HISTORY OF 151 REGIMENT RLC

LINKS WITH CROYDON

Prior to 1794, when the British Army had fought overseas, it had relied on the local populations to both provide and then transport supplies. This was increasingly found to be inadequate, so on the 7th March 1794, The Royal Waggoner's were formed. It served a year before being disbanded. Although the Royal Waggoner's had been disbanded, it had demonstrated to the Army the Importance of having an effective military transport unit. As a result, The Royal Waggon Corps was formed in 1799.



Maj Digby Hamilton

Major Digby Hamilton, a jovial cavalryman and one of the Grand old Duke of York's drinking partners was given command of Waggon Master General. Soldiers were recruited from cavalryman or suitable civilians. In 1801, The Royal Wagon Train was based at a new depot in Croydon. Before the Royal Wagon Trains arrival in Croydon, it had long been a billeting town for mounted troops on route to Portsmouth or anti-riot duties in London. The local innkeepers saw the troops as quarrelsome and bad for trade. Enforced stabling of Army horses didn't pay well either. For decades, they had backed complaints to Parliament, which often worked: in 1759, a Dragoon Regiment was ordered out of the town so that the publicans could profit fully from the Croydon annual fair. The civilians also made the life of the soldiers miserable. Even after the new barracks were built the complaints continued despite the threat of a French invasion. However, the Wagon Trains arrival soon changed relations between town and military, which still exists today. Hamilton later a Major General, had the grounds laid out as Croydon's first Pleasure Gardens. Horse-trading and racing apart social life in the busy market town was pretty dull then, and the people welcomed the chance of respectable amusement. The Royal Wagon Train opened the barracks to the public and the band played on Sundays to entertain people and foster good relationships.



Although the depot at Mitcham Road was always busy the bulk of the train served overseas. Present on Moore's original expedition to Portugal and northwest Spain in 1808, Wagon Train detachments returned with Wellington the following year and served throughout the Peninsula War (1809-14). Ammunition and ambulance drivers were present at every major battle, and early doubts about the value of the unit soon vanished. The train grew fast to a maximum strength of just under 2000 in 1814; many of those not serving overseas were engaged on transporting minerals for forts, prisons and roads in Southern England as well as gold shipments from the Bank of England to Portsmouth for the Expeditionary Force. The Wagon Train returned to the Continent for the Waterloo campaign where they performed very well. One of its most famous actions was The Chateau of Hougoumont on the 18th June 1815. Here the British right flank was held by 3rd Guards. By the afternoon the soldiers were almost out of ammunition, after fighting hard through the day. Unless resupplied they would have been forced to retreat, putting the entire British position in danger. A Royal Waggon Train cart filled with ammunition drove through the French lines to resupply the men allowing them to hold their position. This heroic action was immortalised in Sir Arthur Conan Doyle's 1891 play 'Waterloo'. Here the Royal Waggon Train received the Battle Honour WATERLOO.

Detachments stayed in France with the Army of Occupation until 1818. Field Marshall Arthur Wellesley, 1st Duke of Wellington praised the work of The Royal Waggon Train in the following statement:

"No person can be more impressed than I am of the absolute necessity of a Corps of the description of the Royal Waggon Train. You safely state this to HRH and to the Secretary of State that I recommend they should lend me as many Royal Wagon Train men and horses as they can in order to keep up the strength of this Corps, which is becoming excellent and absolutely necessary in war".

Unfortunately for The Wagon Train an expedition to Portugal in 1827 was the last opportunity they had to serve overseas. Few British Generals, let alone politicians then understood the idea of military logistic units. Wellingtons influence saved the Train from disbandment in 1828 as an economy measure, but even he had to give way to Reformists pressure in 1832.



Most of what was left of the Royal Wagon Train moved down to Hythe in Kent, where detachments had served for years towing barges along the Royal Military Canal. However, a few men remained in Croydon until the final disbandment in the spring of 1833. From that date the only two Royal Wagon Train members left in the town on their deaths were buried in the parish churchyard, one a Quartermaster named John Kennedy had an inscription "here lie the remains of an honest man" placed on his headstone.

A transport corps was not formed again until the Crimean War in 1855 when the Land Transport Corps were formed. This was renamed the Military Train the following year. The barracks became the Guards depot until shortly after the Crimean War, when the folly of abandoning a "Corps of Military Drivers" was devastatingly exposed. In 1859 the first volunteer unit (2nd Surrey Rifle Volunteers) moved in, and though the last of the original buildings were pulled down in 1961, there have been Army Reserves based at the barracks ever since. In 1869, there was a major reorganisation of army supply and transport capabilities and in 1870 The Army Service Corps were formed.

44 HOME COUNTIES DIVISIONAL SUPPLY & TRANSPORT COLUMN



44 Home Counties Division Supply and Transport Column the Army Service Corps were founded with the creation of the Territorial Army on 1 April 1908. Column HQ at this time with the Divisional Transport Company was at Brighton, Surrey Brigade Company at Woking & Croydon, Middlesex Brigade Company at Teddington and Barnet and Kent Brigade Company at Maidstone. The first Commanding Officer was Lt Col A.C. Wooley VD a transfer from the Royal Sussex Regiment, and the Regular staff consisted of an Adjutant Captain J. W. Scott and one Permanent Staff Instructor (PSI) per Company. The first Annual Camp was held at Crowborough. The 2IC Maj A. H. Martin TD was promoted and took over Command in 1909. Recruiting was relatively simple with Companies having a waiting list to join by its third Annual Camp held at Seaford in 1911.



