THE HISTORY OF THE LOGISTIC RESERVE – AN ARCHIVE

Logistics within the British Army was a tenuous affair until the advent of the railways and the adoption of the Haldane Report and the subsequent enactment of military reforms in 1908 – essentially the creation of the Territorial Force. This archive charts the progress of the Reserve logistic units of the British Army

ASC RASC RCT RLC
TF/TA/Army Reserve

History of the TA Regiments of the ASC/RASC/RCT/RLC – an Archive

FOREWORD FOR A WORKING DOCUMENT BY LT COL R A POW TD (RETIRED) – AUTHOR/COMPILER

I intend this document to grow as I research the subject. Currently, few units have a written history and those that exist cover a time span that ended decades ago, no one appears to have updated the histories. Sadly, for many units which disbanded in the 1950s or in March 1967 there is little or no physical evidence to say they ever existed apart from widely dispersed references in various little known tomes.

The document is to be an on-line archive giving a brief reason why the Territorial Force/Army was founded and those units formed within the reserves together with a brief history in various periods in time.

Historical information concerning the TA regiments lay in various places, archives and books and the personal collections of individuals who serve or have served in the units. I will specify sources as I progress in this task.

Much of this information has come from internet searches, purchase of out of print books via Amazon.co.uk the National Archives in Kew, the RLC Museum archive and from personal information supplied by many former members of the Territorial Army.

War diaries for the World War 1 & 2 TF/TA units will exist at the Nation Archives in Kew, but very few, if they still exist, have been digitised. Those that have been digitised can be downloaded at a small cost, but those which only exist as hard copy involves a great of work by the National Archives staff and can cost a great deal. The RLC Museum and Archive hold copies of a few ASC/RASC units but it is not a comprehensive collection.

At this stage I do not intend to catalogue those units which were raised specifically for the two World Wars and thus have a short lifespan, and I will refer to these as “Hostilities Only” (HO) units where & if encountered. I have not included Supplementary Reserve (SR) or Army Emergency Reserve (AER) units.

This is not so much a labour of love rather a labour of interest and intrigue – where did we come from, what did we do, who were the people and where are we going are the questions which I found to be my inspiration. However, I have not attributed any political reasoning as it is usually all too obvious and, anyway politicians are so fickle.

This is not an in-depth history, rather an archive, but one that barely scratches the surface whilst giving the reader a basic understanding of the timelines and the people involved. I start with the Crimean War and the background to what happened and why.

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Lt Col L Clifford TD – ex 157 (Wales and Midlands) Regiment RCT(V)& Chair 48 Div Coln Silver Fund
Lt Col M P Hyde TD – 48 Div Coln RASC (TA) and its Silver Fund
Lt Col S S Haywood TD
Lt Col R M Laing TD
Lt Col R D L Lloyd Hughes TD
Lt Col C L E Spurr ERD TD
Lt Col W A Watt TD
Lt Col M H G Young – 153 (Highland) Regiment ASC/RASC/RCT 1908-1980
Major J Innes TD – 154 (Lowland) Regiment ASC/RASC/RCT – 1903-1993
Major R G Barron TD
Major G M Davison TD
Major R S Gill TD (former RCT, RAPC & RMP)
Major D French TD
Major B A Hester TD
Major J F S Hyde TD – his many photographs appear in this document
Major J M Lilley TD
Major D R Stockdale TD
Major A Sutherland TD
Major R H Woodward TD
Capt R W Anderson
Capt P M Dodd
WOII I W L Tindall, Rifles, previously been a WOII in the Coldstream Guards. Completed 37 years regular and Territorial/Army Reserve service.
WOII D Donald (280/287 MC Sqns)
Several others – tba

Many thanks to the Director of the RLC Museum and the Archivists for their help and forbearance.

Resources (so far) in no particular order:

Regulations for the Territorial Force and for County Associations 1908
RLC Museum Archives
National Archives - Kew
The Highland Division Transport & Supply Column Army Service Corps (Territorial Force) and its successors 1908 – 1980 *by Lt Col MHG Young*
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A Short History of 48th Division (Territorial Army) - 1962
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http://british-army-units1945on.co.uk
http://www.army.mod.uk/logistic/34051.aspx
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Where would we be without Wikipedia!!!!!
Photographs from collection of *Lt Cols M P Hyde TD & R A Pow TD* or donated by members of The Waggon Club and others
"His Majesty's Territorial Army" by Walter Richards, published by Virtue & Co, London 1910
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Story of the RASC 1939 – 1945
The Royal Logistic Corps Foundation "Review" 2019 - 2020

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CONTENTS

CHAPTER ONE……. INTRODUCTION Page 7

Cardwell, Childers and Haldane etc

The Crimea
The demise of the East India Company's army
The consequences
The geographical spread of the British Empire (the "red bits" on the map)
Brief biographies of the main political proponents
a. Cardwell
b. Childers
c. Haldane

CHAPTER TWO ……. CARDWELL REFORMS Page 11

General
The Army Enlistment Act
Localisation Scheme
Other Reforms

CHAPTER THREE…….CHILDERS REFORMS Page 13

General
Recent Wars and Campaigns
Infantry Re-Organisations
Standardisation of Uniforms and Colours
Later Changes

CHAPTER FOUR ……HALDANE REFORMS Page 15

General
Recent Wars and Campaigns
The Reforms
Creation of an Expeditionary Force
Creation of The Territorial Force
Territorial and Reserve Forces Act 1907

CHAPTER FIVE – ARMY SERVICE CORPS (ASC) OF THE TERRITORIAL FORCE 1908 - 1919 Page 20

Divisional Supply & Transport Columns
Mounted brigade supply & transport columns
Establishments
World War One and immediate aftermath

CHAPTER SIX…….. ROYAL ARMY SERVICE CORPS 1920 – 1946 Page 33

Reformation after the war, re-organisations
New formations and establishments

CHAPTER SEVEN……. ROYAL ARMY SERVICE CORPS 1946 – 1965 Page 52

Disbandment and reformation
New units and establishments - rise and fall of AA artillery support

CHAPTER EIGHT……THE POST WW2 DETAILS Page 55

Units of the RASC and their places
Brief details of their activities

CHAPTER NINE 1967- 1993 Page 108

The independent units etc and

CHAPTER TEN - SR/AER/CVHQ RCT/ HQ RCT TA/HQ RLC TA Page 152

The Headquarters and Commanders

CHAPTER ELEVEN ..... 1967 – 1993 SPONSORED/SPECIALIST UNITS Of RCT/RLC(V) Page 168

The units, both "sponsored"
Regional regimental coverage

CHAPTER TWELVE.....1993 – 2015 RLC Page 196

The RLC
New regiments, disbandments, downsizing
Conversions of yeomanry regiments to RLC Squadrons ETC

ANNEXES

Annex A – Miscellaneous Photographs Page 209

Annex B – Personal reminiscences of mobilisation in 1939 and action in and evacuation from France in 1940 – 48 Div Coln RASC Page 215

Annex C – Letter from CO 48 Div RASC to Honorary Colonel following evacuation from Dunkerque 1940 Page 220

Annex D – TA ORBAT 1947 Page 224

Annex E – Diary of an Honorary Colonel – Colonel C H Ahern TD Page 2274

Annex F – Foundation of HQ RCT TA Page 230

Annex G – *"The Way Ahead for the RCT TA"* - Paper by the then DGTM Page 241

CHAPTER ONE – INTRODUCTION

INTRODUCTION

The concept of a reserve army can be traced back many centuries to a time when a monarch or chieftain, had a small standing army, which was really a personal guard force, and depended upon his friends, vassals and subjects to raise a force of armed men as and when demanded. Over the passage of time, in the United Kingdom, this arrangement became more formalised and by the start of the 19th Century there was a system of Militia[1], Fencibles[2] and Yeomanry[3] albeit mostly intended for home defence.

For the purposes of this document, the story of the Territorial Transport and or Movement Regiments starts in the mid 1850s and the Royal Commission reporting on the Crimean War in the 1860s.

It should be noted that the Army Reserve element of the Royal Logistic Corps differs from the Regular element in that its heritage, in the main apart from the concept, does not lie with the Royal Waggon Train or the Commissariat etc but was formed from "scratch or from infantry, engineer and yeomanry units and only dates back to the period c1903 to 1908. This remains true as at the time of writing as more infantry and yeomanry units have been converted to RCT/RLC logistic unit since 1993 including a whole TA battalion of the Anglian Regiment and several yeomanry regiments.

For the greater part of the 19th Century, France was seen as the major threat to Great Britain and Ireland, although events in the mid 19th Century helped to dispel this fear. Then throughout the latter part of that Century other causes gave rise to the suspicion of the politicians and the better educated and far sighted military officers that the Country needed a larger Army and one with a ready reserve upon which to call at short notice.

Of course, in British politics, nothing happens "overnight" and it took 50 years to establish a system of reserves which we, in the early 21st Century, recognise as being fairly current. In fact, a credible reserve army was established just in time to meet the initial demands of the First World War for more men.

From the Crimean War[4] onward women played a greater part in the Army although facing much resistance from male entrenched opinions. It was not until World War One that the women's services became established and they proved themselves a very able source upon which the military could draw. Today it is impossible to imagine Armed Forces in which there are no women.

CARDWELL, CHILDERS AND HALDANE ETC

The title refers to the 3 main politicians who introduced reforms of both the Regular (standing) Army and, directly or indirectly, the Reserve Army. Of course, they did not work in isolation but their work and reforms bear their names and the reforms they introduced are referred to as such. These reforms were reflected in the statutes in which the reforms became the law of the land.

As with all forward looking reforms, there were detractors and opponents. Much opposition came from the Honourable East India Company (HEIC)[5] and "die hard" Army officers, many of whom were very senior indeed. Armaments were evolving fast as were railways, steam ships and other technologies and the Army, its training and conduct had to move with the times. During the Crimean and Indian Mutiny conflicts the main infantry weapon was the muzzle loading "Brown Bess" flintlock & percussion cap muskets and the New Light Infantry Land Pattern musket, but within 20 or so years the Martini Henry breech loading rifle was introduced as many readers will have seen in the film "Zulu" in which this rifle featured prominently. The Martini Henry ammunition was far safer and easier (albeit a quite crude cartridge casing) to transport than barrels of black powder!

As firearms evolved rapidly so did the requirement for new tactics, no longer was it wise to march a body of soldiers towards another and wait until they were 50 paces apart before opening fire, although the tactics used in the First World War were not dissimilar. In addition, packaging of supplies and the quantities involved increased dramatically and in the days of horse drawn vehicles, animal feed had to be carried in greater amounts. No longer was it possible for an army to live off the land.

THE CRIMEA

The Crimean campaign was a turning point in the fortunes of the British Army. Whilst our soldiers fought magnificently with superb discipline and resolution, they suffered greatly from poor leadership, incompetency, dis-organised supply systems, chronic medical (prevention and curative) facilities and inadequate equipment.

[1] The Militia was a part-time voluntary force organised by county. Modern militias were created by the Militia Act of 1757. They became the Special Reserve in 1908.
[2] See: The Forgotten Army: Fencible Regiments of Great Britain 1793 – 1816 **by Ron McGuigan**
[3] A British volunteer cavalry force organized in 1761 to serve as a home guard
[4] Mainly nursing services but there were some women permitted to travel with the troops and who provided much needed logistical service, e.g., Florence Nightingale.
[5] Founded as The Company of Merchants of London Trading into the East Indies in 1600 – privately owned by stockholders and reporting to a board of directors in London

So many officers, senior as well as junior, had purchased their commissions and promotions without the benefit of a proper and thorough military education. The discipline was extremely harsh with Field Punishments ranging from extra duties, exposure whilst tied to a waggon wheel, flogging and the ultimate punishment of shooting or hanging.

The terms of services were later seen as excessive as it was common for criminals to be given the choice, by courts of law, of hanging or transportation or long prison sentences or joining the Army. On "signing up" the usual term of service was for 22 years or discharge when severely injured or killed in action. Injured servicemen did not have any protection after discharge. This was hardly a case for inducing loyalty, hence, the hard disciplinary measures mentioned above.

It was in this campaign that the British fought alongside the French who were somewhat better organised and this fact and a better understanding of the people across the English Channel helped to dispel the fears of future war with them.

This was the first war reported widely in the newspapers of the day. A famous reporter present during the hostilities was William Howard Russell[6] of The Times aka "The Thunderer". Also owing to the advent of the telegraph and steam ships, the news reports were sent home to London far faster than ever before. His dispatches were hugely significant; for the first time the public could read about the reality of warfare. Shocked and outraged, the public's backlash from his reports led the Government to re-evaluate the treatment of troops and led to Florence Nightingale's involvement in revolutionising battlefield treatment.

A very large proportion of the Army was involved in this war not only on the Crimean Peninsular but stationed along the route from England in places such as Gibraltar, Malta and other staging posts along the route. In addition, with so many injured, sick and killed in action the need for re-placements was draining the Nations Regular reserves.

This war was followed closely by the Indian Mutiny.

THE DEMISE OF THE HONOURABLE EAST INDIA COMPANY'S ARMY (HEIC)

HEIC was split into three Presidencies, Madras, Bengal and Bombay. Whilst it was a private company it had the power and authority to raise its own army to defend its territory. The cost of the army and its actions were paid out of the revenue/profits generated by the company. It recruited native Indian troops and was primarily defending against marauding Indian Rajahs, various tribes and, of course, the French. The Dutch and Portuguese were also seen as opposition. It was an extremely profitable venture and others would like to muscle in on "the action". HEIC sought to expand its holding on the sub continent which at that time included what we now know as Pakistan, Bangladesh and Sri Lanka. This is where Arthur Wellesley (later the Duke of Wellington) served in the early 1800s before his posting to Spain.

When Pitt had the India Act of 1784 passed the British government effectively seized control of HEIC, Hence, a contingent of British Troops was stationed in India. In 1796 there were 13,000 British troops in India and 57,000 Indian troops, By 1806, those numbers had increased to 24,500 British and 130,000 Indian troops. Just prior to the Indian Mutiny of 1857 there were 39,500 British and 311,038 Indian troops. These British Troops were also involved in the Anglo Burmese Wars in 1856.

The number of British Troops involved in the mid to late 1850s represented a very large proportion of the deployable British Army.

In 1858 the armies in India underwent a complete re-organisation within the new British Raj.

III THE CONSEQUENCES

In 1858, a Royal Commission was established in the aftermath of the Crimean campaign under Jonathan Peel, the then Secretary of State for War, to investigate and report on the conduct of the affair and the obvious instances of incompetence and maladministration. Some 25,000 or so troops were involved and these numbers had virtually striped the Country of every trained soldier. Also, one has to bear in mind the large number of British troops stationed in India.

The Commission reported in 1862, but few of its recommendations were immediately implemented as a result of objections from the executors of the now defunct HEIC who wished to remain in being with its own army and the "diehards" within the British military establishment who rejected any reforms merely on principle.

[6] In the 1868 General Election Russell ran unsuccessfully as a Conservative candidate for the borough of Chelsea. He retired as a battlefield correspondent in 1882 and founded the *Army and Navy Gazette*. Russell was knighted in May 1895. He died in 1907 and is buried in Brompton Cemetery, London.

Too many British Senior officers and their Commander in Chief,[7] whose ideas of military prowess were rooted in the disciplinarian ideals of the Duke of Cumberland[8] and the Prussian School of Frederick the Great.

Eight years later, on 2nd August 1870, Parliament voted for an extra 20,000 troops with an appropriate budget. This was followed by one of the most successful pamphlets to appear in Victorian England, viz., *The Battle of Dorking,* written by Colonel (later General) Sir George Chesney, head of the Indian Civil Engineering College. This pamphlet gave rise to the idea that the newly united country of Germany would be the future threat.

Edward Cardwell, protégé of William Ewart Gladstone, and Secretary of State for War since 1868, determined that the British Military had to reform and update its systems. So many of the lessons learned from Crimea had been forgotten or just ignored leaving critical gaps in the efficacy of the Army. It did appear that the British had no idea of the art of war often epitomised by the fact that British Army officers were expected to be gentlemen and sportsmen who looked good on the parade ground but were found to be wanting in military knowledge. At this juncture it was still the case that commissions and promotions could be purchased.

Something had to be done.

IV THE GEOGRAPHICAL SPREAD OF THE BRITISH EMPIRE (THE "RED BITS" ON THE MAP)

The Empire was growing, led by commerce and protected by the Royal Navy and requiring military garrisons thereafter meant that the Army was stretched thinly across the World. It is not the purpose of this work to identify all the territories concerned but sufficient to say that there were many and on all Continents and in all Oceans.

V BRIEF BIOGRAPHIES OF THE MAIN PROPONENTS

Edward Cardwell, Viscount Cardwell [9] , (born July 24, 1813, Liverpool, Eng.—died Feb. 15, 1886, Torquay, Devon), British statesman who, as Secretary of State for War (1868–74), was considered to be the greatest British military reformer of the 19th century, modernizing the organization and equipment of the British army in the face of strenuous opposition at home.

The son of a Liverpool merchant, Cardwell was educated at Winchester and at Balliol College, Oxford. A lawyer from 1838 and a member of the House of Commons from 1842, he served as president of the Board of Trade (1852–55), Chief Secretary for Ireland (1859–61), Chancellor of the Duchy of Lancaster (1861–64), and Secretary for the Colonies (1864–66). In 1868 William Gladstone, on becoming Prime Minister, gave Cardwell the War Office.

Cardwell died without surviving issue, and his peerage became extinct.

Hugh Culling Eardley Childers (25 June 1827 – 29 January 1896) was a British and Australian Liberal statesman of the nineteenth century. He is perhaps best known for his reform efforts at the Admiralty and the War Office. Later in his career, as Chancellor of the Exchequer, his attempt to correct a budget shortfall led to the fall of the Liberal government led by William Ewart Gladstone.

Childers then decided to seek a career in Australia and on 26 October 1850 arrived in Melbourne, Victoria along with his wife Emily Walker. However, he and his family returned to Britain in March 1857

In 1860 he entered the House of Commons as a Liberal member for Pontefract, and within a few years joined the government of Lord Palmerston, becoming a Civil Lord of the Admiralty in 1864 and then Financial Secretary to the Treasury (a significant role) in 1865. He also served as First Lord of the Admiralty, Chancellor of The Exchequer and Home Secretary.

When the Liberals regained power in 1880, Childers was appointed Secretary for War, a position he accepted reluctantly. He therefore had to bear responsibility for cuts in arms expenditure, a policy that provoked controversy when Britain began fighting; first the Boers in South Africa in 1880 and then the invasion of Egypt in 1882. Childers was also very unpopular with Horse Guards for the reinforcement and expansion on the Cardwell reforms. On 1 May 1881 he passed General Order 41, which outlined a series of improvements known as the Childers reforms

Childers married Emily Walker in 1850. They had six sons and two daughters. One of their daughters, Emily "Milly" Childers, was a portrait and landscape painter. Emily died in 1875. Childers married Katherine Anne Gilbert in 1879. He died in January 1896, aged 68. Towards the end of his ministerial career "HCE" Childers was known for his girth, and so acquired the nickname "Here Comes Everybody", which was later used as a motif in Finnegans Wake by James Joyce. A cousin, Robert Erskine Childers, was an important figure

[7] Prince George, Duke of Cambridge

[8] Butcher Cumberland

[9] Encyclopaedia Britannica

in the Irish War of Independence, the author of the famous spy novel The Riddle of the Sands and father of the fourth President of Ireland, Erskine Childers; he was executed on dubious grounds of carrying arms (he had a tiny pistol given to him by Michael Collins) by orders of W.T. Cosgrave's Cumann na nGaedheal-dominated Irish government on 24 November 1922, nine days before the establishment of the Irish Free State.

He is buried with his third wife, Eleanor Matilda, on the south side of the central enclosed roundel in Brompton Cemetery, London.

Richard Burdon Haldane, 1st Viscount Haldane of Cloan (born July 30, 1856, Edinburgh, Scot.—died Aug,19, 1928, Cloan, Perthshire), Scottish lawyer, philosopher, and statesman who instituted important military reforms while serving as British secretary of state for war (1905–12). Educated at the universities of Göttingen10 and Edinburgh, Haldane was called to the English bar in 1879 and became a queen's counsel in 1890.

He sat in the House of Commons from 1885 until his elevation to the peerage in 1911. As a member of the imperialist wing of the Liberal Party, he supported the British effort in the South African War (1899–1902), thereby differing from the party leader, Sir Henry Campbell-Bannerman. The latter's appointment of Haldane to the War Office (effective Dec. 11, 1905) proved fortunate for Great Britain because of the administrative abilities Haldane demonstrated in his new post. Although the Territorial Force that he created was nominally an army reserve organization for protecting the British Isles, many of its units volunteered to fight in continental Europe in World War One. The speedy mobilization of the British Expeditionary Force in August 1914 was largely the result of his planning.

He also took the lead in forming a national General Staff (from 1904) and an Imperial General Staff (from 1909); for this purpose, Emperor William II allowed him to study German general staff operations at first hand in 1906. As Anglo-German relations were deteriorating, Haldane went to Berlin in February 1912 on a well-publicized but ineffectual mission concerning British neutrality and the relative naval strength of the two countries.

On June 10, 1912, Haldane became Lord Chancellor in H. H. Asquith's Liberal government. He soon increased the number of Lords of Appeal and otherwise worked to hasten the judicial process. In May 1915, however, when Asquith formed a wartime coalition ministry, he excluded Haldane, who was unjustly accused of being pro-German. By the end of the war his political orientation had shifted to the left. In Ramsay MacDonald's first Labour Party government (January–November 1924), he once more served as Lord Chancellor

Long interested in education, Haldane was associated with the Fabian Socialists Sidney and Beatrice Webb in founding the London School of Economics in 1895. As a philosopher he expounded a kind of neo-Hegelianism. In The Reign of Relativity (1921) he dealt with the philosophical consequences of Albert Einstein's theories of physics. His Autobiography was published posthumously in 1929.

[10] In Germany

CHAPTER TWO – CARDWELL

I. GENERAL

The Cardwell reforms took place over 6 years, 1868 to 1874 and were supported by William E Gladstone, the then Prime Minister. Gladstone was not a natural supporter of the Armed Forces but he was keen on efficiency. He realised that the Army, in particular, needed reformation to make it both efficient and professional.

One of the main drivers behind these reforms was the stunning defeat of France by Prussia, in the Franco Prussian War of 1870, which proved that the Prussian system of professional soldiers and officers with up-to-date weapons was much superior to the system of gentlemen soldiers which Britain used.

The reforms were not radical, they had been the subject of discussion since the end of the Crimean War and may be described as common sense changes. Thus, Gladstone seized the opportunity to implement change by appointing Edward Cardwell as Secretary of State for War.

His first tranche of changes was in the form of three initial reforms:

In 1868 he abolished flogging and other harsh disciplinary measures in peacetime. As was usual, there was much opposition from the "die hards" who cited the Duke of Wellington's opinions in this matter. Yet, to enable change to take place it was necessary to create an atmosphere in the Army that service was not penal servitude. As a sop to the "die hards", flogging in times of active service was maintained in case of extra-ordinary circumstances. However, this too was abolished 12 years later.

In 1868 garrison troops were withdrawn from self governing territories and the local administrations were then obliged to raise their own forces. By 1871, 26,000 troops had been repatriated. 1870 saw the abolition of bounty money for recruits and the setting out of guidelines for the swift discharge of bad characters from both the Army and Navy.

II. ARMY ENLISTMENT ACT

As his first major legislative step towards military reform, Cardwell introduced the Army Enlistment (Short Service) Act 1870, which reached the floor of the House of Commons in late spring, 1870.

From the end of the Napoleonic Wars until 1847, men were enlisted for twenty-one years, practically for life (the 7 year short service option available during the wars ended when the wars did). Together with the continued existence of flogging, it had given the army its character of a near prison. A shortfall in Army numbers had resulted in the Time of Service in the Army Act 1847, under which enlistment was for ten years, later increased to twelve; but this was still too long. On completion of their enlistment, soldiers had the choice between accepting discharge without pension or signing on for a further ten- or twelve-year term. If they chose the latter they would be rewarded with two months furlough, another enlistment bounty, and a pension on completion of their term. After many years with no trade other than that of soldiering, more than half of all discharged soldiers chose to re-enlist immediately. Of those who took a voluntary discharge, fully one in five signed on again within six months.

The Army's existing system of enlistment therefore produced an army of experienced or even veteran soldiers, but no class of reserves which could be recalled to serve in case of a national emergency. The lesson of the Franco-Prussian War was the absolute necessity of a trustworthy army reserve of well trained men in good health and vigour. Almost every British soldier served more than half his enlistment abroad, most often in tropical climates such as India. After returning to Britain, their physique was seldom good.

Cardwell therefore brought before Parliament the idea of "short service". The Act of 1870 allowed a soldier to choose to spend time in the reserves rather than the regulars and be paid four pence a day, in return for a short period of training each year and an obligation to serve when called up. Men now enlisted for a maximum term of twelve years, but usually for six. The minimum length of service varied, but on discharge a soldier would now remain with the reserves for the remainder of the twelve-year term.

There was opposition to short-term enlistment both in Parliament and among the Army's senior officers. The Queen is said to have signed the Act into Law "most reluctantly",[7] but the system worked, producing an immediate increase in the army's strength.

II. LOCALISATION SCHEME

Cardwell then passed the comprehensive Regulation of the Forces Act 1871. Previously, soldiers had enlisted for General Service, and were liable to be drafted into any regiment regardless of their own preferences, another factor which had made service harsh and unpopular. It had been recognised as early as 1829 by Lord Palmerston that:

"...there is a great disinclination on the part of the lower orders to enlist for general service; they like to know that they are to be in a certain regiment, connected, perhaps, with their own county, and their own friends, and with officers who have established a connection with that district. There is a preference frequently on the part of the people for one regiment as opposed to another, and I should think there would be found a great disinclination in men to enlist for general service, and to be liable to be drafted and sent to any corps or station."

Nevertheless, the Army had insisted for years that it could be administered only on the basis of General Service.

Under Cardwell's localisation scheme, the country was divided into 66 Brigade Districts (later renamed Regimental Districts), based on county boundaries and population density. All line infantry regiments would now consist of two battalions, sharing a depot and associated recruiting area. One battalion would serve overseas, while the other was stationed at home for training. The militia of that area then (usually) became the third battalion. There were limitations to the extent that localisation could be implemented. Certain recruiting regions (for example London and much of Ireland) offered more recruits than could be absorbed by the linked regiment. Equally, thinly populated rural areas in some English counties or the Scottish Highlands could not always provide the numbers needed.
The senior twenty-five regiments of the line already consisted of two battalions, but almost all the higher-numbered regiments had only one battalion. Many regiments were linked to produce two-battalion regiments, a complicated internal process involving much debate over regimental traditions and seniority which was not finally completed until the ensuing Childers Reforms.

IV. **OTHER REFORMS**

In addition to his two major pieces of legislation, Cardwell also introduced a number of reforms through Orders in Council or other Statutory Instruments.

An Order of 1871 abolished some little-used disciplinary practices such as branding;

The sale of commissions was abolished, as were the subaltern ranks of cavalry Cornet and infantry Ensign, replaced with Second Lieutenant. (In practice, the style "Cornet" is still used for Second Lieutenants in the Blues and Royals and the Queen's Royal Hussars, and the term "Ensign"[11] is still used by the Foot Guards regiments, for instance during the ceremony of Trooping the Colour.)

Units were placed on the same establishment whether serving at home or overseas. (To an extent, this was made possible by steamship transport and the Suez Canal.) Units serving overseas had previously had a larger establishment, to cater for losses to disease or climate which would be hard to replace, but this left the units at home chronically undermanned as they were stripped of soldiers to bring units departing overseas up to their authorised strength. With the separate establishments removed, the home units could now be used to form an effective expeditionary force.

Cardwell also reformed the administration of the War Office, preventing infighting and bickering between the various departments and abolishing the separate administration of the Reserves and Volunteers. The defence policy of Canada, Australia and New Zealand was devolved to those dominions, and several small garrisons were replaced by locally-raised units.

These reforms started to turn British forces into an effective Imperial force. A change of government put Cardwell out of office in 1874, but his reforms stayed in place despite attempts from the Regular Army to abolish them and return to the comfortable and familiar old post-1815 situation.

[11] Ensign to The Colour

CHAPTER THREE – CHILDERS

GENERAL

The Childers Reforms were a continuation of the Cardwell Reforms and were undertaken by Hugh Childers, Secretary of State for War in 1881. In essence the reforms restructured the infantry regiments of the British Army. All attempts by the Colonel Blimp "die hards" who wanted to return to their imagined comfortable situation as found in 1815 were defeated.

This was a thorough restructuring of the infantry and really outside this story, but it is worth mentioning some details in passing. These reforms formalised the reserves for each infantry regiment, both first and second line reserves bringing into each regiment the regional Militia Regiments and Rifle Volunteer Corps (RVC) of which there were many units. There was no mention of logistics or supply facilities or the Cavalry. These units had to create their own transport and supply arrangements from internal resources.

I. RECENT WARS AND CAMPAIGNS

The Army had just been involved in the Zulu War and the first Boer War began in December 1880. These conflicts were demanding of manpower and equipment. Lessons were learned from the Franco Prussian War and many other brushfire engagements in many areas. Also, Britain's relationship with our "old enemy", France, was improving whilst it was becoming clearer that it would be Germany which will pose the greatest risk in the future.

II. INFANTRY RE-ORGANISATIONS

The re-organisation was brought into effect by General Order 41/1881, issued on 1 May 1881, amended by G.O. 70/1881 dated 1 July, which created a network of multi-battalion regiments. In England, Wales and Scotland, each regiment was to have two regular or "line" battalions and two militia battalions. In Ireland, there were to be two line and three militia battalions. This was done by renaming the numbered regiments of foot and county militia regiments. In addition, the various corps of county rifle volunteers were to be designated as volunteer battalions. Each of these regiments was linked by headquarters location and territorial name to its local "Regimental District". The reforms came into effect on 1 July.

From 1881 regimental seniority numbers were officially abolished and battalions came to be known by their number within the regiment and the regimental district name. Unofficially, the regiments were still referred to by their numbers by their officers and men, as tradition and a point of pride, and several regiments such as "The Buffs", The Cameron Highlanders, and "The Black Watch", lobbied to keep their distinct names as part of their battalion titles.

In practice, it was not always possible to apply the scheme strictly: the Cameron Highlanders initially had only one regular battalion, while several regiments had more or fewer militia regiments than envisaged in the initial scheme. In addition, the Rifle Brigade and King's Royal Rifle Corps had no local regimental districts, and their affiliated militia and volunteer battalions were selected not on a territorial basis, but due to their "rifle" traditions. This structure lasted until 1948, when every regiment of line infantry had its regular battalions cut to one, with only the three original Guards Division regiments retaining two regular battalions.

This reform was an infantry/yeomanry based action which ignored logistics in the form of supply and transport. Each infantry and yeomanry unit had to make their own transport and supply arrangements.

III. STANDARDISATION OF UNIFORMS AND COLOURS

An attempt was made to have the facings of uniforms standardised: English and Welsh regiments would have white facings, Irish regiments would wear green facings, Scottish regiments would have yellow facings, and royal regiments would have dark blue facings. Officers' uniforms had lace in distinctive national patterns: rose pattern for England and Wales, thistle for Scotland and shamrock for Ireland. In the case of regular battalions the lace was gold, while that of the militia battalions was silver. There were also attempts to assimilate regimental insignia and remove "tribal" uniform distinctions. This was less successful, as regimental tribalism and tradition forced a national outcry. Two regiments that displayed fierce reaction were the 75th and the 92nd that were grudgingly joined together to become the Gordon Highlanders. The 75th went so far as commissioning a marble monument to themselves in Malta where they were based at the time. They had spent so long away from Scotland that they were effectively an English unit that had to relearn how to wear kilts. The 92nd, though they lost much less identity in the amalgamation, staged a mock funeral procession to themselves, complete with a full-size coffin with the number '92' on it.

In 1890, The Buffs succeeded in being allowed to resume the wearing of buff facings. Within a few years, a number of other regiments had replaced white facings with traditional colours. After 1935, the ruling on blue facings for royal regiments effectively lapsed. In that year, in celebration of his silver jubilee, King George V designated three regiments as royal. In each case, they were *"permitted to retain their present facings"*. In 1939 The Royal Inniskilling Fusiliers, who had worn blue facings since 1881, were issued buff

regimental colours *"by request and gracious permission"*. Again in 1946 three infantry regiments were designated as "royal" for services in the Second World War. Of these, only the Royal Lincolnshire Regiment replaced its (white) facings with blue.

LATER CHANGES

Between 1897 and 1900 the regular army was increased in size in response to a number of conflicts, especially the Second Boer War. The Cameron Highlanders raised a second battalion, while third and fourth regular battalions were added to the Northumberland Fusiliers, Warwickshire Regiment, Royal Fusiliers, King's (Liverpool) Regiment, Lancashire Fusiliers, Worcestershire Regiment, Middlesex Regiment and the Manchester Regiment. The recruiting areas of each of these regiments included parts of large conurbations.

The Territorial and Reserve Forces Act 1907 reformed the reserve forces in 1908. A number of militia battalions were disbanded with the remainder being transferred to a new Special Reserve. At the same time the volunteer battalions became part of the new Territorial Force, and were re-designated as numbered battalions of the regiments.

The army was expanded for the duration of the First World War, with the territorial battalions being duplicated and numerous war-time service battalions being formed.

In 1921 – 1922 the system was somewhat recast: the special reserve battalions were placed in "suspended animation" and a number of Irish regiments were disbanded on the creation of the Irish Free State. All remaining regiments were reduced to two regular battalions.

During the Second World War regiments were again expanded, although not to the same extent as in the previous conflict.

Following the independence of India in 1947 regiments lost their second battalion, although some were temporarily reformed during the Korean War.

The system introduced in 1881 finally came to an end with the reforms introduced by the Defence White Paper of 1957. A number of pairs of regiments were amalgamated, while regimental depots were closed with recruiting and training being organised in multi-regiment brigades.

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

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

(There were no volunteer Army Service Corps units.)

