Rank Dr.

Name in full Oliphant R.M.

Unit (full official title) No 1 Co.

51st Dw Train.

CERTIFIED that the " Boots and clothing in possession are in a serviceable condition "

Signature A.D.Mackenzie Transport Capt. O. C. Unit

" Robt. M. Oliphant. Soldier

Date 3-4-19.

CERTIFICATE VIDE G. R. O. 4754

Formation R.A.S.C.

Régimental N° T4/237029 Rank Dr.

Name in full Oliphant R.M.

Unit (full official title) No 1 Co.

51st Dw Train

CERTIFIED that the " Above man is Free from Both Vermin And Scabies

Signature Hubert-Wilson

Rank Lt

Unit. For A.D.M.S. 51st (HIGH) DIV.

Date 3-4-19.

(15789) Wt.W9812/P1855 10,000 bks. 3/19 D. D. & L. E.447? Forms/W3296/6.

Army Form W. 3296.
(In books of 100 in Duplicate).

Statement of Accounts

No. 24887 Rank Pte or Name A. Wright

Company, etc. A.S.C. M.T.

From 27-12-18 to 25-5-19 (dates).

Date	DEBITS	£	s.	d.	Date	CREDITS	£	s.	d.
5-1-19	Allot	=	15	4		Credit Balance 27/12/18	1	5	7
19-1-19	"	1	18	4		Net Pay 28/12/18 - 31/1/19 - 35D	-	-	-
28-1-19	"	3	10	8		1/6	2	12	6
March 1919	"	5	8	=		Net Pay 1/2/19 - 3/3/19 - 31D			
Insurance to 28/2/19		=	1	8		3/=	4	13	=
April 1919. Payment in Pool		1	1	=		Net Pay 4/3/19 - 28/3/19 - 25D			
April 1919 Bn Bk		4	10	=		6/6	8	2	6
Insurance to 22/6/19		=	1	6		Net Pay 29/3/19 - 25/4/19 - 28D			
Hospital charges May 19		3	3	=		6/6	9	2	=
Damage to Bus. 25/4/19		=	7	6		Net Pay 26/4/19 - 25/5/19 - 30D			
						6/6	9	15	=
Credit Balance		14	7	7					
	£	35	10	7		£	35	10	7

Credit Balance is being paid by Special Money Order.

Creditor Balance — Total £ — Debtor Balance — Total £

Station Bootwich

Date 26-6-19

Certified correct.

Paymaster.

Statement of accounts
Dvr A Wright

LCPL Hay Spence disembodied 1919

HR/12151

CERTIFICATE of* ~~Discharge~~ / ~~Transfer to Reserve~~ / Disembodiment / ~~Demobilization~~ on Demobilization.

Army Form Z. 21.

Regtl. No. M/301662 Rank Lce/Cpl

Names in full Spence Hay
(Surname first)

Unit and Regiment or Corps from which ~~*Discharged~~ Transferred to Reserve 3rd Res. Cav. Regt.

Enlisted on the 16th January 191.3

For S. Lancs. (T.F.) SC
(Here state Regiment or Corps to which first appointed)

Also served in

Only Regiments or Corps in which the Soldier served since August 4th, 1914 are to be stated. If inapplicable, this space is to be ruled through in ink and initialled.

†Medals and Decorations awarded during present engagement Medals: Nil. Oak Leaves: Three Bronze. Wound Stripes: Nil.

*Has / ~~Has not~~ served Overseas on Active Service. Yes 11th Nov. 1916

Place of Rejoining in case of emergency Scarborough. Medical Category A.1.

Specialist Military qualifications Nil. Year of birth 1896.

He is* ~~Discharged~~ / ~~Transferred to Army Reserve~~ / Disembodied / ~~Demobilized~~ on 21st March 1919

in consequence of Demobilization.

Graham Smith Col.,
Signature and Rank.

Officer i/c Cavalry Records. Perham Down (Place).

*Strike out whichever is inapplicable. †The word "Nil" to be inserted when necessary.

N.B.—Any person finding this Certificate is requested to forward it in an unstamped envelope to the Secretary, War Office, London, S.W.1.

WARNING.—If this Certificate is lost a duplicate cannot be issued. You should therefore on no account part with it or forward it by post when applying for a situation.

(30966). Wt. W 8211—P.P. 2329. 3,000m. 1/19. D & S. (E 1256.)

[redacted]

To 23429 Pte Oliphant R Jr.

ROYAL ARMY SERVICE CORPS

THE British Armies in France, which once stood in such urgent need of your services, are now able to release you to take your place among your friends at home.

I am very glad that you have come safely through the Campaign. Before you quit the shores of France, I want to take advantage of this opportunity to thank you, both officially as the Director of Transport and personally as one who is proud to have served for 27 years in your Corps, for the really magnificent work which has been done by all ranks of the Transport Branch.

It has not been possible for me to be in such close touch with you as I could have wished—but I know well of the long hours at the reins while well cared for animals plodded through shattered roads, of the wonderful feats of lorry drivers who held the wheel for days and nights without rest, of the artificers on whom all relied—so rarely in vain—and of all the others who played their part in the organization, and I know also that you never failed to "deliver the goods."

I hope that you will meet with the same success at home as has the Royal Army Service Corps in France and Belgium.

Good-bye. A long life and every happiness to you.

B. Boyce

Major-General.
Director of Transport, British Armies in France.

[redacted]

[redacted]

INTER-WAR YEARS

When the Great War ended, the Territorial Force in a physical sense ceased to exist. Territorials had been embodied for the duration of the emergency only, with no reversion to Territorial status allowed for in the regulations. In the aftermath of the war, it took the government some time to decide on future policy. In 1920 it was decided to reconstitute the Territorial Force in such a way as to make them a genuine back-up for the Regular Army, not just a way of providing reinforcements, as had often been the case. The new Territorial Force was kept at fourteen Divisions, but at lower strength.

In 1921 the Divisional Train was reorganised initially at a new peace-time strength of 288 all ranks, with companies in Aberdeen, Dundee, Perth and Stirling, but the economic crisis of that year caused a cut to be made and the strength came down to 12 Officers and 93 Other Ranks. This 1922 organisation provided a HT Company, MT Company and Supply Details, but the reduced numbers caused the compulsory retirement of several officers who had served in the Train for some years. Worst of all, the Train now concentrated in Perth only and the men in Aberdeen, Dundee and Stirling had to go. The advantages of an organisation concentrated in one place are obvious, but it was a blow from which it took many years to recover.

Lieutenant Colonel William Gray DSO effectively took up as CO where he had left off in 1919, and his predecessor, Colonel Dalton Henderson DSO, VD became Honorary Colonel, an appointment he held until 1933. Captain C. Elliot Davis RASC, the sole Regular Officer in the Train, took over as Adjutant until 1925 and thus goes on record as the officer holding that appointment for the longest period of time. Other Great War officers rejoined but details in these uncertain times are not as clear as one would like. Major Robert Meiklejohn MC became OC MT Company in 1923 and resigned as 2IC in 1928. The following are also known to have been officers in 1922: Major David Black (as 2IC and SSO), Major Sam Archbold who had been one of the SSMs in 1911, Major E.N. Taylor, Major Chas Watt, Captains Mackenzie Fraser and Mackintosh, Lieutenants Stewart Dalton Henderson, Robert Nimmo and Young. The first post-war RSM, a Regular, was WO1 R.W. Ridout, whose photograph appears at the head of the group marching off to camp in 1922.

For Sale

1921 Carden Car, fitted with electric light. New Dunlops on back wheels. Engine recently overhauled. Car in excellent condition. Price £75.

Advert in RASC Journal, July 1922

That 'first' year after the war, the Train looked after Kilcreggan, Tain and Montrose camps, which lasted from 10 June to 13 August 1922. At Montrose, they took under their wing for training purposes all First Line transport of the Black Watch and Gordon Brigade. Unlike many of the RASC units in the South, the Highland Division was almost up to full strength, except for the MT Company. There was a local reason for this, as the November 1922 Journal explained:

"As far as the MT personnel is concerned, unless some arrangement is made for them to do their Annual Training in the winter months, very few of the better class drivers will join up, as in these parts during the summer (or rather May-September) practically every driver is out all day long driving buses to Pitlochry, the Trossachs etc with sight-seers doing Scotland!"

Camp routine generally started with reveille at 6 a.m. A morning parade was held after breakfast, which was sometimes inspected by the Adjutant. The men then broke off for section training - this consisted of mounted training with horses from J & J Patricks, MT training (later when appropriate) and weapon training. It was only in the wooden huts by the Perth TA Centre in Tay Street (the huts are still there) that any shooting took place through the year and that was with .22 rifles. Camp guard and administrative duties were shared with other units in the brigaded camp. Once the day's training was over, the men were allowed out - in uniform though, as plain clothes were not allowed to be taken to camp by the soldiers. In those days there was no day off and no night training was carried out.

It was good practice for everyone to have brigade camps at which practical support was given, but the problem was that the RASC, after their impressive success in the Great War, was given so many responsibilities that it was virtually impossible to carry them out properly, especially with the small numbers involved. The financial situation of the time did not allow of wide mechanisation and time almost went into reverse. Indeed, the Divisional Train found itself back with the horse. The War Office, in its wisdom, demanded that all RASC Transport Officers and Men should be trained in equitation but they were "in view of the high cost of hiring horses, to equip RASC units with dummy rocking horses for equitation training".

On 31 January 1921, T/303737 Driver Edward Scott enlisted, a short, fair haired cheeky young lad, 17½ years of age. His very recognizable face appears in a number of photographs betwen the wars - looking ahead a bit, he went to France in 1940 as the Company Sergeant Major of 525 Company and was captured. Looking ahead even further, to 1980, only his hair and age have changed - a marvellous character. He was essentially a HT man and well remembers supporting RAMC Field Ambulances at camp in the 1920s when they had horse drawn ambulances. All soldiers at the time had to undergo equitation training, using the indoor riding school of J J Patricks, who hired out horses for training nights and camps until the early 1930s.

For Sale
Freehold with possession a 6 roomed brick-built Villa, in thorough repair, situated in Upper Hale. £325 for quick sale.

The party lived in tents in Hyde Park for about a week before the Coronation Parade and with the rainy weather, duckboards were greatly in evidence. On the day, they helped line the street in Oxford Street at the junction with Marylebone Lane. They were on parade at 6 a.m. and had no food all day, but were fortunate in that there was a police canteen down a sidestreet nearby - two men at a time were allowed off for tea and rest. Coronation Medals were awarded to the Commanding Officer, Lieutenant Wood (527 Company), CSM Farrell (526 Company) and Driver Young (525 Company).

Preparations for war started in earnest in 1937 and reached their peak in the months following Mr Chamberlain's Munich speech in 1938. *The Unit had found no difficulty in recruiting when it had been* limited to an establishment of about 100, but a different situation arose when that establishment was significantly increased. The officer situation was bleak, since nearly all the Great War officers had left and suitable replacements were hard to find. An examination of the officers roll in 1938 shows that only the CO and perhaps one other man had any experience of war. Twenty years of peace, government parsimony and economic difficulties had produced a young and enthusiastic but amateur and ill-equipped Army.

When Mr Chamberlain appealed to the nation to join the TA, there was an immediate and overwhelming response. The surge of volunteers became a stampede. It is recorded that one Divisional Adjutant arrived at the Drill Hall and pushed his way through a crowd of new volunteers. The PSI at the door told him, "Not to push, my lad. Why you are bothering to sign on at all beats me - you must be well over 21, cock". Among other things, this illustrates that the life of Regular Adjutants and PSIs was hectic in the extreme.

1938 saw the Column attending camp for the last time at St Andrews, a location which held undoubted attractions for the golfing members of the *Column. The September Journal recorded:*

"On 2 July we went to annual camp at St Andrews under canvas. The training was very successful. It was helped greatly by having sound WD vehicles and there was practically no trouble with them, and this facilitates training immensely. We were fortunate in having with us a movable gas chamber and all personnel went through it with and without respirators, so that tear gas should now be less of a mystery to many."

"Territorial Army Badge
The new TA badge has been issued to everyone and it appears to meet with universal approval."

RASC Journal. February 1939.

Among the soldiers who joined the TA in 1938 was Alistair Cross, who was later captured at St Valery and became a Company Commander after the war as well as Lord Provost of Perth. As a linguist he was registered with the War Office in London but as an accountant he preferred to do something immediately. He therefore joined as a soldier and became a key man in Company HQ, rising to the rank of Corporal in short order. Even in Camberley, when a General suggested he took a commission in the Infantry, Alistair declined, as he felt he was doing an essential job in 527 Company. This caused a ripple of displeasure in the Column HQ and he was sent on leave under instructions to report to Divisional HQ on his return, to be deputy to Captain Mitchell BW the Camp Commandant.

Peace time planning did not stop of course and current occupants of the new Queens Barracks on the Dunkeld Road in Perth will be interested to know that the March 1939 Journal reported:

"Plans for the new drill hall have been approved and building will commence shortly. The site is on the north side of the city on the east side of the Dunkeld Road and appears to be an admirable one. When the building is completed the Unit will be much more compact in every way and in particular the vehicles will be much easier to get at as they will be garaged underneath the hall, offices, messes etc and not, as they are at present, about 5 minutes walk from the hall. Owing to the expansion of the Unit, our premises are inadequate and the Officers meantime have forfeited their Mess in order that it might be converted into company offices. The mess has been partitioned and 525 and 527 Companies have now installed their company offices there."

At the same time, the three OC appointments changed. Captain Tennant relinquished command of 525 (Ammunition) Company and took over command of 527 (Supply) Column (as it was normally called); Captain relinquished command of 527 (Supply) Column and took over command of 526 (Petrol) Company and Captain D.K. Thomson took over command of 525 (Ammunition) Company on promotion from Major T A Smith on his retiral. The RSM, WO1 Glazier left in March to go on commissioning as the Quartermaster of 4th Battalion The Black Watch with which battalion he went to France; in his place came WO1 F.V. Mound, who was himself commissioned in September to take over the Adjutant's appointment from Captain H.S.G. Mayell.

RASC Journal notes of the day give an indication of how the tempo of life in the TA was increasing. In April it was reported that:

"Training is now getting thoroughly under way and each company is undergoing its Individual Training with enthusiasm and vigour. MT work and driving are forging ahead under the direction of Lieutenant McCafferty, our Workshop Officer and we hope to have many more trained drivers before camp comes around."

Immediately after that, the May Journal reported:

"We have taken delivery of four WD vehicles, four motorcycles and one ambulance vehicle and these should materially assist in our driver instruction which is going apace. Our garage has had to be extended to accommodate the vehicles."

The June Journal referred to an exercise at Edzell on 29th March:

"... to demonstrate various lighting systems of WD vehicles while travelling in convoy, and about six different methods were tested. Lieutenant W.M.S. Wood was the convoy commander." Little did anyone realize how soon convoys and night driving skills were to be practised under war conditions in France.

The new organisation, seen at Annex F provided for 25 Officers and 291 Other Ranks - a good springboard for mobilisation should it come.

Looking at the national picture resulting from these changes, one of the 1936 Journals states (extracts only):

"Recruiting up to the new peace establishment of 24 officers and 291 Other Ranks is now in full swing, though at the moment it is restricted in certain units to the limits which the existing accommodation will provide.

That the various divisions are not all able to recruit to the new establishment at the same rate is due to the great variety of local conditions. It appears to be largely a question of accommodation: in many cases this is limited, and further local accommodation is difficult or impossible at the moment to acquire. It has therefore become necessary to go farther afield, and several of our hitherto concentrated TA Divisional RASC are being faced with the prospect of separated companies. But each one is tackling its problems in its own particular way.

Those Regular officers who are fortunate enough to have been in close touch with the TA either as Adjutants or in other appointments connected with the Territorial Army realize what trials its RASC has endured.

Its survival is mainly due to the splendid spirit of Territorial tenacity and tradition which has always existed in these meagre formations, and we are glad to hear that the enthusiastic cadres which have survived the lean years are at last to experience the well-earned recognition of their keenness and devotion."

The Column HQ shared with the Black Watch in Tay Street, 525 and 527 Company based themselves in Perth, 526 Company in Dundee, and as the July 1936 Journal stated:

"It has now been decided to locate our 'Fourth' Company in Kirkcaldy on the coast of Fifeshire. Recruiting has not yet officially commenced but enquiries are coming in and we are hoping that the Company will be raised with the same speed and completeness as was our petrol company in Dundee." In the event, the fourth, 553 Company was raised in Dunfermline and it remained with the Column until January 1939 when it formed the 36th AA Group Company of the 3rd AA Group Divisional RASC(TA).

Having camped at St Andrews in 1929 and 1935, the Unit returned to the Fife coast in July 1936, using hired vehicles to complement the few held. The premier visitor was Major General W.D.S. Brownrigg, CB, DSO, GOC 51st Highland Division.

Forage Cap. The Field Service (Forage Cap) was authorized in 1937.

Not all was serious training however - the young officers of 1936 knew how to enjoy themselves. The September Journal reported:

"A new past-time this year - "chariot-racing". Officers flat baths were attached by a long rope to the back of powerful motor cars (this included Austin 7s) and a passenger occupied the bath. The game was to see how long the passenger could remain in the bath while the car proceeded at high speed across a very rough, thistle covered field. Needless to say, it was most thrilling, and usually took the form of a tailor's benefit."

The 1936 camp, however, was notable for more than 'chariot-racing'. Some mutual training was carried out with the Royal Air Force - quite an advance, which showed how realistic training was becoming. The same issue of the Journal reported:

"Cooperation with the RAF was of great value and we now feel confident that the concealment of RASC units from the air is possible".

With a view to improving the efficiency of the TA, volunteers were invited to serve full-time with the Regular Army in 1936, and in December, Captain Morris Wood heard that he had been selected. Initially he worked in Leith Fort as OIC Supplies and Transport Edinburgh Sub District and in 1938 changed with Captain 'Tiny' Huxham in the same appointment in Perth with Highland District.

In 1937 the Pipes and Drums appeared at camp at Nairn, their first public appearance, the brainchild of Captain Bertie Duckett, the Adjutant, and Lieutenant Peter Norwell. Permission to use the Red Macduff tartan was graciously given by HRH Princess Arthur of Connaught, Duchess of Fife. The history of the Pipes and Drums covers too long a period to be included at this stage of the history and is therefore contained in Annex T.

The Coronation of King George VI took place in 1937 and although special parades were held in Perth, Dundee and Dunfermline, the Column sent a contingent to London contributing its bit to the 30,000 troops on parade. No. 1 Dress was issued and tailored for the men involved, and the uniform was retained after the event, a fine bit of 'class distinction'. The party was headed by Lieutenant Bill Wood, with CSM Farrell of 526 Company as the next senior; many characters of the Unit were also included, including Ssgt McGlackan, Sgt David Scotland, Sgt Eddie Scott and Cpl Brodie Spittal. A photograph shows the group, less Lieutenant Wood, at Tay Street in Perth before going to London. In the centre sit Lieutenant Colonel Harris Hunter (wearing the recently authorised forage cap, the only person in the Column to do so) Captain Duckett, the Adjutant, and WO1 Glazier, the Regimental Sergeant Major.

Motorcycle Trials. The first Army motorcycle trials were held at Aldershot over the period 28/29 October 1938.
(Author's note: RASC individuals and teams were "nowhere".)

and a new establishment (see Annex F) was introduced, providing for an Ammunition Company, a Baggage Company and a Supply Company. Horse transport disappeared altogether from Divisional RASC units although the GS wagons were retained for two or three more years. For the first time, the War Office (as opposed to TA Associations) provided vehicles and the establishment incorporated 3 lorries, 3 motorcycles and 1 motor ambulance. Fortunately an additional 4 motor cars and 3 motor lorries could be hired for camp - at last it was possible to introduce an element of practicality into the training. The aim of the year's training programme was simple: to achieve a full complement of drivers with a proportion of vehicle mechanics.

The October 1930 Journal recorded: "The new Territorial Training Plan has been carried into effect by the attachment of Regular Corps Officers to Territorial units during the period of their annual camp, for the purpose of conducting exercises and schemes and lecturing on Corps subjects". Throughout UK about 5000 Regular Officers and men did duty with Territorial units that year. Lieutenant 'Pluto' Sandberg (later to rise to the rank of Brigadier), a Regular platoon commander in Catterick, attended the 1935 camp at St Andrews with the Unit. He brought with him his platoon of 3 ton lorries to help with driver training, convoy driving and general training. Along with attending some camps with Royal Artillery units, he went on to help the 52nd (Lowland) Divisional RASC (TA) in Glasgow.

The early 1930s saw several important people of later years join. 2nd Lieut. Morris Wood was commissioned on 30 April 1930, Desmond Skinner on 25 June 1932. In March 1933 a brace of personalities joined as a result of family contacts with Major Harris Hunter: David Thomson (whose father had been in the RASC in Perth in 1919), Bill Wood, David Crockart, and in June, Peter Norwell, "the rogue behind the brogue". 193 saw Captain Stuart Dalton Henderson rejoin for two years as the Workshop Officer. Other than the late additions, these men held several of the main appointments in France in 1940. Also in the 1930s started the custom of presenting tankards to the mess, although 'presenting' is not quite the right word. The tankards were bought centrally, names were inscribed and the cost put on the unsuspecting officer's mess bill. Several pre-war mugs are still in the mess today.

"Marriage Allowance Increase

Increased rates of marriage allowance for certain soldiers(including those of the Territorial Army) have been announced, to take effect 1st October 1936. As a result the combined pay and allowances of married soldiers who are not on the married quarters roll and who now receive pay from 3/8 to 4/- a day is standardized at £1.15.8d per week Those in receipt of less than 3/8d a day will receive the flat rate of marriage allowance of 10/- weekly."

RASC Journal. November 1936

One of the great, lasting characters of the unit joined in 1935, Charlie MacDonald. He had served in the RNVR in 1917-19 as a telegraphist in a 'Q' boat and in 1925 joined the 52nd (Lowland) Divisional RASC (TA). Having started a five year apprenticeship with Albion Motors of Scotstoun in 1914, he was distinctly a MT man from the start - none of this obsolescent horse nonsense for him. In 1930, with the rank of Sgt, he was discharged from the TA at his own request so that he could work full-time for the Army delivering lorries - it will be remembered that this was the start of the period of mechanisation. Having been a driving instructor for Albion, and having learnt to ride a motorcycle in 1920, he taught the Regular PSIs to drive. Well he remembers them turning up in breeches, long puttees and spurs. Charlie chuckles at the memory of telling them to take off their spurs before they could drive - a moral victory for the transport of the future.

In 1932, when the MT delivery programme came to an end, Charlie MacDonald re-enlisted and later moved to Perth, joining the 51st Highland Division ASC (TA) in 1935. In the 1930s, he was one of the few MT experts and tended to get involved in the fitter side of Army life, maintaining the few vehicles as well as possible. With nothing more than a fitter's tool box in the unit (there were no fitters' trucks until 1939), 'self-help' was the order of the day. If a repair job could not be carried out in unit lines, the vehicle was taken to 5 Company RASC in Leith Fort, Edinburgh, the nearest Regular RASC unit. Looking ahead slightly, Charlie was promoted WO1 in 1939 as the MSM of 525 Company in Perth and was captured at St Valery.

Meanwhile the political scene at home and in Europe was changing. The post war policy of "no war at any price" came to an end - re-armament was ordered in 1934. An outline war establishment for the Divisional TA appeared, providing for 38 Officers and 1245 Other Ranks, with more than 500 vehicles. For the first time a Petrol Company and a two-echelon Supply Column were to be tried out, although it was thought that the numbers of men and vehicles were liable to be considerably reduced. Good intentions were one thing but finance and practicability were another. In August 1935, the peace establishment of the Divisional RASC TA was brought into line with that of the Regular Divisional RASC. Thus were born:

525 (Ammunition) Company
526 (Petrol) Company
527 (Supply) Company

and in April 1936 was introduced an affiliated non Divisional Company:
553 Company.

"Trousers

Service Dress trousers were introduced for the ceremonial dress of the Corps. We record it here that these were authorized for wear at Home Stations and by the Territorial Army and Special Reserve in August 1938."

RASC Journal. October 1938.

1925 seemed to have seen something of a turning point in the fortunes and strength of the TA and the Highland Division ASC, although the 1922 organisation remained really unchanged until 1935. They were poor times, when jobs were scarce and TA money was short; the limitations of equipment and men lead to an uninspiring existence. If the Journal notes of the time are to be believed, the most notable highlight was the odd whist drive and dance. By the time of the General Strike in 1926, many of the men with war experience were beginning to fade out and a new breed of recruit was coming in. There was little to tempt people and what training there was went on in a false atmosphere. In contrast to its sister Trains down South, the 51st Divisional Train went to camp in 1926 in spite of the General Strike, and the photograph taken then, (the earliest extant photograph of the entire Train at camp) shows a good sprinkling of war ribbons among both officers, senior NCOs and junior NCOs/Drivers. The December 1925 Journal reflects the times when the Train notes read:

"Lately we have lost several good men, who have gone to the Regulars. We do not grudge the Corps some of our finished articles, and I am sure they will worthily uphold the traditions of "the good old 51st." Here is the very best of luck to them. Since our last notes, three new officers have joined, so with twelve names on our list, we are well provided for. I can see our seniors breathing sighs of relief, and pleasantly looking forward to the next camp without a thought of Orderly Officer, the bugbear of their existence. Of course they say they are merely going to surrender their extremely enjoyable and pleasant task at great sacrifice in order that "Subs" should get every opportunity to gather experience."

The Regular RASC too suffered in those days of retrenchment as many of its functions were civilianized (eg food and petrol). One field remained in which they stood supreme - mechanical transport. At that time the mechanical engineers of the RASC stood head and shoulders above anyone else in the technological advances being made in the field of military transport. A RASC officer, Colonel Niblett, led in the research and development of the 30 cwt pneumatic tyred lorry, which led to the later 'maid of all work' lorry, the 6 wheeled Thorneycroft. The MT School of Instruction formed at Aldershot as part of the RASC Training Centre and its task was the eventual replacement of horse transport in the Army.

"Advert

Captain RASC, due home September 1929, wishes to exchange unexpired portion of foreign service in Egypt with Captain (not a Workshop Officer) on Home Establishment low down on Foreign Service Roster. £200 down plus single passage. Apply Editor RASC Journal."

RASC Journal. November 1925.

In 1925, one of the well known personalities of the unit, Lieutenant J.O. Moffat joined as the Medical Officer. He had been a Corporal in the 2nd Scottish Rifles in the Great War and had fought at Vimy Ridge. Having qualified as a doctor in 1924 at Glasgow, he moved to Perth and joined the Train. He remained until 1939 when he was transferred to another unit for the duration of the 2nd World War. More of him a little later.

Another famous name also joined in 1925, Captain Tom Harris Hunter. He had joined the Highland Cyclist Battalion early in the Great War and had transferred to the Royal Horse Artillery in 1916 to go (underage) to France, where he eventually commanded a battery in action. Captain Harris Hunter's family owned the well known Perth printing firm "Thomas Hunter & Son Ltd" which provided the Perth "Constitution" and "Journal". In June 1928 he was promoted Major as 2IC in place of Major A.C. Mackenzie Fraser, who became Commanding Officer. The latter was a Dundee schoolmaster who became the first CO not a Perth resident. Captain J.L.G. Carter OBE, RASC took over from Captain Davis as Adjutant; in turn, he handed over in 1927 to Captain L.J. Walch RASC, who was killed in 1940 at Dunkirk as a Lieutenant Colonel.

In January 1926, T/37254 Driver Scotland joined the MT Company. He drove a newspaper van for Thomas Hunter & Son Ltd and later was the firm's master printer. Early on he was Captain Harris Hunter's orderly and therefore worked in the officers' mess at camp. This explains his PT shoes in the 1926 camp group photograph. More of him and Harris Hunter later.

In 1927 the Army perpetrated an organisational hiatus when responsibility for all transport matters was given to the RAOC, a great blow to the Corps, but inevitably this did not work and 1930 saw a change back, one of the many changes taking effect at about that time. A major change was that the Divisional RASC was brought, surprisingly for the first time, into close planning co-operation with the Divisional General Staff and other Arms. Changes in organisation and training methods enforced the decision to mechanise and complete mechanisation was authorized for the Territorial Army in 1932.

"Wanted

By Subaltern with 40 years service, bath chair in good condition to enable him to perform his duties to the satisfaction of his superiors, on promotion to Captain. Reply stating price to: Lt Nil Desperandum, Idak, NWFP, India."

RASC Journal. November 1926.

During the national coal strike in 1921, Scott joined a special Defence Force which lasted for 90 days. During that period he helped guard the Tay Bridge and undersea coal pits at Methil, but he returned immediately to the Train on the Force's disbandment. Scott himself did not start driving until about 1930, when horses were phased out, although the two GS wagons (quarterlocks) were still retained until 1932.

Like Scott, Private William Baillie joined in 1921, and served until 1927 as a butcher. They both remember 1925 when the unit received its first two vehicles - two second hand Albion 3 ton trucks, bought second hand by the Highland TA Association. These vehicles had solid tyres, acetylene lamps and were chain driven; the driver sat in an open cab, uncomfortably holding on to a horizontal steering wheel located high on a vertical steering column. The only method of protection from the elements was to pull a canvas cover up under the chin. These sorts of vehicles can be seen in the 1926 group photograph at Montrose.

William Baillie remembers one of the Albions going to the Macrihanish camp of 1925, via the Gourock ferry, a camp shared with the Argylls. The lorry was driven by Driver Jimmy Stewart, who was allowed to take it so far, since he normally drove a coal lorry in Perth at the time. Petrol was 11d a gallon.

On 24 September 1924, in the presence of many officers and men who had served in the Highland Division of the Great War, Marshal Foch unveiled a memorial to the dead of the 51st Highland Division. The spot chosen was on a hillside overlooking "Y" Ravine at Beaumont Hamel, part of the Newfoundland Memorial Park, offered when the original land gifted by the community of Beaumont Hamel was found to be unsuitable due to extensive underground caves and quarries.

Qualification for Bounty

It is pointed out in an Army Council Instruction that the period within which the recruit's bounty of £2 can be earned terminates on 31 October following the date of his enlistment. Consequently a recruit who completes his recruit's drills after that date but fails to complete his trained man's drills by the second 31st October following the date of his enlistment is not eligible either for the recruit's bounty £2, or for the trained man's bounty of £2.10.-d. This does not apply to the bounty of 10/- for musketry.

RASC Journal. November 1924.

A bronze statue of a Highlander, cast in Scotland, stands on a pedestal of Scottish granite, keeping a lonely vigil over the rolling battlefields of the Somme. The exact position is appropriate, as it was in the centre of the attack by the Division on 13 November 1916, over what were then the German front line trenches. The inscription on the bronze plaque reads:

"Scotland
By this Monument
in the Land of her ancient Ally
and Comrade-in-Arms
Commemorates those Officers and Men of the
51st Highland Division
Who Fell in the Great War
1914-1918"

The following RASC Officers were present at the unveiling ceremony:

Lieutenant Colonel A.G Nicol Smith DSO and Lieutenant Colonel J.L. Weston DSO and Mrs Weston. Sgt. Gilchrist RASC represented the 51st Highland Divisional Train RASC(T) in the Guard of Honour.

The following wreaths were placed on the memorial immediately after the ceremony:

"From the Officers, Non Commissioned Officers and Men of the 51st Highland Divisional Ammunition Column."

"In Memory of all Units of the Royal Army Service Corps, 51st Highland Division."

From Mrs Sinclair, Glasgow - "In undying memory of Driver Archibald Sinclair, 51st DAC."

From Mrs Stevenson, Rothesay - "In memory of Driver Frank Stevenson, 51st DAC."

The War Memorial Committee agreed to present a bronze replica of the memorial to all units which had formed part of the 51st Division on active service. Accordingly, in February 1925, in the Drill Hall in Perth, Colonel Dalton Henderson, on behalf of the Committee presented a replica Memorial Highlander, about 20 inches tall, to Lieutenant Colonel Gray, Commanding Officer of the Train at that time. Sadly this statue has been missing for some years.

"Rank of Mechanical Transport Drivers

In future the rank of private soldiers of the MT Section of the Corps who are classified for tradesmen's rates of pay as "Drivers, internal combustion (lorry and car)" and "Drivers, steam (lorry and steam tractor)" will be described as "Driver".

RASC Journal. July 1925

Driver 'Wattie' Smith was one of a number of Despatch Riders in the unit just before the war. The HQ had 28 DRs, their sole means of communication (no change in 1980) and each of the three brigades in the division (152, 153 and 154) had two attached. Wattie Smith, who was with HQ 153 Brigade in France, had his own motorcycle before the war, so it was natural that he rode one in the Army, a 350 cc Matchless. In those days, DRs were issued with no special protective clothing and had to keep warm in a greatcoat, 'cheesecutter' hat and goggles. It was only when one of their number was killed in an accident that they wore the Army issue tin hats; the only problem was that a tin hat tended to be blown back in the slip-stream thus throttling the unwary DR with the elastic chinstrap. Wattie was eventually captured at St Valery and is now the civilian driver with 212 Squadron in Perth.

1939 was a busy year from start to finish. 526 (Petrol) Company moved from Dundee to Perth. WO1 Tucker took over as RSM in July. Recognising the inexperience of his team, the Commanding Officer brought in several older officers. Major A.C.W. George MC, late Gordon Highlanders came in as Column Second-in-Command and clearly would have been of great value. Sadly he died in the Station Hotel, Perth at the time of mobilization, so his place was immediately taken by the Adjutant, Captain Mayell. Major Kennedy Stewart and Capt. D.C. Bowser were known to the Commanding Officer; the former was appointed OC 527 (Supply) Company and was later considered by the CO to have been a highly successful Supply Column Commander, eventually to be captured at St Valery. The latter became 2IC of 527 (Supply)Company but returned to UK after a short time in France in 1940, handing over to Captain Tom Caird.

In August 1939, the unit carried out its annual training at Western Gailes Camp, near Troon, with some 50 officers and 1300 men. Among a number of visitors was Major General Victor Fortune, late Black Watch, who had become GOC the previous year. There was a great variety of vehicles, anything from bakers' vans to civilian lorries. It was about this time that the government announced that the number of TA Divisions was to be doubled and, using an old Great War number, a 9th Highland Division was to be formed. At the end of camp, the men were told to return to their homes and remain on call. A month later came call-up and if life had been hectic before, it verged now on the impossible.

About 200 Reservists came by train from the South, largely London and Liverpool, mostly with driving licences. Lieutenant Colonel Harris Hunter lectured them strongly on the fact that they were now in the 51st Highland Division and told them what he expected of them. In no time at all, the unit mobilized in the old Tulloch Dye Works in St Catherine Road, off the Crieff Road in Perth, as the Tay Street TA Centre was too small. Many of the men were accommodated initially in the City Hall.

CQMS David Scotland had enough problems to last him a life-time. Among other things, the men had no knives, forks and spoons ("eating irons" to most people and "gobbling rods" to the men of 4 Armoured Division Transport Regiment today) - they had to be bought locally. Two pairs of boots were needed, but the Army could only provide one pair - Captain Norwell managed to requisition boots from a convenient source. Uniforms were issued from the Ordnance Depot at Stirling - the fitting problems must have been enormous. For the first time side-caps were issued to the soldiers - an unpopular form of dress if ever there was one, as they were difficult to keep on at an angle. Highland House was taken over by CSM Scott and CQMS Scotland for use

as an Officers Mess. A number of men ate in the York House Hotel on the Glasgow Road; the Supply Column provided an issue of bread, meat and sugar, which were not easily obtainable elsewhere.

The weapon scaled for Officers and Despatch Riders was the pistol - in 525 Company alone 38 pistols were needed, but only 11 were available. Pistol ammunition was scarce - when all available ammunition was divided out, there was only sufficient for three rounds a weapon. Perhaps that was not too important, as no-one had received instruction in how to shoot a pistol. Furthermore, none of the Officers or Seniors had ever learned anything about the tactical or operational side of war; it had been difficult enough teaching people RASC routines.

The manning of the Highland Division in 1939 was, as in 1914, a matter of great national pride. The key to a Territorial Division was that it was recruited on a territorial basis. There was a great feeling that the best the Highlands could offer joined the Division in 1938/1939. In Perth, always the HQ of the RASC, all the men aged 40 or under joined up in certain firms: Pullars of Perth, for instance gave every eligible man to the RASC. (Rufus Pullar, the founder of the firm had been a RASC TA officer in 1919.) Thomas Hunter & Sons naturally did the same. General Accident too were great supporters of the TA, as they are to this day.

The Medical Officer, Major Jock Moffat, who had the year before celebrated his promotion to Field Rank by presenting a silver quaich to the Officers Mess (which is still in use in 1980) had something of a problem. He had to carry out medical inspections of almost 1300 men. Short on stature but long on character and humour, 'Doc' Moffatt performed (and that is probably the only word) 80 medicals a night for two weeks. He received 2/- a head - the 1980 cost is over £10. The RSM recorded heights and weights to help speed up the process. When the Column reached Aldershot, several soldiers of the time remember seeing the MO's orderly, Driver D. Allen, the bass drummer in the Band, walking around with a large jar of cough mixture - a personal recipe of the doctor. Whatever the complaints, cough mixture was the prescription.

D.A. McNeill, now a respected solicitor in Dunblane, had just graduated from university in 1939 and had obtained a post in Perth. He really wanted to join the Black Watch but as there were no officer vacancies, it was suggested to him that he join as a Jock. By chance, he then met up with Harris Hunter, was commissioned by merely filling in a form and joined 527 Company. Although given a battledress uniform, he had to buy a Service Dress uniform in Anderson's of Perth for £30. At that time he had no idea of what the RASC did.

If men came flooding in, a different situation existed for vehicles. The standard Army vehicle had been the 6 wheeled Thorneycroft, a sophisticated vehicle with independant steering on each axle and a double reduction gearbox. The cost of these vehicles and the formidable problem of producing sufficient numbers for a greatly expanded Army led the War Office to put into effect a contingency plan that had been largely prepared at Unit level by the Adjutant: vehicle impressment. Owners of selected vehicles, mainly Commers, had to drive to Perth, where "Defence of the Realm" stickers were put on windscreens. Inevitably inspections by unit fitters found that many of them were not in good condition. The spares problem was also discouraging.

Early in November 1939, the unit moved to Aldershot where additional vehicles and equipment were drawn. Initially they were located in Corunna Barracks, where the officers group photograph was taken, but it was not long before they had to vacate to make way for the Canadians. HQ, 525 and 526 Companies were located in Camberley and 527 Company found itself in the old prison in Inkerman Barracks, Woking, which most soldiers thought had not been cleaned since it was built the previous century.

A number of officers joined in 1939 before moving south: 2nd Lieutenant Jimmy Douglas, Scottie Ferguson, Jack George, Neil McMillan, Harry Moncrieff, Ronnie Scrimgeour, Laurie Stewart and George Valentine. One of the Regular PSIs, George Patrick, was commissioned. In England, a number of other officers came as reinforcements and a few were posted to other Divisions, to the Divisional Field Ambulances or as BRASCOs. It seemed that a large number of men were posted in and out. Life was complicated.

A number of vehicles were drawn from Ordnance sources. The Commanding Officer and three other officers drew Humber staff cars. Captain Geoff Collie, the Local Purchasing Officer in Column HQ as the most junior man allocated a car, had to be satisfied with a Vauxhall. In the event, this ran trouble free as it was an ordinary civilian car whereas the Humbers, hurriedly assembled for mobilization gave nothing but trouble. Many of the other vehicles, largely Austins and Commers were found to be totally unusable - unseasoned wood had been used in the bodywork and months of standing in the open air had caused the wood to warp. Doors could not be opened, or, when unjammed, refused to close. It is recorded that Lieutenant Colonel Harris Hunter had some lively meetings with Major General Fortune. He was afraid of no man and had no great respect for Regular Army thinking or organisations.

The company workshops were issued with their proper scale - 525 Company Workshop for example, with an establishment of 1 officer and 21 men, had a Bedford OY Machinery lorry, Bedford OY Stores lorry, two cargo lorries and a motorcycle.

At last, in January 1940, the time came to go to France - the Column drove down to Southampton. Before disembarcation, everyone was delighted when King George VI came to see the Division off. 525 Company, under Major David Thomson, represented the unit on parade, when the King spoke confidently to many of the men. It was a lovely sunny day, chilly but Spring-like, when the Division sailed for France. They were going to take their place with the BEF to show the Germans that they could no longer get away with the bully-boy tactics they had so successfully demonstrated elsewhere in Europe.



Marching off to camp 1922. RSM Ridout at the head



A bunch of the lads at camp, Montrose, 1922.
Note Dvr E Scott rear rank, 2nd man from right.

The unveiling of the 51st Division Memorial,
Beaumont Hamel 24 September 1924 (Daily Mail)

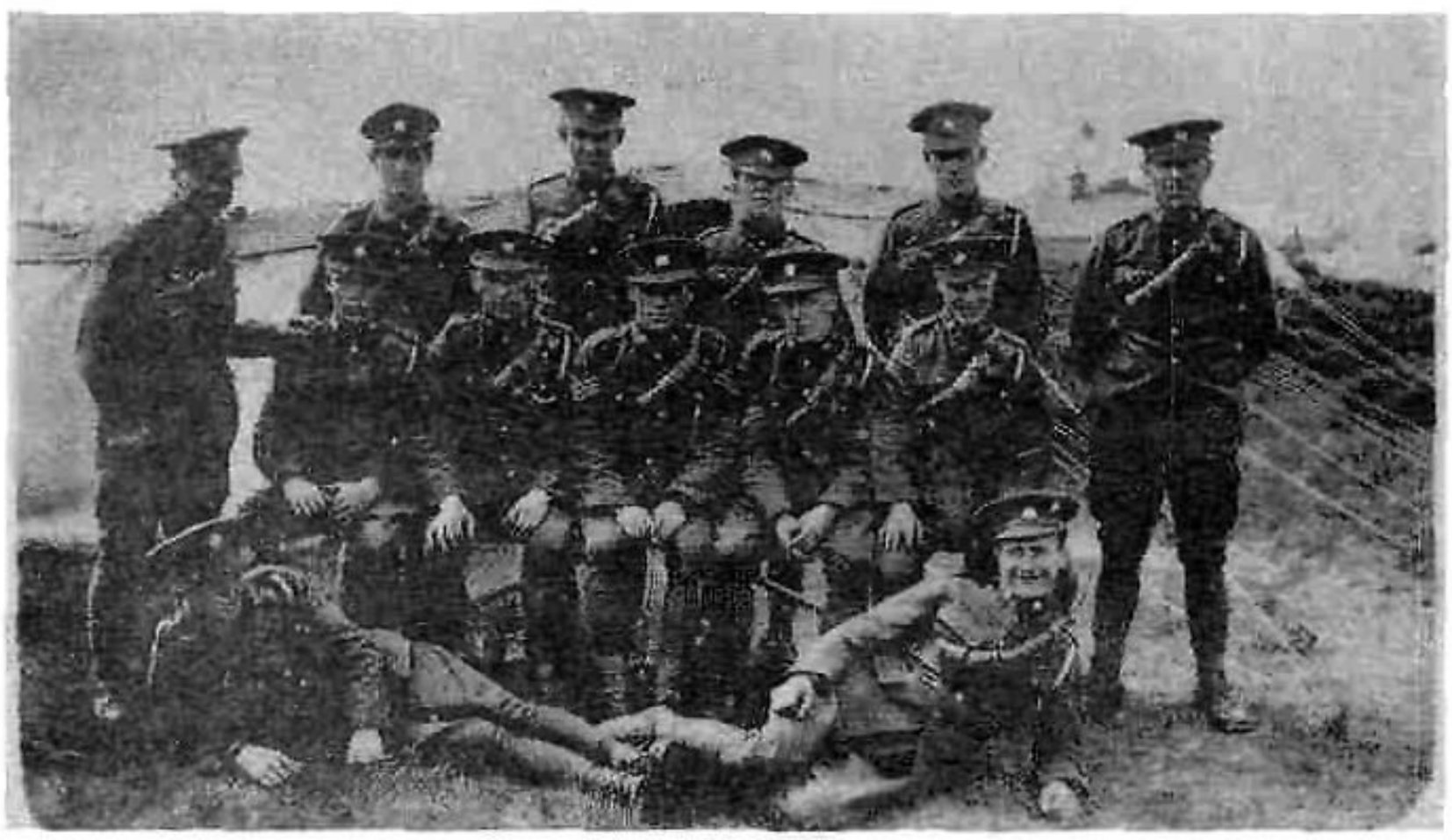




Camp group and TA Association vehicles 1926

51st (Highland) Divisional Train, Montrose, 1926,
Colonel William Gray commanding





The horse transport lads. Montrose 1929

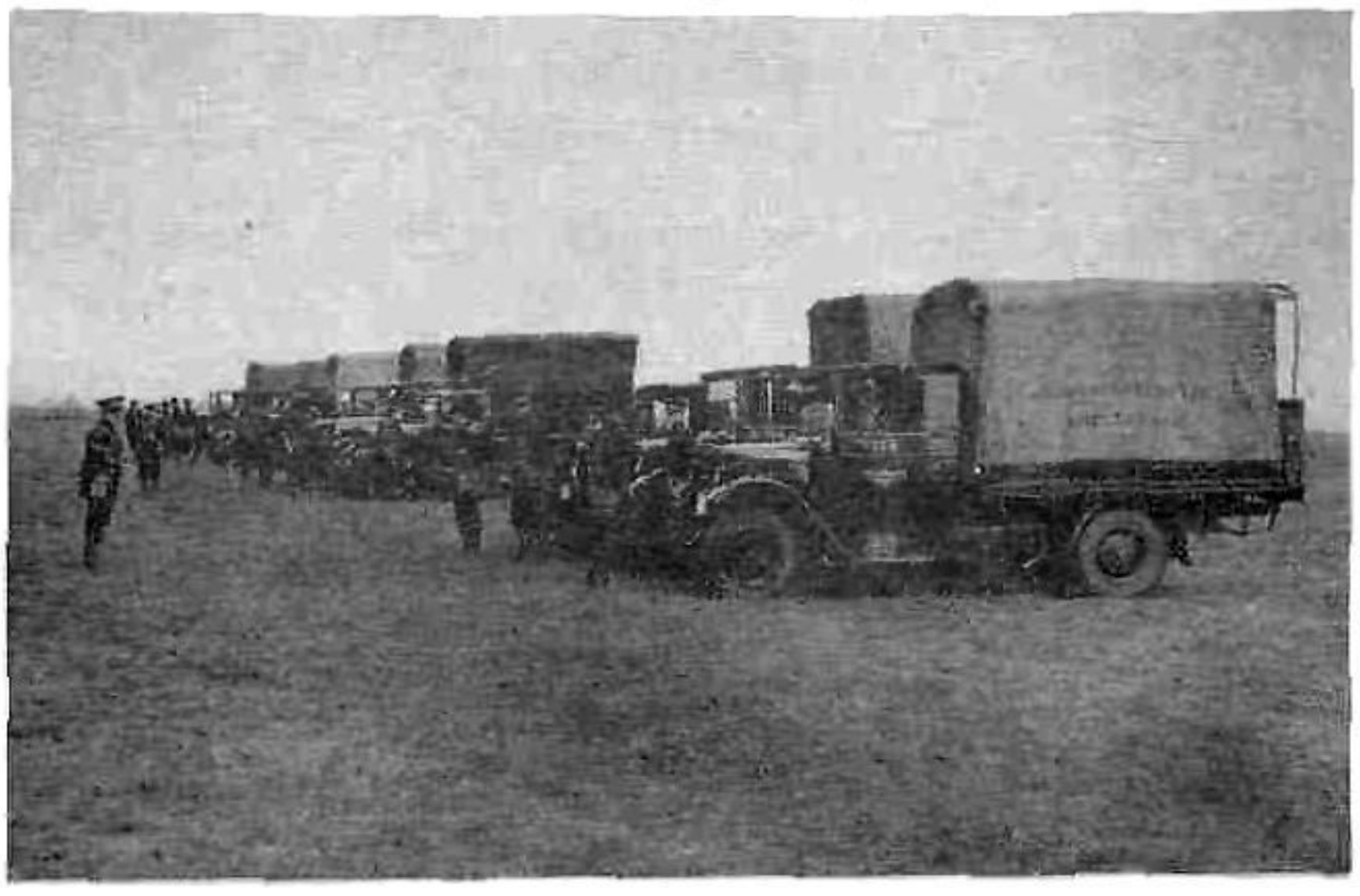
Officers at 1931 Camp, Montrose,
Lt Col Mackenzie Fraser commanding

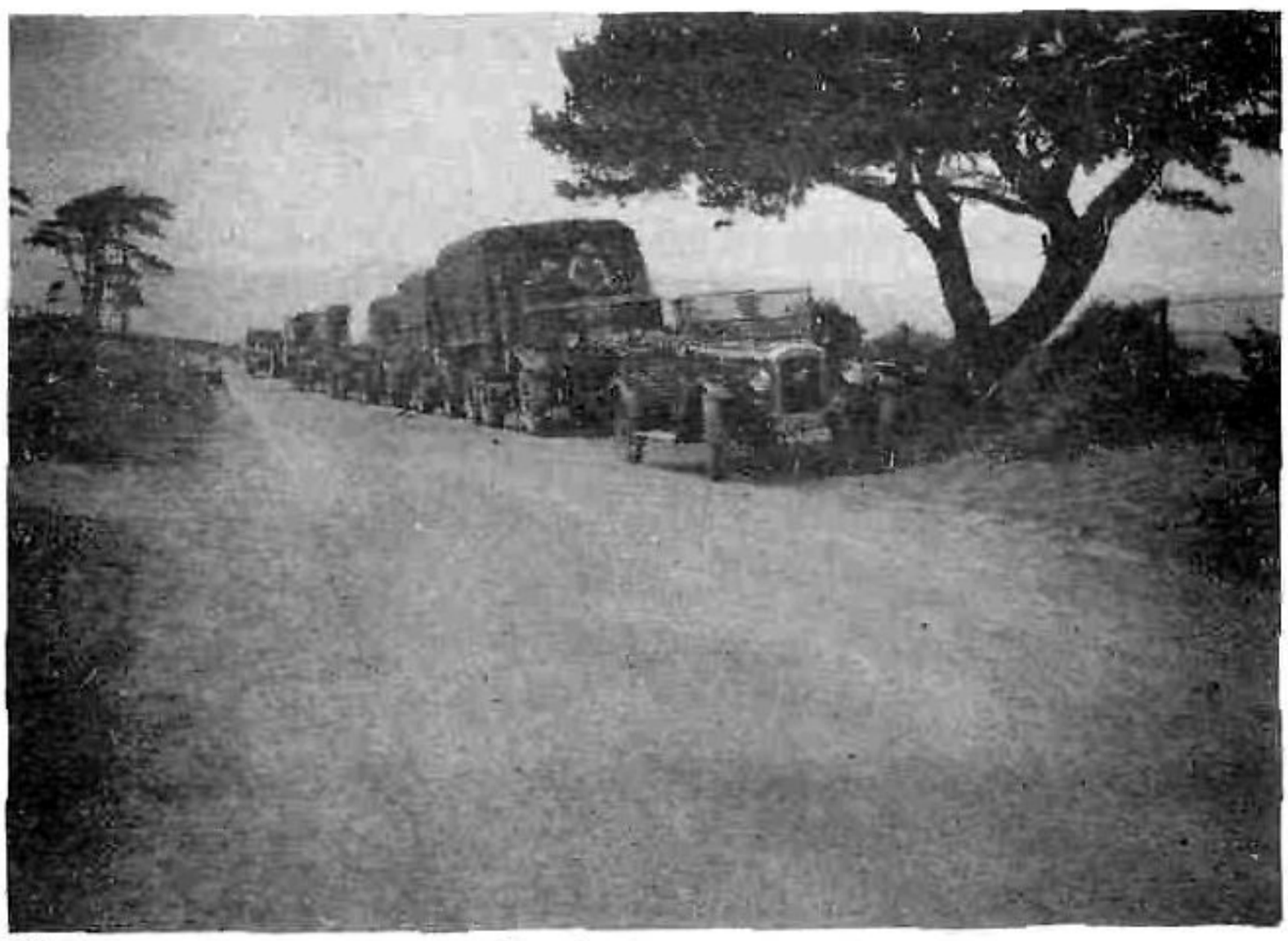


Officers at 1936 Camp, St Andrews,
Lt Col Harris Hunter commanding
Capt Duckett (Adjt) sits behind his dog, "Rastus"

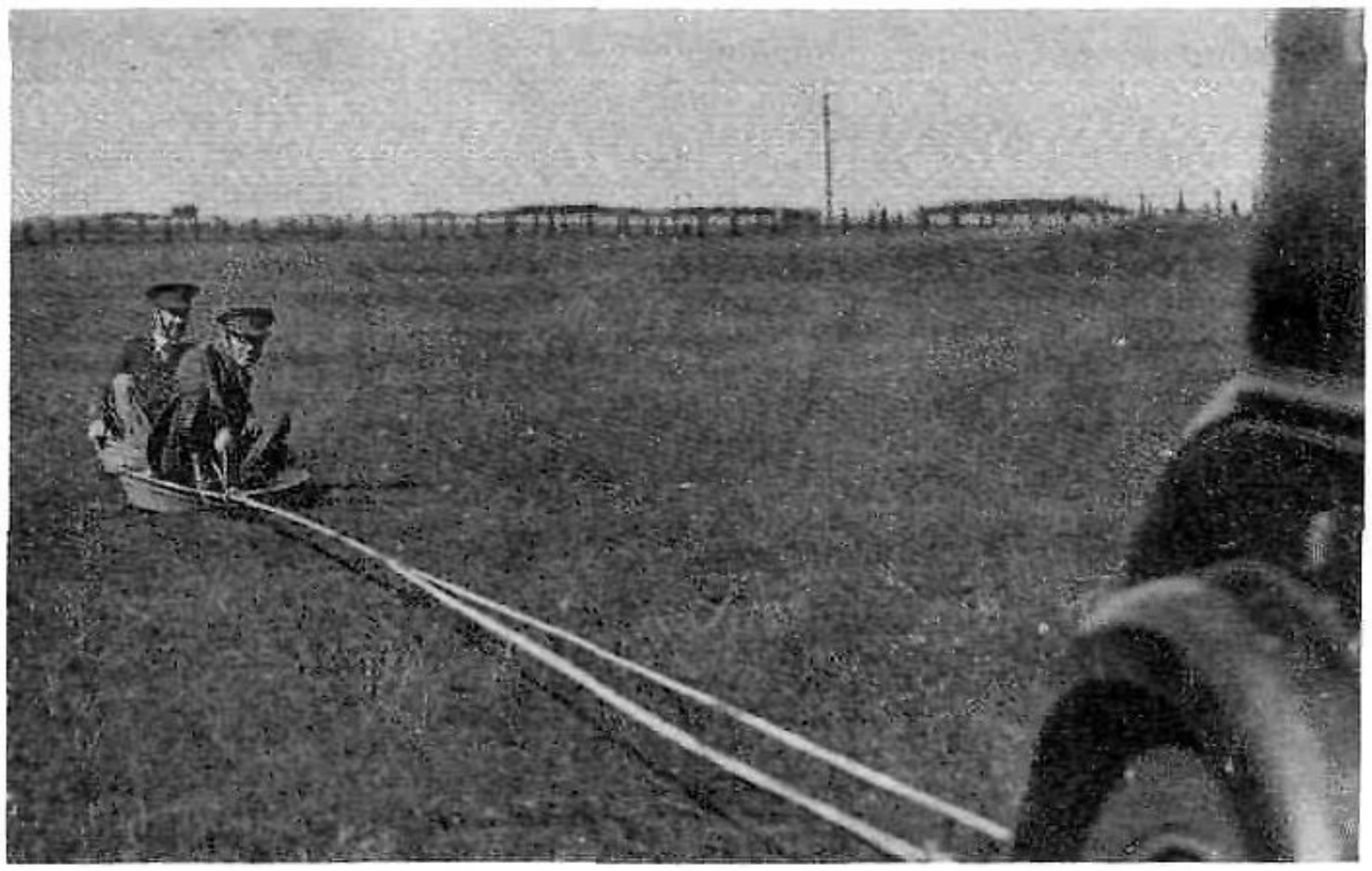


Hired vehicles at 1938 Camp, St Andrews





Platoon convoy near St Andrews 1938



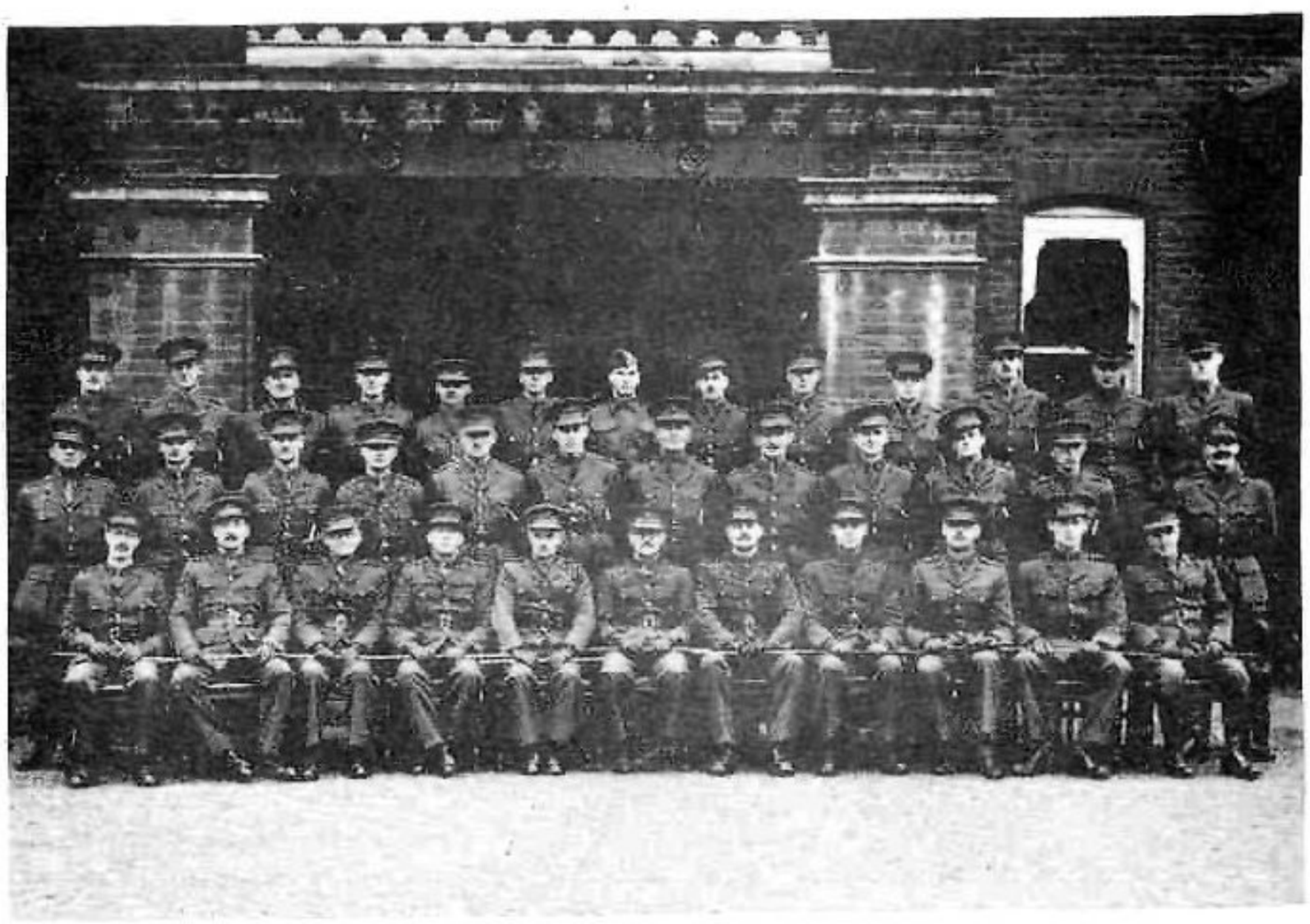
Chariot racing, Lts Thomson and Tennant aboard



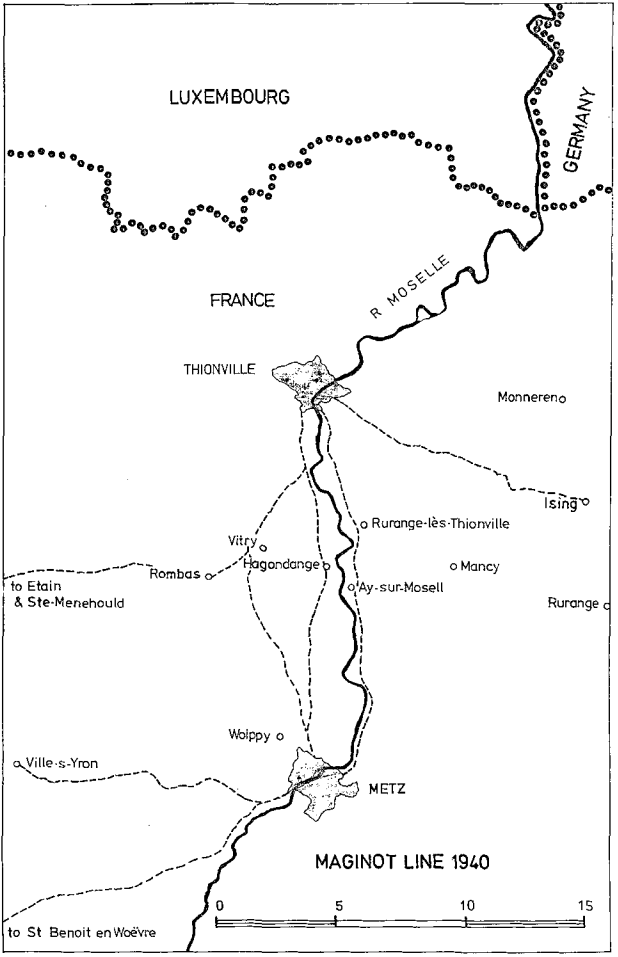
1938 Camp, St Andrews

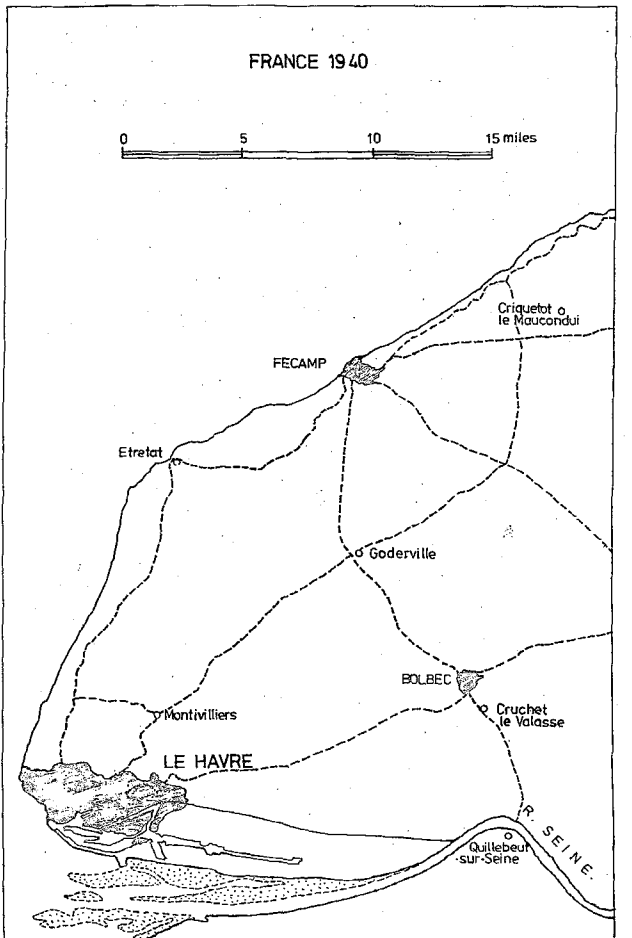
1937 Coronation Party, Tay St, Perth



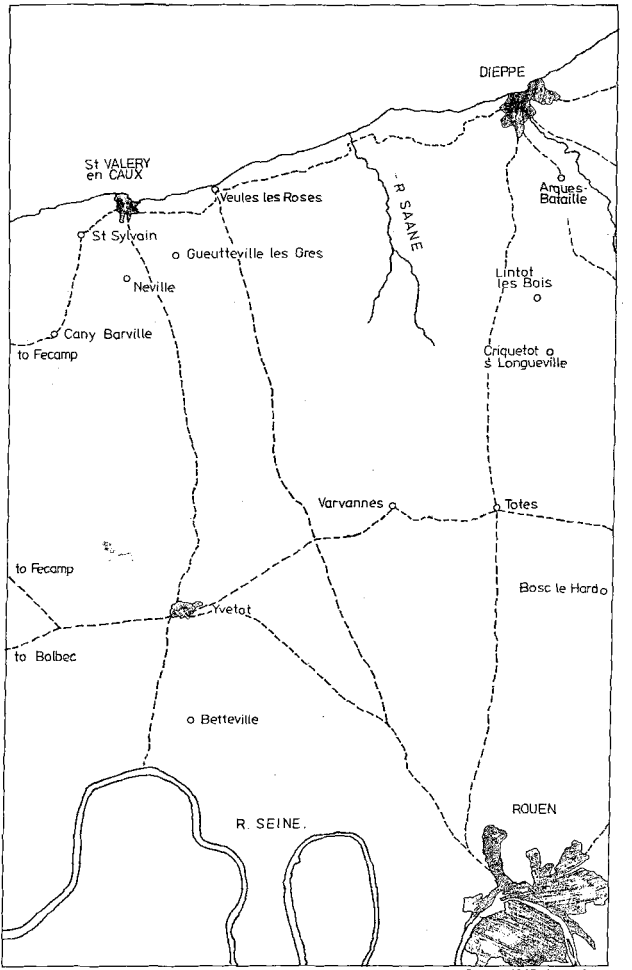


The Officers, Corunna Barracks, Aldershot 1939

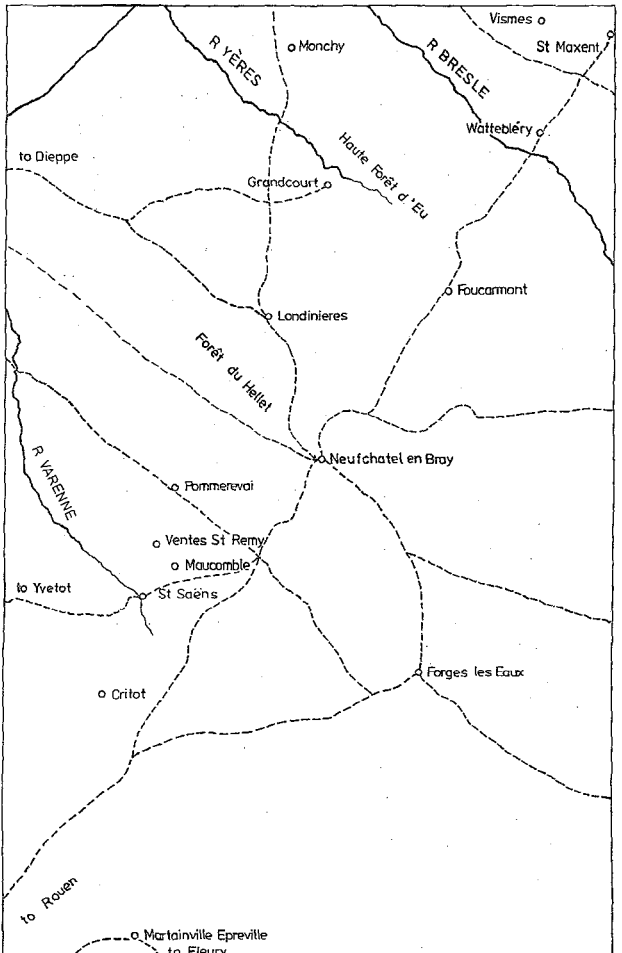

LUXEMBOURG
GERMANY
FRANCE
R MOSELLE
THIONVILLE
Monnereno
Ising o
o Rurange-lès-Thionville
Vitry o
Hagondange o
Rombas o
o Mancy
o Ay-sur-Mosell
to Etain
& Ste-Menehould
Rurange o
Woippy o
o Ville-s-Yron
METZ
MAGINOT LINE 1940
0
5
10
15
to St Benoit en Woëvre



France 1940 Plate 1



France 1940 Plate 2



France 1940 Plate 3

It was almost certainly at this time that Driver 'Tinkle' Bell drove his 15 cwt lorry containing the Pipes and Drums equipment into a wood just outside St Valery; covering the equipment with a tarpaulin, he left. Sgt 'Tip' Kerr, 'Chief Tip' was his co-driver.

At this stage, only some 20 vehicles and 100 officers and men were left in 527 Company and this party remained in St Valery all morning and into the afternoon while the town was being intermittently shelled and attacked from the air. Some of the wounded were treated in an adjoining French hospital before being transferred in a Column vehicle to the nearest Field Ambulance. At about 2 p.m. the shelling became heavier and the OC, Major Kennedy Stewart led his men to the beach to the west of the town - this seemed to provide more safety from shelling than elsewhere. The doctor, Captain Harris, took news of this move to CRASC on the latter's return to the HQ, since no form of direct communication had existed since 9 a.m. that day.

On the beach, there was chaos and confusion, not helped by about 2000 French soldiers in a complete state of disorganisation. German tanks and machine guns appeared on the cliff tops overlooking the beach and machine gunned anything in sight. The French immediately surrendered and the small remnants of the Supply Company had no choice but to follow.