Bt Col A.H. Martin TD



Above: Annual Camp Seaford 1911

THE GREAT WAR (WW1)



Training for 1914 consisted of a concentration at Bordon and a march from there to Salisbury Plain. This being the first time a TA Division had moved complete, it was inspected by King George V. The Division arrived on the eve of war and Camp was of course cancelled as all units returned back to Home Stations for embodiment which was proclaimed at midnight on August 4th/5th. Unhappily, the Home Counties Division was never destined to serve as a formation and soon after Companies had reached war stations at Maidstone in 1914, the first split in the Colum occurred. The Middlesex Brigade Company was despatched with two Battalions of the Middlesex Brigade to relieve Regular troops in Gibraltar and stayed there throughout the war. The remainder of the Column moved to Winchester and became the Divisional Train of 27 Division which were forming in that area. The Division went over to France in April 1915 and took part in the 2nd Battle of Ypres, when gas was used for the first time by the Germans, which the train did not escape.

At the end of 1915, 27 Division were ordered east to Salonika accompanied by selected Officers and Supply personnel. The rest of the Train became the Divisional Train of 55 West Lancashire Division, recently arriving in France. The Division were soon in action on the Somme suffering heavy casualties and the Adjutant, Captain H. R. Kerr (later D.S.T) arranged for all personnel of the Column to take a spell in the trenches, an example which might have been more widely followed.

The Division again suffered heavily at Passchendaele and in the German advance of 1918, but survived as an entity to take part in the Allied advance of August 1918. The Train suffered heavy casualties due to shelling of supply routes and to mines and booby traps during the advance and a Train Officer Major C. C Allen won a Military Cross (MC) during the Passchendaele battle.



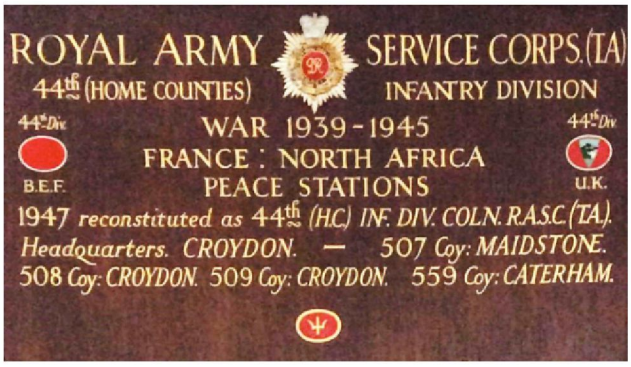
In 1918 The Army Service Corps was awarded the prefix "Royal" for its service during the 1st World War. In 1919 it was decided to reform 44 Home Counties Divisional Train under the command of Lt Col S. T. Maynard. Reformation began in earnest in February 1920, with H.Q. now for the first time established in Croydon with No 5 Company. The remaining Companies were formed in the old pre-war stations at Brighton, Barnet, Woking, and Maidstone. After the personnel of the Train had served in the Defence Force of 1921, formed to combat the effects of the coal and railway strikes of that year, the Geddes Axe descended and the Train was reduced to two Companies one Horse Transport and one Mechanical Transport, centralised in Croydon. In 1932, the unit was again reorganised as 44 (HC) Divisional Royal Army Service Corps TA. The horses were lost and became fully mechanised for the 1935 Annual Camp at Ash Vale under Command of S A Metcalfe.



Above: 44 Home Counties RASC Divisional Train Annual Camp Ash Vale 1935

In 1936 a new establishment with the Headquarters, 508 & 509 Companies at Croydon and 507 Company at Maidstone. On 3rd September 1939, Major General Osbourne introduced the Divisional Flash of 44 HC Division. The design took the shape of a Red Oval originally used as a vehicle marking and later worn on both arms.

WORLD WAR 2



Lt Col H Fletcher, who was in command at this time, saw the Column grow to its full establishment by 1938. After the Prime Ministers call for volunteers in January 1939, the strength rocketed astronomically and over 1000 Officers and men went to camp in June of that year. War was now inevitable and this time the Division did not suffer immediate break up.

Column key parties were called out on August 23rd 1939. The Divisional Column now under command of Lt Col H.M. Gough, was fully mobilised by early September.

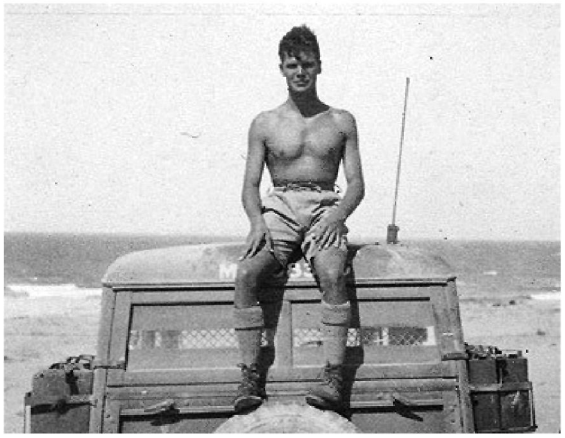
The Division deployed to France with Three Corps as part of the British Expeditionary Force to support the French Army. After fierce fighting almost a million allied soldiers found themselves surrounded by the advance of the German Army 7th Panzer Division. Trapped and surrounded the BEF were evacuated back across the Channel via Dunkirk. Known as Operation Dynamo.