CHAPTER FOUR – HALDANE

I. GENERAL

The reader will note that logistic services did not figure in the reforms to date. It was the custom in the Rifle Volunteer Corps to use a platoon or a company as a transport unit. It must be noted that owing to origins and organisation of the Yeomanry that whilst they had a farrier, they did not have a quartermaster. In 1888 the Army Service Corps took over from the Commissariat and Transport Corps in the Regular Army and operated in companies with horse drawn wagons – they were not regimented as yet. There was no equivalent in the reserve forces. This situation had to change.

There was no groupings of the Rifle Volunteer Corps and very little in the way of a central & controlling headquarters. Without a well thought out logistical plan with adequate resources it would have been extremely difficult to move Corps around the Country to meet any threat and maintain such a defensive force.

II. RECENT WARS AND CAMPAIGNS

During the period of 28 or so years between the implementation of the Childers and Haldane reforms there were a number of conflicts in various parts of the World. The Mahdist War in Sudan, the Anglo Egyptian War, the Boxer Rebellion in China and the Second Boer War in South Africa. In all of these places the British Army was involved and in places the Royal Navy had to land Royal Marines and Sailors to act as infantry and artillery units.[12] It was during this time that the scarlet tunics gave way to Khaki.

The frequency and scope of these actions meant that the United Kingdom was stripped of virtually all trained soldiers and the campaign in South Africa needed re-inforcements. The Militia was the first line of additional manpower and over 46,000 militia men were sent out. Even this was not enough and two units were raised from the Rifle Volunteer Corps in London who agreed to go overseas and they were titled City Imperial Volunteers. The Yeomanry who volunteered for overseas service in South Africa were formed into the Imperial Yeomanry and organised and trained to fight as mounted infantry, using horses to get from A to B.

Following the Khaki election of 1900, the Conservative Government visualised an expeditionary force of two corps although this was amended to a three corps force using the Yeomanry as mounted infantry. Progress was painfully slow and the Tories were ousted in 1905 when the Liberal Party became the governing party.

In view of the actions and conflicts mentioned above, the reader is entitled to ask “who is minding the shop?”.

III THE REFORMS

The **Haldane Reforms** were a series of far-ranging reforms of the British Army made from 1906 to 1912, and named after the Secretary of State for War, Richard Haldane. They were the first major reforms since the “Childers Reforms” of the early 1880s, and were made in the light of lessons newly learned in the Second Boer War.

The major element of the reforms was the creation of an Expeditionary Force, specifically prepared and trained for intervening in a major war. This had existed before, but it had not been well-prepared for overseas service, and the newly organised force would have a permanent peacetime organisation and a full complement of supporting troops. At the same time, the reserve forces were restructured and expanded to ensure that the overseas forces could be efficiently reinforced and supplied with new recruits. To ensure that home defence would not suffer from sending the regular forces overseas, the Volunteer Force, Militia and the Yeomanry were reorganised into a new Territorial Force; these latter two reforms were grouped together in the Territorial and Reserve Forces Act 1907. To encourage the development of military skills, an Officer Training Corps was established in public schools and universities. Military strategy was revitalised by a new Imperial General Staff, which would ensure a common doctrine and common strategic aims among the various military forces of the British Empire, including the Dominions as well as British India. Finally, the Regular Army itself would be reformed by the development of a new operational and training doctrine, laid down in Douglas Haig’s new ***Field Service Pocket Book***.

The outbreak of the First World War in August of 1914 saw the bulk of the changes put to the test; the Expeditionary Force was quickly sent to the Continent, whilst the Territorial Force and Reserves were mobilised as planned to provide a second line.

[12] The Field Gun race at The Royal Tournament commemorates the actions of naval gun crews at the siege of Ladysmith in the Second Boer War in 1899.

IV CREATION OF AN EXPEDITIONARY FORCE

After a brief hiatus during the 1906 general election, which the Liberals won by a landslide, obtaining a majority of 126 seats in the House of Commons, Haldane turned his attention to the Tangier Crisis, which had almost brought France and Germany to war in December. Sir Edward Grey, the Foreign Secretary, had privately agreed to commit the Army to the aid of France, if attacked, and Haldane began to consider how best to accomplish this. He quickly concluded that there was a need for a regular Expeditionary Force, specifically prepared and trained for use as a continental intervention force. The question now became how to provide this force, and after a short period Haldane settled on a strength of six infantry divisions and their supporting units. They would need to be organised in peacetime and prepared to mobilise in the United Kingdom, as they would be committed into action as soon as they reached the Continent.

As the Army was now geared to a specific purpose, it could be re-organised to fit this role; any elements which did not fit could be discarded to help pay for the changes; this was to include the disbandment of ten infantry battalions and a number of surplus artillery batteries, and the withdrawal of some overseas garrisons. The Army at home was organised into six divisions by a Special Army Order dated 1 January 1907, with one "heavy" four-brigade Cavalry Division and two mounted brigades for reconnaissance, along with some Army troops. In February 1907, Haldane announced the coming year's spending estimates; despite the creation of the new force, the disbanded units and other minor efficiencies had managed to reduce overall spending by two to three million pounds.

V CREATION OF THE TERRITORIAL FORCE

Once the Regular Army had been organised as a continental Expeditionary Force, it would be necessary to provide forces for home defence. Haldane's proposal anticipated that the existing tripartite division of the Army – the Regular Army, the Volunteers/Yeomanry and the Militia – should be changed into a two-part structure, with an Expeditionary Force and a home-defence Territorial Force based on County Associations.

These changes were embodied in the Territorial and Reserve Forces Act 1907, which passed the Commons with little opposition save for a dispute over the future status of Militia regiments. It essentially abolished the existing Volunteers and Yeomanry, and used them to create a new Territorial Force of fourteen infantry divisions, fourteen cavalry brigades, and a large number of support units, all raised, organised and financed by local organisations but liable for service under War Office command. The Militia provided the Special Reserve, which would contain men who had not served in the regular Army but agreed to be liable for service with the regular forces in wartime.

VI TRAINING AND DOCTRINE

In November 1906, Douglas Haig was appointed Director of Staff Duties at the War Office, and took up the task of providing a new training doctrine for the Army. The Esher Report had suggested a new scheme for two sets of training manuals, but these had not been fully implemented. In 1907, the new provisional "Field Service Pocket Book" was produced, revised the following year, and finally standardised as "Field Service Regulations, Part I – Operations" in 1909. This was to serve as the training manual for all branches of the service, and was the synthesis of the generally agreed tactical and strategic principles which had emerged from the South African War.

Part II, "Administration", however, was more contentious. Haig was strongly in favour of an entirely new system, where the manual would cover the whole organisation of a field army, including base and lines-of-communication troops as well as field units. This was strongly opposed by the Adjutant-General and Quartermaster-General staff, who felt that it was unnecessary, and resented such an imposition on their 'territory' by what they saw as an outsider. However, with Haldane's support, Haig was able to push this through and ensure its adoption.

VII OFFICER TRAINING CORPS

One issue that was foreseen as a potential problem was the supply of skilled officers to the Army in wartime, and a committee was established in 1906 under Sir Edward Ward to study the matter. It issued two reports, one focusing on university and school corps, and one on the Special Reserve. The main recommendation of the former was to re-vamp the existing school Cadet Corps and university Rifle Corps, which had been formed on an ad-hoc basis as part of the broader Volunteer movement, into a uniform force, administered and supported by the War Office.

Under Army Order 160 of 1908, contingents of the "Senior Division" were established in universities, and contingents of the "Junior Division" in public schools. Army Order 178, later the same year, provided a standard set of regulations, stating that the scheme was intended to provide "a standardized degree of elementary military training with a view to providing candidates for commissions".

The scheme was popular; by the end of 1910, there were 19 contingents of the “Senior Division” and 152 of the “Junior Division”, and one year later, at the start of 1912, this had risen to 55 and 155 respectively. A total of 23,700 cadets were enrolled as of 1st January 1912, with 630 officers, and 830 former cadets had already gone on to take commissions in the auxiliary forces.

VIII IMPERIAL GENERAL STAFF

In the later part of the nineteenth century, the emphasis of Imperial defence policy had shifted from a single centralised Army and Navy to an approach whereby the self-governing Dominions[30] began to provide forces for their own defence, and to begin to take responsibility for strategic interests and bases in their own geographic areas. The culmination of this was the South African War, where contingents from the Dominion militaries had played a significant role.

However, whilst the forces were developing locally, the goals of a comprehensive Imperial defence policy remained constant. A proposal was made to a conference of Dominion leaders in 1907, which recommended that all Imperial forces be organised along a standard model, similar to the recent divisional re-organisation of the British Army and the Army in India (the combined British Army units in India and the Indian Army units). The conference approved this concept, but carried the idea further, and recommended the creation of a general staff drawn from the forces of the entire Empire. This Imperial General Staff would serve as a common link between the national forces, and could oversee the development of a single uniform defence scheme. It would also be able to help ensure greater consistency between the forces, though it was carefully laid down that the Imperial General Staff could only offer “guidance” to the local government and General Staff, and would not have any binding authority over the national forces.

The new system was approved by an Imperial conference in July 1909, which confirmed the support for the new structure, and the principle of standardisation, as well as emphasising that it was not to limit “the autonomy of the self-governing Dominions”.

IX TERRITORIAL AND RESERVE FORCES ACT 1907

Part II of the Act permitted the establishment of the Territorial Force. Regulations for government, discipline and pay were to be made by the Crown, with certain caveats. Any existing enactment which applied to the Militia, Yeomanry or Volunteers could be extended to the Territorial Force by an Order in Council. A number of enactments were subsequently applied by an order of 19 March 1908: s.20 of the Railway Act 1842, s.12 of the Railway Act 1844, s.52 of the National Defence Act 1888, s.43 of the Friendly Societies Act 1896, the whole of the Officers Commissions Act 1862, and part of s.6 of the Regulation of Forces Act 1871.

X ENLISTMENT AND TERMS OF SERVICE

Men were to be enlisted into the Force by a specific county association and as part of a specific corps; if that corps contained multiple units, he was to be posted to one of his choosing. As with the Regular Army, men were not permitted to be transferred from one corps to another or to a regular unit without their consent. Periods of service were not to exceed four years, and could be extended for a further four years at the end of that period. If the Force was called out for permanent service when the time for a man’s discharge came due, he could be required to prolong his service by up to twelve months. A member of the Force could buy his discharge before the end of his term by giving three months notice and paying a sum of up to five pounds, except in times of embodiment for service, and could be discharged for disobedience to orders or misconduct as judged by his commanding officer. First appointments to the lowest grade of officer in any Territorial Force unit were to be given to persons recommended by the association president, provided they fulfilled all the necessary qualifications.

As well as regular drills prescribed by regulation, recruits to the Force were to attend annual training for eight to fifteen days per year (eight to eighteen for cavalry), with the Crown able to extend the period of training up to thirty days or abandon annual training altogether as necessary.

The Act provided for a number of military offences and their punishments, including failure to attend on embodiment, failure to fulfil the conditions of training, and sale or destruction of government property. It also provided for the method by which offences against this act, or the Army Act, were to be tried. Members of the Force could, however, not be punished for any absence relating to voting in a Parliamentary election.

Members of the Force were exempt from service as a peace officer or parish officer, and could not be compelled to serve on a jury; field officers could not be required to serve as a high sheriff. Officers of the Force who were sheriffs were discharged from performing this duty when embodied, with the responsibility taken by the under-sheriff. Accepting a commission as an officer of the Force did not vacate the seat of a Member of Parliament.

The Army Act applied to the Territorial Force and its members in the same way it applied to the Militia, with the addition of dismissal as a form of punishment, and was amended accordingly by the First Schedule of the Act.

XI EMBODIMENT OF THE TERRITORIAL FORCE

Once a proclamation had been issued ordering the Army Reserve to be called out for permanent service, the Crown was legally permitted to order the Army Council to issue directions to embody all or part of the Territorial Force. If no such order was forthcoming, however, then unless Parliament directed otherwise the Army Council was to issue a direction for the embodiment of the entire Force. If Parliament was not sitting at the time of the proclamation, it was to resume its session within ten days. The Crown was able to issue a proclamation disembodying the whole Force, and until such proclamation was issued the Army Council was permitted to embody or disembody such elements of the Force as they saw fit.

When embodied, the Territorial Force, and its members, were liable for service anywhere within the United Kingdom, but could not be ordered out of the country. However, it was provided that any part of the Force, through its commanding officer, could offer to subject themselves to the liability for overseas service, or to be called out for military service within the country for defensive purposes even when the Territorial Force was not embodied. The Act took pains to ensure that "A person shall not be compelled to make such an offer, or be subjected to such liability ... except by his own consent", and required commanding officers to explain to every man that the offer was purely voluntary.

XII TRANSFER OF UNITS TO THE TERRITORIAL FORCE

Where a County Association had been formed, an Order in Council could be made providing for the transfer of specified Yeomanry and Volunteer units from that county, in whole or in part, into the Territorial Force. These units would be deemed to have been lawfully formed units of the Territorial Force as of the date of that Order. As of that date, every officer and man in the unit would be deemed to be a member of the Territorial Force; however, this was not to affect their terms of service. An Order in Council was made under this section on 19 March 1908, which transferred all existing units of the Yeomanry and Volunteers, with a small number of exceptions.

XIII PART III—THE SPECIAL RESERVE

Part III of the Act dealt with the expansion of the Army Reserve, the creation of a new class of reservists in the Special Reserve, and the transfer of militia units.
It extended the Reserve Forces Act 1882 to allow the enlistment of men who had not served in the regular forces, to be known as "special reservists". Special reservists were permitted to agree to serve for an indefinite period without discharge, and could agree in writing to be liable for callout without a proclamation or order of Parliament. No more than four thousand men could be liable under this latter provision at any one time, and the power was not to be exercised except for overseas service when "warlike operations are in preparation or in progress". The Reserve Forces and Militia Act 1898 was extended to allow up to six thousand men in total to be liable for callout without proclamation, and for the period of their liability to be up to two years.

The Special Reserve was to be organised by regulations issued under the Reserve Forces Act 1882, forming regiments and battalions either of existing regular corps or of newly created ones. The Crown was given the power to transfer, by Order in Council, existing battalions of the Militia to the Special Reserve, which were to be deemed lawfully formed battalions of special reservists as of that date. An Order in Council was accordingly made under this section on 9 April 1908, which transferred all units of the Militia, other than those which disbanded, into the Special Reserve.

Every officer of such a battalion was deemed a member of the Reserve of Officers, and every man a special reservist, though no individual's condition of service could be altered without their consent. Acceptance of a commission as a member of the Reserve of Officers would not vacate the seat of a sitting Member of Parliament.

XIV PART IV – SUPPLEMENTAL

Part IV of the Act contained a number of minor provisions relating to the administration of the Act, including provisions for the system of Orders in Council, definitions of terms (mostly as in the Army Act), and the application of the Act to Scotland and the Isle of Man.

There were three schedules; the first listed the specific amendments to the Army Act, whilst the second and third gave a listing of cities and towns and defined which county they were deemed to be part of for the purposes of the Act.

The Act did not repeal any existing legislation, so the various Militia Acts dating back to the time of King Charles II remained nominally in force.

XV IMPLEMENTATION OF THE ACT

The formation of County Associations proceeded smoothly; on 21 August, two weeks after the Act received royal assent, it was reported that Associations were being formed in Staffordshire, Warwickshire and Worcestershire. The War Office issued a model scheme for their constitutions in September, along with advisory notes, which were sent to the lords lieutenant of all counties. The first appointments were made to the divisional commands on 29 October.

The Territorial Force formally came into existence on 1 April 1908, at which date the existing Volunteer force ceased to exist. Under an Order in Council of 19 March, all existing units of the Yeomanry and Volunteers had been transferred to the Territorial Force, with a small number of exceptions. The transferred units were organised and amalgamated to produce a force of the anticipated size; with the exception of a small number of Royal Horse Artillery batteries, every new Territorial Force unit could trace its lineage to a Volunteer or Yeomanry unit. It was envisaged that there would be 11,895 officers and 302,199 other ranks operating from some 3,000 locations.

The Territorial Force now constituted 204 infantry battalions (ten of which were organised as bicycle infantry) and 56 Yeomanry regiments, organised into fourteen infantry divisions and fourteen cavalry brigades, along with associated support troops. A new all-Territorial regiment, the London Regiment, was formed to encompass twenty-seven battalions which had previously been associated with various regular regiments. The divisional troops were raised and administered by the County Associations, whilst the divisions themselves were operationally commanded by regular staff officers. Outside of the divisional structure, a Territorial Medical Corps was created, followed by a Territorial Association Nursing Service.
Once the units had been transferred, their members had to decide whether they would re-enlist in the Territorial Force; the threshold for recognition was given as 30% of the establishment strength. By 5 May, the War Office had recognised 85% of the Yeomanry, 78% of the Artillery, 59% of the Engineers and 84% of the Infantry units; the total enlistment was 28% of establishment. By 1 June, the total enlistment was 48% of establishment, and the first summer camp was organised. By the end of 1908, the Territorial Force stood at 68% of establishment strength, and a popular recruiting campaign in the following spring led by the *Daily Mail* brought it up to 88%. In the summer of 1909, a new Territorial reserve force, the “Veteran Reserve”, was announced; it began recruiting in 1910, and by the beginning of 1913 contained almost 200,000 men.

The Militia remained legally in existence, with 23 battalions which were surplus to requirements disbanded. The 101 battalions which were planned to be transferred to the Reserves trained as Militia in 1908, but amalgamated thereafter with the regular regiments, forming Special Reserve battalions (usually the 3rd Battalion); 74 were assigned to line regiments, and 27 as duplicate “Extra Special Reserve” battalions. By the end of the year, the Special Reserve as at 84% of its nominal strength; those officers and men who had not chosen to transfer remained enrolled in the Militia, serving out their six-year enlistments. By January 1913, only 700 of them remained, and this vestige quickly disappeared. All the battalions which transferred from the Militia were infantry units (with the exception of two Irish artillery units).

A group of anomalous units, as mentioned above, had not been transferred into the new system; these were the two Irish Yeomanry regiments and the Volunteers of Bermuda and the Isle of Man. The decision had been taken to have no Territorial Force units in Ireland—there had been no Volunteers there before—and so the two yeomanry regiments were disbanded and reconstituted in the Special Reserve as the North Irish Horse and South Irish Horse. The Isle of Man Volunteers and Bermuda Volunteer Rifle Corps remained organised as Volunteers; whilst the new legislation did extend to the Isle of Man, the force was not changed there partly due to the difficulty of changing to annual training. Bermuda, the Channel Islands and Malta were not encompassed by the scope of the legislation, and so the Militia there continued to operate under the old system.

To support 14 infantry divisions and 14 cavalry (Yeomanry) brigades, transport and supply units were needed.

CHAPTER FIVE – ARMY SERVICE CORPS (ASC) UNITS OF THE TERRITORIAL FORCE 1908-1919

GENERAL [13]

Reserve units of the ASC were formed officially for the first time in 1908 when the Territorial Force was established. Before 1908, some volunteer infantry, artillery and engineer units had formed their own integral transport companies, with a few such units actually transferring to the ASC between 1903 and 1908, but there was nothing else. The new units comprised a Supply and Transport Column for each of the fourteen infantry divisions formed in that year. Each column consisted of an HQ and three brigade companies. All were named after the parent division or brigade. Some units were formed from volunteers transferred from the infantry and other volunteer corps, and the rest were entirely new units. In addition to the divisional columns, each brigade of yeomanry – known as mounted brigades – was allocated a company-sized unit described as a Mounted Brigade Supply & Transport Column.

The divisions were uniform in establishment and, therefore, the Transport & Supply Columns had a uniform establishment, although the establishment could be varied in a few set scenarios. The models were:

Divisional Transport & Supply Column[14]

HQ: Transport – Colonel or Lieutenant Colonel – CO & also acted as Senior Transport Officer of division
Supply - Major – Senior Supply officer of the division
Adjutant: - Captain – Permanent Staff
Serjeant[15] Instructors x 2 (1 x mounted & 1 x supply) – Permanent Staff

Attached:
Medical Officer x 2
RAMC for Water Duties x 4
Veterinary Officer x 1
Ordnance Officer x 1

No 1 Coy – HQ Coy
Major - OC
Captain x1
Subaltern x 2
Staff Serjeant-Major[16] x 2
Company Serjeant-Major[17] x 1
CQMS[18] x 1
Staff QMS x 1
Serjeants x 4
Corporals x 3 & Second Corporals x 3
Wheelers: Staff Serjeant x 1, Corporals x 1, Drivers x 2
Saddlers: Staff Serjeant x 1, Corporal x 2, Drivers x 3
Farriers: Staff Serjeants x 2, Corporal x 1, Shoeing & Carriage Smiths x 2
Trumpeter x 1
Drivers & Privates x 72
Personnel Detached for 2nd Line Transport: Serjeant x 1, Drivers & Privates x 74
Supply Details Attached: Captain x 1, Staff Serjeant Major x 1, Staff QMS x 1, Staff Serjeant x 1, Serjeant x 1, Corporals x 3, Second Corporals x 3

Nos 2, 3, and 4 Companies
Captain – OC
Subalterns x 2
Staff Serjeant Majors x 2, CSM x 1, CQMS x 1, Corporals x 2, Second Corporals x 3,
Wheelers: Staff Serjeant x1, Corporal x 1, Drivers/Privates x 2
Saddlers: Staff Serjeant x 1, Corporal x 1

[13] See http://www.longlongtrail.co.uk/army/regiments-and-corps/the-army-service-corps-in-the-first-world-war/
[14] Regulations for the Territorial Force and for County Associations 1908
[15] Note the original spelling of Sergeant
[16] Probably between the World Wars this was referred to as a WOIII, and later as Staff Sergeant
[17] Accepted abbreviation = CSM
[18] Company Quartermaster Serjeant

Farriers: Staff Serjeant x 1, Corporal x 1, Shoeing & Carriage Smith x 1
Trumpeter x 1
Drivers/Privates x 35
Personnel Detached for 2nd Line Transport Corporal x 1. Drivers/Privates x 39
Supply Details Attached: Captain x 1, Staff QMS x 1, Staff Serjeant x 1, Serjeant x 2,
Corporal x 2, Second Corporal x 1, Drivers/Privates x 5
Horses and Vehicles Allowed for Annual Camp:
Cars/One Horse Waggons x 4, Horses x 4
2 horse Waggons x 34, Draught Horses x 34
Horses for Officers/SNCOs x 42

Mounted Brigade Column

Captain OC x 1, Subalterns x 2
Staff Serjeant Major x 1, CSM x 1, Staff QMS x 1, Staff Serjeant x Serjeants x 2,
Corporal x 3.
Second Corporal x 3,
Wheelers: Staff Serjeant x 1,Corporal x 1, Driver x 2
Saddlers: Staff Serjeant x 1, Corporal x 1, Driver x 1
Farriers: Staff Serjeant x 1, Corporal x 1, Shoeing & Carriage Smith x 1
Trumpeter x 1
Drivers/Privates x 43
Personnel Detached for 2nd Line Transport: Drivers/Privates x 31
Supply Details Attached: Subaltern x 1, Staff QMS x 1, Staff Serjeant x 1, Serjeant x 1, Corporal x 2
Second Corporal x 1
Horses and Vehicles Allowed for Annual Camp:
Cars/One Horse Waggon x 1, Horse x 1
Two Horse Waggon x 9, Draught Horses x 18

The divisional numbers were not allocated until 1915.

After the outbreak of war in 1914, each division formed a second-line division, and, as a result, the name of the divisional column was altered. For example, the East Lancashire Division became the 1st East Lancashire Division, and its duplicate, the 2nd East Lancashire Division. The individual infantry brigade companies were renamed in a similar fashion. This system became too complicated, and in May 1915, all TF divisions and their subordinate units were numbered in an army-wide system. As the numbers from 1 to 41 had been allocated either to regular divisions, or to the divisions of Kitchener's New army, TF divisions were numbered from 42 up to 69. The allocation of numbers was determined by the date on which a particular division embarked for service overseas. So, the 1st East Lancashire Division became the 42nd (East Lancashire) Division, and the 2nd East Lancashire Division became the 66th (East Lancashire) Division. Most of the brigade supply and transport columns of the original divisions were given numbers between 447 and 486, and second-line companies were numbered between 501 and 556 to bring them into the same numbering sequence as the rest of the ASC. This system did not apply to the mounted brigade columns: the few that remained in the Near East were consolidated into 99-1002 Companies in 1917.

On mobilisation in 1914 a number of TF divisions were sent out to the Mediterranean, Near East and India to replace regular infantry battalions which had been withdrawn from imperial garrison duties. They were brought home to form five regular divisions. In some cases the divisions were broken up and the ASC units remained at home until allocation to other formations.

DIVISIONAL SUPPLY AND TRANSPORT COLUMNS[19]

[for ease of reference these are listed in accordance with the number allocated in 1915]

EAST LANCASHIRE DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO – Lt Col F T Prince VD[20]
HQ, HQ Coy & Depot – Hume Bks, Manchester, **OC Capt J G Needham**
East Lancashire Brigade Company, Rawtenstall, **OC Capt Kenyon**
Lancashire Fusiliers Brigade Company, Hume Bks, Manchester, **OC Lt A Gillebrand**
Manchester Brigade Company, Hume Bks, Hume Bks, Manchester, **OC Lt W A Halliwell**

[19] See: Citizen Soldiers of The Royal Engineers Transportation & Movements and The Royal Army Service Corps 1850 to 1965 by Colonel G Williams OBE, also, http://www.1914-1918.net

[20] Volunteer Decoration – precursor of Territorial Decoration

Honorary Colonel 1908, Viscount Brackley MVO

Formed in 1908 by the transfer of personnel from the 2nd and 3rd Volunteer Battalions, Lancashire Fusiliers.

The first line division became the 42nd Division and its ASC companies were numbered 447, 448, 449 and 450 in May 1915

The first line division was sent out to Egypt in September 1914 and went ashore at Gallipoli in May 1915. It served in Egypt between January 1916 and March 1917 when it was sent to the Western Front. When this occurred, the ASC companies remained in Egypt and, at first became part of the 53rd [Welsh] Division, and then the 74th (Yeomanry) Division which fought in Palestine until rushed to France in May 1918.

The second-line division remained in the UK until February 1917 when it joined the BEF in France. By this time it was numbered 66, and its ASC companies were 541, 542, 543 and 544.

In 1920, the 42nd [East Lancashire] Infantry Division S&T Column was formed with 501, 502, and 503 Companies ASC.

WESSEX DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO - Lt Col R Hewett VD

HQ & Depot – 14 Oxford Road, Exeter	
HQ Coy, Andover, with out stations at	
Barton Stacey, St Mary Bourne & Winchester	**OC Capt J E Juff**
Devon & Cornwall Brigade Company, Mutley Bks, Plymouth	**OC Capt M Calmady-Collier VD**
South Western Brigade Company, Bridgewater,	**OC Major A H Peace**
Hampshire Brigade Company, Aldershot, Redan Hill, Aldershot with other stations at Church Crookham, and Farnborough	**OC Capt J Atkinson**

Column HQ was formed the Hampshire Brigade ASC, the Devon & Cornwall Company from the Devonshire Volunteers raised as an ASC Company in 1904, and the South Western Company from the 2nd Volunteer Battalion of the Somerset Light Infantry. The Hampshire Brigade was a new unit.

The first line division was numbered 43 in 1915-a purely paper exercise as the division did not exist by that date. It had been sent out to Indian in October and broken up for garrison duties. HQ Divisional S&T Column remained in the UK and transferred to the regular 29th Division. Its ASC companies were never numbered in the TF sequence but were given the numbers 225, 226, 227 and 228. The division fought at Gallipoli from April 1915 and then on the Western Front from March 1916.

The second line division was given the notional number of 45 as it too had been sent out to India in the autumn of 1914 and broken up. Its ASC companies remained in the UK for the duration of the war and were numbered 501, 502, 503 and 504.

In 1920, the divisional column was reformed as 43rd (Wessex) Infantry Divisional S&T Column with 504, 505 and 506 Companies.

HOME COUNTIES DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO - Lt Col A C Wooley VD

HQ & Depot - Hounslow	
HQ Coy, 117 Gloucester Road Brighton,	**OC Capt F V M Pryor**
Surrey Brigade Company, 259 Walton Rd, Woking,	**OC 2/Lt F G Cooper**
Kent Brigade Company, Church Institute, Union St, Maidstone	**OC Capt E Lattimer**
Middlesex Brigade Company, Barnet, and Teddington	**OC Capt (Hon Major) J W Dresser**

HQ was formed from the Sussex and Kent Brigade ASC and the 1st Volunteer Battalion, Royal Sussex Regiment, and the Kent Brigade Company from the West Kent Infantry Brigade ASC Company. The other two companies were new units. The Column was entirely a horse transport unit and was originally designated 1st/1st Home Counties Divisional and Supply Column ASC. In 1915, was re-designated as 44th (Home Counties) Divisional Train.

The first line division was sent out to India for garrison duties in September 1914. Although broken up it was given the notional number of 44 in May 1915. Column HQ remained in the UK and was transferred to the regular 27th Division in December 1914. The 27th Division joined the BEF in France before the end of 1914, and moved to Salonika in December 1915. As it did so, its ASC Column and companies –which had been numbered 95, 96, 97 and 98- were transferred to the re-formed 55th (West Lancashire) Division. The Column remained on the Western Front for the rest of the conflict.

The second line division was numbered 67th (Home Counties) Division, with 545, 546, 547 and 548 Companies. It remained at home throughout the war.

In 1920, the 44th (Home Counties) Infantry Divisional S&T Column was formed with 507, 508 and 509 Companies.

NORTH MIDLAND DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO - Lt Col W S Hooper - Honorary Colonel - Earl of Dartmouth VD

HQ & Depot – 7 Magazine Sq, Leicester	
HQ Coy Handsworth, Nr Birmingham	**OC Major L G Reading**
Lincoln & Leicester Brigade Company,19 Magazine Square, Leicester & out station at Market Harborough	**OC Lt T Read**
Staffordshire Brigade Company, Handsworth,	**OC Capt G H Dawes**
Notts & Derby Brigade Company, Derby Rd, Nottingham,	**OC Capt A H J Hamilton**

HQ and the Staffordshire Brigade Company were formed from volunteers from the South Staffordshire and North Staffordshire Regt Volunteers, and the Company at Nottingham from the 1st Volunteer Battalion, Sherwood Foresters. The company at Leicester was a new unit.

The first-line division joined the BEF in France in March 1915. Renumbered as the 46th Division shortly thereafter, its companies became 451, 452, 453 and 454 Companies. The division has a distinguished record of service on the Western Front, which was interrupted by a temporary deployment to Egypt for two months at the beginning of 1916.

The second-line division was numbered 59 and sent to Dublin after the Easter Rising. It did not embark for France until March 1917 by which time its component companies were numbered 513, 514, 515 and 516.

The 46th (North Midland) Division reformed in 1920 with 510, 511 and 512 Companies.

1st/2nd London Divisional Supply & Transport Column ASC, TF

CO - Col P H Dalbeic Honorary Colonel - Sir E W D Ward KCB KCVO

HQ, Depot, HQ Coy,& all companies at Duke of York Bks. Chelsea,	**OC Major Blyth (2i/c Regt)**
4th London Brigade Company, Chelsea,	**OC Major Gromwald DSO**
5th London Brigade Company, Chelsea,	**OC Capt Dremel**
6th London Brigade Company, Chelsea,	**OC Capt B L T Barnett**

Largely formed from the 18th Volunteer Battalion of the Middlesex Regiment.

The first-line division arrived in France in March 1915 and became the 47th Division two months later. At the same time, its companies became 455, 456, 457 and 458 Companies. It fought in France and Belgium for the rest of the conflict.

The second line division was numbered the 60th and its companies, 517, 519, 519 and 520, before its arrival in France in June 1916. Five months later it was transferred to Salonika from where it arrived in Palestine in July 1917. It fought in the Near East until January 1920, by which time many of its troops had been replaced by Indian soldiers.

SOUTH MIDLAND DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO – Col G H Collis VD Honorary Colonel - Sir Ian Hamilton GCB DSO

HQ & Depot – Aston, Nr Birmingham	
HQ Coy Aston,	**OC Major F S Pearson**
Warwickshire Brigade Company, Court Oak House, Harborne,	**OC Capt T F Goode**
Gloucestershire & Worcestershire Brigade Company,	**OC Capt J R M Ball**

Wallbridge, Stroud,
South Midland Brigade Company, Taplow, Bucks **OC Col Pelerce-Serocold VD**

Column HQ and the Warwickshire Company were formed from volunteer battalions of the Royal Warwickshire Regiment; the company at Stroud from the 1st Gloucestershire Engineer Volunteers,; and that at Taplow from the Cyclist Battalion of the Buckinghamshire and Berkshire Volunteers in 1907.

The first-line division joined the BEF in March 1915 where it was numbered the 48th Division, with 459, 460, 461 and 462 Companies. The division was transferred to Italy in November 1917 and remained there until the end of the war.

The second line division did not cross the Channel until May 1916 by which time it was numbered 61st Division[21] with 521, 522, 523 and 524 Companies under command.

In 1920, the column became the 48th [South Midland] Infantry Divisional S&T Column with 516, 517 and 518 Companies.

THIS SHIELD WAS PRESENTED TO THE TRAIN BY THE FIRST COMMANDING OFFICER

1LT COL F S PEARSON - 1ST WARTIME COMMANDING OFFICER

LT COL J S ROBERTS COMMADED THE TRAIN FROM 1915 TO 1920

WEST RIDING DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO - Lt Col J C Chambers VD Honorary Colonel - The Earl of Scarborough CB TD
HQ & Depot – Harewood Bks, Leeds
HQ Coy, Lumley Bks, York, **OC Capt R W Hallows**
1st West Riding Brigade Company, Leeds, **OC Capt B Haigh**
2nd West Riding Brigade Company, Leeds, **OC Capt H V Kilson**
3rd West Riding Brigade Company, Leeds, **OC Capt Cameron**

Formed from the 3rd Volunteer Battalion, West Yorkshire Regiment.

The first-line division went out to France in April 1915 and was numbered 49th Division soon afterwards, and its companies became 463, 464, 465 and 466 Companies. It fought on the Western Front for the rest of the war-and disbanded in France in June 1919.

