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154 (Lowland) Transport Regiment

Royal Corps of Transport

(Volunteers)

and it's predecessors

1903 - 1993

by

Major (Ret'd) J H Innes TD, CA

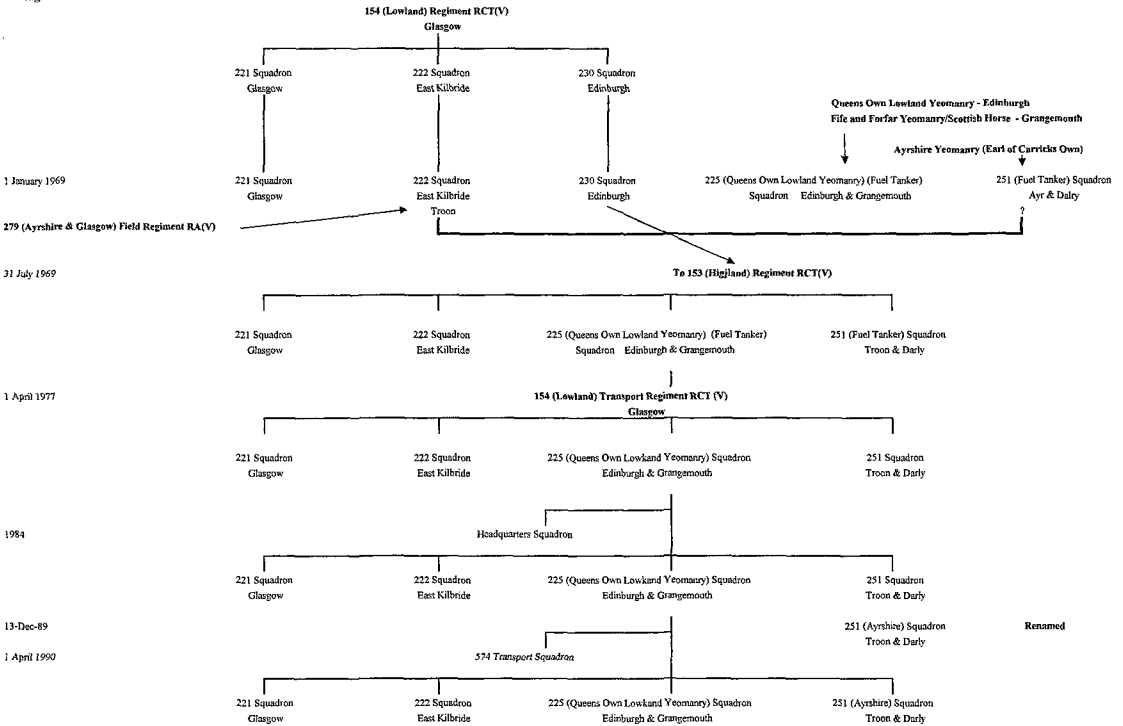
52nd Lowland Division - World War One

52nd Lowland Divisional Brigade signs - World War One

52nd Lowland Division sign during World War Two

52nd Lowland Division TA sign post World War Two

Lineage 1967/93



Introduction

This is a History of a unit in the Volunteer Army I had the privilege of serving in, though not continuously, from September 1963 until its demise in March 1993. It was started in the summer of 1985 when, as the outgoing Second in Command, I transferred to Sponsored Service at the then Depot, Royal Corps of Transport Territorial Army, at Grantham and has taken all these years to complete, not because of its complexity, but mainly because of pressures of the modern commercial world and the new found "freedom" when one's uniform is hung up for the last time. Its completion has involved travelling several thousand miles, many interviews, telephone calls too numerous to mention, dozens of letters and a cupboard full of papers, files, photographs and press cuttings.

It is not complete! Not from lack of effort on my part but simply because there are still many untold stories to find. Many members of 154 Regiment were asked to contribute, promised to, but in the end did not. To those who eventually read this and wonder why their great adventure was not included, they now know. The best source was the "old and bold" many of whom had excellent memories of their service and who took great delight in talking or writing about their experiences, in peace and war. Many an evening was spent, furiously noting their stories often with a dram or copious quantities of coffee and sandwiches. As a result of those evenings at least two wartime members have been reunited and now attend the Annual Reunion of the wartime members of 530 Company RASC in Glasgow. I am proud to say that having stumbled across this immense source of information I am asked to the Dinner every year and attend whenever possible.

All who contributed in any way, however small, are listed at the end. There are two exceptions Mrs Anne Hall and Mrs Christine Matthew whose efforts are recorded here in full. Anne was and is the typist at Yorkhill and was entirely responsible for the original draft of the History, mainly from hand written drafts. Those who know my writing will wonder how she managed, but she did and as the story unfolded I think she actually enjoyed it. Christine is the wife of the last Commanding Officer of 154 and somehow was persuaded to type on her Personal Computer the first revision, much of it typed in Germany when they were posted. To both ladies, my grateful thanks.

Many have asked when the History would be finished, though few have issued words of encouragement. The exception was Lieutenant Colonel Mike Young, the then Editor of the Waggoner, the then Curator of the Corps Museum and author of the History of 153 Regiment that amalgamated with 154 in March 1993 to become the Scottish Transport Regiment. Almost from the start he was helpful, full of ideas and encouragement and places to contact. I do not have his penmanship, but I hope his enthusiasm.

I wish you enjoyable reading.

J H INNES
Major (Ret'd)

GLASGOW

Chapter One

The Volunteer Force

Volunteer soldiering in the United Kingdom can be traced back to the early part of the sixteenth century and, by the end of the South African War in 1902, consisted of the Militia and the Volunteer Force.

At that time the need to create a more effective Volunteer Army was recognised, and in 1904 a Royal Commission was set up resulting in various partial reorganisations ending with a complete reorganisation in 1907-08 following the passing of the Territorial and Reserve Forces Act of 1907. The Territorial Force that came into being on the 1st April 1908 became the second line of defence.

Before looking deeply into the history of transport and supply in the Lowlands of Scotland created by the inception of the new Territorial Force, it is necessary to retrace our steps a little. Within the old Volunteer Force the emphasis was on infantry battalions affiliated to Regular battalions and formed into Infantry Brigades, like the Highland Light Infantry Brigade whose Headquarters were at 34 Robertson Street, Glasgow. None of these Brigades were established with any transport or supply organisation whatsoever and because of the increasing need for mobility, some of them eventually formed their own transport companies officered by infantry officers seconded to the Army Service Corps (ASC). One of the earliest ASC companies was the 1st Lothian Brigade Company ASC (Volunteers) raised in 1903 and commanded by Major J. A. Hope (later the first Commanding Officer of the Lowland Divisional Transport & Supply Column ASC (Territorial Force) with Captain J. A. Waddie and Lieutenant I. B. C. Neilson as officers. All three were officers of the Queen's Rifle Volunteer Brigade, The Royal Scots (Lothian Regiment) (Volunteers) and were supernumerary to that Brigade whilst serving with the ASC. The Company's Drill Hall was at Forest Road, Edinburgh.

Camps in the pre-reorganisation years were devoted to equestrian and driving (wagon) skills as well as the organisation and operation of Brigade Supply Depots. The Lothian Brigade Company camped at Stobs (near Hawick) in 1907 for 10 days moving into the lines in advance of the main body of the Brigade and using hired transport, moving all the Brigade's camp stores. The hired transport consisted of single horsed (Clydesdales) *lorries*, and some trace horses. The working day lasted 12 hours, the training consisting of a riding school, cavalry foot drill, harness instruction (pack saddlery and transport), stable and horse management and wagon drill. The resident Regular ASC Company at Stobs, 8 Company, lent 6 horses so that the Volunteers could practice route marches, road discipline, ambush drills and yet more wagon drill. Shortage of equipment was the norm, and wagon drill was practised during the winter in the drill halls using wooden frames representing wagons so that no time was wasted at camp.

A Supply Depot was run for 5 of the 7 Infantry companies at camp, the other 2 companies trusting themselves to the tender mercies of private contractors. The depot was run as far as possible on *service lines* using current paperwork with a daily Supply Column from nearby Hawick. The ASC Journal of 1907 records that *it was satisfactory to know that those supplied were entirely satisfied and had bread and meat at prices hitherto unknown.* A Field Bakery was also set up, though not relied upon for regular supply. Its main claim to fame was supplying the various Officers' Messes with hot rolls for breakfast.

Company strength at camp was 3 officers, 6 sergeants and 35 rank and file. By mid 1907, 11 officers and NCOs had been trained at Aldershot, gaining 6 certificates in Transport and 5 in Supply. There were several ex-regular soldiers in the Company, which immediately before the 1908 reorganisation had strength of 59 all ranks.

The Highland Light Infantry Brigade Company ASC (Volunteers) was formed in the middle of 1907 and was commanded by Captain D. Hamilton ex 3rd (Volunteer) Battalion Highland Light Infantry (Volunteers). Captain Hamilton appeared to have been an energetic and enthusiastic officer as within a few months of his appointment he had the company formed, the men clothed and NCOs appointed. The first Company Sergeant Major was Sergeant Robertson, also of the 3rd (Volunteer) Battalion. The ASC Journal of February 1908 records the following from the Company scribe of the time.

> *The following is a characteristic example of the enthusiasm the men show in their new work. When Captain Hamilton called for the names of those who wished to attend the School of Instruction, the whole of the 19 NCOs and men at once signified their intention of taking the fortnight's course at Aldershot during the Glasgow Fair holidays. Twelve were selected, which included the officer and all the NCOs, but to the great regret of all this was not sanctioned. The Company camped at Gailes with the Brigade for a week's training on the 12th July. On 15th July, orders were received to send a number of men to Stobs for a fortnight's course of instruction and within an hour, three sergeants, three corporals and four men, under the charge of CSM Robertson were en route; not bad for volunteers, seeing they had left home with only the necessaries for a week's training and were now going to do a fortnight and which not only meant the loss of two or three day's holidays with their wives or sweethearts after the week's camp, but the probable loss of employment through not acquainting their employers of the extra time they were taking.*

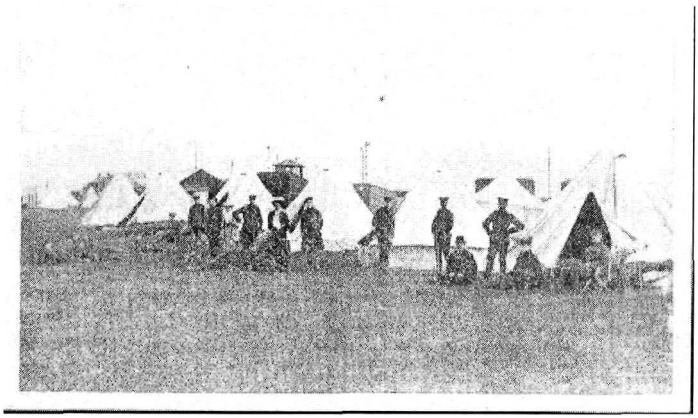
The changes that were to come in 1908 were far reaching. Before then, the Force made two last appearances, one at the Coronation Parade of King Edward VII in 1902, the other at the Royal Review in Edinburgh in 1905. It was at this latter parade that the motor car appeared for the first time before Royalty in the shape of 12 cars of the

newly formed Motor Volunteer Corps. 38,700 men paraded in that review that was the last under the title of *Volunteers*.

The new Territorial Force was for Home Defence, but contained a Special Reserve for soldiers who volunteered to fill posts outside the United Kingdom, vacated by the Regular Army or to serve within the United Kingdom for the purposes of defence whether or not the Force was called out. The Force was organised on a county basis, with additional units being raised to complete the new arms or services, while other redundant units, were disbanded or reconstituted into units of different arms. The administration and training of the Force were separated, Officers Commanding no longer being responsible for the finances of their units. Territorial Force Associations were formed for each County with the Lord Lieutenant as President and consisting of representatives of the local Councils, the Territorial Units and co-opted members. The duty of the Associations was to raise the units, equip the men, provide accommodation and relieve the units of administration. Training remained the responsibility of the military.

There was no liability for service overseas as the possibility of an invasion of the British Isles was always uppermost in the minds of the Nation. The functions of the Force were therefore to supply garrisons for naval and other fortresses, to repel raids, to furnish units for any Expeditionary Force (by voluntary agreement) and to create a means of restoring internal security in the event of domestic panic or unrest. Thus constituted, the composition of the Territorial Force was as follows:

> 14 Divisions, each complete in itself with three Infantry Brigades of four Battalions each. The Divisional Areas were those of the existing Military Districts.
>
> 14 Mounted Brigades, consisting of Yeomanry, Horse Artillery, Transport & Supply Columns and Cavalry Ambulances.
>
> Army Troops consisting of units not required to complete the Divisions.
>
> Special troops for coastal defence consisting of Artillery and Engineer units.



The Highland Light Infantry Brigade Company ASC
Gailes Camp 1907.
(ASC Journal)

"Stables" The Lothian Brigade Company ASC
Hillend 1908
(ASC Journal)

Chapter Two

The Territorial Force 1 April 1908 to 3 August 1914

In the Lowlands, two Army Service Corps units of the new Territorial Force were created in 1908 - the Lowland Divisional Transport and Supply Column (LDT&SC) and the Lowland Mounted Brigade Transport and Supply Column (LMBT&SC), both units being raised from the two original ASC Brigade Companies, members from units of other arms recently disbanded or by the influx of new recruits arising from the tremendous public interest. The local press, particularly in Glasgow, carried many reports of the changes to the old Militia/ Volunteer Force, sadly mainly about Infantry units. Both the Glasgow Evening Times and the Glasgow Evening News carried weekly recruiting adverts and published items on forthcoming Drill Nights and future training plans. The following appeared in the Glasgow Evening Times in late March 1908.

ARMY SERVICE CORPS TERRITORIAL FORCE

Wanted at once, eligible NCOs and men for this interesting branch of the service.

Transport Sections - Men with experience of horses, also Farriers, Wheelers and Saddlers.

Supply Section - Butchers, Bakers and Clerks.

As the number wanted is limited, applications should be made at once. Applications will be considered in the order received.

Smart uniform. Good pay and allowances when in camp.

Apply 34 Robertson Street every evening except Saturday 7.30 - 9.00pm.

D Hamilton
Commanding Army Service Corps.

[34 Robertson Street, Glasgow, (now demolished) was the Headquarters of the Highland Light Infantry (HLI) Brigade before the reorganisation, and Captain Hamilton commanded the HLI Brigade Company ASC (Volunteers). On the reorganisation, he was promoted and became the first Senior Supply Officer (SSO) of the LDT&SC].

These adverts were successful as the ASC Journal of June 1908 records....*The Lowland Divisional Transport & Supply Column has the distinction of being the first Territorial, Army Service Corps unit to obtain 30% of its Establishment.*

Recruits had to be between 17 and 35 and could enlist for an initial period of 4 years. The Regulations for the Territorial Force 1908 (Provisional) stipulated that ASC drivers had to be between 5'2" and 5'4" tall while other ASC trades had to be between 5'3" and 5'6". Recruits had also to satisfy basic physical criteria based on age, height, weight, chest size and expansion - e.g. at age 19 a recruit 5'2½" tall but not taller than 5'5" had to weigh 114 lbs. and the girth of his chest when fully expanded had to be 33½" with a range of expansion not less than 2".

Officers could serve until age 60 through service could be extended for two years at a time up to 65. Soldiers could serve up to 40, 50 if a senior rank, with a maximum extension to 45 and 55 respectively if sanctioned by the Brigade Commander.

In his first year of service, a recruit into the Transport Branch of the ASC had to complete

20 Mounted Drills (riding and driving)	)	Both to be completed
8 Drills on foot	)	before annual camp

Annual Camp - not less than 8 or more than 15 days

Fire the Musketry Course

(Men enlisted for Transport Duties were either carters, drivers, grooms, farriers, shoeing-smiths, saddlers or wheelers).

A recruit into the Supply Branch (clerks, bakers or butchers) had a commitment of:

8 Drills on foot - to be completed before annual camp

Annual Camp - not less than 8 or more than 15 days

Fire the Musketry Course

Clerks had to make 8 visits to the nearest ASC Supply Office for instruction in supply, clerical work, issuing and the like.

A newly commissioned officer had to complete, in his first year of service, and before Annual Camp, 8 mounted drills and 8 drills on foot and fire the Musketry course.

Thereafter all ranks had to do 15 drills, of which at least 8 had to be outdoors and Annual Camp.

In all cases, no pay and allowances were made to those officers and men who did not carry out the required pre-camp drills. (A drill consisted of one hour's actual instruction with a maximum of 3 drills in any one day.). For officers and NCOs, attendance at War Games and lectures counted as drills up to a maximum of 5 drills

and for NCOs and ORs, attendance at physical training counted as 1 drill for every 3 hours physical training, again up to a maximum of 5 drills.

Prior to promotion to Captain, officers had to attend a 15 day Transport Course at one of the Depot transport companies and a 15 day Supply Course at Aldershot. There were similar requirements prior to promotion to sergeant for either the Transport or Supply Branch.

Pay and allowances were the same as the Regular Army but only for Annual Camps or obligatory courses, as there was no pay for attendance at drills or musketry. While at Annual Camp, each officer was entitled to 4 shillings per day towards mess expenses, (the forerunner of the Camp Grant).

Initially, there was no Bounty, though this was introduced after the summer Camps of 1913 (perhaps *The Staff* know what lay ahead) and to qualify, NCOs and men had to attend 30 drills and a 14 day camp. Bounties were:

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

Soldiers who did not attend Annual Camp were often arrested and prosecuted and the Minutes of the Glasgow Territorial Force Association recorded the following:

	1911	1912	1913	
Prosecutions recommended	17	5	9	
Summonsed	10	2	7	
Not Traced	7	3	2	
Summons withdrawn	5	2	5	
Guilty and fined	4	-	2	(fines were a maximum of £5)
Guilty, no penalty	1	-	-	

An example of a Solicitor's letter is overleaf, the name of the soldier, unit and Solicitor having been removed for obvious reasons

The first Regular members of the Column were the Adjutant, Captain H. J. Reid ASC and two instructors, Company Sergeant Major Hoskins ASC and Staff Sergeant D. Cameron ASC.

The first Honorary Colonel, Major General Sir Charles Fergusson Bt, MVO, DSO, was appointed on 24 September 1908, holding the appointment until 1920. In 1909, the General presented the Inter Company Efficiency Cup (see Annex E).

Column Headquarters consisted of the Commanding Officer, Adjutant, Senior Supply Officer and two attached officers, the Medical Officer and Veterinary Officer. No 1 (Headquarters) Company consisted of Company Headquarters and two sections known as Transport Details and Supply Details. The three Brigade Companies were similar, but with different Establishments. Annex F shows the Provisional War Establishment for 1908-09 for a Territorial Force Divisional Transport and Supply Column as published by HMSO (price 8d) and issued with Special Army Order dated 30 December 1908.

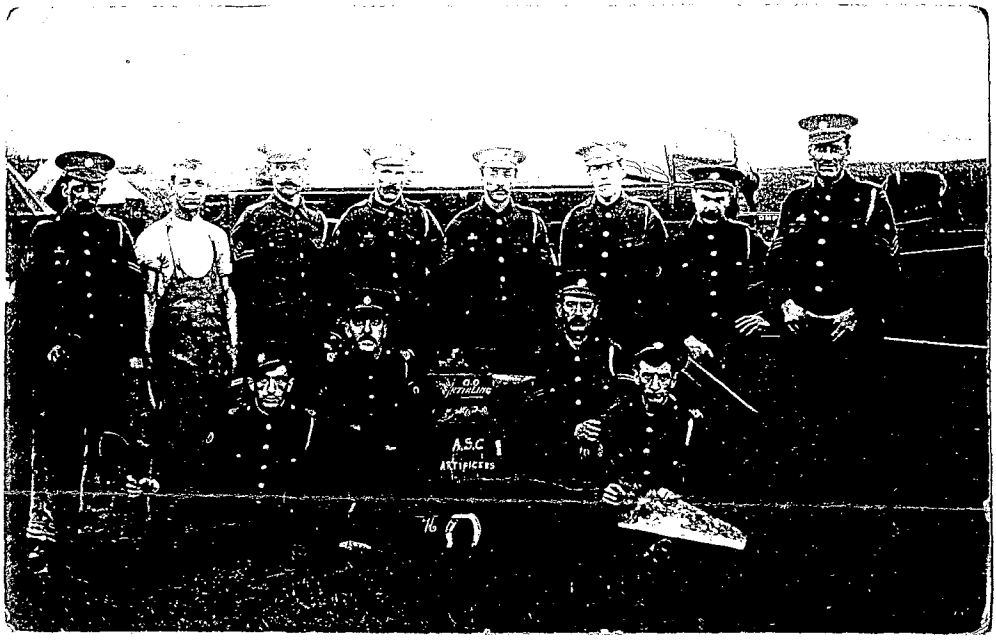
From various sources, it has been possible to piece together some of the history of the four companies. Sadly it is far from complete, a lot depending on the efficiency of the Company *scribe* and the interest taken by the local Press.

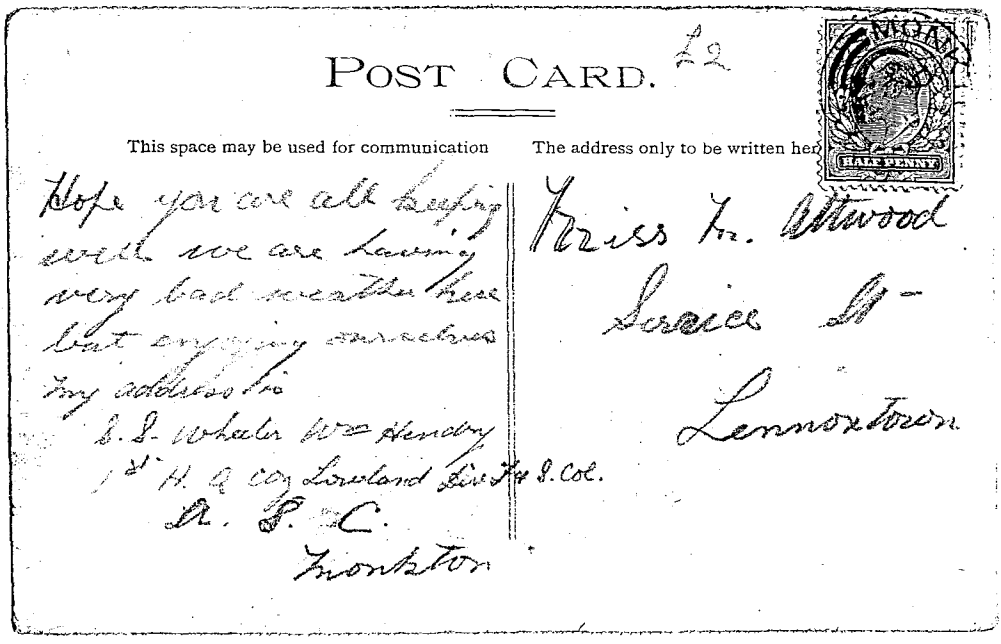
No 1(Headquarters) Company.

The Company was formed from the ASC elements of the pre-reorganisation Scottish Infantry Brigades, mainly the HLI Brigade and the 3rd (Renfrewshire) Volunteer Brigade and was co located with No 4 Company at the Drill Hall 22 Lochburn Road, Glasgow (now demolished) just a few hundred yards from Maryhill Barracks. By 8th July 1908, the local Press reported the Company 100% recruited and thus it went to camp in 1908 at Craigton Row, near Castle Douglas to carry out ASC duties for the Lothian Border group, a unit with no dedicated ASC. Camp lasted for 31 days; the Company location was reported *being in a hollow with sides so steep that it was impossible to get the wagons in. The surrounding area was also low lying so much so that when it rained the horses had to be dug out of the mud.*

The 1909 camp was with the Lothian Brigade at Balmule near Aberdour in Fife, and was held during the Glasgow Fair fortnight, 5 officers and 189 men attending. For this camp, the Company had 2 General Service (GS) wagons, 12 double-horsed *lorries* and what is described as second line transport. (Presumably the term had the same meaning then as it has today). The advance party arrived on 15th July and the camp was ready for the main body which arrived about 9 p.m. on the 16th. The Brigade arrived by train on the 18th, the Company's transport being used to carry the Brigade's baggage and camp equipment from the station at Aberdour to camp, 3 miles away.

Wet weather was again a feature and the camp report recorded that the tent and horse lines soon became a quagmire. Camp routine was stable, wagon and foot drill coupled with a 2 day, 30 mile convoy to Largo Ward and back.





POST CARD. £2

This space may be used for communication

Hope you are all keeping well we are having very bad weather here but enjoying ourselves my address is
S. S. Wheeler Wm Hendry
1st H. Q. Coy Lowland Div F & S. Col.
A. S. C.
Monkton

The address only to be written here

Miss M. Attwood
Service St
Lennoxtown

No 1(Headquarters) Company - Monkton 1911
(From the postcard collection of Lieutenant Colonel M.H.G. Young)

Camp 1910 saw the Company camping again with the Lothian Brigade, this time at West Linton, to the east of Edinburgh. Here training consisted of the collection of the Brigade's camp equipment, miscellaneous transport details, Supply Depot operations and the eventual return of the equipment. However, this particular year the Company were also heavily involved in the *Scottish Manoeuvres* - the first time that the Territorial Force had been engaged in a major exercise.

Details of the Company's and the Column's involvement are described later in this Chapter.

No 2(Lothian Brigade) Company.

No 2 Company, also known as the South Scottish Rifle Brigade Company had as its ancestors the 1st Lothian Brigade Company and the famous *Queen's Edinburgh* (The Queen's Rifle Volunteer Brigade). The first drill hall was at 60 Pitt Street, Edinburgh, though latterly (1912) at Brandon Street, with the 1908 camp at Hillend, lasting for 26 days. It is recorded that by that time two of the officers and three NCOs had obtained the Aldershot certificate in Supplies.

The Company shared a joint Sergeants Mess with the LMBT&SC and held an inaugural smoking concert on Friday 19 February 1909. The Annual Dance of the Mess was held on 4th March 1909 in the Victoria Hall, Edinburgh with 210 couples taking part. Dancing is recorded as finishing at 3 am.

Hopefully recovered, the Company, along with the Mounted Brigade Column, took part in a Territorial Force Parade through Edinburgh on the following day, 6th March. Because of frozen, hard packed snow, the parade was a dismounted one, though an obvious success as there were 40 applications for the last 4 vacancies in the Company.

In 1909, the company camped at Craigton Row under canvas from 9th July with 5 officers including the Medical Officer and 80 rank and file. The Company's Supply Section was heavily involved in bringing up and issuing supplies to the other troops at camp, namely the Kings Own Scottish Borderers and the Royal Scots Fusiliers. The Assistant Director Supplies and Transport, Scottish Command, Colonel G. M. V. Hunt inspected the Company and as a result awarded the Efficiency Cup to the Company, the first time the cup had been presented since its inception. (See Annex E).

Camp 1910 was at *hilly Stobs* described as *charming in fine weather, but the dreariest and muddiest place imaginable when wet*, where the Company also took part in the Scottish Manoeuvres.

No 2 Company later moved to the Drill Hall in Brandon Terrace, which it shared with the LMBT&SC.

No 3(Scottish Rifle Brigade) Company.

No 3 Company was a new formation on the reorganisation, as the Scottish Rifle Brigade had no ASC Company. The first mention of No 3 Company appears in the Glasgow Evening Times of Thursday 16th April 1908, when it was first reported that

The Rutherglen section of the ASC was enrolled and attended their first drill parade. The Local Provost, Provost Johnstone presented a silver Challenge Cup for competition by the three units based at Rutherglen namely a Telegraph Company, a Field Company (both Royal Engineers) and the ASC Section. (There is now no trace of the cup). The press report goes on to indicate that the intention was to raise 100 men for the ASC, 25 at Wishaw, 25 at Hamilton, 25 at Rutherglen and 25 from Coatbridge and Airdrie. The Lanark Territorial Force Association were well pleased with the ASC, the Minutes of June 1908 recording that *...they had enlisted a higher percentage than any other unit.*

The Company, along with No 4 Company, attended the first Territorial Force Camp at Gailes in 1908, with the HLI Brigade. Transport work was recorded as *light* as the camp was alongside the railway line. The majority of training was Convoy work, starting off about 8.30 am, having a lunch halt and arriving back at camp at about 6 p.m. Transport was short and the Companies had only 8 *lorries* and pairs for 200 men. The *lorry* is described by the Company correspondent as *...an indifferent military vehicle, having no sides or seats.*

There is no detailed record of the Company's 1909 camp except that it was at Hillend near Denny from 16th to 30th July. The 1910 camp was at Town Foot Farm, Carronbridge near Denny in the Kilsyth Hills; the Company also taking part in the Scottish Manoeuvres described later in this chapter.

In the Glasgow Herald of 26th July 1910 the following appeared, under the heading Camp Report - Scottish Rifle Brigade - Denny

> *No 3 Company was camped with The Scottish Rifles and appeared to be an efficient unit and to carry out its duties to the troops with punctuality. Meat and bread were good - the forage indifferent. The unit was well horsed and had a good lot of men.*

The April 1911 edition of the ASC Journal reported the Column Officers Mess Dinner held on 10th February 1911 in Edinburgh.

> *A feature of the Dinner was the excellent appearance of the four pipers of the S R Brigade Company who marched round the table in orthodox style, and wound up with the traditional Gaelic toast by the Pipe Major. As these were probably the first ASC pipers in existence, a few words as to their origin may be interesting. They were discovered at camp last summer by Captain Robert Clarke, commanding the Company, and it turned out that they were members of the Motherwell Town Pipe Band who had enlisted as drivers, and brought their own pipes to camp. Their playing was so good that they were formally adopted as Pipers to the Column. The Commanding Officer, Lieutenant Colonel J. A Hope presented a pipe banner described as a beautiful piece of work by Messrs A M. Jockel & Co., George Street, Edinburgh. A blue silk field, gold fringe, white edging, gold star and crown (with*

crimson velvet cap), green laurel wreath and silver garter and the monogram make up the obverse. The reverse ..... has the Colonel's crest and motto... Other banners will no doubt follow.

The *Hope Banner* was eventually traced by the author and is now at Polmadie Avenue, Glasgow where 221 Squadron Royal Logistic Corps (Volunteers) are now based, along with Colonel Hope's dress sword and miniature medals all having been lent to the Regiment by the Hope family of Edinburgh. The collection is prominently displayed in a fine oak display case manufactured by 26 Command Workshops Royal Electrical and Mechanical Engineers (REME), Stirling.

There is evidence that a decision was made to form a Pipe Band in all probability at No 3 Company. In September 1910, the Company Commander, Captain Clarke, wrote to the Lanarkshire Territorial Force Association asking for a grant to form a Band. The Association agreed provided that the other two Associations (Glasgow and Edinburgh) also made grants. There is no record of any contributions ever having been agreed and after further requests to Lanarkshire, they eventually replied in January 1911 that they could not countenance the formation of Company Bands (presumably because of the financial burden on the Association). In March 1911, the Commanding Officer wrote asking for money to purchase drums for the Band. This was also refused. One way or another, a Pipe Band was formed, probably around late 1910. The Band was still in existence in January 1914 and while not officially Established must have been the very first Pipe Band in the Corps.

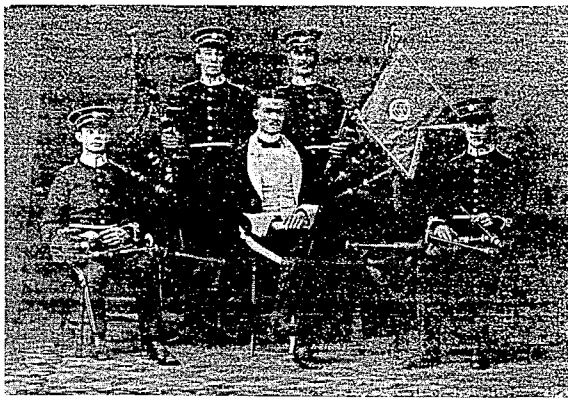
In those early days, the local papers carried articles about the Annual Camps, normally held in July during the Glasgow *Fair* or Trades Holiday. No 3 Company's 1912 Camp was reported in the Motherwell Star in July 1912. The article is quoted verbatim.

No 3 Company of the Army Service Corps, under the command of Captain Clark(e), along with Lieutenant Kinghorn, experienced on Friday weather conditions that were nothing short of deplorable. Rain fell all day from a leaden sky, and the men perforce had to remain within their prescribed canvas areas and while away the time as best they could because outdoor work was out of the question. The roads in the neighbourhood were in flood, but the sandy nature of the camping ground has again prevented serious consequences for the men.
Despite the discomfort the men were in the best of spirits and determined to make the most of it. Impromptu concerts were numerous throughout the lines, where all the popular songs of the moment were given vent to. They were a happy lot at Gailes.

At the Supply Column camp, the numbers were increased by the arrival on Friday night of the No 3 Company from Motherwell, who brought with them a full pipe band, which is stated to be the only Army Service Corps pipe band in the world.

On Saturday, in bright weather, the work of the transport men consisted of an Adjutants parade and foot drill, followed by riding school exercise, and in the afternoon there was a commanding officer's parade under Colonel Hope.

Lieutenant Colonel J.A. Hope.



Captain R. Clarke and pipers of No. 3 (Scottish Rifle Brigade) Coy., Lowland Divisional Transport and Supply Column.

ASC Journal April 1911

LOWLAND DIVISIONAL TRANSPORT AND SUPPLY COLUMN.
ORDERS BY
Lieut.-Col. J. S. MATTHEW, Commanding.
Headquarters, Drill Hall, Maryhill,
Glasgow, 20-1-14.

1. WINTER TRAINING.—All N.C.O.'s and Men desirous of promotion should attend the Headquarters on the dates mentioned, during February, commencing February 2nd, on Manual Exercise; on February 4th, Musketry; and on Friday, 6th February, a Lecture by "Adjutant."

2. ORDERLY N.C.O.—Sergt. G. A. B. Allen will be the Orderly N.C.O. for the week commencing Monday, 26th inst., and will attend all parades in Service Dress.

3. RIDING SCHOOL.—The Riding School at Yorkhill has been allotted to Nos. 1 and 4 Companies on Monday, 26th inst., from 7.30 to 9 p.m. N.C.O.'s and Men to attend in Service Dress.

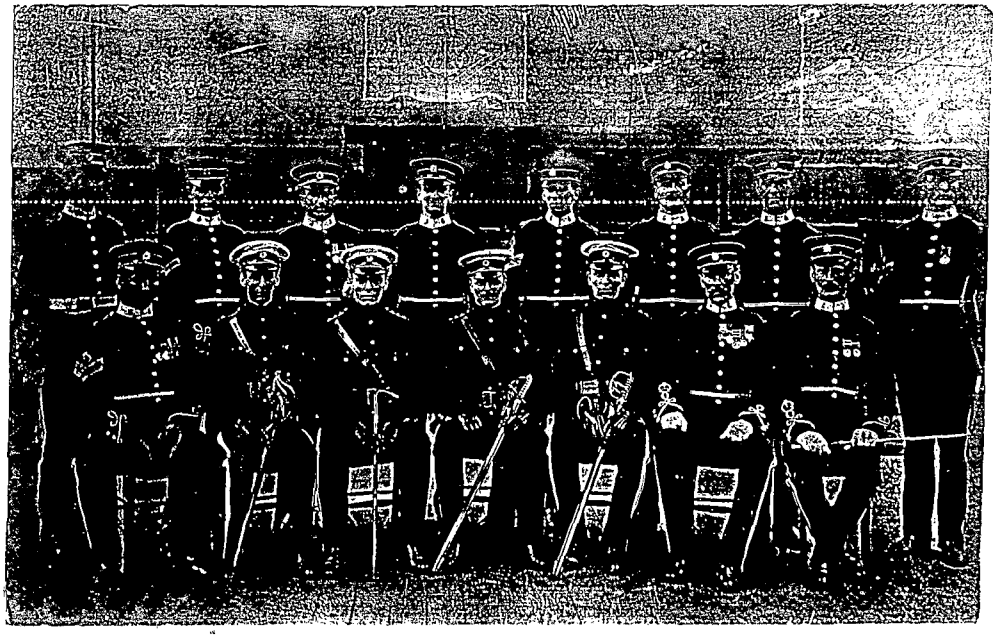
4. PIPE BAND.—Any member of the Corps having any friend desirous of joining the Band should bring them to Headquarters by Monday, 2nd February. Uniform, kilt.

5. PRESENTATION OF PRIZES, HEADQUARTER COY.—The Annual Presentation of Prizes to Members of the Headquarter Coy. will be held on Saturday, 31st inst. The gathering will be in the form of a Dance, to be held at Headquarters.

6. SERGEANTS' MESS MEETING.—The Monthly Mess Meeting will be held on Monday, 2nd February, after Parade, at 9 p.m.

(Sgd.) H. A. STEWART, Captain and Adjutant,
Lowland Divisional Transport and Supply Col.

Glasgow Evening Times 26 January 1914.



Sunday Church Parade No 3 Company May 1909 Wishaw.

From the available records, the officers are probably
(left to right) Second Lieutenant Morrison, Captain Clarke, Captain McLellan and Lieutenant Morrison.
(From the postcard collection of Lieutenant Colonel M. D.G. Young).

An examination of the October 1909 Minutes of the Lanark Territorial Force Association reveal that No 3 Company had a problem with accommodation. As part of the Company were co located with the Royal Engineers at Rutherglen, (possibly Company Headquarters and the Transport Section) the Commanding Officer complained that the location was wrong and that it should be changed to Motherwell, where a new Drill Hall was being built and another section of the Company located. The Association replied that it was too late as the plans for Motherwell had been approved. In March 1910, the Commanding Officer tried again asking for better accommodation at Motherwell. There must have been no reply for he repeated his request again in January 1911. Further correspondence produced the Commanding Officer's suggestion that if there was no more space at Motherwell then wagon sheds should be built at Rutherglen. The Association then proposed that 2 recreation rooms at Rutherglen be handed over to the Company by the Royal Engineers and as this was not acceptable to the Commanding Officer it was decided that the Permanent Sergeant Instructor would have to move into quarters thus releasing 2 more rooms.

Shortage of wagons was one of the many problems facing the Army and No 3 Company was no exception. Not content with waging war on the local Association on accommodation, our determined Commanding Officer took up the cudgels on behalf of that Company on the subject of wagons and in December 1910 wrote asking for wagons for No 3 Company on the grounds that wagons had been issued to other units of the Column. He even offered to lend the Association money for the wagons if lack of finance was the problem. This prompted the Association to refer the matter to the War Office. It took until March 1913 for the War Office and the Association to refuse the offer, the latter commenting that they did not know when they could repay the loan that was repayable as and when the Association was in surplus. Presumably future events secured the provision of wagons. One wonders if this is the answer to present camp shortages!

No 4 (HLI Brigade) Company.

No 4 Company were patently not the best scribes in the world and in the period up to the start of the Great War, contributed very little to the ASC Journal or any other publication for that matter.

By the end of June 1908 their strength is recorded as 4 officers and 115 rank and file against an Establishment of 4 officers and 127 Rank and file.

The 1911 camp was reported in the 13 July issue of the Glasgow Evening News

> *Quartermaster Sergeant Daily, 18 men, 10 horses and several wagons of No 4 Company arrived at Wallacefield, Troon. The weather yesterday and today has been hot. The men are busily engaged transporting stores and paraphernalia from Troon Old Station, marking out the camp and getting everything in readiness against the arrival off the main body on Saturday.*

No 4 Company shared a drill hall with No 1 (Headquarters) Company at 22 Lochburn Road, Maryhill. This was obviously not the most suitable arrangement and in April 1910 the Commanding Officer was reporting accommodation problems to the Glasgow Territorial Force Association.

At one time, when the problem was access for wagons and horses, consideration was given to the purchase of extra ground from the nearby football club, but apparently the cost was too high. Eventually the premises were extended in 1910 at a cost of £1,132 2s 2d (£1,132.11). By August 1912 a further extension was required because of new larger wagons coming into service. The Commanding Officer wrote that he required 22 new wagons and that the 20 purchased were not sufficient. Later when he discovered that the Companies already held 4 (2 each to Nos. 1 and 4 Companies) he had to apologise to the Association who allocated the extra wagons to the Royal Army Medical Corps (RAMC).

Towards the end of 1913 the problems must be become more acute as the Commanding Officer suggested to the Association that No 4 Company should be rehoused at Gilbert Street, round the corner from Yorkhill Parade and adjacent to the Drill Hall occupied by the 6th Battalion HLI, now occupied by 15 (Scottish) Company 4 Parachute Battalion, The Parachute Regiment (Volunteers). Gilbert Street was then vacant and has previously housed the RAMC who had moved to a Drill Hall in 41 Yorkhill Parade. The various committees of the Association agreed subject to approval by the General Officer Commanding (GOC) Scottish Command.

No 4 Company is recorded as being at Gilbert Street in May 1914, the Glasgow Association giving the unit a grant of £75 for furnishings.

ARMY SERVICE CORPS, T.F.

LOWLAND DIVISION, T. & S. COLUMN.

Orders by Lt.-Col. J. A. HOPE, V.D., Commanding.

Headquarters, Drill Hall,
Lochburn Road, Maryhill.

1. INSPECTION.—No. 4 (High. L.I.) Bde. Coy. will Parade for Inspection in Marching Order at 7.45 p.m., Monday, 11th July. All ranks must attend in order to obtain Orders for Camp. Dress—Service Dress, Bandolier, Haversacks, Waterbottles, Mess-Tins (attached to Bandoliers), Rolled Coats, and Rifles, with Slings. Supply Section carry Mess-Tins on Waist Belts.

2. LEAVE FROM CAMP.—A List of N.C.O.'s and Men granted Leave from Camp is posted on the Notice Board at the Drill Hall. All N.C.O.'s and Men who have applied for Leave must satisfy themselves that their names are posted on the list before considering themselves excused.

3. DRESS.—The Dress for Men parading to proceed to Camp will be Marching Order as laid down in Order No. 1.

4. CAMP.—No. 1 Headquarters Company—West Linton Advance Party.—Parade Queen Street Station (N.B. Railway) at 8.15 a.m., Thursday, 14th July, for West Linton. All Baggage to be at Drill Hall by 8 p.m., Wednesday, 13th inst. Kit Bags to be brought to Station by men. Each man's bag to have his Regimental Number, Rank, and Name, and Corps shown thereon.

Main Party Parade at Maryhill Station (North British Railway) at 1.15 p.m. on Sunday, 17th July, for West Linton. All Baggage to be at Drill Hall by 8 p.m., Friday, 15th July. Kit Bags to be brought to Station by men and marked as instructed above.

No. 4 (High. L.I.) Brigade Company.—Advance Party Parade at Maryhill Station (Caledonian Railway), 9 a.m., Wednesday, 13th inst., for Stirling. All Baggage to be at Drill Hall by 8 p.m., Tuesday, 12th inst. Kit Bags to be brought to Station by men. Each Man's Bag to have his Regimental Number, Rank, Name, and Corps shown thereon.

Main Party at Buchanan St. Station at 5.15 a.m., Saturday, 16th, for Stirling Camp. All Baggage to be at Drill Hall by 8 p.m., Friday, 15th inst. Kits to be brought to Station by men, marked as instructed above.

There are still some Vacancies for Men in the Advance Party. Names to be handed in on Monday, 11th inst.

(Sgd.) F. REID, Captain and Adjutant,
L.D. T. & S. Column.

Camp Orders - Nos 1 and 4 Companies

Glasgow Evening News 11th July 1910

LOWLAND DIVISIONAL TRANSPORT AND SUPPLY COLUMN.

ORDERS BY

Lieut.-Col. J. S. MATTHEW, T.D., Commanding.

Headquarters, Drill Hall,

Maryhill, Glasgow, 1st July, 1914.

1. HIS MAJESTY THE KING'S VISIT TO GLASGOW.—Nos. 1 and 4 Companies.—All ranks taking part in lining the streets on the occasion of His Majesty King George's Visit to Glasgow on Tuesday, 7th July, will assemble at No. 4 Company Headquarters, Drill Hall, Gilbert Street, Yorkhill, at 9 a.m. sharp.

Dress—Blue Walking-Out, with Rifle and Sling. Great Coats will be taken to No. 4 Company's Headquarters.

Refreshments will be provided at the Gilbert Street Drill Hall at mid-day.

The Commanding Officer hopes that all ranks will make a special effort to turn out in good strength, and that the appearance of the Corps will be clean, smart, and soldierly.

2. CASUALS DRILL.—Drill for Casuals will be held every Morning for men on Night Shift at Lochburn Road, and on Monday and Thursday Evenings, from the 22nd June to the 13th July inclusive, at Company Headquarters.

3. ANNUAL TRAINING. — The Column will be Encamped at Gailes from the 17th to the 31st July, 1914. Time of entraining and place will be notified in the papers, and on the Notice Boards at Company Headquarters.

N.C.O.'s and Men are requested to see that their Kits are complete before proceeding to Camp.

4. ADVANCE PARTY. — The Advance Party for Gailes will leave Glasgow on the morning of the 15th July, about 6 a.m. Men wishing to go with this Party should put their names on the lists provided on the Company Notice Boards.

5. LEAVE FROM ANNUAL TRAINING.—N.C.O.'s and Men requiring leave from Annual Training at Camp, and those unable to attend for the full period must apply to their Company Commanders in writing, accompanied by Employer's or Medical Certificate.

6. SEPARATION ALLOWANCE. — N.C.O.'s and Men who have enlisted or joined the Company since last Annual Training, or who have been married since that date, will produce their marriage lines so that an entry can be made to that effect. It is notified for information that unless this is done no allowance will be granted.

7. INSURANCE CARDS. — All Ranks are reminded that they must bring their Insurance Cards to Camp with them (Health and Unemployment).

8. CHANGE OF ADDRESS.—All Changes of Address must be notified to the Company Sergeant-Major without delay.

H. A. STEWART, Capt., A.S.C.,
Adjutant, Lowland Divisional Transport and Supply Column.

Glasgow Evening News July 1914.

The Scottish Manoeuvres of 1910

There is no better way to relate the happenings on the Manoeuvres than to reproduce in full the article that appeared in the ASC Journal of October 1910.

The real event of the year was the Scottish Manoeuvres, the first occasion on which Territorials had been so engaged. All the Lowland troops, and some of the Highland were engaged (except the Artillery who had finished their training), the permanent Divisional and Brigade Staffs were employed, and all RE, ASC and RAMC services were carried out by the Territorials themselves, without assistance.

The idea was that a foreign foe had made a raid both on the South and the North of the Forth. The Southern Raiders, consisting of the South Scottish Brigade, the 2nd A. and S. Highlanders, two guns and some Yeomanry were operating from Dunbar; the Northern Raiders (A. and S.H. Brigade, the Black Watch Brigade, and the 2nd Royal Scots) operated from Largo. The Southern Defenders were the West Linton troops and the Northern Defenders the Brigades from Denny and Stirling based on Dunfermline.

The interest of the T. and S. Column in these manoeuvres was twofold; first, all the transport of the Southern and Northern Defenders, including a great mass of auxiliary civilian transport, was carried out and handled by them, and secondly, no less than seven supply depots scattered over the manoeuvre area of both sides on the South, and of the Defenders' side on the North of the Forth, were established by them unaided. The running of these depots in addition to the depots at the standing camps, taxed the personnel severely; but everything went like clockwork, and all felt that the practice of the last two years had at least borne not unworthy fruit. Colonel Hope kept an eye on the work north of the Forth and Capt. and Adjt Reid on that south of it.

SOUTHERN MANOEUVRES

The Southern Defenders, who were camped at West Linton, were the Lothian Brigade and some details RA, RE and RAMC with No 1 Headquarter Coy LD T and S Column, and these moved off on the 25th to the manoeuvre area near Haddington.

Thirty-two wagons and horses were hired to carry baggage, so the senior Transport Officer had under his Command quite a respectable convoy amounting all told to over 60 vehicles. The road to camp was little better than a track and a week's rain had made it as soft as possible.

At 7 am we started work trying to get the wagons off the camping ground and along the track to the main road about half a mile away, but the task was stupendous. The lorries with their small wheels seemed literally to cut into the turf, and it was only by means of Companies of infantry with drag ropes that we eventually reached the main road and were ready to move off at 1 p.m.

Nearly all the infantry battalions had travelling kitchens, and though as kitchens they were splendid, the men having their first hot dinners within a quarter-of-an-hour of reaching camp, as transport vehicles they were impossible; the wheels were tiny and their weight nearly 2 tons when empty. The only way to get them along up the slightest incline was to have them man-handled with drag ropes. If these vehicles are allowed, they must be sufficiently horsed and the least they can do with is four heavy drought horses, similar to those employed by artillery batteries.

We reached our first camp, Whitehill, about 7 p.m., and found our Supply Officer all ready at the railway station to issue. The GOC, seeing how soft our camp looked, issued orders that no loaded vehicles were to come inside, and though this gave us all some distance to carry our kits and tents, yet we all appreciated the wisdom of the move next day, when, instead of it being 1 p.m. before we could move off, we were well on the road at 10.30 am.

The troops move off in two columns, one to Pencaitland, the other to Elvingston. A Supply detachment consisting of 1 subaltern, the company cook as butcher, and some drivers as issuers, were sent off early by train to issue at Pencaitland, while the regular Supply detachment moved on to Elvingston. Camp was reached about 3 p.m., and the issues were satisfactorily carried out.

Little else interesting happened from the ASC point of view, except that at Dalkeith, where we all broke up to go home, the GOC commanding our force congratulated both officers and men of the 1st Headquarter Company on the very satisfactory way they had carried out transport and supply duties under exceedingly difficult circumstances.

NORTHERN MANOEUVRES

Unlike their brethren south of the Forth, the northern defenders had no long marching to do, all troops being railed to Dunfermline, or to Crossgates a few miles further on. The infantry went straight from the train into action on the morning of the 28th July, the previous day's getting in touch having been carried out by a local Cyclist Battalion and Coast Defence Battalion.

The transport column had the useful experience of entraining and detraining, and very expeditiously was the work carried out. Difficulties were encountered at one place by all entraining having to be end-loading at a single lye, fresh trucks having to be shunted in again and again. At Dunfermline there were two side lyes and two end ones, all on the same loading bank, which was too small for all put on to it, but disentanglement took place speedily and without confusion.

The march to camp illustrated how indispensable an individual the farrier or shoeing-smith is, and on some of the very steep hills en route, the breast harness which had been issued (on special demand) to NCOs, proved invaluable in trace work. The vile weather made the matter of getting the last of the train loads into camp considerably difficult, as the roads were heavy and the bivouac ground cut up badly. There was the usual grumbling from units that did not get their wagons and blankets as soon as others; but all got there. The transport work also brought out the weakness of the Scotch lorry with its small wheels for work on soft ground, and hammered into the heads of some offenders the eternal lesson "don't overload".

The supply work won't be forgotten for long by some of the units concerned, who only sent in their AB55 on the day they were to draw, and by others who failed to draw a day's ration in advance at their standing camps; when they found they were going straight into action from the train, they realised their mistake. The Supply Depot and its contractors, nevertheless, rose to the occasion right well, and fed everybody, though some had to wait a little.

Altogether the manoeuvres were most instructive, and though the work was hard and hours long (the first day the ASC had reveille at 02.30, and did not reach bivouac till 10 at night), they were much enjoyed by all.

THE LOWLAND MOUNTED BRIGADE TRANSPORT & SUPPLY COLUMN. (LMBT&SC)

The Lowland Mounted Brigade, one of the 14 Mounted Brigades formed on the creation of the Territorial Force consisted of the Ayrshire Yeomanry, the Lanarkshire Yeomanry, the Queen's Own Royal Glasgow Yeomanry and the Lothian and Border Horse. The origins of the Transport & Supply Column are somewhat confused, as the first mention of it in the ASC Journal shows that it was supposedly located in Ayr. However, because the County of Ayrshire Territorial Force Association was unable to raise the necessary manpower, the Column was transferred to the auspices of the City of Edinburgh Association (War Office Authority dated 27th January 1909), and was eventually raised with a nucleus from the Lothian and Border Horse. The initial Establishment was 4 officers and 112 men, the first Commanding Officer being Captain I. B. C. Neilson, a South African War veteran and a former officer of the 1st Lothian Brigade Company ASC. The first member of the permanent staff was 1st Class Staff Sergeant Major F. J Bayman.

The provisional War Establishment, issued with Special Army Order of 30 December 1908 was similar to that of a LDT&SC Brigade Company.

Headquarters and the Drill Hall were at 4 Pitt Street, Edinburgh, later moving to Brandon Terrace, Tuesdays being set aside for the attestation of recruits. By 23 February 1909, less than a month after its formation, the strength was reported as 78 all ranks, the ASC Journal of April 1909 reporting that this was *not a bad piece of work considering the number of units recruiting in Edinburgh.* In addition to recruits, some experienced NCOs from the Queen's Edinburgh transferred to fill vacancies for senior ranks. Foot drill was carried out, not in the drill hall, but in the Waverly Market House and also at the Royal Fortress Artillery (RFA) drill hall in Spittle Street. Riding lessons for the NCOs and recruits were started on 1st March 1909 though lack of funds prevented extensive mounted drills. The funds that were available had to be used for the riding and wagon drills necessary for the forthcoming Brigade Camp.

Lieutenant Colonel Hope, being the senior ASC Territorial Officer in the area, carried out numerous inspections of the column, the first on 26th March 1909, a passing out parade of the first 50 recruits. On 1st June 1909, the ASC Journal reported the Column as being only two officers and four men under Establishment, a good indication of the enthusiasm of the time. The 1909 camp was at Lanark from 6th to 20th June. The ASC Journal of August 1909 recorded

> *An ideal camping ground being allocated at the Column on Lanark racecourse beside the Ayrshire Yeomanry and although no supply duties were undertaken, an otherwise sound and instructive training was performed by 89 NCOs and men for the full 15 days. 14 men attended for eight days, other untrained men being attached to No 2 Company (LDT&SC) in July. As evidence of the keenness of the Column, one junior NCO had performed 89 preliminary drills, while only one man had asked for leave not to attend camp.*

Sunday 6 June was a day full of hard work. Parading at 7 am, which meant for some being on the road before 5, the Column proceeded to Princes Street Station and entrained with 28 horses and 6 wagons for Lanark, where on arrival, camp equipment was drawn. The camping ground was reached at mid-day, and, in contrast to the Yeomanry camp adjoining, which had been pitched by a party of Pioneers, only a bare field was found. However, no time was lost, and by 3 o'clock, tents and marquees were erected, horse lines laid down and matters arranged "ship shape and sailor fashion" before a large and interested number of Lanark townsfolk. After evening stables, a church parade in full dress was held at 5.30 and Divine Service was attended in Lanark, two miles away, by over 70 men. A typical day's programme during the training would be as follows:

"Reveille, Lights out etc" at the recognised hours, and "Stables" thrice daily; 7 till 8, physical drill, all spare men; 9 till 12, Riding School, Harness and Saddle Instruction and Foot Parade; 2 till 4.30, Mounted Wagon Drill and Foot Parade. The Transport Section was divided into five rides each of which worked together throughout. A route march was made to Pinto musket camp, and the role of a convoy under escort was undertaken on the Thursday and Friday of the last week. Camp was struck on Saturday 19th, in the early morning, the Column leaving for Edinburgh by road the city being reached on Sunday morning.

The ASC Journal, March 1911 reported that the presentation of prizes to the column took place at the Imperial Hotel, Edinburgh on 16th December 1910, Colonel Hope presenting the prizes in place of the Brigade Commander, Major General Babington. On 7th January 1911 a joint Sergeants Mess Annual Dinner (the first) of the LMBT&SC and No 2 Company LDT&SC took place at Ferguson and Forrester's, Princes Street, Edinburgh. Staff Sergeant Major Forbes, No 2 Company took the chair.

The 1912 Camp (Dunbar) was reported by the Glasgow press as follows

.....yesterday (the men) put in the hardest day's work since the training commenced. Fortunately, the weather was of a more comfortable nature for field work than the proceeding day and allowed of more strenuous manoeuvres being carried out. The men continued to enjoy good health, the only cases of sickness reported being of a very trifling nature.

National Insurance Contributions were deducted from the soldiers pay for the first time in 1912, the press reporting that *....special men, appropriately designated by their comrades as the Insurance Staff, were delegated to look after the matter.*

The Territorial Service Gazette, 11th July 1914, recorded that the LMBT&SC swept the board at the Territorial Championships held in Edinburgh by coming first and second in the ASC Driving Championship.

EXTRACTS FROM THE MINUTES OF THE TERRITORIAL ASSOCIATION (GLASGOW).

Commanding Officer's Travelling Expenses. The Commanding Officer lived and worked in Edinburgh and to visit the Companies, had to travel extensively by train. He therefore requested reimbursement from the three Associations concerned of his expenses, totalling £12 per year. After long, protracted correspondence, they all agreed, the Glasgow Association adding the rider that they would not pay for his attendance at Association meetings.

Postage and telegram costs of Nos. 1 and 4 Companies. Earlier pages have described the value of the local press in communicating forthcoming events. Additional costs of communication must have also been incurred by the use of *other means* and the Commanding Officer reclaimed the cost of postage and telegrams from the Glasgow Association amounting to £6.18.4d (£6.92) for the period 1st April 1908 to 9th October 1910. Initially, the Association agreed to pay half, but later agreed to pay all costs provided that copies of the telegrams were produced as vouchers.

Movement to Annual Camp 1911. The Commanding Officer requested authority from the Glasgow Association for Nos 1 and 4 Companies to *march* to Annual Camp. This was approved provided the cost did not exceed that of travelling by train.

EARLY DRESS REGULATIONS.

The Glasgow Evening Times of 28th August 1908, reported that the War Office had authorised the Column to adopt Gold Lace and Gilt Ornaments for walking out dress. The paper commented that this was believed to be the first ASC Territorial Force unit to be so authorised.

On 1st April 1913, the LDT&SC's second Commanding Officer was appointed on the retirement of Colonel Hope.

John Smart Matthew joined the Volunteer Force in 1893, being commissioned into the 3rd Volunteer Battalion, Royal Highlanders (The Black Watch), later transferring to the 9th (Glasgow Highlanders) Battalion HLI. Colonel Matthew was to command the Column throughout the Great War, eventually retiring in 1920 to become the column's second Honorary Colonel until his death in 1935. There are biographical notes in Annex D.

Chapter Three

The Great War

4 August 1914 to 11 November 1918

The declaration of war on 4th August 1914 was recorded in one brief sentence in the War Diaries of the LDT&SC. *Mobilised at Maryhill and Yorkhill Glasgow, Motherwell and Edinburgh.* No records have been traced of the Mobilisation of either the LMBT&SC or the LDT&SC except for one pre-war extract from the Minutes of the Glasgow Territorial Force Association recording that it would take civilian contractors six days from the receipt of the signal to mobilise to deliver stores to units. What actually happened is not known.

The Column's first task was to establish Field Supply Depots to serve the Division's three Brigades and Depots were set up on the 5th August at Stirling, Falkirk and Dunfermline. On the 11th, Column Headquarters along with No 1 Company moved by road to the Divisional Headquarters location at Bridge of Allan, No 3 Company moved by road from Motherwell to Falkirk. No 2 Company moved by rail from Edinburgh to Stirling on the 13th followed, also by rail, by No 4 Company on the 14th.

No detailed Establishment of the Column has been traced for this period, though an outline is shown at Annex F. In what follows, it must be remembered that the Column consisted of Column Headquarters and four Companies, a Headquarters Company to support Divisional Troops i.e. Artillery, Engineers etc., and three Brigade Companies, all four Companies consisting of Company Headquarters, a Transport Section and a Supply Section.

The Division, known then as the 2nd Lowland Division, was assigned a Home Defence role as a mobile force, to guard against possible invasion, at its mobilisation locations.

BRIDGE OF ALLAN
Divisional Headquarters
Squadron, Glasgow Yeomanry
1st and 2nd Lowland Field Companies and a Signalling Company, Royal Engineers (RE)
Column Headquarters and No 1 Company LDT&SC ASC

STIRLING
South Scottish Brigade
(4th & 5th Royal Scots Fusiliers, 4th & 5th Kings Own Scottish Borderers)
3rd Lowland Field Ambulance Royal Army Medical Corps (RAMC)
No 2 Company LDT&SC ASC

FALKIRK
Scottish Rifle Brigade (5th, 6th, 7th and 8th Scottish Rifles)
1st Lowland Field Ambulance RAMC
No 3 Company LDT&SC ASC

DUNFERMLINE
HLI Brigade (5th, 6th, 7th and 9th HLI)
2nd Lowland Field Ambulance RAMC
No 4 Company LDT&SC ASC

The Home Defence role was the original concept for a Territorial Force unit, it being accepted that as volunteers, the Force would require six months training before being considered fit to meet a trained, organised field army.

It was therefore a compliment when the Force was subsequently asked to volunteer for Imperial Service, i.e. to be sent abroad to relieve static Regular Army Garrisons so that Regular troops could be relieved for service in France. Compliment it may have been, but to the Territorials it was a disappointment as they wanted and had volunteered to serve in France.

Initially, Lord Kitchener, the Secretary of State for War, was adamant that Imperial Service was the proper role for the Territorials, though the high casualty rates in France soon forced the War Office to alter its thinking and by late 1914, Territorial Divisions were being deployed on the Western Front.

On 31st August 1914 the formation of second line units was authorised for each first line unit in which at least 60% had volunteered for foreign service and second line Territorial Divisions came into being, initially to provide drafts for their first line counterparts. The second line Division in the Lowlands was the 2/2nd Lowland Division becoming the 65th (2nd/2nd) Lowland Division when the Divisions were renumbered in 1915. The LDT&SC were ordered to raise a second line unit on 6th September 1914, and reported completion on the 9th. Major David Hamilton, the SSO was promoted to command this Column and Captain Robert Clarke promoted in turn to SSO, LDT&SC.

The Minutes of the Lanark Association (the Association responsible for No 3 Company at Motherwell) recorded that on the 17th December 1914, 21 men, at Falkirk, not being fit for service abroad had transferred to the reserve unit (second line) and that the reserve unit, stationed at Maryhill had just recruited 79 men. Later, on 15th April 1915, the same Association recorded that No 1/3 Company (the first line unit) had an Establishment of 5 Officers and 88 other ranks (ORs) with a strength of 5 Officers and 93 ORs and No 2/3 Company (the second line unit) with a similar Establishment had a strength of 5 Officers and 100 ORs. The following day, the Association approved Colonel Matthew's proposal of 12th March 1915 that a joint depot be set up at Lochburn Road, Glasgow for recruiting both first and second line ASC units.

The Glasgow Association recorded the following statistics for Nos 1 and 4 Companies on 26 the April 1915.

First Line	No 1 Company	Strength	12 Officers	193 ORs
	No 4 Company	Strength	5 Officers	87 ORs
Second Line	No 1 Company	Strength	5 Officers	170 ORs
	No 4 Company	Strength	5 Officers	127 ORs

The second line Column or 65th (2nd/2nd) Divisional Train ASC, as it was later known,

consisted of 537, 538, 539 and 540 Companies, these being numbered in February 1916. This Train served at Bridge of Allan, Rumbling Bridge, Stirling and Dunfermline from August 1915 and moved with the Division to Ireland in January 1917. When the Division was disbanded in 1918, the Train remained in Ireland, Train Headquarters at the Curragh being disbanded on 12th August 1918. 537 Company, at Fermoy disbanded at the end of 1919, 538 and 539 were disbanded at the Curragh in 1919 and 540 Company at Dublin disbanded on 10th March 1919.

The War Diaries of Column Headquarters for the period 4th August 1914 to 14th October 1915 (Annex I) show that the period from September 1914 until the early part of May 1915 was one of continuous change. The Regular Adjutant, Captain A. J. Anderson ASC was posted on 5th October 1914 and replaced by a Territorial, Captain George Keeble Crichton (No 3 Company), who became Honorary Colonel in 1947. The Regular Instructors were recalled in January 1915 and replaced by Territorials, horses were replaced by mules which were in turn replaced by untrained heavy draught horses requiring special training, as they were all four years old or under. In the month before embarkation (April 1915) mules again replaced these horses. Numerous training courses were run for Divisional units, units of other Divisions and the second line ASC Column.

The War Diaries refer to a reorganisation of the Column into a Divisional Train (Mechanical Transport (MT)) in November 1914, but there is no evidence that the Column was ever mechanised. Soldiers were transferred to Regular MT units, a Divisional Ammunition Park and a Divisional Supply Column (MT).

Corps Order 83 of 1915 records the formation, at Grove Park, London, of 441 MT Company allocated to 52 Division as a Supply Column but there is no record of this Company ever having served with the Division and no research has been done into the history of that Company.

The Division was renumbered 52nd (Lowland) Division on 11th May 1915 (War Office letter 40/WO/2481(AGI) of 7th May 1915), the Brigades also being renumbered as 155 (formerly South Scottish), 156 (formerly Scottish Rifle Brigade) and 157 (formerly HLI Brigade).

The Establishment was increased by 201 ORs on 11th May and on 17th May 1915, embarkation orders were received for the Dardenelles as part of the Mediterranean Expeditionary Force (MEF). The Train left in two parts, the Supply Sections of Nos. 2, 3, and 4 Companies under the SSO, Major Clarke leaving almost immediately with their respective Brigades. Train Headquarters, No 1 Company and the Transport Sections of the other Companies entrained for the south of England on 7th June 1915.

The Train never came together again until after the War and this History out of necessity follows each part of the Train.

TRAIN HEADQUARTERS, No 1 COMPANY & THE TRANSPORT SECTIONS (Later 10th Divisional Train).

Train Headquarters, No 1 Company and the Headquarters and Transport Sections of the other 3 Companies embarked on the SS "Manitou" at Devonport (not Plymouth as recorded in the Divisional History) between 8th and 10th June 1915 sailing on the 10th for Egypt. They staged at Alexandria on 21st June 1915, and arrived at Port Said on 23rd June. (An account of the move to England and the voyage to Port Said is in extracts from the personal diaries of

Captain I M Heilbron, No 1 Company, later 475 Company at Annex J). They remained in Egypt until 13/14th October 1915 when they sailed on the SS "Japanese Prince" for Salonika, in Greece, and the Balkan (Macedonian) theatre.

The first British troops to land in Salonika on 5th October 1915 were part of the 10th (Irish) Division prior to the declaration of war against Bulgaria on the 14th. The remainder of the Division, weak after the Gallipoli campaign, landed on 17th October.

The 10th Division was one of the Divisions in the "New Armies" raised immediately after declaration of War, when the War Office was authorised to increase the strength of the Regular Army by some 500,000 men. The first proclamation to recruit 100,000 additional men was made in late August 1914 and six new Divisions raised, numbered 9 - 14 known as the first "New Army."

Train Headquarters, No 1 Company and the Transport Sections of 52nd Divisional Train ASC as the Column was now known, disembarked at Salonika on 19/20th October 1915 and became 10th Divisional Train ASC on 22nd October consisting of Train Headquarters and four Companies, 475, 476, 477 and 478 Companies ASC, 455 Officers and men, 421 animals and equipped with standard General Service (GS) wagons. It must be assumed, for there is no record, that Supply Sections were established from this manpower.

The scene on arrival was far from encouraging. *Roads were, with few exceptions, the merest of tracks, impassable after rain and at the best of times clogged with French and Greek troops, the latter at varying stages of Mobilisation. Railway sidings were few and far between and those that existed quite useless for the transportation of stores from the inadequate wharfage which, even at this early stage in the campaign, were stockpiled with stores in an untidy muddle and all incapable of being moved.*

The weather in October 1915 was dismal with continual rain and high winds. Captain Heilbron records that 475 Company were ordered to set up camp some 5 miles outside Salonika, on the Lembet Road, only to find that *....the designated location was in fact a miniature river created by the torrential rain and they had to struggle on through dense military traffic, pushing horses, mules and wagons until they found a better site. Temporary encampments were the order of the day, but with the shortage of stores everything was of the crudest order, confused and extremely uncomfortable. The Salonika mud did little to help. Stores depots, of any description, were more the outcome of a vivid imagination than a reality and a desolate dump with scanty stocks was the norm for more often than not the dumps were found but with supplies noticeably absent.*

Sadly, there is no record of the Train from its arrival in Salonika until July 1916 and therefore a general overview of the Balkan Campaign up to that time will help visualise the Train's involvement.

The Official History of the campaign records that 29 Brigade, 10th Division, moved by train to Gevgeli, a station on the railway line to Belgrade, having been denied the use of the more convenient station at Doiran by the Greek Government. For some inexplicable reason, supplies were allowed to be trans shipped to Doiran which the Supply Sections had to offload and transport across difficult country to Gevgeli.

Your King and Country Need You.

A CALL TO ARMS.

An addition of 100,000 men to his Majesty's Regular Army is immediately necessary in the present grave National Emergency.

Lord Kitchener is confident that this appeal will be at once responded to by all those who have the safety of our Empire at heart.

TERMS OF SERVICE.

General Service for a period of 3 years or until the war is concluded.

Age of Enlistment between 19 and 30.

HOW TO JOIN.

Full information can be obtained at any Post Office in the Kingdom or at any Military Depot.

God Save the King!

PROCLAMATION - AUGUST 1914

Division ordered the first of many changes to the Establishment of the Train. In place of GS wagons, GS limbered wagons were substituted, 12 limbered wagons for every 6 GS four wheeled wagons; for every pair of heavy draught horses, four draught mules were substituted. Only the Headquarters Company, which supplied Divisional Troops, retained GS wagons.

During November 1915, the Division moved North to relieve the French and held a line from Kosturino to Lake Doiran, overlooking Strumitza. Divisional Headquarters (DHQ) was then located at Dedeli. The surrounding country was described as savage almost trackless (well suited to the limber wagons), broken only by steep hills and ridges. The weather was atrocious with heavy rain, which on 26th November turned to snow rendering the tracks impassable. Intense frost was accompanied by high winds and the men, soaked to the skin by the rain and snow, soon found their clothing frozen. The official history records that great coats were frozen so stiff that when taken off they stood unsupported and split if an attempt was made to beat the frost out of them. Not all troops had greatcoats however, a problem resulting from their hurried departure from Gallipoli compounded by the chaotic supply situation. Some sentries had only horse blankets! The night of 29/30th November was the worst recorded with upwards of 600 men having to be evacuated. From 26th November until 3rd December, when the temperature rose above freezing, 23 Officers and 1,663 ORs had been evacuated to Salonika. (Captain Heilbron wrote in his diary that when they reached Doiran Station during the retreat they discovered warm leather waistcoats lying at the station having been sent up immediately on arrival from Salonika). Reinforcements of Brigade strength were requested - a battalion was sent!

The Bulgarians attacked in the Kosturino area during the late afternoon of 6th December 1915 and though initially repulsed, broke the British line on the 7th. Their attack eventually forced the Division to withdraw in thick fog south of the Greek border, the withdrawal being completed by 12th December 1915.

The only record of the Train's involvement in the retreat is recorded in Captain Heilbron's diary (entries for 6th - 11th December 1915) and other personal papers. Heilbron, at that time, appears to have been detached from 475 Company as Supply Officer (SO) 29 Brigade, and as such responsible for that Brigade's resupply, initially from Tartali and as the retreat progressed, from Doiran and latterly Kilindir.

Doiran Depot was evacuated during the 11th and a rear depot established at Kilindir, 10 kilometres south of Doiran and 7 kilometres south of the Serbian Border. In the late evening of the 11th, Heilbron received a telegram from the Deputy Assistant Director Supplies and Transport (DADST), Doiran. The hand-written telegram is preserved in Heilbron's papers, the writing faded but still legible. It reads as follows:

> *From DADST DOIRAN*
>
> *To Captain Heilbron OIC Supplies Kilindir Station*
>
> *Send to Doiran Station, rations for 8000 men, 1000 animals. These should reach Doiran tonight, or in time for issue tomorrow morning. Advise if any difficulty.*

The diary records that it took all night to load two trucks (wagons) which Heilbron led to

Doiran leaving at 0430 hours on the 12th. He returned to Kilindir later that day and again worked through the night clearing the Depot and arranging for the resupply of 29 Brigade the next day. (Serious students of History can follow the story of the retreat and the remainder of the Macedonian Campaign in the official record, "Military Operations - Macedonia" prepared by the Committee of Imperial Defence 1933.)

Also included in Heilbron's papers is a copy of a Stock Sheet from the Depot at Kilindir showing the issues to 29 Brigade on the 12th December. Whether the issues, marked with the asterisk (*) refer to the message on the 11th is not clear, though two truck numbers are shown. (The authenticity of the writing has been confirmed by Mr Peter Heilbron, Captain Heilbron's son.) Shortly after the above events, Captain Heilbron was posted. He was promoted acting Major in February 1916 and finished the War at temporary Lieutenant Colonel. He was Assistant Director Main Supply Depot (MSD) Salonika from March 1916 until July 1917, DADST Salonika from July 1917 until August 1918 when he was appointed Assistant Director Supplies. Thrice mentioned in despatches, 6th December 1916, 20th November 1917 and 11th June 1918, he was awarded the DSO on 3rd June 1918 and the Greek Order of the Redeemer, Croix De Officer on 25th August 1918.

After a five-day retreat, the Division concentrated at Kapujilar to the South East of Salonika, later moving to the Khortiates Plateau area where it remained until April 1916, relieving 26 Division in the right sector of XII Corps area.

The following article appeared in the Territorial Service Gazette of 22nd April 1916 and while there is no evidence that the officer was a member of the 10th Divisional Train, it is nevertheless worth reproducing.

An Officer who is serving in Salonika, in a letter home gave the following particulars of an occurrence about Christmas time. He says: .....

> *We have had our first bit of excitement, but, of course, with my usual bad luck I missed it. I went into town the other day. Suddenly allthe street grew thick with excited Greeks pointing upwards and there, thousands of feet up, was a little white Taube glistening in the sun. Bang, bang, bang went the anti-aircraft guns, and a little dot of cotton wool appeared next to it. It is very exciting waiting for the results of the shots; and they look quite near yet may be miles off. There are four of them and they skirted Salonika and then went off in the direction our depot. When I got back I found one had dropped a bomb. Luckily there were only two men standing near; both were knocked down. One got up and swore at the other because he wouldn't get under shelter, while the other kept on calling out "Take me away, take me away". A fragment had carried off all the inside of his leg. They put the poor beggar on a door which had served at our Christmas festivities, with "A Merry Christmas" painted on it, and carried him off. His leg was amputated, and he has since died I believe. One other fragment went through two cases of bully beef.*

COPY STOCK SHEET FROM THE DEPOT AT KILINDIR

There was absolutely no other damage done. We had a series of the most beautiful sunsets I have ever seen. Right over in the distance opposite us lay the Macedonian mountains, quite a high range. Between stretches the Varda plain and a bit of the Gulf of Salonika. There have been gorgeous skies of light and deep crimson, soft pink, and vivid yellow. The mountains stand out black against the skylines, and all the plain grows soft with mist and the ponds crimson with the reflection.

As summer approached, conditions swung to the opposite extremes with temperatures in excess of 100°C being recorded several times during June. On 3rd June, a fire in the forage store at the MSD, destroyed 2000 tons of hay and 1500 tons grain resulting in the animals being put on half rations.

Malaria was rampant affecting men and animals. In the valley of the River Struma wooden platforms had to be built so that the men could sleep above ground and avoid the plagues of mosquitos near the river. It was only at the end of June that 3000 hospital pattern mosquito nets became available to the Division which at that time was in the worst effected area. Water was also a problem, the River Struma was almost dry and the water so muddy that the horses refused to drink.

The Main Supply Route from Salonika to Seres in the Struma valley was in such a poor condition that it was unfit to support active operations. Repair work by troops stationed along it aided by 1000 Greek labourers could not keep pace with the damage caused by the wagons. Pack transport was not available then although muleteers were being trained in Cyprus.

By 1st July 1916, immediately before the resumption of the War Diaries, the Brigades of the Division were located across a broad area. 29 Brigade on the banks of the River Struma from the North West edge of Lake Tahinos to Orljak Bridge, 30 Brigade in the rear, spread along the Salonika - Seres road and 31 Brigade between Tumba and Aivatali.

The Train was commanded by Lieutenant Colonel Matthew with Major Wordie as SSO and Captain Crichton as Adjutant. Captain P.B. Deas commanded 475 Company, Captain J. Grieve 476, Captain J.S. McFarlane 477 and Captain R. G. MacDonald 477 Company.

Towards the end of July 1916, drafts of a new Establishment for the Train were prepared which would result in an enlarged Train consisting of Train Headquarters, a Wheeled Echelon and a Pack Echelon, each Echelon consisting of an Echelon Headquarters commanded by a Major, and four Companies. This new Establishment was later known as "Salonika 4". Details of the Establishment are at Annex F albeit only that part referring to vehicles, drivers and mules.

From notes prepared by Captain Heilbron, the Pack Echelon was intended to carry one days short ration, about 3½ lbs. for every man in the Division and 10 lbs. grain for every animal in the Division. Hay was not carried. There was also a baggage section within the Echelon. The Wheeled Echelon was to carry two days short rations or one days full rations No ammunition was carried by either Echelon, a separate Column, the Divisional Ammunition Column

(DAC) was responsible for the carriage of all ammunition natures.

At least 300 Cypriot muleteers joined the Train to make up the new Establishment and by all accounts the Pack Echelon was formed first no doubt due to the bad state of the roads and the effect on the wagons. As there were also Macedonian muleteers in the Train, the Commanding Officer directed that Macedonians and Cypriots be kept in separate sections of the Train. Some 630 sets of pack saddling were issued for the new Establishment along with dubbin "in reasonable quantities." As far as can be ascertained, the new Establishment was effective from 1st October 1916, the first Echelon Commanders being Major R. H Elliot-Lockhart, Pack and Captain J Grieve, Wheeled. The Companies were known as 475 Wheeled and 475 Pack, and it was not until 31st October 1916 that the Pack Companies were numbered i.e.

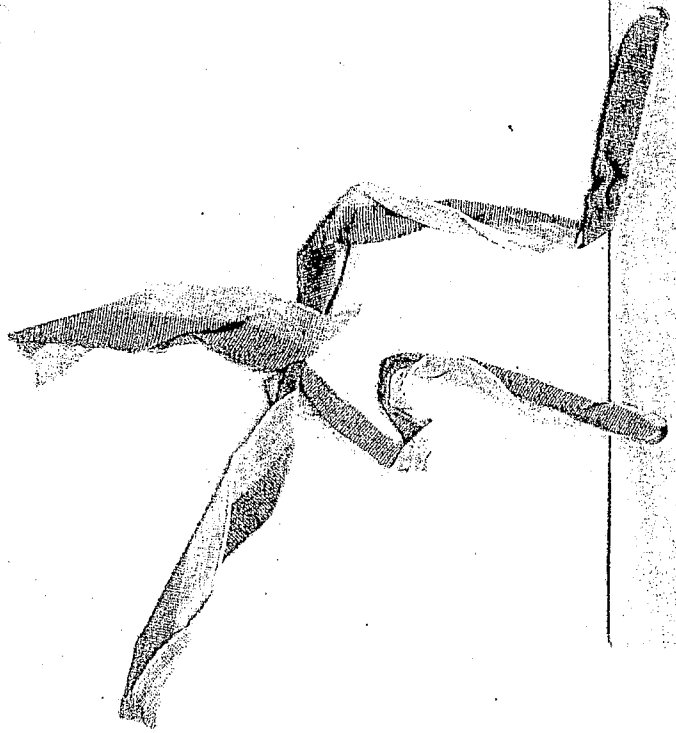
475 Pack Company became 840 Company ASC
476 Pack Company became 841 Company ASC
477 Pack Company became 842 Company ASC
478 Pack Company became 843 Company ASC

Health was a major problem. In late July 1916, 100 men a day were being hospitalised in the Divisional Area with malaria, 150 a day by 27th July. On 6th August all members of the Train were ordered to parade daily for quinine. When in the River Struma area in September supporting the Division in the attack on Yenikoi and Karajakios, they were ordered to indent for 6' x 4' mosquito netting and in an effort to reduce head sores the Commanding Officer directed that every facility was to be offered so that the men could keep their hair short, barbers travelling from Company to Company if necessary. Excessive heat and drought caused the wooden wagon wheels to shrink and the metal tyres had to be cut and re-welded either at the nearest travelling Ordnance Workshop or at the Base Workshop in Salonika.

DHQ requested assistance in saving crops in the Struma Valley and on 19th September Lieutenant Cardew was detached there being relieved by Lieutenant P. W D Thurley on 14th October. On 21st November, the GOC recorded his appreciation of the work done in the collection of mealies (maize). About 100,000 lbs. were in stock at the end of 1916, with a further 4 acres uncut in the Orljak area.

In October 1916, a year after he landed in Salonika, Heilbron inspected the Supply Depot at Lembet, where 475 Company set up their first camp. He commented: -

> *.....entering by broad gates, one comes upon the various offices of the OC, accountant and clerks. One the right as one enters are the new bakeries, large comfortable sheds, spotlessly clean from where fresh bread is daily baked and sent out to all troops. A railway has now been put down and feeds the bakery with its flour and wood while all through the depot, lines flow to the different sections and intersecting these are broad metalled roads where lorries and wagons can move impervious to weather conditions. High stacks of supplies are carefully built in their appointed areas while on each stack is a neat tally board giving all particulars as to quantities, condition and date of arrival.*



ARMY SERVICE CORPS

oo

SALONICA

CHRISTMAS 1916

MENU

HORS D'ŒUVRE VARIÉS

POTAGE SAUTÉ

BAR MAYONNAISE

VEAU SAUTÉ GARNI

CROQUETTE DE VOLAILLE

DINDE ROTI. = SALADE

PLUM PUDDING

GLACE. — CAFÉ

FRUITS

LISTE DES VINS

VINS ROUGES

MEDOC = CHIANTI

VINS BLANC

CHABLIS — GRAVES

CHAMPAGNES

POMMERY GRENIO

HEIDSIECK

IRROY

MOET ET CHANDON

WHISKEY

LIQUEURS

VARIÉS

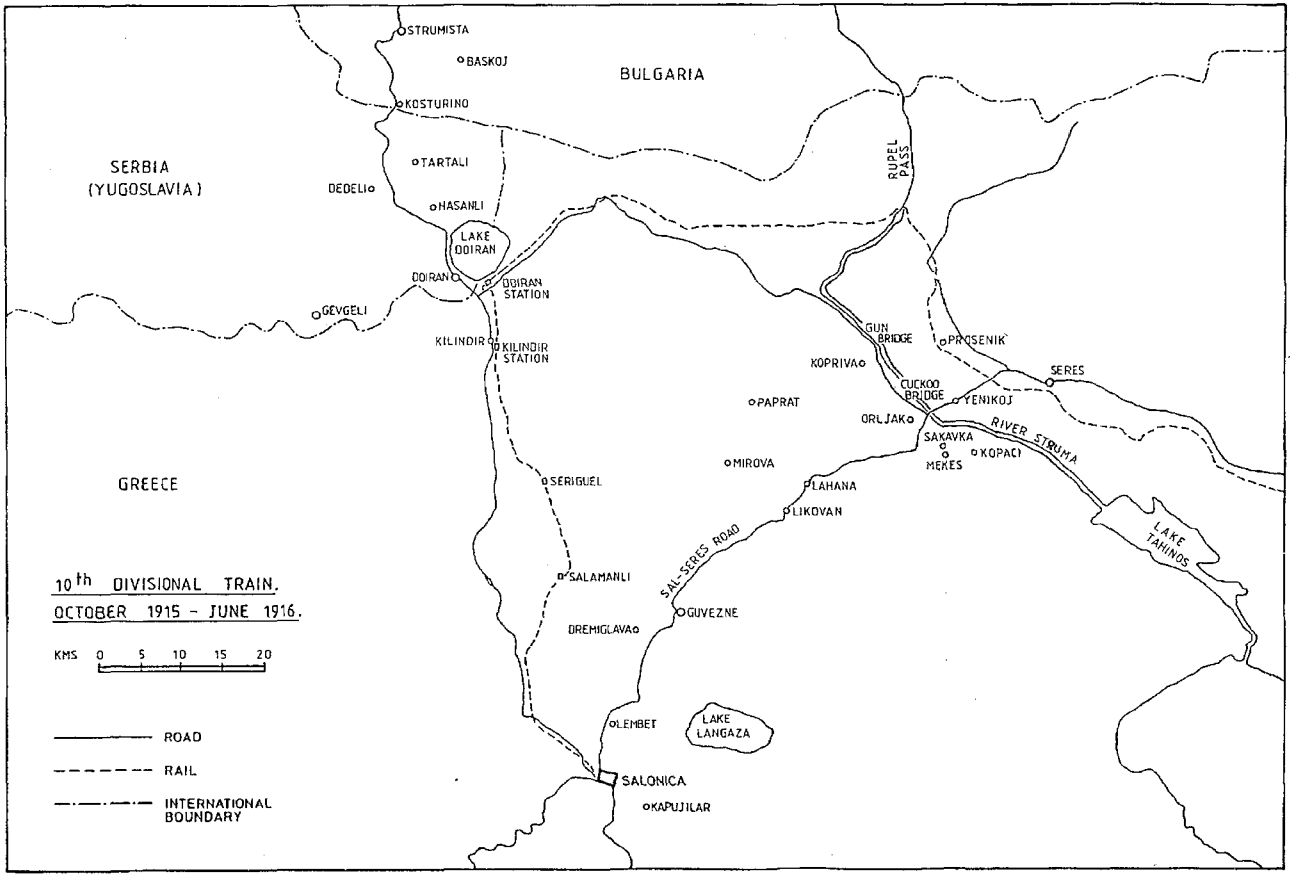
Menu for the Officers' Mess (presumably) Christmas Dinner, SALONIKA 1916. The original was found in the personal papers of the late Captain I M Heilbron. The ribbon used on the Menu, is pale blue and white, the ASC Colours.

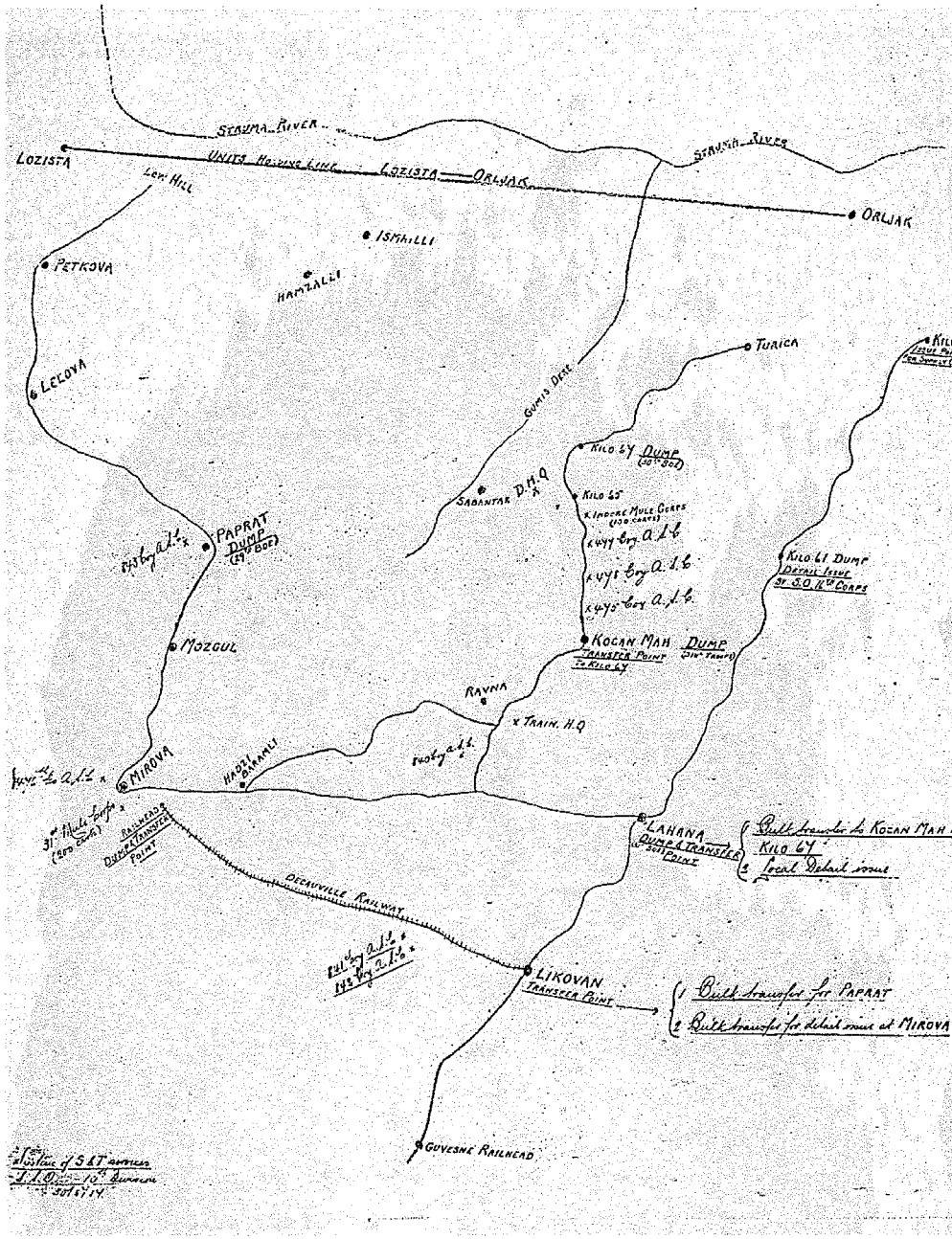
Somewhat apart from the depot and the Officers' and men's quarters I viewed the miniature theatre, where performances are weekly held and then passed on to the big airy cookhouses, carpenter's shop and canteen and then finally sat down to a lunch which would give points to many of our Scottish Hotels. I should not omit that the well stocked American bar was also sampled and highly approved of. After lunch, I was inveigled into a set of tennis on the new court, and even Wimbledon could not desire to be better kept. Passing along another broad road, where ceaselessly day and night huge motor convoys travel along, we see the splendid Veterinary Hospital where every comfort and care is bestowed upon wasted and weak animals. These big villages of wooden hutments represent the hospitals where the ill and wounded are tended with every care and where expert advice on all diseases may be had free of charge from those, who in normal times, can only be approached by the wealthiest classes. In another place are the big engineer yards, ordnance stores and finally in these big sheds motor experts will take your old car, shaken to pieces with the Salonika roads and after a lapse of a week or so, return it to you like new.

Road conditions worsened with the first snow of the winter and the blizzards that followed. The difficulties encountered by the Train due to lorries being unable to get further forward than Kilometre stone 64 on the Seres road are well documented in the War Diaries extracts in Annex I. What is not written will not be difficult to imagine.

The current Establishment was the best devised for warfare in mountainous conditions though costly with a heavy consumption of forage (there were over 2,500 mules). The War Office was concerned about the logistics of shipping forage to Salonika and the situation in Egypt with the Army entering mountainous country and needing mules instead of camels. They also wanted a manpower saving and 1 Officer and 239 ORs were transferred to Egypt in the middle of April 1917. After considerable correspondence between the War Office and GOC Salonika, it was finally agreed that Divisional Trains be reduced to a Headquarters Company, three wheeled Brigade Companies, with limbered wagons and a Pack Company. This halved the number of mules and reduced the capacity of the Trains to one day's rations in the two combined Echelons. The existing eight Companies continued with the required manpower and animal reductions with no changes in the Wheeled Echelon. In the Pack Echelon, baggage sections were changed to wheeled but retained a pack section of about 180 mules for the resupply of Headquarter units in positions inaccessible by wagon. This released about 350 mules and involved no great upheaval. This organisation remained until 1st September 1917, when, prior to their departure for Egypt, the Train reorganised into four wheeled Companies, numbered 475, 476, 477 and 478 Companies ASC.

Locations are on the accompanying maps. The second map "System of S&T Services, SSO 10th Division 30/6/17" is extracted from the War Diaries held at the PRO Kew under reference WO95/4833.


STRUMISTA
BASKOJ
BULGARIA
KOSTURINO
SERBIA
(YUGOSLAVIA)
TARTALI
DEDELI
HASANLI
LAKE
DOIRAN
DOIRAN
DOIRAN
STATION
GEVGELI
KILINDIR
KILINDIR
STATION
RUPEL
PASS
GUN
BRIDGE
PROSENIK
KOPRIVA
SERES
CUCKOO
BRIDGE
YENIKOJ
PAPRAT
ORLJAK
SAKAVKA
MEKES
KOPACI
RIVER STRUMA
MIROVA
GREECE
SERIGUEL
LAHANA
LIKOVAN
LAKE
TAHINOS
SAL-SERES ROAD
SALAMANLI
GUVEZNE
DREMIGLAVA
LEMBET
LAKE
LANGAZA
SALONICA
KAPUJILAR
10th DIVISIONAL TRAIN.
OCTOBER 1915 - JUNE 1916.
KMS 0 5 10 15 20
ROAD
RAIL
INTERNATIONAL
BOUNDARY


STRUMA RIVER
STRUMA RIVER
LOZISTA
UNITS HOLDING LINE
LOZISTA — ORLJAK
ORLJAK
LOW HILL
ISMAILLI
PETKOVA
HAMZALLI
LELOVA
GUMIS DESE
TURICA
KILO
KILO 64 DUMP
SABANTAK D.H.Q
KILO 65
INDOKE MULE CORPS
PAPRAT DUMP
KILO 61 DUMP
DETAIL ISSUE
KOCAN MAH DUMP
TRANSFER POINT
MOZGUL
RAVNA
TRAIN. H.Q
MIROVA
HADZI BARAMLI
RAILHEAD DUMP & TRANSFER POINT
LAHANA DUMP & TRANSFER POINT
1 Bulk transfer to KOCAN MAH
KILO 64
2 Local Detail issue
DECAUVILLE RAILWAY
LIKOVAN TRANSFER POINT
1 Bulk transfer for PAPRAT
2 Bulk transfer for detail issue at MIROVA
GUVESNE RAILHEAD

Mule sleigh in the STRUMA mud
(Courtesy Imperial War Museum).

H.Q., A.S.C. T.765

D.S.T & D.H.Q.

I beg to submit details and drawing of a Pole Martingale for P.D. G.S. harness for consideration with a view to adoption, if approved.

The excessive vertical play of the pole and the supporting bar causes much distress and frequent injury to the animals working on the hills and rough sections of the road here.

Major J. Grieve, Comdg. Wheeled Echelon, and Lieut. F.G.Y. Knowles, 476 Coy. A.S.C. have devoted much attention to the idea now submitted and I have refrained from putting it forward until the device has stood the test of daily convoy work for several weeks.

It might be urged that the martingale would cause chest galls but nothing of the kind has resulted, and the idea is not a leap in the dark as it is based on devices in use in Canada to counteract trouble similar to that experienced in this country.

(sd) J.S. Matthew,
Lieut. Colonel, Comdg.
A.S.C. 10th Division.

9/4/17.

POLE MARTINGALE FOR P.D. G.S. HARNESS.

It is found that on the roads in this district the swinging of the Pole Bar on the G.S. Limber is almost entirely accountable for the numerous wither galls from which the animals suffer. Further the britchin is of little or no use; the pole simply swings up and the animals are invariably hit about the mouth and head with the pole bar and many instances have occurred of mouths bleeding through this cause. With a view to obviating this, a pole martingale has been devised which, as well as keeping the pole bar from rising going down hills, enables the britchin to fulfil its ~~purpose~~ purpose directly on the point where its action is of most value. The pole martingale has been tried on the hills here with results which are entirely satisfactory. It is easily constructed. A description of it with diagrams of the parts is annexed.

12/3/17.

(sd) J. Grieve, Major,
Comdg. Echelon, 10th Div. A.S.C.

Description of Pole Martingale for P.D. G.S. Harness

consisting of:-

I. Body Part.
II. Two Britchin Straps.
III. Two britchin connecting pieces.

I. The Body Part (Figs. I & II) consists of -

Leather strap five feet long by two inches broad (E), a buckle end with two fixed keepers one back (C) and one front (B) the back keeper should be the nearer to the buckle of the two. A two inch single roller buckle (A) one sliding keeper (D) and one two inch D (F). If a double buckle is used the front keeper may be dispensed with. Other end of the strap is punched with buckle holes.

II. Each Britchin Strap (Figs. III & IV) consists of:-

One 2 feet 6 inch strap 1¼" leather (H) with fixed keeper (G) on one end and buckle holes punched on the other.

III. Two Britchin connecting pieces (Figs V & VI) consisting of:-
1¼" straps, 9 in. length (L) with one 1¼" double roller buckle (J) on one end and square metal D (M) on other end and on the strap a running keeper, (K).

To assemble the Pole Martingale (1) Pass the end of the strap or body part (E) through the back fixed keeper (C) thus forming a loop (X) to pass over the end of the pole bar. Pass end of strap or body part (E) through the sliding keeper (D) then through the metal D(F). Pass again through sliding keeper (D) and buckle up adjusting to proper length. The sliding keeper should be close up to the metal D.

(2) Pass the end of each britchin strap (H) through the metal D of the body part (F) and then through the fixed keeper (G) keeping the fixed keeper downwards.

(3) Buckle on each britchin connecting piece (L) to end of each britchin strap (H) and pass end of britchin strap through running keeper (K) on britchin connecting piece. Keep buckle (J) on lower side of britchim strap.

To attach to Pole Bar: slide loop (X) on buckle end of body part over end of pole bar so that it has between the two Ds which connect the Pole Bar to the quick releases on the pole bar supporting strap. The loop should be slipped over end of pole bar with buckle downwards and the buckle should be as near the pole bar as possible.

To attach Britchin connecting pieces (L) to Britchin; Having slipped loop on pole bar as before directed pass whole martingale between animals forelegs. Pass britchin through britchin Ds on Traces then through Metal Ds(M) on britchin connecting pieces and then through britchin buckle.
After this has been done the martingale will be adjusted to fit the animal.

(sd) J. Grieve,. Major, A.S.C

12/3/17.

Fig. I. Body Part.

A. Buckle

B. Upper Keeper

C. Lower Keeper

D. Running Keeper

E. Strap on Body Part

F. Metal D.

Fig.II. Body Part fitted side view.

X. Loop for pole bar

Fig.III Britchin Strap.

G. Keeper

H. Strap

Fig.IV Britchin Strap fitted side view.

Fig.XXV. Britchin Connecting Piece side view.

J. Buckle

K. Running Keeper

L. Strap

M. Square D.

Fig.VI Britchin Connecting Piece front view.

Fig.VII Pole Martingale assembled Upper Side.

Fig.VIII Pole Martingale Lower Side.

12/3/17.

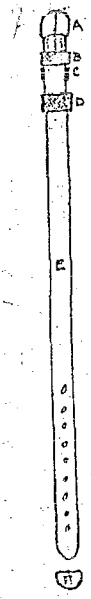


Fig I

Fig II

Fig III

Fig IV

Fig V

Fig VI

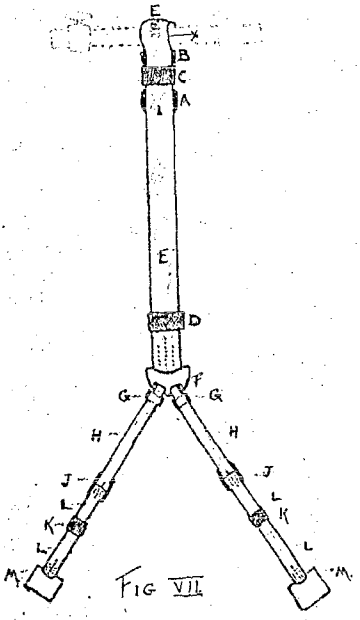


Fig VII

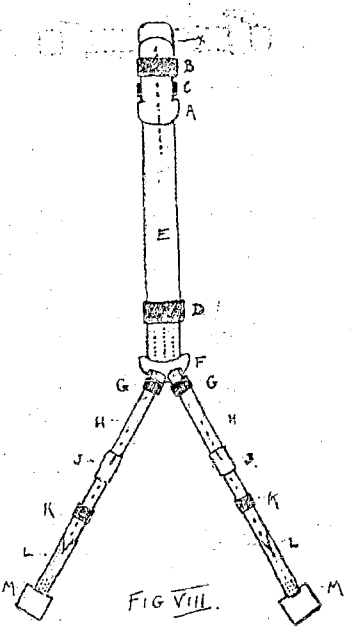


Fig VIII.

NOT TO SCALE.

H.Q., A.S.C. T.810.

H.Q. 10th Division.
D.S.T. SALONIKA.

I beg to submit for consideration an improved headcollar for mules, designed by Captain J.S. McFarlane, O.C. 840 Coy. A.S.C. 10th Divisional Train.

The main features of this collar are:-

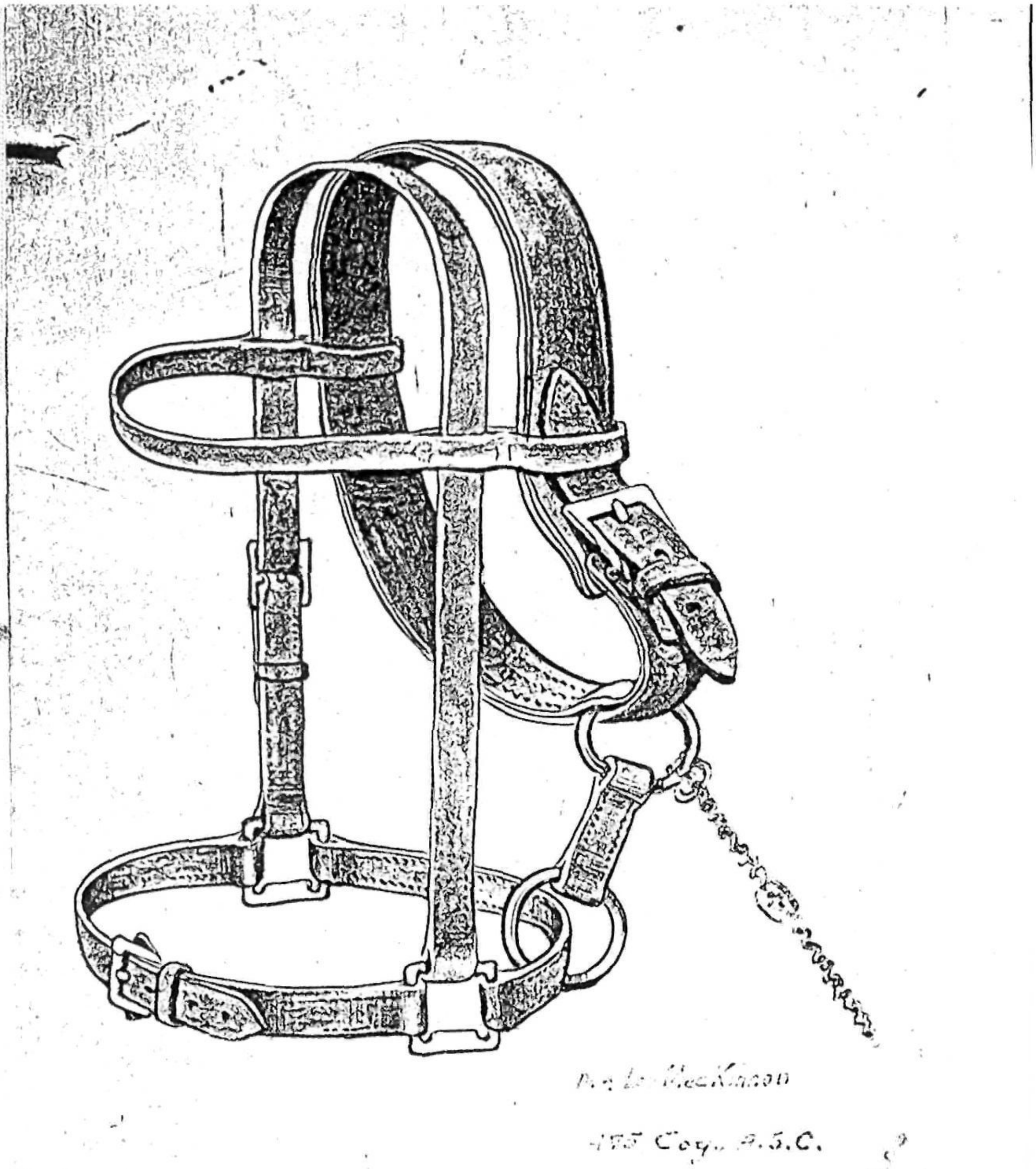
(a) A strengthened throat lash on the lines of a cow collar.

(b) The attachment of the chain to the upper ring of the gullet piece so that the strain is thrown on the neck.
In matter of detail the sketch shews the nose band with an adjustment. This might, with equal advantage, be applied to the brow band as the non-adjustable brow band has been responsible for a good deal of galling.

The headcollar has been sufficiently tested here to justify the belief that it would effectively check "slipping", the collar now so prevalent besides greatly minimising the breakage so common with the existing pattern.

(sd) J.S. Matthew,
Lieut. Colonel, Comdg.
A.S.C. 10th Division.

14/4/17.



Pro by MacKinnon

-155 Copy. P.S.C.

T/24762 Driver J.P. Freeman, 476 Coy. A.S.C.
10th Div. Train.

Sir,

I state the following is a true report of my movements from the 12th December 1916, when I proceeded on leave, till I returned on the 28th April 1917.

At 6 o'clock on the night of the 12th we arrived at Summerhill camp and left on the morning of the 17th by the "Royal George". We landed at Marseilles on the morning of 26th December. I returned from leave on the 16th January 1917. On the morning of the 17th when proceeding to Marseilles the coupling of the train got broken and I was in the last carriage of the first half of the train which was going very slowly. I heard a lot of shouting and before I could jump clear the second half of the train crashed into the carriage I was in, killing ten men and wounding sixteen others. I sustained a broken nose and a crushed leg. I was put on the ambulance train at noon and was put in No 8 General Hospital at Rouen. I left hospital for the A.S.C. Base, Le Havre. On the morning of the 1st February I proceeded up country to the 4th Cavalry Horse Transport, joined them at Tilvailve on the Somme and reported myself to S.M. Mayes. I was given a pair of horses the following day with which I did duty, trecking to Albert on the Bapaume Road. The company was attached to the Mull Brigade. We got orders to move into Earles where the Cavalry drove the enemy from the town. On the morning of March 3rd, from this date we could not get rations and lived on our emergency rations fifty three hours. I was sent in charge of a party of ten teams to Achiet le Grand. I drew twenty boxes of biscuits and ten of corn beef, also 9 wagons of Mills bombs and took them to Sapignus and handed them to the O.C. 17th Lancers. I then rejoined the company at Favreuil, where the company was resting, and stayed at this place three days. We lost thirty horses through exposure. Ten of these got stuck in shell holes and could not be extracted. We killed the horses and the Vety. Sergt. cut up these horses for eating purposes. We moved on the 8th of March to Le Sars. From there we loaded up with Small Arms Ammunition and Supplies and followed the Cavalry into Peronne where the enemy was heavily shelling the town. At 9 o'clock at night we moved off to Crucifix Corner, N.E. of Peronne, where we were protected from shell fire. We dumped supplies on the road for the Lucknow Brigade and handed the ammunition to the Innis. Dgs. We then trecked to Achiet le Grand and arrived five hours after our Cavalry had driven them out of Bapaume. We could not get water for men and animals, only shell crater water. We were still eating biscuits and killed horse. You could not notice the difference much only the meat was a bit sweet. We found stabling for ten teams, i.e. 40 horses and 10 men & 3 Srgts. Dr Smith, while making a bed of straw for himself, pulled a rake from the wall for the purpose of raking the straw away. No sooner had he got hold of the rake than a violent explosion occurred blowing him about ten yards away. When he recovered consciousness he found that all the horses and men were gone - blown to bits. He then reported to S.M. Mayes at 11 p.m. that night. I was then called to the Captain's shelter and told that being the senior solder left in the company I would have to do Sergt's work till reinforcements arrived which they did on the night of 28th March. I was then given three days rest. I recommenced duty on the 1st April. I carried on my duty till the order came on 8th April to proceed into Salonika. I was given by Captain Mosley 65 francs and a letter of recommendation. I then passed the Doctor to return here. I left Bapaume on the morning of the 9th/...

and reported myself at the Base Commandant's Office on the 12th at Marseilles. I embarked on the morning of the 13th and arrived last Monday at the Base Horse Transport Depot, Salonika.
I proceeded up country next day and rejoined my unit on 28th April. During this period I was with the 4th Aux. Horse Transport. We were having very bad weather, snowstorms day after day. No motor lorries could proceed in any direction and the company was doing double work. We were mentioned in the General's report twice in a fortnight and complimented for the good work by General Haig himself.

This concludes my report.

Yours faithfully,

(sgd) J.P. Freeman

T. 8th June 1917.

10th DIVL. A.S.C. OPERATION ORDER No. 18.

842 Coy. will move to-morrow (Saturday) 9th June to LIKOVAN and establish camp in that vicinity. O.C. Company should report to Camp Commandant at LIKOVAN and agree site for camp.

840 Coy. will move on morning of 10th June to LAHANA and will establish camp in that vicinity - point suggested N.W. of village about 1 Kilo beyond mound.

WATERING ARRANGEMENTS.

842 Coy. will draw from R.E. Park, Kilo 69, Seres Road, before departure, one pump.

RATIONS.

Rations for 842 Coy. for consumption on 10th June will be drawn at Kilo 71 dump before departure. Thereafter they can be drawn at Supply Depot, LIKOVAN.

Rations for 840 Coy. for consumption 11th June and thereafter can be drawn at supply dump, LAHANA.

DETAIL OF DUTIES.

Upon arrival at LIKOVAN O.C. 842 Coy. should report to O.C. 799 Coy. A.S.C. 1 kilometre from Railway terminus, along railway near Kilo 43½ Seres Road. Company will be ready to work on LIKOVAN-MIROVA Decauville commencing 11th June, 16th Corps providing harness.

(sd) WM. E. McGREGOR,
Captain & A/Adjutant,
A.S.C. 10th Division.

Copy No. 1: Pack Mch.
2: S.S.O.
3: File
4: War Diary

9th June 1917.

10th DIVL. A.S.C. OPERATION ORDER NO. 13.

475 Coy. will move to-morrow, 10th June, to KOCAN MAH and establish camp in vicinity (O.C. 477 Coy. will be there to give information) proceeding from KOPRIVA per TURICA-LAHANA TRACK.

476 Coy. will move to-morrow, 10th June, to MIROVA reaching that point not later than evening of 11th inst. and will establish camp in that vicinity. O.C. 478 Coy. stationed there will give information regarding the locality.

RATIONS.

Two days' rations will be drawn by each company before departure to-morrow. Coys. thereafter will draw from Supply dump, LAHANA.

DETAIL OF DUTIES.

This will be given later.

MEDICAL SERVICES.

Captain G.B. Brand, R.A.M.C. will move with 475 Coy. and will carry out Medical Services necessary in that and 477 Coys. later including 842 Coy. when it moves to that Area.

Lieut. J.R. Davies will carry out Medical Services for 476 and 478 Coys. at MIROVA and 840 Coy. at LAHANA.

VETERINARY SERVICES.

Captain V. Boyle, A.V.C. moves with 840 Coy. and will carry out Veterinary Services for 476, 478, 840 and 842 Coys.

Captain W.S. Aitken, A.V.C. will move with 475 Coy. to KOCAN MAH and will carry out Veterinary Services for 475 and 477 Coys. and later 842 Coy. in that area.

(sd) WM. E. McGREGOR,
Captain & A/Adjutant,
A.S.C. 10th Division.

Copy No. 1: Wheel Veh.
2: S.S.O.
3: File

No. V.869

D.D.V.S.

SALONIKA.

I beg to report that a clinical case of Glanders has occurred in the 843 Pack Coy. 10th Divisional Train.

The case was that of a mule which came to the company with 36 other mules from Remounts on the 20th of last month.

A few days ago the mule was isolated from the Remount line because of the eruption of a series of suspicious ulcers around the jaw. The mallein test was applied and when I saw the mule this morning a typical local reaction was evidenced. Two more ulcers had appeared along the lymphatics of the inside of the thigh and faint glanders ulcers were observable on the nasal mucous membrane. There was no nasal discharge. The mule was destroyed.

The following precautions are being taken to prevent the spread of the outbreak.

1. All the animals in the company are being subjected to the mallein test.

2. The animals of the company are watering separately from other animals. The troughs from which they will water will be disinfected after each watering.

3. Grazing is being stopped until the completion of the mallein test. To compensate for this loss grass is being cut to feed the animals.

4. The watering troughs from which the animals of the company previously watered are being thoroughly disinfected.

5. The head collars, harness, picketing ropes, etc. are being disinfected.

6. The nose bags and grooming kit are being disinfected. The nosebags are being numbered and each mule will have its own nosebag.

7. The nosebag and headcollar of the infected mule have been destroyed and the line to which the mule was previously attached has been buried.

8. The clothes of the Greek in charge of the glandered mule are being burnt.

None of the animals in the Train have been picketted in any village.

I will forward you a report on the completion of the mallein test.

(sd) G. Lloyd, Capt. A.V.C.
A/A.D.V.S. 10th (Irish) Div.

12/5/17.

Train Headquarters, less the SSO and Adjutant and 475 Company less its Supply Section (still rationing Divisional Troops in Salonika), sailed from Salonika on board His Majesty's Troopship (HMT) "Huntsgreen" at 1200 hours on 2nd September, arriving at Alexandria on the 6th. On arrival they moved to Metras Camp to wait the arrival of the remainder of the Train. The Officer Commanding (OC) 475 arrived on the 7th along with OC 477, the Commanding Officer, 42 riding horses and 548 mules. The SSO and Adjutant did not arrive in Alexandria until the 19th along with OC 476 and the SOs from 29 and 30 Brigades.

476 Company arrived on the 18th on board HMT "Manitou" with wagons and limbers but no horses or mules. These must have arrived in one of several recorded arrivals of large numbers of horses and mules during the month.

477's Supply Section (the Supply Section for 30 Brigade) sailed with Train Headquarters on the 2nd and also arrived in Metras on the 6th. There is no record of when the balance of the Company arrived in Egypt. 478 Company was the last to arrive landing from the "Bohemian" on 2nd October 1917.

A new Establishment for Infantry Divisional Trains serving in Egypt was received on the 8th September reducing the Train by 5 Officers, 607 ORs and 613 animals and replacing these with 2 Egyptian Officers and 254 native drivers. There were further reductions in the number of Officers and the War Diary for September is sprinkled with entries recording the posting of Officers and the return of personnel to the Base Horse Transport Depot (BHTD) and animals to "Remounts."

An entry on the 22nd September records that there were to be only 10 Officers in each Train to include a Captain and Subaltern for Requisitioning duties and only a Captain for Supply duties, a Transport Captain and a Subaltern in each Brigade Company.

On 11th September, Lieutenant Colonel Matthew was posted to command of 52nd Divisional Train being relieved by the Commanding Officer of that Train, Lieutenant Colonel P. C De La Pryme.

Now part of the Egyptian Expeditionary Force (EEF) the Train moved in early October from Alexandria to the Divisional Assembly area at Rafa where the Division became part of XX Corps. Later in the month they moved to El Fukhari, Shellal and by 31st October were at Imara, the Division less one brigade as the Corps Reserve during the third battle of Gaza. After that battle the Division remained in Reserve with 31 Brigade attached to 60th Division for what is known as the capture of the Sheria Position which was taken on 6th November 1917. The Brigade later took part in another action, the capture of the Hareira Redoubt which it took on 7/8th November, the Division then being along the Gaza - Beersheba road to link up with XXI Corps at Atawineh.

During this period, the Diaries recorded that the Train along with detachments from 75th Divisional Train and "M" Company of the Camel Transport Corps (CTC) moved to Karm on 2nd November and were joined there on the 3rd by a further 800 camels from "Q" and "R" Companies of the CTC. On the same day, all rations for 31 Brigade were taken forward by camels. These latter camels were transferred to another Divisional Train, the 53rd, on the 4th leaving the resupply of the Division and the attached RFA Brigades taking part in the action with 31 Brigade, to the Train and its supporting detachment from 75 Divisional Train. The RFA Brigades failed to comply with orders and no 1st line transport was available at the

transfer point causing the camels to be unsaddled after a four hour wait. Owing to the lack of transport, rations for the camels had to be sent on a second camel convoy on the 6th. A further 800 camels reported on the 7th but had to be rested for a day to be fit for duty. On the following day because guides did not report at the rendezvous, rations had to be dumped. The detachment from 75th Divisional Train returned to their lines on the 7th November.

On the 9th November, the ration convoys were ordered to remain at the refilling point at Hareira, scene of the recent 31 Brigade action, to be joined by the balance of the Train after it had collected baggage wagons. All baggage wagons were to return to Karm with units' baggage, which was to be dumped there. The baggage camels from "M". Company CTC were to take baggage to Karm and then return to their own lines. The SSO and the Supply Sections with the camels used for resupply from "M" Company were also to remain at Karm. Train Headquarters arrived at Hareira at 1700 hours that night, the baggage wagons not arriving until 0605 hours the following day.

In the evening of the 10th, the Supply Section at Hareira along with the necessary baggage wagons required for carrying one day's rations were ordered to remain at Hareira to work between there and the Divisional refilling point at Imara. Train Headquarters and the rest of the baggage section, 9 Officers, 1 Warrant Officer, 3 Company Sergeant Majors, 3 Staff Quartermaster Sergeants, 7 Sergeants, 1 Corporal, 11 Wheelers, 15 Saddlers, 17 Farriers, 106 British Drivers, 158 native (Egyptian) Drivers, 3 water carts, 61 GS Wagons, 7 limbers, 33 horses and 338 mules marched from Hareira at 0815 hours and arrived at Karm at 1200 hours. At the same time, a detachment of the Train was sent to 60th Divisional Train consisting of 5 Officers, 1 Staff Quartermaster Sergeant, 5 Sergeants, 9 Corporals, 7 Farriers, 4 Saddlers, 4 Wheelers, 94 British Drivers, 101 native Drivers, 81 GS Wagons, 6 limbers, 1 water cart, 11 horses and 326 mules.

The four Companies of the Train provided supply and baggage Groups for the three Brigades and the Divisional Artillery as well as looking after the needs of Divisional Troops. At this time 475 served the Divisional Troops and the Artillery while 476, 477 and 478 served 29, 30 and 31 Brigades respectively. It is also worth noting that as well as the camels attached to the Train, camels were used as 1st line transport in the Brigades. The Train moved to Belah arriving there on the 17/18th November.

Mechanical Transport came to the Train on 6th November when motor car LC1036, presumably for the Commanding Officer, arrived but to quote the War Diary *"out of repair."* By the 9th it was still not repaired and it and its driver were left with OC 907 MT Company on the 17th. It eventually returned on the 23rd. The diary entry for the 26th records ... *experiencing difficulties with car and found driver to be unreliable and a bad driver.*

There were four moves during the latter part of November. On the 27th they moved North from Belah to Deir Sineid, the Supply Sections and the Company Headquarters marching with their respective Brigade groups. On the 28th they moved to Beit Duras arriving there at 1600 hours and leaving there at 0830 hours on the 29th for Junction Station which was reached at 1400 hours. Finally on the 30th they moved to Latron arriving at 1230 hours. Sufficient rations having been loaded on the 26th, the Supply Sections reloaded at Junction Station with rations for consumption up to mid day on 2nd December and joined their Companies as the latter marched past the Depot.