The Division re-formed at Oxford and after a spell in Yorkshire embarked for service in the Middle East in June 1942. The Division saw action in the battle of El Alamein where it sustained heavy casualties. Companies spent the rest of war as separate entities, 507 Coy remained with their Brigade, which became transport and logistic support for the Famous Desert Rats. The Company saw action with this formation until the end of the war. 508 Company served with 50 Division in North Africa, Sicily and Italy before returning to the UK, where it became a recruiting unit, deploying later to Normandy as part of D Day in 1944. 509 Company saw service with 10 Armoured Division in North Africa, then with 10 Indian Division in Palestine and finally with 4 Division in Italy and Greece.

John Carpenter *(pictured left)* was commissioned into the Royal Army Service Corps, when the Second World War broke out, he went to France as part of the British Expeditionary Force, with the role of supplying ammunition and Artillery commodities to the Division. In the early hours of 31 May 1940, during the retreat to Dunkirk, under fire, he led his platoon on foot to the beach at Bray Dunes. There was not a ship in sight, but he waded out, grabbed an abandoned lifeboat and crammed his men in. They were machine-gunned by enemy aircraft but managed to get aboard a small Dutch coaster with only a few casualties and returned to England. He later served in the Middle East and North Africa with the Eight Army leading three-ton vehicle loads through the gaps in a minefield under intense shelling by the enemy. On D Day 1944, aged 22 at the rank of Major, he commanded 508 Company RASC in Normandy. He was awarded the MBE in 1945. After the war John later became Colonel Commandant of Transport and awarded the CB.



Jack Alpe MC *(pictured right)* joined the TA with 509 Company RASC based at Maidstone. His first taste of action was with the 4th Indian Division in the advance of Tobruk and then escorted a convoy of Italian prisoners to Alexandria. After being sent home to England, he was next to see action in the Normandy campaign. In 1944 Alpe found himself at the heart of the Battle of Normandy in command of lorries carrying 25lb shells to advance gun positions at the village of Demouville, outside Caen. As his unit was being directed by field telephone and despatch riders toward their gunners, it was spotted from a tower by the enemy, who unleashed a rain of 88mm fire at Alpe's soft-topped



vehicles. Casualties mounted around him, and Alpe was wounded in the head by shell splinters as he was going to the aid of one of his sergeants. After his men had dressed his wounds, Alpe insisted on moving his forward ammunition point to avoid further loss of life and equipment. Only then did he consent to going to a dressing station; and, after he had been taken to hospital, he quickly discharged himself in order to return to his unit. The citation for Alpe's immediate MC declared that "his behaviour was an excellent example to his men, who were considerably shaken, and through his coolness and courage the ammunition point continued to function".



Charles Edward Graves MBE (*pictured Left)* was born in Carshalton Surrey in 1912, he enlisted into 508 Company, 44 Home Counties Divisional Column RASC TA, Croydon in 1936. During World War Two, he was captured at Dunkirk in May 1940. He spent three years in a Prisoner of War Camp in Selesia before being medically re-patriated through Sweden. Re-joining the TA in 1947, Charles was soon appointed Company Sergeant Major of 508 Company. Charles was awarded the MBE in 1962 and remained SSM until the formation of the RCT in 1967. Charles moved to RHQ as RQMS before finally discharging in 1971. He was soon invited back as RHQ Officers Mess Steward carrying out his duties with great efficiency until 1988. He continued to keep close links with the Regiment until his death. Affectionately known as uncle Ted he was held in high regard by all who knew him as an example of the true spirit of the Regiment.

POST WAR HISTORY

In 1947 the Divisional Column was reformed under the command of Lt Col R.L. Philips, with Column HQ, 508 Company & 509 Company at Croydon, 507 Company at Maidstone and a new 559 Company at Caterham.



A new Divisional Flash was introduced. This was a red oval with a white border with the wartime badge of the East Kent's depicted on it. The Division later became The Home Counties Eastern Command and took on a new flash depicting Dover Castle in a black and green foreground and the white cliffs of Dover superimposed on a scarlet oval.

the influx of National Service into the TA in 1951 changed the whole aspect of TA soldiering. This meant that Officers and NCOs could be fully tested under realistic conditions. Exercise EMPEROR SCORDAR took place at St Martins Plain and Pirbright. Unfortunately, the influx changed the spirit of the volunteer ethos and affected retention. Recruiting campaigns increased as a result to help with inflow.



Above: SSM Graves & OC 508 Company RASC on Exercise.