The second-line division was numbered 62nd Division, with 525, 526, 527 and 528 Companies, and went to France in January 1917.

The 49th (West Riding) Infantry Divisional S&T Column reformed in 1920 with 519, 520 and 521 Companies.

NORTHUMBRIAN DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO - Col H A Erskine VD
HQ & Depot – St George's Hall, Newcastle on Tyne

[21] This Division was originally raised as 2/1 South Midland Division as a mirror of the original Division

HQ Coy, Angus Hall, Gateshead, **OC no details available**
Northumberland Brigade Company, Newcastle, **OC Capt E W R Pinkney**
Yorkshire & Durham Brigade Company, **OC Lt C Walker**
Walton St, Hull
Durham Light Infantry Brigade Company, Sunderland. **OC no details available**

HQ was formed from 1st Newcastle RGA[22], and the Northumberland Brigade from Tyne Brigade ASC and 3rd Volunteer Battalion, Northumberland Fusiliers. The other companies were new units.

The first-line division joined the BEF in April 1915 and shortly thereafter became the 50th Division with 467, 468, 469 and 470 Companies under command. The division remained in France and Belgium until May 1919.

Its second-line division did not go overseas and its number –63- was given to the Royal Naval Division in France in March 1916. Its ASC companies remained at home.

The 50th (Northumbrian) Infantry Divisional Column was formed in 1920 with 522, 523 and 524 Companies.

Highland Divisional Supply & Transport Column ASC, TF

CO - Lt Col E J Haynes TD
HQ & Depot – Tay St, Perth
1st (HQ) Coy Perth, **OC Major W Cranswick Noad**
2nd Argyll & Sutherland Brigade Company, **OC Capt A McGregor**
St John St, Stirling
3rd Gordon Brigade Company, **OC Capt J D McDiarmid**
Font Hill Road, Aberdeen
4th Black Watch Brigade Company, Dundee, **OC Capt H K Smith**

[this division had Seaforth & Cameron Brigade, Inverness, attached but it lacked ASC company]

Column HQ was formed from 13 Company Forfar RGA, A&SH[23] Company from Stirling Company 1st Fife RGA; Gordon Company from 4th Volunteer Battalion Gordon Highlanders, and Black Watch Company from 1st Volunteer Battalion, Black Watch.

The first-line division joined the BEF as it was retitled the 51st Division, with its constituent companies taking on the numbers 471, 472, 473 and 474. It served on the Western Front for the duration of the war and finally disbanded in October 1919.

The second-line division was allocated the number 64 and its ASC companies, 533, 534, 535 and 536. It did not serve outside the United Kingdom.

In 1920, the 51st [Highland] Divisional Column formed with 527, 528 and 529 Companies.

LOWLAND DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO - Lt Col J A Hope VD
HQ & Depot – 22 Lochburn Road, Maryhill, Glasgow
1st (HQ) Coy – same **OC Major D Sloan**
2nd Lothian Brigade Company, **OC Capt W A Waddie**
Brandon Terrace, Edinburgh
3rd Scottish Rifle Brigade Company, Motherwell, **OC Capt J McLellan**
With out station at Rutherglen
4th Highland Light Infantry Brigade Company, **OC Capt C MacG Graham**
Gilbert Street, Yorkhill Glasgow

[The South Scottish Infantry Brigade was attached but did not have its own ASC company]

[22] RGA = Royal Garrison Artillery

[23] A & SH = Argyll & Sutherland Highlanders

Largely formed from volunteers detached from the various infantry brigades with a greater degree of continuity between the Lothian Brigade and its pore 1908 transport company.

The first-line division arrived in Gallipoli in May 1915 and was allocated the number 52, with its ASC companies retitled 475, 476, 477 and 478. In October 1915 the divisional column and its companies were transferred to the 10th [Irish] Division as that formation left Gallipoli for Salonika. The division moved on to Palestine in October 1917.

The second-line unit was allocated the number 65, with 537, 538, 539 and 540 Companies: it did not leave the United Kingdom.

The 52nd [Lowland] Divisional Column formed in 1920 with 528, 529 and 530 Companies.

CO1922 to 1929 = Lt Col W Wordie OBE TD and eventually became Honorary Colonel.

WELSH DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO - Lt Col T B Giles

HQ & Depot – Barracks, Hereford	
HQ Coy Weobley,	**OC Major F H Leather**
With other stations at Kingsland, Staunton-on-Wye and Hereford	
Cheshire Brigade Company, 70A Harrowby Rd, Birkenhead	**OC Capt P H Norbury**
North Wales Brigade Company, Ruthin,	**OC Capt G O Watkin-Davies**
and other stations at Caerwys, Cerrig-y-Druidon and St Asaph	
South Wales Brigade Company, Ystrad, Rhondda,	**OC Major R C Dyke VD**

[The Welsh Border Brigade served as part of the division, whereas the South Wales Brigade was attached for coast defence duties-but the latter had an ASC company which was part of the divisional column].

The ASC company of the Herefordshire Volunteers, at Weobley, formed the basis of the divisional column to which was added the 3rd Volunteer Battalion Welsh Regiment from the Rhondda.

The first-line division arrived in Gallipoli in May 1915 and soon assumed the number 53. Its constituent companies stayed in UK and became 479, 480, 481 and 482. Between July 1915 and June 1916 these companies operated independently until they became 11th [Northern] Divisional S&T Column as that division left Egypt for France. The 11th Division served in France for the rest of the war. Meanwhile, HQ 53 Divisional S&T Column remained in Egypt and took over the ASC companies of 29 Division when that division left Egypt for France in March 1916. 53 Division fought in Palestine for the rest of the war. The units of 29th Divisional Train joined this Division on 17 March 1916, comprising 246, 247, 248 and 249 Companies ASC

The second line divisions -the 38th went to France with330, 331, 332 and 333 Companies and 68th with 549, 550, 551 and 552 Companies although it did not leave the UK.

53rd [Welsh] Divisional S&T Column and 531, 532 and 533 Companies reformed in 1920.

East Anglian Divisional Supply & Transport Column ASC, TF

CO - Lt Col H N Crozier VD

HQ & Depot – 156 High Rd, Ilford Essex	
HQ Coy Ilford,	**OC Capt W G Marchbank**
With outstations at Ballingdon & Woolwich	
Norfolk & Suffolk Brigade Company, Kings Lynn,	**OC Capt E R Hawkins**
With outstation at Downham Market	
East Midland Brigade Company, Northampton,	**OC Capt L H Church**
Essex Brigade Company, Bat Lodge, The Green,	**OC Capt F P P Soper**
Stratford & outstation at Woolwich	

Column HQ and the Essex Brigade Company were formed from 2nd Volunteer Battalion, and elements of 1st and 4th Volunteer Battalions of the Essex Regiment. The Norfolk Brigade came from elements of the Norfolk Regiment, and the East Midland Company from 1st Volunteer Battalion of the Northamptonshire Regiment.

By the time, the first-line division landed on Gallipoli in August 1915, it had received the number 54 but its ASC companies, 483, 484, 485 and 486 had remained in the UK until they joined the 27th Division in December 1915. In turn the 54 Division took over the 428, 429, 430 and 431 Companies from the Lahore Division, Indian Army, as that division returned from France. These companies were passed on to the 42nd Division when that formation left for France in March 1917. They were replaced by 921, 922, 923 and 924 Companies. Meanwhile, the 27th Division served in France from December 1914 with 95, 96, 97 and 98 Companies. When it transferred to Macedonia from the end of 1915 it took over 483, 484, 485 and 486 Companies and fought there, and in Turkey, until 1919.

The second-line division was allocated the number 69 and never left the UK. Its ASC companies were numbered 553, 554, 555 and 556.

In 1920 the 54th [East Anglian] Divisional S&T Column was formed with 534, 535, and 536 Companies.

WEST LANCASHIRE DIVISIONAL SUPPLY & TRANSPORT COLUMN ASC, TF

CO - Lt Col A D Lomas

HQ & Depot - Southport	
HQ Coy Southport,	**OC Major W G Linaker**
Liverpool Brigade Company, Liverpool,	**OC Capt G B Atherton**
North Lancashire Brigade Company, Tramway Rd, Aigburth	**OC Capt F J de Andrade**
South Lancashire Brigade Company, 46 Legh St, Warrington	**OC Capt J T Price**

Formed entirely by the conversion of the 1st Volunteer Battalion Kings (Liverpool] Regiment.

The first line division was broken up in the United Kingdom in March 1915. Its constituent companies were dispersed to home commands and numbered 505, 506, 507 and 508. When the division reformed in France in January 1915 it took over 95, 96, 97 and 98 Companies which were left behind when 27th Division left for Salonika. The 55th Division remained on the Western Front for the rest of the war.

The second-line division was numbered 57th Division and was not allocated ASC companies until it left for France in February 1917. On that occasion it took over 505, 506, 507 and 508 Companies from its 'parent' formation.

The 55th [West Lancashire] Divisional S&T Column reformed with 537, 538 and 539 Companies in 1920.

1st London Divisional Supply & Transport Column ASC, TF

CO - Lt Col T J Kearns

HQ & Depot – Charles St, Plumstead, London SE	
HQ Coy Plumstead,	**OC Major L A Allan**
1st London Brigade Company, Plumstead,	**OC Lt S C A Hays**
2nd London Brigade Company, Plumstead,	**OC Capt Pakeman**
3rd London Brigade Company, Plumstead,	**OC Capt A E Wood**

Formed entirely from transport elements of the Royal Fusiliers and the Honourable Artillery Company.

The first-line division was sent to Malta in January 1915, where it was broken up into smaller garrisons around the Mediterranean. Its ASC companies were transferred to the 28th Division in France and numbered 170, 171, 172 and 173 in 1915. When the 28th Division moved to Salonika at the end of 1915, the companies remained in France and were split between the 32nd Division [170, 171, 173] and the 2nd Division [172] In January 1916, the division reformed in France as the 56th Division; it took over 213, 214, 215 and 216 Companies from the 30th Division.

The second-line division became the 58th Division-with 509, 510, 511 and 512 Companies. It served in the BEF from January 1917 onwards.

The 56th [1st London] Divisional Supply & Transport Column reformed in 1920 with 540, 541 and 542 Companies.

MOUNTED BRIGADE SUPPLY & TRANSPORT COLUMNS
Fourteen were formed in 1908.

EASTERN MOUNTED BRIGADE S&T COLUMN ASC, CHELMSFORD – CAPT E J UPTON
FORMED FROM 2ND VOLUNTEER BATTALION, ESSEX REGIMENT. 4 OFFRS AND 112 ORS.
To Egypt February 1916 as 3rd Dismounted Brigade –disbanded February 1917

SOUTH EASTERN MOUNTED BRIGADE S&T COLUMN ASC, CROYDON – MAJOR J E FOX TD
5 Offrs and 106 ORs. New unit-to Gallipoli August 1915 –absorbed into 3rd Dismounted Brigade February 1916

LONDON MOUNTED BRIGADE S&T COLUMN ASC, HOLBORN – CAPT W G HAYWOOD
Based in Shaftsbury Street, London N. New unit- to Gallipoli August 1915-became 8th Mounted Brigade in Egypt February 1916 and then 11th Cavalry Brigade, July 1918

NORTH MIDLAND MOUNTED BRIGADE S&T COLUMN ASC, LEICESTER – CAPT T S TAYLOR
New unit- became 22nd Mounted Brigade in Egypt, February 1916 –served with Yeomanry Mounted Division in Palestine until end of 1918. Established with 4 Offrs and 112 ORS.

NOTTS & DERBY MOUNTED BRIGADE S&T COLUMN ASC, CHESTERFIELD – CAPT U H TRISTRAM
New unit- to Gallipoli in August 1915 and became 7th Mounted Brigade in Egypt in February 1916 and then 14th Cavalry Brigade in July 1918

YORKSHIRE MOUNTED BRIGADE S&T COLUMN ASC, YORK – LT W B O FERGUSON
Detachments at: Scarborough, Ferrybridge and Malton. 1909 – 107 all ranks.
New unit- disbanded in the UK, June 1915

HIGHLAND MOUNTED BRIGADE S&T COLUMN ASC, INVERNESS – CAPT J D WALLACE
Formed from Inverness RHA/RGA –to Gallipoli in August 1915; became 2nd Dismounted Brigade in Egypt February 1916 and disbanded September 1916

LOWLAND MOUNTED BRIGADE S&T COLUMN ASC, EDINBURGH – CAPT I B C NEILSON
Formed from Lothian and Border Horse –to Gallipoli August 1915; became 1st Dismounted Brigade in Egypt February 1916 and disbanded January 1917

1ST SOUTH MIDLAND MOUNTED BRIGADE S&T COLUMN, BIRMINGHAM – MAJOR H F PEARSE TD
Detachment at Kidderminster. Formed from 1st Volunteer Battalion, Worcestershire Regiment- to Gallipoli August 1915; became 5th Mounted Brigade in Egypt February 1916 and then 13th Cavalry Brigade in July 1918

2ND SOUTH MIDLAND MOUNTED BRIGADE S&T COLUMN, READING – CAPT A J TROUP
New unit- to Gallipoli August 1915-to 4th Mounted Brigade in Egypt February 1916 and then 10 Cavalry Brigade in July 1918. Establishment 116 all ranks.

Kelly's Directory of Berkshire 1911
2 South Midland Mounted Brigade Transport & Supply Column, ASC
Castle Hill, Reading
Capt A G Troup, 2Lieut L G Troup, Sgt Major Thomas Mole

Berkshire Chronicle 04 Apr 1908 p9 – "New Territorial Force"

An ASC Mounted Brigade Transport & Supply Column to be formed as part of 2nd South Midland Mounted Brigade with an establishment of 4 + 112.

Berkshire Chronicle 12 Dec 1908 p12 – "Berkshire Battery RHA"

[Paragraph relating to the Berks RHA]

The Supply and Transport Company (Territorials) in connection with the 2nd South Midland Mounted Brigade, which comprises the Berkshire RHA, the Berkshire and Buckinghamshire Yeomanries and the Oxfordshire Hussars, have raised 20 recruits during the last month. Recruiting for the present has been stopped, as the whole of the residue of 116 all ranks have been promised by a prominent local firm [Huntley and Palmers], who are taking the keenest interest in the doings of the company.

Berkshire Chronicle 13 Feb 1909 p9 – "The Territorial Army. Recruiting Unsatisfactory"

[Long article about recruiting]
Establishment 4 + 112 Strength 0 + 103 (require clerks, butchers & bakers)

Berkshire Chronicle 08 May 1909 p5 – "The Territorials. Strength in Berkshire"

[Long article about recruiting & strengths]

Supply & Transport Column The Association decided not to proceed with this unit until some headway had been made with the Berkshire RHA. The unit was taken over by Huntley and Palmers and nearly all the personnel come from that Company.

Establishment 4 + 112. Strength as at 31 Mar 1909 = 107 other ranks

Berkshire Chronicle 15 May 1909 p12 – "H&P's Territorials"

The 2nd South Midland Mounted Brigade Transport and Supply Column was recognised on February 9th. It chiefly consists of employees of Messrs Huntley and Palmer's. The strength of the Company is at present 108, being only four under its proper establishment. The Company is commanded by Captain Sir Fredk Franklin, Bart, the supply officer being Captain Troupe, of Embourne Farm, near Newbury. The detachment go into camp at Churn today (Saturday) for the annual training.

Berkshire Chronicle 29 May 1909 p13 – "Churn Camp. Berkshires busy"

[Article about Berks Yeo, 3/R Berks & ASC at Camp]

The 2nd South Midland Mounted Brigade ASC complete their training at Churn on Saturday, and return to Reading. Some useful work has been done by this unit, and the great improvement in their work is marked.

Berkshire Chronicle 05 Jun 1909 p3 – "Churn Camp"

The Berkshire Yeomanry were inspected by General Sir I.S.M. Hamilton, KCB, DSO, Commanding-in-Chief, Southern Command, on Friday in a combined tactical scheme, in which the Queen's Own Oxfordshire Hussars, stationed at Streatley, took part. The scheme was: a convoy made up of the 2nd South Midland Mounted Brigade (Transport) and the RAMC (ambulance), was being escorted by the Berkshire Yeomanry in an enemy's country. The day proved very instructive. …

Berkshire Chronicle 03 Nov 1909 p.7 – "Presentation"

An interesting presentation took place on Thursday evening at the Mitre Hotel, Reading, by kind permission of Mr and Mrs Tom Waldron, when 1st Class Staff Sergeant Major Murphy, Army Service Corps (Regimental Sergeant Major and Instructor to 2nd South Midland Mounted Brigade Transport and Supply Column, A.S.C.), was the recipient of a handsome silver-mounted walking stick, a gift of the members of the late Army Service Corps, Sergeants' Mess, at Churn Camp, 1909. Amongst those present were: Staff Sergeant Major J.T. Brooker, Staff QMS Byrne, CSM Avenall, SSgts S. Blackmore, E. Laurence and Birch, Sergeants A. Blake and Chapman, Corporals Money, Tollervey, Gould, Mr Byrne etc. The presentation was made by Staff Sergeant Major J. Brooker, who said it was gratifying to note that several Senior NCOs had attended the Army Service Corps Depot, Aldershot, for examination and had obtained certificates of proficiency. That in itself cast great credit on Staff Sergeant Major Murphy, whose untiring efforts were well rewarded by Brigadier-General Landon's excellent report on the Company, on inspection at Churn Camp in May. In response, Staff Sergeant Major Murphy expressed deep gratitude to members of the late Mess and thanked all for the keen interest taken in bringing the Company to its present high state of efficiency.

Berkshire Chronicle 15 Apr 1914 p.5 – "Berkshire ASC. First Annual Dinner"

Long article with names

Berkshire Chronicle 21 May 1915 p.15 – "Reading Athletic Club"

Capt R.C. Hatt, OC Berks ASC – shown as a club member currently serving.

Berkshire Chronicle 05 May 1916 p5 – "OCs Administrative Centres"

Included is; Captain R.L. Barnes Berks ASC.

Berkshire Chronicle 05 May 1916 p5 – "Staffs of Berks Yeo, Berks RHA & Berks ASC"

Included is; Pte Hatto, Cpl Joel, Cpl Hedges, Capt Barnes.

Berkshire Chronicle 05 May 1916 p5
166 LCpl P. Alexander, Berks ASC attd to B Sqn, Royal Bucks Hussars.
Formed 01 Apr 1908 with establishment of 4 + 112. HQ was at Yeomanry House, Castle Hill, Reading.

By Dec 1908 only 20 recruits – Huntley & Palmer's undertook to provide the remaining personnel.

Feb 1909 – no officers but 103 OR's – still require butchers, bakers and clerks.

Mar 1909 – strength 107 OR's.

May 1909 OC – Capt Sir Frederick Franklin Bart

Supply Officer – Capt A.G. Troup, of Embourne Farm, near Newbury

First annual camp took place at Churn 15-29 May. There was a convoy exercise with the RAMC Field Ambulance escorted by the Berkshire Yeomanry.

Nov 1909 – presentation of silver-mounted walking stick to SSM 1st Class Murphy (RSM & Instructor). Also named;

SSM J.T. Brooker	Sgt A. Blake
QMS Byrne	Sgt Chapman
CSM Avenall	Cpl Money
SSgt S. Blackmore	Cpl Tollervey
SSgt E. Lawrence	Cpl Gould
SSgt Birch	

Several SNCOs had attended the ASC Depot, Aldershot for examination & had gained certificates of proficiency.

1911 Kelly's Directory of Berkshire shows;

Capt A.G. Troup, 2Lt L.G. Troup, Sgt Maj Thomas Mole

May 1916 – Staff of Administrative Centres; Capt R.L. Barnes, Cpl Hedges, Cpl Joel, and Pte Hatto

"166 LCpl P. Alexander, Berks ASC attd to B Sqn, Royal Bucks Hussars"

1ST SOUTH WESTERN MOUNTED BRIGADE S&T COLUMN, THE ARMOURY, TISBURY – CAPT BENNETT-STANFORD. 4 OFFRS AND 117 ORS.
Formed from 1st Volunteer Battalion, Wiltshire Regiment and Portland ASC. Disbanded in UK 1915

2ND SOUTH WESTERN MOUNTED BRIGADE S&T COLUMN, WESTON SUPER MARE – CAPT MONTGOMERIE-BOYLE. DETACHMENTS AT CREWKERNE AND WENDMORE.
New unit- to Gallipoli August 1915, and absorbed into 2nd Dismounted Brigade in Egypt, February 1916

SOUTH WALES MOUNTED BRIGADE S&T COLUMN, SWANSEA – CAPT G G ISAAC
NEW UNIT-TO 4TH DISMOUNTED BRIGADE IN EGYPT, FEBRUARY 1916-DISBANDED FEBRUARY 1917

WELSH BORDER MOUNTED BRIGADE S&T COLUMN, BIRKENHEAD – MAJOR MCLEAN
FORMED FROM 1ST CHESHIRE ENGINEER VOLUNTEERS (DATING FROM 1859). ABSORBED INTO 4TH DISMOUNTED BRIGADE IN EGYPT, FEBRUARY 1916.

[NB The Scottish Horse Mounted Brigade was formed in August 1914 –it served at Gallipoli and was absorbed into the 1st Dismounted Brigade in Egypt in February 1916].

THE ORGANISATION OF THE ASC – 1914 – 1918

The ASC was organised into units known as Companies, each fulfilling a specific role. Some were under orders of or attached to the Divisions of the army; the rest were under direct orders of the higher formations of Corps, Army or the GHQ of the army in each theatre of war. In most cases the Company also had a sub-tile name describing its role.

- Base Depots
- Horse Transport Companies (including Companies in Divisional Trains, Reserve Parks and Small Arms Ammunition (SAA) Trains)
- Mechanical Transport Companies (including Companies in Divisional Supply Columns and Ammunition Parks, Companies attached to the heavy artillery, Omnibus Companies, Motor Ambulance Convoys, Bridging and Pontoon units and Workshops)
- The Army Remounts Service (Companies involved in the provision of horses)
- The ASC Labour Companies
-

THE ORGANISATION OF THE LINES OF COMMUNICATION[24]

At peak, the ASC numbered an incredible 10,547 officers and 315,334 men. In addition were tens of thousands of Indian, Egyptian, Chinese and other native labourers, carriers and stores men, under orders of the ASC (The Labour Corps). Yet this vast, sprawling organisation – so vital to enabling the army to fight – merits just four mentions in the Official History of the war.

"Lines of Communication" was an army term used to describe what today we might call the army's logistics: the supply lines from port to front line, and the camps, stores, dumps, workshops of the rear areas.

It is difficult to comprehend just what supply to an army that in France alone built up to more than 2 million men actually means. Here are some statistics that give an idea:

Size of forces on Western Front
***Monthly* issues in lbs (Pounds weight) or Gallons**

	Men	***Horses***	***Meat***	***Bread***	***Forage***	***Petrol (Galls)***
1914 August	120,000	53,000	3,600,000	4,500,000	5,900,000	842,000
1918 November	3,000,000	500,000	67,500,000	90,000,000	32,250,000	13,000,000

These huge tonnages were moved through a complex chain of supply, which usually went broadly like this:

From Britain via sea to a Base Port;

By rail from the Base Port to a Divisional Railhead or an Advanced Supply Depot;

By motor transport from Railhead or Advanced Supply Depot to a Divisional Refilling Point;

By horsed transport to the forward dumps where goods were taken over by a unit's quartermaster;

The unit itself would then move material by horse transport and man to the front line positions

It is recognised that many of the TF T & S Divisional Columns started World War 1 with companies which were numbered in 1915 when the divisions they served received their numbers. However, the Columns did not necessarily retain their original companies or even remain with their original division. Such were the pressures of maintaining a logistic service that men, companies and even whole columns were posted as conditions and requirements dictated.

At the end of the First World War, the Armed Forces of the UK had to be demobilised as some form of normality had to be resumed. As hostilities had ceased in November 1918, most of the TF and Hostilities Only units were employed on various tasks until 1919. It was from about March 1919 when the War Diaries were finalised that returning the millions of men and women in all services started, plans having been drawn up for this purpose, where there was none prior to the War.

[24] See http://www.1914-1918.net/

In essence, the Territorial Force was disbanded completely.

It was recognised that the pre war home defence role only was impractical in that day and age where a deployable expeditionary force needed reinforcements without stripping the Home Army of its UK defensive abilities. Hence, when the TF was re-established, the new contract of service allowed for postings overseas for both individuals and units.

The new reserve force was titled **"Territorial Army"** and was established in 1920.

CHAPTER SIX……..ROYAL ARMY SERVICE CORPS TA 1920 TO 1946

RASC UNITS OF THE TERRITORIAL ARMY

The Royal Army Service Corps provided major units for the Territorial Army in three major areas between 1920 and 1946. When the Territorial Army was formed in 1920, the pre-war organisation of fourteen infantry divisions was revived. The most visible RASC component in the years that followed was the divisional supply & transport column-often called the 'Divisional Train' in the inter-war period, and the 'Divisional RASC, during the Second World War. The other two areas of activity which became visible from 1936 onwards were the establishment of non-divisional supply & transport companies, which would support corps and army troops on mobilisation; and the provision of logistic support for the anti-aircraft defences of the United Kingdom.

From 1924 onwards, the Territorial Army was complemented by the Supplementary Reserve. This force was designed to fill out the ranks of the Regular Army on mobilisation. Individuals with particularly useful skills in civilian life were enrolled in the SR: skills not required in the peacetime regular army but essential to its functioning in war. By 1939, the RASC[SR] had grown to 300 officers and 1,100 other ranks. Unlike the Royal Engineers and the Royal Signals, the RASC [SR] did not have formed units equivalent to those of the TA.

When reformed in 1920, Divisional Trains had an establishment of 288 officers and men, and were organised into an HQ, a Horse Transport Company, a Mechanical Transport Company, and a Supply Company. [it is not clear if these companies were numbered –but they are so in the following notes]. Severe economies brought about the reduction of the Divisional Train to a cadre of 11 officers and 93 other ranks. The cadre status remained until 1936. Before then, the Train was re-organised and re-titled in 1932. The Train became the Divisional RASC which was made up of an HQ, an Ammunition Company, a Supply Company, and a Baggage Company. This organisation remained in being until the end of 1941. Equally important, the component companies were numbered in a series from 501 to 545. The setbacks of the early campaigns of the Second World War exposed deficiencies in the organisation of the Divisional RASC. From December 1941, each unit was re-organised into an HQ, a divisional troops company, and a company for each brigade in the division [3 per infantry division, and 2 per armoured division, with special arrangements for the airborne divisions].

From 1920 until 1935, the TA comprised fourteen infantry divisions and a cadre organisation for a cavalry division. Two divisions were disbanded between 1935 and 1937 to provide the organisation and manpower for the first two anti-aircraft divisions: five more were formed by 1939 but these were new units. As in 1914, but before the outbreak of hostilities, the remaining twelve infantry divisions were 'duplicated' as the TA doubled in size. Although some of the new second-line divisions took on the numbers borne by their predecessors in World War One, most adopted the numbers of more distinguished New Army divisions. By 1939, the cavalry division was in the process of conversion to armour as the 'Mobile Division' and was provided with RASC provision for armoured formations.

A move to provide non-divisional support units began in 1936 with the formation of twelve companies which were numbered between 546 and 557. Many more were to be formed from 1939 onwards but these can be regarded as 'war-formed' rather than TA units.

From 1935, the provision of anti-aircraft defences for the United Kingdom became a major –if not the major role- of the Territorial Army. Seven AA Divisions were formed by September 1939 and they were grouped into Anti-Aircraft Command. Each division comprised a number of AA Brigades. During 1939, AA Companies of the RASC began to form in order to provide one company for each AA Brigade. Initially, they were given the same number as their parent brigade but, by September 1939, were numbered in the range 900-928.

This is dated

DIVISIONAL RASC
[To save confusion, this term is used throughout this section even though the term 'Division Train' was used before 1932].

2 CAVALRY DIVISION RASC

This unit existed in cadre form only until the spring of 1939 when it was re-titled The Mobile Division RASC, TA, with HQ at Birkenhead. At that date, it was assigned the following companies-

543 Cavalry Brigade Company, Birmingham
544 Infantry Brigade Company, London
545 Divisional Troops Company, London

In October 1939, this division was re-titled the 1st Cavalry Division and sent out to the Middle East. At this stage it had 543 Baggage Company, 550 Ammunition and Petrol Company, and 552 Supply Company. After service in Palestine, the division gave up its horses in the summer of 1941 and became 10th Armoured Division. The armoured division served with the 8th Army and then in Palestine until disbanded in March 1944. When formed it comprised –

65 Company [7 Armoured Brigade]
240 Company [9 Tank Brigade] which was replaced by 523 Company [9 Armoured Brigade]
331 Company
332 Company

It fought at El Alamein with 332 Company, 334 Company, 543 Company [21 Gds Bde] and 911 Divisional Troops Company.

42 [East Lancashire] Infantry Divisional RASC, TA

HQ= Manchester
501 Ammunition Company, Manchester
502 Petrol Company, Manchester
503 Supply Company, Manchester

The division joined the BEF in France in April 1940. After evacuation via Dunkirk it served on home defence duties until converted to 42nd Armoured Division in November 1941; at the same time it was joined by 388 Divisional Troops Company. The division did not see active service and was disbanded in October 1943.

The second line unit was the 66th [East Lancashire] Infantry Divisional RASC with 587, 588 and 589 Companies in the ammunition, petrol and supply roles. The division remained in the UK until disbanded in June 1940.

43 [Wessex] Infantry Divisional RASC, TA

HQ=Plymouth
504 Ammunition Company, Plymouth
505 Petrol Company, Plymouth
506 Supply Company, Plymouth

The unit remained in the UK until June 1944. A 'Mixed Division' between June 1942 and September 1943, it served in Normandy and North West Europe from June 1944 to May 1945, with 204, 260 and 553 Brigade Companies and 506 Divisional Troops Company.

The second-line unit was 45 Infantry Division which served only in the United Kingdom. It was reduced to a Lower Establishment in December 1941 and disbanded on 30.8.44. Its number was given to 77 Holding Division. It is believed that its RASC component included 228, 229, 230 and 231 Companies.

44 [Home Counties] Infantry Divisional RASC, TA

HQ= Croydon
507 Ammunition Company, Maidstone
508 Petrol Company, Croydon
509 Supply Company, Croydon

The division arrived in France in April but had to be evacuated via Dunkirk two months later. It was sent out to the Middle East in July 1942. After the battle of El Alamein it was disbanded on 31/1/43.

The Divisional RASC became 15 Army Transport Column RASC. For its service with 8th Army, its three companies were joined by 454 Company.

The second-line 12th [Eastern] Divisional RASC was formed in 1939 and its parent division was sent out to France for labour duties in April 1940. It was destroyed there during the following month. The identities of its component companies have not been established.

46 [North Midland] Infantry Divisional RASC, TA

HQ= Handsworth
510 Company,
511 Company,
512 Company,

This unit was disbanded in December 1936. Its units were dispersed amongst 2 AA Division, 49 Division and 55 Division.

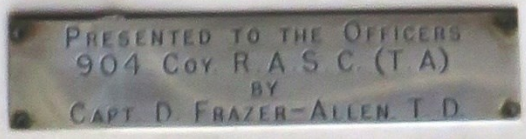
In May 1939, its number was assigned to the second-line division of 49 Division. The divisional RASC companies were 510 Ammunition, 511 Petrol and 512 Supply Companies. It was sent out to France in April 1940 for labour duties with the BEF. Reconstituted after Dunkirk, the Divisional RASC was re-organised late in 1941 with 519 and 520 Brigade Companies, and 521 Divisional Troops Company. They were joined by 570 Brigade Company in August 1942. The division fought in Tunisia from January 1943 until May 1943, and then at Salerno and Cassino until March 1944. After a period in Egypt and Palestine it returned to Italy in July 1944. It was in Greece, January –April 1945 and then returned to Italy: it was in Austria when the war ended.

46 NORTH MIDLANDS DIVISIONAL COLUMN RASC (TA), CAMP 1935

THE OFFICERS OF 904 COY, 46 DIVISIONAL COLUMN RASC (TA) IN 1936 JUST BEFORE THE ORIGINAL DIVISION WAS DISBANDED

WAITING FOR THE WAGON.

The 46TH (S.M.) DIVISIONAL R.A.S.C., when the Territorial Act was passed in 1908, was formed from the 1st Handsworth Company of Volunteers, then part of the 1st Volunteer Battalion Staffordshire Regiment. Later it became the North Midland Supply Transport Column. It is to become the Divisional R.A.S.C. of the new A.A. Division. At the last guest night the regimental march gave Fred May inspiration for this drawing and its title. The R.A.S.C. is a descendant of the Royal Wagon Train, formed in 1799 "for service on the Continent of Europe only." After serving in North Holland under the Duke of York, the greater part of its active service was spent in Spain and Portugal. Its vehicles included broad-wagons, forage carts, hospital wagons, and forge carts.



OFFICERS OF 46 DIVISIONAL COLUMN RASC (TA) WITH CIVIC DIGNATORIES 1938

THE TURN OF THE WHEEL

46 (North Midlands) Divisional Column Royal Army Service Corps TA
Parading for Annual Camp 1938

47 [2nd London] Infantry Divisional RASC, TA

HQ= Chelsea
513 Company, Chelsea
514 Company, Chelsea
515 Company, Chelsea

This unit became the London Divisional RASC when the two London divisions merged at the end of 1935. In May 1939, the above companies became 1st London Division RASC-see under 56 Division. At the same time 2nd London Division RASC was formed with 540 Ammunition, 541 Petrol and 542 Supply Companies. On 21/11/40 it became 47 [2nd London] Divisional RASC once more. The division never served outside the UK and was put on the Lower Establishment in December 1941 when 27 Divisional Troops Company was attached. It disbanded 15/8/44 and the number 47 assigned to 47 Reserve Division.

48 [South Midland] Infantry Divisional RASC, TA

HQ= Birmingham, 1939 – **CO, Lt Col Fray[25] followed by Lt Col S Acheson MBE**
516 Ammunition Company, Birmingham
517 Petrol Company, Birmingham
518 Supply Company, Birmingham

The division went to France in January 1940 and become involved in heavy fighting during the BEF' retreat to Dunkirk. After evacuation to Britain, the division never went overseas again. Placed on the Lower Establishment in November 1941, it became a Reserve Division in December 1942. During its service in the UK, its original companies were joined by 636 Divisional Troops Company in 1941.