The next XX Corps action was the capture of Jerusalem in the early part (9th) of December, but there is no record of the Division taking part other than holding part of the Corps front in

some very bad weather. 476's Diary records that because of the severity of the weather, rum was issued on the 7th and on the 8th the going was bad owing to the rain. The mules were suffering because of the weather and were reported as being covered in mud and in an awful state.

The saga of the car resumed on 7th December when it was reported as having been returned in serviceable condition. However, on the 14th another car and driver reported from Corps Headquarters to replace the original car and driver who had removed the top of the gear box, the exhaust and the carburettor to get at a brake band. A mechanic found that in so doing a lug on the transmission cover had been broken and the car was again out of action.

The Division was involved in the defence of Jerusalem in late December when the Turks counter attacked. It held a line North and East of the line from Hebron to Junction Station and during the defence of Jerusalem its three Brigades took part in several actions to counter the Turkish threat. Train Headquarters was still at Latron, the Forward Corps Depot, with 475 and 476 Companies at Amwas.

The weather in January 1918 was no better and a large number of British and native drivers suffering from rheumatism. Their clothes and blankets were wet through and they had no changes of clothing. No wood was available for fires. The animals too were suffering and large numbers of donkeys were brought in to relieve the mules, which normally worked in teams of five per wagon. On 14th January there were almost 500 donkeys at Train Headquarters, which moved to the Latron side of Amwas village that day.

During February 476 moved to Harith and 477 to Deir Ibiza near 478 at Ain Karieh. 475 moved to Harith on the morning of 2nd March. Train Headquarters was at Deir Ibiza in the early part of March. Prior to the advance of the Corps in the Jordan Valley and the action at Tell 'Asur, Train Headquarters and 475 moved to Surar Corner (6th and 9th), 477 to Surar and 478 to Wadi Nada.

The resupply system at this time was for supplies to be moved from the Divisional Dump to Brigade Dumps by motor lorry and from Dumps to Brigade Transfer Points, as far forward as possible, by Train wagons pulled by donkeys and mules and then by unit 1st line transport, again possibly donkeys. About 40 lorries were in daily use in the resupply of Brigade Dumps. There were 572 donkeys on strength on 15th March, 27 sick, 80 on rations i.e. feeding, 6 with one of the Battalions, 50 drawing rations, 5 with the Sanitary Section drawing water, 400 with one of the Brigades and 10 spare.

Between April and June 1918, the Division was "Indianised" with Indian Brigades replacing the British Brigades and there is little recorded in the Diaries. The salient events were:

April	347 MT Company transported supplies to dumps. 476 Company moved to Wadi Zerker.
May	518 Company attached to Train left to rejoin 60th Divisional Train 30th May.
June	40 cigarettes per man purchased from Divisional Canteen Funds

During August there was some movement by the Companies. 475 were at Beit Ello along

During August there was some movement by the Companies. 475 were at Beit Ello along with Train Headquarters (around the 30th) and 477 were at Umm Suffah having been at Ibrik on the 16th.

The last action fought by the Division was the Battle of Nablus (19-21st September 1918) which had been planned for some time with the Division ordered to attack astride the Nablus road. In addition to its Divisional Trains the Corps had 2 Donkey Companies, 1 Camel Company and 180 lorries under command. When the attack started the Division was to the left of the Jerusalem-Nablus Road near Wadi Ballut where the Train concentrated on the 19th though they were unable to get in touch with DHQ due to the speed of the advance. Such were the preparations that by the 19th, 5 days supplies had been dumped at Ain Furwarran without being detected by the enemy. When the main attack had finished by the 21st two Brigades continued to move forward and all four Companies followed on the 22nd. They got as far as Bellata before being ordered back except 476 Company who had twelve teams engaged in salvaging enemy vehicles and animals until the end of the month. The Armistice with Turkey was signed on 31st October and by the end of November the complete Train had moved back by rail via Kantara to Mena Camp, Cairo.

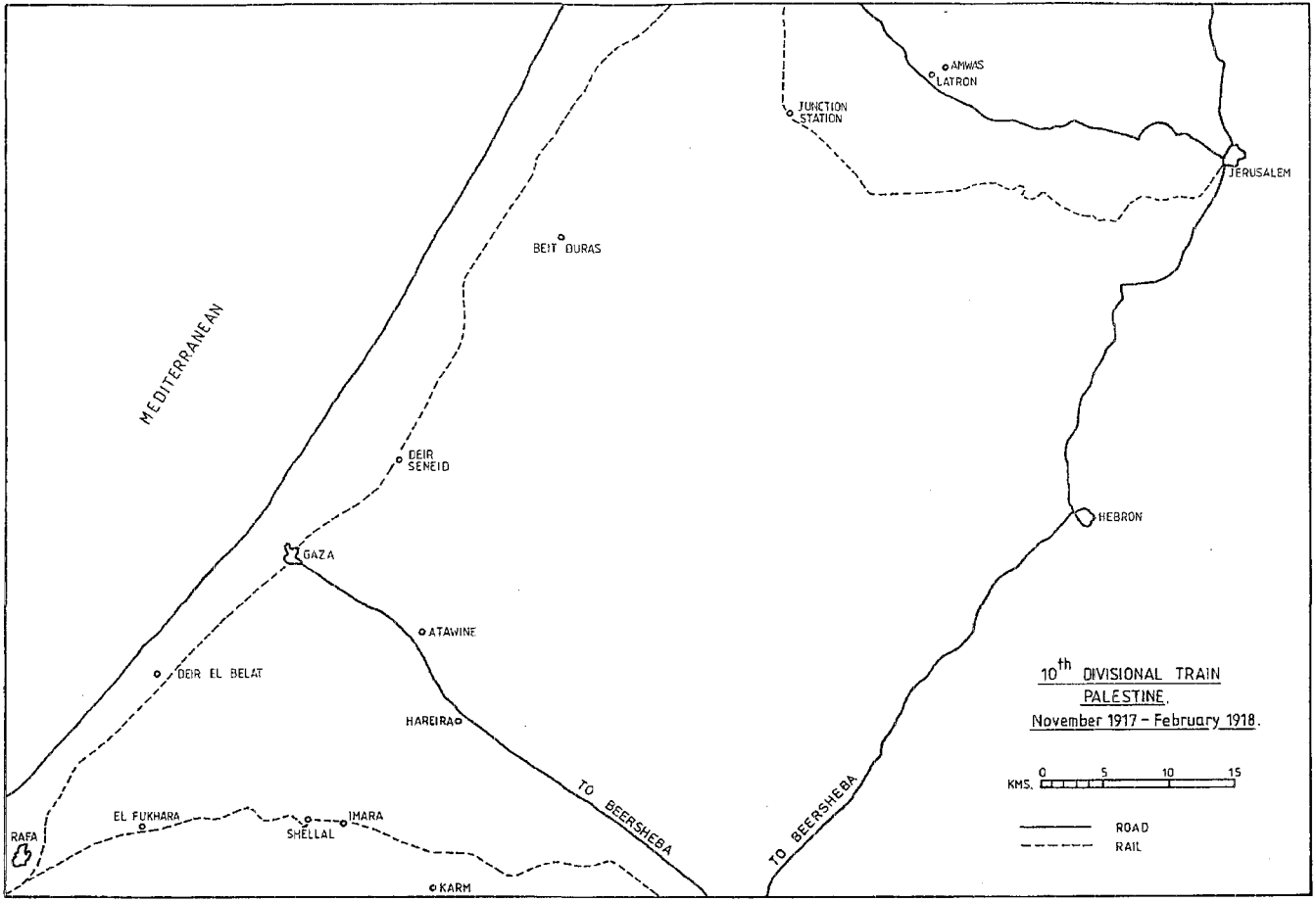
Lieutenant Colonel A. B. P. Pereira DSO took over command on 6th November from Lieutenant Colonel De La Pryme.

The Train remained at Mena Camp until April 1919 when it moved to Helmieh Camp, remaining there until it was disbanded at the end of June 1919. During that time it continued to supply the Divisions, 476 having a small detachment at the Nile Barrage from April until June. There was also a detachment of 475 Company, 12 wagons and pairs at Abbassia under Lieutenant Stopford who had originally joined the Train in Salonika. (A copy of the War Office letter granting Lieutenant Stopford his Commission and the war office letter to that Officer terminating his Commission are reproduced on the following pages by courtesy of the Imperial War Museum Department of Records.)

The only other point worthy of note is that during the period of unrest in Egypt - March/April 1919 - all ranks were confined to barracks and two detachments - an Officer and 25 ORs on horses and 6 Officers and 45 ORs on foot respectively were put on stand by to help quell any native rising.

There is no record in the Diaries of any member of the Train being killed, wounded or missing in action. Locations of the Train during its stay in Palestine are shown on the accompanying map.

The problems of supply in the Palestine Campaign are described in Annex K that contains sections of an article originally published in the July 1925 issue of the RASC Quarterly - "Maintaining Allenby's Armies". The article applies equally well to the 52nd Divisional Train when it was part of the EEF.


MEDITERRANEAN
BEIT DURAS
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TO BEERSHEBA
EL FUKHARA
IMARA
SHELLAL
RAFA
KARM
AMWAS
LATRON
JUNCTION STATION
JERUSALEM
HEBRON
TO BEERSHEBA
10th DIVISIONAL TRAIN
PALESTINE.
November 1917 - February 1918.
KMS. 0 5 10 15
ROAD
RAIL

Any further communication on this subject should be addressed to—

The Secretary,
War Office,
London, S.W.,

and the following number quoted.

91/A.S.C./301. (Q.M.G.5.)

War Office,
London, S.W.

27th August, 1915.

Sir,

I am directed to acquaint you that approval has been given for your appointment to the Army Service Corps as a

Temporary Second Lieutenant,

and the usual notification will appear in the London Gazette in due course.

I am to request you to be good enough to take steps to provide yourself with the necessary uniform and equipment and to report yourself for duty to the Commandant, Army Service Corps Training Establishment, Aldershot, before 3 p.m. on the 6th September, 1915 (for Rly.Sup.Det.).

You should take camp kit with you; a list of the necessary articles is enclosed herewith.

I am to ask that you may be good enough to approach Messrs. Sir C.R. McGrigor Bart & Co., 39, Panton Street, Haymarket, S.W., who will issue the outfit allowance of £50 (fifty pounds).

The form attached should also be completed as to your next of kin, and returned to this office.

I am,

Sir,

Your obedient Servant,

R.C. Stevens

D.A.D.T.
for Director of Supplies and Transport.

R.J. Stopford, Esq.,
8, Priory Mansions,
Drayton Gardens,
S.W.

GD2031 50,000 3/19 HWV(P) H3169

Any further communication on this subject should be addressed to—
The Secretary,
War Office,
Whitehall, S.W.1,
and the following number quoted.

Telephone: VICTORIA 9400.

WAR OFFICE,

WHITEHALL, S.W.1,

August 19th 1919.

110426/2 (M.S. 4. E.).

SIR,

I am commanded by the Army Council to inform you that in consequence of the demobilization of the Army, a notification will be published in the *London Gazette* at an early date, to the effect that you relinquish your commission on completion of service.

You will ~~be granted~~ retain the rank of Lieut but such grant does not confer the right to wear uniform, except on ceremonial occasions of a military nature, under Army Order 38 of 1918.

I am to take this opportunity of conveying the thanks of the Army Council for your services during the late war, and for having done all in your power to assist in bringing it to a successful conclusion.

I am,

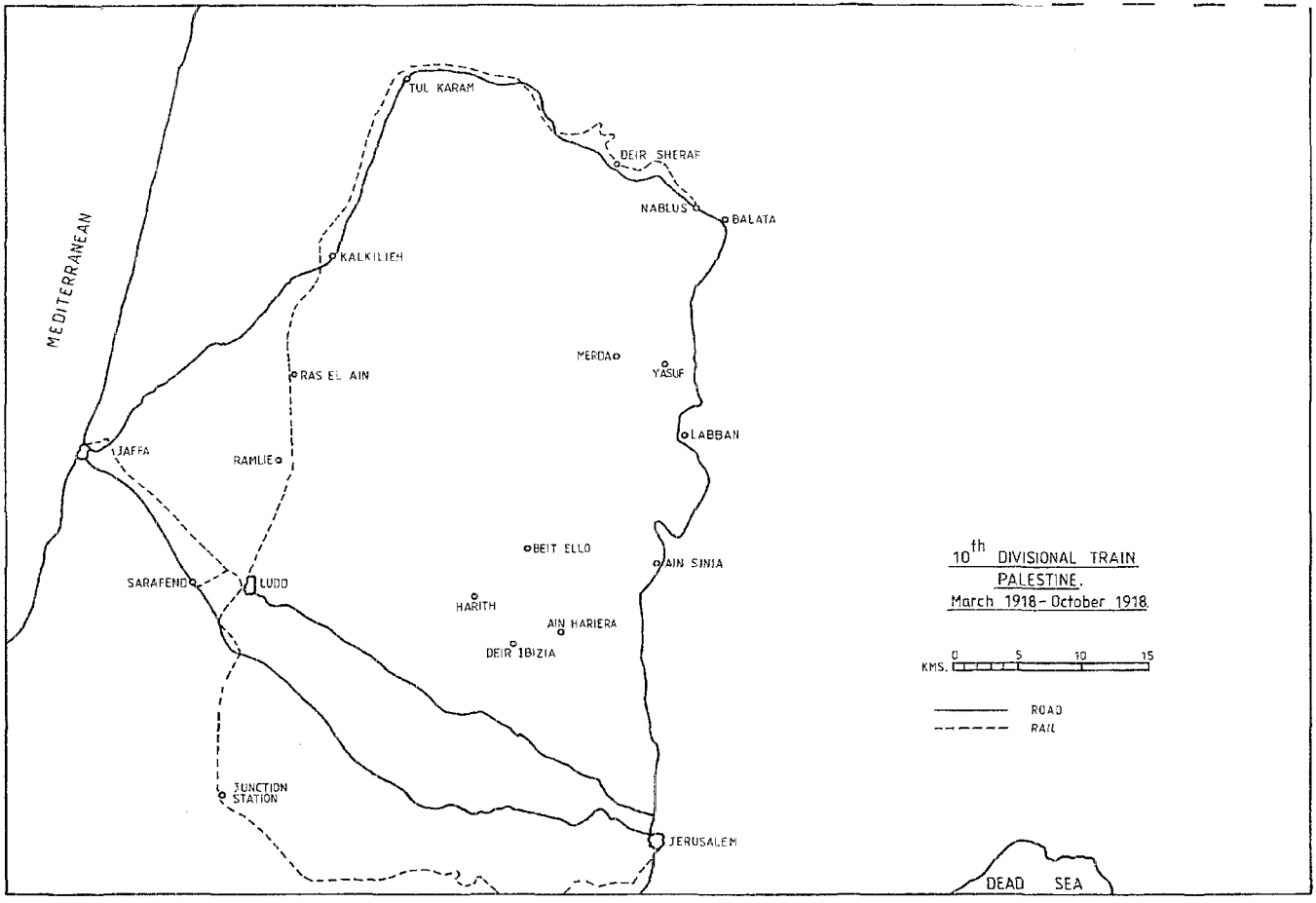
SIR,

Your obedient Servant,

B. B. CUBITT.

Lt. R. J. Stopford Rose
24 Coulston Street
Chelsea
S.W.

IMPERIAL WAR MUSEUM LIBRARY


TUL KARAM
DEIR SHERAF
NABLUS
BALATA
KALKILIEH
MEDITERRANEAN
MERDA
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RAS EL AIN
LABBAN
JAFFA
RAMLIE
BEIT ELLO
AIN SINIA
SARAFEND
LUDD
HARITH
AIN HARIERA
DEIR IBIZIA
JUNCTION STATION
JERUSALEM
DEAD SEA
10th DIVISIONAL TRAIN
PALESTINE.
March 1918 - October 1918.
KMS. 0 5 10 15
ROAD
RAIL

THE LOWLAND MOUNTED BRIGADE TRANSPORT & SUPPLY COLUMN

Before dealing with the original Supply Sections of the 52nd Divisional Train, it is appropriate to deal with the above which in reality was no more than a Company. From the information available, the Brigade became a dismounted Brigade because horses could not be used at Gallipoli. There is evidence that the Officers of the Brigade Column served alongside the Divisional Train in Palestine and accordingly it has been assumed that the Supply Sections that landed in Gallipoli with the Division absorbed the members of the LMBT&SC. War Diaries for this Column have not been traced.

SSO AND THE SUPPLY SECTIONS - 52nd DIVISIONAL TRAIN

War Diaries exist for the time the SSO and the Supply Sections served in the Dardanelles but sadly record little other than the normal issue of supplies. Therefore, for the period June 1915 until the first few days of January 1916 all that can be included are a few general facts gleaned from the Official Histories.

The Divisional History records that with the exception of 157 Brigade (and presumably its supporting ASC, No 4 Company) which landed on 3rd July 1915, the Division was complete at Cape Helles, the toe of the Gallipoli Peninsula by the end of June 1915.

It is important to understand the geography of Gallipoli. At Cape Helles, the breadth of the Peninsula was little more than a mile and a half, the Divisional Area being nine square miles. The coast was a wall of precipitous cliffs held by the Turks and overlooking almost every part of the beaches. The forced siting of the ASC Depots on the beaches and in front of the cliffs meant that the ASC had to perform their tasks often under shell fire which varied from intermittent to continuous. The History of one of the Battalions in the Division provides the following insight into the rations of the day. To this day, compo marmalade still only appeals to a limited circle!

> *Fresh meat - or, to speak more strictly, frozen meat - of excellent quality was substituted for bully, which later was only issued on the rare occasions when, owing to transport difficulties, no frozen was available. The hard biscuits gave place to good bread; the ration of desiccated vegetables was increased; an issue of rice was instituted; cheese was reduced and preserved milk increased. The only rations which were never quite sufficient to satisfy the men were those of tea and sugar - especially sugar. They liked their tea very strong and very sweet, and quickly tired of rice unless boiled with lots of sugar, which the limited rations of sugar did not run to. Jam was plentiful and popular, marmalade only appealed to a limited circle. Some uncharitably minded fighting men were wont to insinuate that the best beloved brands of jam, such as strawberry and raspberry, never got beyond the Beach, the ASC who handled the supplies being suspected of a nefarious weakness for these varieties. One hesitates to listen to such calumnious suggestions, but it*

must be admitted that for many long weeks we received an overwhelming proportion of "Apricot Jam" with which, popular as it originally was, the men became so "fed up" that they changed its name to "Parapet Jam", because, they explained, it was so invariably thrown over the parapet instead of being eaten.

On Christmas Eve 1915, it was decided to completely evacuate the Peninsula and from the Divisional History the Division was concentrated on Lemnos on 9th January 1916. From the beginning of February the Division started moving to Cairo and by the middle of the month moved to the Suez Canal area. It was assigned the third of three sections into which the Canal defences were divided and the Divisional Headquarters were established at Kantara along with 155 and 156 Brigades while 157 was at Ballah five miles south of DHQ. By the end of March 1916 all units of the Division were concentrated at the above locations ready to search out the enemy to the East.

At this point, we must digress and look at the History of the 31st Divisional Train ASC. That Division was originally raised as the 38th Division but renumbered 31st on 27th April 1915. In August of that year the 31st Divisional Train consisting of 217, 218, 219 and 220 Companies ASC, under the Command of Lieutenant Colonel P. C. De La Pryme accompanied the Division to Egypt. When the 31st Division moved to France in March 1916, the Train remained in Egypt and was based at Kantara. On 8th March 1916, the War Office issued a telegram 14171/SD2, authorising the Train to be redesignated 52nd Divisional Train ASC with an Establishment of a Territorial Train (no accurate details have been obtained of this Establishment). It is presumed that the Supply Sections of the original 52nd Train that went to Gallipoli under Major Clarke became part of the new 52nd Train. There is nothing to suggest otherwise.

At this point, it is interesting to speculate why, when the TAVR Regiments were formed in 1967 the numbers quoted above were given to 150 Regiment and not 154 Regiment, there being no evidence of any territorial links with 31st Division and 150 Regiment. It is also interesting to note that the 32nd Divisional Train - 221, 222 and 223 Companies moved to France in March 1916, joined 31 Division at Hallencourt on 14/15th March 1916 and became 31 Divisional Train. Is this why 221 and 222 Squadrons RCT, but not 223, were allocated to 154 Regiment in 1967?

However, back to Egypt. Train Headquarters, 217 and 219 Companies were at Kantara, 218 at Port Said, a detachment of 217 at Ballah and 220 in the El Ferdan area 10 miles south of Kantara attached to 11th Division.

The Division's first action was at the entrenched port of Dueidar about 15 miles due east of the Canal - garrisoned by elements of 155 Brigade. The port was attacked by a large force of Turks on 23rd April and during the course of the attack an officer of the relief force was wounded. Captain A C A Bruce, one of the pre-war Officers of the LMBT&SC ran out to help the wounded officer when he himself was mortally wounded. The War Diaries also recorded that a Driver from 218 Company attached to the 1/3rd Field Ambulance was also killed in the action.

By the end of May, 218 Company had moved to Ballah.

On 11th June, 219 Company was attacked by an enemy plane wounding 3 soldiers, killing 4 mules and 2 light draught horses and wounding 7 mules and 2 horses.

Like the 10th Divisional Train, the 52nd had its share of camels. Several reports indicated that the camel was an excellent beast until the shooting started when they simply lumbered off into the desert. After the action at Dueidar in April the War Diary reported that some 500 camels complete with saddlery were required to make up losses. The native camel "drivers" were equally unreliable. At the same action about half the drivers bolted the remainder going over to the enemy. The War Diaries noted that it became clear that the ....*natives (drivers) will require careful watching as we get in touch with the enemy.*

On 19th July 1916, air reconnaissance detected a large force of Turks who had made a swift advance across the desert. The area around the town of Romani was reinforced involving 218 and 220 Companies. By the 6th August the resultant attack had been repulsed.

With the next move planned to move across the desert to El Arish, it was decided that the Divisional Train should remain in the Kantara area (217 and 219 Companies at Kantara, 218 at Ballah and 220 at El Ferdan) with camels from the CTC taking the place of wheeled vehicles. Also, about this time it was decided to replace ASC drivers with native drivers, the ASC men taking over the 1st line transport of the Brigades. Later in the month, it was decided to replace the mules with heavy draught horses and finally to transfer all surplus Warrant Officers, Company Sergeant Majors, Company Quartermaster Sergeants, Sergeants and Corporals to new camel formations. As a result, 607 mules were exchanged for 306 horses and 1 Warrant Officer, 3 Company Sergeant Majors, 4 Company Quartermaster Sergeants, 2 Sergeants and 8 Corporals transferred to the Camel Transport Depot at Ein El Shams. 173 Lance Corporals and drivers were also transferred and replaced with native drivers.

When the Division prepared to advance from Romani to El Arish across the desert, the Transport Sections of the Train remained at Kantara on the Suez Canal until the advance was complete. In place of the GS wagons, camels were substituted, 70 to a Battalion.

The War Diaries record that in mid October 1916 the ration strength of the Division, supplied by the Supply Sections was 13,199 all ranks, 1,417 camel drivers, 2,735 camels and 3,655 horses.

All four Companies concentrated at Kantara on 12th February 1917 and orders issued for part of each Company (11 wagons, 1 cart and 48 horses) to route march to El Arish with the balance going by rail.The Train finally departed on the 15th, the Advance Party by rail - 1 Officer, 20 British ORs, 4 Native ORs, 2 riding horses, 24 heavy draught horses and 16 GS wagons. The main body left with 12 Officers, 2 Native Officers, 145 British and 110 Native ORs, 46 GS wagons, 2 motor cars and 256 horses arriving at El Arish on 23rd February 1917 after a journey of about 100 miles. The Rear Party arrived on the 26th (4 Officers, 62 British and 15 Native ORs, 112 heavy draught horses, 42 GS wagons and 1 water cart).

Immediately after their arrival at El Arish the Division was put in Reserve for the first attempt to seize Gaza. However, on 27th February 155 Brigade was moved to El Burj along with a detachment of 220 Company (7 GS wagons with teams of 6 and 2 GS limbers with teams of 4). With the other two Brigades in the same area, regular resupply started about two/three days later. On 7th March 1917, the Train left El Arish and started to follow the Division along the coast road arriving at El Burj on the afternoon of the 7th, Sheikh Zowaid on the 8th and Rafa on the 21st.

On the 16th March, 77 GS wagons and 2 water carts were detached to join the ANZAC Mounted Division as the second stage of 'A' Echelon. This was an improvised Train to allow the Mounted Division to operate some 20 miles in advance of a railhead.

History tells us that the three Allied Divisions engaged as the first attack on Gaza were beaten back, the attack deemed to be at an end on 27th March. The Train had by this time moved to Deir El Belah, some 8 miles south west of Gaza with the wagons loaded with emergency rations for the Division.

The second Battle of Gaza is described in the Divisional History as taking place between 28th March and 21st April 1917. During that period the Divisional Train was shelled and bombed at Deir El Belah (1st April) the Allied Railhead and the terminus of the water pipeline. Once again the attack failed and on the 21st the Train was located at Khan Yunis with 217 Company supporting the Divisional Troops of the ANZAC Mounted Brigade, 218 supporting the New Zealand Mounted Brigade, 219 the 22nd Mounted Yeomanry and 220 Company the 1st Australian Light Horse.

Little activity is recorded from April until the end of October with the Train back at Deir El Belah for the whole of that period.

The third and final Battle of Gaza began on 1st November 1917, the city being well cleared by the 9th. The Train arrived at Deir Seneid, 5 miles north of Gaza by nightfall on the 10th. The Allied Divisions were by this time in hot pursuit of the retreating Turks and were pushing on up the coast towards Esdud and by the 10th November were along with elements of the Australian Mounted Division and the 75th Division well set to continue the pursuit. On the 10th, the Train was instructed to load two days mobile rations and to move off as soon as loaded. With the advance continuing before the enemy could react, the Train was ordered to take one days rations forward to Esdud later altered to 2 days rations by midnight 12/13th November (one of the two days was carried by 54th Divisional Train). 155 Brigade was ordered to make a further decisive thrust on the 13th by attacking Beshshit and when this village was taken without difficulty to advance further to the villages of Mughar and Katrah. Orders were issued to supply the Brigade at Beshshit and with no camels available for a resupply over the sand, every available wagon was loaded.

18th November saw the Train at Katrah moving towards fresh water supplies pending the arrival of 1,200 camels. Reaching Ramleh at 2100 hours on the 18th the first convoy of the Train was stopped by a despatch rider and it and the Train ordered to Ludd arriving there at 0400 hours on the 19th. On the 19th the three Brigades were on the advance again, this time into the foothills of the Judaean Highlands. Supplies were issued as soon as the Brigade Companies arrived and thereafter the Train refilled at El Kubab but because of the terrain could only deliver supplies at Berfilya from where rations were taken forward by camels.

It was during his efforts during this period that Captain T. L. Sheddon, OC 220 Company was awarded the Military Cross for guiding 80 wagons in pouring rain from El Kubab to Berfilya across trackless country and over boulder strewn hills.

After taking part in several attacks east towards Jerusalem, the Division was withdrawn to Ramleh on 2/3rd December 1917, and after a few days rest and refitting marched to take up positions north of Jaffa. Having decided that the best way to attack was across the River Anja, the Train (17 wagons from 220 Company) was involved carrying bridging materials and

lemon trees which were planted to conceal the stores from the ever watchful Turk. The Train was in Jaffa before Christmas, remaining there until 25th March 1918.

Towards the end of March the Division was relieved by 7th Indian Division and the Train concentrated on Ludd prior to returning west and moving to France.

Train Headquarters moved to from Tel Aviv to Surafeud on 2nd April 1918 being joined there by 217 Company, with 219 Company arriving the following day, also from Tel Aviv. 219 Company reported to the Auxiliary Horse Transport Depot at Ludd on 5th April where they handed over 23 GS wagons, 3 light GS wagons, 1 water cart, 9 riders (horses) 54 heavy draught horses and 64 mules, harness, saddlery and equipment. 220 Company were at Alexandria on the 5th having handed all wagons, equipment and harness over to the BHTD at Ludd on 2nd April and embarked on HMT "Leasowe Castle" that afternoon for Marseilles followed by 218 Company on the 6th embarking on HMT "Malwa" but not sailing for Marseilles until the 10th.

By 7th April Train Headquarters, the SSO and his staff, 217 and 219 Companies were all at Kantara, Train Headquarters proceeded to the BHTD where additional personnel were taken on strength to make the Train up to War Establishment Part 7(A) (France), in the case of 219 Company this consisted of 3 Officers and 18 ORs. From Kantara Train Headquarters and the SSO's party went by train to Alexandria, embarking on HMT "Indarra" along with the reinforcements for 218 and 220 Companies. 217 and 219 Companies remained at a camp at Sidi Bishr eventually sailing for Marseilles on the 18/19th both arriving on the 27th.

The main party disembarked at Marseilles in the evening of the 17th, meeting up with 218 and 220 Companies and the reinforcements allocated to those Companies, detrained at Noyelles and moved to Lannoy in the Abbeville area arriving there on the 20th April where they were briefed on the method of re supply in the British Expeditionary Force. The ADST Reserve Army at Crecy notified the Train that because 217 and 219 Companies were not due in France until nearly the end of April, two Provisional Companies, Nos. 1 and 3 would be formed at Abbeville and these Companies joined the Train on 22nd April fully equipped. The War Diary for No 3 Provisional Company recorded it consisted of 4 Officers, 1 Company Sergeant Major, 2 Sergeants, 10 Artificers, 9 men for Supply Details and 83 rank and file, a total of 109 all ranks, 46 Heavy draught horses, 6 Light draught horses, 23 Mark X GS wagons, 2 GS limbered wagons and 1 water cart, a total of 26 vehicles all from the Advance Horse Transport Depot (AHTD). Some of the men were later returned there as they were designated as 1st line drivers for the Field Ambulances, 1/2 Lowland Field Ambulance having brought their own drivers from Egypt.

As they arrived in France the various Companies of the Train drew horses and their equipments from AHTD at Abbeville. By the end of the month Train Headquarters were at Aire along with Nos. 1 and 3 Provisional Companies and 218 Company, 220 Company were at Mametz where they carried out training at the gas school, while 217 and 219 Companies were at Noyelles Sur Mer having both disembarked on the 27th. The SSOs War Diary for April mentions twice the existence of a Divisional MT Company but there is no trace of any War Diaries. Both Provisional Companies were withdrawn on 9/10th May.

The four Companies were each issued with a Hotchkiss gun for Anti Aircraft defence in early May one man per Company attending a course of instruction with the Canadian Mounted Rifles.

Train Headquarters was at La Targette in the early part of May with the SSO, 217 and 219, while 218 was at Mont St Eloi and 220 at Nouvelles St Vaast, the Division having moved to the Vimy area and taken over the front line trenches. On 9th May AA&QMG 52nd Division, now part of XV111 Corps, warned that an attack was expected that night and all ranks paraded wearing box respirators, kit and baggage loaded on to the wagons and alternative locations selected. The major attack never developed though 217 who were supporting the Divisional Artillery did have a few shells over their detachment slightly wounding one horse.

One of 217's drivers was sentenced to 35 days Field Punishment No.1 for shooting himself in the foot while cleaning his rifle and one of 220's drivers was sentenced to 28 days Field Punishment No.1 for returning drunk from a transport detail.

217 was again under fire on 28th May reporting heavy shelling close to their camp wounding one man.

All Companies suffered the effects of the influenza epidemic that swept a large part of the world in June 1918, 219 Company reporting that only 3 drivers were available for duty on 10th June. Train Headquarters War Diary recorded that 10 Officers and 4 Ors had been mentioned in despatches for operations in Palestine. The Division was relieved by 8th Division in July and transferred to GHQ Reserve, moving to the North East of Arras at the end of the month. Train Headquarters was then at Houdain with the SSO and 217, 218 at Mont St Eloi and 219 at Ecoivres along with 220 Company.

The Division was again relieved in the line by 51st Division and returned to GHQ Reserve on 13th August. During August the SSO recorded the system of re supply then in place.

> *System of supply. Section train from base arrives at Mont St Aloi, demands are made on RSO. SO Divisional MT Coy supervises offloading of section train. Supplies identified according to demands of Bde Group Supply officers and loaded on to MT lorries. Supplies are then convoyed by lorries to Bdes and Divisional Troops Group. On arrival supplies are off loaded by pers of Supply Section assisted by working parties from Divisional Employment Coy. Supplies delivered remain at Refilling Points overnight and are issued following day onto unit's train supply wagons and hence to Unit lines.*
>
> *Supply situation at midnight. Units hold one day's rations for consumption following day and one days rations are held at Group Refilling Points. Iron rations. One iron ration is held by each man. Reserve rations. SSO maintains a small, emergency dump of preserved meat, biscuits and iron rations at Train HQ. Fuel. Fuel is obtained from 18th Corps Fuel Officer, Barlan Junction and is delivered to Divisional Fuel Dump where stocks of Chloride of Lime, Hyposulphite of Soda to counter gas attacks, are maintained.*

On 22nd August prior to the start of the second battle of the Somme, Train Headquarters was at Haute Avesnes, 217 was at Gouy en Artois, 218 was at Barly, 219 at Barlin and 220

Company at Belacourt. The following day they were all at Beaumetz, the Division being in Reserve 4/5 miles west of Arras, moving to Bretancourt on the 24th as the Division continued to allow the enemy no respite during the latter's retreat. On the 25th the Division came under command XV11 Corps have been in action under V1 Corps since the 22nd both part of 3rd Army.

During 26/27th August the Division took part in a series of battles known as the second Battle of Arras and in particular the Battle of the Scarpe, the Division finishing up by advancing South East towards the Hindenburg front line and capturing Fontaine les Croiselles.

The Division was relieved by 57th Division at the end of August, Train Headquarters and the Headquarters of the three Brigade Companies moving to Mercatel. 217 Company which supported the Divisional Troops and in particular the Divisional Artillery were finding it difficult to keep in touch with the batteries which were then attached to 57th Division and they set up a Refilling Point near Henin but on the afternoon of the 29th their camp was shelled and as the horses were being harnessed up, the enemy got the range and several shells landed in the camp area, slightly wounding one soldier and damaging a wagon. The Divisional MT Company had been withdrawn for some reason and they had to take rations out late in the evening of the 30th to the batteries. Shortly after the convoy had left, the camp was bombed, causing no damage but an adjacent unit, not part of the Train, had one NCO killed and 6 men wounded.

On 1st/2nd September the Division took part in the Battle of Bapaume, assembling East of Bullecourt, reaching the North South ridge beyond Riencourt les Cagnicourt and advancing up the Queant – Cagnicourt road. The following day, the 3rd, they advanced to the Canal Du Nord. Train Headquarters were bombed that day with 3 bombs being dropped close to the office wounding a cyclist orderly in the head and peppering the Commanding Officer's tent, but he having gone to bed was uninjured. Bombing of the Companies areas continued for several days though no damage or casualties were reported.

217 Company, supporting the Divisional Artillery had a difficult few days as the Artillery was on the move extending the distance from Refilling Points to the units. They had to move forward several times in an area where enemy shelling and bombing was almost continual. On the 7th they collected 16 wagon loads of German salvage – trench mortars, machine guns and rifles transferring the loads to lorries that took it all back to a Railhead. The ration convoy was shelled that day fortunately with no damage. The 8th was no better five bombs being dropped outside their camp causing some of the horses to break loose and putting eight holes through the Company Commander's tent. Their month did not end on a good note. On the 24th one of the Drivers had one horse killed and one wounded but undeterred he drew fresh horses and delivered the rations; a convoy going to re supply 156 Brigade was shelled on the Cambrai road killing Driver Hood and badly wounding a loader from the Royal Artillery. The wagon was taken over by a Sergeant Purvis and the supplies delivered. The Company moved to Graincourt on the 30th.

Train Headquarters reported that 2 Heavy draught horses belonging to 217 and detached to the 17th Northumberland Fusiliers had been killed by shell fire and after moving to Mouvres near 218 Company the Commanding Officer reviewed the month's work noting that there had been no failure to deliver rations, while the Brigades were moving forward, Train transport had relieved unit 1st line transport and in addition carried numerous extraneous tasks. Having regard to the advance positions of the Train, casualties had been abnormally low.

After taking part in early October in one of the battles of the Hindenburg Line, the battle of the Canal Du Nord, the Division was again withdrawn, transferring to V111 corps on 7th October. All parts of the Train were in the Beuvry les Orchies area near the end of the month except for 217 Company at Waziers. The Division went into the line for the last time to the North East of St Amand and took part in the final advance in Artois. On Armistice Day the Train, complete was in Baudoir with the Division in the front line beyond Conde to the North of the Mons Canal having cleared Herchies and reaching the Nimy-Jurbise road to the North East of Mons.

The Train War Diaries for the remainder of November are full of the many celebrations held; Commander of 1st Army's entrance into Mons; all ranks attending Te Deum in Mons cathedral; a reception in the Baudoir Town Hall and the official entry of the King of the Belgians into Mons. The train was busy assisting the evacuation of French refugees who were accommodated in Baudoir overnight, fed and evacuated by lorry to Valenciennes. December saw the visit of The King through Baudoir and the purchase of turkeys for Christmas dinner at 9 francs a kilo paid for out of the Train Canteen Fund.

Demobilisation started in January and the War Diaries closed at the end of March, what remained of the Train being in a concentration area in Soignes. One interesting item from the Diary for January is reproduced below

> *Meeting resolved to recommend to the War Office that a RASC Memorial be proceeded with, total sum to be aimed at to be £30-£50,000. Out of this an inexpensive permanent memorial to be erected at Aldershot, the bulk of the money to be expended on the creation of Scholarships for varsities to embrace general education and technical instruction in trades agriculture etc for the benefit chiefly of the children of members of the Corps. It was further resolved to recommend a reunion of all RASC Officers, Regular, Territorial Force, Supplementary Reserve and Temporary officers be held in the Albert Hall next year to be followed by subsequent reunions as might be agreed upon from time to time with a view to maintaining touch with all officers who have served in the Corps. It was further suggested to appoint a paid Secretary with whom every RASC officer should be invited to register his address and to whom every officer be asked to send a Postal Order for the sum of 5/- primarily to cover the cost of keeping in touch and secondly to contribute to the cost of the proposed reunion. AA&QMG at GHQ was requested to communicate with all RASC units in France requesting the opening of a subscription list for proposed memorial before demobilisation seriously thins the ranks. No limit was placed on the amount of the subscriptions, officers to be requested to pay their subscriptions into the RASC Memorial Fund with Sir Charles R C McGrigor of Bart and Company, Regimental Agents and Officers Commanding units to remit to the same Fund subscriptions to be collected from other ranks.*

Lieutenant Colonel J. S. Matthew (second from right) and Train Headquarters Staff at Jaffa.

(Photograph by courtesy of the Imperial War Museum ref. Q 49707)

Chapter Four

The Years between the Wars

During the Great War, the Territorial Force had been embodied into the Regular Army and because there was no provision in the legislation for disembodiment, the Force simply ceased to exist on demobilisation.

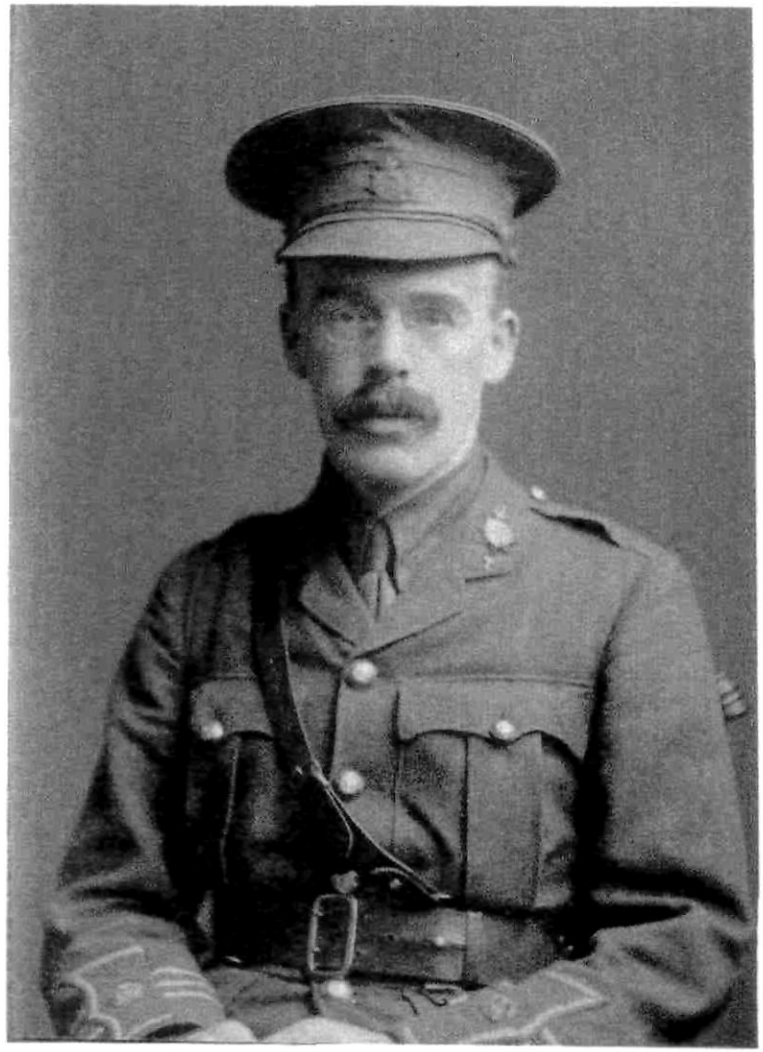
It was not until 1920 that the government came up with a completely revolutionary concept for the Territorials. The concept of a Force for the defence of the UK was scrapped and new terms of service were drawn up for an Expeditionary Force or second line Force to the Regular Army. Coupled with this were new conditions of service in that the Force could only be embodied by Royal Proclamation and subsequent Act of Parliament, and could serve anywhere in the world. It was stipulated that when the Force was sent abroad it would not be used as a source of reinforcements for the Regular Army, but would only be employed as Divisional, Brigade or Regimental units. The Territorial and Militia Act of 1921 changed the name to Territorial Army, still consisting of 14 Divisions but, because of the then financial restrictions, with much reduced Establishments.

The Lowland Divisional Column reformed in March 1920 as the 52nd (Lowland) Divisional Train Royal Army Service Corps (RASC) (TA) with Train Headquarters, No 1 (Headquarters) Company and No 3 Company at 22 Lochburn Road, Glasgow, No 2 Company at Brandon Terrace, Edinburgh and Nos. 4 and 5 Companies at Queen Street, Rutherglen. The Establishment was 288 all ranks.

Initially recruiting was very slow and the June 1920 issue of the Corps Journal recorded *"up to date only 27 have been attested, but at a recruiting meeting in the Drill Hall, Lochburn Road, Glasgow, on the 15th May, a good number of names were taken of old members who are keen on re-enlisting. It is hoped that they will be as keen to turn up to pass the doctor".*

Lieutenant Colonel Robert Clarke DSO, TD was appointed Commanding Officer and Colonel Matthew, Honorary Colonel, an appointment he held until his death in 1935. Other wartime Officers also rejoined namely Major W. Wordie, OBE, and Major G. K. Crichton OBE, MC. The Permanent Staff were Temporary Lieutenant A. A. Green RASC, Adjutant, Staff Sergeant Major G. E. Shaw, Supply Instructor and Company Sergeant Major F. J. Bayman, later to be joined by Company Sergeant Major F. J. Farrell at Edinburgh and Sergeant N. G. Smith at Rutherglen.

The Committee on National Expenditure, formed during the 1921 economic crisis and chaired by Sir Eric Geddes the Minister of Transport, had a remit to cut expenditure in order to save the economy from disaster. The drastic proposals, known as "The Geddes Axe" cut ruthlessly into the Defence vote and the RASC units of the Territorial Army were reduced to mere cadres. The Establishment of the Divisional Trains was reduced from 288 all ranks to 11 Officers and 93 ORs and for the Lowland Divisional Train meant the loss of the Horse Transport (HT) Branch, the disbanding of No 3 Company, the merger of No 2 Company with the LMBT&SC to form an HT Company in Edinburgh and the formation of a MT Company in Glasgow with Supply Details.



Major (later Lieutenant Colonel) G. W. Orr (left) and Major (later Lieutenant Colonel) W. Wordie
Both Photographs are of the Officers in ASC Uniform. Note the 'T' (for Territorial) below the collar badge

The disbanding of the HT Branch meant the loss of two members of the Permanent Staff, Sergeant Farrell, who retired and Company Sergeant Major Bayman who was posted to "Y" (Depot) Company RASC, Woolwich.

Colonel Clarke retired in November 1922 being replaced by Lieutenant Colonel W. Wordie OBE. (An attempt was made to trace Colonel Clarke's family. Sadly all his children are now dead but a neighbour remembered that the Colonel's medals were stolen at one time when the house was broken into. The medals were returned later, presumably by the thief, who put them through the letterbox).

In the winter of 1922 the Officers and Staff were listed in the Corps Journal as:

Lieutenant Colonel W. Wordie OBE	Commanding Officer
Major P. C. Goldney RASC	Adjutant
Major J. S. McFarlane	SSO
Captain J. T. Dunbar	OC HT Detachment (Edinburgh)
Captain J. Lambert	Supply Officer (Edinburgh)
Captain G. W. Orr OBE	OC MT Company (Glasgow)
Captain A. M. Johnston	Supply Officer (Glasgow)
Second Lieutenant F. R. Topping	Glasgow
Second Lieutenant H. McPhie	Glasgow
Regimental Sergeant Major N. J. Smith	
Sergeant C. M. McMillan	

The Adjutant, Major Philip Chard Goldney RASC, a Regular Officer, joined the Train in July 1920 vice Lieutenant A. A. Green. Commissioned into the Gloucestershire Regiment in January 1902 he received the Queen's Medal for service in South Africa. He transferred to the ASC in 1904 and served in it and the RASC until 1927 when he transferred to the Royal Indian Army Service Corps. On the outbreak of the Second War he was on the Indian Army Reserve but was employed on senior RASC appointments in the UK. Colonel Goldney died on 9th May 1986.

The 1922 camp was held during the Glasgow Fair Holiday, the numbers attending being very small because of poor recruiting. Military service of any kind was still not popular so soon after the war. The few members of the HT detachment went to camp with the Field Ambulance at Barry, whilst the supply details were divided between Gailes and Doonfoot, each section being responsible for the resupply of an Infantry Brigade. There is no mention of the camp of the MT Company and it must be assumed that what men there were in that Company were absorbed into the camps of the other units to make up numbers.

In the latter part of 1922, Train Headquarters and the Glasgow based Companies moved from Lochburn Road to 41 Yorkhill Parade, the former Headquarters of the Queens Own Royal Glasgow Yeomanry now shared by the RASC, the 5th (Scottish) Hygiene Company RAMC and the 52nd (Lowland) Divisional Royal Army Veterinary Corps (RAVC).

Winter 1922 and the first half of 1923 was a depressing period well summed up in the August 1923 edition of the Journal. *"There has been little to report from the unit of late as nothing has happened...."* This was entirely due to the lack of equipment, money and manpower.

The MT Company came of age sometime before the 1923 camp when it took delivery of "*two real motor lorries,*" Albion 3 Ton lorries, fitted with solid tyres, acetylene lamps and chain driven. The driver sat in an open cab exposed to the elements except for a canvas cover he could pull up under his chin.

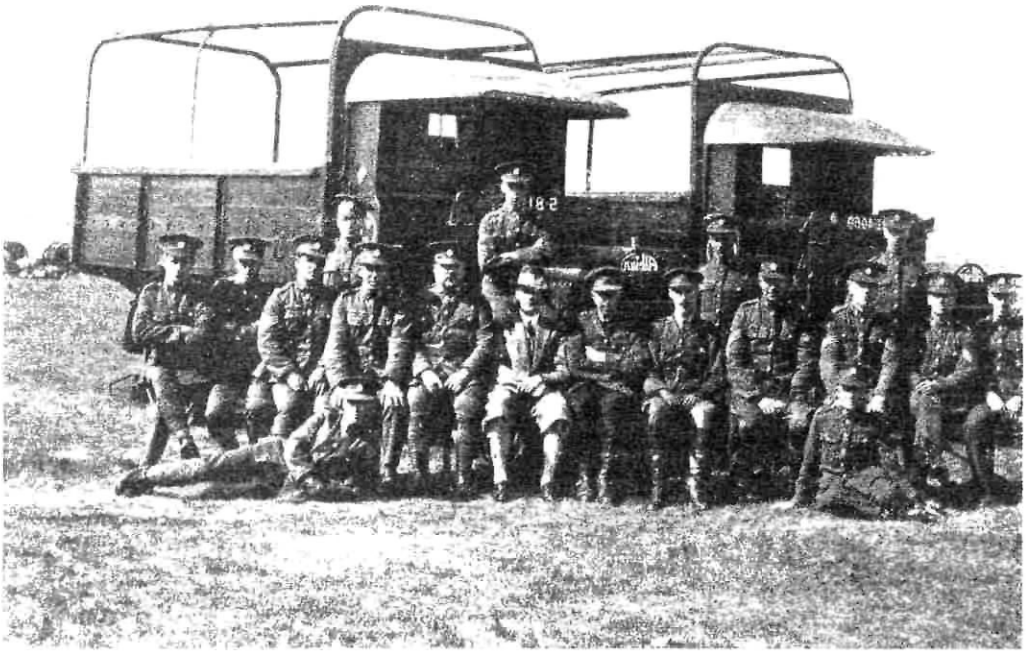
Camp 1923, held during a wet Glasgow Fair was at Gailes with detachments at Girvan and Barry. The Supply detachment at Gailes, 1 Officer, 2 NCOs and 7 men served one Infantry Brigade, one RFA Brigade, the Lowland Divisional Royal Engineers and other details of smaller units. The detachment at Girvan, 1 Officer, 2 NCOs and 4 men carried out the supply work for 156 Infantry Brigade.

August and September 1923 saw changes in the Permanent Staff with the retirement of the Supply Instructor, Sergeant McMillan, replaced by S/5007 Sergeant H. J. Tomlinson from "C" Company Aldershot, and the retirement of the Regimental Sergeant Major who was replaced by Regimental Sergeant Major Perman. Two new Officers were commissioned Second Lieutenants R. Watt and K. C. Corsar, bringing the total Officers to 10, one short of establishment.

The General Strike of 1926 put a stop to all training with the Drill Hall occupied by a large detachment of Infantry who took up all available space. The two lorries, so much sought after were "*torn from the peacetime home and delivered to the tender care*" of the Regular RASC unit at Maryhill Barracks, though their normal TA drivers were able to be engaged as civilians to go with them. It was decided to form a Civil Constabulary Reserve in Glasgow following the lines of a similar force raised in London the Divisional Train being well represented with a large number sworn in as "Specials" and taking up permanent duty as a Supply and Transport Staff. Fortunately, the strike was short lived though as a consequence Annual Camps were cancelled up to 16th June. The Train's camp was 30th June and though doubts were expressed that any camps would be held, the Train went to camp in the end. Headquarters, the MT Company and the bulk of the Supply Details went to Elie in Fife and a Supply Detachment of 1 Officer and 10 other ranks went to Gailes. The HT Detachment also went to Gailes but not until the first fortnight in August and trained with 155 (Lowland) Field Ambulance RAMC.

The economic crisis after the General Strike had a profound effect on the Army and the Regular RASC in particular with a knock on effect in RASC TA units. The long promised programme of mechanisation suffered postponement after postponement. TA units were forced to continue training on the horse and cart theory but denied equipment because of lack of money. The 52nd Divisional Train faired better than most, having as its next door neighbour in 31 Yorkhill Parade the Lowland Divisional Riding School where Officers' riding classes were well attended. At the same time they had to look to the future with aims and training programmes designed for a mechanical army though the issue of equipment was deferred year after year.

During these frustrating years, the Territorial Trains kept their members together by running social events of every description and the 52nd Train was no exception. 1927 for example started off with the annual Regimental Dance in February, all ranks dances monthly during the winter along with whist drives for the sergeants and the annual families' Christmas Treat.



MT DETACHMENT ELIE 1926
(RASC Journal)

Sometime during 1927 the Supply Details and the MT Company were numbered 519 (Supply) Company and 520 (MT) Company respectively. The HT details in Edinburgh were not numbered as far as can be traced.

(519 and 520 Companies ASC were formed in 1914 as part of 60 (2nd/2nd) London Divisional Train and served in France (1916), Salonika (1916-1917) and Palestine (1917-1918)).

Camp 1927 saw Train Headquarters, 520 Company and a Supply detachment of 519 at Fairlie, a second Supply detachment at Elie, under command of Lieutenant Watt, supplying a Brigade and the HT Detachment, with a third detachment at Gailes under Captain Topping supplying three camps. Attendance at camp was almost 100 per cent with only two soldiers not attending.

Renumbering of the Companies seems to have taken place again in the summer of 1928 when the HT detachment in Edinburgh became 519 Company. There is no record of any change to the number of the MT Company and no recorded new number for the Supply Company, which became known simply as "Supply details."

One of the Supply detachments crossed to Lamlash, on Arran, for its 1928 camp and supplied 157 (HLI) Brigade who had just carried out a mock invasion of the island. As the only pier at Lamlash was quite small the transport problem was difficult and all stores had to be wheeled in trucks to a dump on shore as they came off the ship.

519 (HT) Company trained at Barry along with 155 (Lowland) Field Ambulance RAMC and two Battalions of The Royal Scots. Train Headquarters, 520 (MT) Company and the balance of the Supply details went to Gailes with 156 (West Scottish) Infantry Brigade and 101 Field Artillery Brigade RFA from 51 Yorkhill Parade.

The War Office authorised the hiring of a light vehicle for training purposes and a Morris six wheeler was procured for the Gailes camp. The Morris was well used in the sand dunes near the camp and all Officers and a large number of the men spent an interesting two weeks learning the art of cross country driving. (It was not until the summer of 1929 that one of the First War Albions was replaced by a more modern Albion medium six-wheeler.)

The enthusiasm of the Territorial to attend camp was as great then as it is now, one driver attending the 1928 camp for eight days just before emigrating to Canada.

Train Headquarters, 520 Company and a Supply Depot (to supply three camps) were at Gailes in 1929 while 519 Company and a supply detachment were at Balmaha on Loch Lomonside. A second supply detachment was at Linlithgow with 156 Brigade.

Colonel Wordie retired in August 1929, and handed over to Major G. W. Orr OBE, SSO since 1927. Colonel Orr was unfortunately still suffering from the rigours of Annual Camp at the time of his promotion, having sustained a serious leg fracture after his horse reared, and fell on him. His daughter-in-law remembers that the fracture was so serious that a plate had to be inserted.

The long awaited mechanisation of the RASC (TA) was authorised in April 1932 and appears to have been fully implemented about a year later. The title "Train" was dropped and the unit became the 52nd Divisional RASC (TA). The establishment however remained at 11 Officers and 99 ORs though the reorganisation followed the pattern of the Regular RASC namely a Headquarters unit, at 41 Yorkhill Parade, an Ammunition Company, 528 Company (formerly 519 (HT) Company) at Brandon Terrace, Edinburgh, a Baggage Company, 529 Company and a Supply Company, 530 Company, both located at 41 Yorkhill Parade. The Supply Company included Supply Details and attached personnel for the Field Ambulance. The vehicle Establishment was one motor ambulance, three lorries (presumably 6 wheeled) and three motor cycles with authority to hire four cars and an additional three lorries for Annual Camp. On mobilisation, the Establishment was to increase to 38 Officers and 1,245 ORs with in excess of 500 vehicles of various types.

The new Establishment and camp training scales allowed the Divisional RASC to train in earnest and the comments in the Corps Journal about dances and whist drives soon changed to comments on the latest Tactical Exercise Without Troops (TEWT) or tactical exercises.

The Divisional RASC took part in a parade through Glasgow in May 1935 to celebrate the Silver Jubilee of King George V, the new Honorary Colonel, Colonel Wordie and the Commanding Officer both being awarded the Jubilee Medal.

A further revised Establishment was announced in May 1935 when the Peace Establishment's of the Divisional RASC (TA) were brought into line with Regular RASC units. The organisation was now Headquarters, and three Companies, 528 (Ammunition) Company Edinburgh, 529 (Baggage) Company Glasgow and 52nd Divisional Supply Column (530 Company) Glasgow

organised on a double echelon basis. The total Establishment increased to 20 Officers and 235 ORs. (See Annex F).

(528 (Horse Transport) Company ASC was formed at Harewood Barracks, Leeds on 7th September 1915, one of four Companies (525, 526, 527 and 528) forming part of 62 (2nd/1st West Riding) Divisional Train. The first Company Commander was Major N. P. Peacock. During the First World War, the Company saw action at Cambrai, Beaumont Hamel, Bellecourt and Havrincourt. The Company served in the Army of Occupation on the Rhine from April 1919 until it was disbanded in Leeds on 17 December 1919.

529 and 530 Companies were both formed on 7th September 1916 as part of the 63 (2nd/1st Northumbrian) Divisional Train. Train Headquarters was disbanded in July 1916 and both Companies were then engaged on local transport duties in the Grantham and Newcastle areas respectively for the duration of the war. They were disbanded on 28th April 1919).

The news of the increased establishment was a blessing to the Divisional RASC and was reported in the Journal with the additional comment that "*.... several .... younger soldiers have already been observed looking .... into their knapsacks.*" (Corps Journal July 1935).

Training during the summer was hectic with a new driving course at Dechmont proving a great asset. Driving instruction was the norm at Gailes, (the 1935 camp) and instead of the usual compliment of hired vehicles, the Regular Army helped out with four vehicles detached from 28 Company, Catterick commanded by a Lieutenant Lewis. Company exercises took place with the emphasis on Ammunition, Baggage and Supply duties in a war scenario. During one of these exercises a gas attack was staged using smoke candles to represent gas. As there were no issue masks, dummies were made under unit arrangements from cloth and elastic, purchased from Marks and Spencer's. (No Gas Chamber for Bounty in those days!).

In 1935 Second Lieutenant W. M. Cameron, who worked in the advertising department of Brown & Poulson was commissioned into 528 Company. Willie and his girl then friend Jean were soon totally involved with the TA both socially and militarily and Jean remembered attending many dances and parties held before the great expansion of the TA in 1938. A keen amateur boxer, Willie represented the unit several times, winning the middleweight contest in the 1938 Divisional Boxing Championships, only to be beaten in the semi-final of the TA Boxing Championships in London. Officers had their own engraved beer tankards and silver napkin rings, and when interviewed, Jean, had her late husband's on display.

41 Yorkhill Parade was a small, narrow Drill Hall and the accommodation problem associated with the increased Establishment and a fairly steady influx of recruits was immense. Officer Training Corps had been visited and their members earmarked as potential Officers and by May the unit had a waiting list for officer vacancies. Soldier recruiting was on the increase though the euphoria was short lived with the announcement in April 1936 that a fourth Company, consisting of 4 Officers and 56 ORs was to be formed and attached to the Divisional RASC (TA). The designation was "Non – Divisional unallocated" and on mobilisation would be detached and have a war role as a non-Divisional RASC unit. Thus was born 554 (Non-Divisional) Company RASC (TA). The total Establishment was now 24 Officers and 291 ORs. (See Annex F).

Driver training again became the problem (some will say "what's new") partially solved by the use of a piece of vacant ground across the road from the Drill Hall kindly lent by Glasgow Corporation, and now occupied by the wooden buildings of Kelvin School.

The 1936 camp was at Gailes during the Glasgow Fair Fortnight (except for the attached Field Ambulance personnel who were at St Andrews). The weather was so bad that rum was issued two nights in succession "as a precautionary measure" because of the continual downpour. The men of the Field Ambulance were in a way more fortunate, spending a week in camp returning by route march to Edinburgh during the second week.

There were further accommodation problems caused by the formation of 554 Company and recruit training had to be kept separate from normal training due to lack of space. Preparation for war brought a new impetus to training. Anti-gas training was carried out, and the Medical Officer, Major A. O'Hanlon gave lectures on the avoidance of all the various terrifying diseases that beset soldiers on active service. The Vehicle Impressment Scheme was carefully studied.

The unit was represented at the Coronation of King George VI in 1937 with a detachment under the new Commanding Officer, Lieutenant Colonel Topping, who along with Second Lieutenant Walton and a small party lined the Coronation route in Regent Street. The remainder of the unit, under the SSO, Major G. Mackintosh took part in the Coronation Parade in Glasgow on 12th May. The visit of the King and Queen to Glasgow in September saw the unit again lining the streets, this time under command of Captain J. McD. Watson and consisting of 5 Officers and 40 ORs. 528 (Ammunition) Company performed a similar duty in Edinburgh.

Preparation for war training continued right up to Christmas 1937, normally a period of relaxation for the TA. A Drill and Duties course for all NCOs was started in November and ran two nights a week until the following January; a 100% issue of gas masks was made in March 1938 and part time Drill and Weapon Training courses were run by the Regular HLI Battalion at Maryhill Barracks.

Camp 1938 was again held at Gailes during the last fortnight in July. Troop lifts were practised with 157 (HLI) Brigade, a "Petrol" exercise was held, all ranks went through the Gas Chamber with issue respirators and a Workshop sub section was set up, with a Stores Lorry and a Workshop Lorry borrowed from RASC Lowland Area.

The Unit was allocated a stand at the Empire Exhibition held in Glasgow in September 1938 and were responsible for two demonstrations, an indoor display of scale models of various types of load carrying vehicles, and an outdoor display consisting of a raised platform featuring a partially dismantled Morris dual-control instructor van mounted on wooden blocks so that the engine could be started and members of the public allowed to handle the controls.

The Munich "Crisis" in the latter part of 1938 and the Prime Minister's call for young men to joint the TA as an alternative to conscription put tremendous pressure on the Regular Staff, especially as the Establishment was now over 1,300 other ranks. However, the spirit of the TA showed up as night after night volunteers came in to help. Major A. B. Brownlie, Company Commander 530 Company, stood in as Adjutant and Captain Watson and Willie Cameron gave up their civilian jobs to organise the identification of suitable civilian vehicles for impressment. Mrs Cameron remembers her husband telling of the time he visited an Edinburgh Brewers to be told by the receptionist "No reps on Tuesdays" and how her attitude changed when he produced his War Office identification.

Over 50 ex members of the pre war/war time Divisional RASC (TA) were traced in the research for this history. All had different tales to tell and some from the recruits of 1938 are summarised below.

Neil Thomson joined 530 Company in March 1938. At that time he worked for the Vacuum Oil Company, now Mobil Oil, who encouraged their staff to join the TA by offering an extra two weeks paid holiday, and of course they also got TA pay. Convinced that there would be no war, he joined.

T/86969 Derrick Kellow, an 18 year old Bank clerk, and three friends, John Waugh, Dan O'May (T/86966) and Andrew Erskine, all from Falkirk, joined the TA to escape conscription and following the advice of Kellow's father that it was better to drive than to walk to war joined 530 Company in November 1938. They were very much in demand as all held driving licences and were soon teaching some of the hundreds of recruits to drive in open topped Thornycroft 3 tonners. The hand brake and gear levers were all on the driver's right and there was little the instructor could do in an emergency. When not instructing, NCOs from the Regular HLI Battalion taught him Drill at Maryhill Barracks. Waugh's father had a Buick "Straight Eight" which they drove to Glasgow for Drill nights causing quite a stir at Maryhill. (The Buick was later requisitioned and used by Major General Drew, GOC Scotland, in the early part of the war).

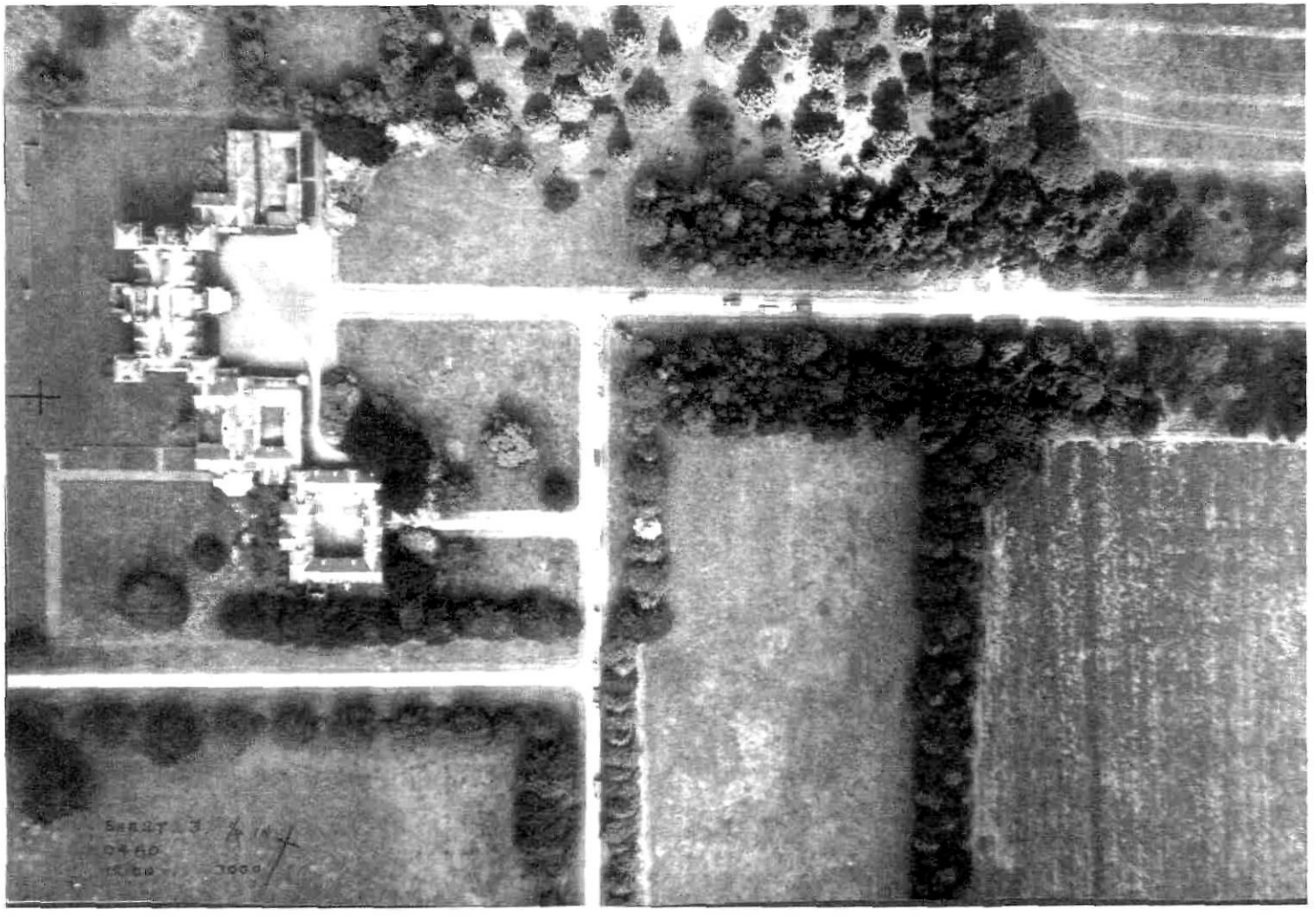
Uniforms were in short supply and they often paraded in sports jackets and flannels, though those who could afford it purchased ex WD uniforms from Millets. (As a result of the search for ex members of the Divisional RASC, Kellow and O' May met again, the first time in many years.) Kellow was commissioned during the war and rejoined the TA in 1947 becoming Company Commander of 530 Company.

Another 530 recruit in November 1938 was Steven Moore who joined the RASC because he worked for Mackintosh's the removal contractors in Glasgow, his boss being Major George Mackintosh then SSO of the Divisional RASC. Steven remembered that Sunday training included vehicle mounting drill, (first parade servicing). The drivers stood in front of their vehicles and on a signal from the NCO, went round the vehicle checking petrol, oil, tyres etc. The engine was started on the starting handle after a second signal - a circular motion of the arm. Only then did they climb into the vehicle.

Bill Munro, 530 Company, was one of four Officers commissioned in 1938. He remembers that he filled in the forms, had an interview with the Commanding Officer and then heard nothing until in August he started receiving letters from a firm of Military Tailors offering to make his uniform. His outfit allowance was £40.

By all accounts, the TA soldiers of the time were good, in spite of the training problems, the NCOs efficient though in some cases they were indifferent, having gained their rank from long service rather than from expertise. Most Officers lacked the knowledge gained from courses and service.

Slowly, however, things began to change. The surge of recruits meant increased Drill Nights and NCO training was soon in full swing every Monday and Thursday night. The April 1939 Corps Journal recorded that recruiting had almost reached 20% above Establishment for non-tradesmen with only a few tradesmen vacancies left. This was an achievement as the Divisional RASC had to compete with 14 other units in the Glasgow area as well as having to recruit 36 other ranks for the Field Ambulance. (It should be noted that the term "tradesman" does not have the modern connotation but refers to recruits with civilian occupations such as butchers, bakers, clerks etc.)



During the 1937 Camp at Barry, a Supply Scheme was held in the grounds of Panmure House, Lord Dalhousie's Estate, 11 miles NE of Dundee on the B9128. The RAF took this photograph from 3000' at noon on the 22nd July 1937 showing vehicles moving into the estate. The House was demolished in 1955 though the two top buildings remain.
The estate is now owned by a Pension Fund (Map Sheet 54, 1:50,000, GR 538 386.)

Normal attendance on Monday for recruit training was in excess of 90. In addition, anti-gas, Passive Air Defence (PAD) and Field Officer's Courses took place. Training aids also improved and the unit had its full peace compliment of vehicles and motor cycles. Also issued was a sectional model of an engine, driven by an electric motor for use during lectures on the internal combustion engine.

During the last fortnight of April 1939, a recruiting campaign was held in Glasgow culminating with a National Service Rally at Hampden Park on 30th April. Yorkhill Parade was open every night and a convoy of vehicles and motor cycles toured the streets distributing handbills. During the fortnight, 380 recruits were enlisted, the Glasgow Bulletin reporting 100 recruited on the 27th April alone. At the actual Rally, the unit gave a demonstration of a convoy on the move with a breakdown lorry with a workshop lorry on view at the entrance.

T/84398 Bill Bett a mechanic with Rossleigh's, a high class Glasgow garage, joined 530's Workshop on 28th April 1939, and remembers that it was equipped with a Thornycroft 3 ton six wheeled breakdown vehicle and a Thornycroft Stores vehicle. There was no Workshop Officer only a Mechanist Sergeant Major and a Mechanist Staff Sergeant, Staff Sergeant O' Neil. The RASC Companies were equipped with Morris CD 3 ton six wheelers.

Around this time the unit's War Establishment was increased to 1,346 all ranks, and every night and most of every day was spent at Yorkhill dealing with the steady influx of recruits, training, driving instruction and equipping the newcomers. Recruiting continued steadily during May and early June, and the desired numbers were quickly achieved. Neil Thomson was at Yorkhill full time, with the blessing of his employers, and recalls that recruit selection was almost non existent, they took anybody who seemed to be fit and who could read and write. As well as being in 530 Company's office he was also a driving instructor and later responsible for the large number of traffic accident reports, collisions with trams in the city centre being common place. There was never any difficulty with officer recruiting, 7 being commissioned in May/June. With the other ranks, the "snowball" system of attested members bringing along friends soon had the effect of bringing the unit very close to War Establishment. One new recruit, Danny McLean, was one of 12 drivers and clerks from Lewis's department store who were recruited by a colleague already in 529 Company.

The large intake put further pressure on the scant accommodation at Yorkhill and a large number had to be sent to Maryhill Barracks to receive their initial training from the resident Regular HLI Battalion. To provide extra space, the Property Committee of the Association tabled a proposal on 23rd May 1939 to rent premises at 1138 Dumbarton Road at an annual rental of £80, though there is no record of the unit ever having used the premises. The Association also considered a new site in Edinburgh Road, near to Cumbernauld Road, for the enlarged Divisional RASC, but this was cancelled with the outbreak of War.

The Minutes of the Glasgow TA Association record the dramatic increases in manpower during 1939.

	Establishment		Strength	
	Officers	ORs	Officers	ORs
Jan 39	20	245	21	158
Feb. 39	20	245	22	196
Mar 39	20	245	22	226
Apr 39	40	1306	22	334

May 39	40	1306	25	949
Jun 39	40	1306	30	1253
Jul. 39	40	1306	35	1249
Aug.39	40	1306	33	1217

In April, the Divisional RASC was reorganised into three commodity Companies all located in Glasgow. 528 Company, in Edinburgh, was transferred to the newly formed Anti-Aircraft Divisional RASC (TA) and renumbered, and 554 (Non Divisional) Company in Glasgow redesignated 528 (Ammunition) Company. 529 (Baggage) Company became 529 (Petrol) Company - though it still retained responsibility for the carriage of blankets and spare anti-gas equipment for the Division. With all three Companies located in Glasgow control and training problems were eased and maximum benefit derived from the Regular PSIs.

The Ammunition Company was divided into Company Headquarters, with a RA Officer attached for technical advice, and 4 sections, "A-D". Each section was commanded by a Captain with a Subaltern as second in command except 'D' section, the Workshop section, which was commanded by a Subaltern. All sections except the Workshop section were to be self contained the Workshop section being totally reliant on Company Headquarters. 'A,' 'B' and 'C' sections were each divided into three numbered sub sections consisting of 4/6 vehicles - normally a mixture of 30 cwt and 3 ton. The Company had 100% spare drivers and one loader per load carrying vehicle.

The Petrol Company (529) was also divided into Company Headquarters and 4 sections, "A-D." Each section was to be self-contained in all respects except "D" section, the Workshop, which was again totally reliant on Company Headquarters. "A" and "B" sections were for the carriage of petrol and both sections were divided into Section Headquarters and 3 sub sections. A Subaltern commanded each section, with 3 x 3 ton and 3 x 30 cwt lorries per sub section. "A" and "B" sections and their 6 sub sections carried enough petrol for 25 miles for every vehicle in the Division except the Divisional Supply Column, which drew its own. "C" section was similarly sub divided. Sub sections 7 and 8 of "C" section were for the carriage of blankets, in bulk, for the Infantry units of the Division and the Field Hygiene Section (RAMC). Each of these sub sections consisted of 6 x 3 ton lorries. No 9 sub section was for the carriage of a reserve of clothing and equipment for exchange of gas contaminated articles as well as a reserve of anti-gas clothing and equipment with 8 x 3 ton lorries, 3 for Divisional reserve of clothing, webbing and ground sheets and 5 for the Divisional reserve of anti-gas capes and equipment. "D" section, the Workshop, was also divided into Headquarters and 3 sub sections, each sub section being equipped with 1 x 3 ton, 1 Workshop lorry and 1 stores lorry.

Included in the establishment was a Divisional Petrol Supply Officer (Captain) responsible for records, issues and receipts of petrol and 20 loaders, 10 each to "A" and "B" sections. A 30 cwt lorry could carry 380 gallons and a 3 ton lorry 760 gallons of petrol. 400 blankets could be carried in a 30 cwt lorry and 800 (for a complete battalion) in a 3 ton lorry.

The Divisional Supply Column (530 Company) was organised into Column Headquarters (40 all ranks including the Regimental Sergeant Major) and two Echelons, each echelon commanded by a Captain and having its own Company Sergeant Major. Each Echelon was in turn divided into four sections ("A-D" and "E-H") and each section into two sub sections numbered consecutively 1 - 16. Sections were commanded by a Subaltern, sub sections by Corporals. "J" Section, the Workshop section, was also commanded by a Subaltern and consisted of two sub sections. In total there were 454 all ranks in the Column.

The Echelons were to operate on alternate days (the Double Echelon system) i.e.

Day 1 First Echelon collected supplies in bulk from Supply Rail Head (SRH) and took these to the Bulk Breaking Point (BBP) where they were off loaded, broken down into unit loads and reloaded.

Day 2 First Echelon delivered supplies to units. Second Echelon collected supplies in bulk as in day 1 and so on.

On Friday 14th July 1939 the unit moved to a tented camp at Kinross, well used by local TA units and now the site of the Motorway Services on the M90, with an attendance of over 1100, a peacetime record. Extremely bad weather marred the moves to and from camp but otherwise the weather was good. The great expansion and the large number of recruits created some settling in difficulties, which were soon overcome, followed by extremely valuable training. Considerable progress was made with driver training thanks to the large amount of hired transport available. All ranks studied the principles of PAD, RASC duties and with instructors lent by the Seaforths and Royal Scots Fusiliers, weapon training was taught with particular emphasis on the use of light automatic weapons. All Officers and NCOs who had spent time on various courses were utilised to the full, as was the Permanent Staff under Regimental Sergeant Major, Mr. Fullbrook.

Valuable lessons were also learnt during embussing schemes (troop lifting) in co-operation with 156 Brigade, 157 Brigade and the 9th Battalion HLI, lessons that were to be put to great effect in less than a year's time in France. Each Company carried out a Company exercise made all the more realistic by the large amount of transport available.

Officer Training in the art of Mess games was not overlooked at Kinross. Chariot races were de rigour. Long ropes attached bakers' breadboards to the back of cars with an officer on each board. The boards were then towed at great speed across a field, the winner being the officer who was last to fall off his board. The cars, a Jaguar and a Rover, were driven by Second Lieutenants Hugh and John Stenhouse, the recognised champions Second Lieutenants Ian Walton and Drew McKnight. The HLI soon caught on to the idea and eventually threw out the inevitable challenge only to be beaten by the RASC. Ian Walton remembers that batmen were kept very busy trying to clean grass stains from the white stripes on No 1 Dress trousers.

By all accounts this camp more than anything else put the unit on a proper war footing. Intensive lectures, driving instruction and basic military training every night of the week followed it. Each Company, because of the numbers to be trained, was allocated two nights a week sole use of the Drill Hall and all equipment available.

The only draw back was the lack of WD transport as transport hired by the Association was only available for camp. Opinions of the amount of WD transport vary. One source quoted five six wheeled 3 tonners, possibly Thornycrofts or Morris CDs. Others remember Morris 30 cwts and one old soldier distinctly remembers being taught to drive in a Morris lorry with dual controls. (A document produced by the Corps Museum lists the position at 1st August 1939 as follows:

6	3 ton 6 wheeled lorries
6	30 cwt 6 wheeled lorries
1	Dual control lorry
7	Motor Cycles.

Note the use of the word "lorry". Truck Cargo GS came later.

The Officers lending their own cars for driving instruction overcame the lack of transport.

During and after Camp junior NCOs were appointed. One of these was 19 year old David Stewart who rather than be called up into some "uncongenial unit" decided to join the RASC and was enlisted into 530 Company on 1st May 1939. He did one evening a week "square bashing" at Maryhill Barracks under HLI NCOs and went to Kinross where after two days of kitchen duties was promoted, much to his surprise, Lance Corporal, on the strength of being an Assistant Scoutmaster. Anyone else with command experience in the Scouts, Boys' Brigade or school cadet force was "similarly honoured."

After camp, special classes were run by the PSIs for the newly promoted NCOs. By all accounts the material and results were good and served to show the shortcomings of some of the older TA NCOs - the regular attenders of the past.

Continuous mobilisation planning was carried out during and after camp by the Adjutant, Captain G. F. McDonald RASC, the Assistant Adjutant, a Territorial, Lieutenant J. K. McPhie the Regimental Sergeant Major and Staff Sergeant Upjohn of the Permanent Staff.

Archie Riddell, one of seven Officers commissioned in May 1939, ex Glasgow Academy CCF, led a section of six vehicles of 528 Company in his own car to the Kinross camp. The vehicles, hired for the camp were from two well-known Glasgow removal firms, Dawsons and Mackintosh's, the latter owned by the then Second in Command Major George Mackintosh. Only one arrived without incident. He still has the two essentials of Mess life in those days, a pewter mug engraved with the Corps badge and a silver napkin ring engraved with his initials. The cost for both he recalls was about a Guinea (£1.05p).

Stephen Moore drove a Pettigrew and Stephen's (the well-known Glasgow drapery store) delivery van to Kinross in his recently issued 1914/18 pattern uniform and webbing. A Lance Corporal at that time he was promoted to Corporal at Kinross because he was also an officer in the Boys' Brigade.

Second Lieutenant Bill Munro was appointed Anti-gas Officer at Kinross (the then equivalent of the unit NBC Officer) and along with Corporals Donaldson and Cuthebrtson was responsible for ensuring that every single member of the unit went through the gas tent. He spent so much time in the tent that by the end of the camp he had developed dermatitis round his neck.

The troop lifts were not well organised and Munro had to sleep in the back of a car in a field near Aberdour No arrangements had been made for feeding and eventually he and another officer ate in the Woodside Hotel in the town.

For Officers newly commissioned in May 1939, all things military were strange. Second Lieutenant J. L. Thompson recalls that they were kept away from the soldiers until they, the Officers had mastered the basics of being an officer, mainly taught within the unit, as there was not enough time to go on a course. He also remembers going round the local garages identifying and earmarking petrol pumps for use of the army and leaving orders that the appropriate underground tank was to be filled and kept filled until required.

Willie Kay, who joined 530 Company in 1938, was transferred to Headquarters RASC on 30th July 1939 as an Administrative Assistant to the Chief Clerk, a Regular, Staff Sergeant Upjohn, posted on the outbreak of war to one of the RASC Training Centres. Kay subsequently became Chief Clerk in 1942. Prior to his transfer he was selected as a member of the Key Party, a group of 2 Officers and 4 ORs who were to report a week before Mobilisation to prepare for and effect actual Mobilisation. They were in fact called up on 23rd August 1939 and spent the next 10 days busily supervising medicals, checking equipment and stores and dealing with the chaos when soldiers started to report on 1st September. He still remembers where the piano was situated in the Drill Hall, as he slept behind it for 14 days before the unit moved out.

Bill Munro reported on 28th August after being given 6 hours notice at his home in Edinburgh. There were no beds and because he could not get home to Edinburgh easily he stayed at Yorkhill sleeping on blankets and became the permanent Duty Officer as well as the unit's PAD/anti-gas officer. After a few days without a decent meal, he and another officer, he thinks it might have been Second Lieutenant J. A. McCluskie, went to the Beresford Hotel (now a University Hall of Residence) in Sauchiehall St and bought themselves meals. They went to Second Lieutenant Jimmy Thomson's house which was nearby for baths as no facilities existed then, or now for that matter, at Yorkhill.

Some soldiers slept in tents, pitched across the road, where the Kelvin School now stands and journeyed from there for several days to Kelvingrove Park with others who came from their homes to dig Air Raid trenches for the local residents, fill sand bags, or prepare anti aircraft sites.

The bulk of the Territorial Army was mobilised on 1st September 1939, the announcement being made on the radio and in the evening papers.

On arrival at Yorkhill, any shortfall of kit was made up, rifles and gas masks issued and with a blanket a piece some slept on the Drill Hall floor, though many were allowed home, provided they lived nearby, solving the accommodation problem. One unnamed soldier reported on Friday the 1st and was told to go home and report the next day. This he did only to be told to go home again and come back on the Sunday. Again he was told to go home until on the Monday he pleaded to be allowed to stay as he could not stand another farewell party at home. There was a shortage of cooks, which Derrick Kellow remembers was quickly rectified at the parade on Saturday 2nd September when every fifth man was detailed for a cook's course until all vacancies were filled.

Jim Perrett (528 Company) vaguely recalls that while most of 528 slept in the Drill Hall, the Workshop Section could well have been in the Kelvin Hall, possibly with some of 530. Some of 529 Company slept in a church hall at the corner of Argyle and Kelvinhaugh Streets.

Noel Morrison's Commission in the spring of 1939 as the Medical Officer was delayed for no other reason than the Adjutant sent his papers through the wrong channels. Like all the other new Officers he went through an intensive training course at Yorkhill. They were taught foot drill by the Regimental Sergeant Major, Mess Etiquette, service writing, field sketching, map reading and Staff Duties by the Adjutant. The Commanding Officer of the local Field Ambulance, 156, taught him about the work of the Field Ambulance and Casualty Evacuation. Morrison was at the Kinross Camp where, as Medical Officer he had his own tent and his own orderly/batman

There were no routine sick parades and he did a daily sanitary round looking at kitchens, mess tents and latrines. One concern at Kinross was VD, probably quite a necessary concern as a lot of the new recruits were very young and unlike now, very inexperienced. He gave a talk on the disease three times one morning, once to each Company. Later the Officers said that the talk had gone down well! There were no stretchers and little knowledge of First Aid. From what he can remember there were only two significant illnesses at camp, a soldier who took an epileptic fit and an officer with prolapsed piles.

On the outbreak of War, he had to carry out medicals for the entire Divisional RASC. There was no Medical Inspection Room and the equipment inadequate and out of date. His equipment was his own stethoscope. Medical categories in those days were not clearly defined, one either passed or failed. The men queued up in the drill hall; the Officers had the privacy of the Mess. When they moved to their Mobilisation locations he used a requisitioned civilian car later changed to a 3 tonner - not really suitable for visiting the Companies. After that he used a spare Austin 8, 2 seater car until he got the use of a 15 cwt Ford truck.

T/86358 George Sullivan (530 Company) reported to Yorkhill immediately after seeing the evening paper and joined the queue to be embodied into the Regular Army. It was after midnight before he had taken the oath and sent home. He was ordered to report to Yorkhill every day for work and training and allowed home at night. On the Sunday 3rd September, they paraded and went on a route march round the area adjourning afterwards to the Black and White Cafe near the Kelvin Hall where they heard Chamberlain's announcement. (The War Diary records that the official signal "War has broken out with Germany" was received at 2040 hours on the 3rd.)

Not to be outdone by Hitler, Major Jim Walton, 528's Company Commander, advanced his wedding from the 9th to the 2nd September having been granted 24 hours leave for the occasion.

They were all paid £8 on embodiment and a £5 Bounty and ready and eager to go to war

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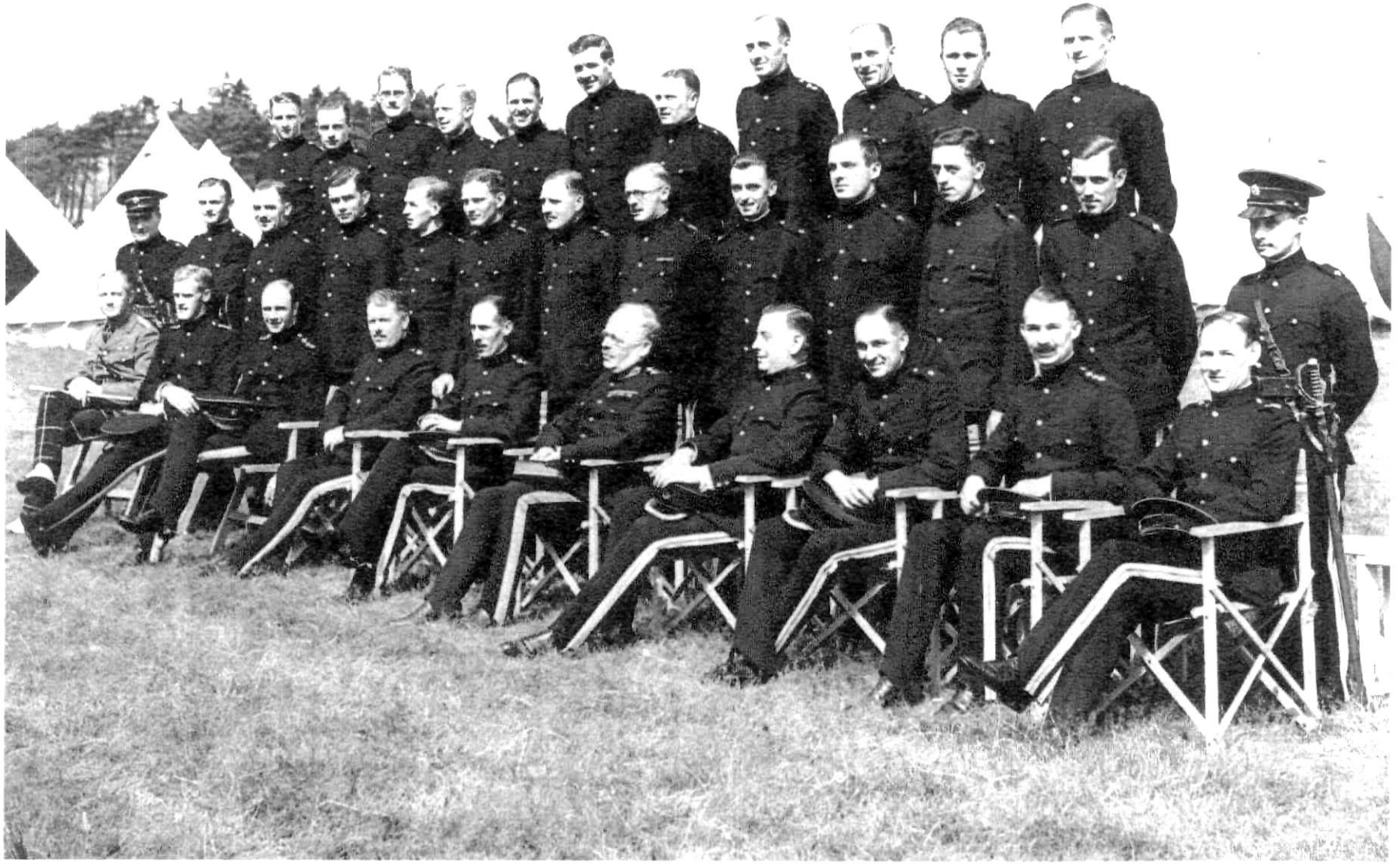
The photograph on the facing page is of the Officers of 52nd (Lowland) Divisional RASC (TA) at Annual camp KINROSS July 1939.

Back Row: Second Lieutenants J.S.Walton, D.J Houston, S.S.Downie, J.L.Thomson, A.B. Riddell, D.Cameron, Lieutenant M.S.Waterstone, Second Lieutenants S.H.Quince, W.M.Falconer, J.H.Flynn.

Middle Row: Second Lieutenant D.Hill-Jack, Lieutenant J.K.McPhie, Second Lieutenants T.S.Weston, D.N.B.Morrison (RAMC), J.C.Ferguson, Lieutenants R.G.Callan, R.A.Dey, Second Lieutenants W.A.S.Haldane, W.C.Munro, H.C.Stenhouse, A.McKnight, J.G.Stenhouse, W.Stevenson.

Front Row: ?, Captains G.A.T.Thomson, G.F.McDonald, Major G.Mackintosh, Lieutenant Colonel F.Topping, Colonel W.Wordie, Majors H.Bain, A.B.Brownlie, Captains J.McD. Watson, J.S.Walton.



Chapter Five

The Second World War

The Mobilisation Plans of the Divisional RASC were many and varied and included:

a.The formation on 4th September in Edinburgh, of a RASC detachment to serve the Forth Mobile Defence Garrison (155 Brigade).

b.The move to Mobilisation locations in the Wishaw/Motherwell area.

c.Calling back TA Officers on temporary Regular engagements. (All had reported by 10th September.)

d.Collection of all earmarked impressed civilian transport for RASC Companies, Field Ambulance and Divisional Headquarters.

e.The transfer from 529 Company of all personnel on strength for service with the Field Ambulances and Divisional Headquarters. This was completed on the 8th.

Because the various Supply Depots did not come into service on the planned dates, the Divisional RASC had to carry out other duties:

a.The removal of the entire Supply Depot at Redford Barracks, Edinburgh to the existing Command Supply Depot (CSD) at the Ice Rink Murrayfield. (This was done during September by the transport attached to the Forth Mobile Defence Garrison in addition to their normal supply duties.)

b.The organisation and staffing of the Supply Depot at Renfrew which rationed the Division less 155 Brigade (rationed from Edinburgh).

c.The organisation and staffing of a Supply Depot at St Boswells in the Borders to ration the newly formed 15 (Scottish) Division which, at that time, had no dedicated Divisional RASC.

Advance parties moved from Yorkhill at 1030 hours on 4th September to their Mobilisation Locations. Headquarters RASC (HQ RASC) was at "The Green" a small mansion house in Wishaw and 528 Company in the rat infested Clydesdale Bonded Warehouse, on the outskirts of the town. 529 Company was in the Nazareth Hall, Uddingston, No 1 Echelon of 530 in the Clydesdale Institute, a miners' welfare building at Mossend, with No 2 Echelon in Carfin Hall, a sports and community centre at New Stevenston.

Four Divisional Supply Depots were established by 530;

a. Edinburgh (to supply 155 Brigade);

b. Kirkintilloch, in a church hall near the bus garage, (157 Brigade) and manned by Second Lieutenant J G Stenhouse, Sergeant Bell and 18 OR's

c. Hamilton, in a Bakery, (156 Brigade) commanded by Second Lieutenant J. L Thomson.

d. Petrol Supply Depot at Wishaw from where petrol was drawn in two gallon cans with screw caps. The cans were taken to the Echelon locations for storage and subsequent issue to the various units. (At Carfin Hall, they were stored in a shallow pit dug under the trees on the sports ground.)

The Company also manned the Main Supply Depots (MSDs) at Renfrew (a red brick building near the Red Smiddy roundabout at Inchinnan) and Gailes (Lieutenant H. G Chalmers).

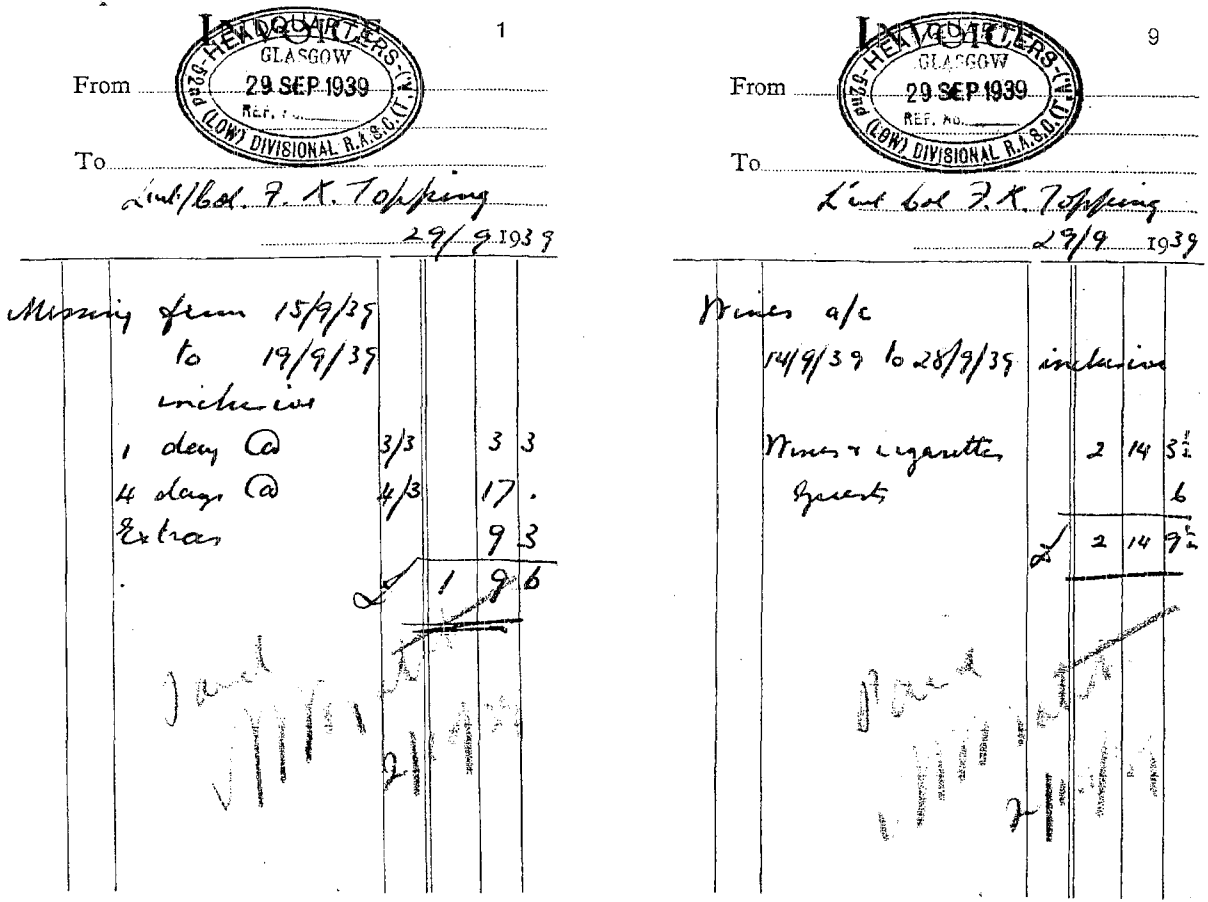
The Officers Mess at Wishaw (HQ RASC and 528 Company) was in an old Police Station, and because of the shortage of cooks, the officers were allowed 1/3d (8p) per day for meals at the local bakers. Before the cookhouse was established at Carfin Hall one of the requisitioned lorries was used to bring breakfast (bacon and eggs) from Austin the Baker in Bellshill. The offices at Wishaw were in a hall in the street at the rear of the bond.

The main bodies moved on the 5th and 7th leaving a small Headquarters (HQ) Staff and a rear party at Yorkhill. In HQ, of the regulars, only the Adjutant, Captain G. F. McDonald and the RSM Mr Fullbrook remained, the regular Clerk, Staff Sergeant Upjohn and Permanent Staff Instructor (PSI), Sergeant King having been posted. (Two PSI's were on strength in November though one, a Sergeant Cowe, broke his leg in a motor cycle accident in early September and was off ill for several months.) Willie Kay remembers that the civilian clerk, John Welsh worked on for a month or so after Mobilisation and then took up a post at the Erskine Hospital. By all accounts, the Divisional RASC were fully operational by 8 September well ahead of the planned date of mid October.

Those familiar with Glasgow will remember Sauchiehall Street before it was pedestrianised and it was down that street that the troops moved in a convoy of requisitioned open lorries, the one Dan O'May was on still covered in coal dust, to their mobilisation locations some dozen miles away, though the crowds that ran out of the shops to cheer them and throw bottles of beer up into the lorries may have thought otherwise.

The HQ staff and the rear party moved on the 14th and 16th respectively, leaving one officer behind to hand the Drill Hall over the TA&AFA on the 17th. Sometime prior to this, the Mess Silver was lodged with Messrs Walker and Hall Ltd for safekeeping for the duration.

Additional impressed lorries were collected from Civilian Vehicle Collection Depots, possibly Gosford House near Edinburgh, though this is not confirmed, and taken to the Mobilisation locations. Charles Young of 530's Workshop spent time inspecting a varied collection of Glasgow Bulletin newspaper vans, motor cycles and lorries from many Glasgow firms, mainly Albion flatbeds or drop sides of varying cargo capacities. Bill Wilson of 528's Workshop who as a member of the Key Party had spent two weeks in the Drill Hall sleeping on the floor with a bed of two blankets, was responsible for collecting four lorries from Mackintosh's the removal firm, two of which had to be towed and taking them to some open ground near the Bond in Wishaw. 528's Workshop lorry was the 1940's equivalent of the modern "Machy" wagon - a 6 wheeled open fronted 3 ton Thornycroft fitted out with a lathe, anvil and drilling machine. The only other military vehicles they had were four Morris W5 30 cwt 6 wheelers.



HEADQUARTERS 52nd (LOWL) DIVISIONAL R.A.S.C. (T.A.) GLASGOW 29 SEP 1939 REF. No.

1

From

To

Lieut/Col. J. K. Topping

29/9 1939

Missing from 15/9/39 to 19/9/39 inclusive

1 days @	3/3	3	3
4 days @	4/3	17	.
Extras		9	3
		£ 1	9 6

HEADQUARTERS 52nd (LOWL) DIVISIONAL R.A.S.C. (T.A.) GLASGOW 29 SEP 1939 REF. No.

9

From

To

Lieut Col J. K. Topping

29/9 1939

Mess a/c 14/9/39 to 28/9/39 inclusive

Mess & cigarette	2	14	3½
Guests			6
£	2	14	9½

Colonel Topping's First Mess Bills issued at Wishaw 1939

MEMORANDUM OF VISIT OF G.O.C. 52nd DIVISION TO WISHAW
18th SEPTEMBER, 1939.

T R A I N I N G.

1. Training Driver Personnel.

The training of the Driver Personnel for the Divisional R.A.S.C. is to be entirely the responsibility of the Unit, and this type of training is to be pushed forward as quickly as possible.

2. Musketry.

Trained men are now to practise with Ball Ammunition (.303) and inquiry should be made through the 6th Cameronians as to the location of the nearest open Range. Recruits are to continue practice with .22 Ammunition and arrangements can be made to utilise existing Ranges or improvised Ranges may be constructed in Coys.' Areas. In the latter case very great care must be exercised and strict fire control ins-:tituted in order to obviate accident to either the serving personnel or members of the general public.

A D M I N I S T R A T I O N.

1. Arrangements are to be made immediately as far as is possible under existing Regulations to hire vehicles and motor cycles for training of driving personnel. The question of the number of vehicles required is to be examined by Headquarters, 52nd Div. R.A.S.C.

2. Company Administration.

Coys. are to improvise arrangements to ensure the comfort of their men in regard to Messing and Sanitation until such time as the full scale of Ordnance and R.E. Equipment is available.

3. Recreation.

Companies shall endeavour to make proper recreation facilities, including provision of newspapers and games for indoor recreation, for their men.

Distribution: Adjutant,
Assistant Adjutant,
Officer i/c Transport,
R.S.M.

FRT/JM.
18/9/39.

Training was the order of the day and all Companies were fully involved in weapon training, route marches, drill and driver training. Driver training in No 2 Echelon of 530 took place on the cricket field behind the Carfin Hall which was soon churned up by the Thornycrofts (the only Army vehicles in the Company), much to the consternation of the caretaker, a Mr McLintock. When tuition extended to the pubic roads, many lamp standards were knocked down on the circuit - New Stevenston, Cleekhimin, Carfin, New Stevenston - and the brick gate posts at Carfin Hall were under constant attack. Not all were privileged to learn on War Department (WD) transport and many took their first lesson on a requisitioned Albions, Bedfords or the like. Jim Perrett, now a Corporal in 528, taught map reading because he had taken geography at school, and remembers the tops of the walls at the Bond were covered with broken glass embedded in cement to prevent the troops getting in and out after hours.

From 30th September a supply system was established by 530 Company operated by each Echelon on alternative days. Around 5.30am a convoy of requisitioned civilian lorries would leave one of the Echelons for Glasgow, where they would be loaded with bulk provisions at dockside warehouses. They would then go to the Depots, or Bulk Breaking Points (BBP's) set up a few days previously where RASC butchers and other supply personnel would break bulk into unit loads. Prior to issuing the supplies, the backs of the flat bedded lorries were marked off in chalk into unit spaces ie Royal Engineers (RE), Royal Artillery (RA), Signals etc and the rations for the unit put into the appropriate space. The lorries, with their crews of loaders and issuers, would then drive around Glasgow, find where the unit was billeted and deliver the rations. At times this was difficult as units were dispersed in the most unlikely places and it was sometimes 9 or 10 pm before they returned to the Echelon. The following day as the off duty Echelon they would attend lectures or drill. On one trip, delivering to Wishaw, George Sullivan recalls that a loader, Whitelaw, travelling on the back of one of the lorries, was thrown off sustaining head injuries when the lorry went round a corner. It was the norm to do driving instruction at the same time as the delivery so that valuable training time was not wasted.

530's detachment in Edinburgh was commanded by Acting Captain J. S. Brown with Sergeants Mutch and Turner and about 20 ORs including Steven Moore now a Corporal and 10 impressed vehicles (Moore drove a Bedford van belonging to Thomas Boyd the removal contactors). The advance party left Yorkhill on 4th September taking 3½ hours to get to Portobello, the Supply Officer reporting to the Riverside Hotel, later requisitioned along with the stables and garage as the Supply Depot for 155 Brigade and the detachment's Workshop. The billets were at the Palais de Dance in Marine Gardens. The depot was operational on the 5th when stores, collected from the MSD at Redford were issued to 7/9 Royal Scots and 241 Field Company R E. The main body arrived on the 6th. Arrangements were made with Shell-Mex to deliver petrol direct to units. Other than the HQ War Diary, this detachment was the only unit to keep a diary for 1939. They moved sometime in November to the stables at Craigiehall that had just been requisitioned by the Army while the Workshop was involved for a time at Leith Fort ooking after ambulances that were later loaded onto ships bound for Finland.

Derrick Kellow recalls being paid 2/- plus 6p per day for being a marksman, though later his daily rate of pay was increased to 3/3 (16p) when he transferred to the Workshop Platoon as a mechanic. His employer the Bank of Scotland continued to pay his salary (£90 pa) less his army pay, so that he was financially no worse off.

During these early months there was a constant coming and going of personnel as soldiers were posted to other units for duties more suitable to their experience or sent on courses. Manpower shortages were made up with 152 ORs being taken on strength on 12th October from No 1 Manning Centre, Aldershot. A further 130 were taken on strength during November.

52nd (LOWLAND) DIVISIONAL R.A.S.C. / 66

STANDING ORDERS FOR MOTOR TRANSPORT.

1. EXCHANGE OF VEHICLES.

Vehicles allotted to personnel and Companies must not be returned to Contractors without a Report being forwarded to this Headquarters.

2. MAINTENANCE OF VEHICLES.

It is the Companies' responsibility to have vehicles regularly inspected and maintained by Workshops. Private cars allotted to individual Officers will be the responsibility of the Officer concerned.

3. PREPARATION OF VEHICLES FOR DUTY.

Before proceeding on duty Drivers must satisfy themselves on the following points:-

WATER - Radiator full and no leaks,
OIL - Level Correct,
PETROL - Plenty and no leaks,
LIGHTS - All in working order, conforming to Regulations,
TYRES - Pressures correct,
BODY - The whole secure.

4. ACTION ON RETURNING FROM DUTY.

The following must be reported as soon as possible after the occurrence:-

i. All damages, breakage, loss of parts or equipment, adjustments or repairs considered necessary and any mechanical defects requiring attention.
ii. Damages to public or private property and accidents of any description to persons, property or passing vehicles.

5. DRIVERS' RESPONSIBILITY.

The Driver of a vehicle, in addition to his ordinary military duties, is responsible for the following:

i. The completeness and careful handling of the vehicle, its tools and equipment at all times.
HE WILL BE HELD RESPONSIBLE FOR ANY DAMAGE TO OR LOSS OF ANY PART OF HIS VEHICLE OR EQUIPMENT CAUSED THROUGH HIS OWN NEGLIGENCE OR CARELESSNESS.
ii. Early reporting of defects beyond his ability to remedy.
iii. Replenishment of vehicle with fuel, oil and water and ensuring it is in a fit state of readiness for the road.

6. ACCIDENTS.

A driver involved in any accident should, before leaving the scene of the accident, obtain the particulars given on the INNER SHEET of Army Form A 3676 which he carries with him.
On return he must report the circumstances and give such details as will enable the causes of the accident to be investigated.

7/

Contd. Sheet 2.

7. RECORDS.

On returning from duty Drivers will in A.B. 412 enter such details as will enable Companies' Returns and Records to be accurately compiled.
COMPANIES WILL SUBMIT ARMY FORM G.3519 ALONG WITH A.B. 412, EACH MONTH FOR INSPECTION BY THIS HEADQUARTERS.

8. DRIVERS AND PASSENGERS.

i. No person other than the properly appointed Drivers or Officers of the Unit holding the vehicle on charge and those duly appointed for testing will at any time be permitted to drive or attempt to drive any vehicle.
ii. Unauthorised passengers will not be carried in or attempt to drive any vehicle.

9. USE OF W.D. TRANSPORT.

i. The use of War Department Vehicles (including hired transport) is to be confined to essential Training and Transport Services.
ii. Company Commanders and Officers will ensure only essential journeys on military duty are performed, and when transport is detailed for such duties adequate care is taken to ensure that the load carrying capacity of the vehicle used is utilised to the maximum.
iii. In order to prevent loss of petrol by spillage when filling petrol tanks, and waste of petrol by keeping engines running when stationary and similar uneconomical and wasteful practices, strictest supervision is to be exercised regimentally.
iv. The use of motor cars for long journeys which can be performed satisfactorily by other means of transport is to be reduced to a minimum.
v. The use of War Department transport for the purposes of recreational training on repayment is to cease forthwith.

10. SPEED LIMITS.

The legal speed limits on any highway will be strictly observed.

11. CONSERVATION OF PETROL AND OILS.

Company Commanders and Officers will ensure by inspection and supervision that any abnormal consumption of petrol and/or oil by individual vehicles is immediately noted and the appropriate steps taken to rectify any mechanical defects.

F. R. Hoppin Lieut-Colonel.
Commanding 52nd (L) Divisional R.A.S.C.

The Green,
Wishaw.

25/9/39.

TRAINING INSTRUCTION NO.1.
52nd (L) DIVNL. R.A.S.C.

Divisional Training Instruction No.1 dated 28-9-39 has already been sent to Companies. This, though primarily dealing with the Training of Infantry, is in essence applicable to the Training of any soldier. It should be studied carefully and all Training done in accordance with the principles laid down in that Instruction.

Within this Unit Training must be carried out on a Company basis, and Os.C. Coys. will make out their own weekly Training Programmes, forwarding them to this Office for approval, 3 days in advance. The Training of Companies will be in accordance with general principles laid down by this H.Qrs.

Officers and Men will be primarily trained in their own Company work and duties, but Training on matters common to all Arms must be incorporated.

The Training of this Unit may be roughly split under headings as follows:-

(1) ALL RANKS IN COMPANY DUTIES. As far as possible in the actual appointments that they will hold in War, e.g. Section Officers' Duties, Selection of Ammunition Points, Method of keeping Petrol and Ammunition States, etc.

Lectures on the duties of Section N.C.Os. will be given under arrangements made by this Hdqrs. It is important that all senior N.C.Os. and as many Corporals as possible be detailed to attend. Lectures to be given by Sgt.Doak commencing 3 Oct. and daily at the following times, up to 6 Oct.

528 Coy.	0900 - 1030 hrs.	530 Coy. 1100 - 1230 hrs.
529 Coy.	1430 - 1600 hrs.	N.C.Os. of No.1 & 2 Echn. to be assembled under Coy. arrangements.

Lectures on accidents, and the procedure to be taken, will be given by the R.S.M. during the week 9th - 16th Oct. at times to be notified later.

(2) WEAPON TRAINING.

(a) S.M.L.E. Rifle: Companies have chosen .22 Ranges and 30 yards Ranges. They will exercise all men who have not already completed their Initial Training on the .22 Ranges. Men who have already completed .22 Training will have their Rifles "Zeroed" on the 30 yard Range and will have their Initial Training with Ball Ammunition, on the 30 yard Range. They will then be exercised in accordance with the instructions already forwarded on the Open Range. As men complete their Initial Training with .22 they will have their Rifles "Zeroed" and will be exercised in the same way on the 30 yard Range and then on the Open Range.

(b) LIGHT MACHINE GUN TRAINING: Teams of a correct number as shown in the War Establishments will be chosen and trained as such. Further instructions will be issued as to their being exercised with Ball Ammunition.

(c) ANTI-TANK RIFLE: No information is available at the moment as to when ammunition for Anti-Tank Rifles will be available but, in the meantime, Companies will choose the Men who will subsequently man these Guns and train them accordingly.

(d) GENERAL: Lewis Gun Teams and Men armed with Rifles will be trained particularly in respect of the use of these Arms against Aircraft. This is very essential as Air Attack on Convoys may be and probably will be considerable. Special attention will be paid to this Training as laid down in Divisional Training Instruction No.1.

TRAINING OF DRIVERS I.C. This will form the subject of a special Instruction which will be issued as soon as possible. Until this is issued, Coys. will push forward with the training of Drivers with all possible speed. Special reference will be paid to the training of already qualified Drivers with a view to their becoming, themselves, Driver Instructors.

This is very important as the whole plan of future driving instruction will depend upon having a sufficiency of men capable of giving driving instruction.

Os.C. Coys. will make this their special study.

"Notes for Instructors on Principles of Instruction 1939" are being issued to Companies. All personnel who may be called upon to give instruction in any form should study this Pamphlet.

The Training of Drivers will be done on a Company basis but under the guidance and supervision of this H.Qrs., which will be effected by issuing a complete Training Programme for Drivers. This will be of a provisional nature as, until the system is working properly, it will be impossible to say whether too much or too little time has been allowed in the programme.

The object is to train as many Drivers as possible in as short a time as possible. It must be clearly understood that in War time it is not sufficient for a man to be able to drive a vehicle. He must also know how to maintain it, do his own minor adjustments and be able to make intelligent reports of any possible defect in order that Workshops may deal with the matter before it has become too serious, and so that Workshops will know precisely what is the matter without having to waste time in testing the vehicle. The programme will be got out with these objects in view.

Os.C. Companies will detail one Officer. Qualifications must be a good Driver, and have at least a good working knowledge of the Internal Combustion Engine.

528 Coy. will detail 20 Driver Instructors. 529 Coy. 18, and 530 Div.Sup.Coln. 10. These Driver Instructors should be placed forthwith under the Officer mentioned above who will ensure that they are capable of teaching others to drive.

Each Company will also detail 4 N.C.Os. - 2 of whom must be capable of giving theoretical instruction on the working and maintenance of vehicles, and two to be Squad N.C.Os. i/c of Driving Instruction.

The above mentioned personnel will be struck off all other duties.

528 Coy. will nominate 40 pupils - 529 - 36: and 530 Div.Sup.Coln. - 20, the policy being that each Driver Instructor will have a vehicle allotted to him for which he is responsible.

Companies will divide their pupils into two Squads, each under a Squad N.C.O. This Squad N.C.O. will be responsible for their Driving Instruction and to ensure that the correct records are kept.

528 Coy's Squads will be called "A" and "B" - 529 Coy's "C" and "D" - 530 Div.Sup.Coln's "E" and "F".

Two Pupils will be allotted to each Driver Instructor. In this way every Pupil will drive the same vehicle with the same Instructor.

It has been found by experience that this considerably reduces the time taken to train a man to drive.

This Course, when brought into operation, will be of a fortnight's duration. The programme will be made up so that one half of the pupils will be driving in the morning; the other half will be under-going instruction by lecture and by actual working on vehicles. In the afternoons, the pupils will change over. In this way every man will drive for four hours per day and will therefore get 40 hours instruction in the fortnight. Saturday morning will be devoted to maintenance.

The Company Officer detailed will supervise all Training and will keep records of the pupils' progress daily. The method for keeping the progress of a pupil will be as follows:-

A Sheet for each pupil, having the Driver Instructor's name on it, will be divided into requisite number of periods for the complete course. The Driver Instructor will daily fill in briefly his remarks on the pupil and the progress he is making. In the same way the N.C.O. Lecturer Instructors will also report. These will be collected daily by the supervising Officer who will keep a record in a Book of all pupils under instruction and the progress they make.

In this way, if a pupil shows special aptitude he can be pushed on and, if backward, can either be relegated entirely to a job within the Company for which driving is unnecessary or can be given special extra tuition.

Company Officers detailed for this Driving Instruction will forthwith reconnoitre three Routes each. Number 1 Route to be one which is as clear of traffic as is possible and as level as possible. No.2 Route to be one with slightly greater density of traffic and with smallish hills necessitating change of gears. No.3 Route to be one through dense traffic, i.e. Towns and steeper gradients. The length of the route selected for driving Instructions should be based on approximately 1½ hours vehicle running time. The Driver Instructor must be given daily, details of the route to be followed, and warned that under no circumstances will he be allowed to leave the authorised route.

It is almost certain that pupils will not be all of the same level - some will probably have had prior instruction or may show special aptitude. In this case they will be sent on the more difficult routes as soon as possible. In this way too many vehicles on the same route will be obviated.

The direction round the route can be changed so that it will not become too monotonous from the pupil's point of view.

The lectures to be given by the N.C.Os. on the I.C. Engine and Vehicle Maintainance will be laid down in the Training Programme to be issued later. This is to ensure that all instruction follows the same lines.

The final arrangements, Instructions, and the Training Programme, will be issued as soon as possible.

It will be necessary for the three Company Officers and the Company N.C.Os. detailed as Instructors to attend a Conference at this H.Qrs. prior to putting this Programme into operation. The time and date of this Conference will be notified later.

Captain & Adjutant,
for Lt.Col. Commanding, 52nd (L) Divisional R.A.S.C.

The Green,
Wishaw.
2-10-39.

COURSE OF INSTRUCTION FOR DRIVER I.C.
FOR 52 (L) DIVNL. R.A.S.C.

These courses will be of 14 days duration. No. 1 Course will commence on Monday 8/9/39. The syllabus will be as follows.

	Hours	
1. Vehicle maintenance and operation - lectures and demonstrations.	Lecture	Practical
	20	20
2. Practical Driving on authorized routes	-	40
3. Weekly routine maintenance of vehicles.	-	8

Annexed is the programme of lectures. (Precis of these lectures will be forwarded under separate cover.) For each subject in Section 1 of the Syllabus a period of 2 hrs. is allowed. 1 hr. to be spent on lecture, 1 hr, to be spent on demonstration and practical work carried out by the pupils. Each Company will have 4 spare driving instructional vehicles. These will be utilised for giving the practical instruction upon.

Record Sheets for each pupil are forwarded and each pupil will have two sheets, one for each week. These sheets will be forwarded at the end of each week to this Headquarters to enable this Headquarters to watch the progress of pupils.

Company Officers will, from these record sheets, complete their own books of pupils progress. These will be rendered to this Headquarters at the conclusion of each course.

At the conclusion of each course a board of Officers will be arranged by this Headquarters for the purpose of passing out Drivers.

DETAILED INSTRUCTION FOR COURSE AND DUTIES OF INSTRUCTIONAL STAFF.

Company Officers.

The Officer detailed will be responsible for the whole of the instruction of the pupils of his Company. He will reconnoitre the routes for the driving instruction, and will ensure that Squad N.C.Os and D.I.s know the routes. He will lay down any orders necessary to/

to ensure that correct discipline is maintained, and that pupils and instructors are conversant with the requirements of the course.

He will maintain his own record of the progress of pupils and will ensure that D.Is and Lecturers maintain the pupils record sheet correctly and at the proper time.

He will supervise the lectures and practical work and ensure that no wrong information is given. He will go out round the driving routes, watching progress, and ensuring that no time is wasted.

Company Officers will report immediately if they consider that too much or too little time is being spent on any part of the programme.

Lecturer and Demonstration Instructors.

Will be responsible for the theoretical and practical instruction to the pupils on the working and maintenance of the I.C. vehicle.

They will lecture strictly in accordance with the programme laid down, and from the precis of lecture issued by this Headquarters. They will read up this precis in advance and make any additional notes they may require.

The standard of instruction to be aimed at is that the pupil should know the general principles of the engine, gearbox and rear axle, the necessity for knowing this, how to perform routine maintenance, do his own minor adjustments and repairs, and how to report defects of his vehicle clearly and in sufficient time to prevent total breakdown.