Above: 559 Company Recruiting at Redhill Market

1953 saw the opening of a new chapter in the Columns history when the long-standing link with Popular Walk was severed and Column HQ and 508 Company moved into a palatial new drill hall in Sydenham Road Croydon. The foundation stone of this drill hall had been laid in October 1952 by the then Lord Lieutenant of Surrey, General Sir Robert Haining and for the opening ceremony on January 31st 1953. The Column now under the command of Lt Col K.S. Mould, was honoured by the presence of Their Royal Highnesses the Duke and Duchess of Gloucester. In declaring the TA Centre open, the Duke who was Colonel in Chief of the RASC, described the special brand of courage needed by RASC personnel. It is rumoured that buried beneath the stones at the entrance of the drill hall

are the cap badges and names of the soldiers on parade. 559 Company left the column in late 1955 as part of a reshuffle.





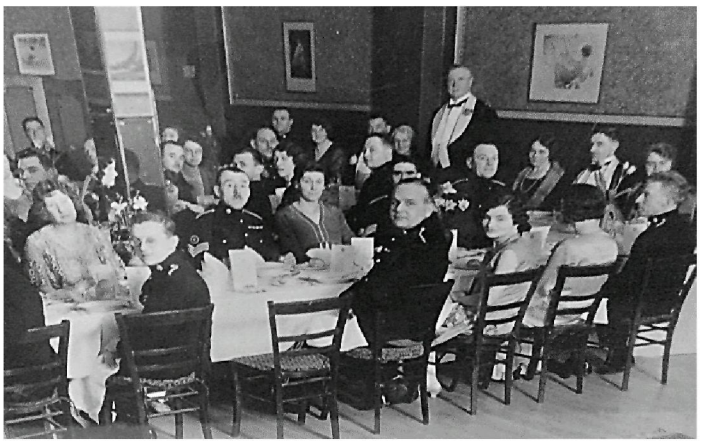
Above: Royal Opening of Sydenham Road by Their Royal Highnesses the Duke and Duchess of Gloucester 1953



In 1956 a new flash, a scarlet red oval with yellow border and yellow trident depicted on it was introduced. The Trident was chosen to represent the numerals 44 placed back to back. This was worn until the mid-1960's. The flash was abandoned when Battle Dress was replaced by No2 Dress.

1958 marked the 50th anniversary of the formation of the Territorial Army. The Column now under command of Lt Col J.O. Penrose MBE, TD, RASC, held its Golden Jubilee celebrations at Sydenham Rd Croydon on 27th September. This included a parade and march past by present members of the Column, the salute being taken by Maj General H.C. Goodfellow, CB CBE Colonel Commandant of the RASC. In the evening there was a reunion of old comrades followed by an all ranks and old comrades dance.





Above: *Golden Jubilee Parade Sydenham Rd Croydon 1958*

Above: 44 HC Divisional RASC Dinner

On the 20th March 1961 with the reorganisation of the TA, the Column was re-designated 44 Home Counties Division District Column, under Command of Lt Col GG Pierce OBE.

509 & 508 at Croydon amalgamated to form 508 Infantry Brigade Transport Company RASC (TA), with locations at Croydon and Plumstead. A new 514 Company (MT) RASC (TA) was formed from an amalgamation of 514 Company at Wandsworth and 901 Company at Richmond. A new 559 Company (MAC) RASC (TA) was formed from an amalgamation of 559 Company at Redhill and 916 Company at Brighton. (559 Company were part of the column before the reshuffle 1955). The new Companies had WRAC, platoons, these platoons were from 304 Battalion WRAC (TA), namely 1 Surrey (Richmond) Platoon, 2 Surrey (Croydon) Platoon, 7 Surrey (Reigate) Platoon and 3 Sussex (Brighton) Platoon. 507 (Kent) Company was comparatively unaffected, the reorganisation was completed by 1st May, 1961. Annual Camp at Pembrokeshire saw the old and new units train together for the first time.

THE ROYAL CORPS OF TRANSPORT

During the period 1961 to 1963 there were discussions within the then War Office on the need to reorganise the Logistic Services. On the 26 March 1965 the title of the Royal Army Service Corps changed to the Royal Corps of Transport, to be effective from 15 July 1965. Its role to provide transport and movement support to the Army in both peace and war. Transport support included road, rail and maritime transport together with port operating and air despatch duties. Movements support comprised of planning, policy, co-ordination and control of all non-tactical personnel and freight movement, by land, sea and air.

In 1965 on the formation of the Royal Corps of Transport, 44 Column RASC became 44 Home Counties Divisional Regiment RCT TA. With 508 Squadron RCT at Croydon with a Troop at Plumstead, 507 Squadron RCT at Maidstone with a Troop at St Mary's Bay, 514 Squadron RCT at Richmond with a Troop at Wandsworth and 559 Squadron at Redhill with a Troop at Brighton. Now under Command of Lt Col J Mac Queen.

In 1967 the Territorial Army and the Army Emergency Reserve merged into the Territorial Army Volunteer Reserve (TAVR). 151 (Greater London) Transport Regiment RCT (V) was born out of 44 Column RCT along with elements of 54 East Anglia Division and 105 Essex Regiments RCT. 508 Squadron merged into the Headquarters at Croydon and new formations comprised of 215 Essex Bridging Squadron at Grays with a Troop at Leigh on Sea, 210 Surrey Ambulance Squadron at Redhill, with troops at Croydon and Clapham, 240 Tank Transporter Squadron at Barnet with Troops at Slough and Hitchin. Now under Command of Lt Col K Allman TD.