The second-line unit was the 66th [South Midland] Infantry Divisional RASC. Apart from sending is divisional HQ to Norway in April 1940, the division never served overseas. Its original companies-554 Ammunition, 555 Petrol and 556 Supply had become 26, 54 and 556 Companies by 1942.

ANNUAL CAMP AT ABERYSWYTH 1938 – THE VEHICLES

[25] Lt Col Fray was replaced very early on for medical reason(s).

THE CAMP 1938

ON EXERCISE 1938

48 [South Midland] Infantry Divisional RASC, TA (cont……)

LT COL PLANCK – CO 1920 – 1922

Centre: Lt Col E J Priddey MC and on his left WO2 (CSM) D Crawford

Centre: Lt Col F P Newcome to his left WO1 (RSM) D Crawford

48 Div Coln 1939

Commanding Officers 48th (South Midlands) Division RASC TA 1939 to 1945 Extracted from the Column War Diaries

Date	Commanding Officer
1st September 1939	Lt Col BG Fray TD - Column Embodied
6th October 1939	Lt Col S Acheson OBE assumes command
31st June 1941	Lt Col S Acheson OBE relinquishes command
I July 1941	Major J Else assumes command
4 July 1941	Lt Col J H Jeffers assumes command
	Maj J Else appointed 2/IC
Jan 1942	Maj GA Badger acting CO
27 Jan 1942	Lt Col Gilchrist posting as CO cancelled
10 Feb 1942	Lt Col R Robertson assumes command
15 June 1942	Lt Col HJ Wright assumes command vice Lt Col R Robertson
24 August 1942	Maj GA Badger assumes command vice Lt Col HJ Wright
31 August 1942	Major GW Gill appointed CRASC 48 Div RASC TA
1 Sept 1942	Lt Col GW Gill assumes command
1 July 1943	Lt Col GW Gill posted to Western Command
4 July 1943	Lt Col J B Muriel OBE assumes command

Officer's of 48th (South Midlands) Division RASC TA

Commanding Units

RASC TA units within 48th (South Midlands) Infantry Division 1939-45
Extracted from the Column War Diaries

516 Ammunition Coy RASC TA	
Sept 1939	Major J Cozens - 2I/C Capt GW Needham
Jul 1940	143 Brigade Composite Coy Major J Cozens - 2I/C Capt GW Needham
Aug 1940	143 Bde RASC Coy (Divisional Ammunition Coy)
Mar 1941	Major GW Needham – 2I/C Capt GA Barnfield – Capt GS Major
Jul 1941	Major M Loam - 2I/C Capt WF Wiseman (Maj Loam–indefinite leave)
Oct 1941	Capt GA Badger
Oct 1941	- Devon & Cornwall Div Composite Coy (516) RASC
Nov 1941	Major L R Lloyd – 2I/C Capt NV Davis
Nov 1943	- 516 General Transport Coy RASC
Dec 1943	Major L R Lloyd – 2I/C Capt DH Lupton
Mar 1944	Major EA Mounsey – 2I/C Capt DH Lupton
27 June 1944 – Landed in Normandy	516 Coy RASC (General Transport)
Jul 1944 - 23 Oct 1945	Major EA Mounsey – 2I/C Capt DH Lupton

24 Oct 1945 – 20 Mar 1946	Major EJ Crawley RASC
21 Mar 1946 – 17 May 1946	Major EJ Cheeseman RASC
18 May 1946 – 30 May1946	Lt WJ Walker RASC
1June 1946 – 1 Jul 1946	Major WS Russell RASC - Unit disbanded 1 July 1946
517 Petroleum Coy RASC TA	
Sept 1939	Major C Beale TD - 2I/C Capt J Smith
July 1940	144 Brigade Composite Coy Major C Beale TD - Capt CH Eaves
Aug 1940	144 Bde RASC Coy (Divisional Petroleum Coy) Major GC Fray - 2I/C Capt W F Wiseman – Capt PG Craven (2/Lt PHL Wiseman) Composite Coy 3 x Coy Officers 1 x CRASC Officer - 107 OR's
May 1941 – Mar 1942	Major JPA Chatwin - 2I/C Capt PG Craven
Sept 1939	Major WH Summers - 2I/C Capt RW Friend
Jul 1940	145 Brigade Composite Coy
Aug 1940	145 Bde RASC Coy (Div Sup Coy)
Oct 1940	Major L R Lloyd – 2I/C Capt GA Badger
Nov 1941	Major GA Badger - 2I/C Capt P Craven
Feb 1942 - 48 Div Composite Coy RASC (518 Coy)	
	Major GA Badger – 2I/C Capt P Craven
Jan 1943 - 518 Divisional Composite Coy RASC	
Jan 1943	Capt P Craven
Feb 1943	Major VL Douglas – 2I/C Capt WJ Murray

Infantry Brigades within 48th(South Midland) Infantry Division

RASC Support to Field Ambulance Units

143 Infantry Brigade Brigade Captain RASC Capt H W E Butcher RASC TA	
143(SM)Field Ambulance – RASC Detachment	from 518 Supply Coy RASC TA
Sept 1939	2/Lt PHL Wiseman
Jan 1940	2/Lt PHL Wiseman – 2/Lt PG Pasqua
	(Wiseman embarked for France with unit but appears to have been posted out and replaced
144 Infantry Brigade Brigade Captain RASC Capt E G Rowland RASC TA	
144(SM)Field Ambulance – RASC Detachment	from 517 Petrol Coy RASC TA
Sept 1939	2/Lt JC Penrose Sgt George Horton L/Cpl G Perry
Jan 1940 BEF	2/Lt JC Penrose, WO2 Windsor AB + 48 OR's 38 veh + 5 m/c
145 Infantry Brigade Brigade Captain RASC Capt L R Lloyd RASC TA	
145(SM)Field Ambulance – RASC Detachment	from 517 Petrol Coy RASC TA
Sept 1939	2/Lt A Bailey CSM Winters P (1 Offr + 53 OR's) Dvr Frank Swift
Jan 1940 BEF	2/Lt A Bailey CSM Winters P
Headquarters RASC 48 (South Midlands) Divisional Column RASC TA Commanding Officer to 5th Oct 1939 Lt Col B Fray RASC TA 6th Oct 1939 Lt Col S Acheson RASC Major J Else RASC TA	

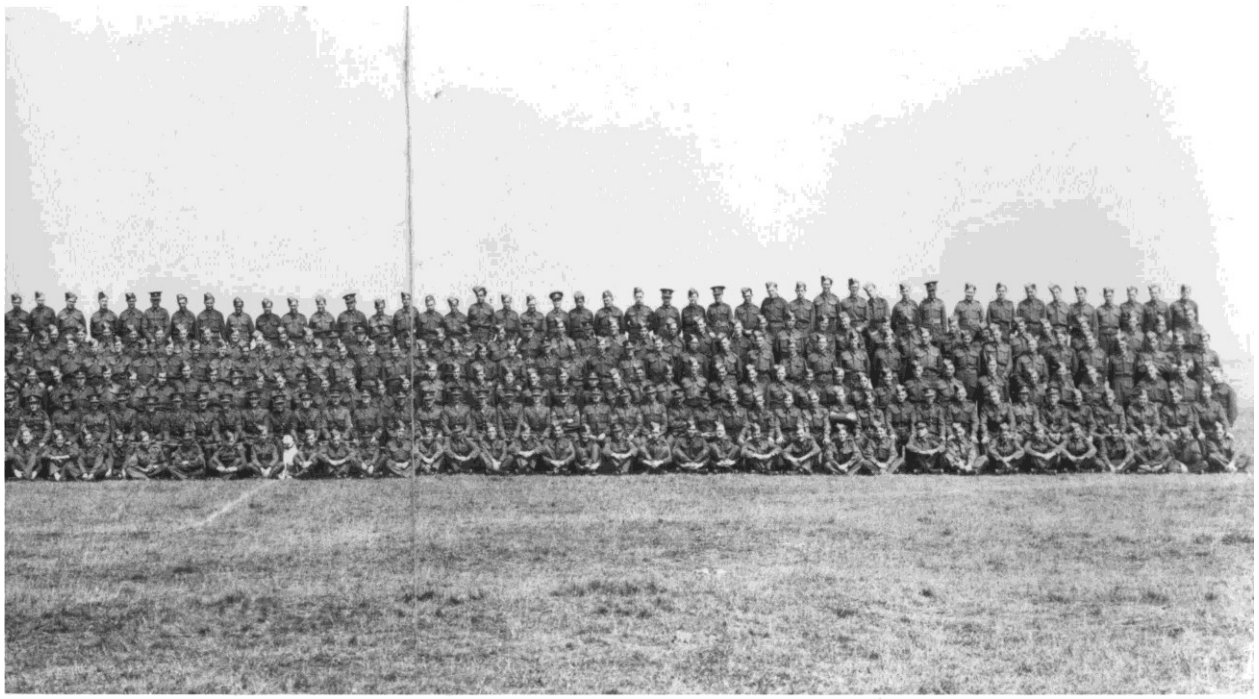
Annual Camp in Aberystwyth 1938

Back Row: 2/Lt E D Randell, 2/Lt C Peach, 2/Lt T D Thomas, 2/Lt J P D Chatwin, 2/Lt R H Webber, 2/Lt J Lee, 2/Lt D H Thompson, 2/Lt A J Hillman, 2/Lt G W Needham, 2/Lt P G Craven, 2/Lt M Thomas, 2/Lt A Stirling
Front; 2/Lt C Whitlock-2/Lt RCF Aston-Capt.C Beale-Capt.GE Fray-Major BG Fray-Lord Mayor of Birmingham-Lt Col FP Newcombe-Capt. W H Summers-Major HC Field-The MO-Capt. J Else-Lt D Smith-2/Lt J L Cozens

48 Divisional Column

49 [West Riding] Infantry Divisional RASC, TA

HQ= Leeds
519 Ammunition Company, Leeds
520 Petrol Company, Leeds
521 Supply Company, Leeds



The division fought in Norway in the spring of 1940. It was sent to Iceland in June 1940 less its RASC Column, and disbanded there on 23.6.40 (hence the "nickname" **The Polar Bears** & and the accompanying insignia). It reformed in the UK in April 1942 and fought in Normandy and North-West Europe 1944-1945. During its long stay in Iceland, the elements of the division were served by 275 Company. During the campaigns of 1944-45, the Divisional RASC comprised 460, 482, 483 Brigade Companies and 118 Divisional Troops Company.

The second line was 46 Divisional RASC-see above

50 [Northumbrian] Infantry Divisional RASC, TA

HQ= Hull
522 Ammunition Company, Hull
523 Petrol Company, Hull
524 Supply Company, Hull

Organised in 1939 as a two-brigade 'motor division', the division joined the BEF in January 1940 and fought well around Arras in May 1940. After one year's service in the UK, it was sent to the Middle East in the summer of 1941. It served with the 8th Army in North Africa, Sicily and Italy until October 1943. Brought back for Operation Overlord, it landed on D-Day and fought until heavy casualties forced its return to the UK in December 1944. Divisional HQ was sent to Norway in May 1945. The unit's composition varied with its service: in June 1941 it went out to the Middle East with 522, 523 and 524 Companies but, by the time of the invasion of Sicily, it was made up of 508, 514 and 524 Companies. In Normandy, it comprised 346, 508 and 522 Brigade Companies and 524 Divisional Company.

The second-line unit was 23 [Northern] Infantry Divisional RASC. It was sent to the BEF for labour duties in April 1940 and broken up after Dunkirk. No record of its constituent companies has been located.

51 [Highland] Infantry Divisional RASC, TA

HQ= Perth
525 Ammunition Company, Perth
526 Petrol Company, Dundee
527 Supply Company, Perth

The division joined the BEF in December 1939 and was detached to join the French Army in Lorraine when the German onslaught began on 10th May 1940. The division made its way back across France but had to surrender at St Valery on 12th June 1940. On 7th August 1940, the second-line 9th Divisional RASC-like the rest of the 9th Division-became the 51st Divisional RASC, and its component companies 572, 573 and 574 became 525, 526 and 527 Companies. The division arrived in the Middle East in August 1942 and fought at El Alamein. After the landings in Sicily and Italy, the unit returned to the UK in November 1943. During its time with 8th Army, it was joined by 458 Divisional Troops Company. Landing in Normandy on D+1, the division fought in Normandy, and in North West Europe for the rest of the war.

The second-line, 9th [Scottish] Infantry Divisional RASC remained at home until August 1940.

McDuff Tartan

From the formation of The Highland Divisional Transport and Supply Column ASC (TA) in 1908, the antecedents of the STR did not have an official Regimental Tartan. Indeed, it was not until 1937, when 51st Highland Divisional RASC (TA) formed the Regiment's first Pipes and Drums, that this lack of a Regimental Tartan became an issue. In 1937, the Commanding Officer, Lt Col T Harris Hunter OBE, gained the consent of Princess Arthur of Connaught for the Pipes and Drums to wear the Red MacDuff Tartan. Princess Arthur was Duchess of Fife – where the RHQ was based and remains to this day – and her husband, Prince Arthur of Connaught, was the first Colonel in Chief of the Royal Army Service Corps (RASC), the forerunner of the RCT and thence the RLC. The official designation of the Regiment's Tartan is No16 Red MacDuff (Ancient).

The name MacDuff means 'son of the dark one' (MacDhuibh in the Gaelic) and the MacDuffs are descended from the same ancient royal house as Shakespeare's Macbeth. Traditionally, MacDuff was the first Earl of Fife; he opposed Macbeth and helped Malcolm to the Throne. Fife is, of course, the home of the Regimental HQ, which is based in Dunfermline. The MacDuffs, under their earl, had the privilege of crowning the king and of always being in the front ranks of his army - a position of great honour. In 1306, Robert the Bruce had Duncan MacDuff, Earl of Fife, imprisoned for seven years, as he had been a supporter of the Comyns.
The motto of the MacDuff clan is Deus Juvet: God Assists.

52 [Lowland] Infantry Divisional RASC, TA

HQ= Glasgow
528 Ammunition Company, Glasgow
529 Petrol Company, Glasgow
530 Supply Company, Glasgow

Initially kept in the United Kingdom, the division fought briefly in Normandy from 10th to 17th June 1940 as part of the post-Dunkirk attempt to reinforce the French Army. By the end of 1941, the unit was joined by 76 Divisional Troops Company. In May 1942, the division was re-organised as a mountain division but was never employed in that role. Instead it became an air landing division in August 1944-it would have been airlifted into Arnhem has Operation Market Garden been a complete success. Instead it was committed to the fighting on Walcheren and then into Germany.

The second line-15th [Scottish] Infantry Divisional RASC remained in the UK until 1944. During this time it was placed on the Lower Establishment in November 1941, restored to higher status as a 'Mixed Division' in March 1942. It resumed its normal organisation in September in preparation for the invasion of Europe. During the campaigns in Normandy and North-West Europe, its divisional RASC was made up 283, 284, 399 Brigade companies and 62 Divisional Troops Company.

53 [Welsh] Infantry Divisional RASC, TA

HQ= Swansea
531 Ammunition Company, Swansea
532 Petrol Company, Port Talbot
533 Supply Company, Swansea

Apart from a period of service in Northern Ireland this division remained in the UK (stationed in Kent) until the summer of 1944. It gained 501 Divisional Troops Company in 1942 when it became a 'mixed division'. It crossed to Normandy at the end of June 1944 and fought in North-West Europe until the end of the war.

The second-line-38th [Welsh] Infantry Divisional RASC remained in the UK until converted to a reserve division on 1/9/44 Three of its RASC companies have been identified –305, 310 and 311-did it ever have a fourth? 38th Division fought on the Somme in WW1, Mametz Wood was a notable battle.

54 [East Anglian] Infantry Divisional RASC, TA

HQ = Chelmsford
534 Ammunition Company, Chelmsford
535 Petrol Company, Chelmsford
536 Supply Company, Colchester

This unit never left the UK- its growth was hampered by the diversion of men and resources to the second-line division. It became 12 General Transport Column in September 1942 and served in North Africa.

The second-line 18th [East Anglian] Infantry Divisional RASC left the UK for the Middle East in September 1941 but was diverted-via India-to Malaya. It disembarked at Singapore just two weeks before the surrender of the island to the Japanese. Very few of its personnel survived until peace in 1945.

55 [West Lancashire] Infantry Divisional RASC, TA

HQ= Southport
537 Ammunition Company, Southport
538 Petrol Company, Liverpool
539 Supply Company, Southport

This two brigade 'motor division' never left the United Kingdom. It was placed on the Lower Establishment in January 1942. Despite restoration to a higher establishment in May 1944 it was never used for anything other than coast defence duties. The RASC column was detached in September 1942 and became 13 General Transport Column for service in North Africa.

The second-line-59th [Staffordshire] Infantry Divisional RASC remained in the UK until July 1944. It served in Northern Ireland, October 1941-February 1943. When it embarked for Normandy, it comprised 28, 300, 301 Brigade Companies and 557 Divisional Troops Company. The division was broken up at the end of August 1944 to provide battle casualty replacements for the other formations of 2nd Army.

56 [1st London] Infantry Divisional RASC, TA

HQ= Plumstead, London SE
540 Ammuntion Company, Plumstead
541 Petrol Company, Plumstead
542 Supply Company, Plumstead

The 56th Division was merged into the London Division at the end of 1935 and its RASC units were dispersed –mainly to 1st AA Division.

The 1st London Motor Division formed in the spring of 1939 and retained that name until November 1940 when it became a standard infantry division. Its RASC comprised 513 Ammunition, 514 Petrol and 515

Supply Companies. After re-organisation, the column was joined by 491 Divisional Troops Company in June 1942. The division went out to the Middle East in November 1942. After service in Iraq and Palestine, it fought in Tunisia in the spring of 1943. It landed in Italy in September 1943-and apart from a brief rest in Egypt [April-July 1944] it fought in Italy for the rest of the war.

For its second-line-47th Division RASC-see above

NON-DIVISIONAL COMPANIES

Many of these companies were "hostility only" formations which were disbanded as soon as possible after the end of the war.

546 Company RASC attached 42 Division1937-2 AA Division tank transporter company/Italy
547 Company RASC attached 43 Division 21st Army Group
548 Company RASC attached 44 Division 8.42-GT Company/Italy
549 Company RASC attached 47 Division/London Division 7.42-8 Army Troops/Middle East & Italy
550 Company RASC attached 48 Division to 1 Cavalry Division/1 Armoured Division in Middle East
551 Company RASC attached 49 Division – 1937-2 AA Division 21st Army Group
552 Company RASC[26] attached 50 Division served in Middle East then 21st Army Group

Troops waiting to catch train at station, presumed to be 552 Coy RASC boarding train for France en route to Middle East, Dec 1939 (see letter from Leslie de Boer in RLC2006.1091.05) – to France with 50 Div between Jan and Apr 1940

553 Company RASC attached 51 Division to 43 [Wessex] Division –South East Asia by 1945
554 Company RASC attached 52 Division to 61 [South Midland] Division –South East Asia by 1945
555 Company RASC attached 53 Division to 61 [South Midland] Division
556 Company RASC attached 54 Division to 61 [South Midland] Division
557 Company RASC attached 55 Division 1944 to 59 [Staffordshire] Division –Normandy
[558 Company RASC –not formed-for attachment to 56 Division-after creation of 1 AA Division]
906 Company[27] was formed in 1917 and was disbanded in 1922. Re-raised in 1941 in Egypt, but was captured by AN Axis Tank Bn in 2nd siege of Tobruk in 1942. Re-raised again in 1947 as part of the TA.
Some of the companies which were war-formed in the 559-599 range were components of second-line TA divisions. They were-

66 [East Lancashire] Division= 569, 570
46 [North Midland] Division = 570
9 [Scottish] Division = 572, 573, 574 [all to 51 Division 8.40 as 525, 526, 527 Companies]
15 [Scottish] Division = 575, 576, 577

[26] 552 Coy became 52 Armd Bde Coy RASC when 8 Armd Bde formed in Egypt 1941. France 1940 (Dunkirk) then served North Africa, Sicily and Northern Europe with Gds Armd Div, 43 Div and mainly with 50 Div. Disbanded late 1945/early 1946 and re-raised in 1947 as part of 110 South Midland Div Coln RASC TA.

[27] RLC Archive website, The Story of the RASC 1939 – 1945 and Company War Diary, a copy of which has been lodged with the RLC Archive

ANTI-AIRCRAFT DIVISIONS AND AA BRIGADE COMPANIES 1939

1st AA Division RASC TA [formed from HQ 2nd London Division 1935]

HQ= Uxbridge
26 AA Brigade Company, Chelsea
38 AA Brigade Company, Chelsea
48 AA Brigade Company, Lewisham
49 AA Brigade Company, Belgravia

2nd AA Division RASC TA [formed from HQ 46th North Midland Division 1937]

HQ= Hucknall
32 AA Brigade Company, Derby
40 AA Brigade Company, Duxford
41 AA Brigade Company, ??
50 AA Brigade Company, Hucknall

3rd AA Division RASC TA [formed 9.38]

HQ= Edinburgh
36 AA Brigade Company, Edinburgh
42 AA Brigade Company, Glasgow
51 AA Brigade Company, Edinburgh
52 AA Brigade Company, Perth

4th AA Division RASC TA [formed 9.38]

HQ= Chester
33 AA Brigade Company, Liverpool
34 AA Brigade Company, Wolverhampton/Coventry
44 AA Brigade Company, Manchester
53 AA Brigade Company, Chester
54 AA Brigade Company, Sutton Coldfield

5th AA Division RASC TA [formed 9.38]

HQ= Reading
35 AA Brigade Company, Fareham
45 AA Brigade Company, Cardiff
46 AA Brigade Company, Bristol
47 AA Brigade Company, Southampton
55 AA Brigade Company, Exeter

6th AA Division RASC TA [formed 9.39]

HQ= Chelsmford
27 AA Brigade Company, Lingfield/Kenley
28 AA Brigade Company, Chatham
29 AA Brigade Company, Brentwood
37 AA Brigade Company, Edmonton/Hendon
56 AA Brigade Company, Chelmsford

7th AA Division RASC TA [formed 9.39]

HQ= Newcastle
30 AA Brigade Company, Sunderland, became 923 Coy. Bde renumbered 1940 as 8 (AA) Bde Joined 50 Div Coln in 1961 Coln comprised 923, 925, 926 and 598 Coys.

31 AA Brigade Company, York
39 AA Brigade Company, Derby
43 AA Brigade Company, West Hartlepool
57 AA Brigade Company, Newcastle

CHAPTER SEVEN …….ROYAL ARMY SERVICE CORPS

When the Territorial Army was reformed in 1947, the RASC provided major formed units in the three areas which had been developed prior to 1939. They were divisional RASC, corps troops, and Anti-Aircraft Command. Of these, wartime experience encouraged the development of units to support corps and army levels of command to a greater extent than the other two areas of activity.

The Royal Army Service Corps (RASC) of the Territorial Army underwent a series of re-organisations between its reformation on 1st January 1947 and its demise on 31st March 1965. Most affected the number and internal organisation of RASC units. They were-

a. In September 1948, Anti-Aircraft Command was cut back by the disbandment of many regular HAA Regiments, the elimination of TA HAA regiments with poor recruiting records, and the amalgamation of regular and reserve AA brigades into a single set of TA AA brigades.
b. In June 1950, major adjustments of the divisional organisation in Scottish Command was accompanied by the transfer of many TA units to the newly-recreated Supplementary Reserve.
c. The Supplementary Reserve was re-titled the Army Emergency Reserve in 1953.
d. Anti-Aircraft Command was disbanded in November 1955 and those units formerly under its command which were selected for retention were transferred to their respective regional commands.
e. A further re-organisation of the divisional structure took place in October 1956 together with a further refinement of the AER's order of battle.
f. In May 1961, the parallel administrative structures of regular district commands and TA division commands were amalgamated into a single chain of command: the division-district.

The major change, so far as the RASC was concerned was its transformation into the Royal Corps of Transport (RCT) on 15th July 1965. A change of titles ensued in which columns became regiments, and companies became squadrons. Initially in 1965, the RCT TA included all of the previous RASC units and some transfers from the Royal Engineers, such as railways, Inland waterways and movement control. It was two years before the RCT was properly formed and most regiments and squadrons were renumbered. Central Volunteer Headquarters RCT TA (CVHQ) was formed at Grange Camp, Bedford – this organisation catered for the specialist trades taken from RE and as most personnel in these units were deemed to have a great deal of experience in their civilian occupations which were so closely allied to their military roles, a lower annual training commitments allowed. In addition, CVHQ also absorbed the remnants of transport columns which had or were given specialist roles, e.g., bridging transport, ambulance, fuel tankers etc.

At the end of the re-organisations, many units were disbanded or combined to form new regiments and some transferred to other Corps, notably the RAOC.

The training commitments were:

a) Local (regional) units had a commitment of 12 days out of Camp and 15 days annual camp training. In addition, personnel were expected to attend several drill evenings each month. As budgets allowed, many personnel actually attained attendances well above the mandatory and 40 to 60 days p.a. were not uncommon.
b) At CVHQ RCT TA, the commitment was 4 days out of camp training plus a 15 day annual camp. Some officers and ORs did a little more but in the main, the 19 day commitment was maintained.
c) Now in 2015 the title "Territorial Army" was dropped and replaced by "Army Reserve" and the (V) at the end of unit names was also dropped. The training commitment has been increased to 24 out of camp training days and a 16 day annual camp – as we already know from experience, this will lead to a creeping increase in the time needed to complete all tasks required. In addition, all Army Reserves are liable for an extended service period of 6 to 12 months every 3 or 4 years.
d) Establishments now varied according to tasks allocated and the fact that horse had, in the main, been replaced by motor vehicles.

The traditional TA was abolished in 1967, partly for economic reasons, but mainly because the traditional structure of brigades and divisions was regarded as too clumsy for modern warfare.

An outline of the major commands and divisions helps place the RASC/RCT units into the wider context of the TA.

London District
- 16 Airborne Division 10.56-44 Parachute Brigade
- 56 Armoured Division 5.61

Eastern Command
- 44 Infantry Division
- 54 Infantry Division
- 23 Corps Troops 10.56 to 54 Infantry Division
- 101 Transport Column 8.50
- 105 Transport Column

Northern Command
- 49 Armoured Division 5.61- 66 Transport Column
- 50 Infantry Division 5.61-150 Transport Column
- Yorkshire District Column RASC (TA)
- 21 Corps Troops 6.50
- 103 Transport Column
- 110 Transport Column 5.61-48 Division/District Column
- 111 Transport Column 8.50

Northern Ireland District
- 112 Transport Column 52

Scottish Command
- 51/52 Infantry Division 7.50-51 Infantry Division
- 106 Transport Column 7.50-52 Infantry Division
- 264 Beach Brigade 5.61-264 Transport Column

Southern Command
- Aldershot Transport Column RASC (TA)
- 43 Infantry Division
- 104 Transport Column 7.50

Western Command
- 42 Infantry Division
- 53 Infantry Division
- 22 Corps Troops
- 102 Transport Column
- 107 Transport Column 7.50
- 108 Transport Column 7.50
- 109 Transport Column 7.50

Anti-Aircraft Command 11.55
- 1 AA Group [Eastern Command]
- 2 AA Group [Southern Command]
- 3 AA Group [Scottish Command]
- 4 AA Group [Western Command]
- 5 AA Group [Northern Command]

Throughout this period, transfers of company numbers between units took place within the geographic commands. For ease of reference, the major units and changes to them will be recorded by geographic command. AA units will be found under the appropriate geographic command.

Numerical list of major RASC TA units 1947

21 Corps Troops RASC
22 Corps Troops RASC
23 Corps Troops RASC

16 Airborne Divisional RASC

49 West Riding & North Midland] Armoured Divisional RASC
56 London] Armoured Divisional RASC
42 East Lancashire] Infantry Divisional RASC
43 Wessex] Infantry Divisional RASC
44 Home Counties] Infantry Divisional RASC
50 Northumbrian] Infantry Divisional RASC
51/52 [Scottish] Infantry Divisional RASC
53 [Welsh] Infantry Divisional RASC

Aldershot Transport Column RASC (TA)
Yorkshire District Column RASC (TA)
101 Transport Column RASC
102 Transport Column RASC
103 Transport Column RASC
104 Transport Column RASC
105 Transport Column RASC
106 Transport Column RASC
107 Transport Column RASC
108 Transport Column RASC
109 Transport Column RASC
110 Transport Column RASC
111 Transport Column RASC
112 Transport Column RASC

1 AA Group [North] RASC
1 AA Group [South] RASC
2 AA Group [East] RASC
2 AA Group [West] RASC
3 AA Group RASC
4 AA Group [North] RASC
4 AA Group [South] RASC
5 AA Group [North] RASC
5 AA Group [South] RASC

264 Beach Brigade RASC

CHAPTER EIGHT……THE POST WW2 DETAILS 1947 to 1967

The Command system was abolished c1971/2 and replaced by military districts. Under the Command system, the commander, was a Lieutenant General with the title General Officer Commanding in Chief (GOCinC) – it was a Corps equivalent appointment.

Call out for full time services in the event of hostilities being imminent was by Queens Order II. The Reserve Forces Act 1996 changed all of this – more later.

LONDON DISTRICT

16 AIRBORNE DIVISIONAL COLUMN RASC

	.	
1947.01.01	Formed with HQ at 59 Green Street, London, W.I.	1560, 1561 & 1562 Companies
.	1560 Company (Parachute Brigade) at The Drill Hall, Park Lane, Tottenham, N.7	.
.	1561 Company (Parachute Brigade) at The Drill Hall, Vine Street, Uxbridge	.
.	1562 Company (Parachute Brigade) at The Drill Hall, Hayes Bridge, Southall	.
.	The four-figure numbers - 55 -ontrol- 55 -d to the Companies denoted that they were newly-raised units of the TA, having not existed prior to the Second World War	.
1947.05.01	Began recruiting	.
1949	Column HQ re-located to the TA Centre at Hayes Bridge, Southall, Middlesex	.
1950	Annual Camp at Tregantle in Cornwall	.
1951	A new numbering system for RASC (TA) units was adopted whereby all Companies were given a three-figure number. As a result the '1' prefix, was dropped and the Companies became known as 560th, 561st and 562nd Companies (Parachute Brigade Transport), RASC (Middlesex) (TA).	560, 561 & 562 Companies
1952	Each of the Companies were allocated their own integral Light Aid Detachments (LAD) of the Royal Electrical and Mechanical Engineers (REME)	.
1954.06	Annual Camp at Strensall	.
1955	Light Aid Detachments were up-graded to Company Workshops	.
1955.09	Annual Camp at Tregantle in Cornwall	.
Late 1955	560 and 561 Companies moved into new Drill Halls, 560 Company at the TA Centre, High Road, Tottenham and 561 Company at the TA Centre, Cowley, near Uxbridge	.
1956	16 Airborne Division disbanded	.
1956.08	Annual Camp at Stiffkey, in Norfolk	.
1956.10	44th Independent Parachute Brigade Group (TA) was created, with Headquarters at The Duke of York's HQ, Chelsea, London S.W.3. The 16th Airborne Divisional Column was temporarily placed under command of this Brigade as it underwent the process of disbandment and reorganisation into one Company	.
1 Jan 1957	562 Company, RASC (Airborne Divisional Transport) re-designated 562 Company, RASC (Independent Parachute Brigade), TA	.
1957.02	Column reduced to 562 Company, RASC (Independent Parachute Brigade), TA	44 Independent Parachute Brigade Group

562 (Para) Coy RASC TA – Despite the severe weather conditions experienced in January and February 1963 an active training program for the Annual Camp training was completed. Enthusiasm for the program was driven by the prospect of the Company undertaking its first overseas training, supporting the Brigade's deployment to Cyprus in early April.

The Brigade was to be in Cyprus for a month, returning in early May. Consequently, the support provided by the Company required that it be organised in to two halves, each supporting the Brigade for two weeks. As usual the Camp proved to be most energetic with much night driving being undertaken in order to fulfil the requirement for first-light parachute drops by the parachute Battalions. Despite the heavy driving commitment, it proved possible for all parachute trained personnel to jump on the various battalion exercises at one time or another. It also proved possible to enjoy the Troodos mountains, canoeing, and other activities the Mediterranean climate, and everyone came back with a sun-tan.

On return from Camp the Company started training teams for the Brigade's Airborne efficiency competition in which they, eventually, managed to attain third place; and the Nijmegen marches. Preparations were also in hand for a repeat of the previous year's successful canoe expedition through France to the Mediterranean Sea. In October the Company again entered a team for the fifth, and final, Middlesex Tough Training contest – they won! The contest was against 23 other teams. It was held in torrential rain and it was agreed by everyone to be the toughest and most gruelling of them all.

The competition consisted of a nine mile forced march, followed by completion of the Brigade of Guards 1000 yard battle course, reckoned by some to be one of the toughest tests of stamina of its kind. This was followed by a night compass march

to an over-night bivouac area, while in the meantime the team's vehicle and driver underwent vigorous maintenance and proficiency tests.