They MUST NOT get too technical. This only bores the pupil and confuses his mind. Do as much practical explanation and work as possible.

They will enter their remarks on the pupils sheet.

Squad N.C.Os.

They are responsible for the discipline of their squad, that the pupils are correctly dressed and at their place of parade at the correct time. They will have a motor cycle at their disposal and will be constantly going round the routes that their squads are on, and will watch the progress made by the pupils and report to the Company Officers any special remarks he may wish to make about any individuals.

D.Is.

He will be responsible for the instruction of the pupils placed under him. He will impart all the knowledge he can in regard to driving and maintenance. This can be done better under these conditions than in a class room, once the pupil has passed the novice stage.

10 minutes halt in every hour will be instituted. D.Is. are to make the normal routine inspections during the halt explaining to the pupils the necessity for this.

He will report daily on the pupils sheet his progress i.e.

Making rapid progress.
" satisfactory progress.
Progress very slow.
Considered ready for test.

and any other remarks if necessary. e.g. tries hard, lazy, etc.,

Cross country driving, Convoy driving conditions etc. will not be included in this course. This will be left to Os.C. Companies to do in their Company Training.

GENERAL/

GENERAL

The Course will be conducted as follows.

The hours of work will be from 8-12, and 1-5.
Os.C. Companies will make their Company meal hours fall in with these working hours.
A.C & E Squads will have driving instruction during the morning periods i.e. 8-12 a.m., and have lectures and practical work during the afternoon. i.e. 1-5 p.m.
B.D & F Squads will have lectures and practical work during the morning periods i.e. 8-12 a.m. and will have driving instruction during the afternoon periods i.e. 1-5 p.m.

The 10 min. halts in every hour during driving instruction will be from 8.50-9.0. 9.50-10, 10.50-11, and from 1.50 - 2.0, 2.50-3.0, 3.50-4.0. No other halts will be made other than those necessary for giving instruction and those necessitated by normal driving.

The 1st period of Driving Instruction will be devoted to explaining the controls and ensuring that when on the road the pupil will know what to do on an order being given by the D.I.

Drivers must not be pushed on too fast.
This will only defeat its own object and will cause accidents, the pupil's own confidence being destroyed.

Dress when on Driving routes.

1. Caps will be kept on the head.
2. Coats or jackets buttoned.

Smoking.

No smoking whilst driving a W.D. vehicle.

Driving Licences.

All men who drive an M.T. vehicle on the Publichighway are held responsible that they are in possession of current driving licences.

G. McDonald

Captain & Adjutant,
52nd (L) Divisional R.A.S.C. (T.A.)

The Green,
WISHAW.
3/10/39.
GFM/PH.

-------- o O o --------

52nd (LOWLAND) DIVISIONAL R.A.S.C.

In 20

STANDING ORDERS
for
ORDERLY ROOM CLERKS.

1. HOURS OF DUTY.

Monday to Saturday. .....8.30 a.m. to 1 p.m.
1.45 p.m. to 6 p.m.
Sunday.....9 a.m. to 1 p.m.

DUTY CLERKS.

To duty Clerks to be on duty after normal Office hours as follows:-

Monday to Saturday.....6 p.m. to 9.00 p.m.
Sunday.....1 p.m. to 5.30 p.m.

2. TELEPHONE DUTY.

Hours of duty as follows:-

Monday to Friday.....8.30 a.m. to 6 p.m.)
Saturday.....8.30 a.m. to 1 p.m.) Telephone
Sunday.....9.00 a.m. to 1 p.m.) Orderly.

Monday to Friday.....6.00 p.m. to 8.30 a.m.) Clerk as
Saturday.....1.00 p.m. to 6.00 p.m.) detailed
6.00 p.m. to 9.00 a.m.) from
Sunday.....1.00 p.m. to 5.30 p.m.) Orderly Room
5.30 p.m. to 8.30 a.m.) Staff.

Before going off duty the Day Telephone Orderly will hand over to his relief. Mutual arrangements will be made for relief for meals.

Duty Roster for ORDERLY ROOM CLERK on telephone duty will be strictly adhered to.

3. MAIL. - RECEIPT OF.

All incoming mail to be registered and passed on to Chief Clerk's Table for action by 9.30 a.m.

All afternoon mail will be registered.
Only urgent mail will be passed to Chief Clerk for immediate action.

All files marked "B.F." should be on Chief Clerk's table by 8.30 a.m.

All mail, other than that marked "SECRET" or "CONFIDENTIAL" which will be opened by an Officer, will be opened by the Chief Clerk.

4. MAIL - DESPATCH OF.

Mail will be despatched as follows:

To Companies by Company D.R. Week-days....8.30 a.m.
2.00 p.m.
5.30 p.m.
Saturdays & Sundays..8.30 a.m.
2.00 p.m.

Post/

Post Office Mail will be despatched by Headquarters D.R. at the following times for the destinations mentioned:

England....	....6. p.m.
Supplementary	....8 p.m.
Scotland...	....8 p.m.
Supplementary	....9 p.m.

Any URGENT MAIL for Companies which cannot be given to Coy. D.Rs. owing to time of despatch, will be sent by Headquarters D.R.

5. DUTIES.

R.S.M....	... A.M. Fullbrook,
Chief Clerk... ...	... Staff Sergt. Upjohn,
Shorthand Typists...	... Section Leader McFarlane, Section Leader Hamilton, Private Jack.
Registry	... Corporal Muir, Corporal Baird.
Returns and General Correspondence ...	... Lance Corporal Foote.
Despatch	... Private Robson.
Indexing and Filing S.C.Os. L.D.Os. & A.C.Is., Amendments to all Regulations and General Duties	... Private Kay.

It must be understood by ALL Clerks that URGENT WORK must be completed before going off duty, but it can be assigned where possible to the Duty Clerks.

Staff/Sergt.
Chief Clerk.
52nd (L) Divisional R.A.S.C.

The Green,
Wishaw.
22/10/39.
JHU/JM.

W D vehicles were also collected, thirty trucks and ten cars in September and eight cars, three 30 cwt lorries and eighteen motor cycles in October. (The vehicle Establishment included 2 seater cars - Austin 8s or 10s and a 4 seater car, Humber shooting brake, for the Company Commanders. The 30 cwts were Bedford OXs, the 15 cwts were Bedford MWs)

A sheet of paper from Lieutenant Colonel Topping's personal file records the following vehicles on charge at 28 October 1939

	Motor Cycles	Cars	Vans	Lorries
HQ RASC	1	5	1	-
528 Company	11	2	-	20
529 Company	10	3	-	18
530 Company	12	6	-	46
	34	16	1	84

In addition, there were four cars issued to the Officers located at Supply Depots. How many of the above were WD vehicles is not recorded.

In preparation for a visit by the Inspector RASC on 27 November 1939, Colonel Topping prepared a brief which included, inter alia, the following comments. (Personnel deficiencies are after transfers to 81 and 90 Companies in November 1939 which are explained below.)

528 Company. 21 lorries on charge (20 civilian and a 30 cwt Bedford) and 9 WD motor cycles. The Company was 4 officers and 264 ORs short, 231 rifles, 5 Bren guns 4 Anti Tank (A/T) rifles and 369 respirators deficient. Of the 9 cooks, 4 sanitary and water duty men, only 1 cook was on strength. None of the 15 drivers earmarked to man Lewis, Bren and A/T rifles had been trained.

529 Company. 2 Officers and 69 ORs under strength. The Company had few vehicles and was deficient in rifles (93) and respirators (390). It has one A/T rifle, one Lewis gun and one Lewis gun for drill purposes on charge - not enough for training, though 30 men had been trained beforehand. The Company was well endowed with trained cooks (5 as per establishment).

530 Company. 1 Officer and 41 ORs under strength. There was about a 100% deficiency in Anti-gas equipment (425 respirators short), no anti-gas capes etc etc.

Just before the Inspection, Colonel Topping expressed his astonishment at the large number of traffic accidents, *".... and the way in which some of our bright youths contrive to knock down lamp posts, gate posts and even other vehicles is nothing less than astounding".* Prior to 14 November 1939, the unit had only one fatal accident involving a motor cyclist, the accident being the fault of a civilian lorry driver.

A look at the driver training problem at the end of November 1939 helps to understand the problem.

	528	529	530
Previous (civil) experience	47	88	71
Previous (army) experience	-	3	-
Unit trained since 3/9/39	39	46	64
Untrained	9	64	185
	95	201	320

Captain (later Colonel) George Thompson, a former Company Commander of 528, transferred back into the Divisional RASC from the unposted list on 3rd September and was appointed OIC 15 (Scottish) Divisional Supply Depot, St Boswells, which opened in Lawrie's garage on 7th October 1939 manned by 18 ORs from 528 Company. For security reasons the rum ration was kept in a pit in the workshop.

530's first two months of war had been busy. They had been responsible for staffing and operating three CSDs (Renfrew, Gailes and St Boswells) and 4 Detail Issue Depots (DID), at Edinburgh, Hamilton, Wishaw and Kirkintilloch. A total of 12 officers and 77 ORs were employed in those tasks including 7 Clerks, 4 Butchers and 15 Issuers trained from soldiers recruited as drivers. The feeding strength of the three CSDs during this period was put at:

Renfrew	10,000
Gailes	2,000
St Boswells	8,000

In addition, sufficient post-war recruits were trained to allow the handing over of the CSDs at Renfrew and Gailes and also to train officers to run the CSDs at Renfrew (2), Gailes (1), St Boswells (1) and the Edinburgh DID (1). By November 1939, the Commanding Officer felt able to comment that the Divisional Supply Column had been functioning as nearly as possible in it's War Role whereas 528 had done practically no training in it's War Role though they had collected 45 tons of various ammunition natures from Stirling which were held as a Divisional Reserve. 529 had done no training as a Petrol Company, petrol having been drawn by Divisional units in cans from civilian depots.

In November 1939, the Divisional RASC was ordered to provide a large draft to form the nucleus of two new Companies for service in France - 81 GHQ (Artillery) Company and 90 (General Transport) Company which depleted the unit of 12 officers and 330 ORs including a large proportion of 530's Workshop including its Commander, Second Lieutenant Smeal.

The main body of 81 Company left Uddingston on 9th December 1939 followed by 90 Company on the 17th. Both Companies were later evacuated from Dunkirk.

The actual Establishments (from Colonel Topping's personal file) were:

81 GHQ (Artillery) Company		5 Officers (1 Major and 4 Captains) 40 ORs
90 (General Transport) Company	-	7 Officers (1 Major and 6 Subalterns) 296 ORs

81 Company was a Headquarters Company with a small supply section and an eight man Workshop. 90 Company was divided into 5 sections (HQ, A, B, C and D (The Workshop Section)) and was about the same size as the Ammunition (528) and Petrol Companies (529).

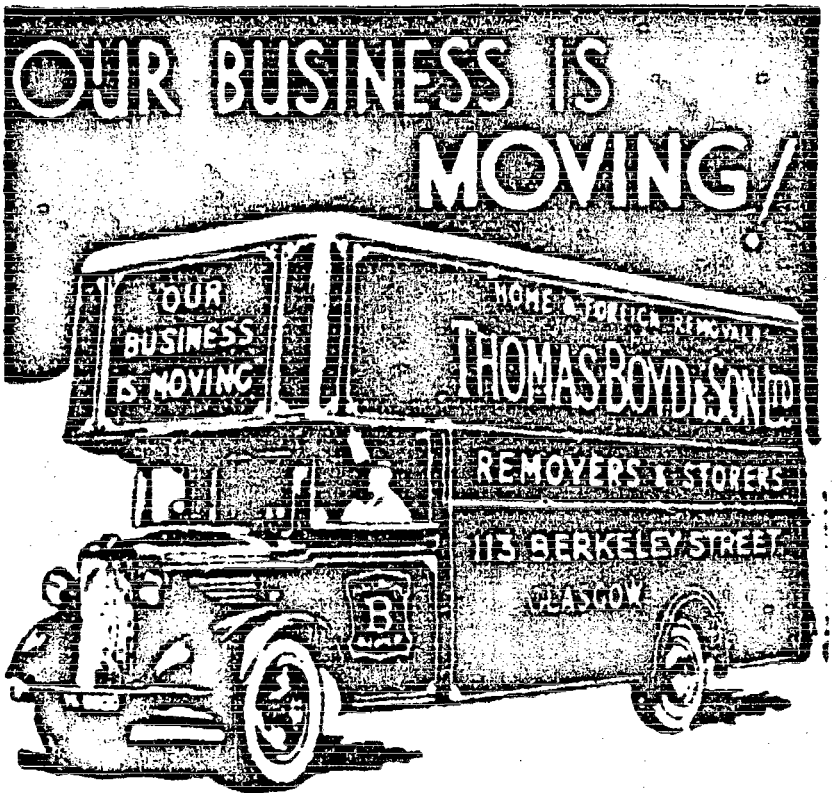
Neither Company had any vehicles these being collected on arrival in Aldershot prior to departure for France. 81 Company had no cook, and no soldiers trained in Sanitary or Water Duties. They did have a trained butcher. 90 Company had none of their 8 cooks, 5 Water Duty Men or 15 LMG and A/T rifle men course qualified, the latter in the main because they had no Bren, Lewis or A/T rifles. The Company were also 11 rifles and about 200 respirators deficient.

On 18th December, the Divisional RASC left for training area "B" in the Borders, moving mainly by train, in what was one of the worst recorded winters. HQ RASC was at Meadow House, a large house off the B6404 Kelso Road, St Boswells, 528 in Lauder, 529 in Earlston, billeted in the school and local houses, 530 Company's HQ and the Workshop Platoon at Monksford House on the A68 just north of Newton St Boswells, No 2 Echelon in the Railway Inn, Newton St Boswells, No 1 Echelon, two miles down the road in St Boswells. The Supply Depot was the village hall, though later in Lawrie's Garage.

Driver David Stewart, has many memories of St Boswells and the terrible weather conditions. They left the train at Newton St Boswells and trudged 2 miles along the snow covered road until they were halted in front of the Buccleugh Arms, their home for the next four months or so. Every stick of furniture, every carpet had been removed. The windows rattled and let in draughts round ill fitting frames. Sanitary and plumbing were in a poor state and in a pen in the yard were a pair of pigs. However, things were not all that bad as the public bar continued to function as the "local," and as its side door was only a few yards along the corridor from the guard room, a sentry's life was bearable. Some remember that the landlord was made an honorary member of the Sergeants Mess for obvious reasons.

The civilian vehicles were totally unsuited to the conditions. There was no anti-freeze and the radiators had to be drained every evening. The vehicles on stand by were parked, nose-in, in circles round braziers in the field behind Lawrie's garage, and were started every half hour by the guard. The drivers were inexperienced some having only recently learnt to drive and this coupled with the appalling road conditions meant that many of the lorries were snow bound or had skidded into ditches. Recovery was by means of the two or three military vehicles they had, six wheeled Morris or Thornycrofts. The Divisional History records ".... *it was odd to see a line of vehicles outside St Boswells headed by a Pettigrew & Stephens van then one belonging to Macfisheries followed by a pantechnicon of Mackintosh & Sons the Glasgow removers. A cross section of Glasgow's business was to be seen every morning in these names*".

If conditions at the Supply Depot were bad they were not as bad as at the Guard Room in the Monksford House Lodge, described as cold, dirty and squalid with no water as the pipes had burst, the only light a hurricane lamp and the only heat from a fire made with any wood available, fencing, cupboard doors and the like.



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PROGRAMME FOR VISIT OF I.G.A.A.S.C.

to

52nd (L) DIV. R.A.S.C. on 29/11/39.

10.10	Arrive Headquarters, R.A.S.C., The Green, Wishaw.
10.10 - 11.00	Discussion of Questionnaire.
11.00 - 11.20	Interview with Os.C. 81st and 90th Companies.
11.20 - 11.35	Interview of candidates for Commission.
11.35 - 12.00	Inspection of 90th Company.
12.00 - 13.30	As the Inspector wishes, possibly flying visit to 530 Coy. and 529 Coy.
13.30 - 14.00	Lunch at The Green.

0000000000000000000000

Officers Commanding 81st and 90th Companies will report to this Headquarters by 10,00 hours on 29/11/39 to be available for interview by the Inspector. They will have full details of their Companies including deficiencies of personnel and equipment, and any points they wish to bring up. These latter should be forwarded without delay to this Headquarters for the Commanding Officer's investigation prior to putting up to Inspector.

81st and 90th Companies to be ready to parade in full marching order if required. They should be ready by the following times:-

90 Coy. - 11.00

81 Coy. - 12.00

They will be notified by telephone from this Headquarters immediately the Inspector has informed us of his intentions.

Normal training to be continued by 528, 529 and 530 Companies.

The times shown above are subject to alteration as it will be appreciated that it is impossible to tell how long the Inspector will spend on any one point.

30/11/39

Dear Topping

Very many thanks to yourself and your officers for your hospitality to us yesterday.

I hope when you make your next move your men will be in more confined surroundings.

I am sorry owing to the limited time available I was unable to see more of your Command.

I thought the parade did great credit to all concerned bearing the short time in which they have had to get into the collar

Again many thanks

Yours sincerely

R. F. Chamberlain

"Thank you" letter from the Inspector RASC after his visit on 29 November 1939

D/O.

Headquarters,
Scottish Command.
22, North Bridge,
Edinburgh, 1.

2nd Decr., 1939.

Dear Topping

I regret to have to tell you that the I., R.A.S.C., commented very adversely on the following points, which he observed on his visit to your Unit:-

(a) Messing and catering arrangements. I have asked the Command Catering Adviser to visit you and the two new Units and see what improvements can be effected.

(b) The petrol and oil dump - where adequate precautions were not taken to safeguard the petrol by means of, perhaps, a barbed wire enclosure. The oil, he notes, was left lying in the open, and the oil funnels for filling - which either had no gauze filter or the gauze filter broken. There was therefore nothing to prevent any amount of sand and dirt getting into the oil and so into the engines.

(c) Regarding the dreadful conditions of the "workshop" at Carfin's House, your Unit have apparently done nothing whatever in the three weeks they have been there to help themselves in the way of trying to make some arrangements. He was also most displeased to see a private car, - apparently under repair in the "workshops", in direct contravention of para. 1461 (A), King's Regulations (Amendment 45 of June, 1939.)

2. The I., R.A.S.C., realises, I think, the particularly difficult conditions which have been obtaining since mobilisation, but considers that more could have been accomplished had greater energy and drive been exercised.

Yours Sincerely,

Lt. Col. F.R. Topping,
C., R.A.S.C.,
52nd (L) Division,
The Green,
WISHAW.

DWC/JCK.

The sting in the tail.

From St Boswells, 530 Company supplied the HLI in Galashiels, the Cameronians in Hawick, the Royal Scots Fusiliers (RSF) in Kelso, the Artillery in Selkirk and the Signals in Melrose. In addition to the St Boswells depot, 530 opened a separate Supply Depot for 155 Brigade at Rosefield Mill, Tragueer Road, Dumfries on 10th November 1939, commanded by a Captain Halden succeeded by Second Lieutenant Jimmy Thomson on 19th January 1940 when Halden went sick.This depot was manned by personnel from three Companies, including another Thomson, Acting Captain J F Thomson (ex 527 Company RASC, 51 (Highland) Divisional RASC who had been ill when that unit went to France) who was posted in on 26th January 1940 taking over at Dumfries on 5th March 1940. Corporal Steven Moore was there as a petrol issuer, issuing fuel requisitioned from Nithsdale Garage at Whitesands. Towards the end of January the weather was so bad that all roads around Dumfries, the main road and railway line from Glasgowwere blocked by snow. Bread had to be obtained by local purchase from the Dumfries Co-op and meat borrowed from the South of Scotland Meat Association and it was three days before bread sent from Glasgow on the 28th reached Dumfries. Eventually meat was obtained from Glasgow being railed via Edinburgh, Newcastle and Carlisle. The problems continued until 6th February when the weather cleared. The Depot at Dumfries was eventually handed over to an officer from the MSD at Bellahouston, Glasgow on 31st March 1940.

On Christmas Eve Lieutenant Colonel Topping was released from Military Service to return to his civilian occupation as a Naval Architect with Denny's of Dumbarton. The new Commanding Officer was Lieutenant Colonel Charles H. Moore MC, a bachelor, and a stickler for detail who took over command on 6th January 1940. He came to Scotland from the CSD at Mersa Metruth in Egypt and felt the cold very much indeed.

On 19th January 1940, 528 moved from Lauder to Peebles where the ORs were billeted in church halls and a hall belonging to the YMCA on Tweed Green (the Sergeants Mess was in the Leckie Church Hall). "A" Section was quarantined for a while when one of the soldiers caught Meningitis. The Officers were in the Tontine Hotel. As 528 were too far away for the Medical Officer (MO) to hold daily sick parades, these were taken by a MO from the Military Hospital in Peebles Hydro and the unit's MO looked after 52nd Provost Company in Lauder. At Peebles 528 kept on driver training as well as route marches to Carfrae Mill. Just after arriving they received an intake of 271 conscripts.

Parties from all three Companies collected vehicles, probably Bedford 3 ton OY's and 30 cwt OX's from Slough and Feltham in early March staging on the return journey at Lutterworth and Catterick. By the end of March all requisitioned vehicles had been returned.

The unit moved south in the spring of 1940, a small advance party moving to Yeovil on 23rd March to take over accommodation, followed on the 26th by 1 officer and 10 ORs to open a Supply Depot in the town. The first road party left on 27th followed by six others between then and the 15th April. The main parties left by rail on 13th and 14th, HQ opening in Yeovil on 15th April. In the middle of all this a new intake of 119 drivers, 6 issuers, 5 mechanics, 1 butcher, 1 coach trimmer and 2 Technical Mechanical Transport (TMT) clerks arrived on 30th March.

HQ RASC was in the Somerset Light Infantry Drill Hall. 528's HQ and Workshops were at Dillington House, Ilminster with "A" Section in the hamlet of Cricket Malherbie. 529 were at Hazlebury Plunkett. 530 were also in Yeovil, some being billeted in the Corn Exchange, some in St Michael's Church and some in the Arcade Skittle Alley. The Workshops were in a local garage. (Sections were later to be known as platoons, the present day equivalent of Troops.)

Warrant Officer's and Senior NCO's 528 (Ammunition) Company RASC
Peebles 1940

Back Row (Left to Right) Sergeants Bell ('A' Section), Watson, Perrett ('B' Section)
? (Workshops)

Front Row (Left to Right) Company Quartermaster Sergeant (?), Company Sergeant Major Doak,
Mechanist Sergeant Major Brown, Sergeant King

HQ 52nd Divisional RASC
YEOVIL APRIL 1940
The Commanding Officer, Lieutenant Colonel C H Moore MC
is seated in the centre of the front row

They were in the Yeovil area until 26th May training continuously. Jim Perrett of 528 remembers inter section competitions and that a good vehicle crew could change a wheel of a 3 tonner in about two minutes as a matter of course. Slowly they all became efficient in their various trades.

The War Diaries record several parties collecting vehicles and motor cycles from the Vehicle Depots at Slough or Feltham, mainly Bedford OYs in exchange for the miscellany of Austins, Fords and Thornycrofts collected earlier.

All leave was cancelled when the Germans broke through in the Low Countries in early May and the Division placed on 24 hours notice. All billets were patrolled at dawn and all ranks stood to at dusk. Situation reports were sent to Divisional Headquarters at 0600 and 1800 hours daily.

The Division was mobilised on 22nd May and movement orders issued for the first move on the 23rd. After moving 155 Brigade, the Divisional RASC moved on 26th May to a mushroom farm at Oakridge Basingstoke. Archie Walker, No 1 Echelon 530, remembers sleeping on the ground in one of the sheds, his blanket covering him from the dirt that fell from the floor above. It was here that they heard Lord Haw-Haw broadcasting that the Division was going to France. While the Divisional RASC did not move again before embarkation for France, 529 provided 63 vehicles to move 157 Brigade's baggage to the Aldershot area on the 31st when the main body of the Division moved to that area, the personnel being moved in hired coaches.

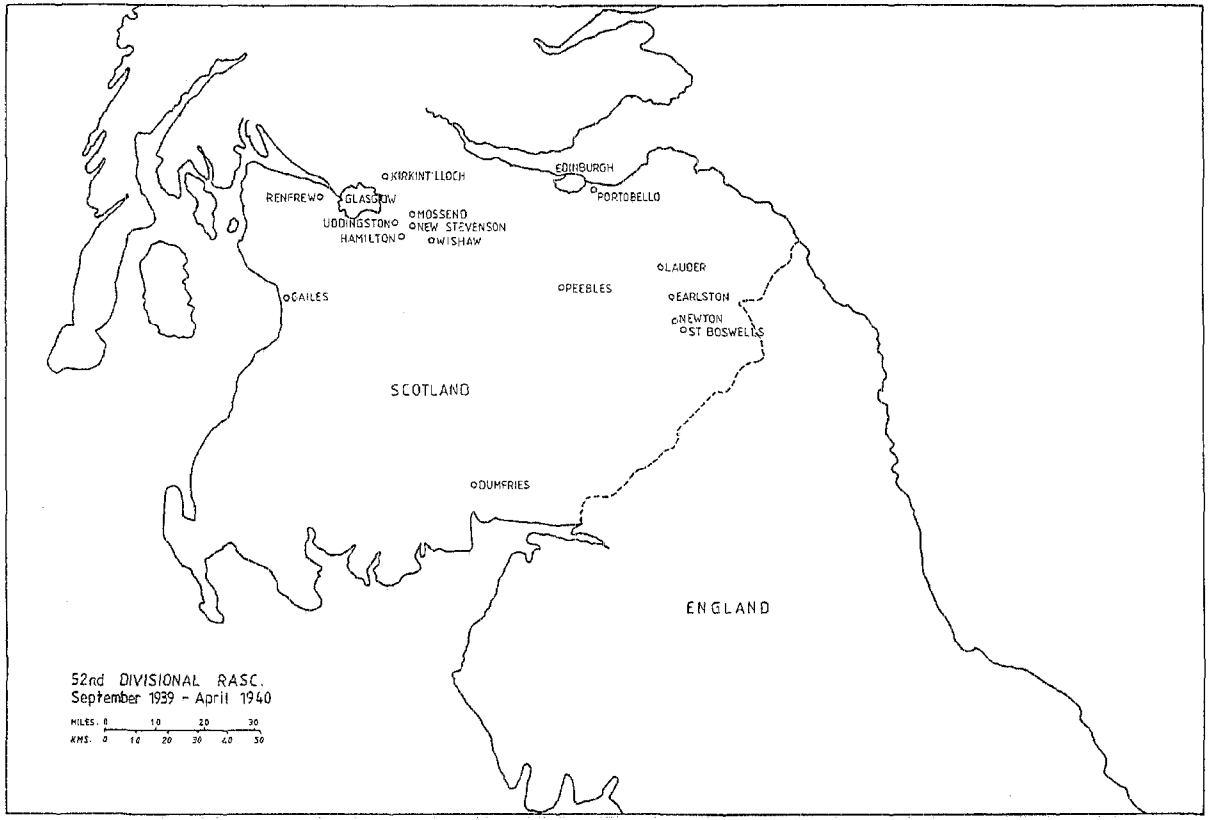
On 2nd June they moved to Inkerman Barracks, Woking taking over from Canadian troops who left quite a mess behind them. Woking was on the main line from the coast and they watched many trainloads of survivors from Dunkirk passing through on their way to London. Divisional orders for the move to France were issued on 4th June, effective on the 7th, and it appears that briefings were poor as Neil Thomson, now a Sergeant wondered why the King was coming to inspect them on the 6th.

528's Main Body were the first to leave Woking for Southampton, moving at 1200 hours on the 7th followed by 529 at 1100 hours on the 8th. HQ RASC and 530 left on the morning of the 9th arriving at Southampton at 1200 hours and joining the other Companies in a transit camp at Bassett. After settling into the camp, the vehicles were taken to the docks and to the surprise of many they were let out for the evening.

On the 9th, personnel of 528 embarked on to the "Duke of Argyll" at Old Docks, their vehicles loaded on to a MT ship, the "Yorkwood." They entered Cherbourg harbour at 2200 hours that evening and spent the night on board disembarking at 0530 hours moving to a transit camp pending the arrival of the "Yorkwood" which docked on the 11th.

529 left Southampton at 1100 hours on the 9th and sailed to Brest arriving there at 1000 hours on the 10th.

HQ RASC and 530 both embarked at berth 24, Southampton, on the 11th aboard the "Prince Charles Baudouin," a Belgian cross channel steamer and sailed at 1420 hours. Corporal Jim Urie remembers that the lorries were loaded onto an old freighter, a loading card being competed for each vehicle to record its size and weight. They arrived off Cherbourg at 2130 hours and anchored for the night. T/110644 Driver Percy Nunn remembers that they crossed in bright sunshine, eating their rations on deck. He remembers that the battleship grey paint was still wet in places.


KIRKINTILLOCH
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HAMILTON
WISHAW
LAUDER
PEEBLES
GAILES
EARLSTON
NEWTON
ST BOSWELLS
SCOTLAND
DUMFRIES
ENGLAND
52nd DIVISIONAL RASC.
September 1939 - April 1940
MILES. 0 10 20 30
KMS. 0 10 20 30 40 50

Still ahead, 528 offloaded their vehicles at 1000 hours on the 11th and moved to an assembly area at Mountebourg, leaving there at 1715 for St Mere Eglise where they spent the night moving on to Sille le Guillaume about 23 miles North West of Le Mans the next day, experiencing heavy refugee traffic en route. On the 14th, arrangements were made to load ammunition from the Rear Ordnance Dump at Evron Station by "A" Section, during the day, and "B" Section in the evening.

529 disembarked down rope ladders at Brest carrying all their kit and rifles and waited for the vehicles to arrive, eventually leaving Brest at 0830 hours on the 11th. They were told to sing and whistle as they passed through French towns and in very hot weather they moved along Internal Route 12, crowded with refugees, some on foot, some with horse drawn carts, through Barfleur and Le Mans to the forest of Sille le Guillaume arriving there late in the evening of the 12th. They bivouacked in the forest for the night manning machine guns with strict instructions to hold their fire until ordered. The following day was also spent in the forest erecting tents and generally improving the location. During the 14th, they loaded with petrol and oils and reported at 1800 hours on the 14th that they held 15,000 gallons of petrol (20 x 3 ton) and 4,000 gallons of mixed oils.

530 offloaded their vehicles on the 12th and moved off down the Cherbourg Peninsula via Carentan, Caen then South West to Vire where they spent the night in the town square. The following morning they drove through Domfort and then turned South East to Sille le Guillaume. During the 14th they too loaded with supplies.

T/163170 Jackson, en route for France in front of Bedford OY L205689

HQ RASC disembarked at Cherbourg at 0600 hours on the 12th, unloaded the vehicles and moved off to St Mere Eglise arriving there at 1705 hours. Leaving at 0600 hours the next day they arrived at their location at Asse Le Beranger at 1900 hours on the 13th.

At this point in the story, it will be helpful to the reader to have a little background to the Division's activities. Of the three Brigades, only one, 157, was on the night 12/13th, in direct contact with the enemy in the Conches area west of Paris. The other two Brigades were concentrated in the general area of Le Mans. At 1300 hours on the 14th, the Divisional RASC were ordered to send one loaded section of 528 and two sections 529, loaded with petrol to act as second line support to 157 Brigade, the rendezvous being at Burey but these orders were cancelled in the early evening.

HQ RASC called an urgent conference at 2235 hours on the 14th to plan the withdrawal of the unit, and also to assist 155 and 156 Brigades to withdraw following the French surrender which had led to the decision to withdraw the whole Division back to Cherbourg and evacuate to England.

528 were ordered to dump any loaded ammunition and all non essential stores and supply 60 x 3 ton to 155 Brigade for troop carrying, 60 x 30 cwt, 3 x 3 ton and 3 x 30 cwt loaded with petrol to 156 Brigade and 2 x 3 ton to Divisional Headquarters. The move was ordered for 0400 hours on the 15th but by 0530 that day, "A" Section had still not returned from loading ammunition at Evron (it is presumed that "B" Section never started loading due to the decision in the evening of the 14th to withdraw). "A" Section were eventually located and told to dump the ammunition at the roadside and embus 7/9 Royal Scots at Comlie which they did at 1500 hours, leaving for Cherbourg and arriving at Delasse at 0700 hours on the 16th. There is no record of "B" Section's activities in the War Diary. Captain Willie Cameron's widow and Jim Perrett are positive that it was one of the KOSB Battalions (155 Brigade) that 528 uplifted. Mrs Cameron remembers her husband telling her that they dumped the ammunition at the roadside and rushed off to find the Infantry. The history of 5 KOSB records that their withdrawal started at dawn on the 15th and they moved 160 miles to within 16 miles of Cherbourg. En route some of the trucks broke down, whether RASC or not is not clear, and these were set on fire or rendered useless to the enemy. Possibly this was "B" Section. There are no details of "C" Section's activities.

529 were to supply 20 x 3 ton to 155 Brigade and 12 x 3 ton to 156 Brigade. There is no record of the activities of these details but the War Diary records that the remainder left Sille at 0600 hours on the 15th having destroyed all remaining stocks of petrol and oil together with all office, anti-gas and other equipment to provide space for troops. The petrol was either poured into a lake in the woods or onto the ground after the two gallon tins had been punctured. The Company reached Cherbourg at 1800 hours on the 15th and bivouacked in a forest some 8 kms outside the town that was being bombed at the time.

529s War Diary was lost in the evacuation but the Company Commander, Major G. C. MacDonald, managed to bring back some signals covering the events of the 14th to 18th June and which were attached to the rewritten War Diaries. Copies are inserted at the appropriate parts of this chapter.

There is no record of 530's exploits as there was no War Diary. The HQ RASC Diary indicated that they were ordered on the 15th to provide an unspecified number of lorries to uplift 156 Brigade and also to draw 2 days rations for 1100 men, presumably the Divisional RASC, though this is not clear. Fortunately, many former members of 530 are still alive at the time of writing

and were only too pleased to contribute to this part of the story, which is still called the "Cook's Tour of France." Not all agree on the sequence events, either due to the fog of war, the passage of time or simply because they were elsewhere.

529's War Diaries, held in the PRO at Kew, contain several signals brought back by Major McDonald. One of those is HQ RASC's message dated 14th June 1940 calling a conference to issue orders for the retiral to Cherbourg.

"Company Commanders report forthwith to Unit HQ at Asse Le Berenger for conference. Repeat report forthwith".

(The signals were sent by McDonald to the War Office from the Army Post Office at Didlington Hall, Thetford, Norfolk on 25 June 1940).

T/87414 Corporal Jim Urie of 530 Company HQ, later Company Quarter Master Sergeant, recalls they dumped stores and office equipment from the Company HQ vehicles so that these could be used for troop carrying.

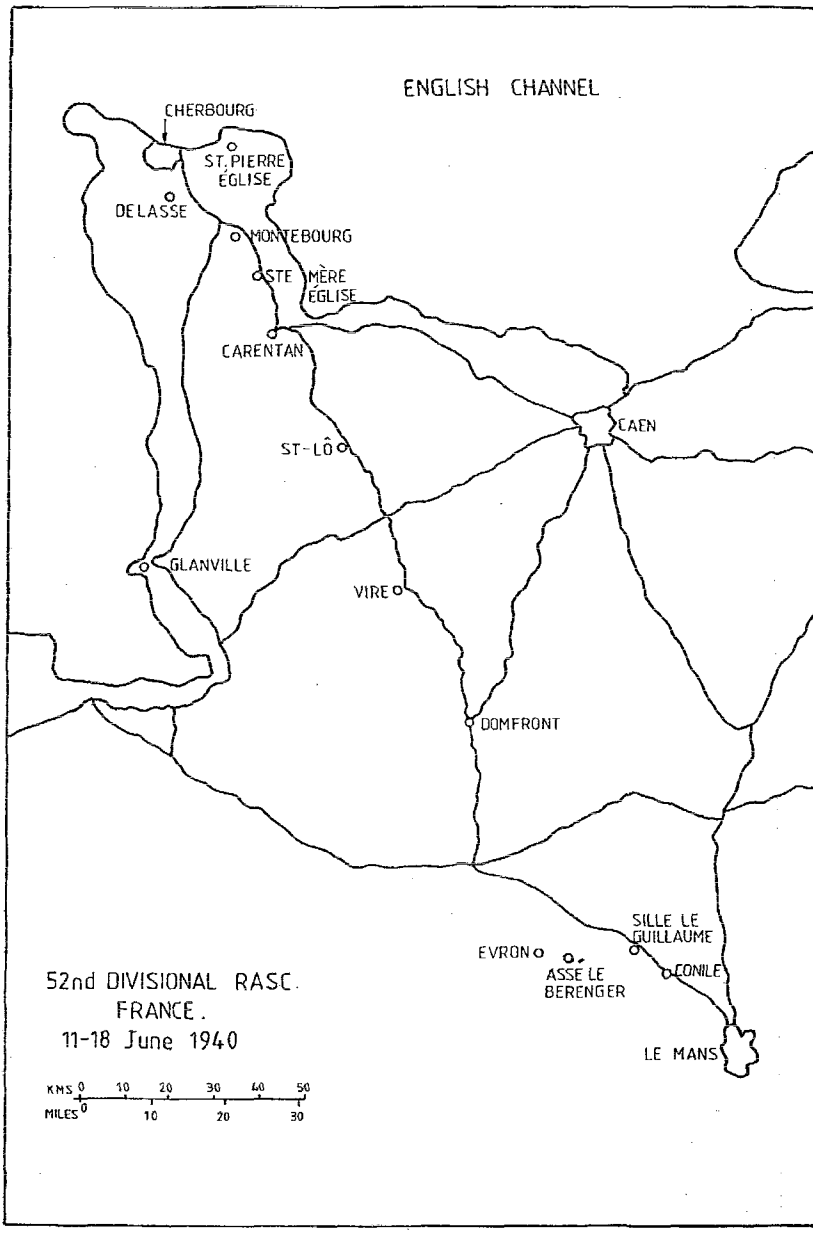
Percy Nunn, a member of the Lewis Gun team in the 530's HQ defence truck, tells of sleeping on the spare rifles in the back of the truck (on the 14th) and very soon after being stood to and setting up the gun where some tracks crossed in the forest, while the rest of the company were patrolling. In haste and no doubt nervous, the gun was not cocked properly and a round jammed in the breach. On trying to clear it, the gun went off bringing the RSM and a patrol. Needless to say, the RSM was none too pleased. They stood down just after dawn in time to see a despatch rider (DR) bringing a message to Company HQ. Not long after they were told that they had half an hour to leave the forest which they did after helping to dump the cooks' equipment.

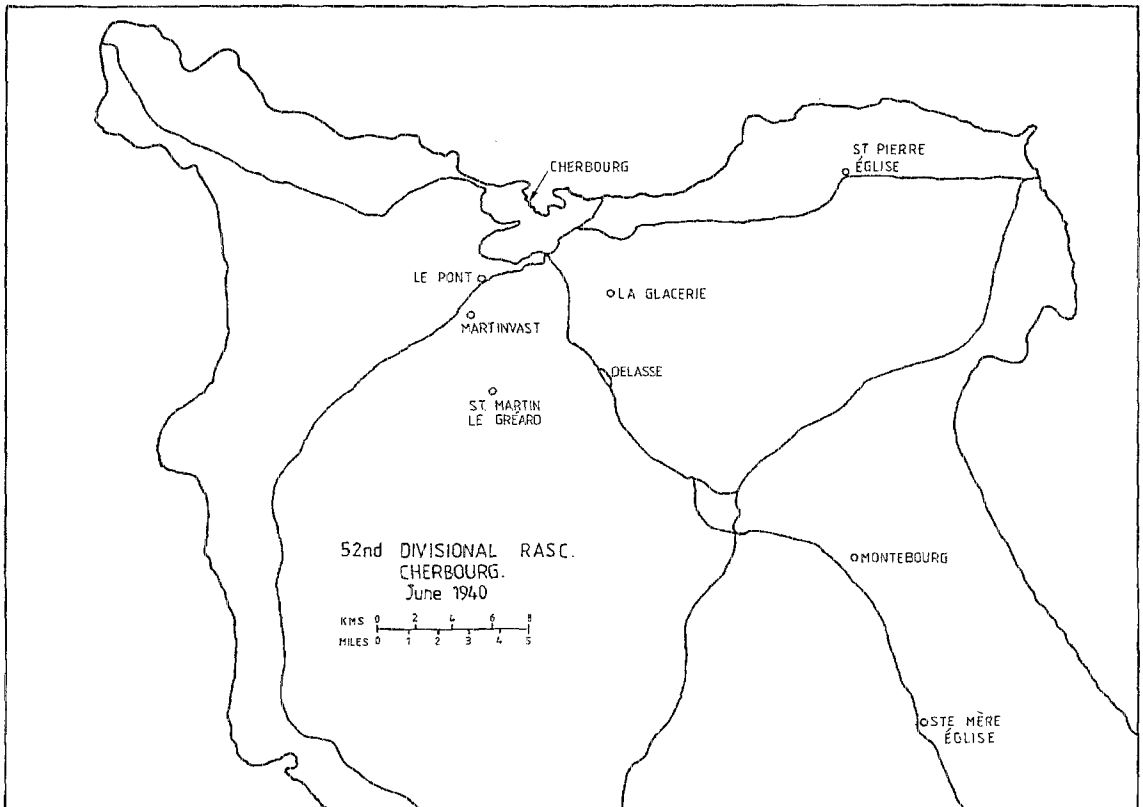
Corporal Urie and Archie Walker of No 1 Echelon, 530 Company both remember that some of the officers left ahead of the main body of the Company. The Company Commander, Major Brownlie and the Admin Officer, Captain Brown both left in Brownlie's car, leaving Brownlie's driver (Rodgers) and Brown's driver (Clark) to take Brown's car to Cherbourg. Jim Urie drove back on his Matchless motor bike. Captain Hill-Jack, the Workshop officer, Captain McCluskey and Lieutenant Downie and the RSM stayed behind.

Sergeant Steven Moore was involved in uplifting the RSF (156 Brigade) and taking great pleasure in denying one of their Subalterns the front seat in the lead 3 tonner. Someone told him not to take directions from the French in case they were fifth columnists and that as they passed, the French spat at them, a dramatic turn round from the cheers of a few days before.

Sergeant Bill Bett of the Workshops remembers that Captain Hill-Jack was determined to get the Workshop vehicles back to England and with Bett driving Hill-Jack's Austin 10 they dodged the refugees by driving across the fields when the roads were impassable. They were dive bombed by Stukas but eventually made Cherbourg where the vehicles were loaded as deck cargo.

Lance Corporal Tom Milne, No 1 Echelon also remembers that night in the forest and the stand to that lasted until dawn. It had rained during the night and when it stopped, the water dripping from the trees sounded like people moving about and a few loose shots rang out from time to time. He remembers one officer, Lieutenant Downie, leading a gallant attack across a clearing in bright moonlight - fortunately the Company Sergeant Major, the subject of the attack, held his fire. At dawn, they were told by the Company Commander, Major Brownlie, that the French had surrendered and that they were to make for Cherbourg as quickly as possible. After the officers


ENGLISH CHANNEL
CHERBOURG
ST. PIERRE ÉGLISE
DE LASSE
MONTEBOURG
STE MÈRE ÉGLISE
CARENTAN
CAEN
ST-LÔ
GLANVILLE
VIRE
DOMFRONT
SILLE LE GUILLAUME
EVRON
ASSE LE BERENGER
CONILE
LE MANS
52nd DIVISIONAL RASC.
FRANCE.
11-18 June 1940
KMS 0 10 20 30 40 50
MILES 0 10 20 30


CHERBOURG
ST PIERRE ÉGLISE
LE PONT
LA GLACERIE
MARTINVAST
DELASSE
ST. MARTIN LE GRÉARD
52nd DIVISIONAL RASC.
CHERBOURG.
June 1940
KMS 0 2 4 6 8
MILES 0 1 2 3 4 5
MONTEBOURG
STE MÈRE ÉGLISE

left, the RSM, Mr Fullbrook, took over and they moved off and loaded a Battalion of either the Royal Scots or the KOSB (155 Brigade). The troops stood in the trucks, packed like sardines in a can as they moved off for Cherbourg.

T/163170 Ron Jackson wrote that Company Sergeant Major Whiteley told them that France had surrendered and also that only he and the RSM appeared to be in command as the *"Officers seemed to have disappeared"*.

T/153860 Frank Staughton was one of those who went to the DID to draw rations on the 15th. However, before they started loading they were told to leave and he, along with others, picked up what he thinks were Base personnel and they made their way to Cherbourg where they refuelled and parked for the night.

Percy Nunn, in the Company HQ defence truck, tells of the first cross roads packed with refugees and French troops. The journey was one of continual hold ups with dashes along stretches of clear road. He feels that they took a more westerly route back and remembers seeing glimpses of the sea near Granville. They arrived at the outskirts of Cherbourg in the late evening and were diverted into some woods about two miles from the town, as there was no shipping available. They stayed in the woods all of the next day, the 16th, listening to the bombing and the gloomy news from the BBC.

Archie Walker's diary notes that he arrived at the docks in Cherbourg at 0400 hours on the 16th and linked up with the rest of the Company, and moved to a Chateau on the outskirts. Only the driver was allowed with the truck, the co-drivers went elsewhere. The trucks were parked under the trees and they went to bed at 2100 hours. He also noted that the town was bombed around 0430 hours just after he arrived. (Walker's personal diary notes and Nunn's memory actually agree on the sequence of events - not bad after 50 years!).

Dan O'May wrote that the move to Cherbourg was chaotic with the road packed with lorries nose to tail going one way and refugees going the other. He did not know if it was a proper convoy or not and cannot remember an officer being in command. To O'May it was a case of keeping the lorry going at all costs. He remembers being strafed and because of the slow speed of the convoy easily stopped his lorry and fell out of the cab into the ditch. His load of biscuits was well peppered when he inspected it at Cherbourg. When they arrived in Cherbourg the docks were being bombed by Stukas. The NAAFI had been hit but he was too tired and frightened to join in the looting. He made it to the docks, drove his lorry onto a net and was hoisted aboard one of the ships.

By all accounts all of the 530 reached Cherbourg on the 15th or early 16th. Some remember that they were ordered back down the peninsula to collect any troops they could find. Tom Milne, who had smashed up his motor bike when it ran out of petrol, drove a 3 tonner to Cherbourg and still remembers the villagers handing bottles of wine to the troops as they passed through. When he got to the docks, he reported to an officer, who told him to take the convoy back down the road, time and distance not specified, to see if he could find any troops. He thinks it was near St Mere Eglise, that they came across a Battalion of Green Howards. He reported to the Commanding Officer and offered to uplift them. At first the Colonel refused saying that he would not leave his men, but when he saw the rest of Milne's convoy, hidden over the brow of the hill, he broke down. The men were so exhausted that many had to be helped onto the trucks. Frank Staughton was also sent back and remembers picking up troops, he thinks they were RSF, and appears to have arrived at Cherbourg at about the same time as Milne. They certainly both sailed back on the same ship.

The MO's problem was that he could not keep Divisional Headquarters informed of his whereabouts because he could not find them. Morrison only evacuated one patient, a Sergeant Muir who had been taken to a French civilian hospital with a fractured knee cap after coming off his motor cycle. Muir was apparently overjoyed to see him saying *"For God's sake don't leave me here Doctor, or the Germans will get me".* Having no idea of the location of any British medical unit Muir was transported in a staff car to a Casualty Clearing Station near Le Mans which was packing up prior to the return to the UK. Muir was handed over and got back safely. Morrison heard of one other RASC soldier with serious head injuries, but too far away from the main body for easy contact. He never found out what happened to him. His only recollection of the evacuation is of driving non stop to a Chateau outside Cherbourg (this would be the Chateau at Martinvast) and waiting there for a day or two until he embarked on a cargo ship with his medical equipment and personal kit. He remembers vehicles being destroyed or being pushed over the quay side in the sea. To this day he has not forgotten the pathetic sight of the endless streams of French refugees, sometimes moving in both directions on the same road often with no idea where to go for safety.

Hunger was a problem for everyone. Nunn remembers that they had a few biscuits, some bully beef and a few bottles of cider in the defence truck. At one stop, one of the crew claimed he got some bread from a French baker's only after flourishing his revolver. Another member of the Company remembers one of their party who could speak French going into a Cafe and being spat on by the owner when he asked for food and drink. Again revolvers were produced, with the desired results.

At 1600 hours on the 15th, Divisional Headquarters issued Operation Order No 1 to establish a forward line to be occupied, as an outpost and first delaying position by one Battalion from each of 155 and 156 Brigades, each Battalion to be uplifted by 30 lorries each from 528 and 529.

The chain of events leading to the evacuation of the Divisional RASC started early on the 16th when all three Companies moved into a large wood just south of Martinvast on the outskirts of Cherbourg. (This would appear to be the area described by Nunn and Walker. Jim Urie has this name on a list of locations he was at during the war). Later in the day, Divisional Headquarters ordered the embarkation of 400 all ranks, no vehicles, allocated by CRASC as follows:- 528 and 529 Companies, one subaltern and 99 all ranks per Company; 530 Company 200 all ranks including one Captain. 529's party departed at 1630 hours the same day, followed at 1800 hours by Captain Cameron and 99 ORs of 528 Company. There is no record of when 530's party left.

To protect the embarkation of the Division, a covering battalion, 5 KOSB, along with Royal Engineer demolition parties, a troop of four guns from 54 Anti-tank Battery Royal Artillery, a section of the Divisional Provost Company, six despatch riders from the Royal Corps of Signals and 30 troop carrying vehicles from 529 Company was ordered on the 16th to support the French, 'D' Company, 5 KOSB at La Sensuriere, 'A' Company at Carentan, 'C' Company at Etienville and 'B' Company in reserve at St Mere Eglise. 529 provided 1 officer, Lieutenant J. R. Russell, 63 ORs, including the Company Sergeant Major, 30 x 3 ton and 3 motor cycles (Norton 650s).

Exact details of 529's total involvement in the withdrawal of 5 KOSB are not known as Lieutenant Russell was at Battalion Headquarters most of the time. Sergeant Neil Thomson was with the vehicles attached to 'A' Company at Carentan, who after being heavily mortared on the 18th, broke off the action and set out for Cherbourg some 30 miles to the North. It is known that four vehicles carrying three officers and two platoons of the KOSB lost their way and fell into a

German ambush, though whether these were RASC vehicles is not known. Thomson was in a convoy that was ambushed by the Germans who set the last three or four on fire killing two RASC drivers, Coates and Bremner. After escaping the ambush he was aware that three German spotter planes were overhead all the way to Cherbourg. (The Divisional History records that both Companies of 5 KOSB were still in contact with the enemy until the early afternoon of the 18th, between 1200 and 1500 hours.)

Orders for the evacuation of the main body of the Divisional RASC were issued on the 17th, received at 0820 hours that morning, almost two hours after 529 Company were due at the Rear Divisional Vehicle Park because the driver carrying the orders lost his way.

The signal from the AA & QMG, Lieutenant Colonel H W Dempsey, one of those salvaged by Major McDonald, OC 529, reads as follows:

> *"URGENT. Programme for embarkation today is as follows. All remaining vehicles of HQ RASC and Coys less 30 lorries three ton and their accompanying personnel that are to remain behind for 5 KOSB will be despatched to Div Vehicle Park near FIRST A in LA GLACERIE sheet 3A one over 250,000 to arrive commencing at following times in blocks of 30 vehicles at one hour intervals. Div Pet Coy 0630 hrs for loading in KOHISTAN F4 Div Ammo Coy 0930 hrs for loading in ship at F1 Div Sup Col 1100 hrs for loading at F2. HQ RASC may join any party at discretion. All personnel less det from 5 KOSB will proceed with vehicles. Unit reps with motor cyclists will report ESO at CASINO CHERBOURG at time first block of unit vehicles are due to arrive at above park and will act as liaison officers between ESO and units for calling forward of vehicles to ships side as required. Rate of shipment 30 vehicles per hour per ship. Any baggage that is not loaded in vehicles should arrive in advance according to requirements of ESO to be ascertained by unit reps for act. ACK."*

HQ RASC sailed on the "Kohistan" at 1600 hours on the 17th with a full compliment of personnel but less 1 x 30 cwt, 1 x 2 seater car and 3 motor cycles, arriving at Southampton at 0430 hours on the 18th.

Wally Fox who was driving a Humber Super Snipe Staff car and Captain Russell, the Divisional Troops Supply Officer, were ordered to Cherbourg. When they got there, the officer was ordered to board a ship and eventually Fox and the car were loaded by cargo net onto another ship. At that time he was on his own, the HQ staff and Officers having been sent onto yet another ship. When he got back to England the RTO at Southampton gave him chits for petrol and directed him to Cambridge, but being newly married and living in the area, he got "lost" for a few days.

528 moved, in rain and thick mist, to the Vehicle Park at La Glacerie at 1000 hours on the 17th and from there moved via a Transit Camp to the docks just after 0400 hours on the 18th. Because of the congestion the vehicles had to be parked in streets adjoining the docks waiting for ships to arrive. The majority of the company embarked at about 1000 hours that day, the Officer Commanding, Major Walton and Captain Callan embarking at 1230 hours on board the "Royal Sovereign" with the rear party of 20 ORs under Captain Grey getting away at 1340 hours. When they left, the town was covered in smoke from burning vehicles and the arsenal which had been blown up. Jim Perrett recalls handing vehicles over to the Royal Engineers for destruction and that the only casualty he knew of was Company Sergeant Major Doak, a Canadian Regular, who had broken his leg after colliding with a French car on his motor cycle.

529, less those attached to 5 KOSB, embarked at 2200 hours on the 17th, sailing at 0630 hours the next day reaching Southampton at 1400 hours. On disembarkation they had 19 x 30 cwt, 13 x 3 ton, 2 x 4 seater cars, 3 x 2 seater cars, 5 Lewis guns, 5 anti-tank rifles and 15 lorry loads of salvage picked up at the docks including 11 lorry loads of medical stores, 3 Brens, 2 anti-tank rifles and 7 motor cycles.

The War Diary records that the 5 KOSB party arrived at Southampton at 1530 hours on the 19th June. Neil Thomson who was in that party, boarded the "Manxman" on the 18th, with a Bren and a rifle and as many rounds as he could carry. At the docks, Company Sergeant Major Richmond was arrested for firing his revolver. Some say he did so that his men could get on before some officers, others that he panicked. Either way, the fact that he was arrested is agreed by several sources. All vehicles from the KOSB detail were left behind. By all accounts, this party must have been on one of the last ships, if not THE last ship to leave Cherbourg. The History of the KOSB records that the SS Manxman, the last ship to leave Cherbourg at 1600 hours on the 18th, carried units who along with 5 KOSB had been ordered to carry out a rear guard action to protect the Cherbourg evacuation. These units included "*a section of thirty troop carrying lorries from the Divisional RASC.*". When they left Cherbourg, the advancing German Army had penetrated to within three miles of the harbour and the cranes were blown up one by one while the town itself was being bombed. The KOSB history also records that the battalion transport, possibly including RASC vehicles was set alight or driven into the water. It will be remembered that some of the troop carrying vehicles had been set on fire during a German ambush North of Carentan. Of those who crawled from the blazing vehicles and made their way to Cherbourg, was a party of six, two Sergeants, three men from the KOSB and an unnamed RASC driver. They arrived at Cherbourg about two hours after the last ship, the Manxman, had left and, seeing two of the Battalion's vehicles on the dockside decided to look for the Battalion they thought still in the area. The party split in two and arranged to rendezvous at 2100 hours. By 2330 hours when the others had not returned the remainder including the RASC driver rowed out to a small boat and spent the night in it. In the morning, the 19th, they rowed to a steamer for water, persuading a French sailor on board to sail them to England on a small fishing boat moored nearby. They sailed about 1700 hours that day, being picked up on the 19th by a British ship en route to Weymouth with refugees.

530 seem to have left Cherbourg on three ships, Sergeant Steven Moore mentions the "Ben Lawers," Lance Corporal Tom Milne said he and others returned on the "Kohistan" while Archie Walker came back on the "Blairnevis." Moore remembers destroying vehicles on a beach, all except Captain Downie's Austin two seater that had bottles of wine hidden in the door panels. Nunn, who was on the "Ben Lawers", tells of a colossal traffic jam with roads clogged with transport trying to get to the docks. After a two hour wait, till 1600 hours, they were told that only the drivers were to stay with the vehicles and with their rifles they trudged into town passing through groups of Royal Engineers mining the approach roads. He got to the docks at about 1700 hours and waited. About 1900 hours the drivers turned up. Still they waited on the dockside while every vehicle they could load was loaded. They pushed 14 into the harbour. At Southampton they handed their rifles over as they disembarked.

Food had not been forgotten in the rush as Jim Urie remembers one lorry on the "Ben Lawers" loaded with corned beef and biscuits that was shared out as they crossed the channel.

From Walker's diary, they awoke on the 17th to a heavy mist, moving to the docks at 1400 hours and arriving at 1800 hours due to congestion. In the harbour he remembers a large naval vessel and the "Ben Lawers", "Blairnevis", "Nigerian" and one other ship alongside, possibly the "Kohistan". Because the French dockers had gone, the Royal Engineers were manning the cranes though only the 3 tonners were being loaded, the rest, cars, motor cycles and smaller vehicles, including a 30 cwt and water trailer driven by Driver Cargill, being pushed into the harbour. The "Blairnevis" sailed at 2230 hours that night. One Austin two seater, Captain Greaves' car, full of NAAFI supplies, was loaded, hidden in the back of one of the 3 tonners. As far as he can remember, they all brought their rifles back though these were taken off them when they reached Southampton. He remembers seeing the Commanding Officer and some of the Field Officers sailing on the first ship to leave Cherbourg.

Cherbourg docks June 1940
(Photograph F 4849 by permission of the Imperial War Museum)

Milne remembers being told by an officer to abandon his vehicle but returned to the docks with a 3 tonner and a 15 cwt which they persuaded a crane driver to load. The 15 cwt was particularly important as it was loaded with cigarettes and chocolate "salvaged" from the Cherbourg NAAFI, the cigarettes being sold later so that they had money to phone home when they arrived in Southampton. While the vehicles were being loaded, the docks were strafed by two Messerschmitts and they all scattered into the sheds, boarding the "Kohistan" at dusk which sailed almost at once.

Finally, let us not forget 157 Brigade which had been extricated from a most difficult situation. Their final move of over 200 miles to Cherbourg was conducted by 226 Company RASC (then 18 Troop Carrying Company RASC) which embussed the Brigade at midnight on the 16th and covered the distance to Cherbourg, over roads full of French troops and refugees, in 24 hours.

On its return to the UK the Divisional RASC was somewhat scattered. HQ RASC left Southampton by road for Cambridge, where Divisional Headquarters was located, arriving there at 2200 hours on the 18th and set up in the unaccustomed luxury of the University Arms Hotel. The journey was all the more difficult because all the road signs had been taken down and no one would give directions. Cambridge was bombed at midnight, one bomb falling close to the Hotel, though no damage was caused. Willie Kay was billeted with the Dean of King's College and remembers getting fed on strawberries and cream from the locals. HQ and the three Companies moved on the 20th to the woods to the east of Wimpole Park, Arrington near Cambridge.

By 0700 hours on the 19th, 528 was billeted, by the police, in houses in Arrington. Sergeant Perrett is of the opinion that the WVS organised the billeting based on recent experience in dealing with the survivors from Dunkirk.

Personnel with vehicles from 529 Company, spent the night of 18/19 June in a rest camp in Southampton while the remainder of the main body, 1 officer and 37 ORs were sent by rail to Bournemouth. The party detached to 5 KOSB arrived at Southampton at 1530 hours on the 19th and were sent direct to Arrington. By 1830 hours on the 19th the vehicle party from Southampton were bivouacked at Wimpole Park being joined there by the Advance Party, 1 officer and 99 ORs, who had left Cherbourg on the 16th and had been at Great Shelford, 4 miles south of Cambridge, since the 17th, and by the detachment with 5 KOSB in the early evening of the 20th. (The War Diary clearly indicates that all involved with the KOSB troop lift returned safely, though this is clearly not the the case from Thomson's account or the History of the KOSB). The small party in Bournemouth, 1 officer and 37 ORs, did not reach Arrington until the 28th. Thomson, one of the KOSB party, reached Great Shelford at 0300 hours on 19th June, where they were met by the Home Guard and police and taken in twos or threes, to billets in local houses. He remembers having a bath and a sumptuous meal in a house owned by a Mrs Cook. Personnel from 530 who had vehicles went to the Mountbatten Estate in Romsey, the remainder to Stourfield School, Fishermans Walk, Bournemouth by train from Southampton staying there for about 10 days. Some ex members remember getting fed on lettuce and tomatoes and the local Woolworth's in Bournemouth giving them as much soap, razors, notepaper etc as they wanted all free of charge. Dan O'May found his Bedford L213266 at Romsey, refuelled and drove up to Cambridgeshire. Others, including George Reid, were sent to Sawston in Cambridgeshire where they spent a week billeted in houses. The last stragglers reached Arrington by 30th June, though by that time HQ had moved to Royston, Hertfordshire.

Details of losses of men and equipment were not accurately recorded in any of the War Diaries, which is surprising. HQ RASC left a 30 cwt, a two seater car and 3 motor cycles on the docks when they embarked and the War Diary records that the missing 30 cwt was "received" on the 22nd June. No mention was ever made of the rest.

528's War Diary records no losses of men or equipment, though it is believed that one or two members of 528 escaped via Bordeaux and eventually reached England. Some

of the former members of 530 tell of hearing that some of 528's vehicles got bogged down in a field and had to be abandoned, but this is not substantiated.

529 reported 12 men missing along with 30 x 3 ton, 7 x 30 cwt, 1 x 2 seater car and 11 motor cycles. 4 of the 12 missing reported back on the 7th July, no further mention being made of the rest. One of the survivors of "A" Company 5 KOSB, Sgt George Cairns KOSB, who was captured at Cherbourg was in St Lo prison with one of 529's drivers, Sam Harrison. According to Neil Thomson, two were killed in the German ambush, leaving five unaccounted for. It is extremely likely that the car, 4 of the motor cycles and all the 3 tonners were from the section detailed for the KOSB troop lift. 530's losses of vehicles or personnel were not reported.

Some idea of the losses in vehicles can be calculated by reference to document M13 found in the HQ RASC War Diaries. M13, undated but clearly before another document (M16) dated 30th June is a vehicles state presumably after returning from France.

It is possible to calculate the approximate losses in vehicles assuming two things

a) that document M13 is accurate and represents all vehicles returned from France and

b) that the sub units went to France with all its vehicles complete and as per Establishment though this is highly unlikely.

Therefore, based on these assumptions, the loss of vehicles is as follows:

	Motor cycles	Car 2 seater	Car 4 seater	Truck 15 cwt	Lorry 1 ton	Lorry 30 cwt	Lorry 3 ton
HQ RASC Establishment	3	1	4	1	-	2	-
M13	3	-	4	1	-	2	-
Losses	-	1	-	-	-	-	-
528 Company Establishment	51	3	4	-	5	20	68
M13	6	-	1	-	-	3	3
Losses	**45**	**3**	**3**	**-**	**5**	**17**	**65**
529 Company Establishment	21	4	2	-	5	26	51
M13	10	3	2	-	5	17	12
Losses	**11**	**1**	-	-	-	**9**	**39**
530 Company Establishment	38	12	3	26	10	15	54
M13	7	1	3	15	4	13	41
Losses	**31**	**11**	-	**11**	**6**	**2**	**13**
Total losses	**87**	**16**	**3**	**11**	**11**	**28**	**117**

The vehicle Establishments are taken from a Schedule of Divisional unit Establishments found in Colonel Topping's personal file.

Driver Staughton (530) may unknowingly have confirmed the losses in 528 and 529 as he states in his letter that *"as 528 and 529 had lost most of their vehicles, 530 were drawing petrol and ammunition for a while."* It is noted in HQ RASC's Diary that the unit drew 424 motor cycles for Divisional use on the 29th, an indication of the losses sustained by the Division.

On 2nd July the Divisional RASC moved along with the rest of the Division to East Anglia, where it was concentrated as a mobile reserve under command 2 Corps in case of invasion. HQ RASC and 528 moved into the grounds of Didlington Park, Mundford near Thetford, Norfolk, next to Divisional Headquarters, 529 to Brandon, Suffolk and 530 to Orwell. (HQ RASC who were under canvas moved on 11th October, into the buildings of Home Farm.) To ensure the mobility of the Division, CRASC had under command three motor coach Companies, well manned but with somewhat less than reliable vehicles.

528 drew ammunition from Worley to bring the Division up to war scales for all weapons and also carried land mines for coastal defences being constructed. 529 drew 18,744 gallons of petrol in 4 gallon flimsies from MSD at Lidlington to increase the Divisional petrol reserve to 25,000 gallons.

On 10th July, 528 and 529 moved to Buckingham Tofts Park, Norfolk to give mutual protection to each other in the event of attack, 528 detaching one section on 29th July in support of 157 Brigade, then under command 11 Corps. In its turn, 530 moved to Brandon where they pitched tents in the woods or slept in the cabs. As a precaution against air raids, the tents were dug in. Some ex members remember dawn patrols in the woods on motor cycles.

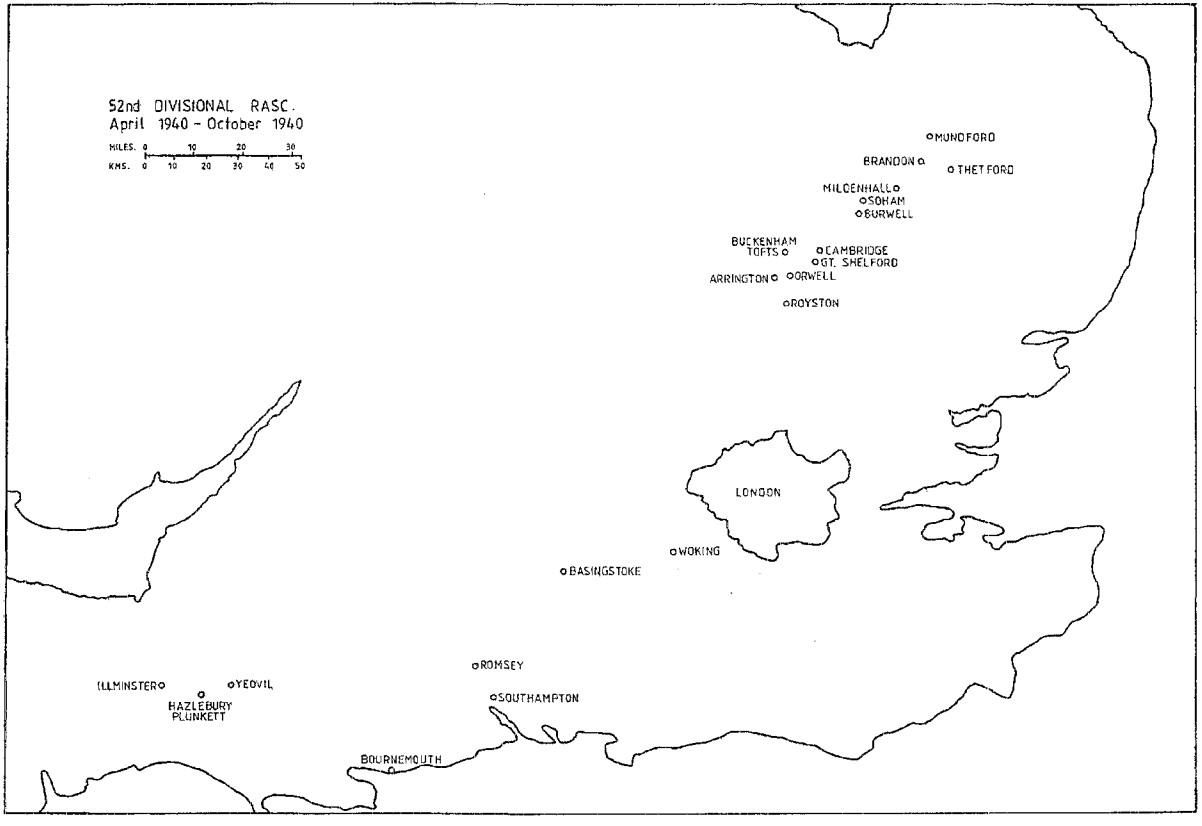
For the first time since September 1939, leave was granted starting on 18th July for 528 and on the 19th for 529, the respective War Diaries recording 7 days leave but for only 1% of 528 and 5% of 529. There is no record of leave for 530.

Vehicle deficiencies were made up in late July when 528 collected an unrecorded number of vehicles from Tewkesbury and Slough and 529 made up their motor cycle deficiencies by transferring 6 from 530 and 5 from 528. In September 529 took delivery of 9 x 30 cwt from No 2 Mechanical Transport Supply Depot and 25 x 3 ton from various other RASC units.

The first Ammunition Officer, to be appointed to the Divisional RASC, Second Lieutenant Robinson RA reported on 1st August and later in that month a large number of officers and men transferred to 4 Divisional RASC, a regular unit, with an equivalent transfer from that unit. The idea was to "stiffen" the TA units but as some of the new officers were inexperienced emergency commissions there was no real gain from the exchange. Sergeant Bill Bett was one of the transferees and was not impressed.

The threat of invasion was at its highest on 7th and 8th September and all ranks were put on four hours notice to move and all leave cancelled though no one on leave was actually recalled. 528 and 529 were ordered to load immediately. Three incendiary bombs were dropped on the Ordnance Dump near 530's location at Brandon on the 8th and the Company was authorised to assist if required, though to keep in contact with HQ in case of urgent moves.

The code word "Cromwell" was the signal for the invasion, but this was cancelled on the 8th. There was a further panic on the 22nd and 528 sent a party on the 28th to Soham in Cambridgeshire to help with any necessary evacuation of the civilian population. 528 later moved to Soham on the 9th October less "B" Section still attached to 157 Brigade which did not return until 14th October. 529 were at Burwell with 530 at Mildenhall during October. 530's HQ was in Greta House with the soldiers billeted in private houses and a factory on the outskirts.


52nd DIVISIONAL RASC.
April 1940 - October 1940
MILES. 0 10 20 30
KMS. 0 10 20 30 40 50
MUNDFORD
BRANDON
THETFORD
MILDENHALL
SOHAM
BURWELL
BUCKENHAM TOFTS
CAMBRIDGE
GT. SHELFORD
ARRINGTON
ORWELL
ROYSTON
LONDON
WOKING
BASINGSTOKE
ROMSEY
SOUTHAMPTON
ILLMINSTER
YEOVIL
HAZLEBURY PLUNKETT
BOURNEMOUTH

Their stay in East Anglia was not without its compensations, certainly for the officers, rank hath its privileges, as they say. Several wives managed to find accommodation in the area, some running a soldiers' canteen in a butchers shop in Mundford. Mrs Walton, wife of 528's Commander, Mrs Callan the Adjutant's wife and Jean, Captain Willie Cameron's fiancee were all there, the latter married by the Divisional Chaplain, the Reverend Joseph Gray at Watton on 27th July, Jean remembering that Cameron spent his stag night at Slough collecting replacement vehicles. Cameron's best man was Major Walton.

Towards the end of October the Division returned to Scotland, the RASC advance party leaving East Anglia on the 25th/26th October. 528 moved to Strathallan, "A" Section on the 28th, "C" on the 29th, "B" on the 30th and HQ and "D" on the 31st. The main parties of HQ RASC and 529 left on 2nd November for Gartur House, Cambusbarron and Callendar Estate Falkirk respectively, HQ RASC later moving to Bridge of Allan being located behind the Drill Hall. 530 were at Clackmannan with the Officers Mess in the Tower Hotel, Company HQ in the Town Hall, No 1 Echelon in Sands House, Kincardine and No 2 Echelon at Alloa. The soldiers were billeted all over the place, for example "A" Section, No 1 Echelon, in the Drill Hall in Clackmannan. The move took three days and two nights the unit staging at Doncaster (the Blind Institute) and Hadrian's Camp, Carlisle.

On 12th and 14th November, 528 moved to Dunning ("A" and "B" Sections) and Aberuthven (HQ, "C" and "D" Sections). Sergeant Jim Perrett was with "A" Section (Lieutenant McKnight) in Dunning, where the ORs were billeted in the Church Hall, the Sergeants in a house (now demolished) at the junction of the main street and the Perth road and the Officers in the Station Hotel. The cook house was on the Yetts O'Muckart road, an ammunition dump and guard room on the Auchterarder road, explosives in a disused quarry about half a mile outside the village and the 25 pounder ammunition in some old farm buildings further out the road. During their stay in Dunning, several detachments were sent out, one under a Sergeant Watson to Dunkeld located on the bank of the Tay in the first street on the right after crossing the river on entering the town. The Company moved again on 12th February 1941 to Deanston a small village outside Doune, taking over Finlay's Mill and Deanston House as Company HQ. The soldiers slept in huts and the trucks were parked under trees in the grounds of the House. They were there during the Glasgow and Clydebank Blitz in March and Perrett remembers seeing the German bombers in the sunset and worrying, as did many, about relatives and friends in those cities. Training was the order of the day, and in addition to improve moral not only in the Company but throughout the Division, sport was encouraged. Divisional athletic championships were organised including a cross county run from which very few were excused. The Company also held its own sports day in August. For the officers an NCO's, TEWTS were run involving receeing suitable sites for petrol, supply and ammunition dumps.

Along with 530 they transported ammunition to the AA sites established round Glasgow after the first air raids. "B" Section was detached in July under Captain E W Stubbs, to form a composite petrol and ammunition section for 155 Brigade in East Lothian. They were stationed near Ormiston, opposite the Ormiston Road end on the A6093. The Section office and the Officer's billets were in the gatehouse. The drivers constructed the ammunition dump consisting of numerous storage pits about three feet deep with bulks of timber on the bottom to keep the ammo boxes off the ground, with a roof of heavy timber covered with earth and topped off with sods of grass as camouflage. The ammunition was drawn from Gosford House near Aberlady.

528 were also involved in a large training programme and opened a RASC training wing in Newstead School, Doune on 20th April 1941. Captain W M Cameron was the first OIC and the first intake of 101 recruits arrived on the 28th. This course finished on 7th October 1941 and the recruits posted to the various Companies. The school reopened as a driver training school on the 18th running several four week courses.

529 were at Falkirk throughout 1941, billeted in Comely Bank School with excellent recreational facilities at the Ice Rink, continuing their role as Divisional Petrol Company. The day after the Blitz two lorries, with water trailers, cooks and cooks equipment were sent to Glasgow to feed the homeless. They were there for four days and there is reference to similar assistance by the Divisional RASC in Greenock and Port Glasgow in April, though it is not clear if 529 carried out both tasks. Neil Thomson recalls 30 x 3 tonners being sent to Clydebank to move the bodies.

Sometime during 1941 assistance was rendered to Glasgow Corporation Transport by 22 Troop Carrying Company (under command of the Divisional RASC) when the bus drivers went on strike. Passengers on essential work were conveyed faster than ever before in Bedford QL's and the RASC drivers fed on the best the Corporation could provide. The end of the strike was not popular, rumour had it that passing the hat round for the driver might have had something to do with it.

The War Diary records a typical 529 exercise during 1941. On 18th March they were stood to at 1000 hrs. "C" Section lifted Ordnance Stores, reserve clothing and gas equipment and issued 4 gallons per vehicle to each vehicle in the Division from 3 Petrol Points (PPs). Blanket lorries were sent to the respective Battalions. The signal "Action Stations" was received at 1400 hrs and all defences were manned. During the course of the day, the Company replenished its petrol stocks from Bellahouston Park Glasgow and moved to a new location at Kirkliston near Edinburgh arriving there at 0445 hrs on the 19th having opened 5 PPs during the previous day. They returned to Falkirk on the evening of the 20th having issued in excess of 36,000 gallons during the two days.

In August 1941, the organisation of the Company was altered and the staff of the Petrol Office reduced. Consequently the accounting for fuel and the requisitioning of civilian petrol pumps was returned to the CSD, the Company remaining responsible for tinned petrol only. The reorganisation was tested out during several Company exercises and proved satisfactory and allowed greater flexibility and smoother operation of the Company's role, though with 45 drivers short it was difficult to test it to the full.

529 as well as turning over 25% of its stock every week was also involved in training, having 11 officers on transfer to the Royal Indian Army Service Corps (RIASC) attached in November. They also set up a reception centre for 200 new recruits to the Corps 50% of these going to the 51st Divisional RASC the remainder staying with the 52nd. In spite of a further intake of 30 soldiers from the HLI and 7 from the Durham Light Iinfantry, 529 reported they were immobile in December 1941 *"through lack of trained drivers"*.

530's diary for 1941, restarted in August, is very sketchy. Ex members remember that in March, Company HQ and No 1 Echelon were in the Co-operative Hall Larbert, and the local Parish Church Hall, No 2 Echelon was in St Patrick's School Denny, with the Sergeants Mess in the Bowling Club. Their name was changed to 52nd Divisional

Supply Company and re-organised on a Platoon basis in August 1941. They too had a share of officers transferring to the RIASC. Company HQ moved form the Co-operative Hall Larbert to Dunipace House on 11 December 1941.

The MO, normally based with the largest Company, 530, was indirectly involved in the Divisional sport, rugby, as at one time he had several casualties from rugger injuries. OC 530, Major Eric Whitley, who had played full back for the Harlequins and England had his arm in a sling at one point. Another officer was in hospital with a broken leg and because of this and other injuries throughout the Division, a Divisional Order was issued forbidding all ranks over 30 from playing rugby. Captain Morrison's replacement in January 1942, Captain Innes, was also a rugby player and was soon posted to the Divisional rugby team in 157 Field Ambulance. The RAMC establishment was 1 Lance Corporal Orderly and 1 Driver/Batman. Captain Morrison's first orderly was a Jimmy Ritchie who joined the TA at 17 and was under age for War Service in September 1939, though he was allowed to stay with his mother's consent. At first Morrison held sick parades in Company lines though this soon changed when a central MI room was established, usually at 530 Company.

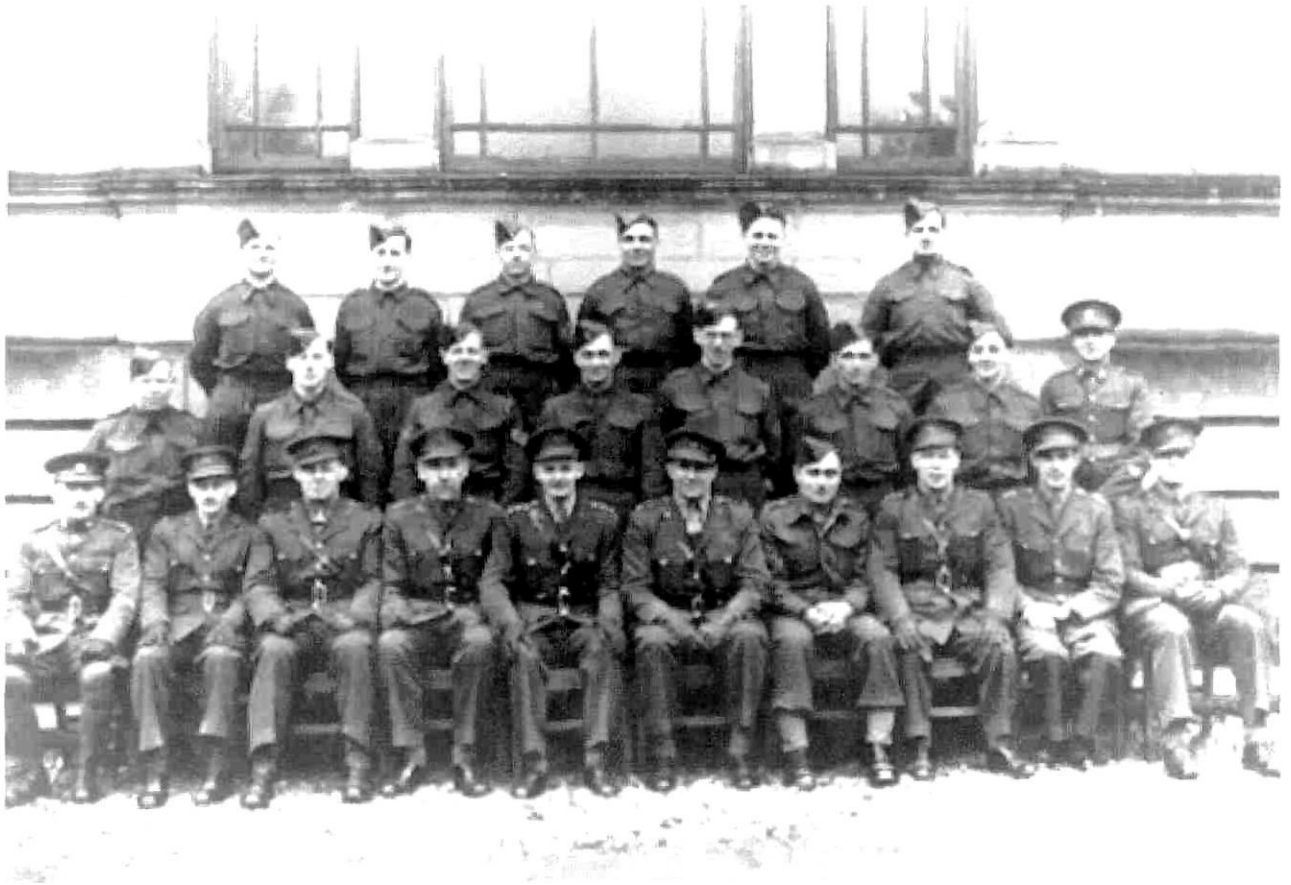
Hospital admissions were to civilian EMS hospitals set up during the War, usually with an Army Medical Officer attached. Out patient appointments were usually at Military Hospital where Army specialists were available. VD was fairly frequent in the Division, but only a minority of the RASC were affected, usually with gonorrhoea. There was no syphilis and unit "protection rooms" were not a great success. There was no free issue of condoms! After a period of leave, lice and scabies were frequent and meant tiresome disinfestation of clothes in a disinfector made by the workshops to a design produced by the Assiatant Director Medical Services. Special glasses were supplied for wearing under gas masks.

In March 1942, the Companies were reorganised into Composite Companies (Petrol, Ammunition and Supplies), consisting of Company HQ, two Transport Platoons and a Workshop.

Social life for the soldiers was good. In 529, dances were held every week in the Union Halls, Falkirk, starting at 1930 and finishing at 2230 hours. Admission was 6d (2.5p) for members of HM Forces, 1/- (5p) for 'friends'. Personnel attending the dances were allowed out of camp until 2359 hours provided they could produce their ticket to the duty NCO on return.

The only entry in the Corps Journal that has been traced for the war years is in the April 1942 issue recording a boxing tournament organised *"somewhere in Scotland"* by 530. Some 1100 attended the event, organised by boxing promoters Henry, Collins and Aitchison, who were known to some of the Company. Professional boxers took part including Jackie Patterson, Glen Moodie, Jake Kilrain, Frank Rice and Jock McCluster. Proceeds were donated to the RASC Comfort Fund and £30 given to the Royal Artillery Comfort Fund whose hall was used for the event.

Vehicles in use at this time included Humber Super Snipe Saloons and Utilities, Austin 8 Tourers, Fordson 15 cwts and 1 Tonners. Bedford 30 cwts and 3 Tonners (OYs), Albion 3 ton breakdown lorries and Thornycroft stores and breakdown lorries.



Officers, Warrant Officers and SNCOs 52nd (Lowland) Divisional Supply Column
(530 Company RASC) Dunipace House Larbert 1942

Back Row L to R	Sergeant Truesdale Sergeant Patterson Staff Sergeant Findlay Sergeant Henderson Sergeant Gillson Sergeant?
Middle Row L to R	Company Quartermaster Sergeant Holland Sergeant Milne Sergeant Todd Sergeant ? Sergeant Urie Lance Sergeant Pratt, Sergeant Thomson Company Sergeant Major Whitley
Front Row Seated	Regimental Sergeant Major Fullbrook 2nd Lieutenant McNeil-Matthews 2nd Lieutenant Heppinstall Lieutenant I A McGregor Captain J K M McPhie Major EC P Whitely Captain D Hill-Jack Captain L Gilbert Lieutenant J G Stenhouse 2nd Lieutenant?

In April 1942 the Division moved north into the North Eastern Highlands and the start of highly specialised training as a Mountain Division. HQ RASC was at Rothes. 528 moved on the 9th to Turriff with HQ at Carnousie House, A and B Platoons and the Workshop at Netherdale House and C Platoon at Mountblairy House. 529 moved on the 3rd to Fintray and 530 to Granton on Spey, Company HQ at Castle Grant and the remainder at Lithodry Lodge and the Rosehall Hotel.

530 set up a training camp at Castle Grant in May 1942 for over 100 civilians recently recruited into the RASC. The course lasted until 4th June, when the recruits were passed out after being inspected by the then Commandr Royal Army Service Corps (CRASC), Lieutenant Colonel H T Gilchrist OBE.

One of 530's soldiers who had gone absent without leave in July 1940 was arrested in London dressed in civilian clothes and later sentenced to 5 months detention.

During the early summer of 1942 the Divisional RASC was augmented by four Animal Transport Companies, two British (2 and 306 Pack Transport Companies RASC) and two Indian (3 and 29 Mule Companies RIASC). To feed the Indian troops, Captain John Stenhouse was detached from 530 to open a Supply Depot at Aviemore to supply special food. The other two Companies were involved in one way or the other with the mules. 528 had 4 vehicles on detachment at Aviemore (July 1942) for experiments in the carriage of animals and later in November gave a demonstration of a loading ramp. 529 had personnel attached to 2 Pack Transport Company as loaders (August 1942). For the real logisticians, the resupply system adopted was for the supplies to be taken by RASC transport to a Road Head (RH) and then transferred by RASC animals to a Distribution Point (DP) in the mountains. It was recognised that operations would be based on the assumption that the soldier would carry most of his requirements in addition to his weapon and ammunition. Some unknown scribe wrote "Mule pack is a fine art demanding excellent physique and a faultless command of the baser expressions of the English language".

530 moved on 27th July to Gordon Castle Fochabers taking over accommodation from 5 HLI. The Workshops, who moved the day before, were in Elgin.

There was a further reorganisation in August when the Companies were re-designated as Infantry Brigade Companies ie 155 Infantry Brigade Company (528), 156 Infantry Brigade Company (529) and 157 Infantry Brigade Company (530). They now consisted of Company HQ, two Transport Platoons (33 x 3 ton - 5 sections per Platoon), a Composite Platoon manned by butchers, bakers and issuers, (1 x 3 ton, 3 x motor cycles, 1 x 2 seater car), two Relief Driver Increments (RDI) and a Workshop Platoon.

1942 was not a good year for traffic accidents. 528 lost second Lieutrenat G W Taylor, killed in a motor cycle accident near the CSD at Kennethmont in September, 529 had a Lance Corporal severely burned when his motor cycle crashed on 2nd May, a DR killed at Bucksburn on 4th May, another DR slightly injured at Dyce on 11th May and Second Lieutenant A H Hurst-Good, a Lance Corporal and a driver injured on the 26th June at Aberdeen. Second Lieutenant Heppinstal, 530, sustained a broken collar bone, broken ribs and facial injuries in July.

A Divisional Troops Company, 52nd Divisional Troops Company RASC was formed in September 1942 at Carron Aberdeenshire under the command of Major G E Farrell, consisting of Company HQ, two Transport platoons, a Composite Platoon and Workshop. The two Platoons were formed by transferring the now surplus "C" Platoons from 528 and 530. Three officers were transferred from 530.

In the same month, 530 moved from Fochabers to Lochnabo Camp in a wood at Lhanbryde Morayshire (near Elgin) with the Composite Platoon at Thunderton Place in Elgin. The Workshop did not move.

With the Division entering its first winter, training as a mountain Division for an assumed invasion of Norway, the first of two major winter warfare exercises took place over 16 days during December 1942. Prior to the exercise, the Companies started "hard living" training. 529 started on 10th November, locking all buildings and huts so that all ranks had to sleep in tents or vehicle cabs. Cookhouses were closed on the 14th and field cooking started. The programme for the third week of this training is on the following page.

528 tested special clothing (string vests) and 530 sent 2 officers and 44 ORs mountain climbing issued with special clothing, snow shoes and special ration packs, the meals being cooked by the individuals on the mountainside.

Sometime during 1942 39 Troop Carrying Company RASC was under command though dates and locations have not been researched.

Exercise Goliath I, the first of the major winter warfare exercises started on 4/5 December 1942 and was reported by 529 thus:-

5th 0700 hrs Stand To. 1400 hrs Moved to Lochnabo.

6th Opened Supply Point (Sup P) 1400 hrs moved to Blackburn.

7th 1200 hrs Moved to Culloden area. 1430 hrs Petrol Point (PP) opened.

9th 1015 hrs Ammunition Point (AP) opened. 1400 hrs PP opened.

10th 1130 hrs PP and Sup P opened.

11th Coy moved to Leas Castle. 1330 hrs PP opened.

12th 1330 hrs Sup P and PP opened. Coy moved to Invergarry.

13th 1600 hrs Sup P opened.

14th 1700 hrs Sup P and PP opened.

15th Company moved to Corpath. 1200 hrs Sup P and PP opened.

16th Sup P and PP opened. All ammunition dumped at Llanbryde.

17th 0900 hrs Company returned to normal location, arriving at 1930 hrs.

156 Inf Bde Coy R.A.S.C. | TRAINING PROGRAMME | THIRD WEEK COMMENCING 24.11.42

All Training Will Be Done Whilst Com-any Is Living "HARD" In New Location.

MONDAY.	MOVE TO NEW LOCATION.				13.00-23.45. Vehicle Task parade.	14.00-14.45. Lecture Snow Mindedness.	14.45-15.30. Lecture Snow Warfare.	15.30-16.30. Lecture M.T. & Uses in Wartime.	NIGHT A.P. & P.T. Details.
TUESDAY.	08.00 - 09.00. Vehicle Task parade.			09.30 - 17.00 PARADE IN BATTLE ORDER - Bren Guns & Magazines carried. ROUTE MARCH out to Range.					
WEDNESDAY	08.00. Mountain P.T.	08.45. Coy parade & Small Arms Inspection	09.15-10.15. Vehicle Task parade.	10.15-11.00. Plat. Comnd Disposal.	11.15-12.00 Lecture Map-Reading Gen-ass.	12.00-12.45. Lecture March Routine on the Snow.	14.00-14.45. Lecture M.T. in Snow.	14.45-15.30. W/T Bayonet Fighting.	15.30-17.00. Training Bee and Quizz.	Night Driving Exercise.
THURSDAY.	08.00 - 11.30. OUTDOOR EXERCISE EXERCISE.				11.30 - 12.45. VEHICLE TASK PARADE.		14.00-15.00 W/T Rifle	15.00-15.30. Lecture Care of Arms in Snow.	15.30-16.15. Lecture Aircraft Recognition.	16.15-17.00 Lecture M.T. in Snow.
FRIDAY.	08.00. Mountain P.T.	08.45. Coy pde & Small Arms Insp.	09.15-10.15. Vehicle Task parade.	10.45 - 12.15. Final Discussion on Course.	12.15-12.45. pay parade.		14.00 - 17.00 OUTDOOR TOUGHENING EXERCISES.			
SATURDAY.	MOVE BACK TO LOCATION.						FREE RECREATION.			
SUNDAY.	CHURCH PARADE AND INTERIOR ECONOMY.									

Captain Miller, 528 Company, wrote a song at the end of Exercise Goliath I which was first sung at the Company Christmas party in 1942. (The tune is not known).

We're dreaming of those snow clad mountains,
Mountains we scaled from dawn to dusk,
Wiith our rucksacks swaying and horses neighing,
Wishing that we were never born.

We're dreaming of those snow clad mountains,
Of 'Compo Packs' and bumf as well,
With our string vests itching like hell,
As we plodded on from dell to dell.

We're dreaming of those wind swept mountains,
Of Gales that chilled us thro and thro,
In our mountain eyre with eyes quite breary,
Goliath, who the hell were you.

We're dreaming of those wind swept mountains,
The Frozen north we thought we knew,
So we have decided quite true,
Netherdale's the place for me and you.

Let's stop dreaming of those wind swept mountains,
And drink a toast to our successes,
And we wish you all good cheer,
For a Happy, Prosperous New Year.

In January 1943, the Company's were re-designated again to become

76 Divisional Troops Company
528 Infantry Brigade Company
529 Infantry Brigade Company
530 Infantry Brigade Company

Another exercise in the mountain training period was Exercise Bernard an ammunition dumping programme, 528's HQ manning a Regulating Centre. The ammunition for seventy two 25 pounder guns (22 rounds per gun (rpg)) and twelve 60 pounder guns (75 rpg) was moved from Lochnabo to the guns via a Regulating Centre at Dufftown.

The Companies moved again on 7th May 1943, 528 from Turriff to Buckley Castle, North of Aberdeen, where T/14326395 Driver Bob Taggart, driver of Bedford L512066 remembers that the officers were billeted in the Castle and the lorries parked in the grounds under the trees. 529 moved to Turriff, Company HQ at Carnousie House, the remainder at Netherdale House and 530 to Old Deer and then to Maud six days later. As far as can be traced, 76 Company were at Duff House, Banff. HQ 530 and the vehicles were at Saplinbrae House, Old Deer with the Platoons at Aden House, Strichen Hydropathic with the Workshop in Maud billeted in the Station Hotel. The BBP was at Kennethmont Station.

Training during the summer of 1943 was varied and included troop lifts, dumping programmes, Divisional and Brigade exercises, camouflage, tactics and convoy drills. Vehicles and personnel were again attached to the Pack or Mule Companies. Bob Taggart was attached to one of the RIASC Companies at Maryculter Abderdeenshire. He was watching the Indians exercising the mules on the beach and after a while was offered a ride across the sand (the equivalent of a cabbie!). Shortly after one of the European officers chastised him pointing out the British soldiers had to ride with a saddle, only the Indian soldiers rode bareback.

76 Company and 529 changed over locations in August. 529's Diary describes the location (Duff House) as consisting of the House (offices, stores and billets), a capacious cookhouse with adjoining mess rooms, Sergeants' Mess, ablutions and sufficient Nissan huts to house the two Transport Platoons and part of the Workshop, ration stores etc etc. They also took over St Mary's Hall for classrooms and recreation and Banff Castle for the Officers' Mess. The Composite Platoon was at Balmenach House. The Workshops later moved to Davidson's Garage in the town itself.

530 Company RASC – Workshops Maud Aberdeenshire August 1943
Note the Company's 'TAC' sign - 73 painted on the War time RASC vehicle sign - red over green. This was changed in May 1947 to blue over yellow.

529's training for August and September included loading and the restraint of loads on Pack and Mule transport, training films, weapon training, grenade throwing, battle drill and field craft. The road into the unit's petrol dump was laid using pebbles from the beach. The only problem reported was the lack of men to train as a large number were engaged on "agricultural assistance" to local farmers.

All four Companies reported the attachment of Norwegian Liaison Officers during the late summer and it will be remembered that the Division was being trained as a mountain Division for an invasion of Norway. In reality the training eventually became part of a huge deception plan to ensure that large numbers of enemy troops were kept in Norway to await the never to be invasion. When the Divisional Emblem was changed to include the scroll bearing the work "Mountain" the soldiers quickly coined the phrase "Monty Orders Us Now To Attack In Norway".

The concluding part of mountain training was Exercise Goliath II which ran throughout October 1943. During it 530 were at Blairgowrie, Blair Atholl, Perth, Bridge of Earn, Milnathort and Dunkeld finally returning to Aberdeenshire on 1st November 1943.

Immediately after Exercise Goliath, a draft, Draft RZOZW, was formed under command of Major R G Callan RASC and consisting of some 70 officers and men from the Division. In November 1943 they went to a remote training area at Camp Hale, Colorado in the heart of the American rockies, for two months, to test a remarkable new type of vehicle known as the Weasel. The Weasel was built in America by the Studebaker Corporation to British Ministry of Supply specifications and it was hoped that it would answer one of the Army's worst problems, that of moving supplies over snow and mud. It was so successful that it was later used by the Allies in several theatres of operations. Technical data is on the following pages.

Intensive snow and mountain training was carried out in Glen Clova, to the North of Dundee. A typical training period for 34 men was described by Second Lieutenant R W Dann of 76 Company in the January 1944 War Diary. "*Conditions - light snow and very hard frost - temperature approximately 0°F for the first three days with a rapid thaw and frost on the fourth. The men had not enough experience of wearing winter warfare equipment and full load of equipment for long periods. Men could go without mid day meals, though breakfast was later and the main meal earlier than normal. The Platoon 'G1098' watch froze on Monday night even although it was in a trouser pocket. In spite of warnings, men ate snow and ice and drank iced water with an aftermath of sickness. Although not within actual training, MT80 (petrol) completely clogged three hydroburners and two No 3 stoves, and cooking on wood fires had to be resorted to. Consumption of paraffin per section of 8 men was approximately 1.5 pints per day for breakfast, tea and supper meals. Only three quarters of our personnel were able to complete whole training, the causes were lack of training and cold*".

In late 1943, the Division moved away from the mountain warfare training areas in the Cairngorms to concentrate in the Dundee area. By November, HQ RASC was at Broughty Ferry, 76 Company at Buddon Camp, in Nissen huts on the sand dunes, 528 at Deanston, near Doune, 529 at Fintray House, Dyce (they had been there before from April 1942 until May 1943) and 530 at Balgay School (location of the unit gas chamber) and West Ferry House both in Dundee.

In December the Division was ordered to mobilise, to be complete by late January of the following year. This was not mobilisation in the September 1939 meaning of the word, but a final tidying up in the event of a sudden call to action. The Division was still apparently earmarked for an invasion of Norway and well placed for such an event in the Dundee area. It is not known if the enemy were convinced by the snow and mountain training - this was the only Mountain Division in the British Army - the attachment of Norwegian Liaison Officers (NLOs) must surely have done the trick.

TRUCK 10-CWT. TRACKED G.S.

THE STUDEBAKER "WEASEL"

U.S. Army Nomenclature is "Light Cargo Carrier M.29".

GENERAL: A light fully tracked vehicle designed primarily for snow operation and/or airborne use. Super low ground pressures enable it to traverse snow, mud and swamp conditions impracticable to the ordinary tracked vehicle. In its standard form it is amphibious, but free board is limited. The special amphibious model M.29C. is shown on page 690.

ENGINE: Make, Studebaker. Model G-170. Petrol. 6 cyl. Bore 3". Stroke 4". Capacity 170 cu. ins. (2.85 litres). Max. B.H.P. Gross 75 @ 3800. Net 55 @ 3600. Net torque 1320 lbs. @ 1400.

CLUTCH: Borg & Beck. 8".

GEARBOX: Synchromesh 3 speed: Ratios 2.66 to 1, 1.56 to 1, 1.00 to 1, r.3.55 to 1.

TRANSFER CASE, AXLE, STEERING: Combined Clark Steering Differential Unit. Transfer Case 2 speed, Ratios .866 to 1 and 2.74 to 1. Axle Ratios 4.87 to 1. Steering effected by two levers mounted in front of driver.

*TRACKS: Rubber belt with four steel cables embedded in each track. Width of track 15". Steel support plates 15" wide and 1" high grousers.

GROUND CONTACT:

Zero Penetration	2344 sq. ins.
Pressure	2.1 lbs/sq. in.
5" Penetration (Snow)	2812sq. ins.
Pressure	1.76 lbs/sq. ins.

SUSPENSION: Four transverse springs bolted under hull. Each carrying four solid rubber tyred bogie wheels at either end.

MAX SPEEDS (In low Range) 4.3, 7.4 and 11.6 m.p.h. (In High Range) 13.6, 23.2 and 36.4 m.p.h.

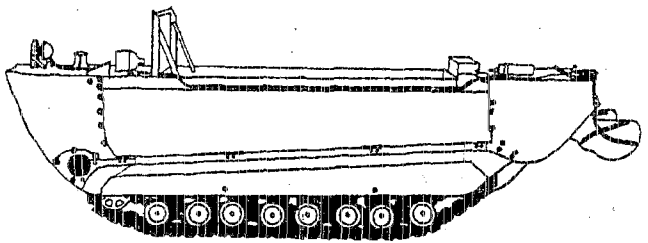
TURNING CIRCLE: 24' 0" (land surface).

GROUND CLEARANCE: 11".

CAPACITIES: Fuel 29 gals. Cooling 9 qts.

PETROL CONSUMPTION: Variable from 0.7 to 7.0 m.p.g. according to load and terrain.

*Note: Later types fitted with 20" wide tracks.



AMPHIBIAN 10-CWT TRACKED G.S.

THE AMPHIBIOUS WEASEL

(U.S. Army Nomenclature is Light Cargo Carrier M.29.C.)

This is a relatively simple conversion of the Truck 10-cwt Tracked G.S.

Bow and stern cells, track side panels, sponson air tanks and cable controlled rudders are added to the standard M.29 model (with 20" tracks).

A capstan is fitted to top of front (or bow) cell, driven by P.T.O. off engine.

Water propulsion is effected by the standard tracks. Water speed approx. 4 m.p.h. Water steering is by two rudders. Track side panels are hinged to provide access to track and suspension.

Tow hook is mounted at stern and tow eye at front.

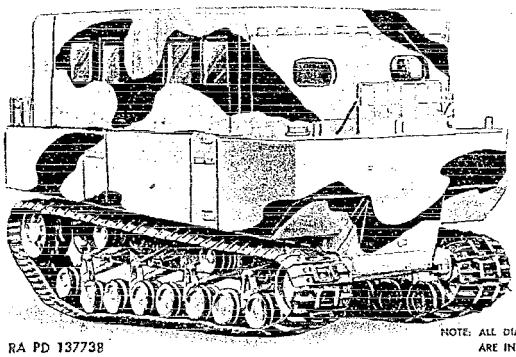
This amphibian is intended only for operation across slow moving streams or in quiet water. It is not intended for use in surf or highly turculent waters.

WEIGHTS AND DIMENSIONS
equipped with 20" Tracks

OVERALL DIMENSIONS

Length over hull		14' 5⅜"
" including rudders		15' 8¾"
Width		5' 7"
Ground Clearance		10¾"
Overall Height		5' 10½"
Free Board (Fully Laden)		
Bow		10¾"
Stern		8"
Weights		
Unladen (Full fuel)	4840 lbs.	=2 tons 3¼ cwt.
Crew (2 men)	340 lbs.	= 3 cwt.
Payload	860 lbs.	= 7¾ cwt.
Gross Laden Wt.	8040 lbs.	=2 tons 14 cwt.
Track Pressure		
Length of Track on ground		78½"
Area " " "		3125 sq. ins.
Ground Pressure		1.93 lbs./sq.ins.

CARRIER, CARGO, M29



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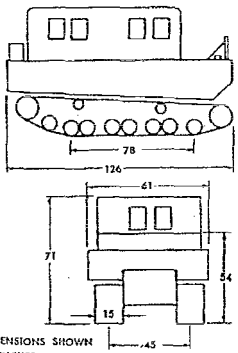


NOTE: ALL DIMENSIONS SHOWN ARE IN INCHES

Technical Manuals: 9-772, 9-1772, 9-1825B, 9-1826A, 9-1828A; **Supply Catalog:** SNL G-179.

Classification: Standard.

Communications: (SCR-506 or SCR-193S) and (SCR-508 or SCR-528 or SCR-608 or SCR-510 or SCR-619 or SCR-610); or (AN/GRC-9 or SCR-694C) and (SCR-510 or SCR-619 or SCR-610).

Purpose: To transport personnel or cargo over snow and ice or difficult terrain.

GENERAL DATA

Crew	2 to 4
Weight (lb)	Net 3,725; Crew and Equipment 1,200; Gross 4,925
Shipping dimensions, uncrated	(cu ft) 242; (sq ft) 54
Ground clearance	(in.) 11
Ground pressure	(psi) 2.1
Pintle height, loaded	(in.) 27½
Electrical system	(volts) 12
No. of batteries	one 12-volt or two 6-volt
Type of ground	negative
Fuel octane rating	72
Capacities:	
Fuel	(gal) 35
Cooling system	(qt) 12¾
Crankcase, refill	(qt) 5
Transmission	(qt) 1
Differential and axle transmission	(qt) 6
Brakes	mechanical, controlled-differential
Parking brakes:	
Early models	none
Late models	rear of axle transmission
Transmission forward speeds	3
Gear ratio	High 1:1; Low 2.66:1
Auxiliary transmission speeds	2
Gear ratio	High 0.666:1; Low 2.74:1
Differential-drive gear ratio	4.87:1
Hull construction	welded sheet steel

PERFORMANCE

Maximum grade ability	(percent) 65
Turning radius	(ft) 12
Fording depth	will float

PERFORMANCE—Continued

Maximum width of ditch vehicle can cross	(in.) 36
Maximum vertical obstacle vehicle can climb	(in. 24)
Fuel consumption (average conditions)	(mpg) 5
Cruising range (average conditions)	(mi) 175
Allowable speed, recommended	(mph) 36
Maximum allowable towed load, gross	(lb) 3,800

ENGINE

Manufacturer: Studebaker	*Model Champion*
Type	4-cycle, L-head; No. of cylinders (in line) 6
Displacement	(cu in.) 170
Bore	(in.) 3
Stroke	(in.) 4
Compression ratio	7:1
Governed speed	not governed
Brake horsepower (max w/std accessories)	65 at (rpm) 3,600
Torque (max w/std accessories)	130 lb-ft at (rpm) 1,600
Type of ignition	distributor

ADDITIONAL DATA

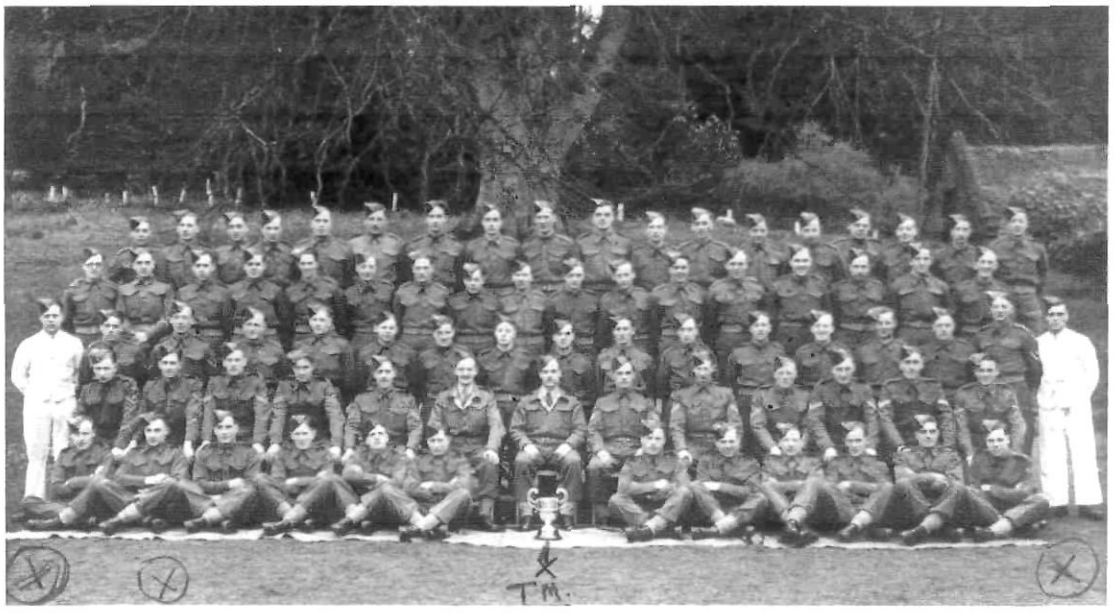
Above data is for early-production vehicles having 15-in. track.

For later-production vehicles having 20-in track, data is as follows:

Weight (lb)	Net 4,077; Crew and equipment 1,200; Gross 5,277
Shipping dimensions, uncrated	(cu ft) 251; (sq ft) 35
Over-all width	(in.) 66
Ground pressure	(psi) 1.6

Data given for vehicle equipped w/15-in. track, steel, endless rubber band, *T76. Track, 20-in., steel, endless rubber band, T76E1 applicable* w/changed suspension.

It later transpired that this was part of a British deception plan known as Operation Fortitude which convinced the Germans that a British 4th Army was based in Scotland training for an invasion of Norway. In reality the Army did not exist, apart from 52nd Division.



'A' Platoon 529 Company - Best Platoon circa 1943
The cup is in the Officers Mess, The Scottish Transport Regiment Royal Logistic Corps (Volunteers)
(Photograph by courtesey of Captain T Marling, behind cup with Major McPhee the Company Commander on his right)

Lieutenant (later Captain) Tom Marling Officer in Charge (OIC) "A" Platoon 529 Company, recalls that white snow suits were issued to all ranks along with snow shoes and skies. Snow tents were used and snow rations issued. The vehicles, 4 x 2 Bedford OYs (3 tonners), were not adapted in any way for the very heavy snow experienced in the Cairngorms except they had heavy snow chains fitted to the rear wheels and carried shovels and sand bags. Radiators were carefully protected and winter grade oil used. When they were on exercise, the duty officer and vehicle picket were ordered to start each vehicle during the night and run the engine for several minutes as there was no anti-freeze. A frozen radiator was a great offence! Sleeping bags were issued and hard rations, some in tins, cooked using Hexamine blocks. One meal, Pemmican was so full of lard (for energy) that it was virtually inedible. They slept in light weight two man tents, building shelters of snow or branches. Everyone slept fully clothed in special clothing.

Waterproofing courses for vehicles were held in Inverary on Loch Fyne, Loch Leven and at Dundonald on the Clyde. The main modification to the vehicle was to the exhaust so that the pipe rose vertically behind the cab. At 528's location at Deanston, there were even proposals to dam a lake to make the water deep enough for fording practice.

At the end of February 1944, 76 Company reported the following vehicles on strength:

27	Motor Cycles
7	Cars 2 seater 4 x 2 (Austin 10HP Utility)
1	Car 4 seater 4 x 2
6	Trucks 15 cwt 4 x 2 GS
76	Lorries 3 Ton 4 x 2 GS (Bedford OY)
2	Lorries 3 Ton 6 x 2 Breakdown
2	Lorries 3 Ton 6 x 2 Store
2	Lorries 3 Ton 6 x 2 Workshop
4	Trailers 15 cwt (2 for water)

The establishment was 1 Major, 4 Captains, 4 Subalterns and 294 ORs - Company HQ, two Transport Platoons, a Composite Platoon and Workshop.

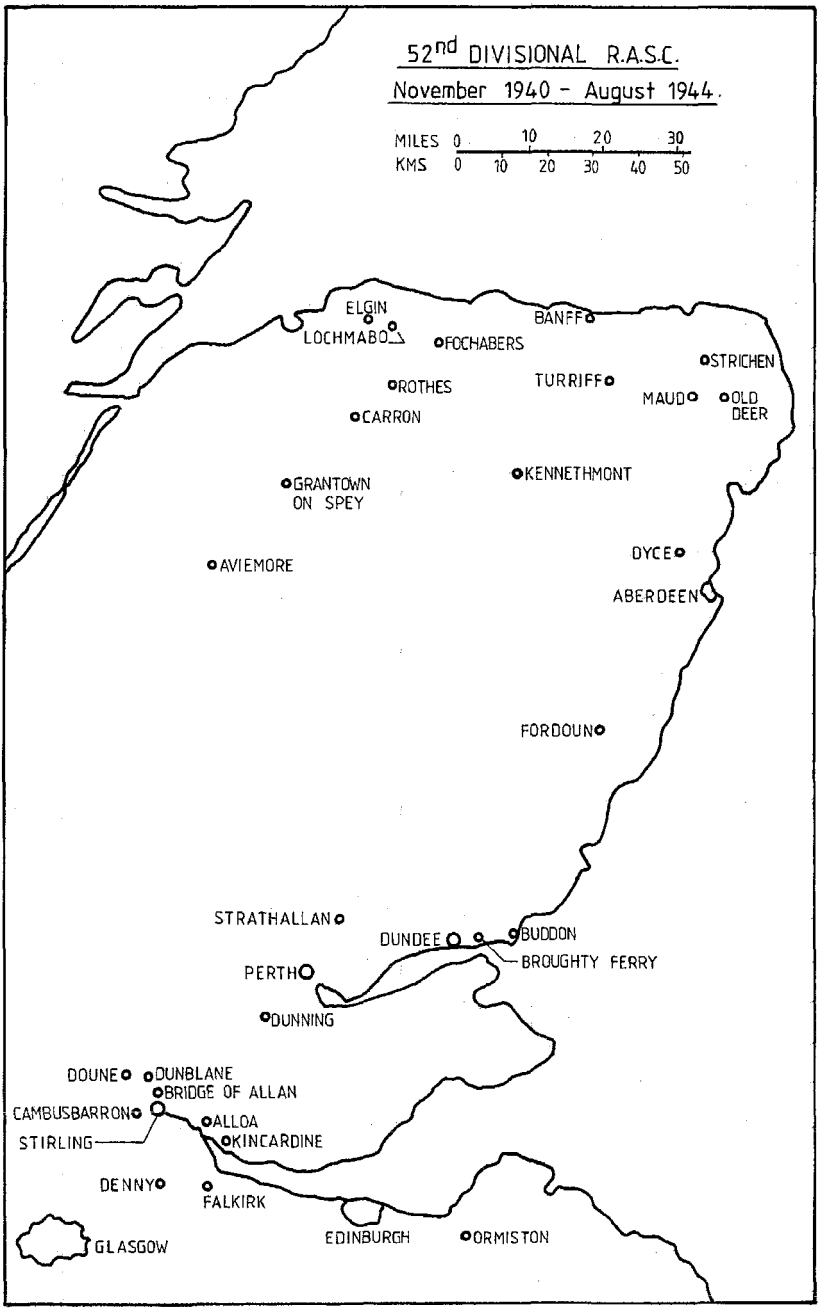
Mules still featured as a Divisional RASC load. In March 1944, 528 uplifted 218 mules belonging to 306 Pack Transport Company RASC, moving them from Glenshee to Crieff. The mules were loaded by ramp, 4 mules per vehicle and all were delivered without incident. 529 (Lieutenant Marling) ferried mules from one of the RIASC Companies to the highest point in the mountains the vehicles could reach, unloaded the mules, drove round the mountain to the other side, reloaded the mules and took them back. One of the loads carried by the mules was a light field gun, quickly dismantled and loaded onto the mule, a special harness having been developed to take the 2 wheels, barrel etc. It is known that as late as August/September 1944, HQ 5 Pack Group RASC formed part of the Division, the Group consisting of 186, 306, 732 and 733 Companies RASC (Pack Transport).

Unit designations changed on 29 March 1944 and instead of being known as, for example, 530 Infantry Brigade Company RASC they were known as 530 Company RASC (Infantry Brigade). There was no recorded change to 76 Company.

The Division's compliment of Weasels was collected from Liverpool in April 1944 by 530's two Transport Platoons supplemented by a Platoon from 76 Company and 3 tonners from the Field Ambulances. A total of 135 Weasels were collected. These vehicles were still on the secret list and were fitted with a demolition device to destroy them in the event of capture. They were in crates which just fitted inside the Bedfords. Many ex members have memories of the black and white painted vehicles with 20" tracks, 64 grease nipples and two 9" sticks for steering. Drivers from all four Companies and some of the officers were sent to the Divisional Driving School at Fordoun airfield in Kincardineshire for instruction in Weasel driving or M29's as they were officially called.

Initial training was on the airfield and the local roads. Later they took to the hills and valleys with extremely steep sides (some estimate 1:4) which the Weasels climbed with ease, though if the clutch was disengaged they careered backwards at a heart stopping speed. Captain D Hill-Jack, 530's Workshop officer and one of the original TA officers was injured testing one of the Weasels when it threw a track and overturned on a steep incline. In the accident his head went through the windscreen and he was taken to hospital where he was put under anaesthetic to have glass removed from his face. He was left unattended to recover from the anaesthetic and it is believed that he choked to death on his vomit.

Between mid May and early July 1944, the Division was moved across Scotland to train for Combined Operations at the Combined Operations Training Centre at Inverary. During this time all four Companies were heavily committed on troop lifts to and from Inverary from all parts of Scotland.


52nd DIVISIONAL R.A.S.C.
November 1940 - August 1944.
MILES 0 10 20 30
KMS 0 10 20 30 40 50
ELGIN
LOCHMABO
BANFF
FOCHABERS
STRICHEN
ROTHES
TURRIFF
MAUD
OLD DEER
CARRON
KENNETHMONT
GRANTOWN ON SPEY
AVIEMORE
DYCE
ABERDEEN
FORDOUN
STRATHALLAN
DUNDEE
BUDDON
BROUGHTY FERRY
PERTH
DUNNING
DOUNE
DUNBLANE
BRIDGE OF ALLAN
CAMBUSBARRON
ALLOA
STIRLING
KINCARDINE
DENNY
FALKIRK
GLASGOW
EDINBURGH
ORMISTON

76 Company moved to West Park, Perth Road, Dundee on 14 June, 529 to Sinclair House, Dunblane on the 10th and 530 moved back to Fintray House on the same day.

Having trained first for Mountain Warfare and then for Combined Ops, they were surprised when, on 25 June, they were told that they were to train for an Airportable role. In a very short space of time, officers and SNCOs were sent on Airportable Courses at Welwyn Garden City and revised AFG1098 scales agreed. Jeeps and trailers issued, about 60 per Company and the 3 tonners withdrawn. Mock-ups of Dakota fuselages were built in unit lines for practice in loading and unloading the jeeps and trailers. Demonstrations were also held at Tealing Airfield near Dundee. This training continued into the early part of August 1944 with all Companies on 48 hours notice to move to concentration areas in England in preparation for Airportable Operations in the River Seine area of France.

HQ RASC and 528's diaries are not complete for that period, though a former officer in 528 recalls that he was at Down Ampney in Oxfordshire training to load gliders just prior to mid August. (There was an Advance HQ RASC at "The Bury" Chesham established from 1800 hours 5 August 1944.) Sergeant Ron Jackson of 530 tells of loading gliders and Dakotas and also flying in Dakotas from Tealing near Dundee to Weybridge in Surrey in preparation for their new role.

76 and 529 left Dundee and Dunblane on the 10th and 11th respectively for Walton on Thames, staging at Hadrian's Camp, Carlisle and Wellington in Shropshire arriving at Walton on the 13th and 14th August. On the 15th, 76 Company reported their HQ at "The Birches", Rydens Avenue, Walton on Thames. On the 13th, 529 took over a "complete set" of new vehicles - type was not mentioned, probably Bedford QLs. 530 were in two parts. one, known as No 1 Echelon - 7 officers and 200 ORs with 58 jeeps and trailers were at Kingsey in Buckinghamshire on the 8th with the balance of the company - 2 officers, 111 ORs and 96 vehicles of various types moving from Fintray to Dundee on the 17th.