In the meantime, Major Desmond Skinner and the remaining Supply Captain, Captain Harold Pomfret, left for Le Havre to find the Supply Company vehicles that had last been seen loading rations by Captain Pomfret. Unbeknown to any of them at that stage was the fact that General Rommel's "ghost" division had cut off all entrance to or exit from St Valery. The two officers were passing through a small village near Cary-Barville, south west of St Valery when they saw some British soldiers standing beside the road. One of the Divisional HQ staff known to Major Skinner flagged their vehicle down, whereupon they saw several German tanks covering them. With the other prisoners, Major Skinner, Captain Pomfret and their driver were kept in the village that night and marched off the following day into captivity.

Still on the 11th June, 526 (Petrol) Company at Neville, south of St Valery, was trying to reach Dolbec to get more petrol, even though all lines of communication were cut, but their efforts were unsuccessful. Like the Ammunition Company, they suffered from shelling and bombing, losing a number of vehicles and stores, miraculously no men. That evening there were only 500 gallons left and orders were received to destroy this, with the remaining vehicles. This they did and moved into the outskirts of the town, only to be shelled again. The OC, Major Peter Norwell sent his men with the Workshop Officer, Captain McCafferty and his MSM, WO2 White, to the relative safety of the beach, and went himself on a farmer's bicycle to seek the Commanding Officer. Everyone on the beach and in St Valery spent a distinctly uncomfortable night.

With the first streaks of the early dawn on the fatal 12th June, giving a little light, a large number of ships were seen standing off to the north and a Captain Shackleton, Royal Signals, signalled to them with a hand torch, requesting that the German positions on the cliff tops were shelled. It was only a slim chance that these signals would be intercepted but soon naval gunfire silenced the machine gun and 2 pounder fire. Hopes of a rescue rose when a light aircraft

flew over St Valery and dropped Verey lights - but nothing happened. It may have been a German aircraft. It was noticed however that some ships appeared to be close to land some 5 miles to the south-west and a number, including Major Thomson and his men, made their way in that direction, only to be stopped by German fire. Several men of 525 and 526 Companies managed to get on board a small coaster near Veules-les-Roses, which drew the eyes of many soldiers wishing to escape. A German 5.9 inch gun on the cliff top eventually destroyed the boat and at least 10 bodies of RASC personnel were later washed up onto the beach.

At about 6 a.m. a French Brigadier, who wanted to be shipped off the beach, told Lieutenant Colonel Harris Hunter that the Commander of the French Corps, under whose command the 51st Division had been fighting, had capitulated and that white flags had been put out in St Valery. CRASC ordered the removal of these flags and sent an officer to Div HQ. At about 10 p.m. this officer returned with the shattering news that, following the French action, the GOC had agreed to surrender the Division. CRASC was instructed to fall his men in and march them into town.

At the head of what officers and men were still with him, including Lieutenants David Beat, Jack George, Guy Shaw and George Valentine, the CO went up the beach and through the town, much of which was still blazing furiously. There were German troops everywhere, a German broadcasting van blaring out military airs and a noticeable atmosphere of excitement. The victorious panzer troops were in fine fettle.

"We'll be in London in a month," one of them boasted. Another rushed up and wanted the Colonel's pistol, which by this time had been thrown into the sea to stop it falling into German hands. Directed into the square, Lieutenant Colonel Harris Hunter saw an obviously important officer standing on a truck. In his own words:

"I went up to him and saluted and he said through this other officer:

"Have you got a white handkerchief?"

I said, "No, sir."

I looked around and all about me were German troops with cameras.

"Have you any kind of handkerchief?"

I said, "No."

So then he said, "Ach", and that was Rommel."

And so the name of St Valery came to be written in large letters on the conscience of the faceless war planners safe in England and in the history of the 51st Highland Division. The port that 900 years before had sent William the Conqueror's storm-battered ships on their way to Hastings now came to public notice again. Little did Rommel then know that not only would St Valery be one of the ports from which Hitler's Armada for "Operation Sea Lion" would have sailed but, also that four years later the 51st Highland Division would be back at that very spot, exacting retribution.

That day also, it was noticeable that rations were in short supply, so No 2 Echelon of 527 Company went to Le Havre, to No 3 B.S.D. The Echelon Commander, Captain Crockart, was appalled to discover that the depot had been evacuated and he was redirected to a local D.I.D., only to find this was about to be destroyed. 40,000 rations were quickly loaded and despatched to Lintot, east of St Valery, under Captain Caird, Company 2IC. The remaining lorries were stopped on the outskirts of Le Havre and told to return. None of these vehicles ever reached the Division. The second Supply Captain, Captain Pomfret saw that loading was going smoothly and returned to Lintot without hindrance, expecting the rest to follow.

The Division did not completely run out of food however, since No 1 Echelon under Captain Bill Wood managed to supply most of their needs. But after 8th June, Rouen Sub-Area could do nothing to supply the Division and none of their promised reserves of rations materialized. From the 9th June on, the Supply Company was unable to make any deliveries to units. With vehicles allocated to troop carrying in the forward areas and the premature evacuation of the logistic base in the rear areas, the ability of the Column to carry out its work was stifled to the point of impotence.

On the 9th June CRASC provided 30 lorries from the Supply Company and others from the Petrol and Ammunition Companies, all under the command of Captain Crockart. These were to go to Fecamp with 154 Brigade, under Brigadier Stanley Clark to provide support for 'Ark Force' in the defence of Le Havre. The force was conceived in the village of Arques-la-Bataille, in which were the ruins of a castle captured by William the Conqueror. The remaining supply vehicles were instructed to off-load anything they had on board and go to Cruchet, some 19 miles east of Le Havre. A small supply point was opened there on 10th June and rations were issued to units which sent lorries. No more food was to be issued before the Division surrendered.

As early as the 5th June it had been evident to the senior commanders and members of the Divisional Staff that all was not well, perhaps that defeat was inevitable, certainly that withdrawing in concert with the French was something of a penalty. It was clear to some that if the Highland Division withdrew unilaterally, the left flank of the French 31st Division would have been exposed. Accepting the burden that loyalty put upon him, Major General Fortune called a meeting of his Brigadiers and senior staff officers and told them:

"Gentlemen, I know you would not wish us to desert our French comrades. We could be back in Le Havre in two bounds. But they have no transport. They have only their feet to carry them. We shall fight our way back with them, step by step."

French criticism of the British withdrawal through Dunkirk may well have influenced the General. Up to this stage the planned port of evacuation was Le Havre and it was only a last minute piece of contingency planning that hit upon St Valery as the only other port on the coast into which ships could come.The GOC was in an impossible position.

On the 10th June, the CO was called in by the AA & QMG, Colonel Roney Dougal, who asked him to go into the General to explain how short the Division was of ammunition, petrol and supplies.

"Well, Roney, you know it as well as I do."

"He won't listen to me."

So I went in and said to the General:

"General, I want to tell you that if you put every man jack in the Division on wheels tonight, we can do it. We can make Le Havre till the cows come home."

"No, I'm going to fight."

And I said, "Well, sir, I want to tell you that we have got 24 hours of ammunition; we have one load of petrol left and our supplies are practically exhausted."

"I'm going to fight."

(Extract from Lieutenant Colonel Harris Hunter's tape.)

The sad truth of the matter is that had the Division withdrawn on the 10th, the ships were available off St Valery and they could have got away. The cost to the reputation of British arms however would have been incalculable. The French, at that stage, had no reputation to protect. When eventually, on the evening of 11th June, the order was given "every man for himself", it was too late. The ships could not get into St Valery and a ring of German armour prevented what was left of the Division from escaping through Le Havre. The unthinkable was about to become reality.

On the evening of 10th June, the Ammunition Company were moved into Neville, only 3 miles south of St Valery. They were instructed that while an effort would be made to evacuate the Division the following evening, they should keep as much ammunition on wheels for as long as possible. In the event, some 25 pounder ammunition was delivered, but no requests were received on the 11th.

At 1100 hrs, 11th June, Div HQ moved into St Valery. At about the same time, Neville was shelled and the local roads were bombed. In the afternoon, orders were received to destroy all empty vehicles and that the Company should move into St Valery. This they did, by Sections, and they found the town crowded with troops with no definite instructions. Orders came from CRASC to get under cover on the edge of the town and await instructions. Some Germans however began to establish themselves on the high ground east of St Valery and Captain Jack George took 'A' section up there in an attempt to dislodge them. The section did good work and at least succeeded in hindering the enemy, although a number of men were killed and wounded in the process.

Except for a section under Captain Roger Stewart and 2Lt David Beat, which suffered a number of casualties on the beach, the rest of 525 Company under Major David Thomson remained in St Valery and at 2200 hrs, following a conference between the GOC and CRASC, they were instructed,with other units, to move to the beach east of the jetty. Captain Tom Shanks of Div HQ and the Commanding Officer led the way, although the route was difficult, with houses and street barricades burning fiercely, a great deal of ammunition exploding and shooting from Germans on the cliffs south of the town. Alas there were no boats to meet them and CRASC distributed the men along the promenade wall to wait - the wall gave good protection, although some German mortar fire later inflicted a number of casualties.

On the 11th June, the Supply Company received instructions to move to an area between St Sylvan and St Valery. As the roads were full of other divisional transport, the company was held until first light,at about 0230 hrs and it then moved by side roads. On approaching St Sylvan from the east, they were hit by German mortar and machine gun fire from the south west. Several men and vehicles were lost, but the remainder got into St Valery, eventually parking near the beach, where they were later joined by several of the vehicles that had been

impossible. even when units could be found. And units kept many of the supply vehicles attached to them for the move, a selfish action which had inevitable penalties. Cracks were starting to appear in support for the Division, outside the control of the Column's command structure.

527 (Supply) Company concentrated on Maucomble Wood, near St Saens on its arrival in the Somme. It worked from the railhead at Bosc-le-Hard 6 miles to the south-west. Unfortunately units had learnt little about logistics in their time in France, and again difficulty was experienced in obtaining guides and information on locations and strengths.

Not all was gloom however and even though the commanders could sense that all was not well, the drivers carried on their work relentlessly, working long hours under thankless conditions. It says much for the humour of the British soldier that, 40 years later, George Galloway and Bill Macdonald, both of 525 Company, could still recall, collapsing with laughter, the story of Driver Andy Young. On the way back from the Saar, Young was driving a tipper lorry, nicknamed "The Dundee Weaver", which was carrying the Company's G1098 equipment (ie cookers, pots and pans, food and all the normal 'junk' found in these institutions.). Not being the world's greatest driver, Young went to change down going uphill but instead of putting his hand on the gear lever, he activitated the tipper lift control mechanism. The scene behind him as the equipment tumbled about the road with vehicles following can be imagined, as can the language of those who had to sort it all out.

Captain Geoff Collie also retains a fond memory of one of his more pleasant experiences in France. His duties took him to Paris on the last Sunday before Paris fell and he took lunch at "Chez George" at the Port Maillot. Parisians were fleeing the city in their thousands. He enjoyed a delicious meal, something of a change from Army cooking in the field and when he asked for his bill, he was surprised to get a note on a silver salver. It read: "By the time you get this, we will be on our way out of Paris as evacuees. We see you are in the Highland Division. Good luck. Your bill has been paid". (Captain Collie has been back to the same restaurant since the war, but sadly no such chivalrous note appeared again.)

As a result of the heavy fighting on the Somme at the end of May and the beginning of June, Artillery expenditure was considerable and it was found necessary for 525 Company to dump ammunition at the APs at Wattleblery, Monchy and Vismes. Instead of working at night only, drivers had to work around the clock - as ever, they delivered direct to the gun positions. The strain of long turnrounds and little sleep however was beginning to tell and the Company location and Ammunition Sub Park were moved further north-east, to the enormous Foret de Hellet. This was not untimely, since German planes were taking considerable interest in small wooded locations and the various Company locations were all bombed. Fortunately no damage was done, other than to one or two SAA/tracer dumps.

An extraordinary situation was discovered yet again by Lieutenant Colonel Harris Hunter, this time concerning ammunition. When the heavy gun ammunition consumption situation became evident, the C.O. visited Rouen Sub Area, and was assured that plenty of ammunition was available at St Saens. The Officer in charge of the dump there however was totally indifferent to the needs of the Division and while agreeing there was an abundance of 25 pounder HE and SAA, he told the incredulous CO that not only was he not going to issue any but that he was evacuating the dump at the rate of two trains a day. Fortunately for the Division

and completely unknown to the villain of the piece in Rouen, one of the Ammunition Company subalterns discovered an ammunition train lying in a siding at Critot – the officer in charge had no instructions and was only too delighted to empty his train.

When 526 Company arrived in the Somme, the supply of petrol became routine, although it should be noted that the average fuel consumption in the last month was 16,000 gallons a day. Company HQ was in Pommereval, normally the petrol railhead, and vehicles ran between the PPs and Rouen, later Bosc-le-Hard and Monchy. The consumption of petrol was greatly in excess of estimates and, like the APs, PPs worked round the clock. Even though it was considerably under strength at that time, 526 Company provided frequent vehicles for troop carrying, which entailed much off-loading and up-lifting of cans, activity guaranteed to increase fatigue.

On the 6th of June, the supply system in France seemed to be breaking down completely. At this time, German forces were advancing on the right flank of the Division. CRASC decided to investigate in Rouen and sent to the Sub Area there, only to find them preparing to evacuate immediately. At this time, no-one in the 51st Division had heard anything of the rest of the British Expeditionary Force, certainly not of Dunkirk, indeed many POWs did not know for some weeks of the events elsewhere in the fall of France. The CO was told that he could use the railhead at Martinville, just east of Rouen, but he would have to man it himself. When his two Supply Captains went to find the two trains allegedly at Martinville, they discovered that the staffs had disappeared, and the trains were not there. A message then came from the ADST that supplies could be obtained from Le Havre, some 40 miles away.

By this time, the state of the vehicles was appalling and company fitters were performing marvels of improvisation. Spare parts and replacement vehicles were needed – CRASC discovered at the Rouen Sub Area that all spares and vehicles had been loaded on board ship. The enormous support base in France was reacting to the British evacuation at Dunkirk and forgetting its obligations to the hard-pressed 51st Highland Division, the last remaining British fighting force in France.

On the 6th of June, APs were moved from the Foret de Hellet to south of the River Bresle and on the 7th, as a result of a narrowing of the Divisional front, one of the APs moved nearer to the coast, thus increasing control by the Company as well as reducing mileage and time. On the 8th of June, no ammunition was demanded by units, in spite of reminders, and that evening, 525 Company moved back to Mannadeulin, where again no demands were made.

On the 9th June, CRASC liaised with Divisional HQ and subsequently gave instructions that all 6 inch ammunition was to be destroyed. The section of lorries thus emptied were ordered to move to Fecamp, on the coast half-way between St Valery and Le Havre; there they were to pick up ammunition for the 17th and 75th Field Regiments Royal Artillery. Additionally, CRE was instructed to prepare a line of demolitions on the route to Le Havre. All the lorries containing explosives were sent, among other places, to Totes, Bolbec and Goderville. Most of these lorries were never seen again.

On 9th June, the petrol railhead at Monchy closed on orders from Rouen Sub-Area and the Corps Petrol Park refilled at Bolbec with 25,000 gallons. One of those inexplicable events then took place: some unknown officer ordered the Section concerned to move south of the River Seine, away from the Division which badly needed the petrol. The Division never saw this petrol.

There were other problems: German observation forward of the Monneren Ridge restricted movement to one vehicle an hour by day. There was also a drain on transport and manpower since the Column had *to provide vehicles and men to unload ammunition trains at the rail-*head in order to form a dump at a site which provided no cover and would obviously be an easy target to opposing aircraft. This situation was not helped by having to provide other vehicles and men to the D.I.D. at Woippy and also for Engineer work every day.

When the ammunition trains arrived, all Small Arms ammunition and explosives were dumped in Rurange Wood. Trains were unloaded to the rear at night and loads taken forward before daylight. Every single vehicle and every single driver was worked to the maximum and little rest was had by anyone. Despite all the problems, the like of which had never been experienced on training or exercises in UK, the dumping programme was completed on time, to the satisfaction of the CRA. With this secure position, the Column was able to replenish daily expenditure, with no great problems, communication being maintained by DR. Surprisingly there seemed to be a shortage of rifle, Tommy gun ammunition and grenades. For normal maintenance purposes the routine Ammunition Points sufficed.

While in contact with the Germans, another extraordinary incident happened, again best told by the Commanding Officer:

"I was asked if I would dump 400 rounds per gun one night and I said: "Yes, provided you will allow me to take the lorries over Monneren Ridge", which had been restricted up to then to one lorry per hour as it was in full view of the enemy. And they said: "Yes".

We did that that night and I was in bed of course when my Company Commander sent me a message by DR which said that he had a company on the German side of Monneren Ridge loaded with 'X' shells, but there was no guide at the position where I had stipulated that every *unit must provide a guide.* "What was he to do?" *So I told the DR* to put down on his bit of paper: "Go Home". And he went home.

The next day CRA sent for me and he said: "You completed 400 rounds per gun for the Division last night?" I said: "Yes, sir, with one exception - X Brigade". "And why X Brigade?" "Because," I said, "there was no guide there and my Company was on the German side of Monneren Ridge and they had to come back". He sent for the Brigade Commander and this was true. I was standing there when he said to this fellow: "Why did you not send a guideto Point A last night?" "Sir, I will tell no-one where my guns are". It's unbelievable, but there it was."

The first member of the Column to be killed in France (except for traffic accidents) was Cpl Tommy Bissett. His first son had been born just as he was leaving England and he had obtained special leave to go home. He was killed by shell-fire the day before he was due to go. It was also in the Saar that the first "kill" by a member of the Column was recorded: one of the DRs, a Northcountry reinforcement, saw a German making off with his motorbike. He pulled out his pistol and shot the man.

On 10th May, the Germans moved and broke through in the North and South. On the 20th, orders were received to move to the Sedan, where the Germans had also broken through in the Ardennes. Then there were plans to evacuate from Cherbourg. And then the Division had to move up to the Somme, old battlegrounds of the Great War. Order. Counterorder. Disorder. From this moment on the Division was off balance and it never recovered.

On 22nd May, the Division was located in the Etain area, some 30 miles west of Metz. This was easy enough for the battalions, but there was no D.I.D. or railhead in that area. Replenishment had largely to be effected from Woippy and all fresh supplies had to come from Metz. Drivers therefore spent many long hours on the road. Above all preparations for the move back to the Somme were made unnecessarily difficult.

The repeated and rapid change of orders for the move and the short notice given for train parties to leave, with no information on how many men of what Units were in the trains meant that the S Sup O, Major Desmond Skinner, the chief logistics planner, had to call on his reserves of patience and initiative. Preserved meat was issued to train parties and two days preserved rationsto each available lorry. And although the'flight' organisation had worked well during the move from the Belgian border to the Saar, it was impossible to repeat this on the move to the Somme. Ammunition was located in the wrong place, distances were too great for the POL lift available and there were insufficient vehicles left under CRASC's command to organise properly the provision of supplies. One immediate thing happened however: the Composite Company which had operated so successfully was broken up and the sub-units returned to their proper companies.

525 (Ammunition) Company had the major tonnage to lift, as ever. All ammunition remaining at the gun positions had to be uplifted and a new dump was created in St Benoit Wood, some 18 miles south of Etain and 20 miles south west of Metz. Much of the 1200 tons of ammunition had to be manhandled some distance over rough ground before being loaded onto lorries. The restrictions on day movement and the frequency of vehicles allowed forward of the Monneren ridge still applied. When the rest of the Division left, 20 lorries of the Corps Ammunition Sub Park, a supporting unit, were left under command of the Rurange railhead officer for him to arrange the transfer of the remaining ammunition from the dump onto trains. This ammunition was intended for units on their arrival in the Somme, but train, vehicles, ammunition and men were not seen again. 525 Company and the Ammunition Sub Park meanwhile loaded their 2nd line scales as best they could from the St Benoit Wood dumps and proceeded to set up APs at Wattleblery, Monchy and Vismes in the Somme.

Due to insufficient POL lift, the staging areas were dependant on the arrival of petrol trains, although, as a form of insurance, it was decided to unload the Section carrying the Divisional reserve of blankets and clothing. Those stores could go by train and the vehicles thus released could be used to carry POL. As it turned out, this was vital to the success of the move, even though the petrol trains did turn up. During the move, 526 (Petrol) Company was spread over 300 miles of country. Control was inevitably difficult and much depended on the initiative of individual section officers and drivers.

To solve the supplies problems for the move, it was decided to attach vehicles to individual units, under the control of a supply officer. This meant that proper arrangements could not be made for the arrival of the Division in the Somme, even though three sections of No. 2 Echelon 527 Company, under the command of Captain David Crockart were ordered to Pacy to feed 'flights' on their arrival.

Liaison with the Woippy D.I.D. was made to send extra rations by rail to Montmirail, to be collected by RASC vehicles for units in the Somme. Not only did this train never turn up, but Captain Crockart's three sections were diverted to Rouen by some now unknown officer, to work from the base camp there. Distances made replenishment almost

That month also, the 51st Division was ordered to move to the Saar, in place of the 5th Division, which had been diverted to Norway at short notice. Lieutenant Colonel Harris Hunter went to see his opposite number in the 5th Division to get maps of the Saar and to ask about routes. There was only one map available for the Division. It was therefore a great reflection on the skill of individual drivers that when the move did take place over three days and nights, not one driver got lost. The map problem was not the first or last of the campaign.

It was decided to move the Division in six "flights" by road, using rail as much as possible. Since there was no troop carrying company this created something of a problem, and it was agreed that each "flight" should move with its own supply and petrol lorries, with a workshop section, to deal with vehicle casualties located in two staging areas,. La Fere and St Menehould. An assessment of petrol needed soon showed that insufficient fuel was available (2200 vehicles over 250 miles @ 5 mpg = 112,500 gallons, allowing for the normal reserve logisticians like to have) so the CO went to GHQ to arrange dumps of fuel at the two staging areas.

The minor farce that followed is best told by Lieutenant Colonel Harris Hunter on a tape made a few years before his death.

"So I went to GHQ and the first man I saw was "X" (a senior officer) ..... Before I opened my mouth, he thumped the table and said to me: "I won't do it". .... I said to him: "You won't do what, sir?" He said: "I will not interfere with the ration scale. These rations have all been medically balanced out to produce a balanced diet and I will not give porridge to the 51st Division or any other Division". "But", I said, "Sir, I don't want porridge. I have got all the porridge I want. What I want is petrol". He said: "Well, you'd better go and see the petrol fellow".

I was taken to some other person ..... and he said: "Well, you can't have the petrol and we have no facilities or transport to provide the petrol". "Well," I said, "the 51st Division is not going to the Saar".

Of course 'the balloon went up' and to cut a long story short, we were eventually given the petrol but we had to ferry it ourselves from the petrol dump to certain points on the route the Division was taking down to the Saar, and we got to the Saar in more or less good order."

The area of the Maginot line allocated to the Division was between Bailleul and Armentieres, near Metz. The three days it took to move to this area, through the two staging areas, went well, thanks largely to the enormous efforts made by drivers of the Petrol Company. Ahead of the main party went an advanced Brigade, supported by a hastily created Composite Company under Captain Bill Wood. This Company provided ammunition, petrol and supplies for the advanced Brigade and also looked after the initial maintenace of the Division in the Saar. On arrival it was located at Woippy, near the Detailed Issue Depot. Some difficulty was experienced feeding rail and road parties, due to the absence of indents and location statements by units.

It would not have been too bad if there had been any preparations made in the Saar to receive the Division. A Camp Commandant ran the organisation there, but he had no transport and expected (in vain) the

Column to give him all that he asked for. CRASC was then shown the ammunition dump, which had been built by the Germans in the Great War and which turned out to contain only one box of pistol ammunition anyway. To cap it all, the site selected for the petrol dump was impossible: due to hold 100,000 gallons, it was on the edge of a village and access was severely affected by wide ditches. Half the flimsies had been punctured by nails, there was no circuit, no cover for vehicles and, enfin, the site was too small. After much complaint, a secondary dump was established, with cover, which was much more satisfactory. Until the arrival of British petrol, French petrol had to be used - quite apart from being of poor quality, it was inconvenient to handle, being in containers holding 10 gallons or more.

In the Maginot Line, the Division was introduced gradually by the French to its job. A lot of skirmishing went on and some shelling, but few casualties were suffered on either side. As always happens when one unit takes over from another, a lot of defensive work was needed to improve positions forward of the line of forts. The only really suitable form of transport in the hilly countryside was mule. A RIASC mule company, under Major E. Hitchcock was placed under the command of Lieutenant Colonel Harris Hunter for this period of the campaign. They did magnificent work moving ammunition to forward positions, although,with German patrols infiltrating the lines at night, they were highly vulnerable.

Column HQ was co-located with Rear Div HQ in a chateau in Chalaincourt, which was to be the last comfortable existence in France, although for some it was not the last castle they would see before the end of the war. CRASC had his own mobile HQ at other times, which could exist quite independantly. This HQ consisted of some 30 people, including the S Sup O, Adjutant, Assistant Adjutant, Requisitioning Officer, Ammunition Captain, Divisional Troops Supply Officer, the RSM, Chief Clerk and Cooks. The CO and S Sup O each had a Humber staff car, the Requisitioning Officer had a Vauxhall (a civilian type vehicle, spurned by other entitled officers) which gave sterling service. Others had a variety of vehicles, from Austin 7s to unremembered load carriers. The command vehicle was normally an ordinary lorry with a trestle table and boards for maps and papers.

With some 22,000 men now to be supplied, it was beyond the ability of the Divisional RASC to cope and it was decided to concentrate all supply vehicles of attached units under one command and form a Composite Corps Supply Column under Captain Haining RASC of the RHA Supply Section. This company was located at Hagondange and operated independantly but under the command of 527 (Supply) Company. In spite of working at full strength throughout this period, the company had to attach twelve of its men to the D.I.D. at Woippy, with no reinforcements to compensate. 527 (Supply) Company itself was located at Ay-sur-Moselle.

If the move to the Saar was a petrol problem, arrival there created something of an ammunition problem. Because of the location of the Ammunition Railhead (ARH) and the restricted nature of billeting accommodation it became obvious that proper use could not be made of the Ammunition Sub Park or 3rd Line transport attached to the Division from 3rd Corps. A heavy dumping programme was required i.e.:

500 rounds per 25 pounder gun

except for troops in the 'Ligne de Contact' (part of the Maginot Line)

where 200 rpg was required,
also 400 rpg for 4.5 inch howitzers
and 300 rpg for 6 inch howitzers.

The total requirement was 32,400 rounds.

A SHORT WAR AND A LONG CAPTIVITY 1940-45

This chapter is in three parts for ease of reading (and writing):

Part 1 : A Short War

Part 2 : A Story to Tell

Part 3 : A Long Captivity

Part 1 tells of the Division's arrival in France in January 1940 and of the Unit's activities until its surrender at St Valery on 12th June. A Major source of information was a small school exercise book, written in captivity by one of the officers; this has been complemented by general reading and by talking to individuals involved. As far as possible, each company's activities have been pieced together but inevitably the account is incomplete and if anything jumbled. If an impression comes over of a difficult campaign which slid inexorably into a state of chaos, this probably reflects within reason the particular times.

At no time is any criticism of individuals made or inferred. Hardly any other units are mentioned by name. It must be accepted now that an ill-equipped, inexperienced and under-trained Division was asked to face an overwhelming 'professional' German Army, which had developed warfare beyond the Salisbury Plain tactics of the 'amateur' British Army. With hindsight, the result was inevitable and tragic.

North of the Border, most people shuddered at the fate of their Division, the flower of Scotland. Few families were not affected in some way. As ever, one can only admire the ability of the British soldier to achieve so much against impossible odds.

Part 2 is a pot-pourri of various experiences at about the time of the Division's surrender, which really belong in Pt 1. Their inclusion in Pt 1 would, however, have made it unmanageable to write and unpalatable to read.

Readers will recognise, and hopefully accept, that what follows is disjointed. There is no other way to present interesting fragments without slowing down the narrative of Pt 1, and these tales need to be told, indeed are best seen when shown up in relief against the back-drop of the main story.

The tales of escape and capture are varied. They tell of evacuation through Cherbourg, escape off the beach, injuries on it, or just capture. "Just capture" - there's an apparent nonchalant phrase, but there was nothing nonchalant about what happened, or its sequel, captivity.

Part 3 is short. It covers a little of the march into captivity and gives a few illustrations of POW life. The reason for such relative brevity is not the author's idleness, but because Annex D contains large extracts from the war diaries of Lieutenant Colonel Harris Hunter. Better than any narrative, they stand by themselves as a moving and informative account of what "Gefangenenschaft" was like.

PART 1 : A SHORT WAR

In mid-January 1940, the 51st Highland Division commanded by Major General Victor Fortune left England for France, part of the 3rd Corps under Lieutenant General Sir Robert Adam. Whereas they left Southampton in cold but sunny weather, they arrived in Le Havre to find the coldest, most bitter winter for many a long year. It was not an auspicious start to the Division's first visit since last it had been on French soil in 1919.

Major David Thomson was "OC Ship" for his crossing, which was smooth and uneventful. This is more than can be said of the reception arrangements, as most people spent their first night in a quayside godown, part of the Transatlantic Buildings in Le Havre. Driver Johnny Nelson was among those who spent a freezing night there. Well he recalls the efforts to provide some warmth by lighting a fire in the middle of the floor - but soon what peace there was was ruined by the concrete floor 'exploding' around them, as the ice in or under the floor expanded with heat.

Driver Jack Duffy looks back with no fond memories to the ice and snow covering the countryside; as the companies deployed in a north easterly direction, drivers of any form of transport lived dangerously - the roads were treacherous. Fortunately a thaw arrived within a few days, not before a number of cracked engine blocks occurred at Bolbec however, and with it came fog, rain and mud, equally unpopular with the drivers.

Lord Haw Haw welcomed the Division to France, this in spite of the removal in UK of HD signs from battledresses and vehicles. Secrets will get out, aided by wearing St Andrew crosses instead - yellow was the colour worn by the RASC. Instead of HD signs on vehicles, stags heads were painted on a background of green and purple - a security precaution the value of which no doubt escaped the Germans as much as it did the British soldiers involved. The only man who still wore the HD sign on his uniform was the GOC, who had apparently forgotten to take it off.

Initially the Division was split between the Bolbec area (near Le Havre) and Bethune, which caused considerable headaches for administrative support, but within a short while, units concentrated further north on the Belgian border.

There was a strange atmosphere in the first weeks after arrival, during the so-called "phoney war" - general training went on under unreal conditions, but the Divisional RASC was carrying out its role of logistic support and getting to know its way around France. Sport was organised, and the RASC had a good football team, which played a number of other units. The Pipes and Drums played on these occasions. On 8th March, a German plane flew over and dropped leaflets in French, but nothing more dangerous than that happened for some time.

Initial locations were:

Column HQ - Loos, near Lille
525 Company - Meurchen
526 Company - Hulluch (pronounced ooloo)
527 Company - Vermelles (south west of Lille)

The provision of accommodation in France was always something of a problem. Captain Peter Norwell had moved out to France with the Divisional recce party in advance of the main party, his main task being to find accommodation for men and vehicles. There was never enough to go round, so officers and senior ranks tended to sleep in houses and farms, while the men occasionally slept in barns, at other times in buildings of some sort. For 525 Company 2Lt Ian Wood had gone ahead to organise a meal on one of the earlier moves, but when his OC and 268 men arrived, nothing had been arranged, so David Thomson commandeered the local restaurant - the men ate marvellously well on that occasion.

The Commanding Officer, Lieutenant Colonel Harris Hunter, did not suffer fools easily and, as all logistic commanders, was alert to save his men suffering from the whims of more forward commanders. He tells of a time when the Division was based at Bethune and the Supply Company Commander reported, somewhat concerned, that his lorries had been out all night scouring France for a particular unit - they could not be found as they were not at the location last given. The CO instructed the OC concerned to return to his own lines and not to supply that unit without further instructions. After two or three days, the Commanding Officer was called to Divisional HQ to explain to the AA and QMG, with the other Unit CO standing beside him. He explained in no uncertain terms that: "If you think my blokes are going to run all over France looking for where your Battalion is, you are barking up the wrong tree". The CO stalked out without a word and half an hour later, information on the unit's location was provided.

On 28 March, Column HQ was moved to La Gorgue, near Estaires, 12 miles west of Lille, a well known Train location in the Great War. Officers and men were all located in private houses for a change. Company HQs were normally established in any building or barn available, but 525 Company, who always considered themselves as leaders in the field, had two excellent NCOs: CSM Eddie Scott and CQMS David Scotland. They had obtained a pantechnicon in which they set up a company office, with space allocated to the OC, CSM and CQMS - this was much preferable to constantly moving office furniture and information in and out of a lorry. The CO even brought the GOC along to look at this forerunner of the office truck of today.

To assist with the problems of living and moving in France, Column HQ and each Company had a LO/interpreter, a French officer. Soldiers of the 1940s were even worse at speaking French than soldiers of today are at speaking German in BAOR. In HQ, Captain Geoff Collie, the Local Purchasing Officer, who had his own Vauxhall car, was allocated a Capt Plevin (brother to Renée Plevin, a subsequent Prime Minister of France). Because of the strong pro-German views he held it was no great surprise to learn later that, when he was a Minister in the Vichy government, he was arbitrarily taken out of his Paris office and shot.

In April there were a few changes of key personnel. Major Herbert Mayell was posted to No. 7 Reserve Park MT Company and Major Desmond Skinner took his place as 2IC and S Sup O. Major Peter Norwell moved from Coy 2IC back to command 526 Company in his place. A padre joined the Column about this time, Captain D.H.C. Reid - he was later to be captured at St Valery and to turn down the opportunity of repatriation so that he could stay and help his fellow POWs.

HEADQUARTERS 51 DIVL. R.A.S.C. 26 May 1940.

OPERATION ORDER No. 8.

SECRET.

1. The Unit will leave ETAIN for ORSON in three stages, on Monday May 27th 1940. Captain G. Angus R.A.S.C. will be O.C. 51 Divl. R.A.S.C. Column.

2. Loading of Vehicles. All vehicles will be loaded by 1830 hrs on May 26th 1940. Officers' Baggage will be collected at 1800 hrs.

3. 1st Stage. Convoy will be lined up ready to start at 0745 hrs 27.5.40. Move Off at 0800 hrs to move to starting point at road junction at S.W. Corner of VIRMEILLES at 0830 hrs.
Route: ETAIN - ST MIHIEL - PIENNE FITTE - GIVRY - VITRY LE FRANCOIS. (Time of arrival at D.P. (VITRY) 1400 hrs).

4. 2nd Stage. Convoy will be ready to start at 2330 hrs 27.5.40. Move Off at 2345 hrs. (This may be earlier according to S.P.).
Route: VITRY - SOMMESOUS - SERANVO - MONTMIRAIL.
(Approx. duration of journey 2 hrs 30 minutes).

5. 3rd Stage. Convoy will be ready to move off at 1830 hrs. Move off at 1845 hrs (This may be earlier according to S.P.)
Route: MONTMIRAIL - LA FERTE - LEAUX - CLAYE - SOUILLY - LE MESNIL - AVELOT - SUSVILLIERS - LIZARCHES - BRAYSONY - NEMOURS - CHATENOYE EN VIE - DIZIERS. (Approx. length of journey 100 mls)

6. Density & Speed. 15 m.i.h. 10 V.T.M. Groups of 5 vehicles by night at 60 yds interval.

7. Lights. Dimmed Headlights on groups leading vehicles and side lights where necessary.

8. Halts. 1st Stage. - 10 minutes every 2 hrs from inclusive 0645. hrs.
2nd Stage. - No halts.
3rd Stage. - halt every 2 hrs inclusive from 1845 hrs.

9. Vehicles. Cpl. Blackie will ensure that all vehicles are filled up with petrol, oil and water at every stage of the journey.

10. Route Cards. All drivers will be in possession of Route Cards.

11. Dress. Marching order, less pack. Respirators at alert. Steel helmets will be worn.

12. Billets. All billets will be left spotlessly clean.

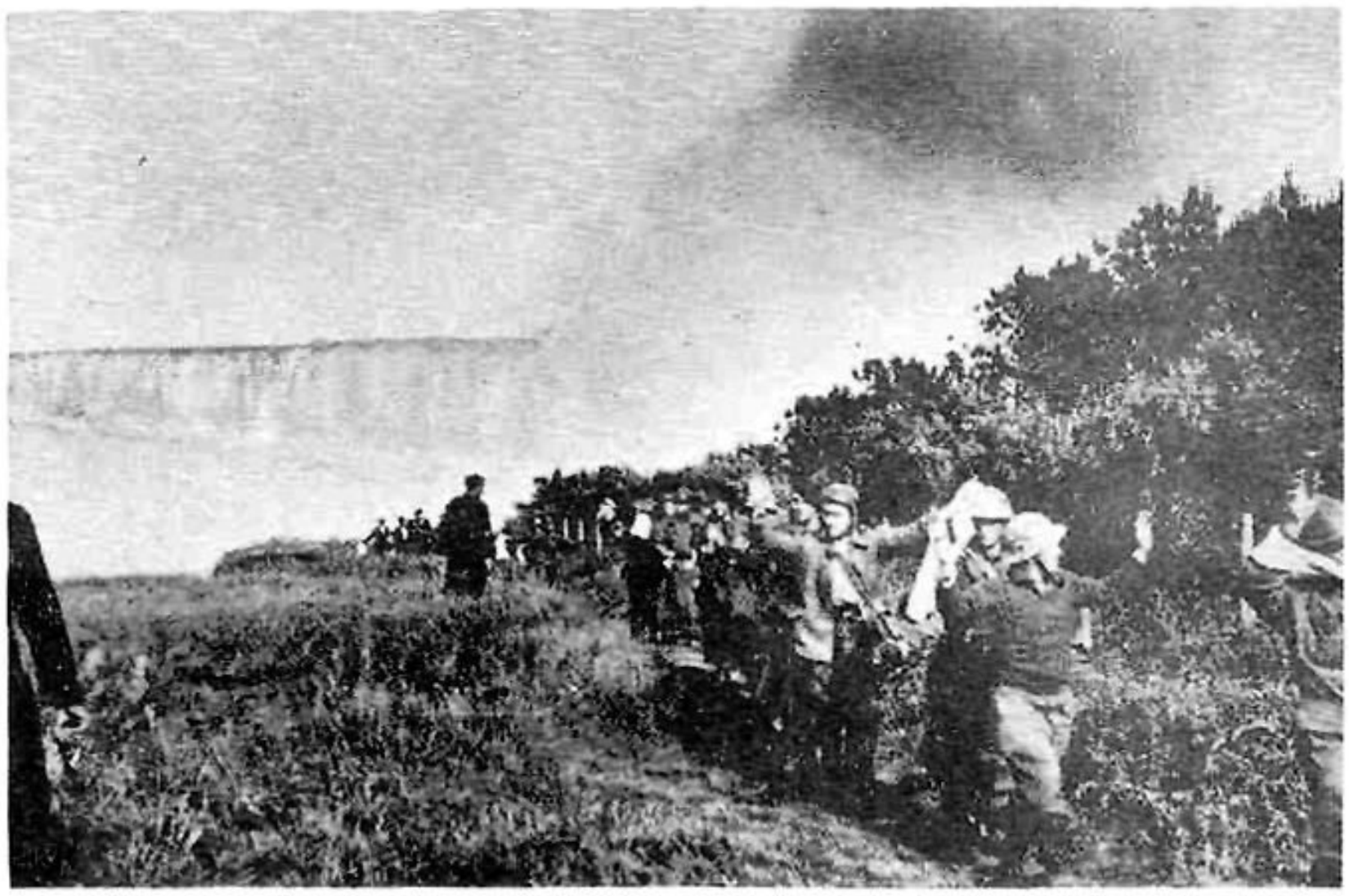
13. Rations. Rations in hand and 2 days preserved ration will be carried. All W.O.'s and Men will assist the cooks to prepare food on route. Tea will be made immediately on arrival at each stage.

14. Discipline. During the night complete silence will be maintained. Non N.C.O. or men will be allowed out of the staging area. All personnel will get as much sleep as possible on the journey.

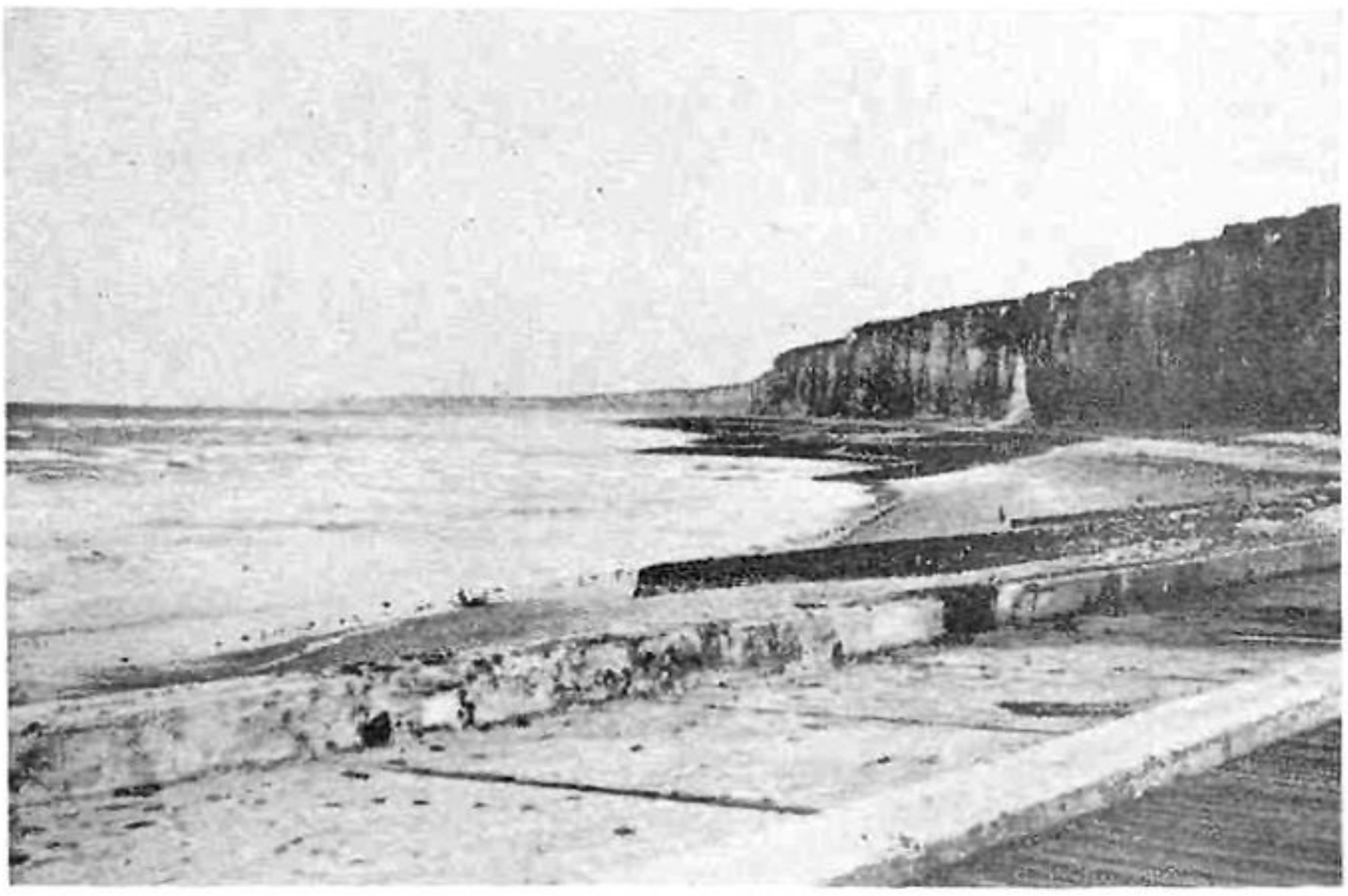
J. Mounsey
Captain.
Adjutant, 51st (T) Divisional R.A.S.C.

In the Field.

POWs being brought up from the beach,
St Valery, 12 June 1940. (Rommel)



View towards Veules-les-Roses from
St Valery, 12 June 1940. (Rommel)



Generals Rommel, Altmeyer and Fortune
St Valery - 12 June 1940 (Rommel)



The hospital ship and burning
oil dumps in Le Havre. June 1940
(Imperial War Museum F4869)





POWs marching into captivity June 1940 (Bundesarchiv)



German 88 on cliff tops north-east of St Valery

PART 2 : A STORY TO TELL

Of about 20,000 troops in the Highland Division who went with the B.E.F., only 1350 managed to return to England after the fall of France. It is difficult to find out how many of those were RASC soldiers. With one or two possible exceptions, all the officers and warrant officers in HQ and 525 Company were captured; a good number were captured in the other two companies. In 525 Company, certainly only 33 men out of 270 got away - there is a photograph of them in this history.

Whether a man was 'put in the bag' or managed, due to some accident of fate, to get back to England, each and every one has a story to tell. A selection of extracts from those stories follows:

WO2 Alistair Cross was with Div HQ from May 1940 on, as 2IC to the Camp Commandant, Captain Mitchell, BW, no sinecure, as his two predecessors had been sacked. When the 'balloon went up' in May, he heard on the wireless that the Germans had broken through at Forges-Eaux, but was not too concerned until, alone, he found himself in that same village a short while later. The place looked damaged, so, being a linguist, he asked a local where the Germans were - fortunately they had passed on three hours earlier, so he went his way, relieved, but keenly on the lookout.

A few days later, the reality of war came much closer. Div HQ moved into a chateau on the outskirts of St Valery and Alistair Cross was instructed to wait in the orchard with his men, a heterogeneous collection if ever there was one. Suddenly a machine gun opened fire on them - managing to shelter behind a stone wall, he watched the tracer bullets coming closer and closer, but fortunately they stopped in time. "A most peculiar experience" Alistair said.

When the news came of the Division's surrender, Sergeant Brodie Spittal, the Div HQ MT Sergeant, was with Alistair. Like many a man who had done his best, he felt a great personal loss and was in tears. Together they were lined up with soldiers from all sorts of units, put in a truck for 5 miles and then made alternately to march and double about 40 miles. With hindsight this was the moment to escape, but the tiredness from the campaign so far and the effort to keep going for 40 miles knocked the idea of escape from everyone's minds. The German guards, armed with machine guns, rode on motorcycle combinations; they did not double with the prisoners.

Not many people escaped off the beach between St Valery and Veules-les-Roses, but Major Peter Norwell of 526 Company was one of them. He had last been seen on his bicycle going to look for the CO - the inevitable happened, he could not find his men again for some time. When they did meet up, they came upon a party of soldiers from 525 Company, led by Major David Thomson. Together the two groups were too large to easily escape notice, so they decided to split up. The two OCs tossed a coin - one company (525) went west and the other (526) went east. 525 Company men were captured; 526 Company men largely got away - such is fate.

Their escape was not without incident however. The party found themselves on top of high cliffs (up to 300 ft high) running east from St Valery. In attempting to get down to the beach at Veules-les-Roses, they found the Germans there in force and a dozen men were killed as they came out of a wood in single file. Wearily the men had to retrace their steps to the top of the cliff, where they met up with other 526 Company soldiers. By this time it was about midnight on the 11th June.

Searching for a way to get down to the beach, some wire fencing was torn down and bound together to form a sort of rope. It proved too thin and several men fell to their death. A wire hawser was then found, which turned out to be equally disastrous. In despair, they tied all available rifle slings together and thus made the beach, 150 ft below. It was a matter of Providence that this descent was hidden from German eyes and not a single shot was fired at them.

During the very early hours of the morning, some Workshop soldiers of 526 Company came along the beach and joined them. Suddenly, through the smoke from the burning houses at St Valery, came a RN officer, as cool and confident as could be imagined, almost as in a dream. First to go were the wounded - everyone had to form a line out from the beach in the water, up to the chin if necessary. Rowing boats then came in, which ferried men to larger boats further out. At first light, Peter Norwell's boat was fired on by German guns; two officers were killed but, although the boat was damaged, their escape continued.

COMS David Scotland's Company (525) carried spare clothing items and 25% of the Division's requirements of anti-gas equipment (gas masks, capes, overboots, decontamination uniforms and blankets), a precaution which followed the Great War experiences when the Germans used gas on the Western Front. Needless to say, the equipment was never used. During the last day or so of the withdrawal into St Valery, David Scotland observed that many of the men straggling back were in a terrible state. All he could do for them was to throw out all the spare boots he had and the Jocks sorted out the sizes for themselves by the roadside. In the event, this allowed many a man to go into captivity well-shod, although they must have suffered blisters on the long route march north into captivity.

David is still amused to think of a classified War Office letter which arrived just before St Valery. It invited comments on whether brass buttons on battledress were suitable for use in war. (Students of military history will know that Napoleon's army had a problem with

their buttons on the withdrawal from Moscow.) No answer was sent from the Company, as they had other matters on their mind at the time.

Lieutenant Bill Wood was kept in the dark about what was happening "up front". On 10 June, he was instructed to lift the Gordons back from Ouiville and therefore positioned his vehicles alongside the road in text-book manner. Although there were a few stragglers, the Gordons did not appear at the appointed hour and Bill was wondering what to do next, when Colonel Roney Dougal (the AA & QMG) came along, asked the obvious question and advised that it was unlikely the Gordons would come. Nevertheless, in spite of his vehicles and men being vulnerable targets, Bill waited and in due course lifted what was left of the battalion to St Valery, which appeared to be in flames when they arrived. The CO of the Gordons indicated that it was futile to stay in St Valery and wanted to continue to Le Havre. Orders were to defend the town perimeter and they all set to.

On 11th June, Bill Wood went down to the sea front and sheltered under the cliffs, a little way from St Valery. Just before first light, a small French trawler managed to get in and although she grounded, the escaping soldiers, including Bill and several of his Echelon managed to float her off by putting their weight over the stern. The trawler took them out to a larger ship which in turn sailed for England. After kitting out in Winchester, at which stage they had no idea what had happened to the rest of the Division, they were concentrated at Burnbank School, Hamilton, en route to Grantown-on-Spey.

Lieutenant Jack George, of 525 Company, spent a miserable night on the 11th June in a beach pavilion, resting his head on someone else's legs. To his distress he discovered the man dead in the morning. After several hours, the news went around that the Division had surrendered and that anyone who could escape should do so. Bearing in mind the German tanks, aircraft and machine guns, this seemed an impossibility, so, with other officers and men from the Column, he accompanied the Commanding Officer into the town centre, past burning buildings and wrecked, abandoned vehicles. They turned into the central square, by the quayside and there was an officer they later learned was Rommel. Although the General's reaction was to smile at them, armed guards quickly surrounded the party. Lieutenant Colonel Harris Hunter spoke to Rommel through an interpreter. Shortly afterwards, Major General Fortune was escorted along formally to surrender to his opposite number. The General was then driven away in a staff car and the group of officers were taken to a nearby house in the cellars of which they spent the night before being moved on next day.

Driver Bill Macdonald had no idea the war situation was bad until a few days before the surrender at St Valery. It struck him that things were not what they ought to be when he saw groups of French soldiers going in various but generally opposite directions. Men of the Divisional Column did their job, collecting and delivering ammunition etc, but rarely were they together for a briefing. Indeed, men of one company did not even know what the other company was doing - this was also true later in the war, in North Africa and in North West Europe.

Bill Macdonald went south with an Engineer subaltern, carrying a load of high explosives, their task was to hamper the German advance on Le Havre by blowing bridges and roads. When units of 154 Brigade had not turned up by the time a few Germans were over a particular bridge, they blew it, isolating the leading troops. Withdrawing to Le Havre, the remains of the HE was off-loaded and blown up. Petrol tanks were punctured by blows from picks and the party got on board the "Amsterdam". The ship was jam-packed with Argylls, Black Watch and Gunners, not many RASC. Everyone was told they were going to Folkestone, so it was something of a shock to be taken off at Cherbourg, given a tin of MacConnachies and a bandolier of ammunition, then to be marched off to St Saens to act as a rearguard for Cherbourg. After two days of hot weather and little activity, they were all marched the 15 miles back to the port and evacuated on a coal boat to Folkestone. Not so comfortable as the "Amsterdam", but no-one cared.

Driver Jack Duffy also was involved with 'Arkforce'. With a number of other drivers, he found himself at Fecamp with his tipper lorry, on the coast south west of St Valery. Everyone had to park their vehicles in an orchard, camouflage them up, create barriers and take up defensive positions. After a day or so, when there was a lot of German aircraft activity but nothing else, they heard tanks and machine gun firing nearby. A motorcyclist came along and told them that the Germans were the other side of the village. Captain McLennan, who was in charge of the party, passed the word: everyone for himself, and the vehicles headed indiscriminately towards Le Havre. A large pall of smoke was to be seen over the city - German fighters were picking off barrage balloons.

Several miles from the city, Jack Duffy's group came across an ambulance in the ditch, with several badly wounded cases in the back. The driver had run away. By the time he and another driver had put these men onto the back of their trucks, they found themselves alone, but soon got the wounded onto a hospital ship in the harbour.

As a co-opted member of Ark Force, Jack Duffy then marched with others out to a wood, miles away and improvised tank barriers with tree trunks across the road. With a lot of air activity and shelling, there was no rest, even when the situation appeared normal. They had no sleep for days, and no chance of a wash.

After several days, Captain McLennan received information that the Highland Division was not going to come and that all vehicles had to be destroyed. Five of the remaining six were driven into trees, smashing radiators, tyres were slashed and distributor arms thrown away.

In the harbour, an Isle of Man packet steamer was waiting and the men gratefully sank into the first decent sleep for a long time, littered all over the ship. Expecting to see 'Blighty' when he woke up, Jack Duffy was disappointed to see written in large letters alongside the docks: "Cherbourg Maritime Commission".

All troops had to disembark with full kit, march to St Pierre Eglise to await reinforcements from UK. After two days of inactivity, they were marched back to Cherbourg and embarked for Southampton at 1230 hrs 16th June. A special train took them to Hamilton, where they were billeted in Burnbank School.

Major Scottie Ferguson well recalls a mass of vehicles at Le Havre; their engines had been battered with sledgehammers, petrol tanks had been pierced with bayonets and the roads leading to the harbour area were awash with petrol. Back at Cherbourg a large number of new vehicles had just been unloaded onto the dockside, including some motorcycles. Scottie and his men got one of these bikes, always a useful bit of kit, on board ship and on arrival in England, some men created a diversion to distract the Military Police while other men smuggled the bike onto the train. It gave excellent service in Scotland for some time, a more useful fate than would have awaited it in the hands of the Germans.

Sgt Tommy Rae, Section Sergeant to 2Lt Harold Moncrieff in 527 Company had an adventurous time while keeping a firm hand on his men in extremely difficult circumstances. The key to his success in looking after the Section was to keep them together and not allow individuals to roam France as happened to others. This was not easy to achieve since as far as he was concerned, the withdrawal from the Somme was nothing but a shambles.

Like Jack Duffy, Tommy Rae's Section was taken off the ship at Cherbourg and after the usual marching and defending here and there it eventually escaped. Their transport? A Thames barge which chugged slowly but surely back to the south coast of England as if it was on a holiday outing.

In his Section there were a number of great characters, particularly the two who manned the gun truck, which travelled behind the platoon commander's vehicle. A Bren gun secured to the floor was used for anti-aircraft protection. The two men were George McGlashan, a Pitlochry blacksmith, and Walter Plant, a professional wall-of-death rider. Both got back to UK.

Captain Geoff Collie went to Veules-les-Roses on the morning of 12th June, only to find it occupied by Germans. He made his way back towards St Valery and was standing near the cliff top talking to some French soldiers in a car. Suddenly there was a shout of alarm and Geoff Collie was hit in the face by a canon bullet from a German tank. Taken to a Casualty Clearing Station by the French, he found himself receiving Absolution, not to his liking. Unable to eat because of the damage to his jaw and face, he could take only water for the next two weeks.

Initially he was taken to Rouen and then to the Hotel Dieu Hospital in Amiens - unbeknown to him, he was not expected to live for more than two weeks. After 5 weeks the Germans cleared the hospital, as they said they wanted it for their forthcoming invasion of England. With 50 other wounded, Geoff was put on a hospital train, which en route was very unsuccessfully attacked by the RAF, and finished up in Paris. In the Centre Maxio Faciale, he met up with a Driver Flack, a Cockney from 527 Company, also with face wounds, who had been drafted into the unit in 1939.(The two still communicate every year.)

On 10th April 1942, Geoff Collie escaped, by walking out of the hospital. Travelling via Angouleme, he crossed the line of demarcation between occupied and unoccupied France in a 'chariot à merde', thence across the Andorra mountains to Gibraltar. Coincidentally he had taken the same route through the mountains on a schoolboy visit 15 years before.

Flying to Filton (Bristol) in the empty bay of a bomber, Geoff made his way by train to London, where he stayed in the Grosvenor Hotel. The next morning he contacted the War Office and was instructed to go to the London Transit Camp in Marylebone Station. The Guards captain in charge was only interested that the thin, poorly looking officer in front of him should have had his bed-roll and equipment as per Standing Orders. No, he was not interested that his visitor had just escaped from France and was wearing all that he had in the world. Told not to return until he was properly equipped, Geoff Collie did as he was told and left.

After a fortnight's cross-examination, during which time he was able to claim back all his travelling expenses from Paris, including the £400 he had borrowed to help pay for his escape, Geoff spent two years in Park Pruett Hospital, Basingstoke, under the care of that great pioneering plastic surgeon, Sir Harold Gillies. The brutal medical treatment by French and German doctors often without anaesthetic was repaired as far as possible and Geoff Collie returned to Aberdeen, to be awarded the MBE in 1945.

MSM Charlie MacDonald and Drivers George Galloway and Joe Simpson share a common experience. They were all wounded by the same mortar bomb explosion on the beach on 12th July. George Galloway and Adam McCourt were carrying Platoon Sergeant Major Jim Hogarth of the Lothian and Border Horse on a stretcher when the bomb landed. Oddly Sergeant Hogarth was untouched, but Adam McCourt was badly hit in the

head and died later that day.

MSM MacDonald was hit in the leg by a splinter and George Galloway was hit in the left shoulder, right leg, and had his right hand almost hanging off. Driver Joe Simpson was nearby and he was hit in the lungs.

MSM MacDonald managed to get along the beach towards Veules-les-Roses with Sergeant Donny McNeill but by the time they got there, the boats had gone. He then had the doubtful distinction of being imprisoned until February 1941 in a well-known tourist attraction in Trier, the Roman Black Gate.

Meanwhile, George Galloway was carried into one of the caves at the foot of the cliffs, where at least some protection was to be had against grenades lobbed blind by the Germans on the cliff top. Others helped look after him, as he looked in a bad way. To stop infection, various parts of his tattered uniform were cut off and he was left wearing only a shirt with no sleeves. A German officer directed the prisoners along the beach to Veules-les-Roses where George was put on a vehicle as a stretcher case. After some initial treatment at Forges-les-Eaux he went to a hospital at Rouen, part of which was still used as a convent, and, had it not been for the help of Captain Dickie, MO of the RNF, he would have had his hand amputated. The skipper of the beached coaster off Veules-les-Roses turned up in the hospital in Rouen, and the two exchanged experiences at leisure.

Driver Bobby Clowe of 525 Company Workshop was a fluent French speaker and was able to work administrative wonders for his lads in France. After moving away from the Saar, everyone was on the move all the time and they did not know what was happening elsewhere. The men got on with their jobs, there was no panic - there was no time to worry, little enough for sleep. Having said that, Bobby is quite clear they were totally unprepared for the disaster that was to follow. Defeat or surrender had never entered anyone's mind, but he feels that more information could have been passed on.

On the beach at St Valery, Bobby Clowe helped as best he could by carrying stretcher cases from the burning town to the relative safety of the beach. At first light on the 12th, he saw a coaster a mile or so up from St Valery. It was not until he got opposite that it became evident the ship was not buoyant. At 7.30 a.m. he swam out to the boat, climbing aboard on the side away from what desultory firing there was. He had always been a good swimmer. The crew told him that they hoped to get the boat off at high tide at 1 p.m., but as this seemed too long to remain so vulnerable, Bobby left the boat and returned to the beach. Later he was glad he made that decision.

Driver Johnny Nelson of 525 Company, who should not really have gone to France in the first place, had an eventful visit to the continent from start to finish. Having suffered from German measles, he came straight out of hospital in Aldershot and was whisked down to Southampton, with no rifle or equipment.

After being involved in a number of incidents throughout the campaign, Johnny Nelson found himself not only strafed by Messerschmitts on the outskirts of St Valery, but also fired on inhospitably by French soldiers. He took part in the defence of the beach below the hill to the west of the town until the position there became intolerable. Lieutenant David Beat undoubtedly saved his life by not allowing him to join a hard pressed machine gun crew on the jetty, as moments later it received a direct hit from a mortar.

Johnny then noticed a coaster almost on the beach some way towards Veules-les-Roses and as he had always been a fit man, he doubled along the beach in the lee of the cliff and managed to get on board. One of the Merchant Navy crew told him they expected to float free at 1 p.m. as the boat was slightly aground, and that he should go down into the hold for safety. Down there the place was full of Frenchmen, not a British soldier in sight. Tired out, Johnny fell asleep, to be woken up by a commotion, shooting and stones clattering against the side of the boat. Watching the French fighting to get out, he fell asleep again, only to wake this time to find the hold containing a number of British soldiers, including Sergeant McCrae and Driver Bullock, both well known to him. Yet again fatigue got the better of him, but this time he was woken with a shock - he opened his eyes to find himself looking at some ships standing off shore, but he was looking through a gaping hole in the side of the ship. The shell that caused that hole also killed most of the soldiers around him, bodies lay everywhere. There was another explosion and Johnny was hit in the leg by a piece of metal.

With ships within swimming range and clearly the coaster not as safe a place as he would have liked, he took off his boots and anklets. His intentions never came to fruition however, as an armed German was covering him as he made to climb out of the gaping hole. His swimming days were over. With a number of other prisoners, he was passed along the beach, up the hillside at Veules-les-Roses and into a large open field. After a while, a leather coated German officer arrived in a staff car, conferred, and the POWs found themselves on the road, marching into captivity. Almost five years were to pass before the great majority were free men again.

PART 3 : A LONG CAPTIVITY

The route into captivity varied for the different POWs, depending on when and where they were captured and whether they were wounded or not. All were searched and personal items taken off them. When they were marched off, they had little or no food - some had managed to secrete a little something about their person, but that did not last long. Strangely enough the German guards were often as badly off as the prisoners, but at least were in a better position to do something about it.

The human instinct of survival and self preservation soon became evident; some people showed up in a bad light, others helped their fellow soldiers. All gathered together those little stores of necessities that were useful during the march - bits of string, tins, odd items of clothing, the sort of things that would be considered junk in more ordinary times.

The daily distance marched was anything between 16 and 20 miles, in hot, dusty conditions. The main route was via Amiens, Domart, Doullens, St Pol, Bethune, Seclin, Tournai, Renaix, Ninove, St. Nicholas, Hulst and Walsoorden - 220 miles in 14 days. Men slept fully clothed, in factories, schools, barracks, fields, barns, churches, stadium grandstands, anywhere. After Doullens, officers and men were separated.

At Walsoorden, they were put onto a variety of boats, barges and steamers and moved approximately 130 miles over 2½ days to Wesel on the Rhine, thence by train to Hemer. To many it was a relief to get to the end of the constant marching, but without exception the boats were packed so full that conditions were almost intolerable. By this time men were dishevelled, dirty and, worst of all, lice ridden - French POWs had preceded them at some of the night stops. Many were suffering from dysentery and diarrhoea, which exacerbated the problems of being packed like sardines on board. Major Desmond Skinner retains clearly in his mind the name of his "pleasure steamer", the "Königin Emma", a horrid experience.

The treatment of prisoners en route by the local people varied greatly. Sometimes villages were deserted, sometimes the inhabitants showed great kindness. Bits of bread and butter were thrust into willing hands by young and old alike, a few lumps of sugar, a mug of water, packets of food, sticks of rhubarb. The French were always as friendly as possible, the Belgians initially sullen, sometimes hostile but later helpful, the Dutch friendly in the extreme, anti-German even. The population of Germany generally looked on in silence, exhibiting no emotions whatsoever.

Driver David Bett of 527 Company, a GPO telephone engineer before the war, had been one of the original members of the Pipes and Drums. While marching north along the roads of France, he scribbled his name and address on the inside of a cigarette packet, which he managed to smuggle into the hands of a Frenchwoman in Lille. This kind woman sent the piece of card to Mrs Bett in Perth, with a note in English to the effect that a British soldier passed through on 28 June and asked that his wife was told he was alive and well. The families of other POWs had to wait much longer, until the International Red Cross got organised, to find out if their men were alive.

Most POWs spent their first night in Germany at Hemer a few miles south-east of Dortmund. This was in effect a huge clearing house for prisoners, where men were documented, photographed, sorted out by

rank and destination, and where heads were shaven. From Hemer, everyone travelled by train to unheard of places in Germany, Bavaria and Poland, and if the 2½ days spent on barges had not been bad enough, much of the travel by train was a nightmare. Locked in cattle trucks, given little food and no water, never allowed out, never able to sleep properly, they shunted about Europe.

One POW recalls even now the squalor of living in an enclosed goods waggon when the doors were not opened to allow even the most basic of necessities to be enjoyed. And then, the train having pulled into a railway station, the doors were suddenly flung open. Imagine the surprise of the unshaven, reeking soldiers to find themselves face to face with a local choir which sang Germanic songs to them. That was 'Kultur'.

The route followed by Lieutenant Colonel Harris Hunter and a number of his officers was via Kassel, Wurzburg and Nurnburg. They arrived at their first permanent camp, Laufen (Oflag VIIC) after 2½ days on the train. Laufen was an old castle on the Bavarian border near Salzburg, part of which could just be seen on a clear day from the top of the castle. This was to be their home for the next year.

Major General Fortune received particular attention from his captors, sometimes good, sometimes bad. He continued to be highly thought of by his officers, with whom he came into contact occasionally. On one occasion in Germany, he held a meeting of his senior officers and staff and told them that two units had shown exceptional merit in the campaign in 1940: the Lothian and Border Horse (which was allocated as the Divisional Armoured Regiment in France) and 51st Division RASC. As the General was ex Black Watch this testimonial speaks for itself.

Most POWs attended activities of some sort. Officers and senior ranks did not have to work. Some learnt Gaelic, like Harris Hunter and Jack George, taught by the Catholic Padre, Kenny Grant, a wonderful man who later became Bishop of Argyll and the Isles. Encouraged by their captors, some learnt German - not Harris Hunter though: "no future in it". Most read widely and longed for letters from home. Some kept diaries, some drew, few did nothing. David Thomson, Jack George and George Valentine were among those who learnt Scottish Country Dancing - the Commanding Officer was a skilled hand and had been Chairman of the Perth branch of the Society. In different camps, he became very involved with the organisation of country dancing and had a hand in the creation of the "Reel of the 51st Division". Annex S tells more of that story.

Each camp had its secret radio and thus everyone was able to follow progress in the war. Each room or cell sent a runner who 'collected' the news, which was read out or repeated to his fellows that night. POWs were often allowed to read the Volkischer Beobachter, the Nazi Party journal and sometimes even the Frankfurter Zeitung. German papers often exaggerated and incorporated a lot of propaganda rubbish; at other times they contained accurate reports, even though they gave bad news to the German readers.

Alistair Cross was one of 60 in a wagon on the long trip from Hemer to Poland. There were no stops for anything other than the convenience of the Reichsbahn and the train crew. On one occasion the train stopped in Posen, in Poland and his wagon stopped opposite the engine of another train. Hands stretched through the wooden slats, holding mugs, mess tins, cans, anything that would hold water - the engine driver took pity on them and gave them what he could. The water

was so brackish as to be almost undrinkable but, to soldiers cooped up like animals denied the essentials of life, it was wonderful.

Fort XI at Thorn on the Vistula was the eventual destination. The fort was one of seventeen surrounding the town and had last been used as a cavalry barracks in the Great War. It was not long before Red Cross representatives visited so that next of kin could be informed. Mrs Cross did not know until August that her husband was alive and well. His first child, a daughter, had been born the day he left England.

Eddie Scott and David Scotland both were in Thorn at one time, then Eddie Scott, like Driver Wattie Smith of Perth, was taken to Marienburg, Stalag XXB, just south of Danzig, where they stayed until nearly the end of the war. Eddie's health suffered as a POW. Never the biggest of men, his weight in 1945 was 6 stone 2 lb, some 2½ stone lighter than in 1939. It was a year before his stay in hospitals in Bridge of Earn and Edinburgh was over.

It was at Marienburg, later in the war, that David Scotland met Alistair Cross. David was in charge of a working party, which included Johnny Nelson and Tommy Gilchrist. Members of the party were in a bad way - several were suffering from lice, which had eaten chunks of flesh away round the shoulders. Alistair managed to obtain some medical treatment for them, which had been unobtainable elsewhere.

Harris Hunter kept a diary later in the war, two books now retained by his son. They tell more comprehensively than any narrative could what life was like in a POW camp. Extracts from these diaries can be seen at Annex Q.

George Valentine also kept a daily diary from the very beginning of his period of captivity and these give a good indication of the routines and boredom of POW Life. Officers were moved around more frequently than soldiers - George, for example, was in Laufen, Posen (Fort VIII), Biberach, Warburg and Eichstätt. Each move was in itself an upheaval, a psychological blow, another start in a new camp, with new guards and routines, invariably losing contact with good friends and inevitably meeting new acquaintances. Trust was important in those days and a man could not always trust a stranger.

The following two extracts from George's diaries show these upheavals, some of the good and bad things about POW life, and some notes on general routine in Laufen.

"Some General Routine Notes

For first 2 months had a butter issue usually Tuesday and Saturday; this then developed into a weekly issue of heavy fat. Cream cheese - crowdy given with tea or coffee for teatime meal up to beginning of December usually Wednesdays. Small Camombert Cheese issued Saturday also about 1 tablespoonful of jam. Bread - 1/6 loaf per day sometimes 1/4 twice a week official amount 321 gms per day. Soup 11 o'clock. Coffee or tea substitutes (Tea ex Red Cross parcels.) Average of 4 potatoes per meal - usually pretty bad ones. Coffee each morning at 7.30 - Occasionally English tea substituted. German tea at times too! Tea always Sunday at 4 o'clock with no potatoes.