Above: TAVR Parade 1968 Captain Sutherland & Honour Guard



Above: Blessing of the TAVR Standard



Above: 240 Tank Transporter Squadron RCT



Above: 210 Ambulance Squadron RCT

In 1969 under Command of P.J. Bushell, the Tower Hamlets Battery of the Greater London Regiment Royal Artillery T, was absorbed into the Regiment and formed C Troop to 215 Essex Transport Squadron RCT. During the 1970s the Regiments role was to support the British Army on the Rhine (BAOR) and NATO. BAOR was Responsible for the defence of West Germany and threat of Soviet Invasion across the North German plain. 240 Tank Transporter Squadron changing roles to a Transport Squadron in 1975.



Above: 215 Essex Bridging Squadron RCT



Above: 151 (Greater London) Transport Regiment RCT (V)

In October 1976 under Command of B.J. Bisset, a new central Volunteer Headquarters for the Royal Corps of Transport was established on the site of the former RAF Spitalgate Airbase in Grantham Lincolnshire. The barracks was formally named after Prince William of Gloucester at a ceremony led by Princes Alice the Duchess of Gloucester. The barracks became the RCT TA Depot and Training Centre. It provided centralised training facilities for the RCT Volunteer Reserves. All new soldiers enlisted into the Regiment now attended recruit basic training and trade training at the Depot. In 1978 with the disbandment of 44 Parachute Brigade, 562 Transport Squadron is absorbed into the Regiment with locations at Southall, Dulwich and West Ham.



Above: 562 Parachute Squadron



Above: Recruit Course at Grantham 1978

In 1980, the Regiment deployed on Exercise CRUSADER Germany, the largest exercise since the reorganisation of the TA. Approximately 20,000 TA troops deployed to BAOR Germany. In September 1984 the Regiment deployed on Exercise LIONHEART. It was the largest movement of military manpower and equipment across the channel since the end of the second world war. The exercise involved 290 flights from the UK transporting 32,000 personnel. This initial air movement was followed with 150 sailings across the North Sea and English Channel using civilian ferries. The sea routes carried 23,600 personnel with 14,000 vehicles and trailers. Many Deployments to Germany carried on throughout the 1980s.



Above: Regimental Vehicles Ex LIONHEART



Above: 215 Essex Sqn RCT Germany 1987

In January 1987 under Command of Lt Col I Mc Robbie, the UK was gripped by a cold spell. The snow fall was very heavy affecting London and the South East. The Regiment was called upon to assist.

A Foden fuel tanker deployed to support North Thames Gas. During the deployment, the tanker delivered 250,000 litres of gas oil to holder stations all over the Region, mostly in the Essex area.

At the same time, teams from 215 Essex Sqn RCT Deployed to deliver meals on wheels to pensioners and disabled residents in Southend. Grateful that the Army was delivering hot food.



Above: Foden Tanker at Bromley Gas Terminal

In February 1991 history was resurrected when the Regimental HQ Squadron was re-designated 508 HQ Squadron RCT. Linking back to its past. A large parade took place outside the TA Centre in Sydenham road to mark the occasion. The Mayor of Croydon inspected the parade. A march past of serving soldiers and veterans followed, with a procession of vehicles.





Above: 508 (HQ) Squadron renaming parade 1991with CO Lt Col Lilly & Mayor of Croydon taking the Salute

OPERATION GRANBY

Operation GRANBY was the code name given to 1991 Gulf War. 53,462 members of the UK Armed Forces deployed during the conflict. Volunteers from the Regiment deployed to Cyprus taking over UN Peacekeeping Duties while others were deployed to 20 Squadron RCT for three months allowing Regular soldiers to deploy to Kuwait. During the Operation the Regiment was actively involved in moving stores and supplies to the ports within the UK.



A year later in 1992 under the defence cuts, 215 Essex Squadron was disbanded. A parade was held in Grays town centre to mark the sad occasion. The Squadron was a victim of Geography being outside the Regiments new and constricted boundaries within the M25. A few soldiers from the Regiment moved to Ilford TA Centre to form B Troop 240 Transport Squadron. Two houses were converted to provide offices and facilities. Others remained at Grays transferring to 44 Signal Squadron, part of 36 Signal Regiment, Royal Signals who relocated to Grays from their previous location at Gillingham Kent.

Above: 215 Essex Sqn RCT Final Parade

THE ROYAL LOGISTIC CORPS

The Royal Logistic Corps was formed on 5 April 1993, amalgamating the Royal Corps of Transport, Royal Army Ordnance Corps, Royal Pioneer Corps, Army Catering Corps and the Postal and Courier Service of The Royal Engineers. Elements of each of the cap badges were used to create a new RLC cap badge.

At a Regimental re-badging ceremony, under Command of Lt Col Ballinger, a new quality version of the Trident was re-introduced as a much-welcomed historical link with 44 HC Div. The flash was worn on the upper arm of the combat smock by soldiers of 151 (Greater London) Logistic Regiment RLC. In 1996 the colour changed to green to blend in better with the camouflage smock.