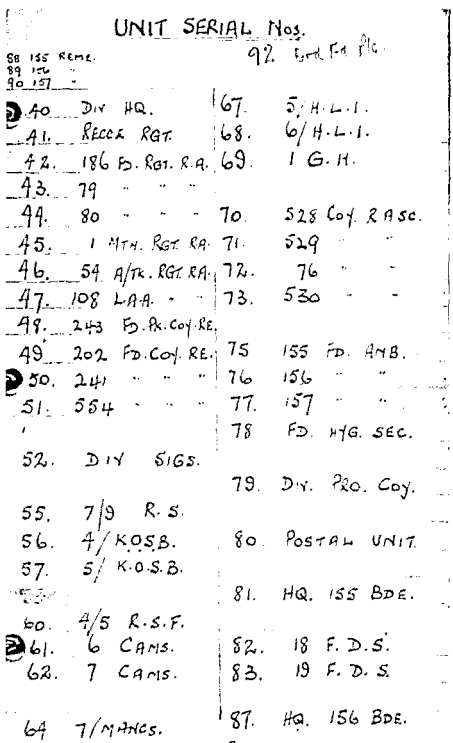
On that day, they were told that the Airportable Operations in France were cancelled due to the rapid movement of the Allied Armies since D Day. From the evidence available it appears that it was intended to land 155 Brigade Group with the majority of 530 under command and perhaps other similar combinations - there is a reference to 529 being linked to 157 Brigade, but this is not clear. Airborne training continued, 530 being involved in Exercise Fillup, to prove the system when RASC Companies were airlanded. (This is probably what Jackson refers to).

With the Division under command 21st Army Group, the locations of the Divisional RASC at the end of August were as follows:

HQ RASC Main body	3 officers and 6 ORs, Amersham, Buckinghamshire
HQ RASC Rear	including the Commanding Officer at Castle Roy, Broughty Ferry, Dundee
76 Company	Walton on Thames
528 Company	3 officers and 50 ORs, as part of 156 Brigade Group at High Wycombe, having moved from Deanston after 7th August. No location traced for balance of this Company, though possibly still at Deanston.
529 Company	Walton on Thames. Major J K McPhie detached as Acting CRASC Seaborne Echelon.
530 Company Main Body (No 1 Echelon)	7 officers and 200 ORs at Tythrop House, Haddenham, Buckinghamshire on 19th August and at Kingsey at the end of the month.
530 Company Rear	From ex members - still at Dundee

Major McGeer, Company Commander 528 Company, kept a notebook ontaining various pages of aide memoires for airportable operations. Extracts from the note book are reproduced on this and the following pages.

UNIT SERIAL NUMBERS (TAC SIGNS). These were painted in white on the RASC signs on the front and rear off side of the vehicles. The RASC signs were rectangular halfed diagonally top right to bottom left, red over green. HQ RASC was "40" a Divisional HQ number but painted over the RASC sign.



UNIT SERIAL Nos.

88 155 REME.
89 156 "
90 157 "

92. Bnd Fd Pk.

40 DIV HQ.
41. RECCE RGT.
42. 186 FD. RGT. R.A.
43. 79 " " "
44. 80 " " "
45. 1 MTN. RGT. RA.
46. 54 A/TK. RGT. RA.
47. 108 L.A.A. " "
48. 243 FD. PK. COY. RE.
49. 202 FD. COY. RE.
50. 241 " " "
51. 554 " " "
52. DIV SIGS.
55. 7/9 R.S.
56. 4/K.O.S.B.
57. 5/K.O.S.B.
60. 4/5 R.S.F.
61. 6 CAMS.
62. 7 CAMS.
64 7/MANCS.

67. 5/H.L.I.
68. 6/H.L.I.
69. 1 G.H.
70. 528 COY. RASC.
71. 529 " "
72. 76 " "
73. 530 " "
75 155 FD. AMB.
76 156 " "
77. 157 " "
78 FD. HYG. SEC.
79. DIV. PRO. COY.
80. POSTAL UNIT.
81. HQ. 155 BDE.
82. 18 F.D.S.
83. 19 F.D.S.
87. HQ. 156 BDE.

AMN LOADS – JEEPS AND TRAILERS.

BASED ON 560lbs JEEP – 1120 lbs TRAILER.

NATURE	RDS PER BOX	WT. PER BOX	BOXES PER TRLR.	RDS PER TRAILER.	BOXES PER JEEP.	RDS PER JEEP.
·303 BDR.	·000	46	·5	15000	7	7000
" CTN / " TRAC. / " AP.	1248	84	13	16224	6	7488
·303 STREAMBLT.	500	49	27	13500	6	6500
9 MM PARA.	2500	85	5	22500	7	17500
·38 REV.	180	9½	18	21240	59	10620
·45 AUTO.	2000	100	18	30000	5	10000
7·92 mm.	450	54	2	9450	10	4500
36 Gren.	12	25	45	540	22	284
69 "	34	45	25	850	12	408
73 "	10	59	19	190	9	90
74 "	15	84	13	195	6	90
75 "	12	40	28	336	14	168
77 "	34	45	25	850	12	408
2" MOR HE.	18	69	16	288	9	162.
2" " SMOK.	18	62	18	324	9	162.
2" " ILLUM.	18	58	19	342	9	162
2" MOR RED / 2" " GREEN / 2" " MULTI WT	18	40	24	432	12	216
3" MOR HE.	6	90	12	72	6	36
3" " SMK.	6	40	12	72	6	36
4·2" MOR HE.	4	130	8	32	4	16
4·2" " SMK.	4	130	8	32	4	16
PIAT HE.	4½	54	20	180	10	90.
1" ILLUM.	150	36	31	4650	15	2250

PETROL

Type of Pack	Weight Lbs	No per Trailer	No per Jeep	Remarks
Jerrican	43½	25	13	Filled Petrol
Ctn 4 gall	32	35	17	—do—
Can returnable 4 gall	40	28	14	—do—
Can returnable 2 gall	18½	60	30	—do—
Derv (2x4 gall)	74	15	7	Filled Derv
Derv (1x4 gall)	36	30	15	—do—
Lub oil (2x4 gall)	78	14	7	Filled Oil
Lub oil (1x4 gall)	38	30	15	—do—
Drum 5 gall	51	22	8	—do—
HD Oils	In Ctn 41 without Ctn 39	27 30	13 15	Packed 9 gt containers in flimsy = 2¾ gall.
Kerosene 5 gall Drums	49	22	8	
Grease Ctn 6x7 lb tins	50	22	11	Filled grease
Keg non-returnable	28	40	20	—do—

SUPPLY PACKS

Type of Pack	Weight	No per Trailer	No per Jeep	Remarks
24 hr pack	21 lbs 3 ozs	497	248	
14 man pack	66 lbs	17	8	with Biscuits
Arctic Pack (Bulk)	6 = 47½ lbs	23 cases = 138 packs	12 cases = 72 packs	6 packs per case (Bulk)
Arctic Pack (Uncased)	6 lbs 11 ozs	165 tins	82 tins	without case
2 man AFV (Old Type)	5 lbs	224	112	See +
2 man AFV (New Type)	6 lbs 6 ozs	175	88	See +
Biscuits for 2 above packs +	48 tins per case of 55 lbs	20 cases = 960 tins	10 cases = 480 tins	
Self heating Soups	71 lbs	16	8	48 x 13 ozs tins in wooden case
Self heating cocoa	74 lbs	15	7	48 x 13 ozs tins in wooden case

Weights for Dakota Loading

Bren with 1 full mag	26 lbs.
Guns 20 mm.	1022
Peak	[illegible]
Jeep	26[illegible]
Trailer complete empty	562
Trailer Water empty	2352
Folding Cart empty	212
M/C solo with full tank etc	448
Folding Bike	30

Lashings

Jeep	136
Trailer GS	107
Trailer water	125
M/C	40
Ramp	120.

Pannniers

Airborne	[illegible]
Standard	[illegible]

The Divisional RASC is spilt into elements not earmarked for airportable operations and those which are i.e. issued with jeeps and trailers in lieu of 3 tonners. The former were 76 and 529 Companies who now formed part of the 52nd Divisional Seaborne Echelon along with 157 Brigade, the Recee Regiment, 79 Field Regiment RA and 6 HLI.

We shall follow the fortunes of the Seaborne Echelon until they eventually join up with the remainder of the Division in Europe in November 1944.

76 Company embarked on 1st September 1944 having left Walton on Thames the previous day and disembarked at Arromanches, across the Mulberry Harbour, at 1800 hours on the 6th. That night was spent in a Transit camp which they left on the 7th for Langrune Sur Mere staying there until the 10th. On the 11th they moved to the public park at Alost, near Brussels moving via Lisieux, Louvres, Gounray, Amiens, Arras and Lens.

529 left Tilbury on the 1st on board the "Fort Fairford" but because of bad weather in the Channel had to lie off "Gold Beach" for several days. An accident while loading ship, when a derrick collapsed and killed a Sergeant and a soldier had marred the crossing. The bad weather had not helped and sea sickness was rampant with the troops lying in hammocks in the hold of the Liberty ship. On unloading at Arromanches, several vehicles were damaged. Their move was commanded by the Second in Command (2IC), Captain Wightman, the Company Commander Major McPhie having been appointed acting CRASC, Seaborne Echelon. When Captain Wightman was admitted to hospital on the 6th, Captain Heppinstall, the HQ Captain assumed command. Like 76 Company, 529 concentrated at Langrune Sur Mere and following the same route reached Alost on the 11th.

Both Companies moved from Alost to the Heusden area, 50 miles to the East and on the main axis leading to Eindhoven, across the Albert Canal and to the North of Beringen. There they quickly learned of the tremendous logistic problems facing the Allies, short of transport and with lengthening lines of communications from Normandy to the Dutch Belgian border. Soon all stores were grounded and every vehicle pressed into service. At one point 529 had 109 x 3 ton, including 50 from non RASC units in the Echelon, fully committed in the transporting of Combat Supplies in preparation for the now famous dash of 30 Corps towards Arnhem. 76 company were similarly involved.

The period covered by Operation Market-Garden was 17th - 26th September 1944 and from about the 17th, about 90 vehicles from the Divisional RASC under Captain Marling of 529 followed the main body of 30 Corps, led by the Guards Armoured Division up the road from the Dutch border towards Nijmegan. This road was constantly cut by the Germans and several RASC vehicles were lost, there is no record of what happened to the crews, and were simply pushed off the road when the surrounding area was cleared of the enemy.

"B" Platoon (Lieutenant Madden) of 76 Company also had trouble on the road. A half section reported in on the 24th that the major part of their petrol convoy had been ambushed 3 miles North of St Odenrode. Late on the following evening 46 men turned up. Captain Rafferty, 76's Workshop Officer then went up the road and found 19 x 3 ton burnt out. By the 27th a total of 80 all ranks had returned. In addition to the 19 x 3 ton destroyed, a further 4 x 3 ton, the Austin Utility Pick-up and 3 x motor cycles were unaccounted for along with 2 NCO's and 10 men. One ex member of 529 remembers the incident and in particular that the cooks truck and the 15 cwt water tuck survived the ambush.

The recognised method of convoy control was to have a 15cwt in the lead with one of the sergeants in charge, the officer in the middle of the convoy in the Pick-up, and a sergeant on a motor cycle at the rear to chase up stragglers. Marling believes that it was because of this system that 76 lost so many vehicles and changed the method so that he led the convoy and therefore could react faster and with better control when they came under fire. His orders when this happened were for all trucks to close up and go "hell for leather" through the ambush.

When it was finally decided to abandon Operation Market-Garden, 529 were seconded to the American Airborne units and troop carried the Americans back to the rear areas. 157 Brigade's involvement in the Arnhem affair was not yet over. Towards the end of September they moved to the area round Grave, between Eindhoven and Nijmegan, and by the middle of the second week in October were in the island formed by the rivers Maas and Waal. On 28th September 529's Composite Platoon, under Captain H Smith with Marling as 2IC and assisted by elements of 76 Company, moved to Leur to maintain the forward elements of the Brigade. The remainder of the Company moved to Leur on 9th October.

The Seaborne Echelon and its supporting RASC Companies moved into Belgium in mid October and came under command 1 Canadian Army. 76 Company were in the Pettagen area, 529 at Deynze and later Ecclo (under command CRASC 3 Canadian Division). Both were heavily involved in troop lifting and domestic details pending the arrival of the main body of the Division. By the 24th October the Divisional RASC was complete and Major McPhie rejoined 529 on the 27th with the arrival of the CO Lieutenant Colonel Duce. 76 took over the resupply of petrol to the Division and 529 started to operate as a Supply Company on a Divisional basis, establishing a BBP at La Clinge on the 31st in a disused armament factory. The Composite Platoon was formed from "A" and "B" Platoons of 529 under command Captain Smith ("A" Platoon) who ran the Depot and with Captain Marling ("B" Platoon) as 2IC who ran the convoys that restocked the depot.

At this point we have to go back to late August/early September to follow the progress of the rest of the Divisional RASC who it will be remembered were either partially in Scotland or partially in Buckinghamshire.

Immediately prior to this time the CO was Lieutenant Colonel T S Boam who had taken over from Lieutenant Colonel Gilchrist when the latter was posted to 21 Army Group at DDST(T). Colonel Boam was CO for just under three weeks being replaced by Lieutenant Colonel J Duce on 12 September 1944 when HQ RASC were in Lincoln.

Once again, HQ RASC's and 528's Diaries are non existent for this period and what follows comes from 530's diary who, still in their airportable role, sent an advance party from Kingsey to Baumber, Lincolnshire on 1st September followed by the main body on the 3rd. Their HQ was then at Stourton Hall Baumber and they were in the area under the code name Exercise Grouse. From the diary it can be confirmed that 528 were also involved and this can be seen from rail movement orders for 3 September 1944.

> HQ RASC (3 officers, Major J. Brown SSO, Captain J Russell Petrol and Supply Officer and Captain S Murray Ammunition Officer and 26 ORs) from Amersham to Lincoln.
>
> 528 (3 officers and 50 ORs) as part of 156 Brigade Group from High Wycombe to Worksop.
>
> 530 (3 officers and 50 ORs) as part of 155 Brigade Group from Woton to Woodhall.

For whatever reason, all flight operations were cancelled on the 11th, 530's diary noting....*no further plans or preparations".*

It is known that the Division was earmarked for "Garden" or the ground part of Operation Market-Garden, the assault on Arnhem, the Division to be flown in as soon as airstrips could be located and secured. This was planned for 21st September. As we now know, by that date the situation at Arnhem was desperate and the planned airlanding of the Division at Deelen to the North of the city never took place, though they were on 24 hours notice, from 0800 hours on the 26th, to move to airfields in Lincolnshire. The "no move" order was given about 1700 on the 26th, about 9 hours before they were actually due to move and they remained at that notice for several days until the operation was finally cancelled at the end of the month. The elements of 528 and 530 that been issued with jeeps and trailers (2 to a jeep) continued to practice loading and offloading right up to the last minute. O'May recollects they were all issued with seat numbers and sand shoes. The technique was to drive the jeep up a ramp set at right angles to the fuselage into the aircraft and then bounce the jeep round. The trailer was man handled up the ramp.

528's Diary records that in October 1944 the Company was 9 officers and 201 men strong and that some time prior to 7th October they were informed that the Airportable role of the Division was being abandoned and they would shortly join 21st Army Group. The Company was then at Carlton Hall, North Carlton, Nottinghamshire, under command Northern District. All leave (1.5% for 24 hours at a time) was cancelled as at 1210 hours that day and all men on leave *recalled immediately. 530 received a similar message from HQ RASC at 1300 hrs.*

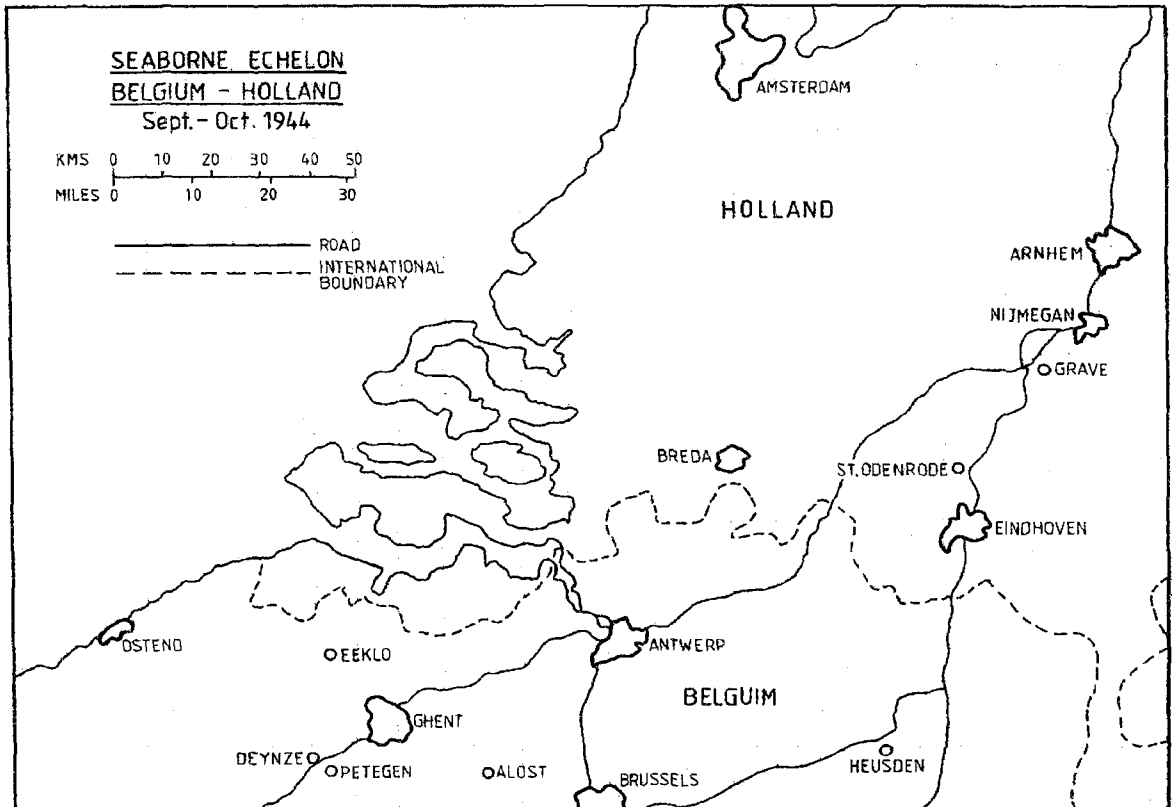
Both Companies were still equipped with jeeps and trailers, 528 having 70, 20 of which were transferred to the Infantry Battalions of 156 Brigade, 9 detached to 1 Mountain Regiment RA and 30 to 186 Field Regiment RA for the carriage of 1st line ammunition. 530's holdings of jeeps are not recorded but 59 were detached to various Infantry Battalions and Artillery Regiments.

528's road party left Nottinghamshire on the 8/9 October, losing a DR en route, killed in a traffic accident and arrived at the Marshalling area at Gosport Hampshire at 0030 hours on the 11th having travelled via Pangbourne. There they met up with the main body who had travelled by train on the 10th. 18 x 3 ton were collected on the 12th from one of the Vehicle Reserve Depots (VRDs). A small road party, under Captain Bayliss, the Workshop Officer, consisting of 32 ORs and 11 jeeps and trailers left for Tilbury on the 16th and 8 officers and 108 ORs, embussed on TCVs, moved to Southampton and embarked on the SS "Earl of Guernsey" at 1100 hours the same day. The crossing to Ostend was very rough and the accommodation on board inadequate. They docked at 1210 hours on the 17th and marched to a Transit Camp.

Still without transport as the balance of the Company was on another ship, they were taken to Ouwegem on the 18th and billeted in the Village, but not before the OC, Major McGerr warned all ranks of the dangers of VD. The jeep party eventually arrived on the 24th followed by 18 x 3 ton on the 25th bringing the Company's reported strength to 7 officers and 198 ORs, 50 jeeps and trailers, 18 x 3 ton and 12 x motor cycle. (There is no record of the other 2 officers or the 2 ORs to complete the mathematics. All figures are from the War Diary).

Major McGerr took time to comment in the War Diary on the condition of the 18 x 3 ton drawn from the VRD pointing out that in the 2 years they had stood in the depot, coils and ignition systems had deteriorated and petrol unions and pipes had perished.

By 31st October, 528 had moved to La Clinge prior to the operations at South Beveland. One of he officers Lieutenant E L Chipperfield was accidentally killed while on convoy duty when


SEABORNE ECHELON
BELGIUM - HOLLAND
Sept. - Oct. 1944
KMS 0 10 20 30 40 50
MILES 0 10 20 30
ROAD
INTERNATIONAL BOUNDARY
AMSTERDAM
HOLLAND
ARNHEM
NIJMEGAN
GRAVE
BREDA
ST. ODENRODE
EINDHOVEN
OSTEND
EEKLO
ANTWERP
BELGUIM
GHENT
DEYNZE
PETEGEN
ALOST
BRUSSELS
HEUSDEN

standing between two vehicles. He was crushed to death when a third vehicle ran into the back of the rear vehicle, pushing it forward into the vehicle in front.

Finally, back to 530, for their move to NE Europe. The Company was still in two parts. The element in Scotland, 1 officer, 65 ORs and 34 x 3 ton left Dundee sometime on the 10th October and staging at Wishaw, the same location they had been at in 1940, and Catterick arrived at Baumber Hall on the 13th, where the remainder were already on 24 hours notice to move. The Movement Orders for the move stated that 530 with 34 vehicles would move with an unspecified number of vehicles from 528 and 8 from HQ RASC and that all vehicles were to display the 21st Army Group tac sign. The party were known as 40 Divisional Troops Group and were commanded by Major D A Turner 2IC of the Divisional RASC (40 being the tac number of all Divisional units). HQ RASC went to 77 South Park, Lincoln, 528 to Carburton and 530 Stourton Hall, Baumber.

Just prior to the arrival of the party from Dundee, 530 drew 66 x 3 ton 4 x 4 Canadian Fords, 8 cylinder "V" engines, from 27 VRD which had to be serviced and the 21st Army Group signs painted on before they left the Depot. Under the code name Exercise Wholemeal, the road party left Baumber at 0930 hours on the 16th - 5 officers, 148 ORs and 69 x 3 ton, 30 loaded with ammunition, 21 with Ordnance Stores and 3 with petrol, 1 x 4 wheeled water trailer, 1 x 4 seater car and 13 motor cycles, and arrived at Lutterworth Staging Camp at 1700 hours on the 16th. The following day they moved to Gosport spending that night in a Transit Camp on the A19 and moving to Lee-on-Solent early on the 18th where they laid up either in woods or on the sea front. Embarkation onto United States Navy LSTs was completed by 1900 hours, except 2 x 3 ton left in the REME Workshop at Winchester.

Company Quarter Master Sergeant Jim Urie, on LST 292 spent almost two nights in harbour eventually sailing at 2345 hours on the 19th. By the time they had weighed anchor they had missed their convoy and sailed alone through the green buoyed channel arriving off Arromanches on the 20th. For whatever reason, they sailed down the coast for a while then came back to Arromanches, landing over the Mulberry Harbour at 1200 hours on the 21st. The crossing had taken almost three days. They stayed in Transit Camp 60 for another two days before moving to Vernon on the 23rd, Barenchore on the 24th arriving in Huisse, Belgium at 1400 hours on the 25th where they established Company HQ and waited for the rest to catch up. Urie has an ever lasting memory of the barracks of Vernon - flees!

A jeep party, Captain L Reid, 42 ORs, 11 jeeps and trailers and 3 motor cycles, left Baumber at 1000 hours on the 18th for Purfleet Marshalling Area moving via Lutterworth. There they joined a rail party (2 officers and 52 ORs) who after a 72 hour delay had entrained at Baldney on the 22nd. Both parties embarked from pier 12 at Tilbury at 1500 hours on the 24th onto LST 224, sailing at 0700 hours on the 25th. The LST sailed in convoy to the Forming up Point off Southend Pier, lay at anchor until late afternoon then sailed to Ostend beaching to the North of the town at 0400 hours on the 26th, opposite the Londres and Royal Plage Hotels. Both parties disembarked and moved to the Divisional Report Centre at Deyunze, eventually reaching Company HQ at Huisse (Holland) the rail party being transported there by Royal Canadian Army Service Corps TCVs.

On the 27th, 530 came under command 155 Brigade and for the next 4 days transported troops, stores and ammunition for Brigade units. They moved to Zeldonck, Belgium on the 30th.

The then MO, Captain N F C Gowing crossed the Channel with HQ RASC in an American LST and remembers that the convoy was slow, the CO and SSO playing numerous games of cards with the crew. Captain Stewart Murray's diary recorded the following route card for the vehicle column he commanded for the move North

Ryes, Bayeux bypass, Caen bypass, Lisieux, Baisney, Evreux, Pacy- sur- Euse Vernon, Gison, Auneuil, Beauvais, Breuteuil, Amiens, Albert, Bapaume, Arras, Bethune, Lilars, Aire, Arques, Cassel, Ypres, Hoogladz.

Recovery in all big towns, approximate distance 300 miles, stage Vernon night 23/24 October, each vehicle to carry convoy number on top of radiator 12 LCA/460. Beware mines still prevalent.

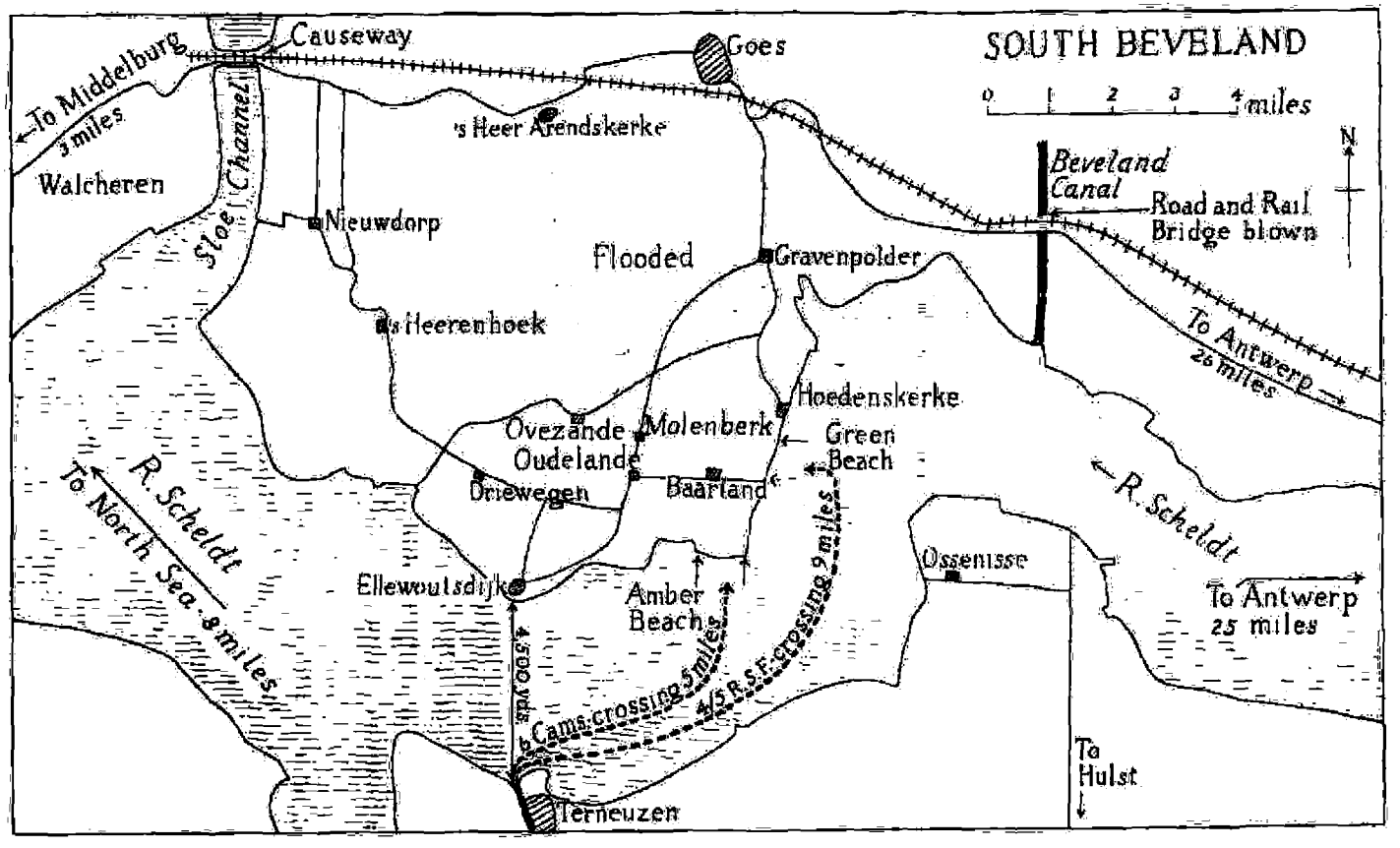
By this point in the war, the majority of France, Belgium and most of Holland had been liberated. Resupply of the Allied Armies was still along long lines of communication from the Normandy coast. Antwerp, on the river Scheldt was in Allied hands, its port facilities almost intact but denied to the Allies because of the German's continued occupation of the areas north of the river, the peninsula of South Beveland and the Island of Walchern, linked to the former by a causeway.

Under command 2 Canadian Corps, the Division prepared for the attack on South Beveland, know as Operation Vitality 2 which was carried out by 156 and 157 Brigades on the 24th October 1944 as part of a force known as Burnforce after its commander, Brigadier L B D Burns the Commander Royal Artillery (CRA) of the Division. Two beaches on the south coast of South Beveland had been selected for the initial assault, Amber and Green Beaches (see map). The *initial landings started at 0445 hours on the 24th.*

A small party from 528 consisting of 22 ORs under Captain Allen were landed on Amber Beach by the first wave of the assault boats but due to supplies not arriving in any quantity from Terneuzen, on the south bank of the river, had little to do until the following morning when supplies started arriving by DUKW or Terapins both amphibious craft from Tare Dump on the south bank. As initially there was no transport to clear the beach and open up a dump, Amber Dump, the initial issues had to be made from the beach to units as well as stocking the dump. Captain Allen reported that his detachment was originally intended to supply only 156 Brigade but by the 28th he was supplying other units as well as the Brigade. His request for the balance of 528's Composite Platoon and transport was not complied with until 11 November and by that time he and Captain Foreman also 528 and 25 ORs were operating a second dump, Dunoon Dump, possibly in the Driewegan area, a transit dump for all commodities.

Captain Foreman had arrived on South Beveland on D+6, 1st November, and was appointed Base RASC representative and IC RASC transport (jeeps and trailers on loan to the Artillery from 528) at the rear of Amber Beach. The Artillery also lent some of their own vehicles (Quad gun tractors) to help out. He was ordered to form Dunoon Dump, supplies in transit unloaded from landing crafts and the barges used in the operation. His only assistance was a Sergeant, a storeman (supply) and 2 driver/clerks and they were totally committed in supervising the unloading and moving of the stores off the beaches to the dumps. Assistance came later from some of the personnel from Amber Beach and by the RA officer attached to the Divisional RASC who helped control the large quantity of 25 pounder gun ammunition.

76 Company became involved on 1st November, the day after the capture of South Beveland, when the OC, Captain Timberlake and Lieutenant Armstrong established a Regulating Centre to control the 25 pounder dumping programmes for the assault on Walchern. The programme called for 14400 rounds HE (20 rpg) - 72 x 3 ton- to be moved from King Dump (Captain Murray HQ RASC IC) to be dumped at gunsites on the island. The route was via Antwerp and then along the top of the peninsula.


SOUTH BEVELAND
0 1 2 3 4 miles
N
To Middelburg 3 miles
Causeway
Goes
's Heer Arendskerke
Walcheren
Sloe Channel
Nieuwdorp
Flooded
Gravenpolder
Beveland Canal
Road and Rail Bridge blown
's Heerenhoek
To Antwerp 26 miles
Hoedenskerke
Ovezande
Molenberk
Green Beach
Oudelande
Driewegen
Baarland
R. Scheldt
To North Sea 9 miles
R. Scheldt
Ossenisse
Ellewoutsdijk
Amber Beach
To Antwerp 25 miles
500 yds
Cams crossing 5 miles
4½ R.S.F. crossing 9 miles
To Hulst
Terneuzen

On 3rd November, OC 528, Major McGerr, Company HQ and one Platoon moved to Driewegan where the OC acted as Supply and Transport (ST) advisor to Burnforce. The feeding strength of the Divisional units involved in operations was then 9000 men. A further dump, Burn Dump, possibly at Ellewoutsdijk, was opened on the 4th by the original RASC contingent to hold two days stocks of all ammunition natures, rations POL for 9000 men. Captain Foreman was in charge of this dump from which the units drew direct and Captain Allen was IC Dunoon Camp. Amber Beach was cleared by 1600 hours on the 6th. Because of the thick mud and bad weather, Weasels from the Canadian Army had to be used to clear the beach and all remaining stores had to be manhandled. The feeding strength rose to 10463 at this time due to the arrival of additional elements of the Division.

There is some evidence that by 11th November, when the balance of 528 had arrived on South Beveland having been engaged with 76 Company in the stocking of Tare Dump with 3600 rounds per day of 25 pounder ammunition, that a Platoon of 530 was in support. 528's HQ was established at Oversande.

From 2nd November, the Companies were operating in the main on a commodity basis - 76 petrol, 528 Ammunition, 529 Supplies and 530 Explosives. As part of its daily routine, 529 transported 9000 compo ration packs from their location to Terneuzen, possibly Tare Dump, for shipment by DUKW to Amber Beach and this and other supply commitments accounted for between 36 and 40 x 3 ton every day. A total of 66700 rations were moved from various locations on 3rd November, requiring 58 x 3 ton though only 46 were available. A shuttle service and careful routing solved the problem. On 9th November, the DUKWs could not sail because of the weather and 9 x 3 ton under Lieutenant Norman had to transport the rations by road via Antwerp. At the height of the campaign in the area, the BBP at La Clinge issued 26328 rations in a single day (the 11th) all available transport being used.

Some rest and recreation was achieved on the 5th when the 530's football team played the local Belgian team from La Clinge winning 4-0. The men also attended a dance in he town.

The above covers the period 1st to 11th November for 528 and 529 companies and their involvement in Operation Vitality 2, the capture of South Beveland and the forcing of the causeway linking South Beveland to Walchern. Operation Vitality 2 forces then joined the forces for Operation Infatuate, the seaborne assault of Walchern.

Operation Infatuate was a combined 155 Brigade/Commando Brigade assault, from Breskens on the south bank of the Scheldt to Flushing on Walchern. 530 were involved with part of 529.

530, having spent the last few days of October with vehicles detached to almost every unit in 155 Brigade were at North Zeldonck on 1st November. To support the assault scheduled for the 1st, 2 officers and 32 ORs, including Sergeant Ron Jackson, were moved to Breskens to establish a Beach Maintenance Area (BMA) and the OC, Major Hewitt became ST advisor to the Brigade. By the 2nd they were heavily committed with 29 x 3 ton moving 7/9 Royal Scots to the port prior to their assault on Flushing, 11 x 3 ton at the BMA, 7 x 3 ton with 455 Mountain Battery (1 Mountain Regiment RA), 4 x 3 ton with the Brigade Advance HQ, 1 x 3 ton with HQ 155 Brigade, 1 x 3 ton with HQ RASC, 1 x 3 to with the rear party of 530, 1 x 3 ton attached to the Workshop and 2 x 3 ton unserviceable (VOR). On the 3rd, they moved into the area to the south of Breskens (HQ RASC were in the town itself as was the Workshop, located at the harbour). A Warrant Officer was attached to the BMA Flushing the same day and by the 9th 530 was effectively under command 155 Brigade.

SUPPLIES FERRIED ACROSS BY LANDING CRAFT BEING UNLOADED ON THE BEACH OF WALCHEREN DURING THE ASSAULT ON FLUSHING. The spot at which the first craft landed was a little beach about 120 yards wide near the port. There were a few underwater obstacles, but the entrance to the beach was not mined. The Commandos clambered up the wooden breakwaters towards the quay with no opposition at first, but then machine-guns and rifles opened up. After the first arrivals, more landing craft brought in supplies and took back the first German prisoners.

UNCLE Beach Flushing November 1944

The operations on Walchern were over fairly quickly and 530's Diary records that on the 10th all available transport was engaged in the evacuation of 155 Brigade, the Commandos, Prisoners of War (PWs) and the clearance of Tare Dump. The SO for the BMA was withdrawn on the 12th and a BBP established for 155 Brigade Group at Syseele on the same day. The uplift of the Brigade was not complete until the 18th when the remainder of the Composite Platoon, 1 officer and 30 ORs returned from Flushing.

Some personal memories of the South Beveland/Walchern campaign.

Captain Stewart Murray recollected that taking supplies across the Scheldt was a tricky business. The river could not be dredged for obvious reasons so dangerous sandbanks made navigation difficult. German E-Boats also prowled the river. On D+2 he went across in a DUKW to check on ammunition stocks and loaded with ammunition, using a flashing Aldis lamp from the other side as a beacon they arrived safely. On the way back, loaded with PWs and heading for Breskens, the DUKW hit a sand bank half way across and stuck solidly. The tyres were let down and in spite of that and various gentle manoeuvres they could not get the vehicle refloated and had to wait six long hours for the tide and listening to what they believed to be E-Boats coming frighteningly close. They eventually arrived in Breskens at midnight.

Jackson was attached to the Commando Brigade and landed with them at Flushing under fire. The island had been flooded by sea water, the dykes having been bombed by the RAF and drinking water was a problem. A ship on the stocks in Flushing when the Germans had taken over the town in the early part of the war had been sabotaged and filled with water. Milk churns were filled with water and lowered over the side onto the quayside.

George Reid, 530, was a member of the Composite Platoon at Uncle Beach, in the centre of Flushing. The Platoon was commanded by Captain Cooper and crossed over mid morning on the 1st on board landing craft sailing from Breskens. They were mortared on the way over, went back and returned later under a smoke screen. On arrival they set up their SP for ammunition, POL and Compo packs which were ferried over the estuary by Buffaloes. The enemy infiltrated the area during the night and occupied a pill-box about 100 yds from the beach, the pill-box being knocked out by rocket firing Typhoons of the RAF the next morning. The Platoon also came under fire from snipers in the cranes round the docks. To clear them 452 Mountain Battery were called in. They arrived with their 3.7 inch guns still stripped down after being ferried across, reassembled the guns in the upper floors of buildings and used them with great effect to clear the snipers.

Driver Bob Taggart of 528 recalls driving over the causeway that linked the north end of South Beveland to Walchern, a causeway full of dead horses shot by the retreating Germans to slow up the Allied advance. T/68726 Donald Wright, one of the original Territorials from 530, spent one night in the mortuary in Flushing waking in the morning to find that he had slept beside the headless body of a German sailor. Norman Alderson, from 530, attached to 528, on South Beveland drove to the peninsula via Antwerp passing through the tunnel under the Scheldt, the entrance of which had been hit by an Allied bomb. They were held up for 2/3 hours at the Beveland Canal eventually arriving at Hoedensketke on the 29th October. Lying up for the night in an orchard just outside the village, they moved on to Ellewoundsdikj the next day. He remembers a dead German and a dead horse, presumably the German's, washed up on a dyke wall. They were billeted by the Dutch. Their task was to move PWs from Middleburg. Led by a jeep, with a jeep at the rear, the PWs were marched 50 at a time to the cages. Alderson remembers that it was often dark and was never sure how many prisoners escaped because of the confusion. PWs carried in the backs of 3 tonners posed another problem - lice and pity help the poor driver who slept in the back of his truck after carrying them.

Dan O'May was involved, inland of Berskens, in the resupply of the dumps in the town. He remembers three roads that led to the town which the Germans shelled one at a time but for some strange reason, never all three. After a while he and others with "Weasel" experience were taken to a rear area Weasel park to collect Weasels which they took to a field occupied by a Platoon of the KOSB, who boarded and were ferried across to Flushing. At Flushing they moved to a contractors yard which was the HQ of the KOSB where they loaded ammunition. This was taken into the centre of the town, over the rubble following a route marked with mine tape. They did this 10 times, often under rifle fire, to and from the yard. Later they draped Red Cross flags over the Weasels and made several trips with wounded.

There is a story that some of 530 discovered a safe in the ruins of the Breskens Post Office. The safe was in such a position that it was possible to mount a PIAT (Projector Infantry Anti Tank) in front of it, the trigger being pulled by a wire which lead round a corner where the men were hidden. The safe door was blown off to reveal not money, but postage stamps.

The Division was rested for about two weeks round the middle of November. HQ RASC moved with Division Rear HQ to an asylum at Bergen Op Zoom (11th) and to a Seminary at Haaren (26th). 76 were at Hoeverscheheide and at Enschott on the 30th, 528 at Clampthout, 529 at Esschen with the BBP in the railway station - feeding 19000 (23rd November) later moving (27th) to Enschott with the BBP in the railway station at Osterwijk. 530 were at Achterbrock, north of Antwerp (17th) and at Groescind on the 27th. These latter locations were as a result of the Division being put into the line on the lower reaches of the River Maas with s'Hertogenbosh as its centre.

The inclement weather and the muddy conditions in the Normandy Beach Head resulted in an exchange of trained Weasel drivers for lorry drivers and on 21st November 1944 Lieutenant Norman (529), 2 NCO's, 25 drivers and 2 mechanics, all trained on Weasels (including Dan O'May) transferred to 713 (General Transport) Company RASC at Arromanches. Lieutenant Shipton and 28 ORs were in turn transferred from 713.

76's War Diary produced a more detailed analysis of their actual vehicle holdings at the end of November 1944 ie:

4 x Ariel 350 motor cycles
1 x Humber Heavy Utility Car 4 x 4
6 x Austin 10HP Light Utility (Pick-up) 4 x 2
4 x Bedford 15 cwt 4 x 2 Water Trucks
6 x Ford 15 cwt 4 x 2 GS
54 x Ford WOT6 3 ton GS 4 x 4
2 x Commer 3 ton GS 4 x 2
10 x Bedford 3 ton OY 4 x 4
7 x Austin 3 ton K3 3 ton 4 x 2

2 x Ford (Canadian) Stores 4 x 4
2 x Ford (UK) Workshop 4 x 4
2 x Austin 6 x 4 Breakdown

and, shown as attached, a captured 30 seater German Verheul coach

In that part of the History of the Royal Army Service Corps 1939-45 dealing with the Walchern Campaign the following appears:

> *"A Platoon of Weasels (tracked amphibious vehicles) formed part of 529 Company. The Platoon maintained units which could not be supplied by normal first line transport. It maintained a succession of Battalions which were relieved at regular intervals and evacuated their casualties. The route lay across extensive minefields and under heavy spasmodic small arms fire, Corporal J V Lynch (T/2026123) won the Military Medal for completing his task while severely wounded."*

The intention of 30 Corps was to mount an operation, Operation Shears, to clear the area round Hensberg. In preparation a dumping programme of 450 rpg was to take place over the period 8/10th December. In addition the Divisional RASC was to form a mobile AP - 68 x 3 ton located in the rear of the guns and moving forward with the guns.

To maintain the Divisional RASC's troop lift capability, 13 and 96 Troop Carrying Companies were placed under command (150 vehicles) on the 11th. In the event the operation was cancelled due to the weather.

On 6th December 1944, the Division moved to the Maastrict area, HQ RASC in a convent at Bunde just across the Dutch/Belgian border. 76 Company was at Helmond, 528 at Clampthout until the 6th and at Munster-Bilsen later that day, 529 at Recken and 530 at Groot Spauwen. Because of the large area occupied by the Division, 529's BBP moved to Bunde railway station and instead of the expected heavy demand on transport, units could draw direct from the BBP.

To relieve the Infantry Battalions, a "Services" Battalion was formed to man the line from the 9th to 18th December. The Divisional RASC provided a Company HQ and one complete Platoon.

The Company was commanded by Captain Foreman, 528, with a Subaltern, Lieutenant Pert, from 76 Company, a section of 10 from each of 528, 529 and 530, a Company Sergeant Major (Cattenach) from 529, 3 runners, a Company Quarter Master Sergeant and 3 stretcher bearers from 76 Company, a cook from HQ RASC, 2 fatigue men from 76 Company, a Sergeant for Platoon HQ from 530, an orderly for Platoon HQ from 529 and one NCO for Company HQ from 528. A section consisted of a Corporal, Lance Corporal and 8 men.

In addition the RASC Companies providing the Officers also supplied the batmen making a total of 50 all ranks. There were 2 jeeps and trailers with drivers from 528. Platoon weapons were one PIAT and 5 BRENS, 12 rounds for the PIAT and 1500 rounds per BREN. Officers and NCOs carried Sten guns, the remainder rifles, 36 rounds per Sten, 50 rounds per rifle.

During their time in the line the temperatures were extremely low and several cases of frost bite reported. Many ex members of 530 have mentioned a Sergeant McLean as being the Sergeant in question and that he was awarded the Croix De Guerre for his efforts.

On 7th December, "D" Platoon, 529 Company was formed under Lieutenant Dann, attached from 530 with 23 ORs from the other Companies to operate Weasels as and when required. 18 Weasels were collected and held on charge.

The provisional establishment of the Weasel Platoon (dated 2 January 1945) was as follows

Personnel

Platoon HQ

1 Subaltern
1 Sergeant
1 Corporal
4 Drivers (1 Batman, 1 for 3 ton, 1 DR, 1 spare driver)
1 Cook
1 Vehicle Mechanic

4 Sections each of a Lance Corporal and 6 Drivers. A total of 37 all ranks

Vehicles

Platoon HQ

1 x motor cycle
1 x car 6 cwt 4 x 4 (Jeep)
1 x 3 ton 4 x 4 GS

Sections

6 x M29 (Weasels)

There was only one recorded casualty in the Weasel Platoon that of T/280579 Driver J Sleigh killed in action on 21st December 1944 driving a M29 on detachment to 7 Cameronians. He is buried in Brunsum Cemetery close to the Dutch German border near Maastricht.

Ammunition Dump (5.5" Gun Ammunition)
Tilburg 1944
(Photograph from the personal files of Major J McGherr)

"BLITHE SPIRIT"

BY **NOEL COWARD**

Characters, in the order of their appearance :

EDITH (A Maid) . . JAQUELINE CLARKE

RUTH . . . . AMBROSINE PHILLPOTTS

CHARLES . . . . . EMLYN WILLIAMS

Dr. BRADMAN . . . . FRANK FREEMAN

Mrs. BRADMAN . . DOROTHY EDWARDS

MADAME ARCATI . . . JESSIE EVANS

ELVIRA . . . . . LEUEEN MACGRATH

SYNOPSIS OF SCENES :

The action of the play passes in the *Living-room of Charles Condomine's* House in Kent.

ACT. I.

Scene 1. Before dinner on a summer evening.
Scene 2. After dinner.

ACT. II.

Scene 1. The next morning.
Scene 2. Late the following afternoon.
Scene 3. Early evening. A few days later.

ACT. III.

Scene 1. After dinner. A few days later.
Scene 2. Several hours later.

Manager . . FRANK FREEMAN
Stage Manager . . LEONARD UPTON
Assistant Stage Manager MOLLY WILLIAMS
For H. M. Tennent Limited.

Unrestrained coughing detracts from the enjoyment of the rest of the audience, and also makes the performance more difficult for the players. Will you do what you can to help ? *THANK YOU*

An ENSA programme for Blithe Spirit produced for the troops in Tilburg November 1944

528 Company Workshops s'Hertogenbosh 1944
(Photograph from the personal files of Major J McGerr)

528 Company HQ Vehicle held up by floods 1944
(Photograph from the personal files of Major J McGerr)

The Division came under command 12 Corps about 13th December, the same day as an enemy flying boat crashed in 528's vehicle lines causing little damage. The Divisional RASC moved on the 23rd east of the River Maas, HQ RASC to Schinnen, 528 to Hoensbroek, 529 to Bunde and 530 to Brunssum (present site of HQ AFCENT) where the Dutch opened their houses and the drivers slept in a bed for the first time in weeks. 76 were somewhere in the Liege area. Both 528 and 530 had just changed their jeeps and trailers for Canadian Fords (4 x 4s) when the Germans launched the Ardennes offensive three miles north west of Geilenkirchen early on the 28th though the attack quickly petered out. (The main German offensive was in fact further south in the American Sector of the front).

A shortage of Infantrymen resulted in the wholesale transfer of 1500 soldiers from RASC units serving in North West Europe. Personnel had to be non-tradesmen e.g. drivers and issuers, under 32 years of age, Medical Category A1 and not above the rank of sergeant. 58 drivers and 6 issuers were transferred from the Divisional RASC on 6th January 1945. This in turn lead to a reorganisation of the Establishment of the units which was achieved by the withdrawal of the second Relief Driver Increment (RDI) from 528, 529 and 530 as well as the withdrawal of C & D Sections of the Composite Platoons from those Companies except the Platoon Commanders, a Sergeant for ammunition duties and the driver/batman. The Establishment of 76 Company was increased by the addition of C & D Sections of the Composite platoon from 529 so that 76 Company now had a four section Composite Platoon. The revised Establishments for the other three Companies meant that they now had a Company HQ, two Transport Platoons with one RDI and a Composite Platoon of two sections. The reorganisation was effective 18th December 1944 for completion by 10th January 1945.

Several members of 530 remember Christmas Eve spent in Brunssum when German Parachutists were dropped round the town only to be captured almost as soon as they landed. Stewart Murray recalls that the password was "Wee Willie Winkie" chosen because the Germans have difficulty pronouncing the "Ws".They had forgotten that the Dutch had the same problem but fortunately no Dutch locals were shot!

530's drivers took over a cafe in the town christened the Featherpluckers Arms for the New Year's Eve party and celebrated to tunes played on a piano taken from a Dutch collaborator.

New Years Day 1945 was not the day of celebration normally associated with the date but one of intense air activity. 529 had aircraft circling their location at Hoensbroek eventually coming in low several times. One was hit by LMG fire and was seen losing height with an engine on fire as it flew away. HQ RASC and the other Companies were also attacked but no hits or casualties were reported.

530, at Brunssum, suffered 4 casualties on the 10th January when an Officer, a Sergeant and 2 ORs were shot at by the vehicle sentries. The story goes that the Orderly Officer, believed to have been a Captain Wiggins, and the orderly Sergeant could not find the vehicle sentries and turned out the guard. Along with the guard commander and two of the guard they commenced a search moving line abreast when they were spotted by the sentries. The officer called out and the sentries called the challenge and when the five did not stop opened fire. Eleven rounds were fired hitting the guard commander's knuckles and one of the sentries in the shoulder. The other injuries are not remembered. A Court of Enquiry was convened but the results were not recorded. Former members also tell of a Sergeant in HQ RASC being killed in a house used as a billet. A sentry had hung his Sten on a nail in a door. When the door was opened later the nail came out the gun going off when it hit the floor.

The Vehicle Establishments at 3rd January 1945 were as follows:

	HQ RASC	76 Company	528, 529 and 530 Companies (per Company)	
Motor Cycles	6	30	27	
Cars 2 seater 4 x 2	4	8	6	(7 in 530)
Cars 4 seater 4 x 2	3		1	
Truck 15 cwt GS 4 x 2	1	6	6	
Truck 15 cwt water	-	-	4	
Truck 3 ton 4 x 2	2	-	-	
Truck 3 ton 4 x 4 GS	-	77	76	
Truck 3 ton 4 x 2 Workshop	-	2 (4 x 4)	2	
Truck 3 ton 6 x 4 Stores	-	2	2	
Truck 3 ton 6 x 4 Breakdown	-	2	2	
Trailer 2 wheel 15 cwt 180 gallon water	1	-	4	

In 76 Company the 3 ton 4 x 4 were British Ford WOT6's. 528 (confirmed from photographs) definitely used Canadian Fords (F/60/Ls). Possibly the other two Companies used these as well.

From various sources the main types of other vehicles in use were:

Motor Cycles - a mixture of Norton, BSA, Ariel and Triumph.

2 seater cars were either Austin G/YGs (Utilities) or the famous Willys Jeep (MB 5 cwt 4 x 4)

Humber Heavy Utility 4 x 4's were also used (See following picture of the Commanding Officer at his car for an example of this type) though not included on the above Establishment.

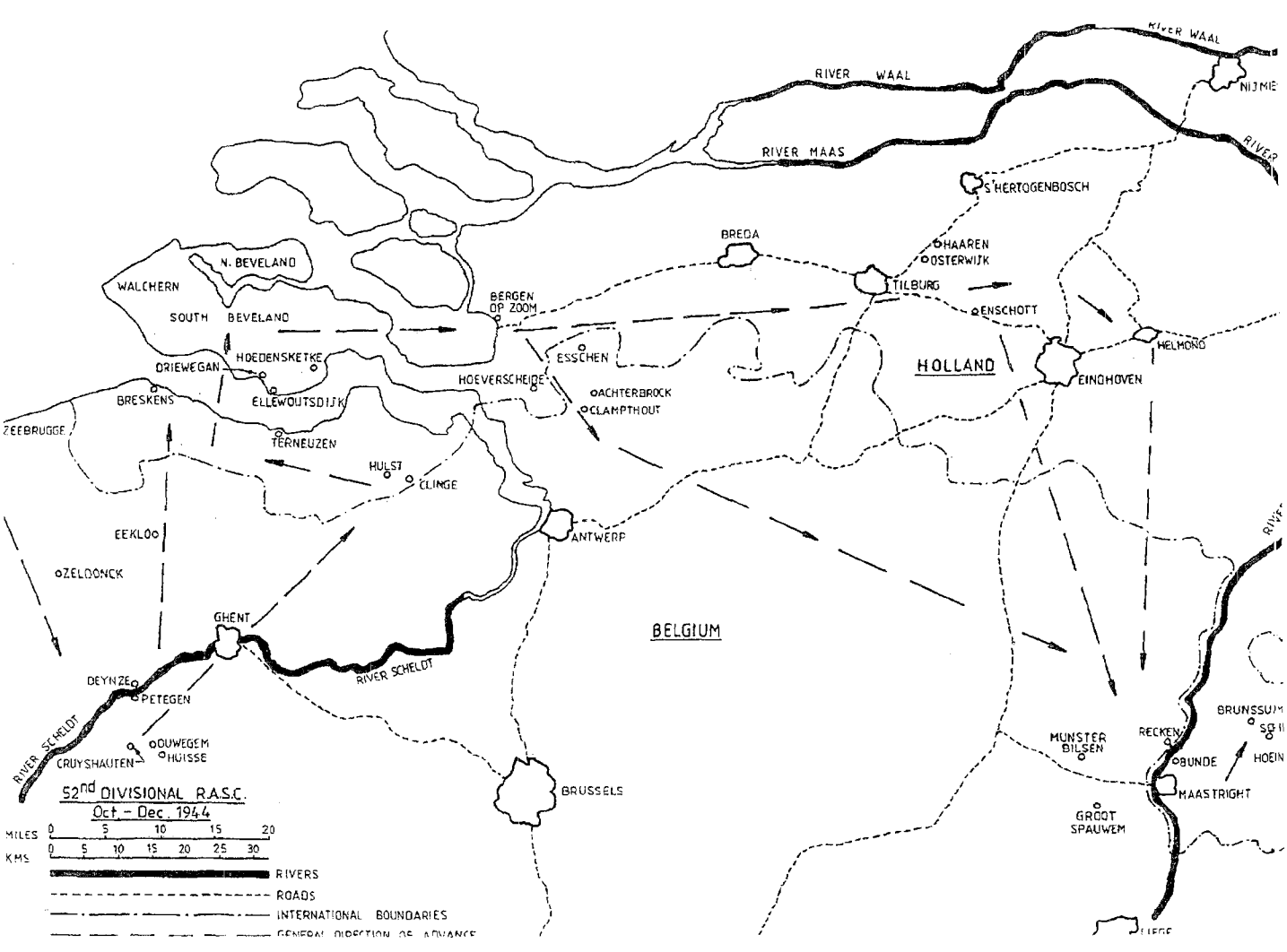
15 cwts were either Bedford MWCs or Ford F15s.

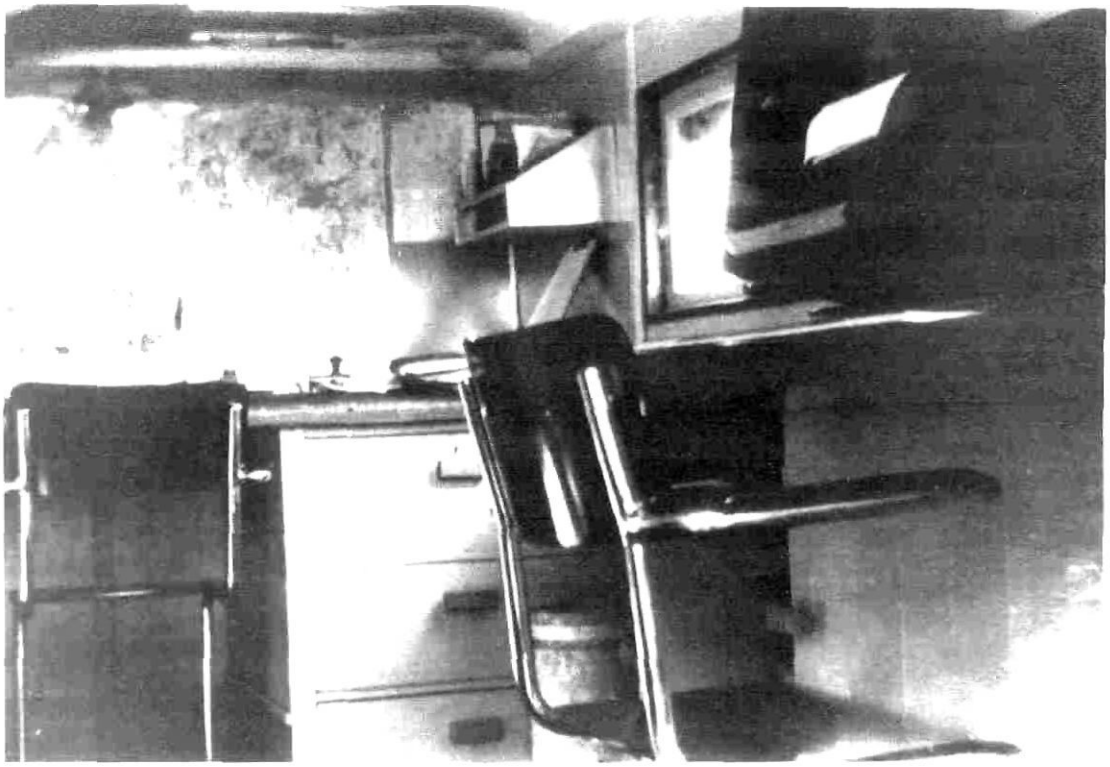
3 ton 4 x 2 were Bedford OYs. A few Bedford 4 x 4 QLs were also used.

Ford F/60L Workshop store vehicles.

Ford WOT6 Workshop vehicles

Austin K6A breakdown vehicles.


RIVER WAAL
RIVER WAAL
NIJMEGEN
RIVER MAAS
RIVER
S'HERTOGENBOSCH
BREDA
HAAREN
OSTERWIJK
TILBURG
ENSCHOT
HELMOND
EINDHOVEN
HOLLAND
N. BEVELAND
WALCHERN
SOUTH BEVELAND
BERGEN OP ZOOM
ESSCHEN
HOEVERSCHEIDE
ACHTERBROCK
CLAMPTHOUT
HOEDENSKETKE
DRIEWEGAN
BRESKENS
ELLEWOUTSDIJK
ZEEBRUGGE
TERNEUZEN
HULST
CLINGE
EEKLOO
ZELDONCK
ANTWERP
GHENT
BELGIUM
DEYNZE
PETEGEM
RIVER SCHELDT
RIVER SCHELDT
OUWEGEM
HUISSE
CRUYSHAUTEN
BRUSSELS
MUNSTER BILSEN
RECKEM
BUNDE
BRUNSSUM
HOEIN
MAASTRIGHT
GROOT SPAUWEM
LIEGE
RIVER
52nd DIVISIONAL R.A.S.C.
Oct. - Dec. 1944
MILES 0 5 10 15 20
KMS 0 5 10 15 20 25 30
RIVERS
ROADS
INTERNATIONAL BOUNDARIES
GENERAL DIRECTION OF ADVANCE



Interior View 528's 'Ops' Truck
(Photograph from the personal files of Major J McGerr)

OC 528 Company, Major McGerr and 'Ops' Truck Circa 1944
(Photograph from the personal files of Major J McGerr)

The Division's next task was the clearance of part of the Roer pocket near Sittard, the operation being known as Operation Blackcock, which started on 16th January in darkness, fog and bitterly cold weather followed by a sudden thaw. For about 6 days prior to the start of the operation, the Divisional RASC had been engaged in massive Dumping programmes. 528, at Stein had one Platoon (33 x 3 ton) totally committed transferring 25 pounder ammunition from the gun lines of 43 (Wessex) Division at Gangeld through a Regulating Point to their own Divisional guns. Heavy drifting snow hampered movement and the guides at the gunlines did not appear. A second day (15th) was spent building up on second line holdings and on the day of the operation itself, 40 x 3 ton uplifted 9000 rounds 4.2" mortar HE and 750000 rounds .303 which was held at the Company location. From then until the official end of the Operation on the 28th, they operated continually, maintaining an AP at Oorsbeek in appalling road conditions, moving location to Amstenrade, on the 24th, to facilitate the resupply system and even supplied over a period of time 214 x 3 ton to assist 157 Brigade at Bocket to move German civilians out of the battle area. On 31st January, 528's Diary estimated they had driven 86000 miles with only 3 accidents due to road conditions.

Obviously the other Companies were involved and in addition to the above the following were recorded:

11th	45 x 3 ton (76) 10066 rounds 5.5" Howitzer
18th/19th	72 x 3 ton (24-528, 48-530) uplift 25 pounder ammunition from 8 Army Roadhead, hold in locations and dump at gun lines.
20th	26 x 3 ton, Company not known, 100 rpg 25 pounder dumped at gun lines.
21st	36 x 3 ton (25-528) 200 rpg uplifted.
23rd	Vehicles and Company unknown, 217 rpg 25 pounder loaded 8 Army Roadhead. 200 rpg dumped. 15 x 3 ton (529) ammunition detail.
31st	42 x 3 ton (528) backloading surplus ammunition from AP at Oersbeek and gun lines to 8 Army Roadhead.

529 had other commitments. The Weasel Platoon, originally 18 Weasels, had gradually increased until on the 8th January 31 were on charge. At the beginning of Operation Blackcock, 12 were detached to 156 Field Ambulance for casualty evacuation (16/17th January) with 10 at 156 Brigade HQ on the 18th being used as a maintenance column for forward elements of that Brigade. A further 12 Weasels were drawn on the 20th. Only one M29 casualty was recorded during the Operation, on the 25th when on attachment to 79 Field Regiment RA it struck a mine. The driver, unnamed, was wounded and evacuated.

By all accounts 529 were heavily committed prior to and during the operation. Transport demands were so heavy on the 15th that all domestic vehicles were off loaded and 6 attached to the Battalions of 155 and 157 Brigades for the carriage of blankets. This lasted until the 24th. Spare vehicles were also used on the 19th as the Company became increasingly committed. Part of this was the provision of 12 x 3 ton on the 18th to 243 Field Park Company RE and 22 x 3 ton on the 24th for the carriage of bridging equipment. Their final involvement was a detail of 30 x 3 ton on the 30th to the Civil Affairs Organisation at Sittard for use in the forward areas.

To assist with the heavy commitment for gun ammunition, 1670 (Artillery) Platoon came under command of the Divisional RASC from the 27th and was located at Indenboden.

At the end of January, HQ RASC was at Schinnen with 529, 76 were in the Put/Liege area and 528 and 530 at Amstenrade.

The Canadian Fords had exceptionally large tool boxes and some of the drivers covered the inside with straw and kept hens in them. During one OC's inspection the straw was noticed, the driver being congratulated when he explained that it was to soak up any oil that dripped out of the can. At night the hens were taken out and kept in old compo boxes.

The 1944 shortage of infantrymen was followed in January 1945 by a shortage of Infantry Officers and this led to a call for War Substantive Captains, Medical Category "A" and under 36 years of age. Consequently Captains Marling (529) and Timberlake (76) and Lieutenant Reid (530) were transferred on 4th February. In addition 4 Subalterns were also transferred at the end of January.

From its end of January locations in the Geilenkirchen area, the Division was moved north, under command 30 Corps, to take part in Operation Veritable. The old area was handed over to the US 9th Army. The new area was on the west bank of the Maas between Venlo and Boxmeer and they moved there about the 6th February.

528's War Diary records that between the 6th and the 9th February 50 x 3 ton uplifted units of 155 Brigade and were assisted by a further 36 x 3 ton from 530. The road conditions were terrible and getting worse due to the heavy traffic and thaws followed by yet more snow.

OC 528, Major McGerr complained that his Company's role, ammunition resupply, was not receiving the attention it was due. Because of the necessity to supply large numbers of vehicles for troop lifts, it was never possible to keep more than 50% of second line ammunition on wheels and thus ready for instant despatch or to effectively replenish the AP. After any move, because of the lack of vehicles to move all the second line stocks, the balance had to be left in the old location and shuttled forward as vehicle availability allowed.

His problem got worse when 528 had to take over the second line stocks held by 23 Company (3 Divisional RASC) at Venrai (17 x 3 ton loads) when his Company had moved to Zomeren, 3rd Division handing over the area to the 52nd. There were 21 loads at the old location at Amstenrade, 17 at the new AP at Venrai and only 4 loads in the new Company location. 528's move to Zomeren had to be made through Maastricht due to flooding and bridge damage. Because of road repairs the column of some 60 vehicles including domestics and the workshops were held at a traffic post for 3 hours. The roads were choked with traffic in both directions with the US 9th Army also on the move.

By dusk on the 9th February, the Divisional RASC had completed its move north and was located as follows:

HQ RASC Deurne
76, 528 and 529 Companies Zomeren (PP at 76, BBP at 529)
528 AP at Venrai
530 Vrekwijk (Lisel on the 10th due to unsuitability of Vrekwijk)

At his point the Germans held the east bank of the Maas and the Allies the west bank. To move north of Roermond, which was held by the Germans, it was necessary to turn off the main road to by pass the town. As 530 were moving the last load of ammunition forward to the Venlo/

Boxmeer area, one of the officers, Captain Timberlake missed the diversion and had to be chased by a Driver and his mistake pointed out. Fortunately he agreed with the mistake in his navigation.

The Division's involvement in Operation Veritable, the battle for the area to the south of the Rhine, started on the 14th. HQ RASC moved forward to Boxmeer with Rear Divisional HQ on the 15th, the Companies on the 17th, 76 to Deurne and on to St Anthonis where it established a PP, 528 to Nunnen with a mobile AP at Gennep, 529 to Wanroijz (BBP) and 530 to Stiphout. Again 1670 Platoon came under command 530 who also had a Platoon at the AP. Many remember the Cathedral at Gennep, packed with soldiers of all denominations at a service prior the start of the battle.

Several drivers remember delivering ammunition to the 25 pounders and in so doing passing very close to much larger American guns, the blast from those guns frequently blowing out the celluloid side windows of the Canadian Fords.

With the continued forward movement of the Division, HQ RASC moved to Molenhoek on the 18th and to Gennep on the 2nd March. 528 moved into Boxmeer on the 21st and found the village wrecked by shellfire, the men billeted in what partially habitable houses they could find. The workshops were in barns on the outskirts, bathing facilities constructed and some recreation facilities laid on. Vehicle standings were so bad that some soon sank up to their axles and a lot of Pioneer work was required. 530 also moved to Boxmeer on the 21st but moved on to Gemert on the 26th.

The M29's of 529 had a busy month. On the 9th, prior to Operation Veritable, the ground conditions were so bad in the forward areas that 19 Weasels had to be used for resupply. A further 20 were collected on the 12th/13th and part of the Platoon detached to 7 Manchesters and HQ 157 Brigade. The Weasel Platoon HQ was at Main Divisional HQ. (Lieutenant N Shipton OIC).

The Division's involvment in Operation Veritable had taken it up the east bank of the Maas and near Geldern joined the Americans coming up from the south to move east towards the Rhine at Wesel. For the first time they moved into Germany, 528 and 530 at Wemb on the 8th and 76 and 529 at Twisteden on the 9th March. HQ RASC moved to Geldern on the 8th and the Division then came under operational control of 2 Canadian Corps.

The resupply arrangements at that time were for ammunition and supplies to be drawn from Goch and petrol from Hap. A Divisional gun AP was in the station yard at Geldern (530) with ammunition taken over from 53 (Welsh) Division - 200 rounds 25 pounder as well as small arms ammunition (SAA).

528's diary describes Wemb as an area of farm buildings and small cottages. The main Siegfreid line lay 100 yards away and they found a vast quantity of German 88mm shells and mortar ammunition in the magazines. A few dead German soldiers were also found buried in situ.

Two urgent dumping programmes were ordered for the 8th March to be carried out by 76 and 529. The first, 9000 rounds 25 pounder High Explosive (HE) and 640 rounds 5.5" HE, the second 11600 rounds 25 pounder HE. Late in the evening on the 9th, there was a further demand for 100 rpg for four Field Regiments to be uplifted from the gun AP at Geldern by B Echelon RA and dumped by them at their gun sites and a further 100 rpg drawn by the Divisional RASC from Goch also to be dumped at the guns by 0600 hours on the 10th. The ammunition drawn from the AP was replaced in turn by the RASC by 1000 hours on the 10th and the programmes eventually completed by 1500 hours that day.

The programmes of the 8/9th are remembered by Driver Alderson of 530. They loaded in the morning from the gun AP at Geldern and moved to hides in the woods, assisted by "Monty's Moonlight", light from dozens of searchlights, about 3 miles from the Rhine, near Xanten. At nightfall they moved on convoy lights to the gun positions along ht banks where they filled all the empty houses with the ammunition. Sergeant Jackson remembers that the Americans were not so cautious and appeared with headlights blazing and soon attracted attention from the opposite bank.

Just prior to the Division taking up its positions on the West bank of the Rhine on the 13th, 529 returned all but 6 Weasels and "D" Platoon was disbanded except for a Corporal and 6 attached Infantry drivers.

The Divisional front line stretched from Buderich to Vynen - south to north about 10 miles as the crow flies. Their main task was to cover the vast assembly of assault troops and secondly to keep up a constant bombardment of the German positions on the other side of the river. HQ RASC moved to the Post Office in Issum on the 14th and on the same day 530 provided 30 x 3 ton to evacuate civilians from the railway station at Alpen.

All four Companies were moved to Welleroi in Holland on the 16th.

The Divisional RASC's involvement in the Rhine crossing was the provision of transport for assault bridging, mainly 528, as well as the normal resupply of combat supplies - 529 had 30 x 3 ton detached to the Royal Artillery for most of the month.

Once again 528's diary comes to the fore. On the 16th, "A" Platoon, 33 x 3 ton, reported to 265 Field Park Company RE where Engineer equipment was allocated over the various sections of the platoon. "B" Platoon left on the 18th for 149 Assault Park RE to load bridging equipment and assault craft for transport to the Marshalling Areas prior to the crossing.

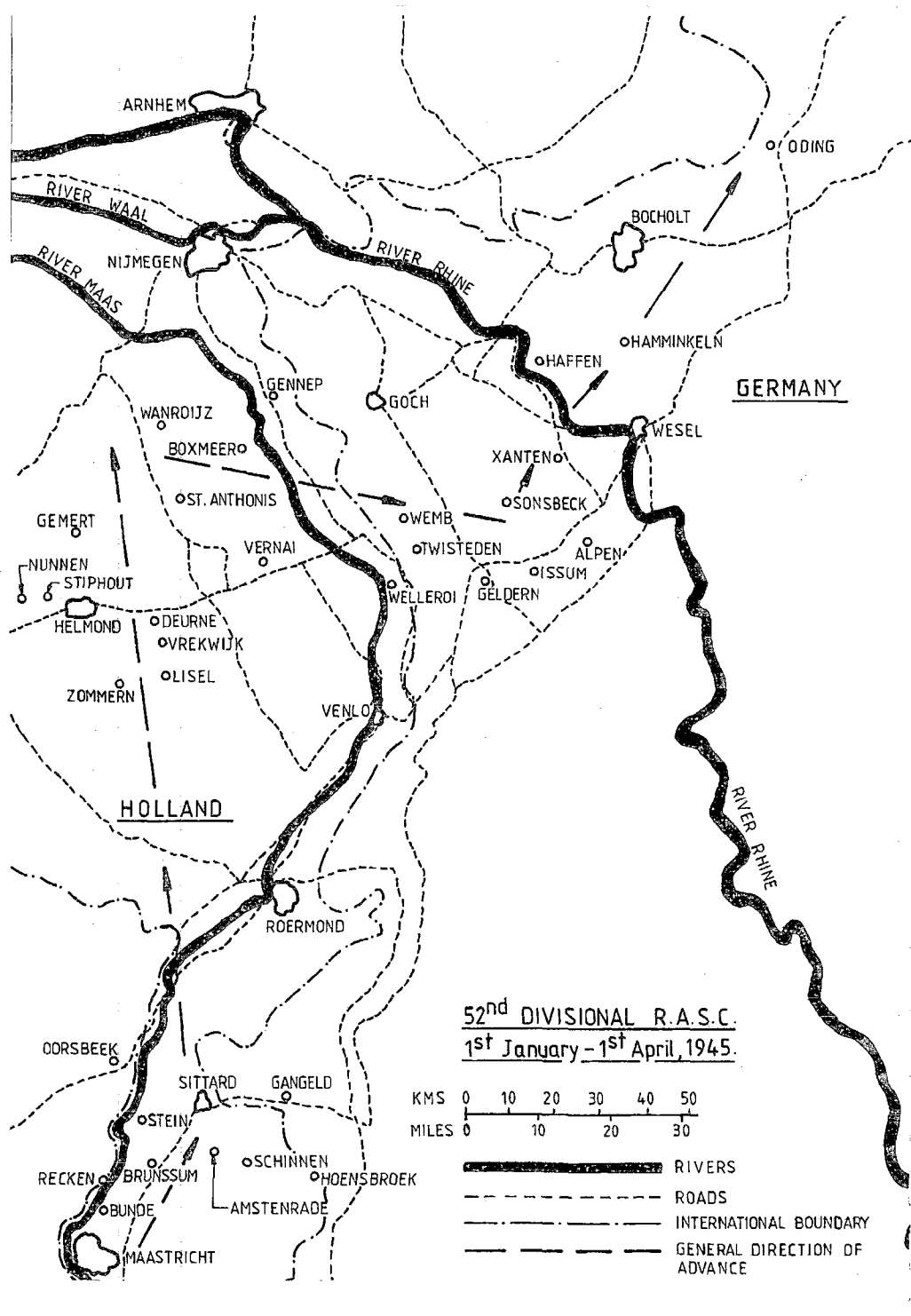
The morning before the start of the crossing, the 23rd, OC 528 was instructed as he had no vehicles left, to set up a camp near the DUKW Park on the west bank to feed and accommodate upwards of 2500 Allied Glider pilots who, after they had landed their gliders, were to be transported back across the Rhine in the empty DUKWs. After being fed, the pilots were to be transported to the Corps Reception Camp at Twisteden. 529 assisted with 1 NCO and 8 ORs and tents as did 530 with 1 x 3 ton, 1 NCO, 8 ORs, 18 160lb tents and digging equipment. The camp at Xanten, in a wood, was ready at 1450 hours on the 24th. Assistance was also given by Captain Nestor, Army Catering Corps, (ACC), the Divisional Catering Adviser attached to the Divisional RASC. During the preparations they watched C47's (Dakotas) and gliders pass overhead and helped to rescue soldiers and airmen from aircraft which had crashed in flames near the camp. By the 25th, 1200 US pilots had passed through the camp. During this period, 528 were under command 12 Corps Troops Column RASC.

Driver Alderson remembers the grandstand view of the Rhine crossings as the unloading on the 23rd was so late that they stayed at the guns until the early morning of the 24th. (The assault started at 0200 hours on the 24th). On another occasion they stayed the night at the guns, the positions were shelled by German 88s. The vehicles were parked in front of the guns and a stray shell landed in the vehicle lines though fortunately the only damage was from he shrapnel. One RASC driver had a narrow escape when some shrapnel bounced off the side of his truck and through the cab roof as he slept just missing him.

By all accounts the Divisional RASC crossed the Rhine by Pontoon bridge in the Wesel area.

HQ RASC closed at Issum on the 29th and reopened at 1030 hours the same day at Xanten. This location was vacated on the 30th and HQ RASC reopened at Oding at 1400 hours the same day on the East bank. 528 moved up to Sonsbeck on the 27th, left on the 6th and were also at Oding on the same day. 529 were at Haffen on the East bank on 1st April. 530 were to the south of Xanten on the 29th and at Haffen and later Hamminkeln (East Bank) on the 31st. One Platoon of 530 was attached to 7 Armoured Division on the 30th in support of 157 Brigade then under command of that Division. 76 were at Sonsbeck on the 31st and at Haffen on the 1st April.

Reception Centre at Xanten for Allied Glider Pilots - March 1945
Captain ? Major McGerr, Captain Bayliss
The sign reads as follows:-
The Rhine Hotel
Parties catered for, glider pilots a speciality, 63 bedrooms, constant cold water, no baths, DUKW hire service, trips across the Rhine. Proprietors 52(L) Div. Resident managers RASC – the two tac numbers are for HQ RASC and 528 Company. Note the use of the Army Air Corps and RASC to simulate the AA and RAC.
(Photograph from the personal files of Major J McGerr)


ARNHEM
ODING
RIVER WAAL
BOCHOLT
RIVER RHINE
NIJMEGEN
RIVER MAAS
HAMMINKELN
HAFFEN
GERMANY
GENNEP
GOCH
WANROIJ
WESEL
BOXMEER
XANTEN
ST. ANTHONIS
SONSBECK
GEMERT
WEMB
VERNAI
TWISTEDEN
ALPEN
NUNNEN
ISSUM
STIPHOUT
WELLEROI
GELDERN
HELMOND
DEURNE
VREKWIJK
LISEL
ZOMMERN
VENLO
HOLLAND
RIVER RHINE
ROERMOND
OORSBEEK
SITTARD
GANGELD
STEIN
SCHINNEN
RECKEN
BRUNSSUM
HOENSBROEK
BUNDE
AMSTENRADE
MAASTRICHT
52nd DIVISIONAL R.A.S.C.
1st January - 1st April, 1945.
KMS 0 10 20 30 40 50
MILES 0 10 20 30
RIVERS
ROADS
INTERNATIONAL BOUNDARY
GENERAL DIRECTION OF ADVANCE

Once across the Rhine the advance was rapid (Operation Plunder) and by 1st April leading elements of the Division were at Neuenkirchen just short of the River Ems. A glance at a map and HQ RASC's locations will show the speed of the logistic advance:

2 April Oding to Ahaus
4 April Ahaus to Maxhafen

Neuenkirchen represented an advance of some 70 miles in 6/7 days, and was at the end of the rapid advance across the Dortmund-Ems Canal.

On 1st April, it was decided to form a Forward Divisional RASC Area complete with SAA and grenade APs. This area was originally in the Rhede - Borken area at Wettringen and was formed by "B" Platoon 530 Company on the 4th with a transport Platoon ("B") from 529 and the Composite Platoons from 76, 528 and 529. 529's BBP was also in this area.

Captain Saville's Composite Platoon from 76 Company, attached to the Forward RASC Area carried petrol. Saville remembers forming a PP in a small commuter station using the station office as his HQ. The station phone still worked and he had an astonished German on the line from the next station. His petrol holdings were augmented by three fully laden tank transporters. Other "liquid" assets were in the form of an excellent wine cellar which was liberated on the road to Bremen.

On the 8th, the Divisional RASC area moved to Drierwalde, where on the 10th "B" Platoon of 529 was replaced by 21 x 3 ton from "B" Platoon of 528. They were at Vilsen on the 9th, Sud - Merzen on the 11th, Affinghusen on the 12th and at 1200 hours on the 19th were in Delsen, near Scharnhorst. 530's Company HQ, "B" Platoon and its workshop were in Scharnhorst, the gun AP, SAA AP and PP at Delsen and the BBP (529 Company) at Kirchlinteln. There are two stories about Scharnhorst. The first from 530's Cook sergeant, Ted Dexter, of Company HQ reaching the village as the Germans were leaving due to the poor quality of the HQ Subaltern's map reading. (He will not be named). The second from Archie Walker. They were told on the Monday to move to Scharnhorst on the Wednesday. Having previously ground dumped ammunition in the Company location they took the first load and the cooks up to the village and left all in a farm yard. Having delivered the second load of ammunition, they were having lunch, when a Scout Car from the Recce Regiment arrived and asked who they were, quickly pointing out that there were no friendly forces between 530 and the enemy. Later on a Battalion of motorised infantry was brought up and the event passed without incident. The Forward RASC Area continued to operate until 8th May 1945 when it was located at Baden. Having been there since 24th April 1945. "B" Platoon of 76 Company returned to its own lines at Unzen on 2nd May.

529's involvement in the Forward RASC Area, was its "B" Platoon, Composite Platoon and the BBP. These units were North of Rhede on the 1st and at Stadtlohn on the 3rd when the BBP moved to Maxhafen. On the 4th, 7 x 3 ton loads of gun ammunition and 15 x 3 ton loads of SAA were dumped in the Company location in reserve for the mobile APs on the Forward RASC Area. The BBP was at Uffelm on the 9th late morning, after nightfall, to an area SW of Vilsen. 529's HQ was at Schwaforden on the 9th and at Unzen on the 24th

In addition to the Operations with the Forward RASC Area, 530's "A" Platoon were attached on the 5th April, to 7 Armoured Division, returning on the 21st. This Division had 155 Brigade under command and were heavily involved in the attack on Ibbenburen (10 miles to the west of Osnabruck).

Finally 528. Their Diary for April 1945 notes that they were at Oding on the 6th, Mesum on the 8th and Brake on the 18th all under command of 12 Corps Transport Column RASC but with no details of their activities. On the 24th they moved to Sustedt where they spent time painting and maintaining the vehicles. The OC reported that the vehicles were in poor shape with leaking radiators and broken half shafts the major problems. Spares were difficult to come by ..... *but by dint of much scrounging the VOR figure for any one day never exceeded 4.*

Throughout the rest of April the advance was rapid and again the locations of HQ RASC show this:

8 April	Maxhafen to Recke
9 April	Recke to Neuenkirchen
10 April	Neuenkirchen to Alfhausen
12 April	Alfhausen to Vilsen
19 April	Vilsen to Verden
25 April	Verden to Achim

By mid afternoon on the 25th, forward elements of the Division were in the centre of Bremen. HQ RASC moved into the North East suburb, St Magnus on the 27th and were there on the announcement of the cessation of hostilities on the 5th May. On that day 76 were at Achim, 528, 529 and 530 at Baden, a few miles to the east of Bremen.

Stewart Murray wrote that the city was a wreck from the bombing with the twin spires of the cathedral still standing. the population was "bomb happy" and forced labour workers were looting German houses. The streets were full of homeless people making for less devastated areas.

Just before the end of the War, a small detachment of 530 was sent to the PW camp at Sandbostel between Bremen and Hamburg which had just been liberated. They were sent to collect about 200 Allied POWs but the drivers will never forget the scenes of hundreds of wandering, emaciated Russian POWs and of compounds piled with bodies. Before they left, the Germans started to shell the camp and Corporal Percy Nunn remembers thinking what a hell of a place to be killed in, so near the end of the war.

The Divisional RASC's war had been an unusual one. After been evicted from France in 1940 and a short spell on anti-invasion duties, they moved to Scotland, the Cairngorms, for snow and mountain training. They trained in the snow with mules, with four Mule Companies under command, for an invasion of Norway that never happened. They changed their Bedfords for Jeeps and trailers and trained for Airportable Operations that were cancelled and finally after changing the Jeeps and trailers for Canadian Fords first saw action below sea level at Walchern.

ARMY FORM C2136 (Small)

MESSAGE FORM

Register No.

Call	Srl. No.	Priority	Transmission Instructions
			M49

ABOVE THIS LINE FOR SIGNALS USE ONLY

FROM (A) Originator: ST 52 Div

Date-Time of Origin: 05 1550B

Office Date Stamp: oc

For Action

528 Coy RASC 529 Coy RASC

530 Coy RASC 76 Coy RASC

TO (W) For Information (INFO)

Message Instructions — OR

Originator's No.

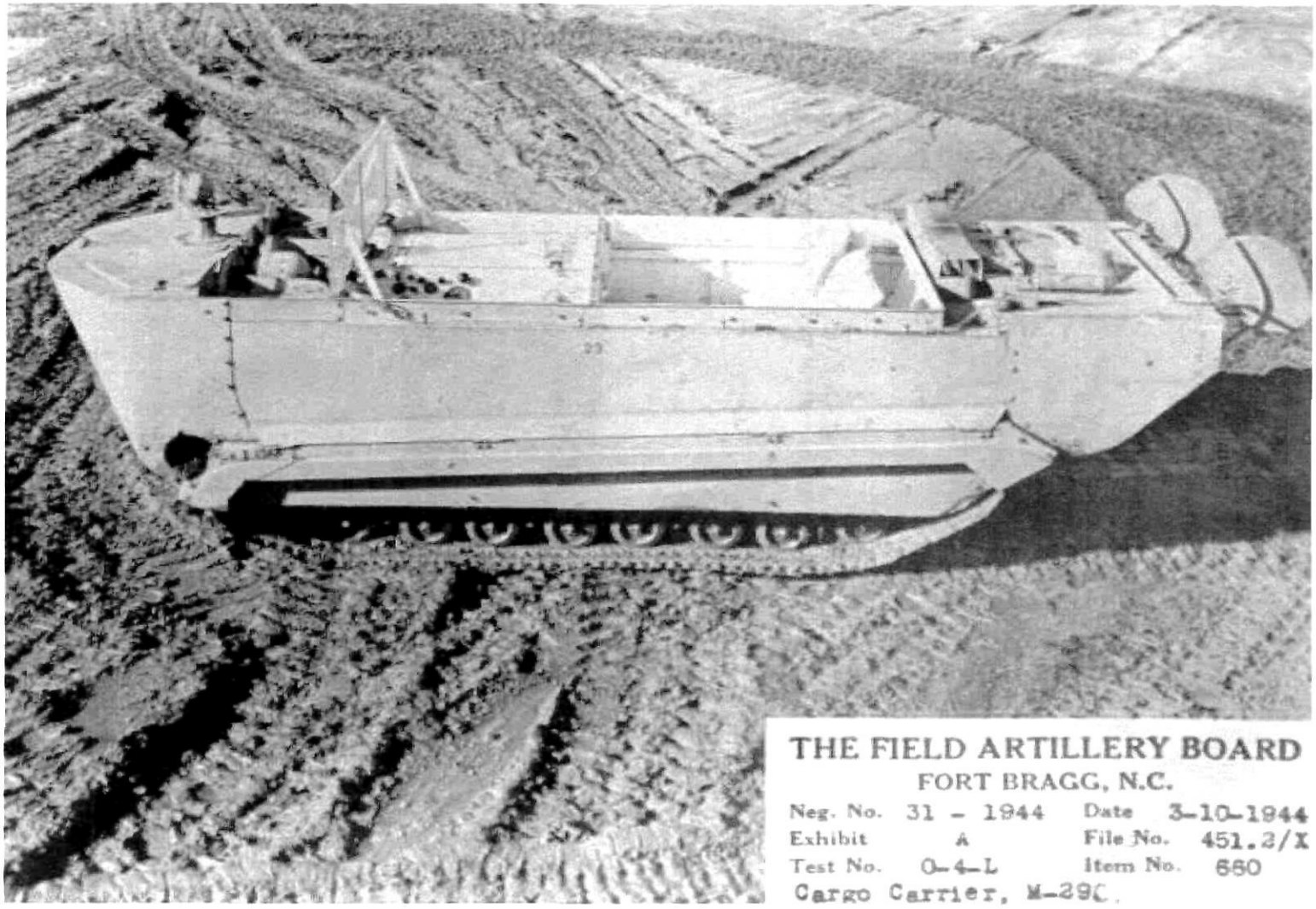
ST 6 (.) personal from CRASC te[illegible]nds (.) ALL GERMANS on Second Army front surrendered unconditionally [illegible]1820B (.) hostilities cease at 050800B (.) NO adv from present posns (.) 52 (L) Div will STAND FAST and hold present front (.) passage of Displaced Persons within Div Bdys will NOT be permitted

(HV522) Wt. 32154-1445. 175m. 5/44. B. & S. Ltd. 48-244.

This Message may be sent AS WRITTEN by any means (except) wireless	If liable to be intercepted or to fall into enemy hands, this message must be sent IN CIPHER	Originator's Instructions Degree of Priority	Time	System	Op.
Signed: Mahmarty Capt.	Signed		THI or TOR		
			Time cleared		

"The long awaited signal, copied from a carbon copy retained by Major (later Lt Col) C G H Marsh, then OC 529 Company"

The Commanding Officer, Lieutenant Colonel Jack Duce - Winter 1944/45.



M29C Weasel

(Photograph by courtesy of The Museum of Army Transport)

Bedford 15 cwt 4 x 2 GS MWD
(Photograph KID 2272 by courtesy of the Imperial War Museum)

Bedford 3 ton 4 x 2 GS OY
(Photograph KID 1802 by courtesy of the Imperial War Museum)

Bedford 3 ton 4 x 4 GS QL
(Photograph KID 2064 by courtesy of the Imperial War Museum)

Fordson 3 ton 4 x 4 GS WOT6
(Photograph KID 2064 by courtesy of the Imperial War Museum)

Bedford MWD

The smallest wartime Bedford made, appeared in 1937 and was based on a commercial 2-ton truck with a modified chassis and larger tyres to increase ground clearance. The initial order was agreed on 2nd May 1939. Early models had an open driving compartment, but from 1943 the cab was enclosed and provided with half-doors and detachable side-curtains. The windscreen changed from aero-screen to a full-width, flat divided screen with wipers.

More than 65.000 of this 4 x 2 15-cwt truck were produced from 1939 to 1945, some variants remaining in service with the British Army until the late 1950's. Length: 15' 9" Width: 8'6".Height: 8'10" Weight: 3.478 tons. Engine Bedford 6-cylinder 3.5 litre petrol, maximum BHP 72 at 3.000 rpm. Transmission: 4-speed gearbox 3 forward and 1 reverse. Fording depth without preparation 27 inches. Fuel capacity: 20 gallons. Range 268 miles.

BEDFORD OY

The Bedford OY 4 x 2 was a commercial truck, militarised for service with simplified bodywork and single rear tyres. Early war models had wooden rear bodies. The OY series, in particular the OYD general service truck, played a variety of roles: mobile workshop, office, canteen, and as transport of troops, horses, machine guns, and supplies and more than 70.000 were produced between 1939 and 1945.

Length 20'4" Width: 7'2" Height: 10'2" Weight: 6.45 ton Engine: Bedford 6-cylinder, type WD, 3.5 litre petrol, maximum BHP 72 at 3.000 rpm. Transmission: 4-speed gearbox 3 forward 1 reverse. Fuel capacity: 32 gallons. Range 280 miles.

BEDFORD QL

At the outbreak of WW II, Bedford was contracted by the British War Office to produce a 3 tons 4 x 4 general service truck. A pilot model was ready in February 1940 and quantity production started in March 1941. Used in a range of roles more than 50.000 produced at Vauxhall's Luton factory between 1940 and 1945.

Length: 19'6".Width: 7'4".Height: 10' Weight: 6.87 tons Engine: 6-cylinder Bedford, 3.5 litre petrol, maximum BHP 72 at 3.000 rpm. Transmission: 4-speed gearbox. 3 forward 1 reverse.

FORDSON WOT6

Introduced in January 1942 and remaining in production until September 1945, it was produced to the same broad specification as the Bedford QL Nearly 30.000 were produced, most of them being the GS version.

Length: 19'9" Width: 7'5" Height: 10'6" Weight: 3.89 tons. Engine: Ford V8-8 cylinder, 3.6 litre petrol .Maximum BHP 85 at 3.800 rpm. Transmission: 4-speed. 3 forward 1 reverse. Fuel capacity 35 gallons Range 280 miles.

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Chapter Six

The Army Of Occupation 1945-1946

One of the Divisional RASC's first tasks after the end of the war was the movement of Displaced Persons (DPs) and PWs from the various camps in the Bremen area. 76 Company were responsible for the task with 10 x 3 ton attached from 529. The details were carried out daily often consisting of 300 DPs from Bremen to another camp at Sulingen. It was an unpleasant task and because of the state of the DPs the vehicles and drivers had to be dusted with DDT every day. (529's Diary quotes the following Part 1 Order dated 8th May 1945 "*In view of the frequency of lice from Allied PWs, DPs and enemy PWs . every driver and any guard must be ..... made to dust their underclothes every day and the inside of vehicles sprayed immediately after completion of the detail.*")

Around the same time the Companies moved from their locations in the outskirts of the city. 76 into Bremen, by the 8th, 528 and 530 to Lesum and 529 to the north of the city.

On the 10th, 39 x 3 ton were attached to 529 to form an adhoc Platoon and both the Company and Platoon, under Command CRASC 30 Corps were ordered to carry out all internal and maintenance duties in the Corps area. The platoon consisted of 39 x 3 ton - 21 from Infantry Battalions, 3 from the Recce Regt, 6 from the Field Regiments, 4 from the A/Tk Batteries and 5 from the Field Ambulances. Later 529's own Platoons were replaced by 45 x 3 ton from Infantry and the Recee Regiment.The vehicles were returned to their units on 18th and 19th May. There is also evidence that 528 were involved in bridging details while in the Bremen area, photographs showing the windscreens with "Panel" & "Decking" painted on the Co-driver's side. 528 appear to have been equipped with the Canadian Ford, a three tonner with a stronger chassis than the British Ford equivalent and being stronger perhaps more suited for bridging. It naturally had a higher bridge classification.

May 12th brought news that at long last the Division was to be sent to Norway and the Divisional RASC moved to concentration areas prior to embarkation, HQ RASC to Syken, 76 to Huchding, 528 to Kattenturm, 529 to Leest and 530 to Sudweyhe. To their great disappointment, the move was cancelled on the 20th. On the news of the impending move, 528 stopped work on accommodation improvements but pressed on with the painting of vehicles, about two a day going through the paint shop.

On 22nd May 530 were ordered to operate as a four platoon Company, to be known as 52 Div Company, under command CRASC 35 Transport Column, to convey enemy PWs for agricultural work to help the local economy (Operation Barleycorn). However, this was cancelled on the 23rd when the Divisional RASC were ordered to Magdeburg, on the Elbe where the Russians had occupied the East bank. HQ RASC were at Oschersleben, 528 at Bahrendorf, some 15 kms from Magdeburg, 529 at Wanzleben, 530 at Grossottersleben and 75 at Donnersleben all about 26/27th May. 528 recorded the move as one of its longest, 150 miles, mainly on the Hamburg-Magdeburg Autobahn.

The MO recalls that HQ RASC took over accommodation from an American Unit. There he tended wounded German soldiers in the local hospital. Also he remembers an incident involving the SSO who had to meet his Russian counterpart at the River Elbe to decide which

barges were to be commandeered by whom. The SSO left at mid day and only returned in the early hours in a staff car unconscious and impossible to rouse having consumed large quantities of vodka with the Russians. It took the SSO about three days to recover.

In that area they were involved in the exchange of Russian DPs previously held by the Germans for German PWs held by the Russians. The Russian DPs were collected from camps on the West bank and taken across what was known as Friendship Bridge into the Russian Zone. The route into the Russian barracks was lined with Russian soldiers and after offloading the DPs a load of PWs were taken back across the Bridge. This went on for about a week.. 528 had 40 x 3 ton on the task on the 29th, assisting 1 Glasgow Highlanders at Caleb, and abut 20/30 x 3 ton per day up to the 2nd June. 529 and 530 (47 x 3 ton on 31st May) were also involved. One or two former members specifically mention moving bodies from Buchenwald Concentration Camp. There is no specific mention of this in any of the War Diaries.

Early in June, or possibly late May, Operation Barleycorn finally started. The Operation was commanded by OC 530 and as before was the provision of vehicles to transport German PWs to work on the farms. OC 530 had under command, his own two Platoons, "A" Platoon from 528, two Platoons from 529, "B" Platoon from 76 Company (Captain Saville and Lt Gardner, 69 ORs, 4 x motor cycles, 2 x 15 cwt and 40 x 3 ton), 48 x 3 ton drawn from 2 Army Vehicle Park and driven by Royal Artillery drivers and two Platoons of 10 ton vehicles from 510 Company attached to 76 and 528. 528's Platoon with the attached Royal Artillery personnel were at Altenweddingen. Their OC recorded he was pestered by the locals about aggressive DPs who were out for revenge but he was adamant and took a strictly neutral line. 530 had moved to Tecklenburg near Osnabruck on 4th June. The Operation was cancelled on 9th and 530 were relieved by 504 Company RASC.

On 6th June the Division was warned to move to Belgium and that once again they would prepare for an airportable role (this time for Syria). All ammunition in excess of 1st line scales was returned to 528's AP at Stemmern but because of the quantity and condition, German labour had to be called in to assist in sorting it out. 2 Company (5 Divisional RASC) eventually took over the AP.

They left the Magdeburg area at 0630 hours on 11th June staging at Bonninghardt in Belgium on the 14th (0430 hours), having covered the 300 miles from Magdeburg at an average speed of 16.5mph. Leaving at noon that day they arrived in the Gent area about midnight. HQ RASC was at Wettern, near Gent, 76 at Schellebelle, 528 at Smetlede, 529 at Nevele and 530 at Denderleeuw. OC 528 complained bitterly at the total lack of arrangements at the staging area. However, his Workshops which had left ahead of the main body to act as a Divisional Workshops at the staging area had used their own resources and 528, at least, had a cup of tea.

For the first time since their arrival on the continent, leave to the UK was granted as well as time in the Divisional Rest Area at Blankenburg.

While in Belgium, the GOC offered two prizes each of 1000 Belgian Francs, one for the best design of a decorative map showing the locations and actions of the Division and one for a Divisional Christmas Card. There is no record of the prize winners but 529 recorded that a Driver Thornburgh was the joint winner of the map design. A copy of the map was given free to every member of the Division. There was a framed copy in Yorkhill Parade, rescued from

a skip where it had been thrown by one CO who knew not what he doeth ..... A copy of the Christmas card is reproduced later in the Chapter.

The Division was on 21 days notice to move in its airportable role as part of the Strategic Reserve but towards the end of July was ordered back to Germany to take over the area previously occupied by 3 Division, in the 1 (British Corps District), the move to be completed by 19th August.

During July, 528 had two Platoons detached, on the 2nd, "A", Captain Moyle, later Captain McKinney, with 40 vehicles to 157 Brigade (5 KOSB) who were at that time under command 49 Division and "B" on the 21st, detailed to move the Recce Regiment to the Bensberg area where the Regiment was tasked to scout the area for German deserters, saboteurs and Russian DPs. Company HQ left Belgium on 23rd July moving to Edelburg and coming under command CRASC 49 Division for administration. The workshop had one section at Neiheim and the other at Lethmathe, the Composite platoon at Attendorf, "A" at Plettenburg and "B" at Bensberg. On 3rd August, the Company HQs, the composite Platoons and the Workshops of 76 and 529 moved to the new Divisional area leaving for the time being the PPs and the Transport Platoons in Belgium. 76 moved to Lage eventually handing over their old location and the PP to 172 Company (3 Divisional RASC) on 8th August.

529 moved to Wulfen arriving on 5th August having staged at Venlo on the 3rd and Lembeck on the 4th. Their previous location was taken over by 23 Company RASC (3 Divisional RASC) and in turn 529 took over the BBP, PP and a small quantity of SAA at Wulfen, where daily issues amounted to 11000 rations and 15000 gallons petrol. Another adhoc Platoon was formed on the 6th - 33 x 3 ton driven by drivers from 7 Manchesters and 5 KOSB. The vehicles were returned to the RVP at Brussels on the 19th.

528 Company HQ and Workshops, still under command 49 Division, left Edelberg on 8th August for Werne where they were joined by "A" and "B" Platoons. Company HQ was in a private house with the platoons in schools. Additional buildings were later requisitioned from the Town Major for messes. 528's old location in Belgium was taken over by 47 Company RASC (3 Divisional RASC).

530 left Belgium on the 18th moving to Sylbach near Detmold being relieved by 48 Company (3 Divisional RASC). HQ RASC moved on the 16th to Warendorf moving via Roermond, Venlo, Wesel, Holstein and Munster, a distance of 240 miles following the Advance HQ which had moved on 31st July.

After Magdeburg, Driver Alderson's Section, Section 4 of one of 530's Platoons was stationed at a small camp on the Bielefeld to Halle road helping the Military Government disperse homecoming German military. The event is not specifically recorded and is probably about the time the unit moved back to Germany from Belgium i.e after August 1945. The Germans collected from a PW camp nearby were taken to the Labour Office nearest their home towns. The Section took former soldiers to the Paderborn, Detmold, Herford, Gütersloh areas. Many, from the Russian Zone were badly clothed with no boots, just hessian round their feet. Prisoners from the American Zone were better dressed and carried holdalls. One prisoner carried by Alderson was the Duke of Westphalia who was taken home after he had signed on at the Registration Office. The Duke arranged drinks and lunch for Alderson and the 6 prisoners still with him. (Driver Alderson was demobbed at Ashton under Lyne on 6 May 1946).

OFFICERS 52 (L) DIV R. A. S. C.

LEFT to RIGHT.

FRONT ROW (Sitting) : Capt K.H. Mostyn Capt J.F. Rafferty Lt H.M. Dee Lt S.L. Timberlake Lt E. Lesage-Day Lt R.W Dann

FRONT ROW : Capt J. Nestor Maj V.S.M. Christie Maj J.A.McGerr Maj J.K. McPhie Lt-Col J. Duce Maj J.S. Brown Maj T.S. Bram y Capt D.A. Reid Capt L. Melhuish

SECOND ROW : Capt M.A. Martyn Capt W.G. Sharpe Capt P.L. Foreman Capt F.H. Willows Capt N.F.C. Gowing Capt W.G. Downing Capt C.G.V. Cornish
Capt N.C.M. Bayjis Capt N.A.K. Millar Capt A.F. Heppenstall Capt H.G. Chalmers Lt J. Helm

THIRD ROW : Capt G. Frost Capt W.D. McKinney Capt S.G. Cooper Capt A.D. Moyle Capt J.W. Stewart Capt H. Smith Lt H.M. Ringwood Lt N.S. Shipton
Capt G.A. Greenhill Lt A. Turner Capt S. Murray

J. DECREM
84, RODENBACH STRAAT
DENDERLEEUW
(LEEUWBREED)

530's Workshop on the Autobahn between Osnabruck and Magdeburg May 1945

530's Workshop entering Magdeburg May 1945

530's Workshop - Magdeburg June 1945

3 Divisional RASC had 4 Platoons on Operation Barleycorn and this was taken over by the 52nd who used an improvised transport column instead of 4 Platoons. The column was commanded by CRASC with vehicles provided by RAOC and driven by drivers from various Divisional units. 528 were responsible for the organisation of the column of adhoc platoons of Austin K2s, K3s, K5s, Dodge 4 x 2s, Bedford 4 x 2 OYs, 4 x 4 QLs and Ford 4 x 4 F60Ls, about 90 in total, driven by 124 attached Royal Artillery and Infantry personnel, attached to 529 and 76 Company. It operated until 6th September when the vehicles were returned to the RAOC Brussels.

HQ RASC had several units under command in the middle of August including 210 and 263 Petrol Depots, 91 and 109 Field Bakeries, 26 and 120 DIDs, 3 Artillery Platoons, 170 Company (Armd Bde) and 404 Company RASC, all as a result of the disbanding of 19 Lines of Communication RASC Sub Area.

Displaced persons were still a problem in late August with 530 providing 20 x 3 ton on the 29th and 40 x 3 ton on the 30th to move Polish DPs form Warendorf to Augustdorf. A similar detail, 50 x 3 ton, took place on 2nd September.

Transport details in September were exceptionally heavy, OC 528 complaining bitterly about the lack of new engines and high oil consumption. 529 collected and issued 15000 rations and 12000 gallons of petrol daily and 530 opened a BBP at Sylbach to supply disarmed Wermacht soldiers in that area. 530 were also involved in a move of Italian DPs from Minden to Haltern. A Belgian ASC Company, 2118, was attached to the Divisional RASC on the 9th reporting to the DP camp at Sennelager to move Russian DPs to Iserlohn.

528 had an unusual detail on 14th September when they supplied 14 x 3 ton to the Military Government detachment at Lubecke to uplift 720,000 cigars for DPs. The cigars were uplifted from the Blase Factory, Lubecke and 220,000 delivered to 529's BBP and 500,000 to 76's BBP. A further 1,500,000 cigars, 9 x 3 ton, were uplifted on the 21st, 1,000.000 to 76's BBP, 500,000 to 120 DID, and during October 31 x 3 ton collected a further 5,000,000 cigars.

DPs were still being moved during October, Operation Hallelujah, the movement of Polish DPs (22 x 3 ton).

On 2nd November, 52nd Divisional RASC's last CO was appointed, Lieutenant Colonel (later Brigadier) L J Aspland.

Demobilisation had reduced the strength of the Divisional RASC by many soldiers and a few officers and the shortage of manpower was overcome by employing German civilians as mechanics, storeman, painters, etc.

The official view of the occupying powers towards Germans was that a British soldier should allow right of way and show the usual courtesy towards German women but he should not make way or step into the gutter for German males. The British soldier had right of way on the pavement and footpath and if necessary was to push German males out of his way if the latter refused to give ground.

Another unusual detail was reported in November 1945. 528 were ordered to uplift 200,000 bottles of gin, (120 tons), from the Schlespe Distillery, Steinhagen for delivery to the NAAFI warehouse at Lipstadt. Several other details for gin took place in early December.

528 were still in Werne but had taken over houses heated by steam from a local mine.

Before Christmas 1945, Corporal Percy Nunn (530) was NCO IC of a section of 4 x 3 ton that went from Sylbach to a factory near Antwerp to collect toys for a NAAFI shop. They got lost, as sections sometimes do, and ended up at their former civilian billets in Denderleeuw where they were welcomed with open arms and after spending the night completed the detail the next day.

At the end of 1945, the Divisional RASC had 755 Company (Bulk Petrol Tanker), 109 Field Bakery, 26 and 120 DIDs and 261 Petrol Depot under command. Sub unit strengths were as follows:

HQ RASC	7 Officers and 21 Ors ⟶
76 Company	6 Officers and 265 Ors
528 Company	7 Officers and 239 ORs
529 Company	5 Officers and 253 ORs
530 Company	4 Officers and 295 ORs
Total	29 Officers and 1073 ORs

HQ RASC Warendorf Germany October 1945
(Photograph from the personel files of Captain D A Reid)

Back Row (L to R) Captain D A Reid, Major A F Heppendstall, Captain S Armstrong
Captain K Mostyn, Captain Bramley, Captain W G Downing, Captain N F C Gowing RAMC,
Captain F H Willows
Front Row Captain J Nestor (ACC), Lieutenant Colonel J Duce, Major J S Brown
Major J K McPhie

Unit locations were HQ RASC Neubeckum, 528 Werne, 529 Wulfen, 530 Sylbach and 76 at Lage.

On 1st January 1946, HQ RASC published the formation of "G" Independent Transport Platoon, later re-designated 1838 Independent Transport Platoon, to serve Divisional HQ and located at Warendorf. The Platoon, with an Establishment of 69 all ranks, was only 39 strong and was commanded by Lieutenant Gardner ex 76 Company. 71 Field Bakery RASC came under command on 2nd January and 109 Field Bakery and 261 Petrol Depot disbanded on the 4th.

The order to disband 76 Company was received on 8th February 1946, the Company reporting final disbandment on 22nd March. All transport details were handed over to 528 on 5th February and the Imprest Account closed on the 8th. On 13th and 18th February respectively, 68 x 3 ton and 139 soldiers were transferred to 528 and unit holdings of ammunition returned to 1 Corps District Command Ammunition Depot on the 28th. The 4 remaining soldiers were posted to 528 on 1/2 March followed by the remainder of the vehicles, 14 x motor cycles, 2 x water trailers and 4 x 3 ton on the 9th.

528 took over 76's location at Lage on the 4th February and its commitments including the rationing of 22000 troops. 528 took over two Platoons, calling them "C" and "D" Platoons and the BBP from 76 Company on the 6th and on the 22nd became known as 528 Company (Occupational Divisional Transport).

530 transferred certain of its transport details to 304 German Transport Company in January, the latter coming under command of the Divisional RASC in February.

The tasks carried by the Companies in the early months of 1946 were deliveries of Red Cross parcels, rum, POL, forage, straw, antifreeze, clothing for DPs, coke, meat etc and troop lifts.

Two Platoons of 530 were transferred to 529 at Wulfen in March 1946 (3rd and 11th), a total of 74 ORs and 68 x 3 ton so that by the end of that month, 529 had 132 task vehicles under command all employed in the maintenance of the Division. Its strength was 7 officers and 303 other ranks (Establishment 11 and 422) and even at that level had difficulty in supplying drivers for all its vehicles. Approximately 50 civilians were employed as labourers, cooks and mechanics during March. 62 reinforcements were received from 170 Company on 6th April.

On 13th March, a Bulk Petrol Platoon, 33 x 1800 gallon tankers, 1 officer, (Lieutenant Fox) and 60 men was attached to 530 from 754 Company (Bulk Petrol Tanker). In April 530's two Platoons were at Aldendorf and Rheine.

During April the Divisional RASC was ordered to move to the West of Hanover to maintain the Division as well as the balance of 2 and 3 Canadian Divisions in that area. HQ RASC moved to Oldenburg Airport on the 14th, 528 to Georgesmarianhutte, near Osnabruck and 529 to Jever Airport on the 24th, 530 to Cloppenburg, later, on the 18th, to Delmenhorst and 1838 Platoon to Padzweschenahn on the 14th. 529's Composite Platoon was attached to the BBP operated by 2/3 Canadian Divisional RASC at Oldenburg Airport on 23rd April. On 8th April 1946, 529 took 11 Weasels (M29Cs) on charge but the reason why is not recorded.

From then until the end of June, little is recorded in the Diaries. 528 at Bad Essen (14th June) received written orders to disband on 20th June, and 529 handed over their location and the BBP in the GEC factory at Oldenburg to 58 Company on 23rd June. 530 at Delmenhorst made no comment and all diaries ceased at the end of June 1946.

WITH best wishes

for a Happy Christmas

and a Lucky and

Prosperous New Year

from

52 (L) Division

B. A. O. R.

Divisional Christmas Card - Christmas 1945

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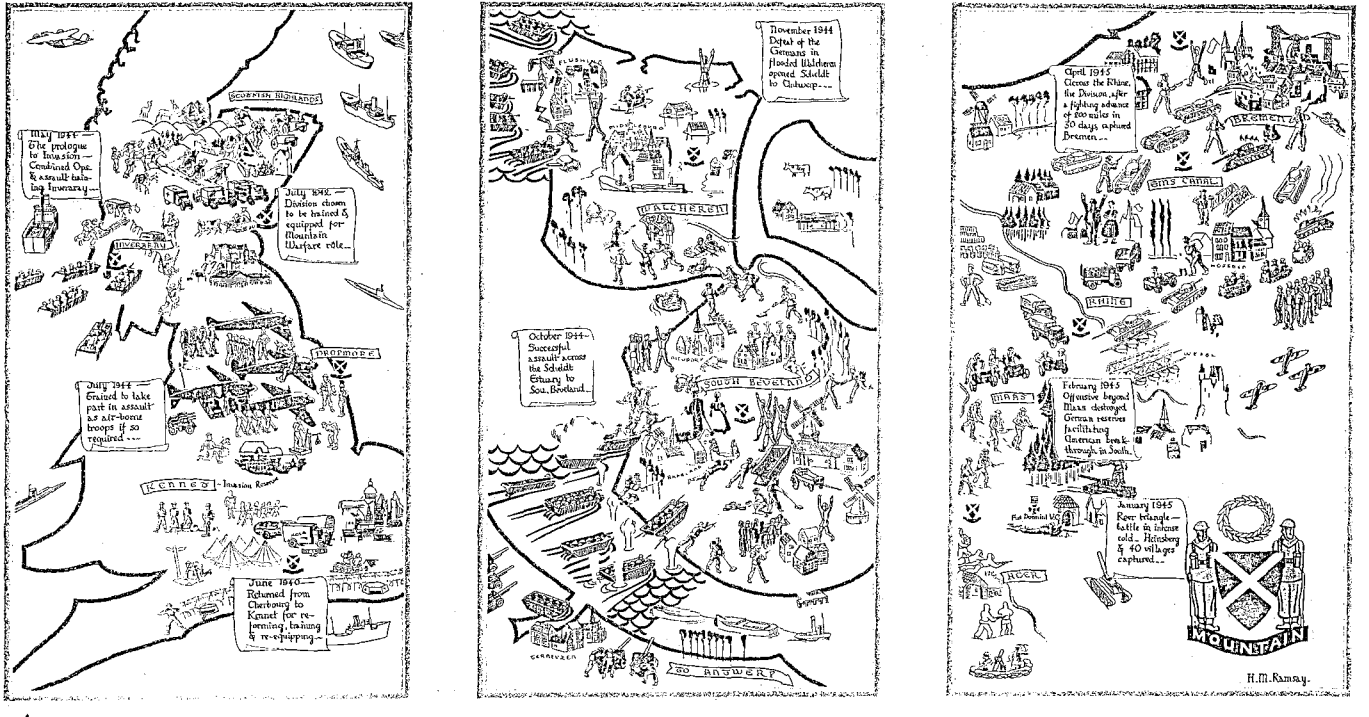

Heraldic Map

Shewing the Training and Active Service of the 52nd. (L) Division during the Campaign in North West Europe 1939-1945

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CONTINENTAL-TOUR 1944—1945

Place	Arrived	Departed
OSTEND	17. Oct. 44	18. Oct. 44
OWEGEM	18. Oct. 44	2. Nov. 44
CLINGE	2. Nov. 44	11. Nov. 44
OVERZANDE	11. Nov. 44	15. Nov. 44
CALMPTHOUT	15. Nov. 44	6. Dec. 44
MUNSTER-BILSEN	6. Dec. 44	23. Dec. 44
HOENSBROEK	23. Dec. 44	13. Jan. 45
STEIN	13. Jan. 45	24. Jan. 45
AMSTENRADE	24. Jan. 45	9. Feb. 45
ZOMEREN	9. Feb. 45	17. Feb. 45
NUNEN	17. Feb. 45	20. Feb. 45
BOXMEER	20. Feb. 45	5. Mar. 45
WEMB	5. Mar. 45	8. Mar. 45
WELLEROO	16. Mar. 45	27. Mar. 45
ZONSBECK	27. Mar. 45	6. Apr. 45
ODING	6. Apr. 45	8. Apr. 45
MESUM	8. Apr. 45	17. Apr. 45
BARVER	17. Apr. 45	18. Apr. 45
BRAKE	18. Apr. 45	24. Apr. 45
SUSTEDT	24. Apr. 45	3. May 45
ACHIM	3. May 45	9. May 45
LESUM	9. May 45	15. May 45
KATTENTURM	15. May 45	25. May 45
BAHRENDORF	25. May 45	13. Jun. 45
SMETLEDE	13. Jun. 45	22. Jul. 45
EIDELBURG	22. Jul. 45	8. Aug. 45
WERNE	8. Aug. 45	?

528 COMPANY
ROYAL ARMY SERVICE CORPS
52ND LOWLAND DIVISION

MENU

FOR

CHRISTMAS - BOXING DAY

WERNE GERMANY

1945

CHRISTMAS DAY

TEA - IN - BED

BREAKFAST

PORRIDGE & HOT MILK
FRIED EGG, BACON & FRIED BREAD
MARMALADE, BREAD, BUTTER
TEA

DINNER

VEGETABLE SOUP
ROAST GAME
ROAST TURKEY
ROAST POTATOES & CREAMED POTATOES
2 VEGETABLES, GRAVY & BREAD SAUCE
XMAS PUDDING & RUM SAUCE
MINCE PIES, CHEESE & BISCUITS
TEA, BEER
SWEETS

TEA

(RUNNING BUFFET)
SANDWICHES & BEETROOT
BUNS, XMAS CAKE
BREAD, BUTTER & JAM
TEA

BOXING DAY

TEA - IN - BED

BREAKFAST

PORRIDGE & HOT MILK
FRIED SAUSAGES & EGG
MARMALADE, BREAD & BUTTER
TEA

DINNER

ROAST PORK
APPLE SAUCE
ROAST POTATOES & CREAMED POTATOES
VEGETABLES
BREAD SAUCE
TREACLE PUDDING & CUSTARD SAUCE
BISCUITS & CHEESE
TEA

TEA

COLD MEAT
BEETROOT & PICKLES
TRIFLE & TELLY
BREAD, BUTTER, JAM
TEA

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TRUCK 10-CWT. TRACKED G.S.

THE STUDEBAKER "WEASEL"

U.S. Army Nomenclature is "Light Cargo Carrier M.29".

GENERAL: A light fully tracked vehicle designed primarily for snow operation and/or airborne use. Super low ground pressures enable it to traverse snow, mud and swamp conditions impracticable to the ordinary tracked vehicle. In its standard form it is amphibious, but free board is limited. The special amphibious model M.29C. is shown on page 690.

ENGINE: Make, Studebaker. Model 6-170. Petrol. 6 cyl. Bore 3". Stroke 4". Capacity 170 cu. ins. (2.85 litres). Max. B.H.P. Gross 75 @ 3800. Net 55 @ 3600. Net torque 1320 lbs. @ 1400.

CLUTCH: Borg & Beck, 8".

GEARBOX: Synchromesh 3 speed: Ratios 2.68 to 1, 1.56 to 1, 1.00 to 1, r.3.55 to 1.

TRANSFER CASE, AXLE, STEERING: Combined Clark Steering Differential Unit. Transfer Case 2 speed, Ratios .856 to 1 and 2.74 to 1. Axle Ratios 4.87 to 1. Steering effected by two levers mounted in front of driver.

*TRACKS: Rubber belt with four steel cables embedded in each track. Width of track 15". Steel support plates 15" wide and 1" high grousers.

GROUND CONTACT:

Zero Penetration	2344 sq. ins.
Pressure	2.1 lbs/sq. in.
5" Penetration (Snow)	2812sq. ins.
Pressure	1.76 lbs/sq. ins.

SUSPENSION: Four transverse springs bolted under hull. Each carrying four solid rubber tyred bogie wheels at either end.

MAX SPEEDS (in low Range) 4.3, 7.4 and 11.6 m.p.h. (In High Range) 13.6, 23.2 and 36.4 m.p.h.

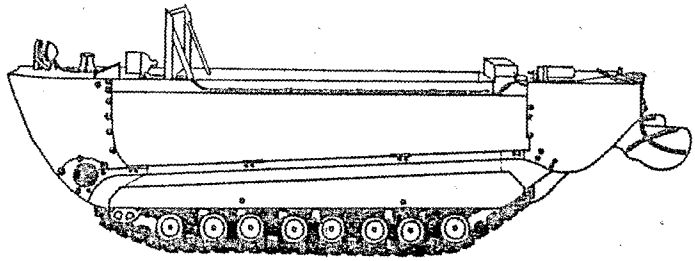
TURNING CIRCLE: 24' 0" (lead surface).