Bath once per week - usually Friday for us. Towel change usually each Saturday if possible. Bed linen changed each month. Soap issue 1 cake per month and 1 stick shaving soap every 3 months".

Extract from diary

"6 March 1941 (En route from Laufen to Posen)

On floor(of train) last night but slept fairly well. Made good headway. Posen early morning. Shunted about until 10 a.m. Long weary march to Fort VIII with heavy load of luggage. Astounded when reason for shift announced on arrival parade. Conditions appalling, underground, hygiene facilities practically negligible. Laufen a palace! Our 5 kept together in same room with 21 others (2 captains).

7 March 1941

Slept well in spite of awful beds. Parade 8.15 for 8.30, others at 14.00 and 20.00 hrs. Foggy day. Walked corridors. Outside walk open but conditions awful - open sewers etc.

13 March 1941

Very cold, walk announced on morning parade. Got first outside fort for 2 hours, on to small guarded area. Rather a blow when proper walk expected, however it was a relief and joy to be away from awful smell and darkness.

7 April 1941

Flea hunts still showing success and stock lessening.

16 April 1941

Dull, lockers issued to remainder of rooms. Parcel issue after lunch, got 3 from Holland, very welcome and excellent contents. 2 from previous donor, Dr H Libowel, Oude Delft, 233 - Delft and one from Dr S V D Schaaf, Heerenstraat 26, Rijswijk. The kindness and generosity of which is much appreciated. Guy and David got one each and Henry 2 Americans. Happy days!

10 June 1941 (En route from Posen to Biberach)

Got up 6.30 and prepared pack for journey, handed in German utensils, blankets etc issued on arrival. Paraded 12 o'c (searched previously) marched off about 12.30, very hot but welcome breeze. Enjoyed march to station although load heavy. So we say goodbye to Posen! (3.15) Must say after such grim beginnings Fort VIII was a perfect camp in many ways. Commandant a grand fellow, most helpful and well backed up by officers and excellent NCOs. Had tea and cake meal in train about 4.30. Carriage of 6, Guy (Shaw), David (Thomson) Ogilvie (Smith) J Mellor and M Stanton."

Cpl Johnnie Williamson, IC a Section of 525 Company in France, spent his 'Gefangenenschaft' in a number of POW camps, largely at Thorn (Stalag XXA), then at Fort XV part of Stalag XXA. Later he spent time in Hohenfels, the only camp to change its number, to Stalag 383.

Along with the "Reel of the 51st Division", the only dance to come out of POW Camps in the 2nd World War was the "St Johnstoun Reel", created by Innes Russell and Johnnie Williamson. In 1944 they were both prisoners in Stalag 383, a Straflager for senior NCOs and warrant officers who would not work. The camp was located near the small village of Hohenfels near Regensburg in Bavaria.

Both Innes and Johnnie used to enjoy Scottish Country Dancing before the war, but it was only when they were sent to Camp 383 that they had time on their hands. Together they organised Scottish country and Highland dancing classes immediately, held daily for a couple of hours in building K2 (No 2 Cookhouse!). Dances were taught from memory, normally accompanied by the pipes - society books arrived rather later.

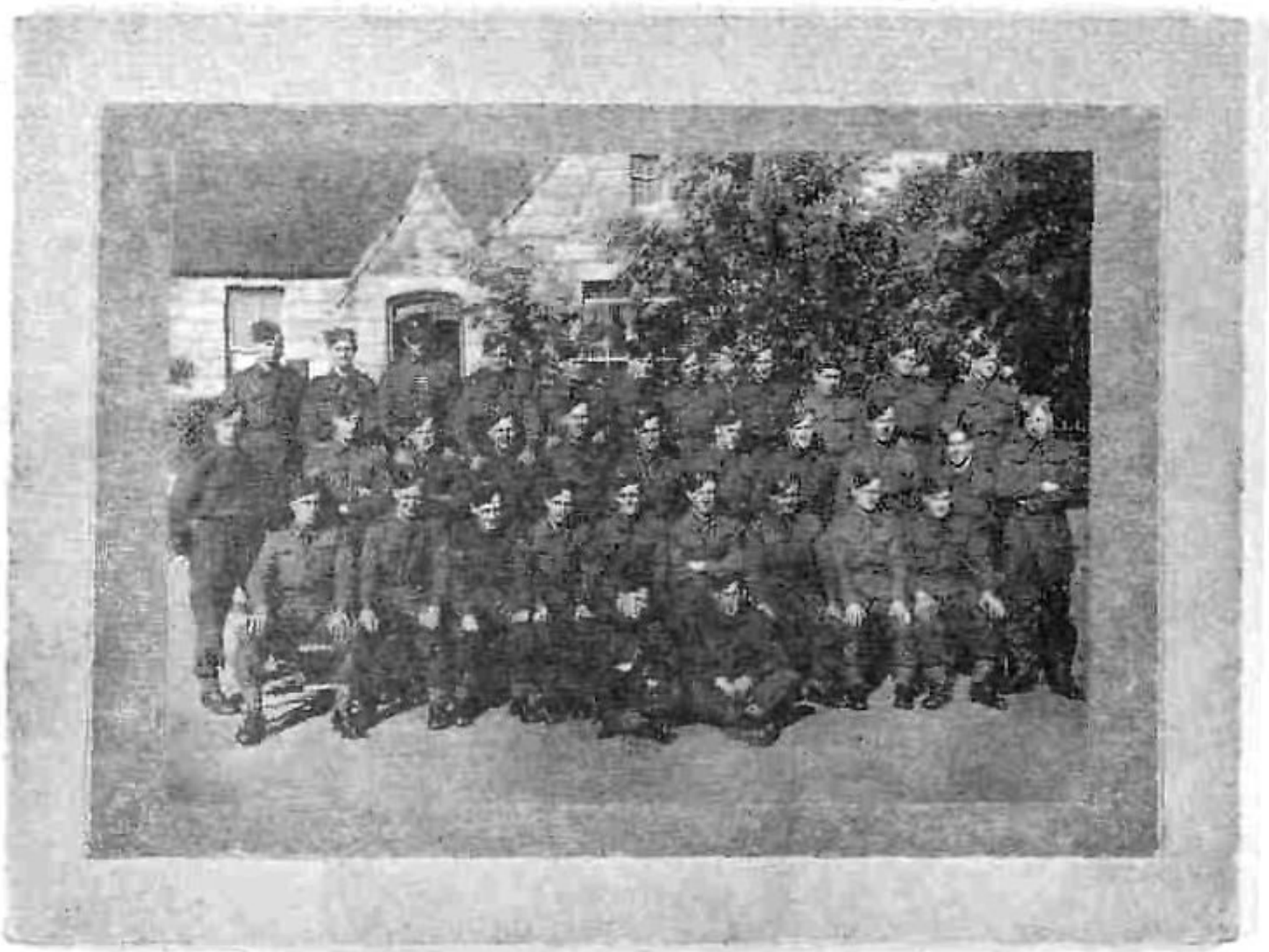
Johnnie recalls that the "Reel of the 51st Division" leaflet came through the post from UK and it struck them that they also should create a dance. Innes and he sat down to think of a series of movements which not only could the POWs do, but also could remember with ease. Fortunately the dance came easily. The normal tune used in Bavaria was "Lass o' Patie's Mill" - played by Willie MacDonald on the violin, although a different tune was composed in 1945 on return to Perth, when the dance was first published. The sequel to this story is that Johnnie Williamson formed the "St Johnstoun Country Dancing Club in Perth in 1946, which was busy with broadcasts and charity dances in Scotland. It was at one of the club dances that he met his future wife, also a keen Scottish Country Dancer.

George Galloway stayed in hospital in Rouen until 1941, and was then moved from one hospital to another. He should have been exchanged with German POWs in UK, but the Third Reich only wanted submariners, so the deal fell through. He was eventually repatriated under Swedish RedCross arrangements and sailed from Gothenburg to Leith on a dirty, old troop carrier "The Empress of Russia". Two other ships also made the same run: the "Atlantis" and "Grippholm". Those who travelled on the "Grippholm" managed to spend their 10/- pocketmoney much faster than on the other ships. On arrival at Leith Docks, the kind local people made tables of fruit available, and the first meal was chicken. Unfortunately, the effects of captivity on his digestive system did not allow George to eat this rich fare.

At the end of February or in March 1945, the German High Command decided to empty all of its POW camps. The result of this almost inexplicable policy led to widespread suffering and uncounted deaths in the middle of winter. There had been rumours of this policy but the prisoners could not credit them; in any event, rumour-mongering was almost an occupation throughout the land, a situation made worse by the impending fall of the Third Reich. If it was not the Russians they were escaping from, it was the Allies. Parties of unarmed, weak POWs eddied about Germany for three months normally with no cover by day or night, seemingly at the mercy of the guards. There was certainly no apparent logic behind their movements and no humanity behind their treatment.

Alistair Cross, who had finally been sent to a Straflager in Fallingbostel, an ex Hitler Youth Camp, for refusing to work, was one of a thousand men pushed out onto the roads, in an easterly direction away from the Americans. For about 2 months, in parties of 500, they were marched around, often in snow and rain, escorted by an Oberfeldwebel and his crew, with guard dogs. During this march, 34 POWs were killed by strafing RAF planes, in spite of yellow sheets being waved at the pilots. On a different occasion, Captain Roger Stewart was wounded during one of these strafing attacks and died of blood poisoning in England.

Towards the end of Alistair's march, the POWs were 'fed up to the back teeth' with the guards, many of whom were in no better health than the prisoners, and told them that they intended to 'string up' the Oberfeldwebel if he appeared again and eat the guard dogs. The man never appeared thereafter and the guards disappeared one by one. It was not long after that the sounds of firing led them towards the advancing British troops and freedom. Unlike George Galloway, his first few meals in Perth consisted of boiled fish - Mrs Cross had been well briefed. And Alistair had been looking forward to a nice big chop. But it was marvellous being home. And free.



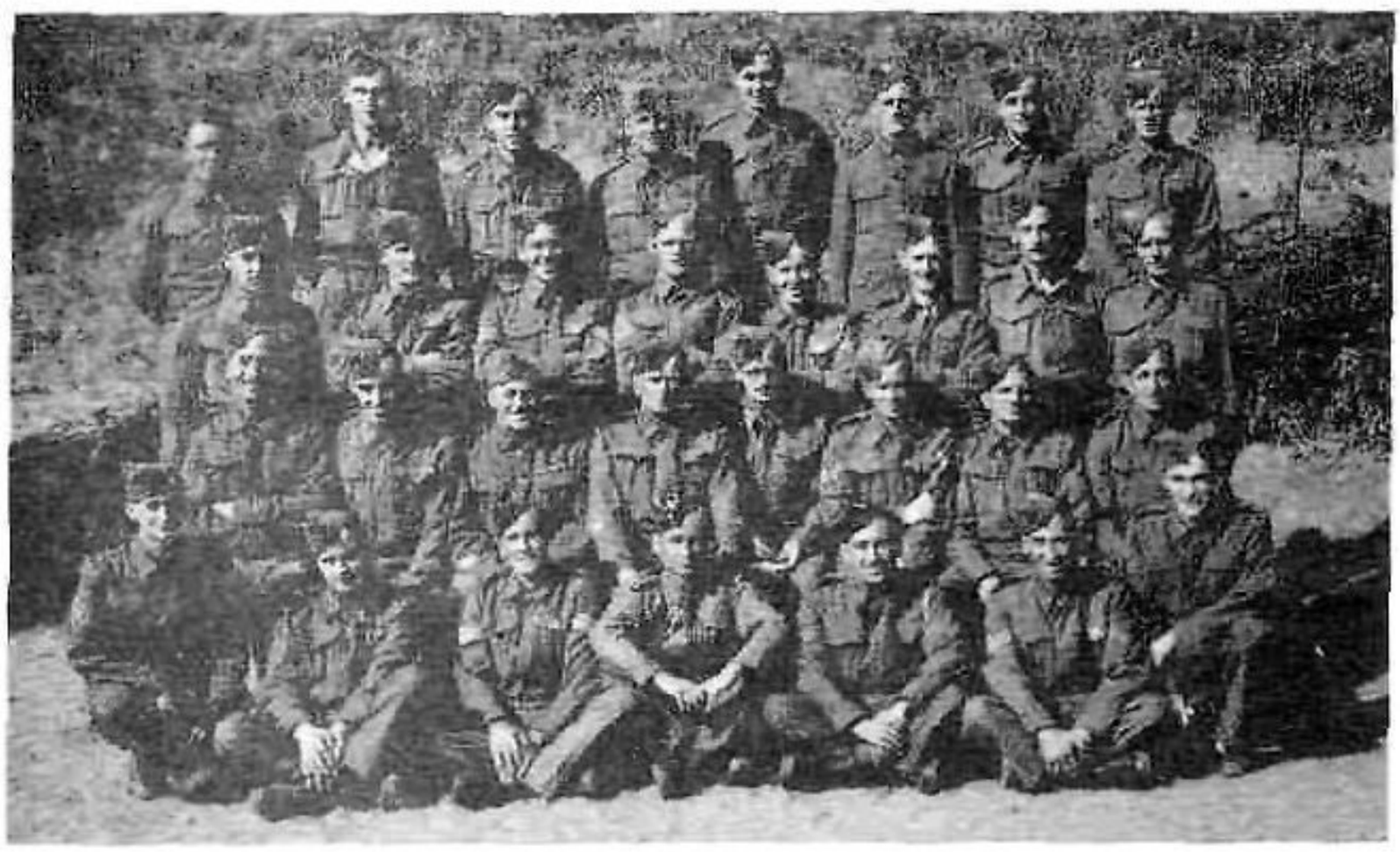
525 Company men who got away from France, June 1940



POW ID disc of WO Alistair Cross. (Photographic Enlargement)



POWs in Laufen. Rear: Pomfret, MacIntosh, George, McMillan, Wood, Reid, Menzies. Front: Skinner, Hunter, Scrimgeour



NCO POWs in Thorn, Poland.



POWs in Laufen.
Rear: Wood, George, Menzies.
Front: Stewart, Thomson



POWs in Biberach 1941.
Rear: Shaw, Douglas.
Front: Valentine, Stewart, Beat.

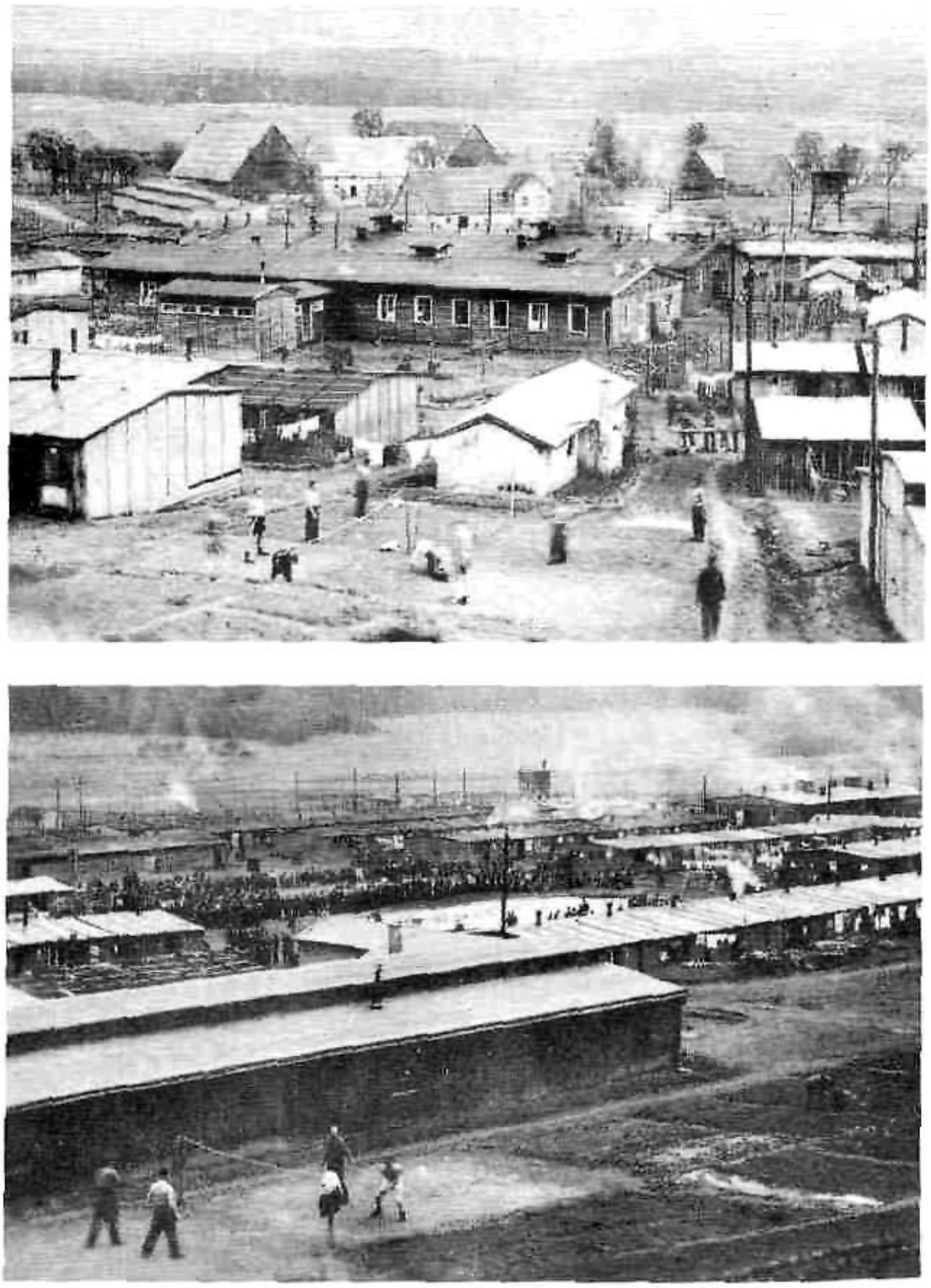
POWs arrive at Posen, Poland





Eichstätt in Winter.

Camp 383



Perimeter fence of Camp 383



Whilst the British Expeditionary Force was fighting in France, a second line Highlands Division was being trained and equipped in Scotland, the 9th Division. As a tribute to the late 51st Highland Division it was renumbered, and thus retained one of the greatest divisional titles of the British Army.

Remnants of the 51st Division RASC evacuated from France under "Operation Cycle" filtered back through Hamilton to the Grantown-on-Spey area in those dark months of June 1940 and they joined the outline of the new division. The old company numbers were dropped and the brigade affiliation used (e.g. 153 Brigade Company.)

There was a succession of Commanding Officers, and in November 1941 Lieutenant Colonel 'Wallaby' Bruton was posted in. When he went for his initial interview with the GOC, Major General Wimberley ("Tartan Tam"), the Field Ambulance commander, also new, went in first. He was English. He was sacked. Being of Australian descent, Wallaby Bruton knew that he would follow suit if he did not do something, so he went into the GOC's office, saluted and said, "Good morning, sir. My name is Wallaby Bruton. I'm an Australian." The General looked keenly at him for a moment, and said, "Sit down." Wallaby remained as Commanding Officer until April 1944.

In the column, there were a lot of new people, but equally many with considerable experience, not only in France, but also in the Army over many years. Several key officers had returned from France: Major Peter Norwell became 2IC, Major Allan Peters, SSupO and Major Bill Wood took over command of the newly formed 458 Divisional Troops Company. Captain Scottie Ferguson was initially 2IC 153 Bde Company, until the CO noticed him and appointed him Adjutant, a post he retained until mid 1943. OC 152 Brigade Company was Major Lincoln Jones and OC 153 Brigade Company was Major Dixon, a veteran of twenty years in the Seaforth Highlanders. Major Freeman Cowan was OC 154 Brigade Company until Major Morris Wood, who had been forutnate enough to be casevacuated just before the fall of France took over in September. A new RSM, WO 1 Beresford was appointed, as the previous one had been captured. Captain Donald Girdwood also joined in 1942 as the Medical Officer, a graduate of Edinburgh University, born in South Africa of Scots parents. He was to stay until the end of the war in Europe.

In April the Column moved to the Aldershot area for 6 weeks final training and kitting out. CQMS Tommy Rae of 153 Brigade Company recalls being issued with pith helmets - their destination became apparent, although it was still secret at the time. Major Scottie Ferguson retains a fond memory of teaching the Commanding Officer to ride a motorcycle, a 350 cc Matchless - he had some really adventurous moments. General Montgomery had issued an edict that all officers had to be able to ride a motorcycle which, as it turned out, was not to be of great help to anyone, as motorcycles were not used by the Column in North Africa.

On 1st June 1942, their Majesties the King and Queen inspected the Division, including representatives of the Column, at Runfold, Farnham and two weeks later, the unit left for the wars. Column HQ and 458 Div Troops Company left Aldershot by train for Clydeside; the other companies sailed from Southampton in a variety of ships. Tommy Rae saw the "Queen Mary" at anchor and when his lighter steered towards her, he thought they were in for a good trip. At the last minute, the lighter turned away and took its load to the "S.S. Banfora". 458 Company sailed in "HMT Strathedin". Driver

Andy Johnston who had escaped from France with 627 Company, recalls he sailed with 152 Brigade Company on "The Duchess of Richmond", soon to be nicknamed "The Rolling Duchess" in the Bay of Biscay. Major Roy Mumford, the new OC of 154 Brigade Company, a Dunkirk survivor, sailed from the Clyde on the S.S. "Cuba", an old Cunarder. He wryly recalls leaving to the strains of that well known hymn, "For those in peril on the sea". Perils there were, as the largest convoy ever to leave UK made her way out into the Atlantic, escorted by two battle ships, two aircraft carriers and twenty destroyers. Driver Neil Campbell of 153 Brigade Company merely remembers that the "Moltan" was"a stinking old ship".

The long trip round the Cape to Egypt was not wasted - lectures, P.T. and training abounded and the GOC insisted that the officers practiced Scottish Country Dancing. Having been called "Lang Tam" by the Jocks of his battalion and "Big Tam" when he took over command of the Division, he was called "Tartan Tam" by the newspapers as a result of his enthusiasm for all things Scots.

On the way out, ports of call were Freetown in Sierra Leone, Durban or Cape Town and Aden. By the time they disembarked at Port Tewfik in mid-August, the men were reasonably acclimatised and briefed on the techniques of living in the Western Desert. Initial training was carried out at El Quassasin and Mena, the vehicles having been collected at Tahag. Warrant Officers and NCOs from experienced desert units were sent to train the newcomers and this assistance was invaluable. The RSM of the 11th Hussars for instance came to help Div Troops Company. Officers of 50th Division gave instruction on supply in the desert. The use of the sun compass in desert navigation was also taught and four officers even learnt how to use sand channels (6 ft in length, two per vehicle). At the end of August the first casualties were suffered: a Lance Corporal and Driver were killed when examining AP mines dropped by hostile aircraft.

Soon after their arrival in Egypt, Wallaby Bruton reorganised the Column so that Brigade companies each had two platoons and the Divisional Troops Company had four platoons. The distances involved were too great for a commodity organisation to be retained, and a troop carrying facility was needed. Company tac signs ran from D70 to D73.

A new system of field maintenance to be used in North Africa had to be learnt by all members of the unit. This was based on supply dumps being set up forward, having drawn stocks from a Field Maintenance Centre (FMC), which in turn was replenished from a series of large commodity dumps established by Corps transport. 500 r.p.g. was the requirement, which strained transport resources - this was eased by Wallaby Bruton arbitrarily dumping the Divisions 2nd line stocks of gas capes and anti-gas equipment at Burg El Arab (called "Bugger the Arab" by the Jocks.) He told Divisional HQ much later. The ammunition dumping programme ran from 4th to 20th October, all at night for security reasons. Most drivers were surprised to see inflated tanks and vehicles, part of a great deception plot.

COMS Rae well recalls this dumping at night, driving up and down the different routes - Sun, Moon and Star. It was Wallaby Bruton's idea that ammunition should be dumped forward of the guns and buried in the sand, so that the guns could advance without needing to wait for replenishment from the rear. Lieutenant Bobby Gray of 152 Brigade Company had 'a close shave' one night. He took his platoon forward, hurriedly offloaded the ammunition into pits

that had been previously dug by the Gunners, and then got bogged in. To be near the German lines was bad enough, but with dawn near, they really had a problem, as they would have been in full view of the German guns. Fortunately they managed to dig themselves out in time, aided by the Gunners, who did not want to attract any unwelcome attention to their positions.

The Commanding Officer imposed himself on his companies and officers, who came to his mobile HQ every day for briefing. He was clear in his instructions; he expected people to do as he said and he brooked no nonsense. Perhaps not outwardly a warm character, he was liked and above all respected. Generally the Column HQ was with Div Rear, operating from a simple 3 tonner; rather as in 1940, the main contents were a 6 ft table and wall maps. Although there were no radios on establishment, Wallaby persuaded the Div Signals Officer to part with four, which were used quite unofficially until the end of the war. If there were occasions, because of security or distance, when radios could not be used, a despatch rider was sent in a jeep.

The Battle of Alamein raged from 23rd October to 4th November. For the British Army in North Africa it was the turning point of the war, but for the new Highland Division it was a major test from which it emerged knowing that the reputation of the old Division was safe. After Alamein, it was an extended chase along the Mediterranean coastline to Tunis, ensuring that the Axis forces in North Africa were destroyed as a fighting force.

Living in the desert soon became second nature to the now bronzed Highland Division. Washing was carried out with the minimum of water, often just a wipe all over with a face flannel - shaving was effected with soap and a wet shaving brush. The daily ration of water was only ½ gallon per man, and this was brought forward in the dreaded flimsies, in which loss due to leakage or evaporation was often as high as 50%. The sand and wind in the desert had an amazing cleansing effect and other than some skin Vitamin C deficiency problems, the men led a very healthy life. It was only on arrival in Tripoli that soldiers started reporting sick. Other than at Alamein, men slept in the cool of the night, scooping out a hole 18 inches deep by 6 ft square; in this way two men could share groundsheets over the top, have more space and reduce labour.

The main risk to life and limb for the RASC were German or Italian aircraft, and mines. After initial bunching, vehicles were parked up at night 200 yards apart, without camouflage - there was no point in digging in; certainly there were no woods to hide in. At an early stage in the campaign, a German aircraft hit two vehicles parked together, and although the drivers were only slightly injured, the Commanding Officer allowed rumours to circulate that they were badly injured. There was no problem in parking up after that.

A few people were killed by mines, including the very popular Captain David Crockart, who got out of his vehicle and stepped on a 'S' mine. Only a quick warning from him before the mine went off stopped others from being killed or injured. Tommy Rae remembers how his OC, Major Dixon, used to lead a convoy at night by sitting on the front of his Humber Box 4 x 4, shining a torch forward onto the ground. In this way he could see if the sand was disturbed by mine laying and could give directions to his driver, Dvr Cambell. Vehicles following had to drive in the tracks of his Humber.

Food was a bit unexciting. The normal everyday meal was out of a tin - M & V (Meat and Veg) or bully beef. The cooks

tried their best with the bully beef and presented it in as many ways as possible - cold, hot, fried, grilled, mashed and mixed - but whatever happened it was still bully beef. Occasionally an Arab in flowing robes would appear out of nowhere in the desert and the soldiers would manage to barter. "Iggis for chai". Thus tea leaves were exchanged for alligator eggs to supplement a poor diet. If used, dried tea leaves were given, the next lot of eggs would be found to be rotten. There was an issue of 50 cigarettes a week, a creature comfort that, surprisingly, many people find essential. The healthier, lucky non-smokers were often able to exchange their cigarettes for extra tea, Carnation milk, sugar and jam.

Vehicles were more of a problem in the desert, mainly because of the sand, which got everywhere - in air cleaners, petrol tanks and cylinders. No spares or replacement vehicles were available throughout, in spite of the promise of help. The 2 wheel drive Bedford 3 ton OWB was the main fleet truck with Fordsons, and in Tripoli, some Chevrolets. The company workshops achieved wonders - they were organic RASC units throughout the war, even though REME itself formed on 1 June 1942.

There was little or no entertainment in the desert, so it was much appreciated when 1200 miles west of Alamein Monty stopped the war on Christmas Day 1942, having arranged for a full Christmas meal to be flown out from Cairo for the troops. Column vehicles had to report either to a desert airstrip or to 'Marble Arch', that Mussolini monstrosity on the coast road, and bring back "the goodies" to surprised and delighted Jocks. There was turkey and plum duff for everyone, spirits for the officers and beer for the men. Inside a protective ring of vehicles, platoons ate a traditional meal - and a good time was had by all.

Driver Andy Johnston, a well-known fiddler (fiddle player) and Driver Hugh Fraser, a piper, went to the Officers Mess tent one evening at El Agheila to provide a little entertainment. Unfortunately in the dark they went the wrong side of the minefield marker tapes when they came out and Hugh Fraser stepped on a mine. Andy Johnston was slightly injured and was only excused duties for three days, whereas Hugh Fraser was 'Y' listed and returned to Alexandria.

Early in 1943, the petrol situation became critical and it was evident to CRASC that there was insufficient to make Tripoli, so he went to the DDST at Corps HQ, Brigadier Pat Essie. Fuel was allocated to the Division, but it was beyond the range of the Columns vehicles with the fuel that was left. Each problem produces its own solution: fuel was siphoned out of vehicle tanks and one lorry towed two others to reach the fuel dump. In the event, there was still insufficient fuel to carry the infantry into Tripoli, so they were carried on tanks and carriers.

Bobbie Gray had his own solution to the fuel problem on one occasion. He found a powerful German half track with a bullet through the distributor; nearby was a much more damaged half track with a good distributor. After a quick piece of repair, one German half track towed seventeen 3 tonners from Homs to Tripoli. Many German jerricans were also picked up when possible - they did not suffer from the same leakage problem as the flimsies. In July 1943, Bobbie Gray took over the appointment of Adjutant in place of Scottie Ferguson, who left to go on promotion to the 13 Corps Troops.

On arrival in Tripoli, the Army took stock and prepared itself for further operations. Football was organised, men were allowed out into Tripoli and the Prime Minister, Mr Winston Churchill, inspected

a great victory parade. One officer and 36 men of the Column took part in this parade.

It is well known that the Divisional sign caused the Division to be known as "Highway Decorators" and this was due in part to the practice of signing routes with boards and tins marked "HD" and in part to the enthusiasm of the Divisional Commander. The first question Major General Wimberley asked on arrival in Tripoli was: "Where is the red paint?" There was apparently none to be had so he went off to the local hospital and obtained some there. At first light the next morning, a 4 ft square HD sign was plainly evident to be seen on the main building in the main square.

A major vehicle repair programme was put in hand in Tripoli and a number of replacement vehicles were drawn. Without exception, every engine needed new pistons and rings. In spite of frequent attempts, only four engines were obtained compared with the thirty-eight needed, but then an inspired move took place: Chevrolet engines were installed. They were much better than anything else.

At the end of February 1943, the Army was on the move again and the Battles of Medenine (6 March), Mareth (20-27 March) and Wadi Akirit (6 April) took place in quick succession. The Germans were on the run and thousands of prisoners were taken. In April, British forces met up with the Americans for the first time and by 12 May, enemy resistance in North Africa had ended. 248,000 had been taken prisoner.

In May there was almost a farce about vehicles in the Column. Orders were received to exchange 90 vehicles with the 4th Division, but it was discovered that the 'new' vehicles had up to 30,000 miles on the clock and if anything were in worse condition than the vehicles due to be exchanged. Although Wallaby Bruton went to see the DST in Algiers, the orders had to be carried out. There was considerable delay in this because of the level of details and the training programme in hand. Fortunately the vehicles eventually received averaged about 8,000 miles.

At the end of May waterproofing of vehicles started, in preparation for the invasion of Sicily - in the main this consisted of making the distributor and other electrical parts waterproof, and taking the exhaust out of the water. The column was reorganised again on a commodity basis. 152 Brigade Company loaded up onto LSTs at Bougie to go via Malta, and the remainder moved to Sousse for loading. In July, orders were received that waterproofing would not be needed, followed two days later by a countermanding order, and a week later by yet another change. Eventually the main body left Sousse on 17 July.

19 July 1943 saw the Column HQ landing on the south-east tip of Sicily. There was a heavy demand on ammunition and POL, which could not be provided by the FMC at Bucheri, so drivers had to return to the beach for supplies. From Sicily onwards, the Army had "Compo" rations, which eased feeding arrangements. There was a considerable 'black market' interchange of comps between American and British troops. After the scrub and desert of North Africa, the men enjoyed Sicily. It was high summer, oranges and lemons gave colour to the dusty countryside, and wine was plentiful. After the dryness of the desert, Sicily was humid, and there were a number of casualties from malarial mosquitoes. Having become accustomed to living in the open for a year no-one was inclined to sleep in houses and farms at night whenever they were available, from a fear of either claustrophobia or fleas.

In mid August, 102 mules were collected by the Column, largely for use by battalions in difficult mountain country. "Collected" might sound easy but considerable problems arose trying to load Sicilian mules onto Army lorries - neither was suited to the other. And the women who looked after the mules could not understand why they were not allowed to accompany the mules. After about a week's use, the mules were handed in to the nearest village, where presumably they found their way back to their proper owners.

Towards the end of August, the Division introduced the policy that all non-Scots should be exchanged for Scots. 64 men were affected by this in the Column and although CRASC appealed against it, orders had to be obeyed. A lot of ill-feeling resulted from the change.

Towards the end of the Sicily campaign, the greatest and most successful 51st Divisional Commander of the 2nd World War, Major General Douglas Wimberley handed over, to return to UK as Commandant of the Staff College, Camberley. As the commander, he spent most of his time forward with his small tac HQ and therefore saw little of his RASC. However, he thought highly of Wallaby Bruton and his officers - "they were a good lot". Just before he left, he told the Commanding Officer: "I never knew what was going on behind me, but I always knew it was going well." A compliment indeed.

In mid-September the four companies moved to Italy with the Division, where they were employed on L of C duties, and Column HQ remained near Messina in Sicily. This interlude lasted only a month, as the Division had been selected by Monty to take part in the D Day landings. Accordingly, the Column withdrew from Italy and returned to UK via the Cape. Some went to Southampton, some to Liverpool, concentrating in the Swindon area for the issue of new vehicles and equipment, before moving on to Chorley Wood.

The only story worth telling in Italy concerns Major who was by this time OC 563 Corps Company in Monte Cassino. Early one morning he drove into what seemed to be the deserted city of Rome. As an ardent Highland Division supporter, he could not resist the temptation of painting a large blue HD sign on the side wall of the Vatican. There was a furious investigation into how a unit of the 51st had got into Rome. They never found out.

Major Roy Munford recalls the frustration of arriving on the "Dominion Monarch" in Liverpool, only ¼ mile away from his wife, but for security reasons, he was unable to contact her.

Shortly after arriving in UK, the AA & QMG of the Division, Lt Col Colam was taken ill and Wallaby Bruton went to Divisional HQ as a temporary replacement - after several months, his appointment as AQ was posted. In the meantime Roy Munford was acting CRASC and as such was heavily engaged in planning for D Day amidst heavy security precautions. During this period there was a practice move to a concentration area in the Epping Forst. The security precautions were perhaps of doubtful value as the troops were selling Allied military francs to the local population as souvenirs.

A number of officers were posted in UK. A new CO came Lieutenant Colonel E.S.A. Nicholls who immediately made his dislike of 8th Army soldiers apparent by threatening to post them. Peter Norwell was promoted to go as CRASC 49 Division, to be replaced by Roy Munford. Majors Bill Wood, Lincoln, Jones and Dixon were posted. Bobbie Gray handed over to a new Adjutant, Captain Arnold Jepson (Jeep), who was soon to be replaced by another officer who was unusually well-known

to the CO. WO1 Moore took over from WO1 Beresford as RSM - Companies were renumbered 525, 526, 527 and 458 again.

At the end of May 1944, units started to move in accordance with plans for the invasion of Europe. When the Column moved, it was only in London that news of the invasion came. On 3rd June, CRASC and the Ammunition Officer embarked at the West India Docks, Tilbury to be closely followed by the rest of the unit. Fortunately - a massive smoke screen was laid by destroyers to inhibit German observation, even so, Roy Munford recalls that, off the Normandy coast, the sight of a vast collection of various ships and warships belied description. All the naval ships seemed to be firing at once - the noise was indescribable.

CRASC landed at Graye-sur-Mer at 7.30 a.m. on 8 June and joined Div HQ at Cresserons. Over the next few days, the four companies arrived to be faced with varying degrees of chaos which was not improved by location moves due to shelling from German long range guns. As if that was not bad enough, Major Roy Munford had to dive into a ditch more than once to escape machine-gunning by Allied aircraft. Tommy Rae also was machine gunned by a Spitfire, and recalls a local artillery regiment almost being decimated by our own aircraft, simply because a marker flarelanded in the wrong place. By the 14th June the Column was maintaining the Division. A week later companies were reorganised again on a commodity basis. In the fierce fighting around Caen, the Column was hard worked and had its share of air attacks from RAF fighters.

After the breakout, Monty allowed the 51st Division to divert to St Valery. On 3rd September, pipers of the 5th Camerons played in the town centre and their Commanding Officer, Lieutenant Colonel Derek Lang was presented with a bouquet of flowers by the Mayor. (Lt. Col. Lang had been captured at St Valery in 1940 but escaped en route, eventually after the war to command the 51st Highland Division and to become Honorary Colonel of 153 (Highland) Regiment R.C.T.(V).) CRASC and Officers of the Divisional RASC attended Beating Retreat by the Massed Bands of the Division at Cailleville, where Major General Rennie set up his HQ in the chateau which had been Major General Fortune's last HQ in 1940. Roy Munford recalls that the COC's address on that occasion was one of the most moving he has ever heard in his life. Pipe Majors of the Division played "The Flowers of the Forest" in memory of the Division's fallen and the campaign continued.

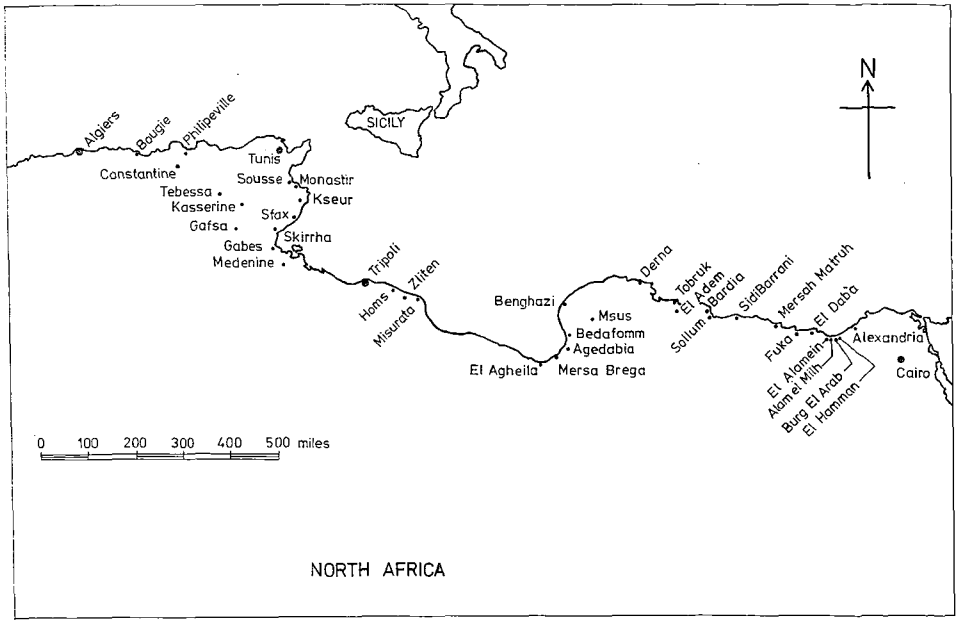
For some months German resistance in the Low Countries and the Ardennes was intense and the Allies seemed to make little or no headway. On 4th March, the Divisional Massed Pipes and Drums played again, this time for the first time on German soil, at Grafenthal, watched by Mr Churchill. On 23rd March, the Rhine was crossed. The Column established dumps on the west side to assist in the crossing and then had a major task in establishing dumps on the east side. Thereafter there was no significant German opposition and the Division progressed to the area between Bremen and Hamburg, finishing up at Bremervörde with the local German Corps Commander surrendering unconditionally on 5 May. The Column HQ was located at Ebersdorf near Bremerhaven the day the war ended. General Horrocks took the salute at the Victory Parade in Bremerhaven on 12 May 1945. Captain W.E. Wright of 526 Company commanded the 50 strong RASC contingent selected from all four companies.

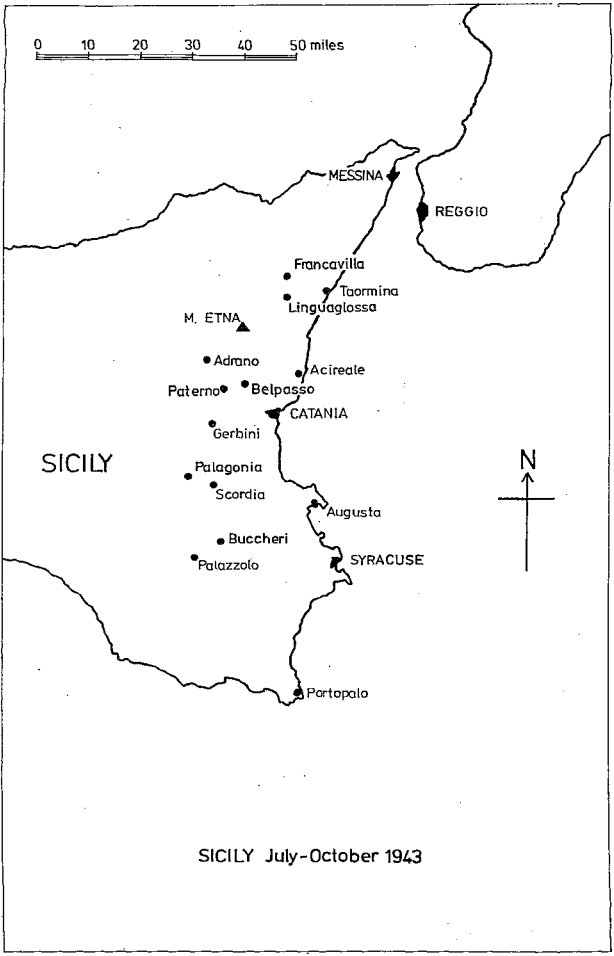
The war may have been over, but work was certainly not. The Column had to take over all Wehrmacht supplies at Bremerhaven docks, coordinate German labour and distribute stocks to German forces in

the area. Supplies were moved from Bremerhaven to Cuxhaven and a Supply Depot there was taken over from the Guards Armoured Division. On 19th May, the Bremen/Bremerhaven enclave was handed over to the American 29th Division and new locations were recced and occupied by Units of the Column. On 26th May "Operation Barleycorn" was started, the movement of a number of German forces to agricultural areas of Germany, not only to employ large numbers of prisoners but also to properly work the land after its relative neglect over the last five years. In September there were transport details to move Displaced Persons, the sad, uninjured casualties of war.

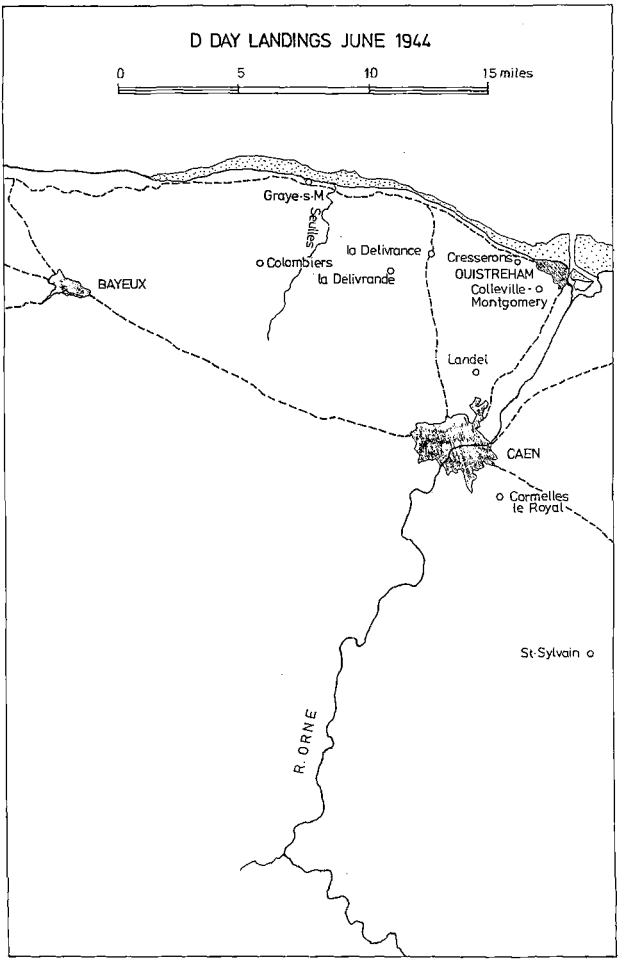
The final recorded location of Column HQ in December 1945 was in Godestorf. On 24 December, Christmas fare was issued to all Units and all depots closed until 27 December. The Army was settling into occupation of Germany, as the British Army of the Rhine, a title recalling the days of 1919.

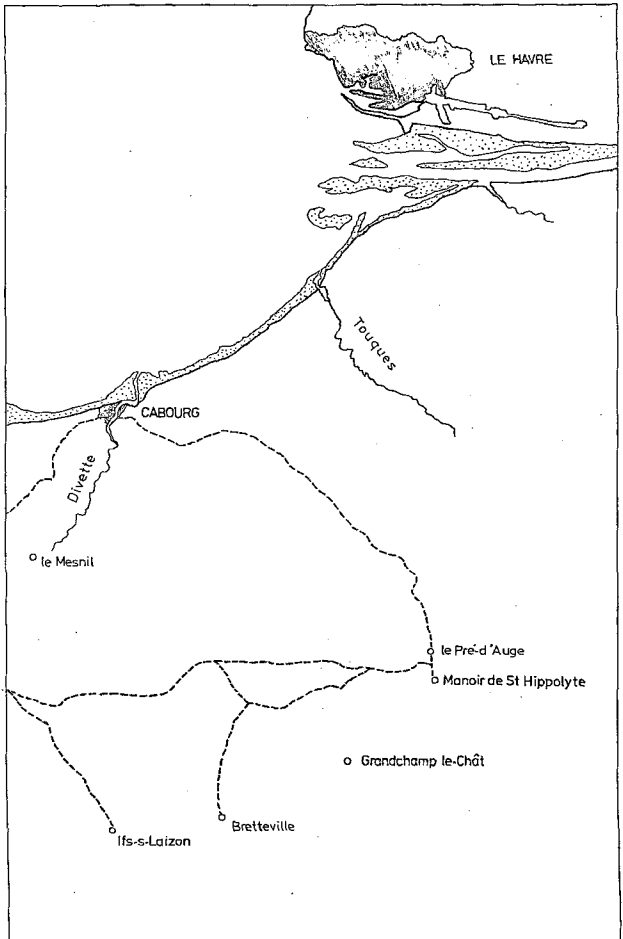
In December 1946 news was received that the Army Council had decided that Scotland should have only one formation in the post-war Army. Appeals were to no avail and the 51st and 52nd Divisions were amalgamated to form the 51st/52nd (Scottish) Division.


SICILY
N
Algiers
Bougie
Philipeville
Tunis
Constantine
Sousse
Monastir
Tebessa
Kseur
Kasserine
Sfax
Gafsa
Skirrha
Gabes
Medenine
Tripoli
Homs
Zliten
Misurata
Benghazi
Derna
Tobruk
El Adem
Bardia
SidiBarrani
Mersah Matruh
El Dabà
Msus
Bedafomm
Agedabia
Sollum
Fuka
Alexandria
El Agheila
Mersa Brega
El Alamein
Alam el Milh
Burg El Arab
El Hamman
Cairo
0 100 200 300 400 500 miles
NORTH AFRICA

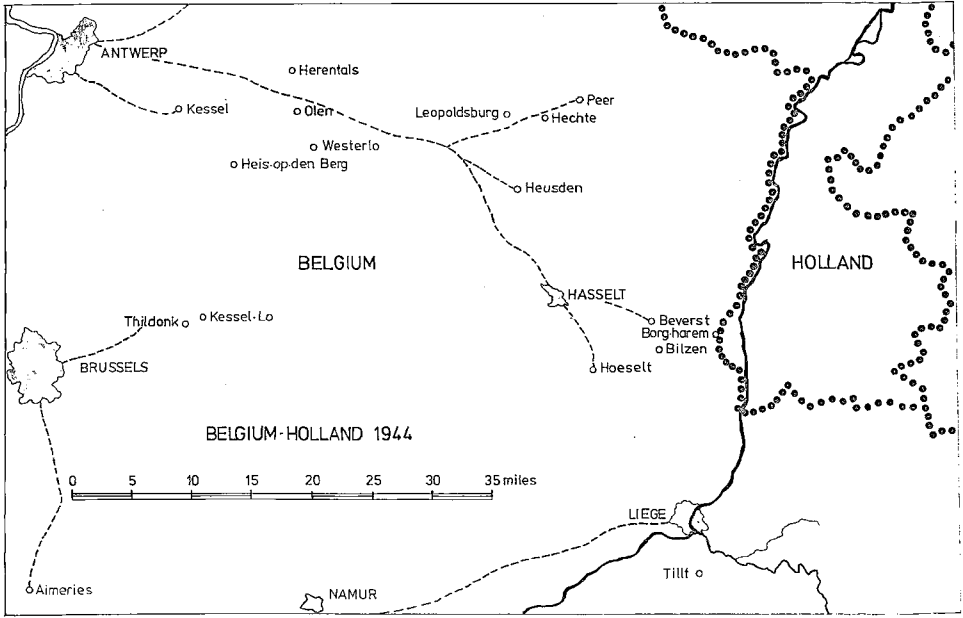


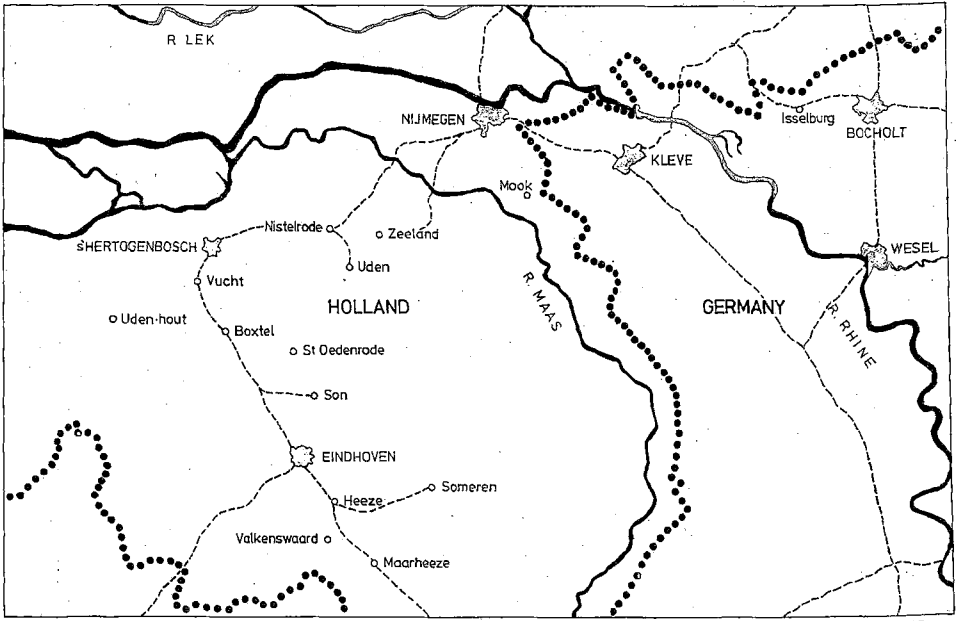
SICILY July-October 1943


D DAY LANDINGS JUNE 1944
0
5
10
15 miles
Graye-s-M
Seulles
la Delivrance
Colombiers
la Delivrande
Cresserons
OUISTREHAM
Colleville - o
Montgomery
BAYEUX
Landel
CAEN
Carnelles
le Royal
St-Sylvain
R. ORNE

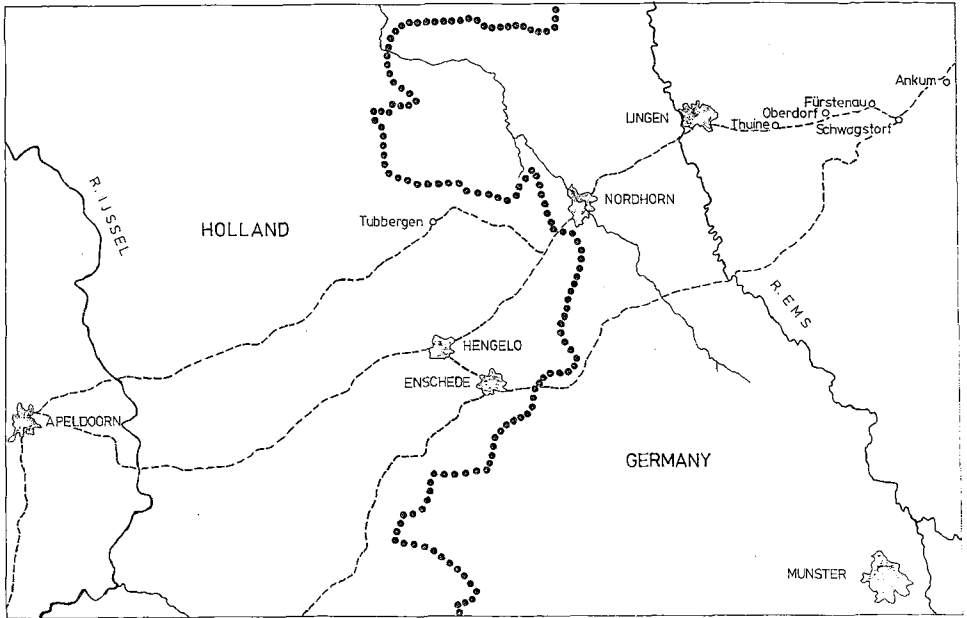


D Day Landings Plate 2

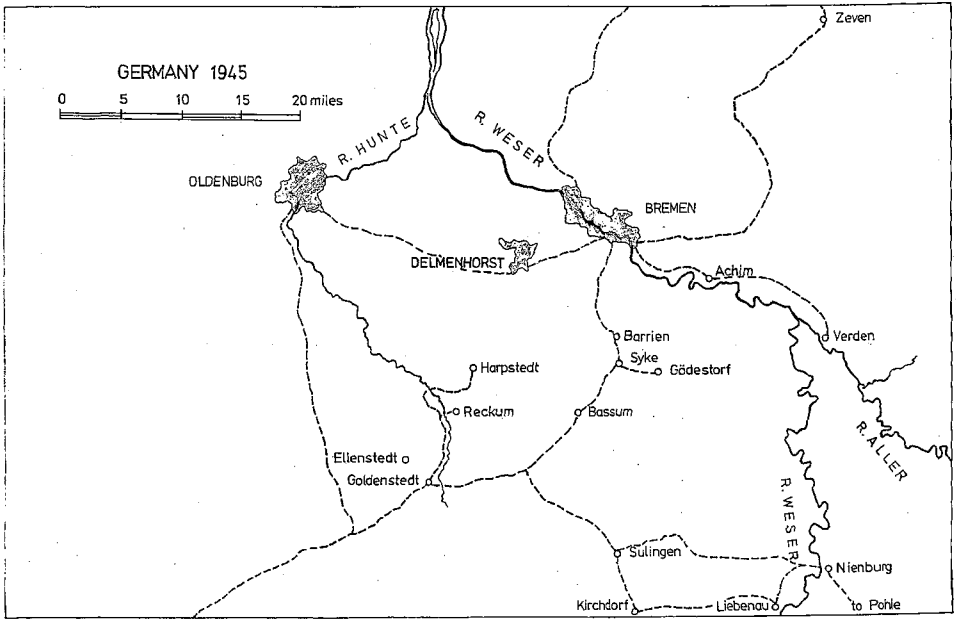

ANTWERP
Herentals
Kessel
Olen
Leopoldsburg
Peer
Hechte
Westerlo
Heis-op-den Berg
Heusden
BELGIUM
HOLLAND
HASSELT
Thildonk
Kessel-Lo
Beverst
Borg-harem
Bilzen
BRUSSELS
Hoeselt
BELGIUM-HOLLAND 1944
0 5 10 15 20 25 30 35 miles
LIEGE
Tillt
Aimeries
NAMUR

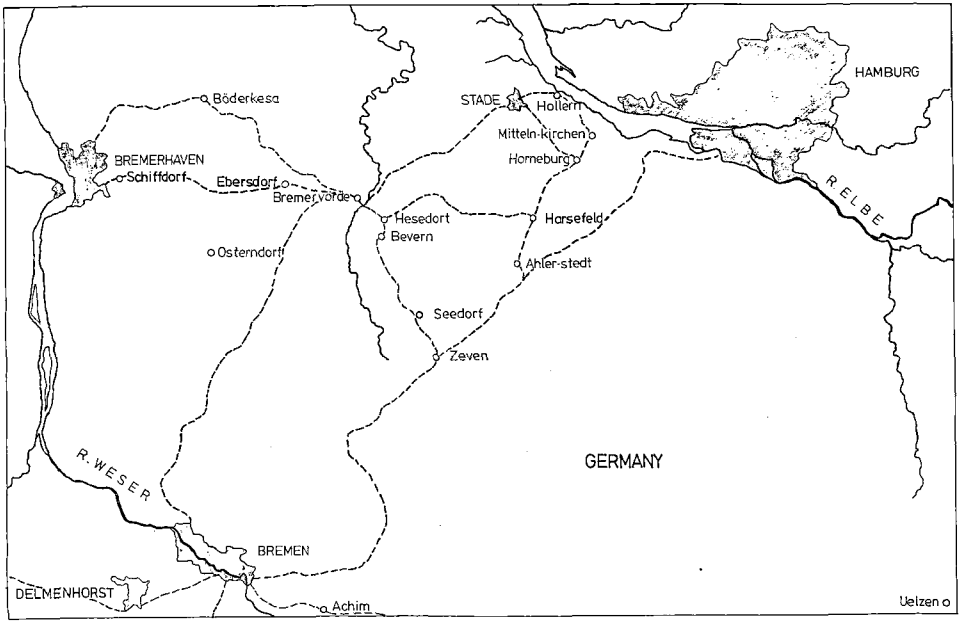


Holland / Germany 1944-1945



Holland / Germany 1945


GERMANY 1945
0 5 10 15 20 miles
R. HUNTE
R. WESER
OLDENBURG
BREMEN
DELMENHORST
Zeven
Achim
Barrien
Verden
Syke
Gödestorf
Harpstedt
Reckum
Bassum
R. ALLER
Ellenstedt
Goldenstedt
R. WESER
Sulingen
Nienburg
Kirchdorf
Liebenau
to Pohle



Germany 1945



Aftermath of desert storm. Western Desert 1942/43.
(Imperial War Museum E19226)



Route through the minefield. Western Desert 1942/43.
(Imperial War Museum E19293)



Marble Arch 1942.
(Imperial War Museum E20579)



Water flimsies from the wells at Agedabia. 1942. (Imperial War Museum E20352)

Instructions regarding War Diaries and Intelligence Summaries are contained in F.S. Regs., Vol. I and the Staff Manual respectively. Title pages will be prepared in manuscript.

WAR DIARY
INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form C. 2118.

Unit H.Q. 51 Highland Divl RASC

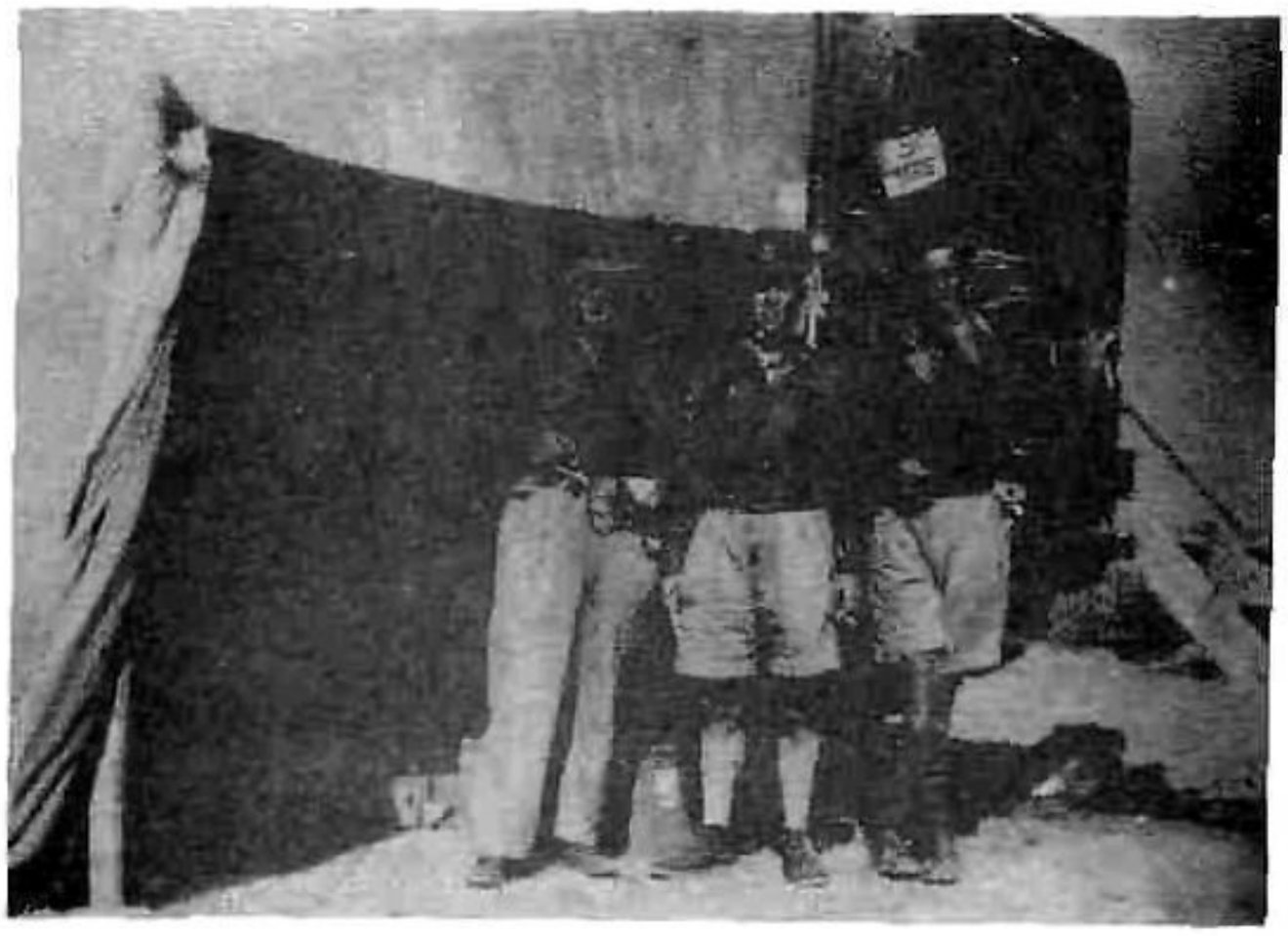
Commanding Officer Lt.Col R.H. Fraser

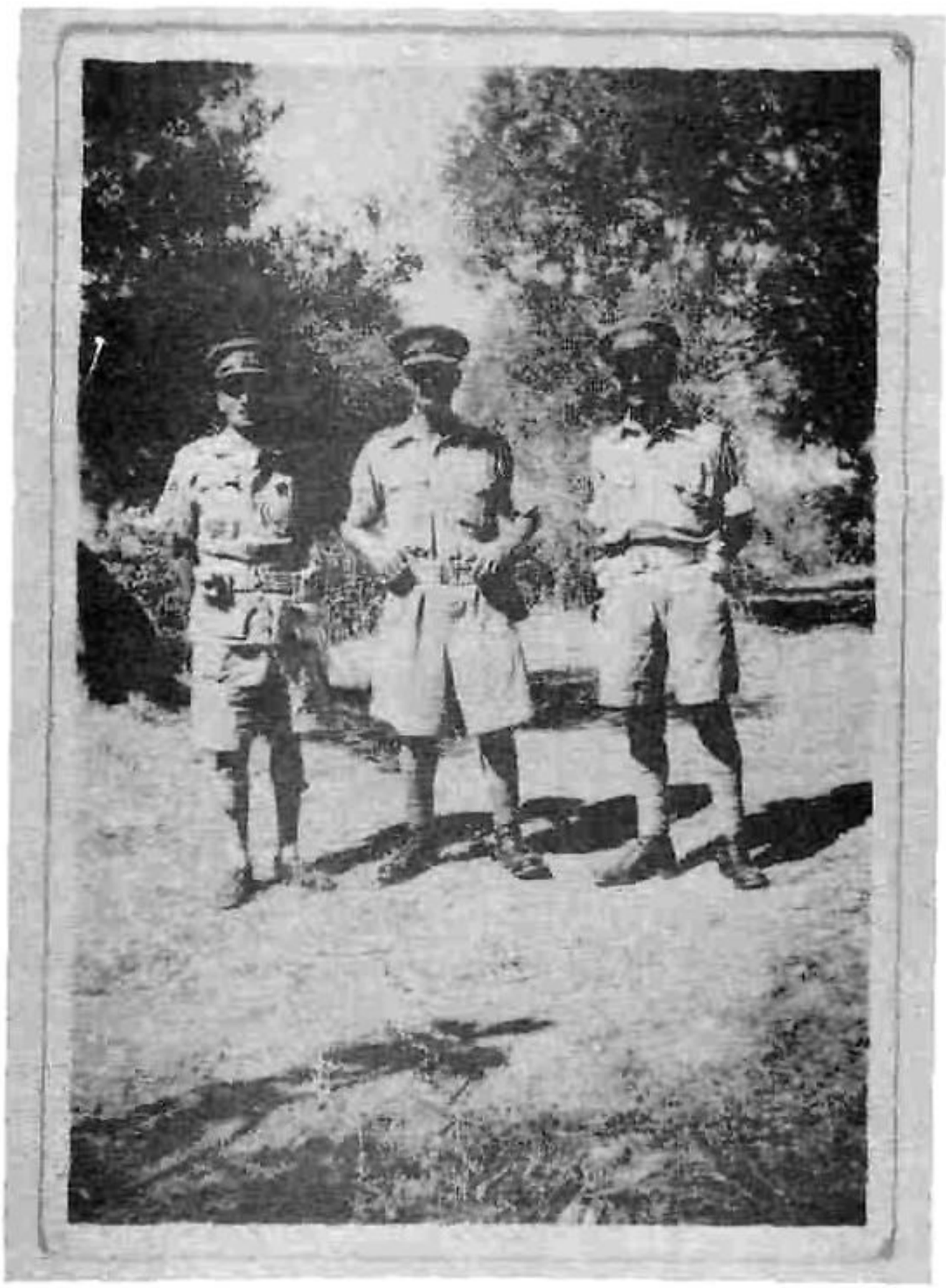
Month and Year January 1943

Place.	Date.	Hour.	Summary of Events and Information.	References to Appendices.
E.A.F.	1		50 vehs left on similar sec detail. 30 vehs on an sec detail returned and reloaded as FAB.	
	2		30 sec vehs set out on similar detail. The fifty vehicles that left on the morning of the 1st arrived back in the evening having done a very fast run. Instructions to no sec trip cancelled meantime. Great shortage of soap and razor blades at present. CRASC managed to obtain small supply for each Company.	
	3		NAAFI mobile Canteen came for Div RASC with small supply of chocolate and plenty of cigarettes. This is the first time a mobile Canteen has come round the RASC since before the battle of Alamein.	
	4		7 vehs in all including 30 RASC vehs left under a Div Tps Coy Officer to collect 48,000 gals of petrol from Benghazi. Move sent forward to 111 F.A.Z. their second line sec. This is to release sufficient lorries to troop carry forward a complete brigade.	
	5		Officers and a few O.Rs. of Divl. RASC saw all the various types of Army mules at 30 Corps rdz(Divisn. School). Instruction given on mule-lifting.	

Wt. 51871/1600. 1,250,000. 1/42. HCL. 41/1172. Forms C.2118/28.