Under the new establishment, RHQ & 508 HQ Squadron RLC at Croydon remained at Sydenham Road. 210 Squadron RLC became a General Support Squadron moving to the TA Centre Farringdon House, Stonecot Hill, taking over the location from the Queens Regiment. Built between 1934-1935 the building was old and in need of repair. It had been home to various TA units within its history, Including being used as an Italian prisoner of war camp during 1943 -1944. The Squadron also had a Troop at Clapham. 240 Squadron RLC became a General Support Squadron and remained at Barnet with B Troop now at Ilford TA Centre. 562 Squadron RLC became a Brigade Support Squadron based at Southall and Dulwich. The Squadron temporarily moved out of Southall to Acton while the old TA Centre was demolished and a new TA centre built.

The Introduction of DROPS or Demountable Rack Offload and Pickup System proved to be a versatile logistic support vehicle, designed for off-road application. Pallets could be loaded on racks making loading and offloading more efficient.





Above: 151 Transport Regiment Operating the Demountable Rack Offload and Pickup System (DROPS)



In the mid-1990s British Forces were involved in conflicts in the former Yugoslavia through their involvement in multilateral peacekeeping and conflict missions mandated by the United Nations (UN) and the North Atlantic Treaty Alliance (NATO). Volunteers from the Regiment deployed throughout this time in support of operations.

Between 1990 & 2000 the Regiment deployed on numerous exercises in the UK and abroad. These included a three-week expedition to Zimbabwe, a two-week exercise to Gibraltar and an exercise in London Victoria underground station.

Image Left: LCpl Henriques & LCpl Chalmers receiving NATO medals



Above: 151 Regiment in Gibraltar





Above: Exercise Red Dragon Victoria Underground Station



Above: 124 Petroleum Squadron Romford

in July 1999, as part of defence reorganisation, 124 Petroleum Squadron RLC based at Romford Essex was added to the Regiment. Once 73 Ordnance Company Royal Army Ordnance Corps, the Squadron had been independent since the formation of the RLC. The Squadrons role was to build bulk fuel installations, supplying fuel and lubricants.

The Squadron later moved from Romford to Warley near Brentwood Essex and a Troop was formed at Maidstone Kent. Around the same time, 562 Sqn moved into a brand-new TA Centre at Southall and their Troop at Dulwich closed.

OPERATION TELIC (IRAQ)

7 January 2003 saw the first mass mobilisation of the TA since the Second World War. Approximately 165 soldiers from the Regiment were individually compulsorily mobilised to serve on Operation TELIC, a code name for the first Gulf War. The soldiers were attached to various Regiments carrying out a wide range of duties. This was the first time the Reserve Forces Act 1996 was enforced by the Government. Lessons learnt from these deployments meant future mobilisation would focus more on "intelligent mobilisation".





Above: Soldiers from 151 (Greater London) Logistic Regiment RLC Deployed on Op TELIC Iraq

Due to the introduction of the Future Army Structure (FAS) in April 2006 the Regiment was reorganised. The title changed to 151 (London) Transport Regiment RLC (V), with the HQ and 508 (HQ) Squadron RLC at Croydon, 210 Transport Squadron RLC at Sutton with a Troop at Ewell, 240 Transport Squadron RLC at Barnet with a Troop at Ilford, 562 Transport Squadron at Southall with a Troop at Clapham and 124 Petroleum Squadron at Warley with a Troop at Maidstone. The Regiment now a 3rd line Transport Regiment is paired with 27 Regiment RLC (Regular) in order to provide a composite Squadron on Operational Deployments.

OPERATION HERRICK (AFGHANISTAN)

In 2006 under Command of Lt Col S P Evans OBE, the Regiment mobilised a Troop of 20 volunteers in support of the Commando Logistic Regiment RLC, deployed in Afghanistan on Operation HERRICK. Captain Alex Hamilton deployed with soldiers in support of 3 Commando Brigade's dedicated logistic unit. They carried out logistic operations providing Combat Service Support to the force, supporting it with a constant re-supply chain.

The NATO Headquarters Allied Rapid Reaction Corps (ARRC) became the headquarters of International Security Assistance Force (ISAF) for a year. The attached British infantry, signals and RLC personnel raised the number of troops based in Kabul to 1,300.

The following year in 2007 the Regiment mobilised a composite Transport Squadron comprising of 53 soldiers along with a Platoon of 6 Scots Infantry and a Company of Macedonian Regular Infantry to form The Force Protection, Transport and Maintenance Company to The International Security Assistance Force Headquarters (ISAF XB) in Kabul, under the Command of Major Ian Driver OC of 124 Petroleum Squadron. Nicknamed by the soldier "Kabul Cabs" teams of drivers had to negotiate the busy streets with risk of suicide bombers, collecting VIPs from the Airport and generally transporting HQ ISAF personnel around Kabul. In addition, 9 soldiers were attached to 27 Regiment RLC, and 3 Chefs deployed with 7 Rifles. A total of 65 personnel from the Regiment deployed.