GROUND CLEARANCE: 11".

CAPACITIES: Fuel 29 gals. Cooling 9 qts.

PETROL CONSUMPTION: Variable from 0.7 to 7.0 m.p.g. according to load and terrain.

*Note: Later types fitted with 20" wide tracks.



AMPHIBIAN 10-CWT TRACKED G.S.

THE AMPHIBIOUS WEASEL

(U.S. Army Nomenclature is Light Cargo Carrier M.29.C.)

This is a relatively simple conversion of the Truck 10-cwt Tracked G.S.

Bow and stern cells, track side panels, sponson air tanks and cable controlled rudders are added to the standard M.29 model (with 20" tracks).

A capstan is fitted to top of front (or bow) cell, driven by P.T.O. off engine.

Water propulsion is effected by the standard tracks. Water speed approx. 4 m.p.h. Water steering is by two rudders. Track side panels are hinged to provide access to track and suspension.

Tow hook is mounted at stern and tow eye at front.

This amphibian is intended only for operation across slow moving streams or in quiet water. It is not intended for use in surf or highly turbulent waters.

WEIGHTS AND DIMENSIONS
equipped with 20" Tracks

OVERALL DIMENSIONS

Length over hull	14' 8½"
" including rudders	15' 8½"
Width	5' 7"
Ground Clearance	10½"
Overall Height	5'10½"
Free Board (Fully Laden)	
Bow	10½"
Stern	8"

Weights

Unladen (Full fuel)	4840 lbs.	=2 tons 3¼ cwt.
Crew (2 men)	340 lbs.	= 3 cwt.
Payload	860 lbs.	= 7¾ cwt.
Gross Laden Wt.	6040 lbs.	=2 tons 14 cwt.

Track Pressure

Length of Track on ground	78½"
Area " " "	3125 sq. ins.
Ground Pressure	1.93 lbs./sq.ins.

Chapter Seven

The Territorial Army
And
The Territorial Army Volunteer Reserve.

The Territorial Army was reformed on 1 May 1947. As a result of the War Office decision to combine the 51st and 52nd Divisions, 51/52 (Scottish) Infantry Divisional Column RASC (TA) was formed commanded by Lieutenant Colonel W. H. Blackie OBE and with Major J. G. Stenhouse as 2IC a pre war member of 52nd Divisional RASC (TA). Its Headquarters were at 41 Yorkhill Parade Glasgow with the following Companies under command

525 Company RASC (TA) Stirling*

527 Company RASC (TA) Perth*

528 Company (Infantry Division Transport) RASC (TA) at 41 Yorkhill Parade, with its vehicles garaged on the South side of Glasgow

529 Company (Infantry Division Transport) RASC (TA) Dumfries*

* Not confirmed

Also in Glasgow, Headquarters in Berkeley Street, was 106 Transport Column RASC (TA) commanded by Lieutenant Colonel H. C. Stenhouse OBE. Also a pre war member of 52nd Divisional RASC (TA) with the following Companies under command

526 Company (Independent Infantry Brigade) RASC (TA) Dundee

530 Company (Armoured Brigade) RASC (TA) at Shawfield Glasgow in support of 30 Independent Armoured Brigade.

1577 Company (Artillery) RASC (TA) at Clarkston, Glasgow with its vehicles also garaged at Shawfield

1578 Company RASC (TA) at Larkhall.

There were two other RASC (TA) Columns in the Lowlands both of which later form part of our History. For the moment they are listed purely for the record.

264 (Scottish) Beach Brigade Column RASC (TA) with its Headquarters at Lochburn Road Glasgow, the home of the old Lowland Divisional Transport & Supply Column ASC (TA)/52nd (Lowland) Divisional Train RASC (TA) commanded by Lieutenant Colonel J. S. Walton former OC 528 Company RASC in 1939 with the following units under command.

1574 Company (Amphibious) RASC (TA) based at Rothesay with detachments at Arran and Millport operating DUKWs and Buffaloes.

1575 Company (Amphibious) RASC (TA) at Rutherglen with a detachment in Ayr.

1576 Company (Fast Launch) RASC (TA) with "A" Division at Ayr and "B" Divsion at Rothesay.

2032 & 2033 Port Platoons, 2036 & 2037 Supply Platoons, 2038 & 2039 Petrol Platoons and 2040 & 2041 Fire Fighting Platoons all RASC (TA) at Glasgow.

3 Anti-Aircraft Group Column RASC (TA) at Alnwickhill Edinburgh with 907, 908 and 909 (at Coatdyke) Companies RASC (TA) under command. This Column was to be commanded in later years by Lieutenant Colonel W.C. Munro another pre war member of 52nd Divisional RASC.

All three Glasgow based Columns took part in the first post war large scale recruiting drive held in the Kelvin Hall Glasgow from 20 - 29 February 1948 known as the "Services Cavalcade". The RASC Journal of April 1949 reported that 106 Column had almost 200 recruits.

51/52 Infantry Divisional Column was disbanded on 30 April 1948 and a new unit, 51st (Highland) Divisional Column RASC (TA) formed at Yorkhill with 525 Company at Stirling, 526 Company at Dundee 527 Company at Perth and 528 Company at Glasgow. The Commanding Officer was Lieutenant Colonel W.S. Gow. Clearly the location of Column Headquarters was a mistake and it relocated to Perth on 2 December 1948 and takes no further part in this history that concentrates on 106 Column.

526 and 529 Companies were transferred to 106 Column in August 1948, the latter reforming at Leith Fort Edinburgh and commanded by Major R de La Haye. 528 Company was transferred to 106 Column in December 1948 and 1578 Company was disbanded on the formation of 577 Company (Mechanical Transport) RASC (TA) as a result of the merger of 1578 and 1577 Companies. 577 was originally at Bothwell but before the end of 1948 moved to Hamilton.

(577 Company was originally formed in France on 25 September 1915 as 577 Horse Transport Company ASC and allocated to 1 Indian Cavalry Division as an Auxiliary Horse Transport Company. On 23 March 1916 it was transferred to 4 Cavalry Division in the same role and remained with that Division until it was disbanded on 21 February 1919. 65 Composite (Mixed) Transport Company RASC was formed at Reed Hall, Colchester on 28 September 1942 commanded by a Major Chadwick with three RASC platoons, 2 ATS platoons and a Workshop. It moved to Northampton on 13 December 1942 and was redesignated 1577 Composite (Mixed) Transport Company on 1 February 1943. On 12 October 1945 1701 Independent Platoon was absorbed into the Company that was eventually disbanded in November 1945, the last OC being a Captain Marshall. The Company operated cars, 30 cwt and 3 ton lorries. It was reformed as 1577

Company RASC (TA) at Clarkston near Glasgow in spring 1947 under Major A.W.S. Deighton).

The first post war annual camp was held at Stobs near Hawick in July 1948.

Annual Camp Stobs, Hawick July 1948
Officers and Senior Ranks 1577 Company RASC(TA)
(Photograph from the personal collection of Lt Col A R McInnes TD)

Front Row: Sergeant?, Captain McInnes, Captain Gilchrist, Major Deighton, ?, Sergeant McMillan

The first connections with the WRAC were soon on the horizon and in April 1949 it was reported that the WRAC RASC (TA) Platoon at Yorkhill was expected to "get off the ground" though recruiting did not start until late summer 1949. Captain Sheila Stenhouse, sister of the Commanding Officer of 106 Column, commanded the Platoon.

Preparation for the 1949 camp at Comrie was two weekend camps one at Glencorse and the second at Dundonald. The strength of the Column was now over 200. Vehicle painting was done by the Regular unit at Maryhill Barracks, 643 Company RASC presumably because of the lack of facilities at Yorkhill.

52nd (Lowland) Division was reorganised in May 1950 and 106 Column at 41 Yorkhill Parade redesignated 52 (Lowland) Divisional Column RASC (TA) and the four Companies - 528, 529, 530 and 577 - redesignated as Divisional Transport Companies. The 1950 camp was at Gailes in Ayrshire each Company carrying out a seven day convoy drive down through northern England living in vehicles and totally self contained. That same year the first 18 National Servicemen were attached to the Column, 17 eventually joining the TA at the end of their service. The first recorded post war honour was made in 1950 with the award of the BEM in the Birthday Honours list to Sergeant M. Finnie (TA) the civilian storeman at Yorkhill.

577 Company Cultybraggan 1949
(Photograph from the personal collection of Lt Col A R McInnes TD)

The Column, less 529 Company, camped at Hornsea in Yorkshire in 1951, 529 was with 155 Infantry Brigade also in Yorkshire. Inter Column competitions were reported frequently in the RASC Journal, the November 1951 issue reporting the Column Vehicle Maintenance Competition, won by 528 and the Column Motor Cycle Trials won by 577 Company.

In September 1951, the Column's very first Training Major arrived. Major John Simpson, also the Column 2IC, there was no separate appointment in those days, recalls that the lack of a full time Training Major was obvious. He also noticed that the Column had not been trained as a Divisional unit largely because there was no Division, only two ad hoc Brigades, 155 Infantry Brigade and 30 Armoured Brigade. The Mobilisation Scheme did little except to indicate the setting up of an AP near Prestwick. The ammunition natures were not specified nor "what happened next". He calculated that if they were lucky, they would have three days notice and with that in mind he proposed the following three-year training programme to the Commanding Officer

Year 1	to be operational in 21 days
Year 2	to be operational in 7 days
Year 3	to be operational in 24 hours.

The first year, 1951/52 concentrated on individual and section training. First, came the inevitable wall charts. Next, remembering the Chinese proverb "I hear and I forget, I see and I remember, I do and I understand" he experimented with the NCOs by giving them Dinky toys, six three tonners, a motor cycle and a jeep - a Section in miniature. The reaction was overwhelming. "To see these hard nosed Glaswegians, Hamilton miners and the Leith dockers fascinated by these toys was unbelievably rewarding". The limit was the section; more was too much. Instruction cards that could be folded in half to fit into battle dress map pockets were issued to Section and Platoon Commanders. Finally he went round all the drill halls and gave talks on current world affairs.

Load Tables
for 3 ton
lorries.

6 vehs past a single
point in mins.

Commodity.	Amount.	VTM	Distance in yds.	VTM	M 1 2 h 10	15	20	30	40
AFV		4	433						
2 Pr	960	10	169	10	6	4	3	2	1½
37 mm	1340								
6 Pr	320	15	110	15	4	2 2/3	2	1½	1
75 mm	240								
105 mm	105	20	81	20	3	2	1½	1	¾
95 mm H.E.	300								
Smk	553	30	52	30	2	1 2/3	1	2/3	½
20 mm	8400								
40 mm	960	40	37	40	1½	1	¾	½	⅜
25 Pr	184								
17 Pr	106								
3 in M10(SP)	125								
4.5 in	85								
5.5 in	60								
155 mm	45								
3.7 in	228								
20 Pr	79								
PIAT	894								
Mortar 2"									
H.E.	1764								
Smk	1854								
Mortar 3"									
H.E.	456								
Smk	420								
Mortar 4.2"	246								
75 Gren	2016								
36 Gren	3400								
Mines A/T IV	440								
A/T V	580								
Pistol .38	134280								
303	88000								
Sten	106000								
Sig Pistol	30000								
Browning	91000								
Browning .50	20000								
Besa 7.92	56250								
G.O.L.									
M.T. 80									
4 Gal N.R.	840 gals								
4 Gal R.	640 gals								
Jerrican	675 gals								
40 gal drum	720 gals								
Lub Oil									
5 gal drum	660 gals								
Stores									
M.S.R.	1500 rations								
Comp w. biscuit	1428 "								
" w/c "	1624 "								
24 hr Pack	2790 "								
AFV Packs									
2 man	1680 "								
3 "	1836 "								
5 "	1960 "								
Hosp Sups	6600 "								

Time taken for 1 veh to cover 1 mile	
M 1 2 h	Time in mins
10	10
15	6 2/3
20	5
30	3⅓
40	2½

Cruising speed to give M 1.2.h.	
M.1.2.H.	M.P.H.
5	3
7½	5
10	6
12	8
15	9
18	11
20	12
24	14½
25	15
28	17
30	18
35	21
40	24
45	27
50	30
55	33

Info for Route Cards

1. Destination.
2. Main Places en Route.
3. Approx Distances.
4. Cruising Speed.
5. Intervals between vehs.
6. Action on Breakdown.
7. Map Nos.

Tps per 3 tonner

(with kit - 25
w/o kit - 20)

Fuel Consumption Average for vehs		Gals required for 1 Sec	
Type.	MPG	Miles	Gals
M/C 12500	90	10	9
M/C 35000	75	50	39
Ours P.U.	20	80	62
" 5 cwt	20	100	77
Trucks 15 cwt	11	120	92
3 Tonner	8		

W.E. Tpt Pl R.A.S.C.

H.Q.	Personnel.	
	Subaltern	1
	Sgts	2
	L/Cpls	2
	Dvrs	15
	ACC Cooks	2
	Total	25
5 Sec each of	Cpl	1
	L/Cpl	1
	Dvrs	5
	Total Sec	7
	Total Pl	60
	Vehs	
H.Q.	M/Cycles	3
	15 cwt	1
	Scout Car	1
	Lorries 3 ton	4
	Water Trailer 180 gals	1
Sec.	M/Cycles	1
	Lorries 3 ton	6
	Weapons.	
H.Q.	IMGs	2
	PIAT	2
Sec IMG		1
	Total Weapons.	
	IMGs	7
	PIAT.	2

On the second year they moved on to Platoon training and benefited from the first year's elementary training. A popular move was the issue of coloured epaulette flashes, black for Column Headquarters, orange for 528, red for 529, blue for 530 and green for 577 Company.

The last year was Company training. Simpson realised his success when during the 1954 Camp on Salisbury Plain he took the Permanent Staff Instructors (PSIs) away and watched as the Companies operated successfully on their own during the three day Divisional Exercise. He noted that he only had to tell the "Jocks" something once for it to sink in. The training worked and John Simpson is quite emphatic, it worked because all ranks of the TA wanted it to work. He was not impressed by the appearance of many of the Officers and purchased many sets of cap badges, brass buttons and 12 chin straps, all of which he "bulled up" and handed out to those whose own were not up to standard. The message got home.

John Simpson remembers many of the personalities both TA and Regular who served in the Column. The Headquarters Clerks - Staff Sergeant Miller, Sergeants Kelly and Nixon and a Mr Ford, a retired Glasgow Policeman; the RSM, WO1 Boyland (1952) followed by WO1 Harrison; Driver Easton the Regular driver and the PSIs, Sergeant Hackworth, 528 Company; Staff Sergeant Boden and Sergeant Bate (REME), 529 Company; Sergeant Falstead, 530 Company and Staff Sergeant Rennie and Sergeant Harper 577 Company.

In 1952, 529 Company moved from Leith Fort to a new Drill Hall at Newhailes Camp in Musselburgh officially opened by the Provost of the town, Robert Hunter on 21 June 1952 followed by a successful "At Home".

Camp 1952 was at Dallachy near Spey Bay Morayshire.

Captain, later Brigadier, Peter Attack who was Adjutant from the summer of 1951 until the autumn of 1953 recalls that the Column intake of National Servicemen had peaked in excess of 1000 spread over the four Companies. National Servicemen, having completed their colour service had then to attend three camps with the TA. Those who actually joined the TA had a much easier time than those who did not, the latter being sent an order to report to the drill hall for each two weeks camp. Proof of posting was all that was required. The first time they failed to turn up they were given 28 days detention, the second time, a Court Martial and 56 days, the third time 112 days.

Attack's main problem after Camp was dealing with the mass of paper work tracking down those who had not turned up for camp. He recalls the Scottish Daily Express of 31 December 1952 reporting the case of a "Z" Reservist who had spent one night in the local police station and a second in the Guard Room at Maryhill Barracks. The poor unfortunate had landed in the predicament because his wife had thought the envelope containing his Camp instructions for 577's camp was a tax refund and had not opened it because her husband was away from home at the time. Notwithstanding that he had appeared in front of a Magistrate who said he had nothing to worry about as he, the Magistrate would write to the unit and explain the situation, he was found guilty to the charge of being absent without leave and was sentenced to 28 days.

Pl. Wilkie

528 Coy R.A.S.C. (TA).

TRAINING PROGRAMME. MONTH OF NOVEMBER 1951.

HQ 528 COY LAD REME (TA)
HQ 528 COY LAD REME (TA)
HQ 528 COY LAD REME (TA)

DATE	PLACE	TIME	SUBJECT	INSTRUCTOR	DRESS.
TEUS 6 Novr.	Yorkhill	19-45 - 20-30 20-50 - 21-40	Map Reading from the RASC angle (Pay parade.)	Lt. Mackie RASC. Capt. McLaren RASC.	B.D. hels. Civilian Shoes may be worn.
THURS 8 Novr.	"	20-00 - 22-00	Recreational Training -		Optional.
13 " TUES	"	19-45 - 20-30 20-50 - 21-40	Organisation of a Div Tpt Coy RASC "World Affairs "Communism" Korea.	Capt. North. RASC. Major Simpson RASC.	"
15 " THURS	"	20-00 - 22-00	Recreational Training.		"
20 " TUES	"	19-45 - 20-30 20-50 - 21-40	Vehicle Recovery Protection on the move.	Lt. Welsh. RASC. Capt. McLaren. RASC.	"
22 " THURS	"	20-10 - 22-00	Recreational Training.		"
27 " TUES	"	19-45 - 20-30 20-50 - 21-40	Parking of Vehicles. Protection in Location.	Lt. Mackie. RASC. Capt. North.	"
29 " THURS	"	20-00 - 22-00	Recreational Training.		"

N.C.Os. Cadre under Sgt. Hackworth will continue on all Tuesdays this Month.
Weekend Training Camp will be held at Dundonald 10/11 November 1951. Times will be published in Part I Orders. X

Sundays during November (with exception of 11th Nov) Motor Cycle & Vehicle Driving Training by teams detailed in Part I Orders Serial No.25 & Vehicle Maint. will be held at Shawfield. Times 10-00 - 14-00.

Tea Break 20-30 - 20-50.

X See seperate Training Programme.

Jas R H Clelan Capt RASC (TA).

DATE: 29/10/51.

OFFICER COMMANDING.....

S E C R E T.

Copy No:- NINE....

Date 24./6./52

EXCERCISE CARTER -PATERSON

528 COY (DIV TPT) R.A.S.C. (TA)

Ref Maps: Scotland 1" to 1 mile, sheet Nos. 72-67-63-56-49-48-43-42-38-29-28.

INFORMATION.

1. Enemy

There is a threat of invasion to the North Coast of Scotland by Blatuanian Forces at present occupying Iceland.

2. Own Troops

(a) 51 and 52 Divs. are concentrating south of Moray Firth, 52 Div being kept momentarily in reserve.

(b) 52 Div Coln RASC are handing over certain transport to 51 Div Coln RASC at Dallachy Camp.

3. [illegible]

INTENTION.

3. 528 Coy RASC (TA) will deliver 15X3Ton & 5 M/Cycles to Dallachy Camp.

METHOD.

4. (a) The vehicles will be delivered during the W/end 28/29 June 52 as follows:-

15 X 3ton
5 M/Cs.

15 X 3 ton Vehs Nos.	87 RG 58	38 YU 72	87 RG 41	M/Cs Nos	87 YD 84
	86 RG 18	86 RG 40	86 RG 31		61 YD 13
	86 RG 30	86 RG 35	86 RG 39		62 YD 15
	86 RG 67	86 RG 19	86 RG 20		62 YD 68
	86 RG 14	86 RG 25	86 RG 23		62 YD 31

(b) Domestic Transport

The following domestic vehs will take part in the operation:-

1 x P/U	Nos. 07 RC 85	Dvrs .....
1 x 3ton(REC.)	45 RC 72	.....
1 x 3ton(Cooks)	[redacted] 21	.....
1 x M/C		.....
1 x L/Rover	18 BC 32	.....

5/.

5. Timings

Time Past S.P.	Head 1033	Tail 1035?	28 June 52.
ETA Dis P.	0303		29 June 52.

6. Routes

Route Cards will be issued by Capt J. Mackie RASC (TA)

7. Routes to S.P.

Roite Cards will be issued by Capt J. Mackie RASC (TA)

8. Speed

35 m.i.2h.

9. Density

20 v.t.m.

10. Order of March

Convoy Cmdr - 'A' Pl - 6 x 3t. 'HQ' Pl - 3 x 3t. - 'B' Pl - LAD (6 x 3t.)

11. Return Journey

(a) Coaches are being provided to bring back the unit to Glasgow conveying 1 Offr and 40 ORs.
(b) Coaches will arrive at George Square ETA 2330hrs 29 June 52.
(c) Capt J. Mackie RASC (TA) will arrange unit Tpt to R.V. with coaches and convoy personnel to central points within easy access of their homes. This will be done as follows:-

Nrth of R.Clyde - 528 Coy.
Sth of R.Clyde - 530 Coy.

2 x 3 ton & Perm Staff drivers will be required.
(d) Domestic Vehicles will return in convoy under command of O.C. Coy., by same route as Up Route.

ADMINISTRATION.

12. Personnel

(a) Captain Mackie J. RASC (TA) will detail 1 spare driver to travel in each of the vehs in convoy.
(b) Lt. G.C. Welsh REME (TA) will lias with Capt J. Mackie RASC(TA) re B/Down party to travel in REC Veh - Tow ropes will be taken.
(c) CQMS will detail cooks and lias with CSM 530 Coy to arrange advance party.

13. G.O.L.

(a) All tanks will be filled by 1600 hrs 27 June 52.
(b) 15 FULL JERRI CANS will be carried, 2 of which will be on REC Veh (TA)
(c) Platoon NCOs will report to Capt J. Mackie when (a) and (b) have been carried out.

(d)/.

(d) All vehicles will re-fuel on reaching Dallachy Camp.

14. Rations

(a) OQMS will indent for ~~two~~ ONE DAYS rations ~~and will indicate to OHD that HAVERSACK RATIONS will be required for return journey.~~ These will be drawn on afternoon of 27 June 52.

(b) Cooks Vehicle and 1 M/C under ord rs of OQMS will proceed ahead of Convoy independantly and will halt at points approx. 35 miles and 95 miles past S.P. to provide dinner and tea respectively. A further halt will take place at Approx. 150 miles past S.P. to provide a hot drink. On arrival at halts OQMS will send DR to meet main body to act as guide. The vehicle will then proceed independently to Dallachy Camp. and OQMS will han d over unexpired portion of rations to Camp Staff Dallachy.

OQMS on arrival at Dallachy will detail unit cooks to assist Camp Staff in preparation of:-

Hot meal on arrival,
Breakfast Sunday.
Dinner Sunday.
Haversack rations for return journey.

15. Bedding

Blankets etc., will be supplied at Dallachy for night of 28 June 52.

INTERCOMMUNICATION

16.

(a) By D.R. and public telephone.
(b) The telephone Number of Dallachy Camp is:-

ELGIN 7511.

(c) The Coy H.Q. will be open at ..... 28 June 52
..... 29 June 52

17. Ack.

MAJOR RASC (TA)
Comd 526 Coy (Div Tpt) RASC (TA)

Time of Issue 20.12

Distribution:-

Capt J. Mackie RASC (TA) Copy No. .....
Capt T. McLaren RASC (TA.) Copy No. .....
Lt. G.C. Welsh REME(TA) Copy No. .....
OQMS. Copy No. .....
Pay Clerk Copy No. .....
1AT Platoon Copy No. .....

528/530 COY (DIV TPT) RASC (TA)
OPERATION ORDER No1.

Ref Maps SCOTLAND 1" to 1 ml 29,66,67,72.
½" to 1 ml 3,4,5.

Copy No 26

Date 15-7-52

INFO 1. 52 (L) Div Coln RASC (TA) Annual Camp begins at DALLACHY on 19 Jul 52.

2. 528/530 Coy (Div Tpt) RASC (TA) will move to Camp in own tpt.

INTENTION 3. 528/530 Coy (Div Tpt) RASC (TA) will move to DALLACHY on 19 Jul 52.

METHOD 4. Adv Parties will move to Camp as detailed under Coy and Coln arrangements.

5. Main Body.

The Main Body will move as one Convoy. Maj AJ SHEILS (530 Coy) will comd the two Coys for period of move. Lt JD MONTGOMERIE (530 Coy) will be OIC Convoy.

6. TIMINGS.

Convoy will leave SHAWFIELD CAMP at 1010 hrs, for remainder of timings see March Table at Appx 'A'.

7. ROUTE.

See March Table at Appx 'A'.

8. SPEED.

See March Table at Appx 'A'.

9. DENSITY.

See March Table at Appx 'A'.

10. ROUTE CARDS.

Issued herewith (30 copies per Coy).

ADM 11. FEEDING.

1 days rations, plus 10 rations as reserve in case of need, to be handed in at DALLACHY if not used will be drawn by each Coy. Rations will be drawn on the afternoon of Friday 18 Jul 52, and CQMS 530 Coy or representative will use veh No 34 ZA 83 for this purpose, calling at 41, Yorkhil Parade, at 1400 hrs en route to CSD MARYHILL to collect Q rep of 528 Coy who will be responsible for drawing rations for his own unit which will remain on veh.

12. FEEDING EN ROUTE.

Veh No 34 ZA 83 (530 Coy) will act as convoy cook's veh and will convoy three cooks from each Coy and CQMS's BLACK (528 Coy) and DUNDAS (530 Coy). CQMS BLACK will be i/c Party. A MC will be detailed on Sat 19 Jul 52 to accompany this party. Cook's veh will leave SHAWFIELD CAMP at 0915 hrs. CQMS BLACK will halt his party at approx 35 mls past SP, 110 mls past SP and 166 mls past SP, to provide DINNER, TEA and a HOT DRINK. The MCwill be sent back to notify convoy comd of exact loc of feeding point. After last halt Cook's truck will proceed direct to DALLACHY CAMP, and will prepare a a further hot drink and meal to be ready on arrival of convoy.

...../2

13. ORDER OF MARCH - 1 x 1-ton (530 Coy) Sjt CULLEN G.
Vehs of 530 Coy less 1 x3-ton, Tractor Rec Mod & PU
1 x 1-ton (530 Coy) OIC Convoy
Vehs of 528 Coy less 1 3-ton, 3 x 1-ton & PU
1 x 3-ton (530 Coy) (REME Personnel less B/D Party)
1 x 3-ton (528 Coy) (REME Personnel)
1 x Tractor Rec Med (530 Coy) 2/Lt MURDOCH REME i/c and B/Down Party.
1 x 1-ton (528 Coy) Lt WELSH REME.

Maj WARBURTON, Maj SHEILS and Capt MACKIE will proceed indep. Lt KING (530 Coy) will provide MC No 79 YB 57 and accompany Maj SHEILS.

All vehs of convoy will be numbered in sequence irrespective of Coy. M/Cyclists will be detailed as i/c secs on 19 Jul 52 in accordance with availability of MCs and irrespective of Coy.

14. STRAGGLERS - OC 528 Coy will detail 1 x 1-ton to await stragglers. Time of departure from SHAWFIELD CAMP for this veh will be detailed on 19 Jul 52.

15. LOADS

(a) Stores - 1 x3-ton 530 Coy will be detailed for Coy stores (WD No 49 RB 27).

1 x 3-ton 528 Coy will be detailed for Coy stores.

(b) Officers' Baggage - Under Coy arrangements.

(c) Personnel - Subject to paras (a) and (b) above personnel will be loaded as follows:-

3-ton vehs - 20 ORs (incl Dvr and Spare Dvr)
1-ton vehs - 7 ORs -do-
Tractor Rec Med - 1 pffr & 9 ORs -do-

except 1 x 1-ton (530 Coy) which will convoy civilian personnel and will carry 1 dvr, 1 spare dvr and 6 civ staff (WD No 75 RB 09).

16. PETROL - As far as possible 2 FULL Jerrycans will be issued to each veh and 4 spare cans will be carried in vehs conveying REME personnel of respective coys for the purpose of replenishing MCs.

17. LIFT - Lt WELSH (528 Coy) will be i/c REME personnel of both coys for move. 530 Coy will carry two tow ropes in each pl and two tow ropes in 1 x 3-ton conveying REME personnel. 528 Coy will make own arrangements.

18. First AID - First Aid Kit will be carried on rear veh of each coy. Serious cas will be evac to nearest civ hosp.

19. DISCIPLINE - Pl Offrs within the convoy and with combined Coy Comds.

20. By phone between convoy and DALLACHY CAMP, the tele no of which is BIRIN 7511.

21. Post Address - DALLACHY CAMP
Nr FOCHABERS
MORAYSHIRE.

22. 528 and 530 Coy HQs will close at 41, YORKHILL PARADE and SHAWFIELD CAMP respectively at 0900 hrs 19 Jul 52 and reopen at DALLACHY CAMP at 0900 hrs 19 Jul 52.

23. Ack.

Major RASC (T)
Comd 530 Coy (Div Ppt) RASC (T)

...../2

Back Row left to right Serg2Ant Hackworth, PSI 528, Regimental Sergeant Major Boyland, Company Sergeant Major Finney 530, Sergeant Felstead, PSI 530

Front row Major J V Simpson, Training Major, Major J Forrester 577

Hamilton Barracks 1952

All four Companies camped at Hornsea in 1953. 528 Company won the Column Champion Company cup, Column Headquarters the Motor Cycle Trials and 530 the Column sports.

It was at one of the Hornsea camps that the WRAC first camped with the Column. They were all learner drivers and the driving circuit was on a disused airfield near the town. The route to and from the circuit necessitated driving down the main street where the shops were fitted with awnings to protect the window displays from the effects of the summer sun. Enough said! The awnings were pulled in until the unit returned to Glasgow.

The Column took part in what was the first and only Divisional exercise (3 days) when they camped at Bulford from 22 May until 5 June 1954. At that camp, 577 Company won the trophy for the Champion Company.

In the 50s they trained every Tuesday and Thursday evening as well as Sunday with the occasional weekend "Scheme" at one of the local Week End Training Centres (WETCs), Garelochhead, Milton Bridge or Dundonald.

Sometime during 1955 Column Headquarters 528 and 530 Companies moved from 41 to 31 Yorkhill Parade, the last home of 154 Regiment. At the same time, Column Headquarters and 528 Company took over a new garage in Eastvale Place and 530 moved their vehicles into the drill hall from the other side of Glasgow. From what can be traced of the Establishments of the time each Company had two Transport Platoons and a Composite Platoon. This latter Platoon was designed to provide personnel for supply, POL and ammunition distribution duties, the ration strength of the formation being supported dictating the number of sections and therefore personnel in the Platoon. The basic Establishment provided for a three section Composite Platoon

1 Captain	3 Butchers (1 SNCO)
4 SNCOs	6 Clerks (2 SNCOs)
21 Rank and File	4 Storekeepers (2 SNCOs)
	1 Driver/Batman
	2 Drivers
	4 Motor Cyclists
	5 General Duties

Changes again took place in 1957 when 529 Company was transferred to 123 (Scottish) Transport Column RASC (TA), the successor unit to 3 Anti-Aircraft Column RASC (TA).

The 1958 camp was at Leek in Staffordshire where the Column Pipe band played the Column into camp. This was the first time the Band had played away from "home" since its reformation in 1956. (A short history of the Pipe Band is at Annex M.).

528 Company Annual Camp Hornsea 1953

(Photograph by courtesy of Major I M W Taggart)

To mark the 50th Jubilee of the Territorial Army a parade was held in Queen's Park, Edinburgh on 5 July 1958, the salute being taken by Her Majesty The Queen accompanied by His Royal Highness The Duke of Edinburgh. The Column was represented by an Officer and 15 other ranks from 528 Company, all in Number 1 Dress.

Pipes and Drums - Leek Staffordshire 1958

The TA of the late 1950s was somewhat different from the TA of the 1990s. Recruits had to be between 18 and 40 and were signed on for initial engagements of 2, 3 or 4 years. Thereafter they could re - engage for periods between 1 and 4 years. The commitment was a 15 day camp and a minimum of 30 training periods a year, evening training counting as 2 training periods, a Saturday or Sunday as 4 and a weekend as 8 periods. There was also the annual range course. Pay, subject to Income Tax was

Rank	Evening Training	Over 8 hours
Private	2/6d (12.5p)	12/- (60p)
Lance Corporal	2/6d (12.5p)	12/- (60p)
Corporal	2/6d (12.5p)	16/- (80p)
Sergeant/Staff Sergeant	3/ - (15p)	25/6d (£1.27.5p)
Warrant Officer	3/- (15p)	33/- (£1.65p)
Officers	4/- (20p)	
Second Lieutenant		25/- (£1.25p)
Lieutenant		30/- (£1.50p)
Captain		42/- (£2.10p)
Major		63/- (£.15p)
Lieutenant Colonel		84/- (£4.20p)

If meals were unavailable, 5/10d (29p) was paid to all ranks tax free.

may (Tag)

RESTRICTED

52 (L) INF DIV COLUMN RASC(TA)

TRAINING DIRECTIVE

NO. 4

WINTER AND SUMMER - 1960 / 1961.

GENERAL

The re-organisation of the T.A. as it affects the Companies under command of this Headquarters is now known.

While some Coys change their role it does not affect the basic training of individuals materially who must still be brought to a high standard of proficiency in their duties as Officers, NCOs, Drivers etc.

ROLE

After re-organisation, the role of the Territorial Army is to be :-

(a) The provision of Headquarters and units to aid the Civil power and to support the Regular Army in the U.K.

(b) The provision of Units and individual reinforcements for the Regular Army overseas, particularly for BAOR.

(c) The provision of a frame-work on which, in a period of rising tension, general preparations for war could be built up.

The roles outlined in paragraph above indicate that the TA is required to be capable of operating in both a civil defence and field force role, in nuclear, conventional and cold war circumstances.

AIM OF TRAINING 1960/61

The GOC has directed that the following will be the training aim for the year :-

" THE AIM OF TRAINING WILL CONTINUE TO BE TO GIVE INDIVIDUALS AND UNITS BASIC MILITARY TRAINING TO ENABLE THEM TO CARRY OUT THEIR ROLE BOTH FOR CIVIL DEFENCE AND AS A FIELD FORCE.

EMPHASIS WILL BE PLACED ON INSTRUCTING THE INDIVIDUAL AND MAN IN BASIC MILITARY TRAINING. "

GENERAL PRINCIPLES AND ORG OF TRG.

Individual Training.

The value to be obtained from Training depends largely on the care taken in the preparation of programmes to ensure that they provide for all categories of personnel in Coys and on the selection of Instructors.

Coys will require to make provision in programmes for the military training of recruits, 2nd year and trained men, and for Trade training at all levels.

Trade training will require considerable effort this year in order to ensure that :-

(a) All existing Dvrs B IV(MT) achieve B III standard before Sep 61. In order to maintain a balance in trades all existing B III Tradesmen should receive training to B II Standard.

.../page 2

(b) In Coys in which Comp Plns exist on establishment both existing pers and selected pers are trained in this operational requirement. Assistance in this type of training will continue to be given by this Headquarters.

(c) Trade Training of existing Workshops pers and selected unit pers will be carried out with the aim of producing a full supporting Workshop in each Coy.

First Aid and Civil Defence instruction will be included in training programmes for all categories of personnel. Refresher courses in the case of selected instructors will be run by this Headquarters.

The breakdown of the training as shown above emphasises the great need for the continued maintenance of adequate visual training records readily available for inspection.

The training of Officers and Senior NCOs on specialist subjects will be carried out through the medium of Courses, Cadres and TEWTS.

Video procedure will again feature as part of Officer and senior NCO training this year.

Collective Training

In collective training the aim of each Coy will be to achieve a good standard of self contained operational ability.

All sub-units within the Coy, i.e. Coy HQ, Tpt Plns, Composite Pln (where this exists) and Workshop, will progress training towards this end.

Collective training is best done at the WETC's and they should be used for this purpose, the individual training being carried out at the TA Centres.

SPECIAL ITEMS OF TRAINING

Although included in the normal training requirement as directed above, the following items require special mention :-

(a) Marksmanship.
There is still room for improvement in the standard of both full and small bore shooting. Every effort will be made to encourage pers in this direction and to take part in competition shooting. There are many useful ARA and TARA competitions as well as the Forces Day .22 Rifle shoot. Coys should aim at producing teams capable of taking part in these Competitions.
All Ranks are required to complete the Annual Range course before Camp 1961.

(b) Skill at Arms.
All pers must be up to Training Test standard by Camp 1961. In the case of NCOs these tests will be carried out prior to Camp.

(c) Map Reading.
It was clearly seen that during the past season a superficial knowledge of Map Reading was not good enough
A much greater effort must be made to improve on this vital requirement, particularly among NCOs.

.../page three

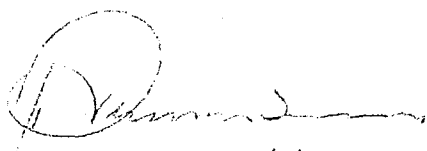
RECRUITING

In certain Companies there may, initially, appear to be no vacancies for further recruits. Nevertheless, recruiting on a Unit basis must not be allowed to lapse entirely. Normal wastage will continue and where necessary, termination of engagements should be compulsorily brought about.

The aim of all recruiting should be the selective enlistment of men who are potentially sound and likely to serve efficiently for a long time.

CONCLUSION

To carry out the standard of training required demands a high sense of responsibility and sustained effort from all Officers and NCOs. Personal example, enthusiasm and determination will undoubtedly produce the results we are seeking.



LT COL RASC(TA).
CRASC 52 (L) INF DIV (TA).

Date: 15 Dec 60.

Annual Camp 1960 was at Blackfell, Washington, County Durham except for 577 Company who were at Whitley Bay. All the vehicles for the camp were drawn from a Command Vehicle Depot in Scotland and all reached camp without incident including the Sergeants Mess vehicle with its precious cargo of ale. Four days were spent on practical training in Dropping Zone siting and clearance. The camp recce, carried out by the RSM and the Training Major, Major Houston revealed that the Column was following the Parachute Battalion from Glasgow who had given the town a bad time. The Camp Commandant naturally was not keen to have a second Glasgow unit, though at the end of the day the bill for Barrack damages was less than £1.00. The local police asked for a mobile town patrol but were refused and assured there would be no trouble. Recreational transport was laid on every night to the local bus stop and the soldiers were met on their return from the fleshpots of Newcastle. There was no trouble and at the end of camp the Officers were entertained by the Chairman and members of the Council.

A few spiritual thoughts from the Padre Major C. K. O. Spence MC. Keith joined the Column in 1950 on retirement from the Regular Army and after taking his Divinity Degree. His first memories are of the Commanding Officer, Hugh Stenhouse and he always travelled to and from camp in Stenhouse's car. On the way to camp they discussed the Officers and on the way back they discussed them again, mainly those who were about to be sacked for their performance at camp. He has particular memories of the 1953 camp at Hornsea when they had large numbers of National Servicemen. To Spence it seemed as if all the felons from the West of Scotland had been posted into the Column as he spent a large amount of time in the local Magistrate's Court. One particular incident sticks in his memory, that of the whole Column, without exception, on parade in front of the local Police Inspector who told them that a "lady" from the town was going to try to identify her assailant from the previous night. Another time he was called to court to give a character reference for a soldier charged with stabbing a civilian. He gave the reference only to hear that the accused had a lengthy criminal record and had spent many years in Borstal and jail. Spence will never forget the look he got from the magistrate.

The name of the unit was changed in March 1961 to 52nd (Lowland) Division/District Column RASC (TA) with the following under command

528 Company RASC (TA) (Infantry Brigade Transport) at Yorkhill

530 Company RASC (TA) (Infantry Brigade Transport) at Yorkhill

577 Company RASC (TA) (Mechanical Transport) at Hamilton

909 Company RASC (TA) (Motor Ambulance) at Airdrie

102 (Glasgow and South Lanarkshire) Company WRAC (TA) at Glasgow

103 (North Lanarkshire) Company WRAC (TA) at Hamilton

(909 Company was first formed on 21 February 1917 as a Mechanical Transport Company allocated to Number 37 Motor Ambulance Convoy. Presumably the Company served in France. The next reference to the Company is as a TA Company at Airdrie in

1939 and from that year until August 1942 it was at Glasgow under command 12 Anti-Aircraft Divisional Column. In 1942 it moved to Reading under command 3 Anti-Aircraft Divisional Column and later 2 Anti-Aircraft Divisional Column. In the spring of 1944 it was under command 6 Anti-Aircraft Group. During this period the Company was engaged in the resupply of Anti-Aircraft sites round Glasgow and latterly round London. The Company reformed at Quarry Street Coatdyke in 1947 as 909 (Anti-Aircraft) (Mixed) Company RASC (TA) part of 3 Anti-Aircraft Group Column RASC (TA). It transferred to 123 (Scottish) Transport Column RASC (TA) in 1949 and moved to Rochsolloch Road Airdrie in 1951, ceased to be a mixed Company in 1955 and was redesignated 909 General Transport Company RASC (TA). It became part of the Scottish Port Task Force Column in 1957 prior to its transfer to the Lowland Column RASC (TA) in 1961).

The Column had provided transport for many years for the annual Royal Engineer's bridging exercise at Murryfield, which provided access into a car park for the rugby fans and this continued well into the 1980s. In 1961, 909 Company took part in this event for the first time since joining the Column.

The Annual Column Road Rallies were a feature of training with the 1961 event being held at Cultybraggan on 29/30 April.

Annual camp was at Buddon from 17th June to 1st July 1961 except 530 Company who were at the 157 Brigade camp at Castlemartin, Wales from 8th to 22nd July 1961. The Buddon camp included a three day exercise, Exercise Tertia, in the North of Scotland when the Companies were employed in their operational roles, 528 in support of 155 Brigade Group, 577 as an MT Company and 909 as a Motor Ambulance Company aided and abetted by the Regimental Medical officer, Major J McEwan. They went far into the Highlands with 528 located at one point as far north as Fochabers with the other two Companies in Deeside. The usual format of the camps was an exercise, trade training, tests and a sports day the latter normally held towards the end of the second week. A Church Parade was held at every Camp followed by a march past, the salute being taken by the Commanding Officer. This year was the first year that the WRAC Platoons, attached to 577 and 909 Companies, had attended with their respective Companies.

The Castlemartin camp suffered from the weather 530 taking part in three Brigade Exercises as well as their own two day exercise in basic transport drills.

The first peacetime, Regular Commanding Officer, Lieutenant Colonel H. C. Palmer MBE was appointed in 1962. The Padre remembers that the Colonel hated Scotland especially the weather and insisted that the next Annual Camp be held in the south of England (Folkestone, Kent). The weather at camp was so bad, it rained for the fortnight, that special permission had to be obtained from Southern Command for a coal ration to heat the billets.

The March 1962 issue of the Waggoner reported that Sergeant Leyden, 530 Company, had won the Column "Man at Arms "Trophy presented by the previous Quartermaster, Captain (Quartermaster) Bill Parrott MBE. Sadly this trophy has not been traced.

The old TA were a generous lot and the same issue of the Waggoner reported on the annual children's' Christmas Party attended by over 200, the older ones being taken to the circus at the Kelvin Hall. This event seems to have been organised by the Sergeants Mess its discontinuance in later years no doubt reflecting on the personalities of the Mess. Social functions in the Officers Mess in 1962 were the Annual Cocktail Party on 2 February followed by the Annual Ball held in Yorkhill on 16 February.

The 1962 camp at Folkestone was from 5th to 19th May, less 528 Company camping at Gandale, Catterick, with 155 Brigade from 30th June to 14th July. Movement to and from camp was by road taking 28 hours but, to quote the Column scribe, "somewhat less on the way back". The Adjutant, Captain, later Lieutenant Colonel, B. B. Bateson, recollects that it was the Commanding Officer's idea to draw the vehicles from Stirling and drive to camp instead of, as was usual, to go by train and collect the vehicles from the nearest vehicle depot at the other end.

Divisional Safe and Skilled driving competitions were held annually in the 60s. These were for Land Rovers and Austin Champs and in 1962 consisted of a "tricky" 40 mile outward circuit to test map reading with a halt at Winston barracks in Lanark, where there was a skilled driver's obstacle course, a mechanical inspection and a Highway Code test. This was followed by a second circuit of 45 miles designed to test cross-country skills. 577 Company took second place in the 1963 event, the first time the Column had ever achieved any success in the event.

528 Company – Proteus Camp May 1963

(Photograph by courtesy of Major I M W Taggart)

1963 was poorly reported in the Waggoner, normally a good source for histories. The emphasis was on camp training with survival in a nuclear war the theme, a sign of the times. One event reported was the death of the Column's TA Chief Clerk, Staff Sergeant R. B. Millar who had served in the Column for 17 years. The Column helped out with the Glasgow Premiere of the film "Zulu" that was shown in the Regal Cinema on 13th April 1964 by providing three ushers Corporals Skinner, Rogan and Creichton.

Camp 1964 was in two parts, Column Headquarters, 528, 577 and 909 Companies at Blackfell Camp, Washington, County Durham during the last two weeks of May and 530 Company at Otterburn with 157 Brigade. The Northumberland gazette reported that over 500 soldiers and 100 WRAC were at Camp taking part in a three-day exercise along the Northumberland coast. The Otterburn camp was the usual mixture of social nights, (Blackjack in the Infantry Officers Mess) coupled with the road movement exercises to one of the many disused airfields in the area. "Pool" vehicles were drawn from Catterick.

The last camp as a RASC badged unit was held at Fort George, Inverness-shire from 19th June to 3rd July 1965 and will be long remembered by those who attended. Pool vehicles were drawn from the Command Vehicle Depot at Irvine, a motley collection of almost everything the Army had in stock - 1 ton Austin's, 1 ton Morris Commercials, 1 ton water trucks and 3 tonners of varying makes and vintages totalling 116 vehicles. The Commanding Officer tempted providence, and lost, issuing a letter reminding all ranks of the need for care on the narrow Highland roads and to remember the unfamiliar characteristics of the vehicles.

The route to Fort George was via the A822 through Crieff, north to join the A9 at Dunkeld passing across the bridge at Amulree. It is not known exactly how many vehicles hit the bridge either crashing through it, into it or into the gardens of the few houses next to it.

456 all ranks attended camp including 77 WRAC with 4 very attractive Officer Cadets. The WRAC were not the most mechanical minded ladies and one RASC Officer returning to camp along the narrow road found his way blocked by a column of 3 tonners all driven by the WRAC. He stopped, he had no choice, it was a very narrow road and asked what was wrong. The reply was that the lorry had just stopped and would not start. The smell of petrol and the sight of the choke fully out told their own story. Priority at camp was driver training with two exercises, Exercise Para Bellum One and Para Bellum Two, the Training Major had a thing about Latin - for the uneducated the phrase means prepare for war. The first was a Company exercise in the first week, mainly on the Kinloss sands - "no headlights at night it might distract the pilots", the second on the return to Glasgow. It is doubtful if any TA soldier had ever seen sand so deep that it came up to and over the axles of the three tonners. 528 were saved only by the knowledge of their Company Sergeant Major Tommy Barnshaw a Tobruk veteran. Many a young driver learned a lot about four wheeled driving that day!

The RASC was rebadged Royal Corps of Transport (RCT) on 15th July 1965, the Column renamed 52nd Lowland Regiment RCT (TA). The old Corps flag that flew at Fort George was framed and kept at Yorkhill with the inscription shown overleaf included in the frame. To celebrate the event some 19 Officers and their ladies attended a Cocktail Party at Headquarters Scotland, Craigiehall, Edinburgh on 17th July.

Just after the formation of the new Regiment the unit returns showed that the RCT was 66% recruited and the REME 67% recruited. The new Establishment was 36 RCT Officers and 575 other ranks and 4 REME Officers and 88 other ranks.

Boxing has featured in the sports activities of the unit over the years and we can go back to late 1960 when the Corps Journal reported the erection of a full size ring at Hamilton Barracks (577 Company) training being under the watchful eye of a Staff Sergeant Elder. One of the Column's soldiers, a Private Hyslop, Company unknown, was chosen to represent the Division in the 1961 TA Boxing Finals in London with Privates McHugh (528) and Robertson as reserves. McHugh won the award for the best boxer at the Inter Divisional Boxing Championships in the Albert Hall in 1963 and in 1964 he was awarded the RASC's premier award the Hemming belt awarded annually to the boxer who had brought most credit to the Corps. This was the first time it had been awarded to a Scottish Territorial. McHugh also won the Divisional Boxing Championships in 1964 at flyweight and Driver Kidd (530) also won his bout at light middleweight defeating his opponent in the first seconds of the opening round.

Life had its difficulties as evidenced by 577 Squadron's failure at the General Officer Commanding's Annual Inspection held on 16th November 1965. The Squadron was later re inspected on 1st December. 528 did not escape when their garage was inspected on 10th January 1966. A copy of the report has been included so that future generations may learn.

In late June 1965, the government announced a re organisation of the TA stating that it was no longer realistic to think of the TA as a force for the defence of the UK and the role of aid to the civil power following a nuclear war, the only remaining commitment for 60% of the TA did not justify it its present form. The new form of reserves, the Territorial Army and Volunteer Reserve (TAVR) was to come into being on 1st April 1967 and at the Regimental camp at Proteus in 1966 all ranks attended lectures on the new Reserve and those eligible signed letters of intent to join the TAVR.

The Training Major of the day, Major Guy Newberry-Cobbett is credited with starting the Regimental Scrap Book without which part of the History could never have been written. In particular he included a copy of the Annual Training Report for the period 1st October 1965 to 30th September 1966 extracts of which are reproduced later.

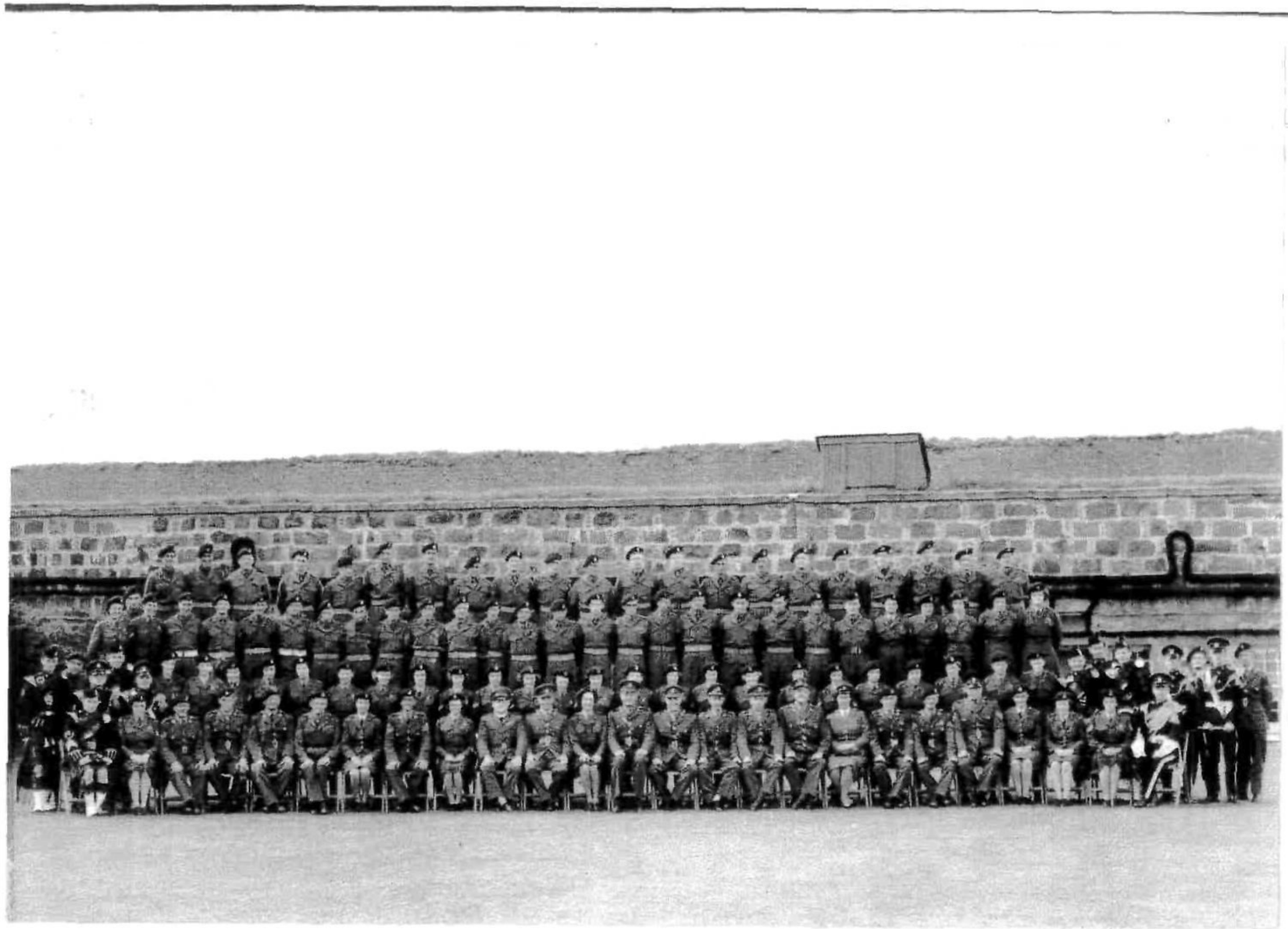
The Scrap Books were taken by the author to the Regimental Museum of the Royal Corps of Transport before the archives of the Corps were handed over to the Royal Logistic Corps, now held at their Regimental Headquarters in Deepcut, Surrey

The Re badging Parade March Past - Fort George - 1965
The salute taken by the Honorary Colonel, Colonel J.Forrester TD with the Regimental Padre Major C K O Spence MC by his side. The Parade is led by Captain P.D. Mowat, the Column Headquarters Permanent Staff Officer.

The Royal Army Service Corps flag framed above the property of 52nd (Lowland) Div/District Column, R.A.S.C. (T.A.) was lowered from the mastHead of Fort George, Inverness, where they were then stationed, on the historic occasion of that distinguished Corps passing into history and the foundation of the Royal Corps of Transport, July 1965. It is of added interest that no R.A.S.C. flag in world flew is a more northerly latitude at the time. Lowered by W.O. II. C.S.M. Hackington, T.D. R.A.S.C. (T.A.). Piped down by Pipe-Major T.F. Hollins, R.A.S.C. (T.A.) in the presence of Lieut. Col. K. White, T.D. R.A.S.C. (T.A.), the Commanding Officer, Officers, Warrant Officers, Sergeants & rank & file of the Column.

Presented by the Training Major, Major G.L.N. Cobbett, M.B.E., R.C.T. (late R.A.S.C.)

The flag, framed hung for many years at the entrance to the Officers Mess at 31 Yorkhill Parade. It was later moved to a store where it was found with the glass broken. It was repaired and handed over to the Corps Museum at Buller barracks just prior to the disbanding of the Regiment.



909 Coy RASC (TA)

Fred George —— 1965

S P E C I A L
PART I ORDER
by
Major R.J. GOURLAY
Comdg 530 Squadron Royal Corps of Transport (TA)

SERIAL No. 16 JULY 1965

Now that the RASC/TA has been redesignated RCT/TA the following extracts are published from RCT Records Instruction No. 1 for the info of all ranks:-

ARMY NUMBERS

There is no change in existing Army Numbers but the prefixes "S" and "T" are abolished as from 15 JUL 65.

RANKS

The following ranks will be adopted for all RCT soldiers from 15 JUL 65:-

Rank	Abbreviation
Warrant Officer Class I	WO I
Warrant Officer Class II	WO II
Staff Sergeant	Ssgt
Sergeant	Sgt
Corporal	Cpl
Lance Corporal	Lcpl
Driver	Dvr

The effect of this is to cause changes as under:-

a. In respect of soldiers from the Royal Engineers

Sappers are to be redesignated Drivers

b. In respect of soldiers from the Royal Army Service Corps

Company Quartermaster Sergeants are to be redesignated Staff Sergeants. Privates are to be redesignated Drivers.

APPOINTMENTS IN THE ROYAL CORPS OF TRANSPORT

The following appts are auth in the RCT when soldiers of the ranks shown below are filling a post for which the appt named is specified in an auth establ:-

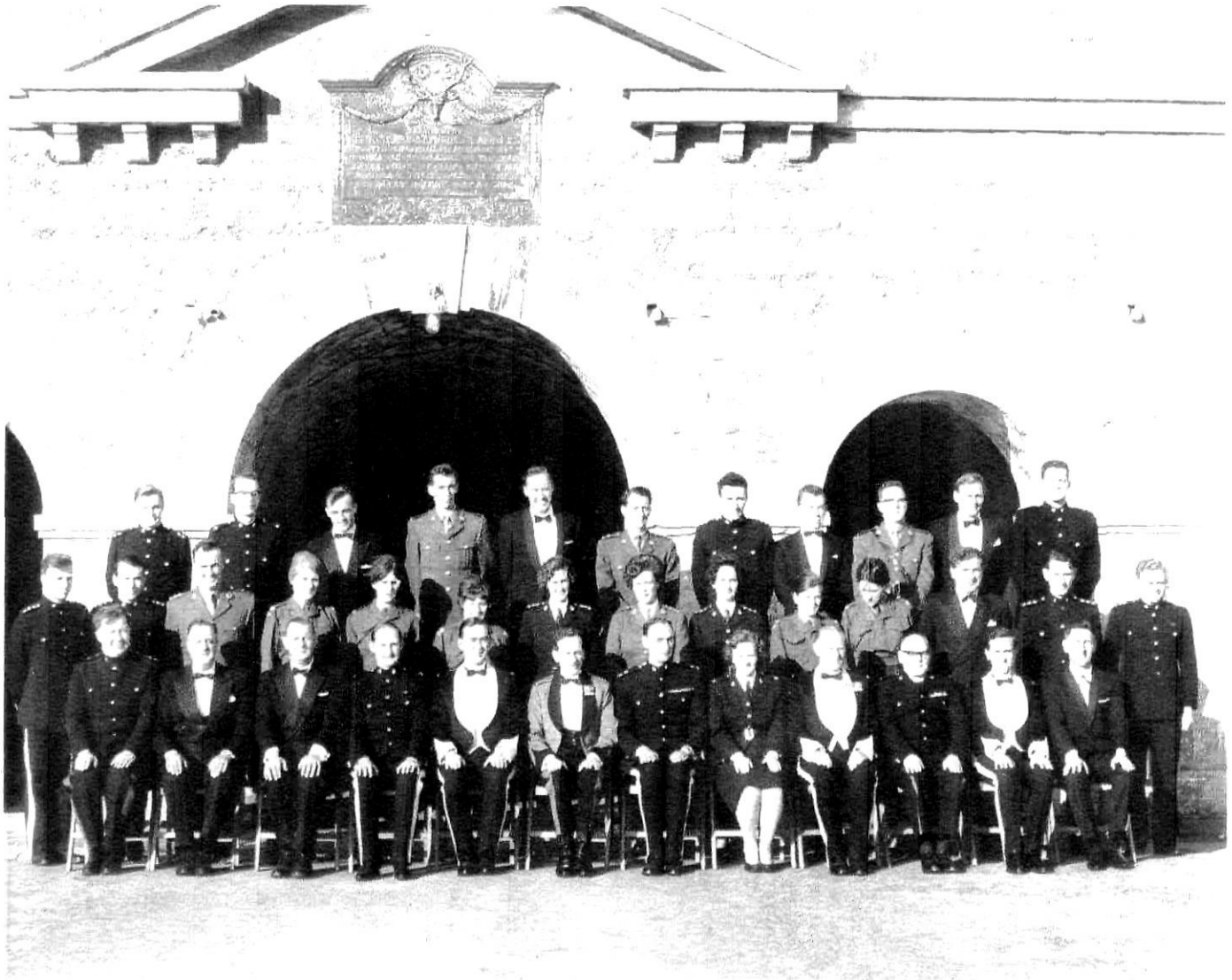
Rank	Appointment
Warrant Officer Class I	Regimental Sergeant Major (RSM)
Warrant Officer Class II	Regimental Quartermaster Sergeant (RQMS)
	Squadron Sergeant Major (SSM)
	Quartermaster Sergeant Instructor (QMSI)
Staff Sergeant	Squadron Quartermaster Sergeant (SQMS)

The above quoted appointments will only become effective when published in Part II/II Orders.

PERS TRANSFERRED TO RAOC

Ranks and appts applicable in RASC will be retained by soldiers transferred to RAOC.

(Sgd) R.J. GOURLAY OC.
Major.



Officers Mess Fort George 1965

Back Row	L-R	Lt R M Burnside, 2Lt J Burns, 2Lt D W R Smith, 2Lt J H Innes, Lt(QM) C J Mears, Lt R Russell, Lt D W F Currie, 2LT F McLaughlan, Lt C G Dickie, Lt L D Thomson, 2LT K E T Andrews
Middle Row	L-R	Capt W D Blanche, Capt R W Anderson, Capt J R Fraser, ? (WRAC), 2Lt C Hogg (WRAC), ? (WRAC), Capt C B Marnock (WRAC), Lt M D Gale (WRAC), Capt W M Shiells,(WRAC) ? (WRAC), ?(WRAC), Capt J R Powell, Capt D Cockburn (REME), Capt J B Cameron
Front Row	L-R	Capt I C McLeod, (REME), Maj J P Young (RAMC),Maj J H R McFadden, Maj I M W Taggart, Maj W Lind, Col J Forrester, Lt Col K White, Maj A Ross (WRAC), Maj G L Newberry-Cobbett MBE, Maj (Rev) C K O Spence MC (RAChD), Maj R J Gourlay, Capt P D Mowatt

Extracts from the Annual training Report for the period 1st October 1965 to 30th September 1966.

Establishment

	RCT	REME
Officers	36	4
Other ranks	584	88
Pipe band	28	-
Total	648	92

Strengths	At 30 September 1965		At 30 September 1966	
	RCT	REME	RCT	REME
Officers	26	3	23	3
Other ranks	367	56	281	50
Pipe Band	14	-	18	-
Totals	407	59	322	53

The drop in the figures for the strengths from 1965 was planned by the discharge of non-attenders and those with poor attendance records. This, coupled with a very much reduced recruiting effort over the past few months has reflected the strength difference. Recruitment was aimed at special categories only, i.e. those with driving Licences or NCO/Officer Cadet potential, there was little point in building up the new Regiment with a host of learner drivers to cope with. Additionally it had been expected to be able to attract qualified drivers from other Regiments on re-deployment from TA to TAVR.

Role.

On the 15th July when the unit was changed from 52 (Lowland) Divisional Column RASC (TA) to 52 (Lowland) Divisional Regiment RCT (TA) the actual role did not in itself alter from that of

Providing Territorial Army Emergency Reserve (TAER)
Reinforcing the British Army on the Rhine (BAOR)
Home Defence

Camp

Based on Proteus WETC, Ollerton, Nottinghamshire though the majority of time was spent in the field.

This camp was, as usual, very full, interesting and busy. The pattern from previous camps being changed drastically by opening it, on the second day (that is less than 24 hours after arrival) with a Mobilisation Exercise and a four day road movement exercise, this was not just a dreary matter of thousands of miles behind a wheel but mileage restricted with moves in/out harbours increased to 3 or 4 a day/night. The exercise covered 16.000 vehicle miles with one minor accident. The WRAC acted as third line under the direction of OC DP.

The traditional church service took place on the Sunday held in the National Trust Abbey at Clumber, followed by a presentation parade of Territorial Medals and Decorations on the Clumber Park car park, to which some 2000 park and Abbey visitors looked on. The Regiment and Pipe Band did itself proud and behaving like seasoned soldiers. They were a credit to their country and the TA.

The second Monday all troops marched off to the Dukeries as foot soldiers to practise the attack, location in defence, withdrawal and fieldcraft, concluding with mess tin cooking. The section commanders meanwhile were sent on a Steeplechase Exercise of road movement and harbouring. Each NCO was directed to fill various appointments from Troop Commander Down. The T O-in-C visited and saw both exercises in the field, expressing his complete satisfaction with all he saw and heard from the very many soldiers he personally interrogated in minute detail. Like good well-trained soldiers they gave the right answers. The GOC inspected the Regiment also during camp and was most complimentary regarding all he saw.

Training.

Officers. Young officers were not neglected as 11 of them were sent to the 155 (Lowland) Infantry Brigade Exercise, Exercise YO YO II. The training included:

Verbal orders
Morale - Psychological factors in War
Range duties and coaching
Leadership
Man Management
Pay
Pay parades
Unit Admin - TACs
Unit Admin in the field
Basic Military Law
Orderly Room duties
Bar stock checking and inspection ledgers
Kit checks
Signals

From this training our young officers derived great value. All officers have had to either hold accounts and/or be members of Audit Boards during the year. One officer attended a Service Funds Course, this apparent low attendance, due to the numbers that attended the courses in the previous years.

Residential Weekend. Held at the Marine Hotel, Troon over the period 29/30 January 1966, attended by 26 Officers male and 5 WRAC, in addition. 9 Officers of other units/Regiments attended the instruction or acted as instructors. The programme contained the following subjects:

Re-activation of ports in Mob
Modern cargo handling methods
The Amphibious Squadron RCT
TEWT and recce of a port

It is unusual if any officer can attend an outside course owing to their civilian employment. However, this year it was found possible for officers to attend the following courses:

Public Relations
RCT/ACC Documentation
Military Law
The mandatory Probationary Officers courses at Mons
Messing Officers (5)

One officer was attached to 18 Amphibious Squadron RCT and another to 22 Air Despatch Squadron RCT.

Other Ranks.

Warrant Officers/Staff Sergeants	Service Funds Course	10
	Security Day	4
NCOs	Weekend October 1965	79
	Ex Steeple Chase I	42
	Ex Steeple Chase II	52
	NCOs Weekend II	45
	Security Day	15

The weekends were spent in general training and Regimental subjects but the Steeple Chase exercises were field events with the NCOs filling all Troop appointments. These exercises concentrated on movement in/out of locations under battle conditions.

Other ranks - Trade

During the year the following were upgraded

Potential Driver to Driver Non Tradesman	6
Driver Non tradesman to Driver BIII	24
Driver BIII to Driver BII	26
Driver BII to Driver BI	5
Messing Courses	2

Clerks A Clerks course was not run this year, as this had been completed the year prior, with 8 passes and 4 up gradings.

REME Centralised training was organised within the Regiment. In addition to training carried out at Squadron and weekend exercises, the REME organised four training weekends to which 47 all ranks attended as students. 5 ORs were upgraded during the year.

ACC Although planned, a cooks gathering could not be arranged this year, as free weekends were not available the cooks too preoccupied on exercises and with their Squadrons.

Skill at Arms During the year the Regiment held seven range days to which 38 officers and 352 ORs attended. The Regiment had two Inter Squadron competitions:

February 1966 attended by 16 officers and 89 ORs
April 1966 attended by 13 officers and 89 ORs

Two officers and 30 ORs represented the Regiment at the Divisional Meeting. One Squadron was runner up in the falling plate.

In the RCT Rifle Shoot in June 1966 the Regimental Team reached the quarterfinals in the falling plate. This team numbered 1 officer and 4 ORs and to get a TA team to Aldershot is an achievement in itself. 6 officers and 21 ORs took part in the Divisional Postal Shoot.

BAOR The build up of training for those due to proceed to Germany was in three parts

BAOR Day I to which 2 officers and 18 ORs attended
BAOR Day II to which 2 officers and 18 ORs attended
BAOR Day III to which 2 officers and 18 ORs attended

The training consisted of

Movement to BAOR and general admin and Q duties
The programme in BAOR
The Matrix test, lectures and discussions
Informal talks in the canteen
The traffic laws, talks by the Traffic Advisor to BAOR
Road safety in Germany, a film
Revision of laws
BAOR Standing Orders
Traffic discipline
Matrix tests
Conversion driving on a special course, with continental signs

2 officers, 1 Warrant officer and 22 ORs eventually took part in the RCT BAOR party on 6-17 June. They had a splendid time, covering over 16,000 vehicle miles, accident free. It was pleasing to note that all ranks of this Regiment passed the Matrix test first time.

In September 1966, a REME party consisting of 1 Warrant Officer and 6 NCOs and men trained in Munster for 14 days obtaining as much benefit as did the RCT. In both cases the treatment received in BAOR was highly commended and the RCT and REME men said they would go back for a further two weeks any time they were asked.

Mobilisation Two exercises were held during the year to practice units in documentation procedures, packing AFG1098 (though in Mob Ex Two a certain latitude was granted) but for Mob Ex Three the Squadrons were required to take all the AFG1098 but complete only a percentage of the intake procedure, other than the compiling of a Squadron and Troop "bible" based on a pro forma issued by Regimental Headquarters. This was necessary as we were building up two complete TAVR Squadrons based on the War Establishment from the existing four Squadrons.

A Mob Ex took place in the field (an imaginary Mob location) on 4th June 1966, 21 officers and 190 ORs taking part.

Rallies Exercise Wild Goose II. October 1966. The Divisional Road Rally. The RCT cleared the board, this Regiment winning the competition and taking second and fourth places plus individual best results:

577 Squadron	First and Best Individual ½ ton
530 Squadron	Second place
528 Squadron	Fourth place

Sport On the sporting side, boxing was still to the fore and in spite of the departure of Private McHugh from the Regiment (he was the Scottish Flyweight Champion) they still managed to enter three contestants for the Divisional Boxing Championships

Private McKnight	(577 Squadron)	Bantamweight
Corporal Kidd	(530 Squadron)	Middleweight
Lance Corporal Houston	(530 Squadron)	Heavyweight

McKnight won, Kidd retired with torn ligaments and Houston was out pointed on a majority verdict.

Conclusion - The Regimental image. Over the year the Regiment has consolidated its position showing a marked improvement on the already high standard. Of all else a sincere desire for the professional image. Punctuality has improved a little.

This is closely followed by a marked improvement in the standard of leadership of the Junior NCOs, though this is still weak and needs another year of concentrated Section Commanders exercises (Steeplechases) to consolidate the years of efforts. This year could, if we followed the Chinese example (excluding Red Guard) be called the year of the Section Commander having followed the year of the Junior Officer in 1965.

The amalgamation of the WRAC Companies near their affiliated Squadrons has paid off handsomely, it has been one of the happiest years on record! Why a more permanent affiliation couldn't have been arrived at, in the same way as for Royal Signals, we do not know but because this had not been decided upon earlier, the WRAC have lost, we

LIFE WAS NOT ALL PATS ON THE BACK WE HAD WARTS TOO!!!"

52 (L) Divisional Regiment
Royal Corps of Transport,
(Territorial Army)
31, Yorkhill Parade,
GLASGOW. C.3.

WEStern 1237

531 A

11th January, 1966.

528 SQN.

INSPECTIONS - EASTVALE PLACE.

1. A visit was made to your Units Garage & REME by a Staff Officer of HQ 52 (L) DIV/DIST on 10 JAN 66.

2. To say that the state of affairs he found was disorderly and untidy would be an understatement, perhaps the Visiting Officers comments indicate the position better.

"I have never seen an Army Unit garage so disorganised and untidy in my life".

3. It would be pointless here to make any other comment than to say that:-

a) Nothing appeared to have its proper place.

b) Piles of rubbish/oddments/nuts/bolts were found everywhere, as was cotton waste.

c) The floors hadn't been touched and were a mass of dirt and rubbish.

d) 3 Civilian Vehicles were parked inside the MOD (ARMY) Garage

i) Two vans (one a tradesmans) and a private car on stocks, with its parts on the bench. Old civilian pattern tyres were evident elsewhere and a bench type seat and two blue bucket seats in the champ bay.

e) All stores doors were open and unlocked though no one appeared to be using them.

4. The chaos had to be seen to be believed.

5. This state of affairs must now be rectified and never permitted to happen again. Prior to the end of any TA Trg or Admin, your Duty Officer is to thoroughly inspect the Sqn area and ensure that all is correct or take action to make it so.

6. In order to ensure that all are fully aware of their responsibilities it is suggested that the West end (ie with the pit end) excluding the office be under the control of the Sqn REME Workshops and used by the RCT by arrangement with REME. The remainder of the garage, less spaces allocated for parking REME Vehs, be kept clean and tidy by the RCT, the whole coming under the control of Sqn HQ, who must supervise that the entire garage area and immediate frontage are always in a state ready for a visit or inspection whether or not warning is given.

7. This is the second time this garage has been inspected in the last three months and found to be in thoroughly unsatisfactory state.

(G. COBBETT)
TRG MAJOR
for Lt. Col Comd RCT (TA)

List E) It is to be hoped that the visiting Officer will not be forwarding '
) comments to his immediate superiors.

Written at the top left corner and not very visible are the words" Life was not all pats on the back, we had warts too!!!"

CENTRAL OFFICERS' MESS
52 (LOWLAND) DIVISIONAL REGIMENT RCT(TA)
PRICE LIST.

ITEM	COST PRICES		MEASURE USED
	BOTS/CANS	TOTS	
WHISKY	44/5	1/10	1/25
GIN	44/6	1/10	1/25
BRANDY(MARTELL'S 3 STAR)	55/-.	2/3	1/25
BRANDY(REMY MARTIN)	67/-.	2/9	1/25
VODKA	44/6	1/10	1/25
RUM(BLACK HEART)	45/11	1/10	1/25
BACARDI	50/8	2/1	1/25
SHERRY - DRY SACK	20/5	1/-	1/20
SHERRY - SOUTH AFRICAN	12/9	10d	1/16
MARTINI - SWEET	16/11	8d	1/25
MARTINI - DRY	17/5	8d	1/25
CINZANO BIANCO	17/-	8d	1/25
LUTOMER REISLING	9/2	-	
RIOJA EDERRA/PARADOR(SPAN WINE)	7/9	-	
WHITBREAD TANKARD	15½/2 (Cannister)	1/- (½ Pint)	
EXPORT (CANS)	1/1C	-	
PALE ALE(CANS)	1/6	-	
LAGER (BOTTS)	1/1	-	
TOMATO JUICE	9d	-	
SQUASH (ORANGE/LEMON)	2/11	-	
LIME JUICE CORDIAL	3/1	-	
SODA SYPHONS	1/3½	-	
MINERALS - C & C LEMONADE	10d	-	
MINERALS - SPLITS	6d	-	
MINERALS - BABYS	5d	-	
COCA COLA	5d	-	

SELLING PRICE.

CIGS PLAIN	5/5d	per 20
CIGS TIPPED	4/7d	per 20
CIGS GUARDS	4/3d	per 20
CIGARS (WILLS CASTELLA)	1/9d	each.

Officers Mess price List November 1966.

It was customary at Yorkhill for members of all three messes to be able to buy in bulk at Christmas at cost plus 5%

think, any chance of remaining part of the TAVR II or even TAVR III. This is sad, as they have been an excellent example to our male troops in all respects. Not only has the behaviour of our soldiers remained high and the language remarkably moderate but a very great affection has been born between the WRAC and the Regiment, a bond that it will be sad to sever. The WRAC have been well up in the lead on all competitive events, winning those that should be the prerogative of the male.

In view of the year's intensive training mainly concentrated on the Section Commanders and the ambitious and extensive exercise at Camp, coupled with the two Mobilisation exercises in the field, the last that literally did mobilise two TAVR Sqns down to posting and equipping in the field, followed by a 4 day exercise, there is little doubt that the Regiment is quite equal to its war task.

It has been an energetic, fully occupied but thoroughly rewarding year".

31st March 1967 was a Saturday, an ideal time for a Dinner to celebrate the disbanding of 52nd (Lowland) Divisional Regiment RCT (TA) and the formation of the new Regiment, 154 (Lowland) Regiment RCT (V). There were few who accurately remember the next morning, but Champagne was served for breakfast, for those able....

Some 50 officers, serving and retired attended the Dinner. At midnight all present signed a document commemorating the formation of the new Regiment. Similar functions were held in the Central Sergeants Mess and by the WRAC who were also disbanding.

The Army Reserve Forces Succession Warrant 1967 (dated 28th January 1967) detailed the composition of the new Regiment.

TA Unit	TAVR Unit
HQ 52nd (Lowland) Divisional Regiment RCT (TA) Glasgow	HQ 154 (Lowland) Regiment RCT (V) Glasgow
528 Squadron RCT (TA)	221 Squadron RCT (V) Glasgow
530 Squadron RCT (TA) both at Glasgow	
577 Squadron RCT (TA) Hamilton	222 Squadron RCT (V) East Kilbride
909 Ambulance Squadron RCT (TA) Airdrie	
HQ 264 (Scottish) Regiment RCT (TA) Dumbarton	221 Squadron RCT (V) Glasgow

574 Squadron RCT (TA)
Clydebank

575 Squadron RCT (TA)
Rutherglen/East Kilbride
576 (Ayr & Bute) Squadron
RCT (TA) Troon

HQ 69 (East Lowland) Regiment
RCT (TA) Chesser Edinburgh

529 Ambulance Squadron RCT (TA)
Musselburgh

908 Squadron RCT (TA)
Edinburgh

221 Squadron RCT (V)
Glasgow

222 Squadron RCT (V)
East Kilbride

230 Squadron RCT (V)
Chesser Crescent Edinburgh

RCT (TA) soldiers from various Field Ambulances that were disbanded were also transferred to the new TA squadrons.

(221 Horse Transport Company ASC was formed on 11th January 1915 as part of 32nd Divisional Train ASC. It was transferred to 11th Divisional Train ASC in September 1915 and served in France from 9th March 1916. It was re-allocated to 31st Divisional Train ASC on 27th Match 1916 and disbanded on 3rd June 1919. During the Second war, 221 Company RASC was mobilised in March 1940 at Evesham and served as IV Corps Troops Ammunition Company and as XII Corps Troops Ammunition Company. From March 1943 until December 1943 it served as a Corps Troops Composite Company in North Africa re rolling as a Tipper Company during the Italian campaign.

222 Horse Transport Company ASC was also formed on 11th January 1915 and allocated to 32nd Divisional Train ASC. Like 221 Company it served with 11th Divisional Train and 31st Divisional Train until disbandment on 3rd June 1919. In the Second War 222 Company RASC served initially with IV Corps as the Corps Troops Supply Column and with 21st Army Group as XII Corps Troops Composite Company.).

Regimental Headquarters and 221 Squadron (Major R. J. Gourlay) were at 31 Yorkhill Parade, Glasgow with its Workshops at Eastvale Place. 222 Squadron (Major R.W. Munro) was at East Kilbride and 230 Squadron (Major A.B.Fairweather) at Chesser Crescent Edinburgh.

The first Commanding Officer was Lieutenant Colonel H.P.Brown with the following Regular Army staff

Adjutant	Major H.T.Walker
Training Major	Major G.L.Newberry-Cobbett
Quartermaster	Captain (QM) C.J.Mears
Regimental Sergeant Major	WOI (RSM) G E Cole

FIREPLACE

2/Lt. A[illegible]. McDonald

Capt. R.M. Burnside

Capt. G.C. Dickie

Lt. L.D. Thomson

Maj. G. Clarke

Maj. G.L.N-Cobbett

Maj. F.F. Kellow

Lt. Col. H.P. Brown

Col. J. Forrester

Lt. Col. K. White

Col. J.A.J. Higgins

Col. W. Marshall

Maj. W. Lind

Capt. D. Cockburn

Capt. D.[illegible].F. Currie

Capt. R.W. Anderson

2/Lt. D.[illegible]. Smith

Capt. I.C. McLeod

Maj. R.J. Gourlay.

SERVICE DINNER

52 (Lowland) Regt. R.C.T. (T.A.)

The officers of the 52 (Lowland) Divisional Regiment R.C.T. (T.A.) dined together in their mess in Glasgow on Friday for the last time before disbandment with Lt.-Col. K. White, presiding. The Commanding Officer and Col. J. Forrester, the Honorary Colonel, greeted the guests. Fifty officers past and present attended.

Lt. M.W.J. McMillan.

Capt. P.D. Mowat

Lt. D.T. Smellie.

Capt. J.B. Cameron.

Lt. H. McLean.

Maj. J.[illegible].H. McFadden.

Maj. I.M.[illegible] Duggart.

Maj. the Rev. C.K.O. Spence.

Lt. Col. J.B. Morrison.

Col. J. Stephen.

Lt. Col. A.[illegible]. McInnes.

Lt. Col. D.J. Houston.

Maj. G.T. Walker.

Capt. J.M. Arnott.

2/Lt. J.M. Innes.

Capt. W.D. Blanche.

Lt. J. Burns.

Capt. G.W. Anderson.

PHC

TOAST LIST

The Queen

H.R.H. The Duke of Gloucester
Colonel-in-Chief

The Commanding Officer
Proposed by Col. J. Forrester, T.D.
Honorary Colonel

Reply - Lt. Col. K. White, T.D.

The Territorial Army
Proposed by Col. J.A.J. Higgins, O.B.E.
Chief Transport Officer - Scottish Command

MENU

Melon
o
Consomme
o
Salmon Mayonnaise
o
Sorbet
o
Aberdeen Angus Beef
Potatoes, Roast and Duchess
Brussel Sprouts and Carrots
o
Fresh Fruit Salad & Cream
o
Coffee

The Squadron Sergeant Major at East Kilbride had his own interesting history. Herman Praegar was German, born in Berlin of Jewish parents. In 1936 he was a boy gymnast at the Berlin Olympics being presented to Hitler, Goering and Goebels. The family came to Britain in 1938 and Herman joined the British Army in 1943 while technically still a German National. He served in the Warwickshire Regiment and spent some time in the Amphibious Warfare School in Wales before seeing action in France. After the war he joined the Royal Military Police and served in Palestine. He became a British Citizen in 1946 and after leaving the Army in 1948 joined 575 Company RASC (TA) in Rutherglen.

Camp 1967 was at Proteus (27th May to 10th June) where 222 squadron were remembered for marching to the strains of "Dinah, Dinah show us a leg." With 100 recruits since April it was natural that the emphasis was training in basic principles for the recruits, the rest learning the Lincolnshire and Nottinghamshire geography as they moved into and out of locations.

230 Squadron all but swept the board of the Regimental Rifle Meeting held in the late summer, having further successes at the Edinburgh Territorial Association Rifle Meeting and provided the hard core of the Regimental shooting team for the District Championships on October, taking second place in the falling Plate and third in the SMG competition. The same Squadron won the Scottish Command Cup in the TAVR UK Driving Championship.

Several presentations were made to the new Regiment. The first was an inscribed silver salver presented on 1st April 1967 by the Regular Staff of the old Regiment

The inscription in the centre of the salver reads

From the Regular Army Staff

of

52nd (Lowland) Divisional Regiment RCT (TA)

on disbandment

to

154 (Lowland) Regiment RCT (V)

on formation

1 April 1967

For the record the Regular staff were Major G.L.Newberry-Cobbett MBE, Captain (QM) C.J. Mears, WOI (RSM) D.Rose DFM BEM, WO2 T. Davies-Partick (577), WO2 T. Collins (528), WO2 T. Kenney (530), WO2 P. Smith BEM (909), Staff Sergeant B.Riddle (528), Sergeant B. Noble, Sergeant E. Butler, Sergeant H Williams (528 REME), Sergeant L. Johnston.

This was followed by the Officers Mess Visitors Book presented by 23 officers of the old Regiment in July 1967 at a cost of £14.44 (£14.8/10). The former Squadron Commanders of the old Regiment, Major I M W Taggart (528), Major R J Gourlay (530) Major G Clarke (577) and Major N H McDiarmid (909) presented a colour enlargement of a portrait of the Duke of Gloucester the original of which hung in the Headquarters Mess in Buller Barracks. This presentation was made at Cultybraggan on 25th February 1968.

In January 1968, Glasgow suffered the devastating effects of a hurricane which caused severe damage to many city flats. Tarpaulins were brought to Glasgow over the period 18th to 24th January by vehicles from 1 and 42 Squadrons RCT that parked overnight at Yorkhill.

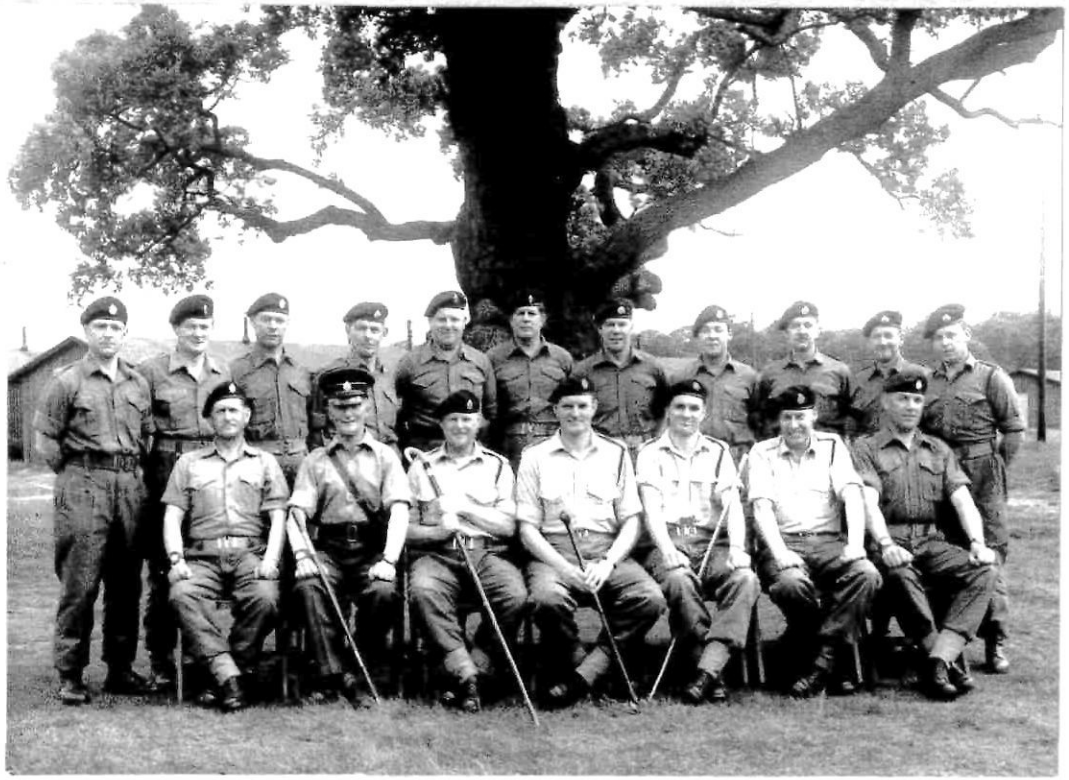
The Waggoner notes for 1968 showed a keen enthusiasm with Rallies, the Commanding Officer and Regimental Sergeant Major WO1 D. Chase, organising Exercise Caledonian Express, a two day British Army Motoring Association Rally. 230 Squadron took part in that event and also the Western Command Rally.

In the autumn of 1968, 221 Squadron took over the Drill Hall in Port Glasgow from P (Clyde) Battery (Argyll & Sutherland Highlanders) Royal Artillery (TA) a TAVR Category III unit which was being disbanded. The intention was to form a detached Troop of the Squadron in the town and the author, then a humble Troop Commander and a Staff Sergeant, Staff Sergeant Stewart Allison were posted there to organise the transfer to the RCT. They arrived one Wednesday evening to tour the premises with the caretaker and opened every door with ease except one which proved difficult but eventually yielded to reveal the muzzle of a 25 pounder gun left behind. The majority of the "Gunners" transferred but with the decision to truck them to Glasgow every Sunday for training their numbers fell away rapidly over the next year. The hall was used for Regimental Training for some years until it was handed over to the SAS (V) in the early 1970s.

A Royal Review of the TA in Scotland was held at Holyrood Park on 2nd July 1968, the Regimental detachment being commanded by the Commanding Officer with Lieutenant G. C. Finlay, 230 Squadron, that unit providing the major part of the Regimental contingent. 230 squadron's Workshop provided the REME Scotland detachment commanded by Sergeant J. Brumfitt.

Annual camp was held again at Proteus in 1968 with Field Training Exercises (FTXs) held during both weeks. In June two interesting and instructive weekends were spent on LCTs at Rhu in the Gareloch.

As a result of the 1967 re organisation, some Yeomanry units were down graded to TAVR 111 units i.e. with the removal of the Permanent Staff and a lot of equipment. Their Officers and soldiers were unpaid pending eventual disbandment. However in 1969, the Ministry of Defence recognised that there was a need for additional RCT squadrons and consequently the Regiment gained two new Squadrons.



154 REGT RCT (V) - PERMANENT STAFF

ANNUAL CAMP - PROTEUS 27 MAY to 10 JUN 67

BACK ROW:- WOII T.W.S. DAVIES-PATRICK, Sgt. J.J. GAYNOR, SSgt. B. HALEY, WOII P. TAYLOR
Sgt. H.J. WILLIAMS, Sgt. N. HARRIS, WOII K. ROBINSON, BEM., Sgt. J.E. MULHEARN,
LCpl R.B.J. DOWALL, SSgt. L.J.M. DONOGHUE, SSgt. B.W.J. RIDDLE.

FRONT ROW:- WOII P.B. SMITH, BEM., WOI (RSM) G.E. COLE, Maj G.L.N. COBBETT, MBE.,
Lt Col H.P. BROWN, Maj H.T. WALKER, Capt (QM) C.J. MEARS, WOII M.G. CROCKER

225 (Fuel Tanker) Squadron was formed on 1st January 1969 from the Queens Own Lowland Yeomanry based in Edinburgh. The Squadron was based in Chesser Crescent Edinburgh with a Troop "B" Troop at Central Avenue, Grangemouth formed with soldiers who had served in the Fife and Forfar Yeomanry/Scottish Horse and RCT soldiers already serving in the Dunfermline area.

(225 Company ASC was originally part of the 33rd Divisional Train ASC joining that Division on 7th July 1915. The Train went to France on 24th March 1916 to join 29th Division and served with it for the duration of the war. On 19th April 1919 the Company served with the Army of Occupation on the Rhine until it was disbanded in February 1920.).

251 (Fuel tanker) Squadron was formed at Yeomanry House, Ayr, from two squadrons of the Ayrshire Yeomanry (Earl of Carrick's Own). Squadron Headquarters and "A" Troop occupied Yeomanry House until 1st March 1971 before moving to Portland Street, Troon. "B" troop was raised at James Street, Dalry on 1st January 1969.

(251 Company ASC was formed on 16th November 1914 and allocated as the Headquarters Company of 36 (Ulster) Divisional Train. It was disbanded on 14th June 1919.).

Both Fuel Tanker squadrons operated 3 ton Bedford OL 4 x 2 and 10 ton AEC petrol carrying tankers.

A third TAVR 111 unit, 279 (Ayrshire & Glasgow) Field Regiment Royal Artillery was also rebadged and became "C" Troop 222 Squadron based in Troon. There is no record of any of the Officers transferring and it is assumed that this unit eventually became part of 251 Squadron.

BAOR training was becoming more common and in 1969 230 Squadron went to camp in BAOR with an element of RHQ. The remainder of the Regiment camped at Crookham in September where 221 Squadron organised and controlled a centralised driver training school culminating in an 80% pass from the 60 potential drivers who started. 222 Squadron was responsible for a recruits course. Social life in the Officers Mess was far from neglected and a group of Officers under the command of the Honorary Colonel spent the middle weekend in Le Touquet.

On 31st July 1969, 230 Squadron came under command 153 (Highland) Regiment RCT (V).

In April 1970 the Commanding Officer and a composite Troop from 251 flew to BAOR by RAF Argosy and after staging in Belgium they took over vehicles and moved into Germany where they trained, assisted by 8 Regiment RCT. The rest of the Regiment went yet again to Proteus where a driver training school was set up on a disused airfield at Hemswell Lincolnshire for HGV 3 and 2 training. The Regiment's instructors were helped by instructors from 12 Training Regiment, 17 and 19 Squadrons and achieved 8 HGV 2 and 41 HGV 3 passes. 225 Squadron carried out extensive training in the fuel tanker role and were reported as "*...having settled down extremely well.*" The balance of 225 Squadron was allocated across the Regiment for training as well as running a

recruit course. Only 221 and 222 Squadrons seemed to have taken part in the aptly named Exercise "Friar Tuck" in the Dukeries Forest.

1970 closed with a concentrated recruiting effort, each Squadron holding an Open Day. 221's Open Day at Yorkhill had a Quarter Guard inspected by the Chief Transport and Movements Officer (CTMO) Colonel A. R. Harris, displays of vehicle servicing, a static link trainer, a REME display, a field kitchen and camouflaged vehicles.

Recruits courses were not always held at camp, one at the beginning of 1971 being held at Milton Bridge, Penicuik with the salute at the Passing out parade being taken by the CTMO.

Prior to the 1971 BAOR camp a Command Post Exercise (CPX) was held at Cultybraggan in May so that all officers would be adept at keeping logs and battleboards. There were four separate camps, 221 at Hameln in support of 72 Engineer regiment (Volunteers), 222 in the Duisberg area, 225 with a Composite Troop of 251 attached and RHQ at Minden and poor old 251 Squadron at Central Volunteer Headquarters, Bedford running recruits and driver training courses.

The Waggoner report from 225 Squadron commented that as their first BAOR camp they took part in Exercise Flame Slick including a visit to 4 Petrol Depot RAOC for instruction in tanker operations. The Squadron also won the team event in the annual British Army Motoring Association (BAMA) Rally a very creditable performance as over 100 vehicles took part. For the record the winning team was the Squadron Commander, Major D. A. S. Lockhart, Lance Corporal Arnold, Sergeant Hutchison and Lance Corporal Noon.

A separate recruits camp was held at Bedford in 1972 with the Regiment's main camp at RAF Hemswell from 27th May to 24th June, 221 and 222 Squadrons there for the first two weeks and 225 and 251 for the last two weeks. The aim of the Camp was to develop individual skills and resulted in 77 HGV licences, 51 B2 drivers, 63 Junior Proficiency Certificates and 71 Motor Cycle licences.

The Local Air Training Corps used the airfield for gliding and many of the soldiers had flights in their spare time. Captain Frank McLaughlan of 222 Squadron was bitten badly by the flying bug that he eventually took and passed his Private Pilot's Licence and became OIC Army Flying Club Scotland.

251 Squadron sent a small detachment under Captain James Kenneth to support 29 Commando Light Battery Royal Artillery on Exercise Wrathex in the far north of Scotland.

The Honorary Colonel, Sheriff R N Levitt presented the Regiment with a trophy, the Levitt Trophy, in 1972 to be competed for annually by Troops from each Squadron. The initial competition consisted of map reading, skilled driving, first aid, an endurance test and shooting, all against the clock. The first winners were "B" Troop 251 Squadron commanded by Lieutenant, later Captain J.A.M.Smith. The Troop also won the Fox-Kirk Shield, presented by a former PSI, awarded annually to the best placed Troop in the Squadron's Levitt Trophy team.

Camp 1973 was again a two part camp, the first week Exercise "Walker Munro" (the then second in Command) started with a move from drill halls straight into the field in the Newark area with Regimental Headquarters based on a disused airfield just outside the town and Exercise Control in the Drill hall in Newark. The Regiment had the signals Troop from 71 (Scottish) Engineer regiment (V) under command for the week and valuable radio training was had by all including those who learned from the manual as they went along. Two intrepid watchkeepers, tired after lengthy shifts in the Ops truck decided to visit their old Squadron, partly business, partly social. For fun they penetrated the defences and crept up to the Squadron's Ops truck only to hear a heated discussion between the Squadron Commander and one of the officers on those pencil had been used to write the last message. Such is the stress of "war".

The second week was spent at Crowborough camp in pleasant Sussex, the home of the First Aid Nursing Yeomanry (F.A.N.Y) who shared the Officers' Mess. There are no further comments on this period!

During the autumn of 1973 (26th October - 5 November) Glasgow's firemen went on strike and the Drill Hall at Yorkhill was taken over by the Regular Army, Navy and Airforce personnel who were involved in Operation ATHENE - aid to the Civil Power - assistance with trained fire-fighters. The garage became the home to several Green Goddesses - 1950s Civil Defence fire engines mounted on early Bedford RL chassis. All training in the Drill hall was cancelled - it was full of rows of camp beds! Admin was all that was allowed for a while.

1974 saw the Regiment in BAOR again (20th April - 4th May), this time on Exercise Cargo Canoe which followed, almost exactly, the route taken by the Lowland Division during the Second World War through Holland, Germany and almost to Bremen.

Pool vehicles were collected from the BVD at Munchengladbach, the advance party finding they were still fitted with seats and the OIC Convoy finding he had only one very large scale map with which to brief the vehicle party. However in true TA tradition they all eventually arrived at a Dutch Army training area just outside Eindhoven. How many times the vehicles crossed the Dutch/German border is the subject of many a bar tale. Then followed the start of a Quartermasters nightmare. Vehicles had been allocated into sections in the depot without any regard to the Squadrons their drivers belonged to and on arrival in the training area they had been marshalled into long lines and then allocated to Squadrons. There were no lists of registration numbers so beloved of MT staff and even worse some drivers had simply changed vehicles leaving their personal kit on the original vehicle. The resulting confusion took days to sort out, 221 Squadron in the end simply lined them up, all 57, and went down the line listing each registration number as they went.

The road party from the UK faired little better. Being Holland the ground was sandy, with deep, soft sand in parts. The route into the training area was soon littered with vehicles of every description bogged down. 221 lost its Bedford Light Recovery which split the rear differential towing a disabled pool vehicle through some of the softer sand. The Western desert had nothing on this!

'OP SLANT' GLASGOW DUSTMEN STRIKE

For the second phase of the above operation I was involved in the capacity of Rear Party Admin Officer stationed at Redford Barracks, Edinburgh, and billeted at Cavalry Officers Mess, in fact the only resident in mess for the period.

The troops involved during my period of duty were Royal Scots and Royal highland Fusiliers, and my recollection was that they had a most unenviable task, not only had they to contend with unfamiliar duties, of an extremely unpleasant nature but their work schedule was to say the least long and arduous. As I remember it they boarded the buses for Glasgow around 0400 Hrs and returned about 1700/1800 Hrs each day. They spent the remainder of the evening trying to remove the less pleasant odours of Glasgow, have an evening meal and relax. My main concern was in liason with the camp staff with regard to the timely provision of all necessary facilities in particular plenty of hot water!. A major part of the duty was to handle all manners of welfare tasks, whether it was pay, dealing with family problems, handling calls from wives etc. the admin office remained open until late into the night.

Despite the unpleasant nature of the job I remember that there existed a very good spirit, and I doubt if soldiers from any other area of the UK could have displayed such resilience and good humour. One abiding memory was of being assured that the frequency and efficiency by which the dustbins were emptied relied in no small measure to the prettiness or accomodation of their owners!. No matter, my memory was of a very efficient operation by all. It was tangibly rewarded by each participant receiving a miniature of Auchentoshan whisky, the bottle being labelled "Glasgow 1975 from a grateful or clean city. A tie was also designed and produced, however it had to be purchased. The motif was dustbin, lid askew with rubbish overflowing, below this was rat and the inscription op slant Glasgow 1975.

At the conclusion of it all I had the interesting duty of having to hand over the barracks to PSA and reconcile barrack damages. I well remember the amount some £1800, and being in some trepidation at the thought of presenting them. As it happened however there did not appear to be a problem and I heard no more of the matter.

To sum it all up it was a most interesting interlude away from the routine of squadron administration, and I welcomed the opportunity to take part and to represent 154 Regiment.

476207 CAPT F McLAUGHLAN RCT (V)

Capt Frank McLaughlan's (PSAO 222 Sqn) notes on OPERATION SLANT

Once all the problems had been sorted out, a series of Troop navigation exercises was planned prior to the move through to Germany. Maps many years out of date did not help and one Troop Commander was ordered by the Commanding Officer to start again. His Squadron Commander faired little better and with the Squadron Sergeant Major in the back of his Land Rover they were soon lost in the suburbs of Eindhoven. Fortunately they came across a local police patrol and with a little charm were soon being escorted back to the gates of the training area complete with flashing blue light which was extinguished, tactfully before they reached the main gate.

The move to Germany was uneventful and the Regiment crossed the Rhine by ferries near Xanten which it will be remembered was the area that the Division had crossed from in 1944.

The exercise finished in the Cloppenburg area and the Squadrons moved to Regular Army barracks prior to the return to the UK (221 were with 10 Regiment RCT in Bielefeld).

The Regiment's role since its formation in 1967 is not clear, however for a period from sometime in 1974 until about April 1977 221 Squadron was roled as an air portable Squadron in support of 3 Division though no equipment was ever issued, certainly not the staff car. The then OC was gently reminded not to raise the issue as the Establishment showed that the OC could also be a Regular officer. The Second in Command and the Operations Major of 3 Divisional Transport Regiment RCT visited the Squadron in 1975 and gave a presentation of the role of the Squadron, however the forthcoming Defence review changed all that and for a time the Squadron had no role at all.

1975 opened with another strike, this time the Glasgow dustmen who went on strike from 13th January until 8th April. Again to make space for a variety of tippers and the Royal Highland Fusiliers (Operation SLANT) training was suspended and the fleet moved to Barnsford Bridge, outside Paisley, the garage accommodation for that tow Engineer Squadron. A Field Training Exercise (FTX) and Bounty training tasked 221s admin to the limit but in the end it was all right on the day!

As well as giving up its Drill Hall, the Regiment also provided some of its tankers driven by Regular Army drivers. Many of the TA volunteered to help but for political reasons they could not be used. Some TA assistance was given providing route cards to the local Council refuse dumps. Captain Frank McLaughlin, the Permanent Staff Administration Officer for 222 Squadron was involved in the Operation as an Admin Officer stationed at Redford Barracks in Edinburgh.

The 1975 camp was at Altcar near Liverpool except for 221 Squadron who took part in Exercise Inside Right, a Home Defence Exercise in Brecon, Wales. At Altcar, 225 Squadron ran a driver Training School at a US Army Stores Depot at Burtonwood. There is a separate Annex on the Pipe Band but it has to be mentioned that they played constantly at Burtonwood for the Americans and no doubt others. Determined not to lose out the Officers under the Commanding Officer formed their own Pipe Band and beat reveille round camp on the last morning. Photographs exist of this ad hoc Band but

the laws of libel prevent publication or disclosure of the photographs. It was not a pretty sight.

During 1975, 222 always ready to shine formed a Land Rover display team under Captain Harry Frame and for many years amused the regiment and the public with their antics. The team also took part in the Altcar entertainment but sadly no photographs exist.

221, at Brecon, boosted by members from other Squadrons who could not manage Altcar, returned to Glasgow with a Welsh pony and a classic car. The car was spotted by the OC as it was in the only 4 tonner with a properly lashed down canopy. He had an eye for these things. Only the Squadron Sergeant Major, Bill Gibson knew where the pony was! The Exercise tasked the Squadron during the first week with the reception of Reservists, reservist driver training and the checking of dormant hire contracts. For the second week they carried out several transport details for Headquarters Wales.

Financially the daily rates of pay in the mid 70s were

Driver	£4.47
Lance Corporal	£5.48
Corporal	£6.65
Sergeant	£7.73
Staff Sergeant	£8.17
Warrant Officer Class 2	£8.64
Warrant Officer Class 1	£9.12

The tax-free Bounty for the first and second year was £30.00 for Officers and £35.00 for soldiers. The third and fourth year was £40.00 and £45.00 respectively and for the fifth and subsequent years £50.00 and £55.00. There was also a taxable bounty (for call-out) of £60.00 for all ranks. In addition a Training Expense Allowance was paid for attendance at voluntary mid-week training periods to cover out of pocket expenses. In 1975 this was: -

	At least two and under five hours	At least five and under eight hours
Officers	£0.73	£1.44
Sergeants and below	£0.58	£1.24
Corporals and below	£0.50	£1.05

The Sergeants Mess at Yorkhill was modernised just before Christmas 1975 followed on 19th March 1976 with the reopening of the Junior Ranks Club at a cost of £4000, £3200 from Squadron funds and the rest funded by a loan from the local brewery.

Knook and Salisbury Plain were the venue for the 1976 camp with the first few days "at the discretion of the Squadron Commander" and for 221 led to many nights practising the mysteries of DPs until even the densest Subaltern had mastered the intricacies of stock control and the art of resupply. As at all camps trying to "stay ahead" of the game had a different meaning for the Squadron Sergeant Major and OC of 221. Sleeping peacefully in the back of a 4 tonner, the Sergeant Major was awakened abruptly when a

rifle, which the owner had thought was carefully stowed in the vehicle canopy, fell on to his head. Highly amused, the OC suggested that the Sergeant Major went back to bed and change his blood stained shirt in the morning. He really should have been more symphatic! The next day somewhat angry about the state of his Ops truck, the OC pushed aside a scrim net and was almost knocked out by the rotten piece of supporting tree dislodged by his action.

Meanwhile at the sharp end with 221's DP issuing furiously. Radio was available but as usual two tins and some string would have been better. The OC soon discovered that the DP was not being replenished as it should. Why, did not take any longer than a visit to the Ops truck where he found the duty officer and clerk were hors de combat or in civilian terms - asleep! However by devious means, in this case moving the antennae a few feet, he managed to pick up the DP on the radio but could only listen not speak. A quick relay solved the problem and as the stock state was being relayed from DP to the relay station the replenishment vehicles were on the move before the message was passed to Squadron Headquarters. The duty Ops truck crew slept on!

The Regimental role on 1st April 1977 was 3rd line transport in support of 1st (British) Corps except for 221 Squadron which was roled as 1st line transport in support of Headquarters Allied Forces Central Europe (AFCENT). That Squadron was equipped with Land Rover Ambulances, Land Rovers (as task vehicles) and 4 tonners. 225 and 251 Squadrons were equipped with 4 ton Cargo while 222 had 10 ton tippers and 10 ton bridging vehicles for RE support. At 30th September the Regiment was 78% recruited

	Establishment			Strength		
	Officers	Soldiers	Total	Officers	Soldiers	Total
Regimental Headquarters	6	43	49	9	17	26
221 Squadron	8	219	227	7	167	174
222 Squadron	8	241	249	6	176	182
225 Squadron*	5	149	154	5	126	131
251 Squadron	6	188	194	6	168	174
	33	840	873	33	654	687

* There was no Establishment for a Workshop in 225 Squadron though an Officer was on strength at the time. The above excludes Regular Officers, Soldiers and Permanent Staff Officers.

The following changes took place in unit Establishments on 1st April 1977: -

221 Squadron. Unit title changed from 221 (Air Portable) Squadron to 221Squadron. Establishment changed from 6/4008/5(P&W); 6/4009/3(P&W) to 6/4045/1(P&W). The Workshop Establishment was 6/6036/2(P&W).

222 Squadron. No change to unit title. Establishment now 6/4045/1(P&W), Workshop 6/6036/2(P&W). Unit role was to support Headquarters 30 Engineer Brigade (V) and equipped with 10 ton bridging trucks and 10 ton tippers.

225 Squadron. Unit title changed from 225 (Queen's Own Lowland Yeomanry) Fuel Tanker Squadron to 225 (Queen's Own Lowland Yeomanry) Squadron. Establishment number as for 221 except that there was no Workshop Establishment. On change of role, the Squadron lost its fuel tankers and was equipped with Bedford RL and MK 4 ton GS Cargo vehicles and Eager Beaver Fork Lift Trucks (FLT).

251 Squadron. Unit title changed from 251 (Fuel Tanker) Squadron to 251 Squadron. Establishment number as for 221 Squadron. The tankers were replaced with Bedford RL 4 ton GS Cargo vehicles.

The Regiment's title also changed on 1st April 1977 from 154 (Lowland) Regiment Royal Corps of Transport (Volunteers) to 154 (Lowland) Transport Regiment Royal Corps of Transport (Volunteers).

222 Squadron suffered most as a result of the changes. Previously it had been equipped with Land Rovers and Land Rover Ambulances. It was now equipped with 10 tonners - 8 x 10 Ton Bridging AEC 6 x 4 and 9 x 10 Ton Tippers AEC 6 x 2. The obvious driver training programme was overcome before camp with 42 HGV 11 passes.

For camp 1977 (7th - 21st May; 221 Squadron 15th - 31st May) the Regiment staged at Mandalay lines (a tented camp) at Sennelager before moving into the field for a 10 day FTX. The area was described by one Squadron scribe as a paddy field which all concerned wanted to leave as soon as possible especially after seeing the condition of the cookhouse. 222 were fortunate as their camp necessitated a move to the Hanover area in support of 73 Engineer Regiment (V) and they used the distance factor to leave Mandalay as early as possible. Compo cooked in a wood was far preferable to fresh cooked in a dirty open air cookhouse. By early Sunday evening they were comfortably set up in a beech wood to the south of Hanover with a large fleet of 10 tonners and close to the Engineers' "B" Echelon.

They carried trackway, Medium Girder Bridge and all sorts of Engineer stores and operated along the Mittelander canal, the River Linne and across the Dienster Hills. Many valuable lessons were learnt and a tremendous esprit de corps established with a really worthwhile, demanding role. The food was good too! For part of the 10 days they had a section of 54 Engineer Support Squadron RCT under command as well as another section from a Regular Engineer Field Squadron. At one stage the Transport Officer had 100 prime movers on his board and 154 Regiment KNEW IT. The TA soldiers still laugh at the antics of one of the Regular sections who came into the field with no camouflage nets but worse of all with no mess tins and who also were the first to find the ditch down the side of the track in broad daylight.

Many members of 222 also remember the events of the middle weekend when the Squadron moved onto Bridge Camp, Hameln for some well earned rest. Who stole the pornographic films from the local nightclub still remains a mystery (to some!). Why did the Hameln detachment of the Royal Military Police, all nine of them who descended on the Squadron on the Sunday morning, not find them? How did they get back to East Kilbride? Somebody knows! The junior ranks did enjoy the Christmas lunch that year!

As usual, all camps have their stories. 1977 was no exception. While 222 were supporting the Engineers, Regimental Headquarters, 225 and 251 were doing their own thing with pallets. Part of the Engineers' exercise was to cross the River Wesser using M2 ferries across which would pass Regimental Headquarters, 225 and 251 Squadrons. 222 not being involved with this crossing had returned to Mandalay less the Squadron Commander, the Second in Command, Captain Charlie Young, the Squadron Sergeant Major, Archie Mitchell and two Land Rovers who were to take a RAF photographer to the ferry site to photograph the crossing and at the same time meet up with the Commanding Officer, Peter Vernon, the Honorary Colonel, Reggie Levitt and the Commanding Officer designate Howard Jordan.

After some hard motoring, the meeting took place, on time and the river duly closed by the German authorities to allow the ferries to operate for two hours. Only one thing was missing - 154 Regiment! They were seen later some 20 minutes after the ferry had closed, lined up nose to tail along the approach road to the ferry.

Few notes exist for the rest of the year but there was change of Commanding Officers and the Regiment's first Honorary Colonel retired after presenting the trophy to 225 at Cultybraggan. 221 Squadron took part in an exercise with the local Engineer Regiment (71 Regiment (V)) including a dawn amphibious landing. 222, still expanding their Engineer Support role, supported 102 (Field) Squadron Royal Engineers (V) from Paisley in August and 104 (Field) Squadron in January 1978. Officers from the Squadron attended a Dinner night with the Engineers in Paisley and reciprocated in turn. In December the Squadron Commander attended 73 Engineer Regiment's Study Day at the Central Ordnance Depot, Donnington and spoke about the RCT Engineer Support Squadron and its equipment.

225 Squadron held a strenuous weekend at the Army hut at Rothiemurchus in the Cairngorms as well as winning the Levitt Trophy and doing well in the Regimental road Rally.

251 held a weekend on Arran practising map reading, mountaineering, orienteering and fieldcraft. The squadron Workshop were successful in the Regimental Workshop competition - Lowland Bluebell. Sadly the logical follow on - Scottish Bluebell - an all Scotland Workshop competition was cancelled because of Operation BURBERRY.

Throughout the United Kingdom, the Fire Brigades went on strike from 14th November 1977 until 16th January 1978. Without exception, every Drill Hall was taken over by Regular units from the Army, Navy and Marines (Operation BURBERRY). The familiar Green Goddesses returned, this time with a permanent police escort. Training was suspended though the Squadrons still held their customary Christmas Lunches irrespective of the cap badges in the Drill Halls.

There are some personal comments from the Commanding Officer on the Operation:

> *Almost all Regular staff were away from the Regiment doing there bit in other locations, including the Commanding Officer's driver*

who was at Port Glasgow. We had a Company of Infantry based at 31 Yorkhill Parade and to say the least they were not very careful about the fixtures and fittings.

The Infantry were replaced by the Band of the Royal Marines who were a significantly more sophisticated group. They had a bugler/trumpeter hanging out of every Green Goddess as it shot out of the Drill Hall blowing the "charge."

Every Commanding Officer was different and every one had his own personal hallmark. Howard Jordan was no exception! On his first conference with the Regimental officers he outlined his dislikes - swearing, in his presence, smoking, "half moons" (the clean area on a windscreen swept by the wiper blades), dirty "rubies" (tail light lenses), vehicle tool boxes held shut with wire of pieces of wood and green string dangling from vehicle bodies. Others emerged as his tour progressed, all faithfully recorded in a little brown book (MOD Form 383 in folder MOD Form 383A).

1977 cannot be closed without a mention of a visit to 222 Squadron, on a Thursday, by the Brigade Commander and the Commanding Officer. The visit was a surprise one being announced at a Squadron Commanders' Conference the night before. Extracts from the Commanding Officer's letter to the Squadron Commander are as follows:-

You are aware that Brigadier Hamilton made a short notice visit to your TAC this morning and that I was present. The visit proved to be a disaster for the image of your Squadron and my Regiment and I will not tolerate such in the future.

Despite my Training and Work Directive para 26, the TAC is filthy! The state of paintwork and walls indicate that they have not been washed down for months. You are to undertake immediate steps to ensure that the TAC is cleaned properly in future.

I will inspect the TAC on 5 Oct 1977; in the meantime the RQM will visit your TAC every Thursday to give advice as necessary. I believe that a month is long enough for your caretaker and cleaners to get the TAC properly clean: after that I expect you to ensure that it is kept clean.

Finally I must say that I am disappointed and very annoyed at the lack of ANY apparent effort to generally tidy, or even sweep up the TAC for the Brigadier's visit, the result of which was a public rebuke for me. I do not intend that it should happen again.

The Squadron Commander furious at the lack of warning given of the visit and the content of the report readily replied. Following the inspection, Regimental Headquarters staff made their presence felt in East Kilbride for many weeks thereafter, enough to make a volunteer give up if he was so minded. For whatever reason the Commanding Officer was invited to lunch one Sunday in the Sergeants Mess when a very, very nice

cold Buffet lunch was laid on. All seemed to have gone well until the following week when the Adjutant issued a terse letter about the Commanding Officer's dislike of processed peas, not something mentioned during his initial meeting with the Regimental Officers. The Adjutant's letter produced the following from a senior non commissioned member of the Squadron Workshop:

The Squadron stands and shakes with fear,
Our CO's on a visit here.
Walls are scrubbed, floors are bright,
Not a speck of dirt in sight.
Of soldiers, there is not a one,
In case there's cleaning to be done!
No engine noise disturbs the day,
And all the leaves are brushed away.
The "rubies" shining brightly red,
Windows clean as he has said.
Up to lunch, its all smile,
We have pleased him for a little while.
After lunch, a fizz like thunder!
All the boys begin to wonder
What disturbs that lordly chin
Something's wrong that it seems - within
Exit Colonel truly mad!
Our efforts, all gone bad
The cause it seems just had to be
A small and humble processed pea!

All through the Second World War the Divisional Units had worn the Lowland Division Flash on both upper arms of the battledress and later combat kit, the Flash consisting of a St Andrew's Cross with the word "Mountain" on a scroll underneath. On the reformation of the TA in 1947 the word Mountain was removed and the St Andrew's Cross remained until the announcement of a decision reached at the 237th Meeting of the MOD (Army) Dress Committee held on 9 January 1978 and issued on 9 February 1978 was made.

The decision, decision No 3027 read as follows "The Committee agreed and decided to approve the wear by 153(highland) and 154 (Lowland) Transport Regiments RCT(V) a 1 ¾" square Red McDuff Tartan backing to the cap badge worn in the beret. To be provided at Regimental expense."

The Commanding Officer's insistence on detail and perfection was well to the fore at the Devises camp in 1978. Every day there was a conference at 1630 hours. Every day the Regimental Sergeant Major read out lists of vehicle registrations - vehicles with "half moons", dirty rubies, Ordnance Depot stencils on the windscreen etc., etc. and the Squadron Commanders were "encouraged" to correct the faults. Day after day, Squadron Commanders passed the word down to Sergeant Majors thence to MT Sergeants to collect handfuls of nuts and bolts, *lids, tool boxes for the securing of,* and pen knifes, *string, green for the removing of.* The author, then commanding 222 Squadron and his Sergeant Major even went to the extent of using bricks and string on

the vehicle park to ensure that the vehicles were exactly in line. Who said bull died with National Service?

Eventually, there was only one offending vehicle still with the Ordnance Depot stencil marks on the windscreen. These had to come off but not one of the Squadron Commanders would admit ownership. The Regimental Sergeant Major was sent to find out there and then who owned the offending vehicle and much to the amusement of all, except the Commanding Officer he announced that it belonged to another unit sharing the camp.

Devizes was the venue for the very first regimental "Tickle Test" and two infamous social events. The first was the Regimental Sergeants Mess Had Hatters Tea Party reported as a sedate affair with those partaking wearing traffic cones as hats, making polite speeches and inviting all who dared to pass by to partake of a glass of Emva Cream and cider. The party continued until the sun went well below the horizon on the Saturday, the one remaining bottle of sherry being presented to the Padre the following morning at Church Parade.

The second event was the Officers Mess Regimental Dinner which ended with mess rugby and substantial barrack damages, followed by a water throwing contest, started it is alleged by the Mess staff. In front of the bar was an area of linoleum which when wet became very slippery causing the Commanding Officer to slip and split his chin on the top of the bar. There was lots of blood and he had several stitches put in at the local RAF Hospital.

The Officers were not finished! Outside the wooden building was what had been at one time a semi-circular fish pond, the fish long gone and now the home for stones, mud and slime. It is believed that the junior officers started the new game of throwing the senior officers, fully clothed, into the pond. They started with the Adjutant followed by the Squadron Commanders, all fully dressed except for Major Bob Barron of 221 Squadron who stopped them and carefully removed his Mess kit jacket, waistcoat, spurs, boots and trousers. Carefully putting his clothes on a pile he joined the others in the pond, followed by his Mess kit. The local dry cleaners got some good business the next day and the local hospital became just a bit suspicious when the author hobbled in with a badly bruised knee cap.

The squadrons were left very much on their own for tactical training. 222 squadron managed cross country driving at night on convoy lights though they forgot that the length of the 10 tonners meant that the rear number plates grounded on the dips so much that some were torn off. Captain Harry Frame the Transport Officer had to dash round the local hardware shops buying up adhesive numbers normally found on garden gates to use on the new plates. The Commanding Officer did not notice!!

Finally another lasting memory of the camp, the Officers Mess catering! It's not often the General Officer Commanding Scotland has a bridie for lunch.

On 1st July 1978 225 Squadron's Workshop was officially formed at Grangemouth with the Establishment 6/6036/2 (P&W).