Western Desert 1942/43
Lt Goodyear, Capt Gray
and Lt (?) Harvey

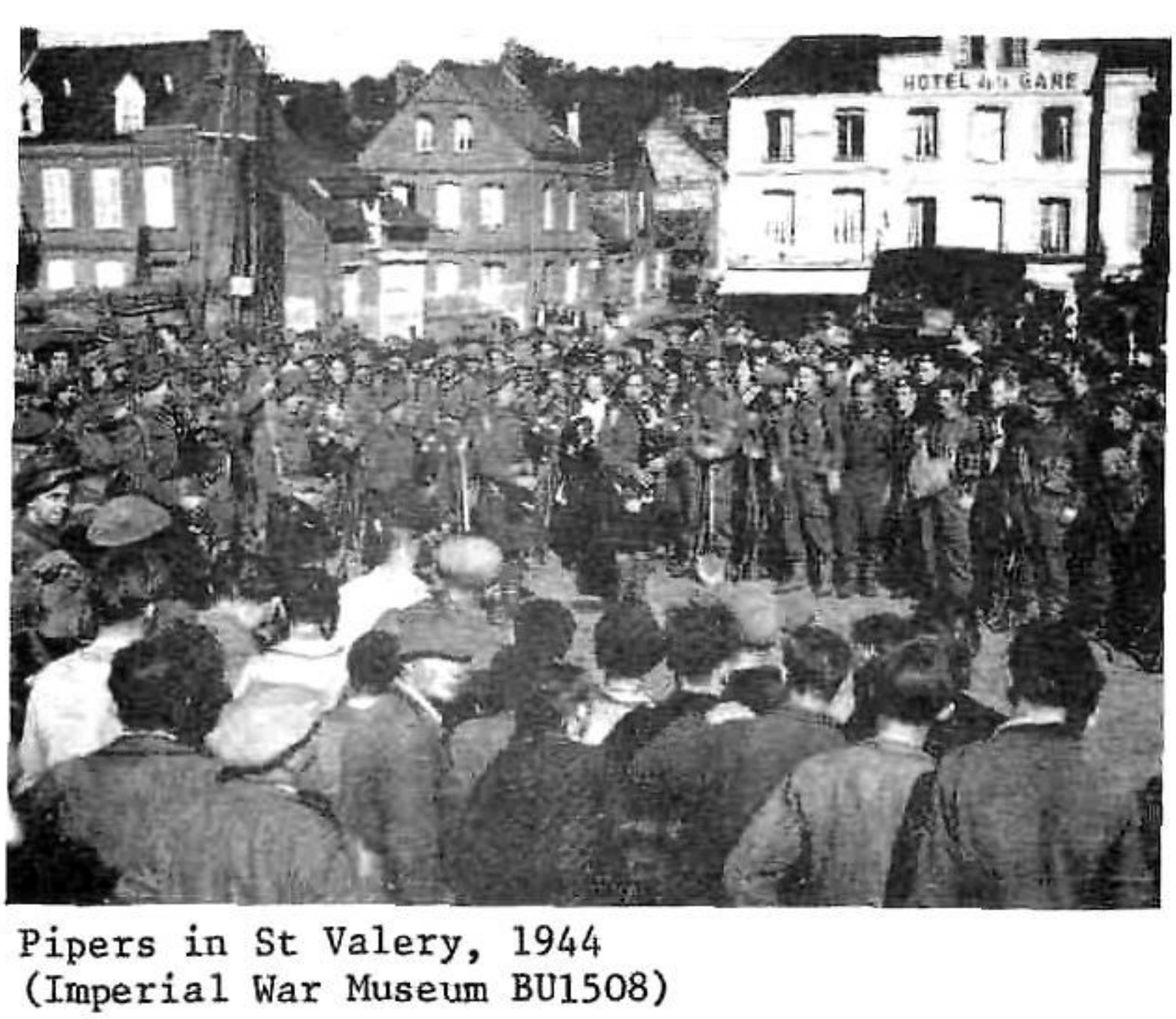




Tunisia 1943. Maj Norwell,
Lt Col Bruton and Maj Dixon

In Rouen en route to St Valery
(Imperial War Museum BU1509)





Pipers in St Valery, 1944
(Imperial War Museum BU1508)

Caen, at the time of the break-out July 1944.
(Imperial War Museum B6883)



Mud in Holland, November 1944.
(Imperial War Museum B12096)



In 1947, the exact date is uncertain, the 51st/52nd (Scottish) Infantry Divisional Column RASC (TA) formed, with its HQ in the TA Centre, 31 Yorkhill Parade, Glasgow. Little is known of them except what is contained in journals of the time. The combined Unit was commanded by Lieutenant Colonel W.H. Blackie, CBE, MC and his Adjutant was Captain B.H.J.A. O'Reilly RASC. The first Honorary Colonel after the war was Colonel W. Wordie OBE, TD, who had first been commissioned in the Lowland Divisional Transport and Supply Column ASC (TF) in 1908.

Excerpts from the first post war notes in the "Services and Territorial Magazine" No 14 in 1948 are:

"The Unit has been perhaps more fortunate in its recruiting than others and at the moment musters 18 officers and 95 other ranks.

So far the Unit has held two camps of 48 hours, one at Gailes Camp for men of the Lowland part of the Division, and the other at Barry.

The Unit is fortunate in the keeness of its staff and the recruits so far enrolled and hopes to do even better in the future."

The amalgamation of Highland and Lowland units into one whole was predictably doomed from the start. Recruits may have come in, but historic, organisational and geographic factors must have taken their toll and the October 1948 Journal states:

"Consequent on the disbandment of the joint 51st/52nd Infantry Divisional Column on 30 April 1948, 51 (Highland) Divisional Column RASC (TA) was reconstituted on 1 May 1948. Column HQ is situated in Glasgow and the CO is Lieutenant Colonel W.S. Gow (TA).

The four companies of the Column are 525 Company at Stirling, 526 Company at Dundee, 527 Company at Perth and 528 Company at Glasgow. Annual camp was at Stobs, Hawick in July.

527 Company Pipe Band played reveille for the camp. Brigadier H.A. Kelsall visited both weeks."

Even this compromise solution did not work, above all because no HQ in Glasgow could ever be in effective control of a Highland unit, and the March 1949 'Journal' reads:

"On 2 December 1948 the HQ moved to Perth and took up residence in the Tay Street Drill Hall. It is with regret we said goodbye to Lt Col W.S. Gow, and we welcome Major W.M.S. Wood.

We also said goodbye to 528 Company who are now commanded by HQ 106 Transport Column. The Column's new set-up is to be HQ and 527 and the divisional transport platoons in Perth, 525 Company in Stirling, 526 Company in Dundee and a new company, 549, to be raised in Aberdeen.

We are hoping to get the Pipes and Drums into new kilts in the near future."

The new Column had a more distinct family air about it, much of which can be attributed to the fact that many of the pre-war officers rallied around to start the unit off.

The C.O., Bill Wood, the 2IC, Major Scottie Ferguson, and the Transport Major, George Valentine, had all seen war service, as had the four

Company Commanders, Majors Johnny Waugh (525), Jack Stephen (526), Neil MacMillan (527) and Jimmy McClure (549). Majors Valentine and MacMillan had been POWs through the war in Germany, while Jimmy McClure, who had been evacuated from Dunkirk, had been a prisoner of the Japanese on the famous 'death railway'. Many other pre-war Territorials and war-time soldiers joined up. SSgt Phillips, a pre-war civilian employee, took his place behind a typewriter in Column HQ as though nothing had happened between 1939 and 1945. Colonel Harris Hunter was appointed Honorary Colonel. Details of RHQ appointments and company/squadron OCs can be seen in Annex G. The second post-war camp was held in Cultybraggan Camp, Comrie in August 1949, although this was the first of the 51st Highland Division Column's camps after the dissolution of the 51st/52nd Scottish Division.

On 10th June 1950, a war memorial to the fallen of the 51st Highland Division in 1940 was unveiled at St Valery. The stone monolith stands on the cliff top overlooking the beaches which saw the final acts of the division's surrender on 12th June 1940. Representatives of the Column were Capt A.F. McIntosh, an ex POW himself, and SSgt Phillips. A RASC wreath was laid in memory of those men of the Column who did not return from France.

1950 also saw the first appearance of the Pipes and Drums at the Corps Rally in the Albert Hall, London, and the three Brodies played, Pipe Major David Brodie, and his sons, Fred and David. The Pipes and Drums have played in the Albert Hall on many occasions since then.

The first Column Rifle Meeting was held at Barry Budden on 25th/26th March 1950 and Captain Jack Stephen showed himself as an ace shot. His ability and enthusiasm carried the Column for many years.

Life in the post war TA settled down into a routine of training weekends, with an administrative night during the week for each company. Annual camps were mostly held in Scotland. Lieutenant Colonel Bill Wood commanded until 1953, after which he became Honorary Colonel. He was followed as CO in turn by Neil Macmillan, Jack George, Jack Stephen and Jimmy Morrison.

On Sunday 13 July 1958, 34 years after its original dedication, the 51st Highland Division memorial at Beaumont Hamel was rededicated. The good Scots granite had survived the damaging effects of the weather, but some of the other stone had crumbled. Perhaps surprisingly, the 2nd World War had passed it by without damage. The Germans had respected the memorial and had even oiled the bronze figure to help preserve it.

Only 30 people attended this rededication, some distinguished names among them. The sole RASC representative was Mr Robert Oliphant with his wife from Hamilton. His souvenir booklet of the occasion, containing a number of autographs, is among the papers and photographs presented to the regimental collection by his widow, a wonderful woman.

In 1961, 99 and 100 Companies WRAC were formed as part of 51 Divisional Column RASC, having in the main previously been 316 and 317 Battalions WRAC. 99 Company, commanded by Captain Wida Duncan, had its HQ and one platoon in Perth and one platoon in Dundee. 100 Company, commanded by Captain Mary Dunn, had its HQ and one platoon in Dunfermline, and a platoon in Kirkcaldy with a detachment in Cupar.

With its own transport, each company became part of its parent RASC unit, 99 Company with 527 (GT) Company RASC (TA) and 100 Company with 207 (Ambulance) Company RASC (TA). The girls were employed as clerks,

The first Commanding Officer was Lieutenant Colonel Pat Gray, MM RCT, a Regular officer who lived in quarters in Dunfermline, in which ancient town the new RHQ was located. In his wake came a succession of other Regulars, all characters in their own right, bringing a wealth of experience in different posts around the world. Except during the 2nd World War, all previous COs had been TA officers, but now in keeping with Ministry of Defence policy, only exceptionally would a TA officer take command, and even then, only one of the eight independent regiments at a time would be so privileged.

The Regular content of the regiment was also increased and from 1967 on, the CO had to support him: a Regular Training Major; Adjutant, Quartermaster, RSM and Chief Clerk in RHQ, and a WO2, PSI, SQMS and Sgt REME in each squadron. Outlying locations such as Aberdeen and Dunblane (if those cities will forgive being called 'outlying') were granted an additional Sergeant PSI. In 1978 a Sergeant PSI was added to RHQ, in 1979 a 'Non Regular Permanent Staff' Staff Sergeant in each squadron and in 1980 a NRPS REME Staff Sergeant in the new Regimental Workshop. All these were in addition to the Permanent Staff Administrative Officer in each squadron.

The three new squadrons were 212 (Ambulance) Squadron in Perth and Aberdeen, 230 Squadron in Edinburgh and 231 Squadron in Dunfermline. 230 Squadron had been formed on 1st April 1967 by an amalgamation of 208 and 529 Squadrons of 69 East Lowland Regiment RCT, which itself had previously been 123 Transport Column RASC. 230 Squadron regrouped to 153 (Highland) Regiment RCT(V) in August 1969. From 1967 on, camps have been split, but with a change of role to 3rd line, most years have seen RHQ and two squadrons in BAOR.

In March 1969 a fourth squadron was added on the disbandment of the Fife and Forfar Yeomanry/Scottish Horse Cadre: 239 (Highland Yeomanry) Squadron, with its HQ in Yeomanry House, the old prison in Cupar, and a troop each in Kirkcaldy and Leven. Members of the squadron were authorized to wear the Atholl bonnet of the Fife and Forfar Yeomanry, the only unit in the British Army to have that distinction. In 1969 also the "Blue Arrows" motorcycle display team was formed - a small Annex (U) is devoted to their story.

At long last in 1975, new barracks were built in Perth; plans from pre-war days came to fruition when 212 Squadron moved in during July. Her Majesty the Queen Mother formally opened Queen's Barracks in the Dunkeld Road on 25 October 1975, a barracks which is shared with the HQ and a company of the 1st Battalion 51st Highland Volunteers. Going ahead slightly in time, HRH Prince Charles also opened Prince Charles Barracks in Aberdeen (formerly Fonthill Barracks) on 1st October 1978, and inspected a Guard of Honour containing many 212 Squadron soldiers. On the same date the massed Pipes and Drums of the TA in Scotland including 153 Regiment, marched past the Prince in Union Street, followed by a drive past of over 100 vehicles organised by 153 Regiment. The new barracks were certainly an improvement on the original two Nissen huts in Great Southern Road and in Ruby Lane.

1977 saw two major changes in the regiment. First came the assumption of a 4th line role as part of an RCT TA wide re-roling plot, instead of the 3rd line role held since 1967. The radio troop was disbanded and the regiment took a step backwards in some ways in its reliance on despatch riders and civilian telephones. Secondly, the old and well-loved AEC 10 tonner and Leyland Hippos were phased out, although in fact it took over two years to clear some of them from the QM's account. In their place came 25 Foden 16 tonne trucks, which can easily hold 12 pallets of ammunition and cruise on good roads at 50-60 mph. Convoys driving at 15-20 mph are bad news for these sophisticated vehicles. For some rationalistic reason "Transport" was added to the regimental title.

1977 also saw a few other occasions worthy of mention. RHQ, 212 and 239 Squadrons camped at Chickerell near Weymouth on the south coast of England. It was the year of the Silver Jubilee of her Majesty the Queen and a parade, commanded by Major Alasdair MacLean of 239 Squadron was held, which was inspected by Brigadier John Lofts MBE, ADC, CTMO UKLF, a great supporter of the TA. The Blue Arrows Motorcycle Team performed at seven shows locally, and the Mayor of Weymouth presented the team with a plaque when he entertained them to drinks in the Mayor's parlour as a token of appreciation.

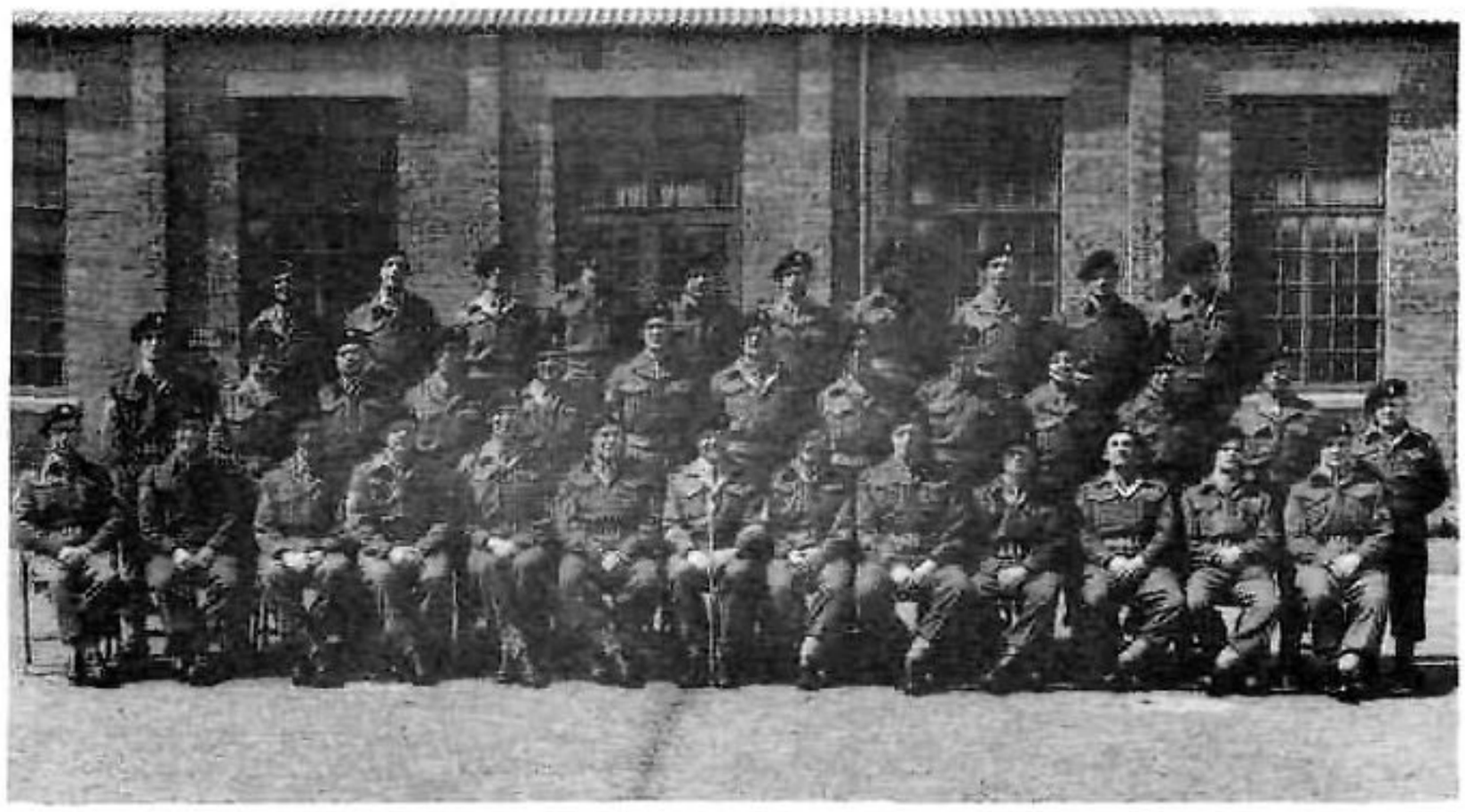
Captain John Gordon of 239 Squadron commanded the detachment from the Highlands Services at the Wembley Review. With the CO, Lieutenant Colonel Roland Fahey, Major Paul Mackenzie RAMC(V) and WO2 Arthur Menzies of RHQ, he was the proud recipient of a Silver Jubilee Medal. The Regimental Gathering at Barry Budden on Sunday 17th July was a great success, with hot-dog stalls, Landrover trains and a minor fairground. The Honorary Colonel, the Earl of Elgin and Kincardine, came in his 1922 Rolls Royce Silver Ghost.

The winter of 1977/78 was the time of the national fire-fighting strike, when the CO became Military Commander of Fife and all the Regular staff of the regiment became "Green Goddess" co-ordinators. (Green Goddess was the nickname of the old service fire fighting vehicles brought out of retirement to obviate the use of civilian vehicles.) TA training in the regiment was severely affected. Royal Navy ratings manned the vehicles, based on TA drill halls around the country. Unfortunately they could not get out of the habit of scrubbing floors - it took well over a year for the polish to recover.

1978 saw the establishment of a Regimental Workshop (as opposed to squadron workshops), the issue of sleeping bags (very attractive items), the withdrawal of blankets and the recruitment of several WRAC clerks in place of RCT clerks who were difficult to 'find'. And 1978 was the year of camping at Leek, which must rate as the worst camp the regiment has ever been to. If anyone is in any doubt as to why the local (unwelcoming) town is called Leek, the explanation that it rained solidly for 3 weeks in Autumn should suffice. In January, the MOD Dress Committee authorized the Highland and Lowland Transport Regiments to wear a square of Red McDuff as a backing to the RCT cap-badge on the beret, the cloth inevitably to be provided at Regimental expense.

1979 was a busy year. After the Regimental Cocktail Party in the Laigh Hall, officers, their families and guests moved up to the Esplanade of Edinburgh Castle, on which the Pipes and Drums Beat Retreat. The salute was taken by Lieutenent General Sir Michael Gow, GOC the Army in Scotland. Ken Howard painted a watercolour for the regiment. Sgt Lapper ran a weekend motorcycling course for the newly arrived Canams. 'New' 1958 pattern webbing was issued to replace the well-known but by now despised '1937' pattern. And RHQ moved into Bothwell House in Elgin Street, having occupied a hut nearby since 1967.

In 1980 our Director General, Major General Freddie Plaskett, visited an excellently organised inter-troop competition at Barry Budden, two squadrons trained at CVHQ Grantham for the first time, and the Pipes and Drums and 'Blue Arrows' performed at Corps Week in Aldershot for the 'At Home'. Above all, 1980 was the year of Exercise "Crusader" when 440 men and 200 odd vehicles exercised in BAOR in September, taking part in the greatest exercise since the war. Our vehicles covered 362,000 miles. And Lieutenant Colonel Jim Gibb became the first TA Commanding Officer since the formation of the regiment as such in 1967. History does turn full circle.



Sergeants Mess 1950



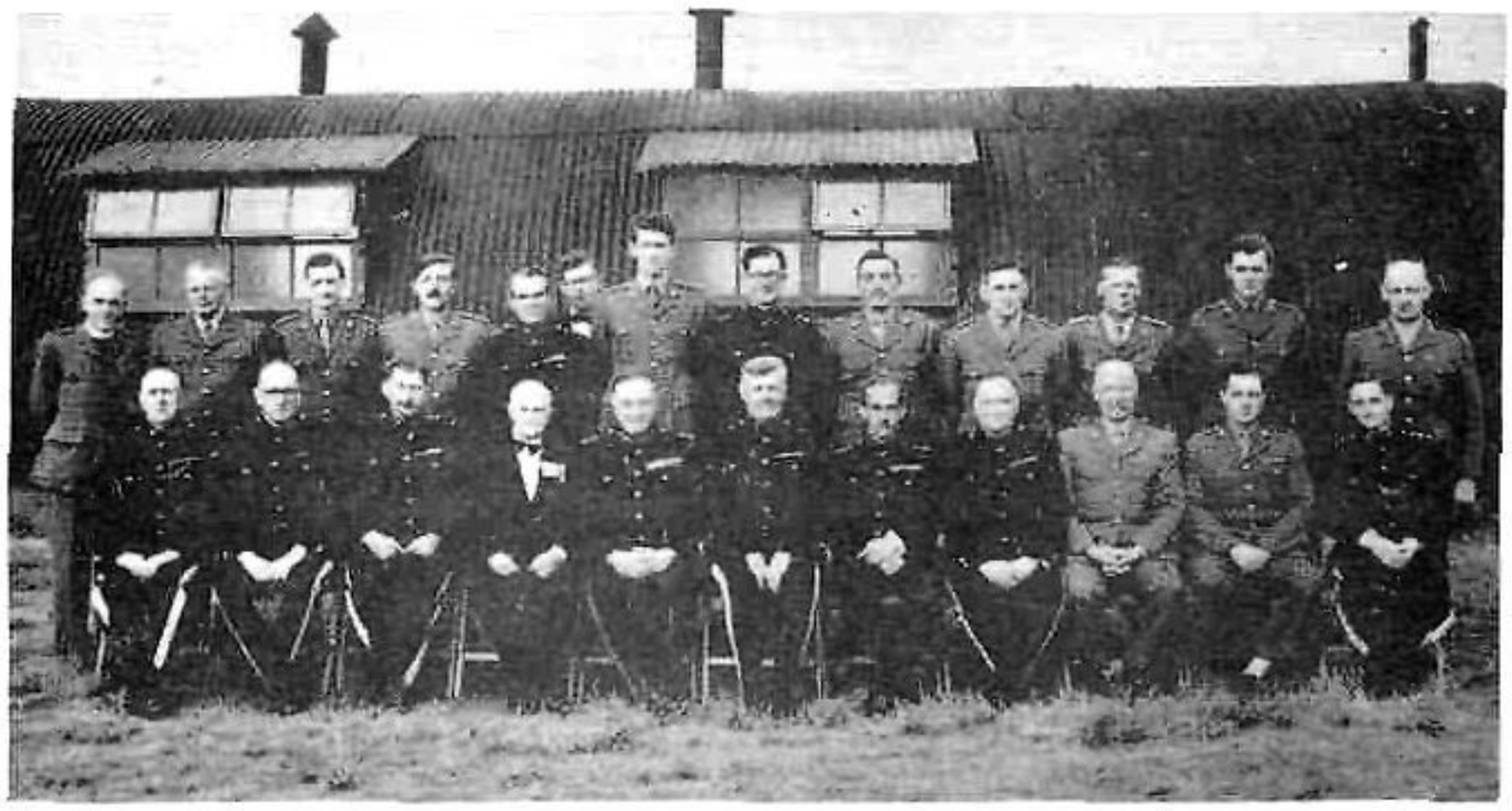
Sergeants Mess 1970 (Ian Kennedy)



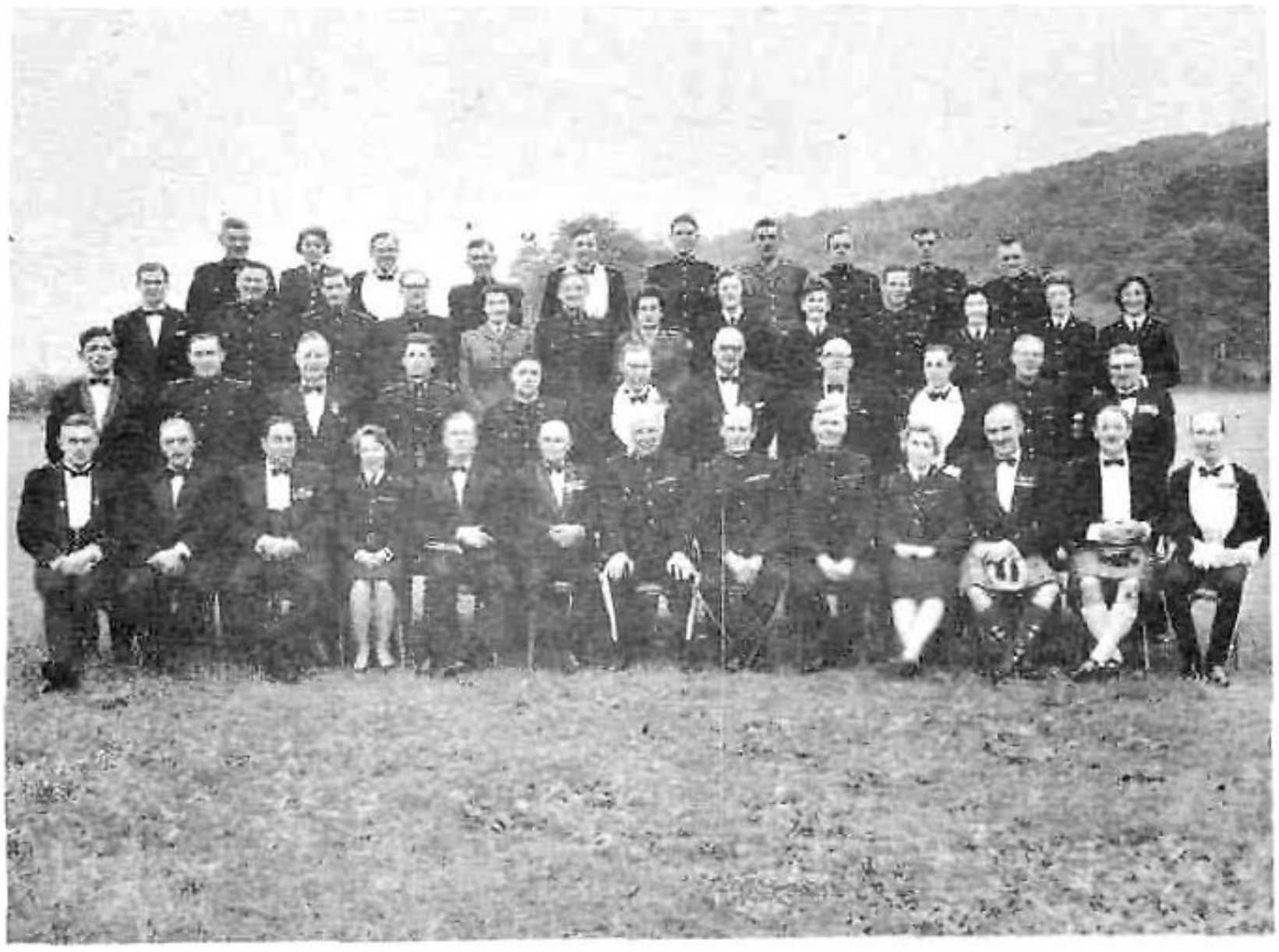
Maj Gen Turpin visits Troon, 1961
(Kyle Studio)



First post war photo of officers, Crieff 1948
Lt Col Wood commanding



Officers, Barry Budden, 1958
Lt Col George commanding



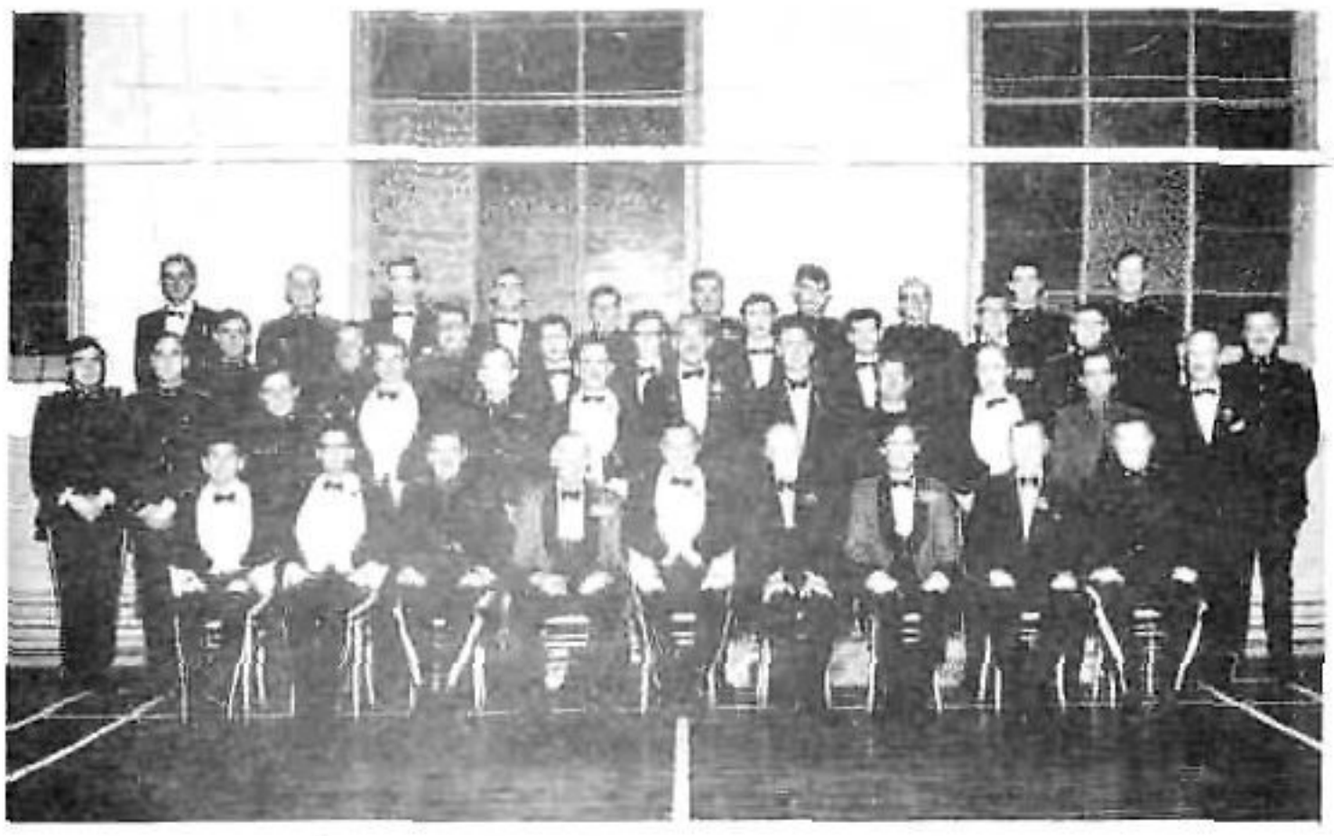
Officers, Cultybraggan 1963
Lt Col Stephen commanding (Ian Kennedy)



Officers, Milton Bridge 1964
Lt Col Morrison commanding (Ian Kennedy)



First photograph of officers of 153
(Highland) Regiment RCT(V),
Nottingham, 1967. Lt Col Gray commanding.
(Star Photos Perth)



Officers Dinner Night photograph,
Dunfermline 1971 (Norval)



Officers and Sergeants Mess, Leek, 1978
Lt Col Young commanding



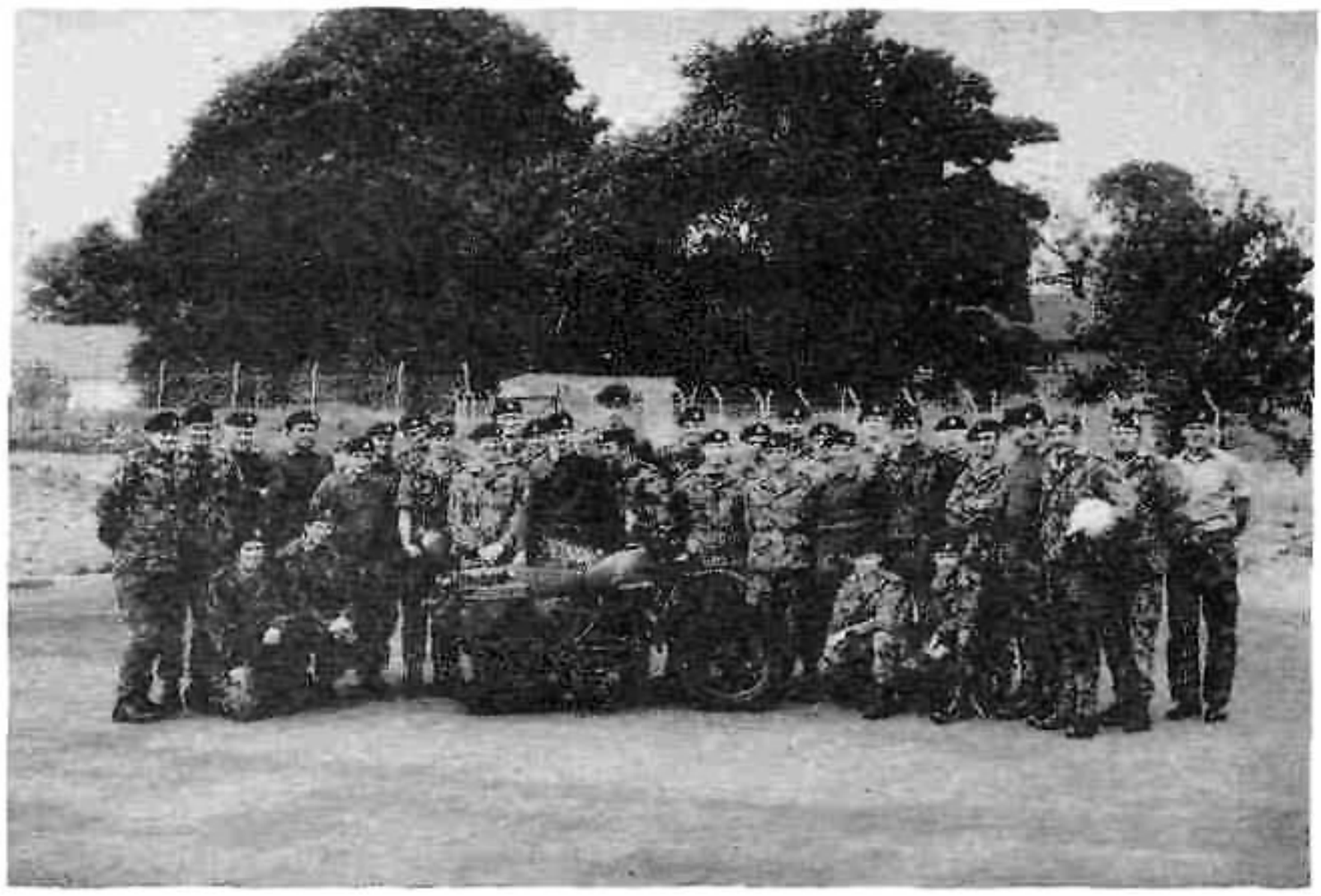
HRH Prince Charles speaks to SSGT Allen at opening of Prince Charles Barracks, Aberdeen, 1 October 1978 (Aberdeen Press)



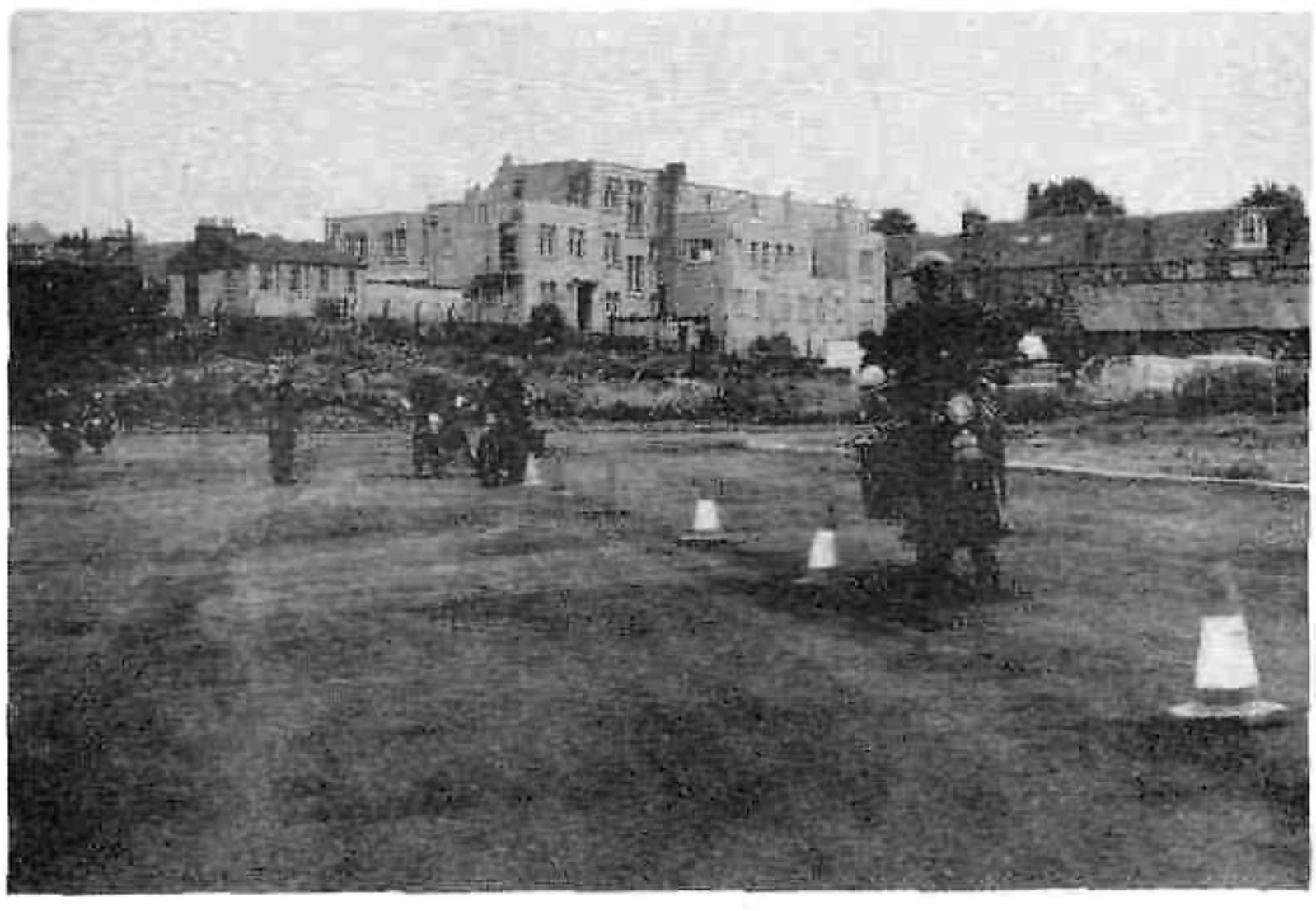
HRH Queen Elizabeth the Queen Mother opening Queen's Barracks, Perth on 25 October 1975



Regular Permanent Staff 1980



CANAM training weekend 1979



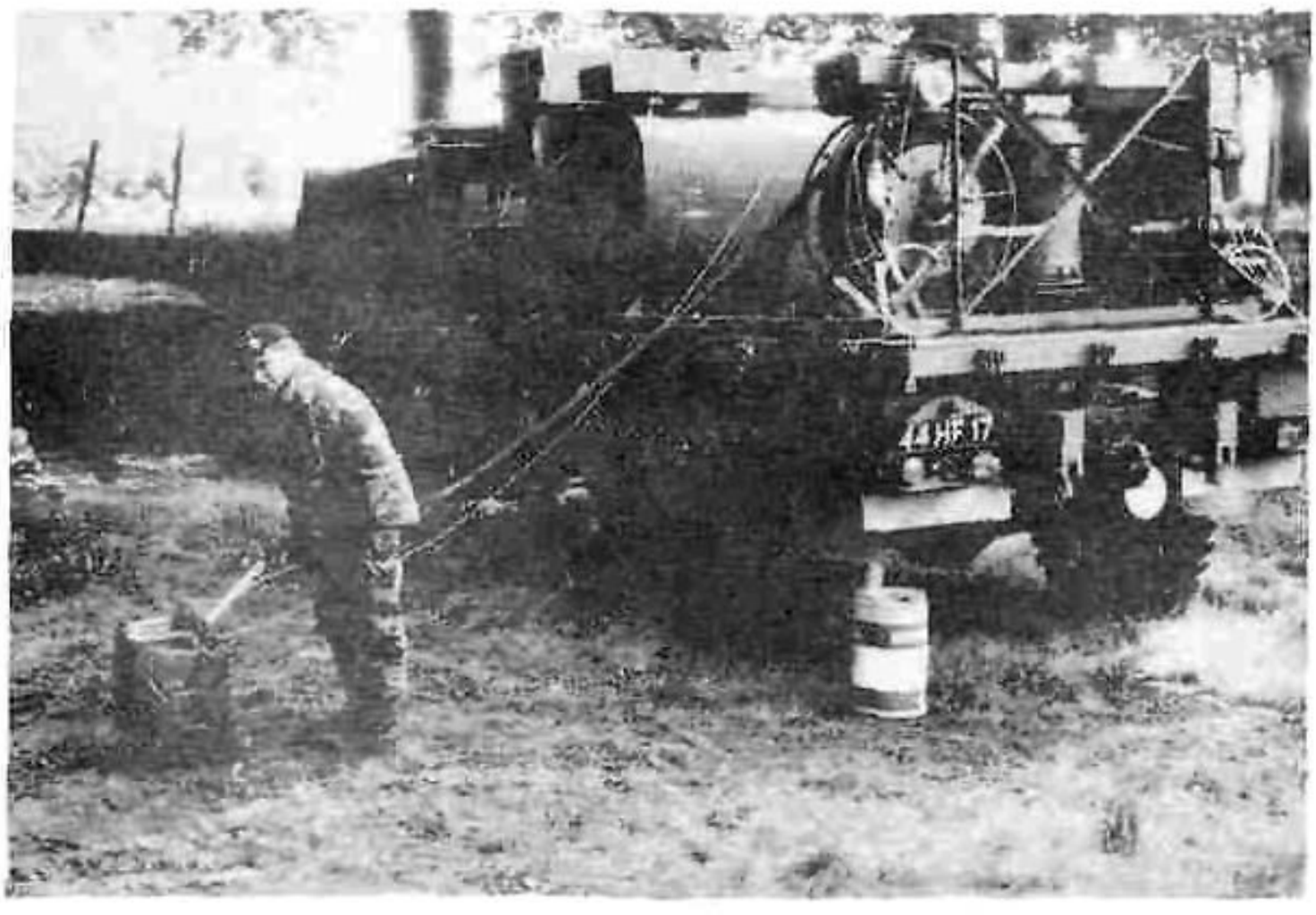
CANAM familiarization training, 231 Squadron TA centre in the background



MT Park at Hameln



231 Squadron HQ in the field



A *'pod' at work*

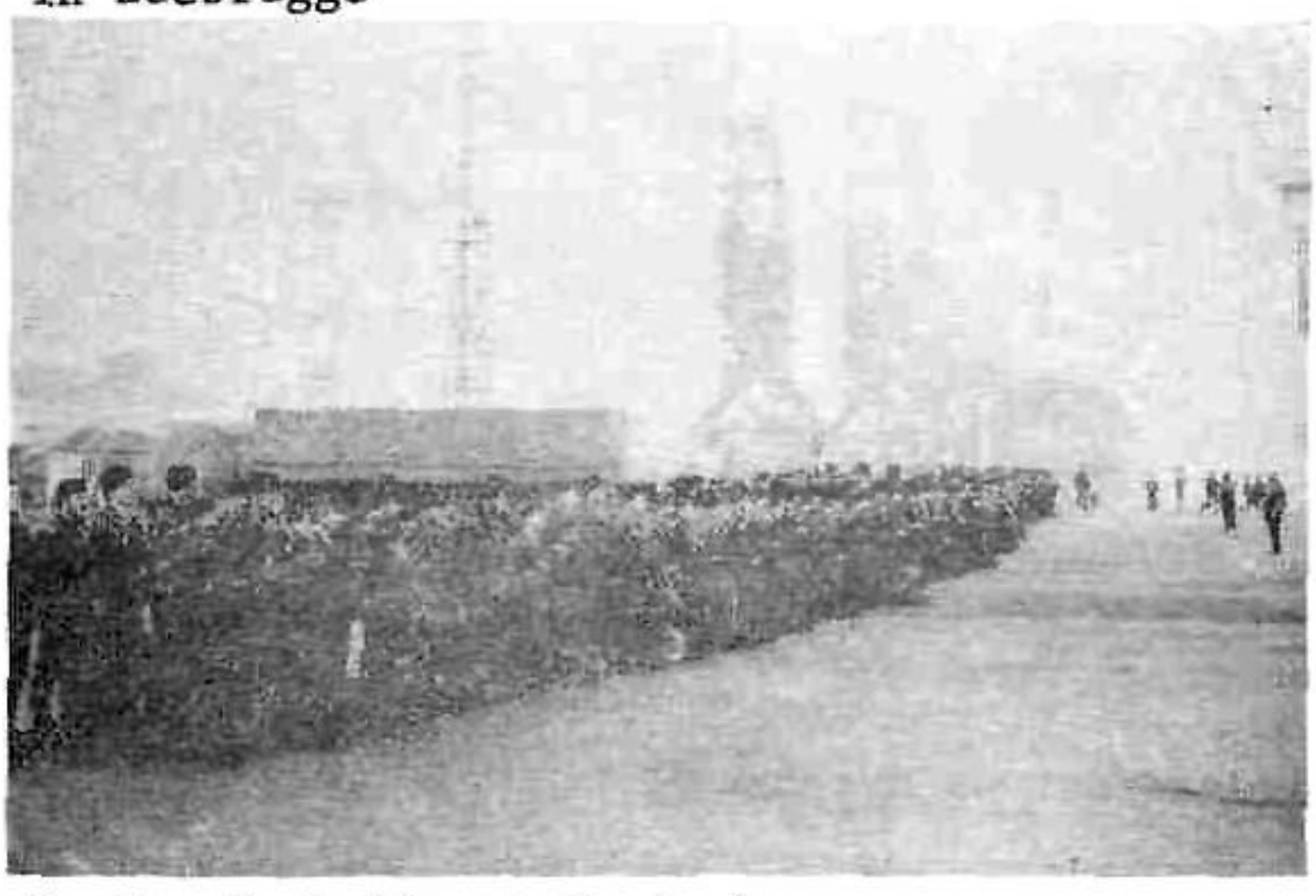
Exercise Crusader 6-20 September 1980



Waiting to get on board ship for the return to UK



Loaded Fodens going aboard the vehicle ferry in Zeebrugge



On the dockside at Immingham

Exercise Crusader 6-20 September 1980.

153 (HIGHLAND) TRANSPORT REGIMENT
ROYAL CORPS OF TRANSPORT (VOLUNTEERS)

25 OCTOBER 1980
DUNFERMLINE



MELON AND SHRIMP COCKTAIL

CREAM OF MUSHROOM SOUP
WITH SHERRY BITTERS

POACHED FILET OF LEMON SOLE
WITH GRAPES

ENTRECOT BERRY

CHATEAU POTATOES
SAUTEED RED PEPPERS
BROCCOLI WITH BUTTER
GREEN SMALL PEAS
CELERY HEARTS

FRESH PEACHES IN BRANDY PARFAIT

COFFEE

FRESH FRUIT

BERNKASTLER KURFURSTLEY
SPÄTLESE 1976

BORDEAUX SUPERIEUR CHATEAU
BEAU RIVAGE 1976

PORT

LIQUEURS

1980 Menu. Dunfermline.

ANNEX A

HONORARY COLONELS

1 April 1908:	Major and Hon Lieut Col John Birrell (late 1st Dumbartonshire Volunteer Rifle Corps)
1 April 1913:	Captain J Lord Semphill
1 April 1922:	Colonel H Dalton Henderson CB, DSO, VD, TD
30 September 1933:	Colonel W Gray DSO, TD
30 September 1938: to 12 June 1940	Captain S Norie-Miller MC, MA, JP (late 6/7th Battalion Black Watch)
1947:	Colonel W Wordie OBE, TD (51st/52nd (Scottish) Divisional Column RASC (TA))
1948:	Colonel T Harris Hunter OBE, TD
1954:	Colonel W M S Wood TD
14 August 1964:	Colonel G F Collie MBE
August 1971:	General Sir Derek Lang KCB, DSO, MC
August 1976:	The Earl of Elgin and Kincardine

ANNEX B

COMMANDING OFFICERS

1 April 1908:	Lt Col E J Haynes TD	
1 April 1914:	Lt Col H Dalton Henderson VD	
22 February 1918:	Lt Col W Gray DSC, TD	
8 June 1928:	Lt Col A C Mackenzie Fraser TD	
8 June 1934:	Lt Col T Harris Hunter TD (until 12 June 1940)	
Late 1940:	Lt Col H Kelsall RASC	
1941:	Lt Col M G Hopson RASC	
13 November 1941:	Lt Col H H Bruton RASC	
26 April 1944:	Lt Col E S A Nicholls RASC	
January 1946:	Lt Col A E C Hunt RASC	
1947:	Lt Col W H Blackie CBE, MC	(51/52(Scottish) Inf Div Colm RASC (TA))
1 May 1948:	Lt Col W S Gow TD	
1948:	Lt Col W M S Wood TD	
November 1953:	Lt Col N J S Macmillan TD	
1957:	Lt Col J George TD	
1960:	Lt Col J Stephen TD	
1 October 1963:	Lt Col J D Morrison TD	
1 April 1967:	Lt Col P E Gray MM, RCT	153 (Highland) Regiment RCT (V)
January 1968:	Lt Col D F J Horner RCT	
June 1970:	Lt Col P W M Roberts RCT	
March 1973:	Lt Col W J Heaps RCT	
September 1975:	Lt Col R J J Fahey RCT	
April 1978:	Lt Col M H G Young RCT	

ADJUTANTS

10 June 1908	Captain K D Mackenzie ASC
21 November 1911	Captain J L Weston ASC
26 August 1914	Captain J Vass Lorimer ASC
1918	Captain C H Masse MC RASC
26 September 1919	Captain Davis RASC
December 1925	Captain J L G Carter OBE RASC
1 October 1927	Captain L J Walch RASC
1 November 1931	Captain J D Constable RASC
1 November 1935	Captain N G Duckett RASC
22 August 1938	Captain H S G Mayell RASC
September 1939	Captain F V Mound
15 October 1941	Captain W Scott Ferguson
July 1943	Captain R A A Gray
2 March 1944	Captain A Jepson
31 May 1944	Captain H J T Harper
1947	Captain B H J A O'Reilly RASC
May 1949	Captain J D Wallace RASC
February 1952	Captain P S S Heal RASC
July 1954	Captain W M C MacDonald RASC
1956	Captain D J Gittings RASC

ADJUTANT/TRAINING MAJORS

1958	Major E W Henderson RASC
1959	Major C L Edwards RASC
1961	Major S G Waite RASC
3 August 1963	Major J M Bowers RASC
1964	Major D G Donnison RASC — 31 Dec 63 to 31 Dec 64

ADJUTANTS

1967	Captain M W Betts RCT
1969	Captain P Shaw RCT
1971	Captain A F Lawrence RCT
1974	Captain M G Keohane RCT
1976	Captain P Fraser RCT
1978	Captain G G Davies RCT
1980	Captain D R Jeffery RCT

REGIMENTAL SERGEANT MAJORS

1908	:	SSM Pankhurst
1915–18	:	SSM Stuart
1922	:	WO1 Ridout
1923	:	WO1 Glackan T/640
1934	:	WO1 Drew
16 March 1936	:	WO1 Glazier
March 1939	:	WO1 F V Mound (Commissioned 15 June 1939)
15 June 1939	:	WO1 A Tucker (Captured St Valery)
1940	:	WO1 Beresford
20 May 1944	:	WO1 F A Moore
7 December 1945	:	WO1 Sims
1949	:	WO1 A Short
1952	:	WO1 Hicks
1954	:	WO1 J H Teasdale
1957	:	WO1 Smith
1959	:	WO1 D M Stewart
1962	:	WO1 W Millar
8 January 1969	:	WO1 W B McKeever
March 1971	:	WO1 R Morrison
January 1973	:	WO R G Gower
December 1975	:	WO1 McMillan
1978	:	WO1 T Jenkinson
16 March 1980	:	WO1 J Brown

ANNUAL CAMPS

1908: Barry Links. 1-8 August. No 1 (Hd Qrs) Co and No 4 Co.

1909: Barry. 3-17 July. No 1 (Hd Qrs) Co.
24 July - 10 August. No 4 Co.
Stirling. No 2 Co.

1910: Stobs. No 1 (Hd Qrs) Co. July.

1911: Monkton Camp, Troon.

1912: Montrose.

1913: Dornoch. No 1 (Hd Qrs) Co. June.

1914: Budden. No 1 (Hd Qrs) Co (-). 4-18 June.
Kingussie. Detachment No 1 (Hd Qrs) Co. June.
Blair Atholl. ? July.
Macrihanish. ? ?

1922: Kilcreggan, Tain and Montrose. 10 June - 13 August.

1923: Nairn.

1924: Montrose.

1925: Macrihanish.

1926: Montrose.

1927: Montrose.

1928: Montrose, Broomfield Camp.

1929: Montrose 13-27 July
Aberdeen, Annsmuir, Blair Atholl, Callander, St Andrews.

1930: Montrose. 5-19 July.

1931: Montrose. 18 July - 1 August.

1932: No camp (financial limitations).

1933: Western Gailes, Irvine. July.

1934: Dunfermline.

1935: St Andrews. June/July.

1936: St Andrews. 4-18 July.

1937: Nairn.

1938: St Andrews, Balgove Camp. 2-16 July.

1939: Western Gailes, Irvine. July.

1948: Stobs Camp, Hawick. July.

1949: Cultybraggan Camp, Comrie (Highlands trek).

1950: Zetland Camp, Marske, Redcar.

1951: Cultybraggan Camp.

1952: Dallachy Camp, Morayshire. 5-19 July.

1953: Fochabers (Z Camp).

1954: Stobs Camp, Hawick.

1955: Dallachy.

1956: Dundonald Camp, Troon.

1957: Leeds, Knowstrop Camp.

1958: Barry Buddon.

1959: Dundonald Camp, Troon.

1960: Bristol, Cribbs Causeway.

1961: Dundonald Camp, Troon.

1962: Blackfell Camp, Washington.

1963: Cultybraggan Camp.

1964: Milton Bridge, Penicuik.

1965: Otterburn (525 Coy Bde Camp with 153 Highland Bde at Kenmore, Perthshire).

1966: Milton Bridge, Penicuik.

1967: Proteus Camp, Nottingham.

1968: 212/230: Proteus Camp. 231: Rheinsehlen, BAOR.

1969: 212/230/239: Grange Camp, Bedford. 230: Sennelager, BAOR.

1970: 212/239: Minden, BAOR. 230/231: Grange Camp, Bedford.

1971: 212/239: Grange Camp, Bedford. 239: Dunford. 231: Minden, BAOR.

1972: 212: Knook. 230: Sennelager, BAOR. 231: Altcar. 239: Warcop.

1973: 212/239: Sennelager, BAOR. 230/231: Crowborough.

1974: 212: Belgium. 230/231/239: Sennelager, BAOR.

1975: 212/230/231: Knook, Wilts. 239: Church Crookham, Hants.

1976: 212/230/231: Knook, Staffs. 239: Sennelager, BAOR.

1977: 212/239: Chickerell, Weymouth. 230/231: Wulfen, BAOR.

1978: Leek, Staffs.

1979: 212/239: Leuth & Wulfen, BAOR. 230/231: Westdown Camp, Salisbury Plain

1980: 212/239: CVHQ Grantham. 230/231: Hameln, BAOR (Ex SPEARPOINT/ CRUSADER).

F 1 *Highland Division Transport and Supply Column – 1908*

F 2 Highland Division Transport and Supply Column – 1914/15

F 3 1914 (War) Organisation

F 4 1922 Organisation

F 5 1933 Organisation

F 6 1935 Organisation

F 7 51st Highland Division Column (TA) – 1939/40

F 8 1939–46 HQ Appointments

F 9 1939–46 Company Commanders

F10 1939–46 Company Officers

F11 51st Highland Division RASC (TA) – 1948/49

F12 1948–80 HQ Appointments

F13 1948–67 Company Commanders

F14 153 (Highland) Regiment RCT (V) – Company Commanders

F15 1980 Regimental Organisation

HIGHLAND DIVISION TRANSPORT AND SUPPLY COLUMN ASC (TF) - 1914/15

HQ PERTH

CO: Lt Col H. Dalton Henderson VD
Senior Supply Officer: Major A.G. Nicol Smith
Adjutant: Capt J. Vass Lorimer ASC
Chaplain: Rev W.E. Lee
RSM: SSM Pankhurst

No 1 (HQ) Coy PERTH	No 2 Coy STIRLING & GRANGEMOUTH	No 3 Coy ABERDEEN	No 4 Coy DUNDEE
OC: Capt W. Gray	OC: Maj A. MacGregor	OC: Capt C. Watt	OC: Maj C.W. Cochrane
Capt D. Glass	Capt R. Meiklejohn	Capt D. Taylor	Capt D. Black
2Lt J. McGregor	Capt G.M. Ritchie	Lt H.R. Macdonald	2Lt Soutar
2Lt H. McIntosh	Capt A.L. Mackay	2Lt W.H. Horne	2Lt Stark
CQMS J. Gray	Lt R.G.S. McCulloch		2Lt K.R. Smith
	Lt C. Pounsford		2Lt A.R. McGillivray
	Lt W. Allan		
	2Lt A. Anderson		
	2Lt A. McLaren		
	2Lt J. Duigan		

The following officers were also members of the Column at this time, but their companies or appointments are not known:

Capt A.C. MacKenzie Fraser	2Lt F.M. Birks	2Lt H.R. Henderson	2Lt P.P. Lewis	2Lt H.S. Weston
Capt E.N. Taylor	2Lt J.R. Gregan	2Lt S.D. Henderson	2Lt I. Taylor	2Lt D.C. Wybrandts

HIGHLAND DIVISION TRANSPORT AND SUPPLY COLUMN ASC (TERRITORIAL FORCE) - 1908

(1) HQ PERTH

CO: Lt Col E J Haynes (6)
Senior Supply Officer: Major H Dalton Henderson VD
Adjutant: Capt K D Mackenzie
RSM: WO1 Pankhurst

No 1 (HQ Coy) (1)
PERTH
OC: Maj W Cranswick Noad (5)
2 Lt William Gray
2 Lt Edward N Taylor
WO2 (CSM) Alexander Spence (5)

No 2 (The Seaforth and Cameron Brigade) Coy (2)
STIRLING (Det at Grangemouth)
OC: Capt Alexander McGregor (5)
Capt Alexander Lindsay Mackay (5)
Lt Henry Wilson (5)
2 Lt Robert Meiklejohn (5)

No 3 (Gordon Brigade) Coy (3)
ABERDEEN
OC: Capt John Duncan McDiarmid
2 Lt Robert Downie Leslie
2 Lt Alexander George Smith

No 4 (Black Watch Brigade) Coy (4)
DUNDEE
OC: Capt Henry Kebel Smith
Capt Charles William Cochrane
2 Lt David Bissett
2 Lt Robert Davidson
2 Lt Arthur Rowland Howden

(1) Formed from nearly the whole of the 13th Company of the Forfar RGA 1908.
Establishment: 206 all ranks. Coy HQ located alongside HQ Div Tpt & Sup Colm ASC.

(2) Formed out of the Stirling Company of the 1st Fifeshire RGA which had consisted of over 1000 men in thirteen 'Garrison Companies'. Of these the 13th were known as the Grangemouth and Stirling Companies from 1860-1863. In 1865 these two companies became the 1st and 2nd Stirling Artillery Volunteers, prior to being amalgamated with the 1st Administrative Brigade Fifeshire Artillery Volunteers, later to become the 1st Fifeshire RGA. Since the TF scheme for Stirlingshire allowed no Artillery, the unit transferred in a body to the ASC in 1908.

(3) Formed in 1902, when the Gordon Brigade Company ASC Volunteers was attached to the 4th Volunteer Battalion The Gordon Highlanders.

(4) Formed in 1908 from the nucleus of 1st Forfarshire (Dundee) Rifles Volunteer Corps, which dated from 1859.

(5) Members of 1st Fifeshire Royal Garrison Artillery (V) until 1 Apr 1908.

(6) Ex Highland Cyclist Battalion.

Outline Establishment:

Officers: 19

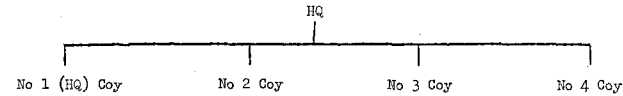
ORs: 450

Adjt (Regular): 1

PSIs (Regular): 4

1914 (WAR) ORGANISATION

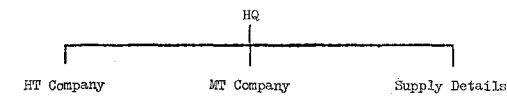
DIVISIONAL TRAIN ASC (TF)



Officers:	24	Vehicles:	176
Warrant Officers:	4	Light Draught Horses:	38
Staff Sergeants/Sergeants:	32	Heavy Draught Horses:	274
Artificers:	48		
Trumpeters:	4		
Rank and File	314		

1922 ORGANISATION

DIVISIONAL TRAIN RASC (TA)

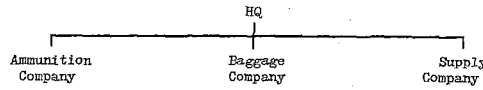


Establishment

11 Officers RASC
1 Medical Officer attached
3 Other Ranks in HQ
37 Other Ranks in HT Company
23 *Other Ranks in MT Company (of which 17 were for duty with Field Ambulance)*
30 Other Ranks for Supply Details
(93 total Other Ranks)

1933 ORGANISATION

DIVISIONAL RASC (TA)



Establishment

11 Officers RASC
1 Officer RAMC attached
99 Other Ranks

3 lorries
3 motorcycles (2)
1 motor ambulance

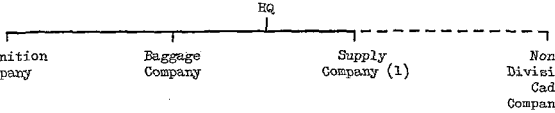
(1) Including Supply Details and Detachment for Field Ambulance.

(2) In camp, an additional 4 cars and 3 lorries to be hired.

F 5

1935 ORGANISATION

DIVISIONAL RASC (TA)



56 Other Ranks

56 Other Ranks

56 Other Ranks
26 Other Ranks for the Divisional Field Ambulance

4 Officers
56 Other Ranks

Establishment

25 Officers
291 Other Ranks

4 lorries
4 motorcycles
1 motor ambulance

Note: In camp, an additional 5 cars and 16 lorries to be hired.

(1) Including Supply Details and Field Ambulance Detachment.

(2) W.e.f. April 1936. In peace under the Divisional Commander for training and all purposes. On mobilization, would assume roles to be allotted as non-divisional units.

F 6

51st HIGHLAND DIVISION COLUMN RASC (TA) - 1939/40

HQ PERTH

* POW

CO: Lt Col T. Harris Hunter *
2IC/SSup O: Maj A.C.W. George (until ? Sep 39)
Maj H.S.G. Mayell (until 16 Apr 40)
Maj D.M.K. Skinner (from 20 Apr 40) *
Adjt: Capt H.S.G. Mayell (Aug 38 - ? Sep 39)
Capt F.W. Mound (? Sep 39 - Jun 40) *
Ammunition Captain: Capt G. Angus
Local Purchasing Offr: Capt G. Collie *
Div Troops Supply Officer: Lt G. Patrick *
RSM: WO1 Glazier (until Mar 39)
WO1 Mound (until Sep 39)
WO1 Tucker *

Attached to HQ

MO: Maj J.O. Moffat (until Dec 39)
Lt W.C. Harris

Chaplain: Rev David Reid *
(wef 10 Apr 40)

525 Ammunition Coy (PERTH)

OC: Maj David Thomson *
2IC: Capt Roger Stewart *
Capt Ian Wood *
CSM: WO2 Eddie Scott *
CQMS: SSgt David Bootland *

OC 'A' Sect: Lt Jack George *
2IC: 2Lt Laurie Stewart *

OC 'B' Sect: Lt David Beat *
2IC: 2Lt Guy Shaw *

OC 'C' Sect: Lt George Menzies *
2IC: 2Lt Jimmy Douglas *

OC 'D' Sect: 2Lt George Valentine * (Wksp)
Wksp WO: MSM Charlie Macdonald *

526 (Petrol) Coy (DUNDEE)

OC: Capt Peter Norwell (in 1939)
Maj Desmond Skinner (from Oct 39) *
Maj Peter Norwell (from 20 Apr 40)
2IC: 2Lt Scottie Ferguson
CSM: WO2 D.G. Farrell
CQMS: SSgt J. Fairweather

Lt Charles Carmichael (UK only)
2Lt W.F. Cox (UK only)
2Lt A.J. Peters

Wksp: Capt H. McCafferty *
Wksp WO: MSM 'Chalkie' White *

527 (Supply) Coy (PERTH)

OC: Maj Kennedy Stewart *
2IC: Capt David Bowser (briefly in France)
Capt Tom Caird
CSM: WO2 E. Thornton
CQMS: SSgt E. McLachlan

OC No 1 Ech: Capt David Crockart
OC No 2 Ech: Capt Bill Wood

Capt A. Fraser McIntosh *
Lt J.M. Sturrock
2Lt Neil McMillan *
2Lt Harold Pomfret *
2Lt Harry Montrieff
2Lt J.F. Thompson (UK only)
2Lt Rothschild (briefly in France)
Wksp: 2Lt

Field Ambulances

Lt R.G. Scrimgeour *
Lt R.O. Smith *
Lt W.C. Smith

Brigade Supply Officers

Capt Morris Wood/2Lt E.D. Wilson (152 Bde)
Capt Neil McMillan (153 Bde) *
Capt W.G. Millar (154 Bde)

1939-46 APPOINTMENTS

HQ Appointments

YEAR	CO	2IC	S SPO	ADJT	MO	RSM
1939 Scotland	Lt Col T Harris Hunter	Maj A C W George	-	Capt H S G Mayell (wef 22 Aug 38) AAdjt: Lt F V Mound (Sep 39)	Maj J O Moffat	WO1 Glazier WO1 F V Mound (wef Mar 39)
1939 England	Lt Col T Harris Hunter		-	Capt F V Mound (wef Oct 39)	Lt W C Harris (wef 30 Dec 39)	WO1 Tucker (wef Sep 39)
1940 France	Lt Col Harris Hunter	Maj H S G Mayell Maj D N K Skinner (wef 16 Apr 40)	-	Capt F V Mound (Capt G F Collie Acting Adjt 2nd week Dec 39 until mid March 1940)	Lt D H Girdwood (wef 15 Apr 40)	WO1 Tucker
Aug 1940	Lt Col H Kelsall Lt Col M G Hobson	Maj P S Norwell	Maj A J Peters (wef 7 Aug 40)			WO1 Beresford
1941	Lt Col H H Bruton (wef 13 Nov 41)	Maj P S Norwell	Maj A J Peters	Capt W Scott Ferguson (wef 15 Oct 41)		WO1 Beresford
1942	Lt Col H H Bruton	Maj P S Norwell	Maj A J Peters	Capt W Scott Ferguson	Lt D H Girdwood (wef 19 Apr 42)	WO1 Beresford
1943	Lt Col H H Bruton	Maj P S Norwell	Maj A J Peters (until 15 Oct 44)	Capt R A A Gray (wef Jul 43)	Capt D H Girdwood	WO1 Beresford
1944	Lt Col E S A Nicholls (wef 26 Apr 44)	Maj R Munford (wef 24 Feb 44) Maj S G Fox (wef 23 Nov 44)	Maj S Allen (wef 1 Nov 44)	Capt A Jepson (wef 2 Mar 44) Capt H J T Harper (wef 31 May 44)	Capt D H Girdwood	WO1 F A Moore (wef 20 May 44)
1945	Lt Col E S A Nicholls	Maj L A Cardy (wef 15 Jul 45)	Maj S Allen	Capt H J T Harper	Capt D H Girdwood	WO1 Sims (wef 7 Dec 45)
1946	Lt Col A E C Hunt (wef Jan 46)					

OTHER OFFICERS IN HQ

1942

Capt D Cathcart	18 Nov 42 - 21 Aug 44	
Capt R R Douglas	9 Oct 42	
Capt Herbert	1942? - 21 Jan 44	To Adjt 59 Tpt Colm
Capt A C Warshaw	22 Apr 42 - 4 Feb 44	
Lt J W Lee RE	18 Dec 42	
2Lt A Adamson	15 Sep 42 - 3 Oct 42	

1944

Capt A T Burroughs	16 Oct 44 - 2 Oct 45	Supply Offr
Capt R Grant	27 Oct 44	Pet Offr
Capt B F Seymour	21 Aug 44 - 8 Feb 45	Ammo Offr
Capt J Watson	21 Aug 44 - ?	Pet Offr

1945

Capt Gregory	2 Oct 45	Supply Offr
Capt R Preston	16 Nov 45	Ex 37 Tpt Colm

F 8 **Continued**

Company Commanders

	525 (Ammo) Coy	526 (Petrol) Coy	527 (Supply) Coy	
1939 Scotland	Maj D K Thompson	Capt P S Norwell	Maj Kennedy Stewart	
Aldershot	Maj D K Thompson	OC: Maj D M K Skinner 2IC: Capt P S Norwell	Maj Kennedy Stewart	
France	Maj D K Thompson	OC: Maj P S Norwell (wef Mar 40)	Maj D M K Skinner	
Late 1940	152 Bde Coy	153 Bde Coy	154 Bde Coy	458 (Div Tps) Coy
	(Reformed at Grantown on Spey)	(Reformed at Grant Castle, Grantown on Spey)	(Reformed at Nethie Bridge)	
1940	Maj Lincoln Jones (ex 9 Div) (wef end 1940)	Maj Dixon (wef end 1940)	Maj Freeman Cowan (ex 9 Div) Maj Morris Wood (wef Sep? 40 for few months)	Maj W M S Wood (wef end 1940)
1941	Maj H Lincoln Jones	Maj Dixon		Maj W M S Wood
1942	Maj R Lincoln Jones	Maj Dixon	Maj R Munford (wef Apr 40)	Maj W M S Wood
	525 Coy	526 Coy	527 Coy	51 Div Tps Coy
1943	Maj Lincoln Jones	Maj Dixon	Maj R Munford (until Jan 44)	Maj W M S Wood
1944	Maj T N Munkett (wef 23 Oct 44)	Maj Rnes (wef May 44)	Maj Wharton (wef 23 Oct 44)	Maj D A McNeill (wef Mar 44)
1945	Maj R Varley (wef 25 Sep 45)	Maj Cox (wef 13 Jul 45) Maj McRae (wef 13 Dec 45)		Maj J I Bremner (wef Oct 1944) Maj H St I Yates (wef 22 Jul 45) Maj G K S Hewitt (wef 24 Nov 45)

1939-46 Company Officers

152 Bde Coy / 525 Coy — Tac Sign : D70

Officer Commanding:

Major Lincoln Jones	end 1940 - 44	
Major T H Muskett	wef 23 Oct 44 - 25 Sep 45	ex 51 Div Tps Coy
Major R Varley	wef 25 Sep 45	ex X4 list

1942

Capt G Stonall	1942 - 45	Mbr

1943

Capt John Bremner		
Lt Dixon	wef 8 Feb 43	Injured by mine 20 Feb 45
Lt E Orbell	wef 8 Feb 43 - ?	Ex 59 Tpt Colm 5 Sep 45 *
2Lt Oldham	wef 11 Feb 43	Posted 7 Feb 45 on Pickford 1 Scheme

1944

Capt A A Angus	wef 27 Aug 44	Posted to 535 Coy 23 Oct 44
Capt Dean		Posted to 175 Fd Amb
Capt Mill	wef 15 Jun 44	From 175 Fd Amb
Capt Moffatt	wef 23 Oct 44	
Capt J Watson	wef 16 Oct 44	From HQ RASC as Supply Offr
Lt F A Borris	wef 27 Oct 44	Posted 9 Jan 45 to 47 Coy

1945

T/Capt W L I Brockbank	wef 17 Jul 45	Ex 1696 Arty R
Capt H L Edwards	wef 2 Sep 45	Ex 1544 Arty R to XIV List
T/Capt J R A Harvey	8 Jul 45	To HQ RASC 15 (Scottish)Div
Capt B W Robertson	9 Jun 45	Ex 51 RHU
Lt Coleman	10 Mar 45	Ex CRASC 30 Corps Tps
Lt G B Johnstone	15 May 45	Ex 702 Coy, Wksp Offr
2Lt A Denholm	27 Feb 45	Ex 51 RHU

153 Bde Coy/525 Coy

Tac sign: D71

Officer Commanding

Maj	Dixon	wef end 1940	20 years in Seaforths.
Maj	Russ	wef Mar 44	To SEAC in 1945.
Maj	Cox	wef 13 Jul 45	To 15 (Scottish) Div 30 Nov 45.
Maj	McRae	wef 13 Dec 45	Ex 527 Coy.