On the 5th of March 2008, under Command of Lt Col P Oliver MBE, a medal parade hosted by the Mayor of London and the London assembly took place at City Hall London to welcome home soldiers from 151 London Transport Regiment that have been serving on Operation HERRICK in Afghanistan. This was also a fitting tribute to the Regiments 100-year history.



Above: 151 RLC Op HERRICK Commando Log RLC 2006



Above: Op HERRICK Combat Logistic Patrol Afghanistan



Above: 151 RLC Soldiers in Kabul ISAF HQ



Above: Medal Parade City Hall London

The Regiment continued to send volunteers to support operations in Afghanistan deploying a cohort to support the London Regiment in an infantry role in 2011 and deploying a troop to camp Bastion in 2013 under the command of Lt Sophie Hardman as part of the Theatre Logistic Group.

The family of Support Vehicles, built by MAN Truck and Bus UK Ltd, entered service in 2008. The SV fleet is the Army's 'workhorse' delivering logistic effect for all Army units. The SV fleet provides far greater mobility than previous generation cargo vehicles and can be fitted with armour, communications and ECM equipment, and a 7.62 mm machine gun for protection.



Above: MAN SV Combat Logistic Patrol Afghanistan

in the same year, 210 transport Squadron RLC, temporarily moved out of Stonecot Hill, as the building was demolished and a new modern Reserve Centre was built. The new building was opened in 2008 by The Princess Royal, HRH Princess Anne. Soldiers returning from Operations were awarded medals. A reception was held afterwards in the new drill hall.



Above: HRH Princess Anne Opening Stonecot Hill ARC



Above: Reception Drill Hall Stonecot Hill ARC

OPERATION TOSCA (CYPRUS)

Operation TOSCA is the name given to the British contribution to the United Nations Peacekeeping Force in Cyprus (UNFICYP). In October 2009 the Regiment deployed a troop to Cyprus. This was a nine-month United Nations peacekeeping tour in the interest of preserving international peace and security in the country. The soldiers deployed alongside their paired Regular Army Regiment 27 Regt RLC. Many of the volunteers stayed on for a second tour of duty.



Above: Brothers Cpl Smith & LCpl Smith 240 Op TOSCA



Above: LCpl Faiers 124 Pet Sqn Op TOSCA

In 2012, 562 Transport Squadron at Southall received a Royal visit from HRH The Duke of Kent. The Duke and local employers were treated to a display of the new MAN SV military vehicles.



Above: HRH The Duke of Kent visiting Southall ARC



Above: HRH The Duke of Kent sitting in a MAN SV Vehicle

OPERATION OLYMPICS

The Defence contribution to the security of 2012 Olympics included specialist capabilities which only the military could provide, as well as some more general support. In total, the 13,500 personnel military personnel were used. Tasks included Logistic Support, Venue Security and support to police and civil authorities. The Regiment mobilised approximately 90 Officers and soldiers to support the Olympic Games. The majority formed part of the Venue Security and a team of Officers and SNCOs supporting the Logistic Cell.

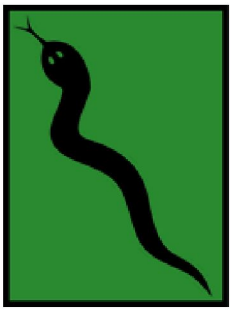


Above: 151 Soldiers at the Olympic Stadium



Above: soldiers with London Mayor Boris Johnson

In July 2013 the Regiment now under command of Lt Col J Kerner, the Government announced changes to the reserves as part of Army 2020 restructuring. The TA changed its name to Army Reserves and the phrase "Volunteer" removed from unit titles to better integrate with the Regular Army and create a single force.



As part of this restructure, Troop locations at Ilford and Clapham closed and moved to their SHQ locations. 124 Petroleum Squadron changed roles to become 124 Transport Squadron with its locations remaining at Brentwood Essex and troop at Maidstone in Kent. The (London Transport) was removed from the Regiments title and renamed 151 Regiment RLC. The Regiment Command and Control moved from HQ London District to 101 Logistic Brigade and their subsequent move into 3 UK Armoured Division Reaction Force. The Regiment, one only a few reserve units to be part of the Reaction Force was now paired with 10 Queens own Gurkha Logistic Regiment and 3 Logistic Support Regiment. The Trident Flash was replaced with the 101 Logistic Brigade Insignia. The Trident now only used on Plaques and Stationary.

In November 2016. A team from 151 RLC embarked on exercise COCKNEY KALA PATTHAR MOUNT EVEREST an expedition to Everest Base Camp. The day 151 Regiment visited Everest base camp was a special and lasting memory for the team. For one particular individual it was extra special! Then Sgt Kelvin Davies had no idea he was about to be promoted on the world's highest mountain.



151 RLC Team at Everest Base Camp



Sgt Kelvin David handed new stripes by WO2 SPSI Tom Stringer

On the 18th March 2017 now under command of Lt Col M Taylor MBE, 10 The Queen's Own Gurkha Logistic Regiment and 151 Regiment RLC officially launched G (Gurkha) Troop: a brand-new British Army Reserve Driver trade troop in Gale Barracks Aldershot. The official launch was celebrated with a Rifle Shooting Competition. Regular and Reserve Teams competed against each other at Ash Ranges Aldershot. Pte Sonic 10 QOGLR won best overall shot. 10 QOGLR won the falling plate shoot and 151 Regiment RLC won best overall team.