The next day started with a cross country trek, a field firing test, followed by a further eight mile forced march to the banks of the River Thames. Crossing the river required construction of a raft from vehicle tyres inner tubes, slats of wood and pieces of rope. On reaching the other river bank the team had to make a further forced march of 5 miles to the finishing point on Hounslow Heath.
(Courtesy of Major D French)

56 [London] Armoured Division RASC

1947	England: HQ at Duke of York's Bks, Chelsea, London	513, 514, 515 Companies
.	513 Company at ??	.
.	514 Company at ??	.
.	515 Company at ??	.
1947	Annual Camp at Alma Barracks, Blackdown, hosted by 4 Regiment, RHA	.
1948	1592 Company formed	513, 514, 515, 1592 Companies
1949.06	Annual Camp at Broadmayne, Dorset	.
1950	513 Company (Armoured Division Transport) moved to 174 Mile End Road, Stepney	.
.	903 and 1565 Companies joined column. Annual Camp at Stanord PTA with tank Regts from 22Armd Bde (using Comet tanks)	513, 514, 515, 1592 Companies
1951	1565 and 1592 Companies renumbered 565 and 592 Companies	.
1951.07	Annual Camp at Fingringhoe Camp, near Colchester with call up of "Z" Reservists, all companies went with full establishments. Start of NBC training.	.
1952.07	Annual Camp at Castle Martin, Pembrokeshire, South Wales – with "Z" Reservists again.	.
1953.09	Annual Camp on Salisbury Plain – Ex Black Cat with 22 Armd Bde	.
.	On return from camp Column HQ, and 514 and 515 Companies quickly moved into a new drill hall at the Duke of York's Headquarters, while 592 Company moved to a completely rebuilt one at 117, Walmor Road, North Kensington. On 21st October H.R.H. The Duke of Gloucester honoured the Column by opening both of the new drill halls.	.
c1954:	513, 514, 515 & 592 Companies – Annual Camp at Ludgershall, Ex London Pride – full divisional exercise with 22 Armd Bde and 168 Lorried Inf Bde.	.
1955.08	900 Company (A.A.) absorbed into 514 Company (Armoured Divisional Transport) following the reorganization of 1 Anti-Aircraft Group Column (South). 514 Company moved from the Duke of York's Headquarters to Brander House, Wandsworth 515 Coy at Walmer Road.	.
1955	Annual Camp at Dibgate Camp	.
.	1956: Division reorganized as **56th (London) Infantry Division**	.
1956	Annual Camp at Bulford Fields – this was the year of the Suez Canal Crisis	.
1957.04	592 Company moved to 121 Transport Column RASC (TA)	513, 514, 515 Companies
1958.06	Annual Camp at Castlemartin, South Wales	.
1960	Annual Camp at Plasterdown	.
.	1961: Division disbanded	

1950 – Consisted of 513, 514, 515, 1592
Annual camp at Stanford PTA Norfolk with tank regiments from 22 Armd Bde at that time armed with Comet tanks
No recollection of 903 and 1565 joining column – unless they were disbanded and personnel amalgamated with our existing 4 coys

1951 – Korean War – Govt called up "Z Reservists" which resulted in all four companies going to full establishment of personnel and vehicles (30 x 3 tonners for each coy)for camp at Fingringhoe.
Nuclear warfare training commenced this year (I think) and we were allocated and recce'ed our assembly areas in the event of an alert.

1952 – Annual Camp at Castle Martin, Pembrokeshire – "Z Reservists" back with us again

1953 – Annual Camp at Ludgershall Salisbury Plain – Exercise Black Cat – brigade exercise with 22 Armd Bde
Move into the new drill hall at Duke of Yorks long overdue but still a bit crowded before 514 moved down to Wandsworth leaving HQ Colm and 515 Coy at DoY's.

1954 – Annual Camp at Ludgershall Salisbury Plain – Exercise London Pride – full divisional exercise with 22 Armd Bde and 168 Lorried Infantry Bde
No recollection of 900 Coy being amalgamated with 514 Coy.

1955 – All finally settled: 513 Coy at Mile End Road, 514 Coy at Brander House, Wandsworth, 515 Coy and Colm HQ at Duke of Yorks 592 Coy at Walmer Road
Annual Camp at Dibgate

1956 – Cannot confirm this as I was unable to attend annual camp and instead did an air despatch course at Old Sarum airfield but rapidly losing interest after conversion from armour to infantry and due to marriage decided to move nearer to Coulsdon where I lived in 1957.

Rumoured threat of embodiment to support re-occupation of Suez Canal Zone.

1957 – Joined 559 Motor Ambulance Coy at Batts Hill, Redhill under Rex Woodward and part of 112 Tpt Colm RASC at Croydon with responsibility for a detached platoon at a drill hall just off the Caterham By-Pass (at junction with Markfield Road?) which I had to close down, moving all equipment to Redhill.

Capt Peter Dodd

44 [Home Counties] Infantry Divisional RASC (TA)

1947	England: HQ at Risborough Bks, Shorncliffe	507, 508, 509 & 1559 Companies
.	507 Company at Maidstone	.
.	508 Company at Croydon	.
.	509 Company at Redhill	.
.	1559 Divisional Company at Caterham,	.
1951	1559 Divisional Company renumbered 559 Company	507, 508, 509 & 559 Companies
1951.07	Annual Camp at St. Martin's Plain, Shorncliffe for 5 days then to Pirbright for Exercise 'Emperor Scordar'	.
1953	New T.A. Centre at Croydon opened by H.R.H. Duke of Gloucester	.
1954	Annual Camp at Dibgate	.
1954?	Annual Camp at Bulford Fields	.
Late 1955	559 Company left column	507, 508, 509 Companies
1955.07	Annual Camp at Bulford Fields, Salisbury Plain	.
1956.06	Annual Camp at Dibgate 1957, 559 Motor Ambulance Coy at Batts Hill, Redhill in Surrey commanded by Major Rex Woodward TD with detached platoon at Caterham subsequently closed down and moved back to Redhill.	.
c1958	HQ at T.A, Centre, Sydenham Road, Croydon	.
1958	Annual Camp with 133 Infantry Brigade at Barry, Angus, Scotland	.
1960	Annual Camp at 89 W.E.T.C., Leek. Staffs	.
1961	Reorganization of the TA: Column redesignated **44 (Home Counties) Divisional District Column**. 509 Company at Croydon will lose its name in an amalgamation with 508 Company (Infantry Brigade Transport) RASC (TA). 514 Company (MT) RASC (TA) was formed from an amalgamation of 514 Company at Wandsworth and 901 Company at Richmond. 559 Company (MAC) RASC (TA) will be formed from an amalgamation of 559 Company at Redhill and 916 Company at Brighton. 559 Company were part of the column before the reshuffle caused by the disbandment of AA Command in 1955. The new 514 and 559 Companies are to have WRAC, platoons, these platoons are at present units of 304 Battalion WRAC (TA), namely 1 Surrey (Richmond) Platoon, 2 Surrey (Croydon) Platoon, 7 Surrey (Reigate) Platoon and 3 Sussex (Brighton) Platoon. 507 (Kent) Company was comparatively unaffected, The reorganization is to be completed by 1st May, 1961.	507, 508 (Croydon), 514 (Wandsworth), 559 (Redhill) Companies
1961.06	Annual Camp at Castlemartin, Pembrokeshire, the old and new units at camp together for the first time	Ã‚Â
1963.07	Annual camp at Crowborough, Sussex OC 559 Coy – Major Rex Woodward TD	.
1964	Annual camp at Penhale, in Cornwall	.
c1965	44 (Home Counties) Division/District Column RASC (TA)	.
.	507 Company	.
.	508 Company	.
.	514 Company	.
.	559 Company	.
1965	Annual Camp, 514 and 559 Companies together with 77 and 78 Companies WRAC (TA), camp with Column Headquarters at Crookham. 507 and 508 Companies camp later on at Stanford P.T.A. 1965.07.15 Redesignated **44 (Home Counties) Divisional Regiment RCT (TA)** **April 1, 1967, became part of 151 (Greater London) Regiment R$CT(V)**	.

RECOLLECTIONS OF MY SERVICE WITH 559 COY RASC/TA AND 44 DIV COLN
By Major R H Woodward TD (Commissioned in 1947 in National Service)

In early 1951, I was interviewed and accepted for a subaltern vacancy within 44 Div Coln. At that time, the HQ of the Column was in a large Victorian house situated alongside the drill hall of 508 Coy RASC/TA in Poplar Walk, West Croydon. The 508 accommodation other than the garages fronting Poplar Walk were mainly temporary following war time bomb damage.

The Reader might like to know that In 1820, The Royal Wagon Train was based in Croydon under the command of Colonel George Scovel, later Major General Sir George Scovel.

I was duly commissioned and posted to 559 Coy RASC which was located at the drill hall in Caterham. The Company commander then was Major Bill Cowell. He had been an RASC officer POW in Singapore. The 2 i/c was Capt Ken Allman who had seen considerable Corps service in North Africa and Europe. The other subalterns were B A (Tiny) Hester and Norman Keen (worked for Royal Insurance) as platoon commanders and Eric Fox who was the Admin officer. The Workshop Platoon was commanded by Capt Ted Goldson. He stayed with the RASC when workshop platoons converted to REME LADs and I believe he later served in some capacity at Croydon. Norman Keen was originally commissioned into the North Staffs and had wartime experience in France and Germany. He had no previous service with the RASC before joining 559. He subsequently commanded 921 Coy at Woolwich

As the Caterham Drill Hall had few facilities, work was in progress to build a large garage, canteen facilities, a meeting room and an indoor miniature range.

The 559 establishment provided for an HQ, a tpt platoon and a RASC workshops platoon at Caterham. The workshops platoon was later transferred to REME and became an LAD within 559. While the establishment provided for a platoon at Reigate, all personnel recruited in that area were always transported over to Caterham for training on each drill night and weekend exercises. Similarly, when 559 moved to Batts Hill, Redhill, transport was initially provided for those residing in the Caterham area.
Throughout the 1950s, many RASC National Service (NS) subalterns along with other ranks came to 559 to carry out their annual training requirement of three weekend exercises and an annual camp of 15 days. During this period, the company was often up to full establishment when it went to annual camp. Of the NS Subs at that time, Pat Edmead and Julian Bailey spring to mind. Both continued in the TA after their NS commitment ended.

Following the many TA reorganisations, the following officers came to 559: Capt Peter Dodd, Capt Ted Merrick and Capt Ted Henderson. The first major reorganisation followed the disbandment of AA Command in 1955. This resulted in 559 leaving 44 Div Coln and with 916 at Brighton and 921 at Woolwich became 128 Tpt Coln with its HQ in Mitcham Road Barracks, Croydon. The CO was TA, Lt Col Eric Pilcher, and the 2i/c was Major Guy Bousfield who was a regular. Guy Bousfield took over command of 128 when Eric Pilcher retired. If I remember correctly, when a TA CO was appointed, a regular Major was appointed as a Trg Major. Similarly, when a TA CO was not available, a regular CO was appointed. It usefully provided increased promotion prospects for regulars and Brig Brian Ridley was a typical example.

Within 128, the three tpt companies were assigned various roles and 559 became an armd div tpt coy. The subsequent mobilisation plan indicated that we would form part of Guards Armd Div and would mobilise on Salisbury Plain!

The reorganisation at the start of 1960 brought 559 back into the fold of 44 Div Coln and Ken Allman who was OC of 559 went to Croydon as 2i/c of 44 Div Coln with Gordon Pearce as CO. It was only at this point that I attained my majority as OC 559.

It then followed that 916 at Brighton was disbanded and became a detachment of 559. Capt Jim Partington became the detachment commander and the role of 559 also changed to that of a Motor Ambulance Company. At the same time, the Women's Royal Army Corps at Brighton who were commanded by Capt Jill Nye became for training and mobilisation purposes, a part of 559. As there was no existing WRAC platoon at Redhill, a subaltern was appointed and recruiting commenced in 1961.

Similarly, I believe but not sure, 921 Coy, which by this time, was commanded by Norman Keen, was also disbanded and became a platoon within 508 Coy.

This brings me up to 1965 when I had to retire from the TA in preparation for a civilian job move to Hong Kong.

44 DIVISIONAL COLUMN ROYAL ARMY SERVICE CORPS TERRITORIAL ARMY
ANNUAL CAMP AT DIBGATE (?) 1953/54

All Left to Right:

Front Row: Maj Cecil Manning, OC 509; Capt Ken Allman, 559 Coy; Capt Ted Goldson, 559 Coy; Maj Bill Cowell, OC 559; Maj Woodcock, Trg Major (Reg); Lt Col Tom Hockey, CO; Capt Ian Bennett, Adjt (Reg)

Maj Ronnie Downs, OC 507 Croydon; Capt Frank Bones, RQM (Reg); Lt Col (QM) Tommy Thomas, Croydon – later OC 514; Capt Reg Turner

2nd Row: Capt Bob Bale, REME LAD; ?; Lt Jimmy Spears, 507 Coy; Capt Phil Putland, Croydon; ?; Capt Norman Keen, 559 Coy; ?; Capt Eddie Harwood, to be OC 508 Coy; Capt Gordon Carter; ?

3rd Row: Lt Doug Collis, REME LAD; Lt Pat Edmead, 559 Coy; ?; ?; Capt Mike Cory, Croydon; ?; Capt Rex Woodward, 559 Coy; ?; ?; ?

Rear Row: All "?"

The inspecting officer, Maj-Gen. H. C. Goodfellow, talking to C.Q.M.S. J. Rankin.

Taken at the TA Drill Hall, Croydon,
Coy Comd, Maj B A Heston TD

44TH
R.A.S.C. (T.A.)
FIRE
POINT
No13

EASTERN COMMAND

54 (East Anglia) Infantry Divisional Column RASC (TA)

	Formed ??	
c1954	Note: Sgt J E White won the King's Medal at Bisley in 1937 whilst in the Regular Army. Post war, he served in 535 Coy RASC and won the King's medal again in 1949 and the Queen's medal in 1953	
c1957	Redesignated **54 (East Anglia) Infantry Divisional Column RASC (TA).** TA centres at Upminster, Colchester, Southend-on-Sea and Norwich	
1957.06	Annual Camp at Stiffkey, Norfolk	
c1958	535, 536 from 23 (Southern) Corps Troops Column join when 23 Colm disbanded 927 Company also joins	
1960	Annual camp found the Column spread the length and breadth of England. This year being the 'Brigade' training part of the cycle, the companies operated with their Brigade Groups.	
1961.03.06	Reorganization of the TA: Column redesignated **54 (EA) Divisional District Column RASC (TA)**, 515 Company and 917 Company joined column. 536 Company moved to 105 Annual Camp at Castlemartin, Pembroke, the full line-up at camp comprised 515 Company (Duke of York's HQ, London), 917 Company (Heston), 927 Company (Norwich)	515, 535, 917, 927 Companies
1962.04.17	917 Company was officially adopted by the Borough of Heston and Isleworth.	
1962.07	Annual camp at Proteus Camp, North Allerton	
1963	Annual camp at Cultybraggan in Scotland	
1964	Annual Camp was Brigade Camps, 535 and 927 Companies at Okehampton and Plasterdown with 161 Brigade. 515 and 917 Companies joined HQ 56 (London) Infantry	
c1965	HQ 54 (East Anglian) Division/District Column RASC (TA) at Upminster	
1965.07	Greenfields Camp to Wales	
1965.07.15	Redesignated **54 (East Anglian) Divisional Regiment RCT (TA). Disbanded 31 March 1967 with some personnel transferring to other units**	

1956	Annual Camp at Bulford Fields – this was the time of the Suez Crisis	
1957.04	592 Company moved to 121 Transport Column RASC (TA)	513, 514, 515 Companies
1958.06	Annual Camp at Castlemartin, South Wales	
1960	Annual Camp at Plasterdown 1961: Division disbanded	

Early Commanding Officers (dates approximate):

1947/50 Lt Col Roy-Applin RASC TA
1950/53 Lt Col J O Attlee RASC TA
1953/55 Lt Col "Rocky" Stephens RASC – a Regular Officer
1955/57 Lt Col A Spencer RASC TA

Early Company Commanders (no dates available at this time):

515 Coy – Major Henry Hayward
592 Coy – Major Peter Norris

23 [Southern] Corps Troops Column RASC (TA)

1947	Formed with HQ at the Drill Hall, Upminister, Essex part of 54 East Anglian Division RASC 1.47 but with a Corps role rather than a Divisional role (administrative connection?)	
	534 Company (GT) at The Drill Hall, 89/90 Turnmill Street, London, EC 1	
	535 Company (Independent Infantry Brigade), The Drill Hall, 17 Stanwell Street, Colchester	
	536 Company (GT) at The Drill Hall, East Street, Prittlewell, Southend-on-Sea	
	1563 Company (Tipper) at The Drill Hall, 89/90 Turnmill Street, London, EC 1	
	1564 Company (Supplies) at The Drill Hall, 89/90 Turnmill Street, London, EC 1	
1951	A new numbering system for RASC (TA) units was adopted whereby all Companies were given a three-figure number. 1563 and 1564 Companies were renumbered 563 and 564 Companies	534, 535, 536, 564 & 563 Coys
1951	Annual Camp at Willsworthy Camp, Devon	
1952	Annual Camp at Farnley Park, Yorkshire	
1953.07	Annual Camp in the Fort Tregantle area, near Plymouth	

1953 Autumn	534 Company (Hy GT) moved into new drill hall at Chadwell Road, Grays	.
1954	Annual Camp at Dibgate Camp, Folkestone	.
c1955	564 Company at Upminster	.
Summer 1955	932 Company at Stanford-le-Hope joined column from 1 AA Group Column (North) RASC (TA)	534, 536, 564, 932 Companies
1955.07	Annual Camp at Proteus Camp, Ollerton, near Nottingham	.
1955.09	536 Company vacated their T.A. Centre at East Street, Prittlewell, and moved to a larger and more suitable T.A. Centre in the same street	.

Disbanded a while later and companies distributed between 54 (EA) Div Colm and 105 (Essex) Colm. During the period 1953 and 31 March 1967, the following commanded the Column or its successor:
Lt Col Sperring TD RASC (TA)
Lt Col F H Everingham MBE OBE TD RASC (TA)
Lt Col A R Kiggins TD RASC (TA)
Lt Col Logan TD RASC (TA)
Lt Col C Carter TD RASC (TA)

23 Corps Troops Column RASC TA
Annual Camp at Stanford PTA 1956

All Left to Right:
Front Row: Maj D Henri, Maj J Raeburn, Capt Nixon (Adjt), Maj A R Kiggins, Lt Col F Everingham, Maj Lewington (Trg Maj), Maj W A Matthews, ?, Rev Vine RAChD
2nd Row: Capt J Tolleth, ?, Capt D Ennis, Capt J Croxford, ?, Capt R A Blake (REME), Capt C Pankhurst, Capt D English, Capt K Bartle
3rd Row: ?, ?, Lt P Smith, Capt N Jones, ?, Capt B A G Scott, ?,
4th Row: ?, Lt Neale, Lt J F S Hyde, Lt Keen, ?, ?, Lt Orris-Bird, ?, ?

101 Tank Transporter Column RASC (TA)

1947	England: HQ at East Dereham	.
.	1555 Sqn at the Drill Hall, Cambridge, with one troop at the Drill Hall, Newmarket and one troop at Soham	.
Early 1948?	Disbanded when armoured carriers again became the responsibility of the R.A.C.	.
.	.	.
.	**101 Tank Transporter Column RASC (TA)**	.
1948?	This Column was formed to take the place of 101 Armoured Transport Regiment when armoured carriers again became the responsibility of the R.A.C.	.
.	England: HQ at the Drill Hall, East Road, Cambridge	.
.	1555 Company at the Drill Hall, East Road, Cambridge	.

.	1556 Company at Newmarket	.
??	Redesignated Supplementary Reserve: **101 Tank Transporter Column RASC (SR)**	.
1953	Supplementary Reserve renamed Army Emergency Reserve: **101 Tank Transporter Column RASC (AER)**	.
1965.07.15	Transferred to RCT: Two Road Squadrons, One Amphibious Squadron – 1967 part of 160 Tpt Regt RCT(V)	

105 Transport Column RASC (TA)

1947	Formed with HQ at Barking	555, 557, 566 Companies
.	555 Company at Newbury Park	.
.	557 Company at Barnet	.
.	566 Company at Shepherds Bush	.
1951	Annual Camp at Aberporth, Cardiganshire	.
1952.06	Annual Camp at Otley, Yorkshire	.
1953.07	Annual Camp at Knettishall	.
c1953	England: HQ Shephard's Bush, London	.
c1953	555 Company (Arty) at Farringdon Road Drill Hall,	.
.	557 Company (Tank Transporter) at Welwyn Garden City	.
.	566 Company (Arty) at Shepherd's Bush, London	.
1954.06	Annual Camp at Dibgate Camp, St. Martin's Plain	.
Late 1954	566 Company at Shepherd's Bush, redesignated 553 Company and moved to Wood Lane, Dagenham	555, 557, 553 Companies
1955.07.18	557 Company moved from Welwyn Garden City to Barnet, Herts	.
1955.07.21	555 Company welcomed the balance of officers and other ranks of 919 Company who have been posted in as a result of the disbandment of Anti-Aircraft Command	.
1955.10	Column HQ moved to Ripple Road, Barking, with Column Workshops and the Supply Platoon. 555 Company moved to Horns Road, Newbury Park	553, 555, 557 Companies
1956.06	Annual Camp at Stiffkey	.
1957	534 Company at TA Centre, Chadwell Road, Grays joined column; also joining were 932 Coy 564 Supply Coy	534, 553, 555, 557 Companies
1957	Annual Camp at Plasterdown Camp, Devon	.
1958	Annual Camp at Stanford, Camping at Cranwich	.
1959.06	Annual Camp was a Greenfields camp a 1,200 mile round tour, embracing East Anglia, the Midlands and Salisbury Plain	.
1960.05	Annual Camp at Plasterdown Camp, Devon	.
1961	Reorganization of the TA: Column redesignated **105 (Essex) Transport Column**, 932 (Tipper) Company at Stanford-le-Hope amalgamed with 534 (Heavy G.T.) Company and moved to Brooke Road in Grays. 555 Artillery Company became 513 (Tipper) Company at Newbury Park. 553 (GT) Company at Dagenham moved to TAC, London Road, Romford to become 553 (Supply) Company in place of the existing 564 (Supply) Company subsumed into 553 Coy. 557 (Tank Transporter) Company at Barnet, and 536 (M.T.) Company at Southend joined the Column	513, 534, 536, 553, 557 Companies
1961.06	Annual camp at Proteus Camp, Ollerton	.
1962	Annual Camp at Beckingham, near Newark except 553 Coy which camped at PRD West Moors and CSD Aldersot	.
1963.06	Annual Camp at Dibgate, Folkestone	.
1964	553 Supply Company carried out their Annual Camp in Germany with their regular counterparts, 49 Company	.
1965	Annual Camp at No. 2 W.E.T.C. at Crookham less 536 Company who took part in Exercise Travelman in Germany. The Company containing a platoon from each of the other Companies in the Column, flew from Gatwick on 26th September RHQ located at TAC Longbridge Road, Barking where it remained until disbandment	.
1965	Annual Camp at Plasterdown, Column HQ with 513, 534, 536 and 553 Companies. 557 Company sent a platoon, combined with 536 Company Workshops, to BAOR the remainder of the Company carried out a live tank lift to Castlemartin	.
	England: HQ Shephard's Bush, London?	.
. c1965	553 Supply Company to RAOC 1965 Redesignated **105 (Essex) Regiment RCT (TA)**	.

1966 Annual Camp at Knettishall and the Duferies Trg Area

Regiment disbanded 31 March 1967 and personnel from 513, 534 and 536 Coys transferred to 215 Sqn, and 557 Tk Tspter Coy personnel to 240 Tank Transporter Squadron in 150 Regt RCT(V) along with, presumably, other personnel from other disbanded units.
At disbandment on 31 March 1967 the primary officers were:

Honorary Colonel: H W G J Boatman TD

CO **Lt Col D G Flindall TD RCT (V)**
2i/c **Major J F S Hyde TD RCT(V)**
QM **Captain (QM) A W Fisher RCT**
Acting RSM **SSM J A Howarth**
OC 513 Sqn – **Major B T Burch TD RCT(V)**
OC 534 Sqn – **Major A G Dixon RCT(V)**
OC 536 Sqn – **Major R A Blake TD RCT(V)**
OC 557 (Herts) **Tk TptrSqn – Major G W Oppermann TD RCT(V)**

EME – Major R G Jennings REME(V)

Previous Commanding Officers:

May 1947 – December 1947 – Lt Col A T Hunt TD
December 1947 – September 1949 - Lt Col A K Yapp OBE
October 1949 – November 1954 - Lt Col G A Torrance Thompson OBE TD
November 1954 - September 1958 - Lt Col H W G J Boatman TD
November 1958 – September 1961 - Lt Col T W Locke TD
December 1961 - December 1965 - Lt Col H A Pritchard TD
January 1966 - March 1967 - Lt Col D G Flindall TD

105 TRANSPORT COLUMN ROYAL ARMY SERVICE CORPS TERRITORIAL ARMY - ANNUAL CAMP in 1957

Back Row: ?, 2Lt P J O'Brien, ?, ?, Capt K Bartle, Lt J F S Hyde, ?, Lt R Applin, Lt J Evelleigh

Centre Row: Capt Harold, Capt W Bassett REME, Capt J Leggatt, Capt D V English, Capt P Clayton, Capt B Coulson (Adjt), Capt D Ennis, ?, Capt B A Scott, Capt A W W Gillham, Capt D Morgan REME

Front Row: Maj Rae, Maj M Peecock, ?, Maj Hoyle (Trg Maj), Lt Col H W G J Boatman TD, Maj D Henri, Maj T Locke, Maj S M Baithwaite, ?

105 (Essex) Column RASC (TA)
Annual Camp, Dibgate, in 1961

105 (Essex) Coln RASC (TA) at Dibgate 1961

Back row l to r - Lt J B Hodson, 2/Lt R S Fox, ?, ?, ?, Lt G B Hilton, Lt Davidson, Lt V R A Henderson, 2/Lt J P Sharkey, ?.

Middle row l to r - Capt M Davis, ?, ?, ?, Capt (QM) French, Capt (QM) A W Fisher, Lt Linnegar, Capt G Dixon, Capt P J O'Brien, Capt B A Scott

Front Row l to r - Capt East, Maj B Burch, Maj D G Flindall, Capt W Bassett REME, Maj B Radley (Trg Maj), Lt Col H A Pritchard, Maj P Clayton, Maj McGrarth ACC, Maj D V English, Maj J F S Hyde, The Padre?.

105 (Essex) Regiment, Royal Corps of Transport (Territorial Army) Annual Camp At Nettishall 1966

All Left to Right:

Rear Row: Lt J B Hodson, 2Lt J Wilkes, 2Lt L Barwick, Lt A T Phipps, Lt M W Whyman REME, Lt J P Sharkey, 2Lt J Limmer, Lt J F L Lowndes

Middle Row: Capt G S Bates, Capt P J O'Brien, Capt M S Beevers, Capt G J P Conway, Capt J C Opperman TD, Capt N A Aikens REME, Capt V R A Henderson, Capt G B Hilton, Capt R G Jennings REME, Capt R Lally, Capt (QM) A W Fisher

Front Row: Rev G D Restall RAChD, Maj A G Dixon, Maj P W D Cochrane (Trg Maj), Lt Col D G Flindall TD, Col H W G J Boatman TD, Maj J F S Hyde, Maj G W Opperman TD, Maj R A Blake TD, Maj D V English TD

(Final Annual Camp prior to disbandment in 1967)

1 AA GROUP COLUMN (NORTH) RASC (TA)

Date	Unit	Sub-units/Remarks
.	**1 AA Group Column (North) RASC (TA)**	.
1947	**England**: Formed with HQ at **Drill Hall, White City, London W12**	902, 903, 917, 919, 927, 1932 Companies
.	902 Company	.
.	903 Company at 174 Mile End Road, London	.
.	917 Company at Ealing	.
.	919 Company at Barking	.
.	927 Company at Norwich	.
.	1932 Company a Stanford-le-Hope	.
1948	Annual camp at Langham, Norfolk	.
??	917 Company moved to 1 AA Group Column (South) RASC (TA)	
1950	Annual camp at Shorncliffe, after camp 903 and 1565 Companies left column	.
1951	1932 Company renumbered 932 Company	.
.	902 Company at White City	.
.	919 Company (AA) (M) at Barking	.
.	927 Company at Norwich	.
.	932 Company at Stanford-le-Hope	.
1951	Annual camp in Scotland	.
1953	Annual camp at Rolston, Yorkshire	.
1954	Annual camp at Knettishall	.
1955.03.10	Anti Aircraft Command disbanded	.
1955.06	Annual camp at Aberporth	.
Summer 1955	Re-organised and redesignated **121 Transport Column RASC (TA)**, 919 Company disbanded, most personnel transferring to 555 Coy in 105 Colm 932 Company to 23 (S) Corps Troops in 'Tipper' role, 902 and 927 Company joined 121 Column Former Commanding Officers during the period 1952/55 include: Lt Col Charles Warson TD RASC (TA) Lt Col Derek Wigg MC TD RASC (TA)	

919 COY AT ANNUAL CAMP IN ROLSTON CAMP, HORNSEA 1953

OFFICERS OF 1 AA GROUP COLN RASC (NORTH) TA
CIRCA 1954/55

ALL NAMES ARE QUOTED AS LEFT TO RIGHT:

REAR RANK: **?, ? , LT JFS HYDE, ?, LT J WELLS, LT R A BLAKE REME TA, ?, ?, LT FRANCIS**

CENTRE RANK: **LT R BROWN, LT D ENNIS, CAPT S M BRAITHWAITE, ? ?, WRAC OFFR, CAPT C CARTER, CAPT A COLLINS, CAPT D V ENGLISH, LT WATERFIELD**

FRONT RANK: **MAJ MCGRATH ACC TA, MAJ H A PRITCHARD, MAJ LAKE, CAPT HOLTOP ADJT, LT COL D W WIGG MC, TRG MAJ ?, RQM?, MAJ D HENRI MAJ S WATTS**

1 AA Group [South] RASC (TA)

1947	**England**: Formed with HQ at **Brander House, Broomhill Rd, Wandsworth, London SW18**	900, 901, 921 and 1933 Companies
.	900 Company at Brander House, Wandsworth	.
.	901 Company at Richmond	.
.	921 Company at 160 Crescent Road, Plumstead SE18	.
.	1933 (Tractor) Company	.
1948	Annual camp at St, Martin's Plain Camp, Shorncliffe	.
??	917 Company joined from 1 AA Group Column (North) RASC (TA)	900, 901, 917, 921 and 1933 Companies
1949	Annual camp at Shorncliffe	.
1950	Annual camp near Troon, Ayrshire, some 300 RASC and 100 WRAC from 900, 901, 917, 921 and 1933 Companies took part in the training	900, 901, 917, 921 and 1933 Companies
??	1933 (Tractor) Company disbanded? Personnel transferred almost without exception to 507 Company	900, 901, 917, 921 Companies
1951	Annual camp at Aberporth	.
1952	Annual camp at Penhale, Cornwall	.
1954.06	Annual camp at Knettishall Camp	.
1955.07	Annual camp at Aberporth	.
1955.08	Re-organised and redesignated 128 Transport Column RASC (TA), 900 Company (AA) absorbed into 514 Company (Armoured Divisional Transport), 901 and 917 Companies to 121 Transport Column RASC (TA)	

Independent Companies (TA):

535 Infantry Brigade Company, Colchester	10.56 to 54 Division
1553/553 Infantry Brigade Company, Dagenham	10.56 to 54 Division

NORTHERN COMMAND

49 [West Riding & North Midland] Armoured Division RASC (TA)

1961.03.06	49 (WR & M) Divisional Column was redesignated Yorkshire District Column RASC (TA). HQ at Harewood Barracks, Leeds 519 Company (Infantry Brigade Company) at Leeds 520 Company (Motor Ambulance Company) at Leeds	.
1961	521 MT Company at Leeds. Newcomers to the unit will be two platoons of WRAC posted to each of 520 and 521 Companies	519, 520, 521 Companies
1961.06	Annual Camp at Castlemartin, in South Wales	.
1962.06	Annual Camp at Blackfell, Co. Durham	.
Early 1963	Column Headquarters and 520 and 521 Companies moved into new Harewood Barracks	.
1963.07	Annual Camp at Milton Bridge, Edinburgh	.
1965	Column is to be split three ways for Annual Camp this year, Elements will fly to Germany early in May to put in two weeks training with Regular RASC Units in B.A.O.R. 519 Company will camp with its Brigade at Stanford P.T.A., Norfolk, and the remainder will be at Washington, Co. Durham in June.	.
c1965	Yorkshire District Column RASC (TA)	.
1965.07.15	Redesignated **66 (Yorkshire) Regiment RCT (TA)** **Became 217 Squadron RCT(V)**	

50 [Northumbrian] Infantry Divisional RASC (TA)

1947	Formed with HQ at	523, 524, 1594 Companies
.	523 Company (Infantry Brigade)	.
.	524 Company	.
.	1594 Company	.
1949.07	Annual camp at Farnley Park, near Leeds	.
1950	1599 Company at Grimsby joined column from 110 (South Midlands) Transport Column (TA)	523, 524, 1594, 1599 Companies
1950	Annual camp at Stobs, Scotland	.
1951	1594 and 1599 Companies renumbered 594 and 599 Companies	523, 524, 594, 599 Companies
c1954	522 Company formed ? joined column??	.
1954.06	Annual camp at Farnley Park, Otley, near Leeds	.
1955.06	Annual camp at Farnley Park, Otley, near Leeds	522, 523, 524 Companies
1956	Annual camp at Proteus Camp, near Ollerton	.
1957.07	Annual camp at Plasterdown Camp in Devon.	.
1958	Annual camp at Blackfell Camp in County Durham	.
1961.03.01	Reorganization of the TA: Column renamed **150 (Northumbrian) Transport Column RASC (TA)**	.
.	.	.
.		.

50 Divisional District Column RASC (TA)

1961.03.01	HQ 125 Transport Column RASC (TA) at Newcastle? Gateshead? Redesignated 50 Divisional District Column RASC (TA). 598 Company at Stockton and 926 Company at York joined Column	598, 923, 925, 926 Companies
.	598 Company at Stockton	.
.	923 at Gateshead	.
.	925 at Fenham Barracks, Newcastle	.
.	926 Company at York	.
1962	50(N) Infantry Divisional Column	.
1962.07	Annual camp at Barry Buddon, Scotland	.
1963.07	Annual camp at Ollerton for Column HQ, 598, 923 and 926 Companies. 925 Company at Sennybridge with 149 Brigade Group	.
1964	Annual camp at Crowborough, Sussex	.
C1965	50 (Northumbrian) Division/District Column RASC (TA)	.
1965.07.15	Redesignated **50 (Northumbrian) Divisional Regiment RCT (TA)**	

04.67 became 150 Transport Regiment RCT(V) based in Hull

1967-1983

150 (Northumbrian) Regiment Royal Corps of Transport (Volunteers)

On re-organisation of the Territorial Army in 1967, the Regimental Headquarters moved form its traditional Headquarters in Walton St Barracks, Hull to its present location under the new title 150 (Northumbrian) Regiment Royal Corps of Transport (Volunteers). The Regiment was reformed with the 3 Hull based companies merging to produce 218 (East Riding) Squadron Royal Corps of Transport (Volunteers) and 3 further Squadrons were taken under command, 216 (Tyne Tees) Squadron based at Tynemouth, 217 (Northumbrian) Squadron based in Leeds and 219 (West Riding) Squadron based in Doncaster.