1942

Capt A	Jepson		To Adjt Mar 44.

1943

2Lt	Fletcher	wef 9 Feb 43	
2Lt	Ford	wef 11 Feb 43	Posted to 5 Coy Mar 44.
2Lt	McFadzean	wef 10 Feb 43	Posted 12 Jan 45 to 780 Coy (Corps Car).

1944

Capt	Armstrong	wef 28 Nov 44	
Capt J C	Atkin		Coy 2IC. To ST 1 Corps as SC 30 Sep 44.
Capt	Burroughs	wef 14 Oct 44	
Capt D	Cathcart	wef 21 Aug 44	From Colm HQ. To SC 'Q' HQ 51 Div in 1944.
Capt	Ford	wef 1 Jun 44	Ex 458 Coy. Killed by mine 20 Feb 45.
Capt A	Wolfe	wef 16 Oct 44	2IC, ex 527 Coy.
Lt D M	Greenberg	wef 6 Oct 44	Ex 34 RHU in excess of WE.
Lt W E	Wright		Ex Metropolitan CID. Promoted Capt 16 Mar 44. Posted to 377 Coy (GT) 8 Jul 45.

1945

Capt	Cockland	10 Mar 45	Ex CRASC 30 Corps Tps.
Capt E	Copus	21 Aug 45	Ex 1952 Arty Pl.
Capt G T	Crofts (Wksp)	3 Nov 45	Ex 1561 Arty Pl. To SEAC Nov 45.
Capt	Lawrence	14 Dec 45	
Capt A E S	Menzies	1 Sep 45	Ex 23 Coy.
Capt J W	Mill	25 Feb 45	Ex 458 Coy, sick leave.
Capt J P H	Plumbe	8 Jul 45	Ex 377 Coy (GT).
Capt R	Preston	1 Dec 45	
Capt B F	Seymour	8 Feb 49	Ex Colm HQ.
Capt J A H	Watson	26 Sep 45	Ex 917 Coy.
Lt H C	Brockington	12 Jan 45	To SEAC 1945.
Lt M E	Dewberry	1 Sep 45	Ex 23 Coy.
Lt	McNiff	24 Jul 45	Ex 1654 Arty Pl.
2Lt R C L	Harrod	27 Feb 45	Ex 31 RHU. To SEAC 13 Jul 45.

Officer Commanding

Maj	Freeman Cowan	
Maj J M	Wood	Sep 40 - May 41 To India
Maj R	Munford	Apr 42 - Jan 44
Maj D A	McNeill	
Maj	Wharton	23 Oct 44

1942

Capt R	Contanche		Wksp Offr
Capt J	Kenney	Until 23 Oct 44	To 486 Coy
Capt G M	McKinnon	Until 21 Aug 44	Ex 51 Div Tps Coy
Capt T H	Muskett	1942-44	To 525 Coy
Capt A	Wolfe	Until 15 Oct 44	To 526 Coy
Lt J Le	Lacheur	6 months only	Msx Regt att.
Lt A D	McLaren	1942	
Lt	Morrison	1942-44	Wksp Offr
2Lt D	Cathcart	Until 18 Nov 42	To Colm HQ
2Lt E	Hunter		
2Lt	Lawson		

1943

Capt G E	Turner	Until 16 Sep 44 Wksp Offr
2Lt	Gennings	17 Feb 43
2Lt	Lowry	10 Feb 43

1944

Capt R	Barton (Wksp)	18 Sep 44 - 24 Feb 45	To 1669 Arty Pl
Capt	Grant	20 Oct - 27 Oct 44	To Colm as Pet Offr
Capt	Moon	27 Oct 44 - ?	

1945

Capt G H D	Bryan	22 Sep 45 - ?	Ex 13 Coy
Capt C T	Godfrey	10 Mar 45 - ?	Ex 525 Coy
Capt T	Lakin	10 Jun - 24 Jul 45	To Colm HQ
Capt	McRae	Until 12 Dec 45	To 526 Coy
Capt A	Wolfenden	27 Feb 45	Ex 31 RHU
Lt J	Adams	11 Oct 45 - ?	Ex 507 Coy
Lt A E	Horton	Until Jun 45	To 522 Coy
Lt J	Wilson	2 Mar - 11 Oct 45	To 507 Coy
Lt	Wood	Mar 45 - ?	Ex CRASC 30 Corps Tps

51 Divisional Troops/458 Company

Officer Commanding

Maj W M S Wood	Late 1940 – Mar 44	
Maj J I Bremner	Oct 44 – 21 Jul 45	
Maj H St J Yates	22 Jul 45 – 23 Nov 45	
Maj G K S Hewitt	24 Nov 45	

Other Officers

1940?	458 (Div Tps) Coy	
Capt J M E Moncrieff		
Capt D T Russell	1940 – 1944/45	To OC in 15(Scott) Div Colm
Capt A M Keir	To 3 Aug 42	To 180 GT Coy
Capt A F Jeken		
Capt R B Douglas	Until 15 Mar 45	Ammo Offr
1942		
Capt R Bennett	2 Aug 42	2Lt 8 Jun 38
Capt J Innes	Aug – 18 Dec 42	To 176 Fd Amb
Capt D A McNeill	30 Aug 42	
Lt R P Henton	8 Aug 42	
2Lt R G S Boake	23 Aug 42 – 2 Sep 45	To 47 Coy
2Lt A A Dean	20 Oct 42	
2Lt G M McKinnon	Aug 42	
2Lt J W Mill	9 Nov 42 – 25 Feb 45	To 526 Coy
2Lt J Watson	Aug 42 – Feb 45	To 154 Bde
1943	51 Div Tps Coy	
2Lt H V Callen	9 Feb 43	
2Lt McAllen	10 Feb 43	
2Lt New	10 Feb 43 – 14 Mar 44	
2Lt Outhwaite	7 Feb 43 – 1945	
2Lt Sole	8 Feb 43	
1944		
Capt Ford	30 May 44 – 1 Jun 44	To 526 Coy
Lt Bartlett	? – 1 Jun 44	To 105 Rft Gp Bordon
Lt Grant	15 May 44	Ex R Scots
1945		
Capt Box	19 Jan 45	
Capt R A Macdonald	15 Mar 45	
Capt McNiff	22 Sep 45	Ex 526 Coy
Lt E D Chandler	2 Sep 45	Ex 48 Coy
Lt R Clingen	26 Oct 45	Ex 97 Coy Wksp Offr
Lt Cocquerel	27 Jul 45	Ex 224 Coy
Lt F A McRae	27 Feb 45	Ex 31 RHU

51st HIGHLAND DIVISION RASC (TA) - 1948/49

HQ PERTH

CO: Lt Col W.M.S. Wood
2IC: Maj W. Scott Ferguson
Tpt Maj: Maj G. Valentine
Adjt: Capt B.H.J.A. O'Reilly RASC

525 Coy STIRLING	526 Coy DUNDEE	527 Coy PERTH	549 Coy ABERDEEN
OC: Maj J. Waugh	OC: Maj J. Stephen	OC: Maj W.J. MacMillan Capt J. George Capt W.B. Henderson 2Lt A.U. Cross	OC: Maj J. McLure

HQ APPOINTMENTS 1948-57

YEAR	CO	2IC	ADJT	
1948	Lt Col W M S Wood	"	Capt B H J A O'Reilly RASC	Maj C Valentine: Tpt Officer wef 25 Dec 48.
1949	"	Maj W Scott Ferguson (wef 1 Jan 49)	Capt J D Wallace RASC	
1950	"	"	"	
1951	"	Maj N J S Macmillan	"	
1952	"	Maj J George (wef Feb 52)	Capt P S S Heal RASC	
1953	Lt Col N J S Macmillan	"	"	Maj A.M. Wells TA
1954	"	"	Capt W M G MacDonald RASC (wef July)	
1955	"	"	"	
1956	"	"	Capt D J Gittings RASC	
1957	Lt Col J George	Maj J S Stephen	"	
1958	"	"	Maj E W Henderson RASC (1)	(1) Combined Training Major and Adjutant
1959	"	"	Maj C L Edwards RASC (1)	
1960	Lt Col J S Stephen	Maj J Morrison	"	
1961	"	"	Maj S G Waite RASC (1)	
1962	"	"	"	433 Regt
1963	Lt Col J D Morrison	"	Maj J M Bowers RASC (1)	
1964	"	"	Maj D O Donnison RASC (1)	Training Major
1965	"	"	"	Maj J M N Beattie RCT
1966	"	Maj A S Aitken ?	"	"
1967	Lt Col P E Gray MM RCT (Apr67)	Maj T I Morrison	Capt M W Betts RCT	Maj D A Combe RCT
1968	Lt Col D F J Horner RCT	"	"	"
1969	"	"	Capt P Shaw RCT	"
1970	Lt Col P W H Roberts RCT	"	"	Maj J A Collar RCT
1971	"	Maj A S Aitken	Capt A F Lawrence RCT	"
1972	"	"	"	Maj P Julian RCT
1973	Lt Col W J Heaps RCT	"	"	"
1974	"	Maj M G Burnard	Capt M G Keohane RCT	Maj G R Craig RCT
1975	Lt Col R J J Yahey RCT	Maj A J Leask	"	"
1976	"	"	Capt P Frazer	Maj C D Taylor RCT
1977	"	"	"	Maj G S S Spence RCT
1978	Lt Col M H G Young RCT	"	Capt G G Davies	"
1979	"	Maj J D Gibb	"	Maj C J Duxbury RCT
1980	Lt Col J D Gibb RCT (V) (wef 1 Nov 80)	Maj J Fleming	Capt D R Jeffery	"

COMPANY COMMANDERS 1948-67

YEAR	525 Coy (Stirling)	526 Coy (Dundee)	527 Coy (Perth)	549 Coy (Aberdeen)
1948	Maj J Waugh	Maj J S Stephen	Maj N J S Macmillan	-
1949	"	"	"	Maj J McClure (wef Feb 49)
1950	"	"	"	"
1951	"	"	Maj J George	"
1952	"	"	"	"
1953	"	"	"	"
1954	"	"	Maj A U Cross	"
1955	(Coy disbanded - Residue came	"(in Broughty Ferry)	"	"
1956	under command 527 Coy)	"	"	"
1957		"	"	Maj J D Morrison (wef Oct)
1958	(Coy reformed on disbandment 549 Coy)	Maj J Millar	"	"
1959	Maj A Leask (in Aberdeen)	"	"	" (Coy disbanded in Aberdeen)
1960	"	"	Maj N Taylor	
1961	"	"	"	
1962	Maj A S Aitken	"	"	
1963	"	"	"	
1964	"	"	"	
1965	"	"	Maj T I Morrison	
1966	Maj A J Leask	Maj W D Alexander	"	
1967	"	"	"	

153 (HIGHLAND) REGIMENT RCT (V) wef 1 APRIL 1967

	(Perth and Aberdeen) 712 (Amb) Squadron	(Edinburgh) 230 Squadron	(Dunfermline) 251 Squadron	(Cupar/Forfar/Kirkcaldy) 239 Sqn (wef March 1969)
1968	Maj A R Leask	(Maj A B Fairweather)	Maj J Ferguson	"
1969	"	(Under command 153 Regt wef Sep 69) Maj W G Barnard	Maj T B Davidson	Maj J F de W Davidson
1970	"	"	"	"
1971	Maj R A David (wef Nov)	"	"	"
1972	"	Maj M Titterington (wef Mar)	"	"
1973	"	"	Maj P Barclay	"
1974	Maj J D Gibb	"	"	Maj A F MacLean (wef 1 Nov)
1975	"	Maj P Wandless (wef 1 Apr)	"	"
1976	"	"	Maj J Fleming	"
1977	"	"	Maj A M Mitchell (wef Aug)	"
1978	"	"	"	"
1979	Maj M Plowman	Maj I F Dempster	Maj R E Petrie	"
1980	"	"	"	"

REGIMENTAL ORGANISATION AS IN OCTOBER 1980

RHQ

CO:	Lt Col	M H G	Young	RCT
2IC:	Maj	J D	Gibb	
TM:	Maj	C J	Duxbury	RCT
Cpn Maj:	Maj	J H B	Fleming	
Adjt:	Capt	D R	Jeffrey	RCT
RQM:	Capt	A G	McDougall	RCT
Chap:	Rev	A	Main	
RMO:	Maj	P A F	Mackenzie	
Pmr:	Lt	F T	Thompson	

RSM:	WO1	J	Brown	RCT
RQMS:	WO2	J G	Laurie	
CO:	WO2	D	Lister	RCT
	SGT	A R	Lapper	RCT
	LCPL	C L	Flowers	RCT

WO2 Wrings

212 SQN

CO:	Maj	N	Plowman	
2IC:	Capt	J	Park	
PSAO:	Capt	A D	Madden	
TCO:	Capt	N M	Sutherland	
Wksp:	Maj	W	Moncur	
	Lt	T	Stewart	
	O Cdt	R A	Hamilton	

SSM: WO2 G Willmitt

PSIs

WO2 M B Grey RCT
SSGT H A Johnson RCT
SSGT E M Lumley REME

NREPS

SSGT S Grant

230 SQN

CO:	Maj	I F	Despater	
PSAO:	Capt	H	Robson	
Trg Offr:	Capt	R W	Richmond	
TCOs	Capt	C P	Cosgrove	
Wksp:	Lt	A H	Anderson	
	O Cdt	R D	Somerville	

SSM: WO2 J Purvis

PSIs

WO2 D Rowley RCT
SSGT N F Bartonowicz RCT
SSGT B Stewart REME

NREPS

SSGT W J Russell

231 SQN

CO:	Maj	R E	Petrie	
2IC:	Capt	R J	Sutherland	
PSAO:	Capt	R E	Oliver	
TCO:	Capt	J E	Stuart	
AO:	Capt	A A D	Hamilton	
Wksp:	Capt	A	Ras	
SHQ Tp:	Lt	J A	Brown	
	2Lt	E	Goble	
	O Cdt	I D	Hamilton	
	O Cdt	C	McEwan	

SSM: WO2 Page

PSIs

WO2 P Messenger RCT
SSGT D Duncan RCT
SGT C Deveney RCT

NREPS

SSGT F L Rougvie

239 SQN

CO:	Maj	A D	MacLean	
2IC:	Capt	L W	Horne	
PSAO:	Capt	J	Brackenridge	
TCO:	Capt	J T	Neill	
	Lt	C T	Lyon	
	O Cdt	S P	Johnson	

SSM: WO2 Lowe

PSIs

WO2 G S Shaw RCT
SSGT E Parsons RCT
SSGT R E Cane REME

NREPS

SSGT H W Currie

REGT WKSP

OC:	Maj	G K	Wright
ASM:	WO2	J	McNeill

PSI

WO2 A W Masson REME (231 Sqn also)

OFFICER ROLL
1908 - 1914

Headquarters (PERTH)

Commanding Officer:

Lt Col	E J	Haynes	Late 1908 - 1914

Senior Supply Officer:

Maj	H	Dalton Henderson	1 Apr 08 - 1914

Adjutant:

Capt	K D	Mackenzie	ASC	1908 - 20 Nov 11
Capt	J L	Weston	ASC	21 Nov 11 - 25 Aug 14
Capt	J V	Lorimer	ASC	26 Aug 14 - 1918

No 1 (Headquarters) Company (PERTH)

Officer Commanding:

Maj	W	Cranswick Noad	1908 - 26 Feb 12
Capt	W	Gray	27 Feb 12 - 15 Nov 17

Other Officers:

1908:

2Lt	W	Gray	1908
2Lt	E N	Taylor	1908
CSM	A	Spence	1908 - 1916

1910:

2Lt	D	Glass	18 May 10 (To No 4 Co 1912 as Capt)
2Lt	D	Taylor	18 May 10

1914:

2Lt	J	McGregor	6 Jun 14
2Lt	H	McIntosh	6 Jun 14

No 2 (Seaforth and Cameron Brigade) Company (STIRLING/GRANGEMOUTH)

Officer Commanding:

Capt	A	McGregor	1908
Capt	A L	Mackay	1910 - 4 Jan 11
Capt	H	Wilson?	1 Jun 11 - 4 Jan 14
Maj	A	McGregor	5 Jan 14 - 29 May 14
Capt	R	Meiklejohn	29 May 14

Other Officers:

1908:

Capt	A L	Mackay	2IC until 1910
Lt	H	Wilson	Capt - 1 Jul 11
2Lt	R	Meiklejohn	Lt - 12 Nov 09

1911:

2Lt	G M	Ritchie	1 Apr 11

1914:

2Lt	R C S	McCulloch	Jul 14

No 3 (Gordon Brigade) Company (ABERDEEN)

Officer Commanding:

Capt	J D	McDiarmid	1908 - 2 May 14
Capt	C	Watt	3 May 14 - 11 Nov 15

Other Officers:

1908:

2Lt	R D	Leslie	1908 - 4 May 12
2Lt	A G	Smith	"Nicol Smith" from 1910 Lt - 1910, Capt - 1 Apr 11

1910:

2Lt	C	Watt	1 Apr 10 Lt - 1 Jun 11, Capt - 3 May 14

1911:

2Lt	J	Vass Lorimer	1 Jan 11, Lt - 13 May 13

1913:

2Lt	H R	Macdonald	12 Jul 13

No 4 (Black Watch Brigade) Company (DUNDEE)

Officer Commanding:

Capt	H K	Smith	1908 - 26 Jul 11
Capt	C W	Cochrane	27 Jul 11, Maj - 30 May 14

Other Officers:

1908:

Capt	C W	Cochrane	
2Lt	D	Bisset	1908 - 14 Aug 12, Lt - 1910
2Lt	R	Davidson	1908 - 26 Jul 11
2Lt	A R	Howden	1908/9 only?

1912:

Capt	D	Glass	From No 1 Co
Lt	S	Archbold	14 Aug 12, ex No 1 Co WO

1913:

2Lt	D	Black	
2Lt	A C	Mackenzie Fraser	20 May 13
2Lt	J	Russell	10 May 13

THE GREAT WAR
1914-19 – FRANCE

Train HQ

Commanding Officer:

Lt Col	H	Dalton Henderson	DSO in 1918
Maj/A/Lt Col	W	Gray	Acting CO wef 9 Dec 17 during the absence of the CO, sick.
Maj	R	Meiklejohn	Acting CO wef 11 Dec 18 for 1 month during absence of CO on leave in UK.

Senior Supply Officer:

Maj	A G	Nicol Smith	Late 1914 – 9 Apr 17 DSO 1917
Capt	D	Taylor	Acting SSO from 7 Dec 16 to 1 May 17
Maj	A	Burtenshaw MC	1 May 17 to 14 Nov 17
Maj	W	Gray	15 Nov 17 to 8 Dec 17 DSO 1918
Capt	D	Taylor	9 Dec 17 to 18 Aug 18
Capt	D	Black	19 Aug 18 onwards

Adjutant:

Capt	J	Vass Lorimer ASC	OBE awarded 1919

Medical Officer:

Maj	R	Stirling RAMC	

No 1 (Hd Qrs) Co

Officer Commanding:

Capt	W	Gray	1912 until 15 Nov 17
Capt	D	Taylor	16 Nov 17 to 12 Jan 18
Capt	R	Meiklejohn	13 Jan 18 to 13 Feb 18 MC 1918

Company Supply Officer:

Capt	R	Meiklejohn	1915 to 10 Nov 15
Lt	J	Taylor	11 Nov 15 to ?
Capt	D	Glass	
Capt	A C	Mackenzie Fraser	Detached to No 4 Co – 11 Dec 17

Requisitioning Officer:

Lt	J W V	Nairn	11 Nov 15 to 30 Apr 16
Lt	A	Taylor	30 Apr 16 to 20 Sep 16
2Lt		Crawford	MC awarded 1918
2Lt	J	Gray	Ex CQMS 3 Sep 14. To No 4 Co in 1915
2Lt	J	McGregor	Ex S S Major
2Lt	J M H	McIntosh	To 42 Div Train 15 Jan 18
2Lt	J	McKeevil	Ex 42 Div Train 15 Jan 18
2Lt	A	Robertson	Ex Base 20 Nov 17

No 2 Co

Officer Commanding:

Maj	A	McGregor	
Capt	R	Meiklejohn	From 29 May 14
Capt	H	Wilson	
Capt	G M	Ritchie	From 11 Nov 15
Capt	A L	Mackay	
Capt	C	Pounsford	To 30 Corps 3 Aug 16

Requisitioning Officer:

Lt	J R	Duigan	Until 10 Nov 15
Lt	W	Allen	Ex SSM
Lt	A	McLaren	Until 26 Jul 61, when detached as Town Major FRICOURT MC 1917
2Lt	A	Anderson	
2Lt	W A	Campbell Colquhoun	From 19 Sep 17, ex Base
2Lt	S H	*Dean*	*From 24 Oct 17, ex Base* Posted to 38 Div Train 5 Jun 18
2Lt	R C S	McCulloch	

No 3 Co

Officer Commanding:

Maj	A G	Nicol Smith	1914
Capt	J W	Watt	3 May 14 to 11 Nov 14
Capt	R	Meiklejohn	12 Nov 14 to 13 Jan 18
Capt/Temp Maj	D	Glass	16 Feb 18, ex HC Base, HAVRE

Supply Officer:

Lt	W A	Smith	Until 17 Jan 17. Invalided home
Lt	W H	Horne	From 17 Jan 17
Capt	D	Taylor	
Lt	H R	McDonald	
2Lt	A L	Alves	From 26 Jan 17
2Lt	F F	*Boxer*	*From 31 Dec 16 to 23 May 18.* Posted to XVII Corps as Supply Offr.
2Lt	J	Dodge	From 11 Jan 18
2Lt	W H	Horne	Commissioned 26 Sep 14
2Lt		McFarlane	From 27 Sep 17, ex Base.
2Lt	W F	Walker	From 20 Jan 17, ex Base. Posted to 5th Cav Train 26 Jan 17

No 4 Co

Officer Commanding:

Maj	C W	Cochrane	
Capt	D	Black	Until 10 Nov 15. Posted as SO 152 Bde
Capt	C H	Russell	From 11 Nov 15. Commissioned 16 Sep 14.

Supply Officer:

Lt	J	Gray	From 11 Nov 15

Requisitioning Officer:

Lt	A R	MacGillivray	From 11 Nov 15
2Lt	J A	Clarke	From 14 Jan 17
Capt	A C	Mackenzie Fraser	Temp att from No 1 Co from 11 Dec 17
Lt	R B	Peddie	Awarded MC in action when att to 4th Battn Bedford Regt
2Lt	W	Blackwood	Temp att from No 1 Co 30 May 18
2Lt	A R	MacGillivray	Commissioned 17 Sep 14
2Lt	C H	Titmarsh	To 16 Div Train 2 May 18
2Lt	K R	Smith	
2Lt		Soutar	
2Lt		Stark	

The following were officers in the Train during the Great War but records do not show their company postings:

Capt	E N	Taylor	
Lt		Cameron	From 18 Jul 16 vice T V A Marshall
Lt	T V A	Marshall	To RFC
2Lt	F M	Birks	From 10 Sep 14
2Lt	J	Dods	
2Lt	J R	Gregan	From 9 Sep 14
2Lt	H R	Henderson	From 3 Sep 14
2Lt	S D	Henderson	From 16 Sep 14
2Lt	P P	Lewis	From 16 Sep 14
2Lt	J	McNulty	From 14 Nov 17, ex Base
2Lt		Scott	
2Lt	I	Taylor	From 9 Sep 14
2Lt	H S	Weston	
2Lt	D C	Wybrandts	From 16 Sep 14

INTER - WAR YEARS

1921 - 1939

Commanding Officers:

* Lt Col	W Gray	DSO	1921 to 7 Jun 28
* Lt Col	A C Mackenzie Fraser		8 Jun 28 to 7 Jun 34
* Lt Col	T Harris Hunter**		8 Jun 34 to 12 Jun 40

* Great War experience
** POW 2nd World War

Senior Supply Officer/2IC:

* Capt D	Black	1921-27
* Maj R	Meiklejohn MC	Jan 27 to 31 Mar 28
* Maj T	Harris Hunter	1 Apr 28 to 7 Jun 34
* Capt S D	Henderson	8 Jun 34 to Sep 36
* Maj A C W	George MC	Late 1939 only. Late Gordons.

Other Officers:

1921:

* Maj S	Archbold	14 Apr 21
* Maj D	Glass	12 Jul 21
* Maj R	Meiklejohn MC	11 Apr 21
* Capt J	Vass Lorimer	9 Apr 21
* Capt R S	Shaw	14 Apr 21
* Capt C	Watt	9 Apr 21
Lt G A	Gordon	4 Dec 20
* Lt S D	Henderson	24 Apr 21 to 1923
Lt R	Nimmo	17 Jan 21. Capt 1 Feb 23
2Lt R L H	Valentine	17 Apr 21

1922:

* Maj E N	Taylor	
* Capt J McG	McIntosh	1922 - 27 Feb 28
* Capt A C	Mackenzie Fraser	1922 - 7 Jun 34
Lt W S	Young	1922 - 11 Jul 28

1923:

* 2Lt A A	McKay	2 Jun 23 - 8 Jul 25. Late RA Forces

1925:

* Capt T	Harris Hunter	28 Feb 25 onwards. Late RA Res.
* Lt J O	Moffat RAMC	1925 - 1939. Capt 1927, Maj 1938.
2Lt J H	Stewart	11 Sep 25 - 9 May 29

1927:

Lt R S	MacDonald	10 Sep 27 - 18 Oct 32

1928:

* Capt G G	Douglas	16 Jun 28 - 19 Jul 30. Late RAOC Res of Offrs.
2Lt W V F	Hardie	27 Mar 28 - 2 Dec 31
2Lt A T	McKendrick	1928-29
2Lt J S	Robertson	1928 - 1933
2Lt R B	Wallace	7 Jun 28 - 1 Sep 31

1929:

2Lt D R	Anderson	2 May 29 - 1932?
2Lt M	Nicholson	30 Apr 29 - 1932?
2Lt J C E	Rude	11 Jun 29 - 4 Feb 32
2Lt D W	Thomson	10 Apr 29 - ?

* Great War experience.

1930:

2Lt	J M	Wood	30 Apr 30 - 1949

1931:

2Lt	H H	Martin	1931 - 13 Aug 38

1932:

* Capt	S D	Henderson	8 Jun 32 - Sep 36
2Lt	D M K	Skinner **	25 Jun 32 - 1945

1933:

2Lt	D	Crockart	11 Mar 33 - 1942. Killed N Africa
2Lt	P S	Norwell	10 Jun 33 - 1945
2Lt	D K	Thomson **	11 Mar 33 - 1945
2Lt	W M S	Wood	11 Mar 33 - 1945, 1947 - Nov 53

1934:

* Lt	T A	Smith	5 May 34 - 1934 Ex RA Res of Offrs
2Lt	K M	Young	9 Jun 34 - 12 Nov 35. To 52 (L) Div

1936:

Maj	R	Murray Clarkson	1 Oct 36 - 1938? OC 553 Coy
2Lt	H	McCafferty	1 Jul 36 - 1945
2Lt	A S	Munro	23 May 36 - 1945
2Lt	C G D	Tennant	1 Feb 36 - 1940 Posted 1940
2Lt	R O	Smith **	25 Mar 36 - 1945
2Lt	W C	Smith	2 Mar 36 - 1945

1938:

2Lt	R	Bennett	8 Jun 38 - ?
2Lt	T S	Caird	12 Nov 38 - 1945
2Lt	G F	Collie **	28 Oct 38 - Feb 44 MEE 1942
2Lt	G	Menzies **	30 Nov 38 - 1945
2Lt	A F	McIntosh **	29 Oct 38 - 1945
2Lt	J F	Thomson	21 May 38 - 1940. UK only.
2Lt	I R	Wood **	21 Dec 38 - 1945

1939:

Capt	D C	Bowser	1939-40 Posted to UK 1940.
Capt	A R	Stewart **	1939-45 Died of war injuries.
Lt	W G	Miller	
Lt	F	Mound **	
Lt	G P	Patrick **	1939-45 Ex PSI
2Lt	D	Beat **	English Reinforcement
2Lt	C	Carmichael	Posted 1939
2Lt	W F	Cox	
2Lt	J J	Douglas **	
2Lt	W	Scott Ferguson	
2Lt	J	George **	

* Great War experience.
** POW 2nd World War.

2Lt	N	McMillan **	
2Lt	H	Moncrieff	
2Lt	J.	Pauli	*English Reinforcement*
2Lt	A J	Peters	English Reinforcement
2Lt	H L	Pomfret **	English Reinforcement
2Lt		Rothschild	South African Reinforcement
2Lt	R C	Scrimgeour **	1939-45
2Lt	G	Shaw **	1939-45. *English Reinforcement*
2Lt	L M	Stewart **	1939-45
2Lt	J M	Sturrock	
2Lt	H P	Taylor	
2Lt	G	Valentine **	2 Sep 39 - 45

** POW 2nd World War.

ANNEX H

UNIT TITLES

1908	The Highland Divisional Transport and Supply Column ASC (TF)
1915	1/1st Highland Divisional Train ASC (TF)
1915-1919	The 51st Highland Division Train ASC (TF)
1921	The 51st Highland Division Train RASC (TA)
1932	The 51st Highland Divisional RASC (TA)
1947	The 51st/52nd (Scottish) Infantry Division Column RASC (TA)
1948	The 51st (Highland) Infantry Division Column RASC (TA)
1961	The 51st (Highland) Divisional Column RASC (TA)
1965	The 51st (Highland) Divisional Regiment RCT (TA)
1967	153 (Highland) Regiment RCT (V)
1977	153 (Highland) Transport Regiment RCT (V)

ANNEX I

STRENGTH OF TRAIN ON ARRIVAL IN FRANCE 1915

	Train HQ	1st Co	2nd Co	3rd Co	4th Co	Totals
Officers	5	6	5	5	5	26
ORs	7	96	55	55	55	338
Riding Horses	5	18	14	14	14	65
Draught/Pack Horses	3	33	17	17	17	87
4 Wheeled Carts	1	7	5	5	5	23
2 Wheeled Carts	1	1	1	1	1	5
Bicycles	2	7	7	7	7	30
Motor Cars	1	1	1	1	1	5

ANNEX J

EXTRACTS FROM THE 1915-19 WAR DIARIES OF THE HIGHLAND DIVISION TRAIN ASC(T)

1 April 1915.

Instructions received to send to 2nd Mounted Division HANWORTH for two Straker Squire Motor Cars. Four men of 1/2nd Co detailed to attend M.T. Garage daily for one week instructions in driving motor lorries.

2 April 1915.

1/4th Co Divisional Train left at 8.15 a.m. for a three day's route march, having arranged to billet first night at NEWPORT PAGNELL and second night at WOBURN. Company to engage in road reporting, field sketching, defence of convoy and other exercises en route.

4 April 1915.

Easter Sunday. Church Parade. Present 10 Officers and 267 NCO's and Men. Collection £1.12.2d.

5 April 1915.

Bank Holiday. Highland Games.

6 April 1915.

Fifty Riding Horses received from Remounts, SHIREHAMPTON and taken on charge by 1/1st (Hd Qrs) Co pending allotment by GOC.

8 April 1915.

50 horses received from Remounts, SHIREHAMPTON on 6th inst. allotted by G.O.C. to Units. One horse allotted to Divisional Train. All coys of Divisional Train practised in crossing pontoon bridge over branch of River OUSE.

12 April 1915.

Divisional Train took part in night operations near STAGSDEN. A convoy of seven wagons from Supply Section taking out supplies and issuing to units engaged in the operations.

13 April 1915.

Orders received for the Division to proceed overseas on 24 inst. All training for Division cancelled with the exception of musketry instruction. Meeting of OC companies at which CO explained preliminary steps to be taken.

14 April 1915.

Conference at Divisional HQ of commanders and staff officers with reference to arrangements to be made in view of the forthcoming departure of the Division overseas.

15 April 1915.

Men of Divisional Train inspected individually as to personal equipment, clothing and necessaries and indents forwarded to C.O.O. WEEDON for requirements.

17 April 1915.

All civilian type vehs and harness not urgently required to be returned to OC ASC at Queens Park, Ford End Rd.

18 April 1915.

Personnel of 265 and 266 Companies M.T., A.S.C. left at 9 a.m. for BULFORD for refitting and to be made up to establishment as Divisional Supply Column and Divisional Ammunition Park. Lieut H.R. Henderson left in charge of details in Bedford. Four Horse Transport Drivers from 1/2nd Co Divisional Train employed to drive four motor lorries having received instruction before M.T. left. Four Lancashire Battalions, constituting the 3rd Highland Infantry Brigade, arrived by six trains from West Lancashire Division, SEVENOAKS.

21 April 1915.

Three M.T. Drivers from Welsh Divisional Supply Column arrived to assist in driving motor lorries left behind by High. Divl. M.T.

22 April 1915.

Divisional Train commenced firing of Musketry Course.

23 April 1915.

Horses to complete Establishment of Train issued to units by Officer IC Remounts, wagons to complete Establishment of Train drawn from Ordnance.

24 April 1915.

Home Service Men and Men under 19 left for Peace Headquarters of all Train Units.

25-30 April 1915.

All Companies of Divisional Train fully occupied drawing Ordnance Stores to complete equipment for service overseas. Some difficulty experienced in obtaining accessories and spare parts for vehicles but generally speaking, personal equipment, vehicles, horses and harness were quickly made up to establishment.

30 April 1915.

Hd Qrs, Hd Qrs Co and 4th Co left BEDFORD at 8.40 a.m. for SOUTHAMPTON en route for HAVRE and the front. Arrived at SOUTHAMPTON at 3.30 p.m. and embarked on SS "Mount Temple", sailing at 7.30 p.m.

1 May 1915.

HAVRE. After anchoring for some hours outside HAVRE, troopship was taken in tow by two tugs and proceeded into harbour at 8 a.m. Disembarkation commenced at 10 a.m. and was completed at noon. Ordnance stores to complete establishment were drawn from Ordnance Depot. Ordnance officer stated that the two companies were the best equipped TF units that had passed through HAVRE. Entrained at 6.30 p.m. finding great difficulty in sideloading G.S. wagons owing to quarter-lock and poor loading accommodation.

2 May 1915.

Troop train proceeded via ABBEVILLE, ST. OMER and HAZEBRONCK to BERGETTE, arriving at last named at 7.30 p.m. Hd Qrs and Hd Qrs Co marched to BUSNES and took possession of billets already secured. 4th Co proceeding to billets at ROBECQ.

1-3 May 1915.

3rd Co left BEDFORD on 1st May and proceeding by same route as above reached BERGETTE on 3rd and marched to billets at LILLERS.

2-4 May 1915.

2nd Co left BEDFORD on 2nd May and proceeding by same route as above reached BERGETTE on 4th and marched to billets at HAM.

4 May 1915.

Arrangements made for refilling to take place at four points. 1. BUSNES for Divisional Troops Group. 2. HAM for 3rd Brigade Group, (2nd Co Div Train). 3. LILLERS for 2nd Brigade Group (3rd Co) and 4. ROBECQ for 1st Brigade Group (4th Co.) Railhead LILLERS, the Highland Divisional Supply Column operating from there. This arrangement was found not to be very satisfactory but was rendered necessary by the location of the groups.

5 May 1915.

Daily conference of commanders and other officers at Divisional Hd Qrs at 6 p.m. under G.O.C. commenced.

15 May 1915.

R.P. on main road at CAESTRE-FLETTRE : four groups refilling at same R.P.

19 May 1915.

Division moved from LA GORGNE and PONTRIGNEUL to district around LOCON. Divisional Train billeted in LA TOMOE WILLOW area with Hd Qrs at LES LOBES.

20 May 1915.

Arrangements made to concentrate the Supply Sections of the four companies of the Train in one place in order that they may march to R.P. as one convoy under a Senior Officer in the companies, being at present billeted at a considerable distance from one another.

23 May 1915.

Strength of Divisional Train at this date : Officers 24, Other Ranks 405, Horses Riding 64, Heavy Draught 313.

29 May 1915.

2 wagons per company detailed to collect mails at R.P. and deliver same to units.

31 May 1915.

Order issued by Co that all rifles to be inspected weekly by OCs Companies and a report submitted.

2 June 1915.

Train moved into billets at RIEZ-OU-VINAGE (Q.26). Arrangements made to continue to billet Supply Section in one field as at LA TOMOE WILLOW, each sub-section being in charge of a Transport Officer and Major W. Gray (OC 1st (HQ) Co) acting as Officer IC Section. At same time arrangements made to billet Baggage Section in an adjoining ground, OC's Companies taking duty as Orderly Officers in succession. By this arrangement the whole Train was concentrated in one place and administered regimentally, the artificers (and forges, tools etc) being detailed equally between the two sections. The advantages of this while the Division is not moving, are held to be (1) Convenience in marshalling Supply wagons as one convoy before proceeding to R.P. and more efficient supervision both in billets and on the march; (2) The gain in orderliness and method which the regimental system should ensure; and (3) The more efficient control by C.O. which such a concentration makes possible.

Note. The Division being now responsible for a definite sector of the line of trenches, the Brigades move into trenches in succession and change billets frequently. It is obvious that the ASC work can be more efficiently carried out if the Train as a whole is concentrated. This applies especially to the care of horses which suffer from too frequent removal to new billets.

4 June 1915.

Twelve wagons detailed to RUE DES BERCEAUX to collect 10,000 iron rations which have accumulated there. Same to be stacked in Supply Section field. Strength of Train at this date: 26 Officers, 469 NCOs and Men, 65 Riding Horses, 370 HD horses.

5 June 1915.

Orders issued to OC's companies to instruct officers and NCOs in the matter of saluting, attention having been called in Divisional Routine Orders to the general slackness in this respect throughout the Division.

9 June 1915.

One "blanket wagon" issued to each battalion for general use under Divisional Routine Order No 53 para 4.

11 June 1915.

The question of the retention of blankets in lieu of greatcoats having been under consideration, it has been decided by Divisional Hd Qrs to withdraw greatcoats.

Note. As all NCOs and men of the Train now possess waterproof capes in addition to groundsheets, blankets and greatcoats, the decision to withdraw greatcoats appears, so far as the Train is concerned, to be sound.

16 June 1915.

Three "blanket wagons" transferred to 1st Divisional Ammunition Column at ANNEZIN.

Note. The "blanket wagons" in possession of Train number 33, viz: 24 G.S. for 3rd Inf Bde, 2 per bn, and 9 G.S. limbered in hands of Fd Ambs, (one for each Section of each Fd Amb). The question of the withdrawal of these wagons is under consideration.

19 June 1915.

Letter received from GHQ calling attention to the annoyance and loss caused to the inhabitants by horses being allowed to graze on growing crops or being picketed near to trees.

Note. The land in this district is so fully under cultivation that it is difficult to find sufficient uncultivated land for horse lines, but so far as my observation goes, every care is taken to safeguard the standing crops.

24 June 1915.

Orders received for Division to move to new billeting area ESTAIRES, 2nd Co Divisional Train left at 8 p.m. to join 154 Infantry Brigade Group moving tonight. R.P. for that group fixed for tomorrow on road N.W. of ESTAIRES; no change in R.P. for other groups.

25 June 1915.

4th Co moved at 9 p.m. with 152nd Infantry Brigade Group to new billets at ESTAIRES. 154th Infantry Brigade Group refilled at ESTAIRES at 9 a.m. Remainder of Division refilled at old R.P. (Q29.)

29 June 1915.

Great difficulty in finding a suitable watering place for Train horses. Very little water in ponds and ditches. Arrangements therefore made to remove Train to fields nearer the river LYS a convenient place having been found in that locality.

5 July 1915.

Greatcoats previously withdrawn from certain infantry bns returned, blankets having been withdrawn. Greatcoats brought from LILLERS by motor lorries of Supply Column and distributed by Train wagons.

11 July 1915.

Sunday. A close inspection of cookhouses and enquiry into dietary, shows that the men of the Train are being well fed. At the present time, hot dinners are being provided daily and there is now a very good supply of fresh vegetables - new potatoes, cabbage, carrots and lettuce. Roast beef and fried beefsteak are given on certain days as a variety from stew and mince, meat pie, potato pie; bread pudding, stewed prunes are also provided occasionally. The bacon is good and excellent butter is issued once or twice a week. There have been no complaints from the men since coming to France.

25 July 1915.

Leave season for Division commenced. One man from Train proceeding to England today.

26 July 1915.

Hd Qrs and Hd Qrs Co Divisional Train left LA GORGUE at 7.45 p.m. by rail and travelled via CALAIS, BOULOGNE and AMIENS to CORBIE : thence by road to BONNAY arriving at 11 a.m. 27th.

27 July 1915.

Great difficulty experienced in both entering and detraining wagons owing to railway trucks (flats) having several cross-bars fixed to floor of trucks : also increased difficulty at CORBIE owing to lack of platforms or ramps necessitating use of 'rampes mobile' which made unloading from the side of trucks (to ground level) very difficult. Used at the end of a line of flats, the 'rampe mobile' is less undesirable, but in any case it cannot be recommended for detraining purposes. The 3rd and 4th Companies Divisional Train moved from ESTAIRES to BONNAY today.

7 August 1915.

Divisional Train moved from BRESLE to VADENCOURT with Hd Qrs at Chateau and all companies billeted in village and around Chateau. R.P. fixed at WARLOY for all groups.

15 August 1915.

SS Major - and CS Major -, Hd Qrs Co, tried by Court Martial for drunkeness on 11th inst.
President: Major W.K.O. Shephard, 2nd R.F.A. Battalion,
Members : Captain R. Wilson, 2nd Co and Captain D. Black, 4th Co Div. Train.

19 August 1915.

Sentence of Court Martial held on 15th inst on SS Major - and CS Major - Hd Qrs Co as confirmed by G.O.C. promulgated, viz: that SS Major - be reduced to rank of CS Major and CS Major - to rank of Sergeant.

23 August 1915.

Two HD horses with emergency harness detailed with two drivers to be at the disposal of the Town Major ALBERT to be used as draught horses for local scavenging carts.

24 August 1915.

Reported that an out-house containing boiler and two tubs with a supply of water at hand at VADENCOURT, could by an expenditure of less than £10 be brought into use as a bath-house for the Divisional Train.

6 September 1915.

Work in connection with provision of bath-house, wash-house and billets for men during winter months arranged and put in hand for each company.

20 September 1915.

Arrangements for divisional canteens in six villages - to be managed by a Div Committee, of which O.C. Train appointed President - proceeding. Rooms secured for same and Supply Officers detailed to superintend work.

23 September 1915.

Negotiations continue for purchase of trees in VADENCOURT Woods for huts etc required for troops during winter months. Div. Canteen at SENLIS opened for business.

8 October 1915.

Arrangements made to close Div. canteen at BOUSINCOURT and open one at BRESLE. Artificers of Train engaged painting out all lettering and marks distinguishing units on baggage and supply wagons.

13 October 1915.

Six motor lorry loads of road metal received for force standings and roads.

1 November 1915.

Parcels of 300 pairs of mittens gloves and cuffs received from Lord Provosts' of EDINBURGH Committee for comforts and divided among four Train companies.

11 November 1915.

To complete establishment on transfer of 14 officers to 2nd line Division, the following postings were made: Captain Ritchie to command 2nd Co, Captain R. Meiklejohn to command 3rd Co and Captain Russell to command 4th Co vice Captains H. Wilson, J.W. Watt and D. Black respectively. Lieut. J. Taylor to be Supply Officer 1st Co vice Captain R. Meiklejohn, Lieut. J. Gray to be Supply Officer 4th Co vice Captain Russell, 2 Lieut. J.W.V. Nairn to be Requisitioning Officer 1st Co vice Lieut. J. Taylor, Lieut. McLaren to be Requisitioning Officer 2nd Co vice Lieut. J. Duigan, Lieut. A.R. MacGillivray to be Requisitioning Officer 4th Co vice Lieut. J. Gray.

20 December 1915.

VADENCOURT. On the Somme. Orders received to prepare for a move of the Divn in to new area with FLESSELLES as Hd Qtrs of Division.

27 December 1915.

Rlhd of Divn moved from MERICOURT to ELIE-SUR-SOMME. Instructions received to consider the best method of saving the wear and tear of motor lorries and of the roads by the use of transport from railheads to R.P. as well as from R.P. to units. Question discussed at conference at X Corps Hdqtrs at which AA & QMG and OC Train were present.

1 January 1916.

The four companies of 51st Div Train are at present stationed as follows:

1st Hd Qr Co at VADENCOURT for services of 51st Divn Artillery until it moves to new area.

2nd Co at VADENCOURT under Orders to move to VILLERS-BOCAGE in new area on 3rd inst.

3rd Co at FREMONT in 153 Bde new area.

4th Co at VILLERS-BOCAGE with 152 Bde, Hd Qrs at VADENCOURT moving to VILLERS-BOCAGE tomorrow.

6 January 1916.

Selected party of officers from Divn attended at rlhead with AA & QMG to study methods of loading of motor lorries of Divn Supply Colm from Pack Train.

7 January 1916.

Selected party of officers from Divn attended at R.P. at 8 a.m. with AA, QMG to study method of dumping by D.S.C. and refilling by Train. S.S.O. and Supply Officers explained system.

16 January 1916.

20 wagons, 40 H.D. horses, 1 rider, 1 Corpl, 20 Dvrs received from 9th Res. Park at EPAGNES and billeted at LONGCHAMPS Farm in charge of OC 3rd Co. 1 motor car (Sunbeam) received from OC Divn Supply Colm to replace one allotted to 3rd Co returned to base. Capt. J.R. Guigan detailed as member of F.G.C.M. to meet at Hd Qrs 1/8th Royal Scots FLESSELLES 10 a.m. tomorrow.

2 February 1916.

Billeting of Train companies in CORBIE in anticipation of move commencing on 6th inst. provisionally arranged for with Town Major. Arrangements for removal to new area of clothing stored in bath houses and storage of same at CORBIE made.

14 February 1916.

Experiments made by Train Wheelers in making crates to fix on travelling kitchens and water carts to increase carrying capacity to carry empty petrol tins for carrying water up to trenches.

29 February 1916.

VILLERS-BOCAGE. Division moved from CORBIE area to FLESSELLES area. Train left CORBIE at 10 a.m. and reached VILLERS-BOCAGE at 5.30 p.m. Supply wagons marching full. Supply wagons sent to units during evening. Train close-billeted in ABERDEEN Street. Move carried through very smoothly. No difficulty with transport and supplies.

8 April 1916.

Travelling cinema purchased out of profits for £200 opened at FREVANT-CAPELLE. Two performances daily: 6 to 7 and 7.15 to 8.15 p.m. Admission: Officers 1 fr, OR 50 cm.

10 April 1916.

At HAUTE-AVESNES Lieut. MacGillivray detailed to fix his Hd Qrs in connection with Div. Baths at MAROEUIL and to live there. Dirty clothing to be sent as heretofore to Laundry in AMIENS, one motor lorry of Div Supply Col being detailed by 17th Corps for transport. Artificers engaged in preparing stencils for marking wagons of all units with Div sign, viz, monogram [49] in red on white square 10 in.

14 April 1916.

Arrangements for disposal of manure and rubbish left by French troops at HAUTE-AVESNES made after consultation with Div Sanitary Officer.

17 April 1916.

Authority received for Establishment of Train to be increased by two bicycles in lieu of two motor cars taken away. Cinema transferred from HAUTE-AVESNES to MAROEUIL.

1 May 1916.

FERMAVILLE and HAUTE-AVESNES. First anniversary of the landing of the Highland Division in France. The personnel of the Div. Train has undergone very few changes during the year, the great majority of officers, NCO's and men remaining the same now as a year ago. Four senior officers (Captains) were transferred to the 2nd line Division, now the 64th, in November and four juniors sent over from Scotland in exchange. One officer has been permanently invalided home. One, Capt. C. Pounsford, has been lent to XIII Corps AQ Hd Qrs since Feb to remain with them. One, 2nd Lieut D.G. Nairn, has been selected for service as an observer with the Flying Corps and one has been for some time past detached from the Train and detailed as officer IC Divisional Baths. Travelling cinema purchased out of profits made by Divisional Canteens has been running for some weeks under the control of Train Officers. The Laundry arrangements for the Division have been for some months past controlled by Train Officers. The Divisional Canteen Committee has the O.C. Train as President and the S.S.O. as Secretary. In these and other ways the Divisional Train has helped in the formation and management of schemes which do not strictly come under the category of "A.S.C. services".

16 May 1916.

G.O.C. Division inspected horses of Train and lines generally in afternoon and expressed himself as satisfied with conditions of horses.

21 May 1916.

Div. Supply Colm held sports afternoon at TILLOY. Large attendance and very successful programme. Lieut. J. Dods reported from 3rd line depot vice Lieut. Tait 3rd Co invalided home.

12 June 1916.

Intimation received that NCO's and men on leave for a month on re-engagement would now return to their Units on completion of leave and would not be sent to RIPON 3rd line depot and detained there, as in the past.

14 June 1916.

O.C. proceeded on leave and Major Gray HQ Co took over command in his absence.

8 July 1916.

Lieut. - censored by G.O.C. for having been found in BETHUNE on 29th inst., unable to give an account of himself and one day absent off leave. G.O.C. further directed that Lieut. - be not considered for leave or promotion for six months.

18 July 1916.

Lieut. Cameron joined from Base vice Lieut. D.V.D. Marshall to join Royal Flying Corps on attachment.

26 July 1916.

Divisional Baths/Sprays IC Lieut. Peddie 4th Co Div Train in full working order and capable of passing about 1500 men per day.

27 July 1916.

Lieut. McLaren acting as Town Major for FRICOURT in addition to charge of water control duties. The latter includes transporting forward in petrol tins by 1 G.S. wagon to a point within carrying distance of FOUREAUX Wood for the use of the battalions in the line.

29 July 1916.

Sgt Mills of 3rd Co wounded by shrapnel when in charge of a water party at FRICOURT.

6 August 1916.

Hd Qrs Train moved to RIBEMONT. 2nd, 3rd and 4th Companies to BUIRE, Hd Qr Co remaining at MOULIN DE VIVIERS for service our Div. Artillery, remaining in line.

1 September 1916.

Major Gray OC Hd Qr Co granted 10 days Special Leave from 7th inst in order to proceed to Scotland on urgent private business.

12 September 1916.

Div. Horse Show held in fields near BAILLEUL. A large number of officers and men from Division and from Army Hd Qrs, Corps Hd Qrs and Divisions in the neighbourhood being present. Div. Band and Pipe Band (78 Pipes and 52 Drums) attended. Four officers of the Train assisted with catering (1) and as Assistant Marshalls (3) and the show passed off very successfully, all the classes produced very keen competition. Prizes for turnouts. G.S. wagon with pair of H.D. horses were awarded as follows:

1st: 2nd Co Div Train.

2nd: HQ Co Div Train.

3rd: 3rd Co Div Train.

15 September 1916.

Intimation received from Officer IC ASC Records of base that the personnel of all (TF) ASC units had been transferred on 1st inst. to the Regular Army for the period of the war.

1 October 1916.

Hd Qrs of Train moved from BEAUVAL to BUS LES ARTOIS, 2nd Co from ESTAIRES to CANDAS, 3rd Co from METEREN to GEZAINCOURT, 4th Co from LA CRECHE to BRETEL, HQ Co still detached from Div. with Div. Artillery at CLAIRFAYE.

24 October 1916.

Itinery of work for Train now stands:

Reveille: 5 a.m.
Water and feed horses: 5.30 a.m. to 7 a.m.
Men's breakfast: 7 a.m.
Refilling at R.P. to Units, water and feed horses and men's dinner.
Noon at units.
Hd Qrs reloading at railhead.
2 p.m. or as soon thereafter as Train is in position.
To R.P. dump supplies 4.30 to 6 p.m.
Back to wagon lines by 5 to 6.30 p.m.
Water and feed and groom horses, men's tea, a hot evening meal with meat or bacon.
Lights out 9 p.m.

This programme depends on railways trains being in position punctually at 2 p.m. Today it was not ready for reloading until 3 p.m. and has been much later than that on several days recently.

27 October 1916.

5 lorries of 55th D.S.C. placed at disposal of OC Train for supply services.

29 October 1916.

5 additional motor lorries placed at disposal of OC Train for supply duties. 15 additional tents making 25 in possession issued by D.H.Q. to Train for men who have for some days been sleeping in bivouacs.

6 November 1916.

Orders received to restrict issue of hay to 8 lb per horse or mule per day. Motor lorries attached to Train, 13 in all, employed on various duties connected with baths and supplies. Four detailed for transport of fresh clothing for baths, 1 for Canteen, 1 for RE material for baths, 7 for coal from railhead and (2nd journey) 10 for supplies from railhead.

15 November 1916.

48 H.D. horses and 6 riders unable to work from various causes, chiefly cracked heel and the results of overwork.

20 November 1916.

OC Train and S.S.O. to PARIS to purchase motor delivery van for canteen work, transport of supplies from E.F. Canteens to Divisional Canteens and transport of plant and goods to new area on a move taking place in order that Divisional canteens may be opened immediately the troops arrive in new area. Major Gray acting for CO and Captain D. Taylor for S.S.O. during the absence of those officers in PARIS.

22 November 1916.

OC Train and S.S.O. return from PARIS bringing with them Peugeot motor van second hand purchased in AMIENS, numerous enquiries in PARIS having failed to discover a suitable vehicle at a reasonable price there. The demand for vehicles of that kind both new and second hand being far in excess of the availability.

2 December 1916.

The village of AVELUY heavily shelled during afternoon. A large portion of supplies at 154th Bde R.P. destroyed.

3 December 1916.

Hd Qrs Train moved to BRUCE HUTS AVELUY : 100 Nissen and four Armstrong huts.

4 December 1916.

Train companies moved from AVELUY to BOUZINCOURT, the former place having been shelled and one man (Driver Ingram, 3rd Co) killed.

8 December 1916.

Maj A. G. Nicol-Smith, S.S.O., on command Vth Army Hd Qrs from today : Capt. David Taylor Hd Qr Co Train, acting for him.

10 December 1916.

Road precautions on : no lorries available for leave parties.

31 December 1916.

2Lt F. F. Boxer reported for duty from base. He has only been commissioned 6 weeks and has a very slight knowledge of A.S.C. work.

3 January 1917.

"The Times" of 2nd inst. received today contains a list of Military Crosses awarded in the New Year. Herewith the names of Lt. Alistair McLaren, 2nd Co Div Train is included.

9 February 1917.

Captain Lorimer, Adjutant, detailed at 5 p.m. to proceed to BUIRAY MAINS to superintend loading tomorrow of 150 motor lorries with 450 tons of coal for Divisions in VIII Corps and Corps Troops, the supply of coal from Base having failed to come up owing to frost.

28 February 1917.

Hd Qrs & Companies of Train located as follows:

Hd Qrs: COUCOURT.
1st (Hd Qrs) Co: LA CONTEE.
2nd Co: ACQ.
3rd Co: LA CONTEE.
4th Co: FIEVIN CAPELLE.

18 March 1917.

OC Train to 3rd Army HQ at ST POL to consult DD S & T with reference to application for return to the Train of Major A. G. Nicol-Smith D.S.O., who has been attached to 5th Army HQ since 8th Dec.

24 March 1917.

Ribbon of Military Cross presented to Lieut. A. McLaren, 2nd Co, by XVII Corps Commander, Lieut. General Sir L. Ferguson, K.C.B., at a parade at FREVILLIERS specially held for presentation of ribbons to recipients in each Division.

9 April 1917.

The Division took part in assault on German lines opposite BAILLEUL, with 34th Div on right and 1st Canadian Div on left.

10 April 1917.

Temp. Major A. Burtonshaw M.C., 16th Div. Train reported for duty to complete establishment. Major A.G. Nicol-Smith D.S.O., 51st Div. Train, having now been officially attached to 5th Army HQ, where he has been since 17th December 1916. OC Train to 3rd Army HQ to interview DD S & T re appointment of Temp. Major A. Burtenshaw M.C.
Advance of Divisions assaulting German lines LENS-ARRAS continuing.

21 April 1917.

Hd Qrs Train moved to CHELERS with Div Hd Qrs. 2nd Co to BEVIN. 3rd Co to BAILLEUL. Two railheads in operation for today. ARRAS for Div. Troops and 152nd Bde Group. TINQUES for 153rd and 154th Bde Groups.

29 April 1917.

Arrangements made to start Div. Cinema at AVERDOIGNT this evening, but owing to breakdown of Cinema engine the entertainment had to be abandoned.

1 May 1917.

Major A. Burtenshaw took over the duties of S.S.O. from Captain David Taylor who has been acting S.S.O. since 7th Dec 1916.

9 July 1917.

Major W. Gray reported to HQ XVIII Corps to be attached for course of instruction in staff duties.

13 July 1917.

Reserve dumps of 24,000 "barrage" rations, 5,000 iron rations and 2,000 rum rations formed at Train Hd Qrs for issue to Bdes and for 'Y' day, also 3,000 petrol tins for water. A British aeroplane fell at Train Hd Qrs injuring Dvr Stephen, offrs mess cook, who was taken 1/3rd Highland Field Amb. The pilot escaped with slight injuries.

19 July 1917.

The two motor cars in use at Train Hd Qrs are so frequently out of order that the work has to be carried out under trying conditions. Enquiries made at DD S & T office as to whether the car detached with V Army Forage Purchasing Board could not be withdrawn for a short time to enable repairs of other cars to be effected. Negative answer received.

20 July 1917.

Dumps of 24,000 "fortress" rations, 5,000 iron rations, 24,000 rum rations and 4,500 petrol tins 2 gall formed at Train Hd Qrs for issue to units prior to offensive operations.

Note: a "fortress" ration consists of an iron ration plus M + V and jam.

22 July 1917.

Lieut. A. McLaren detailed to take charge of Advanced Div. Ration dump at MARENGO Farm.

28 July 1917.

"Daimler" car No M98 received in place of Austin No 9875 evacuated. 2 Lieut. R.H. McKeevil reported for duty from base on probation to replace an officer to be transferred to Inf.

29 July 1917.

Lieut. W.H. Horne ordered to report at Inf School, ELSTOW, BEDFORD for instruction pending transfer to Infantry.

31 July 1917.

3rd day in YPRES offensive. Battle began at 3.50 a.m. A portion of the Div ration dump at MARENGO House and a large number of petrol tins containing water, having been destroyed by shell fire, Lieut. A. McLaren took a lorry containing 200 newly filled tins up in the early morning to replace water lost.

12 August 1917.

Sunbeam car No 71 received back from D.S.C. after overhaul. Daimler car sent to D.S.C. for inspection and returned satisfactory.

13 August 1917.

Lieut/Temp Captain A.C. MacKenzie Fraser reported for duty with the Train pending absorbtion, att to No 3 Co. Lieut. Henderson and 2 Lieut. Hanna learner in Q Offices attached for day for instruction in Supply work.

14 August 1917.

Applications forwarded from Lieut. A. Alves for transfer to R.F.C., from 2 Lieut. C. A. Scott for transfer to R.F.A. from S.S.M. F.J. Cambell for a commission in A.S.C. (T.F.)

19 August 1917.

Enemy aeroplanes over in evening. Bombs dropped near No 1 Co lines and at BROUHAN.

20 August 1917.

OC Train to BLEU MAISON and BERNGHEM to inspect No 2 Co supply details. On the way down Daimler car in collision with motor lorry at X rds. Our own car ditched. Car damaged on front near side but able to run back to D.S.C. Wksps. OC and Adjt proceeded to WORMOUT in a passing car and obtained a Sunbeam car from S.S.O. there and proceeded to destination in same. Collision caused by lorry driver driving at excessive speed. Notes for inquiry taken on the spot.

1 September 1917.

2 Lieut. J.A. Clarke left for England. Vicinity of Train Hd Qrs within 200 yds. NSE and W shelled at 7 a.m. 9 a.m. and 11 a.m.

3 September 1917.

Only one car now available. Sunbeam in Wksp for repair and painting.

4 September 1917.

Extensive bombing raid by German aeroplanes at night. Many casualties in this area.

6 September 1917.

Refilling for all Bde Groups at BOISLEUX (SOUTHAMPTON Siding) - supplies for Bdes. M.G. Co's and T.M.'s being delivered to units by Light Rly - for Bdes in the line to STONE SIDING (M23) P5 and for Bde in reserve to SWINDON SIDING. Decauville trucks used for each Bde, being 1 for Bde HQ, M.G. Co and T.M.'s, and 1 for each Battn. Ordnance Stores taken up with rations.

17 September 1917.

Permission received from D.H.Q. to paint the Div. sign "HQ " on the side of each wagon and painting of same commenced. S.S.M. J.F. Cambell ordered to report at War Office and join a cadet unit for training for a Commission. Heavy shelling in location of Train lines at 6 a.m., 11.30 a.m. and 5.30 p.m. Painting and marking of wagons proceeding.

20 September 1917.

Enemy commenced shelling area at 8 a.m. and continued until mid-day. 1 shell fell in No 3 Co's wagon lines and wounded 1 horse; base of 9.6 shell fell in No 2 Co's horse lines.

24 September 1917.

Orders received for Lieut. Cameron and 2 Lieut. Scott to proceed at once to Infantry Training School BEDFORD.

27 September 1917.

Lieut. Col. Henderson V.D., (Co Train) proceeded to England on one months leave. Major W. Gray No 1 Co taking over Command in his absence. 2 Lieut. MacFarlane reported from Base posted to No 3 Co.

28 September 1917.

Move of Division (less Arty) commenced from XVIII Corps to VI Corps (Third Army) - Southern Reserve Div area.

7 October 1917.

Winter Time commenced 1 a.m. Winter scale of fuel commenced.

29 October 1917.

2 Lieut. J. Mc V. Nairn left to join on 17 Nov No 2 Infantry School at ELSTOW, BEDFORD.

8 November 1917.

2 Lieut. V. McDowell detailed to proceed by train from ARRAS to ABBEVILLE today with 1 Farrier and 12 men from Div Train and 12 men from 152 Inf Bde to collect 47 remounts at Advanced H.T. Depot and bring them by road to MONTENESCOURT.

11 November 1917.

2 Lieut. McDowell returned from ABBEVILLE bringing 26 remounts only owing to a part of collecting party (152 Bde) having omitted to take bridles to OC Advanced H.T. Depot to issue remaining 21 mounts.

14 November 1917.

Major A. Burtenshaw M.C., S.S.O., ordered to report for duty to OC 58th Div Train. 2 Lieut. McNulty reported from Base pending absorbtion.

15 November 1917.

Major W. Gray took over duties of S.S.O. from Major Burtenshaw.

20 November 1917.

'Z' Day 51st Div. took part in offensive between ST QUENTIN and the SCARPE. R.P. for all units YTRES.

9 December 1917.

CO, Lieut. Col. H.D. Henderson - sent to No 45 C.C.S. Maj. W. Gray S.S.O. took over command of Div. Train during absence of Lt Col Henderson, sick.

11 December 1917.

Capt A. MacKenzie Fraser, No 1 Co, temporarily attached to No 4 Co Supply Officer while Captain J. Gray assisting S.S.O.

13 December 1917.

Pte Hughes No 1 Co reported for Duty as Supply Clerk to Div. Rest Camp DOULLENS.

27 December 1917.

2 Lieut. McDowell No 4 Co and 8 O.R. from coys proceeded to Div. Rest Camp, DOULON for 10 days.

6 January 1918.

Captain R. Meiklejohn M.C., OC No 3 Co, returned from months leave.

7 January 1918.

Sgt Marnay, Supply No 4 Co, reported for duty as Clk at Div. Rest Camp vice Pte Hughes No 1 Co returned as unsuitable.

13 January 1918.

Captain Meiklejohn MC No 3 Co took over command of No 1 Co from Captain Taylor during latter's absence on 1 months leave.

15 January 1918.

Intimation received from OC 42 Div Train that he has no objection to take 2 Lieut. J. McKeevil No 3 Co in exchange Lieut. J.M.H. Mackintosh.

27 January 1918.

Lieut. Mackintosh 42nd Div Train reported for duty having been exchanged with 2 Lieut. McKeevil.

13 February 1918.

2 Lieut. McDowell took over duties of Adjt in Captain Lorimer's absence on leave.

16 February 1918.

Captain/Temp Major D. Glass from H.G. Base HAVRE posted as OC No 3 Co. Captain D. Taylor returned from leave.

6 March 1918.

Co inspected bicycles on charge to companies. Instrs given to OCs Companies to have deficiencies made up.

11 March 1918.

"Hotchkiss" guns issued to Div Train 1 per coy for aircraft defence.

17 March 1918.

Reorganisation of Div. M.T. Units with effect midnight 12/13th inst. No. 51 A.S.P. and No. 51 D.S.C. now merged into new "51st Div. M.T. Co".

18 March 1918.

Train (less No 1 Co) inspected by G.O.C.

19 March 1918.

Lieut. Crawford No 1 Co and CQMS Fender No 3 Co, proceeded to 3rd Army H.Q. on 3 days catering course.

21 March 1918.

German attack at 5 a.m. Casualties - No 4 Co 1 man wounded, 1 horse killed and 1 horse wounded; 1 man and 2 horses attached from 25th Div. Train killed.

24 March 1918.

Div. Train moved to MIRAMONT BEAUCOURT.

11 May 1918.

S.S.O. took over fuel dump at MAROEUIL from S.S.O. 15 Div.

28 May 1918.

Officers mentioned in King's Birthday Honours Gazette:

A/Lieut Col Gray
Captain D. Taylor and
Captain J. Gray

2 June 1918.

Instructed to take over dump of straw and hay on charge XVII Corps. Took over hay stated to be nearly 8000 lbs. Reported to D.H.Q. that straw not considered fit for issue as forage.

3 June 1918.

No bread on pack today, trucks having gone amissing.

26 June 1918.

Train coys for past day or two affected with prevailing epidemic of 3 day fever necessitating move of large numbers to hospital. Train loaders and some issuers doing duty at railhd in lieu of men of M.T. Co off duty on account of fever. S.O. M.T. Co also sick.

28 June 1918.

As preventions for fever instructed Coys to bivouac as many men as possible, not have many men in close huts.

1 July 1918.

Instructed verbally by AA & QMG to issue bread, meat and bacon if required on payment to Div Canteen for Officers Club ECIVIES being taken over by Division.

22 July 1918.

EPARNES and DIZY heavily bombed during past night from about 10.20 p.m. until 1.30 a.m. No 2 Co 4 horses killed and 2 wounded and 1 man wounded. No 3 Co 2 men killed and 3 seriously wounded. No 4 Co 5 horses killed and 2 wounded. No 1 Co 1 man seriously wounded, 3 horses killed and 5 wounded.