In the summer of 1978, a Territorial Army Volunteer Reserve drive past of Glasgow TA units was organised in Glasgow under the overall command of the Commanding Officer, Lieutenant Colonel H A J Jordan, the Regimental contingent being commanded by Major R G Barron, 221 squadron. Considerable meticulous preparation was involved and detailed orders issued to all units taking part, failure to comply leading to many a young officer incurring the wrath of our CO. Many gathered in George Square to witness the event. Sadly the carefully worded orders had not been issued to the Glasgow Corporation Cleansing Department as the first vehicle to turn the corner and pass the saluting dais was a bright yellow dustcart, complete with grinning crew. 222 Squadron provided the recovery, their Heavy Recovery Leyland sitting in a side street just off the Square under command of the REME PSI, Staff Sergeant Bob Smith.

The previous year, the Lowland Territorial, Auxiliary and Volunteer Reserve Association held a static display by Glasgow TA units in the same Square, the Regimental entry being the responsibility of the author then in command of 222 Squadron. It included an example of every vehicle in the Regimental fleet, all freshly painted and with tyres thick with tyre paint, as well as a 1940 15 cwt Morris Commercial borrowed specially for the day from the Museum of Mechanical Transport at Beverley, Yorkshire where the Director was a previous Commanding Officer Lieutenant Colonel (Retired) C. E. Penn. This vehicle, more than any other drew the crowds, especially the Lord Provost of Glasgow who had driven one during the last war.

1978/79 was a good year for 222 squadron leading the Regiment in the "Tickle test" winning the Regimental 5-a-side football competition, the Lowland and Scottish Bluebell (the annual REME competitions), the Levitt Trophy and the Scottish TAVR Field Cooking competition.

Regimental Headquarters, 221, 225 and 251 Squadrons camped in Knook in 1979 while 222 Squadron were in BAOR on Exercise Red Gauntlet in November. From sparse documentation, a copy of a 221 Squadron newsletter has revealed the demise of Bedford 4 ton RL 22 EP 99. The photographs on the following page (sadly photocopies of the originals) tell their own story of a sudden storm on Salisbury Plain. The driver was not in the vehicle at the time!

222's camp, on its own and the only Squadron in the Regiment at that time to do so without serious Regimental Headquarter's assistance, was in its Engineer Support role supporting 2 Field Squadron Royal Engineers. The air party was accommodated in Barker Barracks, Paderborn pending the arrival of the road party and the vehicle party who drew vehicles from the Depot at Recklinghausen. The party in Paderborn spent two pleasant nights in the Royal Horse Artillery Messes though their sleep was disturbed by the noise of tanks from an Armoured Regiment moving out over the cobbled roads in the barracks.

Their exercise location was in a hilly wood at Escherhausen to the east of Hoxter, overlooking a quarry where the Engineers were located. The move in proved difficult for the 10 tonners and some found it difficult to locate 6 wheel drive. The weather was cold, damp and muddy and all ranks were ordered to wash their feet and change socks and boots every day. In spite of the facilities some of the more enterprising drivers used

the hot engine covers to dry their socks when out on detail. In spite of all the warnings there were several mild cases of hypothermia.

The forest tracks soon broke up under the weight of the vehicles and all credit is due to Lance Corporal Peacock, a tipper driver with Strathclyde Regional Council, who worked long and hard collecting hard core and dumping it at the corners of the tracks which were so bad in places that a Land Rover driven by Artificer Quartermaster Sergeant Bob Grant ended up with all four wheels in mid air.

To ensure good communications with the Engineers, the Squadron Second in Command, Captain Charles Young, spent the duration of the exercise in the quarry as Liaison Officer using a field telephone to communicate with the Squadron. The local police did not see the cable strung across the main road, above "woofer "level or Captain Frame's many repairs due to the cable being cut from time to time.

A second TA 10 ton Squadron, 562 squadron were also involved in the exercise and, so the story goes decided to return to their sponsor unit's lines for end of camp jollifications. 222 had decided to work continuously sending parties of men back to Paderborn for 24 hours rest and recuperation on the Friday, Saturday, Sunday and Monday of the middle week end and with no wholesale Squadron jollifications. Because of the early departure of 562, 222 was called upon to uplift all the Engineer stores left in the quarry and a hectic closing 48 hours was had by all, returning stores to Osnabruk, enhancing the reputation of the Squadron.

On 1st September 1978 all the RCT Establishments were changed from 6/6045/1(P&W) to 6/6045/2(P&W) creating the new posts of Regimental Headquarters Troop Commander, Regimental Electrical and Mechanical Officer (Regimental EME) and the Regimental Reception, Recruiting and Training Team (RRTT), the latter as a result of the Shapland report into TA recruiting.

During June 1979, 222 Squadron provided a composite Troop under the command of Captain H. R. Frame to support 125 Field Squadron Royal Engineers (V) in BAOR.

A succession of Regimental Chief Clerks had retained the Regimental copies of the Annual Report on a Unit (ARU). The following have been extracted from the report covering the period 1st October 1978 to 30th September 1979:-

> *Officers Study weekend 2/3 December 1978 - extensive presentation on Unit Mobilisation Plans and in depth study of Troop lifting techniques. Troop lift TEWT, MAPCO and Slidex revision.*
>
> *CO and Trg Capt. 221 Sqn visited HQ AFCENT for briefing on the Sqn's role.*
>
> *CO and 7 Field Officers attended CTMO UKLF Study week end at South Cerney 10/11th February 1979 - update on latest BAOR logistic thinking, Warsaw Pact forces update and new TCT equipments.*
>
> *8 Subalterns to Milton Bridge for HQ Lowlands Young Officers training*

weekend.

Regimental CPX at Drip Camp 10/11 March 1979.

All the Regiment's Subalterns undertook daily appreciations and verbal orders tasks in addition to the Regimental Training programme during camp 1979. Answers were given to the Duty Field Officer each evening.

OC 222 Sqn accompanied 75 Engineer Regiment's recce party to BAOR being briefed by the Engineer Branch of HQ 3 Armoured Division, 3 Armoured Division Engineer Regiment and the Sqn's sponsor unit, 7 Tank Transporter Regiment RCT. In addition to achieving useful background information on the Sqn's operational and exercise roles he did much of the ground work to set up the Sqn's part of the Exercise.

The Unit Weapon Training Officer, Capt C. F. Young RCT (V) attended the TA Master Coaches Course in February 1978.

On the shooting side, all ammunition is kept in the East Kilbride magazine. The APWT was fired on 3 centralised Regimental Range Weekends. Two Sqn teams were entered for ASSAM 1979, three Sqns entered teams in the RCT Small Bore Postal Shoot and all four Sqns entered the RCT Corps Skill at Arms Meeting (1978).

Assistance from the Regular Army, other than at camp, consisted of instructors from 1 Royal Scots helping at the Regiment's first 66mm LAW/L2 grenade weekend at Otterburn on 16/17 June 1979, 28 all ranks attending, and a SASC instructor running a Firing Point Coaches course at Dechmont on 1/2 September 1979.

Assistance in various forms was given to the Combined Cadet Force and the Army cadet Force - vehicles and drivers for camps.

To help out the Regular Army the Regiment provided 2 ferrying details - taking Ambulances from the Training Material Park, Stirling to the Central Vehicle Depot, Hilton during April and bringing back during September an assortment of vehicles - 4 tonners, Ambulances and Land Rovers - moving 64 vehicles in total.

There were many other points, too numerous to mention.

The Report had an appendix describing the Regimental camp at Knook, Warminster.

The camp was held in poor weather with heavy rain and a sudden storm with flooding on Wednesday of the second week.

270 all ranks attended (222 Sqn camping separately later in the year) 55% of strength; with recruits courses and other camps and courses in lieu the total for the year was 85%.

The first week was spent in barracks on intensive individual training and testing in

Individual Trades, Individual RCT & Military Skills and Physical fitness.

The second week was spent exercising on Salisbury Plain - Squadron FTXs Sunday evening until Tuesday evening and a Regimental FTX from then until Thursday midnight, during which time all ranks practised collective operational roles including troop lifts, railhead outloading and Depot in and out loading By Endex each Sqn and Troop had moved locations at least 5 times.

The achievements were enormous and included inter alia:-

23 HGV licences, 16 Motor Cycle licences
43 RCT Trade passes (B3), 14 REME Trade passes
11 Eager Beaver qualifications, 16 "In Transit" First Aid Qualifications.

There were only two traffic accidents at camp!

What of the rest of the year? There were numerous courses, competitions, exercises and study periods.

The courses included a B3/B2 upgrading course over 4 weekends with thirty passes and two B2 courses with thirty three passes. The competitions included a Land Rover rally with twelve teams, a Regimental cookery competition won by 222 Squadron, two inter Squadron REME competitions (Exercise Lowland Bluebell) won by 222 and 221 Squadrons respectively, a Section competition - 14 sections each with a motor cycle and 3 x 4 ton double manned, the Levitt Trophy, won by 225 Squadron, Exercise Scottish Bluebell with the Regiment taking first and second paces and the TAVRA Scotland Field Cooking Competition, three Regimental teams coming third, fifth and sixth. Other activities included a Corporals Designate Course spread over three weekends with thirteen out of fifteen passing, seven NCOs passing a "B" vehicle inspectors course, 23 Officers attending an Officers Study weekend in December, 130 all ranks attending a NBC weekend, 47 SNCOs attending a Study weekend at Drip camp Stirling, 42 Corporals attending a Corporals Study weekend, a Regimental Driving School at Grantham for two weeks in July, and finally a Mobilisation Exercise was held on 28/30th September 1979 with 385 all ranks taking part, 60 taking the trouble to say they could not take part, a response of 445 out of 608 on strength.

The 1980/81 Training year saw the Regiment almost 100% recruited (775 out of an Establishment of 797) by the end of March. The Regiment was on a high though there were still areas for improvement like 251 Squadrons "B" vehicle, plant and lifting tackle inspection which was graded unsatisfactory in April 1980 and again on the re inspection in February 1981.

The Regimental Padre, Captain (later Major) Bryan Tomlinson, who passed his HGV3 driving test in December 1978 thanking his instructor Corporal Tommy Allan (251 Squadron) for his help.

The main event of the training yeas was Exercise "Crusader" held in BAOR from 13th to 27th September with 505 (64.9%) all ranks attending the exercise billed in the press as the largest combined military event mounted by the British Army since D Day. Perhaps the best way to record the events is to quote from the report of the Commander Corps Royal Corps of Transport 1st (British) Corps (CCRCT 1(BR) Corps) Brigadier B. C. Ridley:

> *1. 154 Regiment RCT (V) deployed on Exercise Spearpoint (*part of the overall Crusader Exercise) *with 222, 225 and 251 Squadrons under command.* The *Regiment was tasked to provide 3rd Line GT support through out the Corps area.*
>
> *2. The regiment was well organised and fully prepared for the Exercise. Battle procedures, defence drills and Regimental administration were good. The spirited defence of Squadron areas and the restoration of control by RHQ following crash action moves said much for the Regiment's training and morale. The inevitable communications problems inherent in the old LARKSPUR equipment and the tenuous telephone circuits, while frustrating, highlighted the need for confidence in and reliance on both section and troop commanders.*
>
> *3. Map reading and general BAOR instructions could be improved, bearing in mind the demands placed on individual drivers. Defence drills and regimental administration were good. Standards of driving were good and 222 squadron, together with their associated workshop, are to be congratulated on their handling of the unfamiliar 16 tonne vehicles issued from PUE. Some difficulty was experienced in meeting short notice details in the early stages due to inadequate communications, unfamiliarity with the detailed Corps deployment and the inevitable time required to "shake down".*
>
> *4 I was most impressed by the enthusiasm and high standards of professionalism displayed throughout this Regiment. The RHQ provided a strong, purposeful lead which was reflected at all subordinate levels of command. Much thought had obviously gone into the Regiments training and preparation for this Exercise and I sympathise with them over the frustration of the inherently poor communications and inevitable deficiencies in PUE equipment.*
>
> *5 A most commendable performance by a well lead, well trained regiment and I have no hesitation in confirming its battle worthiness.*

It says it all!

Prior to the exercise, considerable preparation was carried out. Radio, road movement and field technique exercises were held both at Troop and Squadron level culminating in a Regimental CPX in June. 225 and 251 Squadrons practised Railhead out loading at a disused station at Barnard Castle on 24/25 May. Prior to starting Crusader all exercise personnel were given a security briefing by the Unit Security Officer and Adjutant Captain Peter Verge and all officers and senior ranks were given a separate briefing by 94 Security Section.

The road party started from Winston Barracks near Lanark where the "Pool" vehicles had been parked some days before and where the Squadrons gathered with their domestic vehicles and Peace Training Scale of task vehicles. There was no air party this time as there would be in war. At Lanark, 221 squadron was allocated across the Regiment, their camp in support of Headquarters Allied Forces Central Europe (HQAFCENT) having been cancelled.

The Regiment left Lanark in the early hours of Sunday morning. Lead by 222 Squadron, the slowest in the Regiment, it moved onto the A74, across the A66 to Scotch Corner and down the A1 to RAF Catterick where the cup of hot liquid called tea did not warrant the stop. They then moved to Leconfield, the Sea Transit Centre for a good meal and then on to Hull. The Regiment crossed from Hull to Zeebrugge by DFDS ferry the officers enjoying a well earned Danish Lager thoughtfully placed at each place in their dining room - drinking was banned for the duration of the exercise - oh! Well. The well tried and tested Regimental organisation was put to the test at Zeebrugge where Movement Control unloaded the Land Rovers first and lined them up nose to tail in any order in a hot Belgian Street followed by the domestic and task vehicles. The Regiment stayed that way until they arrived after a long convoy drive at the Reinforcing Units Marshalling Area (RUMA) at Sennelager. The refuelling stop after Zeebrugge was at Olen where, after travelling up a long narrow one way road they stopped at piles of jerricans full of petrol or diesel. The drivers were told to refuel on a one for one basis and they did this perhaps collecting another to balance the weight of the first as they carried the cans to the vehicles. Also on offer were piles of jerricans of kerosene and at least one squadron QuarterMaster Sergeant made sure he was not short for the long night ahead.

At the RUMA, there was difficulty in finding real estate for 222 Squadron equipped with 35 Foden 16 tonnes and as many, if not more 10 ton AECs. It was a large unit and with the Fodens unsuitable for serious off road working it posed a serious problem. Two days after the Regiment had been allocated locations the Fodens were ordered to park, tactically on the square at 7 Tank Transporter Regiment in Sennelager while the remainder of the Squadron were sent to the woods near Hovelhof in the approximate area of Regimental Headquarters and the other two Squadrons.

At one point during the exercise the Regiment spent up to four days at NBC State Amber and at various times at NBC State Red, all in very hot weather. Considerable emphasis was placed on section and Troop tasks which sad to say showed that not all squadrons had fully prepared for. There were numerous attacks by the "enemy" many repelled though it has to be said that the SAS who attacked 225 Squadron got more than they bargained for including at least one badly damaged windscreen. 222 suffered when its Heavy Recovery broke down at an early stage in the proceedings and when repaired broke down again within a few miles of the Workshop in a pool of hydraulic fluid. It was one of several vehicles left behind when the Regiment returned to the UK.

222 Squadron, acting as the Corps Commander's reserve found moves difficult with one Troop detached several miles from its Headquarters and on one occasion found that the Troop had not moved because the Troop Commander had lent his watch to one of his Section Commanders when the Section went out on detail. The move was to a Replenishment Park. When they arrived and reported into the Traffic Regulating Post

they found that they were not expected and spent several hours sitting in the hot sun on the crest of a hill until CCRCT telephoned personally to apologise and order them back to their original location.

It has been said the "Jock" likes his beer and this being recognised the consumption of alcohol during the exercise was declared a prevalent offence. It came as no surprise to OC 222 that one of his Sections had been caught by the Regimental Sergeant Major drinking beer at a Snell Imbis not far from the location. The subsequent Orderly Room was held in the woods as night fell, with a tilley lamp for light. All except one who was teetotal were remanded for the Commanding Officer.

The recovery phase was very poorly organised and the promised food and showers rushed no doubt to make up for lost time in some movement programme. All agreed that the convoy speeds were far too slow and the major cause of driver fatigue though fortunately there were no accidents. At the refuelling points the vehicles were marshalled according to the type of fuel required and control was lost. 225 Squadron suffered at Zeebrugge when about half of the Squadron's vehicles could not be put on the ferry and had to be sent to Calais for the return crossing to Dover, Consequently many were late for work on the Monday.

All in all, the exercise had been a success. The Regiments exercise mileage was 353875 miles to which has to be added the unknown mileage of vehicles left behind in BAOR and never returned to the UK, possibly a total nearer 360000 miles!

During 1980, a Regimental Driving School was held at Grantham producing 28 HGV 11 and 26 HGV 111 passes. 15 students passed a Unit Bulk Refuelling Course, 15 passed B3/B2 trade testing. A Centralised Driver Training School set up at Drip Camp, Stirling which started in January 1981 produced a further 29 HGV passes by the end of the 1980/81 Training Year with an average of just over 40 hours instruction per driver.

In addition to the other numerous events, the Regiment hosted 25 candidates for the TA Officers Direct Entry Scheme with activities including a static vehicle display, a display showing the size, complexity and monetary value of a Troop Commanders responsibility, a Land Rover rally and much more.

A Recruits course was held during the period 15th – 29th November at Inverness under Major I McMillan, achieving 54 passes out of the 74 who attended (10 withdrew for personal reasons).

All Workshop Establishments changed to 6/6036/(P&W) on 1st April 1980.

A new three training cycle was introduced in 1981 consisting of a camp at the Depot RCT(TA) at Grantham, a UK Field Training exercise camp and a BAOR camp though future events were to disprove this. In 1981 the Regiment went to Grantham where there were several training achievements – 23 motor cycle licences, 56 HGV 2 and 38 HGV 3 licences, 28 B 2 and 110 B3 trade passes and 41 passes on a two day helicopter handling course run by 47 Air Despatch Squadron RCT.

Still in its Engineer support role 222 Squadron provided a Composite Troop under Lieutenant G. Y. Alexander to assist 71 (Scottish) Engineer Regiment (V) at its camp at Wyke Regis in Dorset.

A Headquarters Troop was formed in Regimental Headquarters consisting of soldiers transferred from 221 Squadron and three newly recruited WRAC clerks. The Troop was commanded by Warrant Officer 11 Bill Gibson the Regimental Training Warrant Officer who took the chance to train the Regimental Headquarters Troop Levitt Trophy team who won on their first outing. Some still say the scores were "adjusted." 221 Squadron won the Squadron competition. This year was a change from previous years which had been totally Squadron events. The competition had changed over the years from military skills to a mixture of sport and military skills. The August 1981 events were orienteering, skilled driving, skilled motor cycling, six a side soccer, assault course. LMG race, volleyball, trailer racing, cookery, chain of command and workshop skills, including a pistol shoot.

The 1981 Regimental Driving School was held at Catterick at 40 Squadron RCT between 27th June and 12th July resulting in another ordinary licence, 8 HGV 2 and 15 HGV 3 licences. Centralised driver training was held at Drip camp, Stirling and at the Drill hall in Troon over 12 week ends during the year achieving a further 31 licences.
Other activities in 1981 included a basic sailing course organised by Commander Maintenance Headquarters Scotland in June at Port Edgar, near Edinburgh and on the same week end, 20th/21st June, 32 all ranks went to Otterburn in Northumberland to fire the 66mm Anti Tank launcher and throw grenades. Exercise Scottish Bluebell was held in October with Squadron Workshop teams being placed first in ten events, 251 Squadron Workshop being first overall.

The Deputy Chief of Staff at Headquarters Scotland who carried out the 1982 Annual Report on the Unit (ARU) commented on recruiting".....*recruiting is buoyant and in consequence greater emphasis can now be placed on the initial selection process to ensure only the more suitable men are enlisted"*

On accommodation he commented on several Works Services

> *Yorkhill Parade. Major roof repairs are planned for later this year (1982). I was surprised to see that no temporary repairs to the large hole in the garage roof have been effected.*
>
> *East Kilbride. The enlargement of the vehicle inspection pit and a solution to the current flooding problem.*

1982 was, of course the year of Operation Corporate, the Falklands War. The Regiment was tasked via Headquarters Scotland Transport and Movements Branch to assist in the move and escort of 680 tons of ammunition from the Royal Naval Armaments Depot Crombie, near Rosyth to 17 Port Regiment RCT at Marchwood for loading on 6th/7th April and supplied 25 x 4 ton and 5x 10 ton and a further 9 x 4 ton to carry out a similar task from Glen Douglas. In the event the vehicles were not loaded, the tasks being carried out by 153 (Highland) Regiment RCT (V) though the Regiment was

congratulated by Headquarters Scotland on the overall efforts by the TA to respond so fast on a Monday. The four Squadrons used 115 man training days, 3180 gallons diesel and 1040 gallons petrol. The Regiment was tasked again a month later, 1 x 4 ton and personnel from 221 Squadron to move vehicles and engine assemblies from Stirling to Southampton docks involving a round trip of 1115 miles. The task started at 1400 hours on 7th May and was completed by 0730 hours on 10th May.

On the sporting side, the Regiment entered teams for the Northern Area Cross Country Championships at Topcliffe in Yorkshire coming fourth TA unit and winning the TA Trophy and third overall and third best runner in the RCT Cross Country Championships held at Colerne on 6th March 1982. 221 Squadron won the TA Scotland Association football Cup and qualified for the quarter finals of the TA UK Cup.

225 Squadron's new Drill Hall at Colinton Road, Edinburgh, was opened on Saturday 26th June 1982 by the Lord Lieutenant and Lord Provost of the City of Edinburgh, the Right Honourable Tom Morgan CBE. The Squadron, being the administrating unit of the Drill Hall was responsible for the Guard of Honour under the Command of Captain A.G.Macdonald, the Regimental Pipes and Drums, catering and drinks. The guests included the GOC Scotland, the President and Chairman of Lowland TAVRA, Commander 52 Brigade, the Representative Colonel Commandant of the RCT, Major General W Bate CB, OBE, DL, members of 15 (Scottish) Battalion The Parachute Regiment, (C Company of the Battalion sharing the Drill Hall) and representatives from the Lothian Battalion Army Cadet Force, (the Scots Guards Detachment of the Battalion also sharing the Drill Hall.)

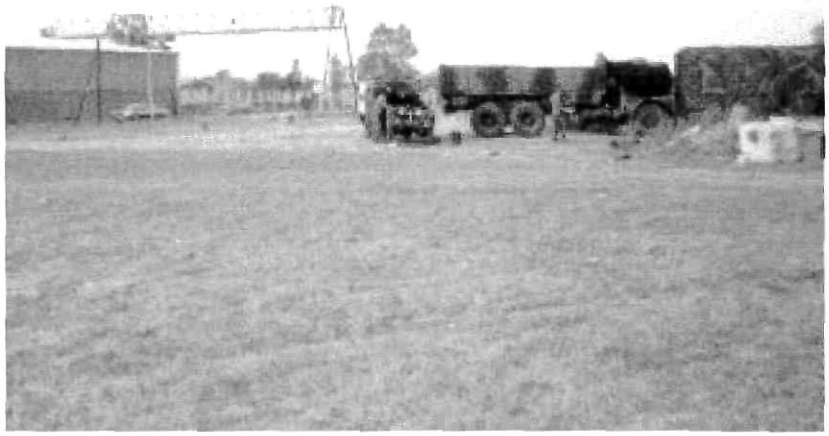
Detailed planning started in 1979 and tender documents issued in June 1980 though because of a Treasury moratorium it was not possible to accept a tender until February 1981. The main contractors were John Laing Construction Limited, the architects Forbes Sinclair and Associates, the contract value £796,000. The building completed in May 1982, three months ahead of schedule is of traditional brick and stone construction designed round a centrally located drill hall with exposed laminated timber beams and an attractive triple barrel vaulted roof light with a separate garage behind the main building.

Lieutenant Colonel D.A. S. Lockhart was the first Volunteer Commanding Officer to command the Regiment when he took over in 15th July 1982. His first baptism of fire was the Regimental camp in Schleswig-Holstein, Exercise Bold Guard, held from 12th September until 2nd October, except for 221 Squadron who took part in Exercise Able Archer in support of HQAFCENT from 30th October until 15th November.

During Bold Guard the Regiment had 8 Squadron (Major D. R. Birrell) under command with Regimental Headquarters at Suderwohdren, 222 Squadron on the breezy open sea front at Busum, for the first week and at Heide for the second week. 225 Squadron were at Seeth, on Exercise Bandage Barter in support of a Field Ambulance and carrying Danish and German simulated casualties. 251 Squadron and 8 Squadron were at Heide and Wesselburen respectively.

The Regiment sailed from Newcastle to Esjberg and then drove for a few hours to their exercise locations where they were tasked almost as soon as they arrived.

The Padre and the Doctor - Exercise Bold Guard



222 Squadron – Busum - Exercise Bold Guard 1982.

"C" Troop, 222 Squadron (Staff Sergeant Dawson) was detached to assist with simulated casualty evacuation and their Non Regular Permanent Staff Instructor, WO2 Carmichael operated a Traffic Regulation Post for his sins. Their junior Subaltern, Second Lieutenant Gerry McPeake ended up at Meldorf Station counting pallets not helped by an Australian Subaltern on an exchange visit to the British Army.

225's camp notes recorded an amusing incident when Lance Corporal Irvine of "B" Troop stopped at a German Café with an ambulance loaded with simulated casualties. When they trooped in to place their orders, some of the civilian occupants screamed, some fainted and others tried to telephone for ambulances.

251 Squadron did not having a good camp! After a hectic over exuberant Squadron smoker at the end of the first week, they failed to respond to numerous radio calls from Regimental Headquarters the following morning. When the first details failed to arrive, the Second in Command was sent to find out what had happened only to discover that without exception the complete Squadron was still asleep, the ops truck unmanned, no breakfast started and the radio buzzing away furiously. The Squadron Commander was replaced very quickly by the Training Major, Major (later Brigadier) M J Squire and spent the rest of the Exercise as a Liaison Officer well away from the Regiment.

One of the details that the Squadron failed to carry out was the delivery of a load of bread which was eventually delivered by a member of Regimental Headquarters Troop then commanded by the Training Warrant Officer, Bill Gibson. Ten years latter at a Silver Wedding reception, the author was introduced to a retired Territorial Army Royal Army Ordnance Corps Lieutenant Colonel. The inevitable stories started with the Colonel remembering when on the exercise he commanded the TA Logistic Support Group Ordnance Company and that some TA RCT Squadron failed to deliver a load of bread on time. Before the missing load arrived, the Brigadier demanded that a load of replacement bread be baked to replace the missing load. The bakers were roused well before reveille and a second load baked and delivered by helicopter – in a thunderstorm.

There are no reports of 221 Squadron's camp at HQ AFCENT, though on the return journey a few distinguished themselves when under command of Lieutenant G Y Alexander they rendered valuable assistance to Strathclyde Traffic Police at the scene of a fatal road accident – they were not involved in the accident. The letter of thanks reads as follows: -

> *"It is brought to my notice that on Saturday 13th \November 1982 one of my officers in Motherwell Traffic Group was afforded assistance while he was involved in the investigation of a fatal road accident on the A74 Glasgow/Carlisle Road which involved a Volkswagen Caravanette registered number RFY 870T. As a result of the accident the icebound northbound carriageway was blocked causing traffic congestion.*
>
> *Valuable assistance was given in clearing the roadway by members of your Corps who were under command of Lieutenant Alexander at that time and indeed their willingness to assist my officer, who was unaccompanied at that time, by the use of a heavy recovery vehicle and the use of your personnel in the regulation of traffic is very much appreciated. Unfortunately the one year old child travelling in the Caravanette sustained fatal injuries.*
>
> *May I conclude by asking you to be kind enough to pass on the sincere appreciation of the Chief Constable and members of my*

Department for the excellent co-operation and assistance afforded by your staff."

Yours faithfully
Alastair D Petrie
Assistance Chief Constable
Traffic

Later in the year, the ageing 10 tonners in 222 Squadron, the 4 ton Bedford MKs at 225 and 251 Squadrons were all replaced with Bedford 8 Tonne TMs.

On Saturday 16th April 1983, the Regiment organised a navigational competition Exercise Hard Drive, based on the Training Centre at Redford Barracks, Edinburgh. Planned by the then Adjutant, Captain (now Colonel) R J Morrison, it was organised under British Army Motoring Association rules and consisted of a 200 mile navigation test using eight figure grid references, traces, tulips and every other conceivable method of rally navigation techniques known in the civilian rally world. Before the start and after the completion of the course, each vehicle had to pass a mechanical examination.

The competition was open to all units Regular and TA, based in Scotland, who were asked to field crews in 4 ton or 8 ton vehicles. Units were also allowed to combine individual vehicles into teams of four vehicles per team.

The first of the 83 competitors arrived early on the Saturday, allocated accommodation, briefed and given a teach-in on the rules and navigation problems. By 1800 hours, the marshals were in position, a half way halt set up and the course opened. The first vehicle left Edinburgh at 1801 hours and returned at 0300 hours Sunday. The others left at one-minute intervals. 73 competitors completed the course, crews from 225 and 222 squadrons coming third and fourth respectively. Prizes were presented by Major General R E J Gerrard-Wright CBE. Director Territorial Army and Cadets.

Similar exercises were organised and run by the Regiment from 1983 to 1988 inclusive, 1990 and again in 1992.

The Regimental role – third line support to 1 Armoured Division, led to a strong affiliation with 1 Armoured Division Transport Regiment (1ADTR) based in Bunde. That Regiment held a Bunde Day on 29th April 1983 attended by the Commanding Officer and a few of the Field Officers from 154 Regiment. The Regimental Pipes and Drums along with the Band of The Royal Corps of Transport, the Corps of Drums of the Corps Depot and Training Regiment played at Bunde day and they also played at a Regimental Dinner the previous evening to mark the occasion. Gifts were exchanged the Regiment receiving a Pipe Banner depicting the 1ADTR crest and the Corps crest.

The 1983 Territorial Army Cookery Competition was held on Sunday 1st May and resulted in the following newspaper article

"In weather reminiscent of the Falkland Islands, 13 three-man Territorial Army teams yesterday took part in the final of the 1983

Territorial Army Cookery Competition for Scottish Units held under field conditions at Army Headquarters near Edinburgh

As a biting easterly wind swept across the field at Craigiehall the teams worked against the clock to prepare and cook in their field kitchens a meal comprising cock-a-leekie soup, curry and rice, syrup sponge and shortbread.

For the second year running the challenge shield was won by Headquarter Squadron 154 Regiment Royal Corps of Transport from Glasgow. The same Regiment also took second and third places – second 221 Squadron and third 251 Squadron. The winning team was led by Corporal Gerald Agnew from Clydebank with Lance Corporals Durning and Bryce. The competition tests the ability of a cook to produce a meal under active service conditions and includes the setting up of the kitchen, camouflage and (vehicle) movement.

A condition of the competition was that the teams were not allowed to pre cook any of the food."

REME inspection of competitors' vehicles at Redford Barracks Edinburgh before the start of Exercise Hard Drive 1983.

This photograph, date unknown, and taken either at Troon or Dalry was found in the Regimental files with the following caption

AYRSHIRE CND

FRIENDS

THE TERRITORIAL ARMY IN THIS AREA ARE TODAY BEING ISSUED WITH "NODDY SUITS" WHICH ARE SUPPOSED TO PROTECT THEM (ALONE) FROM THE EFFECTS OF NUCLEAR ATTACK!

SUCH AN ATTACK ON THIS COUNTRY WOULD BE MASSIVE IN ORDER TO DESTROY THE MISSILES BASED HERE IN THE WEST OF SCOTLAND. THE WHOLE COUNTRY WOULD BE DESTROYED AND NO SUITS OR SHELTERS WILL HELP. BY ISSUING THIS EQUIPMENT AND ADVERTISING DO IT YOURSELF SHELTERS THE GOVERNMENT ARE TRYING TO MAKE NUCLEAR WAR MORE ACCEPTABLE.

WE FIND THIS TOTALLY UNACCEPTABLE. HELP STOP THIS MADNESS!.

PROTECT AND SURVIVE – SUPPORT CND

It was announced at the Commanding Officer's conference on 15th May 1983 that a new Regimental Establishment had been approved with a Headquarters Squadron to be formed in 1984.

Ever keen to practice their role, the Regiment planned an exercise to familiarise the Squadrons with Railhead operations which took place over the week end 13/14th August 1983 and drew the following press comment the next day

"PROTEST OVER TA EXERCISES

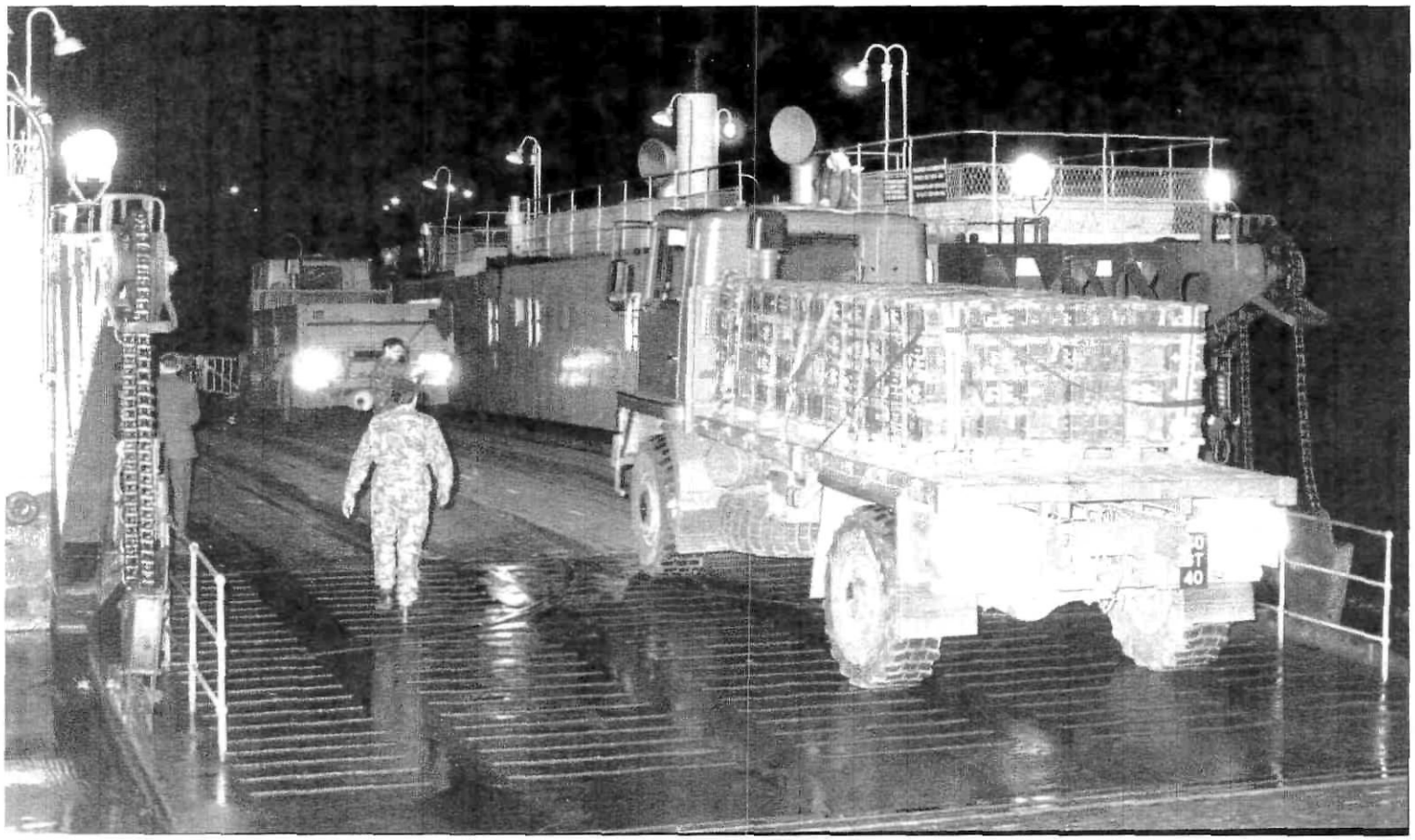
Ministers are to be questioned and asked for certain assurances after the use of a private industrial complex for military manoeuvres at the weekend. Territorial Army soldiers with blackened faces and carrying guns occupied Greenock Container Terminal early yesterday in a training exercise designed to familiarise them with the loading and unloading of railway wagons at a railhead.

The Chairman of Greenock Dockers, Mr George Gallacher, said "We were not consulted about this exercise and I'm learned about it almost accidentally. By then it was too late to stop it but I have placed an objection with my national trade union officers and the matter will be taken up with our trade group and the terminal's owners the Clyde Port Authority. We are very unhappy about our workplace being used for military manoeuvres in the dead of night when there were no dockers at work. If there was nothing sinister about it why was there no consultation? A fortnight ago a delegate conference of dock workers decided that shipping companies would not be allowed to transfer their operations from one port to another and that any attempt to breach this would be met with a national response from dockers."

Last night the Labour MP for Greenock and Port Glasgow, Doctor Norman Godman, said, "The Transport and General Workers' Union Dockers Section have decided to take industrial action if cargoes are switched between ports. In view of this I intend to seek assurances from the Defence Secretary, Mr Michael Heseltine, and the Scottish Secretary, Mr George Younger, that this exercise in Greenock was not a rehearsal for what could happen if there is a dispute between the TGWU and the UK docks authorities. What I want to see is the terminal busy in its commercial role and not being used by the armed forces for preparations to allow them to be used in an industrial dispute. The Government seems to think they can use what they think is a backwater on the Lower Clyde for clandestine military operations late at night."

The Officer in charge of the exercise at the container terminal Lieutenant Colonel David Lockhart of the 154th Royal Corps of Transport said yesterday "This is purely a training exercise and there is no possibility of my men being used in an industrial dispute. We are going abroad to camp later this year and this is one of the exercises to be carried out there .It was to gain experience in the trans-shipment of ammunition boxes from train wagons to army vehicles."

Colonel Lockhart declined to comment on the numbers of men or vehicles involved but insisted that there was no live ammunition being used either in soldiers' weapons or in the ammunition boxes being transported in army vehicles



8 tonnes from 222 Squadron boarding the now defunct Renfrew Ferry after out loading the Greenock Container Terminal
August 1983

A spokesman for the Clyde Port Authority confirmed that they were aware of the exercise and had given permission for it to take place on their premises though they were unsure of its exact nature. They stressed that no Authority equipment had been used at the terminal.

The Regiment, less 221 Squadron deployed sea and air parties on Exercise Eternal Triangle over the weekend 22nd/23rd October 1983 with 221 Squadron deploying sea and air parties a week later.

The sea party under the Second in Command had an interesting crossing. They sailed from Newcastle on the Landing Ship Logistic Sir Lancelot a veteran of the Falklands War and once on board several of the officers commented on the pristine conditions of their cabins. It was explained that they had been rebuilt following damage caused by an unexploded bomb dropped by an Argentinean Skyhawk aircraft during the War. The food was superb except for one meal cooked by the Chinese cooks for the Other Ranks which all thought contained the chickens' claws as well as the chicken.

The ever observant "Jock" soon noticed the low price of spirits and it was a wise Officer Commanding Ship who closed all bars on the Sunday evening. The Purser soon explained to the Officers that all RFA vessels were collecting for a Lifeboat Fund in honour of the RFA Sir Galahad, lost in the Falklands and proceeded to relieve the Officers of £20.00 with some Wardroom bets on the Saturday evening. The Regimental Padre, Major Brian Tomlinson conducted an excellent service on the Sunday which produced some of the funds mentioned in the letter dated 23 October 1983 to the Second in Command which is reproduced below, a dustbin outside the Soldiers Mess and AQMS Bob Grant's persuasive powers produced the rest.

> "Thank you very much to all of the embarked forces and especially your unit who gave so generously to the "SIR GALAHAD LIFEBOATFUND", the total contribution being £76.98, a magnificent effort in two short days.
>
> I would also add that we have enjoyed your company on board and the presence of 154 Transport Regiment (RCT) has helped to make this a memorable and successful voyage. The spontaneous good humour and professionalism of your officers and men has impressed us all, and we have no doubts that the Regiment will make a successful mark in the coming exercise, Eternal Triangle.
>
> Good luck in the future. On behalf of my officers and men Fare ye well, God speed and all success to 154 Transport Regiment RCT(V).
>
> Yours aye
>
> John Wallace
> Captain RFA"

The sea party landed at Bremerhaven early Monday morning moving to Inkerman East (Sennelager) with the peace training scale of domestic vehicles and 33 x 8 tonne task. In addition to these vehicles the Regiment took over Pre Stocked Unit Equipment (PUE) vehicles from 153 Artillery Support Regiment RCT (V) as well as drawing others from the Forward Vehicle Depot at Recklinghausen. The Regiment eventually deployed with the following 8 tonne task vehicles

222	24 x 8 tonne	(12 per Troop)
225	24 x 8 tonne	(12 per Troop)
251	30 x 8 tonne	(10 per Troop)

All vehicles were double manned though in some cases the second drivers were learners.

Eternal Triangle was staged in the Kassel area well to the south of the normal Corps Exercise Areas. Initial tasking was by 1 ADTR clearing railheads in Corps Supply Areas. After 4 days the Regiment transferred to Exercise Pack Saddle held in the Lippstadt area where they cleared a rear Command Supply Area (CSA) to a forward CSA and back loaded Simmo (simulated ammunition) into a depot at Sennelager.

Sadly during the latter part of Camp, one of 221 Sqn's DRs, Lance Corporal Waters was killed while riding up the hard shoulder of' the Autobahn — he was speaking to the driver of a vehicle when he failed to notice that the hard shoulder came to the end at a bridge. 225 Sqn also had one of their DRs badly injured in a collision with a car.

The ARU folder for the year contains many details of the courses and study periods during the year of which the following are only a few:

Helicopter Handlers. Training was carried out with other units in May and August. 78 students were taught marshalling, load preparation and underslung loads.

Exercise Tartan Lego (March 1984). A Command Post Exercise (CPX) held at HQ RCT TA Grantham using the Command and Control Trainer.

Finally, the under noted assistance was rendered to the Regular Army, and Cadets (ACF and CCF).

7/8 May 83. 1 Officer, 1 SNCO and 6 R&F provided a display of driving skills and vehicles at the Rothsay Tattoo.

6-10 June 83. 2 x Eager Beaver with operators assisted the loading of large stores of 1 PARA on move to Bulford.

2-16 July 83. 3 x HGV drivers to support Infantry Junior Leaders Battalion at Shorncliffe.

30 July – 13 August 83. 3 x cooks to assist Ayr & Renfrew ACF Battalion at annual camp.

21 Jan—4 Feb 84. 2 x HGV Drivers to support Infantry Junior Leaders Battalion at Shorncliffe on Ex Western Knight 84.

7 x 8 ton vehicles and drivers to assist with the construction and dismantling of Extra Wide Bailey Bridge for the bridge at Murrayfield (Edinburgh) Rugby Ground, 10/11 Nov 83 and 24/25 May 84.

Support for Direct Entry Scheme (DES) 5 Oct 83—Apr 84:

(1) A W02 instructor was provided for the entire course.

(2) 3/4 Dec 83. 154 Regt sponsored weekend training for DES 5.

(3) MT support for DES 5.

(4) Cooks and MT support for DES 5 Battle Camp.

Driver training to HGV standard for ACF/CCF staff and transport for ACF/CCF training weekends.

Vehicle demonstration and instruction to Glasgow Academy CCF 30 Mar 84.

Range assistance. Squadron exercises with cadets from Clydebank Detachment ACF and Argyll and Lennox Battalion ACF.

By the end of 1983 the Regiment had overspent its diesel allocation for the 1983/84 Training Year, partially due to the change from 4 ton Bedford RLs to the 8 tonne TMs. PRC 349 radios were expected in the first quarter of 1984 and the allocation of VRC 321s in the second quarter of that year. On the REME side the Commanding Officer was preparing to resist the move to form a Regimental Workshop though the re—establishment and re-equipping of Squadron Workshops was now in hand and Non Regular Permanent Staff (NRPS) Corporals could be recruited as storemen etc.

Rather than bore the reader with yet another endless list of statistics from the various reports for 1984, the notes will concentrate on Annual Camp which for the majority of the Regiment (less 221 Sqn on the HQ AFCENT Exercise —Able Archer) was Exercise Lionheart 84 (also Spearpoint 84, the field exercise component of Lionheart) where with RHQ based in the Army Air Corps hangar at Detmold, the Regiment was tasked as Neutral Transport for the out loading phase prior to handing over to 156 Transport Regiment.

With the Air party and PUE vehicles initially based at Hamm the Regiment was faced with a large out loading task prior to the arrival of the Sea Party and all the UK equipment which had sailed on North Sea Ferries' MV "Norland" from Hull to Zeebrugge and then spent several hours waiting on a Belgian autobahn for Movement Control clearance. Fortunately the advance party had come prepared with the necessary Land Rovers, domestic vehicles, cooking equipment and signs and the 1000 tonne out load was successful. It was so successful that the Adjutant, Capt (now Lt Col) N D Morrison had time to parade the WRAC Officer Cadets attached from the various

Officer Training Corps at the entrance to the depot at Hamm for the road party led by the author in a very sick minibus.

69 x 8 tonne task vehicles, including two with CALM were issued giving the Regiment a total of 99 x 8 tonne vehicles for the exercise (37 in 222 Squadron and 31 each in 225 and 251 Squadrons). In addition 3 x MHE were porteed from the UK and a further 3 drawn from PUE.

The programme for the camp, including the aforementioned out load was follows:

Tue 4 Sep	Advance Party deploys.
Sat 8 Sep	PUE and UK Road Parties deploy.
Sun 9 Sep	PUE Party arrives at Hamm. Air Party deploys.
Mon 10 Sep	0100 Hamm out load starts using PUE vehicles.
Tue 11 Sep	0600 UK Road Party arrives at Hamm. Pay & Briefings whole Regiment. 1500 Out load continues, Squadrons deploy to exercise locations.
Wed 12 Sep	Finish Hamm out load, recce future tasks.
Thu 13 Sep	0700 Hameln out load of defence stores. 1800 Establish Stores Collection Points.
Fri 14 Sep	Recycle simmo to neutral railheads and dumps.
Mon 17 Sep	Inload Stadthagen railhead (251 Squadron). Part of REME recover to Bunde. (1ADTR).
Tue 18 Sep	1300 Advance Party recovers to Bunde. 1900 Trickle feed withdrawal from exercise through washdowns and REME Inspection teams.
Wed 19 Sep	am Pay, Innoculations. pm R&R (less air party).
Thu 20 Sep	pm Parade, Prepare PUE and UK recovery. 2100 UK Road Party departs.
Fri 21 Sep	1300 PUE Parties depart.
Sat 22 Sep	All parties back in TACs.

During the exercise the Regiment had two Regular Squadrons and a troop from a third under command. One of the squadrons, 27 Squadron operating Trucks Tanker Fuel (TTFs) were based on the hard at Hameln and were most unfortunate to own the fully loaded 12500 litre TTF that gracefully rolled into the River Weser. Fortunately the vehicle was recovered without any spillage. The incident is recorded in the Corps magazine "...it was inevitable that the vehicle immediately became known throughout the Corps as the "Lorry Canyon""

For those interested in pay, the Paymaster operated from Bunde with pay parades on the 11th and 19th September. The first pay parade paid out a fixed amount regardless of rank with the balance on the second parade. To reduce the amount of cash carried, there

was the facility for postponing part of the pay until return to the UK where it was included in the routine system.

For many years the Sea Party was commanded by the Second in Command (2IC). While taking longer, the. Sea Party could carry more luggage i.e. home comforts and had the opportunity for a few beers on board the ferry. The 21C was OC Ship in 1984, a civilian ferry but not dedicated to the Army. Around midnight he was woken by the Purser who told him that the Ship had been stopped as it was suspected that two soldiers, unit unknown, had fallen overboard. Eventually and not without some difficulty all the military personnel, including a Brigade HQ complete with the Brigadier were mustered in one of the lounges and a roll call held. All units on board reported they were all present and correct. Much to the annoyance of the Brigadier a second roll call, with the same results, was held before all were dismissed and the Captain informed. Later the story unfolded. Round the outside front superstructure of the ferry was a catwalk for crew access. This catwalk ran from one side of the superstructure to the centre of the ship and was overlooked by the lounge windows. One of the Regiment's PSIs clearing the drivers from the bar had seen two soldiers, who had found the catwalk access door, pass the lounge windows on the way back and because he did not see them reappear assumed the worst.

On the return trip, with the exception of the Brigade HQ and with the addition of a TA Royal Military Police (RMP) Company, the same units were on board and it did not take long for the culprits or at least the unit to be identified by members of the Regiment. One or two running fights broke out and the RMP soon earned their days pay and filled up the brig with the offenders. On landing at Hull it had to be clearly explained that the unit concerned was not part of the Regiment in spite of the fact that it had RCT attached personnel and its number was exactly the same as that of one of our Squadrons.

221's Camp, Exercise Able Archer 1984 was also a success and the following is a quote from a letter sent by Col W H Wellman United States Army, Commander Support Group. ".... would have been hard pressed to conduct operations without their professional support. All personnel displayed expertise and a willing and cooperative spirit in the most trying circumstances."

The Sqn Commanders Post Exercise Report (PXR) produced some interesting points starting off with a note that the role is to transport personnel and equipment of HQ AFCENT's Alternate War Headquarters (AWHQ) and to control all transport resources within that organisation. Although during the 1984 exercise the AWHQ did not change location, squadron vehicles were used to the maximum to transport the Mobile Command Element and were detailed on 186 various domestic and operational tasks.

Some pertinent comments were made on equipment i.e.

"The Squadron's establishment of 5 Motor Coach Large was drawn and these in addition to the squadron's peace scale of minibuses were painted white. The squadron required a directive to either paint these vehicles in camouflage pattern or training in the art of camouflaging white vehicles.

12 x Bedford 4 Ton RLs were received from pool in what can only be described in a poor state. Although most were mechanically sound, the canopies of many were in an advanced state of decomposition."

A selection of the various vehicles driven by 221 Squadron on Exercise "Able Archer 84".

The OC Major David Milligan is in front of the Staff Car

Exercise notes

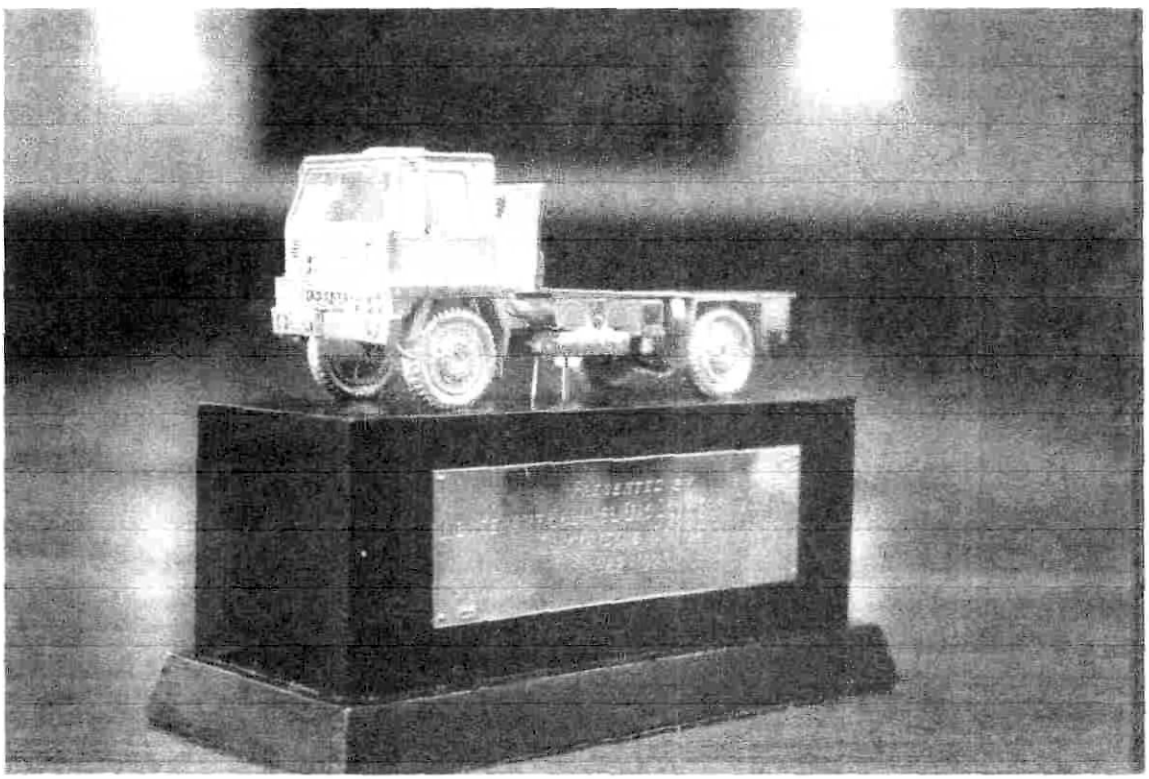
As the AWHQ was already established by the time the squadron arrived, there were few demands for 4 ton vehicles until the recovery phase. In order to maximise the use of these vehicles and create a more realistic vehicle/manpower situation, available for tasking, the squadron devised its own troop exercise in the Eurskirchen area in Germany, the plan being to alternate troops over a 4—day period. This area was booked during the Squadron recce in anticipation of such an even. The trop exercise consisted of a long drive to practice convoy drills, moves in/out of location, defence, camouflage and concealment and a rather adventurous cross country driving course. This plan was amended due to the increase in vehicle tasking and, as a result only one troop benefited from the 2—day exercise. As all AFFCENT Support Group (ASG) transport personnel were withdrawn from this exercise, the squadron was responsible for the planning and co—ordination of all transport resources and gained much invaluable experience. Actual exercise tasking details (186) were mainly of a passenger carrying role i.e. transporting the Battle Staff from accommodation areas to the AWHQ and essential staff and equipment to and from various locations. Range facilities were also arranged and as a result most squadron personnel were able to fire their personal weapon during the Trop exercise phase.

The OC also saw fit to comment on the lack of a box body which while on the Establishment had not been issued. The Squadron borrowed the RHQ 4 wheeled office trailer but had failed to return same it having been overturned in a traffic accident.

Of the 157 soldiers on strength 110 (75%) attended camp.

To conclude 1984, during August 1984, Lieutenant B H MacIntyre (221) was transport co - ordinator for the Edinburgh Military Tattoo and 2 officers Lieutenant J S Dodds and Second Lieutenant P McGuigan (251) and 10 soldiers took part in Exercise Stag Rat in support of 1 ADTR from 27 November to 5 December.

In January 1985 the Regiment's first and only volunteer Commanding Officer, Lieutenant Colonel David Lockhart handed over command to Lieutenant Colonel C J Constable. Colonel Lockhart was dined out at the Edinburgh Training Centre on 28th January 1985 and the following day ceremonially towed out on a Ferret Scout Car as a reminder of his yeomanry days and his association with 225 Squadron.



Model of Bedford 8 tonne TM in silver presented to the Regiment by Lieutenant Colonel D A S Lockhart TD

Headquarters Squadron was now an effective part of the Regiment and commanded by Major D J Kane, though for some reason soldiers from 221, co located at Yorkhill were reluctant to transfer.

In early 1985 221 Squadron's cooks won the Scottish catering Competition and for the third year running the Regiment organised Exercise Hard Drive this time with 150 entries. Now arousing considerable interest in military motoring circles, Bedford Motors Limited sent two senior executives north to present prizes.

Pay, bounties and training allowance with effect from 1 April 1985

When attending training at Annual Camp, weekends, drill nights and courses of instruction, members of the TA receive pay at the rate appropriate to their rank.

Pay

Minimum Daily Rates of Pay

Officers	Men £	Women £	Soldiers	Men £	Women £
Second Lieutenant	19.59	19.31	Private*	12.78	12.59
Lieutenant	25.31	24.95	Lance Corporal *	16.29	16.05
Captain	31.95	31.49	Corporal *	20.02	19.73
Major	40.39	39.81	Sergeant	23.47	23.12
			Staff Sergeant	24.96	24.60
			Warrant Officer 2	26.67	26.29
			Warrant Officer 1	28.55	28.14
			* or equivalent rank		

Pay is subject to tax, and under certain circumstances, to the deduction of National Insurance contributions. Training on drill nights is paid at the rate of ¼ days pay for each drill night attended.

Bounties

Members who complete their annual training requirements and are certified as efficient by their Commanding Officer will be eligible for a single tax-free bounty at the rates set out below.

	First year of service £	Second year of service £	Third and subsequent years of service £
Group A Higher Training Obligation	175	315	455
Group A Lower Training Obligation	140	250	365
Group B	70	80	90
Group C	40	70	115

Training expense allowance

For attending at training periods in the evening, an allowance of £2.35 for all ranks is payable to cover out-of-pocket expenses.

Expenses are also paid for travel to and from the TA Centre.

The information in this leaflet is intended for guidance only and cannot be quoted as an authority.

On 20 April 1985 the Regiment was honoured by the presence of Her Royal Highness Princess Alice Duchess of Gloucester the Colonel in Chief of the Corps when she opened the new TA Centre in Irvine occupied by 251 Squadron and 3 Troop 102 (Clyde) Field Squadron RE (V). The following is an extract from the September 1985 issue of the Waggoner.

"The preparation and practice was considerable and it all culminated in a full—dress rehearsal on the Sunday before the event. The weather was terrible, high winds; the roof of the dais was blown off during the previous night, and occasional showers. It actually got worse during the preceding week and on the day before the opening we were beginning to think that our wet weather programme was going to have to come into play. Fortunately, the day dawned with brilliant sunshine and not a cloud in the sky, although it had clouded over slightly by the time it came to the actual parade.

Her Royal Highness arrived at the TA Centre accompanied by Her Majesty's Lord Lieutenant for Ayr and Arran, Col B M Knox, MC, TD. The Lord Lieutenant then formally presented a number of senior civil and military dignitaries including our GOC, Lieutenant General Sir Sandy Boswell, KCB, CBE, the Representative Colonel Commandant, Major General V H J Carpenter, CB, MBE, the Commanding Officer, Lt Col C J Constable, and their wives.

Following the Royal Salute, Her Royal Highness inspected the guard of honour, commanded by the officer commanding 251 Squadron, Major W M Young, which was made up from RCT and REME personnel. During the inspection, incidental music was played by the band of 1/52 Lowland, Royal Highland Fusiliers (West) and the pipes and drums of 153 (Highland) Transport Regiment. One of the pipers carried, on the drones of his pipes, our Colonel in Chief's pipe banner, whilst another carried the pipe banner of 1 Armoured Division Transport Regiment, our affiliated regiment.

Princess Alice then moved into the TA Centre where she was given a guided tour of the building. and spoke to members of the design team and representatives from the contractors. Meanwhile, all the official guests and officers, NCOs, soldiers and their families were gathered in the drill hall. When the assembled company was joined by the official party, the Chairman of TAVRA extended a warm welcome to Her Royal Highness and invited her to open the centre by unveiling a plaque. The Commanding Officer replied on behalf of the Regiment and 71 (Scottish) Engineer Regiment Volunteers, a troop of which also occupies the building, and to commemorate the occasion he presented her with a leather bound copy of a limited edition of poems by Robert Burns from all ranks of the Regiment. The centre was blessed by the Regimental Chaplain of 71 (Scottish) Engineer Regiment Volunteers.

Princess Alice then met members from both Regiments, including Warrant Officer 1 (Regimental Sergeant Major) S Harrison and the Squadron Sergeant Major of 251 Squadron, Warrant Officer 2 T A G McEwen, and their wives. Afterwards, the official guests joined Her Royal Highness for lunch in the officers' mess. On her departure she was presented with a bouquet of flowers by Claire McEwen, It had been a great day for the Regiment and for 251 Squadron. What better way to make a start in a new TA Centre than to be privileged for it to be opened by our Colonel in Chief who enjoyed her visit and took a great interest in all she saw and the people she met."

The architects of the Drill hall were Monro and Partners, the builders Wimpey Construction (UK) Limited. The building occupies an area of 1650 square metres and the garages 1072 square metres.

Luncheon in the presence of

Her Royal Highness

Princess Alice Duchess of Gloucester

To celebrate the opening of the

Irvine TA Centre

Saturday 20 April 1985

Salmon Mayonnaise

-o-

Venison a la Mode
Honey Baked Ham
Lamb Cutlets
Roast Rib Scotch Beef
Galantine Chicken

Assorted Salads

Minted New Potatoes

-o-

Raspberry Syllabub

-o-

Coffee

The Officers' Mess at Irvine ready for the Royal Lunch
The Major Domo is Staff Sergeant John Collins RCT (V) BEM

Lieutenant Colonel C J Constable Commanding Officer thanking the Colonel in Chief after the official opening.

Camp 1985 was at Grantham where 23 different courses were run providing the Regiment with 106 HGV passes, 88 recruits trained, 38 and 20 passes on the Corporals and Troop Sergeants courses respectively and a host of other qualifications too numerous to mention on the other 19 courses. The officers were joined at Dinner by Col W Wellman U.S. Army from HQ AFCENT who was presented with a U.S. Army helmet completely covered in the Corps tartan.

During the rest of the year 222 Sqn won the Scottish six a side football competition (251 were also in the semi final) and were runners up in the TA Scotland football challenge cup. Their NRPSI WO2 Ken Carmichael was awarded the BEM in the 1985 Queens Birthday Honours List and following a sponsored run in the Glasgow Marathon in September the Squadron raised the sum of £87. (The team's running kit was provided by the OC's (Major Harry Frame) Company and the TCO Captain David McBride arranged for his employers to provide waterproof tops for the day. (For the record, the squadron's runners were SQMS (PSI) Duff, Corporal Rodger, Lance Corporals Laird and Clark, Drivers Fortune and Simpson and Private Mitchell WRAC (V).

225 hosted 217 Squadron (150 Regiment) from Leeds who spent the night in Edinburgh on a long driver exercise. Both messes, it is recorded, had a pleasant evening. 217 reciprocated at the end of the year when 225 Squadron drove through fog and snow to Leeds. 225 achieved a respectable result in Exercise hard Drive with Corporal McIntyre and lance Corporal Armitt coming in as runners up in the novice class. At the RCT skill at arms meeting, Driver Haggarty won the best young soldier award after only one year in the TA.

Not to be outdone, 251 won the Regimental cross country competition at Grantham, Lance Corporal Ferguson came 12th out of 1400 in the Cunningham (Ayrshire) half – marathon, their soccer team reached the semi final of the TA in Scotland six a side competition and they filled 46 of the places on the recruits course at annual camp. Finally Lance Corporal Montgomery who broke his back in a motor cycle accident on Exercise Eternal triangle in 1983 won the local BSA owners motorcycle treasure hunt. Having won the Levitt Trophy for the first time in ten years in 1984, they repeated their success again with "C" Troop also winning the Younger Trophy for the best troop in the Regiment.

On 5 October 1985, the Regiment said farewell to its second Honorary Colonel the Right Honourable George Younger TD, DL, MP, Her Majesty's Secretary of State for Scotland at a Ladies Dinner Night held at Irvine.

From 1 April 1986, a Regimental Workshop was established (Establishment 6/6060/1 (P)(W)). For all practical purposes the new Workshop Sections continued to be located at TACs but from that date came under command OC Regimental Workshops (Major K Boyle) for all matters relating to policy, operations and manning.

The easiest way to describe the events of the 1986 camp (Eternal Triangle) is to crib from the report produced for the 1986/87 ARU.

a. Mobilization

(1) All personnel (whether going to camp or not) mobilized in their TAC's. Mobilization documentation and procedures were complied with

before mounting for the exercise.

(2) Correct mounting procedures were activated with road and air parties leaving TAC's by Chalk No's (for air) and in accordance with a road movement plan (for the road party).

(3) Shipping and Aircraft left their designated ports/airports for their correct destinations.

b. Drawing up of PUE

(1) All PUE vehicles and equipment was drawn up for the exercise from Ordnance Depot Antwerp. All was in good condition and ready for immediate deployment except for some very aged 10 Ton AEC's. These are due for replacement in the very near future.

(2) In the event we manned a total of 225 vehicles representing 91% of our War Establishment. We were not able to double man vehicles which we would be required to do in war.

c. Exercise Eternal Triangle

(1) Our task on Exercise Eternal Triangle was to inload the CSA from Pombsen, Ordnance Depots and from Railheads. Then to move stocks forward from the CSA to 1 Armoured Division Divisional Supply Areas. This was totally in role and could not have been better designed to meet our needs.

(2) The Regiment was tasked to unload all the railheads for the exercise and provided the bulk of the lift from Pombsen.

(3) In all some 255,000 ton/miles was achieved in appalling weather conditions in 7 days.

d. Visit to Inner German Border. (IGB)

On the obligatory stand down day (the middle Sunday when no road movement may take place) some 200 all ranks undertook an 1GB visit sponsored by 1 ADTR A total of four viewing points were taken in on the visit.

251's Waggoner notes on Eternal Triangle are worth repeating in full.

"The main event of recent months was Exercise Eternal Triangle. 130 all ranks from the Squadron spent an enjoyable and very busy 2 weeks in Germany. The only drawback was the rain, which fell continuously for most of the time.

Having arrived in the exercise area we were put straight to work outloading ammunition depots to the CSA. From this we progressed through operating and supporting railheads to inloading the DSAs and the drivers were kept on the go all the time. Over the exercise period the Squadron's vehicles covered a total

distance of more than 150,000 miles - well over half of this total was notched up by the PUE vehicles alone, all without anything more than a few minor accidents.

For many of the Squadron it was their first time in BAOR and judging from some of the stories they came back with it was an experience they will not forget in a hurry.

Attached to the Squadron for a full week was our own 'Member of the Press': Mr Lex Brown from our local paper the Irvine Herald. Lex started in the field with us and went out on several tasks. He also paid a visit to the IGB on the middle Sunday, as did 50% of the Squadron. On his return to Irvine Lex gave us a 4 page feature in his paper, spread over 2 weeks, which apart from explaining the role of the TA and the Squadron should boost our recruiting. We also have over 100 black and white and colour photographs which gave a detailed account of all our activities."

Mention has been made of the Annual Report on the Unit. From the 1986/87 ARU the following shows the inspections made by the then inspecting officer Brigadier Thomson Commander 52 Lowland Brigade.

a. 23 Aug 86. A visit by me to a Regimental FTX the aim of which was to practice 3rd line operations and the outloading of a railhead. 94 (Sc) Ord Coy RAOC (V) also participated and including the unit, over 500 all ranks took part in the Exercise.

b. 5 Oct 86. A visit by me to the Unit at Cultybraggan during a weekend of inter squadron competitions for the Younger and Levitt Trophies. These combined military and sporting skills involved over 400 all ranks.

c 21 Jan 87 A formal inspection during a Drill Night by me of 225 Sqn which is split between the TA Centre at Grangemouth and the TA Centre at Colinton Road, Edinburgh.

d.4 Feb 87. A visit by COS to 251 Sqn at Irvine during a Drill Night during which an inter troop competition took place involving tests in Highway Code, NBC, Map Reading, Weapon Handling and Volleyball Tournament.

e.11 Feb 87. A visit by COS to 222 Sqn during a Drill Night at East Kilbride. During his visit a Security Exercise was conducted.

f.18 Mar 87. A visit by me to RHQ and 221 Sqn, including the detached REME workshop, at Yorkhill Parade. The programme for this Drill Night included Weapon Training, PT for recruits, Shooting, Radio Training followed by supper in the Officers' Mess.

Other events of 1986 included the appointment of the Regiment's third, and last Honorary Colonel Mr I S Irwin CBE, Chairman of the Scottish Transport Group. 222 Squadron provided logistic support for a sponsored walk of the West Highland Way by Officers of the Traffic Branch of the Strathclyde Police. Members of the Squadron also walked the Way in July. 225 Squadron provided two sections at the end of the year to assist the Bo'ness Railway Preservation Society who have a few miles of track with

locomotives on the shores of the Firth of Forth near Edinburgh. The Society had been gifted with some concrete sleepers to enable the existing track to be extended. Working through the night at a weekend the Squadron shifted 1200 sleepers twenty miles using the new Mechanical Handling Equipment (JCB and Volvo).

On Wednesday 17 September 1986, the Regimental Officers, Senior Warrant Officers and guests gathered in the Regimental Officers Mess along with members of the Hope family to witness the formal acceptance by the Honorary Colonel on behalf of the Regiment of the Hope Banner. More is written about the banner in Annex M.

It will be remembered that in 1986, the Corps was raising funds to purchase the Dalton VC. All four Squadrons took part in fund raising events and the film Zulu was shown in the Officers Mess. Over £1000 was raised by the Regiment

.

Several unusual events occurred during 1987. In the summer the Regimental 21C Major A G Macdonald took a party of 40 all ranks from Regimental Headquarters, 221 and 222 Squadrons for a sail with a difference. HM Coastguard, with the co – operation of Caledonian-MacBrayne, the shipping line responsible for passenger and cargo sailings in the west coast of Scotland was staging a ferry disaster exercise in the Sound of Jura. The detachment sailed with others from the Royal Marine Reserve, Royal Naval Reserve and Auxiliary Coastguards and were evacuated by lifeboat and a fleet of' helicopters - all covered by National television.

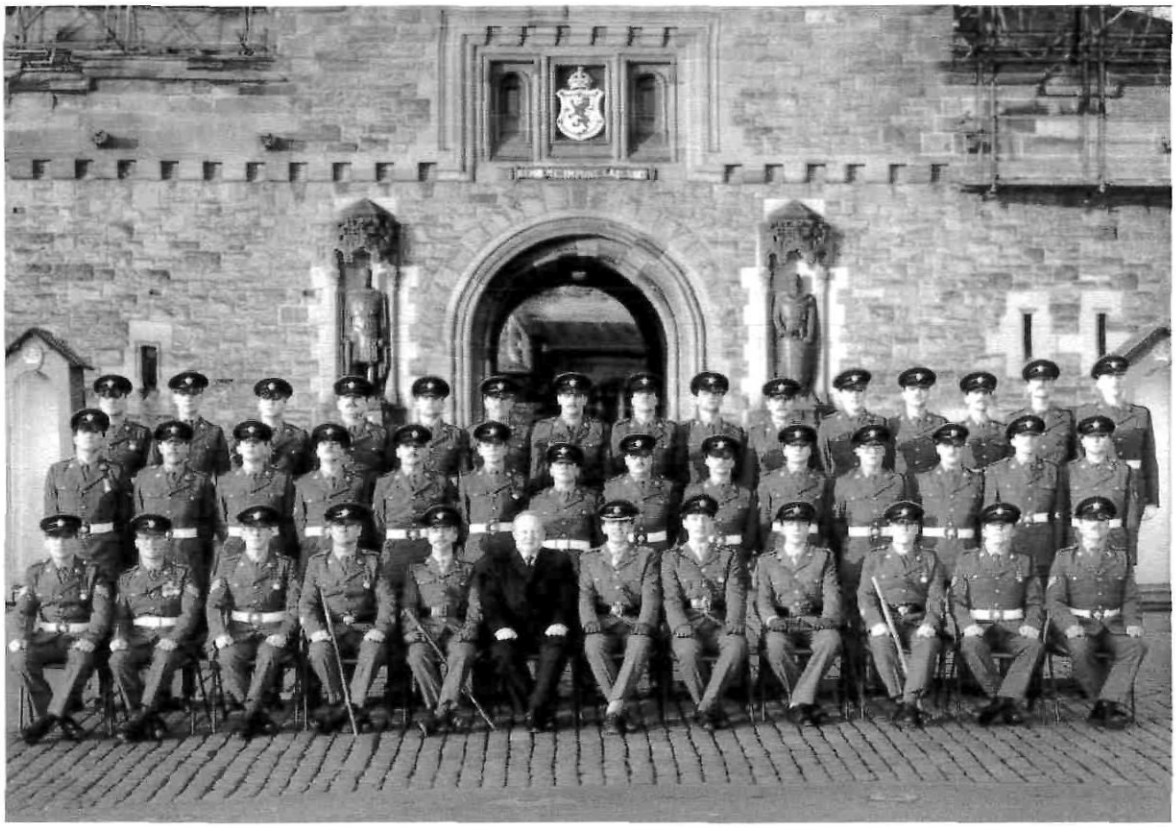
Not long after, a Regimental families day was held at Georgetown close to Glasgow Airport. In addition to the various skills, demonstrations and side shows, the children joined the TA for half an hour by passing a selection course and completing some basic training. The finale was a simulated ambush with maximum noise and pretty coloured smoke.

On Saturday 14 November the Regiment entertained the outgoing and incoming Commanders Transport and Movements Scotland, Colonels J A Newcombe and A R Tapp respectively, to lunch in the Edinburgh Garrison Officers' Mess in the Castle. After lunch the opportunity was taken to view the Victoria Crosses of the predecessors of the Corps, as arrangements had been made for these historic items to be on display at the Scottish United Services Museum while 154 Regiment provided the Castle Guard.

Members of the Guard Troop, came from all squadrons of the Regiment and it was commanded by Second Lieutenant Bruce Anderson 221 Squadron. Preparations began the June at Grantham and continued after the summer stand down every week end under the direction of the Regimental Sergeant Major WO1 David Mercer. After moving into Redford barracks and considerable spit and polish the Troop commenced its tour of duty on the morning of Friday 13 November 1987 and stood down on Friday 20 November 1987.

A photograph was taken of the Troop and each member received a certificate of membership.

The then Commanding Officer decided that the event should be commemorated by the commissioning of a painting To fund the painting the picture of the Royal Review of 1902 which had hung in the Mess for many years was auctioned. The picture of the Castle Guard Troop was unveiled in 1988 and many copies made so that present and



The Castle Guard
(Photograph by courtesy of Lance Corporal J D McLeod 225 Squadron)

former members of the Regiment could purchase one. Many were still unsold several years later!

The early part of 1988 saw alterations at East Kilbride complete and the Squadron slowly got back to normal with 2 Command Post Exercises (CPXs) and a Field Training Exercise (FTX).225 were also hard at work practicing for camp with Exercise Midnight Express - a Railhead scenario giving both troops plenty of practice offloading, transporting and handling palletised loads. Particularly demanding was the night phase when a disused Fife colliery siding was used as a DSA.

Camp 1988 (RHQ, Headquarters Squadron, 222, 225 and 251 Squadrons) was at Nescliffe. Mobilisation procedures were practiced before the Regiment moved and during the first week the squadrons were exercised in their operational roles moving stocks from CSAs to DSAs, road movement, railhead operations and a limited amount of helicopter handling. During the second week individual trade and promotion courses were conducted. 50 HGV licence passes were achieved which was increased by a further 80 at the Annual Driver Training Camp at Grantham (9-24 July).

221 Sqn's Camp, Exercise Wagons Roll 1988 was the first in a series of exercises to train the AFCENT Support Group augmented units in their changing roles in support of HQ AFCENT. (The future role of the squadron in support of AFCENT would be to man

the vehicles of the Alternate HQ, operate a location and re supply up to 8 locations. Future training would have to be to HGV I and 2 and not only HGV3).

Elsewhere within the Regiment, preparations were underway for the issue of Bedford 14 Tonne to 225 Sqn and DROPS to 251 Sqns.

1988 was the year of' the Olympics and three Squadrons are recorded as having taken part in fund raising. 222 Squadron held a sponsored walk over the West Highland Way raising £285.65, 225 over £2500 with 4 SNCOs playing 18 holes of' golf, one on each of 18 different golf courses in the Edinburgh area, running between the courses carrying clubs, and 251 raised £120 with their SNCOs running the local half marathon.

222 Squadron got front page cover in the local East Kilbride paper at the end of' August, the thick heavy type proclaiming "Soldiers on our Streets". Not too exciting until the sub heading was read proclaiming "Armed soldiers march along Queensway (a local thoroughfare)". The men were en route to the local range at Dechmont but instead of using the conventional troop carrying vehicle that particular Saturday they jogged but carrying rifles and presumably wearing webbing. The Squadron had taken the precaution of informing the local police but the local Worthies and the District Councillors were not impressed.

222 ever eager to help, transported a new safety boat for the Sea Cadets at Largs. The 22' former shunting barge was donated to the Cadets by Yarrows the warship builders on the Clyde. Using a 16 Ton Foden to carry it and their new Foden Heavy Recovery to lift it, the 4 ton barge, the "Attacker" was moved to the Largs Marina on 26 November.

For no other reason than a comment in the 1988 Waggoner, mention is made here of' the various Remembrance Parades attended by the Regiment each year. RHQ, HQ Squadron and 221 are always represented at the Glasgow Parade, reckoned to be the largest in the country next to London. In 1988, 221 being in Belgium on the 11th of November took the opportunity to hold a Parade at 11.00 am on that day while in a transit camp. 222 Squadron always Paraded at the East Kilbride War Memorial where the organisers watch rarely agreed with the recognised start of the two minutes silence. Thereafter they adjourned to the British Legion except the Officers who travelled to Yorkhill for the traditional curry lunch. 225 have two parades, the usual one in Edinburgh but with a detachment at the Queen's Own Lowland Yeomanry War Memorial at Dunbar.

Also noted in the late 1988 Waggoner notes is the fact that 251 played host to the local village Welfare Committee and their Christmas Dinner for over 200 pensioners.

With financial assistance from Lowland TAVRA and a generous donation from the Honorary Colonel the old Officers Mess at Yorkhill was completely gutted, new kitchen equipment installed, the old poor quality varnished panelling replaced with new light oak panelling, a new fire place installed, new carpet laid and more importantly a decent bar complete with mirrored gantry and security grill.

1989 was a difficult year for Command and Control of the Regiment, the new CO and the Adjutant taking over on the same date, the Adjutant going on his Junior Division Staff Course soon after arrival. However the TA rose to the occasion and the Adjutant's duties were taken over for about 6 months by 2Lt Siobhan Hood WRAC.

221 Sqn camped at Altcar in 1989 driving over 60,000 miles with only one minor accident. In addition, the squadron carried out Mobilisation procedures, ranges and a miscellany of courses.

A Driver Training Camp was also held at Grantham (8 - 22 July) with 81 HGV passes and 58 Hazmat qualifications.

Recruit Training warrants a mention with one of the Regimental Instructors, Sergeant McCormick's squad having the Best Shot, Best Recruit and Best Squad.

225 Sqn organised helicopter familiarisation training with a visit by one of 666 Sqn AAC (V)'s Scout helicopters, arrangements having been made by 225's PSAO Major Ivor Tucker himself an ex helicopter pilot.

251 Sqn, furiously practicing railhead operations (5 times) at the Stirling Motor Rail Terminal, saw their first DROPS vehicle when one was lent from the Training, Liaison and Development Team. Great interest was created and an extra training night had to be arranged.

The main Regimental Camp, Exercise Pack Saddle was held in BAOR from 23 September to 8 October 1989. RHQ and the four squadrons were all located in an old Belgian NIKE missile site to the South of Munster with a total of 357 all ranks (approximately 60% of' strength) attending.

During the Camp, each of the three task squadrons completed an out load of a Railhead and the Long Term Hide concept tried out. A total of 270,000 miles was covered with just 4 accidents involving civilian vehicles.

Part of the real estate used by the Regiment was land owned by the Chairman of Mannesman's - a large engineering conglomerate. Herr Doktor very kindly invited the Field Officers to lunch at his local hunting lodge, equivalent to four average sized semi detached houses.

A very pleasant lunch was served with pre lunch drinks, wine with the meal and liqueurs with the coffee. The dessert was unusual but very palatable and prompted one of those present, who shall be nameless, to ask what it was called it Germany. Herr Doktor promptly replied "we call this poooding".

The following is the Camp report submitted as part of the Regiments Historical Record return:

a. Deployment

(1) Advance Party. ,A regimental advance party composed of elements from RHQ, HQ and the three task squadrons deployed under command of the Regimental Quartermaster. They prepared PUE vehicles by removing canopies and superstructures, drew PUE AFG 1098, rations, telephones and packed fuel as well as keys which permitted access to our deployment locations.

(2) Main Body

(a) Sea Party. The sea party reported in on the evening of Fri 22 Sep 89 and deployed from TACs to HULL on Sat 23 Sep 89. Refuelling was carried out at Catterick. The sea party departed from Hull 231700Z Sep 89. It arrived in Zeebrugge 24O700Z Sep 89 and moved to the convoy marshalling area, up the Line of Communication, staged through Leuth before deploying to initial location a disused NIKE site at Grid LC 546344.

(b) Air Party. The air party deployed by TRISTAR from Glasgow Airport having reported to the Movement Control Check Point (MCCP) at Barnsford Bridge near the airport. The flight was some 4 hours late It should have departed 241040Z It arrived in Brussels at 24I60OZ~. No meal was provided on board the TRISTAR only biscuits and tea, coffee or squash. A meal was provided at Brochem Het Loo on arrival. PUE was drawn by 242100Z and the first of the two PUE packets left 24222OZ the second 30 minutes later. There were several problems with MHE, UBRE and vehicle electrics. The PUE party deployed along the L of C and staged at Leuth before deploying to the initial location a disused NIKE site at Grid LC 546344.

b. Recovery

(1) PUE/Air Party/Rear. Recovery of the PUE air party began on Wed 4 Oct 89. Vehicles were washed down at a German military barracks at COESFELD. UBREs were flushed at WARENDORF at 4 Petrol Depot RAOC. Difficulties were experienced over fuel filters and fire extinguishers for the UBREs which were resolved with the assistance of our host unit 8 Regt RCT. Canopies and superstructures were replaced and all vehicles handed back in on the 5/6 Oct without problems. The air party recovered from Brussels to Glasgow on Sat 7 Oct 89. The rear party commanded by the RQM sailed from Europoort at O71700Z and arrived in Hull on O8O700Z.

(2) Sea Party The sea party vehicles were washed down at the German military barracks at Coesfeld and moved as directed from the NIKE site to the port of Bremerhaven pm Thu 5 Oct 89. Loading of the vehicles on the DANA REGINA should have begun at about midnight for a sailing at 060400Z Oct. There was a delay of approximately five hours and because of loading difficulties the three REME recovery vehicles and the RHQ office trailer from this unit were unable to travel with the Regiment. (REME vehicles moved on a later sailing to HULL and returned to the TA Centre by road arriving in the early hours of Sun 8 Oct). There were a number of problems on arrival at Leith but they did not unduly delay the disembarkation except in the case of the RHQ office trailer which did not arrive in Leith until approximately 072000A Oct on the tandem sailing DANA HAFNIA. A letter of explanation was received from Commander Transport and Movements.

(3) Participation. A total of 357 officers and soldiers attended Ex PACK SADDLE from this Regiment. This was approximately 60% of the unit's strength and was well up to expected turnout. Task vehicles deployed were

81 x 8 tonne
5 x 14 tonne
6 x Volvo
6 x JCB

Approximately the same number of domestic vehicles were also deployed.

c. Exercise

(1) Tasking. The Regiment was tasked to outload a total of four trains as follows:

(a)	Mon 251900A	Ammo train at BORKEN railhead.
(b)	Tue 260700A	Ammo train at COESFELD railhead.
(c)	Tue 260800A	Ammo train at BORKEN railhead.
(d)	Wed 270700A	Material train at COESFELD railhead.

There were other miscellaneous tasks which the Regiment was tasked to do in the first week such as the running of a Long Term Hide(LTH). Despite the shortage of MHE caused by the PUE MHE being unmodified for towing and consequently not arriving until pm Tue 26 Oct and the mis location of the MHE moved Ex UK by rail, all four trains were unloaded without too much difficulty. The LTH was easily set up and run but was restricted to two circuits. Command and control was not a problem. In the second week the Regiment was involved in recovering simulated ammunition (Simmo) to Depot 90 in Sennelager. A total of 270,000 miles was covered and there were four accidents involving civilian vehicles. No serious injuries were reported.

(2) Exercise Locations. Despite the restrictions and limitations of the areas available as field locations the use of the NIKE site at LC 546344, the quarry at LC 573313, and the tracks in the area of LC551338, were sufficient to allow us to have a realistic and worthwhile exercise. Bearing in mind the security situation with regard to the terrorist threat the NIKE site with its chain link security fence and relatively isolated locations was ideal in the circumstances.

(3) R&R. The unit took R&R from 300800Z Sep to 011500Z Oct and used the accommodation provided by 8 Regt in Portsmouth Barracks. Private coaches were hired and paid for from this units PRI accounts. Weapon vehicles and equipment were held under armed guard at the NIKE site. Radio vehicles equipped with SCRA were moved to Portsmouth Barracks and kept under guard. There were no incidents reported during R&R.

Other events during the year included 3 teams entered for Combat Caterer, the annual ACC competition, 3 teams entered for Scottish Bluebell, the annual REME competition, one team entered for CORPSAM and 4 teams entered for ASSAM (Army in Scotland Skill at Arms Meeting), one team in the RCT TA Commanders Cup competition, 2

teams entered in the RCT Cross Country competition and 20 personnel took part in a helicopter exercise run by 15 (Scottish) Parachute Regiment (V) - Exercise Cock Feather.

In the RCT Cross Country competition Corporal Ferguson (251) was 2nd veteran and also 2nd overall and 1st veteran in the Army in Scotland TA Cross Country Championships. Corporal Ferguson was heard to say "I'm a marked man now. It's about time some o' these young yins took o'er ma mantle, am getting too old for this carry on." Early in 1990, Corporal Ferguson's son attended a recruit selection weekend and finished the 3 mile run in 15 minutes!

In November 1989, the collections made by the Padre over the year totaling £750.00 were presented to the Erskine Hospital for disabled ex soldiers, the presentation being made by the Padre, Major B L Tomlinson and the Assistant Adjutant Second Lieutenant Hood.

HQ Squadron took part in an Air Defence Shoot at Otterburn in the late summer though the model aircraft seemed to escape the attentions of their intrepid gunners.

Not long after that HQ RCT (TA) requested that all Regiments give consideration to the numbering of the Headquarters Squadrons. They put up two choices to the Regiment namely 226 and 242 both of which were rejected and a case put up to use 574 as the number. This was eventually agreed the actual implementation date being 1 April 1990 under MOD Authority D/DGTM/25/ 1/1(ASD 3A). The Establishment was 6/4045 (P&W).

1990 opened with continual rain. Early in February the Officers and SNCOs study weekend was held at Cultybraggan with horror of horrors Officers' Drill. Some say that the highlight of' the weekend was the Joint Officers and Sergeants Mess Dinner Night to which was invited the new Commander Transport Colonel G E Vaughan. Because the dining room could only seat 60, a parallel Dinner was held in the linked room with the CO and guest moving deftly between the two at "half time".

221 Squadron managed to complete two camps in the 1989/90 training year when they again supported HQ AFCENT in Holland during March 1990 - Exercise Crested Eagle. During their camp they fired a miscellany of NATO weapons and finished off the range day with a night shoot.

222 celebrated the start of the rugby season as they had done for several years before by supplying the transport (10 x 8 tonne) to carry sections of the Extra Wide Bailey Bridge to Murrayfield where it was erected by 71 Engineer Regiment.

The following entry was submitted to the Editor of the Waggoner in June 1990.

> Exercise Hard Drive 1990
>
> Exercise Hard Drive is a unique navigation exercise where 4 ton and 8 tonne trucks have to cover a course of over 250 miles through the Highlands and Lowlands of Scotland. This year the exercise took place overnight 28/29 April 1990.

For months before Captain D Perriman RCT (V), WO2 Donaldson and Sergeant Taylor had been out finding a circuitous route around the Central Belt of Scotland, venturing into both the Highlands and Lowlands. With Exercise Hard Drive four things are essential. It must take place in Scotland for that is its 'home'. It must start from a firm administrative base and the only one in Scotland with enough parking area and bed spaces, which can be taken over by the TA Regiment for the weekend is the Edinburgh Training Centre at Redford Barracks. A half way halt is required where trucks can park up, be refuelled and their crews fed and this must be away from the centre of population. Finally routes away from the populated areas must test map reading skills.

By 28 April 1990 the Regiment had received 162 entries and during that morning trucks began arriving on the square at Redford Barracks where they were carefully marshalled in herringbone fashion. By 1630 hours all teams had reported in, completed a. Highway Code test and had been fed through the scrutineering carried out by the Regimental Workshop. By then 146 Heavy Goods Vehicles from 47 units throughout the country and a team from AFCENT were ready to roll. The General Officer Commanding Scotland, Lieutenant General Sir John MacMillan arrived and spent some time talking to crews as they were making their final preparations. By 1655 hours navigators of the first few entries had completed their proposed routes to the half way halt and with hearts thumping, eagerly awaited the flag which was lowered by the GOC at 1700 hours. A truck then left the square every minute for nearly two and a half hours!

The route crossed the Forth Road Bridge and the crews drove into the setting sun toward the hills around Auchterader, West of Perth. Each driver had been carefully briefed during the Saturday that speeding would be heavily penalised. The navigators map read their way through manned checkpoints, unmanned checkpoints and some special stages. The route was planned that if the map reading was correct, it would be possible to appear in the right place at the right time. Nevertheless the navigator could always make the decision to 'cut and run' and therefore miss out a checkpoint to ensure being on time for another. The most heavy penalties were given for vehicles arriving at a checkpoint early, which clearly showed that they had been speeding.

At 2330 hours the first vehicles began to arrive at the half way halt. This was organised and run by 251 (Ayrshire) Squadron RCT (V) from Irvine and was located in a disused railway siding at Alloa near Stirling. When the trucks arrived they were immediately refuelled from 22500 litre TTF and parked up. Crews were given a meal and at a set time, given the route for the second half of the exercise. There were some smiling faces at the halt and 'lamps were swinging' around the cookhouse area. The Regiment was pleased to note that few competitors had failed the first half and they were all eager to start again.

The second half' of the exercise ran through part of the Lowlands of Scotland and touched on the more industrial area. From 0630 hours on Sunday trucks began to trickle back to Redford Barracks. Here they went through scrutineering once more to prepare for the return journey back to their units and the crews handed in the necessary paperwork to allow the stats to make the eventual placings. By now the competitors and supporting staff were extremely tired but

most of the vehicles had completed the course without an accident. One or two had tested ditches and one REME breakdown crew came across the tragedy of' a civilian who had committed suicide in his own car. All the crews enjoyed the experience of navigating their vehicle over a 278 mile circuit in Scotland which was at times quite testing.

Supporting the event was very good training for 154 (Lowland) Transport Regiment. All checkpoints had communications and the 'air' was buzzing. Many of the checkpoints had DRs attached who had to ferry back stats information. UBRE operators refuelled trucks at the half way halt and of course the Squadron Workshops were on the ground supplying a breakdown service and scrutineering teams. Even the pay staff was fully employed providing statistical information throughout the event and the normal regimental functions had to take place at Redford Barracks.

As a Regiment we were delighted that of 146 starters, 91 were beginners and as important about 20 teams had been several times before because they thought the exercise was good training and fun.

Before leaving for their units all the competitors paraded and the 20 winners of' different classes received their prizes from Commander 51 Highland Brigade. With three cheers ringing in their ears they left on the journey home next to return in two years time."

It will be noted that mention is made above of 251 (Ayrshire) Squadron, 251 being renamed on 13 December 1989, the renaming ceremony performed by Colonel B M Knox MC TD Lord Lieutenant of Ayr and Arran.

During the Ambulance drivers' strike - Operation Orderly (October 1989 - March 1990) the Regiment provided a total of 17 soldiers who were deployed to various locations throughout Scotland and the Regiment's 3 Land Rover Ambulances handed over to 15 (Scottish) Parachute Regiment (V) for the duration of the dispute.

During the 1989/90 training year, the Army Dress Committee authorised WRAC personnel in the Regiment to wear the Red MacDuff tartan skirt.

Camp 1990 was again held at Grantham with 286 attending with many others on courses in lieu. Of the various courses run at Grantham there were 317 passes from 329 vacancies taken up. The usual Driver Training Camp was also held at Grantham (1 - 15 September) attended by 79 students of whom 69 achieved HGV passes. 50 also gained a HAZMAT qualification.

During the year the following assistance was rendered to the Regular Army

Edinburgh Tattoo	W02 Forsyth Tattoo Transport Warrant officer as well as 2 x Junior NCOs from 225 Squadron
Manpower Support	25 Freight Squadron RCT 7 - 21 July 16 Field Workshop Belize 5 - 19 September 15 Squadron RCT Cyprus 41 Squadron RCT

574 Squadron walked the West Highland Way raising £1300 for Telethon 90.and Lance Corporal Harley, also took part with others in raising £2000 abseiling down the side of one of Glasgow's largest hotels.

The Regular staff also had their fun deploying on Exercise Permanent Purgatory, an adventure training exercise at Kinlochleven near Glencoe. They managed part of the West Highland Way (18 miles) but had to abandon the climb to the summit of Ben Nevis because of the weather.

As part of the drive by the National Employer Liaison Committee to involve employers and to show them how service with the TA can benefit them and their employees, nearly 40 employers visited 251 Squadron in October 1990 where they were briefed, visited five stands and given a buffet lunch. The visit went smoothly, and one unemployed soldier was offered a job on the spot.

During the Gulf War (Operation Granby) 17 members of the Regiment became Regular soldiers on 'S' type engagements from 1 December 1990 for 12 months and served with 15 Squadron in Cyprus. For the record they were:

574 Squadron	Driver McGowan
221 Squadron	Sergeant McQuade
	Corporal Patton
222 Squadron	Lance Corporal Whyte
225 Squadron	Corporal McKenzie
	Driver Barr
	Driver Fleming
251 Squadron	Staff Sergeant Taggart
	Corporal Holland
	Corporal Steele
	Corporal White
	Driver Downie
	Driver Gilmour
	Driver Johnston
	Driver Smith
	Driver Thomson
	Driver Urquhart

In addition 225's Combat Medical Technician Lance Corporal Maule RAMC (V) served in the Gulf' with 205 (Scottish) General Hospital RAMC (V) and the CO's driver Lance Corporal Spence was attached to 9 Squadron, 10 Corps Transport Regiment RCT as a Battle Casualty Replacement.

221 provided baggage vehicles to help in the move of' 205 (Scottish) General Hospital from Prestwick Airport to Glasgow (41 Yorkhill Parade) on their return.

On the equipment side, the FFR (Fitted for radio) Land Rovers and some mechanical handling Equipment (MHE) were given over for the operation.

1991 was also the year of' the infamous Options for Change about which more later. The year started with a Yeomanry Officer Major R Callander taking over command of 225 from Major R T Brown, who was ill.

Employers Days were all the rage - "have I invited the right people?" asked one CO as some 60 employers were hosted on a very wet day in March at East Kilbride. Five stands were inspected and all guests expressed great interest at the time and effort required to train soldiers.

251 (Ayrshire) Sqn would never forgive the author for not mentioning their famous Burns Supper which the Squadron ran every year. One innocent asked when it finished, to be told when the last man drops or Sunday Working Parade whichever comes first!

One particular Regimental Training Weekend at Garelochhead on 17 - 19 May 1991 was apparently not well received by at least one member of the Regiment. The weekend was based on an escape and evasion exercise with a squad of US Marines from the Holy Loch as the enemy. The exercise, later termed "the long march" consisted of a number of points which had to be visited, two of which were NBC and First Aid stands. Sections of 6 men were issued with the appropriate instructions and had 24 hours to complete the course. To aid the sore feet, groups were lifted over the Loch by helicopter and ferried back by Royal Marines in their assault craft. It was a difficult exercise. One nameless member of the Regiment felt the need to complain and managed to speak to a Member of Parliament on the Monday who in turn managed to write to the Minister of State for the Armed Forces the same day. The complaint was not only about the escape and evasion weekend but also a weekend the previous month. The identity of the soldier has never been discovered!

Part of the 251 Squadron DROPS fleet

Just before the Regimental Camp at Longmoor, 251 Squadron became the first TA Squadron to be issued with the new 15 tonne Medium Mobility Load Carrier (MMLC)

DROPS vehicles, 15 vehicles were issued and before long TAVRA acquired an additional piece of land at Irvine so that the squadron could practice with the vehicles. It was reported that the Squadron Transport officer Captain Tom McEwen was rushing around like a "mother hen" and 2 driver conversion courses were run before camp. Both the RCT Non Regular Permanent Staff Instructor (NRPSI) W02 Denovan and the REME Permanent Staff Instructor (PSI) SSgt Worthington attended the appropriate Instructor's courses so that the squadron was soon ready for camp.

It is worthy of note that Captain McEwen is one of 3 "TA Quarter Master (QM") type commissions in the Regiment. All 3 (Captain McEwen, Captain A J Mitchell and Captain D Gallagher) were Squadron Sergeant Majors at one time and all held the position of warrant Officer Training in RHQ. Captain Mitchell was also WO1 in the Regimental Recruiting and Training Team (RRTT).

Longmoor Camp was in two parts, week one a week of courses, week two a week of exercises with the squadrons deploying on a four day third line exercise using the Longmoor Training Area, Salisbury Plain and Bramley. Sleep, as usual, was at a premium as the Simmo was lifted from location to location.

The Regiment has taken part in Executive Stretch several times but only once organised the whole event - October 1991. For the uninitiated Executive Stretch is an exercise by the TA to bring members of the business community into closer contact with the Reserve Forces. There can be no better description than the following extract from the Waggoner Notes file.

> The exercise was based around Edinburgh Training Centre and the Castlelaw Training Area. It started with a frenzied reception phase on the Friday evening as the 49 executives were rushed around accommodation blocks, clothing stores and into the classrooms for basic training. Finally they moved onto the Friday evening activities after a healthy helping of Scenario (Baltic States in turmoil, British Ambassador kidnapped by terrorists, civilian executives the only people available for political reasons therefore co - opted to help find the Ambassador and so on).
>
> The Friday evening activity consisted of a night navigation rally, complicated by a brain teaser requiring mileage and information to be paid for with a finite amount of "Stretch Marks". Run by 221 Squadron, the activity went superbly and was well received by the executives, a big pat on the back should go to Captains David Perriman and David Farquhar for their efforts.
>
> The Saturday activity consisted of a move by foot, vehicle and Lynx helicopter around a number of Stands on the Castlelaw training area and in the Edinburgh Training Centre, with a Scenario of meeting agents and training for future missions. The Stands included SA8O Shooting, Vehicle Cross Country, casualty evacuation, watermanship, SMG, Assault Course, FIBUA, Abseiling and the old favourite - the command task. The executives voted 222 Squadron's Vehicle Cross Country Stand with 8 Tonnes, DROPS, JCB and Spartan as the most popular in this Phase.
>
> On the Saturday evening, after a hot meal of - yes you guessed it - compo stew, the groups embarked on Phase 4. This phase consisted of the executives

paddling in assault boats along 4 kilometres of the Falkirk Canal, including 800 metres of unlit tunnel, their mission to meet with agents at two of six bridges in order to gain information on the hostages. This phase was particularly painful for the executives, sore knees being a common complaint. The pain was displaced to some extent by the mental rigours of solving a dumping programme (lest anyone should forget who was running the exercise!) before 0230 hrs on the Sunday morning.

The finale of the exercise consisted of an SAS style coordinated assault on two locations in Edinburgh Training Centre The groups split into two fire teams and flown by helicopter to ETC where they simultaneously assaulted the Skills house (paint guns, live enemy etc) and the 30 metre range (SMGs, Figure 11 hostages etc). Throughout the final phase, the groups were watched by their employers who had just been treated to a briefing, coffee and a 'Blue Thunder' helicopter ride. Concurrent activity for the groups finishing early consisted of a static RCT vehicle display (again lest anyone forget who was in charge!), ably laid on by Captain David Mercer and the team from 225 (Queens Own Lowland Yeomanry) Sqn.

Just to keep it military until the end, the duty curry lunch took place in the Officers Mess at Edinburgh Training Centre. After a prize giving and speeches, the British Ambassador, in the form of Major Richard Callander, OC 225 resplendent in blues and cocked hat was piped into the mess to a great deal of applause.

To praise all who organised, administered and executed such an event would fill volumes, suffice to say that the whole Regiment carried it off well and in an extremely professional fashion (at least that's what the civilians told us!). Apart from the obvious advantage of Public Relations and Training, this particular Exercise Executive Stretch achieved another notable result - it confirmed the high standing in which the RCT is held in Scotland.

Enough said!

The long awaited announcement of the Regiment's future under the Reorganisation of the TA was finally announced on 10 December 1991 in a letter from the Chief of the General Staff announcing the amalgamation of the Regiment with 153 (Highland) Artillery Support Regiment RCT (V) and ending weeks of speculation and rumour fuelled by the occasional loose remark dropped here and there by those in the know

Chapter Eight

The Amalgamation

1st January 1992 – 31st March 1993.

Once the dust raised by the announcement of the amalgamation had settled, the picture became clearer.

Originally there was to be no volunteer transport prescience at all in Glasgow with the Regimental Headquarters of the new amalgamated Regiment being located in Dunfermline the then home of 153 Regiment. Many asked why the Regimental Headquarters was being located in that town when the second city had been the home of volunteer transport in the Lowlands since 1903. Perth might have been acceptable to 154 as the location of the new Regimental Headquarters, it having similar volunteer transport connections also going back to the turn of the century.

Not only was Glasgow losing the Headquarters but also at one point it was rumoured that the local Transport Squadron would also go the story being that Yorkhill could not take the new generation of large vehicles. The eventual construction of the new drill hall on the South side of Glasgow saved 221 Squadron from disbandment

The official wording used for the situation at East Kilbride - disbandment was not received favourably and even less so when the powers that be changed their minds and decreed that the Squadron would merge with 221 Squadron and the Drill Hall handed over to the newly formed Royal Scottish Yeomanry.

225 Squadron was to amalgamate with 230 Squadron from 153 Regiment and move to Alnwickhill in Edinburgh, their Drill Hall being handed over to Heriot Watt University Officers Training Corps.

There was no change to 251 Squadron.

Initially the new Regiment was to be called the Scottish Transport (Volunteers) – STV-more like a television station than a proud new Regiment and it was soon changed to The Scottish Transport Regiment (Volunteers). Royal Logistic Corps, the Corps also being formed on 5th April 1993 as a result of the Logistic Support Review.

However back to routine matters. In April 1992, Lieutenant K A K Hill was chosen as the Most Improved Young officer over the past year and at the Wagon Club 21st Annual General Meeting at Grantham on 21st April 1992 Ken was presented with an inscribed statuette by the then President of the Club Major General W Bate CB, OBE.

During the later part of April, the Regiment's last Commanding Officer Lieutenant Colonel A M Matthew RCT took over. If the events of the amalgamation had disheartened the Regiment, Colonel Matthew's appointment gave the old Regiment new impetus when it was announced that he would be the first Commanding Officer of the new Regiment.

The last ever Exercise Hard Drive was run by the Regiment in April with over 140 vehicles from all over the country taking part. This was followed by the Regiment's last camp at Bodney in the Stamford Training Area from 6th to 20th June.

Because of the impending changes, the camp organisation was

574 Squadron – absorbed into 221 Squadron less the Radio Troop

221 Squadron – Squadron Headquarters, personnel from 221 and 222 Squadrons
2 task Troops from 221 Squadron
2 task Troops from 222 Squadron
Task section 574 Squadron
Combined 221 and 222 Workshop Sections.

225 Squadron - Squadron Headquarters, 2 task Troops and Workshop Section.

251 Squadron – Squadron Headquarters, 3 task Troops and Workshop Section.

The Squadrons moved straight into the field for a work up exercise straight from the road move from Scotland. After the exercise, there were Section based competitions making extensive use of the Area's confidence and assault courses and the Fighting In A Built Up Area (FIBUA) village. Each group spent half a day being taught aspects of hasty defence and assault and at the end of that phase the Regimental plaque was placed on a gravestone in the church yard – a momento to be seen by every unit that will pass through the village.

The latter part of the camp was a Regimental Field Training Exercise that tested the command and control procedures using the local area and the Colchester Training Area. There was also a myriad of social functions with Dinner Nights and barbecues during a spell of excellent weather.

Towards the end of camp a Board of Officers was convened to select NCOs from 574, 221 and 222 Squadrons for the vacancies in the new 221 Squadron. The results were not all acceptable.

On the week end after camp (26th –28th June 1982) a detachment of 66 all ranks commanded by the Second in Command, Major A G Macdonald TD took part in the Royal Corps of Transport Silver Jubilee parade at Grantham the salute being taken by Her Royal Highness The Princess Alice. The parade took place in glorious sunshine on the Sunday followed by a light lunch in the respective messes.

After the summer break the Regiment entered in to the drawdown period. While the major emphasis had to change from training to administration and where necessary disbandment, surviving units continued to train. In the case of 225 and 251 Squadrons the priority was trade training and non equipment intensive training as all Squadrons prepared vehicles up to standard prior to disposal or transfer. In brief the programme was: -

221 Squadron Dispose of 4 ton fleet by 31st October 1992
Transfer of personnel from 222 Squadron from 1st October

	Administer 574 Squadron until 31st March 1993.
222 Squadron	Dispose of all vehicles and AFG1098 by 31st October 1992 Transfer personnel to 221 Squadron as above Hand over Drill Hall to Royal Scottish Yeomanry on 1st October 1992 Find units for soldiers who did not want to transfer to 221 Squadron i.e. Yeomanry, Engineers, Ordnance etc by 31st October
225 Squadron	As for 222 Squadron except that the dates were 15th November for vehicles, equipment and real estate and 1st and 30th November for personnel
251 Squadron	Some of the present DROPS fleet to be handed over by 31st December and 14 tonne fleet received by 15th November. This Squadron would also hold vehicles on behalf of 221 due to lack of space in Glasgow.

By mid summer the Lowland Territorial Auxiliary and Volunteer Reserve Association had hired temporary garage space for 221's vehicles near the Fruit Market in Glasgow.

There is little left to add. No Officer or soldier was without a post after all the Boards. For some, retirement was on the cards, for others it meant a transfer to another Corps and for a few a drop in rank. A lot of dead wood and some not so dead wood was cleared out.

In spite of earlier misgivings, the Regiment faired well. Within the new Regimental Headquarters the Commanding Officer, Second in Command, Major R T Brown (225), the Adjutant Captain A J Tysoe RLC and the Regimental Sergeant Major WO1 T S Aitken were all ex 154. 221 and 251 Squadrons were intact and 100% recruited and 230 Squadron ex 153 Regiment was 40% recruited from 154 Regiment.

The rebadging ceremony from Royal Corps of Transport to Royal Logistic Corps was planned for Saturday 27th March 1993, the night of the very last official function in the Regiment – The Officers Mess Farewell Dinner.

Unit Titles

April1908	Lowland Divisional Transport and Supply Column ASC (TF)
May 1915	52nd (Lowland) Divisional Train ASC
October 1915	52nd (Lowland) Divisional Train ASC/10th (Irish) Divisional Train ASC
April 1920	52nd Divisional Train RASC (TA)
3 September 1939	52nd Divisional RASC
May 1947	51st/52nd (Scottish) Infantry Divisional Column RASC (TA) 106 Transport Column RASC (TA)
May 1950	52nd (Lowland) Divisional Column RASC (TA)
1957	52nd (Lowland) Infantry Divisional Column RASC (TA)
1961	52nd (Lowland) Divisional/District Column RASC (TA)
1964	52nd (Lowland) Division/District Column RASC (TA)
16 July 1965	52nd (Lowland) Regiment RCT (TA)
1 April 1967	154 (Lowland) Regiment RCT (V)
1 October 1977	154 (Lowland) Transport Regiment RCT (V)

Commanding Officers

1908-13	Lieutenant Colonel J.A.Hope VD ASC (TF)
1913-14	Lieutenant Colonel J.S.Matthew TD ASC (TF)
1914-15	Lieutenant Colonel J.S.Matthew TD ASC (TF)
	10th (Irish) Divisional Train ASC
1915-17	Lieutenant Colonel J.S.Matthew ASC
1917-18	Lieutenant Colonel P.C. De La Pryme ASC
1918-19	Lieutenant Colonel A.B.P.Pereira DSO RASC
	52nd Divisional Train ASC
1917-19	Lieutenant Colonel J.S.Matthew DSO TD ASC/RASC
1920-22	Lieutenant Colonel R. Clarke DSO TD RASC (TA
1922-29	Lieutenant Colonel W. Wordie OBE TD RASC (TA)
1929-37	Lieutenant Colonel G.W. Orr OBE TD RASC (TA)
1937-40	Lieutenant F.R.Topping TD RASC (TA)
1940-41	Lieutenant Colonel C.H Moore MC RASC
1941-42	Lieutenant Colonel C.E.S.Dobbs RASC
1942	Lieutenant Colonel A.K.Wintle OBE RASC
1942-44	Lieutenant Colonel H.T.Gilchrist RASC
1944	Lieutenant Colonel T. S. Boam RASC
1944-45	Lieutenant Colonel J. Duce RASC
1945	Lieutenant Colonel L.J.Aspland OBE RASC
1947-54	Lieutenant Colonel H.C.Stenhouse OBE TD RASC (TA)
1954-57	Lieutenant Colonel J. Forrester TD RASC (TA)
1957-62	Lieutenant Colonel A.R.McInnes TD RASC (TA)
1962-64	Lieutenant Colonel H.C.Palmer MBE RASC
1964-67	Lieutenant Colonel K.White TD RASC (TA)
1967-69	Lieutenant Colonel H.P.Brown RCT

1969-72	Lieutenant Colonel B.G.E.Courtis RCT
1972-74	Lieutenant Colonel C.E. Penn RCT
1974-77	Lieutenant Colonel P.H.V.Vernon RCT
1977-79	Lieutenant Colonel H.A.J.Jordan MBE RCT
1979-82	Lieutenant Colonel R.F.Stewart RCT
1982-85	Lieutenant Colonel D.A.S.Lockhart TD RCT (V)
1985-87	Lieutenant Colonel C.J.Constable RCT
1987-89	Lieutenant Colonel J.A.Fraser RCT
1989-92	Lieutenant Colonel R.P.M.Rendall MBE RCT
1992-93	Lieutenant Colonel A.M.Matthew RCT

Yorkhill Parade

In the late summer of 1911, the City of Glasgow Territorial Force Association was authorised by the War Office to purchase a 2.5 acre site adjacent to the HLI Drill Hall in Yorkhill Street, Glasgow, for the construction of accommodation to house Yeomanry and RAMC units and for the provision of a Riding School for all mounted units in the Glasgow area. The War Office decreed that the cost of the site and the buildings was not to exceed £28,139.00. Solicitors for the Association were Aitken & Company and the cost was funded by a loan from the Public Works Loan Board.

It was originally intended to have a frontage on to Yorkhill Street, but when the estimates were received the cost of digging there was too high and the site was changed to its present location. The exact date when work started is not known, but it was reported in the local press that on 9th January 1912, Lord Haldane, the Secretary of State for War, laid the foundation stone above the entrance to number 41 Yorkhill Parade, the stone showing a Royal Cypher in gold, surmounted by a crown.

The Territorial Force Gazette of 3rd January 1912 described the buildings.

> *They will be the most handsome and extensive of the kind in Scotland. They are to be erected on a site between the Headquarters of the 6th Battalion Highland Light infantry and the new Sick Childrens' Hospital. The site extends over 2.5 acres and is part of the estate of Yorkhill belonging to Mr. D.M. Crerar Gilbert. The completed building will form a large block with frontages to four streets. The style will be Scottish Baronial in simple line and the cost including the price of the site is estimated at £28,000.00. The exterior will be of brick covered in roughcast having red stone dressings. There will be three separate buildings The Western building* (number *51) is to provide accommodation for the 1st and 2nd Lowland Field Ambulances, the Mounted Brigade Ambulance and the 3rd and 4th Scottish General Hospitals. There will be a drill hall 130 feet by 70 feet and orderly rooms and rooms for the Commanding Officers of each unit. The other accommodation (in the upper flat) will include officers' rooms, sergeants' rooms, rank and file rooms, a board room and a large lecture hall together with separate apartments for training men in hospital work such as a small nursing ward and a hospital kitchen. In the courtyard there will be wagon sheds for the technical vehicles of the various Field Ambulances and horses' rooms for their equipment.*
>
> *The centre building (number 41) will provide accommodation for the Queens Own Royal Glasgow Yeomanry. It will include a drill hall 100 feet by 50 feet, a fully equipped miniature rifle range, extensive accommodation for officers, sergeants and men, large stores for saddlery, 350 saddles and an armoury.*
>
> *The eastern building* (number 31) *will be occupied by the Riding School. The School will be one of the largest and best equipped in the United Kingdom. The arena will be 150 feet long by 106 feet wide. A moveable*

partition will divide the arena into two separate Schools and lessons will be held concurrently in each School. Attached to the School is a store to accommodate forty horses and suitable quarters will be provided for the storage of harness and forage and for the cure of sick horses. A spectators' gallery will be erected along one side of the Riding School and apartments will be provided to enable officers and men to change from civilian dress to uniform. When the School is ready for occupation, the Territorial Force Association proposes to purchase forty horses which will be available for training the various units in the city all the year round.

The Architects of the building are Messrs Brand and Lithgow, 131 West Regent Street Glasgow and the plans have been drawn under the guidance of Colonel Yolland, Royal Engineers on behalf on the War Office

The Glasgow Evening Citizen of Friday 22nd November 1912 reported that the opening ceremony was to take place the following day and that..." *the opening ceremony would be in the Riding School, the gallery of which will be utilized as the platform.*

The ceremony was performed by the Commander in Chief Scottish Command, Lieutenant General Sir Bruce Hamilton KCB, KCVO with the Lord Lieutenant, the Right Honourable The Lord Provost of Glasgow Mr. D.M. Stevenson and the President of The Glasgow Territorial Force Association in attendance.

From the information available from various sources, the occupants of numbers 31 and 41 Yorkhill Parade were as follows. Number 51 had no connection with the Regiment

Number 31

1912-1914	Riding School
1920-1927	2nd Scottish Veterinary Hospital RAVC (TA). Scottish Veterinary Evacuation Section RAVC (TA). Riding School
1927-1939	Riding School
1940-?	Converted to Drill Hall to house 52nd (Lowland) Divisional Signals (Supplementary Reserve).
1947-1955	593 Light Anti-Aircraft Regiment RA (TA) 474 Heavy Anti-Aircraft Regiment RA (TA). 4th (Scottish) General Hospital RAMC (TA).
1955-1961	52nd (Lowland) Infantry Divisional Column RASC (TA).
1961-1965	52nd (Lowland) Divisional/District Column RASC (TA).
1965-1967	52nd (Lowland) Regiment RCT (TA)

1967-1993 154 (Lowland) Transport Regiment RCT (V).

Number 41.

1912-1914 Lanarkshire (Queens Own Royal Glasgow & Lower Ward of Lanarkshire) Yeomanry (TF)

1920-1922 A & B Squadrons Queen's Royal Glasgow Yeomanry
101 (Queen's Own Royal Glasgow Yeomanry) Brigade RFA (TA)

1922-1932 52nd (Lowland) Divisional Train RASC (TA) – HQ and MT Section
52nd (Scottish) Hygiene Section RAMC (TA)
52nd (Lowland) Divisional RAVC (TA)

1932-1937 52nd Divisional RASC (TA)
5th (Scottish) Hygiene Company RAMC (TA)

1937-1939 52nd Divisional RASC (TA)
52nd (Lowland) Divisional RAVC (TA)

1947-1948 51/52 (Scottish) Divisional Transport Column RASC (TA)
106 Transport Column RASC (TA)

1949-1955 52nd (Lowland) Infantry Divisional Column RASC (TA)

1955-1967 151 Field Ambulance RAMC (TA)
30 (Scottish) Field Dressing Station RAMC (TA)
Unit of the Intelligence Corps

1967-1993 205 (Scottish) General Hospital RAMC (TA)

Honorary Colonels

1908-1922. Major General (later General) Sir Charles Fergusson, BT., KCB., KC MG., DSO., MVO, 7th Baronet of Kilkerran, Ayrshire.

Born in January 1865, Sir Charles joined the Grenadier Guards in 1883 becoming Adjutant of the 1st Battalion in 1890. In 1896 he transferred to the Egyptian Army where he commanded the 10th Sudanese Battalion and before returning to Regimental duty in 1904 was Adjutant General from 1901. After commanding the 3rd Battalion Grenadier Guards, he was appointed Brigadier General, General Staff Irish Command in 1907 and after promotion to Major General in 1908 became Inspector of Infantry from 1909 until 1912. In 1913 he was given command of the 5th Division which he commanded at Mons and Le Cateau and subsequently commanded 11 and XVII Corps. From December 1918 to August 1919 he was Military Governor of the Rhineland in Cologne. He was promoted General in 1921 and retired shortly afterwards to become Governor – General of New Zealand.

1922- 1935. Lieutenant Colonel John Smart Matthew, CMG., DSO., TD.

Colonel Matthew, who commanded both 10th and 52nd Divisional Trains ASC during the First War, was born in Dundee in 1864 and educated at Dundee Academy before being apprenticed in the jute industry. In 1897 he moved to Glasgow and joined the Black Pneumatic Tyre Company. He subsequently became Managing Director of the Preston Davies Tyre and Valve Company Limited, later the Scottish Tyre Company Limited, which was absorbed by the Dunlop Company in 1904, he becoming Dunlop's Scottish Manager. In 1907, he joined The Argyle Car Company Limited, becoming Managing Director and responsible for the development of engines, chassis and bodywork design.

After the war he moved to Sutton Coalfield and served on the Town Council and many Council Committees for many years.

As a pioneer in the motor industry of bodywork improvements, four wheel brakes and single sleeve valve engines, he was admitted to the Worshipful Company of Wheelwrights and the Worshipful Company of Coach Makers and Coach Harness makers and elected a Freeman of The City of London.

His military career started in 1892 when he was commissioned into the 3rd (Volunteer) Battalion The Royal Highlanders (The Black Watch). After four years he transferred to the 9th Battalion HLI where he took an active part in developing the use of the cycle for army purposes. Nine months before the start of the war he became responsible for the organisation of the Scottish Motor Industry for service in a National Emergency.

He died in Sutton Coldfield on 8th February 1935.

1935-1947 Lieutenant Colonel William Wordie OBE., TD

He joined the LDT&SC as a Lieutenant on 2" July 1908 and just after the outbreak of war was Company Commander of No. 4 Company. During service in Salonika with the 10th Divisional Train ASC he became Second in Command before being posted to the staff of the British Salonika Army in 1916. Later he joined the Arab Bureau in Cairo, a small band of picked men responsible for supplies to Colonel T.E.Lawrence and his forces throughout Jeddah. For this service he was awarded the Order of The Nile by the King of Egypt and the rare Order of the Nahda from the King of the Hedjaz.

After the war he rejoined the TA as Second in Command later becoming Commanding Officer 52nd Divisional Train from 1922 until 1929.

In civilian life he was a Director of the Glasgow Chamber of Commerce, a Governor of Glasgow Academy, a Member of the Territorial Army Association and in 1945 Deputy Lord Lieutenant for the County of The City of Glasgow. He collected rare editions of books on birds, uniforms and medals and presented Lance Corporal Seaman's VC and First War medals to the Corps Medal Collection in 1943.

Colonel Wordie died on 19th April 1952 and is buried in Stirling.

1947- 1952. Lieutenant Colonel George Keeble Crichton OBE, MC, TD.