Above: Captain Bhim Gurung G Troop



Above: G Troop Shooting Competition

PRESENT DAY

The Regiment now under Command of Lt Col Dave Miller, remains part of 101 Logistic Brigade. 101 Logistic Brigade mission is to be prepared to deploy trained force elements, including the Brigade Headquarters, world-wide, within Readiness to support the UK's military contribution to a national, NATO or multi-national force.

The Brigade Commanders vision is to be Masters of the Art of Sustainment, be exceptionally well trained, to be ready, physically and mentally and to be the UK's first choice, first use land Logistic Brigade. This is so the Brigade can deploy rapidly to fight and win quickly in support of 3 UK Armoured Division (the war fighting division)



151 Regiment RLC with paired Regular elements of 10QOGLR RLC and 3 RLC
Exercise Trident Gyan 2018

WORSHIPFUL COMPANY of MARKETORS

151 Regiment RLC has strong links to the Worshipful Company of Marketors. Affiliations with Livery Companies came about because In Tudor times it was Livery Companies that supplied the Trained Bands of soldiers from the ranks of their apprentices. These Trained Bands protected the City from dastardly Spanish marauders during the Armada threat and fought during the Civil War. As well as meeting at social functions and visiting training events, the WCM support many Regimental activities including donating prizes at events.

COMMANDING OFFICERS

1908 – 1909 Lt Col A. C. Wooley VD
1909 – 1917 Bt Col A. H. Martin TD
1915 – 1918 Numerous during WW1
1919 – 1920 Lt Col S. T. Maynard TD
1920 – 1924 Bt Col C.G. Allen MC TD
1925 – 1928 Bt Col W. Simpkins OBE TD
1929 – 1934 Bt Col S. A. Metcalfe OBE TD
1934 – 1939 Bt Col H. Fletcher OBE TD
1939 – 1947 Numerous during WW2
1947 – 1950 Lt Col R. L. Phillips OBE TD
1951 – 1954 Lt Col K. S. Mould
1954 – 1960 Lt Col A. T. Hockley ERD
1960 – 1961 Lt Col J. O. Penrose MBE TD
1961 – 1963 Lt Col G.G. Pierce OBE
1963 – 1966 Lt Col J. Mac Queen
1966 – 1967 Lt Col K. E. F. Allman TD
1967 – 1969 Lt Col P. G. Bushell
1969 – 1972 Lt Col D. D. Burns
1972 – 1974 Lt Col B. C. Ridley
1974 – 1977 Lt Col A. G. Bisset
1977 – 1979 Lt Col G. T. Spate TD
1979 – 1982 Lt Col B. B. Trinkwon
1982 – 1984 Lt Col S. F. Haste
1984 – 1987 Lt Col Duxbury MBE
1987 – 1989 Lt Col I. Mc Robbie OBE TD
1989 – 1992 Lt Col Lilley
1992 – 1995 Lt Col B. W. Ballinger
1995 – 1997 Lt Col E. W. Marvin
1997 – 2000 Lt Col R. Peacock
2002 – 2005 Lt Col R.H. J. Newcombe TD
2005 – 2007 Lt Col S. P. Evans OBE
2007 – 2010 Lt Col P. J. Oliver MBE
2010 – 2012 Lt Col A. C. Lee
2012 – 2015 Lt Col J. Kerner
2015 – 2017 Lt Col M. G. Taylor MBE
2017 – Present Day Lt Col D. T. Miller

IMPORTANT DATES

- 1 April 1908 Formation of 44 Home Counties Division Supply and Transport Column the Army Service Corps.
- 4 August 1914 Declaration of WW1 Companies deploy to Gibraltar, Salonika & France.
- 3rd September 1939 Divisional Flash introduced by Maj General Osbourne
- 23 August 1939 The Divisional Column called out for WW2 France & North Africa
- 26 May 1940 Start of Operation Dynamo Dunkirk evacuation
- 1 July 1942 Battle El Alamein
- 6 June 1944 Normandy Landings
- 31 January 1953 Opening of Sydenham Road ta Centre RHQ
- 5 April 1993 Formation of RLC. The Trident Flash was re-introduced
- 7 Jan 2003 Call out of Reserves Op TELIC Iraq
- 5 March 2008 Op HERRICK Afghanistan Medal Parade City Hall
- 3 July 2013 Territorial Army changed name to Army Reserve & Regiment became part of 101 Logistic Brigade

RLC CAP BADGE

The cabbage is an amalgamation of the Corps that formed up the Royal Logistic Corps

- Crown used by all forming Corps
- Royal Garter HONI SOIT QUI MAL Y PENSE *(May he be shamed who thinks evil)*
- Laurel Wreath from the Royal Engineers
- Star from the Royal Corps of Transport
- Shield from the Royal Army Ordnance Corps
- Cross Axes from the Royal Pioneer Corps
- Motto We Sustain from the Army Catering Corps