(1) This is almost certainly the incident referred to by ex-Trumpeter Duthie in Annex O .

23 July 1918.

Div M.T. Coy to be under S.M.T.O. Corps from today. Arranged with Div "Q" for a number of supply lorries required daily.

1 August 1918.

No 2 Co moved to DIZY, No 3 and 4 Co's moved to CUAIS. No 1 Co moved to EPARNES and entrained for new area. All co's reported being heavily bombed last night. No casualties. Informed that Dvr Jamieson wounded in air-raid of 21.7.18 has since died. 153 Bde including No 3 Co Train had honour of marching past French Army Commander at DIZY of recognition of good work done by the Bde in recent operations.

11 August 1918.

Heavy bombing round Divisional area last night. Hostile bombing machine forced to descend near to No 4 Co lines. The occupants (1 offr and 1 NCO) being made prisoner.

12 August 1918.

Recommended one Warrant Officer 4 NCOs and 1 Private for Military Medal as a reward for services rendered during an air-raid at DIZY on 22.7.18.

22 August 1918.

In yesterdays Div Routine Orders following awards of Military Medals notified:

SSM F. Milne
SSgt J. Yeoman
LCpl G.H. Dennis and Cpl A. Brown, all of No 3 Co and
Cpl J. Myles No 2 Co.

Also during past night, heavy bombing by enemy aircraft. 2 men wounded, 3 H.D. horses killed on No 1 Co line.

19 September 1918.

Military Medals awarded to Sergt T. McCallum, LCorpl W. Duncan and Dvr W. Dunbar all of No 1 Co.

30 September 1918.

Notice received from D.H.Q. of change of railhead to ECUIRIES and arranged for consequent move forward of bde co's of Train and Train Hd Qrs.

24 October 1918.

Took over dump of German fuel at BOUCHAIN station 200 tons coal, 100 tons coke, 10 tons charcoal and 250 tons wood. Reported same to DD S & T and Division.

28 October 1918.

Notification received that Captain R. Meiklejohn M.C., appointed as an Acting Major while employed as a Major with Div. Train as from 8.10.18.

8 November 1918.

Orders received through D.H.Q. that no more French civilians to be rationed. French authorities now commencing to do so.

9 November 1918.

Visited DD S & T arranged for procedures for dealing with enemy fuel and straw dump.

11 November 1918.

Advised by wire from D.H.Q. - Hostilities ceased at 11.00 hours today.

15 November 1918.

Applied to DD S & T for return of Train motor car presently on duty with Central Purchase Board.

20 November 1918.

Name of 2 Lieut. A. Robertson No 1 Co submitted to D.H.Q. as Education Officer for Div. Train, also appointed following tentatively as Education Officers for Train Co's : No 1 Co Captain J. Gray, No 2 Co Captain I Black, No 3 Co Captain A.C. Mackenzie Fraser, No 4 Co Captain Russell.

21 November 1918.

Advised by phone by S.M.T.O. XXII Corps that Ford car with C.P.B. to be returned to Div. Train and that Austin car recently evacuated to be replaced by Sunbeam car.

22 November 1918.

Name of 2 Lieut. A. Robertson 1 Co submitted D.H.Q. to attend 3 weeks Education Course at OXFORD.

27 November 1918.

Issue of rum authorised. First allotment of 35 gallons drawn at railhead today, 240 gallons weekly.

28 November 1918.

Arranged with Div "G" that 2 Lieut. Robertson being an experienced teacher not necessary for him to attend course at OXFORD.

30 November 1918.

Yesterday's supply pack arrived so late at 2200 hrs that only cleared at 0500 hrs today.

5 December 1918.

Baggage wagons of Bde co's made available to assist Infantry Bdes in clearing salvage in their areas.

6 December 1918.

Orders issued by D.H.Q. to M.T. Co's to give no civilians a ride on full supply lorries, complaints of shortages having been received.

9 December 1918.

G.O.C. inspected Train transport at railhead. Considered No 2 Co transport not same high standard as Nos 3 and 4 Co's.

11 December 1918.

The CO, Lieut. Colonel William Gray D.S.O., proceeded to UK on one months leave, Major R. Meiklejohn M.C. was appointed Acting CO.
No 1 Co arrested a German prisoner of war at a farm near MARCHES-LES-ECOSINES. The prisoner had escaped from No 180 P.O.W. Camp at ABBEVILLE.
Following NCO's received Military Medals:

T/4/043479 Sergt Leslie A.
T/4/213003 Sergt Whitting W.H.
Authy: XXII Corps Routine Order dated 11.12.18.

13 December 1918.

6 coalminers despatched to Concentration Camp for purpose of demobilisation.

23 December 1918.

Captain A.C. Mackenzie Fraser reported No 1 Co for duty as Acting O.C.
2 coalminers despatched to Concentration Camp for purpose of demobilisation.

24 December 1918.

Christmas puddings issued from all Supply dumps.

25 December 1918.

1 coalminer and 1 pivotal now despatched to Concentration Camp for the purpose of demobilisation.

3 January 1919.

Confidential reports on officers sent to "A" 51st Highland Div.
Recommendations for Peace Honours sent to "A" 51 Highland Div.

4 January 1919.

Return rendered to "G" 51 Highland Div showing number of officers known as capable of speaking Japanese and Arabic.

6 January 1919.

Movement of Division to new area in BELGIUM commenced.

9 January 1919.

Hd Qrs Train arrived at HOUDIN GOEGNIES.

30 January 1919.

Horses were sent from No 4 Co to haul 2 coal barges from SENNEFFE to HOUDIN GOEGNIES.

2 February 1919.

Nominal roll of men claiming 1914-15 Star rendered to RASC Records.

ANNEX K

LETTERS HOME FROM H/301662
DRIVER HAY SPENCE

France
16/12/17

My Dear Mother

Many thanks for welcome letter received today. I am very glad to hear you received the money at last. I really thought you would get more. Somewhere about £6 . 8/= up to the 5th Feby. You had better watch them they would do you in for your last penny. 128 days from 1st Oct to 5th Feby. Keep an eye on them.

I am very sorry to hear that George has been admitted once more to Hospital, again. I don't expect he would get the parcel you sent him. Very likely his pals would share it out amongst them. At least that's what we do. I will write him tomorrow if possible. You sent me his address sometime ago but I have lost it.

The weather here has been very cold too. bitter hard Frost. Today there has been a great change in the morning early it was hard frost. About Miday the Sun was Shining about 6 o'clock It Was Raining for a finish up. It is raining still. We have been shifting about a lot again. Once more we are up the line again. Our long promised rest lasted six weeks. We have been on this front before. So the villages & roads are familiar to us. We left this front to start our wanderings last year. I sincerely hope we have come back to stay. I wouldn't mind in the least as I have a good billet.

How is Sam getting on. By the way Mother you might give him a small donation out of that money for me by way of a Birthday present. If you can spare it. I have heard from chaps who have come back from leave. The Cost of Foodstuffs at the present time. Now Mother you can use all that money. I know you will need it so use it dont put it in the bank as you intend. Another thing dont send me so many parcels & when you do send one dont put in such luxuries Chocolate Cigarettes Raisins & Almonds, Sweets or any Fancy Cakes. One plain Cake about every 8 or 10 weeks will do me nicely. I want you to do this because you are pinching yourself & Sam to send me such Tit Bits. I know it & I think it is about time you stopped it.

I saw Jimmie Finlay before we started on our last march. He is with the 6th Black Watch. I don't know where they are at present. Well Mother I have nothing to say at present. Trusting this finds you as it leave me. In the best of health. Hope to hear from you soon. Your loving son, Hay.

France
8/11/17

My Dear Father,

At last I have been able to settle down & write you a few lines to let you know I have arrived back at the Coy. Since I landed at the Coy we have shifted twice. Thursday & Monday night. On Thursday we passed through some Villages which fell into our hands early in the year. What a mess they were in. Nothing but heaps of stones. In two of them there wasn't one stone upon another.

I suppose Mother will have told you I called on Nellie the time I was in London. She was very pleased to see me. I have written her tonight. She was very surprised to hear you were still in Norwich, & seemed to sort of half expected that you would have visited when you were so near her. The next time your in London Dad go and see her. She's a real decent sort. I was asked to spend the night there, but refused because it meant rising early in the morning. My train left at 6.30 & its a good distance from Victoria to where she stays.

Jock MacRob is back to the Coy. He came up the time I was on leave. Sandy Leavey is sporting his twelve years ribbon. Jock McNaughton left the Coy on Friday for 10 days leave. I think that is all the news about the Coy. In fact I can't think of anything else to say. So will close. Trusting this finds you as it leaves me, in the best of health. Hoping to hear from you soon. Your Loving Son, Hay.

France
10/7/17

My Dear Mother

Just a few lines in answer to your welcome letters and parcel received during the past three or four weeks for which I thank you very much. We have just settled down after a long trek. During the time we were on the road we had good weather with the exception of one day. It rained from morning to night. We had it fairly hard on the move, lying outside knocked out to the wide especially the last three days. I was that tired I was glad to lie down anywhere. Reveille was at 3 o'clock every morning & we didn't get to bed until 8 & 9 except when we were on picqnet it 11 pm or we maybe had to rise at 11 or 2. I am very glad indeed that this shift is over.

On Saturday I got hold of a bicycle & went to look for George. I got the camp where he was. But the Batt. was in the line & are not expected out till the End of the week. I will go again to see him when I hear they are out. Their Divnl Train is lying quite close to ours.

We had a couple of Strangers here today. Captain E N Taylor & Duncan Stewart. Both are looking well. E.N.T. looks a lot better now. More of the .....

Perth House
Clifton Road
Folkestone
Saturday 27th

My Dear Mother

Just a few lines to let you know I haven't left old Blighty yet. Altho' I don't belong to this part I feel as if I would like to soldier on for Duration.

Did you get the letter I posted to you in London. I've had another day still. It wasn't meant, it was quite unexpected. When we arrived at Victoria yesterday morning, Big crowds of men like ourselves were waiting to go back. We thought we were not going to get a seat in the train so we started to push our way into the crowd. When we got into the Station and had stood on the platform for about an hour a shout arose at the far end. Hurrah. No more trains today. If you had only seen that crowd of men start jumping and singing for all they were worth. It felt grand it made on feel quite pleased. After I got my ticket stamped I took the first tube to Cannon St and then got a train for Eltham back to Nellies house. She was very pleased indeed to see me back again. I spent the rest of the day cleaning myself up & after Dinner went out shopping with her at Eltham. About 5 o'clock we got a car and went to Woolwich to meet Nan Dick (her pal). When we met her some more shopping was done. You ought to have seen me carrying the bairn round the place as if I owned her. We went home about 7 o'clock as Nan had to get some tea ready for her Boy, as she talks about.

I left her house about eleven caught a train to London and went to the All Welcome Hut slept there till this morning. After Breakfast I

caught the train and here I'm waiting for the boat. I had a rare old time at Nells. She made me feel quite at home as soon as I went in. She's a spud one of the Best.

Well Mother I will close now. Hoping to hear from you at an early Date. Dont you worry about me. I've got my pass stamped about a dozen times so I am alright. Cheerio. Your loving Son, Hay.

22/8/17

My Dear Father.

Many thanks for your welcome letter and kind wishes. I am glad to hear you are well. Well Dad about George. I am sorry to tell you that he has left this part of the line for a place further South, about a month ago. I have had two letters from him since he left and I am waiting on a reply to my last letter. I wrote him on 17th wishing him luck etc on the 19th. I also sent him a franc or two in case he was near any town. He has very little chance to draw money. The last time I saw him he was looking exceedingly well. He has grown a bit taller but he is no broader. I am enclosing you his last letter.

What do you think of this "Special Order".

Copy

"Special Order of the Day by General Gough. Horse Transport.

The Army Commander recently mentioned to the Commander in Chief the good work done by the Horse and Motor Transport drivers in connection with Operations round _____ & especially the gallantry shown by them in getting forward the requirements of the Army through _____ & elsewhere under very heavy fire.

The F.M.G.C. desires that his warm commendations may be conveyed to the drivers for the gallant and faithful duties, the punctual fulfillment of which is so essential to the success of operations".

How would that look in the Leon or the Advertiser eh!

I received a box from home today, so I must reply to the letter I got yesterday. Trusting this finds you as it leaves me, in the pink.

Your loving son

Hay

P.S. I delivered your messages to Sandy etc.

HISTORICAL RECORD OF

51ST DIVISIONAL M.T. COMPANY

On March 13th, 1918, when the 51st Divisional M.T. Company was formed by the amalgamation of the Supply Column and Ammunition Sub-Park of the same numbers, the former was at ACHIET-LE-GRAND, and the latter at BIHUCOURT.

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No. 51 AMMUNITION SUB-PARK:

On arrival at BULFORD on April 16th, 1915, the Ammunition Park was made up to its full War Establishment in personnel and vehicles, which were of a variety of makes.

The Command of the Company was taken over by Captain F.D. Wilson, who had returned from Overseas service.

On April 21st the Company moved to AVONMOUTH for embarkation which was completed on the night of the 27th, and the ship sailed on the following morning for ROUEN which was reached on the night of the 30th. Unloading took place during the following day.

A week was spent in ROUEN drawing stores and equipment, leaving there for ST. VENANT on the 11th May, a small amount of Ammunition and R.E. details were carried out.

Towards the end of May on the reduction of Ammunition Park Establishments, two Workshops and two Store lorries with about twenty lorries were withdrawn.

On July 27th the Company moved from ST. VENANT to VILLERS BOCAGE, on the SOMME, where the X Corps took over from the French. While there the reorganisation of Ammunition Parks into Ammunition Sub-Parks took place.

Here the Division was re-equipped with 18-Pdr. Field Guns and 4.5 Howitzers, in place of 15-Pdr. Field Guns and 5" Howitzers.

Several moves were made in the Area until on March 2nd, 1916, when the Division moved into the XVII Corps which then took over the ARRAS Sector from the French.

On July 15th the Division left to return to the SOMME Area to take part in the offensive then being carried out there, taking up their position at LONGUEVAL, the Park being at DAOURS in the XV Corps.

The Division was withdrawn on August 12th, and the Ammunition Park was transferred to the New Zealand Division at SOREL, proceeding with them on September 2nd to BUIRE. A number of moves were made in the Area, and details were carried out under Corps orders for different Divisions.

On January 14th, 1917, the Sub-Park moved back to ST. RIQUIER, where the 51st Division was rejoined. On February 10th a move was made to SAVY to prepare for the ARRAS offensive on April 9th.

Here a forward grenade dump was formed at ECURIE, about 1,000 yards behind the line - this was carried out at night.

On the morning of April 9th one of the lorries delivering ammunition direct to the Battery at MADAGASCAR was struck by a 5.9 shell, killing two of the gunners and wounding a third. The lorry, badly damaged, was salved that night and repaired in the Company Workshop.

Towards the end of June a move was made northwards to the YPRES Salient, parking in front of POPERINGHE. As the ammunition for the Division was carried up on light railway, the Park lorries were engaged on transporting road making material into the forward areas. Twice the park had to be moved owing to heavy shelling. Almost every day high velocity shells fell in the vicinity of the standings, as many as forty falling nearby in one day. One gunner was killed and a driver wounded in the Park. At the end of August the Park was finally forced to move out; a few days later another Sub-Park took up the standings and lost a number of vehicles.

ST. JANS-TER-BIEZEN was the next location until about the 19th of October, when a move was made down to FISCHIEUX where a fortnight was spent before going on to BAPAUME into the IV Corps to take part in the CAMBRAI operations. Owing to the condition of the lorries which had been in continuous and heavy work, twenty of these had to be evacuated to Heavy Repair Shops, as there was not sufficient time to carry out the necessary overhauls in the Company's own Shop.

The Sub-Park was then attached to the "D" Corps Troops Supply Column to assist them in drawing and delivering supplies, the ammunition for the Division being carried on light railways.

On December 15th the Park moved to BIHUCOURT, where it remained during the Winter, being mostly employed on Stone duty, while the Workshop carried out a large number of overhauls.

51ST DIVISIONAL M.T. COMPANY

On the 13th March the Divisional Supply Column (265 Company, A.S.C.) was stationed at ACHIET-LE-GRAND, and the Ammunition Sub-Park (266 Company A.S.C.) at BIHUCOURT, about one and a half miles away. On account of considerations of space the Workshops of the two Units were amalgamated at BIHUCOURT and the lorries at ACHIET-LE-GRAND.

On the morning of March 21st, about 4 a.m., the Germans commenced shelling ACHIET Railhead and Railway Junction with a high velocity gun, 8" or larger. At about 9 a.m. a smaller gun, 5.2" or the like, also joined in. The shelling ceased about 10 a.m., but again continued at intervals in the afternoon and following days.

The lorry standings at ACHIET were about 200 yards from the Railway Lines. The Second in Command - Captain J.T. Dunn - and a Sergeant were wounded; and slight damage done to one or two lorries.

Some lorries of the 6th Divisional M.T. Company were attached and parked in the Company lines - six of their men were wounded and six lorries damaged. The Cookhouse and various stores were destroyed.

In the afternoon the lorries were moved down to BIHUCOURT. On the night of the 21st March and during the 22nd, the retreat of the IV Corps commenced, and lorries were out on many details in this connection. On the evening of the 22nd 19 lorries of this Unit and some lorries of other Units were sent to GREVILLERS to move the IV Corps H.Q.

Shortly afterwards urgent orders were received to move the Company back from BIHUCOURT to MIRAUMONT, where next day's Railhead would be. This move was carried out during the night of the 22nd. A certain amount of bombing was experienced by enemy aeroplane, but not nearly so much as might have been anticipated, and none of the bombs fell within range of the Company.

After a few lorries had got through to MIRAUMONT, the bridge about one mile N.E. of this place broke through with a 9.2" Howitzer, thus blocking the main road completely. All traffic was diverted through PUISIEUX, and it was not at all certain how the lorries could be got to MIRAUMONT. Many of the lorries were sent round by BEAUMONT HAMEL, and turned up at MIRAUMONT in time for Railhead.

Later in the night Captain Henderson, Officer in charge of Workshops, came to the broken bridge, and with the aid of caterpillars succeeded in throwing the 9.2" Howitzer into the ditch, thus clearing the road sufficiently for traffic.

On the afternoon of the 22nd March the Company proceeded to BERTRANCOURT, where Workshops had already arrived. Railhead remained at MIRAUMONT, then moved to COLINCAMPS for a day or two.

After two days at BERTRANCOURT, the Germans still advancing the Company moved to LOUVENCOURT, where they spent one night only. All sorts of alarmist rumours were going about, that the Germans had reached this place and that, their Cavalry had come through and so on, but as a matter of fact they never penetrated further than the outskirts of COLINCAMPS, from where they were soon driven back.

On the 26th March the Division was withdrawn from the line, and concentrated at NEUVILLETTE near DOULLENS.

This period was an extremely strenuous one for the drivers, as after doing supplies all lorries were used to bring back the exhausted troops from the neighbourhood of PAS, which was the appointed rendezvous.

Many of the drivers were working two days on end without a break, except short halts, and Workshops Staff was turned out to relieve them.

On the 29th the Division was moved to East of LILLERS, the Company being placed at BAS RIEUX (I Corps).

The intention was that the Division should refit and rest and receive reinforcements, but after reinforcements of other ranks had been received, and before Units had received their Officers or had time to train, the Germans commenced their attack on the LYS.

Arrangements had been made to relieve the Portuguese, and this Division was moving into support in the ROBECQ - ST. VENANT neighbourhood.

The Company moved to ST. VENANT on the 9th April; on the following day the Germans attacked the Portuguese. The Company lorries with others were used to move the Brigades up to repair the gap, the troops being delivered in the neighbourhood of PARADIS.

The following day the Germans still coming forward, and the capture of ST. VENANT still appearing imminent, the Company moved to BOURECQ, where it remained for some time.

For the first week the work was extremely hard, lorries being out night and day on ammunition, as there were no light railways in this area, and the dumps at ST. VENANT had been partly destroyed.

On the 27th April the Company moved to ST. QUENTIN near AIRE, but the Division remained where it was.

On May 6th the Company moved to HAUTE AVESNES near ARRAS, and the Division to the ECURIE neighbourhood - XVII Corps.

The Artillery Sections and the Divisional Artillery remained with the XI Corps, and subsequently with the XIII and XVIII Corps in the neighbourhood of AUCHEL and VENDREL.

During this period there was nothing special to call for comment, except that the system of keeping the Workshops well back was adopted in this Company. Although the Artillery were detached, all the Workshops were concentrated near ST. POL, while the Headquarters of the Company and the Artillery Detachment each had a First Aid Outfit, comprising a few fitters, two Blacksmiths etc., but no Workshop lorry.

The system was to carry out all inspections and minor repairs at these First Aid Shops, but to send heavier work taking more than a clear day back to Main Workshops.

From July 9th to the 14th the Division was moved into G.H.Q. Reserve - about TINCQUES - and came under XXII Corps.

On the 13th Orders were issued that the Division was to entrain for an unknown destination to join XXII Corps. The lorries of the Company were moved by rail and entrained at AUBIGNY and ACQ Railheads. Owing to lack of proper facilities for loading lorries at these Railheads, 30 hours were occupied in loading the three railway trains which were required to move the Company. In order to clear the bridges on the lines, the bodies had to be removed from the Workshop lorries. Both ammunition and supplies were loaded on the lorries.

The first train arrived at ROMILLY on the 17th, and by the afternoon the vehicles were off-loaded and parked for the night at VILLENEUVE-ST-VESTA.

The second train arrived at NOGENT on the evening of the 18th and unloading was completed by 5 a.m. Supplies were immediately dumped for the Divisional Train at MORAINS.

On the 18th supplies were dumped for the Brigades at CUIS, the lorries returning to park in the early hours of the morning.

Owing to a fire on the second train the cookhouse and rations for the Company were destroyed on the 17th, and, as no Supply Train arrived, the Company had to consume their iron rations.

The third train arrived at MESGRIGNY-MERY about 6 a.m. on the 18th, but as it was put into a siding where it remained until 3 p.m., detraining was not completed until nearly midnight when the vehicles proceeded to park at OGNES to which place the Workshops also moved.

By 6 a.m. on the 20th all the Divisional requirements had been met, and 10 loads of ammunition were held in reserve at MOUSSY: full echelon of supplies and gun ammunition being on the lorries and ready to move off.

Much difficulty was experienced in obtaining supplies and ammunition, also petrol and oil - the latter two eventually had to be obtained from the French Authorities.

Many lorries had daily runs of a hundred miles, and the distances covered by the Horse Transport were so great that part of their work had to be performed by Motor Transport.

A large ammunition dump was made between GERMAINE and NANTEUIL: owing to the hilly nature of the road this entailed very heavy work, the lorries being only able to ascend a few yards at a time. Owing to the wear of the tyres a number of lorries were off the road, but by changing over serviceable wheels the number of vehicles unavailable were reduced to the lowest possible number.

Owing to the destruction of the Water Points in the forward area, a large number of petrol tins were supplied for water carrying to the Division.

As an award for work during the period of employment on the MARNE, M2/051708, Sergeant Kenneth Mackenzie, and 646577, Sergeant Leslie B. Pardey, were awarded the Military Medal.

Entraining was completed for a return North on August 4th and 5th on three trains, each having about 35 vehicles.

Detraining took place at TINCQUES and BRYAS Railheads, and the Division was temporarily attached to VIII Corps until the XXII Corps arrived.

In order to save the trouble of dismantling the Workshop lorries, the latter returned by road with the Store and First Aid lorries and three other lorries to assist. They completed their journey of 207 miles in two and a half days.

The Division was subsequently transferred to XXII Corps, then to the XVII Corps, and on the 23rd August was transferred to the Canadian Corps for the attack opposite ARRAS.

In this battle from the 23rd to 29th of August the Highland Division was supporting the left flank North of the SCARPE and was not intended to nor did it make any great advance in point of distance although there was severe fighting. As a result the lorries were not very much employed on Divisional work, as there was a good system of light railways. For the first few days of the battle a number of lorries were posted at ARRAS and two other points N. and S. of ARRAS, for carrying walking wounded. In this work two lorries were damaged, one man killed, one wounded - not expected to live - one slightly wounded.

A good deal of ammunition was carried, principally for the Canadian Corps, as the light railways had not been able to keep up with the advance or cope with the quantities required.

On the 30th August the Division was again transferred to the XXII Corps, and a period of comparative quiescence followed.

51ST DIVISIONAL MT COMPANY

CASUALTIES TO VEHICLES

CAMBRAI - March, 1918

Talbot Ambulance No. 45693:

(1/2nd Highland Field Ambulance) captured at DOIGNIES 21/3/18, driver M2/055263, Private Leach T., *missing*, believed prisoner.

Wolseley Ambulance, No. 14149:

(1/2nd Highland Field Ambulance) captured at DOIGNIES 21/3/18, driver M2/074552, Private Johnson, W.E., missing, believed prisoner.

Wolseley Ambulance No. 14053:

(2/1st Highland Field Ambulance) captured by enemy at Beetroot Factory Advanced Dressing Station, DOIGNIES, 21/3/18, driver M2/073800, Private Walls, W.P., missing believed prisoner.

Wolseley Ambulance No. 1925:

(1/3rd Highland Field Ambulance) captured at A.D.S. DOIGNIES, (Sheet 57c.J.16.b) 20/3/18, driver M2/074190 Private Coombe, F, missing.

8 'Signal' Motor Cycles:

Lost in action between the 21st and 26th March.

Gas Officer's Douglas Motor Cycle:

Abandoned in badly damaged condition at BEAUMETZ-LEZ-CAMBRAI 30/3/18.

Douglas Cycle:

(2/1st Highland Field Ambulance) destroyed by enemy shell fire 21/3/18.

Douglas Cycle:

(1/3rd Highland Field Ambulance) badly damaged 21/3/18 and evacuated 1/3/18.

LYS - April 1918

Locomobile Lorry No. 16197:

Ditched at R.26.a.8.2. Sheet 36A. Impossible to salve owing to heavy machine gun fire. Captured by enemy 9/4/18. The Driver, Corporal Prior, got away.

Sunbeam Car No. 15720:

(C.R.A., 51st Division), badly damaged by shell fire at P.14.a.4.5 Sheet 36A on the 29/4/18. Salved and evacuated to 2nd Heavy Repair Shop, 3/5/18.

Austin Car No. 14497:

(Signals) - abandoned at W.10.b.5.5. Sheet 36A. Was blown into a ditch by enemy shell fire 300 yards behind the front line, 12/4/18.

4 'Signal' Cycles:

Lost owing to enemy advance near LE CORNET MALO 11-12/4/18.

Ford Ambulance No. 17439:

(1/2nd Highland Field Ambulance) captured by enemy between LA PIERRUE AU BEURE and LE CORNET MALO, 12/4/18.

ARRAS

Albion Lorry No 26912:

Damaged by shell fire 26/8/18 at ARRAS. Salved and evacuated to 1st Heavy Repair Shop, 3/9/18.

Albion Lorry No. 26908:

Damaged by shell fire at ARRAS, 26/8/18.

Vauxhall Car No. 54241:

(51st Divisional H.Q.) damaged by shell fire at MAROEUIL, 26/8/18.

COMPANY MOVES

No 51 AMMUNITION SUB PARK

DATE	FROM	TO	DIV.OR CORPS	REMARKS
1/ 5/1915	ROUEN	-		Arrived.
8/ 5/ "	ROUEN			
11/ 5/ "		ST. VENANT	51st Div.	
27/ 7/ "	ST. VENANT	VILLERS BOCAGE	X Corps	
12/ 8/ "	VILLERS BOCAGE	QUERRIEU		
30/ 8/ "	QUERRIEU	VECQUEMONT		
13/ 1/1916	VECQUEMONT	AIRAINES	XIII Corps	
5/ 2/ "	AIRAINES	VECQUEMONT		
2/ 3/ "	VECQUEMONT	COISY	51st Div.	
9/ 3/ "	COISY	FREVENT	XVII Corps	
15/ 3/ "	FREVENT	BERLES		
15/ 7/ "	BERLES	DOULLENS	51st Div.	
16/ 7/ "	DOULLENS	CANDAS	XV Corps	
20/ 7/ "	CANDAS	BUSSY		
26/ 7/ "	BUSSY	DAOURS		
12/ 8/ "	DAOURS	SOREL	X Corps	
2/ 9/ "	SOREL	BUSSY	XV Corps	
6/ 9/ "	BUSSY	BUIRE		
31/10/ "	BUIRE	DAOURS	XIV Corps	
2/ 1/1917	DAOURS	BEL AIR	XV Corps	
10/ 1/ "	BEL AIR	HERRISART	IV Corps	
14/ 1/ "	HERRISART	ST. RIQUIER		
10/ 2/ "	ST. RIQUIER	SAVY	XVII Corps	
27/ 6/ "	SAVY	R.E. Camp between POPERINGHE-ELVERDINGHE Road and POPERINGHE-YPRES Road.	XVIII Corps	
28/ 6/ "	R.E. Camp	L.H. Side of POPERINGHE *ELVERDINGHE Road*, 300 yds from outskirts of POPERINGHE.	Shelled out	
23/ 7/ "	POPERINGHE-*ELVERDINGHE Road*	Park shelled out 3 a.m. *Hurried out to POPERINGHE*-PROVEN Road. Returned 10 a.m. packed up and moved to Burnt Farm, WATOU-HOUTKERQUE Road.		
1/ 8/ "	BURNT FARM	Old Park, POPERINGHE-ELVERDINGHE Road.		
20/ 9/ "	ELVERDINGHE	ST. JANTER BIEZEN	Shelled out	
19/10/ "	ST. JANTER BIEZEN	LILLERS	51st Div.	
20/10/ "	LILLERS	FICHEUX	VI Corps	
4/11/ "	FICHEUX	ETRICOURT	IV Corps	
8/11/ "	ETRICOURT	Brick Works BAPAUME		
16/11/ "	Brick Works	Sucrerie, BAPAUME		
24/11/ "	BAPAUME	LE TRANSLOY	V Corps	
12/12/ "	LE TRANSLOY	BIHUCOURT	IV Corps	

COMMANDING OFFICERS

51st Div. Supply Column	51st Ammunition Sub-Park
Major C.W. COCHRANE Arrived from England as O.C. on 1/5/1915	T/Captain F.D. WILSON Arrived from England as O.C. 2/5/1915
T/Captain P.A. THOMPSON Temp. O.C. 25/1/1917	Captain S. BYNG MADDICK 20/12/1916
T/Captain J.T. DUNN 3/7/1917	T/Captain S.D. HENDERSON 26/8/1917

51st Div. M.T. Company

A/Major (T/Captain) J.J.W. BLISS

HONOURS AND AWARDS

51st Div. M.T. Co.

M/22911, M.S.M. Martin, R (51st Amm. Sub-Park).	-	Belgian Croix de Guerre 30/1/1918.
M2/051706, Sergt. Kenneth MACKENZIE, A.S.C.	-	Military Medal - 19/8/1918.
646577, Sergt. Leslie Bernard PARDEY, R.F.A.	-	Military Medal - 19/8/1918.
Captain F.D. WILSON (51st Amm. Sub-Park).	-	Mention in Dispatches.

CASUALTIES IN ACTION

51st Div. M.T. Co.

51st Div. Supply Column

KILLED:

M2/133122	Pte. Reilly, A.B.	5/8/1916
T4/219570	Pte. Delinsky, J.F.	29/1/1918
DM2/097037	Pte. Felton, S.	29/1/1918

WOUNDED:

MS/1823	Pte. Stead, E.	5/8/1916
M2/051706	Sergt. Mackenzie, K.	21/3/1918
Captain	J.T. Dunn	21/3/1918

51st Ammunition Sub-Park

KILLED:

Gnr. Spanner	–	March or April, 1916
" Brown	–	April, 1916
" Millwood	–	April, 1916
" Whitfield	–	August, 1917
" Jerrard	–	August, 1917
" Repworth	–	August, 1917

WOUNDED:

Pte. Bruies	–	March or April, 1916
Cpl. McLeod	–	–do–
Cpl. Morey, (R.F.A.)	–	–do–
Gnr. Scott	–	–do–
Gnr. Jackman	–	–do–
Cpl. Gray	–	September, 1916
Pte. Rae	–	September, 1916
Gnr. Dart	–	April, 1916

51st Divisional M.T. Company

KILLED:

M/320821 Pte. Hart, A.B.

WOUNDED:

M2/200869 Pte. Smith, T.R.
M/345956 Pte. Mackey, J.

TRAIN HEADQUARTERS LOCATIONS 1914-18 WAR

1915

1 May	Havre	
2 May	Busnes	
14 May	Pradelle	
19 May	Les Lobes	
27 June	Estaires	
28 July	Bonnay	
31 July	Bresle	
8 August	Vadencourt	

1916

2 January	Villers-Bocage	In Chateau at north end of Amiens-Doullens road
8 February	Corbie	
29 February	Villers-Bocage	
6 March	Beaual	
10 March	Frevent	
12 March	Duisans	
14 March	Hermanville	
15 July	Lucheux	Overnight halt only
16 July	Gorges	
19 July	Warnies	
20 July	Ribemont	
9 August	Fontaine-sur-Somme	
11 August	Renescure	By rail from Pont-Remy
17 August	Armentieres	
29 August	Steenwerck	
25 September	Fletre	
30 September	Beauval	
2 October	Bus-les-Artois	
18 October	Raincheval	
22 October	Leal Villiers	
26 November	Aveluy	
3 December	Aveluy	Moved to Bruce Huts
13 December	Bouzincourt	

1917

1 January	Bouzincourt	
13 January	Marieux	
15 January	Buigny St Maclou	
5 February	Brailly	
6 February	Frohen le Grand	
7 February	Roellecourt	
8 February	Villers Brulin	
21 February	Caucourt	
7 April	Acq	
25 April	Chelers	
16 May	Arras	
29 May	Tinques	
7 June	Ecquedecques	
23 June	St Omer	
8 July	Broere St Momelin	
1 August	Poperinghe	
29 August	Border Camp ?	

1917 (Cont'd)

25 September	Wormhout	
1 October	Achiet-le-Petit	
5 October	Boisleux-au-Mont	
17 November	Ytres	
24 November	Henencourt	
1 December	Ytres	Little Wood Camp
3 December	Bancourt	
16 December	Le Bucquieres	

1918

21 January	Achet-le-Petit	
13 February	Fremincourt	Jenkins Camp
24 March	Miramont-Beaucourt road	
26 March	Henu (in morning)	Bavincourt (in afternoon)
30 March	Fouquieres	
8 April	Robecq	
11 April	Busnes	
12 April	Ham-en-Artois	
20 April	Norrent-Fontes	
6 May	Marceil	
23 June	Bray	
11 July	Roellecourt	Entrained Bryas on 14 July for the Marne
16 July	Villenanxe	Detrained Nogent
18 July	Moussy	
21 July	Dizy	
28 July	Nanteuil	
31 July	Cramant	
2 August	Oiry	
4 August	Mingoval	
16 August	Bray	
19 August	Agnez-les-Duisans	
29 August	Bray	
8 October	Cagnicourt	
11 October	Escandoeuvres	
12 October	Naves	
20 October	Avesnes-le-Sec	
28 October	Basse Ville	
31 October	Iwuy	

1919

9 January	Houdeng-Goegnies

COLUMN HQ LOCATIONS 1939-45 WAR

1940

1 March	Bethune
3 March	Loos
28 March	La Gorgue
24 April	La Fere moved via Estaires, La Bassee, Laismes, Douai, Cambrai, St Quentin
27 April	Rombas
1 May	Rombain
6 May	Chelaincourt
22 May	Etain *move from Etain area to Gisors area*
27 May	Vitry
28 May	Montmirail
29 May	Neuf Chatel
31 May	Grand Court
11 June	St Valery

1940-1942

1940/41/42	Aberlour/Rothes
June 1942	June: departed from Glasgow and Southampton via Cape
August 1942	Arrived Port Tewfik. HQ in Quassassin

1942

7 September	*Mena*	
9 September	Amirya	
3 October	El Alamein	4 miles west of El Alamein
7 October	El Hammam	5 miles west of El Hammam
20 October	El Hammam	
21 October	Alam el Milh	
4 November	Abyar el Shammama.	GR 43329022
7 November	El Gazal	
10 November	Dhaba	5 miles west of Dhaba
16 November	Fuka	10 miles west of Fuka
23 November	Mersa Matruh	
25 November	Capuzzo	
26 November	El Adem	
29 November	?	

1942 (Cont'd)

2 December	Agedemia	
4 December	Agedabia	15 miles south of Agedabia
21 December	Mersa Brega	
27 December	El Agheila	

1943

13 January	Wadi Chebir	
17 January	Misurata	70 miles west of Misurata
18 January	Misurata	30 Miles west of Misurata
19 January	Misurata	Just south
21 January	Homs	
24 January	?	Towards Tripoli
25 January	Tripoli	Outskirts
18 February	Sabratha	
21 February	Ben Gardane	15 miles NW of Ben Gardane
26 February	Medenine	
1 April	Gabes	
10 April	Sfax	15 miles south of Sfax
22 April	Sousse	25 miles NW of Sousse
9 May	Tebessa	
12 May	Bougie	
24 June	Sousse	
17 July	LST '324' bound for Sicily	
19 July	Palgonia (Sicily)	Landed Area Syraceuse
22 July	?	With Div Rear
3 August	?	7 miles north up track
5 August	Sferra	North of Sferra
10 August	Paterna	South of Palerno
29 August	Messina	GR 0546
3 September	?	With Div Rear
16 September		All companies moved to Italy
13 October	Acireale	With Div HQ
20 October		Advance party for 'UK return' departed
28 October	Catania	

1944

Early 1944	Chorley Wood/St Albans area	
3 June	West India Docks, London	MT Ship 4 bound for France
8 June	Graye-sur-Mer	Beached 1130 hrs
	Colombier-sur-Seulles	Divisional Concentration
10 June	Cresserons	Area
11 June	Collville-sur-Orne	
13 June	Cresserons	
16 June	Colville-sur-Orne	
6 August	Chateau le Landel (038744)	
9 August	Cormeilles (055647)	
15 August	Robertmesnil (102551)	
17 August	Ifs-sur-Laison (199508)	
19 August	Bretteville-sur-Dives (275514)	
22 August	Grandchamps (434820)	
23 August	Lisieux (496875)	
27 August	St Georges du Vievre (795945)	
28 August	Les Monts (958004)	
2 September	St Valery (982612)	
4 September	Cretot (674435)	

1944 (Cont'd)

15 September	Les Hayons (402403)		
24 September	Cretot (674435)		
28 September	Aniche (8304)		Staging Area
30 September	Iteghem (900825)		
4 October	Eindhoven		
24 October	St Oedenrode	(428340)	
26 October	St Michels Gestel	(350418)	
28 October	Vught	(290425)	
30 October	Udenhout	(203382)	
1 November	Boxtel	(328368)	
9 November	Zomeren	(596108)	
17 November	Maxelt	(663953)	
25 November	Winssen	(598670)	
28 November	Nijmegen	(725588)	
7 December	Uden	(530426)	
8 December	Nistelrode	(498474)	
20 December	Beeringen	(240755)	
21 December	Thildonk	(824640)	
22 December	Bilsen	(399578)	
23 December	Borg Haren	(560548)	
26 December	Tilff	(474208)	

1945

8 January	Leighnon	(123889)	
11 January	Baillonville	(292907)	
17 January	Herentals	(979900)	
25 January	Boekel	(571362)	
28 January	Grave	(580510)	
11 February	Mook	(717524)	In Seminary
22 February	Aaldonk	(794475)	
28 February	Cloisters	(802469)	
8 March	Tungelroy	(596924)	
21 March	Appeldorn	(037479)	
1 April	Bocholt	(115587)	
6 April	Enschede	(447028)	
10 April	Lingen	(703357)	
12 April	Schwagstorf	(018369)	
13 April	Ostendorf	(248521)	
14 April	Ellenstedt	(451688)	
17 April	Reckum	(518752)	
23 April	Harpstedt	(585794)	
27 April	Dahlbrugge	(993892)	
30 April	Zeven	(014272)	In barracks outside town
3 May	Hesedorf	(967412)	
4 May	Ebersdorf	(875482)	
9 May	Schiffsdorf	(605494)	
20 May	Harsefeld	(170412)	
9 July	Godestorf	(781782)	No move for rest of the year

AWARDS

1914-18 War

Distinguished Service Order

Lt Col H Dalton Henderson	L.G.	1 Jan 18
Capt/Temp Major A G Nicol Smith	L.G.	1 Jan 17
Capt A/Lt Col W Gray	L.G.	3 Jun 18

Officer of the British Empire

Captain J Vass Lorimer	L.G.	3 Jun 19	

Military Cross

Lt/A/Capt R B Peddie	L.G.	11 Jan 19	While attached 4th Bn Bedford R.
Capt R Meiklejohn	L.G.	1 Jan 18	
Capt C H Masse	L.G.	3 Jun 19	
Lt A McLaren			The Times 2 Jan 17. Ribbon presented by Lt Gen Sir L Ferguson KCB, Comd 17 Corps, on 24 Mar 17.
T/2nd Lieutenant T Crawford			Authority: 21/2075/ 129/AMS dated 21 Dec 18.

Croix de Guerre (France):

Capt/T/Maj A G Nicol Smith

Croix de Guerre (Belgium):

MSM R Martin M22911		30 Jan 18	
Sgt Harry Chalmers S4/236904	No 1 Coy	5 Feb 18	

Military Medal

T2/SR/01219	Driver J Richardson		Auth: XI Corps RO 135 of 28 Apr 18.
M2/051706 646577	Sgt Kenneth Mackenzie ASC Sgt Leslie Bernard Pardey RFA		19 Aug 18
T/4/237201 T/4/241810 T/4/237100	Sgt T McCallum LCpl W Duncan Dvr W Dunbar	No 1 (HQ) Coy	Auth: Canadian Corps MS 51/1/18 dated 18/9/18
T/4/241267 T/4/241428 T/4/241466	Cpl J Myles SSM F Milne Ssgt J Yeoman	No 2 Coy	All listed in DRO of 22 Aug 18
T/4/241532 T/4/241441	LCpl G H Dinnes Cpl A Brown	No 3 Coy	Auth: XXII Corps Order A 4296/1 dated 15/8/18
T/4/043479 T/4/213003	Sgt A G Leslie Sgt W H Whitting		Auth: XXII Corps Routine Order dated 11 Dec 18

Mentioned in Despatches

Lt Col H Dalton Henderson	
Capt/T/Major A G Nicol Smith	
Capt S D Henderson	
Lt H R Henderson	
Capt J Gray	L.G. 25 May 18
Capt D Taylor	L.G. 25 May 18
Capt F D Wilson	

1939-45 War

Officer of the British Empire

Lt Col T Harris Hunter	L.G. 11 Oct 45
Lt Col H H Bruton	
Lt Col E S A Nicholls	

Member of the Order of the British Empire

Maj Lincoln Jones
Capt G F Collie

Military Medal

MSM G MacDonald

ANNEX O

NOTES BY T 2119 TRUMPETER DONALD DUTHIE

3RD (GORDON BRIGADE) COMPANY

HIGHLAND DIVISION T & S COL

ARMY SERVICE CORPS TF

PEACE TIME TRAINING

At one of our annual training camps about 1912 or 1913 at Montrose all four companies of the Divisional Train were assembled under canvas - Perth, Aberdeen, Dundee and Stirling being represented. Our Adjutant then was Capt Weston - a real "Regular" in every sense, and he had a most beautiful charger.

The Highlight of the camp exercises was to be a General Inspection by a VIP, of the four companies drawn up in line completed with wagons(GS) and all mounted personnel.

When at the first rehearsal the order was given "Draw Swords" - away shot Lieut Lorimer (3rd Coy) at full gallop across the Montrose sands with his sword half drawn and unable to free his right arm to pull up his charger - all in view of the four companies in line. The glint of the sun reflected from the sword had scared the animal and as one has to take a double twist of the sword-knot before 'drawing' it was a well-nigh impossible position to be in - right arm across the chest and on a terrified horse at full gallop on public sands.

At the next day's rehearsal other arrangements were made - Lieut Lorimer took Trumpeter Duthie's mount and the latter was given the Officer's charger - Orders are Orders! With the four companies again in line and about five or six Trumpeters grouped on the extreme right front the order was given "General Salute - Carry Swords!"

At the first note of the trumpets away shot Trumpeter Duthie at full gallop across the sands towards the camp dodging in and out between tents and guy ropes to come to rest at his own horse lines! Never say die! He mounted again and made for the troops at a nice easy canter. As he approached the troops, still drawn up in line, to take up his previous position the charger "remembered" - gave a buck and a left hand jink and Trumpeter Duthie flew through the air to land on his feet with barely a stagger - the cleverest thing he has ever dons and quite unrepeatable! A voice like thunder from Capt Weston rent the air "Take that bloddy horse away!" I did so!

Once on a mounted parade in 1912 I was riding the regulation half a horse's length behind the OC - Capt H McDiarmid who was leading the Column along the Great Western Road, ABERDEEN, where trams used to run. When a tram came up behind the OC's charger it went off at the gallop, I, remembering my instructions about the half horse length behind him, spurred up to keep in position, and of course only made it harder for him to get control, so, there we were thundering along on the granite stone setts of a busy city roadway at the gallop leaving the troops at a gentle walk well behind. My efforts to conform were not well received.

GREAT WAR TALES

On the way up from LE HAVRE to LILLERS (Where we arrived on 4th May 1915) our horses were accommodated in the plain rail trucks all marked with the same sign - 40 HOMMES - 8 CHEVAL. The snag was that 4 men had to travel with the 8 horses and bed themselves down in the narrow space left between the opposing heads of 4 horses backed into each end of the truck. In addition the saddlery or harness of these 8 horses was placed in this small space. There were no dividing barriers between the 8 horses - only a light headlines in front of each 4 horses. With quiet, well behaved animals, this was not too trying for the men, but from sheer boredom some horses felt they must paw the floor of the truck and with such knowledge in one's mind it was difficult to get any rest on the journey.

We had not been long on the move when one draught animal showed its disgust of French Railways by kicking out the back of the truck completely. On another occasion some of the riding horses broke loose and in the general pandemonium that ensured the four men had to escape by a very small window high up on the side and yell for the train to stop.

At POPERHINGE in 1917 we were camped well and truly in Flanders mud, but it had its compensations. When the long range shells came over they buried themselves so far down in the soft mud that their explosion was more or less smothered. At this time our horses suffered badly from a blinding eye disease which ruined many good animals. Some of the draught horses gamely continued to work but were apt to become jittery in bad ground they could not see. One day a long range shell came over and when the great shower of black mud had cleared away there stood five or six horses at the very edge of the shell crater. These horses were all suffering from the contagious eye trouble and were tethered apart from all other animals. The only harm suffered was that one horse lost a diseased eye - all the others were untouched.

It was amazing how quickly our civilian horses learned the Army stable routine. As Trumpeter of the Company I always took up my position at the head of the horse lines, while each Driver stood with the well filled nose-bag at the rear of the horse (or horses) he looked after. At the first note of "FEEDS" there would be a most terrific whinnying and scampering and some horses nearly knocked over their Drivers before the nose-bag could be properly fixed on them.

The mount I took to France was a lovely Indian polo pony with a long tail and a coat like velvet, one of many such gifted by an Indian Maharajah to the British Government. It was rather a rough ride at certain places - polo ponies do not often have to trot - which was probably why I was given it, either that or because I was a lightweight. Anyhow, I soon got to know "PRINCE" as I called him and he served me very well and I looked after him most carefully. Unfortunately for me, when the opposing forces settled down to trench warfare some officers in the Division took up polo playing behind the lines and my beautiful Prince went to Divisional Headquarters and I was given a short tailed hackney in exchange - a Colonel's charger I was told!

We usually rode our horses bareback and with only halters (not bits) when we went any distance to 'water'. On the way back they occasionally played up a bit when they got near the Horse Lines - the rider had little or no control - one just hoped for the best and it was good fun anyhow. I had a surfeit of bareback riding when I was selected for a Remount Party to collect new animals from BOULOGNE in 1918. We went there by train

carrying bridles only and on the return journey each man had to ride bareback and lead a second animal on his off side. I think the daily ride average was 20 to 25 miles and it took us four days to reach unit lines again.

I was Mounted Orderly for a time to one of our officers, Lieut Hepburn Horn, while he was in charge of TRENCH RAILWAYS at the famous town of ARMENTIERES. Regular shelling of the town took place every day. One morning when I went to attend to our two horses stabled some distance away, I found a shell crater just behind them in some soft ground. My horse was badly lacerated on the hips by splinters and the blood had congealed, but it still stood up and was able to limp back to our lines a few miles away. The other horse was unhurt. Our Dumb Friends certainly played a great part in the Victory and suffered in silence mostly.

It was not long before we collected a few dogs as Company pets - all shapes and sizes. I can recall two occasions when bitches had their litter of pups in the beds they shared with their masters. The dogs were useful in clearing out the hosts of rats that infested many barns we slept in at times. I still remember one of our chaps lying with a bayonet at the ready to chop the first rat that came over his bed. I covered my face and just suffered them scampering over my body, but got no sleep.

This leads me to recall an incident concerning Archie Gray of Perth. We were lying next to each other in bunks made out of odd boxes etc. in a hut taken over from the French Army. The hut had previously been nearly knee-deep in straw (a sure way of encouraging rats) but we had cleared it all away when we took over. In the middle of the night there was a most terrified screeching from Archie who sat up in bed clawing his hair, while we saw a half dazed rat that had fallen from the rafters right on to Archie's face, crawling slowly away out of sight.

I received a 'BLIGHTY' in July 1918, on the MARNE front just outside the champagne town of EPERNAY. It was a real big aerial bomb by their existing standards - I was told afterwards that the six horses killed were buried in the bomb crater without further digging. Three men killed outright and two died of wounds and myself with a chest wound made up the total casualties all from this one bomb.

Extracts from the official war diaries of 51st Highland Division RASC 1942-46

1942-43	:	UK/North Africa	Appx 1
1943-44	:	Sicily/Italy	Appx 2
1944-46	:	UK/France/ Holland/Germany	Appx 3

UK/North Africa 1942-43

1 Jan. 1942

51 HD Tps Coy, 458 Coy RASC. OC Maj W.M.S. Wood. Date fixed for the mobilisation of this unit for service overseas in accordance with WOUM/79/Mob/5285/aH/AG5 Mob dated 18 April 1942. There were no deficiencies in personnel on this date and only 1 major deficiency in AFG1098 eqpt.

1 June 1942

1440-1450 hrs. The unit was inspected by Their Majesties the King and Queen at RUNFOLD, FARNHAM.

Captain R.R. Douglas RA reported for duty as RA officer attached to this unit for ammo duties after having attended a fortnight's course on RASC ammo duties.

3 June 1942

154 Bde Coy RASC visited by QMG.

9 June 1942

Lecture by Deputy Director Movements.

14 June 1942

153 Inf Bde Coy left location for embarcation.

15 June 1942

154 Inf Bde Coy left location for embarcation.

16 June 1942

152 Inf Bde Coy left location for embarcation.

18 June 1942

HQ RASC and Div Tps Coy left locations for embarkation and embarked same day.

17 June 1942

Striking camp. All accommodation and barrack stores were collected and returned. All tentage etc was collected together ready for final disposal. Bank accounts were cleared, except for the PRI Account, and/

and instructions were given to Lloyds Bank ALDERSHOT in accordance with ACI 53/41 as to the disposal of funds of the PRI. Imprest Account was closed, no cheques being outstanding, and the account was forwarded to the Regimental Paymaster RASC.

18 June 1942.

0135. The unit entrained for the port of embarcation at ALDERSHOT and arrived at CLYDESIDE at 1600 hrs. The boarding of ship took place immediately, and during the night the ship moved to the mouth of the Clyde to join the rest of the convoy.

21 June 1942

The unit sailed on board HMT "STRATHEDIN". Boat stations and enemy attack stations were practised without warning at 1705 hrs. It was emphasised that during these rehearsals, all men must move at the double.

23 June 1942

Training. The hours for training which have been laid down are 0745-1145 hrs, and 1400-1530 hrs. PT is carried out under unit arrangements from 0745 hrs until 0830 hrs, and lectures etc are being held by means of the exchange of instructors of the different units and services on board ship.

27 June 1942

Instruction were given that khaki Drill would be worn wef 28.6.42.

2 July 1942

Arrived at FREETOWN, Sierra Leone at approx noon. No Army personnel were allowed ashore at this port.

6 July 1942

Ship left FREETOWN.

20 July 1942

The next port of call, DURBAN, was reached. Orders were given that the three infantry battalions on board ship would proceed to Clairwood Transit Camp, while the remainder of the troops remain on ship. Shore leave was granted at night to all ranks less duty personnel.

6 August 1942

458 Coy. Arrival at ADEN. No shore leave was granted to any military personnel.

7 August 1942

Departure from ADEN after refuelling. A lecture was given on conditions in the desert.

12 August 1942

Unit and baggage proceeded by train to EL QUASSASIN, arriving at 1220 hrs from EL QUASSASIN. The unit proceeded by MT to TAHAG Camp No 15.

18 August 1942

As the training continues, rudiments of sun compass and desert navigation explained to platoons.

19 August 1942

A lecture on desert training given by officers of 50th Division on supply, MT and general warfare conditions.

24 August 1942

T/129505 LCpl Palmer U.F. killed and T/582796 Dvr Taylor W.F. seriously injured while examining anti-personnel bomb dropped by hostile aircraft.

30 August 1942

Following officers were members of Div Tps Coy:

Sub Capt	A/Maj	W.M.S. Wood
Lt	A/Capt	J.M.E. Moncrieff
Lt	A/Capt	D.T. Russell
Lt	A/Capt	A.M. Keir
Lt	A/Capt	A.F. Jeken (Wksp)
Lt	A/Capt	R.R. Douglas
2Lt		J Watson
2Lt		G.M. MacKinnon
2Lt		R.G.J. Boake

1 September 1942

Vehicles started arriving from 'C' Park No 9W.R.D., 15 from Div Tps Coy clocked in and also some of 153 Inf Bde Coy vehs. Problems arose as to manning 153 Inf Bde Coy vehicles, the coys being fully occupied as it is.

3 September 1942

2IC left for TAHAG to collect more vehicles.
Warning Order to 152 Inf Bde Coy that their bde is moving and that they must make preparations accordingly.

5 September 1942

2IC collected vehicles from 'C' Park for coys, 97 vehs now held.

7 September 1942

153 Inf Bde Coy RASC disembarked PORT TEWFIK and came by train, tram and lorry to MENA. 22 casualties on voyage. Time spent on journey 3 months.

9 September 1942

Moved in convoy to vicinity of AMIRYA.

10 September 1942

Moved from AMIRYA across desert on 'C' track to visit MT EL HAMMAM. Conditions of moving very bad through dust storm.

12 September 1942

'B' Ech tpt drawing direct from Breaking Bulk Point. Petrol point operated. Issued 10,000 gallons.

13 September 1942

Pet Point operated again. Issued 10,000 gallons.

16 September 1942

Amn lorries going to Refilling Point held up while BURG EL ARAB bombed.

17 September 1942

Leave started to ALEXANDRIA or CAIRO for not more than 5% per week. Period including travelling 6 days.

25 September 1942

RASC started delivering rations direct to Unit lines to allow 'B' Ech transport to practice convoy work, refilling etc. Air raid in area. Several bombs dropped in coy's location. One man killed through handling unexploded shell. CRASC and Capt Warshaw moved to Rear Div. Remainder of HQ stayed in vicinity of coys.

27 September 1942

			(Date joined)
Officers on strength:	T/LtCol	H.H. Bruton	13.11.41
	T/Maj	P.S. Norwell (2IC)	10. 7.41
	T/Maj	A.J. Peters (S Supo)	7. 8.40
	T/Capt	W.S. Ferguson(Adjt)	15.10.41
	T/Capt	A.C. Warshaw	22. 4.42
	T/Capt	A.D. McLaren	3. 3.42
	2Lt	A. Adamson	15. 9.42
	Lt	D.H. Girdwood RAMC	15. 4.40

Capt Shapland RASC admission to 14 CCS.

10 October 1942

Big transport detail carrying two Inf Bns to forward area and bringing out Australians. CRASC went on leave for 5 days.

3 October 1942

152 Bde Coy moved to fwd posns with bde. Commencement of amn dumping programme. 42 lorries drew 25 pds amn from BURG EL ARAB in morning, route fwd to harbouring area in afternoon. Moved up to front line 4 miles west of EL ALAMEIN under cover of darkness.

4 OCtober 1942

Commenced dumping amn at 0200 hrs and finished 0330 getting back to harbouring area just before light. 6000 rds dumped.

5 October 1942

Further 6000 rds drawn in morning and dumped at night. RASC holding of vehicles been cut by 10%, involving the return of 12 x 3 ton lorries and 10 x 15 cwt lorries.

6 October 1942

Dumping of up to 8000 rds per night involving 56 vehicles. CRASC returned from leave.

8 October 1942

153 Inf Bde Coy RASC moved with bde fwd position near EL ALAMEIN station, taking over from 152 Inf Bde Coy RASC, 152 Bde coming back.

16 October 1942

Dumped 24000 rations in fwd area.

17 October 1942

Dumped 25 pdr amn in fwd area for 2 x Fd Regts. Dumped 6000 cans water in fwd area.

18 October 1942

Dumped all natures amn in fwd area and left RASC guard on dump.

19 October 1942

Loaded 52 lorries with 25 pdr at ARH and ran right to wagon lines under cover of darkness. Dumped 5000 gallons of petrol in fwd area during night. Loaded 13000 rations in 4 gallon non-returnable containers.

20 October 1942

HQ RASC and 152 Bde Coy moved night to EL HAMMAM area, drew 18000 battle rations from DID.

21 October 1942

153, 154 Bde Coys, Div Tps moved back to HAMMAM area. Issue of extra days battle rations as well as fresh. CRASC with Rear Div moved to ALAM EL MILH. AP established at ALAM EL MILH.

22 October 1942

Amn pls of all coys moved to 'B' area under cover of darkness. 2Lt Cathcart moved with 11 x ration vehs, 5 x petrol vehs and 16 x water vehs to ALAM EL MILH area.

23 October 1942

Water point established early morning. 1 Sgt, 10 ORs operating it with 750 cans on 3 lorries kept in reserve. AP and PP opened at dump. Battle started at 2200 hrs.

24 October 1942

2Lt Cathcart moved forward from ALAM EL MILH to area beside AP. Supplied at night to 153, 154 Bdes. Staff Captains of bdes guiding lorries right up to bns in fwd areas. No casualties in spite of shelling and machine-gunning. Vehs reload from Supply Dump, after returning with rations in tins from dump. AP 25 pdr main demand. 72 x lorries from 'B' area dumped at AP to cover demands and returned

to ARH where they returned during night 24/25th. 10 x lorries rushed up mines drawn from ARH to AP on urgent demand but only 400 were required.

26 October 1942

2Lt Cathcart carried out programme as previous day and encountered heavy shelling in fwd areas. Lorries taken too far fwd by Staff Captain. 1 x veh totally destroyed, 1 Cpl killed by bomb fragment on return from same detail.

28 October 1942

Big demand 25 pdr. 67 lorries refilled evening. Urgent demand for 21 x lorries to pick up water and 13 loaded with hard rations in empty petrol tins to go fwd and dump in bn locations. Reason for detail: scare of German counter-attack and possible isolation of our fwd positions. Normal replenishment came into operation.

29 October 1942

6 x lorries put on to collect salvage from original battery posns where 25 pdr amn boxes had been left.

1 November 1942

Adjt temporarily attached Rear HQ 51 Div in exchange for Capt Warshaw. Urgent demands for runs for Sussex Regt, prior to attack night 1/2 Nov received at 1600 hrs. QMs seem incapable of looking ahead. Again heavy demands for 25 pdr amn, HE only required. Note: the demand for 25 pdr AP and smoke has been very slight throughout the battle.

2 November 1942

Again heavy demand for 25 pdr HE. 2nd line vehicles have been almost continuously on the road since the beginning of the battle. Demands for SAA small but requirements for grenade 74, which seem to be exceptionally popular with this division, exceed supplies.

3 November 1942

25 pdr vehs required to refuel 2nd line twice today, loading 18,000 hard rations into petrol tins, each containing 8 rations, completed. Normal replenishment continues without hitch.

7 November 1942

Lt Col Bruton evacuated to Fd Amb suffering from dysentery. Major Norwell replaces him at Div HQ. Div RASC moves westward to area AL GAZAL. Necessity to carry water for all units makes transport position acute. Reduction in holding of 25 pdr amn contemplated.

8 November 1942

FMC opens area EL ALAMEIN. Search organised for abandoned enemy vehs to ease transport pressure. Supply vehicles returning from replenishment instructed to take back salvage, of which vast quantities litter the desert. Curious reluctance shown by FMC and other such installations to accept this. Even scores of tyres are viewed without interest. Either our rubber situation is not as serious as thought or else the seriousness is not fully appreciated. Wireless comms with Div HQ during the first few days very difficult and impossible at night. Distance 23 miles. No 11 set with this set has previously

covered up to 45 miles. It may be necessary to withdraw set from one coy and use to relay messages at night. Note: communications other than wireless are impracticable, particularly at night. RASC services literally could not have maintained the Division without the help of wireless communications. It seems strange that wireless operators and eqpt do not form part of Div RASC War establishment in this theatre of war. Their services are invaluable.

13 November 1942

Water went dry at EL DHABA. Great difficulty experience in getting altn point. Eventually completed water deliveries. Shortage of water partly caused by units sending in and drawing in tankers as well as getting tins at replenishment. Ration is 1 gall per man per day.

14 November 1942

Further difficulty experienced at Water Point. Arrangements made for 3 Coys to draw water at EL DABA and one to draw at SAMJET GABIR.

15 November 1942

Pending move of Division vehicles attached to Gunner Regts and Bns. Torrential rain in evening. Bivvies flooded.

19 November 1942

2 Bns of 153 Bde moved to TOBRUK at short notice. Problem of maintaining arose. Difficulty surmounted by issuing 1 day's fresh rations and 1 day's hard and sending 2 days' hard in RASC tpt attached. Also sent lorries with water at half a gallon per man per day and petrol sufficient for 100 miles, units having drawn enough for 200 miles. 153 Coy lorries drawing 30,000 gals of petrol for move of the remainder of the Bde on 20th - had difficulty in getting it and waited all day and all night for a petrol train to arrive.

20 November 1942

Remainder of 153 Bde moved off for TOBRUK, the Coy going without the Bde march table. Petrol vehs got petrol at SMC early morning and followed up. Amn left in coy location under guard, 152 Coy drawing 2 days hard for bde at MERSA MATRUH and 30,000 gallons petrol at EL DHABA in preparation for move of bde on 21st. Call for 90 vehs to carry bns of 152 Bde. 152 Coy supplied 37, 154 35, Div Tps Coy 18. All amn is now on ground.

25 November 1942

Move continued to CAPUZZO area, Petrol and supply vehs getting ahead and forming a RP forunits when they came in. Owing to bad goings, some units did not get up HALFAYA pass that day so the RP had to remain open morning of 26th.

27 November 1942

Replenishment of water found very difficult at EL ADEM. Problem of getting sufficient tpt to carry petrol for next move arose. Also drawing of amn. Move of 152 Bde and Div tps to take place on the 29th.

1942

28 November 1980.

Extra transport obtained. Units filled veh tanks, carried petrol for 100 miles per veh on the veh and RASC tpt carried petrol for 200 miles. This took approx 50 vehs per Bde Gp. Units carried own water at half a gallon per man per day for 4 days. 25 pdr, 6 pdr and some assortments of ammn drawn from dump at TOBRUCH in an endeavour to make up a 2nd line for 2 Bdes.

29 November 1942

CRASC and HQ moved with Rear Div at 0430 hrs. Heavy fog descended making movement extremely difficult until daylight. Move was in column to avoid minefields. 153 Coy RASC moving in desert formation with the bde on the 25th, having lost 2 vehs 1 offr and and 3 ORs owing to mines in the KNIGHTSBRIDGE area.

30 November 1942

Assumed desert formation. Very fast and successful move of nearly 100 miles executed. RASC Coys formed RP for groups that night.

6 December 1942

153 Coy moved short distance. This was carrying out orders from Division and was part of a deception scheme.

11 December 1942

AP opened with 2nd line complete of 25 pdr at 1000 hrs for 126 and 128 Fd Regts. Dumping programme commenced at night. Very dark and almost an impossibility for dvrs to keep in convoy. Rain came on and many vehs bogged. Guides from control centre to gun sites even got lost over short distances.

12 December 1942

Had word of breakthrough. 2 days hard rations drawn. Mobile force formed and 152 Bde issued with 6000 gallons to make them mobile for 50 miles.

15 December 1942

Enemy appeared to be scared out. 11 lorries of 152 Coy despatched at short notice with mobile force. 5 lorries attached to 28 Armd Bde also.

18 December 1942

Lt Innes posted to 176 Fd Amb. Constant complaints from Coy Commanders that many Units fail to turn up at Replenishment Pt or arrive late, CRASC taken up matter repeatedly with Div HQ.

19 December 1942

CIMT completed inspections at this HQ having already done all coys.

21 December 1942

HQ, 152, 154 and Div Tps moved up to just North of MERSA BREGA. Moved by 'O' track and had considerable difficulty, many vehicles getting bogged. Units drawing direct from SRPs. Div Tps Coy vehicles went back 40 miles to AGEDABIA and drew 15000 gallons petrol.

22 December 1942

154 Coy provided 30 vehs for carrying fwd 2 Seaforths some 25 miles.

23 December 1942

152 Coy troop carried 5 Camerons forward. Coy moved fwd also. Some amn had to be dumped entailing amn vehs returning for it.

24 December 1942

154 Coy provided 30 lorries to carry 5 Seaforths forward Beer and cigarettes at rate of 1 bottle of beer and 50 cigarettes per man drawn near Marble Arch by 153 Coy. All money and rations certificates of units were taken by Offr drawing. Div Tps Coy also had to go to MARBLE ARCH (100 miles from location) to draw Xmas fare for units in back area. Extra issue of rum being made. Great difficulty in getting it. Only half amount eventually obtained.

25 December 1942

All Div had holiday. Xmas dinners provided included turkey, pork, plum pudding.

28 December 1942

154 Coy continued move, whole bde concentrating MATRATIN area. As amn vehs of 154 Coy were troop carrying, Div Tps Coy ferried up amn to AGHEILA. Great difficulty experienced in supplying all units with 1 gallon water per man per day owing to many leaking tins and long distance to Water Pts.

29 December 1942

154 Coy amn vehicles arrived back from troop carrying and lifted the 2nd Line amn. 50 vehs provided to carry 25 pdr amn forward from 147 FMC to 109 FMC, the whole job being 3 day turnround. No oatmeal obtainable at FMC - nasty blow to Highlanders.

30 December 1942

30 vehs sent on similar amn detail as the 50 on the 29th Division now on 1 gallon per man per day, the Gunners and RASC Coys drawing direct from the Water Pt and all other units getting water at the SRPs. RASC Coys refill tins from a Water Carrying Coy at the BSD 5 miles away.

3 January 1943

NAAFI mobile canteen came for Div RASC with small supply of chocolate and plenty of cigarettes. This is the first time a mobile canteen has come round the RASC since before the battle of ALAMEIN.

5 January 1943

Officers and a few ORs of Div RASC saw all the various types of enemy mines at XXX Corps Mine Lifting School. Instruction given on mine lifting.

6 January 1943

Vehs returned from BENGHAZI with 56000 gallons petrol. No breakdowns

by the 30 RASC vehs but 11 in all among the remaining attached vehs. Mobile inspection and repair squad formed and sent out to Div HQ; this is to do repairs on the spot for Div HQ and Fd Amb vehs and to increase the standard of maintenance.

7 January 1943

11 vehs sent fwd to increase 2nd line of 154 Coy as odd units of the Div have started moving fwd. 6 of these vehs carry RE stores.

11 January 1943

Whole Div moved excepting 154 Bde to area MARBLE ARCH. RPs operating.

13 January 1943

Moved completed by HQ RASC, Div Tps Coy and 153 Coy to area WADI CHEBIR. Supplies vehs had to go back to NOFILIA before coming on, doing almost a 200 mile turn around. Considering the bad state of the tracks, this was carried out in excellent time. Great difficulty experienced getting exact location and contacting incoming vehs owing to the maze of unmarked tracks.

19 January 1943

Coys completed movement in time for replenishment at 1300 hrs. 50,000 gallons and Div pack to be lifted 40 miles back. Strain on vehs terrific. Location just south of MISURATA.

20 January 1943

50,000 did not arrive, only 20,000 and later 14,000 of badly leaking tins arrived. Div badly in need of petrol and careful allocation required. Wireless communication very difficult owing to long distances; this entailed communication being done by messenger often at night, with resultant strain on vehicles crossing bad ground in the dark. Many broken springs on the load carrying vehs and W/S having great difficulty to carry out many commitments. 153 Coy moved up and joined remainder of Div RASC. All coys continued to move after replenishment some 40 miles to ZLITEN. AP established here.

21 January 1943

SRPs put half-way to HOMS. Vehs left at 0400 hrs for 112 FMC at BENI ULID 70 miles south to start lifting 30,000 gallons POL which was urgently required. 20,000 only obtainable in spite of Corps saying there would be 30,000. This sort of thing has happened several times and causes confusion, unnecessary running of vehicles and makes it very difficult for the Divisional RASC to meet requirements. AP moved up to HOMS. All 2nd line ammo at this point. Certain demand for 25 pdr. 152 Coy moved up to Homs area as 152 Bde are moving fwd. Non running vehicles requiring major repairs put into 1 central vehicle for time being as too much towing is entailed when a coy moves.