1983 to Date

150 (Northumbrian) Regiment Royal Corps of Transport (Volunteers)

By 1983 the Regiment had been redesignated as 150 (Northumbrian) Regiment Royal Corps of Transport (Volunteers). On 1 April 1983, 216 (Tyne Tees) Squadron was removed from the Regiment and 523 (Hull) Support Squadron RLC(V) was formed. In early 1985 301 Squadron Royal Corps of Transport (Home Service Force) was formed and came under command of the Regiment with troops located in Hull and Doncaster. 301 Squadron Royal Corps of Transport (Home Service Force) ceased to be part of the Regiment and merged with 300 Squadron RCT at the Army School of Mechanical Transport, Leconfield on 1 January 1988.

In 1993 the Royal Corps of Transport amalgamated to form the Royal Logistic Corps and the Regiment was renamed 150 (Yorkshire) Transport Regiment RLC.

Squadrons

217 (West Yorkshire) Transport Squadron – Leeds
218 (East Riding) Transport Squadron – Hull
219 (South Yorkshire) Transport Squadron – Doncaster
523 (Headquarters) Support Squadron – Hull
216 (Tyne Tees) Transport Squadron was once part of the Regiment but was re-roled and now forms part of 159 Supply Regiment RLC.
2014 – 216 Sqn has now been returned to 150 Regt.

Yorkshire District Column RASC (TA)

Date	Unit	Sub-units/Remarks
1961.03.06	49 (WR & M) Divisional Column was redesignated Yorkshire District Column RASC (TA). HQ at Harewood Barracks, Leeds	.
1961	519 Company (Infantry Brigade Company), 520 Company (Motor Ambulance Company) at Leeds and 521 MT Company at Leeds. Newcomers to the unit will be two platoons of WRAC posted to each of 520 and 521 Companies	519, 520, 521 Companies
1961.06	Annual Camp at Castlemartin, in South Wales	.
1962.06	Annual Camp at Blackfell, Co. Durham	.
Early 1963	Column Headquarters and 520 and 521 Companies moved into new Harewood Barracks	.
1963.07	Annual Camp at Milton Bridge, Edinburgh	.
1965	Column is to be split three ways for Annual Camp this year, Elements will fly to Germany early in May to put in two weeks training with Regular RASC Units in B.A.O.R. 519 Company will camp with its Brigade at Stanford P.T.A., Norfolk, and the remainder will be at Washington, Co. Durham in June.	.
c1965	Yorkshire District Column RASC (TA) Redesignated **66 (Yorkshire) Regiment RCT (TA)**	.

1965.07.

21 [Northern] Corps Troops Column RASC (TA)

	formed from 48 [South Midland] Divisional RASC1.47	
	Formed with HQ at Birmingham	
	516 GT Company, Birmingham	
)47.04	518 Tipper Company,	15.6.50 disbanded
	934 Tractor Company,	
	1596 Supply Company,	15.6.50 disbanded –later 157
	Supply Company SR disbanded 15.6.50	
Early 1951	Absorbed into 110 Transport Column	

103 Tank Transporter Column RASC (TA)

1947	Formed with HQ at Leeds	.
c1954	597 and 598 Companies	.
1954.06	Annual Camp at Bulford Fields	.
1955.07	Annual Camp at Rolston, near Hornsea	.
.	Redesignated **103 (West Riding) Tank Transporter Column RASC (TA)**	.
1956	Annual Camp at Ranby	597, 598 Companies
.	Redesignated **103 (West Riding) Transport Column RASC (TA)**	.
1957.06.16	Column said goodbye to the last of the tank transporters with which the Column had been equipped since 1947	.
1957	906 & 926 Companies joined column	597, 598, 906 & 926 Companies
1957	Annual Camp at Ranby	.
1958.06	Annual Camp at Chickerall Camp, Weymouth	.

1960.08	Annual camp at Penhale, Newquay, Cornwall	.
1961	Reorganization of the TA: Column redesignated **103 (West Riding) Transport Column RASC (TA)**, 926 and 598 Companies left the column. 905 Company at Nottingham joined the column	597, 905, 906 Company (Doncaster)
1961	Annual camp at Blackfell, County Durham	.
1962.06	Column less 905 Company Annual Camp at Barry, Carnoustie, Angus 905 Coy (Major J H Nottage) is first TA unit to hold annual camp on Continent of Europe – Ex Fallex – at Fontainenbleau, NATO HQ.	.
1963 1965.07.15	Annual Camp at Plasterdown, Tavistock	.
	Redesignated **103 (West Riding) Regiment RCT TA** April1967 became 19 Tpt Sqn RCT(V)	

Nottm. TA (1962) unit to hold first camp overseas

AS part of the War Office policy for Territorial Army units to fulfil their annual camp out of this country, 905 Company RASC, of Triumph-road, Nottingham, commanded by Major J. H. Nottage, will be, it is believed, the first TA unit in the city to go overseas in peacetime.

The final destination is not yet known, but the company will go to the Continent for 15 days in September.

The unit has many successes in shooting and motor rallies to its credit and last year they were the champion company in their column. These factors, coupled with their high operational efficiency, have without doubt been influential in the choice of this company for a visit abroad.

During their recent successful recruiting campaign a large number of learner drivers were engaged and now the company will give consideration to young men who can already drive, preferably with RASC experience.

Young men who wish to soldier with the company for 15 days on the Continent this year, can apply direct to Co. HQ in Triumph-road on Tuesday and Thursday evenings or in office hours during the day.

For a well written and detailed World War Two history of 905 Coy RASC, see page 95 of the RLC Foundation Review 2019 – 2020.

111 Transport Column RASC (TA)

	.	
1947	England: HQ at Drill Hall, London Road, Peterborough	.
.	1553 Company (Independent Infantry Brigade) at Peterborough	.
.	1554 Company (GT) at Northampton	.
.	1558 Company (Artillery) at East Dereham with platoon at Aylsham	.
??	Disbanded	

5

AA GROUP [NORTH] RASC (TA)

1947	England: Lumley Bks, Burton Stone Lane, York	.
.	923 Company (AA Command Transport) at Old Police House, Blyth Terrace, Purham Road, Gateshead	.
.	924 Company (A.A. Command Transport) at The Drill Hall, Larchfield Street, Darlington	.
.	925 Company (AA Command Transport) at The Drill Hall, Rowden, near Leeds	.
.	926 Company (AA Command) (M) Transport at Lumley Bks, Burton Stone Lane, York	.
1948.07	Annual Camp at Ashwell Militia Camp, Oakham	.
1949.07	Annual Camp at Ashwell Militia Camp, Oakham	.
1949.04.01	925 Company transferred to 5 A.A. Group Column (South)	.
c late 1950	926 Company at York joined 5 AA Group Column (South)	.

c late 1950	Column Headquarters has moved from York to Gateshead on reorganization of the Column
.	923 Company (AA Command Transport) at Old Police House, Blyth Terrace, Purham Road, Gateshead
.	924 Company (A.A. Command Transport) at The Drill Hall, Larchfield Street, Darlington
.	925 Company (Tractor) at Newcastle, joined column and became an AA Company
1951.07	Annual Camp at Ashwell Militia Camp, Oakham
1952.06	Annual Camp at Shorncliffe
1953.06	Annual Camp at Penhale, Cornwall
1954.08	Annual Camp at Knettishall Camp, Norfolk
1955.05	Annual Camp at Aberporth, near Cardigan, in Wales
1955.07	Re-organised and re-designated 125 Transport Column RASC (TA)
1967.4	Redesignated 150 Tpt Regt RCT(V) & 218 Tpt Sqn RCT(V)

5 AA Group [South] RASC (TA)

1947	England: Drill Hall, Broadgate, Beeston, Nottinghamshire
.	905 Company (A.A.C.(M.)T.) at Nottingham
.	906 Company (A.A.C.T.) at Doncaster
.	913 Company (A.A.C.T.) at Birmingham
1949.04.01	925 Company at The Drill Hall, Rowden, near Leeds transferred in from 5 AA Group Column (North). 913 Company (A.A.C.T.) transferred to 4 AA Group Column
1949.07	Annual camp at Botley, near Southampton
1950	Column HQ at York
.	905 Company at T.A. Centre, Carlton, Nottingham
.	906 Company at Doncaster
.	926 Company at Lumley Bks, York, joined from 5 AA Group Column (North)
1951	Annual camp at Burrow Head Camp, Wigtownshire
1952	Annual camp at Pocklington, Yorkshire
1953.07	Annual camp at Penhale, Cornwall
1955	Disbanded

NORTHERN IRELAND DISTRICT

112 TRANSPORT COLUMN RASC (TA)

1947.10.01	Formed with HQ at Victoria Bks, Belfast

.	931 Company (A.A. C.(M.) Transport) at Girdwood Park, Belfast, with A platoon at Londonderry	.
.	1601 Company (Ind Inf Bde) at Victoria Bks, Belfast	.
c1950	1601 Company renamed 601 Company	.
1951	Column HQ and 601 Company annual Camp at South Bodney Camp, Stanford	.
1952	Column split up for the annual camp – 931 Company go to Pocklington and 601 Company with 26 Company and Column H.Q. to Ballyedmond, Northern Ireland	.
.	1952: Disbanded	

68 [Northern Ireland] Transport Column RASC (TA)

1961	Formed with HQ at Sunnyside Street, Belfast	538, 539, 540, 931 Companies
1961.03.15	538 Company formed at Girdwood Park before moving to Sunnyside Street, Belfast	.
1960.09	539 Company formed	.
.	540 (Ulster) Company RASC (TA) (complete with Pipes & Drums) at Londonderry	.
.	931 Company at Sunnyside Street, Belfast	.
1962.05	Annual Camp at Milton Bridge less 538 Company and Workshops who attended Camp in BAOR during September	.
1963	Annual Camp at Milton Bridge near Edinburgh	.
1964	Annual Camp this year was at Magilligan Camp, Co. Londonderry	.
1965.07.15	Re-designated **68 (Northern Ireland) Regiment Royal Corps of Transport (RCT) (TA)**, the Companies becoming Squadrons of the new Regiment	
04.67	**Became 152 Ambulance Regiment RCT(V)**	

SCOTTISH COMMAND

51/52 [SCOTTISH] INFANTRY DIVISIONAL RASC TA

947	Formed with HQ at Glasgow	
1948.04.30	Disbanded to form 51 (Highland) Infantry Divisional Column (RASC)(TA)	

51 (HIGHLAND) INFANTRY DIVISIONAL COLUMN RASC TA

(TA)	.	
1948.05.01	Formed with HQ at Glasgow from 51/52 Infantry Division Transport Column RASC (TA)	525, 527, 528, 529 Companies
.	525 Company at Stirling	.
.	527 Company at Perth	.
.	528 Company at 41 Yorkhill Parade, Glasgow	.
.	529 Company (Independent Infantry Brigade) at Dumfries	.
1948.07	Annual camp at Stobs Camp, near Hawick	.
Late 1948	The two MT Columns in Scottish Command switched some Companies. 526 Company at Dundee joined from 106 Transport Column, 529 Company (Independent Infantry Brigade) and 528 Company moved to 106 Transport Column	525, 526, 527 Companies
1948.12.02	HQ moved to Tay Street Drill Hall, Perth	.
.	525 Company at Stirling	.
.	526 Company at West Bell Street, Dundee	.
.	527 Company at Perth	.
Early 1949	549 company formed in Aberdeen	525, 526, 527, 549 Companies
1949	Annual camp at Cultybraggen Camp, Comrie	.
1950	Annual camp in Yorkshire	.
1953.06	Annual camp in South of England	.
1954	Annual camp at Stobbs	.
1955.06	526 Company moved from West Bell Street, Dundee, to larger premises at the Castle, in Broughty Ferry	.
1955.08	Annual Training in Dallachy Camp in Morayshire	.
1955.09	549 Company at Aberdeen redesignated 525 Company, RASC (Infantry Divisional Transport) (TA)	525, 526, 527 Companies
1956	Annual camp at Dundonald Camp, Troon	.
1959.07	Annual camp at Dundonald Camp, Troon	.
1960	Column HQ, 526 Company, 527 Company and the Divisional Transport Platoon had their fortnight at 120 WETC, Cribb's Causeway, Bristol	.
1961	Re-organised and redesignated **51 (Highland) Divisional District Column RASC (TA)**	525, 526, 527 Companies 907 and 100 Companies W.R.A.C
1961.07	Annual camp at Dundonald in Ayrshire	.
1962	Annual camp at Blackfell Camp, Washington, Co. Durham	.
1963.07	Annual camp at Cultybraggan Camp at Comrie	.
1964	Annual camp at Milton Bridge	.
c1965	51 (Highland) Division/District Column RASC (TA)	.
1965.07.15	Redesignated **51 (Highland) Divisional Regiment RCT (TA)**	

52ND (LOWLAND) INFANTRY DIVISIONAL COLUMN RASC (TA)

1950	Reformed (from part of 51st/52nd (Scottish) Infantry Division) with HQ at Hamilton Barracks	528, 529, 530, 577 Companies
.	528 Company at ?	.
.	529 Company at Leith Fort, Edinburgh	.
.	530 Company at ?	.
.	577 Company at ?	.
1951	Annual camp at Hornsea, Yorkshire	.
1952.06	529 Company moved to new TA Centre at Newhailes Camp, Musselburgh	.
1952	Annual camp at Dallachy, Spey Bay	.
1953	Annual camp at Hornsea, Yorkshire	.
1954	Annual camp at Salisbury Plain	.
1956	Annual camp at Barry Buddon, Angus	528, 529, 530, 577 Companies
1957.06	Annual camp at Barry Buddon, Angus	.
c1957	530 Company at Yorkhill Parade, Glasgow, 577 Company at Hamilton Barracks	.
1959	Annual camp at Barry Buddon, Angus	.
1960	Column and its three Companies (528, 530, 577)	.
1961.03.06	Reorganization of the TA: Column redesignated **52 (L) Divisional District Column**, 909 Company joined Column and 577 Company became an MT Company	528, 530, 577, 909 Companies
1961.06	HQ, 528, 577 and 909 Companies, the two latter with their respective W.R.A.C. affiliated Companies, 102 and 103, annual camp at Barry Buddon. 528 Companv in support of its Brigade Group; 577 as an M.T. Company and 909 as a Motor Ambulance Company	.
1961.07	530 Company attended camp at Castlemartin with 157 (L) Infantry Brigade.	.
1962.05	Annual camp at Folkestone for the Column, less 528 Company. 528 Company at Annual Camp with its Brigade at Catterick from 30 June-14 July	.
1963	Annual camp at Nottingham	.
1964.05	Annual camp at Washington, less 530 Company who will be going to Brigade camp at Otterbum in June	.
1965	Annual camp at Fort George, Inverness	.

c1965	52 (Lowland) Division/District Column RASC (TA)	.
.	528 Company	.
.	530 Company	.
.	577 Company	.
1965.07.15	Redesignated **52 (Lowland) Divisional Regiment RCT (TA)**	

106 TRANSPORT COLUMN RASC TA

1947.05	Formed with HQ at 41 Yorkhill Parade, Glasgow	.
.	526 Company at Dundee	.
.	530 Company (Independent Armoured Brigade) at 41 Yorkhill Parade, Glasgow	.
.	1577 Company (Artillery) at Hamilton	.
.	1578 Company (Artillery) at ?	.
1948	Annual Camp at Stobbs Camp near Hawick	.
Late 1948	The two MT Columns in Scottish Command switched some Companies. 529 Company (Independent Infantry Brigade) at Dumfries joined from 51 (Highland) Infantry Divisional Column and reformed in Edinburgh. 1578 Company (Artillery) disbanded. 526 Company at Dundee moved to 51 (Highland) Infantry Divisional Column. 528 Company at 41 Yorkhill Parade, Glasgow joined from 51 (Highland) Infantry Divisional Column	.
.	528 Company at 41 Yorkhill Parade, Glasgow	.
.	529 Company (Independent Infantry Brigade) at Edinburgh	.
.	530 Company (Independent Armoured Brigade) at 41 Yorkhill Parade, Glasgow	.
.	1577 Company (Artillery) at Hamilton	.
??	Disbanded	

264 [SCOTTISH] BEACH BRIGADE COLUMN RASC TA

1947.05	Formed with HQ at 138 Berkeley Street, Glasgow	1574, 1575, 1576 Companies
.	The Column consists of Column HQ, two Supply Platoons, two Petrol Platoons and two Port Platoons situated in Glasgow	.
.	1574 Company (Amphibious) GT at Rothesay, Isle of Bute, with detachments on the islands of Arran and Cumbrae	.
.	1575 Company (Amphibious) GT at Rutherglen, with detachments at Ayr	.
.	A Division, 1576 Company (Fast Launch), at Churchill Barracks, Ayr and B Division, 1576 Company (Fast Launch) at Rothesay	.
.	The Column also has a camp at Rhu in the Gareloch, which is used to house the permanent maintenance staff and amphibians, also for week-end camps in the summer	.
.	The amphibious Companies are equipped with Dukws and L.V.Ts. 4 (Buffaloes) and the Fast Launch Units with 44 ½-ft. F.M.L	.
1948	Annual camp was spent on an aircraft carrier	.
1949	Annual camp in Devonshire close to the School of Combined Operations, with the Column sailing down in L.S.Ts. and Fast Launches	.
1951	A new numbering system for RASC (TA) units was adopted whereby all Companies were given a three-figure number. 1574, 1575 & 1576 Companies renumbered 574, 575 & 576 Companies	574, 575 & 576 Companies
1956	**Redesignated 264 (Scottish) Beach Brigade Column RASC (TA)**	.
1956	576 (Bute) Company (Fast Launch) RASC (TA) based in Rothesay	.
c1959	Scottish Port Task Force Pool, consisting of an Amphibious Company equipped with dukws, a GT Company with 3 and 10 tonners and a Fast Launch Company	.
.	909 GT Company at Coatbridge joined column	.
1960	Renamed Port Task Force Column???	575, 576, 909 Companies
1961.03	Reorganization of the TA: Column redesignated **121 (West Lowland) Transport Column RASC (TA)**?, 575 Company (Amphibious Transport) became an Infantry Brigade Transport Company and 576 (Bute) Company (Fast Launch) became a GT Company. 909 Company (GT) moved to 52 Lowland Divisional Column and Quebec Battery 402 Light Regiment (A&SH) RA, Clydebank, joined RASC as 518 Infantry Brigade Transport Company. Column HQ moved to Dumbarton, until a new centre is built at Clydebank for HQ and 518 Company	518, 574, 575 (Glasgow), 576 (Ayr) Companies: C Pln of 574 Company is independently situated in Kirkintilloch
c1963	Redesignated **264 (Scottish) Transport Column RASC (TA)**	.
1963	Annual camp in Northern Ireland	.
1964	Annual Camp at Crowborough, Sussex	.
1965.07	Annual camp at Proteus Camp near Nottingham	.
1965.07.15	Redesignated **264 (Scottish) Regiment RCT (TA)**	

3 AA GROUP COLUMN/123 COLUMN RASC /69 REGT RASC TA

(TITLE 1939 TO 1946)

1947.04	Scotland: HQ at Alnwickhill Camp, Alnwick Rd, Liberton, Edinburgh	.
.	907 Company at Dunfermline	.
.	908 Company at Alnwickhill Camp, Alnwick Rd, Liberton, Edinburgh	.
.	909 Company at The Drill Hall, Coatbridge, Lanarkshire	.
1948.07	Annual Camp at Stobs Camp, near Hawick	.
.	931 Company at Belfast	.
1949.07	Annual Camp at Burrow Head, Wigtownshire	.

1951.06/07	Annual Camp at Gailes	.
1952.06/07	Annual Camp at Pocklington, Yorkshire	.
1952	909 Company moved into a new training centre at Coatdyke, Airdrie	.
1953.01.01	931 Company in Northern Ireland District came directly under command	.
1953.08	Annual Camp at Rowlston Camp, Yorkshire	.
1954.05	Annual Camp at West Wales	.
1955	Disbanded? 931 Company left column	
1955.07	**3 AA Group Column RASC (TA) re-organised and redesignated 123 Transport Column RASC (TA)**	907, 908, 909 Companies
1956.07	Annual camp at 46 W.E.T.C., Happendon, Douglas, Lanarkshire	.
.	908 Company at Alnwick, Midlothian	.
1957	Annual camp at Kirkcudbright	.
c1959	**Redesignated 123 (Scottish) Transport Column RASC (TA)**	.
1959	Annual camp at Barry Buddon	.
1960	529 Company, Musselburgh; 907 Company, Dunfermline; 908 Company, Liberton, Edinburgh.	907, 908, 529 Companies
1960	Annual camp at Leek. Staffs	.
1961	Reorganization of the TA: Column redesignated **123 East Lowland Divisional District Column**. 907 Company joined 51 (H) Infantry Divisional Column. The girls of 314 (Scottish Command) B a t t a l l on WRAC joined to form Transport Platoons with 529 and 908 Companies in their new role. 529 Company (GT) changes its role to Motor Ambulance and 908 Company (GT) is to become a MT Company.	.
1961.07	Annual camp at Dundonald	.
1961	Redesignated **East Lowland Divisional District Column RASC (TA)**	.
1961	908 Company moved to Milton Bridge Camp, Penicuik as a temporary measure pending the rebuilding of a new TA Centre at Alnwickhill Camp on the outskirts of Edinburgh	.
1961.07	Annual Camp at 43 W.E.T.C, Dundonald Camp, Troon in Ayrshire	529, 908 Companies
1962.07	Annual camp at Warren Camp, Crowborough, Sussex	.
1963	Annual camp at Blackfell Camp, Washington, near Durham,	.
1964	Annual Camp at Plasterdown near Tavistock	.
c1965	East Lowland Division/District Column RASC (TA)	.
1965	Annual Camp at Fort George in Invernessshire	.
1965.07.15	**Redesignated 69 (East Lowland) Regiment RCT (TA)**	

WRAC attached companies: 96(Edinburgh) Coy, 97(Lothian) Coy

4.67 became 230 Transport Squadron RCT

433 [FORTH] TRANSPORT COLUMN RASC TA

961.03	Scotland: formed from previous units of Field and L.A.A. Regiments, R.A. (TA). Headquarters at Dunfermline, with 512 Company (Dunfermline), 517 Company (Grangemouth), 531 Company at Alloa and Perth	512, 517, 531 Companies
1961.07	Annual Camp at Dundonald Camp, Troon	.
1962.06	Annual Camp at Borden	.
1963.06	Annual Camp at Pinefields Camp, Elgin	.
1964	Annual Camp at Fort George	.
1965.05	Annual Camp at Sennybridge, Wales	.
1965.07.15	Redesignated **433 (Forth) Regiment RCT (TA)**	

80 [SCOTTISH] PORT REGIMENT RASC TA

1956	Formed (HQ at Glasgow) [taking over a regimental number formerly used in the SR/AER], assigned 264 (Scottish) Beach Brigade	264 (Scottish) Beach Brigade
.	Assigned Squadrons: 329 & 331 Port Sqns RE	.
.	1957: 264 (Scottish) Beach Brigade redesignated as 4 Port Task Force RE	4 Port Task Force RE
.	1965: Transferred to RCT	.

4.67 became 71 Engineer Regiment

SOUTHERN COMMAND

43 [WESSEX] INFANTRY DIVISIONAL RASC TA

Date	Unit	Sub-units/Remarks
.	**43 (Wessex) Infantry Divisional Column RASC (TA)**	.
c1947	England: HQ at The Drill Hall, Winsterstoke Road, Bristol	504, 505, 506 & 1567 Companies
.	504 Company at Swindon	.
.	505 Company at Didcot	.
.	506 Company at Lambhay Drill Hall, Plymouth	.
.	1567 Company at Plymouth?	.
1948	Annual Camp at Lepe, near Southampton	.
mid 1949	1569 Company (Artillery), RASC (TA) transferred in from 104 Transport Column and 1567 Company (Infantry Divisional Troops) transferred out to 104 Transport Column	504, 505, 506 & 1569 Companies
1949.06	Annual Camp at Lepe, near Southampton	.
1950	504 Company moved to a new camp at Green Road, Upper Stratton, Swindon. 505 Company at Didcot disbanded?	.
c1950	1570 Company (104 Column) at the Drill Hall, Portfield Road, Christchurch redesignated 505 Company joined column	504, 505, 506 & 1569 Companies
1951	A new numbering system for RASC (TA) units was adopted whereby all Companies were given a three-figure number. 1569 Company renumbered 569 Company	504, 505, 506 & 569 Companies
1951.06	Annual Camp at Chickerell, near Weymouth	.
1952.06	Annual Camp at Chickerell, near Weymouth	.
c1953	England: HQ at Horsfield Bks, Bristol?	.
By Dec 1953	Column HQ now in Sherford Camp, Taunton	.
1954	Column HQ now in the T.A. Centre, Bishops Hull, Taunton	.
1954	Annual Camp beginning at Yelverton, the training area covers Cornwall, Devon, Somerset and Dorset	.
1954	504 Company (Inf Div Tpt) (TA), 505, 506 Companies	.
1955	Annual Camp at Bulford Fields, Salisbury Plain, first time since the Column re-formed in 1947 it shouldered its responsibilities of maintaining 43 (Wessex) Infantry Division (TA) in the field	.
1956	Annual Camp based on Salisbury Plain	.
Early 1957	928 Company from Reading and 164 Artillery Platoon from Bristol joined column. 915 Company, Bristol joined column	504, 505, 506, 915 928 Companies
1958	Annual Camp at Chickerell, near Weymouth	.
Early 1961	Reorganization of the TA: Column redesignated **43 (Wessex) Divisional District Column**. 928 Company left column on 1 June 1961 and joined new HQ RASC (TA) to be formed in Aldershot District. 915 Company at Bristol will be reorganized into two Companies, one a M.A.C. and one a G.T. Company (Mixed), and a new M.A.C. (Mixed) Company will be formed alongside 506 Company at Plymouth. 504 Company at Swindon remained untouched by the reorganization except, like all units, they must accept the thirty-five per cent, cut in establishment	502 (Bristol), 504 (Swindon), 505 (Christchurch), 506 (Plymouth), 541 (Plymouth) and 915 (Bristol) CompaniesÃ‚Â
1961.05	Annual camp at Castlemartin, Pembrokeshire	.
1962	Annual camp was a Greenfields Camp in Northern England	.
1963.06	Annual camp at Crowborough, Sussex	502, 504, 506, 541, 915 Companies
1964	Annual Camp at Chickerell Camp, Weymouth, less 505 Brigade at Thetford	.
c1965	43 (Wessex) Division/District Column RASC (TA)	.
1965.07.15	Redesignated **43 (Wessex) Divisional Regiment RCT (TA)**	
	4.67 became 232 Transport Squadron RCT	

126 TRANSPORT COLUMN, RASC (TA).

Formed in April 1955 from 2 Anti-Aircraft Group Column, RASC (EAST)(TA).
Consisted of the following sub-units;

Column HQ (Reading)
916 Coy (Brighton)
920 Coy (Southampton)
928 Coy (Reading)

16 Jun 1957 – Amalgamated with 121 Transport Column at Shepherds Bush. 928 Coy became a sub-unit of 43rd (Wessex) Infantry Divisional Column, RASC (TA).

505 COMPANY, RASC (TA).

This unit formed up at Didcot in April 1947 as part of 43rd (Wessex) Infantry Division Column, RASC (TA) on the reconstitution of the TA in 1947. It appears that is was always poorly recruited and on 01 July 1950 it closed down as a Company and became B Platoon of 504 Company which was based in Swindon. It remained at Didcot in this guise up until the reorganisation of the TA in 1967 when 504 Company disbanded.

The designation of 505 Company was given to 1570 Coy in Dec 1950. This new unit had no connections with the old one. A 505 Coy existed in Plymouth between 1921 and 1945, but this unit also had no connection to the Didcot 505 Coy.

B PLATOON, 504 COMPANY, RASC (TA).

This company was formed in Swindon in April 1947 under the auspices of the Wiltshire Territorial & Auxiliary Forces Association in April 1947. It was part of the 43rd (Wessex) Infantry Divisional Column, RASC(TA) alongside 505 Company at Didcot, Berkshire. In June 1950, 505 Coy disbanded due to difficulties in recruiting personnel and became B Platoon, 504 Coy under the auspices of the Berkshire Association. 504 Company remained in existence until the reorganisation of the TA in April 1967 when it became a troop of 250 Petrol Tpt Sqn, RCT.

928 (MOTOR AMBULANCE) COMPANY, RASC (TA).

Formed on the reconstitution of the TA in April 1947, it remained in existence until the reorganisation of the TA in 1967 under various titles, but always in the transport role. In 1967 it became 245 Ambulance Squadron, RCT.

Apr 1947	**928 Coy RASC (AA)(M)(TA),** **2 AA Group Column RASC (EAST)(TA).** Coy HQ, Wksp & 2 platoons at Reading.
Apr 1955	**928 Coy RASC (GT)(TA),** **126 Transport Column RASC (TA)** Coy HQ, Wksp & 3 platoons at Reading.
1957	**928 Coy RASC (Armd Div Tpt)(TA),** **43rd (Wessex) Inf Div Column RASC (TA)** Coy HQ, Wksp & 4 platoons at Reading. Composite Pl at Reading.
1961	**928 (Motor Ambulance) Coy RASC,** **Aldershot District Column RASC (TA)** Coy HQ, Wksp & 3 platoons at Reading?
1965	**928 Ambulance Sqn RCT** **67 (Aldershot) Regt RCT (TA)** Coy HQ, Wksp & 3 platoons at Reading?

126 TRANSPORT COLUMN, RASC (TA)

126 Transport Column RASC (TA) was formed out of 2 AA Group Column RASC (East)(TA) on the demise of Anti-Aircraft Command on 01 April 1955. It consisted of the following sun-units;

916 Coy (Brighton)

920 Coy (Southampton)

928 Coy (Reading)

Column HQ (Reading)

The role of the Column HQ was to co-ordinate the transport assets of its sub-units and it had a staff of approximately ten, who were based in Reading.

It was amalgamated with 121 Transport Column on 16th June 1957, and 928 Company then became part of 43 (Wessex) Infantry Divisional Column RASC (TA).

126 Transport Column RASC (TA) was formed out of 2 AA Group Column RASC (East)(TA) on the demise of Anti-Aircraft Command on 01 April 1955, and 928 Coy, RASC was one of the Column's sub-units. It is thought that Column HQ was at Brock Barracks in place of HQ 2 AA Gp Column. It was amalgamated with 121 Transport Column in June 1957, and 928 Company then became part of 43 (Wessex) Infantry Divisional Column RASC (TA).

BERKSHIRE T&AF ASSOCIATION MINUTES – QUARTERLY MEETINGS

Dec 1955 — HQ 126 Transport Column RASC & 928 Coy RASC (GT)(TA). Camp was held at Aberporth, South Wales. Although the area was not suitable for RASC training it was a most successful camp. Administration and messing was excellent and everybody was satisfied.

Sept 1956 — 126 Transport Column RASC (TA). The Column was in camp with 928 Coy RASC (GT)(TA) from 11th to 25th August at Plasterdown. There were almost 100 in camp and vehicle training, convoys etc were carried out. The camp was shared with 4th Bn Oxford & Bucks LI who were most co-operative and looked after most of the unit's administration. THe Director of S&T visited the camp and expressed himself as well satisfied with the training.

Dec 1956 — War Office proposes that 126 Tpt Column RASC should amalgamate with 121 Tpt Column at Ealing. OC 126 has made alternate recommendations to Southern Command. In any event, 126 will cease to be based in Berks.

Apr 1957 — WO confirmed amalgamation of 126 with 121 at Shepherds bush no later than 16 Jun 1957. The effect will be to release some accommodation at 'Inniscarra' for No1 Sqn, 63 Comd (M) Sig Regt.

BERKSHIRE T&AF ASSOCIATION MINUTES – GP&F COMMITTEE

Jul 1956 — No information yet available about future of HQ 126 Tpt Coln RASC or 928 Coy RASC

Mar 1957 — Still no details on amalgamation of 90 AGRA (FD) Wksp REME at Abingdon or HQ 126 Tpt Coln RASC in Reading.

May 1957 — WO instructions received for amalgamation of 126 Tpt Coln RASC with 121 Tpt Coln at Shepherds Bush. To be completed by 16 Jun 1957.

RASC Journal – Nov 1955

126 Transport Column formed 01 Apr 1955 from 2 AA Group Column RASC (East)(TA).

Lost 920 Coy to 122 Transport Column, and 916 Coy to 128 Transport Column. WRAC of 916 Coy became a Transport Platoon of a WRAC Battalion.

Annual Camp

1955 Aberporth (with 122 Tpt Column)

1956 Plasterdown

245 AMBULANCE SQUADRON, 155 (WESSEX) REGT, RCT (V)

Formed in April 1967 from 928 Ambulance Sqn RCT as part of the Army Volunteer Reserve Class II (AVR II) with a role of supporting NATO in the British Army of the Rhine.

Originally based at Reading with one troop in Slough, It moved to Bristol in 1974 leaving just one troop at Reading. In 1969, the Slough troop transferred to 240 (Herts) Tank Transporter Sqn, 151 (Greater London) Regt, RCT (V).

In 1993, 245 Sqn at Bristol was disbanded and became B Coy, 1 Wessex (RV).