Colonel Crichton's military career began in 1905 when he joined the 3rd Lanark Rifle Volunteers, later the 7th Battalion Cameronians (Scottish Rifles). He was commissioned on 17th June 1908 into No 3 (Scottish Rifle Brigade) Company ASC (TF) one of the original Companies of the LDT&SC. While serving with the 10th Divisional Train in Serbia, he was awarded the Military Cross in January 1917. He was then posted to Palestine and appointed Deputy Assistant Quartermaster General and later Assistant Adjutant General under Sir Edmund Allenby. For his services in Palestine, he was mentioned in Dispatches, awarded the Order of The British Empire and the Egyptian Order of the Nile. During 1919, he was responsible for much of the administration under Major General Sir Arthur Money, Commander Occupied Enemy Territory. He left the army with the rank of Brevet Major.

Colonel Crichton served in the Home Guard during the Second War, raising and eventually commanding No 2 (Scottish) Home Guard Transport Column RASC. He was commended for his service by the GOC Scottish Command.

Immediately after the War he became one of the founder members of the Glasgow & West of Scotland Branch of the RASC Association and one of the original Trustees and first President of the RASC Club in Glasgow, a position he held until his death in 1967. In civilian life he was a Textile Manufacturers' agent and built up a successful family business. He was also instrumental in the formation of the Scottish Association of Manufacturers' Agents.

1952- 1959. Major William Marshall TD.

Bill Marshall was born on 5th April 19O8 and educated at the High School of Glasgow, leaving at 15 to learn the practicalities of the boot and shoe trade prior to joining the family business of Wm. Marshall & Company Limited, becoming Chairman and Managing Director in 1951.

At School, he was in the Combined Cadet Force and was commissioned in 1938 into 42nd Anti-Aircraft Group Company RASC (TA) part of 3 Anti~Aircraft Divisional Column RASC (TA) located at Coatdyke near Coatbridge. In September 1939, he was posted to the Orkneys as Land and Water Transport Officer Orkney and Shetland Defenses, a Captains post, in 908 Company RASC. In March 1940, then an Acting Major, Substantive Second Lieutenant he was medically downgraded to stay in the army and in 1941 was posted as Officer Commanding 48 Troop Carrying Company RASC at Stansted Essex, followed in 1944 by a posting to form 610 (Mixed) Transport Company RASC at Doncaster. Major Marshall was discharged from the army on medical grounds in 1945.

After the war, he was invited by the DDST Scottish Command to reform the Glasgow & West of Scotland Branch of the RASC Association and Benevolent Fund along with Colonel George Crichton and was one of the original Trustees and a founder member retiring as Trustee and Chairman in 1979.

1959-64. Lieutenant Colonel Hugh Cowan Stenhouse OBE., TD

Hugh Stenhouse was born on 20 June 1915 at Kilsyth near Glasgow and was educated at Warrieston School, Edinburgh. He was commissioned into 529 (Petrol) Company RASC (TA) on 17th May 1939 and was embodied into that unit on 1st September 1939. On 1st November 1939, he was posted to 91 GHQ (Artillery) Company RASC later transferring to 3 GHQ (Artillery) Company in which he embarked to France on 7" January 1940. He was evacuated from Dunkirk on 29" May 1940. After a short spell of duty in 14 Motor Coach Company, he was appointed Officer Commanding 55th Divisional Ammunition Company in October 1941 in the rank of Acting Major, In 1943 he transferred to 17 Tank Transporter Company, later 537 Tank Transporter Company and saw service in North Africa and Italy. He was appointed Second in Command 1st Army Transport Column in August 1945 and CRASC of that Column in September 1946 in the rank of Temporary Lieutenant Colonel.

Colonel Stenhouse rejoined the TA on 8th April 1947 as Commanding Officer 106 Transport Column RASC (TA) and remained in that post when the Column was redesignated 52nd (Lowland) Divisional Column RASC (TA) in August 1950. He transferred to the Territorial Army Reserve of Officers in 1954 and was appointed Honorary Colonel on 29" September 1959.

In civilian life he was an Insurance Broker and latterly Chairman of the family company Stenhouse Holdings Limited, one of the largest Brokers in the country. He was also Chairman of the Scottish Conservative Party and Govan Shipbuilders Limited. Colonel Stenhouse was killed in a road accident on 25th November 1971.

1964 - 1967. Major John Forrester TD.

John Forrester was commissioned into the RASC in 1942 and had wartime service in 108 Company RASC part of 47th Divisional RASC, Southern Command and latterly as Adjutant 15th (Scottish) Divisional RASC. After the war he joined the TA serving in 530 Company RASC (TA), as Officer Commanding 577 Company (Mechanical Transport) RASC (TA), Second in Command 52nd (Lowland) Divisional Column RASC (TA) and latterly as Commanding Officer. In civilian life he was a Solicitor and senior partner in Yuill & Kyle in Glasgow.

1967-1977. Major R. N. Levitt OBE TD.

Reggie Levitt was born in 1913 in Edinburgh and was educated at Edinburgh Academy, Oxford and Edinburgh Universities. He joined the RASC (TA) in 1937 and on the outbreak of war was posted to Orkney as Staff Captain West Scotland District. He was later posted to Algiers as DADST and subsequently served in Italy and Austria. He was mentioned in Dispatches and awarded the MBE for his service.

After the war he was an Advocate from 1946 to 1950 during which time he became the first Chairman of the Supreme Court Committee under the 1949 Legal Aid (Scotland) Act. In 1951, he was appointed Sheriff Substitute of Orkney, Shetland, Caithness and Sutherland and in 1955 he moved to Kilmarnock where he was senior Sheriff for 27 years.

He was very active in the Royal British Legion Scotland and was a member of the National Executive Council from 1951 to 1981 and Chairman from 1968 until 1971 when he was awarded the Order of the British Empire. In 1978 he was appointed the first ever Honorary Colonel Commandant of the Royal Corps of Transport. He was Chairman of the RASC/RCT Association for 10 years and Vice Patron for a further 5 years.

Colonel Levitt was appointed Honorary Colonel of 264 (Scottish) Transport Regiment RASC (TA) in 1963 and became the first Honorary Colonel of 154 (Lowland) Transport Regiment RCT (V) on its formation retiring in 1977.

He died on 11th December 1982 after a long illness. On 18th May 1984 a commemorative photograph of him was unveiled in the RCT Museum at Buller Barracks by his nephew Mr. Nicholas Oppenheim attended by the Commanding Officer and Second in Command of 154 Regiment along with a piper from 251 Squadron who played a lament at the unveiling.

1978- 1985. Major The Right Honourable George Younger TD.

George Younger was born in Stirling in 1931, the son and heir of the 3rd Viscount Younger of Leckie. He was educated at Cargilfield School, Edinburgh, Winchester College and New College Oxford where he graduated with an Honours Degree in modern history. He served with the Argyll and Sutherland Highlanders in BAOR and Korea from 1950-51 and later joined the Territorial Army attaining the rank of Major.

He worked for the family brewing firm of George Younger and Sons Limited of Alloa being a Director from 1958-68 and was also on the Board of Tennent Caledonian Breweries Limited of Glasgow from 1977-79.

His political career started in 1964 when he was elected conservative Member of Parliament for Ayr a seat he held until 1992. In 1970 he was appointed Parliamentary Secretary of State for Development in the Scottish Office and in January 1974 Minister of State at the Ministry of Defence. After the General Election of February 1974 he became an additional Opposition Spokesman on Defence and later principal Opposition Spokesman on Defence from February 1975 until January 1976. The following year he was appointed an additional Spokesman on Scotland and after the General Election of May 1979 became Secretary of State for Scotland a post he held until 9th January 1986 when he became Secretary of State for Defence.

In addition to his ministerial duties he served as Scottish Conservative Whip from 1965-67, Deputy Chairman of the Scottish Conservative Party from 1967-70 and Chairman from June 1974 until September 1975. He was president of the National Union of Conservative and Unionist Associations from 1987-88.

He resigned as Secretary of State for Defence in 1989 and joined the Board of The Royal Bank of Scotland on 1st October 1989. He was appointed Deputy Chairman of The Royal Bank of Scotland Group plc and The Royal Bank of Scotland on 11th January 1990 becoming Chairman of the Bank on 1st July 1990 and Chairman of the Group on 10th January 1991.

Major Younger was granted a Life Peerage in 1992 taking the title Lord Younger of Prestwick.

He was being a Brigadier in the Royal Company of Archers, the Queen's Bodyguard in Scotland; Deputy Lord Lieutenant for Stirlingshire in 1968; Governor of the Royal Scottish Academy of Music (1960-70); President of the Royal Highland & Agricultural Society Show (1990); a Fellow of the Royal Society of Arts in Scotland (1990) and a Fellow of Winchester College (1992). In the same year he received an Honorary Law Degree from Glasgow University and an Honorary Degree in Literature from Napier University in Edinburgh.

1985-1993. Ian Sutherland Irwin CBE., BL, CA.

Ian Irwin was born in Glasgow in 1933 and educated at Whitehill Senior Secondary School and Glasgow University. He qualified as a Bachelor of Law, a member of The Institute of Chartered Accountants of Scotland and a member of The Chartered Institute of Public Finance and Accountancy. He was Chairman and Chief Executive of the Scottish Transport Group, a past President of the Confederation of British Road Transport, Vice Chairman of the Chartered Institute of Transport and a former member of the Executive Committee of the Scottish Road Transport Association. A keen cricketer he was a member of the MCC.

THE GENERAL EFFICIENCY CUP

The cup was presented to the Lowland Divisional Transport & Supply Column by the first Honorary Colonel, Major General (later General) Sir Charles Fergusson, Bt., KCB., KCMG., DSO., MVO., 7th Baronet of Kilkerran, Ayrshire to be awarded to the best Company for general efficiency in all aspects of Company work, 50 marks being awarded for each of nine sections with the cup being presented at Annual camp by the Inspecting Officer.

The cup was first competed for in 1909 and was won by No 2 Company. The results were published in the ASC Journal as follows

	No.1 Company marks	**No.2 Company marks**	**No.3 Company marks**	**No.4 Company marks**
General turnout	45	50	30	50
Wagon drill	44	46	35	35
March discipline	30	45	35	20
Foot drill	25	42	30	50
Riding	30	45	40	20
Stables	45	50	25	40
Camp lines	45	50	25	40
Supply Office	45	20	50	45
Company Office	35	50	25	40
Total	**344**	**398**	**295**	**340**

No.4 Company won the cup in 1910 beating No.2 Company by 9 marks, No.1 Company won in 1919 and No.2 Company won in 1912. There is no record of the cup being competed for after 1912.

The cup is now in the Officers' Mess of the Scottish Transport Regiment RLC (V).

Divisional Transport & Supply Column - Territorial Force

Provisional War Establishment - 1908

		Total	Column HQ	No 1 (HQ) Company	No 2 Company	No 3 Company	No 4 Company
Personnel				Note 7	Note 7	Note 7	Note 7
Commanding Officer	Lieutenant Colonel	1	1				
Senior Supply Officer	Major	1	1				
Adjutant	Captain	1	1				
Attached Medical Officer	Lieutenant or above	1	1				
Attached Veterinary Officer	Lieutenant or above	1	1				
Company Commander	Major/Captain	4		1 Major	1	1	1
Transport Officer	Captain	1		1			
Supply Officer	Captain	4		1	1	1	1
Subalterns	2/Lt/ Lieutenant	8		2	2	2	2
Total Officers		**22**	**5**	**5**	**4**	**4**	**4**
Staff Sergeant Majors	)	9	1	2	2	2	2
Staff Sergeants/Sergeants	) Note 1	30	1	8	7	7	7
Artificers	Note 2	48		21	9	9	9
Trumpeters		4		1	1	1	1
Rank & File	Note 3	236	2	90	48	48	48
RAMC attached for water duties		4		1	1	1	1
Total Other Ranks		**331**		**123**	**68**	**68**	**68**
Total All Ranks		**353**	**9**	**128**	**72**	**72**	**72**
Animals							
Riding Horses	Note 4	59	6	17	12	12	12
Draught Horses	Note 5	137		59	26	26	26
Pack Horses - for Vet Officer		1		1			
Total annimals		**197**	**6**	**77**	**38**	**38**	**38**
Vehicles							
Carts 5 cwt - medical equipment		1		1			
Carts 13 cwt - technical equipment		4		1	1	1	1
Carts 120 gallon water		4		1	1	1	1
Wagons GS	Note 6	58		25	11	11	11
Total vehicles		**67**		**28**	**13**	**13**	**13**

Notes to Provisional War Establishment (1908) Divisional Transport & Supply Column (Territorial Force)

Note 1	Column HQ - 1 Staff Sergeant Major and 1 Sergeant HQ Company - 2 Staff Sergeant Majors - 1 for Supply, 1 Company Sergeant Major, 1 Company Quartermaster Sergeant and 3 Sergeants - for Transport, 1 Staff Quartermaster Sergeant, 1 Staff Sergeant and 1 Sergeant for Supply Each Brigade Company - 1 Company Sergeant Major, 1 Company Quartermaster Sergeant & 1 Sergeant - for Transport, 1 Staff Quartermaster Sergeant, 1 Staff Sergeant and 2 Sergeants for Supply
Note 2	HQ Company - 7 Wheelers, 6 Saddlers & 8 Farriers . Each Brigade Company - 4 Wheelers, 2 Saddlers & 3 Farriers.
Note 3	Column HQ 2 batmen HQ Company includes 2 cart drivers, 25 wagon drivers, 3 drivers for spare horses, 11 spare drivers and 10 batmen. Each Brigade Company includes 11 wagon drivers 1 driver for spare horses, 4 spare drivers and 4 batmen.
Note 4	Column HQ - 2 for Commanding Officer, 17 in HQ Company, 12 in each Brigade Company
Note 5	HQ Company - 3 for carts (medical, technical and water), 50 task & 6 spare Each Brigade Company - 2 for carts, 22 task and 2 spare
Note 6	Each to carry about 27 cwt, 8 for baggage, stores, material for repairs and forage.
Note 7	Each company consisted of Company HQ, a Transport Section and a Supply Section Supply details included 21 bakers, 16 butchers and 17 clerks

A Mounted Brigade Transport & Supply Column Territorial Force

Provisional War Establishment - 1908.

Transport Details		Supply Details		
4 Officers including attached Veterinary Officer	11 Riding Horses	1 Officer		1 Riding Horse
2 Staff Sergeant Majors	34 draught horses	3 Staff Sergeants/Sergeants		
4 Staff Sergeants/Sergeants		12 rank and file		
10 Artificers (4 Wheelers, 3 saddlers & 3 farriers)				
1 Trumpeters	1 Pack Horse for Veterinary equipment			
49 rank and file including 31 detached for second line transport of other units.		12 rank and file		
2 attached RAMC rank & file				
***72** all ranks*	**46**	**28**	including 10 bakers 2 butchers 3 clerks	**1**

Transport

1 x 11 cwt cart for technical equipment

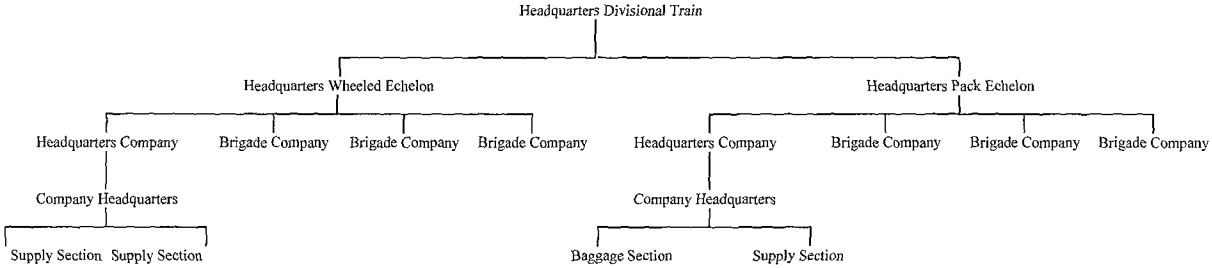
1 x 120 gallon water cart

14 x 24 cwt wagons — 12 for supplies; 2 for baggage and forage.

16 - all to be provided from civilian sources in the event of war.

Divisional Train - ASC - SALONIKA

(SALONIKA 4 1916 - 1917).



	Vehicles	Drivers	Draught mules	Pack mules
Headquarters	2	4	8	-
Wheeled Echelon	285	667	1248	*10*
Pack Echelon	70	691	252	1030
Train	357	1362	1508	1040

The composition of the Brigade Companies was the same as the appropriate Echelon Headquarters Company. Within the Pack Echelon, only Echelon Headquarters and Headquarters Company were established with wagons.

52nd Divisional RASC (TA)

Peace Establishment 1935/36

War Office reference 20/RASC/1872.

			Total	HQ	528 Ammunition Company		529 Baggage Company		530 Supply Company		554 Non Divisional Company	
Personnel												
Commanding Officer		Lieutenant Colonel	1	1								
Company Commanders		Major	3	1					1		1	
Workshop Officer		Captain	1	1								
Transport Officers		Captain	4		1		1		1		1	
Supply Officers		Captain	2						2			
Supply Officers		Subalterns	2						2			
Platoon Commanders		Subalterns	11		3		3		3		2	
Attached Medical Officer			1	1								
Total Officers			**25**	**4**	**4**		**4**		**9**		**4**	
Transport/workshop duties												
Company Sergeant major		WO2	4		1		1		1		1	
Company Quartermaster Sergeants		Staff Sergeant	4		1		1		1		1	
Mechanist Staff Sergeant	Note 1	Staff Sargeant	4		1		1		1		1	
Mechanist Sergeant	Note 1	Sergeant	4		1		1		1		1	
Platoon Sergeants		Sergeant	15		3		3		6		3	
Rank & File Transport/workshop												
Corporals			19		4		4		7		4	
Artificers	Note 1	Corporals	4		1		1		1		1	
TMT Clerks		Corporals	4		1		1		1		1	
Artificers	Note 1	Privates	27		6		6		9		6	
TMT Clerks		Privates	4		1		1		1		1	
Vehicle Drivers		Privates	125		27		27		44		27	
Other duties		Privates	36		9	Note 2	9	Note 2	9	Note 3	9	Note 2
Total other ranks Transport			**250**		**56**		**56**		**82**	Note 4	**56**	
Supply duties												
Clerks		Staff Sergeant	2	1					1			
Clerks		Sergeants	5	1					4			
Clerks		Corporals	4	2					2			
Butchers		Corporals	1						1			
Clerks		Privates	8	1					7			
Butchers		Privates	8						8			
Issuers		Privates	13						13	Note 5		
Total other ranks Supply			**41**	**5**					**36**			
Total all ranks - Transport & Supply			**316**	**9**	**60**		**60**		**127**		**60**	

Vehicles					
Permanent charge					
Lorries 3 ton 6 wheeled	4		1	1	1	1
Motor cycles solo	4		1	1	1	1
Motor Ambulance	1				1	
Hired for annual camp						
Lorries 30 cwt 4 wheeled	16		4	4	4	4
Cars 4 seater 4 wheeled	1	1				
Cars 2 seater 4 wheeled	4		1	1	1	1
Note 1						
For supervision	4		1	1	1	1
Blacksmiths	4		1	1	1	1
Carpenters & joiners	4		1	1	1	1
Coppersmiths	4		1	1	1	1
Electricians	4		1	1	1	1
Fitters	15		3	3	6	3
Turners	4		1	1	1	1
Totals	**39**		**9**	**9**	**12**	**9**

Note 2 includes 2 batmen and 1 cook
Note 3 includes 5 batmen and 2 cooks

Note 4 includes the following detached to Divisional Field Ambulance	Sergeants	3
	Corporals	3
	Privates (fitters)	3
	Drivers	17
	Total	**26**

Note 5 includes 2 batmen for HQ Officers and 1 Medical Officer's Orderly

Headquarters 52nd Divisional RASC

War Establishment 1937 - 1941

Establishment 11/1931/5/2 dated 17th March 1937

			Personnel				Vehicles					
			Officers	SNCOs	R & F	Total	Cars 4 seater	Cars 2 seater	Motor cycles	Bicycles	Lorries 30 cwt	Van 12 cwt
Commanding Officer	Lieutenant Colonel		1			1	1					
Senior Supply Oficer	Major		1			1	1					
Adjutant	Captain		1			1						
Ammunition Officer	Captain		1			1		1				
Requisitioning Officer	Captain		1			1	1					
Divisional Troops Supply Officer	Captain		1			1	1					
Clerks	Staff Sergeant/Sergeant			2		2						
Clerks	Corporals	Note 1			3	3						
Clerks	Privates				2	2						
Vehicle drivers	Corporal	Note 2			1	1						
	Privates	Note 2			8	8					2	
Other duties	Lance Corporals	Note 3			2	2						
	Privates	Note 4			8	8				1		
Motor Cyclists	Privates				3	3			3			
Total all ranks			**6**	**2**	**27**	**35**						
Attached Medical Officer			1			1			For medical equipment			1
Total Headquarters			**7**	**2**	**27**	**36**	**4**	**1**	**3**	**1**	**2**	**1**

Notes

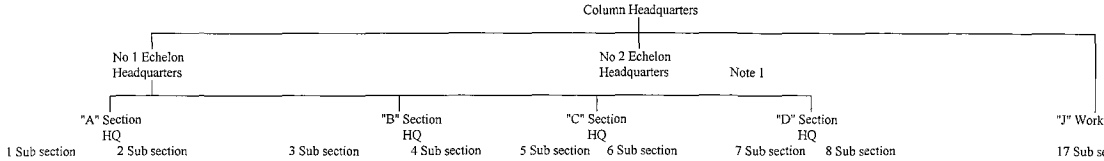
1 1 for Divisional Troops Supply Officer: 1 for Ammunition Officer

2 Includes 1 driver/batman

3 1 as Medical Officer's orderly

4 includes 6 batmen (1 for Medical Officer), 2 cooks (1 for Officers Mess) & 1 orderly for the office

52nd Divisional Supply Column - 530 Company RASC
War Establishment 1939 - 1940 - 11/1931/15/3 dated 27 July 1938

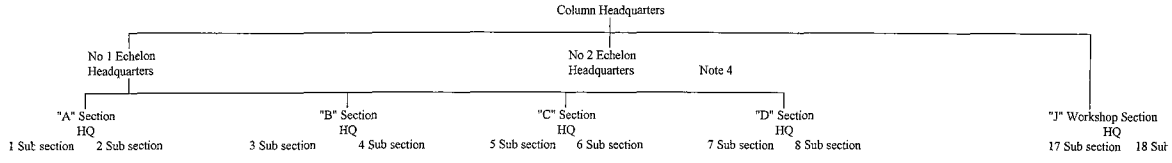


			Column	No1 Echelon	"A" Section Sub Sections			"B" Section Sub Sections			"C" Section Sub Sections			"D" Section Sub Sections			"J" Section Sub Sections		
		Totals	HQ	HQ	HQ	1	2	HQ	3	4	HQ	5	6	HQ	7	8	HQ	17	18
Officers																			
Company Commander	Major	1	1																
Second in Command	Captain	1	1																
Echelon Commander	Captain	1		1															
Supply Officer	Captain	1		1															
Section Commanders	Subaltern	4				1			1			1			1				
Workshop Officer	Subaltern	1															1		
Warrant Officers																			
Regimental Sergeant major		1	1																
Company Sergeant major		1		1															
Mechanist Sergeant major		1															1		
Staff Sergeants/Sergeants																			
Company Quartermaster Sergeant		1	1																
Mechanist Staff Sergeant		1															1		
Sergeant Note 2*		9	2	1	1			1			1			1				1*	1*
Supply details																			
Staff Sergeant Clerk Note 2*		1		1*															
Sergeant Clerks		4		4															
Sergeant - Butcher Note 2*		1	1*																
Corporal		6	1	5															
Tradesmen Note 2*		5	5*																
Privates		8		8															
Rank & file																			
Corporals Note 2*		18	3	3		1	1		1	1		1	1		1	1	2(1*)	1*	1*
Drivers		169	33	56	4	13	8	4	6	6	4	6	6	4	6	6	1	3	3
Driver mechanic Note 2*		8				1*	1*		1*	1*		1*	1*		1*	1*			
Tradesmen Note 2*		33															2*	16*	15*
Totals	Column HQ		**43**																
	Echelon & Sections	**178**		**80**	**6**	**14**	**9**	**6**	**7**	**7**	**6**	**7**	**7**	**6**	**7**	**7**			
	"J"Section	**49**															**8**	**21**	**20**
RAOC Storemen attached		4	4																
Total including attached		**280**	**53**	**81**	**6**	**15**	**10**	**6**	**8**	**8**	**6**	**8**	**8**	**6**	**8**	**8**	**8**	**21**	**20**

Note 1 No 2 Echelon was a duplicate of No 1 Echelon in all rspects except that the Sections are designated E - H and the sub sections designated 9-16. "J" Section is not duplicated & serves the whole Column. Each Echelon carried 1 day's supplies (excluding petrol & fuel) for all Divisional units and operated on alternate days from railhead to delivery points.

No 2 Echelon		**178**		**81**	**6**	**15**	**10**	**6**	**8**	**8**	**6**	**8**	**8**	**6**	**8**	**8**			
Total Column including attached		**458**	**53**	**162**	**12**	**30**	**20**	**12**	**16**	**16**	**12**	**16**	**16**	**12**	**16**	**16**	**8**	**21**	**20**

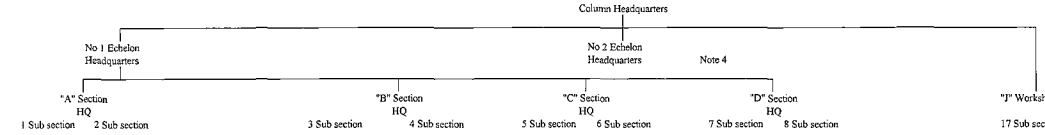
52nd Divisional Supply Column - 530 Company RASC
War Establishment 1939 - 1940 - 11/1931/15/3 dated 27 July 1938



	Totals	Column HQ	No1 Echelon HQ	"A" Section HQ	"A" Section Sub Sections 1	"A" Section Sub Sections 2	"B" Section HQ	"B" Section Sub Sections 3	"B" Section Sub Sections 4	"C" Section HQ	"C" Section Sub Sections 5	"C" Section Sub Sections 6	"D" Section HQ	"D" Section Sub Sections 7	"D" Section Sub Sections 8	"J" Section HQ	"J" Section Sub Sections 17	"J" Section Sub Sections 18
Note 2 ' Allocation of tradesmen as follows																		
Blacksmiths	2																1	1
Butchers	6	6																
Caprenters & Joiners	2																1	1
Clerks Supply	1		1															
Caochtrimmer	1															1		
Coppersmiths	2																1	1
Electricians	7																4	3
Fitters	18																9	9
Driver mechanics	8				1	1		1	1		1	1		1	1			
Turners	2																1	1
Clerks (Technical MT)	4															2	1	1
	53	**6**	**1**		**1**	**1**		**1**	**1**		**1**	**1**		**1**	**1**	**3**	**18**	**17**
No 2 Echelon	9		1		1	1		1	1		1	1		1	1			
Total tradesmen	**62**	**12**	**2**		**2**	**2**		**2**	**2**		**2**	**2**		**2**	**2**	**3**	**18**	**17**
Note 3 Allocation of non tradesmen as follows																		
Admin duties	2	1														1		
Corporals ic subsections	9		1		1	1		1	1		1	1		1	1			
Drivers for vehicles	79	8	8		13	8		6	6		6	6		6	6		3	3
Motorcyclists	6	4	2															
Batmen	2	1	1															
Batmen drivers	7	1	1	1			1			1			1			1		
Clerks	3	3																
Cooks	6	2	4															
LMG detachment	18	6		3			3			3			3					
Loaders	40		40															
Officers Mess Cook	1		1															
Orderly	1	1																
Police	3	3																
Sanitary duties	4	4																
Storeman	1	1																
Water duties	2	1	1															
Issuers	12		12															
Total	**196**	**36**	**71**	**4**	**14**	**9**	**4**	**7**	**7**	**4**	**7**	**7**	**4**	**7**	**7**	**2**	**3**	**3**
No 2 Echelon	**152**		**71**	**4**	**14**	**9**	**4**	**7**	**7**	**4**	**7**	**7**	**4**	**7**	**7**			
Total non tradesmen	**348**	**36**	**142**	**8**	**28**	**18**	**8**	**14**	**14**	**8**	**14**	**14**	**8**	**14**	**14**	**2**	**3**	**3**

Note 4 No 2 Echelon was a duplicate of No 1 Echelon in all rspects except that the Sections are designated E - H and the sub sections designated 9-16. "J" Section is not duplicated & serves the whole Column.

52nd Divisional Supply Column - 530 Company RASC
War Establishment 1939 - 1940 - 11/1931/15/3 dated 27 July 1938



	Totals	Column HQ	No1 Echelon HQ	"A" Section Sub Sections HQ	1	2	"B" Section Sub Sections HQ	3	4	"C" Section Sub Sections HQ	5	6	"D" Section Sub Sections HQ	7	8	"J" Section Sub Sections HQ	17	18
Domestic vehicles																		
Motor cycles	23	7	3	1	1	1	1	1	1	1	1	1	1	1	1	1		
Cars 4 seater 4 wheeled closed	2	1	1															
Cars 2 seater 4 wheled	7	1	1	1			1			1			1			1		
Vans 12 cwt spares	1		1															
Lorries 30 cwt 4 wheeled for																		
Cooks	2	1	1															
Unit Baggage	1	1																
Unit anti gas eqpt, reserve clothing & spare anti gas capes	1	1																
Spares	1		1															
Lorries 1 ton 4 wheeled for AA LMG & AT rifles	6	2		1			1			1			1					
Lorries 3 ton 4 wheeled for																		
RAOC stores	4				1				1			1			1			
RASC tech stores	2																1	1
Petrol	1		1															
Spares	2		2															
Lorries 3 ton 6 wheeled for																		
Breakdown	2	2																
Workshop	2																1	1
Stores	2																1	1
Trailers 15 cwt 2 wheled water tank	2	1	1															
	61	17	12	3	2	1	3	1	2	3	1	2	3	1	2	2	3	3
No 2 Echelon	36		12	3	2	1	3	1	2	3	1	2	3	1	2			
Total domestic vehicles	97	**17**	**24**	**6**	**4**	**2**	**6**	**2**	**4**	**6**	**2**	**4**	**6**	**2**	**4**	**2**	**3**	**3**
Task vehicles																		
Vans 15 cwt supplies for																		
Field Park Coy LAD	1					1												
Provost Company	1					1												
Field Hygiene Section	1					1												
3 Inf Brigade HQs LADs	3							1			1			1				
Three Field Ambulances	3								1			1			1			
Three Field Companies	3								1			1			1			
Lorries 30 cwt 4 wheeled-supplies for																		
Divisional Signals LAD	1				1													
Divisional Ammo Coy	1				1													
Divisional Petrol Coy	1				1													
Divisinal Supply Column	1				1													
Lorries 3 ton 4 wheeled supplies for																		
Div HQ, HQs RA, RE & RASC	1				1													
Divisional Cavalry Regiment	1					1												
Nine infantry rifle batalions	9							3			3			3				
Anti Tank Regiment RA	1					1												
Three Field Regts, signal sects & LADs	3								1			1			1			
RE stores	1				1													
	32				6	5		4	3		4	3		4	3			
No 2 Echelon	32				6	5		4	3		4	3		4	3			
Total task vehicles	**64**				**12**	**10**		**8**	**6**		**8**	**6**		**8**	**6**			
Total all vehicles	**161**	**17**	**24**	**6**	**16**	**12**	**6**	**10**	**10**	**6**	**10**	**10**	**6**	**10**	**10**	**2**	**3**	**3**

The RASC Transport Platoon of the 1950s was domestically self contained and formed part of a Mechanical Transport (MT) Company RASC.
11/859/1 effective 12 June 1957

	Totals	Head - quarters		5 Sections (each)	
Personnel					
Officers Subaltern	1	1			
SNCOs Sergeants	2	2			
JNCOs Corporals	5			1	*
Lance corporals	9	4	*	1	*
Drivers	42	28	*	3	*
Privates	1	1	*		
Total all ranks RASC	60	35		25	
Attached ACC	2	2	1x L/cpl, 1x Pte)		
Total all Corps	**62**	**37**		**25**	
*** Duties**					
Clerk	1	1			
Corporals i/c	5			5	
Driver batman	1	1			
Vehicle drivers	23	3		20	
Water dutyman	1	1			
LMG detachment	3	3			
Motorcyclists	2	2			
Relief driver increment	21	21			
Total	**57**	**32**		**25**	
Vehicles					
Motorcycles	8	3		5	
1/4 ton	1	1			
3 ton task	20			20	
3 ton cooks/baggage	1	1			
3 ton spare**	2	2			
1 ton water trailer (200 galls)	1	1			
1/2 ton trailer	1	1			
Total	**34**	**9**		**25**	

** Provided to replace task vehicles in order to maintain the desired load carrying capacity and are not to be regarded as reserves for the permanent replacement of casualties.

154 (Lowland) Transport Regiment RCT (V) - Regimental Workshop Establishment
6/6060/1(P)(W) dated 1 April 1986

		Total	HQ Section	221 Sqn Section	222 Sqn Section	225 Sqn Section	251 Sqn Section
Personnel							
Officer Commanding	Major	1	1				
Officer in Charge Section	Captain	4		1	1	1	1
Total Officers		**5**	**1**	**1**	**1**	**1**	**1**
Other ranks							
Armourer	Corporal	1	1				
Artificer - Vehicle	WO2	4		1	1	1	1
	Staff Sergeant (Reg)	8		2	2	2	2
Clerk REME	Corporal	1	1				
	Lance Corporal	4		1	1	1	1
Driver	Lance Corporal	1	1				
Metalsmith	Lance Corporal	4		1	1	1	1
Recovery Mechanic	Corporal	4		1	1	1	1
	Lance Corporal	4		1	1	1	1
Storeman REME	Sergeant	4		1	1	1	1
	Corporal	4		1	1	1	1
	Lance Corporal	4		1	1	1	1
Vehicle Electrician	Corporal	4		1	1	1	1
	Lance Corporal	4		1	1	1	1
Vehicle Mechanic	Sergeant	4		1	1	1	1
	Corporal	8	1	1	2	2	2
	Lance Corporal	12	1	1	4	3	3
	Craftsman	32	1	5	9	8	9
Total other ranks		**107**	**6**	**20**	**28**	**26**	**27**
Total all ranks		**112**	7	**21**	**29**	**27**	**28**
Vehicles							
Recovery Veh Wheeled light 4x4		1		1			
Recovery Veh Wheeled GS 6x6		3			1	1	1
Truck Utility GS 1/4 ton 4x4		1	1				
Truck Utility GS 3/4 ton 4x4		5	1	1	1	1	1
Truck Cargo 4 ton 4x4		16		4	4	4	4
Trailer Cargo 3/4 ton 2 wheeled		5	1	1	1	1	1
Trailer Cargo 1 3/4 ton 2 wheeled		8		2	2	2	2
Trailer Recovery Dummy Axle 2 wheeled		3		1	1	1	
Shop Equipment Light Repair trailer mounted 1 ton 2 wheeled		4		1	1	1	1
Totals		**46**	**3**	**11**	**11**	**11**	**10**

154 (Lowland) Transport Regiment RCT (V)
6/4045/5(P)(W) dated 1 February 1987

Personnel		Total	RHQ	HQ Sqn	221 Sqn	222 Sqn	225 Sqn	251 Sqn
Officers								
Commanding Officer ®	Lieutenant Colonel	1	1					
Second In Command	Major	1	1					
OC Squadron	Major	5		1	1	1	1	1
Training/Operations Officer ®	Major	1	1					
Adjutant ®	Captain	1	1					
NRPS Admin Officer	Captain	4			1	1	1	1
Captain Operations	Captain	4			1	1	1	1
Headquarters Officer	Captain	1		1				
RSO	Captain	1		1				
Squadron 2ic	Captain	4			1	1	1	1
TCO/Recce Officer	Captain	4			1	1	1	1
Troop Commander	Subaltern	11			2	3	3	3
RQM ®	Captain/Major	1		1				
QM		1		1				
Medical Officer RAMC	Captain/Lt Colonel	1		1				
Paymaster RAPC	Captain/Major	1		1				
Specialist Catering Officer ACC	Captain/Major	1		1				
Total Officers war		**43**	**4**	**8**	**7**	**8**	**8**	**8**
Other ranks								
Clerk ®	WO2	1	1					
Clerk	Staff Sergeant	1	1					
Clerk	Sergeant	5		1	1	1	1	1
Clerk	Corporal	6	1	1	1	1	1	1
Clerk	Lance Corporal	6	1	1	1	1	1	1
Clerk	Driver	5		1	1	1	1	1
Regimental Sergeant Major ®	WO1	1	1					
Permanent Staff Instructors (PSIs) ®	WO2	4			1	1	1	1
RQMS	WO2	1		1				
Squadron Sergeant major	WO2	5		1	1	1	1	1

WO Training	WO2	1	1					
PSI SQMS ®	Staff Sergeant	4			1	1	1	1
NRPS PSI	Staff Sergeant	5		1	1	1	1	1
SQMS	Staff Sergeant	6		2	1	1	1	1
Transport NCO	Staff Sergeant	12		1	2	3	3	3
Officers' Mess Supervisor	Staff Sergeant	1		1				
Admin NCO	Sergeant	1		1				
Regimental Police	Sergeant	1		1				
Sergeants' Mess Caterer	Sergeant	1		1				
Troop Admin	Sergeant	11			2	3	3	3
Troop Sergeant	Sergeant	11			2	3	3	3
LMG Det Commander	Corporal	5		1	1	1	1	1
Recce NCO	Corporal	1		1				
Regimental Police	Corporal	1		1				
Section Commanders	Corporal	55			10	15	15	15
Storemen	Corporal	6		2	1	1	1	1
Drivers of task vehicles	Lance Corporal	110			22	34	22	32
Driver staff car ®	Lance Corporal	1	1					
LMG detachment	Lance Corporal	5		1	1	1	1	1
Mess Orderly	Lance Corporal	2		2				
Regimental Police	Lance Corporal	5	1	4				
Storemen	Lance Corporal	5	1		1	1	1	1
Driver Troop HQ	Driver	11			2	3	3	3
Drivers of task vehicles	Driver	330			66	102	66	96
LMG detachment	Driver	10		2	2	2	2	2
Mess Orderly	Driver	2		2				
Motor Cyclist	Driver	9	1		2	2	2	2
Storemen	Driver	5		1	1	1	1	1
Driver Radio Operator	Sergeant	1	1					
Driver Radio Operator	Corporal	3				1	1	1
Driver Radio Operator	Lance Corporal	8	4			1	1	1
Driver Radio Operator	Driver	11	5	1		2	2	2
Combat Medical Technician	Corporal	1		1				
Combat Medical Technician	Lance Corporal	8			2	2	2	2
Military Accountant	S/Sgt WO2	1		1				
Military Accountant	Sergeant	4			1	1	1	1

Military Accountant	Private/Corporal	1		1				
Master Chef	WO2	1		1				
Cook	Staff Sergeant	1				1		
Cook	Sergeant	3			1		1	1
Cook	Corporal	11			2	3	3	3
Cook	Lance Corporal	16		1	3	4	4	4
Cook	Private	5		1	1	1	1	1
Total other ranks		**727**	**20**	**38**	**134**	**197**	**149**	**189**

® Regular officer/soldier

The above excludes the peacetime establishment of a Recruit Reception and Training Team (RRTT) consisting of one Major, one Captain, one Subaltern, one WO2, one Staff Sergeant and seven Sergeants. In war the RRTT to be employed with 328 Squadron RCT(Reservists)

Vehicles - domestic- war							
Motor cycle	76		2				
Ambulance Medium Mobility 2-4 stretcher 4x4	1	1		14	20	20	20
Truck Utility Light GS Cargo 4 x 4	19	1	2				
Truck Utility Medium FFR	11	1	1	7	3	3	3
Truck Cargo 4 ton 4x4	21		3		3	3	3
Truck Flat Platform 4 ton 4x4	1			4	5	4	5
Truck Cargo Bulk Fuel 4 ton 4x4	8			1			
Trailer Cargo 3/4 ton 2 Wheeled	24	1	3		3	2	3
Trailer Cargo 1 3/4ton 2 Wheeled	15	1		5	5	5	5
Office Trailer Mounted 2 ton 4 wheeled	1	1		3	4	3	4
Mobile Servicing Equipment Trailer mounted	1		1				
T C Office	1			1			
Total domestic- war	**179**	**6**	**12**	**35**	**43**	**40**	**43**
Vehicles task-war							
Ambulance Medium Mobility 2-4 stretcher 4x4	2			2			
Car Utility Large 4x2	5			5			
Car Utility Medium 4x4	10			10			
Motor Coach large 4x2	5			5			
Truck Cargo 4 ton 4x4	22			22			

1930	Gailes	HQ 519, 520 & Supply Sections
1931	Gailes	As for 1930
1932	Not known	
1933	Greenmount Fife	Complete Train
1934	Not known	
1935	Gailes	Complete Train
1936	Gailes	As for 1935
1937	Barry Buddon	As for 1935
1938	Gailes	As for 1935
1939	Kinross	As for 1935
1947	Gailes	Complete Column
1948	Stobs	As for 1947
1949	Cultybraggan	As for 1947
1950	Gailes	As for 1947
1951	Hornsea	As for 1947 -529 with 155 Brigade
1952	Dallachie	As for 1947
1953	Hornsea	As for 1947
1954	Bulford	As for 1947 *Divisional Exercise*
1955	Stobs	As for 1947
1956	Barry Buddon	As for 1947
1957	Barry Buddon	As for 1947
1958	Leek	As for 1947
1959	Barry Buddon	As for 1947
1960	Washington	As for 1947
1961	Barry Buddon Castlemartin	HQ, 528, 577 & 909 530 - 157 Brigade camp
1962	Folkestone Gandale	HQ 530, 577 & 909 528 - 155 Brigade camp
1963	Proteus	Complete Column
1964	Washington Otterburn	HQ 528 577 & 909 530 - 157 Brigade camp
1965	Fort George	HQ and all Companies/Squadrons
1966	Proteus	Regimental

1967	Proteus	As for 1966
1968	Proteus	As for 1966
1969	Crookham BAOR	HQ, 221 & 222 230
1970	Proteus BAOR	HQ, 221, 222 & 225 Composite Troop 251
1971	BAOR	Regimental
1972	Hemswell	As for 1971
1973	Crowborough	As for 1971
1974	BAOR	As for 1971 – Ex Cargo Canoe
1975	Altcar Brecon	Regimental less 221 221 - Home Defence Ex
1976	Knook	As for 1971
1977	BAOR	Regimental less 221 separate camp later in year
1978	Devizes	As for 1971
1979	Knook BAOR	Regimental less 222 222 Ex Red Gauntlet
1980	BAOR	As for 1971 – Ex Crusader
1981	Grantham	As for 1971
1982	BAOR	As for 1971 - Ex Bold Guard
1983	BAOR	As for 1971
1984	BAOR	HQ, 222,225 & 251 - Ex Lionheart, 221- Ex Able Archer
1985	Grantham	As for 1971
1986	BAOR	HQ, 222, 225 & 251 – Ex Eternal Triangle, 221 – Ex Able Archer
1987	Grantham	Regimental
1988	Nescliffe BAOR	HQ, 222, 225 & 251 221 – Ex Wagons Roll
1989	BAOR Altcar	HQ, 222, 225 & 251 – Ex Pack Saddle 221
1990	Grantham	Regimental
1991	Longmoor	Regimental
1992	Bodney Thetford	Regimental

Officers

1903 – 1908.

The Lothian Brigade Company ASC (Volunteers).

Major J A Hope VD, Captain W W Waddie, Lieutenant J B C Neilson

The London Gazette showed the above as Supernumerary in The Queen's Rifle Volunteer Brigade, The Royal Scots (Lothian Regiment) while serving in the ASC Company.

The Highland Light Infantry Brigade Company ASC (Volunteers).

Captain D Hamilton Formerly 3rd (Volunteer) Battalion Highland Light Infantry (Volunteers).

1st April 1908 – 3rd August 1914.

Lowland Mounted Brigade Transport & Supply Column ASC (Territorial Force).

Officer Commanding.	
Captain I B C Neilson	July 1910 to Scottish Horse Mounted Brigade
Captain J Bruce	1st June 1910.
Other officers.	
Second Lieutenant J P A Young	16th February 1910-October 1910
Second Lieutenant G T Harvey	1st March 1910. Lieutenant 1st June 1912.
Second Lieutenant A C A Bruce	Ex Private 9th (Highlanders) Battalion The Royal Scots 27th April 1910
Second Lieutenant C D Ritchie	26th June 1912
Chaplain (attached)	
Chaplain 4th Class G L Pagan CS	1st May 1912

Lowland Divisional Transport & Supply Column ASC (Territorial Force).

Commanding Officer.	
Lieutenant Colonel J A Hope VD	1st April 1908-31st March 1913.
Lieutenant Colonel J S Matthew TD	Ex 9th (Glasgow Highlanders) Battalion HLI-1st April 1913
Senior Supply Officer.	
Major D Hamilton	1st April 1908-12th February 1913.
Adjutant.	
Captain F J Reid ASC	1st April 1908-31st July 1911
Captain H A Stewart ASC	1st August 1911-31st July 1914
Captain A J Anderson ASC	1st August 1914
Medical Officer (attached)	
Captain J B Jamieson	19th May 1908. Major 31st July 1909
Lieutenant G B Brand	*15th May 1911*
Veterinary Officer (attached)	
Lieutenant Lawrie	1912
Chaplain (attached)	
Chaplain 4th Class H L Simpson UFC	27th March 1913-1st June 1914
Chaplain 4th Class G L Pagan CS	1st May 1912-31st May 1914
Chaplain 4th Class P D Thomson UFC	1st June 1914

No.1 (Headquarters) Company ASC (Territorial Force)

Officer Commanding.	
Major D Sloan	Ex 3rd (Renfrewshire) Volunteer Battalion Princess Louise's Argyll & Sutherland Highlanders (Volunteers) 14th January 1914
Major J McG Graham	

Other Officers.

Captain J Gibson	1st April 1908-11th January 1913 S Officer
Captain W J Marshall	1st April 1908
Lieutenant later Captain S Graham	Ex 3rd (Blythswood) Volunteer Battalion HLI (Volunteers) 3rd April 1908.
Lieutenant W Wordie	2nd July 1908-8th April 1911.
Second Lieutenant I M Heilbron	Lieutenant 11th January 1913
Second Lieutenant N M Shirlaw	6th May 1913
Second Lieutenant G C Walker	Ex Senior Division Glasgow University Officers Training Corps 29th April 1914

No.2 (Lothian Brigade) Company ASC (Territorial Force).

Officer Commanding.

Captain W W Waddie	1st April 1908

Other Officers.

Captain I B C Neilson	1st April 1908-27th January 1909.Supply Officer
Captain J Bruce	Ex Queen's Rifle Volunteer Brigade, The Royal Scots 23rd April 1909-1st July 1910.
Lieutenant H B Hunter	1st April 1908. Captain and Supply Officer 1st July 1910.
Lieutenant T W Waddie	3rd April 1908-9th September 1909.
Second Lieutenant A A Wallace	8th July 1910-1912.
Second Lieutenant J Grieve	15th April 1911. Lieutenant 3rd April 1913.
Second Lieutenant R Beatson	15th April 1911-9th May 1914.
Second Lieutenant C Deas	22nd March 1912-27th November 1912.
Second Lieutenant P B Deas	8th May 1913. Lieutenant 31st March 1914
Second Lieutenant D A Gallie	Ex Cadet Edinburgh University Officer Training Corps 13th May 1913 Supernumerary Officer.

No.3 (Scottish Rifle Brigade) Company ASC (Territorial Force).

Officer Commanding.

Captain J McLellan	1st April 1908-1st April 1910.
Captain R Clarke	1st April 1910

Other Officers.

Captain R Clarke	Ex 3rd (Lanarkshire) Volunteer Rifle Corps 1st April 1908.Supply Officer.
Lieutenant G K Crichton	17th June 1908. Captain 1st July 1910
Second Lieutenant R R Morrison	Lieutenant 27th November 1909.
Second Lieutenant A A Kinghorn	Supernumerary 23rd June 1910-18th October 1913.
Second Lieutenant J S McFarlane	Ex Cadet Sergeant Glasgow University OTC 3rd May 1913. Lieutenant 31st March 1914
Second Lieutenant J S Wilson	Ex Cadet Lance Corporal Glasgow University OTC-26th May 1913. Lieutenant 31st March 1914
Second Lieutenant W C Moore	*Ex Cadet Glasgow High School Contingent, Junior* Division OTC.

No.4 (Highland Light Infantry Brigade) Company ASC (Territorial Force).

Officer Commanding.

Captain J McG Graham	1st April 1908-3rd March 1914.
Captain W Wordie	3rd March 1914

Other Officers.

Captain N MacI Wallace	*1st July 1908-8 April 1911.*Supply Officer.
Lieutenant G L Gilmour	1st April 1908-6th September 1911.
Second Lieutenant A R Howden	1st October 1908-2nd July 1910.
Second Lieutenant J Murdoch	30th March 1910. Lieutenant 1st May 1911.
Captain W Wordie	8th April 1911.
Second Lieutenant W D Goldie-Morrison	Ex cadet Glasgow University Officer Training Corps 28th April 1913.Lieutenant 31st March 1914. Seconded to Colonial Office 27th April 1914.
Second Lieutenant R G MacDonald	Ex Highland Mounted Brigade Transport & Supply Column 17th February 1914. Lieutenant 31st March 1914
Second Lieutenant W G Cullen	Ex Cadet Glasgow University OTC 28th April 1914.

Officer postings for the Great War are recorded in the Army Lists under the original Company numbers for the LDT&SC. Members of the LDT&SC whose names also appear in the War Diaries of the 10th (Irish) Divisional Train are marked #.

52nd (Lowland) Divisional Train ASC – 4th August 1914 - June 1915.

Commanding Officer.
Lieutenant Colonel J S Matthew TD #

Senior Supply Officer.
Major D Hamilton — Ex Territorial Force Reserve 22nd August 1914-26th September 1914
Major R Clarke — 26th September 1914

Adjutant.
Captain A J Anderson A S C — Posted 5th October 1914
Captain G K Crichton # — 6th October 1914

Medical Officer (attached).
Major J B Jamieson
Lieutenant G B Brand # — Captain 15th November 1914

Chaplain.
Chaplain 4th Class G L Pagan CS — To December 1914.
Chaplain 4th Class P D Thomson UFC

Supernumerary.
Major J McG Graham — Ex No.1 Company 12th October 1914-February 1915.

No. 1 Company.

Officer Commanding.
Major J McG Graham — To Train Headquarters 11th October 1914
Captain W Wordie — Ex No.4 Company. Major 1st November 1914.

Other Officers.
Captain W J Marshall — To No.4 Company November 1914
Lieutenant I M Heilbron # — Captain 5th August 1914
Second Lieutenant N M Shirlaw — Lieutenant 19th November 1914.
Second Lieutenant G C Walker — Lieutenant 1st November 1914.
Captain J Grieve # — Ex No.2 Company December 1914.
Lieutenant T L Sheddon # — Ex No.4 Company December 1914. T/ Captain 1st April 1915.
Second Lieutenant J Sillars # — Ex No.2 Company December 1914. Lieutenant 1st January 1915
Second Lieutenant A MacK Johnstone — 16th September 1914.
Second Lieutenant W L Mason # — 16th September 1914. Lieutenant 1st January 1915
Second Lieutenant D McFarlane # — 16th September 1914.
Second Lieutenant J S Matthew — 16th September 1914. *Temporary Lieutenant May* 1915. (John Smith Matthew son of Commanding Officer).

No. 2 Company

Officer Commanding.
Lieutenant J Grieve # — Captain 5th August 1914.

Other Officers.
Lieutenant P D Deas # — Captain 1st November 1914
Second Lieutenant D A Gallie — Lieutenant 1st November 1914.T/Captain 1st April 1915
Second Lieutenant J Sillars # — Ex Cadet Sergeant Glasgow University OTC-16th September 1914.
Second Lieutenant H MacD Simpson # — Ex No.4 Company 30th November 1914. T/ Lieutenant 1st May 1915
Second Lieutenant F L M Tod # — Ex No. 4 Company November 1914.
Second Lieutenant R R Tatlock # — *Ex No. 3 Company May 1915.T/Lieutenant May* 1915.

No.3 Company

Officer Commanding.
Captain R Clarke # — Senior Supply Officer September 1914
Captain J S McFarlane # — 1st November 1914

Other Officers.

Captain G K Crichton #	Adjutant 5th October 1914
Lieutenant R R Morrison	To No.4 Company as Captain 1st November 1914
Lieutenant J S McFarlane #	Captain and Officer Commanding 1st November 1914
Lieutenant J S Wilson	Captain 1st November 1914
Second Lieutenant W C Moore #	Lieutenant 1st November 1914
Second Lieutenant D N Black #	16th September 1914. T/Lieutenant 1st January 1915.
Second Lieutenant A Hamilton #	16th September 1914.T/Lieutenant 1st January 1915
Temporary Lieutenant J S Matthew	Ex No.1 Company January 1915.
Temporary Lieutenant R R Tatlock #	Ex No.4 Company January 1915.

No.4 Company

Officer Commanding.

Captain W Wordie #	To No.1 Company as Major 1st November 1914
Captain W J Marshall	Ex No.1 Company December 1914.
Captain R G MacDonald	May 1915.

Other Officers.

Lieutenant R G MacDonald	Captain 1st November 1914.
Second Lieutenant W G Cullen #	Lieutenant 1st November 1914.
Second Lieutenant H F Metcalfe #	16th September 1914. T/Lieutenant 1st January 1915.
Second Lieutenant R R Tatlock #	16th September 1914. T/Lieutenant 1st January 1915,
Second Lieutenant T L Sheddon #	16th September 1914 - December 1914
Second Lieutenant D McFarlane #	Ex No.1 Company November 1914. T/ Lieutenant 1st January 1915
Captain R R Morrison	Ex No.3 Company 1st November 1914
Temporary Lieutenant G C Walker	Ex No.1 Company April 1915.
Second Lieutenant A MacK Johnstone	Ex No.1 Company December 1914.
Second Lieutenant F L M Tod #	Ex Lance Corporal 9th Royal Scots 12th November 1914.
Second Lieutenant H MacD Simpson	Ex Private 9th Royal Scots 12th November 1914.

Lowland Mounted Brigade Transport & Supply Column ASC.

Officer Commanding.
Captain J Bruce

Other officers.

Lieutenant G T Harvey	Captain 10th August 1914.
Second Lieutenant A C A Bruce	Lieutenant 10th August 1914. T/Captain 28th January 1915. Killed in Action 23rd April 1916.
Second Lieutenant C D Ritchie	T/Lieutenant 28th January 1915 Captain June 1915.
Captain L L Bilton	25th September 1914.
Second Lieutenant A W Garden	25th September 1914. Lieutenant 4th March 1915.
Second Lieutenant J D Rutherford	25th September 1914
Second Lieutenant C R Ritchie	25th September 1914.
Second Lieutenant J L Berry	30th April 1915.

1920-1939

52nd Divisional Train/52nd Divisional RASC (TA).

Commanding Officer.

Lieutenant Colonel R Clarke DSO.TD	February 1920 – November 1922
Lieutenant Colonel W Wordie OBE., TD	November 1922 – 25th August 1929. Brevet Colonel 1926.
Lieutenant Colonel G W Orr OBE., TD	26th August 1929 – 16th March 1937 Brevet Colonel 1933.
Lieutenant Colonel F R Topping TD	17th March 1937.

Senior Supply Officer.

Major W Wordie OBE. TD	February 1920 – November 1922.
Major J S McFarlane	Ex 520 Company 9th December 1921 – June 1927 (Died).
Major G W Orr OBE., TD	Ex 520 Company 1st July 1927 – 25th August 1929.
Captain F R Topping TD	Ex 520 Company 26th August 1929. Major 14th February 1930.
Major G D Mackintosh	17th March 1937.

Adjutant.

Temporary Lieutenant A A Green RASC	17th February 1920 – 30th June 1920.
Major P C Goldney RASC	1st July 1920 – 15th March 1923.
Captain E S Woolf OBE. RASC	16th March 1923 – 9th January 1926.
Captain K S A K Barker-Simpson RASC	10th January 1926 – 23rd January 1930. (Secy of Glasgow Branch of Assoc 1929)
Captain L Rowell RASC	24th January 1930 – 2nd January 1934.
Captain C E Bowden RASC	3rd January 1934 – 18th January 1935.
Captain L W Walsh RASC	19th January 1935 – 18th January 1939.
Captain G F McDonald RASC	19th January 1939.
Lieutenant J K McPhie	Assistant Adjutant August 1939.

Medical Officer.

Major G B Brand	15th May 1923 – 1927
Lieutenant M Speed	1927 – 1928.
Lieutenant Pillans	1928. Captain 1932.
Major A O'Hanlon	Ex 5th (Scottish) Hygiene Company RAMC (TA) 1937.

HT Detachment/519 (HT) Company 1920 – 1933;
528 (Ammunition) Company 1933 – April 1939 (Edinburgh).

Officer Commanding.

Lieutenant J Dunbar	February 1920. Captain 1st November 1920. Major 16th February 1924. Died 1928.
Captain J Lambert TD	1928. Brevet Major 1st January 1931. Major March 1931.Resigned commission 13th April 1937.
Captain G A T Thomson	14th April 1937. Unposted List May 1939.

Supply Officer.

Captain J Lambert	1st July 1921. OC 1928.
Lieutenant G A T Thomson	1934. Captain 28th March 1935 OC 14th April 1937.

Other Officers.

Second Lieutenant W G F Morpeth	22nd July 1936.
Second Lieutenant G W Dunn	28th April 1936. Lieutenant 1st April 1938. Captain 27th November 1938 To 44 Anti-Aircraft Group Company RASC November 1938.
Second Lieutenant S C J King	23rd May 1936. To 44 Anti-Aircraft Group Company RASC August 1939.

520 (MT) Company RASC (TA) 1920 – 1933.

Officer Commanding.

Major G K Crichton OBE., MC., TD	February – 22nd November 1920.
Captain G W Orr OBE., TD	23rd November 1920 – 30th June 1927.
Captain F R Topping	1st July 1927.
Captain G D Mackintosh	1929.

Supply Officer.

Captain J S McFarlane	February 1920 – 6th December 1921
Captain A M Johnstone	1921 – 1927.
Lieutenant G D Mackintosh	1927. Captain 18th July 1928.

Other Officers.

Second Lieutenant F R Topping	13th December 1922. Captain 13th July 1926.
Second Lieutenant H McPhie	13th December 1922. Captain 14th July 1926. Territorial Army Reserve of Officers May 1931
Second Lieutenant R Watt	12th April 1923. Lieutenant 12th April 1925 Territorial Army Reserve of Officers 1932
Second Lieutenant K C Corsar	17th May 1923. Territorial Army Reserve of Officers 1925.
Second Lieutenant J O'Hara	1st October 1923. Lieutenant 1st October 1925. To RAMC 31st July 1927.
Second Lieutenant G D Mackintosh	28th July 1925. Lieutenant 28th June 1927.
Second Lieutenant H Bain	22nd March 1927. Lieutenant 22nd March1929.
Second Lieutenant R Gibson	14th December 1927.Lieutenant 14th December 1930.
Second Lieutenant J A Goldie	5th April 1928. Lieutenant 5th April 1931.
Second Lieutenant H G Chalmers	6th April 1928. Lieutenant 6th April 1931
Second Lieutenant A B Brownlie	29th September 1929.

	Lieutenant 29th September 1932
Lieutenant M Nicholson	1st November 1932.
Second Lieutenant J McD Watson	Ex Glasgow University OTC 7th January 1933.

The establishment changed in 1932, implemented sometime in 1933 and 520 Company formed the basis of two new Companies, 529 Company and 530 Company, both based in Glasgow. The Army Lists, while providing details of Officers on strength, unfortunately do not show the postings to the various Companies and what follows is as accurate as the notes in the RASC Journal and memories of ex members permit.

1933	
Captain H Bain	Major 17th March 1937. SSO on mobilisation.
Lieutenant A B Brownlie	Captain 1st August 1934.
	Major 13th April 1937 OC 530 on mobilisation
Second Lieutenant J Galloway	Ex Dollar Academy OTC 14th June 1933.
	Lieutenant 14th June 1936. Captain 25th June 1936. 530 Company
	To 52nd Provost Company RMP June 1939.
Lieutenant R Gibson	
Captain G D Mackintosh	Major 23rd April 1936.
Second Lieutenant J McD Watson	Lieutenant 7th January 1936. Captain 23rd April 1936. 530 Company 1937. OC 529 on mobilisation
Lieutenant M Nicholson	Captain 11th June 1933. Resigned commission June 1934.
1934.	
Second Lieutenant J (James) S Walton	Ex Glasgow University OTC 2nd July 1934. Lieutenant 2nd July 1937. Captain 3rd July 1937. OC 554 Company 1938 OC 528 Company April 1939 & on mobilisation
1935.	
Second Lieutenant J C Ferguson	Ex Cadet Company Sergeant Major Hillhead High School 12th November 1935. Lieutenant
	December 1938..To 81 Company November 1939.
Second Lieutenant K M Young	Ex 51st Divisional RASC 12th November 1935.
	Lieutenant 9th June 1937.
	To 42 Anti-Aircraft Group Company November 1938.
1936.	
Second Lieutenant R G Callan	9th May 1936. Lieutenant 9th May 1939
Second Lieutenant W M Cameron	25th November 1936.
Second Lieutenant G S Douglas	Ex Glasgow University OTC 29th April 1936. Lieutenant August 1939. To 81 Company November 1939.
Second Lieutenant W M Hewitt	20th May 1936.
	To Supplementary Reserve June 1939.
Second Lieutenant H R Hoffman	29th January 1936. Lieutenant 20th January 1939.
Second Lieutenant J McLure	9th May 1936 – July 1939.
Second Lieutenant J A McLuskie	13th June 1936. Lieutenant 12th June 1939
Second Lieutenant J K McPhie	30th December 1936.
	Assistant Adjutant August 1939
Second Lieutenant T Watson	7th November 1936.
	.
1937.	
Second Lieutenant J S Brown	9th June 1937.
	.
1938	
Second Lieutenant W C Munro	6th August 1938.
Second Lieutenant A McKnight	21st December 1938.
Second Lieutenant J (John) S Walton	2nd December 1938.
Second Lieutenant J R Whimster	9th November 1938 To 42 Anti-Aircraft Group Company March 1939.
1939.	
Second Lieutenant D Cameron	17th May 1939
Lieutenant R A Dey	Ex London Scottish 12th July 1939
Second Lieutenant S S Downie	3rd June 1939.
Second Lieutenant W M Falconer	1st June 1939
Second Lieutenant J H Flynn	13th June 1939
Second Lieutenant D Hill-Jack	24th May 1939
Second Lieutenant D I Houston	May 1939.
	.
Second Lieutenant S H Quince	28th June 1939.
Second Lieutenant A B Riddell	17th May 1939.
Second Lieutenant J R Russell	2nd June 1939.
Second Lieutenant R A Smeal	4th February 1939.
Second Lieutenant H C Stenhouse	17th May 1939.

Second Lieutenant J G Stenhouse	17th May 1939.
Second Lieutenant W Stevenson	3rd June 1939.
Second Lieutenant J L Thomson	31st May 1939.
Lieutenant M S Waterstone	Ex Calcutta Light Horse June 1939.
Second Lieutenant T S Weston	31st May 1939.

Details of the Officers who served during the Second War have been mainly obtained from the War Diaries, not all of which are complete, and accordingly the accuracy of what follows cannot be guaranteed. Pre war Territorial Officers shown*

52nd Divisional RASC

Commanding Officer.

Lieutenant Colonel F R Topping TD *	To Territorial Army Reserve of Officers 5th January 1940.
Lieutenant Colonel C H Moore MC	Ex MSD Mersa Metruh 6th January 1940. Posted January 1941.
Lieutenant Colonel C E S Dobbs	Pre May 1941
Lieutenant Colonel A K Wintle	1942
Lieutenant Colonel H T Gilchrist	Pre June 1942 – 2nd August 1944. Then to 21st Army Group as DDST (T)
Lieutenant Colonel T S Boam	30th August 1944 – 13th September 1944
Lieutenant Colonel J Duce	*12th September 1944*

Second in Command.

Major D A Turner	8th July 1944 – 25th February 1945. Then to 21st Army Group.
Major J L McPhie	*Ex 35 Company 26th February 1945.*

Senior Supply Officer.

Major G D Mackintosh *	To 1 Corps Ammunition Park 3rd September 1939.
Major H Bain *	Ex 530 Company 3rd September 1939 – 26th April 1940. Then to Unposted List
Major J K Fitzgerald	26th April 1940 – 22nd August 1940.
Major A B Brownlie *	Ex 530 Company 22nd August 1940 –18th October 1941.
Major J S Brown *	Ex 530 Company 19th October 1941.

Adjutant.

Captain G F McDonald *	Acting Major November 1939. Temporary OC 529 Company 27th November 1939 - 17th January 1940. To 529 Company as OC April 1940.
Captain W S Waterston *	April 1940 – 17th September 1940. Then to 528 Company
Captain R G Callan *	17th September 1940 – 12th May 1943
Captain J M Hornsby	Ex 528 Company 13th May 1943 – 17th December 1944.
Captain J A C D Wildsmith	17th December 1944 – 23rd March 1945. Then to 106 Company.
Captain F H Willows	Ex 530 Company attached as Acting Adjutant 23rd March 1945.
Captain M A Martyn	Ex 182 Company 23rd March 1945.

Assistant Adjutant.

Lieutenant, Acting Captain J K McPhie *	To October 1939.
Lieutenant W S Waterstone *	October 1939 – April 1940. Temporary Captain 3rd December 1939.
Second Lieutenant J R Hickman.	21st May – June 1940.
Captain A D Moyle	Short period to 9th March 1945. To 528 Company 1st April 1945.

Other Officers.

Captain G A T Thomson *	3rd September 1939 – November 1939 Then OC 90 Company.
Second Lieutenant, Acting Captain P R H Russell	Divisional Troops Supply Officer 6th October 1939 – 29th June 1940. Then to 528 Company.
Acting Captain J K McPhie *	Transport Officer October 1939. To 530 Company 1940. Ex 530 Company 5th May 1942 To 529 Company 20th June 1942.
Captain J R Hickman	Requisitioning Officer June 1940.

	Posted October 1940?
Captain J G Stenhouse *	Ex 157 Brigade Headquarters 26th June 1940 – 29th October 1941.
	To 530 Company 29th October 1941.
Captain J R Russell *	Ex 530 Company 21st August 1942.
	To No. 2 Control Centre Forward Maintenance Area (530 Company) 30th April 1945.
Captain J M Hornsby	29th December 1942 – 8th December 1944.
	To 528 Company
Captain J B Wilson	Ex 157 Field Ambulance 31st December 1942.
	To 530 Company.
Captain P L Foreman	Ex 528 Company 22nd December 1942.
	To 530 Company 2nd April 1945.
Captain F H Willows	*Ex 530 Company 2nd April 1945*
Captain W G Downing	Ex 529 Company 2nd April 1945.
Lieutenant R E Lesage-Day	Ex 530 Company 1st April 1945.
Captain T M Anderson	Ex 157 Field Ambulance 1st April 1945.

Medical Officer.

Lieutenant D N R Morrison *	Captain 1940. Posted 1942.
Captain J R S Innes	January 1942 – 28th September 1942.
Captain N F C Gowing	28th September 1942.

Other attached Officers.

Major J S Walton *	Ex 528 Company 31st January 1942, prior to being posted to East Africa.
Captain Leisching RA	6th August 1944. Ammunition Officer
Captain J Nestor ACC	18th September 1944 Divisional Catering Advisor
Lieutenant M Herbst	Ex 529 Company 22nd April 1944.
	To 528 Company 19th May 1944.

528 (Ammunition) Company/155 Infantry Brigade Company/528 Infantry Brigade Company/528 Company (Infantry Brigade) RASC

Officer Commanding.

Captain J S Walton *	Temporary Major 1st February 1940.
	To HQ Divisional RASC 31st December 1942.
Major C H Slingsby	31st January 1942 – 20th February 1943.
Major R G Callan	Ex HQ Divisional RASC as Acting OC
	29th August 1943 – November 1943.
Major J A McGerr	Ex 329 Troop Carrying Company 21st February 1943.

Other Officers – 1939.

Lieutenant R G Callan *	Temporary Captain 1st January 1940
	Adjutant 17th September 1940.
Second Lieutenant W M Cameron *	Lieutenant 25th November 1939
	Temporary Captain 1st February 1940.
	To West Africa 10th September 1941.
Second Lieutenant F B Gadsby	November 1939? To RASC Officers Training Unit 5th March 1941.
Lieutenant J W Grieves	Ex 530 Company pre November 1941.
	To No.1 Holding Battalion November 1941.
Second Lieutenant A McKnight *	Acting Captain 1940.
	To No.3 Mobilisation Centre 9th January '41
Second Lieutenant P D Moorwood	Ex No.1 Training Centre 27th November 1939.Workshop Officer .Posted 1941?
Second Lieutenant J R Russell *	To 529 Company pre June 1940.
Second Lieutenant A B Riddell *	To 81 Company November 1939.
Second Lieutenant W G F Morpeth *	Ex 530 Company.
	To 530 Company 4th June 1940.
Second Lieutenant J L Thomson *	To 530 Company September 1939.
Lieutenant H A Wardle	Ex 530 Company 12th November 1939
	To HQ 156 Brigade 18th May 1940.

Other Officers – 1940.

Lieutenant W L Gerrard	3rd June 1940.
	To 4th Divisional RASC 22nd August 1940
Second Lieutenant J D Grey	19th January 1940. Acting Captain 1940.
	Posted post July 1940.
Lieutenant J R Hickman	3rd January 1940.

	Assistant Adjutant 21st May 1940
Second Lieutenant N R Jolly	Ex 4th Divisional RASC 22nd August 1940. To 530 Company 26th June 1941.
Acting Captain P R H Russell	Ex HQ Divisional RASC 29th June 1940. To 4th Divisional RASC 22nd August 1940
Temporary Captain F J Stubbs	Ex 4th Divisional RASC 22nd August 1940. To Western Command 20th June 1942.
Second Lieutenant A Thompson	*3rd June 1940.To No.1 Holding Battalion 1st September 1940.*
Second Lieutenant T S Weston	Ex 529 Company 4th June 1940. To 157 Brigade 25th June 1940.
Second Lieutenant Robinson RA	Attached 1st August 1940.
Temporary Captain M S Waterstone	Ex HQ Divisional RASC September 1940. To HQ 55 Division 6th March 1941.
Other Officers – 1941.	
Second Lieutenant N C M Bayliss	Ex 201 Officer Cadet Training Unit 15th March 1941.Workshop Officer. Captain January 1942.
Second Lieutenant J A Burchall	Ex 201 Officer Cadet Training Unit 6th March *1941.* To *529* Company 22nd May *1941.*
Lieutenant H J Brunwin	Ex 157 Field Ambulance 4th September 1941 To No.1 Holding Battalion 30th September 1941
Lieutenant H G Chalmers	*Ex 156 Field Ambulance May 1941.* Captain 1941. To 530 Company 7th April 1942.
Captain P R Cowper	To 39 Troop Carrying Company 26th October 1942
Second Lieutenant C J L Dourainville	Ex 201 Officer Cadet Training Unit 12 July 1941.To 157 Field Ambulance 2nd September 1941.
Second Lieutenant L W H Dungate	Ex 201 Officer Cadet Training Unit 2nd August 1941. Posted between August 1941 and April 1942.
Second Lieutenant J R Hatton	Ex 201 Officer Cadet Training Unit 6th March 1941. Posted between March 1941 and April 1942.
Second Lieutenant G C Henry	Ex 201 Officer Cadet Training Unit 21st May 1941 To 530 Company 16th November 1941.
Second Lieutenant A B Jameson	Ex 201 Officer Cadet Training Unit 4th October 1941.To 530 Company 18th November 1941.
Second Lieutenant G Mead	*Ex 529 Company 10th November 1941.* Posted between November 1941 and April 1942.
Second Lieutenant N Y K Miller	Ex 201 Officer Cadet Training Unit 21st May 1941.Captain 1942. Posted between July and December 1942.
Lieutenant W Stevenson	Ex 529 Company 12th November 1941. To No.1 Mobilisation Centre 28th November 1941.
Temporary Captain H A Wardle	Ex 156 Brigade 15th January 1941. Posted between February 1941 and April 1942.
Other Officers – 1942.	
Second Lieutenant R T Bury	Ex No. 2 Mobilisation Centre 21st April 1942 "A" Platoon April 1942 Posted between *April 1942 and early 1943.*
Second Lieutenant W A Cairney	April 1942. To 76 Company 25th August 1942.
Captain P L Forman	12th November as Admin. Officer. *Second in Command May 1943.* To 156 Field Ambulance 1944. Ex 156 Field Ambulance October 1944, Composite Platoon. To HQ Divisional RASC 22nd December 1944.
Captain G K S Hewitt	20th June 1944 To 530 Company 1st December 1942.
Second Lieutenant H W Hogdeson	Ex 202 Officer Cadet Training Unit 16th May 1942. A/Captain 1943. Posted 1944?
Second Lieutenant Masterton	April 1942 "B" Platoon. To No.1 Holding Battalion 11th May 1942.
Captain J G Stenhouse *	Ex 530 Company 6th November 1942 as Second in Command. To 155 Field Ambulance 9th April 1943.
Captain D S D Nicholl RA	*Attached early May 1942.*
Second Lieutenant Page	Headquarters Subaltern April 1942.Admin Officer November 1942 Posted November 1942.
Second Lieutenant H Smith	"C" Platoon April 1942. To 529 Company 14th June 1942.
Second Lieutenant J F Taylor	July 1942.

	Killed in traffic accident 5th September 1942.
Second Lieutenant H Walker	Attached from 39 Troop Carrying Company 25th July 1942.
Second Lieutenant Ward-Jackson	Ex No.1 Holding Battalion 23rd May 1942 To 77 Divisional Composite Company 26th April 1943.

Other Officers – 1943.

Second Lieutenant H Allan	Ex 202 Officer Cadet Training Unit 26th June 1943. Acting Captain 1944. Composite Platoon. Casualty 2nd January 1945.
Second Lieutenant H V Anderton	"B" Platoon May 1943. To Composite Platoon 31st May 1943 To No.1 Holding Battalion 20th December 1943.
Second Lieutenant J L Chester	March 1943. Posted 1944.
Second Lieutenant E L Chesterfield	"A" Platoon May 1943. Headquarters Subaltern May 1943. Lieutenant 1943 Killed traffic accident 31st October 1944.
Second Lieutenant C G V Cornish	22nd March 1943. Captain 1943.Admin Officer January 1944 Headquarters Captain 29th October 1944.
Second Lieutenant R J Davis	Pre August 1943. Posted 1944.
Captain J Hornsby	Ex 52nd Divisional Snow School 5th April 1943 Adjutant 13th May 1943.
Lieutenant D Malpas	Composite Platoon 10th February 1943. Headquarters Subaltern May 1943. To No. 1 Holding battalion 9th August 1943.
Lieutenant R Shaw	Ex 155 Field Ambulance 1st April 1943 as Headquarters Subaltern. "A" Platoon 31st May 1943.To 530 Company 3rd March 1944.
Captain T S Weston	Ex 530 Company 20th March 1943.

Other Officers - 1944.

Lieutenant R T Danes	1st July 1944."A" Platoon 1st November 1944. Transferred to Infantry 28th January 1945
Lieutenant M Herbst	Ex HQ Divisional RASC 19th May 1944. To 529 Company 26th October 1944
Captain J N Hornsby	Ex HQ Divisional RASC 19th May 1944. To 529 Company 26th October 1944
Captain A D Moyle	Ex 34 Company 31st December 1944 Headquarters Subaltern "A" Platoon 11th January 1945.Attached HQ Divisional RASC, Assistant Adjutant to 9th March 1945. Ex HQ Divisional RASC 1st April 1945 Attached 530 Company 1st April 1945.
Lieutenant W B Potts	26th June 1944 "B" Platoon 18th August 1944
Captain B Taylor	Ex 530 Company 3rd March 1944. Admin Officer 1st April 1944
Captain P Welsh	October 1944. Posted 1944.

Other Officers – 1945.

Lieutenant H M Dee	Ex 76 Company 13th March 1945. OIC Composite Platoon "B" Platoon April 1945.
Captain J Greenhill	Ex 704 (Armoured Brigade) Company 17th February 1945. Composite Platoon. To 529 Company 5th March 1945.
Lieutenant H Helm	Ex 30 Corps Reinforcement Centre 2nd March 1945. Headquarters Subaltern. "B" Platoon 31st March 1945.
Captain D W McKinney	Ex 287 (Armoured Transport) Company 9th April 1945. Composite Platoon.
Lieutenant T Millar	Ex 30 Corps Reinforcement Centre 2nd March 1945.Composite Platoon. Attached HQ Divisional RASC 31st March 1945. To 529 Company 2nd April 1945.
Lieutenant H M Stydel	Ex 30 Corps Troops Company 10th March 1945 "A" Platoon 31st March 1945.

529 (Petrol) Company/156 Infantry Brigade Company/529 Infantry Brigade Company/529 Company (Infantry Brigade) RASC

Officer Commanding

Captain J McD Watson*	To 81 Company November 1939
Major G F McDonald	27th November 1939 – 18th January 1940 Ex HQ Divisional RASC April 1940 To Combined Training Centre Inverary 16th July 1941.
Major P B Deas OBE	Ex *530* Company 18th January *1940 – April 1940.*
Major G B R Cook	17th July 1941 – 20th June 1942.
Major J K McPhie	20th June 1942 – 1st February 1945 To 35 Company
Major C G M Marsh	1st February 1945.

Other Officers – 1939.

Second Lieutenant D Cameron *	To 90 Company November 1939
Lieutenant L C Ellson	Ex No.1 *Training* Centre 27th Nove4mber 1939. To 530 Company 1941.
Lieutenant H R Hoffman *	Temporary Captain September 1939. Posted 1941?
Second Lieutenant D J Houston *	To 156 Field Ambulance September 1939.
Lieutenant L S King	Workshop Officer. Posted?
Second Lieutenant H C Stenhouse *	*To 81 Company November 1939.*
Second Lieutenant W Stevenson *	To 157 Field Ambulance September 1939.
Second Lieutenant J S Walton *	To 155 Field Ambulance late 1939.
Second Lieutenant T S Weston *	To 528 Company 4th June 1940

Other Officers – 1940.

Second Lieutenant E W W Bailey	1st June 1940.To No.2 Pack Transport Company 21st March 1941
Second Lieutenant D Clarke	3rd January 1940. To BEF 18th May 1940.
Second Lieutenant H F Hore	2nd June 1940. Posted?
Second Lieutenant H J Rose	Posted in? To 4th Divisional RASC 22nd August *1940.*
Second Lieutenant A H J Ponsdan	Ex 4th Divisional RASC 22nd August 1940. Posted?
Second Lieutenant J R Russell	*Ex 528 Company pre June 1940.*
Captain J L Thomson	To HQ 156 Brigade January 1941. Ex HQ 155 Brigade. Second in Command Posted 8 ACC December 1941

Other Officers – 1941.

Second Lieutenant T N Battenburg	Ex Officer cadet Training Unit 22nd May 1941. Posted?
Second Lieutenant H J Brunwin	Posted in? To 157 Field Ambulance 9th February 1941
Second Lieutenant J A Burchill	Ex 528 Company 22nd May 1941. OIC East Lothian Brigade Platoon 3rd January 1942
Second Lieutenant Driscoll	*Ex 530 Company August 1941. Posted?*
Second Lieutenant C W J Flook	Posted in? Posted 12th June 1942.
Second Lieutenant J W Hilder	Ex Officer Cadet Training Unit 15th March 1941 To 156 Field Ambulance 22nd May 1941.
Second Lieutenant G Mead	To 528 Company 10th November 1941
Lieutenant G T Page	Ex 530 Company 11th November *1941* Posted post January 1942.
Second Lieutenant H G Sackett	Ex 530 Company 15th November 1941 Posted 12th June 1942.
Lieutenant W Stevenson	Posted in? To 528 Company 12th November 1941.
Acting Captain J S Walton	Posted?
Captain R G Wightman	Posted in? Headquarters Captain 26th January1942.
	Posted 1944
Captain F E Woodhouse	Posted in?

Other Officers – 1942

Second Lieutenant D S Boyd	20th June 1942. Posted?
Second Lieutenant E R D Butterfield	*Ex 530 Company 26th January 1942* To 530 Company 3rd November 1942.
Captain G M Cobb	8th November 1942.Second In Command. To OC RASC Highland Area 18th February 1943
Second Lieutenant S G Cooper	Ex Officer Cadet Training Unit 26th January1942. To *156* Field Ambulance 14th October *1942.*
Second Lieutenant W C Downing	Ex 202 Officer Cadet Training Unit 24th October 1942 Composite Platoon 24th March 1943 Acting Captain 1944. To HQ Divisional RASC 2nd April 1945
Captain H Evans	Posted in? Workshop Officer To 46 Troop Carrying Company November 1942.

Captain L Gilbert	Ex 530 Company 15th June 1942. Second In Command. To War Office AG8 31st October 1942
Second Lieutenant A H Gillies	23rd March 1942. Posted?
Second Lieutenant A F Heppinstall	Ex 530 Company 12th June 1942 Acting Captain 20th October 1942 Headquarters Captain 8th November 1942
Second Lieutenant A H Hurst -Good	Posted in? Struck off Strength 15th July 1942 – hospitalised.
Second Lieutenant J S Major	Ex 14 Company 17th August 1942. To 77 Divisional Troops Company 15th April 1943.
Lieutenant J R McNeil-Matthews	Ex 530 Company 26th November 1942 Posted?
Second Lieutenant T Newton	19th April 1942 To 14 Company 17th August 1942.
Second Lieutenant L Reid	Ex 156 Field Ambulance 17th October 1942 To 530 Company 28th October 1942.
Second Lieutenant A M Ringwood	Ex 202 Officer Cadet Training Unit24th October 1942 Headquarters Subaltern 24th March 1943.
Second Lieutenant H Smith	Ex 528 Company 14th June 1942. Acting Captain 15th March 1943.
Acting Captain J W Stewart	20th November 1942. Workshop Officer.
Captain V W Stone	20th May 1942 To 530 Company 15th June 1942

Other Officers – 1943.

Second Lieutenant A A Elliot-Norman	30th September 1943 "B" Platoon 3rd October 1943 To 713 (General Transport) Company 15th November 1944
Second Lieutenant T Marling	Ex Officer Cadet Training Unit 24th February 1943. "A" Platoon 24th March 1942 Acting Captain 15th December 1944 To Infantry (Gordon Highlanders) 7th February 1945
Second Lieutenant K B McGuffie	Ex Officer Cadet Training Unit 24th February 1943To No. 1 Holding Battalion 4th May 1944
Second Lieutenant T S Reid	30th April 1943.To Officer Training School Southend July 1943.

Other Officers – 1944.

Lieutenant R W Dann	Attached 18th December 1944 OIC "D" Platoon – Weasels.
Lieutenant M Herbst	Ex 156 Field Ambulance March 1944. To HQ Divisional RASC 22nd April 1944 Ex 528 Company 26th October 1944 To Infantry 29th January 1945
Lieutenant N S Shipton	Ex 713(General Transport) Company 15th November 1944. "B" Platoon 31st December 1944.

Other Officers – 1945.

Temporary Captain J H Frost	Ex 182 (General Transport) Company 18th April 1945
Captain J A Greenhill	Ex 528 Company 5th March 1945. Composite Platoon.
Lieutenant C B Laslett	Ex Central Stores Depot Stromness 3rd March 1945 Attached to 783 (Armoured Car) Company 26th April 1945
Lieutenant T Millar	Ex 528 Company 2nd April 1945.

52nd Divisional Supply Column/157 Infantry Brigade Company/530 Infantry Brigade Company/530 Company (Infantry Brigade) RASC

Officer Commanding.

Major H Bain *	To HQ Divisional RASC 3rd September 1939.
Major A B Brownlie *	3rd September 1939. To HQ Divisional RASC 22nd August 1940.
Major W A Cochrane	Ex 4th Divisional RASC 22nd August 1940.
Major E C P Whitley	To No.6 Training Battalion 1st December 1942.
Major G K S Hewitt	Ex 528 Company 1st December 1942
Major V S M Christie	2nd December 1944.

Other Officers – 1939.

Second Lieutenant R A Briggs	Ex No.1 Training Centre 27th November 1939 To BEF 18th May 1940.
Acting Captain J S Brown *	OIC No. 1 Echelon T/Captain 1st February 1940 To HQ Divisional RASC 19th October 1941.

Lieutenant H G Chalmers	Ex Territorial Reserve of Officers 3rd September 1939. Posted pre October 1941.
Lieutenant R A Dey *	T/Captain 1st February 1940 To 4th Divisional RASC 22nd August 1940.
Second Lieutenant S S Downie *	Posted? At Yorkhill 17th November 1939
Second Lieutenant W M Falconer *	To 90 Company November 1939.
Second Lieutenant J H Flynn *	To 90 Company November 1939.
Lieutenant J W Greaves	12th November 1939.To 528 Company pre October 1941.
Captain W A S Haldane	To HQ 155 Brigade December 1939
Second Lieutenant D H Hill-Jack *	Workshop Officer. Captain 1940 To HQ Divisional RASC 31st March 1943
Lieutenant J A McCluskie *	OIC No.1 Echelon, Temporary Captain 1st January 1940 Posted 19th January 1942.
Second Lieutenant I G Mearns	Ex No.1 Manning Centre 9th October 1939.Posted?
Second Lieutenant W G F Morpeth*	To 528 Company 1939.
Second Lieutenant W C Munro *	To 90 Company November 1939
Second Lieutenant S H Quince *	To 81 Company November 1939.
Second Lieutenant R A Smeal *	To 90 Company November 1939.
Second Lieutenant J G Stenhouse *	T/Captain 1st April 1940.To HQ 157 Brigade 18th May 1940.
Second Lieutenant J L Thomson *	Ex 528 Company September 1939. T/Captain 1st April 1940. To HQ 155 Brigade 22nd May 1940
Second Lieutenant H A Wardle *	To 528 Company 12th November 1940
Second Lieutenant T Watson *	T/Captain 1st February 1940. Posted?
Other Officers – 1940.	
Second Lieutenant C H Bevan	Ex 1st (London) Divisional RASC 25th May 1940.Divisional Headquarters 6th June 1940.
Captain W A Cochrane	Ex 4th Divisional RASC 22 August 1940. Posted?
Second Lieutenant D Darling	22nd May 1940. Posted?
Major P B Deas OBE	Attached 1st January 1940. To 529 Company 18th January 1940.
Second Lieutenant L T Fitch	Ex 1st (London) Divisional RASC 25th May 1940.To No. 1 Holding battalion 1st September 1940.
Second Lieutenant E G Jones	3rd January 1940.To BEF 18th May 1940.
Second Lieutenant J S Jordan	Ex 4th Divisional RASC 22nd August 1940.To No.1 Holding Battalion 1st September 1940.
Captain J K McPhie	Ex HQ Divisional RASC 1940. To HQ Divisional RASC 19th January 1941.
Lieutenant W G F Morpeth	Ex 528 Company 4th June 1940. To 4th Divisional RASC 22nd August 1940.
Acting Captain J F Thomson	Ex 51st Divisional RASC 26th January 1940 Posted Middle East 1941.
Other Officers – 1941.	
Second Lieutenant F S H Bacon	Posted in? On strength 15th October 1941 To 157 Field Ambulance 4th January 1942.
Second Lieutenant E R D Butterfield	Posted in? On strength 15th October 1941. To 529 Company 26th January 1942.
Captain T E Drinkwater	Posted in? On strength 15th October 1941. Posted?
Second Lieutenant Driscoll	Posted in? To 529 Company August 1941.
Second Lieutenant E E Duncan	Posted in? On strength 15th October 1941 Posted 31st January 1942.
Captain L C Ellson	Ex 529 Company 1941. Posted 31st January 1942.
Second Lieutenant L Gilbert	Posted in? On strength 15th October 1941 A/Captain 1941To 529 Company 15th June 1942.
Second Lieutenant G C Henry	Ex 528 Company 16th November 1941 To 53rd Divisional RASC 28th February 1942.
Second Lieutenant A F Heppistall	Posted in post 15th October 1941. To 529 Company 15th June 1942.
Second Lieutenant J Hill	Posted in? On strength 15th October 1941.Posted?
Second Lieutenant A B Jameson	Ex 528 Company 18th November 1941. To HQ Divisional RASC 29th January 1942.
Second Lieutenant N R Jolly	Ex 528 Company 26th June 1941. To No.4 Mobilisation Centre 18th August 1941.
Lieutenant G T Page	Posted in? On strength 15th October 1941. To 529 Company 11 November 1941.
Second Lieutenant J L N Rose	Posted in? On strength 15th October 1941.

	To No. 4 Mobilisation Centre 31st January 1942
Second Lieutenant H G Sackett	Posted in? On strength 15th October 1941.
	To 529 Company 15th November 1941.
Captain J G Stenhouse *	Ex HQ Divisional RASC 28th October 1941.
	To 528 Company 6th November 1942.
Second Lieutenant J S Thomas	Posted in? On strength 15th October 1941.
	Posted?
Other Officers – 1942.	
Second Lieutenant F S H Bacon	Ex 157 Field Ambulance 25th August 1942
	Posted 13th November 1942.
Lieutenant J W Bradbrook	Posted in? To No.1 Holding Battalion 5th June 1942.
Lieutenant E R D Butterfield	Ex 529 Company 3rd November 1942.Posted?
Second Lieutenant W A Cairney	Posted in? To 76 Company 25th August 1942.
Captain H G Chalmers	Ex 528 Company 7th April 1942
	To HQ 157 Brigade 18th May 1942
Second Lieutenant C J L Durainville	Ex 157 Field Ambulance 4th January 1942.
	Posted 31st January 1942.
Lieutenant C R Galpine	21st November 1942 Posted Depot Company No.1
	Mobilisation Centre 3rd March 1943.
Second Lieutenant J Hodgson	Posted in? To 76 Company 25th August 1942.
Second Lieutenant I A McGregor	26th January 1942 Acting Captain 1942
	Struck off Strength 12th October 1944 – sick
Second Lieutenant T R McNeil-Matthews	25th January 1942.To 529 Company 26th November 1942.
Second Lieutenant J W Mitchell	17th January 1942 Acting Captain 4th December 1942
	To 156 Field Ambulance 15th February 1943.
Captain J K McPhie	Posted in? To HQ Divisional RASC 5th May 1942.
Second Lieutenant D A Reid	Posted in? To 76 Company 25th August 1942
Second Lieutenant L Reid	Ex 529 Company 28th October 1942
	Captain 1943 Composite Platoon August 1944 To Infantry 7th February 1945
Captain J R Russell	Ex HQ 156 Brigade 21st May 1942
	To HQ Divisional RASC 21st August 1942.
Captain V W Stone	Ex 529 Company 15th June 1942
	To HQ 156 Brigade 20th August 1942
Second Lieutenant R O Sturgess	25th January 1942 To No.1 Holding Battalion 28th June 1942
Lieutenant J Waters	Posted in? To HQ 157 Brigade 24th August 1942
Captain T S Weston *	Ex HQ 157 Brigade 18th June 1942
	To 528 Company 20th March 1943.
Second Lieutenant J W Whitehill	17th January 1942. Posted?
Other Officers – 1943.	
Second Lieutenant F Ashton	Ex 202 Officer Cadet Training Unit. Posted?
Second Lieutenant J Batkin	Ex HQ Divisional RASC 15th February 1943
	To No. 1 Holding Battalion 30th April 1943
Lieutenant M H E Cather	Attached ex 76 Company 30th December 1943
	"A" Platoon 1944 To Infantry 28th January 1945.
Licutenant S G Cooper	Ex 156 Field Ambulance 17th February 1943
	Admin Officer August 1943 Captain 1944.
	Composite Platoon August 1944.
Second Lieutenant K E Drummond	Ex 156 Field Ambulance September 1943.Posted?
Second Lieutenant F M Gillick	Ex 186 Pack Transport Company 2nd August 1943
	Posted?
Second Lieutenant L M W Hill	5th February 1943. Posted?
Second Lieutenant R L Lionheart	3rd March 1943. Posted?
Captain S Murray	Ex HQ Divisional RASC
	To 157 Field Ambulance 25th August 1943.
Second Lieutenant O'Callaghan	30th March 1943. Posted?
Licutenant J S Touzel	20th March 1943. Workshop Officer Captain 1944
Lieutenant J Waters	Ex 157 Field Ambulance 27th August 1943. Posted?
Lieutenant J H Wiggins	Posted in? Captain 1945.
	Posted 24th January 1945
Lieutenant F H Willows	Ex 202 Officer Cadet Training Unit 3rd March 1943
	Lieutenant 1944. Acting Captain 1944.
	HQ Captain August 1944 Acting Adjutant 23rd March 1945 To HQ Divisional RASC 2nd April 1945
Other Officers – 1944.	
Lieutenant R W Dann	Ex 76 Company 12th October 1944

Lieutenant R H Jones	Attached 529 Company OC Weasel Platoon.
Lieutenant R H Shaw	Ex 528 Company 4th March 1944. Posted?
	Ex 528 Company 3rd March 1944
	Detached to Platoon Specialist Training School 18th
Captain B Taylor	April 1944.
Lieutenant S L Timberlake	January 1944 To 528 Company 3rd March 1944
	Ex 157 Brigade 1st January 1944
	"B" Platoon August 1944
	Detached to HQ Divisional RASC 27th April 1945

Other Officers – 1945.

Captain N O Drummond	24th January 1945 To HQ 157 Brigade 15th March 1945
Captain P L Foreman	Ex HQ Divisional RASC 2nd April 1945
Lieutenant R E Lesage-Day	Ex 30 Corps Reinforcement Centre 1st march 1945 To
	HQ Divisional RASC 1st April 1945
Captain H Melhuish	22nd April 1945.To 76 Company 25 April 1945
Captain M H Mostyn	Ex 155 Field Ambulance 20th March 1945
Captain A J Moyle	Attached ex 528 Company 1st April 1945
Captain J R Russell	Ex HQ Divisional RASC 23rd April 1945
Second Lieutenant J Scurr	Ex 30 Corps Reinforcement Centre 1st March 1945.

76 Company RASC.

Officer Commanding.

Temporary Major G E Farrell	September 1942
Temporary Major J W E Chidzoy	7th September 1943 – 22nd November 1944
Captain D A Reid	22nd November 1944
Major T I Bratt	9th February 1945

Other Officers – 1942.

Second Lieutenant W A Cairney	Ex 528 Company 25th August 1942
	Detached 528 Company same date
	War Substantive Lieutenant 1st October 1942.
	Posted?
Temporary Captain J W E Chidzoy	September 1943. OC 1943
Second Lieutenant J M Hodgson	Ex 530 Company 25th August 1942
	Detached 528 Company same date Posted?
Lieutenant D H Johns	September 1942. Workshop Officer
	Posted Chief Inspector Mechanical Transport RASC
	11th September 1942
Captain M H Mostyn	29th December 1942.Posted?
Second Lieutenant D A Reid	Ex 530 Company 25th August 1942.
	Detached 530 Company same date
	Acting Captain 1944 Second In Command August 1944
	OC 22nd November 1944.
Lieutenant E W Thompson	September 1942 Posted No.14 Selection Section 30th
	November 1942.
Temporary Captain H K W Timberlake	25th August 1942 Headquarters Captain August 1944
	Composite Platoon 11th November 1944 Transferred to
	Infantry 6th February 1945
Lieutenant W C Veasy	Ex 3 Company RASC 8th September 1942
	A/Captain 1st November 1942 Posted?

Other Officers – 1943.

Lieutenant S Armstrong	23rd March 1943.
	Headquarters Subaltern 18th December 1944
Second Lieutenant R W Dann	Posted in? War Substantive Lieutenant 17th January
	1944 To 530 Company 12th October 1944.
Temporary Captain F G L Dove	January 1943. Composite Platoon August 1944 To 156
	Field Ambulance 15th March 1945.
Lieutenant H M Kershaw	Attached from 157 Field Ambulance
Temporary Captain D S D Nicholl RA	Posted in? To "Y" list 21st December 1943.
Second Lieutenant D R Penfold	Posted in? To No.1 Amphibian Training Wing 20th
	January 1944
Lieutenant W Potts	Posted in? Posted January 1944
Second Lieutenant J F Rafferty	26th December 1943 A/Captain 27th March
	1944Workshop Officer 26th June 1944

Other Officers – 1944.

Captain H G Chalmers	11th October 1944
	Second in Command 22nd November 1944

Lieutenant A R Hall	Temporarily attached 5th March 1944
Second Lieutenant Knutson	Temporarily attached 31st March 1944
Second Lieutenant A R Madden	Detached from Divisional Headquarters 25th January 1944 Lieutenant 6th March 1944 "A" Platoon August 1944 To Infantry January 1945
Second Lieutenant A M Ringwood	2nd December 1944 "B" Platoon

Other Officers – 1945.

Captain A G Barnes	Ex 388 Company 12th March 1945
Lieutenant R Gardner	Ex 30 Corps Reinforcement Centre 2nd March 1945. "A" Platoon
Captain W L Melhuish	Ex 530 Company 25th April 1945
Captain G R Saville	Ex 526 (Infantry Brigade) Company 13th January 1945. Composite Platoon To 51 Reinforcement Holding Unit 16th March 1945.

When the Division was in the Cairngorms undergoing mountain training, Norwegian Liaison Officers were attached to many Divisional units. Several remained with those units after that phase and served in North West Europe. The following were attached to the Divisional RASC

528 Company	
July 1943	Second Lieutenant S Boesting.
November 1943	Second Lieutenant B Widding
529 Company	
September 1943	Second Lieutenant B Widding
21/31st December 1943	Second Lieutenant A Knudsan
March 1944	Second Lieutenant H Jonsberg (to 6th April)
5th June 1944	Second Lieutenant A Knudsan
12th September 1944	Lieutenant Kvalheim (to 26th December)
76 Company	
January 1944	Second Lieutenant O Sandal
March 1944	Second Lieutenant A Knudsan

1947 – 31st March 1967.

51st/52nd (Scottish) Infantry Division Column RASC (Territorial Army).

The following has been compiled mainly from the Waggoner and memories of some of the officers who served during this period. It is not exhaustive. Ranks shown are the highest recorded in the unit concerned.

Commanding Officer.

Lieutenant Colonel W H Blackie	1st May 1947-30th April 1948

Adjutant.

Captain B J H O'Reilly RASC	1947-?

106 Transport Column RASC (Territorial Army),
52nd (Lowland) Infantry Divisional Column RASC (Territorial Army),
52nd (Lowland) Divisional / District Column RASC (Territorial Army),
52nd (Lowland) Regiment Royal Corps of Transport (Territorial Army).

Commanding Officers. See Separate Annex

Senior Supply Officer/Second in Command.

Major J G Stenhouse	Ex 528 Company
Major E North	Ex 530 Company
Major T McLaren MBE TD	Ex 530 Company 1961-1964.
Major K White	Ex 528 Company
Major W Lind TD	1964-31st March 1967.

Training Major

Major J D Sutton RASC	1947-1949.
Major J V Simpson RASC	1951-1954.
Major K J Lightfoot MBE RASC	1954-August 1956.
Major D Bell RASC	August 1956-1957.
Major D J Houston MBE RASC	1957-1960.
Major D Hennessy RASC	1960-1962.
Major G L Newberry-Cobbett MBE RASC/RCT	1964-31st March 1967.

Adjutant.

Captain C Nutbeam RASC	1947-1949.
Captain J Lally RASC	1949-1952.
Captain P I Attack MBE RASC	1952-1954.
Captain D R Gillies RASC	1954-1956.
Captain J S Ryder RASC	1956-1958
Captain J Campbell	1961-1962.
Captain B B Bateson RASC	1962-1964.
Captain P D Mowat	1st December 1964- August 1966.
Major H T Walker RCT	1966- 31st March 1967.

Quartermaster.

Captain (Quartermaster) C A Thorne RASC	1947-
Major (Quartermaster) W Way RASC	
Major (Quartermaster) W Parrott RASC	September 1956-February 1960.
Major (Quartermaster) W M Nicholl RASC	February 1960-
Captain (Quartermaster) M D Marsh RASC	-1965.
Captain (Quartermaster) C J Mears RASC/RCT	1965-31st March 1967.

Medical Officer.

Major J McEwan RAMC (TA)	
Major J Young RAMC (TA)	Major 4th January 1965.

Chaplain.

Major C K O Spence MC TD RAChD (TA)	1950-1963
Major J A K Angus TD RAChD (TA)	1963-31st March 1967.

528 Company RASC (Territorial Army).

Officer Commanding.

Major J G Stenhouse	1947-1948
Major J Clelland	1948-1950.
Major A Wagstaff	Ex 157 Field Ambulance 1950-1957
Major K White	1957-February 1962.
Major I M W Taggart	February 1962-31st March 1967.

Other Officers.

Captain W D Blanche	
Lieutenant J Burns	Platoon Commander
Captain J B Cameron	Second in Command 1964.
Captain J R A A Clelland	1951
Lieutenant D W F Currie.	
Lieutenant D Fleming	Platoon Commander 1964.
Lieutenant G Fleming	1959.
Lieutenant J H Innes	1965
Captain J Mackie	MT Officer 1950
Second Lieutenant H McGoldrick	Ex National Service 1951.
Captain T McLaren	Second in Command 1950 To 530 Company 1959
Captain I C McLeod REME (TA)	
Captain E North	
Second Lieutenant C J F Russell	Ex Glasgow University OTC 1959
Second Lieutenant J Shields.	Ex National Service 1952
Second Lieutenant A Swann	Ex National Service 1952
Captain G C Welsh REME (TA)	

529 Company RASC (Territorial Army).

Officer Commanding.

Major R de La Haye	1947-?
Major D Fraser	-October 1951.
Major J Kyles	1951-?
Major J Gardiner	

Other Officers.

Captain N Galbraith
Captain I McWilliam
Lieutenant Whitton

530 Company (Independent Armoured Brigade) RASC (Territorial Army).
530 Company (Divisional Transport) RASC (Territorial Army)
530 Company RASC (Territorial Army).

Officer Commanding.

Major R Young	1st May 1947-1948.
Major F F Kellow	1948-1949
Major J Benbow	1949.
Major J Kyles	1949-1951 Then to 529 Company.
Major A J Shiels	1951-1954.
Major E North	1954-1958.
Captain N Callan	Ex 51st (Highland) Divisional Column RASC (TA) 1957.
Major T McLaren MBE	1957-1960.
Major G C Welsh	1960-1963
Major R J Gourlay	1963 - 31 March 1967

Other Officers.

Captain G W Anderson	
Captain R W Anderson	
Lieutenant K E T Andrews	
Captain R M Burnside	
Captain D Cockburn REME (TA)	
Captain H Gill	1952.
Lieutenant King	
Captain N McDiarmid	
Lieutenant M W J McMillan	

Captain D B Malloy	To 31st March 1967.
Lieutenant J D Montgomerie	1952
Second Lieutenant N S Murdoch REME (TA)	

1577 Company (Artillery) RASC (Territorial Army)
577 Company (MT) RASC (Territorial Army)
577 Company *(Divisional Transport)* RASC *(Territorial Army)*
577 Company (MT) RASC (Territorial Army).

Officer Commanding.	
Major A W S Deighton	1947-1949
Major J Forrester	1949-1954
Major A R McInnes	1954-1957.
Major G Jamieson	1957-?
Major R K Taylor	-11th September 1963 Then as Press Information Officer Headquarters Scotland.
Major G Clarke	Commissioned 20th February 1959 Major 1st March 1966. September 1963-31st March 1967.
Other Officers.	
Captain C G Dickie	1963-1966
Captain Gilchrist	1948
Second Lieutenant C Harkness	1960-?
Second Lieutenant C H Henry REME 9TA)	1961-1962.
Captain G Jamieson	-1957 Second in Command.
Captain A R McInnes	*1947-1954 Second in Command*
Lieutenant B T Smellie	Commissioned 11th March 1964.
Captain R K Taylor	Officer Commanding
Lieutenant L D Thomson	

909 Motor Ambulance Company RASC (Territorial Army).

Officer Commanding.	
Major W Lind	*February 1959-26th March 1964.*
Major J McFadden	27th March 1964-31st March 1967.
Other Officers.	
Lieutenant D Duffy	
Captain R Fraser	*9th April 1963.Captain 22nd January 1964*
Captain W Lind	Major 15th February 1959.
Captain F McLaughlan	
Lieutenant M McLean REME (V)	
Captain R Powell	1960-1966
Lieutenant R Russell	
Lieutenant B T Smellie	.
Lieutenant D W R Smith	Commissioned 3rd March 1965.
Lieutenant T D Turnbull	

1st April 1967 – 31st March 1993

Details of the various Officers who served in 154 Regiment are taken from Staff Lists and memories of officers who served in the Regiment. It is not a full and comprehensive list. Ranks shown are the highest recorded in the Unit concerned. Any errors or omissions are *unintentional*.

154 (Lowland) Transport Regiment Royal Corps of Transport (Volunteers).

Commanding Officers. See separate Annex

Second In Command.	
Major W Lind TD	1st April 1967-31st January 1972.
Major R W Munro TD	1st February 1972- November 1973
Major J M Arnott TD	November 1973 -?
Major (later Brevet Lieutenant Colonel) R A Noble TD	
Major D A S Lockhart TD	-15th July 1982.
Major J H Innes TD	15th July 1982-9th August 1985.
Major I McMillan TD	10th August 1985-31st August 1986.
Major A G Macdonald TD	1st September 1986-31st March 1993.

Operations Major

Major R G Gourlay TD	1968-1971
Captain J H Innes	(RHQ captain)
Major M R Tassano	
Major J H Innes TD	1980-15 July 1982

Training Major.

Major G L N Newberry-Cobbett MBE RCT	1967-
Major R L G Weir RCT	
Major M R Tassano RCT	
Major N Wood RCT	
Major I R Gunn RCT	
Major F C Matthews RCT	
Major M J Squire RCT	
Major D J Partridge RCT	
Major P Robinson RCT	
Major J D Murray RCT	
Major B S Price RCT	
Major D Lawson	

Adjutant.

Major H T Walker RCT	1st April 1967-5th September 1968.
Captain B J Harban RCT	6th September 1968-
Captain A M Bartlett RCT	1970 - March 1972
Captain R I Walters RCT	
Captain G M J Grieve RCT	
Captain G C Fraser RCT	13th July 1978
Captain P D Verge RCT	
Captain N L Thomson RCT.	
Captain R J Morrison RCT	1982
Captain N D Morrison RCT	19th August 1983 -28th July 1985
Captain A J Parrott RCT	29th July 1985-20th January 1988
Captain S J Bane RCT	21st January 1988-15th December 1989
Captain D A Kelly RCT	16th December 1989-
Captain A R Tysoe RCT	-31st March 1993.

Special Project Officer (Supernumerary)

Major J H Innes TD	1990-1993

Quartermaster.

Captain (QM) C J Mears RCT	1st April 1967-17th May 1968
Captain (QM) W Clark RCT	18th May 1968-February 1972.
Major (later Lieutenant Colonel) (QM) J C Balloch RCT	February 1972-
Captain (QM) G McKenzie RCT	
Captain (QM) J L Kennedy BEM RCT	
Captain (QM) J L Main RCT	
Major (QM) E Morley MBE RCT	To 1982.
Major (QM) I J Tucker RCT	1981/3
Major (QM) G Sweeney RCT	
Major (QM) J P Grimes RCT	
Captain A J Bauer RCT	-31st March 1993

Headquarters/574 Transport Squadron

Officer Commanding

Major D Kane	
Major G W C McPeake	1st December 1986-31st March 1993

RRTT

Major R G Barron	To 1987.
Major I McMillan	
Major J H Innes	To 31 March 1993

Electrical & Mechanical Engineer Officer.

Major I C McLeod	
Major D Cooper	
Major J Steele	1980-

Major K Boyle
Major H Anderson 1981/3
Major I G McDougall

Medical Officer
Major E T Robinson 1st April 1967-31st March 1993.
Captain N Buchanan
Captain I Benjamin
Captain K K Saw
Captain J M Graham

Chaplain
Major B L Tomlinson RAChD 1982-31st March 1993.

Paymaster
Major T K F B Smith RAPC (V)/AGC (V) June 1981-31st March 1993.

Specialist Catering Officer
Captain C J Griffith ACC (V)

Technical Quartermaster
Captain D J Mercer

Headquarters Troop.
Lieutenant A Shaw WRAC (V)
Lieutenant M Martin WRAC (V) 1982/3
Lieutenant A M Kyles WRAC (V)

Regimental Signals Officer
Lieutenant C Mathieson *WRAC (V)*
Lieutenant S P J Hood
Second Lieutenant N Gladswwell

221 Squadron

Officer Commanding.
Major R J Gourlay 1st April 1967-March 1968.
Major R A Noble 1968-
Major J M Arnott - November 1973 Then as 2IC
Major J H Innes November 1973-November 1976
Major R G Barron November 1976-
Major C F Young
Major D Milligan 1st March 1988
Major C M M Mathieson WRAC
Major W M Young -31st March 1993.

Permanent Staff Admin Officer.
Major T W J Fitzpartick
Major C Pilling MC 1981/3
Major E Morley MBE 1982-1990
Captain K I Johns -31st March 1993.

Other Officers
Lieutenant G Y Alexander
Captain J M Arnott 1st April 1967
Second Lieutenant *R L Borland REME (V)*
Captain K Boyle REME (V) 1981?
Captain J Burns 1st *April 1967-1969.*
Lt A Charleton
Lieutenant J G Chisholm
Lieutenant T J Conroy To 215 Squadron
Captain D Farquhar
Lieutenant D Fleming Lieutenant 26th January 1978.
Lieutenant R I Forrest
Lieutenant J Holroyd
Lieutenant J H Innes 1st *April 1967*
Captain D J Kane Ex 222 Squadron
Second Lieutenant R W Leng REME (V)
Second Lieutenant B G Lynch
Second Lieutenant P L Martin
Captain C M Mathieson WRAC

Captain D McBride	
Second Lieutenant D McColl	
Captain A G Macdonald	
Lieutenant B H McIntyre	
Captain F McLaughlin	1st April 1967.
Captain I C McLeod REME (V)	
Lieutenant M W J McMillan	1st April 1967-
Second Lieutenant W B Paterson REME (V)	
Captain D Perriman	
Lieutenant D H Pirrett	
Captain R Rae	Ex RAOC
Captain A Sayers	
Captain W Scott	
Lieutenant D W R Smith	1st April 1967.
Captain J A M Smith	
Captain T K F B Smith	
Captain J R Steele REME (V)	
Captain R C Sykes.	
Lieutenant C J Troup	
Lieutenant D S Urquhart	

222 Squadron

Officer Commanding.	
Major R W Munro	1st April 1967-31st January 1972.
Major M Hole	
Major R E Petrie	
Major J H Innes	Ex 221 Squadron November 1976
Major I McMillan	
Major H R Frame	
Major D J Kane	-31st March 1993.
Permanent Staff Admin Officer.	
Captain F McLaughlin	
Major R Davidson	From 1st April 1979
Other Officers	
Second Lieutenant G Y Alexander	
Lieutenant B C Anderson	
Captain H Anderson REME (V)	To 251 Squadron 31st January 1979
Captain G A Baxter REME (V)	1980?
Captain P M G Burns	
Captain W S Cairns REME (V)	
Lieutenant D P T Clark	
Lieutenant W G C Clark	
Lieutenant I J Craig REME (V)	
Second Lieutenant H S Cumming	
Captain D W F Currie	1st April 1967
Second Lieutenant R W L Duncan REME (V)	
Second Lieutenant N Farquharson	
Second Lieutenant W S Fitzpatrick	1st April 1967-
Captain H R Frame	
Second Lieutenant J E Glanville	
Captain J D H Gray	
Lieutenant K A K Hill	
Captain A McArthur	May 1990-November 1992
Second Lieutenant I McLeod	
Lieutenant I McMillan	1st April 1967
Captain G W C McPeake	1st June 1982-30th November 1986
Captain R G Meredith	1st April 1967-
Captain D Milligan	
Captain A J Mitchell	
Second Lieutenant A W Murray	
Captain D H Pirrett	
Captain J M Slaven	1st April 1967-
Lieutenant B T Smillie	1st April 1967-
Captain P M Stuart REME (V)	
Lieutenant T A G Wilson	1st April 1967
Captain C F Young	

225 (Queens Own Lowland Yeomanry) Squadron

Officer Commanding

Major C F Sleigh TD	
Major D A S Lockhart TD	
Major R S Arneil	
Major A G Macdonald	1st April 1986-31st August 1986.
Major R T Brown	1st September 1986-31st March 1993.

Permanent Staff Admin Officer.

Major T W J Fitzpatrick	
Major C McInnes	1981/3
Major I J Tucker	1st April 1986-

Other Officers.

Second Lieutenant S Anderson
Captain R S Arneil
Lieutenant J S Bevan
Capt J Boyes
Captain R T Brown
Second Lieutenant C Dalby REME (V)
Second Lieutenant G M Davidson
Second Lieutenant D C B Girdwood
Captain R S Irwin-Houston
Second Lieutenant T Kelly
Captain T Luke WRAC (V)
Captain I Malcolm REME (V)
Lieutenant I McDougall REME (V)
Captain I McMillan
Captain D J Mercer
Lieutenant A S Moore
Second Lieutenant C J Roberts
Lieutenant A G Sayers
Captain J Smith
Lieutenant W Storrie
Lieutenant M Swinney WRAC (V)
Captain M Togher

230 Squadron

The Squadron was transferred to 153 (Highland) Regiment RCT (V) on 31st July 1969. The undernoted were on strength on 1st April 1967 and there is no record of officer postings from that date.

Officer Commanding.
Major A B Fairweather

Other Officers.

Lieutenant K E T Andrews	
Captain W Cochrane REME (V)	
Lieutenant G C Findlay	
Captain J W Grey	
Captain D F Irvine	
Lieutenant C A McArthur REME (V)	
Second Lieutenant R C Sykes	Transferred to 221 Squadron 1969
Captain A M Titterington	

251 (Fuel Tanker) Squadron/ 251 (Ayrshire) Squadron.

Officer Commanding.

Major J C K Young	January 1969-
Major R A Noble	
Major I Y Hardie	
Major J C McLellan	to 1982 ?
Major D Kane	1982 -
Major W M Young	
Major T A Marwick	1st March 1989-31st March 1993.

Permanent Staff Admin Officer
Major R Wilson MBE
Captain W B McKeever

Other Officers.

Major H Anderson REME (V)	
Captain J H Appold	
Lieutenant R L Borland REME (V)	
Captain J S Dodds	
Captain J D Eadie REME (V)	
Captain W Fergus	
Captain J M W Harkiss	
Captain J O Kenneth	
Captain T A Marwick	
Captain R McAlister	
Lieutenant A McArthur	July 1987-April 1990.
Captain T A G McEwan	September 1989-31st March 1993
Captain P McGuigan	To Regular Army
Lieutenant R M McNeilly	
Lieutenant J Smith	
Second Lieutenant B G Stewart	
Lieutenant A D Stirling	
Lieutenant R S Storrie	
Captain W M Young	

Extracts from the War Diaries

The originals are held in the Public Record Office Kew London. Routine entries have been excluded. The PRO references are shown against each unit should any reader wish in the future to conduct further research.

First World War

WO95/4833 **Lowland Divisional Transport & Supply Column**

August 1914
4th Mobilised at Maryhill and Yorkhill Glasgow, Motherwell and Edinburgh.
5th Established Field Supply Depots at Stirling, Falkirk and Dunfermline.
11th Headquarters and Headquarters Company moved by road from Glasgow to war station Bridge of Allan Stirlingshire. 3rd Company proceeded by road from Motherwell to Falkirk..
13th 3rd Coy proceeded by rail from Edinburgh to Stirling.
14th 4th Company proceeded by rail from Glasgow to Dunfermline.
September 1914
21st Assembly for inspection of all horses and harness in the Command to report on suitability for service or otherwise and to note flagrantly bad cases of purchase.
October 1914
12th Received War Office letter reference reorganisation of Column into Train with the addition of Mechanical Transport.
November 1914
11th ADST Scottish Command ordered, by telephone, the immediate re organisation of Column into Train in accordance with War Office letter received October 12th.
January 1915
4th Arrangements completed for installation of Supply Depot at Tillicoultry.
11th Horses for vehicles of Train substituted by mules.
18th Permanent Staff recalled to Regular Army. Replaced by Territorials.
February 1915
25th Mules for vehicles of the Train replaced by Heavy Draught horses. These horses to be specially trained as all four years old and under.
March 1915
4th Bridge of Allan. Arrangements completed for opening Supply Depot at Kilmarnock.
April 1915 Bridge of Allan
5th Arranged that CO should raise necessary personnel for Divisional Supply Column Mechanical Transport
9th CO and SSO selected to accompany party proceeding to GHQ France.
30th War Office Authority received to raise Mechanical Supply Column and Ammunition Park to be attached to the Division on departure overseas. .
May 1915
8th AA&QMG notified CO that destination of Division altered to MEF. All HD horses to be replaced immediately by mules.
11th Establishments increased and necessary additional personnel arranged for (201 men)
17th Orders for embarkation of SSO and complete Supply Sections of 2, 3 and 4 Companies received.
June 1915
7th Bridge of Allan. Train commenced embarkation for service overseas.
8th Embarkation by rail completed.
9th Embarkation on board transport "Manitou" at Devonport completed. Sailed 7pm. CO was appointed OC Troops. Adjutant of Train appointed Ship's Adjutant.
23rd Port Said. Arrived and disembarked Port Said, Egypt, where the whole unit went under canvas.
28th 4 officers, 12 other ranks, Transport Section dispatched to Cape Helles, Gallipoli, for service there with Division.
October 1915
1st Port Said. Wire received from DADT to hold Train in readiness for immediate move. Advised that details of alterations to establishment would follow by post.
4th Advised to complete Train in winter equipment - indents to Command Ordnance Officers Alexandria and Cairo.
9th Received instructions to commence embarkation on arrival of transport. Supply Section, less officers, to proceed to Alexandria.
13th Embarkation of unit completed. CO appointed OC Troops on Board HMT "Japanese Prince".

WO95/4319 No 1 (Headquarters) Company, Lowland Divisional Transport & Supply Column ASC

May 1915

24th d Bridge of Allan. Unit ordered to prepare for service overseas. Movement orders received.

June 1915

7th Company moved to place of embarkation. First train left Stirling 11 58am being seven minutes before time. Contained Headquarters Train, 3 Officers, 75 other ranks, 51 animals, 4 wagons GS, 1 wagon limber GS, 2 carts under Major W Wordie. Second train left Stirling 2 58pm being seven minutes before time, contained 4 officers, 78 other ranks, 51 animals, 4 wagons GS, 1 wagon limber GS under Capt I M Heilbron.