24 January 1943

Coys moved leaving all non-runners in central veh park with the Wksp. Vehs have just sufficient petrol in tanks to make TRIPOLI. After HOMS the road impassable owing to one endless stream of traffic being held up at a diversion on the road. Coys moved approx 12 miles during the day. Urgent orders received to dump off ammo and turn back those vehs totalling 124 to MISURATA. This was accomplished at 0400 25th.

25 January 1943

Coys moved into new locations at approx 1500 hrs on the outskirts of TRIPOLI.

28 January 1943

Reinforcements collected FMC and normal replenishment. Offr appointed to take charge of all sport and enter teams for all Div games and football competitions. Bread collected from NZASC.

29 January 1943

Coys started towing up their vehicles from the park at ZLITEN. Wksps of all coys situated in old barracks approximately 6 miles from location of coys.

31 January 1943

1 Offr and 18 OR attended church service and marched past Army Commander.

1 February 1943

Div football competition coming off. Trial matches played. Arrangements also being made for Div games and Div motor show, 21C running motor show.

2 February 1943

RASC football team beat Ordnance 2-1 in 1st round of Div football competition.

3 February 1943

RASC team beat 127 Fd Regt 10-4 in 2nd round of football competition. Rehearsal for C in C's parade. Corps Commander congratulated RASC in the magnificent work of the RASC in the push to TRIPOLI.

4 February 1943

Mr Churchill inspected troops in TRIPOLI, C in C and Gen Montgomery in attendance. RASC had 36 men and 1 offr on parade.

5 February 1943

RASC football team beaten 1-0 by 128 Fd Regt. in Div Football competition.

6 February 1943

Brig Kelsall DDST 8th Army visited coys. Lunched at HQ RASC.

7 February 1943

Church parade for all coys had to be cancelled for all coys owing to heavy rain.

9 February 1943

Arrangements being made by 30 Corps to take in VORs and fit new pistons and rings. RASC coys supply a pool of fitters working under 8th Army Wksp.

11 February 1943

Orders to evacuate 59 of the worst VORs in to the VRD MISURATA. Arrangements made to have them towed back by the RASC vehs running between MISURATA and 113 FMC. This eventually cancelled by Corps. Unfortunately all arrangements made have not been put into practice by the non-arrival of any RASC vehs of the FMC.

12 February 1943

8 vehs despatched to MISURATA to collect 38 new engines. Excellent RASC concert performed in one of the Wksp buildings to audience of approx 600.

14 February 1943

8 vehs brought up all remaining ammo from HOMS. Offr sent MISURATA with 8 vehs to collect engines returned with word that there were no engines. Army informed of this and immediately after this, orders to collect 3 engines from 557 AOD. Again on sending there to collect there were none. Between shortage of petrol and lack of transport, this unnecessary running is particularly galling. DDST 30 Corps attended RASC concert with CRASC. Excellent show.

15 February 1943

All available vehs collecting petrol from No 3 Petroleum Depot. Collecting 120,000 gallons, issuing to Div to fuel tanks, plus 100 miles running. This leaves enough to give the RASC a 2nd line also.

26 February 1943

All coys moved to area approx 15 miles west of MEDENIN. 37 Chevrolet engines and gearboxes obtained for fitting to Bedford OYs. Decided to leave Wksps back in TRIPOLI for a bit longer.

2 March 1943

Continuation of dumping amn. Difficulty in obtaining certain types of ammo. 40 mm and 75 grenades being released through on Corps authority thus causing some delay as often, although the authority has reached the RASC, release authority has not come from Corps to the FMC when the vehs arrive to collect. As enemy attack expected early morning 3rd, RASC coys move back to BEN GARDANE area, leaving supply vehs for replenishment 3rd only.

5 March 1943

Instructions to collect 1400 AP mines. Only 160 at FMC and GSD authority asked. After informing Corps that, 160 mines were eventually released.

(Battle of MEDININE 6 March 1943)

6 March 1943

At 0600 hrs a heavy attack was put in by the enemy. Demands for 25 pdr amn heavy throughout the day and lorries doing a continuous turnround between 115 FMC and the A.P. some 120 miles each trip. 3 tpt pls organised, mostly from vehs of the two attached troop carrying coys, plus 19 vehs from Div RASC to act as 3rd line transport to carry amn between 115 and 116 FMC. 17 vehs of 152 lifted RE

stores at BEN GARDANE and carried them fwd during the night. Very black and great difficulty experienced. Some lorries went off road and had to be left until daylight. 90 reinforcements collected and delivered to LOB camp. A few bombs dropped in area without any apparent damage.

7 March 1943

1 pl of troop carriers taken off amn carrying and taken fwd to lift a battalion. 450 reinforcements landed at HQ RASC able to carry 383 right away to LOB camp. 2 vehs of Div RASC damaged by fire from enemy aircraft while at AP.

9 March 1943

First issue of fresh meat since Battle of ALAMEIN except for Christmas. Australian lamb issued.

10 March 1943

146 reinforcements arrived at location. Had to keep overnight.

18 Mar 1943

393 vehs attached to 152 Bde in readiness for troop carrying. 384 vehs arrived from 50 Div and 80 were attached to 154 Bde 10 attached to 39 Fd Park Coy RE. 40 more of these vehs loaded 25000 galls POL and stood by in readiness to move with the Div RASC.

19 March 1943

Orders for the 40 veh loads of petrol to be dumped at 116 FMC and the vehicles sent to 4 Indian Div.

(Battle of MARETH 20-27 March 1943)

20 March 1943

Amn dumping for 127, 128 and 121 Fd Regts took place after heavy barrage finished. Heavy petrol demand continued and extra petrol being drawn from 115 FMC almost daily.

30 March 1943

Replenishment fwd of MARETH at 0900 hrs. Message only received from Rear Div at 2100 hrs night before, so coys did exceptionally good job of work getting there on time over very bad tracks.

31 March 1943

Replenishment again well fwd 35 miles from coy locations. RPs moved forward.

4 April 1943

Amn dumping continued in early morning. 1 veh and load completely destroyed by shell fire. 57 Fd Regt and 7 Med Regt under command Div, with 2nd line Div Tps Coy.

5 April 1943

Amn dumping completed. 153 Coy moved up to area near AP.

(Battle of WADI AKIRIT 6 April 1943)

6 April 1943

The attack took place at 0300 hrs. Heavy amn expenditure at AP. Very busy.

17 April 1943

10% personnel now allowed SFAX on pass. Cinema and concert show stated there otherwise town more or less out of bounds. All possible steps being taken to get as much recreation as possible.

27 April 1943

38 mules collected and brought by lorry to 152 Bde 'B' Ech SSupO. Purchased fodder for the mules.

30 April 1943

Chinese Major General visited HQ RASC and Div Tps SRP with CRASC. Showed great interest in the supply system.

2 May 1943

Vehs going FMC lifted salvage amn and petrol tins left by 4th Indian Division. 4th Indian Division had quick move and had not sufficient time to move all their salvage.

3 May 1943

Provided 12 vehs to assist with the move of 128 Fd Regt. RASC Concert Party gave concert. Theatre made of lorries and empty amn boxes.

4 May 1943

Pipes and Drums of 154 Bde played in RASC location.

11 May 1943

152 Bde moved up to TEBESSA via KASSERINE, picking up the units left at KASSERINE and continuing via SETIF to locations 15 miles from BOUGIE.

(All enemy opposition ceased 12 May 1943);

12 May 1943

153 Bde and Div Tps moved to BOUGIE area. Certain difficulties of petrol supply encountered en route but all units obtained all the petrol they required.

15 May 1943

All units in new location by 1500 hrs. Space very cramped and all coys packed in area of approx ½ square mile.

19 May 1943

RASC supplied officers men and material for running rest camp at CONSTANTINE.

26 May 1943

Orders to change 90 Bedford OY with other Bedfords in this area but no action taken as the new vehicles were found to have done anything from 20,000 to 30,000 miles and were no better than our own vehs. Men of coys visited LSTs and were on the rifle range. 60 vehs returned from Combined Ops.

27 May 1943

Practice waterproofing of vehs started.

28 May 1943

Vehs went through water splashes successfully to test waterproofing. 32 vehs left for ALGIERS to collect reinforcements. 2IC went to see DST ALGIERS about changing vehs with little success. Went off to 4 Div afterwards to see their vehs.

29 May 1943

A change of vehs started between the Div RASC and 487 and 489 Coys. 13 vehs changed with 487 Coy as a start.

2 June 1943

Waterproofing put to practical test by vehs going successfuly through some 6ft 6 in of water.

3 June 1943

Visit to Coys of DDST of area where he saw training taking place.

4 June 1943

24 vehs took part in loading and unloading exercise of LST at BOUGIE.

9 June 1943

"Ex UBIN". Vehs of RASC took part in this combined naval and Army exercise.

11 June 1943

New vehs received from 313 Coy RASC, the old Div RASC vehicles being taken by them. Still 145 vehs to be exchanged and great difficulty being experienced in getting vehs ready for exchange because of many transport commitments.

16 June 1943

Change of vehicles commenced. Vehs being taken over had averaged approx 8000 miles.

19 June 1943

Vehs sent to ALGIERS and BOUGIE to make final drawings of ammo.

21 June 1943

154 Coy arranging to put rations on all ships for party proceeding LAURAGH.

23 June 1943

152 Coy and two platoons started loading onto LST at BOUGIE docks.

24 June 1943

154 Coy and the RASC commenced move to SOUSSE area.

25 June 1943

153 Coy, Div Tps Coy and rear party 152 Coy commenced move to SOUSSE area.

27 June 1943

HQ RASC and 154 Coy arrived new area. CRASC returned to stay at this HQ for the time being, it being right beside Rear Div.

30 June 1943

All Units continually coming in and demanding extra compo rations etc. Units always seem to be changing their original demands.

4 July 1943

The DUKWs sent to 153 Bde Wksp for fitting of ramps. DUKWs called fwd to SFAX. CRASC left for SFAX for boarding LST on 5th.

5 July 1943

1 LST lost by fire. RASC vehs sent to SFAX to bring back personnel to new LST SOUSSE. RASC made up all unit deficiencies from 2nd line and then got them replaced.

6 July 1943

1 DUKW and 1 15 cwt brought back from SOUSSE for loading on LST. After arrival, space could not be found for the DUKW and it had again to be sent to SFAX. 120 vehs of Div RASC used to troop carry personnel to SFAX.

7 July 1943

Orders that RASC vehs would not now require to be waterproofed.

10 July 1943

Rush to get waterproofing done again.

'D' Day and invasion commenced.

14 July 1943

Orders now received to take off waterproofing once again.

17 July 1943

HQ RASC moved from Assembly Area to Concentration Area and thence to Marshalling Area, eventually being called to load onto a LST at 2200 hrs. Feeding for personnel going through the various areas before going onto the ship was scandalous. It was supposed to be organised by a Guards Brigade. HQ RASC loaded onto LST '324'. Adjt made OC Ship.

SICILY/ITALY 1943-44

19 July 1943

LST beached SICILY at 0730 hrs. All vehs off in under an hour. Vehs collected and convoy moved Northwards to near PALAGONIA where 152 Coy and 1½ platoons of Div Tps Coy were maintaining the whole Div. A tremendous amount of hard work being put in to do this as the ammo and petrol expenditure had been very heavy. All commodities were supposed to be drawn from 20 Beach Gp FMC at BUCCHERI approx 40 miles back from coy location, but many vehs had to go back to 'Amber' beach as the FMC is not managing to maintain sufficient stocks to meet the demands.

21 July 1943

154 Bde Coy, although expected to arrive, appear to have been put back in the priority.

24 July 1943

Started drawing from 201 FMC at SCORDIA. This is only some 5 miles from the RASC locations and will relieve the strain on transport tremendously.

25 July 1943

AP being built up to 28,000 rounds 25 pdr HE.

26 July 1943

Orders to load 60 vehs of 25 pdr from stock at AP and hold on wheels. Later 30 of the vehs sent off to the Canadians, the other 30 loaded being put back on the ground, not being required.

27 July 1943

30 vehs went to SYRACEUSE to lift 7 A & S H to 152 Bde. 40 amn vehs went to PALAZZOLO to collect 25 pdr. Plan then changed that 30 lorry loads to be collected daily at PALAZZOLO and 10 at ACONDIA for 6 days.

28 July 1943

Vehs from SYRACEUSE carried 7 A & S H right into line and brought out Marines.

30 July 1943

CRASC attended GOC's conference.

31 July 1943

A battle commenced. 25 pdr expenditure being heavy. Gunners drew 200 rounds per gun in early part of day. 2 vehs supplied to bring back POW from fwd area to the cage at the AP. 10 vehs supplied to make a dust storm as a cover plan with successful results as shortly after the vehs left the area, it was shelled by the enemy.

1 August 1943

25 pdr drawing again 200 rpg plus normal expenditure. 200 POWs taken back by returning amn vehs. OC and 12 vehs of 154 Coy, and OC and 33 vehs of Div Tps Coy arrived, giving Div Tps Coy now 97 task vehs on the island.

2 August 1943

Reinforcements collected for Div. 30 vehs still going to PALAZZOLO for 25 pdr and 10 SCORDIA. Officer sent to collect 35 mules for Div.

4 August 1943

Coys changed to commodity coys, 152 handling petrol, 154 supplies and Div Tps amn, and 153 Coy acting as a GT Coy. This arrangement will make control much easier and the use of the bde coys in the present close type of warfare seems to be unnecessary. The Div Tps Coy, with 4 platoons, can manage to carry the revised 2nd line of amn which is on the home scale of 25 pdr. That cuts the holding to half previously carried.

5 August 1943

Dumping programme commenced. Details attached. Later in day dumping programme cancelled. HQ RASC moved just north of SFERRA.

11 August 1943

Amn still being ferried to F.M.C. Road extremely bad and B/D lorry having to winch vehs over bad bit. Vehs only loading 2 tons because of roads. 20,000 gallons collected from F.M.C. This is 10,000 in addition to normal allotment and gives us a 2nd line complete in hand. SP opened at Paterno for units on that side of river.

13 August 1943

Replenishment at coy location near PATERNO. 102 mules collected from Canadian pool and transported to 153 Bde B Ech where 573 Pack Coy men took over. This coy now under command. 68 of these mules only were for 51 Div. Great difficulty experienced in loading and keeping the mules in the vehs. 60 veh troop carrying 152 Bde to near BELPASSO.

14 August 1943

Several vehs being used to bring back POWs. AP north of PATERNO doing few ammo issues. The fwd element of Div finding little opposition.

19 August 1943

70 vehs provided to troop carry 154 Bde to MESSINA area. 10 vehs of POL attached 154 Bde issued with 2 days compo rations in addition to the normal 2 days drawn.

20 August 1943

2 platoons started running ammo to near MESSINA for dumping programme. The turnround journey is expected to take 4 days. 4,500 gallons POL sent off to further replenish 154 Bde on demand of Bde RASC Officer. Orders received to hand over 68 lorries 3 ton, 8 Bantams, 47 motor-cycles, 3 cars 4 seater, 12 x 15 cwt trucks, 5 water trucks to 13 Corps, the handover to take place by 23rd.

21 August 1943

Posting order received for 59 drivers, 2 private issuers, 2 pte clerks and 1 fitter, these men posted from 51 Div Tps Coy RASC, also orders to exchange non-Scots for Scots in all a total of 64. This exchange caused quite a lot of ill-feeling as it is very difficult to post perfectly good men and get in exchange the cast-outs of numbers of General Transport Companies.

22 August 1943

The vehs commenced to go into Div Collecting Park. In the evening order received to send no more in and then another order received to take back all vehs that had not gone past the Div Park. Fortunately none of the 3 ton vehs had gone into the Park.

23 August 1943

The 63 men posted right away held in the meantime to find out whether now the vehs are being returned, these men may also remain.

26 August 1943

Instructions received from 30 Corps stating that the posting of 64 ORs referred to on 21 August had to be carried out. 8 motorcycles collected back from A.C.P.

27 August 1943

51 Div Tps Coy RASC reported that the above posting had been carried out, personnel sent to 13 Corps. On the instructions of 30 Corps, 60 vehs attached 53 F.M.C. for 3rd line work. 120 vehs required for troop carrying 152 Bde to MESSINA area. 90 vehs left coys at 1100 hrs for RV, remaining 30 contacted on convoy returning from 54 F.M.C. thus making 120 vehs in all for 152 Bde.

29 August 1943

HQ RASC and 152 Bde Coy RASC and 154 Bde Coy RASC moved to MESSINA area. HQ RASC located at 0546. Div Tps Coy, 153 Bde Coy moved to areas vacated by 152 and 154 Coys respectively. Div Tps Coy took over maintenance of 153 Bde and attached Units, which are remaining in present area meantime. Route for move: BELPASSO - PEDARA - MALPARRO - LINGUA GLOSSA - FRANCAVILLA. Journey from LINGUA GLOSSA

onwards was a slow one due to a number of bridges blown. Country mountainous with many deep gorges. Weather fair with bright sun, cloudy in late afternoon.

1 September 1943

Notified 30 Corps that all postings of RASC personnel completed, but 19 drivers still awaited from other units. Also stated that over and above this Divisional list, Divisional RASC were deficient 130 drivers and that great difficulty was being experienced in running all the vehicles. An urgent request was made for reinforcement.

4 September 1943

Received 6 reinforcements; 2 carpenters, 2 TMT clerks, 2 private fitters.

6 September 1943

Authority received from 30 Corps today to draw balance deficiencies in 2nd line ammo from 25 AAD CATANIA. Notification received that 200 reinforcements were awaiting collection at the reception camp CATANIA. Div Tps Coy instructed by wireless to collect these reinforcements and convey them to Div area where further instructions re disposal will be issued.

10 September 1943

This HQ moved 8 miles west of MESSINA. 152 Coy moved to area vacated by 51st Highland Rear Div. ST 30 Corps informed this HQ that the first draw from 55 FMC need not now take place until Sep 14 as 54 FMC has sufficient rations and POL to meet 2 days Div demands. 154 Bde Coy SRP and PP moved to area Catania.

14 September 1943

Warning order received from FORTOASE through 30 Corps that all Coys must be prepared to move to ITALY. Further instructions later.

15 September 1943

All transport details cancelled. Commitments taken over by two echelons, each of two platoons, formed from the Div 1st line. Instructions received from 30 Corps to pick up 60,000 compo rations, 153 Bde Coy unloaded.

16 September 1943

All coys assembled MESSINA, leaving composite platoons behind. SRP and PP remain present area assisted by composite platoon 153 Bde Coy. Div Tps Coy composite platoon remains at 55 FMC RIPOSTO. Transport Colm HQ set up to control the above mentioned echelons. Colm commanders supplied by 152 Bde Coy. All coys moved to ITALY and come under command 2 L of C.

20 September 1943

Instructions received from 30 Corps that two composite platoons required by 2 L of C.

21 September 1943

152 and 153 Inf Bde Coys RASC Composite Platoons proceeded to ITALY and come under command 2 L of C.

1 October 1943

Div Unit static. Daily replenishment from SP run by 154 Inf Bde Coy RASC Composite Platoon, the two remaining transport platoons vehs from 55 F.M.C. RIPOSTO. OIC Colm Capt W.G. Miller RASC. 74 reinforcements, mostly original dvrs, reported from No 2 CRU.

2 October 1943

Personnel referred to above despatched to coys in ITALY.

11 October 1943

Weather broke up and rain has been falling since early morning. Vehs unable to move out of this location. Captain Kenney OIC SRP reported theft during night 10/11 of 328 lbs sugar.

12 October 1943

Still raining. Movement order issued for move of Div HQ to ACIREALE on Oct 13. DAAG stated that considerable number of HD personnel were believed to be at 198 and 199 Transit Camps TARANTO and requested that this be checked up. Wirelessed to coys in ITALY and instructed that an officer be detailed to proceed to TARANTO and make enquiries. If HD personnel were there, he had to make immediate arrangements for their immediate return to SICILY.

13 October 1943

This HQ moved to ACIREALE. Notification re Div re exercise 'EUREKA'. Previous instructions re handover of vehs cancelled.

15 October 1943

Names of advance parties submitted for this HQ and all coys re 'EUREKA'.

19 October 1943

CRASC procedded to ITALY to arrange return of coys.

20 October 1943

Advance parties 'EUREKA' departed. Further Bn 154 Bde moves from MESSINA to CATANIA on 21st. 50 vehs supplied from Transport Column. 526 Coy Wksp Section despatched to rejoin coy.

28 October 1943

Billets arranged to accommodate total 1300 personnel area IONIA. Movement Control CATANIA stated one coy had left TARANTO and should arrive evening 28th. No. 1 Transport Platoon ordered to be prepared to convoy personnel from docks on arrival.

29 October 1943

No news of arrival of the first Coy. Capt Warshaw proceeded to HQ Movement Control CATANIA to make enquiries. Staff Captain Movement had no news and said no more ships were expected to come into CATANIA today. Captain Warshaw proceeded to SYRACEUSE where he contacted Movement Control. The OIC said a coy had arrived the previous day and had been sent by rail to AUGUSTA. Captain proceeded to AUGUSTA and eventually discovered 51 Div Tps Coy RASC. The coy was preparing to camp and had been able to borrow a 3 ton veh and this was being used to collect rations. These rations arrived shortly afterwards and as the men were tired and hungry, arrangements were made to collect them on Oct 30th. In view of the seeming lack of cooperation a full report has been rendered through the normal channels.

UK/France/Holland/Germany
1944-46

5 January 1944

GOC 2nd Army lectured to coy comds and above at CHESHAM.

7 January 1944

Posting order received for Capt/Temp Major P.S. Norwell to appointment CRASC 49 Division with acting rank Lt Col.
Authority: WOUM 112/RASC/3831 (A8O) (D284) dated 4 Jan 44.

16 January 1944

D Day Mobilization. Final AFs B 2609 rendered. Deficiencies in personnel negligible. Main deficiencies: equipment with all coys, supply requirments - machines weighing, balances, steel yards etc; vehs - staff cars and breakdowns. CRASC visited all coys.

17 January 1944

GOC inspected all coys accompanied by CRASC.

1 February 1944

Division ceased to come under command 30 Corps and came under command 1 Corps.

5 March 1944

Training : firing of Sten and PIAT on LATIMER range.

10 March 1944

Psychiatrist examines personnel.

20 April 1944

Received posting order for CRASC as AA & QMG 51st Highland Division.

26 April 1944

Lt Col E.S.A. Nicholls reports as CRASC.

13 May 1944

Received warning order to hold all vehs up to D+2 except this HQ at at 6 hrs notice from 0001 hrs 14th.

15 May 1944

PT course commenced HQ RASC.

3 June 1944

CRASC embarked West India Docks on MT Ship 4. Ammo embarked West India Docks MT Ship 3.

8 June 1944

0730 Ammo offr beached at GRAYE-SUR-MER.
1130 CRASC beached at GRAYE-SUR-MER and proceeded to Div Concentration Area COLOMBIER-SUR-SEULLES.
1400 Tac HQ RASC opened.

10 June 1944

1300 hrs CRASC moves with Div HQ to CRESSERONS

11 June 1944

1300 hrs CRASC moves with Div HQ to COLVILLE-SUR-ORNE.

0700 hrs HQ RASC arrived off beaches having made the crossing in MT ship A64 without incident.
1300 hrs Off-loading of vehs onto LCTs commenced.
1550 hrs Enemy dropped 6 bombs near ship. No casualties.

12 June 1944

2200 hrs 2IC and Adjt, together with first vehs of this HQ off-loaded onto LCT. Owing to tides, we were unable to beach and remained on LCT overnight.

13 June 1944

0945 hrs Beached at GRAYE-SUR-MER without incident.
1100 hrs Reported to CRASC at Rear 51 Highland Div HQ located at COLVILLE-SUR-MER, but owing to congestion of transport in that area, HQ RASC less CRASC and Amn Offr moved to village of CRESELLES approximately 8 miles north of CAEN and shared location with 527 Coy.

14 June 1944

All units of Div being maintained by DIDs in BMA

16 June 1944

1100 hrs Traffic congestion had eased at Rear Div HQ and the RASC joined CRASC.

19 June 1944

1730 hrs Coy comd conference at this HQ. Instructions received for reorganisation of Div RASC on commodity company basis. Pet Offr reported with residues of this HQ from UK.

23 June 1944

All units now drawing supplies daily in own transport from 55 and 56 BSD. No. 1 Army Roadhead LA DELIVERANDE.

2 July 1944

1000 hrs. Coy Comds Conference to discuss reinforcements. Locations subject to ~~sporadic~~ sporadic shelling, mostly airburst, between 1800 and 1830 hrs. Casualties 4 personnel and vehicles nil

5 July 1944

2350 hrs Intermittent shelling of location commenced. Personnel evacuated to alternative location about 300 yards away.

6 July 1944

0330 hrs Shelling ceased. Casualties were nil but small number of carpenters tools in G1098 eqpt were destroyed.

8 July 1944

1900 hrs. Four shells landed in location. 1 OR received superficial flesh wound but remained on duty. Water truck was hit by shrapnel but damage was very slight and did not interfere with running of veh.

12 July 1944

All units in Div issued with break for first time. Issue made by 525 Coy and 55 BSD.

13 July 1944

Holding in 2nd line of 25 pdr amn increased from 72 rpg to 100 rpg. To provide necessary transport (6 vehs) petrol loading of vehs in 526 Coy was increased by 40 gallons per vehicle. A section of vehicles to carry increase of 28 rpg was attached to 458 Coy.

15 July 1944

0900 hrs First Div PP in this theatre opened by 526 Coy. All units now based on this PP for POL.

15 July 1955

First Div SRP in this theatre opened by 525 Coy at CRESELLES. All units now draw supplies from this SRP.

1220 hrs This HQ location shelled for periods of 15 minutes. Four shells fell within immediate vicinity of HQ but no casualties were suffered.

1930 hrs Location again shelled. High velocity shells approximately 10 in number. Casualties in this HQ nil. 1 veh was damaged slightly.

16 July 1944

0900 hrs. Final residues of Div RASC reported this HQ from UK.

1330 hrs. Owing to shelling during recent days, this HQ was moved to alternative location near village of COLVILLE-SUR-ORNE.

19 July 1944

2205 hrs Shells from high velocity gun landed in HQ location, one quite close to officers mess tent, which was ripped by shrapnel. Casualties to personnel nil.

28 July 1944

1400 hrs CRASC attended conference at Rear Div HQ and met new GOC Major General T.G. Rennie DSO MBE.

1 August 1944

All vehs now returned from troop carrying and complete 2nd line now held on wheels.

2 August 1944

0030 hrs Intermittent shelling of location commenced approx one shell every 15 minutes.
0450 Shelling ceased. No casualties to personnel but two vehs slightly damaged by shrapnel. GOC, AA.&QMG and DDST 1 Corps visited this HQ.

18 August 1944

Capt J Mill 525 Coy wounded by shrapnel and evacuated.

1 September 1944

527 and 458 Coy with a platoon 526 Coy and supply detachment 525 Coy placed under command 152 Bde for movement over R. SEINE. This group moved to area ST VALERY EN CAUX.

2 September 1944

1400 HQ RASC moved with Rear Div over R. SEINE via EL BOEUF to area ST VALERY EN CAUX. Congestion on roads made progress very slow. 525 Coy with residue 526 and 322 Coy (Troop Carrying) commenced movement to new area at 1500 hrs.

3 September 1944

0200 hrs. HQ RASC arrived in new location.
1600 hrs. CRASC and Officers of Div RASC attended Massed Pipes at HQ Main Div in commemoration of the original 51st Highland Div captured in 1940.

4 September 1944

1500 hrs. HQ RASC and coys move to location east of LE HAVRE.
1800 hrs. CRASC established at CRETOT. Coys located in area BRETTVILLE.

18 September 1944

Transport restrictions for all Div vehs commenced. Only maint vehs and those authorized by a senior officer allowed on road. Last day for drawing of sups and POL from FMC 3. No allotment of POL made to Div. Commenced maintenance of 5000 POW in LEHAVRE POW Cage with sups drawn from LE HAVRE Garrison.

19 September 1944

All sups and POL now to be drawn ex 61 BSD and ship respectively at DIEPPE.

22 September 1944

36 x 3 ton vehs clearing remainder of POW from LEHAVRE to DIEPPE and backloading Div POL under instructions Capt A.D. Mclaren 526 Coy Inf Bde.

0800 7 x 3 ton vehs on detail BAYEUX collecting tyres under instructions from Corps OFP.

1010 Detailed instructions given to 526 and 527 Coys RASC for delivery fwd and dumping of complete SAA holdings, 54 x 3 ton vehs, to an area between BRUSSELS and ANTWERP. Officer from 527 Coy RASC making recce of suitable area fwd and supervising dumping. Area to be guarded by 527 Coy until taken over on completion of move forward. Convoy to leave first light 23 Sep 44 and all vehs to be back in coy location by night 25/26 Sep. S Sup O visited DIEPPE area and arranged with 11 Supply Unit to draw 380 tons of POL for all Units in 1 Corps from DIEPPE. No petrol available at present. Times of drawing to be arranged later.

4 October 1944

HQ RASC moved to area EINDHOVEN. CRASC located at ZOM. Coys located as follows: 525 Coy EINDHOVEN 526 Coy EINDHOVEN, 527 and 458 Coy EINDHOVEN.

24 December 1944

Instructions issued to all coys to carry out reorganisation on the new W.E. wef 27th December.

100 ORs posted to 51 RHU at ROULERS for retraining as infantry reinforcements. Personnel drawn from

525 Coy	:	34
526 Coy	:	31
527 Coy	:	30
458 Coy	:	5

On 24 December 1944 The staff of the HQ were

Temp Lt Col	E.S.A. Nicholls	CO
Major	S.C.G. Fox	2IC
Major	S.R. Allen	S Sup O
Capt	H.J.T. Harper	Adjt
Capt	B.F. Seymour	Ammo Officer
Capt	A.T. Burrows)Supply	
Capt	R. Grant)Officers	
Capt	Girdwood	MO

5 January 1945

GOC inspects 525, 526 and 458 Coys and visits this HQ.
2100 hrs. Three V1, enemy long range jet propelled bombs crash within 400 yards of this HQ. No casualties or damage suffered.

6 January 1945

525, 526, 458 Coys move to area NAMUR.

8 January 1945

HQ RASC forming part of Rear Div HQ, moved to LEIGHNON.

All coys revert to normal commodity basis for maintenance of division.

15 January 1945

458 Coy commenced exchange of vehs 33 x 3 ton 4 x 2 proceeded to BRUSSELS for exchange 4 x 4s under 21 Army Group arrangements. 525 Coy moved to HEURRE.

17 January 1945

HQ RASC moved to HEERENTALS 30 x 3 ton, 4 x 2 vehs from 526 Coy proceeded on exchange for 4 x 4s.

22 January 1945

525 and 526 Coys moved to ZEELAND. 33 x 3 ton 4 x 2s from 458 Coy proceed on exchange for 4 x 4s.

23 January 1945

Exchange of 50% WE of Div RASC 4 x 4s for 4 x 2s completed.

29 January 1945

Instructions received through ST 30 Corps to select 5 Officers for retraining as infantry reinforcements.

Capt	Grant	HQ RASC
Capt	Watson	458 Coy
Lt	Lowry	527 Coy
Lt	May	526 Coy
Lt	McAllen	458 Coy

Selected and instructed to report to 21 WOSB at 38 RHU TERMONDO for interview 30 Jan.

18 February 1945

CRASC and SSO carry out recce for gun and SAA AP in area Reichswald Forest.

20 February 1945

Capt Ford at 0715 hrs was killed in 526 Coy by an enemy mine and Lt Dixon, 527 Coy, injured whilst carrying out recce of coy areas. 0730 on 20th also, 458 Coy HQ and Gun AP established in Reichswald Forest.

27 February 1945

Warning order received from Q Rear Div to move HQ RASC on 28 Feb. 152 Bde complete lifted from area KESSEL to NIJMEGEN by transport from Div RASC, 25 x 3 ton vehs each from 525, 526, 458 Coys being employed on this task.

3 March 1945

2IC held conference at this HQ in AALDONK to discuss question of line communications within the four Divisional RASC companies. Divisional Signals had promised to assist as much as possible but they could not accept responsibility for line laying between coys. It was agreed that personnel from each coy should be attached to Main and Rear Divisional Signals to gain experience in line maintenance and that while undergoing this training, the Coys should endeavour to salvage as much wire as possible at least to put themselves in a position to run their own lines into HQ.

4 March 1945

1500 hrs. Divisional Massed Pipes played Retreat at GRAFENTHAL. This is the first occasion on which they had played on German soil. CRASC and Officers Divisional RASC attended. The Prime Minister addressed all ranks on their great achievement in clearing the country to the west of the River RHINE.

8 March 1945

HQ RASC moved to new location at TUNGELROY. 525 Coy moved to REPPEL. 526 Coy moved to WYCHMAEL. Coal point moved to HECHTEL with 527 Coy.

21 March 1945

HQ RASC moved to new location in Concentration Area for Op Plunder. (Rhine Crossing.) Location was sited next to Main Div at APPELDOORN.

22 March 1945

1100. Enemy shelling in HQ RASC area. No casualties.

23 March 1945

0200. Vehs containing supplies POL and amn left Coy locations and proceeded to dump sites where dumping was carried out according to plan. There were no casualties to personnel but 1 jeep was destroyed by a mortar bomb.

23 1400 hrs. Wireless sets installed in dump sites.
23 2100 hrs. Op 'Plunder' commenced.

24 March 1945

0300 hrs. Recce Officers plus loading personnel and issuers for dumps on East side of RHINE reported at HQ RASC and then proceeded to dumps 'A' and 'B' on west side to await orders to cross rivers, carry out recce for suitable sites on far bank and then commence ferrying supplies as soon as LVTs became available.

25 March 1945

1100. CRASC attended funeral of Major General T.G. Rennie at Main Div. 2IC visited dumps on both East and West banks of rivers.

28 March 1945

0915. CRASC issued verbal orders for Composite Coy to be formed to cross River RHINE and maintain 51 Div forces on East Bank. This Coy was commanded by Major Russ, OC 526 Coy. It consisted of a normal SAA AP plus atk natures. POL consisted of 8000 gallons MT80 plus lubricants. Supplies consisted of 15000 rations compo plus 2 x 3 ton

loads 24 hr packs and self-heating soups. This coy crossed WATERLOO Bridge at 1130 hrs and was met by guides of recce party on East Bank.

29 March 1945

1600. All coys instructed to send recce parties over River RHINE on 30 Mar to RV CRASC at Composite Coy location at 1100 hrs.

30 March 1945

CRASC met coy recce parties and allotted coy areas south of ISSELBURG. 1415 hrs Coy commanders conference this HQ. CRASC gave instructions for the formation of Composite Brigade Gp Coys as soon as Div RASC was established on East side of RHINE. This organisation was due to the role in which the Division was to be employed in future ops.

31 March 1945

Convoy number to appear on windscreen of each veh of Colm. P/444.

6 April 1945

0739. HQ RASC moved to new location at ENSCHEDE. 458 Coy and 526 Coy also moved fwd and located in area ENSCHEDE. The Division was once again in HOLLAND and was given a great welcome by the liberated people of ENSCHEDE.

8 April 1945

0930. All officers NCOs and men who had formed the staff of 'A' and 'B' dumps on both sides of River RHINE during Op 'Plunder' were met by CRASC at HQ RASC and addressed by him.

10 April 1945

1015. HQ RASC moved to new location at LINGEN.

1400. All four Div RASC Coys now established, 525, 526, 527 in NORDHORN, 458 Coy in KIRCHOFF.

2359. 458 Coy complete plus vehs for SAA AP and PP moved from present locations to area THUINE.

25 April 1945

1200. Composite Coy under Maj Muskett moved to area East of BREMEN to maintain 154 Bde. Remaining coys in this area continue as commodity coys for the rest of the Division.

27 April 1945

0530. HQ RASC moved to new location East of BREMEN. 4 Coys sent total of 100 vehs fwd to new area.

1415. Composite Coy under Major Muskett was disolved and vehs returned to own respective coy locations in this area.

30 April 1945

1600. HQ RASC and remaining commodity coys moved fwd and occupied areas in and around barracks at ZEVEN. owing to TCV commitments, ferrying had to be done but all coys were in by early 1st May.

1 May 1945

1200. Movement to area in and around the barracks at ZEVEN completed. HQ RASC and 525 and 526 Coys, including the Divisional SRP and PP being established within the barracks. 527 and 458 Coys each holding the Div 2nd line amn, 527 SAA and 458 Gun amn, were located just outside the barracks but within a comparatively short distance of HQ and thus line communications were once again established and all Coys were on the telephone by 1600 hrs.

2 May 1945

154 Bde required TCVs to lift inf fwd from BREMERVÖRDE to area BEDERKESA. Vehs for this detail were provided by 525 and 527 Coys and guides RV transport road/railway junction 028243 at 2100 hrs.

4 May 1945

1530 hrs HQ RASC moved to EBERSDORF near BREMERHAVEN.

1900 hrs Div Coys completed their movement and established as follows:
525 Coy at BEVERN
526 Coy at HESEDORF
527 Coy at HESEDORF
458 Coy at BEVERN.

2100 hrs. News received over the radio that German Forces on the 21st Army Group front would surrender unconditionally at 0800 hrs 5 May.

5 May 1945

1035 hrs Lt Gen Raspe, Commander Corps EMS and Maj Gen Roth, Commander 15 Pg Division, reported to Div HQ and were given the surrender terms for all troops under their command within the peninsula.

1200 hrs Warning order sent to 527 and 458 Coys each to provide one platoon for transport expected large numbers of POWs.

7 May 1945

0939 CRASC addressed all troops at HQ RASC on what the task of occupying Germany entailed for the individual soldier.

1000 hrs CRASC attended conference at Main Div with AA & QMG representatives from Corps EMS District attended and were given orders with regard to the safeguarding of German supplies for troops in the Corps EMS peninsula.

8 May 1945

CRASC visited all coys upon VE Day being announced. Arrangements made for Div victory parade in BREMERHAVEN. Div RASC detachment placed under command of Capt Wright 526 Coy RASC.

2030 hrs ST 30 Corps advise that w.e.f. 10 May 215 Coy RASC (TCV) will be placed under command CRASC. Instruction received from HQ 51 Highland Division to take over all Wehrmacht supplies at BREMERHAVEN docks, and to supervise issue of supplies to all German forces in the area.

9 May 1945

At Schiffdorf 2IC and SSO carried out recce of BREMERHAVEN dock area and commenced organisation of German labour and concentration of supplies etc. German issuers were given a reduced ration scale and rations were thenceforward issued under supervision of the supply staff from 527 Coy.

0900 hrs. HQ RASC moved to SCHIFFDORF.

12 May 1945

0900 hrs CRASC and officers from HQ RASC attended the Divisional Victory Parade held in BREMERHAVEN at which the Corps Commander took the salute. A detachment 50 strong drawn from all coys of the Div RASC took part in the march past.

13 May 1945

ST 30 Corps detailed 2 platoons to ferry captured enemy supplies from docks at BREMERHAVEN to the Central Supply Depot at CUXHAVEN.

1430. CRASC conducted GOC 51 Highland Division around the dock sheds at BREMERHAVEN into which all supplies were being moved from the Outlying food stores and barges.

13 May 1945

1630. Notification received from HQ 51 Highland Division that personell in age and service groups 1, 2 and 3 to be released and to move to ports of embarcation between 17 to 27 June 45. Supply to German forces from BREMERHAVEN ceased and the ferrying of all suplies in the area to CUXHAVEN depot continued with all available transport.

16 May 1945

Warning order received from ST 30 Corps that supply depot at CUXHAVEN at present administered by Guards Armoured Division was to be taken over by CRASC 51 Highland Division w.e.f. 18 May.

17 May 1945

527 Coy instructed to carry out a recce for a suitable coy location in that area, CUXHAVEN docks, with the view of maintaining 152 Bde in that area plus the administration of supply depot of German stocks for Corps EMS.

22 May 1945

Notification received from HQ 51 Highland Division that personnel in age and service groups 4, 5, 6 and 7 are now scheduled for release from the Army.

23 May 1945

CRASC and Officers from HQ RASC attended an address given by GOC 30 Corps on the last operations leading up to the unconditional surrender of the German forces. ST 30 Corps sent warning order stating that one coy plus four platoons would be required for long detachment on Op 'BARLEYCORN'. This operation to involve certain numbers of the German forces to agricultural areas of Germany. 458 Coy HQ and Wksp plus two platoons together with HQ 526 Coy and two platoons were earmarked for this operation.

24 May 1945

Notification received from HQ 51 Highland Division that personnel in age and service groups 8 and 9 now scheduled for release.

26 May 1945

To cope with the maintenance of Div supplies, and to replace the four platoons earmarked for 'BARLEYCORN', four platoons manned by personnel drawn from 1st line visits were organised and these platoons were placed under command as follows:-

two platoons to 525 Coy
one platoon to 526 Coy
one platoon to 527 Coy

1030 hrs. Coy comds conference at HQ RASC when CRASC gave details of the Div RASC role in the future. The establishment of two D.I.D.s, one in the North and one in the South of the Div's 'ECLIPSE' area would be largest commitment and would require the merging of all personnel in the Composite Platoons of each coy to form the staff of these installations. Initially these D.I.D.s would be normal SRP and PP combined but with the arrival of stocks plus a field bakery and B.I.S., they would become full D.I.D.s.

4 June 1945

Instructions issued re reorganisation of Composite Platoons since the Div RASC require to man two D.I.D.s and supervise issue of Supplies to Corps EMS. 525 Coy to IC of D.I.D. at HORNEBURG and 527 Coy at NEUSTADT. First issues from HORNEBURG today. PP capacity 10,000 gallons set up at ZEVEN to replenish units on 'BARLEYCORN'. Replenished from Div Pet Point. PP at AHLERSTADT closed and Pet Depot HORNEBURG opened, capacity 150,000 gallons for maintenance 51 Highland Division less 153 Bde plus other troops in the area.

14 June 1945

CRASC and officers this HQ attended cinema at STADE where the C in C presented medal ribbons to 51 Highland Div personnel. CRASC presented to C in C.

15 June 1945

810 Mil Gov arranged that meat and butter could be collected by German transport twice weekly and issued ex-CUXHAVEN. They also arranged that units should draw fresh milk in detail from the nearest creameries to ease the canned milk situation in CUXHAVEN. A German bakery at ACHIM was contacted regarding bread for PW and PWX as the bakeries at CUXHAVEN could not produce sufficient. Having obtained the sanction of 30 Corps S & T and 611 Mil Govt, this bakery was put into production.

16 June 1945

0915. CRASC meets personnel granted Mentions in Despatches and other awards. 1100 hrs Coy Comds conf this HQ. In addition to general matters, it was agreed that now the Div is non-operational, the static vehs should be stripped of their office eqpt and re-converted to load-carriers. It had been arranged with the Commander Royal Signals that all coys and installations should be connected by telephone to this HQ. Capt Moffat 525 Coy recced area TWISTRINGEN and set up HQ. C52 set established.

20 June 1945

Locations were:

HQ RASC: HARSEFELD 170412

525 Coy RASC Inf Bde: HORNEBURG 226477 with a DID and Petrol Depot at HORNEBURG, AP at MITTELNKIRCHEN.

527 Coy RASC Inf Bde DID and Petrol Depot at NEUSTADT at 168357, Composite detachment maintaining the Corps EMS at CUXHAVEN 638866.

526 Coy RASC Inf Bde and 458 Coy RASC Inf Div Tps under operational control CRASC 22 Transport Column at BREMERVÜRDE at 937448, and A, C and D Platoons ad hoc were at BASSUM at 670728.

15 August 1945

Holiday in celebration VJ Day. SSO attend Sup conference at Corps of S Sup Os. ADST Sups held the conference which was to discuss problems arising out of the Corps Commander's desire to provide rations for clubs and canteens. This Div took the view that no fresh scheme involving extra work was possible owing to the shortage of staffs in DIDs.

16 August 1945

DID NEUSTADT issued first consignment of Danish butter which was in good condition.

25 August 1945

Divisional RASC sports held at NEUSTADT. All coys attended in strength as drawing by units and replenishment from BSDs had been so arranged that the DIDs were able to close down. The GOC 51st (H) Div attended and presented the prizes at the conclusion of the sports.

3 September 1945

S Sup O held a conference at this HQ of supply officers selected to supervise the DIDs for DPs/PWXs at POHLE, CUXHAVEN and VERDEN, soon to operate. Instructions received from HQ CRASC to provide transport to return 5000 German PW ex harvesters to Corps EMS from Kreise within the Div area. 458 Coy instructed to provide 50 vehicles to lift the first 1000 of these ex harvesters from SEIKE to HOLLERN.

5 September 1945

526 Coy provide 50 vehs for transporting 1150 returning German PW ex harvesters from SEIKE to HOLLERN. (458 Coy was unable to carry out this detail).

7 September 1945

Last day of Div Highland Games. Numerous odd transport details were carried out for the games. There were no major demands. All coys sent representatives to the games.

11 October 1945

527 Coy provide 20 x 3 ton vehs to move Polish DPs from Polish camp at WENDEN BORSTEL to LOCCUM.

24 October 1945

1000. Coy Comds weekly discussion at this HQ. Main points raised included the question of NCOs reporting from disbanded units and loss of acting rank, and the cross posting of certain NCOs between coys to balance existing deficiencies and surpluses.

23 November 1945

CRASC and Adjt attend lecture by 30 Corps Commander on "The Reason for our being in GERMANY".

26 November 1945

CRASC and Adjt attend RASC parade Lippstadt. Inspection by CinC BAOR.

30 November 1945

Major H B Cox OC 526 Coy posted to 15 (Scottish) Division.

12 December 1945

Advice received that Lt Col A.E.C. Hunt ADST HQ BAOR to assume command CRASC 51 Highland Division on posting of Lt Col E.S.A. Nicholls to Control Commission.

13 December 1945

Posting order received for Capt McRae from 527 Coy to 526 as OC with acting rank of Major vice Major Cox as 2IC 15 (Scottish) Division.

24 December 1945

DIDs issued Christmas fare to units consisting of poultry, pork etc. All depots closed until 27 Dec. 2IC and SSO visited all coys to convey personal greetings and to read a message from the OC.

Offrs 29 Dec 45	TOs		Location
Lt Col E.S.A. Nicholls	27. 4.44	(CO)	GODESTORF
Maj L.A. Cardy	10. 7.45	(2IC)	
Maj S.R. Allen	27.10.44	(S Sup O)	
Capt H.J.T. Harper	26. 5.44	(Adjt)	
Capt C.T. Godfrey	23. 3.45	(Sup O)	
Capt E. Orbell	5. 9.45	(Sup O)	
Capt R. Preston	1.12.45	(Sup O)	
Capt. I.F. Gregory	21.10.45	(Sup O)	
Capt. D.H. Girdwood	4.42	(MO)	

T/Capt. T. Larkin att surplus to WE as Sup O

Extracts from two private war diaries

kept by Lieutenant Colonel

T Harris Hunter

POW No 1128

By kind permission of Commander WCT Hunter RN

It should be noted that these diaries were started only in 1944. Both look back in time before they start to be written "live". From 22 March 1945 on, the diary was written in blunt pencil as opposed to the earlier pen and ink and the handwriting reflects the conditions in which the POWs existed.

After 4½ years of imprisonment this book comes as a gift from the YMCA for the purpose of, to quote their letter, "recording some of your experiences in these eventful years". Up to now I have refrained from writing a so-called Diary as the Germans, at every opportunity, for some inexplicable reason, have insisted on censoring them ignoring the fact that the experiences recorded could not be wiped from the mind of the writer. However, this little book, beautifully got up, calls for some response, therefore, although somewhat late in the day, I must try and record a few facts over the years that will never be forgotten.

To me, the mind of the average German is a paradox. It would be unjust to say, because of the actions of some Germans, particularly in the earlier days of captivity, were hardly in keeping with their persistent claims to 'culture', that all Germans are bad. I have met many decent chaps, interested in the same things as we are, and as anxious as anyone to bring about a better understanding in the world. These fellows deprecated the perpetual rantings about British and American Gangsters, bereft of any decent feelings, and the scurrilous cartoons of the King, President Roosevelt, the Prime Minister, Marshall Stalin and other Allied Members. Our papers at home have, undoubtedly published many Cartoons characterising the Germans, but humour would be the motive not vilification. But the Cartoons I have seen in the supposed responsible German Press were such that no self-respecting British newspaper would permit, nor indeed be permitted to publish. The type of German propaganda made us seeth with indignation, particularly when we knew that to all right thinking Germans who had come in contact with British or American soldiers realised that our code of honour is, to say the least of it, as high as that in Germany at its best!

In these preliminary generalities, as in all that I may write, I wish to avoid any possible charge of unfairness or prejudice. What I set down here are facts and nothing else interspersed, perhaps, with impressions which one cannot fail to have in mind.

1940 - 42

The first three years or so of this Prison Life must be summarised. Many incidents that have slipped the memory will be omitted. That is inevitable. Enough has no doubt already been written by Repatriates and other of our capture, and, I might almost say, our historic journey across France, Belgium and Holland to Germany. When, with our guns etc destroyed on that fateful morning of 12th June, 1940 at St Valery, the 51st, a potential pawn in the game, capitulated to the ring of German armour, I was on the beach. Taking, on the order of our General, what men remained with me, I surrendered to General Rommel, personally in the village Square. There was an atmosphere of excitement with a Broadcasting Van blaring out German Military orders. The German Panzer Troops, with good reason, were in high fettle, while we, frankly, were in the depths of despondency, and anxious about the Homeland. Apart from an insatiable desire to take pictures of prisoners, which I avoided by turning my back, these German Front Line troops behaved well. "We'll be in London in a month" one of them boasted to me - and why shouldn't they, I could not help thinking, there's little left to stop them now with their amazingly efficient military machines. In our weariness of mind we had forgotten the Navy - but as things turned out perhaps they hadn't.

So our trek began and it was the 7th July - 25 days later - before we found a resting place at Laufen. Glossing over these 25 days - and nights - marching in intense heat; sleeping, or resting anyhow, in fields, barns, factories, or farm yards; the scramble for food, the efforts to keep clean; the true colours unexpectedly displayed by some of our comrades, herded like cattle, two incidents will suffice.

The French people, of Pas-le-Calais particularly, were magnificent and without their generous gifts of food and drink - they lined the route as we passed with every conceivable thing they could think of that might be useful - I shudder to think what our plight would have been. Three elderly women stood at the gate of a farmhouse with buckets of water to quench our thirst. A number of our fellows crowded round. Suddenly, several German guards rushed up belaboured the officers with heavy sticks, kicked over the pails of water, and ordered the women away! It was an inhuman action against weary men, unjustifiable in any way. Later a British Officer, Captain McLeod of the Cameron's, sat down for a few minutes to rest his blistered feet. Two German guards, with bicycles, pulled him to his feet, mounted their bicycles, and holding McLeod between them, pedalled furiously along dragging the unfortunate officer with them.

It is worthy of note that we had left the First Line troops behind us by this time.

At WALSOORDEN, in Holland, we were put on board a Rhine riverboat, to be concentrated at one Camp - at Dössel. Then followed the unusual alarms and excursions, inevitably a part of any move in Germany, but one day we did set off for the station. It was raining heavily. The train was standing in a siding, but inexplicably we were marched to the platform and kept standing in the rain for at least two hours while the train was shunted about amidst indescribable confusion and shouting by all and sundry. Finally, eight senior officers were packed into a compartment fitted with wooden seats, which would normally seat 6 - and locked in!

For 2 days and 2 nights, with the exception of about 10 minutes on the wayside during the second day, and another brief period when we were allowed out on a station platform where we were able to snatch a wash at a tap, we were kept locked up. A pleasant experience!

Warburg - and what a camp. A huge hutted area on a featureless plain surrounded by barbed wire. The huts were mostly leaky and old, the beds full of bugs, the sanitary arrangements shocking - and the mud!! The existence of such a Camp was a disgrace to any nation, and to British Officers an insult. Of course our captors were still winning at this stage of the war! There were thousands of Officers, Army, Navy and Air Force - Indians too. Water was at a premium, baths spasmodic, and uncertain. With the temperature far below zero I frequently trotted across the Square in the early hours of the morning to a huge, draughty building of stone floors where there were a few showers only to find the water turned off, or the troughs in which the officers washed running over and the floor a pond.

The outstanding incident at Dossel was the great search. Searches were a regular part of our life, some conducted with reason and consideration, most the reverse. On this occasion every one was turned out early and rooms ransacked. Officers who did not move quick enough for the liking of Germans were pushed and kicked and I saw one bayonet drawn. I was permitted, after a bit of bother, as Finance Officer, to remain in my room with the cash. The room was at the end of one RAF block, and as a result I witnessed an unbelievable display of brutality and wanton destruction. An NCO ordered me out of my room in a most offensive, bullying manner, but before I left the building a gang of German soldiers, drawn up outside, rushed into the RAF quarters. Cupboards containing all the worldly possessions of these officers were tipped over and their contents, mirrors, shaving gear, odd bits of clothing, and food, deliberately trampled and crushed by these hooligans. Blankets were torn from the beds, thrown in a heap on the floor and water poured over them. *This again from a nation who fill their papers with* their Culture, kind-heatedness, generosity, Feuch! Our wildest guttersnipes at home couldn't look at them. No wonder, wherever they go they find hostility towards them.

It is worthy of note that next morning the Camp Officers in charge of the various battalions publicly apologised to their Officer Prisoners, in no uncertain language, for the incidents of the previous day, carried out apparently by troops specially brought in for the occasion.

One redeeming feature of the Dossel misery was the theatrical performances. At Laufen we had a number of professional actors with us and they put on, from time to time, amazingly good shows. Some of these were old pieces revived and others not by any means the worst, were written and produced in the camp. With more room at Dossel these shows reached great heights and to those who wrote the plays, revues etc and those who made up the scenery we owed a great debt of gratitude. I shall never forget one performance "Behind the Scenes", written in the Camp and in particular young McIrvine of Seaforths, dressed as a Lady.

the Senior Officers Camp quickly showed its true colours - it was nothing more or less than a reprisal camp for which senior officers had been selected as the victims. It was now those of us who had been separated from the General since 1940 began to appreciate what a grand old man he was - and is. No one could deal with our Captors so effectively as the General, to whom, normally, due respect was shown by the Germans. In fact, it is not an overstatement to say, that in his presence, the inferiority complex from which so many Goons suffered in contact with us, was not marked. I'm certain that many of the brutalities and bullying incidents indulged from time to time by our captors was a misguided effort to hide their inferiority complex.

For instance, no self respecting person would have acted as the Germans did when, in the course of time, this camp was selected as the subject of "Strafes" in the sacred name of retalliation and searches on a grand scale.

When these began the indignities heaped upon us fell equally upon the General - not that he would have had it otherwise. That this should happen, however, infuriated his own Divisional Officers particularly.

This Castle, on the top of a wooded hill, like so many more in Germany, is surrounded by a narrow battlement dropping into a deep moat, which, when we arrived, was a hapless waste in which pigs, or some such animals, had been kept. In peace-time the Castle was a Forestry School. At first, our only exercise ground was a small Courtyard and part of the inner battlements. After a few arguments and minor rows, we were permitted to use the moat, which, today thanks to the work of the gardeners amongst us, headed by the General, presents a wonderful change. Paths go right round the Moat bordered by attractive flower beds while Tenni-quoits, Badminton, Hockey, Handball and even cricket - a special game of its own - are played in Summer. During the past two winters we have constructed with snow a small ice rink where skating and curling was enjoyed. Our diet, too, is substantially assisted by the Moat vegetable gardens, and the whole place, where hardly a bird was to be seen when we arrived, is now a perfect bird sanctuary. The Great Tit, Chaffinch, Blue Tit, Marsh Tit, Redstark, Goldfinch, Blackbird, Thrush and Robin abound, visit our window ledges, even come into our rooms, and build their nests in the trees, nest boxes and curves of the walls.

Several times in '43 we were herded into the moat while systematic searches were carried out.

One big event must be recorded before 1944 begins. I can't remember the date but it *is of no consequence*.

Strange as it may seem we had a Wireless Set in the Camp. Where it came from doesn't matter but it was hidden away in a special hole in the wall that defied search after search. Every night the set came out and we were able to get the real news of events from home. It was all very exciting and not a few alarms. At the same time the tunnellers were at work on a long term job. Starting from below the store in the music room the shaft was being dug through solid rock, straight down. The idea was to get below the level of the moat, dig under the Moat and up again on to the hillside.

I often thought Siebold, the Security Officer here, suspected we had a tunnel - and a wireless. He was for ever poking about in Rooms, in cellars, lofts, in the Moat, but he never came nearer to finding tunnel or Wireless! He and his gang of searchers were always known as "The Crazy Gang".

One day Siebold suddenly walked into the Camp and made straight for the Music Room and Room 13. The tunnel was unmasked, but despite tearing up half of Room 13 the wireless survived. He was back in Room 13 next day, however, and alas, our only communication with the outside world was removed. Siebold was like a cat with two tails! It was a sad day in the Castle and particularly to Bertie McCleary who had been responsible for the hideaway.

It was obvious that our activities had been given away to the Goons. Who was responsible? Most of us had a very shrewd suspicion and I don't think that the man concerned will ever return to Great Britain!

So ended our News, but now things are going so well its not so bad. We heard the truth when things were black and we know now that we have the Goons measure and that their defeat is inevitable.

After the Germans had gone through their daily business of counting - and it is not an easy matter, this, for the Germans apparently. I never met so many people who could be guaranteed to get an addition sum wrong. They appear only to be able to count in fives. To return after the counting we fell in under British Orders and the General came on parade. He explained the occasion and called for three cheers for the Princess which were given in good old British style.

29th April:

The week was not without its features. The 23rd - St George's Day saw our Northumberland Fusiliers turn out in their red, white and blue rosettes but the big moment came when Col Debenham turned up in a Room with "da ubhen" which he got, unsolicited, from "am Fraualin". They were turned out to me as Room Cook and that night it was fried eggs for supper! We hardly know how to deal with them they looked so strange after all these years.

Today we paid our second visit to the village Cinema and saw a German film "Roses of Tyrol" with English captions.

2nd May:

Da ubhen aris a cheannaich sinn an sou dafhichead ' sading cigarettes. That is just to show how my Gaelic is getting on.

13th May:

Good relations! That's one of the developments since the war situation changed. On Tuesday we had a visit from what was described as German Good Relations Officers. It rather started off on the wrong foot. One of the deputation greeted Padre Wingfield-Digby heartily.

6th June:

Terrific excitement in the Camp. The Invasion is on! The first notice I got of this long awaited event was an officer rushing into the room with the news which had just been heard over the German wireless. Curiously enough, the wireless broke down then! Now that it had happened we knew many anxious days lay ahead of us. We were allowed, each day, to listen into the German News at 3 o'clock. Our interpreter translated it and it was hung in the Library together the Maps of France, Russia and Italy. Crowds waited eagerly for the news every day and the maps were kept up to date by our Cartographers with red arrows showing the advances made.

13th June:

Even from the German news it was obvious that our Invasion Forces were doing well. We knew we were getting the blackest picture possible, but we were delighted with the results. How the Germans were reacting to the bursting of their impregnable wall we didn't know, but we felt they must be greatly disappointed having been told so often how the German Forces on the Atlantic Wall were thirsting for us to attack and how the Invasion would be ignominously defeated. A week has passed and we're still there and look like sticking!

That's two fronts on the move now. When will Joe follow? That is the question we are all asking!

14th June:

I was nearly shot today! To be truthful I didn't realise how near until later when a sentry told Deb. how he stopped the man at the last moment. It happened like this - Capt Edwards of the R W K was anxious to escape. He had been out once before and got within 5 miles of the Swiss frontier before being recaptured. This time he knew the route he was going and reckoned he would either be recaptured or away by Saturday.

For the day, Edwards, who speaks German quite well, was to come with me to the Kommandantur to draw our Lagergeld for the month. He was dressed up under his uniform.

We were accompanied by a young sentry about 18 years of age I think. On the way down to the Kommandantur, midway down a long series of steps from the Castle to the main road into the village, Edwards asked the sentry if we could stop for a minute as we had abundance of time. The sentry agreed and Edwards moved a yard or two up a small path running at right agles to the steps, alongside the village cemetery on the usual excuse. I tried, with not a word of German, to keep the sentry amused, I offered him a cigarette, which he took, and then by pantomime, asked him for a light. It took some time to get my cigarette going - matches would go out. Even when my cigarette was alight the Sentry did not seem unusually worried, but eventually he asked me something about my Kamerad. I could only shrug my shoulders. The sentry then moved up the path - and of course Edwards had vanished. The sentry then began to talk volubly at me - about what I haven't the faintest notion, but the word "schnell" was always coming into it. After a time it was evident that he wanted to go along the path Edwards had disappeared from and I followed him slowly. He kept going ahead, then coming back to me, always shouting a bit louder

in the customary German style and "schnell" was a word that kept cropping up. Eventually we got to the other end of the path which joined the road down from the Castle but there was no sign of Edwards. Two German girls were working in the allotment beside the path. I was sure that they must have seen Edwards, but the sentry was too excited to enquire. Back down the path we wandered, the sentry dashing on ahead then coming back yelling all the time. When we arrived back where we started he suddenly came to life and unslinging his rifle sent a shot in to the air - obviously a signal. He did not put another Cartridge in the barrel but started dancing round me in the most excited state shouting all the time.

At that moment looking up the steps, I saw two British Orderlies accompanied by another German standing no doubt wondering what the shot was about. I walked up the steps towards them, accompanied by a torrent of strange noises from my sentry. When I reached the Orderlies I stopped and asked if either of them spoke German. I asked what "Schnell" meant and they told me it meant "Quick". Immediately I knew what my sentry had been driving at - he was yelling at me to move quickly with him. In my ignorance I had done everything slowly and deliberately.

While I was talking to the Orderlies my Sentry was still going on like some one demented and as I looked round at him he unslung his rifle again, stabbed another cartridge in the breech and swung the rifle round at me. I turned my back and the Sentry who was with the Orderlies, and who up to now had not taken the slightest interest in what was going on, said something sharply.

At once my sentry reslung his rifle and rushed away up the steps roaring at the top of his voice.

The Orderlies and I, with the remaining sentry now strolled slowly back to Camp. When we reached the Guardroom there was no sign of excitement, but my young sentry was glaring at me from the doorway, and, surprisingly, still yelling.

Later that day, Deb was speaking to the Orderlies sentry who told him that he thought I was "for it", and that but for him telling the youngster not to be a fool, I would have been shot.

Such is life. So far as we know Edwards is still out and if he is he is in Switzerland. The Germans have been remarkably reticent about this escape. They may have recaptured Edwards and have decided not to tell us. The Security Officer Hauptmann Siebold has only mentioned the incident to me once when we met by accident.

11th July:

Now I'm up to date in this hurried record of events. Caen has gone the way of Cherbourg. Every day the German sinks half of the British Navy and umpteen transports - but we still go on attacking and edging forward. Vitsib has gone, Wilna looks like going any day - we're nearly off our

maps in the Room. We'll have to ask the Germans to give us a map of Germany soon. It doesn't look as if the Soviets are going to be stopped easily. The betting in the Camp now is on the war finishing this year. *I don't see myself how the Germans can hope to hold* three fronts and be bombed to hell at the same time. They *must* be in an unholy mess if we only knew it.

One German the other day, speaking to a prisoner said "I hope your invasion is a success".

17th July:

Quite an exciting day. In the morning the German Paymaster brought up the Pay. I'm not allowed down now following Edwards escape.

One would imagine that even the most ardent Nazi has great difficulty these days in finding much consolation from the German Press. Daily news of retreats on all fronts are wrapped up in a cloud of verbiage, but the old bombast has gone and it is obvious that the end is rapidly approaching.

In face of all this the views expressed by our worthy Paymaster are worthy of note. It all started over questions about ages. The Germans said he was 53, and indicated that he would be glad when the war was over. Deb said "Oh, you'll be all right in 2 or 3 months. You can't fight on 3 fronts and your Luftwaffe is kaput!".

The German said - "Our Luftwaffe Kaput! Oh no. It is growing steadily - the war will last one or two years yet. It's only beginning".

Deb: "Yes, beginning in Germany".

The German (airily waving aside this suggestion and tapping his forehead knowingly). "Watch Adolf Hitler. In another month *you will be swept aside*".

17th Sep:

Hardly a day passes now without its rumour. A sentry told an Orderly today that he would be free in a fortnight!!!

18th Sep:

Two new soldiers appeared in the Guard today. One at least is 60, and both look very old *rather overawed by the whole thing.* Another sentry thought they must have been active soldiers in 1870, but were only passive now!

19th Sep:

Just after we got into bed last night we heard aeroplanes roaring over and a lot of noise pretty far off. A heavy raid *somewhere.*

I made my first gesture towards popular feeling today by putting my home address on my kitbag and looking over my kit to see what I'll take home.

The Paymaster turned up in the afternoon with our money and made a most unexpected announcement, namely, that he had heard verbally, that day, that from the 1st Oct he thought, we prisoners were to be paid in ordinary German currency in future and that all Lagergeld would be withdrawn. Nothing is to be done about this, however, until the Paymaster receives written instructions.

What is the reason for this? For four years now the Germans have been carrying out periodical searches during which the finding of German money has always been hailed as a great find. There have been orders issued forbidding Prisoners from carrying German money. Perhaps the Germans realise now that no one but a dammed fool would try to escape with the war situation as it is. On the other hand perhaps the supply of Lagergeld is getting low.

(End of first diary)

THE GREAT TREK

12 Jun – St VALERY to FORGES. Here we spent the night on the Dung Heap in a farm yard. Washed my feet in a stinking pool in the yard. Had a plateful of some kind of soup, the first tasted since 11 Jun.

13 Jun – FORMERIE. Slept in an open field.

14 Jun – BOUSSE. Most of the Officers slept in a field but Field Officers were packed in a Barn.

15 Jun – AIRAINES. Once again we slept in a field but there was a stream running alongside where we were able to wash and shave having borrowed a razor.

16 Jun – DOMART. Slept in a field.

17 Jun – DOULLENS. I was beginning to feel the strain when I arrived here and was furious when I found a large number of young Officers at Div HQ, comfortably lodged in a house formerly a Hospital I believe. None of these Officers had walked a step since they were captured. I protested at young Officers riding daily in lorries while Commanding Officers walked with the crowd – after that these youngsters walked.

Herbert Smail was a real friend. He took me into the House and literally bathed me and after gave me a share of what food was going. A Spirit of F.U.J. characterised the great majority I regret to recall I slept in a bell tent that night.

18 Jun – St POL. We were herded into the Racecourse here and slept in a tent. Some civilians came out from the town and sold us fruit, eggs, wine etc and we succeeded in pinching quite a quantity of British Ration biscuits from under the Grandstand.

19 Jun – BETHUNE. Our old Div HQ where I lived for a time in the lap of luxury. What a change. Literally thousands of Officers, British and French turned into the local football ground. I never saw such filth. At night many got the chance of crowding into a building of some kind, but with many others I spent a frightful night trying to sleep in a concrete grandstand! While we were here we were able to buy some stuff from the local inhabitants who came to the entrance with food and toilet things. Gradually we were building up a few necessities. Some British army vests and pants turned up from somewhere and were distributed as far as possible.

20 Jun – SECLIN. Another old Div haunt. This was one of the hottest marches so far and we ended in a school dead beat. Here I met Col Debenham for the first time and we bathed together in a pail. I'm afraid we paid little attention to the presence of a number of ladies!

21 Jun – TOURNAIX. Again a long, long march and my legs felt really like jelly. We were lodged in the local jail, so many to a cell, but what joy, we found showers and had our first real wash since capture.

22 Jun - TOURNAIX. We were granted a day's rest - and we needed it. In the night I did not feel well and when we turned out next morning to continue our march I felt ghastly. Before we got started I was actively sick and on being returned to the Prison Hospital, was given authority to ride on a lorry.

23 Jun - RENAIX. The journey here by lorry was almost worse than marching, but on being turned out at a disused factory some Doctors begged, borrowed or stole .....

At night we lay down more or less on top of one another. At night the ship always anchored in mid stream.

I had quite a lot of food when we went on board but I gave it all to my Officers expecting to see them on board. Once in the Saloon I was stuck with nothing but a dry loaf. When mealtime arrived Herbert Smail produced from a suitcase butter, jam , sausage and all sorts of things which the others round about began to eat. Suddenly Herbert spotted me eating nothing and insisted on spreading my bread with butter adding a share of sausage. One Officer when he saw this said "I don't think he is in our Mess!!!

We remained on board during the whole of the 27th and 28th and in the evening of the 29th arrived at WESEL on the Rhine which we had been travelling up after sailing through Canals from the Scheld.

29 Jun - WESEL. Here we disembarked and were marched through the town - the first German town we had encountered - to a kind of Park. There were several half finished wooden huts in it which some of the Officers more or less completed before dark and these provided cover to sleep under.

2 Oct - Big raid again today and unusually large number of fighters to be seen. Kassel was once more a target and we could see and smell smoke here. Poor devils! Leaflets were raining down over the village and of course moat after the raid until a search had been made for any of the leaflets that might have fallen there. There was a sentry in the courtyard to prevent the recovery of a leaflet by the prisoners. He was not very wide awake.

3 Oct - Another 5 Airborne men arrived today. This camp is getting overcrowded again. It is rather scandalous the way in which Senior Officers are expected to pig it. I'll bet £5 to a hay seed German Senior Officers don't live as we do.

7 Oct – Another 8 Airborne men!!! Practically every one of these men are wounded, and there are absolutely no facilities here to give them proper treatment. We have air alarms almost daily now and frequently several in 24 hours.

16 Oct – 8 American Thunderbolts sailed quite low over the Schloss today.

17 Oct – After receiving our Pay last months our Paymaster said all Lagergeld was to be withdrawn and that we would be getting German Rum instead. Today all our Lagergeld was withdrawn, but now it appears we are not get anything in its place. In future everything is to be done on a credit basis on our Personal Cards at the Kommandantur. We have had no explanation of this extraordinary move beyond that it is a scheme evolved by some German Brass Hat to save work. I never heard such tosh! It is going to involve me as Finance Officer, in hours of work making up lists of everything spent and the German Paymaster will have to treble his staff to cope with the extra work. Imagine every Officer who plays Bridge for 10 Pf a 100 must have this noted in a book. All these books come to me and I must debit their tiny winnings or losses in another book, then prepare a List for the Paymaster who in turn marks it all on each Officers cards!!!