43RD (WESSEX) INFANTRY DIVISIONAL COLUMN, RASC (TA)

1904-18	Consisted of Devon & Cornwall, South Western & Hampshire Bdes	
1920-39	Whole column based in Plymouth – now 504, 505 & 506 Coys	
01 Apr 1947	HQ	Taunton
	504 Coy	Swindon
	505 Coy	Didcot
	506 Coy	Plymouth
	1567 Coy	Stroud
June 1950	1570 Coy replaced 505 Coy (disbanded) and re-numbered 505 Coy	
1956	928 Coy joined the Column (OC – Major C S Brown TD)	

ORBAT 1958

HQ	Taunton
504 Coy (Inf Div Tpt)	OC Major R G Plaister
	HQ, A Pl & LAD at Swindon. B Pl at Didcot.
505 Coy (Inf Div Tpt)	OC Major L W Taylor TD
	HQ, A PL & LAD at Christchurch. B Pl at Totton.
506 Coy (Inf Div Tpt)	OC Major J Mellor MBE
	HQ, A Pl & LAD at Plymouth. B Pl at Tavistock.
915 (Bristol) Coy (Arty)	OC Major K L C Wright
	164 & 165 Arty Pls at Bristol.
928 Coy (Armd Div Tpt)	OC Major C S Brown TD
	HQ, A,B & C Pls, & LAD at Reading.

15 Jul 1965 Became **43 (Wessex) Divisional Regt, RCT (TA)**

01 Apr 1967 Amalgamated with 67 (Aldershot) Regt, RCT (TA) to form **155 (Wessex) Regt, RCT(V)**

504 COMPANY, RASC (INF BDE)(TA)

This company was formed in Swindon under the auspices of the Wiltshire Territorial & Auxiliary Forces Association in April 1947. It was part of the 43rd (Wessex) Infantry Divisional Column, RASC(TA) alongside 505 Company at Didcot, Berkshire. In June 1950, 505 Coy disbanded due to difficulties in recruiting personnel and became B Platoon, 504 Coy under the auspices of the Berkshire Association. 504 Company remained in existence until the reorganisation of the TA in April 1967 when it became a troop of 250 Petrol Tpt Sqn, RCT.

BERKS TA ASSOC MINUTES

Sept 1955 National Serviceman of 504 Coy RASC prosecuted for failing to attend. Case was dismissed by Wallingford Magistrates as the man's excuse was that he was ashamed to parade in the ill-fitting uniform issued by the TA. This unit is administered by Wiltshire TA Assoc as the HQ is in Swindon.

Oct 1960	Re-org of TA – B Platoon, 504 Coy RASC at Didcot remains unscathed.
	Annual camp 1961 at Castlemartin (with 928 Coy RASC)
Mar 1961	Re-org of the TA – Final ORBAT
	B Pl, 504 Coy, RASC at Didcot with establishment of 1 + 40
Sept 1961	Annual camp at Castlemartin with 43 (Wessex) Divl Colm RASC
Apr 1962	Annual camp to be at Plasterdown
Sept 1963	OC Capt R H Ratcliffe vice Major R G Plaister to Column 2IC
	OC B Pl – Lieut La Forte.
Mar 1964	Annual camp to be at Chickerell
Oct 1964	HQ RAOC Aldershot District (TA) to move from Didcot to Wantage. B Pl 504 Coy to remain at Didcot.
Jan 1965	Re-org of Q Services – wef 15 Jul 1965 B Pl will have small RAOC Det.
	Annual camp to be at Blandford.
Apr 1965	Re-org of Q Services – B Pl 504 Coy RASC to become B Tp 504 Sqn RCT.
Jun 1965	B tp 504 Sqn RCT will occupy new TAC at Didcot. To be opened by Lt Col A M S Neave DSO, OBE, MC, MP in Nov.
Apr 1966	Annual camp to be at Penhale [now B Tp RCT]

Territorial Army Designations – 1950

01 Jan 1947	504 Coy RASC (Inf Bde)
1950	504 Coy RASC (Inf Div Tpt)

RASC Journal.

Apr 1949	43rd (Wessex) Infantry Divisional Column, RASC (TA) consists of;
	504 Coy - Swindon
	505 Coy - Didcot
	506 Coy - Plymouth
Sept 1949	Annual camp at Lepe, near Southampton.
Nov 1949	Exercise at Tregantle fort. 504 Coy opened up a petrol point, practised troop-carrying & convoy control.
	1569 Coy, RASC (Inf Div Tpt)(TA) came under command of the column on 14 Oct 1949.
Feb 1950	OC 504 – Major E S W Perkins
	Annual Camp 1950 – Braunton
Apr 1950	"Hamilton Trophy" for most efficient coy in the column – new trophy.
Jun 1950	Re-org of the coy to be completed before camp in June. 1570 Coy not with us yet. [Re-org when 505 Coy disbanded?]
Jul 1950	New CO (Column) – Lt Col G E Moulder
Nov 1950	[506 Coy put a recruiting float in Tavistock Carnival – showed some of the trades available ie clerk, welder, butcher, baker & fitter.]
Dec 1950	1570 Coy renamed as 505 Coy. 505 Coy one of the best pre-war coys.
Aug 1951	Annual camp at Chickerell
Jun 1952	Annual camp at Chickerell
Oct 1952	504 Coy won the Hamilton Cup.

Jul 1953	Capt E S W Perkins awarded MBE in Coronation Honours List.
Oct 1954	504 Coy provided a detachment of 4 + 20 for Queen's visit to Swindon.
Jan 1957	Major R G Plaister oc vice Major ESW Perkins MBE, ERD to 2IC 43 (Wx) Div Column RASC (TA).
Nov 1960	Major R G Plaister awarded TD. CSM Robson awarded TEM.
Dec 1966	504 Coy to become a troop in 250 Petrol Tpt Sqn RCT wef 01 Apr 1967.

Annual Camp Locations

1948	Lee-on-Solent
1949	Lepe, near Southampton
1950	Braunton

505 COMPANY, ROYAL ARMY SERVICE CORPS.

This unit formed up at Didcot as part of **43rd (Wessex) Infantry Division Column, RASC (TA)** on the reconstitution of the TA in 1947. It appears that is was always poorly recruited and on 01 July 1950 it closed down as a Company and became B Platoon of 504 Company which was based in Swindon. It remained at Didcot in this guise up until the reorganisation of the TA in 1967 when 504 Company disbanded.

The designation of 505 Company was given to 1570 Coy in Dec 1950. This new unit had no connections with the old one. A 505 Coy existed in Plymouth between 1921 and 1945, but this unit also had no connection to the Didcot 505 Coy.

BERKSHIRE T&AF ASSOCIATION MINUTES – QUARTERLY MEETINGS

Apr 1947	Awaiting Commanding Officers to be appointed to the following units; RASC – 505 Coy (Inf Bde)
Sept 1949	505 Coy, RASC based at Didcot. Major Bond extended as OC to Aug 1950. He is the only officer & officers with RASC experience are urgently needed.
Jul 1950	Re-org of RASC at Didcot now complete. Unit is now a detachment of 504 Coy with HQ at Swindon.

BERKSHIRE T&AF ASSOCIATION MINUTES – GP&F COMMITTEE

Jul 1947	Still no OC for 505 Coy
Sept 1947	Major Bond appointed OC 505 Coy.
Mar 1950	505 Coy RASC at Didcot will become a Supplementary Reserve unit & its personnel will form a detachment of 504 Coy with HQ at Swindon.

TERRITORIAL ARMY DESIGNATIONS – 1950

01 Jan 1947	505 Coy RASC (Inf Bde)
01 Jul 1950	Disbanded

RASC JOURNAL

Apr 1949	43rd (Wessex) Infantry Divisional Column, RASC (TA) consists of; 504 Coy - Swindon 505 Coy - Didcot 506 Coy - Plymouth
Sept 1949	Annual camp at Lepe, near Southampton.
Jun 1950	Re-organisation of the Column completed before camp in June. 1570 Coy not yet with us. [Re-org when 505 Coy was disbanded?]
Dec 1950	1570 Coy renamed 505 Coy. 505 Coy was one of the best pre-war coys.

Annual Camp	1948	Lee-on-Solent	
	1949	Lepe, Southampton	
	1950	Braunton	
OC	Sept 1947 – Jul 1950		Major Bond (TBC)

104 TRANSPORT COLUMN RASC TA

1947.05.01	Formed with HQ at the Drill Hall, Portfield Road, Christchurch, Hants	1568, 1569, 1570 Companies
.	1568 Company (Artillery) at Banbury, with platoon at Bicester	.
.	1569 Company at Cross Keys Camp, Taunton	.
.	1570 Company (Artillery) at the Drill Hall, Portfield Road, Christchurch	.
1948.07	Annual Camp at Lepe, near Southampton	.
1948.10	1568 Company (Artillery) moved to Cowley Barracks, Oxford, with platoon at Bicester	.
mid 1949	1569 Company (Artillery) transferred to 43 (Wessex) Infantry Divisional Column RASC (TA) and 1567 Company (Infantry Divisional Troops) transferred in from 43 (W) Infantry Divisional Column as 1567 Company (Artillery)	1567, 1568, 1570 Companies
1949.08	Annual Camp at Plasterdown Camp, near Tavistock, Devon	.
.	1570 Company redesignated 505 Company and joined 43 (Wessex) Infantry Divisional Column RASC (TA)	.
1950	Redesignated Supplementary Reserve: **104 Transport Column RASC (SR)**	.
1951	Annual training at Blandford	.
1952	Annual training at Blandford	.
1953	Supplementary Reserve renamed Army Emergency Reserve	.
1965.07.15	Transferred to RCT: Two Road Squadrons, One Maritime Squadron	

.

2 AA Group Column (East) RASC TA

1947	England: Formed with HQ at Brock Barracks, Reading?	.
.	916 (Mixed) Company at Brighton	.
.	920 Company at Southampton and Havant	.
.	928 (Mixed) Company at Reading	.
1948.09	Annual Camp at Haxland Camp, near Beaulieu	.
c1949	535 Company?	.
1949	Annual camp at Penhale, near Newquay	.
1950	Annual camp at Weymouth	.
1951	Annual camp at Braunton, Devon	.
??	1933 Company	.
1955.07	Re-organised and redesignated 126 Transport Column RASC (TA), 920 Company to 122 Transport Column and 916 Company to 128 Transport Column	

4.67 provided elements of 250, 233, 245 Transport Squadrons RCT

2 Anti-Aircraft Group Column, RASC (East)(TA) was formed as part of Anti-Aircraft Command in April 1947 on the reforming of the TA. It consisted of the following sub-units:

916 Coy (Brighton & Hove)

920 Coy (Southampton & Portsmouth)

928 Coy (Reading)

Column HQ – Reading

Its role was to support anti-aircraft artillery units. An exercise conducted in the summer of 1949 showed male drivers running ammunition and rations to gun sites, whilst female drivers drove ambulances and staff cars. Companies appear to have been equipped with a combination of workshop lorries, breakdown lorries, load-carrying lorries, ambulances, staff cars and motor cycles. Each sub-unit also had a small REME Workshop.

It became 126 Transport Column RASC (TA) on 1st April 1955 on the demise of Anti-Aircraft Command, and continued to be based at Reading.

Part of Anti-Aircraft Command.

Consists of:	916 Coy (Brighton & Hove)	Major G R Lucraft
	920 Coy (Southampton & Portsmouth)	Major C C Riches
	928 Coy (Reading)	Major A W Briscoe-Knight
	Column HQ – Reading	

Column HQ appears to have consisted of a small staff (10 or so and was co-located with 928 Coy at Reading. 916 and 928 Coys both had WRAC detachments.

2 AA Group [West] RASC TA

1947	**re, Horfield Common, Bristol?**
.	914 Company at Penarth
.	915 (Mixed) Company at Horfield Barracks, Bristol
.	918 Company at Tavistock and Truro
.	1934 Tractor Company at Weymouth
1948.01.01	914 Company at Penarth moved to 4 AA Group Column
1948.09	Annual Camp at Haxland Camp, near Beaulieu
1949.09	Annual Camp at Penhale, near Newquay
1950.08	Annual Camp at Westbourne, near Emsworth, Hampshire
.	915 Company (AA) (M) at new TA, Centre at Tackley Road, Bristol
1951	1934 Company at Weymouth renumbered 934 Company and moved to the TA Centre, Bincleaves Barracks, Weymouth
1951	Annual Camp at Haxland Camp, near Southampton
1952	Annual Camp at Chickerell Camp, Weymouth
1953.08	Annual Camp at Penhale, near Newquay, Cornwall
1954.06	Annual Camp at Thetford
1955.07	Re-organised and redesignated 122 Transport Column RASC (TA)
1955.08	Annual camp at Aberporth

DISBANDED 10.56

2 Anti-Aircraft Group Column, RASC (WEST)(TA) was based in Bristol.

CO Apr 1947 – Mar 1950 Lt Col C S Lockyer-Nibbs TD

Mar 1950 - ? Lt Col G R Lucraft TD

? - Apr 1955 Lt Col C C Riches

2 Anti-Aircraft Group Column (West), RASC (TA)

Aide Memoir For Officers & NCOs

Organisation & operation of RASC in Anti-Aircraft Command.

Anti-Aircraft Command.

1. AA command covers the UK & NI.

2. There are five AA Groups

3. AA Groups cover a varying number of AA Bdes, both regular & TA.

4. AA Bdes comprise of 3, 4 or 5 regts (HAA, LAA, SL) & services (RASC, Ord, REME, Sigs).

5. RASC comprises Group Column with 2, 3 or more coys. May include WRAC.

Role of RASC (Peacetime).

a. Provision of cars, transport load carriers & troop carrying vehicles (TCV).

b. Training for war.

Role of RASC (Wartime).

Main functions;

a. Provision of transport for;

i. Deployment of HAA guns and equipment, and subsequent maintenance.

ii. Ambulance service.

iii. Group & Command HQs.

iv. Normal load carrying by GS Transport.

b. Load carrying, and some functions may be;

i. Move of first line ammo of HAA Regts from EAD (Equipment Ammunition Depot) to gun sites.

ii. Move of gun equipments for HAA Regts from AAOD (Advanced Ammunition Ordnance Depot) to EAD to gun sites.

iii. Move of ammo from IAD (Intermediate Ammunition Depot).

iv. Move of accommodation & general stores for units of the Group.

v. Move of personnel of the Group.

vi. Own unit admin transport.

vii. Provision of transport to civil organisations, provided that this does not prejudice provision of transport for military commitments.

c. Demands for transport to coys may come from Column HQ, Bde, Regts or Btys RA.

Aldershot District Column RASC TA

1961.04.01	As a result of the Territorial Army reorganization HQ Aldershot District Column RASC (TA) was formed and took residence in Beaumont Barracks, under command were 920 Company who reorganized on 1st May, 1961, from an independent amphibious company, and 928 Company who had reorganized from armoured brigade transport, and in so doing severed their connections with 43 (Wessex) Divisional District Column RASC (T,A.) with whom they attended annual camp this year.Â	920, 928 (Reading), 929 Companies
1961.06	Column HQ and 920 Company at annual camp at Penhale	.
1962.04	928 Company moved into their new Headquarters at Brock Barracks, Reading	.
1962.06	Annual Camp at Walton Hall near Stratford-on-Avon	.
1963	Annual Camp at Plasterdown	.
1964	Annual Camp at Cultybraggan in Perthshire	.
1965.07.15	Re-designated **67 (Aldershot) Regiment RE (TA)**	

The following information was researched and donated by WO2 Ian Tindall Late of Coldstrean Guards and 7 Rifles and at time of writing is a volunteer with Dorset Military Museum.

Formation. The Column HQ was formed on 01 Apr 1961. There is no previous record of a RASC (TA) Column being located in Aldershot.

Organisation and record. The HQ comprises two companies; 920 (MT) and 928 (Mot Amb). Each is organised on the organisation of a HQ Coy, two tpt pls and a composite pl (A-D Sects). 920 Coy is located in Southampton and 928 Coy in Reading. Both companies were formed in 1947 and were a part of 2 AA Group Column RASC (TA). In 1955 they were reorganised under different commands to be brought together again on the 1961 reorganisation of the TA. Neither the Column HQ or the two companies has a war record. Two WRAC TA Tpt Pls are added to each company on mobilization.

Personalities: CRASC Lt Col J D Drayson RASC (TA)
OC 920 Coy Major M A Yeo RASC (TA)
OC 928 Coy Major D G Holman RASC (TA)

Recruiting Figures – The strength of the units in the Column as at 30 Sept 1962;

	Estb	TA Vols	NS Vols	NSM	Total
HQ Column	16	13	0	2	15
920 Coy	128	111	0	6	117
928 Coy	128	78	1	28	107

Mobilization Functions. The purpose of the Column on mobilization is to provide a pool of GT and ambulances in the District on mobilization. The two composite platoons establish supply depots on mobilization, holding District reserves and feeding the troops deployed in the District. 505 Coy RASC (TA)(Inf Bde), which is under command CRASC, HQ 43 (Wx) Div/Dist Column (TA) in peacetime, comes under command of the Aldershot Column on mobilization.

01 Apr 1961	**HQ Aldershot District Column RASC (TA)** – new unit.
	Units under command 920 Coy – Southampton
	928 Coy – Reading
1947	**920 Coy RASC (GT)(TA)**
	Coy HQ & Wksp and 1 platoon at Southampton
	1 platoon at Havant
	Under command 2 AA Group Column RASC (East)(TA)
Aug 1955	**920 Coy RASC (Arty)(TA)**
	Coy HQ & Wksp and 1 platoon at Southampton
	1 platoon at Hilsea, 1 platoon at Weymouth
	Under Command 126 Transport Column RASC (TA)
	Merged with 934 Coy on termination of AA Command.
Jul 1957	**920 Coy RASC (Amph Tpt)(TA)**
	Coy HQ & Wksp and 1 platoon at Southampton
	1 platoon at Fareham, 2 platoons at Weymouth
	Independent Coy. Issued with DUKWs and trained by 116 Coy RASC (Amph Tpt) at Fremington.
Jun 1961	**920 Coy RASC (MT)(TA)**
	Coy HQ & Wksp at Southampton
	1 platoon at Fareham, 1 platoon at Weymouth
	Comp Pl (24 Comp Pl RASC (TA)) at Weymouth
	No3 Hants Pl WRAC (TA) at Christchurch
	No2 Dorset Pl WRAC (TA) at Weymouth
	WRAC Plattons administered by 104 Coy (Hants & Dorset) WRAC (TA)
Apr 1947	**928 Coy RASC (AA)(M)(TA)**
	Coy HQ, Wksp & 2 platoons at Reading.
	Under command 2 AA Group Column RASC (East)(TA)
Apr 1955	**928 Coy RASC (GT)(TA)**
	Coy HQ, Wksp & 3 platoons at Reading.
	Under command 126 Transport Column RASC (TA)
1957	**928 Coy RASC (GT)(TA)**
	Coy HQ, Wksp & 4 platoons at Reading. Composite Pl at Reading.
	Under command 43 (Wx) Inf Div Column RASC (TA)
Jul 1965	Re-named **67 (Aldershot) Regt, RCT (TA)**
Apr 1967	Amalgamated with 43 (Wx) Div Regt (TA) to form 155 (Wessex) Regt RCT (TA)
	920 Coy became 233 Sqn, 155 (Wessex) Regt, RCT (TAVR)
	928 Coy became 245 Amb Sqn, 155 (Wessex) Regt, RCT (TAVR)

<u>928 COMPANY, ROYAL ARMY SERVICE CORPS (TA).</u>

ANNUAL CAMP LOCATIONS.

928 Coy RASC (Anti-Aircraft)(Mixed)(TA)

2 AA Group Column RASC (East)

1948	
1949	Penhale
1950	Chickerell (Weymouth)
1951	Braunton
1952	Penhale

1953 Penhale

1954 Knettishall (Thetford)

928 Coy, RASC (GT)(TA)

126 Transport Column RASC (TA)

1955 Aberporth

1956 Plasterdown (Devon)

928 Coy, RASC (Armd Div Tpt)(TA)

43 (Wessex) Infantry Divisional Column RASC (TA)

1957 Plasterdown (Devon)

1958 Chickerell (Weymouth)

1959 Browndown

1960 Thetford & Penhale

928 (Motor Ambulance) Coy RASC

Aldershot District Column RASC (TA)

1961 Catlemartin

1962 Walton Hall, Warwickshire

1963 Plasterdown (Devon)

1964 Coltybraggan

928 Ambulance Sqn RCT

67 (Aldershot) Regt RCT (TA)

1965 Penhale

1966 Penhale

DORSET AUXILIARY TERRITORIAL SERVICE (ATS)

ATS was the forerunner of the Womens' Royal Army Corps (WRAC), a very useful and valuable resource and often underestimated. The following narrative outlines the history in Dorsetshire. Later, closely involved with 43 Div Train RASC TA

DORSET T&AFA MINUTES
NG/TA/1/1

20 Dec 1938 Recruiting began in Nov 1938

ATS as at 01 Dec 1938	Establishment	Actual
Dorset Unit HQ	1 + 0	1 + 0
1st Dorsetshire Coy	2 + 59	2 + 3
10th Dorsetshire Coy	1 + 23	1 + 4
11th Dorsetshire Coy	1 + 23	1 + 7
40th Dorsetshire Coy	2 + 53	2 + 1
41st Dorsetshire Coy	2 + 53	1 + 3

Appointments

Lady Digby	Senior Commandant, ATS Dorset	05 Oct 1938
Miss T M Digby	Company Commander, 1st Dorset Coy	14 Oct 1938
Miss K M E Hall	Company Commander, 40th Dorset Coy	14 Oct 1938
Miss G R Bald	Company Assistant, 40th Dorset Coy	14 Oct 1938
Miss M F R Williams	Company Assistant, 41st Dorset Coy	21 Oct 1938
Miss M S Bond	Deputy Coy Assistant, 10th Dorset Coy	24 Oct 1938
Miss D E Waller	Deputy Coy Assistant, 11th Dorset Coy	24 Oct 1938
Miss D M Pass	Company Assistant, 1st Dorset Coy	09 Nov 1938

28 MAR 1939	ATS as at 01 Mar 1939	Establishment	Actual
	Dorset Unit HQ	1 + 0	1 + 0
	1st Dorsetshire Coy	2 + 59	2 + 6
	10th Dorsetshire Coy	1 + 23	1 + 7
	11th Dorsetshire Coy	1 + 23	1 + 11
	40th Dorsetshire Coy	2 + 53	2 + 5
	41st Dorsetshire Coy	2 + 53	2 + 15

Mrs A M Boxer	Company Assistant, 41st Dorset Coy	14 Feb 1939
Coy Comd T M Digby	From 1st Dorset Coy to 40th Dorset Coy	13 Feb 1939
Coy Comd K M E Hall	From 40th Dorset Coy to 1st Dorset Coy	13 Feb 1939

18 MAY 1939 A detachment of 1st Dorset Coy, ATS at Blandford is approved by War Office.
War Office approves addition of 1 x Vol to Dorset ATS Unit HQ

26 JUN 1939	ATS as at 01 Jun 1939	Establishment	Actual
	Dorset Unit HQ	1 + 1	1 + 0
	1st Dorsetshire Coy	2 + 59	2 + 23
	10th Dorsetshire Coy	1 + 23	1 + 9
	11th Dorsetshire Coy	1 + 23	1 + 20
	40th Dorsetshire Coy	2 + 53	2 + 12
	41st Dorsetshire Coy	2 + 56	2 + 26
		9 + 215	9 + 90

Miss M F R Williams resigns as Coy Comd 41st Dorset Coy	24 Apr 1939
Mrs A M Radclyffe appointed Coy Comd 41st Dorset Coy	08 Jun 1939

12 Sep 1939	ATS as at 01 Sep 1939	Establishment	Actual
	Dorset Unit HQ	1 + 1	1 + 0
	1st Dorsetshire Coy	2 + 59	2 + 35
	10th Dorsetshire Coy	1 + 23	1 + 10
	11th Dorsetshire Coy	1 + 23	1 + 21
	40th Dorsetshire Coy	2 + 53	2 + 23
	41st Dorsetshire Coy	2 + 56	2 + 31
		9 + 215	9 + 120

KELLY'S DIRECTORY OF DORSET 1939

ATS Senior Commandant – The Lady DIGBY, Minterne, Dorchester

1st Dorsetshire Coy	Drill Hall, Poundbury Rd, Dorchester (Detachment at Blandford)
	Coy Comd K M E HALL; Coy Asst D M PASS
10th Dorsetshire Coy	Drill Hall, Victoria St, Shaftesbury
	Deputy Coy Comd M S BOND
11th Dorsetshire Coy	Drill Hall, Acreman St, Sherborne
	Deputy Coy Comd D E WALLER
40th Dorsetshire Coy	Drill Hall, Poundbury Rd, Dorchester
	Coy Comd T DIGBY; Coy Asst G R BALD
41st Dorsetshire Coy	Drill Hall, Lower St Albans St, Weymouth
	Coy Comd A M RADCLYFFE; Coy Asst A M BOXER

857 TRACTOR COMPANY, RASC (TA)

Formed 01 Apr 1947

Accommodated at Red Barracks, Weymouth

OC – Major C H Bell

1934 COMPANY, RASC (TRACTOR) (TA)

Re-designated Oct 1947

Annual Camp 1948 – Haxland

Annual Camp 1949 – Newquay

OC – Major C H Bell

934 COMPANY, RASC (AA)(TA)

Re-designated Dec 1950

OC – Major C H Bell

Jan 1952

934 Coy RASC (AA) – part of 2 AA Colm RASC. Won cup for best all-round Coy for last two years.

Annual camp will probably be Chickerell

Workshop Platoon now a Light Aid Detachment.

Annual Camp 1953 - 934 Coy Penhale

Nov 1953

OC 934 Coy RASC - Major G A Paull

934 Coy RASC (AA)(TA) – Nov 1953

Major G A Paull

HQ – Bincleves TAC, Weymouth

Nov 1955

Now described as – 171 (Arty) Platoon, RASC (TA) – OC Capt J S J Goodchild

Nov 1957

Capt R Light appointed OC of C & D Pls, 920 Coy RASC (Amph Tpt)(TA)on the resignation of Capt J S J Goodchild.

DORSET TAFA MINUTES

NG/TA/3/3

16 Jan 1947 — 857 Tractor Bty RA (Dorset Fortress)(TA) [as at 01 Jan 1947]

857 Tractor Coy RASC [as at 20 Jan 1947]

Part of 81st AA Brigade, RA (Plymouth)

HQ – Old Bincleaves, Weymouth

TRACTOR COMPANIES RASC – DORSETSHIRE

These companies were part of the Anti Aircraft Artillery Brigades:

857 TRACTOR COMPANY, RASC (TA)

Formed 01 Apr 1947

Accommodated at Red Barracks, Weymouth

OC – Major C H Bell

1934 COMPANY, RASC (TRACTOR) (TA)

Re-designated Oct 1947

Annual Camp 1948 – Haxland

Annual Camp 1949 – Newquay

OC – Major C H Bell

934 COMPANY, RASC (AA)(TA)

Re-designated Dec 1950

OC – Major C H Bell

Jan 1952

934 Coy RASC (AA) – part of 2 AA Colm RASC. Won cup for best all-round Coy for last two years.

Annual camp will probably be Chickerell

Workshop Platoon now a Light Aid Detachment.

Annual Camp 1953 - 934 Coy Penhale

Nov 1953

OC 934 Coy RASC - Major G A Paull

934 Coy RASC (AA)(TA) – Nov 1953

Major G A Paull

HQ – Bincleves TAC, Weymouth

Nov 1955

Now described as – 171 (Arty) Platoon, RASC (TA) – OC Capt J S J Goodchild

Nov 1957

Capt R Light appointed OC of C & D Pls, 920 Coy RASC (Amph Tpt)(TA)on the resignation of Capt J S J Goodchild.

NG/TA/3/3

16 Jan 1947	857 Tractor Bty RA (Dorset Fortress)(TA)	[as at 01 Jan 1947]
	857 Tractor Coy RASC	[as at 20 Jan 1947]
	Part of 81st AA Brigade, RA (Plymouth)	
	HQ – Old Bincleaves, Weymouth	

857 TRACTOR BATTERY RA (DORSET FORTRESS)(TA)

01 Jan 1947 Unit proposed but not formed

DORSET TAFA MINUTES

NG/TA/3/3

16 Jan 1947	857 Tractor Bty RA (Dorset Fortress)(TA)	[as at 01 Jan 1947]
	857 Tractor Coy RASC	[as at 20 Jan 1947]
	Part of 81st AA Brigade, RA (Plymouth)	
	HQ – Old Bincleaves, Weymouth	

WESTERN COMMAND

42 [Lancashire] Infantry Divisional RASC TA

1947	Formed with HQ at the Drill Hall, 215 Upper Charlton Road, Whalley Rance, Manchester	501, 502, 503 Companies
.	501 Company in Manchester	.
.	502 Company in Manchester	.
.	503 Company in Manchester	.
1948.05	Annual Camp at Soutergate in the Lake District	.
1949.06	Annual Camp at Kinmel Park, near Rhyl	.
1951.05	Annual Camp at Llandbedr, Wales	.
1952.07	Annual Camp at Chickerell, near Weymouth	.
1954	Annual Camp at Cark, in North Lancashire	.
1955	Annual Camp at Cark, in North Lancashire	.
1958	Annual Camp at Ollerton, near Nottingham	501, 502, 503, 579 Companies
.	579 Company in Rochdale	.
1959.05	Annual Camp at Blackmore II Camp, near Malvern, Worcestershire	.
1960	Annual Camp at Castlemartin, less 579 who went to East Wretham in Norfolk with 124 Brigade	.
1961	On re-organisation of the TA column was redesignated **42 (Lancshire) Divisional District Column** RASC (TA) and retained three of its original four Companies: 501, 503 (Manchester) and 579 (Rochdale) and those joining were 910 (Liverpool) and 911, which both include two platoons of W.R.A.C.	501, 503, 579, 910 & 911 Companies
1961.05	Annual Camp at Cultybraggan Camp, Comrie, Perthshire	.
1962	Annual Camp at Dibgate Camp, Folkestone	.
1963.06	Annual camp at Cultybraggan, Perthshire	.
1964.04.25	The Freedom of Entry into the Borough of Eccles was conferred on 911 Company RASC (Mot Amb.) (TA) at Eccles Town Hall	.
1964	503 Company annual camp at Stanford with 127 Brigade. 501 Company at Stanford with 126 Brigade from 6 to 20 June. 579 Company at Stanford with 125 Brigade from 20 June to 4 July. Column Headquarters with 910 and 911 Companies at Folkestone	.
c1965	42 Division/North West District Column RASC (TA)	.
1965.07.15	Redesignated **42 Divisional Regiment RCT (TA)**	

(South Midlands) Transport Column (TA)

1947	Formed with HQ at Tennal Grange, Harborne, Birmingham	550, 552, 1595, 1599 Companies
.	550 Company (Artillery) at Harborne, Birmingham	.
.	552 Company (GT) at Newcastle-upon-Tyne[28]	.
.	1595 Company (Independent Armoured Brigade) at Leicester	.
.	1599 Company (Artillery) at Grimsby	.
1948	Annual camp at Pickering, Yorks	.
1949.08	Annual camp at Farnley Park, near Otley, Yorks	.
1950.07	1595 Company (Independent Armoured Brigade) left column for independent role	550, 552, 1599 Companies
Early 1951	Absorbed 21 Corps Troops Column	.
.	516 Coy at Brandwood House, Kings Heath, Birmingham	.
.	550 Company (Artillery) at Court Oak Road, Harborne, Birmingham	.
.	552 Company at Stoke-on-Trent	.
1951	Annual camp at Weymouth	.
1952	Annual camp at Thetford	.
1955	Annual camp at Cark-in-Cartmel	.
Late 1955	Moved to new locations, Column HQ, Workshops and 516 Company (Artillery) RASC (TA) to the Drill Hall at Brandwood House, Kings Heath. 550 Company (Artillery) (RASC) (TA) and No. I Supply Platoon have returned to Court Oak Road Drill Hall, Harborne	516, 550, 552 Companies
1956.06	Annual camp under canvas at Castle Martin, Pembrokeshire	.
1957.09	Annual camp at Tavistock, Devon	.
1958	Staffordshire units, 904 Company at West Bromwich and 552, 550 & 516 Companies at Birmingham	516, 550, 552, 904 Companies
1960	Annual camp at Barry Camp, Carnoustie	.
1961.03.06	Reorganization of the TA: Column redesignated **48 Divisional Columnn RASC**, both 550 and 552 Companies change from GT companies to Infantry Brigade Companies while 516 and 904 Companies change to MT and MAC companies respectively, These latter two companies are to become “mixed” and each will have two platoons of W.R.A.C	516, 550, 552, 904 Companies

[28] Should this not be Newcastle under Lyme?

48 Div Coln RASC Officers 1962

48 (South Midland) Division/District RASC (TA)

1961	England: HQ at ?? Formed from 110 (South Midlands) Transport Column (TA)	516, 550, 552 & 904 Companies
.	516 Company at Birmingham	.
.	552 Company RASC (Infantry Brigade) (TA) at Birmingham	.
.	550 Company at Birmingham	.
.	904 Company at West Bromwich	.
1961	Renamed **48 Divisional District Column RASC (TA)**	.
1961.06	Annual Camp at Castlemartin	.
1961.09	550 Company held an 'At Home' at 91 W.E.T.C, Walton Hall	.
1962.05	Annual Camp; Column HQ, 516 and 904 Companies at Penhale, Cornwall. 552 Company at Tavistock, 550 Company at Sennybridge with their brigade groups	.
1963.08	Annual Camp at St. Martin's Plain, Folkestone	.
1963	904 Company who were honoured by being awarded the Freedom of the County Borough of West Bromwich	.
1964.06	Annual Camp at No. 12 W.E.T.C. at Ollerton, Notts	.
c1965	48 Division/West Midland District Column RASC (TA)	.
	1965.07.15 Re-designated **48 Divisional Regiment RCT (TA)**	

48 Divisional Regiment RCT (TA)

Honorary Colonels

1921 – 1928	General Sir I S M Hamilton GCB GCMG KCB CB
1929 – 1941	Col Sir Henry Cameron Ramsey Fairfax Lucy Bart DL

Commanding Officers

1908 – 1913	Major J A Cecil Wright
1914	Lt Col C H Collis VD[29]
1914 – 1915	Lt Col F S Pearson
1915 – 1920	Lt Col A H Roberts
1920 – 1924	Lt Col C F Goode OBE TD
1925 – 1929	Col O B F Planck DSO OBE
1930 – 1933	Lt Col E J Priddey MC

[29] Was a full colonel in 1908 and was first CO of the Column for a short while. Also commanded $^{2}/_{1}$ South Midlands Supply and Transport Column before it was absorbed into 61 Division.