8th Company arrived at Keyham Dockyard and embarked on SS Manitou. Embarkation was completed by 2pm of all the Company.

9th SS Manitou. 9 45 pm. Transport sailed from Keyham Dockyard, Devonport.

22nd 7 00pm. Transport left Alexandria.

23rd 10 00am. Port Said. Transport arrived Port Said and commenced disembarkation same day.

28th Capt T L Shedden, T/1692 Sgt A C McLeod and T/1905 Sgt J Garscadden dispatched to Alexandria for embarkation for service in Gallipoli with 52nd Division.

WO95/4833 10th Divisional Train ASC

July 1916

8th CO and Adjt visited all Mule train details in the area. MO inoculated Macedonian muleteers against Typhoid.

9th Advised to prepare for 200 Cypriots to join muleteers section of Train.

18th Made arrangements for rigid inspection of all vehicle wheels in view of shrinkage from excessive heat and drought. All wheels requiring tyres cut and re welded to be taken to nearest travelling Ordnance Workshop and failing ample facilities there, to Base Ordnance.

August 1916

6th Sent to each Coy copy of circular letter from DHQ re points to be attended to by COs when camping in a malarial district. Personnel of' Train HQ ordered to parade daily for quinine.

7th All Coys instructed that no men without helmets must be allowed to leave camp under any circumstances. AA&QMG called and was assured by CO that all Train drivers including attached would be in possession of helmets following day when Corps Commander visited area.

16th Joined ADVS at Macedonian Muleteer Corps camp. Number of emaciated mules condemned others ordered to hospital. DHQ wrote to effect that dubbin would be supplied in reasonable quantities on indent on account of abnormal issues of new saddlery.

27th AA&QMG intimated that convoy work from Seres road through Mekes drew shell fire and the work must therefore be carried out in darkness.

28th German aeroplane passed over Train HQ camp and dropped three bombs all of which exploded just missing camp.

September 1916

8th War Office ordered transfer of Driver C J Carroll to 29th Reserve Park until he reaches 19 years. Advised his relative who had written on the subject accordingly.

11th AA&QMG and DAQMG personally expressed to CO their appreciation of the work done in getting steel helmets to Kopaci, and their timely arrival saved many wounds in the attack in villages in the valley. In consequence of reports by OC's Field Ambulances that many transport men had been admitted with sores on hands and heads, CO directed all Coy officers to offer every facility for men washing and keeping their hair short. Coy barbers to travel from Coy to Coy if necessary.

October 1916

17th Distributed substantial quantity of body comforts received from Territorial Force Association and other sources. In accordance with GRO forwarded names and numbers of all Territorials in Train for purpose of having these NCOs and men embodied in the Regular Army.

30th Owing to extreme inclemency of weather GOC 31st Bde applied to 31st Bde Supply Officer for a special issue of rum for issue in trenches tonight. Message repeated to Train HQ. CO collected necessary rum from Divisional Troops Supply Officer and sent it down and after consulting AA&QMG authorised issue. OC 476 Pack Coy reported personally from Orljak regarding this issue and was advised of the dispatch of the rum earlier in the evening.

November 1916

7th On answer to circular letter from DST received from DHQ reported that all muleteers preferred British boots to sandals. ADVS called and reported absence of necessary number of clipping machines or hand clippers at Ordnance thus delaying plans for the clipping of all mules before the end of the current month.

13th CO notified VO of a recurrence of glanders in another unit and suggested moving animals of the Train which might be too near. Also an outbreak of ringworm among the mules of 30th Field Ambulance in the proximity of 843

Coy of the Train. Also urged the acceleration if possible of clipping.
16th DAQMG advised SSO that units would be ordered to indent for whale oil, quarter pint per man, for prevention of frostbite.
24th CO visited Military Police HQ at kilo 71 with Lt Saunders and through him examined Greek labourer charged with being in possession of 4 tins of milk. Saw APM and arranged to take labourer to Supply Dump kilo 68 and DAC Dump adjoining which place labourer employed with a view to further investigation.
25th CO visited Supply Dump at kilo 68 where Greek labourer dealt with yesterday was waiting under escort and took him to DAC Camp adjoining where he recognized the Corporal in charge from whom he alleged he purchased 4 tins of milk found in his bivouac, the price paid being sixpence per tin. Failed to shake the Greek labourer in his assertion and Cpl has emphatically denied the charge. As ordered, handed the accused over to APM for transmission to 16th Corps HQ
December 1916
8th Capt H M Metcalfe thanked by OC 130 Siege Battery for having brought the guns out of a hole by kilo 69 Supply Dump last night with the Supply personnel and a team of 16 mules. Supply Dumps at kilo 71 and 71.5 to be laid with stones to keep supplies out of mud. Suggestion to deliver an extra days rations by Christmas accepted by Division was calculated to give all transport details of Division a minimum of work that day. Notified by DST that an extra issue of fresh meat for muleteers would be made for Christmas Dinner.
18th No objection to Christmas day being made a holiday for Divisional transport. Train to take all steps to have an additional days rations by evening of 24th.
20th Mentioned in dispatches Lt Col J S Matthew, T 4272 S/Sgt Saddler W G Waugh. Letter received from Lord Provost, Glasgow conveying season's greetings and expressing appreciation of work done by all Glasgow men on Salonika Front. At request of DST advised all concerned the correct procedure when muleteers found guilty of self-inflicted wounds.
January 1917
4th CO issued Train Order to effect that all transport details, muleteers included must be given 10 minutes drill daily in saluting when leading mules and when stationery with mules, also when riding and driving.
9th Certificates called for by DHQ as to whether or not any officer of the Train had any knowledge of articles enumerated as being removed from German aeroplane brought down on 4 Jan 1917. The memo received, being a circular one addressed to all formations, took steps to secure signature of all officers of the Train to a declaration on this subject.
18th MO reported to CO at HQ on evidence to simulation of disease by two muleteers. CO ordered formal report with a view to punishment. Steps taken to secure a large proportion of men of Train to have baths provided by 30th Field Ambulance at Sakavka.
25th CO notified by DAQMG by telephone that emergency supply column scheme commenced tomorrow. CO referred to Train wire of 19th emphasising insufficiency of Train transport without further substantial assistance or a substantial reduction of daily weight to be carried. DAQMG subsequently visited Train HQ when the whole scheme again discussed with the SSO, Adjt and OC Wheeled Echelon present. Following action decided on. Forage and charcoal reduced and butter, vegetables and paraffin cut out of rations to bring this down to 6 lbs per man and 15 lbs per animal. Limbers to carry 1400 lbs Wheeled Echelon of Train to be supplemented by 790 animals of Pack Echelon, all limbers and harness on loan to units to be returned tomorrow morning. The delivery of rations from Refilling Points to units to be undertaken by units with their first line transport with the exception of RA units, 5th Royal Inniskilling Fusiliers and 1st Royal Irish Regiment in distant situations. Their service to be continued by the remaining section of the Pack Echelon.
26th Sleet and fog again prevailed this morning. CO took steps to secure rum issue for men tonight. Main road full of traffic all day but plans worked well. Men obliged to camp among mud and melting snow. Whole circumstances very tiring but cheerfulness prevailed. Reports obtained from Supply Dumps in the afternoon to the effect that all units had drawn supplies.
29th Wire received from DST to effect that during present bad weather may issue the following alternative, rum, one sixty fourth per gallon or two OXO cubes or pea soup, two ounces. Exceptionally severe weather during night particularly in Lahana where hospital cases reached seventy four and seven mules died. An Artillery driver at kilo 64 camp died same night. Supply convoys maintained.
31st CO at Lahana with OCs both Echelons found camps in deplorable condition in spite of all efforts to alleviate. Condition of things emphasised to DHQ. Supply still maintained. Bad weather continued and road now almost hopeless.
February 1917
1st Ruling by DHQ that interval of 60 yds to be maintained between every 20 wagons on the road. Intervals not to be closed up when transport halts.
2nd Requested permission from DHQ to obtain rubber boots for all transport drivers not now in possession of same, also for infantry details working in Supply Dumps now over a foot deep in liquid mud.
4th Advised DHQ that 1059 pairs gumboots required to equip all Train drivers and infantry attached at Depots. SSO

and Adjt visited Lahana with OC Wheeled Echelon. Conditions there very bad, a track leading to Train Dump, 15 inches deep in mud. Refilling Points in similar condition. Morning loading would ease matters considerably as wagons would not then be loaded when being drawn into camp.
10th CO examined 5 men charged with theft of powdered egg from convoy. Remanded all to DHQ as directed to dispose of cases without Court Martial. Arranged for DADOS to draw 500 pairs socks and medical certificates for troops employed in emergency scheme at Lahana.
15th Capt J S McFarlane detailed to proceed to kilo 64 to save derelict limbers and whole batman of HQ ASC marched to kilo 64 with shovels and supplemented by a fatigue party, dumped limbers out. Ground so bad that transfer of convoys within dump had to be facilitated by drag ropes and manpower. HQ limber yokes and yokes from Supply Sections utilised to clear loads of limbers from Lahana convoy broken down at kilo 64 Pointed out to DHQ that condition of ground at kilo 64 taking more out of animals and vehicles than whole of journey.
20th Letter received from DHQ calling attention to report that whale oil not being issued to men of 475 Coy for prevention of trench feet during inclement weather at Lahana. CO replied that on three nights during the height of pressure when oil was unobtainable double was issued in lieu.
21st SSO and Adjt left for Lahana but owing to breakdown in weather and condition of road unable to proceed further than kilo 64 Dump. CO reported to DHQ that Transfer Point at kilo 64 back to unworkable condition owing to rain and taking into account that there was snow at Lahana suggested carrying on horse transport convoy from Lahana until intended Engineers services at kilo 64, complete. SSO wired Adjt RE asking him to make three gangways to bridge ditch and so enable lorries to unload at kilo 64 without leaving main road.
March 1917
3rd CO reported Train "All out". Animals bound to slowly deteriorate in view of daily journey being substantially in excess of anything hitherto laid down as suitable task. Repair of vehicles now more than equal to daily breakages. AA&QMG to see Corps Staff as to whether 10th Train might have assistance from one of the Indian Mule Corps all of which now helping 27th, 28th Divisions.
22nd Learned from DHQ that gas shells had recently been used by enemy. Advised all Coys to utilise NCOs who had attended classes on anti- gas instruction for the purpose of giving lectures.
28th GHQ ordered that indents for sun helmets must be submitted immediately. DST authority received for issue of port wine to Chaplains for sacramental purposes.
April 1917
7th SSO instructed by GHQ to purchase goats whenever possible for Indian personnel, price not to exceed 25 Drachmas per animal. DHQ notified CO by telephone this afternoon the following would be called for from the 10th Divisional Train for dispatch to Egypt on an early date - 236 drivers, 442 draught mules and 99 limbers. CO warned Wheeled Echelon personnel and vehicles earmarked.
20th As requested by ADMS notified Echelons that each MO should be in possession of two hundred ampoules of ammonia for treatment of patients suffering from gas poisoning.
May 1917
9th In reply to enquiry from DHQ that none of the Train interpreters answered the description of the two who were suspected of being enemy agents.
14th Train took over work of transporting supplies from dumps to transport lines of units of the Division. Issued instruction to both Echelons that every animal must be provided with its own feeding utensils and grooming kit. All articles to be marked immediately.
20th Loaves of local Greek shape issued today as an experiment to see if they stand handling and travelling better than the oval shaped loaves.
23rd Ruling received from DAG that Cypriot muleteers dismissed for misconduct are to be sent back to Cyprus as their own expense -100 Drachmas.
24th Advised DHQ that new Greek shaped loaves issued as an experiment had proved very satisfactory and appeared to be less liable to be broken in transit.

WO95/4577 **10th Divisional Train ASC**

September 1917
11th Lt Col J S Matthew reassumes command of 52(L) Div Train on being relieved by Lt Col P C de La Pryme ex 52 Div Train
January 1918
22nd A gift of cigarettes for the NCOs and men received from Miss Matthew daughter of the late CO and were distributed 10 to each man.

31/52 Divisional Train (Train companies are 217, 218, 219 & 220).

March 1916 Kantara Egypt
10th CO proceeded to Corps Headquarters Port Said. Has obtained confidential information that the Train was to become 52nd Divisional Train.

11th Instructions received from Director of Transport GHQ that Train was renumbered 52nd Divisional Train and was to be placed on the Establishment of a Territorial Train. Authority War Office telegram 14171/SD2 dated 8th March 1916.
April 1916 Kantara
15th Capt A C A Bruce S O 1st Mounted Brigade to Dueidar to take over.
16th Scheme evolved at Div HQ for 155 Bde to be fed and maintained at Romani – 23 x 200 gallon water tanks required. Supplies to rail head standard gauge and then to Romani by camel.
23rd 0600 Dueidar being heavily attacked by force of 500. All outgoing convoys stopped at Hill 70 Wired all posts to stop all incoming convoys
0800 6th Australian Mounted Regiment proceeded Dueidar together with force from Hill 70. 1100 Information received that Turks had captured Katiamamisah and all of Oratina. Presume loss of all camels. Wired GHQ for 500 camels complete with saddlery and drivers to replace. 1200 Battalion of 155 sent railhead of garrison of Romani returning on railhead .rations and water sent on special train standard gauge railhead Action at Dueidar over, ascertained about 400 camels saved 135 drivers deserted but returned to B Camel Coy Kantara. Lt Bates wired from Hill 70 that Captain A C A Bruce SO Dueidar had been killed.
24th Lt Tadman OC Camels Katia returned Kantara having lost all his camels and drivers. He escaped on foot all horses having been killed.
June 1916
11th Aerial attack by enemy plane. 219 Coy sustained following casualties TS/8532 Farrier Brevin seriously wounded, TS/10712 Driver Leech wounded, TS/1503 Farrier Palmer slightly wounded. Killed or destroyed 4 mules of Company itself and 2 light draft of 1/1 Field Ambulance attached, wounded 7 mules of Company and 2 light draft of 1/1 Field Ambulance.
July 1916
12th Kantara. CO proceeded to Spit and found that detachment of 219 were not carrying out duties owing to failure on part of contractor. Arranged that contractor be penalized for delaying Government transport. Many men been evacuated sick. Heat increasing.
August 1916
1st Application for trial of T/47038087 Driver Flavell, 217 Company for stealing two tins condensed milk
2nd Driver Flavell tried by FGCM Three months field punishment
16th GHQ requiring Headquarters Train at Ismalia as soon as possible to undertake the reorganization of 52 and 53 Divisional trains to be placed on a native driver basis.
17th DAQMG informed that ASC drivers when replaced by natives would take over 1st line transport of Brigades and the whole would be sent to Salonika, the Battalions' drivers being retrained as infantry
24th Following attack by an aircraft it became clear that natives will require careful watching as we get in touch with the enemy.
26th OC 220 reported that bulk of native drivers had left lines and refused to work. Men considered they had been engaged for 6 months only and that their time was now finished. Men eventually returned to work after persuasion by CSM under threat of heavy punishment.
April 1917
Deir el Balah. Shelled in the morning also bombed
December 1917 Kubab
4th In order to minimize losses from bombs and shell fire horses may be picketed under trees.
5th 12 mules to Deir el Sineid to bring up electric light wagon for Div HQ
14th 17 wagons conveyed RE materials from SARONA, 12 wagons doing double journeys. Left camp 1730 returned 2215. All work must be carried out as silently as possible. Capt Shedden had all collar chains removed, spare links secured and all pole chains on wagons muffled. Special attention paid to greasing of wagon wheels. 220 coy conveyed 6 wagons of RE materials from Sarona, 6 wagons doing one extra journey carrying lemon trees for the purpose of screening RE material from observation.
16/18th 12 wagons conveying lemon trees.
January 1918 Jaffa.
Recommendation for MC for T/Capt Thomas Lillico Shedden OC 220 Coy ASC dated 28 January 1918.
"For conspicuous resource and initiative throughout the advance and when the Division was fighting its way from Ludd to Nebysamwil. On morning of 21st November the operations demanded rations and forage at Berfolia for the whole Division. These were available only the previous evening at El Kebab. A recce of three tracks shown on the map proved one non existent and the remaining two impassible for wheeled transport. Captain Shedden in a deluge of rain and failing light prospected a route over the boulder strewn hills and with a pioneer party of ASC drivers made it possible for the convoy of 80 wagons to follow and reach the Divisional Dump at Berfilya within time"

WO 95/2895
April 1918 7th Kantara Egypt. Train HQ arrived Kantara and proceeded to BHTD to complete Train to War

Establishment Part VII (A) France taken over at BHTD and allocated to Companies. 217 & 218 arrived Kantara.
8th HQ Train embarked on HMT Indarra with reinforcements for 218 & 220 Companies
17th Arrived Marseilles. Train HQ embarked 2300. 218 disembarked from HMT Malawa and marched to Musso Camp where they were joined by reinforcements from Indarra. 220 disembarked from HMT Leasowe Castle and entrained with Train HQ to Marseilles being joined by reinforcements from Indarra.
20th Train HQ and 220 Company arrived Noyelles and marched to billets at Lannoy near Rue. Notified that two Provisional Companies taking the place of 217 and 219 until these arrived would be formed at Abbeyville where animals, harness and vehicles for all Companies would be drawn.
22nd Reserve Companies formed at AHTD joined Train fully equipped. 220 drew from AHTD complete turnouts for Company HQ, Baggage and Supply sections as per war Establishment Part VII (A) France.
25th ADST warned CO that present scarcity of mechanical transport may result in Corps withdrawing MT Supply Column on arrival in 1st Army area thus making the task of conditioning animals a matter of extreme priority. GHQ informed CO that personnel of 217 & 219 and relative Supply Details now due to disembark at Marseilles. To be sent forward as soon as possible to replace Provisional Companies.
May 1918. Aire
9th Informed that attack expected that night. Area occupied by transport might be shelled All ranks paraded with box respirators on, kit and baggage loaded on wagons before nightfall.
13th Personnel attached to Train to form two Provisional Companies being now surplus to Establishment returned to ASC Base depot Le Havre by rail.
23rd Driver Watts 217 Company awarded 35 days Field Punishment No1 for negligently wounding himself.
June 1918.
7th La Targette. CO and Adjutant drew up Establishment for conversion of 1st line transport of Division into Pack. 3 Brigade Pack Companies to be formed from 1st line transport of Brigades and a HQ Company from Machine Gun Battalion to serve Field Companies, Field Ambulances and MG Battalion.
11th Captain T L Sheddon MC to command the first mobilization of Divisional Pack Transport Corps.
15th CO visited all Train Companies and investigated sudden and extensive outbreak of unfamiliar form of influenza amongst drivers. Suggested retention of men in camp as wholesale evacuation threatened to impair future efficiency of unit.
24th Epidemic practically ceased.
July 1918.
23rd CO 8th Divisional Train called at Train HQ at La Targette and expressed on behalf of himself and all his Company Commanders his appreciation of the extreme cleanliness of the camps which the Train had taken over from 52nd Divisional Train. He stated that in all his experience in France he had never seen camps left in so satisfactory condition by outgoing units.
August 1918.
1st Bray. All supplies carried from Railhead to units by HT the Divisional Train having insufficient transport to supply both bulk convoys from Railhead to Refilling Points and detail issues from Refilling Points to units. 24 wagons supplied from Divisional Ammunition Column to carry RA rations from Railhead to Divisional Troops Refilling Point.
5th Agreed to withdraw drivers and teams of baggage wagons from RA but batteries to retain the wagons for delivery of supplies from wagon lines to guns
September 1918. Bretancourt.
3rd. Train bivouac bombed by enemy aeroplanes. 3 bombs dropped close to office wounding the cyclist orderly in the head. CO's tent close to the office riddled with shrapnel but CO who had gone to bed was uninjured.
7th Aerial attacks obviously arising from Train HQ being at cross roads. Resolved to move to less conspicuous spot.
22nd 2 Heavy Draught horses on charge of HQ Company and detached with 17th Northumbrian Fusiliers killed by shell fire last night.
30th During month there had been no failure to deliver rations. Much changing about had been effected to better ration fighting troops. While in and out of the trenches, Train transport had entirely relieved first line transport and in addition had done numerous extraneous tasks. Having regard to the well advanced position of the Train, casualties had been abnormally low. Only one was fatal. Casualties among animals from shell fire also comparatively light. Condition of animals all round was good and substantially better than condition when collected from Base in April
November 1918. Beuvry les Orchies
11th Wire received that all hostilities would cease at 1100 today. Men behaved splendidly and no work was neglected. Train HO moved to Chateau de Fuisseaux, Baudour and the four Companies to porcelain factory Baudour.
18th Head of French Mission called at Train HQ and conferred with CO regarding work already being done by Train to assist the evacuation of French refugees. The plan now working provides for all supply wagons being utilized to carry refugees and their baggage on return journey to Baudour. All being accommodated in Baudour overnight, provided with an evening meal of soup and forward rations if these not in possession. Motor lorries being utilized to

evacuate from Baudour to Valenciennes.

Second World War

WO166/645 **HQ 52nd Divisional RASC**

September 1939

1st Yorkhill, Glasgow. 1630 hrs Various signals to mobilise. Acknowledged 1820 hrs. 2210 hrs Most immediate signal Z Day is today Fri 1 Sep. Z+1 will be tomorrow Sat 2 Sep. Railway Companies have been so informed.

3rd 2040 hrs Signal received "War has broken out with Germany."

14th .Wishaw HQ staff moved to CD areas less small rear party at Yorkhill Drill Hall.

16th Rear party moved from Yorkhill and Glasgow HQ finally evacuated except for one officer left behind to hand over to TA&AFA.

18thStart supply arrangements. Staff allocated to MSD's at Renfrew and Gailes and to Bde and Divisional SD's at Edinburgh, Kirkintilloch, Hamilton and Wishaw. Coy training still continuing.

23rd Telephone message received from ADST Scottish Command to send personnel to No 4 VRD Catterick to collect on 27 Sep and bring back to Wishaw 30 trucks and 10 cars. Detailed OIC Column Capt H R Hoffman 529 Coy with three SSgts and 46 ORs, 31 from 529, 15 from 530. Hired two 30 seater buses from Alexander and Sons. Order for transportation of personnel to Catterick, departing Uddingston 0345 hrs.

October 1939

9th .Message received from No 1 Manning Centre that 152 men have been posted from there to this unit arriving 12 Oct.

28th Information received from Divisional HQ that heavy air attack on this country combined with raids by seaborne and airborne troops may take place in the near future. 2330 hrs Instructions received from Division HQ that this unit may be called upon to deliver petrol supplies at any moment, anywhere.

December 1939.

4th Information received from Scottish Command that 90 and 81 Coys to move to Aldershot, Willems Barracks and billets in South Aldershot area respectively. Advance parties to report Aldershot on 15 Dec 1939, Main bodies on 17 Dec 1939. In accordance with instructions received, Advance party 81 (GHQ Arty) Coy RASC, left for Aldershot, followed by the Main body which left Uddingston for Aldershot.

January 1940.

8th Sharp thaw set in after severe frost lasting several days.

10th Severe frost returned and continued all day.

27th Alternate thaw and frost, roads very dangerous.

28th Snow fall increased and roads becoming blocked.

29th Heavy snow fall and drifts made roads a problem but delivery of supplies continued un interrupted. Report received from 155 Inf Bde RASC detachment that all roads within two miles of Dumfries snowbound. No real communication between Dumfries— Dalbeattie, Castle Douglas. Dumfries and Lockerbie bread contract not functioning and local purchase sanctioned by OC RASC Glasgow. Frozen meat utilised from Meat Board Dumfries. Lockerbie obtained supplies by local purchase. Other areas supplied by devious rail routes.

31st Dalbeattie and Castle Douglas supplied by road; local purchase bread, Annan; local purchase coal, Lockerbie; local purchase bread, Supplies by rail, devious routes, Moffat; supplies by rail, devious routes.

February 1940.

1st St Boswells. 155 Bde units still experiencing difficulty in resupply due to bad weather. Local purchase of bread still essential. Units started using reserve stocks of coal and delivery position acute.

2nd All roads open to 155 Bde area, deliveries to all units effected. RASC local purchase for bread continued.

5th Thaw continued and roads clearing of snow becoming less dangerous. Roads in 155 Bde area still difficult. Local purchase of bread continued. No unit out of coal, but deliveries of supplies being effected with difficulty.

6th Information received from 155 Inf Bde RASC detachment that delivery of supplies returned to normal, bread contract resumed. Roads generally in normal winter conditions.

March 1940.

20th Third batch, completing all hired vehs, returned to contractors.

26th 1 officer, 10 ORs Supply Details left for Yeovil to open new Supply Depot.

April 1940

15th HQ 52 Divisional RASC opened at the Drill Hall, Yeovil.

21st Convoy left for Slough to return 8 x 30 cwt 6 wheeled Morris lorries and to collect 83 vehs of different types and 20 motor cycles.

May 1940

10th 1200 hrs, Instructions received from Division HQ to cancel all leave. Personnel on leave not to be recalled. 1800 hrs, Division placed on 24 hrs notice to move.

11th Instructions received from Division HQ that armed guards be posted and that billets be patrolled at dawn and all

troops to stand to at dusk. Situation to be reported to Division HQ at 0600 and 1800 hrs daily.
15th 1945 hrs, Information received to apprehend if seen two men dressed as Group Captain RAF and Squadron Leader RAF in large saloon car, American type. 2135 hrs, all troops to be warned today that PAD and anti-gas precautions must immediately be at full state of readiness. 2320 hrs, message received to apprehend if seen two men in grey saloon car BTR 437.
26th 1200 hrs, Divisional RASC HQ, main bodies 528, 529 and 530 move to new location Oakridge Farm, Basingstoke. Very heavy rain first part of journey. 1830 hrs, Move complete.
31st 0200 hrs, Warning Order received by phone from Southern Command that hired transport has been ordered to report to 155, 156 and 157 Bdes in order to make the Division fully mobile. 0810 hrs, Confirmation of above received from Division. While this transport is with the Division the Composite Bus Coy will not be required. 1730 hrs, 63 vehs moved to convey baggage of 157 Bde to Aldershot area

WO167/330
June 1940.
7th 1200 hrs, 528 moved off for port of embarkation, Southampton.
10th Vehicles loaded on ship.
11th 1100 hrs, Embarked aboard, "Prince Charlie" in Southampton No24 berth 1420 Sailed. 2130 hrs.. Arrived off Cherbourg and anchored for the night.
12th 0600 hrs, Cherbourg (La Mere Eglise) Landed at Cherbourg, unloaded vehs, filled with petrol and proceeded to La Mere Eglise arriving 1705 hrs.
13th 0600 hrs, Left assembly point, arrived at Asse Le Beranger 1900 hrs. 1930 hrs, Reported to Division at Everon.
14th 1300 hrs, Ordered to send one section from 528, loaded and two sections 529 with petrol, to act as second line unit to 157 Bde Gp at Burey. Convoy ordered not to proceed S of line Lesar, Glos, La Barre as situation between Damuiller to Conches not truly known although it is believed clear of enemy. 1943 hrs, above order cancelled.
15th 0030 hrs, Division to move North at once. This unit starting from Evian at 0530 hrs. 528 ordered to dump any ammunition loaded also all stores not absolutely essential. Will then supply 60 x 3 ton to 155 Bde for tp carrying work and 60 x 30 cwt to 156 Bde plus 3 x 3 ton and 3 x 30 cwt loaded with petrol. 529 Coy to supply 20 x 3 ton to 155 Bde and 12 to 156 Bde and with 528 and 530 make up a total of' 83 x 3 ton to 156 Bde, plus 3 x 3 ton and 3 x 30 cwt loaded with petrol. Draw 2 days rations for 1100 men (530). 2 x 3 ton lorries for Division HQ from 528.
15th 0345 hrs, 1 officer and as many lorries as possible (to be obtained by dumping stores) to report .to Maresche, to carry the first reinforcements of 157 Bde. In default of orders as to route, this convoy to make its own way to Cherbourg.
15th 0430 hrs, Unit left Asse Le Beranger for Everon, the starting point. 0530 hrs, Unit left SP and travelled all day with only short halt to just north of Le Pont 4 kms from Cherbourg. Arrived 1500 hrs. 2005 hrs, Cherbourg bombed. Unit to supply 30 lorries each 155 and 156 Bdes to lift personnel of one Bn of each Bde to defence line.
16th 1100 hrs, Instructions received from Division HQ to establish SP and draw hard rations from DID Cherbourg and be ready to issue to units own transport.
16th Instructions received from Division HQ that 400 all ranks from 3 Coys made up at discretion of CRASC to embark today. 400 allocated as follows; 528-100 pers including one Sub; 529- 100 pers including one Sub; 530- 200 pers including one Capt.
17th 0820 hrs, Instructions received from Division HQ that all remaining vehs of Divisional RASC, less 30 x 3 ton to remain behind for 5 KOSB, to embark. All personnel, less detachment for 5 KOSB, to proceed with vehs. Instructions for 529 to detail 30 x 3 ton for 5 KOSB. Instructions for first embarkation party to report 0630 hrs but message received 0820 hours, due to motor cyclist losing his way. Adjt immediately reported to Division HQ and ascertained delay was of no importance as considerable congestion of vehs was already in evidence at collecting parks..1530hrs HQ Divisional RASC personnel and vehs less 1 30 cwt 1 2 seater car and 3 motor cycles embarked on SS KOHISTAN. 1600 hrs Cherbourg. Sailed.
18th Southampton. 0430 hrs, Disembarked. Left and proceeded to Cambridge. 2200 hrs, Arrived Cambridge and set up HQ at University Arms Hotel. 2400 hrs, Air raid alarm. Explosions of several bombs heard, one appeared to be close to Hotel.
19th Received instructions from Division HQ to proceed with 3 Coys to occupy Wimpole Park area.
20th Established in woods to East of Wimpole. Park.
21st Established HQ at Valley Farm, Croydon, Royston, Hertfordshire.
28th 528 Coy drew following ammunition and dumped it Map Sheet 85 R 783698, on bend on road beneath "M" in Wimpole Hall:- 180 rds 2" mortar HE, 612 rds 2" mortar smoke, 3148 MK36 grenades, 48 rockets red, 48 rockets green.
29th Divisional Warning Order reference move to Swaffingham Priory received. Instructions from Division HQ to collect from Olympia, London for issue to Divisional units, 424 motor cycles, 124 to be ridden, 300 to be loaded on 50 vehs
30th Officers and personnel reported for duty during last few days from different locations to which sent by

Movement Control, Southampton.

WO167/331

July 1940

3rd 529 Coy drew 18000 gallons petrol from Lidlington, Bedford in non returnable cans for Divisional reserve. Ammunition drawn by 528 Coy from Bletchley, to bring Division up to war establishment for all weapons in possession. Exercise to practice quick move from location.

September 1940.

7th 2210 hrs, Message from 2 Corps that all troops at four hours notice. 2300 hrs. Informed 528, 529 that petrol and ammunition are to be loaded at once.

8th 0200 hrs, Message received from Division HQ that three incendiary bombs reported dropped in forest between Thetford and Brandon. Instructed 530 to assist if required but to keep in touch in case of urgent move. Case has been confirmed of enemy agents landing by parachute and on this coast by small boats. Special vigilance required. May be beginning of landings, warned that gas may be used with smoke. Troops to wear respirators if smoke about until proved no gas. Leave stopped. Those on leave not to be recalled.

26th 1700 hrs, Instructions issued to Coys to be at four hours notice to move. Troops confined to barracks.

November 1940

2nd HQ Main party left for North stopping at Doncaster and Carlisle, arrived Bridge of Allan 4th Nov 1940.

WO171/548

August 1944.

14th Division under command 21 Army Group.

October 1944

31st 530 Comp Pln under command 155 Bde, ordered to move to Breskens. Balance of Coy to move to area Dedelem by 0900 hrs 31st.

November 1944.

1st Location Field. Received orders to uplift 28300 rds 25 pdr HE in 144 x 3 ton loads, subsequently reduced to 14400 rds from Kings Dump to deliver to report centre South Beveland, 20 rpg. Capt Murray to Kings Dump to arrange uplift. OC 76 with skeleton HQ ordered to establish report centre to control distribution to gunsites. 72 vehs subsequently reported Kings Dump 1st load at 1600. Check Point set up at St Nicholas crossroads. Weather cold and dry. Programme completed by 0530 hrs.

2nd *1600 hrs, Coy Comd conference. Comds given instructions that Coys to operate on Commodity basis, 528* ammunition, 529 supplies, 530 explosives and 76 petrol. 76 and 528 Coy vehs engaged in stocking Tare Dump on basis of 3600 rds per day.

3rd HQ, 528 plus 1 Tpt Pln to South Beveland, OC 528 to act as ST adviser to Burnfor.

6th Div RASC placed under command 1st Canadian Army for maint with effect 0700 hrs. Weather cold and dry with high gales.

11th 1030 hrs. 52nd Lowland Division Rear HQ plus HQRASC moved to asylum Bergen op Zoom Division under command 1 British Corps same date.

December 1944

5th *Orders for move of HQ, 76, 528 and 530 to Maastrict area issued. HQ RASC along with Rear Div HQ move to* the convent at Bunde on 6th.

7th Bunde. CRASC gave details of the functions of a Services Bn stating that RASC 52nd Div would provide the HQ and 1 Inf Coy and 1 Inf Pln. Dumping programme for 450 rpg on a 3 echelon basis over the period 8/9 Dec. Also Div RASC would form a mobile AP of approximately 68 x 3 ton to be located in area rear of the gunsites. Following the initial barrage, RA would move forward followed by the mobile AP. DADT 30 Corps phoned to say 13 T C Coy would come under command.

22nd Schinnen Message received from Div HQ to the effect that all RASC Coys would move E of the River Maas. Move to be completed on 23 December. Recce parties to HQRASC 0900. Move to take place 1200 23 December.

23rd *1500hrs Coys moved to new locations E of River Maas.*

31st Further instructions of transfer of 1500 from RASC suitable for training as infantry and riflemen. This transfer to be effected and the men to be returned to UK by 3 Jan 1945.The following reorganisation of RASC will be effected. Withdrawal of the second RDI from each Inf Bde Coy, withdrawal of C & D Sections, less Officers and Sgt, ammunition duties and dvr/batman of Comp Pins of each Inf Bde Coy less one C Section and one D Section, required to complete the Comp Pin of the Inf Div Tps Coy into Comp Pin A B C & D Sections. Pesonnel had to be non tradesmen, under 32 years of age eg dvrs and issuers, Med A1, rank not above Local Sgt. In connection with withdrawal of C & D Sections above C & D Section of the Comp Pin of 529 will transfer to 76 Coy at a date to be notified. Eventual total available was dvrs 58, issuers 6, total 64.

WO171/4271

January 1945

1st Schinnen. Considerable enemy air activity in the area during period 0800-1000 hrs. 2 planes passed over this HQ but although machine gunning was carried out no damage or casualties were caused.

10th Report from OC 530 that Capt Wiggins, Sgt Ebden and L/Cpl Ure shot by sentry of 530 veh guard

16th 1730 hrs, 6 Weasels from 529 detailed for duty with 156 Fd Amb for evacuation of casualties.

18th 0630 hrs, CROWN phase of OP BLACKCOCK commenced. Division actively engaged.1650 hrs, 10 Weasels attached 156 Bde. .Bulk of RASC transport engaged during day in replenishment duties.

19th 72 x 3 ton loaded with 25 pdr ammunition and attached to the Fd Regts moved forward with the Regts, dumped ammunition to the AP on completion.

20th 2000 hrs, A dumping programme of 100 rpg 25 pdr started with 36 vehicles dumping ammunition forward with the guns. Programme completed by 2359 hrs.2135 hrs. Transport detail for 36 x 3 ton to load 25 pdr ammunition from 115 FMC issued. 2214. Transport detailed for the uplift of 5.5 Howitzer ammunition from 8 Army Road Head issued. Bulk of Divisional RASC engaged during day on replenishment duties. Snowing.

22nd 2310 hrs, 30 x 3 ton 76 Coy to load 6000 rds 25 pdr ammunition at 8 Army Road Head on 24th. 2356. During day 200 rpg 25 pdr were dumped with the Fd Regts. Weather fine and cold heavy snow at night.

23rd 2355 During day, 217 rds 25 pdr HE and 8 rds 25 pdr Smoke were delivered to each gun.

28th 1000 Message from 12 Corps to the effect that this Divisional RASC would forward names of officers for transfer to the Inf. Qualifications WS captain and under 36 years of age Med cat A. Volunteers up to 38 years of age. Capt S Murray took 2 Dutchmen to Div PW cage for interrogation. These 2 men had recently escaped from R Maas N of Roermond and were in possession of considerable information of troop dispositions and defences in that area.

30th 0900 hrs, 30 x 3 ton detailed for Civil Affairs for move of cattle.

March 1945

7th 1000 Wef 072359, Div relieved 53 Div. 528 and 530 to move to Wemb on 8th and 76 and 529 to Twisteden on 9th. Wef 9th Sups and Ammunition to be drawn from 168 FMC at Goch 9148 Petrol to be drawn from HAP railhead. A gun AP sit in station yard GELDERN containing 200 rds 25 pdr and SAA at 042253 taken over from 53 Div. This HQ moves to Geldern 8th. Div under admin control 30 Corps. Op control of 2 Canadian Corps.

8th Dumping programme of 9000 rds 25 pdr HE and 640 rds 5.5 HE to be carried out immediately by 76 and 529. 0600 hrs, 528 and 530 moved from Gennep to Wem. 1930 Uplift and dumping 11600 rds 25 pdr HE.

9th 2030 hrs, Demand for 100 rpg for 4.Fd Regts to be uplifted from gun AP by RA B Echelon and dumped at gun sites 100 rpg for 4 Fd Regts to be uplifted from 168 FMC by RASC transport and dumped at gun sites (rear gun AP) by 100600 and 100 rpg for 4 Fd Regts to be uplifted from 168 FMC by RASC transport and dumped at gun AP by 101000.

10th 1500 hrs, last 100 rpg delivered.

14 30 x 3 ton to report Alpen Railway Station to evacuate civilians (530)

April 1945

7th Xanten. To 530 1 x 3 ton to report to OFP and collect 2 men to act as guards and proceed to PW cage and uplift about 20 PW and convey to Div Cemetery at rear Div OFP for digging duty.

WO171/4272

September 1945

14th 528 to supply 5 x 3 ton to report on 15th to 1025 Mil Govt Det Lubecke to obtain authority to uplift 720,000 cigars for DPs .Cigars to be uplifted from Blasé factory Lubecke and delivered as follows 76 Coy BBP 500,000, 529 BBP 220,000 also uplifted coal for various barracks.

October 1945

12th Behaviour of British troops towards German civilians. The British soldier is outwardly polite and while he should allow right of way and show usual courtesy toward women there is no reason why he should make way or step into the gutter for German males. The British soldier has the right of way on the pavement and footpath and will if necessary push German males out of their way if they refuse to give ground.

WO167/331 528 Coy RASC

June 1940

2nd Basingstoke. Coy moved to Inkerman Barracks Woking.

7th 1200 hrs Coy left Woking for Southampton.

9th 1330 hrs Coy embarked on "Duke of Argyll" at Old Docks. 2200 hrs "Duke of Argyll" entered Cherbourg Harbour.

11th 0600 hrs Vehs started being unloaded from "Yorkwood". 1000 hrs Coy moved by blocks to Mountebourg. 1715 hrs Coy moved to St Mere Eglise.

12th St Mere Eglise. Coy moved to Sille Le Guilleaume. Refugee traffic very busy.

14th Sille Le Guilleaume. "A" Section to proceed to Evron Station and load with ammunition. Op Order 8 delivered

by CRASC. Arranged to load "B" Section tonight at Evron.
15th OC arrived back from CRASC conference. The Coy had to assist in evacuating 52nd Division from present area to Cherbourg. Move to begin 0400 hrs. 0530 hrs, "A" Section still not reported to Coy location in accordance with instructions.
15th Evron. "A" Section finally returned. Finally located Rear Ordnance Dump at Evron, told to unload the ammunition on the spot and proceed at once to Comlie and embus 7/9 Royal Scots. Comlie 1500 hrs Royal Scots embussed and convoy started off for Cherbourg.
16th Delasse. 0700 hrs Convoy arrived Cherbourg area and 7/9 Royal Scots debussed to their allotted station. Martinsaft. 0400 hrs, Divisional RASC plus three Coys moved into large wood just south of Martinsaft. 1800 hrs 99 ORs under command of Capt W M Cameron left position for embarkation to England.
17th 1000 hrs The whole Coy moved to a Vehicle Park at La Glosserie for marshalling to the quay at Cherbourg for embarkation. The move was materially assisted by rain and heavy ground mist which made observation unlikely. 1200 hrs. The Beauman Bde came through and upset the embarkation arrangements. 1330 hrs. All extra personnel of the Coy sent to Cherbourg to embark. Rain and mist lifted.
18th 0145 hrs. The Coy moved from veh park to Cherbourg, Transit Camp "D". 0410 hrs. Coy moved from Transit Camp to streets adjoining the docks where the vehs were being loaded. There were a great number of empty vehs to be loaded and no veh ships had been alongside from 0500 hrs until 0730 hrs. 1000 hrs, After visiting DAAG, the remaining personnel of the Coy less Capt Gray and 20 ORs embarked. 1230 hrs, Maj Walton and Capt Callan embarked on the "Royal Sovereign", Cherbourg was covered in smoke from the burning vehs and the arsenal was blown up. 1340 hrs, Capt Gray and 20 ORs embarked from Cherbourg.

WO166/649
July 1940
1st"A" Section moved to new location at Didlington Park, Mundford, Thetford, Norfolk. 2Lt McKnight with "B" Section also moved to above location. Capt Gray with party returned to Arrington having dumped a quantity of ammunition at Didlington Park which was collected at Worley.
9th Maj Walton accompanied by CRASC and OC 529, recced new area at Buckinham Tofts Park. The Coy ordered to move to new area on 10 July, the petrol and ammunition Coys to afford each other mutual protection in the event of attack.
September 1940
22nd Mundford. Message from CRASC giving orders "Action Stations". Offices to be manned by skeleton staff, eye shields to be worn when out of doors. Division at 4 hours notice to move.
28th Message received cancelling action stations. Units still at six hours notice. Party left for Soham in accordance with WO telegram regarding possible evacuation of civilian population.

WO166/13142
December 1943
21st Received by hand from HQ RASC orders to mobilise by 0001 hrs 27 January 1944. Coy to mobilise less 1st line reinforcements to Scale 1 War Clothing Regs, ie, for service overseas in snow and mountain conditions.

WO171/2486
March 1944
28th 68 x 3 ton left location for Glenshee Dalmuntlie Lodge and the following day commenced loading horses of 306 Pack Tpt Coy. Vehs prepared for reception of animals and loaded from 6 ramps, 4 horses per veh. Vehs left for 306 location Crieff in blocks of 10, total of 218 horses uplifted. It was found that with few exceptions the horses were quiet and drivers reported no difficulty. All horses delivered, no casualties.
April 1944
29th Coy vehs spent time on instruction on driving on and off landing craft, reversing on to the craft. Waterproof training held at Dundonald.
October 1944
Informed by Bde Comd that the Air Transported role of Div was being abandoned but that they would shortly join 21 Army Gp on the Continent.
7th Carlton Hall, North Carlton, Notts. Under command Northern District. Message received at 1210 hrs from HQ RASC that all leave cancelled and any men on leave to be called at once. This entailed 17 telegrams though doubtful if all could return in 24 hrs due to weekend travel.
8th 10 men not returned. Unit pushing on with preparation to move in anticipation of move. Orders to move attachment to Division Advance Party at Station Camp received 1630 hrs. Capt W Allen, 16 ORs and 11 Jeeps left for staging Camp Pangbourne. On route one DR on Advance Party killed.
9th 1400 hrs, Received orders for road party to move to concentration area, no location given. Party to leave by train under arrangements MC HQ 156 Bde. Leaving Worksop Station 1415 hrs 10 November. Entrained 1400. 6 Offrs

and 108 ORs. Balance of Coy detached to 186 Fd Regt RA with Jeep transport.
11th Gosport Hants 0030 hrs, Arrived with Coy in Marshalling area and accommodated in hutted camp. No casualties on route.
12th 1000 hrs, Received orders from 156 Bde to voucher over 5 jeeps and trailers to each of 4 Inf Bns on permanent basis. This now reduces transport to 50 jeeps and trailers of which 9 are still attached to 1 Mountain Regt RA and 30 to 186 Fd Regt RA for carriage of first line ammunition holdings. Have also been warned to expect orders to collect 66 x 3 ton from VRD
12th 1600 hrs, Bde HQ closed and prepared to embark marching personnel on 16th November. Transport would not accompany us on Personnel ships.
15th 1415 hrs, Received orders from MC to despatch vehs, 11 jeeps and trailers to Tilbury at 0630 hrs 16 November, and marching personnel to Southampton at 0745 hrs 16 November. Parade of entire Coy called, names checked and instructions issued for move.
16th Road party under Capt N C M Bayliss left for Tilbury 0745 hrs, 8 Offrs and 108 ORs enbussed on TCVs and proceeded to Southampton. 1100 hrs, Embarked on SS Earl of Guernsey.
17th 1210 hrs, Arrived Ostend and disembarked. Very rough crossing but no casualties and very little sickness. Accommodation on ship quite inadequate for number of men embarked. Men marched to transit camp in Ostend.
17th 1410 hrs, Received orders from G3 156 Bde that Advance Party will be sent to area Ouwegem at 1530 hrs to prepare reception for main body. Main body to move from transit camp to above location at 0830 hrs 18th.
18th Arrived 1130 hrs and billeted in village. Accommodation adequate but as transport has not yet arrived domestic diffficulties have arisen. All ranks warned by OC about dangers of VD, conduct towards civilians etc.
26th Rectified mechanical defects which were high on the vehicles which had been standing in VRDs for some 2 years and coils and ignition systems generally had deteriorated badly. Also petrol unions and pipes had been found to be perished.
31st 1230 hrs, Coy arrived at Clinge from Ouwegem on change of location. HQ RASC now at Hulst. Have been warned to be prepared to leave with skeleton HQ for South Beveland to act as ST representative to Burnforce at 2310 hrs today. Lt E L Chipperfield OIC A Pln was accidentally killed whilst on convoy duty with his Pln. While standing between two lorries he was pushed forward by a collision behind by a third. He was crushed between them.
November 1944
Clinge 3rd 0500 hrs, Left for South Beveland and reported to Commander Burnforces as ST representative. Position of maintenance here is that all supplies, POL, and ammunition is sent over daily from Tare Dump over the Scheldt in DUKWs. Issues are being made from a dump established at Ellewotydikj by unit transport coming to draw direct. The condition of landing beaches extremely bad. Feeding strength of the Force is 9000.
4th Line laid to HQ Burnforce AQ Branch. Decided to open a further dump to be known as Burndump, to hold two days reserve for all ammunition natures plus rations and POL for 9000 men taken forward from dump by transport from 528 Coy.
5th Amber Beach allotted Weasels for mud recovery. The work of clearing initial assault beach Amber of maint is progressing slowly but is hampered by appalling weather conditions and thick mud and all recovery is manhandled to jeeps and trailers plus a few Weasels on loan from Canadian Army. Todays feeding strength 10463, an increase due to the arrival of further elements of 157 Bde.
December 1944
7th Clampthout (Belguim) Informed by CRASC that 7 Armd Div and 52 Div would form a Services Bn for infantry duty. This unit to provide 1 Inf Section with 1 Offr as Coy Comd.
13th Note that Division no longer under command 30 Corps with effect from 13 December then 12 Corps. 2010 hrs, Flying boat exploded in vehicle lines. No damage.
January 1945
1st Hoensbroek (Holland) 0915 hrs, Several enemy aircraft circled Coy location but committed no hostile act. Shortly afterwards these aircraft came in low several times, LMGs opened fire on order from Officer and scored direct hits. Aircraft seen losing height and smoking from engine.
14th Stein 0700 hrs, 33 x 3 ton mov4ng 25 pdr ammunition from gun positions of 43 Div Arty at area Gangeld and delivering through Regulating Point to 52 Div gun positions. Work considerably hampered by heavy snow falls and drifting which conceals dumps. Guides have not put in an appearance and made work of delivery difficult.
16th Stein. 0730 hrs, 40 x 3 ton left for 8 Army Roadhead to uplift 9000 rds 4.2 mortar HE and 750000 rds MK8Z.3O3. This ammunition is to be held, dumped in Coy location until further orders. Vehs returned 2130 hrs.
21st 0630 hrs, 25 x 3 ton reported to 115 FMC to uplift 200 rpg 25 pdr. This ammunition was delivered to Oorsbeek at 1600 hrs. Drivers report great difficulty in operating due to appalling condition of road and say that chains of little use. Weather conditions milder and snow turning to slush.
23rd 1205 hrs, Received orders to send 8 ORs to HQ RASC by 1400 hrs to go forward to 157 Bde area to act as porters. Understand that ground is so bad that wheeled and tracked vehs are unable to move and porters only method possible to supply from road to front. These men returned at 1715 not having been used.
31st Stats show that during present month, vehs have covered 86000 miles with only 3 accidents mainly on icy roads

and long hours at the wheel. A very creditable performance.

February 1945

15th Lomeron. 2000 hrs, Advance party from 95 (US) Divisional Supply Coy arrived to take over this location. 1500 hrs, 30 loads ammunition loaded at Venrai (AP) and held on wheels. These loads mostly .303 MK 7Z and 3 in mortar HE and 75% smoke.

17th 0500 hrs, Gennep Mobile AP established. Ammunition issues heavy. 0600 hrs, Coy moved to Nunnen and began the process of shuttling ammunition forward from last location. 1500 hrs, Spoke to CRASC .and stated that Coy completely unsuited for its job. The AP at Gennep is 38 miles away and the FMC Genert is between it and the Coy location thus making the Petrol coy on this side as they pass FMC on the way to HQ from the AP. CRASC unable to reposition due to bottleneck of accommodation. Location Nummen.

21st 0900 hrs, Coy left for Boxmeer, all ammunition left at old location through lack of transport; 1500 hrs, Completed inspection of Coy quarters village completely wrecked by own and enemy shellfire. Men billeted in houses still partly habitable. Wksps unsuitable and changed over to barns on village outskirts. Bathing arrangements for men constructed and a certain amount of recreational facilities laid on.

27th Continual showers all day and roads are still very bad. A good deal of pioneer work has been carried out by Pins to improve veh standings, some vehs have sunk almost up to axles.

March1945

1st Boxmeer.A full days maintenance of vehs was effected, there being no transport details. Difficulty in obtaining paint supplies holding up this essential work as vehs are now looking very tatty due to lack of paint.

8th 1400 hrs, Coy HQ closed present location and opened at Wemb, Germany. Area consists of farm buildings and small cottages. The main Siegfried line lies 100 yards away and parallel to the road. A vast quantity of 88mm shells and mortar ammunition exists in the magazine of the fort systems and this has been reported to HQ. A few dead enemy troops buried insitu.

11th Received orders that one complete Pin would stand by at short notice for the purpose of evacuating civilians from towns and villages along the Rhine, approximate duration 3 days.

13th 2000 hrs, Attended conference at CRASC where the broad outline of OP PLUNDER was given. From our point of view the OP calls for transport on a big scale for the carriage of bridging material and a warning was given to prepare to detach up to two complete Transport Pins for this purpose until end of March

16th A Pln complete, 33 x 3 ton reported to HQ 265 Fd Pk Coy RE. It is proposed to operate the Pln by sections and the RE suitably divided up the Pln between their various components. It is understood by all that their task will call for long hours at the wheel and not much relaxation. 1415 hrs, Coy closed and opened at Welleroi. The location is very good and allows for Pln locations which so far has been almost impossible. All the standings are good sandy soil and allows for good dispersion well off the main access.

18th B Pln complete left for 149 Assault Pk Sqn RE to load bridging and assault craft and convey to a marshalling area. Possible duration of detail 21 days and Pln is to be self contained. Rations to be drawn from 149 Sqn RE. All mountain equipment withdrawn today.

19th No transport available as both Plns are detached for some time to RE for assault bridging. Wksp have been kept busy with a good deal of spring and radiator trouble.

23rd 1730 hrs, CRASC instructed me to activate a camp at the DUKW park to feed and accommodate upwards of 2500 glider pilots of both US and British. Have been given DCA Capt Nestor and can call upon the services of all RASC Coys for tentage cooks etc, The scheme as outlined is that all glider pilots will after concentration at the DZ be returned by DUKW over the Rhine as DUKWs return empty to supply dumps in the area of the park. The camp would then feed these pilots and then transport them to Corps reception camp at Twisteden.

24th Wood 1032, 1015 hrs, The first of the C47 troop carriers and gliders passed overhead for the invasion of the Rhine. Several aircraft crashed in and around the camp area and bodies were rescued from flames. Camp ready for reception 1450 hrs but no pilots reported today probably due to difficulty in disengaging.

25th Today handled 1200 US pilots, no news of British pilots so far.

April 1945

24th Brake..Moved to Sustedt . A big improvement is being effected on the condition and appearance of vehs. A trailer pump has been acquired and vehs can now be hosed down quickly and this allows drivers to get to lubricant points in half the time. Painting has also been receiving attention and the general turnout of the Coy vehs is much improved.

30th The month closes with a feel of victory very close. Several letters of congratulations from other formations and units on the good work of the Coy during detachments etc. All ranks in good fettle and though rather tired they are very keen to carry on at the wheel even after long hours on the road. Our vehs, Canadian Fords have leaking radiators and half shafts tending to break. Spares are difficult to obtain but by dint of much scrounging, the VOR figure for any one day never exceeded 4.

May 1945

5th 1515 hrs, Achim The long awaited order that hostilities had ceased along the entire 2nd Army Front was received. The Division will stand fast and hold present front. The passage of displaced persons will not be allowed.

This order was immediately transmitted to all ranks amid great jubilation.
12th Lesum. I put all the Coy into the picture regarding our impending move to Norway and impressed on them the prerequisites of smartness and good behaviour. This is a most popular move and all ranks are looking forward to the move with much pleasure. In view of the impending move to Norway no additional work has been done to improve the accn. But painting of vehs has been pressed on with and about 2 a day are going through the paint shop.
20th 1430 Learned with dismay that the move to Norway has been cancelled.
25th 1000 Coy moved to Bahrendorf. This move is the longest carried out by the Coy in one change of location and involved a run of 150 miles mostly over the Hannover/Magdeburg autobahn.The location is a small village 15 kms from Magdeburg.

WO166/332 **529 Coy RASC**
June 1940
2nd Woking Main body less one section which has been employed in troop carrying has reached Inkerman Barracks..
6th 0130hrs. Mobilisation completed Southampton 1800 hrs The Coy has proceeded by road to Southampton and accommodated in Transit camp prior to proceeding overseas.
10th Disembarked at Brest.
12th 2130 Coy with few exceptions arrived in the forest at Sille having proceeded by road in small detachments. Journey accomplished without incident. Troops bivouacked in forest
14th 1800 hrs .Coy now functioning as Division Petrol Coy and holds approximately 15000 gallons petrol and 4000 gallons oil of various grades. 2130 hrs Instructions from CRASC given at Coy Commanders conference Coy prepares to abandon its position and to place part of veh strength available for troop carrying
15th 0600hrs Coy left Sille having destroyed all remaining stocks of petrol and oil; together with all office, anti-gas and other equipment which cannot be carried owing to lack of space for troops. 1800hrs Coy reached Cherbourg and bivouacked in the forest 8kms from town, half of which is suffering bombing attacks. Precautions against air attack in present location taken.
18th 0630 hrs Main body sailed. Southampton 1400 hrs main body disembarked bringing with it 19 x 30 cwt, 13 x 3 ton, 2 seater cars, 3 two seater cars, 5 Lewis guns, 5 anti-tank rifles. Also a quantity, approximately 15 lorry loads of salvage including medical stores (11 lorry loads), 3 Brens, 2 anti -tank rifles, 7 motorcycles etc.
19th 0600 drivers in charge of vehs spent night 18/19 at rest camp Southampton. Others sent by rail; to Bournemouth by MC. 1530hrs 1 Officer and 69 Ors from Troop carrying 5 KOSB disembarked, Sent by MC to Arrington Cambridge. 1830hrs vehs and drivers and officers Main party arrived Arrington bivouacked in Wimpole Park.
20th 1900hrs Advance party rejoined Coy Wimpole Park also last troop carrying party total 2 Officers and 162 ORs.
30th 1700 hrs Recces of new area Brandon. All known detachments having arrived the Coy have 12 men missing. Summary of vehs and major equipment lost:- 30 x 3 ton, 7 x 30 cwt, 1 x 2 seater motor car, 11 motor cycles.

WO166/647
September 1940
7th received following signal "All troops four hours notice. Code word CROMWELL"
8th Received confirmation of landing of enemy agents by small boat and parachute. All leave stopped but no one recalled from leave. CROMWELL cancelled

WO166/648.
March 1941
13th Falkirk Air raid siren sounded heavy bombing not far away Own PAD precautions brought into force.*(Author's note This was the night of the Clydebank blitz)*

WO166/9380
November 1942
10th Coy started to live hard i.e all buildings and huts locked and personnel sleeping in lorries.
14th Cookhouses closed and field cooking started

WO171/2487
July 1944
17th All steps are taken to prepare Coy for move to concentration area for operations within 48 hours.
August 1944
14th A total of 27 vehs engaged in various transport details under direction Airborne HQ.
18th 0800 hrs, Message from GOC is read to the Coy that the operation that had been planned for the Division has been unavoidably postponed owing to the rapid progress of our forces in France.
September 1944
1st 1800 hrs, Coy embarks from Victoria and Albert Docks, East London.

6-9th Coy disembarking Arromanches Normandy delay due to inclement weather.
10th Coy concentrated in area Langrune–sur-Mere and commences movement northwards via Caen, Lisieux, les Andelys to bivouac in Area Morgny.
11th 0700 hrs, North via Amiens, Arras, Lens, Oudenarde to Alost where camp is set up in public park.
16th 1400 hrs, Coy moves to forward area over the Albert Canal N of Beringen.
17th 1000 hrs, Coy strength increased. by 50 x 3 ton and 1 Offr and 57 ORs from 52 Div Seaborne Echelon. Coy under command CRASC 30 Corps Troops..109 x 3 ton engaged extensively in operational duties.
19th Coy transport reorganised into 4 Plns and getting used to heavy commitments of transporting ammunition, petrol and supplies from Brussels area to 161 FMC at Bourg Leopold.
23rd Coy's transport now being used to assist in establishing 162 FMC in area Nijmegan.
24th Lt Marling returns from 162 FMC with 30 x 3 ton reporting heavy enemy activity on MSR.
25th Lt Kvalheim with 15 x 3 ton is held up on MSR having loaded ammunition to 162 FMC. It is reported that the enemy have temporarily broken the supply route between Eindhoven and Nijmegan.
26th The supply route is still reported to be cut and there is no news of Lt Kvalheim and 15 x 3 ton.
27th 1000 hrs, Lt Kvalheim reports with 15 x 3 ton. No casualties.
December 1944
6th The Division is being situated over the R Maas in area Bunde necessitating a milk run of supplies around units. This system entails a heavy demand on transport and is most unsatisfactory. Authority is therefore obtained from the BBP to diverse itself from the Coy and move to Railway Station Bunde thus allowing all units to draw direct. Move complete by 1600 hrs.
7th Reckem.1500 hrs, An additional Pln is formed consisting of 1 Offr and 23ORs attached from Div RASC and under command OC 529 to operate Weasels M29 as and when required for operations. 18 Weasels collected and held on strength of Coy.
8th 0800 hrs, A Services Bn is formed to hold part of line to relieve infantry. This Coy provides 1 CSM, 1 Cpl, 1 LCpl and 9 Dvrs. Transport heavily committed 20 x 3 ton on supply, 20 x 3 ton uplifting coal, 10 x 3 ton ammunition dumping.
18th Personnel of Services Bn returned having held line for 9 days.
21st T/280579 Dvr Sleigh killed in action whilst driving a M29 on det to 7 Cameronians

WO171/6307
January 1945
1st 0800 Intensive air activity in general area. No cas to pers or vehs.
5th 1700 hrs Coy ordered to stand by on 6 hours notice to move.
8th A further 7 Weasels taken on charge. Total now 31.
15th 1200 hrs, Heavy demand on transport necessitates the offloading of all, domestic vehs. 6 are attached to Bns of 155 and 157 Bdes and used for the carriage of blankets for infantry.
17th 1800 hrs, 6 x M29 attached and used for the evacuation of casualties.
18th 0700 hrs, 12 x 3 ton detached to 243 Fd Pk Coy RE for the carriage of bridging materials. 1500 hrs, 10 x M29 proceeded n detachment are to be used on a maintenance column for the forward elements.
19th Vehs are heavily committed for transport details. Task vehs, domestic and spares being used extensively under road conditions of ice and thaw. The standard of driving has been extremely high resulting in very low percentage of accidents.
24th 22 x 3 ton to 243 Fd Pk for carriage of engineer stores. 16 x 3 ton uplifted bulk supplies. 15 x 3 ton transporting ammunition from 8 Army Road Head to 114 FMC. 5 x 3 ton .domestic attached to Inf Bns for carriage of blankets.
25th 1 x M29 attached to an OP of 79 Fd Regt RA blown up by a mine, one driver wounded and evacuated.
30th Schinnen.1100 hrs, 20 x 3 ton report to Civil Affairs Sittard for purpose of transporting cattle from forward area in Germany.
February 1945
9th 1400 hrs, Conditions on the ground in the forward area necessitates the use of M29s as follows, 8 157 Bde, 6 156 Bde and 5 155 Bde.
March 1945
12th All M29s with exception of 6 are returned and 'D' Pln disbanded.
21st0700 hrs Large quantities of compo packs drawn. This is in anticipation of rapid movement.
24th 0630 hrs, 1 NCO and 8 proceed with tents to prepare rest camp for glider pilots.
April 1945
4th Coy established at Vreden A total of 7 x 3 ton loads gun ammunition and 15 x 3 ton loads of SAA is dumped in Coy location to be held in reserve for forward mobile APs. 33 x 3 ton detached to 530 Forward RASC area, 6 x 3 ton detached to ADOS, 4 x 3 ton detached 52 Division Rear, 23 x 3 ton available for collection of bulk supplies etc.

May 1945
8th Part 1 Order In view of the frequency of lice from Allied POWs and DPs every unit veh used to transport such persons, driver and every guard must be issued with AL63 powder and made to dust their underclothes every day; the inside of the veh sprayed with AL63 every day immediately after completion of the detail.

WO166/645 **530 Coy RASC**
September 1939
4th 1300 hrs, Advance party left for Edinburgh. 1630 hrs, Advance party arrived Edinburgh. SO reported Riverside Hotel, ORs reported Marine Gardens, Portobello.
5th Carried out recce of Barnton Street with view to a Supply Depot. Carried out recce of stables, at Riverside Hotel with view to a Supply Depot. Collected stores at Redford for 155 Inf Bde HQ and delivered to Riverside Hotel. Units supplied 7/9 Royal Scots and 241 Fd Coy RE.
6th Bde HQ requisitioned Riverside Hotel, stables and garage as Supply Depot. 1930 hrs main detachment from Glasgow arrived at Marine Gardens Portobello
11th Arranged for Shell-Mex to deliver fuel in 2 gallon tins direct to units.

WO166/1027
November 1939
10th Inspected Rosefield Mill Tragueer Rd Dumfries in conjunction with NAAFI rep. Decided that this portion of the Mill would make an excellent Supply Depot as RASC and NAAFI could use large rooms on each side as lorry loading area.
January 1940
28th All roads around Dumfries blocked by snow. Also main road to Glasgow. Supplies of bread from Glasgow stopped at Lanark and returned to Glasgow to be railed to Dumfries by passenger train. RASC personnel attended Dumfries Station from 2200 hrs until 0200 hrs awaiting arrival. All rail traffic blocked.
29th Railway still blocked, bread and meat not delivered. Local purchase of bread arranged with Co-op. Meat obtained by Supply Officer on loan from South of Scotland Meat Association, Dumfries, ex Dumfries Station and unloaded from wagon by RASC personnel. All deliveries of supplies to units outside Dumfries, with the exception of Castle Douglas were effected by rail on circular route, main routes being blocked. Castle Douglas had sufficient supplies on hand.
30th Bread dispatched ex Glasgow Sunday 28th delivered Dumfries. Meat was obtained from Glasgow, arrangements having been made to dispatch via Edinburgh, Newcastle, Carlisle then to Dumfries by passenger train, all other rail routes blocked. Roads outside Dumfries, snowbound. All deliveries made by rail except Castle Douglas. Unit at Castle Douglas had sufficient supplies on hand except bread, bought locally.
31st Bread obtained again at Dumfries. Meat obtained ex Glasgow by passenger train. RASC lorry was first allowed to travel and got through from Dumfries to Castle Douglas and deliveries were effected by road. All other deliveries except Dumfries and Moffat effected by rail, roads still blocked.
February 1940
1st Bread bought locally owing to road block. Contractor in Hamilton would not pay rail rates. Meat obtained by passenger train from Glasgow. All deliveries to units effected by RASC personnel by using detours and considerable delay caused by having to pick their way through snow blocks. Annan deliveries by rail.
2nd Bread bought locally, meat obtained passenger train ex Glasgow. Rail deliveries made by road at considerable trouble owing to road conditions.
5th Urgent demand received through OIC RASC for supply of meat to be sent to Buranrowhead Camp. Roads blocked. Arrangements made for RASC personnel here to rail 350lbs 0315 hrs to Wigtown for collection at station

WO166/646
August 1941
28th Larbert Conference at HQ CRASC reference new War Establishment. Name of column changed to 52nd Divisional Supply Coy RASC.

WO166/6357
January 1942
24th Party of 50 men employed in clearing roads in vicinity of Denny following request from Stirling County Council Roads Department.

WO166/9381
April 1942
12th Granton on Spey Main body of the Coy arrives. Supply depot opened at Elgin.

30th Civilian intake of 110 men to report. 103 actually reported. Training of direct civilian intake commenced. The following progressive training programme was put into force, drill, PT, weapon training, map reading, interior economy and anti gas training. A fifth week was allowed for revision and driving tests as all the men were drivers in civilian life. Instructors were loaned to the Coy from HQ RASC, 528, 529 and 39 Troop Carrying Coy, in addition to those supplied by this Coy. Four training squads were formed and training progressed satisfactorily under Capt J Stenhouse.
May 1942
28th Coy Ex "Stupid" started. This exercise was designed to test the defence of Coy HQ against an attack by a small number of parachutists, approximately 31. Defenders of HQ numbered 23. Actual attack of Coy HQ commenced 1800 hrs. Attackers divided into 4 groups and attacked from 4 sides, using smoke and gas. After 40 minutes heavy fighting the attackers succeeded in forcing an entrance to Coy HQ but at the expense of heavy casualties.
July 1942
18th Owing to outbreak of smallpox in Glasgow, the Coy stopped privileged leave to the city pending verification that all pers proceeding there were protected by vaccination.
October 1942
17th Psychological reports on 3 drivers considered unsuitable submitted to CRASC. Total number of such cases awaiting disposal now 6. The names of a further 16 men who are physically otherwise unsuitable as drivers have been submitted to CRASC. The names of those unsuitable drivers were today circulated to Pln Comds with instructions that they be NOT Allowed to drive WD transport under any circumstances. Of other unsuitable drivers of this Coy, 7 men have now been re mustered as issuers, 7 posted and one discharged.
November 1942
12th Hard living commenced. All ranks of Coy sleeping in lorries in location. Reserve rations only to be consumed, no fresh. All ranks placed on honour not to purchase food outside camp. Coy and Pln offices established in vehs and special sleeping bags issued. Night route marches arranged.
17th 2 Officers and 44 ORs issued with special mountain equipment and hard rations and gained experience in mountain climbing. Rations cooked individually on mountainside.
20th All ranks returned to normal billets and rations after 8 days living in vehs and consuming hard rations.

WO166/13144
September 1943 Maud letter received from National Debt Office on behalf of the Chancellor of the Exchequer *thanking unit and expressing the Government's appreciation fir its patriotic motives* in raising the sum of £33 18/5 at the concert and dance in Strichen during the Wings for Victory week.

WO171/2488
April 1944
12th Ex LIVER I. One Tpt Pln plus 1 Pln attached from 76 Coy proceed to Liverpool to collect 55 special M29 vehs. *RTU 16 Apr 1944.*
18th Ex LIVER II. Two Tpt Plns of this unit plus 1 Pln 76 Coy and vehs from 155, 156 and 157 Fd Amb proceed to Liverpool to collect 80 M29's. RTU 22 Apr 1944.
July 1944
2nd 2 Offrs and 6 Sgts proceed to attend course on training for Air Portable role at RASC Air Training Camp Lemsford Camp Welyn Garden City.
August 1944
This part of the War Diary is headed "No1 Echelon"
17th Kingsey Notification of postponement of planned air portable role
19th Tythrop House, Hadden Hall Bucks. *Echelon consists of 7 officers and 200 ORs*
25th Ex Fillup commenced which was to prove the system when RASC Coys were air landed.
Fintray House Dundee – Rear party 2 Officers and 111 ORs and 96 vehs – all types.
September 1944
3rd Kingsey. No 1Echelon 4 Offrs 106ORs 11 jeeps and trailers arrived new loc Stourton Hall Baumber Lincolnshire
11th Flight operations cancelled – no further plans or preparations.
October 1944
Baumber
7th 1300. All leave cancelled. Pers on leave to be recalled forthwith. 2145hrs Air Portable Echelon to move to marshalling areas from 0900
12th 66 x 3 ton Canadian Fords drawn from 27 VRD
The Diary then included notes about the move by Jeep and rail (rear Party) of 40 Divisional Troops Group to the continent
Movement Order No1 530 will move as part of 40 Group from Dundee – 66 vehs in total. Also in 40 Group move

78 vehs of 528 and 8 of HQRASC, staging at Wishaw 11/12 Oct, Catterick 12/13. All vehs -21 Army Group sign will be painted on all vehs asap
16th Main road party left location for marshalling area 5 Offrs 148ORs, 69 x 3 ton -30 loaded with ammunition, 21 Ordnance stores, 3 petrol, 1 x 4 wheeled trailer, 1 x 4 seater car 13 motorcycles .1000 Arrived Lutterworth staging camp.
17th 2000 Main road party arrived camp A19 Gosport
18th 0800 Lee on Solent Main road party embarked on LSTs
18th Jeep party left Baumber 1000. Rail party – move postponed for 72 hours
19th 2345 Lee on Solent LSTs (main road party) weighed anchor.
22nd Arromamches Main road party in Harbour Transit camp 60
22nd Rail (rear) party entrained Bladney Station. 1300 Move to Purfleet marshalling yard. 1600 Joined with jeep road party who had been detrained at transit camp Lutterworth
23rd Arromanches 0800 Main Party left camp 60 and arrived Vernon 1600
24th 0730 Vernon Main road party left,arrived Bavinchove 1600. 1 x 3 ton breakdown left at REME Arras.
24th 1500 Tilbury parties embarked. Pier 12 on LST 224 Remained at wharf night 24/25th
25th 0700 sailed to convoy FUP off Southend Pier. Laid at anchor till 1620
25th 1400 Main party arrived Huisse Belguim. Coy HQ established.
26th Coy harboured in village. Rail and jeep parties reported. Cas rejoined from UK
26th 0400 Convoy off Ostend. Beached to North of Ostend seafront adjacent to Londres and Royal Palace Hotels 0815 reported through Div Report Centre Deinze and joined Coy at 1700 in Huisse, transported by RASC TCVs
27th Coy came under comd 155 Bde wef 1600
28th 7 x 3 ton uplifted 155 Fd Amb, 9 x 3 ton 155 Bde Wksp, 6 x 3 ton 7 Manchesters, 7 x 3 ton 155 Bde HQ, 37 x 3 ton 5 KOSB 1 x 3 ton, 2 jeeps and trailers attached indefinitely HQRASC Hulst
29th 12 x 3 ton allocated 241 Fd Coy RE, 16 x 3 ton 1 Mountain Regt RA, 20 x 3 ton 7/9 R Scots. Indefinite attachment 12 x 3 ton FMA Baker Dump
31st 1200 Coy arrived Zeldonck.
November 1944.
1st Zeldonck 0900 2 Offrs and 32 ORs reported at Braskens to operate Beach Maintenance Area
3rd South of Breskens. 1 Warrant Officer to Beach Maintenance Area Flushing 1200 Coy moved to South of Breskens
4th 1200 Coy moved to Breskens
10th All avail transport evacuating 155 Bde troops and Special Service troops from Walchern also prisioners. 25 x 3 ton clearing Tare Dump to 9 Army Road Head
27th Coy HQ Gronscind
December 1945
22nd Coy location SW of Brunnsum

WO171/6308
January 1945
10th Brunnsum 0030. 1 Officer and 3 ORs injured by fire from unit sentries. 1 Officer and 2 ORs evacuated
March 1945
30th Details of reorganisation of 52 Divisional RASC — 530 to become Forward Coy with Composite Plns from other Coys attached. Coy to be moved forward to supply Division all purposes.
31st Coy moves to Haffen later Hamminkeln
April 1945
1st Orders received to establish Forward RASC area. SAA and grenade APs to be moved to new area. 1 Tpt Pln ex 529 to be attached for ops wef 1 April. Forward Area fixed at Rhede-Boruen area. Comp Plns from 76, 528 and 529 moved into Div RASC area and come under command this Coy.
9th 'B' Pln to new location Drierwalde. The Forward Div RASC Admin area moved into the same region.

WO166/6358 **76 Coy RASC**
September 1942
Carron Inverneshire Part 2 Orders Coy is designated 76 Coy RASC.

WO166/10634
January 1943
16th Carron, Invernesshire. Provided transport to take 300 Italian POW from station to new camp near Archiestown.
22nd Further 150 Italian POW to camp.

WO171/2374

January 1944

5th Buddon Camp, Dundee. Camouflage lecture given by Division Camouflage Officer at Golf Pavilion, Barry Links and unit camouflage subsequently inspected. 65 all ranks attended.

February 1944

1st *For guards, ammunition will be signed over to the Guard Comd who will issue to each relief.* Magazines issued to sentries will be kept in pockets of greatcoats and will on no account be loaded onto weapons unless in the event of an emergency. 4 loaded magazines for 9mm Sten, two to each sentry and 40 rds .303, 20 to each sentry when actually on duty

.June1944

1st Move of 155 Bde Gp from CTC Inverary to Annan along with 528 Coy, supplying 41 vehs to uplift 7/9 RS and also 530 Company personnel on course.

August 1944

15th Moved to "The Birches" Rydens Avenue, Walton on Thames. Left 11th via Dundee, Perth, Stirling, Lanark, *Carlisle. Staged night at Hadrians Camp. Preston, Shap, Kendal, Lancaster, Preston, Wigan, Warrington,* Tarporley, Staging camp at Wellington night 12/13th. Stratford, Oxford, Reading, Walton. Tilbury.

September 1944

6th Arromanches. Disembarked in France. Advance Party 1400 hrs, Main Body 1800 hrs. Main Body moved to Transit Camps.

7th 0830 Main Body left Transit Camp. MT and remaining personnel disembarked by 1700 hrs. 1130 hrs, Langrune Sur Mere. Main Body arrived new location.

10th Order to move received 1000hrs. 1100 hrs, Vehs dispatched to units of Bde Gp to carry POL. 1115 hrs, Unit left via Lisieux, Louviers, Les Andelays Staging Area (Gounray). Unit arrived 2300 hrs.

11th Unit left Staging Area. Route Amiems, Arras, Lens, by - pass *Lille, Oudenarde - Alost. 2000 hrs Coy arrived* new location public park Alost. Vehs on detail reported in during Night.

16th *1500* hrs, Coy left location via *Zellic, Brussels, Louvain, Dienst, Beringen. 2350 hrs, Coy arrived new location* Heusden opening up PP in Brussels Liege on 17th.

24th *2130 hrs. 3 x 3ton returned from 7 Army Roadhead* petrol detail reported that remainder of PP ambushed

25/26th B Pln lost. 262030 hrs, 46 personnel of PP reported in two vehs. OIC Wksp returned having found 19 vehs burnt out on the road 3 miles North of St Odenrode.

27th Further personnel returned making total of 80 in all accounted for leaving 2 NCOs and 10 missing. Also 4 x 3 ton unaccounted for, 3 motorcycles and one Austin Utility Pick up.

27th Sitrep Sent to 157 Bde and CRASC Seaborne echelon-3 ton load carriers destroyed by en action, 19 missing- 4 x 3 ton, 1 x 2 seater car, 3 x motorcycles. Missing in action 2 NCOs and 10 men.

December 1944

7th 0200 hrs, 2 German ORs gave themselves up to Petrol Dump entry. Handed over to 10 to be sent off to Div.

21st *0900 hrs Some enemy air activity during night* 20/21. No casualties.

January 1945

1st Activity by about 10 enemy fighters approximately 0900 hrs to 1000 hrs. No casualties.

March 1945

11th Area of Workshop Platoon location machine gunned by two enemy aircraft. No casualties.

Annex J

Extracts from the personal diaries of Captain I. M. Heilbron

(By kind permission of Mr Peter Heilbron)

No. 1 (Headquarters) Company ASC.

Monday 7th June 1915. After an all night sitting, squaring up office work, and packing kit, the eventful morning broke, promising a beautiful day for the departure of the Train. By 7 a. m. breakfast was over and the first half Company were harnessing up and yoking in. A heterogeneous mass of equipment magically giving place to order in a manner wonderful to the uninitiated to behold. By 9.30 a.m. all was ready and the half Company marched off under command of the OC. After its departure I turned my attention to the tidying of all billets, finally closing the office and getting my own half Company ready for the road. At 12 30 p.m. prompt the Company was on parade, the roll called and with the order "walk march" I lead the second portion of Headquarters Company amid greetings from the natives of Bridge of Alien, out into the unknown. Ten months had slipped by since Mohilisation and now at last our hopes and aspirations were about to be realized. We were going out to prove ourselves and never a fitter lot started for realms unknown. At 1 40 pm Stirling was reached and then commenced the entraining, wagons, horses, mules, harness, men and kits were finally all stored away and after bidding adieu to our friends (Colonel Forrester AA&QMG of the Division, Colonel Henderson our Padre in the Brigade, Officers of the Second Train, Mrs. Lennox and others) at three minutes to three we moved out.

Edinburgh. Our first stop where Mr. Walker OC of the Third Train met us.

Carlisle. Arrived about 8.30pm. Here the horses and mules were watered and the men had tea as arranged previously, by wire. Also Dinner baskets for the officers. Departed by 9.00pm.

Preston/Crewe. Got out at each station to see all well

Tuesday 8th June 1915. Birmingham. We arrived here at 4.30am and got breakfast for all. A terrific thunderstorm greeted us in this Midland metropolis but I did not notice this outburst having any dampening effect on the men's appetite or spirits, both of which were excellent.

Toddington. About 6.30 a.m. Here, horses and mules were well watered and fed and the men had a fine wash and general clean up, then after 20 minutes, off again into the lovely country, passing through Taunton, Stratford on Avon, Exeter, skirting Bristol until finally about noon we steamed into Plymouth and then Devonport. Here we got small engines attached and twined and entwined through various dockyards until Keyham docks were reached The good ship "Manitou , our troopship to he, was lying alongside and we marched right on board Soon the horses and mules were safely stowed away and the men sat down to dinner, officers to lunch. All day long at three hour intervals, trains packed with troops emptied themselves into the old Red Star liner while we old hands assisted the newcomers in their detrainment. At 10.00 p.m., Shedden (Captain T. L. Shedden) *and I returned to our cabin, as permission was not granted to leave the dockyard*

Wednesday10th June 1915 Still more troops arriving throughout the day, until finally at about 6p.m. we were complete and what a motley crew it was, ASC, RAMC, Naval Flying Corps officers and men bound for Lemos, armoured motor car drivers, supply, bakery sections, Staff Officers etc, over 1000 troops and 600 animals all told And now as dusk takes place we are moving off, up to the lock where we lie for a while near a wondrous work hive, the "Temeraire" damaged in action is being repaired. A good ship, worthy descendant and a noble size. Be you strengthened quickly and off you go. You are needed! Now the lock opens, cheers break out from the ship and the shore and the little yellow tugs at the bow and port, strain and puff as slowly the "Manitou" moves off. But not alone for just ahead the "Marquette" is moving with Artillery and Engineers aboard and soon disappears from view into the night. Slowly we move out from Plymouth into a world unknown, just as centuries before the pilgrims of the Mayflower left to do or die for Britain's sake. We moved quietly out and all lights are soon extinguished as the wireless has told of dangers of the deep hovering near, so we slowly move out to bed with perhaps just a slight

thrill of excitement and wonder. But safety is assured for, from the portholes on either side, can be seen moving with us, two small sinister black objects throbbing machines of death to any enemy, our gallant escorts, two torpedo Destroyers, sons of Britain's might.

Thursday 11th June 1915. A lovely day, up early. I run round the deck with the Doctor, then bath and breakfast. Now a general look around The "Manitou" is about 8000 tons, built in West Hartlepool for the Atlantic Transport Line and chartered by the Red Star Line. A lucky ship, for, on her first trip to the Dardanelles, 8 torpedoes were fired at her without damage, but unfortunately a panic took place amongst some of the troops and 120 lives were needlessly lost. These were with regular troops who had not drawn up proper alarm orders. Territorials decided to act otherwise and exact alarm orders were drawn up by Captain Crichton, Adjutant aboard troopship, Colonel Matthew, being OC Troops as senior combatant officer on board Each Company was told off to a certain position and then on the boat deck an armed guard supplied by the MMP was posted The next business was getting stables in order where every stall had to be cleaned out, boards lifted and all put in order, a by no means easy task if one considers the narrow enclosed space, both hot and smelly and the roll of the boat. Relays for this job, as otherwise mal de mer overcomes all, officers and men alike. By 1130 however all is finally tidy and the animals watered and fed At noon our twin escort the "Lark" and the "Lawford" suddenly turn about when off Ushant and dash back at about 30 knots to Plymouth and leave us plodding on at our11 knots, alone in the Atlantic, for not a sail is to be seen. Thursday passes all well, only signs of a coming storm causing a slight breeziness but happily this is not severe and blows itself out during the night.

Friday 12th June 1915. A fine day again and work proceeds merrily. Rumours of submarines in the vicinity cause a rigorous lookout to be kept; such preparations as are possible are made. Expert rifle parties are detailed off and a lifebelt parade held Also rafts and boats tried. The day passes on. After dinner warning is given that all lights will be put off at 9 p.m., so an early retirement is enforced and the "Manitou" pushed ahead into the night, invisible and silent, save for the throb of the engines. A day's sail was 289 miles bringing us to the Portuguese coast to which however we gave wide berth, being over 100 miles out.

The diary up to the evening of 14th June describes the visit to Gibraltar and continues on 15th June as follows:

A dull thundery day and the heat intense. Stables is now no sinecure and the efforts to keep cool are unavailing. The men work practically naked and do all they can to keep mules and horses from too great suffering, but the poor animals are feeling the heat and long standing and we know, all will not get through try as we may to help them. In the afternoon a Hospital ship passes us on our port side taking back those wastage's who doubtless had but a short time previously traversed the waters as gaily as we. Such are the chances of war. In the evening a concert arranged for the men was abruptly terminated by rain.

Between 15th and 19th June the "Manitou" sailed to Malta leaving there on 19th June.

20th June 1915. Desperately hot and great attention needed with the animals many of which are exceedingly weak.

21st June 1915. Up early for medical inspection of all ranks prior to disembarkation. Washed and groomed horses and ready for disembarkation at Alexandria and got packed up. About 10 a.m. came in sight of Alexandria and at 11 30 a.m. dropped anchor in outer harbour. Alexandria presents a curious view to the stranger, the sand and sand coloured buildings glowing in the sunlight. A curious medley of West and East and the endless shipping make up a fascinating picture. A grotty LO now comes aboard and we learn to our amazement that the Train and RAMC is not to land at Alexandria but to go to Port Said This news causes much misgivings, as the reputation of Port Said is not particularly enticing. However, it was not a joy trip so we must submit even if ordered to still hotter places .At about 6 p.m. we move into Alexandria and after dinner being safely in dock, officers get permission to land, Wordie (Major W Wordie, OC No. I Company), *Brand* (Captain G. B Brand MO), *MacDonald* (Captain R.G.MacDonald No.4 Company) *and I go off together and have a general look around later being joined*

by others, and finally returning to the ship in the small hours.

The ~Manitou" left Alexandria at about 7 p.m. the following evening en route to Port Said arriving there the following day. Disembarkation commenced at about 1 p.m. The diary describes the conditions under which the Train worked.

I am delighted to lead off the horses and fix up the horse lines so that there is room as the first batch of 50 is got together and the mules having landed, have had a roll, we move off into the desert, our home to be for how long? Spend a horrible afternoon in the heat with a terrific thirst unable to be appeased Work on till dark.

24th June 1915. Up very early and working on tent erection and getting camp set up. Another long weary day and get to bed, very done up, by midnight, our last night on board

25th June 1915. Again off to camp, busy with tents but, oh the heat. Lose about a ton of perspiration per day however it will be easier when we get settled. We begin to settle down and go off into town, tired and dirty to the Carino Palace Hotel for dinner, first having a shave and a bath.

The following day, Captain Heilbron was "asked" to take over as Camp Adjutant and the detail of the daily Train life stops. However there are a few pertinent notes of interest to the general ASC history.

Shedden (Captain T.L.Shedden), *Cullen* (Lieutenant W G Cullen) *and Mason* (Lieutenant W L Mason) *left us for Gallipoli, so Headquarters Company was largely depleted of officers.* (This event is also recorded in the War Diaries of No. I Company on 28th June/12th September).

About the end of September the Train was warned to be in readiness and on Saturday 9th October 1915 embarkation started. The diary continues.

Saturday 9th October 1915. Handed over position as Camp Adjutant.

10th October 1915 Wordie left for Alexandria to take over transport in Alexandria and newly attached men and I take over command of No. 1Company. Deas (Captain P.B.Deas) joins me as Transport Officer.

13th October 1915. Embarkation complete. No.1 Company, 127 other ranks, 153 animals, 48 vehicles, transport "Japanese Prince" 8000 tons is quite comfortable, but poor wagon accommodation. Off at 7 p.m. but stop dead almost immediately and lie to for the night.

14th October 1915. Sail at 4 p.m., start strict lookout for submarines and all necessary precautions taken. Lights out at 6.30 p.m. Supposed port, Salonika. A fine calm sea but now quite cool and bracing after the heat of Egypt's summer.

16th October 1915. Cool day, rain throughout the night. At 1 pm we enter Salonika Bay and by 2 p.m. are moored. Disembarkation commences and continues throughout the night.

20th October 1915. Animals in my charge safely disembarked and disembarkation completed Numerous French troops arriving.

21st October 1915 Move into camp 5 miles from town. Road almost impassable with all sorts of troops and transport, British, French and Greek. Real war now, fighting only 50 miles away. Fine country, quite like Scotland, also climate. Deas and myself put up camp. Fearful night of wind and rain.

22nd October 1915. Wordie arrived with new men and transport. Very busy all day. Met DAQMG, Major Piggott.

23rd October 1915 Sent off to unload Vestolin and bring up Field Ambulance transport. Horrible work all through the night. Terrible night of train. Bring up transport to camp. Hear of sinking of "Marquette"

(sister ship of "Manitou") with 29th Divisional Ammunition Column, aboard, meant for our Division. Fine but colder.

24th October 1915. Start routine work of supervising Supply Train at Supply Depot loading and moving off to units.

6th November 1915. Leave Salonika at 12 noon with No. 4 Company for Doiran. Arrive at 6 p.m. and commence de training. Park vehicles by station and sleep there for the night.

7th November 1915. March off from station into Serbia and proceed to scene of operations. Met McFarlane (Captain J.S. McFarlane No. 3 Company) half road and decide to encamp Company near his.

8th November 1915. Report on serious obstructions to transport to DAQMG. Visit units under shellfire. Danger to 1st line (transport).

26th November 1915. Very wet and raw. Convoy trouble at Dedili. GS wagons sticking. Reorganisation of Company agreed upon. Retreat proceeding orderly.

6th December 1915. Complete arrangements for moving to Doiran. Great excitement at night. Bulgars attacked in force, Connaughts (5th *Battalion*, Connaught Rangers, 29 Brigade) *badly cut up. Night evacuation work.*

8th December 1915. Tartali evacuated Supplies burned Situation very serious. Moved to Doiran, take over charge and arrange according to new plans.

11th December 1915. Clear all rations from depot in trucks get off labour column ASC after noon and one depot unit of supply. Firing very close. Hasanli depot gone, supplies cleared, move off at 9 p.m. to Kilindir. Receive wire to take up to Doiran 8000 rations, work through the night loading two trucks and move up at 4.30 a.m. Exciting experience as didn't know if Bulgars have got to the station or not. All well but terrific excitement .Unload trucks, give out supplies, remainder to French and finally leave by last train. Possibility of being cut off. Arrive Kilindir very tired, wash and shave, next arrange for supply trains to he sent down line. All night work, clear all but last depot unit and remain behind No Bulgars over frontier. 29 Brigade still at Doiran. Arrange for their supplies.

Annex K

Maintaining Allenby's Armies
RASC Quarterly June 1925

(By kind permission of the Curator of the RASC/RCT Museum)

A serious task was imposed upon the main body of our forces by the Turkish invasion of Egypt from the east. Overrunning the Sinai Peninsula, with German assistance, the Turks advanced in force till their outposts were within rifle range of the Suez Canal, and from November 1914, to early 1916, it was not possible for the British to do more than protect this vital artery from occupation or destruction. During a period of close on 18 months, therefore, our operations were practically confined to a sustained defensive, our line extending along the Canal banks, from Suez at the southern extremity to Port Said at the northern. A broad gauge railway runs the whole length of the Canal, communicating with the entire Egyptian railway system. Thus Alexandria, our main depot for supplies arriving from the west, Suez, our station for supplies arriving from the east, and Cairo, where supplies purchased in Egypt are most readily assembled, were all within easy reach of the main positions. An advanced depot was established at Zagazig on the edge of the Delta, and later it was possible to form a depot on the Western bank of the Canal at Kantara. Thus the question of supply was readily and easily met until, early in 1916, it was decided to protect the Canal by driving the enemy back across the desert and over his own frontier into Palestine.

A series of defeats and the impossibility of maintaining an army for an unlimited time in the wilderness had caused the retirement of the main body of the enemy forces to El Arish. Our front, therefore, was practically clear, and, crossing the canal, we were able to proceed with the construction of a fresh base at Kantara, the point of departure chosen for the advance.

The main essentials for an advance in force across the Sinai Desert were

a. the laying of a railway that would accompany the movement of the army
b. the laying of a pipeline, communication with the Sweet Water Canal, that would meet the demand for water.

Both these matters were eagerly pressed forward, and, simultaneously, Kantara itself was developed beyond recognition; with wharves at which ocean-going steamers could berth and unload and depart forthwith to the open sea; with cranes and sheds and hutments.

The Supply Depot established on the western bank had already overflowed across the Canal; and now, with ample wharfage and accommodation, it was able to

complete this migration and take its place in the general scheme as a first class Depot holding direct communication with the sea.

Concurrently the Egyptian Labour Corps had been formed, thereby ensuring an unfailing reservoir of labour; and in addition, the Camel Transport Corps, which ultimately reached to 35,000 camels, each capable of shouldering a load of 350 lbs. came into existence. Thus reinforced, it was only a question of time for rail, pipeline and men to clear the desert. The battle fought at Romani in August 1916 opened the way to El Arish; Rafa, on the Palestine border, was occupied in January: and finally, despite two abortive battles, known as the first and second battles of Gaza, the enemy, now in touch with his fixed lines communication, established himself on a defensive front, extending from Gaza, close to the sea, to Beersheba, some fifty miles to the south east; and here, for the time being ensued a pause in operations.

The problem of supply during this year of desert warfare was mainly one of railway communication augmented by camel transport. Wheeled transport in any shape or form was found ineffectual when asked to cope with the heavy sand, and the few caterpillar tractors were engaged in RE services. The three infantry and two cavalry divisions, therefore, which, with various auxiliaries, formed our striking force, were constantly grouped around the various progressive railheads which it was our business to push further forward and defend. Here too, and along the railway line - now become a veritable umbilical cord - as needed, were formed our Supply Depots, ever moving eastward and subject to constant change. An abundance of camel transport extended this area, making it possible to form advance depots, notably as a preliminary to offensive operations.

The occupation of El Arish opened another channel of Supply. Stores were forwarded by sea from Post Said and landed from surf boats, till the progress of the railway made this unsatisfactory course superfluous. El Arish, especially in the winter months, is no very secure roadstead, as for days at a time in bad weather it was impossible to get supplies ashore. The railway, too, needed constant care, as it was liable to be sanded up after a storm, or washed out by the rain. The water supply was an ever-present source of anxiety. The pipeline, as a productive instrument, was necessarily always some distance short of the railway, and once the water bearing Katia area was left behind, tank trucks had to be added to the loads already carried by the railway.

On March 26th 1917, the first Battle of Gaza was launched from Rafa, then our railhead, 18 or 1 9 miles distant from the scene of action. The troops gained their objectives, but were unable to sustain themselves, withdrawing on the night of the 27th-28th "as hostile artillery fire made the approach of slow moving camel convoys

with water and supplies impossible"...also, "the distance of our railhead from the front lone put the immediate maintenance of such a force with supplies, water and ammunition out of the question."

This precious experience having been gained, it was not until our railhead had been advanced to Deir el Belah, twelve miles closer to the enemy lines, that a second attempt was made upon Gaza. By April 17th **we** were ready. The enemy however had profited by this interval to push up reinforcements and to strengthen his defences. In the six months which passed before a third and successful attempt was made against the enemy line, wide and far-reaching changes had taken place in the forces and method opposed to him. Seven infantry divisions and three cavalry divisions were now in the field, with a more proportionate increase of guns, aeroplanes, mechanical transport, and every service that could add to the striking power or further the mobility of an army. Special mention may here be made of the fact that Divisional Trains were reorganised to cope with the peculiarities of the local terrain. This large force, which may stand comparison with the army we maintained in France and Belgium during the first months of the war, depended for its existence upon a single line of communication, the railway, which crossed the desert from Kantara. The strain placed upon that single thread, more especially from a supply point of view, the demands made upon it and its unfailing response, may justly be regarded as a feature difficult to parallel in any of the various theatres of war.

In preparation for the attack, we had, as far as was possible, doubled this railway line, thereby in some measure relieving the strain upon a single track. From Rafa, too, menacing the enemy's centre, we had built a branch line to Shellal; and an extension, terminating at El Gamli, and a second extension which was being pushed on to Karm, in the direction of Beersheba, threatening his left flank. His right, at Gaza, was already within striking distance of our existing railhead at Deir el Belah. Light railways prolonged this railhead to our positions in the Wadi Ghuzze, and to the coast itself, so that supplies and stores, embarked at Port said and landed from surf boats, could be pushed up to the Depot. Side by side with these preparations went an equally valuable extension of our pipeline system, now reaching directly to the trenches south of Gaza, and augmented by a considerable development of the local wells and other sources of supply.

It was now possible to provide and accumulate the supplies and water needed for an advance in strength. Reserve and advance depots, forward from the great Base Depot at Kantara, were already in part established over the wide area occupied by our troops, and notably at El Arish, at Rafa, at Khan Junis and Deir el Belah. To these could now be added depots formed at Shellal and El Gamli, and, finally, at Karm and various points adjacent to the Wadi Ghuzze. The last named and the

important depot at Karm had to be formed in direct view of the Turkish positions and were subject to attack by shell fire. Little material damage resulted, however. The Karm depot, especially, was thus exposed, but so great was its value that it carried on undeterred, and, shortly after the fall of Beersheba, this one depot successfully met the needs of six divisions and the Imperial Camel Corps Brigade, to say nothing of a host of camel transport

The fall of Beersheba, surprised and taken on the last day of October, added a daily yield of 320,000 gallons to our water supply, and was the prelude to operations, which, driving in the enemy's left flank, forced him to retire from Gaza, threw a wedge between his western and his eastern armies, and gave him no rest until he had put some 50 miles between his old positions and an insecure line spread roughly between Jaffa and Jerusalem.

The supply difficulties of this pursuit can only be understood after a preliminary study of the country covered, the weather conditions, and the nature of communications. One feature alone was in our favour; we had definitely left the desert and the sand and could again utilise our wheeled and especially our mechanical transport.

As to the rest, communications were confined to:

a. a metalled road running from Beersheba through Hebron to Jerusalem;
b. an unfinished road connecting Gaza with Junction Station and Latron, where it met the metalled highway which runs latterly from Jaffa to Jerusalem

c. a narrow gauge railway, starting from Jerusalem, and connecting Junction Station with Beersheba.
d. a similar railway going north from Gaza and following the road, till to connected with the other line.

As far as was possible, both railways had been damaged by the retreating army.

The country itself consists of a wide coastal plain, which, to the east, changes abruptly into the broken and mountainous region traversed by the Beersheba — Jerusalem road. The plain, in the dry season, provides a sufficiently good surface for all kinds of transport; during the rains, however, this surface breaks, and in low-lying areas becomes an impassable swamp. In neither region is there a river or any plentiful supply of water.

Refusing the barren hills with their single indifferent road, our army abandoning its railheads, had set out in pursuit. Gaza had fallen on the 7th November, by the 10th in order to facilitate supply, two of our infantry divisions were recalled, and the

54th Division, now standing fast, gave up its transport to the pursuing force. Had it been possible to throw in and maintain these three divisions, it is more than likely that the 8th Turkish Army would not only have been battered, but annihilated. By the 12th we had advanced 35 miles beyond railhead, securing the mouth of the Sukerieh, and thereby obtaining a useful landing place for supplies sent round by sea. On the 14th our army had advanced 60 miles on its right and about 40 miles on its left and by the 19th it was in possession of Junction Station, Jaffa, Ludd, Ramleh and Latrun, and had secured its way into the mountains. The forces maintained amounted to three cavalry and three infantry divisions.

A brief interval, devoted to intensive road making and road mending, preceded a renewal of the offensive. Jerusalem was taken on December 9th by which date it was also possible to maintain the four added infantry divisions thrown into the line. As can well be imagined, the work of Supply over this period was the most difficult of the campaign. It was successfully met by the employment of any and every means that could further a single purpose. While the weather permitted, mechanical transport replaced the railway line; a succession of rainy days, however, reduced the country to a morass, and, for a period, all wheeled traffic came to a standstill. An abundance of camels, working in three echelons along the sand dunes which fringe the coast, saved the situation, and the pursuit was able to be continued. In paces camels sunk up to the girth in mud and many had to be abandoned. The wastage in animals and even in drivers was high, but the troops were enabled to go forward. The Divisional Trains themselves, at this time and throughout the advance, were so heavily handicapped that they could do little more that serve as first line transport. Meanwhile every opportunity had been seized upon to land stores on the coast. A depot was formed at Sukerieh, and the capture of Jaffa, and its subsequent clearance to the north, opened up another landing place. The existing railway lines, too, were utilised, repair work being pressed on with the utmost speed, and our own line terminating at Deir el Belah was pushed on to connect with the Turkish system at Deir Sineid. At a later stage the troops on the "Mountain Front" were reached by 2,000 donkeys who could go where the camel could not easily operate.

The road Beersheba – Hebron - Jerusalem proved at all times equal to mechanical transport which was able to maintain the single division of infantry and the regiment of cavalry which based on Beersheba, later on took that way. Thus, by combining every possible means of transport; and when one failed, by replacing it with pack, wheel, rail or water, were our troops enabled to fight and march from Gaza to Jerusalem. The country itself was bare; no stores could be requisitioned; and the enemy had destroyed whatever supplies he could not carry away with him. By the end of December we had formed fresh depots along our entire front from Jaffa to Jerusalem, and the capture of Jericho in February prolonged our line and

enabled us to establish an advanced depot capable of meeting the demands of any force we sent beyond the Jordan. Practically no motor lorries ran east of the Jordan. We made an advanced depot at Shunet Nimrin which was fed by Divisional trains from Jericho. Divisions were supplied by Camel Companies from Shunet Nimrin.

The advanced depot at Jericho, based on the large depot formed at Jerusalem, was especially valuable during the period March 21st to May 4th when we sent a considerable body of troops over the Jordan to raid the enemy's railway communications with the Hedjaz. The supply of these troops was effected by camel convoy, and by motor lorries which made full use of the metalled road, constructed by the Turks, running from Ghoraniyeh Bridge to Es Salt and Amman.

Before fresh operations on a large scale could be resumed, however, it was necessary to establish a more solid Line of Communication with Egypt than the improvised and as Rafa, and the single track was carried forward to Rantie, 315 kilometres distant from Kantara; that is to say, as close as it could be to our front line, passing through Ludd, where it connected with the light railway, built between Ludd and Jaffa and the existing railway to Junction Station, that went east to Jerusalem and south to Beersheba. The Jerusalem branch was replaced by a standard gauge line, thereby effecting a marked increase in its carrying capacity; and later on, when an iron bridge was built over the Suez Canal above Kantara, it connected directly with the Egyptian railway system. Egyptian produce, and notably grain and tibben, could now be run directly from the Nile Valley into Palestine. A series of light railways directed towards our front line positions were next pushed forward from the main system; and thus Jaffa became connected with Sarona and Jelil, with Sheikh Muannis and "Carrick Hill"; Ludd with Ras el Am and El Lubban; and Jerusalem with Bireh on the Nablus road. Road making and mending kept pace with this activity, and it was now possible to form depots capable of sustaining a large army strung out over a considerable area, and to accumulate the supplies needed for our impending advance. As before, hasty constructions upon which, in part, we now depended. The desert railway was double tracked as far our Main Supply Depot was still at Kantara, again expanded and boasting a still larger area and wharfage. Sub depots, the one at Ludd, the other at Jerusalem, fed advanced depots extending from Sarona, north of Jaffa, to Ramallah, north of Jerusalem, and Jericho, to the east. September 19th 1918, was the date chosen for the opening of this new and, as it proved, final attack.

Officers Record of Service (AB 439)

Colonel George Keeble Crichton OBE, MC

To be pasted inside cover of A.B. 439.

This book is not to be taken as a proof of the identity of the holder.

W4270—PP658 300,000 1/18 HWV(P671)

Army Book 439.

INSTRUCTIONS.

1. This book will be issued to every combatant officer below the permanent rank of Lieutenant-Colonel.

2. It will be carried by the officer and will be produced whenever required by a superior officer under whom he may be serving.

3. Except where specially stated, officers will make their own entries in the book and will get them signed.

4. The authority for substantive and acting promotion should always be quoted for purposes of reference, for pay, allowances, etc.

5. In cases in which it is not possible to state the actual dates of acting promotion, etc., granted in the past, the information will be stated as approximately as possible.

6. If it is not possible to obtain the signature of a C.O. or Brigade Commander, who is in a position to vouch for the accuracy of an entry relating to the past, endeavours should be made to obtain the signature of another senior officer.

Surname CRICHTON.

Christian Names GEORGE. KEEBLE

Date of Birth 5TH OCTOBER 1888

Regiment ARMY SERVICE CORPS. (T.F.)

NOTE.—State whether commission is Regular, Special Reserve, Territorial, or Temporary. The number of the battalion is on no account to be stated.

Permanent Home Address "Belgrave. Rutherglen Lanarkshire Scotland.

Civil Profession or Occupation before the War TEXTILES.

Agents Sir Charles R. M'Gregor Bt. & Co. 39. Panton St. Haymarket. London S.W.

Full Name and Address of Next-of-Kin Father

WALTER. CRICHTON.
"BELGRAVE" RUTHERGLEN
LANARKSHIRE SCOTLAND.

Operations in which the Officer has taken part, showing the exact period of service in each instance.

(f) Operations in Egypt 7-8-15 to 12-10-15.

(e) Operations in Greek Macedonia, Serbia, Bulgaria, European Turkey, and the Islands of the Aegean Sea, 13-10-15 to 12-9-17.

(g) Operations with the Egyptian Expeditionary Force, 13-9-17 to ~~31-10-18~~. 31.7.19.

Details as to Staff and Extra-Regimental Appointments in theatres of operations held during the War, with the period of service in each case.

Adjutant 52nd (Low) Divn. Train.
6-10-14 to 31-12-15
Senior Supply Officer, 10th Division
1-1-16 to 28-12-17.
Acting O.C. 10th Divn. Train.
28-6-17 to 12-8-17.
Acting D.A.Q.M.G., 10th Division.
20-8-17 to 19-9-17.
Acting D.A.Q.M.G., 10th Division.
16-10-17 to 19-11-17.
D.A.Q.M.G., O.E.T.A., G.H.Q., E.E.F.
29-12-17 to 15-9-18
A.A.G., O.E.T.A., G.H.Q., E.E.F.
16-9-18 to 16-11-18.
Assistant Administrator (Class X)
H.Q., O.E.T.A.(South) Palestine.
17-11-18 to—date. 31/7/19

Disembodied - 12/9/19.

Insert on page 3 of Army Book 439.

LANGUAGES.

Language	(*a*) If Army Interpreter, state Class (*b*) If passed test, state where

ANTI-TYPHOID INOCULATION
(A.C.I. 1800 of 12/12/17)

Dates	Signature
9 and 16/8/18	R. O. Pilley Major RAMC(T.F.)

W4270—P1653 300,000 1/18 HWV(P671)

PROMOTION.

SUBSTANTIVE		ACTING	
Rank	Date	Rank	Inclusive: From
2nd Lieut. ...			
Lieut.	17-6-08.		
Captain	1-7-10 5-8-14		
Bvt. Major ...	3-6-18		
TEMPY. " ...	1-1-16.		
Major			
Bvt. Lt.-Col. ...			
Lt.-Col.		Lt Colonel	16.9.18.
Bvt.-Col. ...			

TO BE BREVET MAJOR (on Retired List, Reserve of Officers, Special Reserve, New Army, or Territorial Force, in the case of Officers belonging to these categories, as applicable)—Capt (T./Maj. A.S.C.) G. K. Crichton, M.C., A.S.C.; Capt (A./Maj. R.E.) W. Sharp, R.E.; Capt E. F. Tickell, M.C., R.E.; Capt (A./Lt-Col) W. G. Tyrrell, D.S.O., R.E.; Capt (T./Lt-Col) H. C. B. Wemyss, D.S.O., M.C., R.E.

PROMOTION.

ACTING.		
Dates: To	Authority	Signature of C.O. or of a Brigade Commander in the case of a C.O.
	EEF G.R.O. 4602 1-11-18. A.C.I. 192-1918.	Tempy Lt Col whilst holding appointment of A A G

SERVICE.

AT HOME			ABROAD					
Unit.	From	To	With an Expedy. Force.		Elsewhere		Wounded (date)	Sick (date)
			From	To	From	To		
3rd. Lanarkshire Rifle. Volunteers	1906	1908.	7-6-15	31/7/19.				7-3-18. To. 15-3-18.
Lowland Divisional. I + S. Column.	17th June. 1908.	May. 1912.						
T. F. Reserve.	1912.	4-8-1914.						
Lowland Divisional I + S. Column. Later consented to 52nd Divisional Train.	5-8-14	6-6-15.						

EXTRA REGIMENTAL EMPLOYMENT DURING THE PRESENT WAR.

Nature of Employment	From	To	Signature of Officer under whom employed.
A/D.A.Q.M.G. H.Q. 10TH DIV.	20/8/17	19/9/17.	[illegible] Deputy A.A. & Q.M.G.
Do. D.o.	16/10/17	19/11/17	[illegible] Deputy A.A. & Q.M.G.
D.A.Q.M.G. (O.E.T.A.) GHQ. 1ST. ECH. E.E.F	29/12/17.	15.9.18	A.W. Money Major Gen
A.A.G. (OETA) G.H.Q. 1st Ech. EEF	16.9.18	16.11.18	A.W. Money Major Gen
Asst. Administrator (Class X) H.Q. OETA (South)	17.11.18		A.W. Money Major Gen

MENTIONS IN DESPATCHES AND REWARDS DURING THE PRESENT WAR

Mention	Date of Gazette	Reward	Date of Gazette
—	—	M.C.	1ST. JANUARY. 1917.
—	—	BREVET MAJOR	3RD. JUNE. 1918.
—	—	O.B.E. (MIL. DIV.)	1st January 1919.
GEN. ALLENBY'S DESPATCH 23/10/18 E.E.F.	22/1/19	—	—
		ORDER of the NILE. 3rd Class.	"Journal Officiel" Egypte. 4th September 1919. London Gazette 16th January 1920

The Commanding Officer, or a General Officer under whom the officer may be serving, may, if he wishes to do so, state here in his own handwriting the fact that an officer has shown aptitude for any particular duty or employment, or if he has special qualifications for any particular branch of the service. Any marked acts of gallantry, or any special duty well carried out may be mentioned.

Any such statement must be signed by the officer making the entry.

Major Crichton M.C. carried out the work of Dragoney 10 Dam during the embarkation of Mt Dam at Salonika and again throughout the entire Bulgaria operations.
He is energetic & quick whilst possessing sound judgment and a clear head - he refuses to be flurried. He was of the very greatest assistance to me during both the above periods & I could always rely on him.
He has a marked aptitude for Q work.
He has worked with me for 2 years.

M. Pearson Brown
Dragoney XX Corps

29/5/18.

Since I took over the Administration of O.E.T.A. in April 1918 this officer has been its chief mainstay.
Col. Crichton has been in charge of the departments of Commerce & Industry, Supplies, Transport, Public Works, Ports & Telegraphs; & has shown great aptitude for organization & getting work done.
He has a clear head for business & plenty of self reliance.
I have entire confidence in him

A. W. Money
Major General
Chief Administrator
O.E.T.A.

12/7/19

The Pipe Band

There is considerable evidence that the first Pipe Band in the Corps was raised by the LDT&SC - see Chapter Two. However the exact date when there were sufficient numbers of pipers and drummers for the term "band" to be used is not known but in all probability it was some time during 1911 or 1912.

There is no record of the band after the First War or during the inter war years. There are notes and verbal evidence of the Band being reformed in 1956. The story goes that the then Director of Supplies and Transport at Scottish Command commented about the Pipes and Drums of the 51st Highland Column and the then Commanding Officer of the Lowland Column, Lieutenant Colonel J Forrester decided there and then to reform the Band. The task was given to a Captain George Jamieson, a former Black Watch Officer then in 577 Company who solved the initial recruiting problem by persuading a civilian band that was disbanding due to lack of funds, to join the Territorial Army.

There was no Establishment for a Band and money from Company funds was used to buy kilts and instruments. For many years the bandsmen wore battle dress tunics. The running of the Band was eventually taken over by the late Major R K Taylor of 577 Company who kept it going for many years.

The Band made several public appearances including playing the Beating of Retreat at Edinburgh Castle in 1959 along with the Bands from the 51st Highland Column and 123 Transport Column.

On the reorganisation in 1967, the Band was scattered throughout the Lowlands and it took several years to reorganise and to recruit new members to replace those who found the travelling too much. The Band became an authorised, not Established, Band and an equipment table was issued (Annex O to MOD/A/54/GEN/1294 dated 31st October 1967) which entitled the members to wear the Red McDuff Kilt (Kilt No.16), No.1 Dress Doublet, Blue Lowland, plain Blue Glengarry with Blackcock feathers and the Corps Badge, Gaiters Highland with natural white buttons and stockings footless, Q type.

At its peak (1974) the Band's strength was a Drum Major, a Pipe Major, 10 Pipers and 11 Drummers but this gradually fell away until in 1984 serious concern was being expressed about the future of the Band. The situation was not improved by three things; the Drum Major's decision to emigrate to Australia, the Pipe Major working in Wales and perhaps more importantly the fact that the "system" had decided that the Band had to qualify for their Bounty like all other soldiers as well as qualifying for the trade appropriate for the rank held, something that had been glossed over for many years in the past.

About 1986/87 as a result of retirements, run outs and poor recruiting the Band, which had been graded Grade 3 at its peak, faded away.

574 Transport Squadron Royal Corps of Transport (Volunteers)

574 Company Army Service Corps was formed in France on 26th September 1915 as the Auxiliary Horse Transport Company of 1st Cavalry Division. It served in France throughout the War and was at both battles of the Somme (1916 and 1918), Arras and Cambrai. It was disbanded in August 1919.

There is no record of the number having been used again until 26th February 1943 when 574 Pack Transport Company Royal Army Service Corps was formed on the redesignation of 11 Pack Transport Company. 574 served in North Africa and Italy where it operated mules in the Italian Mountains as part of the 8th Army. It was disbanded in May or June 1945.

On the re-formation of the TA in 1947, and because of Rothesay's association during the War with water transport, it was decided to raise an amphibious unit in the town and 1574 Company Royal Army Service Corps (Territorial Army) was formed in 1947 with detachments at Millport and Lamlash on Arran.

1574 Company was part of 264 (Scottish) Beach Brigade Column Royal Army Service Corps (Territorial Army) a unit in a Brigade that was unique in the British Army having been formed to keep alive the experience gained during the war in the assault of a beach and subsequent resupply of a beachhead. The Company operated DUKWs and Buffaloes, its role being to sail between supply ships and the beaches carrying stores, rations, ammunition and the like.

Between 1947 and 1950 the Company became 574 Company and moved to Glasgow and on the reorganisation of the Brigade was disbanded in 15th July 1950.

In the 1960 reorganisation of the Territorial Army, the Company was reformed as a General Transport Company, still part of the Beach Brigade, in Clydebank with detachments at Dumbarton and Kirkintilloch and made up of personnel from "Q" Battery, 402 Light Anti-Aircraft Regiment Royal Artillery (Territorial Army) which was disbanding. That unit had originally been formed from the 9th Battalion Argyll and Sutherland Highlanders and for a time 574 Company personnel wore the Argyll shoulder flash.

On the rebadging of the RASC on 15th July 1965, the Company became 574 Squadron Royal Corps of Transport (Territorial Army) and was disbanded again on 31st March 1967 on the reorganisation of the Reserve Forces, its personnel transferring to 154 (Lowland) Regiment Royal Corps of Transport (Volunteers).

When it was decided to number the Headquarter Squadrons of the Reserve Army Transport Regiments, application was made by 154 Regiment to use "574" because of the many connections between the Beach Brigade Column, the recruiting area and the transfer of personnel in 1967 and approval was granted to use the title 574 Transport Squadron Royal Corps of Transport (Volunteers) from 1st April 1990.

Its first and only Squadron Commander was Major G W C McPeake, the Squadron being disbanded on 31st March 1993 when the Regiment disbanded and its members absorbed into 221 Transport Squadron Royal Logistic Corps (Volunteers).

THE RECRUIT RECEPTION AND TRAINING TEAM (RRTT)

Prior to 1980 recruiting was a squadron responsibility with differing entrance and selection standards throughout the Regiment. The effort put into recruiting and training at Squadrons had at times a detrimental effect on other training and took up the valuable time of experienced instructors usually the senior ranks. In 1980 the Regiment was allowed to form a Regimental Recruiting team using overborne personnel, mainly senior ranks who had reached the upper age limit for active Squadron service. There was an outline Establishment of an officer in Regimental Headquarters, and a Warrant Officer and Staff Sergeant in each Squadron. Selection and training was still carried out at Squadrons but with the freeing of personnel, normal training went on unhindered.

Following the Shapland Review of the Territorial Army, the Establishments of Regiments were changed and Establishment 6/4045/3/(P)(W) effective 1 April 1983 gave each Regiment a new organization known as the Regimental Recruit Training Team, (RRTT), part of Headquarters Squadron and consisting of the following:-

OIC	Major
	Captain or WO1
	Subaltern or WO2
	WO2
	Staff Sergeant
	7 Sergeants

Within 154 Regiment it was intended that the Captain and Subaltern posts be filled by WOs normally Squadron Sergeant Majors whose tenure was finished but who still wished to serve on in the TA.

The Regimental allocation was as follows:-

Headquarters Squadron	Major and 3 Sergeants
221 Squadron	Staff Sergeant and Sergeant
222, 225 & 251 Squadrons	WO2 and Sergeant each

If there were no suitable candidates at the Established rank, a suitable candidate at a lower rank could be substituted.

After several years it was felt that RRTT personnel should be on the Establishments of the individual Squadrons and a revised Establishment 6/4045/4(P) (W) dated 1 February 1988 was issued reflecting that change

The revised allocation was as follows

Headquarters Squadron	Major, a Captain/WO1 and 2 Sergeants
221 Squadron	2 Sergeants
222 Squadron	Staff Sergeant and a Sergeant
225 Squadron	Subaltern/WO2/Staff Sergeant and a Sergeant
251 Squadron	WO2 and a Sergeant

In the initial Establishment of 1983 all ranks were on the Establishment of Headquarters Squadron and under control of OIC RRTT. Under the revised Establishment other than the members of the Team for Headquarters Squadron the remainder were on Squadron Establishments though still under control of OIC RRTT. Administration and discipline were a Squadron responsibility

Recruiting was by press advertising or any other appropriate method or opportunity – open days Army displays etc. Lowland TAVRA provided a modest grant to fund advertising, the production of Regimental visiting cards etc.

Reception. An office was maintained in every Drill Hall where potential recruits could be interviewed and if suitable, limited documentation completed. Generally a potential recruit had to be between 18 and 30 the upper age limit being varied for suitable ex Regulars, (conduct exemplary or very good) or individuals with special skills advantageous to the Regiment. All had to hold an unendorsed full ordinary driving licence though again there were exceptions for potential cooks, clerks and ex members of the Cadet Force. Potential REME recruits had to be interviewed by the REME PSI and the application approved by Commander Maintenance at Headquarters Scotland.

Selection was by holding recruit selection weekends. These were held for a while at Squadron Drill Halls for recruits to the particular Squadron by members of the Squadron Team but under Regimental supervision and latterly centrally at one of the Week End Training Centres used by the Regiment. Emphasis later changed back to the Drill hall concept but with the potential recruits bussed to a central location. Selection weekends were in five parts starting off on the Saturday with a presentation by the OIC about the TA in general, the Regiment in particular, the liability, Military Law etc. This was followed by an hour long written TA entrance test prepared by the Director of Army Recruiting. Before lunch the recruits were take on a three mile timed run followed after lunch by PT, drill and weapon handling, the latter two designed to assess the individuals ability and co ordination.

All sections were scored and by the end of the first day and after a short interview the Team was able to decide who to accept. The Sunday was taken up by a Medical examination, documentation and attestations. They were told that they were in the TA for three years subject to approval by the Manning and Record Office.

Once the army number had been notified and uniform issued, training for the Recruits Course at the Depot RCT (TA) was started. The RRTT was responsible for organizing and running training so that the recruits were fit and had improved upon their military knowledge. It has to be said that over the years the training that 154 Regiment provided recruits were trained to a standard higher than required at the Depot.

The RRTT had its own Mobilisation role. For the first few years its members were earmarked as the command element of 90 Garrison Support Unit (GSU) a Home Defence transport unit formed from Reservists and supporting Headquarters Scotland in Edinburgh. Later 90 GSU became 328 Squadron RCT (Reservist) with a similar role. The RRTT took part in three Home Defence exercises – Brave Defender in 1985, Bonnie Dundee 1988 and as umpires on Exercise Blue Bonnet in 1992.