We are all shut inside the Castle – for our own protection of course! So here we are all dressed up and nowhere to go. About an hour later it was announced we could set off although the air raid was still on.

We found the lower Camp anxiously awaiting our arrival and soon the Party was in full swing. The Programme was:

1. Eightsome
2. Speed the Plough
3. Hamilton House
4. 51st Division
5. Exhibition Broad Swords
6. Eightsome and Foursome
7. Dashing White Sergeant
8. Circassian Circle

A most enjoyable afternoon but on half a Red Cross Parcel a week a most exhausting affair. My legs were literally trembling with fatigue.

Ken, Desmond and Vic entertained me to tea and the latter gave me some chocolate. What a treat! Desmond tells me he hopes to be an Uncle soon!

3 Dec – This was the tenth anniversary of Major Godfrey Murray's wedding and he persuaded me to make a pudding for his Mess of 12. Things are rather short these days but here is the recipe which proved a great success:

9 Slices of German Bread crumpled.

About 1 Tin of Klim Powdered Milk

About ¾ Tin Cocoa

1 Packet of Raisins

1 Tin Apricots

Water

Mix up and put into a series of containers. Cover tops with paper and boil for 4 hours in water. Serve with a tablespoonful of Condensed Milk!

14 Dec – The following is an extract from an article in the German Press headed "How are our Prisoners" –

> "..... Treatment of Prisoners of War has been taken as a reflection of a Nations civilisation ..... They are State Prisoners, not criminals. They are to keep their private personal belongings; to be fed adequately and on good food and properly housed. They may, with the exception of officers, be put to work but not to an excessive degree and the work may not be connected with the war. They must be released immediately peace is made."

Unfortunately neither the Russians, French nor British kept to this condition after the Great War.

At Spangenberg, in steadily worsening conditions, well here is this weeks menu so far –

	German Issue	British
Sunday:		
Breakfast	Bread and Butter substitute	Coffee
Lunch	1½ slices (thin) meat Potatoes (2)	Figs
Tea		Tea
Supper	Potatoes (2)	Salmon
Monday:		
Breakfast		Coffee
Lunch	Potatoes (2) Semolina	Gravy
Tea		
Supper	Wurst Potatoes (2)	

	German Issue	British
Wednesday:		
Breakfast		Coffee
Lunch	Potatoes (2) Cabbage	
Tea		Tea
Supper	Potatoes (2) Sauerkraut	Bacon
Thursday:		
Breakfast		Coffee
Lunch	Potatoes (2) Turnip	½ Meat Loaf
Tea		Tea
Supper	Peas (musty) Potatoes (2)	Salmon
Friday:		
Breakfast		Coffee
Lunch	Potatoes (2)	Gravy Prunes
Tea		Tea
Supper	Potatoes (2) Musty Peas	Dried Egg and Meat Loaf
Housing:		
At Laufen	15 Lt Cols	1 Room
Later	4 Lt Cols	1 Cell
At Warburg	16 Officers (all ranks)	1 Room
Later	4 Lt cols	1 Room

The story briefly is that after being told by the Germans that a move was unlikely, next day they were ordered on to the road - about 13,000 I believe - and to take with them what they could carry.

They marched off with a Guard Company of old men who suffered worse than the Prisoners. Hundreds disappeared every day to try to make their way to the Russian lines.

On the second day the two in the lower camp fell out. They made for a farm, but unfortunately found it full of Germans. A German was detailed to take them by train to a POW Camp, but on the journey their Guard simply disappeared. Everything was chaotic, but eventually somebody brought them to Spangenberg.

Today Goebbels surpassed himself in his Propaganda when he announced to the German people that even the British POWs were so afraid of the Bolsheviks that they voluntarily marched off to the West carrying their sick comrades with them!!!

This referred to our RAF friends, and of course this audacious statement was made in furtherance of the Bogey Bogey stories about the Russians which have so far succeded that I believe the average German is terrified of the Russians and looks upon them as the most brutal savages that ever existed.

It is difficult to believe that in these supposed enlightened times fairy stories like this could be put across - but there it is.

15 Feb - We had an extraordinary experience today. After morning Appell we were told to go to the Dining Room where we would be addressed by a Doctor somebody representing the General-in-charge of all POW Camps.

The man who from his opening remarks was not a German born and bred. (He said he came to Germany 24 years ago and I've since heard it suggested he is of German extraction, but with English blood and educated in Britain). He announced he had been ordered to come to try and make some contact with us. He did not intend to talk Propaganda - Propaganda was a lie and would help the destruction of the White races.

He then proceeded to put over the most blatant, crude, propaganda entirely around the horror of Bolshevism.

The impression it left on my mind was that the Germans were simply terrified of the Russians, realised they were beaten and for some inexplicable reason were appealing to us - originating from the same stock as the Germans - to help them - how I don't quite know as he talked about the British Free Corps adding "of course I am not suggesting you should take up arms against your Allies".

1 Mar - The complete inability of the Red Cross to deal with the food situation so far as Prisoners are concerned was evidenced again today when information reached us through the German "Good Relations" Officer that there were thousands of Parcels lying at Lubeck, and thousands more at Gothenberg in Sweden - the grand total running into several million, and meanwhile Prisoners, 200,000 at the outside, are living on the border of starvation.

As I have written before, it was obvious 12 months ago that the German transport system was going to pieces, and then, we realised that the organisation of some form of motor service from a parcel depot set up in Germany was the only hope of maintaining a parcel supply to Prison Camps.

What have the Red Cross done during this period? Apparently nothing beyond despatching parcels to points all round Germany. Parcels are apparently still being cheerfully sent off to Camps by rail - when they can get a truck - but as two lots have been sent off to this Camp and only one damaged truck has turned up since September.

19 Mar - I listened tonight to a talk by a Padre Burgess, a South African, on his experiences on the march when the Command he was attached to in Breslau was evacuated. It was a dreadful story. Chaos reigned supreme, and although they were fortunate enough to leave Breslau with 1½ Red Cross Parcels per head, long before the end of their march, which lasted 44 days, the men were practically starving. Occasionally they got a little bread, with no guarantee when they would get more, and in the words of the Padre, they occasionally "borrowed" some potatoes. His description of the condition of the Russian prisoners they met on the way was enough to make any right thinking man see red. (That's not a pun). These prisoners, he said, were terribly emaciated, and wearing the poorest clothes it is possible to imagine; many were barefooted, or had sacking round their feet, and many wore a wooden sabot. They walked very slowly, in a purely mechanical sort of fashion until they dropped where they were left to die. These men were starving, picking potato peelings out of the mud, and when they came to a turnip dump they rushed at it and devoured the turnips, absolutely indifferent to the shots fired at them by their guards. Sticks was the customary method, it appeared, to drive these poor devils along. No Britisher, or indeed anyone else I can think of would have treated dumb animals in the fashion eye-witnessed by this Padre. He said of one Feldwebel in charge of one of the Prisoner columns who was killed in an air attack, "I am a Christian man, but I couldn't be sorry".

The column he was with had almost daily air alarms and one day were machine gunned by Allied aircraft. On this particular alarm being given, the British PsOW as usual sat down by the roadside. Behind them, however, came a column of Russians and one of French. The Russian uniforms were not unlike the German and a plane opened fire on the column which was still marching down the road. Immediately the column scattered and ran, and the French followed suit. This, on the face of it, would strengthen the airmen's idea they were enemy troops so they machine gunned the woods into which many had run and later along the roadside where the British were sitting. About 13 British were hit, some being killed and out of the 3 columns 113 were killed.

It is an awful tragedy to think that some of these men may have suffered 5 years of Gefangenenschaft only to be killed by our own people at the end of it.

28 Mar - Things have been moving at an unbelievable pace during the past 48 hours and the scenes in our Camp this morning are amazing. It sounds more like a Carpenters shop as people pack their few wordly possessions, for the various eventualities.

(1) That the Americans arrive and we will be allowed to take all our things.

(2) That we may only be allowed to take what we can carry, the rest to be left to follow on, and

(3) That the Germans, bloody minded to the last will attempt to march us off.

This last, I don't think will happen with the Allies pouring across Germany in almost every direction, but if it does we may be in danger from attack from our own planes who may find difficulty in differentiating between a German and a British POW marching column. Again even if the Germans move us, so rapid is the Allied evidence that I feel certain we will be over-run before we get very far.

I anticipate this will be the last entry in this sketchy war time log which omits so much for security reasons, and I don't think I can end better than with the latest priceless epic from a German Radio Commentator: "The seriousness of the situation for Germany has increased during the weekend, since the crossing of the Rhine by relatively large allied forces. While Germany had her hands full in the East, the British and Americans have fallen on her from behind like despicable traitors. The intention was to strike before the German forces, withdrawn from the West bank, had time to take up fresh positions. The German High Command realises full well that the battle for the Rhine is one of the last, but also one of its greatest chances, and it makes little difference where this battle is fought out".

29 Mar - At 9 o'clock we were told we were moving. The remainder of the day was spent in a frantic flurry of packing kits to be left behind and making up packs and food to carry. At 5.10pm we set out hoping from rumours and wireless that the Americans were going to overtake us. Our march was continually interrupted by units of the German Army in full retreat. We passed many Germans who had deserted from their units, and 4 men told us they left the West Wall 10 days ago and have been walking ever since having traded their rifles for a packet of cigarettes. At one in the morning we arrived in Waldkappel having marched 20 Kils. Many including myself, now feeling the strain of the heavy packs, being badly undernourished before we started.

We ended up, 500 odd in a barn. It was bitterly cold, but the farm people played up wonderfully and gave us soup. That is an astonishing feature of our march. In each village the people were in the street, but far from depressed, they all seemed quite cheerful. No doubt they felt glad about the approach of the Americans.

The village might be shelled or bombed. We sent for the Burgomaster and the head of the local Folksturn and told them we expected them to protect us, and on how well they did that job would depend on how they were treated by the Americans when they arrived. We had two officers patrolling our yard and guarding our gate all night and at daylight mounted look-outs on the roof and painted PW = on the roof as a sign to aircraft. Early in the forenoon there was a great deal of air activity and 4 planes dived on us, apparently looking at our sign. There was a great deal of strafing on the roads round the village and shells bursting on the ridge in front of the village.

Germans were coming trailing through all the time and said the American tanks were in the next village.

Lt Col Garnett DSO MC was commanding our small Detachment of about 50 and I was Administrative Officer. We occupied a small room in the farm the window of which looked out on the village square.

Just about Noon the firing, Mortars, Gunfire and small arms fire, suddenly developed very close and we decided to vacate the room and put all our people, the women and children round about, in a cellar we found under the barn. We were just in time! Before we got into the cellar we heard the smack of bullets on the walls around us. One bullet came through the wall of the room we had vacated and ended up in the mattress of the bed. Bazookas were going off now and again, and then we heard the rumble of tanks and a crescendo of fire. For about 10 minutes things were a bit exciting then it died down, or rather appeared to pass along the village street and we came out to witness a sight we will never forget. American armour of all sorts of shapes was pouring through the village, bustling with every conceivable type of weapon. As they passed us many stopped and shook hands or waved cheerfully to us, throwing out packets of cigarettes and tobacco, while we in turn gave those that were held up for a moment a cup of tea and some loaves of German bread. I had taken over the town stores, and incidentally in the mix-up we had ourselves taken several prisoners.

Now we knew what an American spearhead was like, and no sooner were they through the village than we the Ex Prisoners took control. We called in all civilian arms - it was amazing the collection that turned up. I arranged to feed the population of the village.

We had just completed these arrangements when the first American officer turned up. He was Major McKenna of the 6th American Armoured Div of the 3rd Army. He was followed shortly after by his CO, Lt Col Duval and later again by Col Riley, CRA of the Div. They were all delightful chaps, fit, but tired and dirty. They said Gen Patton was not far behind and that the General was driving them on hard. He had promised them ammunition and petrol over the Rhine bridges, but gave no guarantee of food. They were feeding all the time on their hard tack and appreciated our tea very much.

It was rather a hilarious party, everybody talking nineteen to the dozen. They said we were the first Prisoners liberated by them since just over the Rhine and that they had as yet not contacted our main Spangenberg party nor Rottenberg.

One amazing point about the Spearhead was that amongst the first half dozen vehicles were the official photographers with Camera and Cines who took a number of 'Shots' of prisoners released and their own vehicles entering the village.

The casualtities to civilians in the village were practically NIL. I only heard of one man shot in the ear as a result of looking out of the window as the tanks came in. It appears their policy is immediately they begin to turn into a street to open fire at all windows to keep any snipers from operating on them. It would take a book to describe all the amazing sights in the village in the next few hours. In no time we had collected French, Poles, Russians, Belgians, Croats and all sorts of odd people, either PsOW or workers forced into Germany. The Poles and Russians were full of information and gave us the names of 4 prominent Nazis who were still in the village, one of whom, had beaten up an elderly Polish woman just before the Americans turned up. The names of these 4 were passed on to the Americans to deal with.

Their presence in the village surprised us as in all the other villages we had passed we were told the Nazis had flew 2/3 weeks before, and all Nat Socialist signs, Swastika etc had been removed.

7 Apr – This morning we were turned loose in a German Ordnance Store – a huge shed stuffed with equipment of every conceivable kind. Our chaps fitted themselves out with Knapsacks, boots, water bottles, socks, blankets, gum boots, sheepskin coats, etc, and now our kits were heavier than ever. In the afternoon we were moved from the Barracks to an ex-POW Camp just on the edge of Mulhausen where we rejoined Cols Debenham, Nash, Buchanan and other officers of the Spangenberg Camp who had come directly here by train from Spangenberg on the day we set off on our march into Germany.

This is the most filthy place imaginable, the worst we have been in since our early Gefangenenschaft and once more we are behind barbed wire. The place is lousy and full of bugs and tonight we intend to sleep on boards, the straw mattresses being highly suspect.

A Col Edward is CO here and the muddle is appalling. He solemnly issues Part I Orders about this, that and the other thing and nobody pays the slightest heed. The discipline is a disgrace, particularly amongst the ORs but a few officers are not without blame. While our little party of 40 were out in Lengefeld, I think we impressed the Germans, but since joining up with the bigger party of ex PsOW I'm afraid the British have not behaved too well. There is too much drink flying about for one thing, and the scenes here this evening were, I'm informed, disgusting, officers and men being involved.

8 Apr - Sunday morning and a perfect day, the Sun shining from almost a cloudless sky. A Schef man has been here and already we are up to the eyes in returns! But there's nothing about us going home. Apparently we must wait on GI of Corps who has the matter in hand. Of this we are certain, the Americans are responsible for us all the way back to England, and that once we get started we will be whistled along.

Having decided, in view of the filth in this Camp and the prevalance of bugs, to sleep on bare boards my hips today are a bit sore.

9 Apr - Naturally, when we took off, entirely unarmed and unprotected, the first half hours flight was a little nerve wracking, but once more we seemed to be under Divine guidance for although it was a perfect afternoon not an enemy plane appeared.

We left the ground at 4.30 pm, crossed the Rhine an hour later, passed over Paris at 7.5 pm and touched down at Dreux, 50 miles west of Paris shortly after, at a huge aerodrome used entirely as a refuelling centre by the Americans. Here we got out, were fed by the Yanks in their usual generous way and lorried to a neighbouring village where there is a French Welcome Club. It appeared to be run mainly by French women, who arranged with the local inhabitants to billet us out in 2s, 3s and 4s. Garrett, Hugh Swinbourne and I are together with a lady whose father was French and mother English and I'm sleeping in a bed for the first time for almost 5 years. It's now 1.30 am and what happens in the morning I don't know.

11 Apr - Left Dreux by special train at 10 am and throughout the day and night we wandered about the French railways, our final destination being Le Havre. At 4 am at Forges-Les-Eau we were given a hot meal by the Americans. We reached Le Havre at 10 am on 12th April.

On arrival we were lorried direct to the Airport where the Americans gave us breakfast and immediately after put us into RAF Duxford. We left the ground at Noon and touched down at Wing, near Tring, near Amersham at 1.20 pm. Home.

ANNEX R

Biographical Notes

on

Colonel Harry Dalton Henderson
CB, DSO, VD, TD, DL
(Appx 1)

and

Colonel Tom Harris Hunter
OBE, TD
(Appx 2)

Colonel Harry Dalton Henderson CB, DSO, VD, TD, DL

Harry Dalton Henderson was born in 1859 in Lydney, Gloucestershire. In January 1875 he joined the 2nd Volunteer Battalion of the City of Gloucester Rifles as a private soldier. In those days, one guinea was payable by each recruit on joining and there were some parts of his uniform he had to buy himself. Officers got no allowances at all. The first camps had been held about 1875, for one week only. The War Office provided equipment; officers and men paid their own expenses, including railway fares and catering. All regarded it as a weeks holiday. Cpl Henderson became an outstanding shot and in time was promoted Sergeant.

In 1887, his work with the Inland Revenue took him to Cupar, Fife and he immediately joined the Fifeshire Battalion of the Royal Highlanders (The Black Watch) in the rank of Sergeant. He was commissioned in 1888 in the Black Watch (T) and in time was promoted to Major in command of two Companies at Cupar.

During his infantry service, he attended:

Queen Victoria's Review	in 1881 at Windsor
The Jubilee Review	in 1887 at Aldershot
The Diamond Jubilee Review	in 1897 in London
The King Edward Review	in 1903 in Edinburgh

When the Highland Divisional Train and Supply Column ASC(TF) was formed on 1st April 1908, Major Dalton Henderson was the first officer to be gazetted and was appointed Senior Supply Officer in Perth. Between 1908 and 1914 he attended courses in supply and transport in Aldershot and Woolwich.

During the winter of 1913/14, Major Dalton Henderson lectured, at the request of the GOC, Major General Woolcombe, at Perth, Stirling, Dunfermline, Kirkaldy, Dundee, Inverness and Aberdeen with the object of obtaining despatch riders for the "Signals" of the Division, and he ultimately secured a large number of recruits for this important service.

Dalton Henderson was appointed Lieutenant Colonel in command on 1st April 1914. On 5th August, the unit was mobilised at Perth and moved to Bedford for training. There, he formed a Mechanical Transport Column which he placed under the command of Major C W Cochrane; this Column was afterwards converted into two MT units. The unit left Bedford on 30 April 1915 for France, and Lieutenant Colonel Dalton Henderson retained command until he was invalided home in February 1918.

In 1918, came the award of the DSO, which followed four Mentions in Despatches during the war. Both his sons also served in the war and were Mentioned in Despatches. On 8th August 1918, as a Colonel, Dalton Henderson took command of the East Yorkshire District ASC, and on 1st May 1919 he commanded the Highland District RASC, an appointment he held until 8 December 1919 when he was demobilized.

In 1922, Colonel and Mrs Henderson retired to Jersey but the call of duty was irresistible when he was appointed as Honorary Colonel of the Train and was invited to become Chairman of the Perthshire Association. He returned to Perth and served in this latter appointment from 22nd January 1923 until 1937. In 1926 he was appointed Deputy Lieutenant of Perthshire, and invested by King George V with the Companion of the Bath. In his final year as Chairman, Colonel Dalton Henderson had the honour of chairing the Highland Division Dinner Club in Gleneagles Hotel, Auchterarder, a distinction that has been shared by only one other Corps officer (Colonel Geoff Collie in 1980).

As an early pioneer in the organisation and employment of transport in the Corps, and as a man who achieved so much in his 62 years continuous links with the Territorial Army, Colonel Dalton Henderson can rightly be considered to be the 'Father' of the regiment.

He died in Perth on 14 May 1945, aged 86.

Colonel Thomas Harris Hunter OBE, TD

Thomas Harris Hunter was born in Perth on 13 April 1898. His father, who was subsequently MP for Perth and its Lord Provost, was head of a well known printers firm, Thomas Hunter and Sons.

In 1914, underage, he joined the Highland Cyclist Battalion and in 1916 transferred to the Royal Horse Artillery. By the end of the war he had commanded a field battery in action. In 1918 he was gassed.

After the Great War, Thomas Harris Hunter joined the Royal Artillery Reserve of Officers and on 28 February 1925 he transferred as a Captain to the 51st Highland Divisional Train RASC (TA) in Perth. He was promoted Major in February 1927 to be 2IC, and Lieutenant Colonel on 8 June 1934, to be Commanding Officer in succession to Lieutenant Colonel MacKenzie Fraser.

Promoted on time to Brevet Colonel on 8 June 1938, he remained in command at the request of the then General Officer Commanding, Major General Victor Fortune, but with this extension in command, he had to forego his Colonelcy. With the clouds of war on the horizon, he guided the Divisional RASC through a difficult 1939 and commanded in France in 1940. Under his inspiration and guidance, men of the unit gave loyal and tenacious support to the 51st Division in the months before the fall of France, not only in the Saar, but also in the retreat from the Somme to St Valery. The unit's work was the subject of exceptionally high prise by Major General Fortune.

With the majority of his men, he was captured on 12 June 1940 and surrendered personally to Major General Erwin Rommel in the town square. He spent the rest of the war a prisoner of war in various POW camps in Bavaria and Germany; the first was Laufen (Oflag VIIc) just on the Bavarian/Austrian border near Salzburg, and the last was Spangenberg, 15 miles south east of Kassel.

During his "Gefangenenschaft", Lieutenant Colonel Harris Hunter was one of three people involved in the creation of the "Reel of the 51st Division", which was accepted by the Scottish Country Dancing Society for their "Victory Book".

In 1945 came the award of the OBE, demobilisation and a return to live in his native city of Perth. When the Territorial Army was reconstituted in 1948, Thomas Harris Hunter became Honorary Colonel of the Column and retained that appointment until 1954. He retired from public life in 1960. He soon retired to live at Connel near Oban, on the west coast of Scotland. He died on 2nd April 1970.

Throughout his long involvement with the Army, Thomas Harris Hunter showed himself to be an enthusiastic leader of men and an essentially practical soldier, who was afraid of no man whatever his rank. Over a period of 35 years his influence on the RASC of the Highland Division was extensive.

ANNEX S

The Reel of the 51st Division

Background

1. On 12th June 1940, the 51st Highland Division, last remnants of the British Expeditionary Force in France, surrendered to superior German armoured forces surrounding them at St Valery-en-Caux. In this small fishing port, Major General Victor Fortune surrendered to Major General Erwin Rommel, who was to gain much fame later in the Western Desert campaign in North Africa. Although a good part of the Division escaped by various means back to England, thousands of men, the pride of the Highlands of Scotland, marched off into captivity, from which only the end of the war in 1945 released them.

First Ideas

2. Among the 51st Division prisoners was Lieutenant J E M (Jimmy) Atkinson of the 7th Battalion Argyll and Sutherland Highlanders who had been captured a week before St Valery soon after the German break through. He had done a little country dancing in his home town of Alloa before the war and as he was trudging along the dusty roads of Holland, he occupied his mind occasionally by thinking of Scottish country dancing. The seed of an idea came to him and he formulated the basic outline of a dance, the centre piece of which was balancing in line diagonally; this represented the St Andrew's Cross, which members of the Division wore on their uniforms. (The famous HD flash had been removed before the Division went to France, for security reasons). The diagonal movement was merely a variation of the opening bars of "Scottish Reform", and the circle which followed was straight out of "Hamilton House".

Prisoners of War

3. After several weeks of weary travel through France and Belgium the prisoners arrived at Wesel, on the Rhine, and they were sorted and sent by train to a variety of Prisoner of War Camps in Bavaria, Poland and Germany. With a number of other POWs from the Highland Division, Jimmy Atkinson eventually arrived at Laufen in Bavaria, near the border at Salzburg. This was OFLAG *. VII C, their home for some months. Shortly after their arrival, Lt A P J (Peter) Oliver of the 4th Seaforths (Ex London Scottish) started up a Highland Dancing Class, which Jimmy Atkinson rather nervously joined and, although their detailed knowledge of Scottish Country Dancing was limited, together they formed a Reel Club. They were well supported and the club continued through the five years of captivity, even though the leading characters were moved between the different POW camps.

The Reel Club

4. In Laufen, dancing took place on the top landing of the prison hospital block; this was the only decent area away from the overcrowded areas of the rest of the prison. Officers met after lunch, normally three times a week and although the poor prison diet limited attendance at first, about 20 appeared regularly after the Red Cross food parcels started arriving. All musical instruments had been captured or destroyed by the Germans, so the leader either called out the tempo of the dance, or whistled the tune, not always accurately. When they were at Posen in Poland, chanters came through the Red Cross, and at Biberach a squeezebox

* Offiziers Lager = Officers Camp

appeared, which greatly improved the musical accompaniment.

Early Trials

5. Although a number of SCDS books started arriving later in the war it was a major problem in 1940 to remember the steps of country dances and although the standard dances were known, some improvisation used to take place. It seemed a good idea therefore to write new dances, using some of the movements from other well known dances, and then there could be no criticism of inaccuracies.

About November 1940, Jimmy Atkinson put his ideas for the dance to Peter Oliver and together they worked it out on paper. A trial run was carried out by the club members, with some success, on the concrete floor of the prison block.

6. By chance Atkinson and Oliver discovered among the senior prisoners was a Lieutenant Colonel Tom Harris Hunter who had been the Commander Royal Army Service Corps (CRASC) of the 51st Highland Division until the Division was captured. Before the war, he had been Chairman of the Perth Branch of the Association and during the war, his wife, an enthusiastic dancer and organiser, was Secretary of the same branch. Lt Col Harris Hunter willingly joined the Club, but because the steps for the opening eight bars did not accord with SCDS custom, he suggested casting off three couples (because of the five couple set) and leading up to corners, based on the first eight bars of 'Lady Susan Stewart's Reel'. This appeared to be the best start for the dance and it was written in. Hector Ross(4th Seaforths) who was both the piper and leader of the camp Mouth Organ Band, composed a 6/8 tune for the dance, but this has unfortunately been lost. Dugald Stewart (8th Argylls) also composed a tune for the dance at the end of 1944 but it arrived back in UK in 1945 too late to be accepted.

First Performance

7. Just as the Reel Club was polishing up the dance, and learning quite a number of others under the knowledgeable tuition of Lt Col Harris Hunter, most of the junior officers in Laufen were sent to Stalag XXI D at Posen, Poland, and later to Biberach in Bavaria. They eventually rejoined each other in the autumn of 1941 in OFLAG VII B at Warburg in Wesphalia. At Halloween, the dance was demonstrated to Major General Victor Fortune in the No 2 Dining Hall, its first public performance, as a mark of the esteem and affection felt by the Highland Division POWs for all the selfless work done by him on their behalf. The GOC approved the dance and its name, "The 51st Country Dance (Laufen Reel)".

Censor Delays

8. Both Harris Hunter and Jimmy Atkinson sent details of the dance to Scotland, one to his wife in Perth and the other to his fiancee in Easter Ross. It was clear from the absence of comment in letters from home that the letters had not arrived and on investigation it was discovered that the German censors had delayed them, believing the hieroglyphics to be a cunningly coded message. As Harris Hunter was 'finance officer' for the POWs he took advantage of his contacts and arranged for a demonstration of the dance to be given to the German security officer. Jimmy Atkinson's letter never reached home, but Harris Hunter's reached Perth safely.

Reception in UK

9. Mrs Harris Hunter, assisted by Miss M. M. Scrimgeour, worked out

the dance with their members in a small wartime club in Perth. Mrs Hunter had a number of copies printed and distributed and to her astonishment, she began to receive requests for particulars from all over the country, even as far as London. The sale of copies by Miss Milligan raised over £150 for the Red Cross, of which £60 went to Mrs Hunter, who sent gramophones etc out to the prisoners.

The Dance Title

10. It was about this time that the title of the dance was changed and it now seems impossible to define details exactly. It is known that letters from Perth talked about 'The St Valery Reel', which probably sounded a more marketable name than the rather unwieldly '51st Country Dance (Laufen Reel)'; and certainly a wartime Blue Label 78 rpm record was produced which referred to the 'St Valery Reel'. It is equally known that the POWs did not wish a defeat to be recorded in the title of their dance, but they felt that the 51st Division would never be forgotten. It is therefore likely that when Miss Milligan wrote to Harris Hunter to ask him what he wanted it called, the view was that it should be called the 'Reel of the 51st Division'. This was certainly a more proper name for a dance written by soldiers for soldiers.

Official Acceptance

11. To begin with, the SCDS would not accept the dance, but the dance received a lot of press publicity. It is commonly believed that Her Majesty Queen Elizabeth saw the reel danced and that, being interested in the reel and its stark but romantic origins, she expressed the hope that the Society would incorporate it in their next book. Unfortunately it is now not possible to confirm the authenticity of this belief any more than it is that the dance was demonstrated before Her Majesty in the Palace of Holyroodhouse. The Queen Mother was approached in 1980 on these matters but she cannot recall any personal involvement. The Executive Committee felt that, in Victory year, it was most appropriate to include the dance in their next book (the 13th). It was at this time that the decision was made to bring the dance in line with SCDS custom and it was adapted for a four couple set. No longer did the dancing couples cast off three places.

The Dance Tune

12. In the same way as the title changed several times, the tune also changed. As has been mentioned, Hector Ross composed the first tune and towards the end of the war Dugald Stewart composed another, which has never really been used; for most of the time the POWs danced the reel to 'My love she's but a lassie yet'. The tune which has become associated with the dance however is 'The Drunken Piper', which almost certainly was the one used by the Perth branch during the war and this is now the 'recognised' tune for the 'Reel of the 51st Division'.

Lt Jimmy Atkinson 2nd left rear,
Lt Peter Oliver left front



5th Sch. 51 Division

Bars 1-4 First couple set + cast off 3 places.
5-8 Lead up & up to corners.
9-12 First couple set to first corner, turning by right
13-14. First Couple, second man + third lady balance on diagonal line (Set and Retire)
15-16. First couple turn left hand to second corner.
17-20 First couple set & turn corners by right hand.
21-22. First Couple, third man + second lady balance on diagonal line (Set & Retire)
23-24 First Couple turn to own side, second place.
25-28 Set + Turn round.
29-32 Back again.
Repeat.

{A.P.H. Glover, Seaforths. London Scot.
J.M. Atkinson. Argylls.

Jimmy Boles. Maori
Sherwood

Notes by Lt Col Harris Hunter, whilst a POW

ANNEX 'I'

HISTORY OF THE PIPES AND DRUMS

The idea of a band was first mooted in 1934, when it was realised that if the Unit were to compete with other regiments in attracting recruits, the RASC of the Highlands needed to have a band of its own. The Commanding Officer, Lieutenant Colonel Tom Harris Hunter, suggested a brass band because he could see the advantages of its wide ranging military and social potential. The Regular Adjutant, Captain Bertie Duckett, suggested that a Pipe Band would be more appropriate for a Highland Unit and would be more distinctive and acceptable to the local people. Fortunately the Adjutant won the day.

The proposal was approved by the Honorary Colonel, Colonel William Gray and was eagerly supported by the other officers - this was necessary since, as with all Units at the time, a band had to be financially supported by the officers and their friends. Members had to double up as musicians and soldiers, capable of carrying out a war role on the MT establishment of the Unit. This practice has continued since then even though the Band was accorded official status in 1953.

Early on it became necessary to consider an official tartan and it was decided to approach Princess Arthur of Connaught, Duchess of Fife whose husband, HRH Prince Arthur of Connaught, was the son of the Duke of Connaught, first Colonel in Chief of the Corps. Permission was graciously given for the Red Macduff tartan to be worn.

It is not easy to form any sort of band and it took some time to assemble sufficient pipers and drummers. Lieutenant Peter Norwell, a keen piper himself who became the first Band President, persuaded David Brodie to transfer from the 6/7th Black Watch as the first Pipe Major. Around him were assembled other musicians from the Black Watch, Scottish Horse and other local civilian bands in Perth. Lieutenant Norwell presented his own set of pipes and other pipes and drums were obtained on a friendly basis from other local TA bands. As a contribution to the turnout of the Pipe Major, Captain Duckett presented an inscribed dirk when he was posted in 1938. This dirk has been passed on and is still worn by the Pipe Major today.

It can readily be understood that much dedication and practice was needed before the band could present itself in public - Thursday night was the practice night in Perth, a different night from everyone else. The RASC journal recorded in June 1937:

> "Weird sounds can be heard most nights coming from the Drill Hall and these are, according to the experts, now being moulded into a repertoire which we hope the RASC in the south may some day hear. At the moment we are wondering to what degree of perfection our Regimental March can be produced on the pipes - but more of that later".

The Band made its first private appearance at annual camp in 1937, when it marched into camp at Nairn at the head of the Unit for the first time. It played at subsequent camps at St Andrews in 1938 and at Western Gailes immediately before mobilization in 1939. The first public appearance was in September 1938, when the RASC journal of the time reported:

"The inhabitants of Braemar were treated to a fine pipe concert when the Band under P M Brodie gave spirted selections from the hill above Princess Royal Park". Early days indeed.

When the 51st Highland Division went to France in 1940 to join the British Expeditionary Force, members of the Band took their equipment with them. This was lost and many of the Band were taken prisoner after General Rommel's armour forced the surrender of the Division at St Valery-en-Caux on the morning of 12 June 1940. A new 51st Highland Division was formed at Grantown-on-Spey in the latter half of 1940, but the Band was not reformed, although an occasional piper practised his art from time to time.

It was only the reconstitution of the Territorial Army that saw the reappearance of the Band in 1948, when Pipe Major Brodie, who had escaped from France only to be seriously wounded by a sniper in the Falaise Gap in 1944, gathered round him most of the pre-war bandsmen. The Pipe Major's drive and enthusiasm inspired the Band's survival in the post war problems of Britain. Initially even plaids and kilts were not available and pipers and drummers appeared first in "civvies" and then in battle-dress blouse and trousers. Before and after the war, the parent administering company was 527 Company in Perth; since the 1967 amalgamation, the focal point moved to Dunfermline, the HQ location of 153 (Highland) Transport Regiment.

In 1954 the Pipe Band was the first non-brass band to play at the RASC Association Rally in the Albert Hall and it has since appeared there and at the Corps "At Home" in Aldershot on many occasions. In Scotland the excellence of their performance was publicly acknowledged in 1960 by an invitation to play on the Esplanade of Edinburgh Castle. Although it has long been a member of the Scottish Pipe Band Association, the Band in 1961 entered competitions for the first time and in 1963 this more serious approach led to the first of many successes. That year and again in 1966 it won the Grade 2 World Championship, and in 1967, 1968 and 1969 the Army Pipe Band championship. From 1967 to 1980 the Band has competed at Grade 1 level, a distinction shared by some twenty other civilian or police bands world-wide. In the 1979 Piping championships at Nottingham, the Band won the Marching and Discipline Cup at Grade 1 level for the first time.

In recent years the Band has been able to travel overseas and has enjoyed tours in Canada (1976), Cyprus (1978) and Germany (1970, 1977, 1979 and 1980). Although it has played in most parts of the United Kingdom, the Pipes seem to be appreciated more by the German public than their counterparts in England. The 'Dudelsack' weaves a magical spell over German crowds, which is pleasing but difficult to explain. During Exercise Crusader in September 1980, Pipe Major Snadden distinguished himself, not for the first time, by playing a la Pied Piper in Hameln; as a result he appeared as the subject of an article and caricature in "Time" magazine.

The Band is now one of a limited number that can claim the privilege of Beating Retreat on the Esplanade of Edinburgh Castle during the tourist season. To take advantage of a notable occasion, the Regiment's Annual Reception is held immediately before Retreat, which is normally the only occasion in the year when the Corps flag is flown from the battlements of the castle. Large numbers of the public climb the Mound to listen to a feast of pipe music. The grandeur of the setting is a fine complement to the Pipes and Drums.

PERSONALITIES

The first Pipe Major, David Brodie, was a great character, essentially a Scots personality, full of pawky humour. In the Great War he served with the Gordon Highlanders and subsequently joined the 6/7th Black Watch TA in Perth. In 1937 he transferred to the RASC TA, retiring in 1959. Fred Brodie, his son, who had joined the Band as a boy aged 14 in 1937, took over as Pipe Major.

It was David Brodie who transposed the Corps March "Wait for the Waggon" for the pipes before the war. His second son, also called David, won the Scottish Command Pipe Competition in 1967 with his composition "Farewell to the 51st". There have only been three other pipe majors: Jimmy Reid, Jimmy Young and Peter Snadden.

Another great character joined in 1961, Drum Major Jimmy Gray, only the second Drum Major. He has managed the Band with flair over the years and can be considered to have had a key influence in its competition successes and promotion. He is well-known and respected in pipe band circles and judges at Grade 1 level. Jimmy Gray saw Second World War service with the RAF, largely in DC3s, Mitchells and Halifaxes, in the Persian Gulf and in Aden Command. From 1956 to 1959 he served with the 7th Battalion Argyll and Sutherland Highlanders and was then asked to form a band for 275 Field Regiment RA at Grangemouth. This band rebadged RCT on amalgamation with 433 (Forth) Regiment RCT.

PIPE TUNES

It is a nice custom that pipe tunes are occasionally written, at the discretion of the Pipe Major. Pipe tunes have been written for the following:

Colonel T Harris Hunter	Commanding Officer 1934-40
Colonel W M S Wood	Commanding Officer 1948-53
Colonel G F Collie	Honorary Colonel 1964-71
Major General Errol Lonsdale	Transport Officer in Chief
Lieutenant Colonel D F J Horner RCT	Commanding Officer 1968-70
Lieutenant Colonel P W M Roberts RCT	Commanding Officer 1970-73
Lieutenant Colonel W J Heaps RCT	Commanding Officer 1973-75
Lieutenant Colonel M H G Young RCT	Commanding Officer 1978-80

PIPE BANNERS

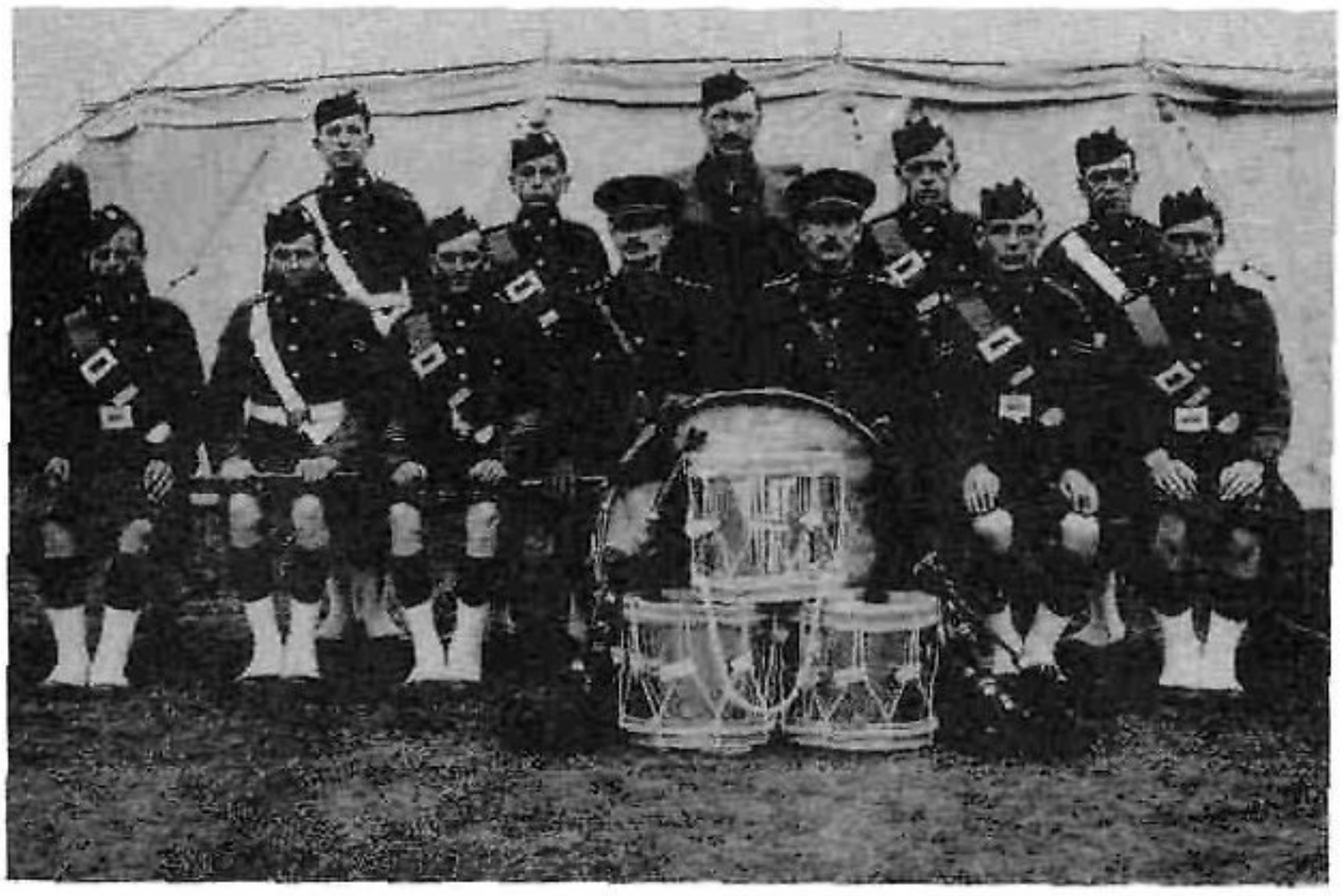
Pipe banners have been presented by the following:

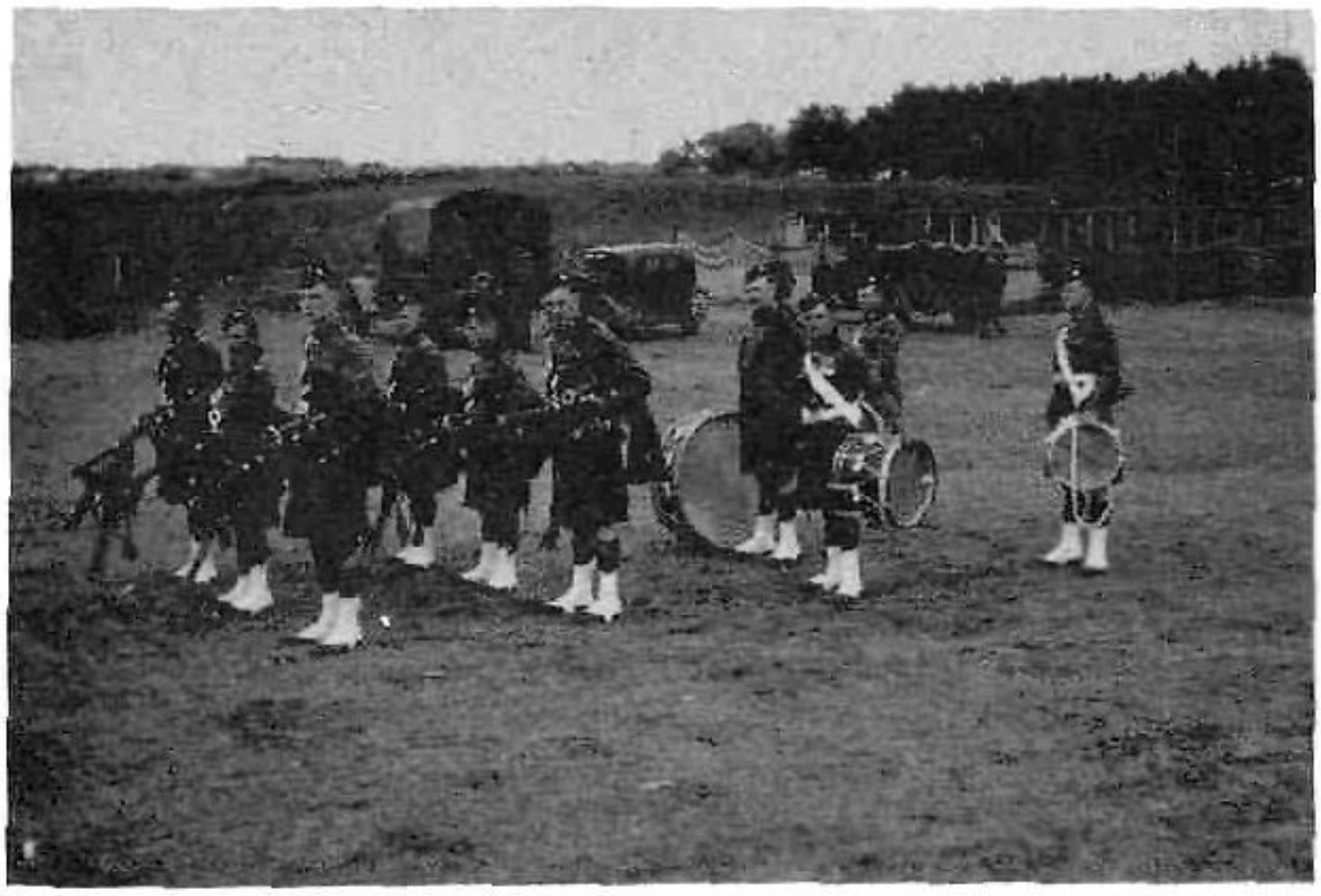
Major A U Cross and J McLure		1960
Colonel G F Collie	Honorary Colonel	1964-71
Lieutenant General Sir Derek Lang	Honorary Colonel	1971-76
Lieutenant Colonel P S Norwell	First Band President	
Lieutenant Colonel M H G Young RCT	Commanding Officer	1978-80 *
City of Aberdeen		1980
City of Dunblane		
City of Edinburgh		
City of Perth		
Burgh of Dunfermline		
Fife North East District Council		1979
Fife and Forfar Yeomanry Association		1979

Plans are in hand for banners to be presented by HRH Princess Alice, Duchess of Gloucester, Colonel-in-Chief Royal Corps of Transport, and by the Burgh of Kirkaldy.

* Now in the Corps Museum, Buller Barracks, Aldershot.

Pipes and Drums in 1937. Nairn.
Capt P Norwell is 3rd from right





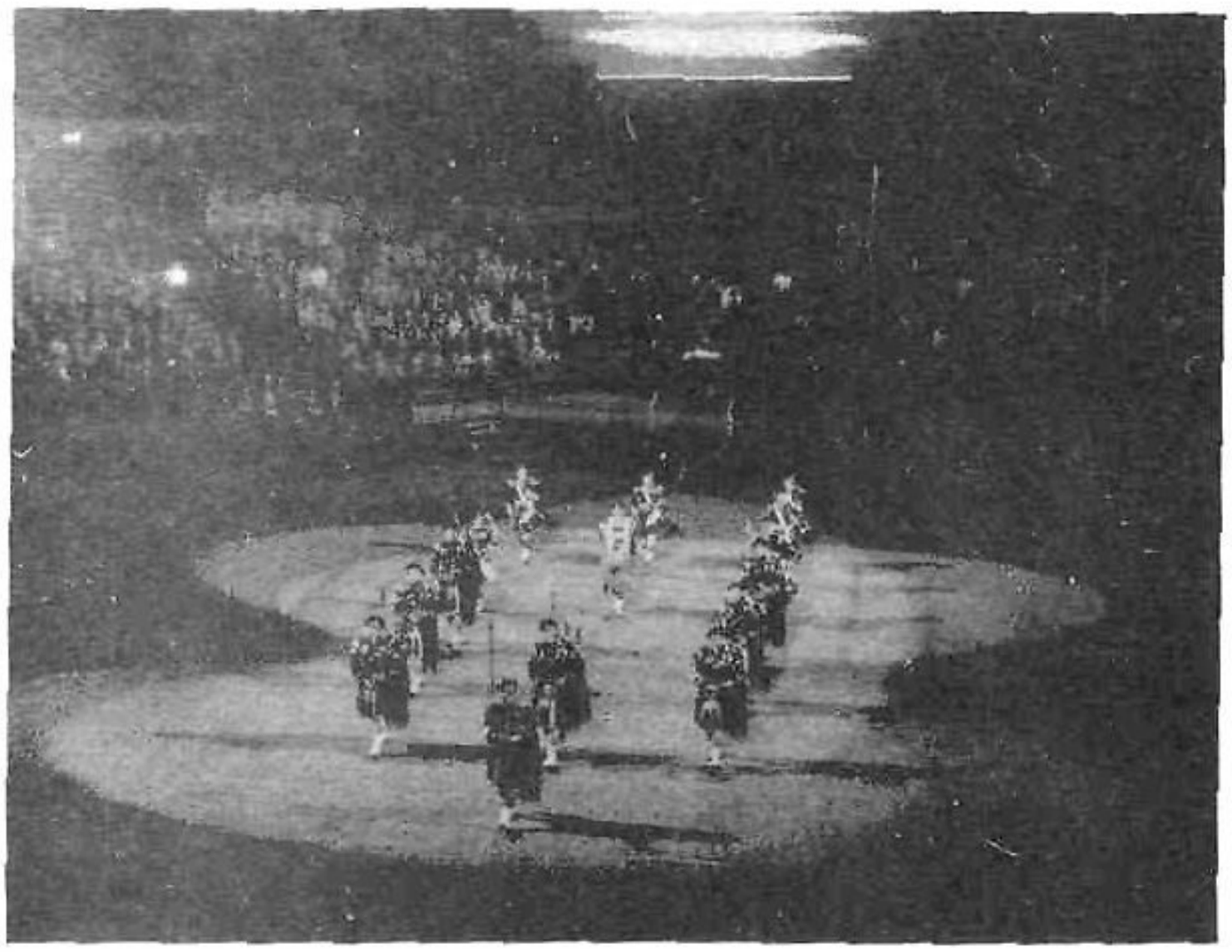
Ready to go on parade, Nairn 1937.

Recruiting campaign in Auchterarder 1948.
(Kent Photographic Service)





The Band in 1950, Lt Col W M S Wood Commanding



The RASC Association Rally, Albert Hall 1954.
(Jalmar)



Massed Bands of the *Scotland on the Esplanade* of Edinburgh Castle 1959. Brigadier H H Bruton OBE took the salute. (Edinburgh Evening News)

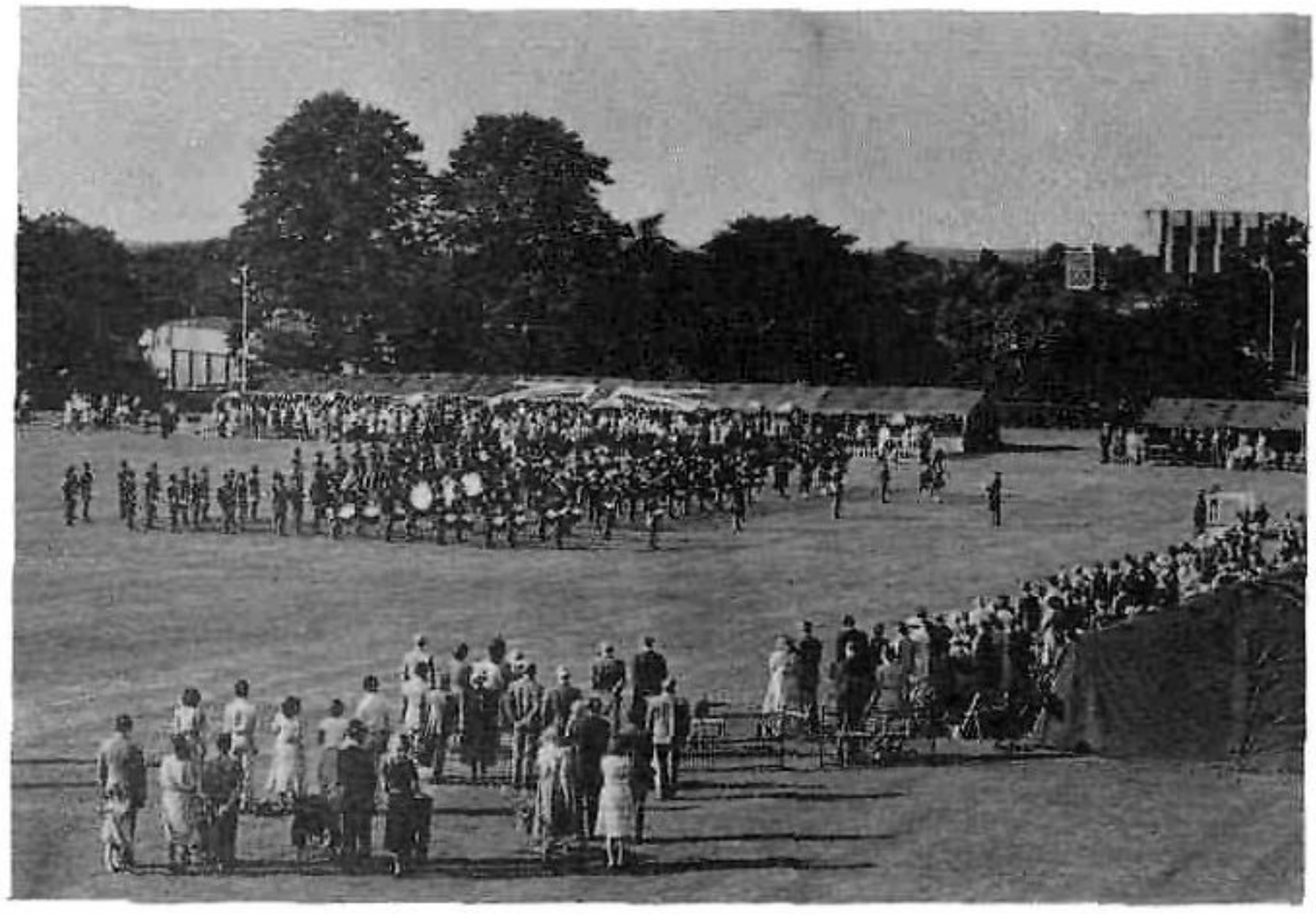


Pipe Major Fred Brodie talks to
HM the Queen Mother after winning the
51st Divisional Pipe Band Competition
in Aberdeen.



Pipes and Drums, mid 1960s

The massed bands of the Corps at
Corps Week, Aldershot, 1979





BAOR Band tour 1979,
Lt Col M H G Young commanding

ANNEX U

THE BLUE ARROWS MOTORCYCLE DISPLAY TEAM

In 1969, 212 Ambulance Squadron RCT (V), under the command of Major Arthur Leask, was asked to provide outriders mounted on the then new BSA B40 motorcycles as an escort for a dignitary visiting Aberdeen.

Helpful as ever, the Squadron agreed and set about organising individuals and machines. During rehearsals however, several clutches burnt out because of the slow speed of movement and it became evident that something would have to be done if there were to be any motorcycles left on the great day. Captain Sandy David, a keen motorcyclist himself, came up with the idea that the riders should be allowed to perform cross-overs and loops, thus allowing the motorcycles to run more freely with less clutchwork. All worked well and the escort's performance was clearly noted, since an invitation followed shortly thereafter to provide a small display for the Perth Civic Week. Thus was born the Blue Arrows Motorcycle Display Team. Captain David led the team and received the backing of his squadron commander, since the activity provided an outlet for interest in motorcycling and developed military skills needed in the regiment.

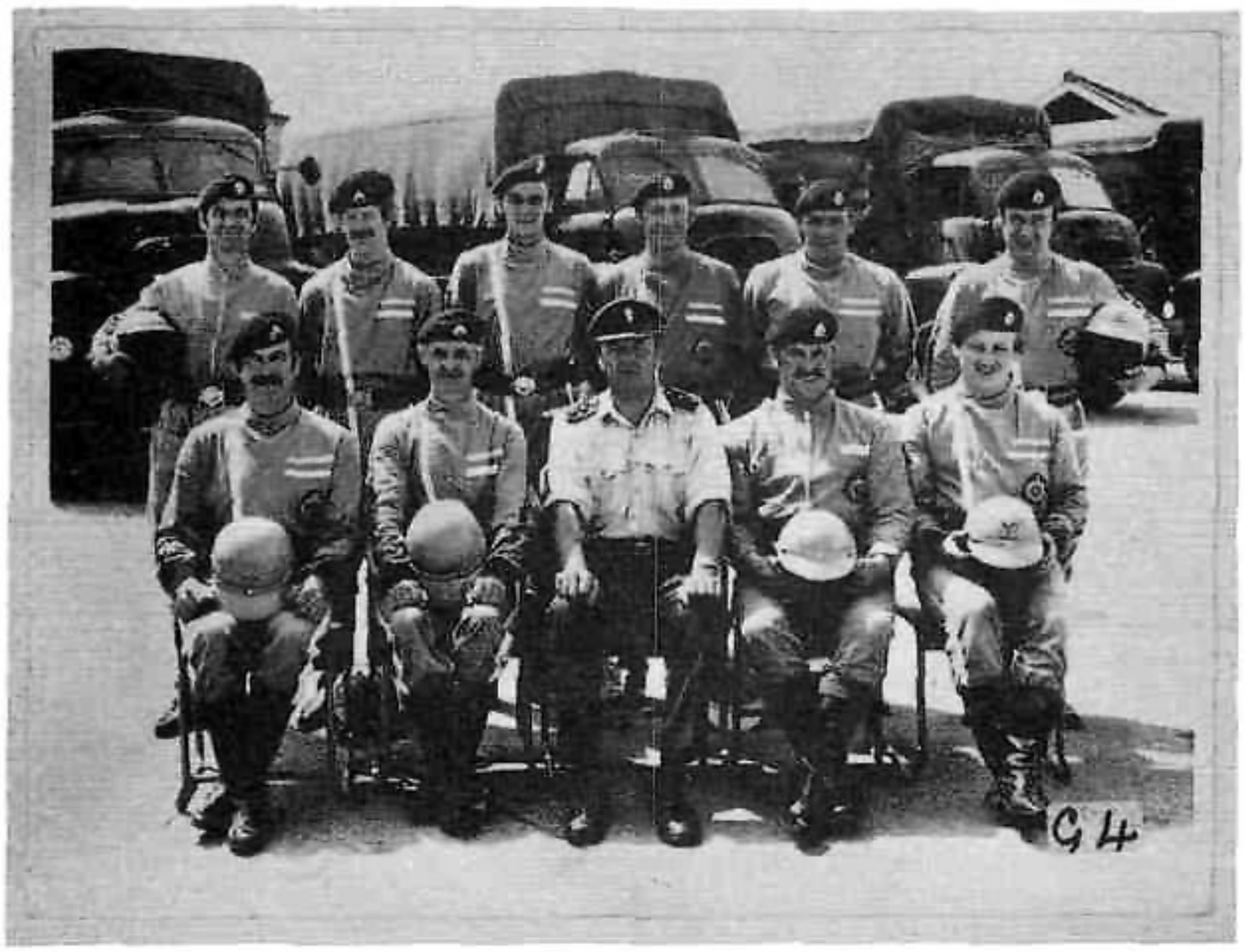
In 1972 the team switched to 125 cc Wassel machines and then in 1977, with the support and financial assistance of the Highland TAVR Association bought eight Yamaha 250 cc trail bikes. With a further loan from the ever helpful TAVR Association two more Yamahas were bought in 1978, and a 370 cc Suzuki replaced the by now ancient B40, which was used for the pyramid base and other minor tricks.

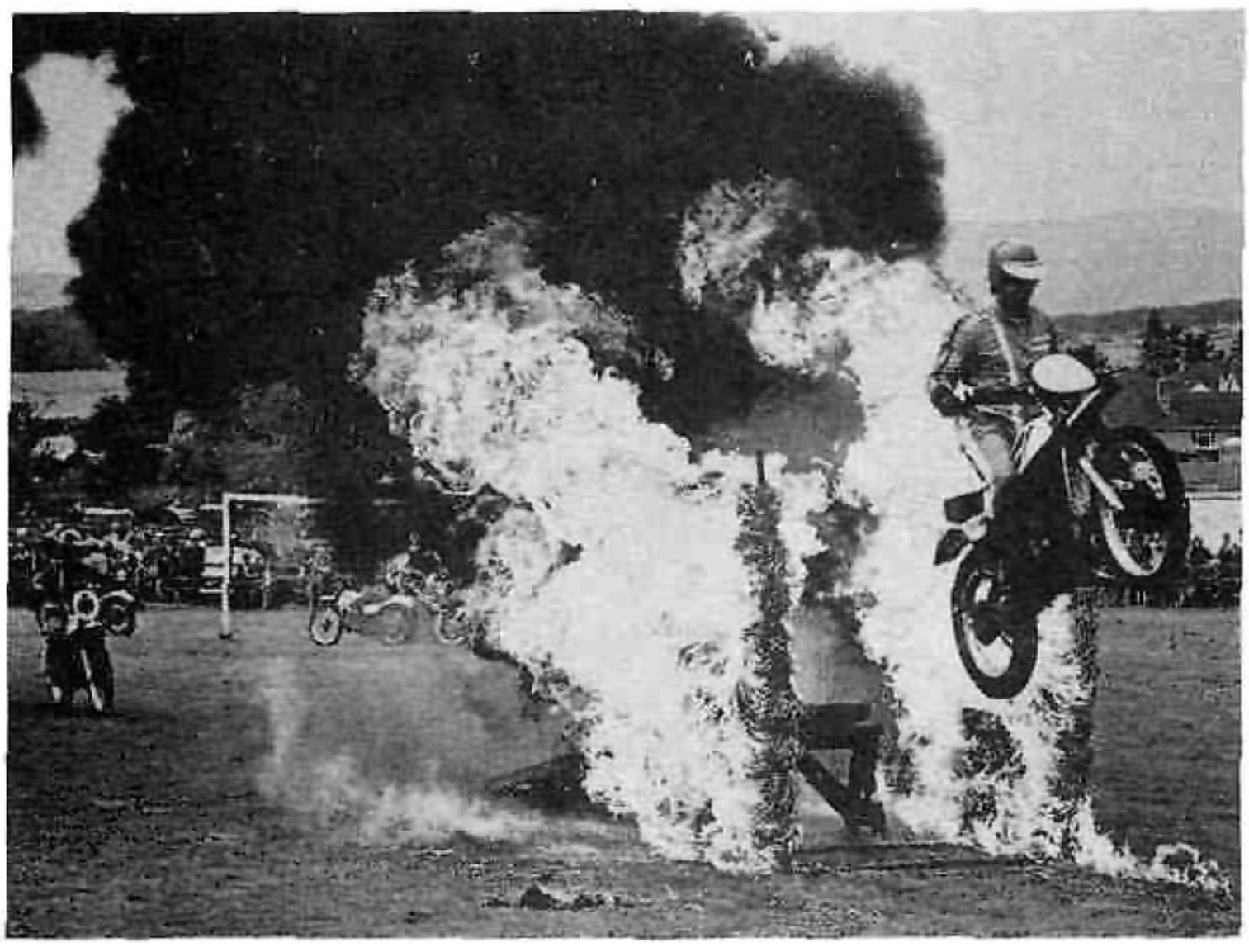
Over the last 10 years, the team has performed in BAOR and throughout Britain in places as far flung as Weymouth, Oxford and in the Orkneys, but most of the shows have been given in the central belt of Scotland. A feature of the 1980 programme has been their appearance in KAPE shows as far south as Burnley and Congleton, coupled with their first appearance since 1971 at the RCT "at Home" in Buller Barracks, Aldershot.

The team has been led for some years by Major Bill Moncur REME (V) and although predominately supported by 212 Squadron in Perth, display riders are now recruited from the ranks of other squadrons in the regiment. Inevitably squadron commanders and PSAOs do not like losing some of their best soldiers through the summer and exaggerate their loss, but they are generally cooperative.

There are some 17 members of the "Blue Arrows", which is the only permanent TA display team of any sort, but they do not all appear in every display. All are members of the TA and their ranks vary from Driver to Sergeant. The team, which is financially self supporting, became an officially sponsored Army display team in 1980, a distinction that inevitably followed on from the frequency of their appearances at KAPE and other Army displays. The "Blue Arrows" cannot equal the full time professionalism of the Royal Artillery or Royal Signals Motorcycle Display Teams but they concede nothing in their keenness, their standard of riding skills and the entertainment they give to the crowds watching them.

The Blue Arrows 1977
(S. Jardine)





Cpl Little through the flames

Abbreviations

AA	Anti Aircraft
AA & QMG	Assistant Adjutant & Quarter Master General
AAD	Army Ammunition Depot
AB	Army Book
ACI	Army Council Instruction
AD	Army Department
ADC	Aide de Camp
Adjt	Adjutant
AD S & T	Assistant Director Supplies and Transport
AF	Army Form
AFB	Army Form 'B'
AOD	Army Ordnance Depot
AP	Ammunition Point
APM	Assistant Provost Marshal
ARH	Army Railhead
Armd	Armoured
ASC	Army Service Corps
A&SH	Argyll and Sutherland Highlanders
ASO	Army Supply Officer
ASP	Ammunition Sub Park
Ammo	Ammunition
Amm	Ammunition
BAOR	British Army of the Rhine
Bde	Brigade
BHT	Base Horse Transport
BIS	Base Issue Depot
Bivvies	Bivouac tents
BMA	Base Maintenance Area

Bn	Battalion
BSD	Base Supply Depot
BW	Black Watch
CCS	Casualty Clearing Station
C in C	Commander in Chief
Co	Company
CO	Commanding Officer
Compo	Composite Rations
COO	Command Ordnance Officer
Coy	Company
Cpl	Corporal
CPB	Central Purchase Board
CRA	Commander Royal Artillery
CRAC	Commander Royal Armoured Corps
CRASC	Commander Royal Army Service Corps
CRE	Commander Royal Engineers
CRU	Corps Reinforcement Unit
CSM	Company Sergeant Major
CTMO	Chief Transport & Movements Officer
Cwt	Hundredweight
DAQMG	Deputy Assistant Quarter Master General
DDST	Deputy Director Supplies and Transport
DHQ	Divisional Headquarters
DID	Detailed Issue Depot
Div	Division
DP	Distribution Point/Displaced Person
DR	Despatch Rider

DSC	Divisional Supply Column
DSO	Distinguished Service Order
DST	Director Supplies and Transport
DUKW	(Duck) Detroit Universal Chrysler Works
Ech	Echelon
EF	Expeditionary Force
EFC	Expeditionary Force Canteen
Eqpt	Equipment
Fd	Field
Fd Amb	Field Ambulance
FGCM	Field General Court Material
FMC	Field Maintenance Centre
Fwd	Forward
Gall	Gallon
GHQ	General Headquarters
GOC	General Officer Commanding
Gov	Government
Gp	Group
GRO	Garrison Routine Order
GS	General Service
GSD	General Staff Duties
GSO1	General Staff Officer Grade 1 (Lt Col)
GT	General Transport
HD	Highland Division/Heavy Draught
HD T & S Colm	Highland Division Transport & Supply Column
Hd Qtrs	Headquarters
HE	High Explosive
HMT	His Majesty's Transport

HQ	Headquarters
HT	Horse Transport
IC	In charge
KAPE	Keep the Army in the Public Eye
LCpl	Lance Corporal
LO	*Liaison Officer*
LOB	Left out of Battle
L of C	Line of Communication
LST	Landing Ship Tank
LVT	Landing Vehicle Tracked (Buffalo)
MBE	Member of the Order of the British Empire
MC	Military Cross
MM	Military Medal
MO	*Medical Officer*
Mob	Mobilisation
MSM	Mechanist Sergeant Major
MT	Mechanical Transport
M&V	*Meat and Vegetable*
NB	North Britain
NCO	Non Commissioned Officer
NZASC	New Zealand Army Service Corps
OC	Officer Commanding
OFP	Ordnance Field Park
Op(s)	Operation(s)
OR	Other Rank

Pdr	Pounder
Pet	Petrol (*eum*)
Pg	Panzergrenadier
PIAT	Projector Infantry Anti Tank
POL	Petrol, Oil and Lubricants
PP	Petrol Point
PSAO	Permanent Staff Administrative Officer
PSI	Permanent Staff Instructor
Pt	Point
POW/PW	Prisoner of War
QM	Quartermaster
RAMC	Royal Army Medical Corps
RAOC	Royal Army Ordnance Corps
RASC	Royal Army Service Corps
Rds	Rounds
RE	Royal Engineers
REME	Royal Electrical and Mechanical Engineers
R & F	Rank and File
Res	Reserve(s)
RFC	*Royal Flying Corps*
RGA	Royal Garrison Artillery
RHU	Reinforcement Holding Unit
RIASC	Royal Indian Army Service Corps
RNF	Royal Northumberland Fusiliers
RO	Requisitioning Officer
RP	Replenishment Point
Rpg	Rounds per gun
RSO	Railways Staff Officer/Regulating Station Officer/ Regimental Signals Officer
RV	Rendezvous

SAA	Small arms ammunition
SEAC	South East Asia Command
2IC	Second in Command
SMTO	Senior Mechanical Transport Officer
SO	Staff Officer/Senior Officer/Signals Officer
SR	Special Reserve
SRP	Supplies Replenishment Point
SS	Steam Ship
SSgt	Staff Sergeant
SS Major	Staff Sergeant Major
SSO SSrpo	Senior Supply Officer
ST	Supply and Transport
Sups	Supplies
TA	Territorial Army
Tac	Tactic(al)
TAVR	Territorial Army and Volunteer Reserve
TCV	Troop Carrying Vehicle
TD	Territorial Decoration
TF	Territorial Force
Tp(s)	Troop(s)
UKLF	United King Land Forces
VD	Volunteer Decoration
VE	Victory in Europe
Veh	Vehicle
VJ	Victory in Japan
VOR	Vehicle off the road
VRD	Vehicle Return Depot

WD	War Department
WE	War Establishment
Wef	With effect from
Wksp	Workshop
WO	Warrant Officer
WOSB	War Office Selection Board
WRAC	Womens Royal Army Corps
W/S	Workshop

Sleep after toyle
Port after stormie seas
Ease after warre
Death after life
Doth greatly please

Spenser