1933 – 1936	Lt Col N A Denson
1936 – 1939	Lt Col F P Newcombe
1939	Lt Col B G Fray RASC(TA)[30]
1939 – 1941	Lt Col S Aicheson RASC MBE
1941 – 1942	Lt Col J E Jeffers
1942 – 1943	Lt Col R R Robertson
1947 – 1952	Lt Col J L Cozens MBE TD
1952 – 1954	Lt Col H D Green TD
1954 – 1956	Lt Col W Beeston
1956 – 1959	Lt Col D Quinn TD
1959 – 1963	Lt Col J A Blount OBE TD
1963 – 1965	Lt Col T H Pay TD
1965 – 1967	Lt Col T H Pay TD RCT(V)

1948 – 1953	Maj Gen T W Richardson OBE
1953 – 1965	Colonel J L Cozens MBE TD
1965	Colonel D Quinn TD
1965 – 1967	Colonel D Quinn TD

[30] Lt Col Fray was appointed CO but only for a short while. From the reading of the War Diaries, it is understood that Lt Col Fray relinquished command wing to a medical problem.

Col. and Mrs. J. A. Blount, Maj. Gen. and Mrs. J. F. Worsley and Maj. T. H. Pay.

Capt. B. T. Kavanagh, Mrs. M. E. Burnard, Mrs. B. T. Kavanagh and Maj. M. E. Burnard.

Mr. B. Barwell with Maj. and Mrs. G. C. Fray.

A Regimental Ball 1962

The 48 Divisional Column R.A.S.C. (T.A.) held their Annual Regimental Ball at Penns Hall recently.

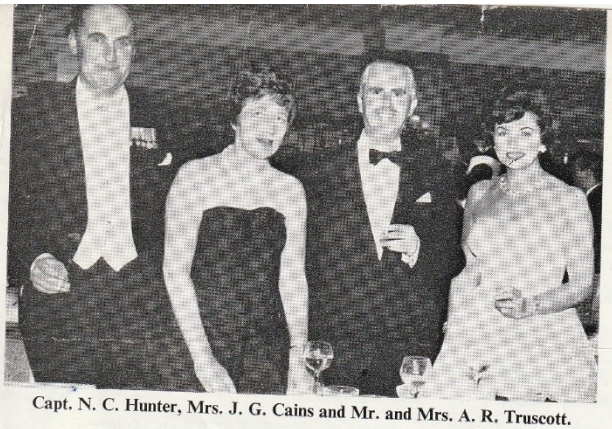
Capt. A. J. Tuckey and Miss B. Fegan.

Mr. and Mrs. C. Banner with Mr. and Mrs. R. Towler.

Mr. and Mrs. P. Keartland with Capt. and Mrs. J. J. Troman.

Capt. and Mrs. A. Hotham with Maj. and Mrs. K. Eckersley.

Mr. and Mrs. T. J. Phillips with Capt. and Mrs. G. F. Davies.



Capt. N. C. Hunter, Mrs. J. G. Cains and Mr. and Mrs. A. R. Truscott.

Mr. F. Musgrove with Maj. and Mrs. J. E. Roe.

Photos by Simon Livingstone

Lt. J. Williams, Mrs. J. Hopkins, Capt. J. Barker, Miss S. Hewson and Mr. and Mrs. K. James.

Maj. W. H. Vizor, Mrs. G. Blyth, Col. G. B. Gray and Mrs. W. H. Vizor.

Col. D. Quinn, T.D., Mrs. T. H. Pay, Mrs. D. Quinn and Maj. Buchanan-Dunlop.

Brig. M. J. Halford and Mrs. J. Cozens.

Mrs. F. Musgrove with Mr. and Mrs. Heinrich.

Madame Meier, Col. T. J. Raybould and Lt. Col. H. E. B. Brightley, T.D.

Vandyck Studios (Farnborough) Ltd. Group No. 1859

OFFICERS' MESS — ANNUAL CAMP, 1966

Rear Row—Lt B. E. M. Randle Capt E. R. Talbot-Rice, TD Lt K. Martin 2Lt L. Clifford 2Lt D. W. Beale Lt W. J. James OCdt J. H. Dobson Lt K. G. Selby
OCdt J. D. Haden Capt J. R. Banks Lt C. P. Coley Capt O. I. Bradley, TD Lt G. A. Blades 2Lt B. J. Parr

Centre Row Lt A. Coles Lt M. A. Beale Capt R. S. Newton Capt M. V. Gosney Capt A. J. Linnegar Capt B. Knight Capt A. Worthington Capt M. P. K. Beatty
Capt W. A. Campbell Capt J. J. Troman Lt C. Ashley Capt C. J. Carruthers, TD OCdt M. E. Kearney 2Lt P. M. Harris

Front Row—Major J. H. Millen Major G. E. Tidey Major J. S. Charters, TD Major D. G. Whittaker, TD Capt P. J. Horsley Colonel D. Quinn, TD Lt-Colonel T. H. Pay, TD
Major J. G. Roe Major J. G. W. Gardner Major I. E. Lee Major B. T. Kavanagh Major M. J. Wilkes Capt R. Royston-Bishop

906 Company in early 1960s

906 Coy in early 1960s

904 Company in 1960

Lt Col T H Pay TD RCT(V)
Last CO of 48 Div Colm

The Corporal on the right retired as a Lt Col – Mike Hyde TD

Vandyck Studios (Farnborough) Ltd *Group No. 1867*

904 AMB. SQN. R.C.T., T.A.

OFFICERS, W.O., S/SGTS AND SGTS—CROOKHAM CAMP, 1966

Rear Row—S/Sgt Clarke, W. D., REME Sgt Perry, D. J., RADC S/Sgt Woolley, J., RCT Sgt Bolton, R., REME Sgt Portman, S., RCT S/Sgt Newey, B., RCT Sgt Williams, J., RCT

Centre Row—SSM Jones, S., RCT Sgt Williams, R. W., REME Sgt Mundy, J., WRAC Sgt Bevan, C., WRAC Sgt Naylor, V., WRAC S/Sgt Humphries, V. B. S., WRAC Sgt Cail, T., RCT SQMS Taylor, A. L., RCT

Front Row—2Lieut B. J. Parr, WRAC Capt O. I. Bradley, WRAC Capt A. Worthington, RCT Major J. S. Charters (TD) RCT Capt J. R. Banks, REME Lieut C. P. Coley, RCT Lieut B. E. Randle, WRAC

Rear Rank: Len Clifford, John Troman, Roger Dobson, Tony Tuckey, Keith Selby, Bill James, George Tidy

Front Rank: Peter Jackson, Brian Kavanagh, Peter Williams, Brian Hurst, Brian Burge

Taken at last Regimental Ball, 48 Divisional Regiment RCT(V)

At Lygon Arms, Broadway in 1966

53 [Welsh] Infantry Divisional RASC TA

1947.05	Formed with HQ at Richardson St Drill Hall, Swansea	531, 532, 533, 1580 Companies	**53**
.	531 Company (Infantry Divisional Transport) at Port Talbot	.	
.	532 Company at Penarth	.	
.	533 Company (Infantry Divisional Transport) at Richardson St Drill Hall, Swansea	.	
.	1580 Company at Newport, Ragland Barracks, Newport	.	
1948	Annual camp at Penally, near Tenby	.	
1949.07	Annual camp at Harlech, North Wales	.	
1951	Column re-organised: 1580 Company renamed 580 Company	531, 532, 533, 580 Companies	
.	Column Headquarters: Richardson Street, Swansea	.	
.	531 Company (Major Montague): Port Talbot	.	
.	532 Company (Major Williams): Penarth	.	
.	533 Company (Major Morgan): Swansea	.	
.	580 Company (Major Badman): Newport, platoons at Cross Keys, Blaina and Rhymey	.	
1951	Annual camp at Aberporth	.	
1952	Annual camp at Bourley Camp, Aldershot	.	
1954	Annual camp at Cark	.	
1955.06.28	Headquarters and 533 Company moved into the new Grange T.A. Centre, Swansea(formerly an RA (AAA) Drill Hall)	.	
1956.06	Annual camp at Kinmel Park, just outside Rhyl	.	
Early 1957	582 Company, Manchester and 156 Artillery Platoon, West Bromwich joined column. 531 Company amalgamated with 533 Company, Swansea, who moved their HQ to Port Talbot with a detachment at Swansea	532, 533, 580, 582 companies	
1958	Annual camp was a Greenfields Scheme in lieu of a fixed annual camp, travelled to Scotland and back	.	
1959	Annual camp was a Greenfields Scheme in lieu of a fixed annual camp, travelled round Southern England	.	
1960	Annual camp at Plasterdown Camp, near Tavistock, Devon	.	
1961.03.06	Reorganization of the TA: Column re-designated **53 (W) Divisional District Column** Column HQ, 533 Company, 580 Company, 532 M.A.C. and new unit 509 Company. In addition 532 M.A.C. and 509 Company become mixed units, having between them four platoons of W.R.A.C. The formation of 509 Company got off to a good start by all members of P Battery, 281 Glamorgan Yeomanry, R.A., who transferred 'en bloc', these 'new recruits' plus the Port Talbot 533 Company has enabled the Company to be formed with three officers and sixty-eight other ranks	509, 532, 533, 580 Companies	
1961.06	Annual camp at Dibgate Camp, Folkestone	.	
1962	Annual Camp: 533 Company supporting 158 Infantry Brigade Group at Sennybridge in May. 580 Company in support of 160 (SW) Infantry Brigade Group at Plasterdown in June. The remainder, i.e. Column Headquarters, 509 and 532 Companies will camp at Plasterdown in late July with the Divisional Headquarters Group.	.	
1963	Annual camp at 89 W.E.T.C, Leek	.	
1964	Annual camp at Ollerton	.	
1965	580 Company moved to new accommodation in Raglan Barracks, Newport	.	
c1965	**53 (Welsh) Division/District Column RASC (TA) – CO = Lt Col C M Peterson TD**	.	
.	509 Company at Port Talbot	.	
.	532 Company at Cardiff/Penarth – OC = Major P D Williams TD	.	
.	533 Company at Swansea – OC = Major L Davies TD	.	
.	580 Company at Raglan Barracks, Newport	.	
1965.07.15	Re-designated 53 (Welsh) Divisional Regiment RCT (TA)	.	
.			

The Cambrian March 1960 – A Vignette by Lt Col C H Ainsley TD – then 2/Lt C H Ainsley

I attended an RHQ 53(W)Div Coln TA CO's Conference at Blackpill, Swansea in mid **May 1960,** some two weeks after my newly commissioned TA posting to 532 Coy Penarth Cardiff on **1 May** .

The CO was Lt Colonel John Badman (Area Manager r Sandeman's Wines) who lived in Dinas Powis . On the Agenda was notice of this new TA competition called The Cambrian March instigated by Maj General Pugh GOC 53 (W) Division. The competition was open to all Div TA units and a Regular unit ,in this case a Ghurka unit .

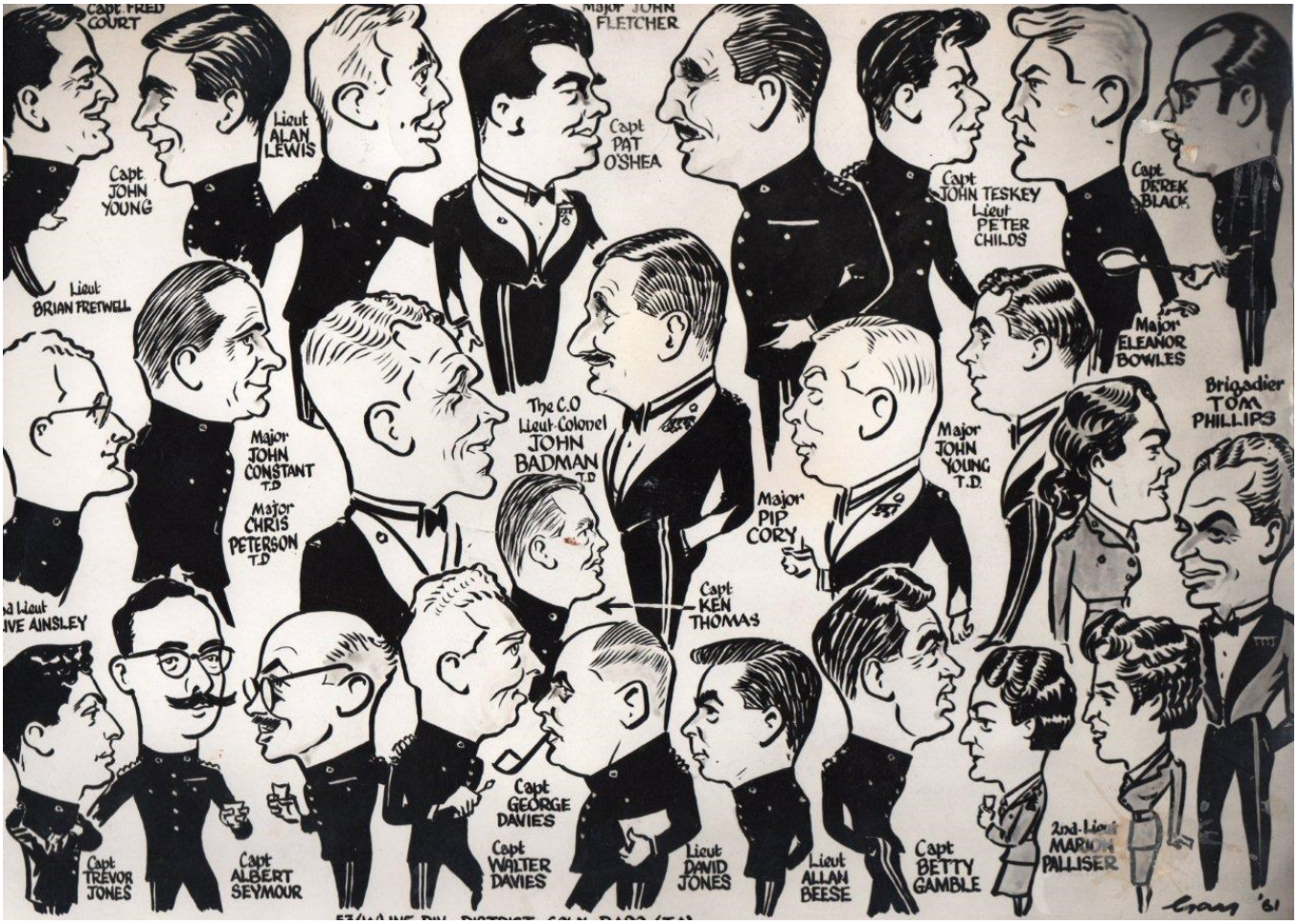
All TA units were expected, without exception, to participate and the CO called for a TA Officer to train and lead the team , the event being some 14 weeks later .The March was from Towyn to Kinmel Park camp nr Colwyn Bay via Cader Idris and each man to carry up to 45lbs (!) in kit including weapon .

There was a stunned silence as a response to the CO's call and debate for a volunteer Officer lasted for quite a few minutes with the CO becoming rather tetchy to say the least with the lack of positive response. In a fit of Unit patriotism and over enthusiasm I volunteered - 95% of the Officers present did not know me ,as I was so new to the Coln but their relief to my appointment was beyond belief .

RHQ Chief clerk SSgt "Jock" Smith -a seasoned walker - undertook all the admin and 10 soldiers also were "conscripted ". We trained in the Swansea valleys over 12 weeks marching, eating, sleeping etc and I still have, and use occasionally ,a walking stick that "Jock " bought me in Swansea market for 2/6d (12.5 p these days !) The w/e training was great fun, the actual March very demanding from the hills and weight of the packs etc.

I believe the subsequent replacement Cambrian Trail participants do not carry any packs now but purely walk/march. Finally, a full Parade for Medals and Certificates was held for all participants on Colwyn Bay sea front ,a very hot day ,and the heat came through the Ammo boots we were wearing . There was a lot of shifting from one foot to another to ease the pain from rampant blisters. All in all an event not to be missed - terrific comradeship shown by all ranks

Welsh) Infantry Coln circa 1960



HQ 53 (W) Div/Dist Column RASC (TA)

Honorary Colonels		Commanding Officers	
		1941 – 1942	T/Lt Col B M Hector Duncan (31688) RASC
		1942 – 1943	T/Lt Col F W Grove (34808) RASC
1947 – 1950	Admiral Walker Heneage Vivian	**1947 – 1950**	Lt Col E O Isaac TD RASC(TA)
1950 – 1952	Colonel G C Aeron Thomas CBE	**1950 – 1951**	Lt Col D W S Miller OBE RASC (Reg)
1952 – 1961	Brigadier MF Farquharson-Roberts CBE	**1951 – 1954**	Lt Col F V S Gray MBE RASC (Reg)
1961 – 1965	Colonel NP Thomas MBE TD DL	**1954 – 1958**	Lt Col A M Morgan TD RASC(TA)
		1958 – 1961	Lt Col J B Badham TD RASC(TA)
		1961 – 1965	Lt Col C M Peterson TD RASC(TA)

HQ 53 (W) Div Regiment RCT(V)

1965 – 1967	Colonel N P Thomas MBE TD DL	**1965 – 1965**	Lt Col C M Peterson TD RCT(TA)
		1965 – 1967	Lt Col A S A Carr RCT(Reg)

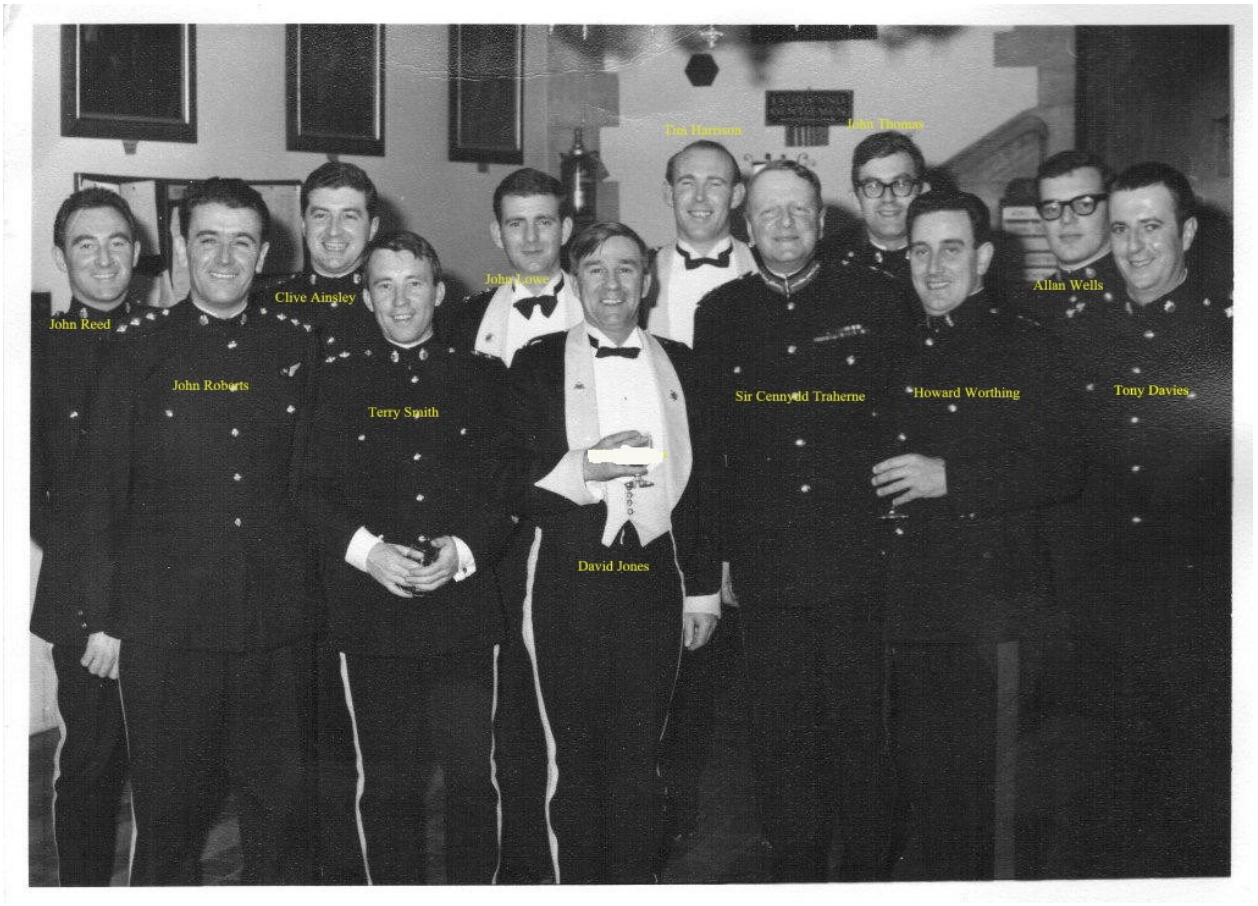
HQ 157 Regiment RCT(V)

1967 – 1972	Colonel D Quinn TD	**1967 – 1968**	Lt Col A S A Carr RCT (Reg)
1972 – 1977	Colonel C M Peterson TD JP DL	**1968 – 1972**	Lt Col P D Williams OBE TD DL RCT(V)
1977 – 1985	Colonel P D Williams OBE TD DL	**1972 – 1973**	Lt Col B T Kavanagh TD RCT(V)
1985 – 1993	Brigadier R E L Jenkins CBE	**1973 – 1976**	Lt Col W P Howells OBE TD DL RCT(V)
		1976 – 1979	Lt Col P Shield MBE RCT(Reg)
		1979 – 1981	Lt Col K I Martin RCT(Reg)
		1981 – 1984	Lt Col R H M Taylor RCT(Reg)
		1984 – 1986	Lt Col H Bentley-Marchant RCT(Reg)
		1986 – 1989	Lt Col H R G Jones BA RCT(Reg)
		1989 – 1991	Lt Col A J M Smetham RCT(Reg)
		1991 – 1993	Lt Col P A Robertson RCT(Reg)

157 (Wales & Midlands) Regt RLC(V)

1993 – 1999	Colonel N A Johnson OBE TD ADC DL	**1993 – 1994**	Lt Col P A Robertson RLC (Reg)
1999 – 2004	Brigadier P A D Evans OBE	**1994 – 1996**	Lt Col J Langland RLC(Reg)
2004 2009		**1996 – 1998**	Lt Col J W M McCartney RLC(Reg)
2009 – 2014	Brigadier R Libby (Retired)		
		2012	Lt Col D Allen MBE RLC
		2014	Lt Col N R Blenkinsop RLC
		2015	Lt Col S M A Braine MBE

OFFICERS OF 223 (W) SQN RCT(V) WITH SIR CENYDD TREHARNE, LORD LIEUTENANT OF GLAMORGAN



As an interesting aside, a Pte Frank "Sparks" Farmer wrote (in the *Wartime Memories Project)* of his spell in National Service posted to 580 Company RASC – this was in the period 1946/48. At that time, before the Company reverted to TA service, it was based at The Drill Hall in Ashburnham Road, Bedford. There were detachments at Cambridge and Old Welwyn. Many of the personnel were accommodated in civilian houses and pubs. In about 1947, the detachments were re-united with the main body of the Company and then it was all moved to a camp, Duloe Hill Camp, Eaton Ford, St Neots, Cambridgeshire.

Towards the end of 1947, 577 Company RASC was amalgamated with 580 Company (the amalgamated Company kept the 580 number).

580 Company helped the civilian services in the bad winter of 1947/48 to transport coal from the mines which otherwise would have been snowed in.

Apart from Pte Farmer, the other personnel known to be serving with 580 at that time were:

Capt Walliker, Capt Harvey, CSM Weeles, Sgt Noller, Sgt Percy Froud. Sgt Ray Lane, Cpl Dick Bishop, LCpl "Darkie" Roe, LCpl Brown, Dvr "Lofty" Farr, Pte Doris Tofield ATS (married Sgt Ray Lane and later divorced & emigrated to USA).

22 [Western] Corps Troops Column RASC TA

1947	Formed with HQ at the Drill Hall, Manchester Road, Southport	?? Companies
1948.05	Annual Camp at Soutergate in the Lake District	.
1949.06	Annual Camp at Kinmel Park, near Rhyl	.
1951.08	Annual Camp at Farnley Park, Otley, Yorkshire	.
1953.04.18	Honorary Freedom of the Borough of Southport presented to the column	.
1953	Redesignated **22 (Southport) Transport Column RASC (TA)**, when that town, which was the unit's birthplace bestowed civic honours upon the column	.
c1953	538 Company, 581 Supply Company RASC TA	.
1953.07	Annual Camp at Aberporth	.
1955	Annual Camp at Cark Camp near Grange-over-Sands	537, 538, 581 Companies
1956.08	Annual Camp at Castlemartin in Pembrokeshire	.
1957	Annual Camp at Proteus Camp near Ollerton in Nottinghamshire	.
Mid 1957	911 Company (HY GT), Eccles joined column and 537 Company converted to a Heavy General Transport Company	.
.	581 Company moved into a new at T.A. Centre, Coronation Road, Crosby	.

1958.06	Annual Camp at Leek	537, 538, 581, 911 Companies
1959.06	Annual Camp at Merebrook Camp, Malvern	.
1960	Greenfields camp with a round-trip of approximately 1,200 miles	.
1960.03	538 Company moved from Southport to their new location at Seaforth	.
1961	Annual Camp at Fingringhoe, near Colchester	.
1961.02.28	Reorganization of TA took place, column now had the following Companies under command: 537 Company (Heavy G.T.) RASC (TA) at Seaforth Barracks, Liverpool, 581 Supply Company at Crosby, and 582 Company (Heavy G.T.) R.A.S.C (TA) at Manchester	537, 581 & 582 Coys
??	582 Company became a normal GT Company	.
1961.07	Annual Camp at Penhale, Cornwall	.
1962.05	Annual Camp at Walton Hall, near Stratford-on-Avon	.
late 1962	537 Company now fully based at Seaforth Barracks, Liverpool. Accordingly 'C' and 'D' Platoons located at Southport have moved and joined HQ and 'A' and 'B' Platoons at Liverpool. Their Drill Hall at Southport will be occupied by Column HQ, the Regimental Band and the whole of 581 Supply Company	.
1963.06	Annual Camp at Proteus Camp, Ollerton, only HQ, 537 and 582 Companies, a shared camp with (50th Div. Signal Regiment, Royal Signals). 581 Company to Germany attached to Regular Units in B.A.O.R.Ã‚Â Ã‚Â	.
.	582 Company at the T.A, Centre, Belle Vue, Manchester, 537 Company at TA. Centre at Seaforth Barracks, Liverpool	.
1964.05	Annual Camp at Burniston Barracks, Scarborough, Yorks, less 581 Supply Company who will spend their Annual Camp divided between two regular units, 13 Supply Platoon being attached to 48 Supply Company and 15 Petroleum Filling Platoon to No. 1 Petroleum Reserve Depot	.
1965.05	Annual Camp at Barry Buddon, Angus	.
1965.07.15	Redesignated **22 (Southport) Regiment RCT (TA)**	

102 Amphibious Transport Column RASC TA

9.47	Formed with HQ at the Drill Hall, Harrowby Road, Birkenhead	.	5.61
c1949	Redesignated **102 Amphibious Transport Column RASC (TA)**	.	
.	543 Company at Birkenhead	.	
1949.07	Annual Camp at Harlech	.	
Late 1949?	1585 (GT Amphibious) Company formed at Birkenhead	543, 1585 Companies	
1951	1585 (GT Amphibious) Company renumbered 585 Company	543, 585 Companies	
1951	Annual Camp at Garelochhead, Scotland	.	
1952.06	Annual Camp at Greenfield Camp, Garelochhead and Maryhill Bks, Glasgow, Scotland	.	
1952.10.01	Redesignated **102 Transport Column RASC (TA)** at Clatterbridge Camp, Wirral, Cheshire	543, 585 Companies	
.	543 Company (Heavy GT) at ?	.	
.	585 Company (Heavy GT) at ?	.	
1953.06	Annual Camp at Aberporth, South Wales	.	
c1956	Redesignated **102 (Cheshire) Transport Column RASC (TA)**	.	
1957	543 Company re-designated as 543 Company (Amph. G.T.) (TA)	.	
1957.06.16	Amalgamated with 124 Column and took under command 910 and 912 Companies, both located in Liverpool, now a four company Column	543, 585, 910, 912 Companies	
1957.07	Annual Camp at Sedgefield	.	
1958	585 Company given new role, they will be independent of the Column as MT Company to No. 3 Port Task Force	.	
1958.05	Annual Camp at Fremington, 543, 910 and 912 Companies: 585 Company annual camp with No 3 Port Task Force at Marchwood	.	
late 1959	543 and 585 Companies (Birkenhead), 910 and 912 Companies (Liverpool)	.	
1960	Annual Camp at Barry Buddon, Scotland	.	
1961.03.06	Reorganization of the TA: Column redesignated **102 (Cheshire) Transport Column** and a Heavy GT Column less 585 Company which became a Petrol Transport Company. 910 Company moved to 42nd (Lancs) Division District (TA). A new Company, 510 Company (Heavy GT) (TA) was formed to replace 910 Company	510, 543, 585, 912 Companies	
1961	Annual camp at Dibgate Camp, Folkestone	.	
1962	Column, less 912 Company Annual Camp at Crookham in Hampshire	.	
1964.05	Annual camp at Proteus Camp, Ollerton, Notts	.	
c1965	102 (Cheshire) Transport Column RASC (TA)	.	
.	1 May 65: Regiment received the Freedom of the Borough of Birkenhead	.	
1965.05	Annual Camp at Barry Buddon, Scotland	.	
1965.07.15	Redesignated **102 (Cheshire) Regiment RCT (TA)**		
	102 [Cheshire] Armoured Transport Column RASC		
04.64	became 234 Sqn of 156 Tpt Regt RCT(V)		

107 TRANSPORT COLUMN RASC TA

c1948	Formed with HQ at Chorlton, Manchester	.
1948.05	Annual Camp at Soutergate in the Lake District	.
.	1582 Company, RASC (Independent) Armoured Brigade	.
.	1590 Company, RASC (Artillery)	.
1949.06	Annual Camp at Merrion Camp, Castlemartin, South Wales	.

??	Disbanded	

108 Transport Column RASC TA

1947	Formed with HQ at 13 Butcher Row, Shrewsbury	1587, 1589 Companies
.	1587 Company (Artillery) at the Drill Hall, Willow Street, Oswestry	.
.	1589 Company (Artillery) at the Drill Hall, King Street, Wellington	.
1948	Annual camp at Penally, near Tenby	.
1949.04	1589 Company (Artillery) at Wellington to 4 AA Group Column. 1591 Company (Artillery) with HQ at Drill Hall, Stow Hill, Newport, and platoons at Chepstow, Crosskeys, Blaina and Rhymney joined from 109 Transport Column	1587, 1591 Companies
.	1587 Company, RASC (Artillery) (TA) at Drill Hall, Willow Street, Oswestry	.
.	1591 Company, RASC (Artillery)(TA) at Drill Hall, Stow Hill, Newport, Mon	.
1949.07	Annual camp at Morfa Harlech	.
??	Disbanded	

109 Transport Column RASC TA

1947.05	Formed with HQ at Lampeter	1583, 1584, 1591 Companies
.	1583 Company (GT) at Carmarthen, with a platoon at Ammanford	.
.	1584 Company (GT) at Cardigan with a platoon at Lampeter and workshops at Aberayron	.
.	1591 Company (Artillery) in the Newport area	.
1948	Annual camp at Penally, near Tenby	.
Late 1948	1591 Company (Artillery) transferred to 108 Column	1583, 1584 Companies
1949.07	Annual camp at Morfa Harlech	.
27.7.50	Disbanded -later Supplementaryl Reserve	

4 AA Group [North] Column RASC TA

7.50-4 AA Group Column RASC
10.55-124 Transport Column RASC
HQ= Liverpool
910 Company, Liverpool
911 Company, Eccles
912 Company, Liverpool disbanded 10.56

4 AA Group [South] Column RASC TA

Evidence of formation lacking but could have existed 1.47-7.50 with companies in North Midlands

In 1965 the RASC was dissolved and the transport, movement control, railways, port, air despatch functions were vested in a new Corps – The Royal Corps of Transport (RCT). This event occurred on 15 July 1965 and during the period from July 1965 to April 1967, whilst the new cap badge etc was introduced, most units carried on with their current designations or with interim designations pending finalisation of the multitudinous details. Other functions, such as baking, butchery and supply etc were transferred to the Royal Army Ordnance Corps.

The Command structure used from 1947 to 1972 was based on the fact that a Command we the equivalent of an Army Corps, commanded by a Lieutenant General. Within each Command there were a number of Districts, the equivalent of a Division, each commanded by a Major General. London District was an exception, being the equivalent of a Command but entitles a District – probably because of the Royal family and Government locations.

CHAPTER NINE ……..1967 – 1993

Whilst the Royal Corps of Transport was founded on 15th July 1965, it took almost 2 years to format the Corps. In the period leading up to 1 April 1967 when the final format was implemented, many units served under their old titles or under temporary titles pending a definitive outcome. This "interregnum was also a chance to retain soldiers in units which were to be disbanded and begin new trade courses of disciplines which were being transferred into the new Corps, such as railways, movement control an so on. It was also at this stage that Central Volunteer Headquarters RCT (Volunteers) (CVHQ RCT) was established at Grange Camp in Bedford, formerly home to the Special Reserve transport units and reinforcements.

On 1st April 1967, the RCT took its recognisable form for the next 25 years. As far as the Territorial Army was concerned, it was divided into 2 parts, independent and sponsored.

Independent units were the "local" units to be found at various Drill Halls up and down the Country, recruited on a local basis and 95% of them being road transport based. The training commitment was 15 days annual camp and 12 days out of camp training plus a number of 2 or 3 hour "drill periods" per month.

Sponsored units were recruited on a National basis, more often than not in line with the personnel's civilian skill set such as dockworkers, railway men, fuel tanker drivers, travel and or shipping agents, Because of the skill sets recruited, the sponsored units had a lower training commitment of 4 days out of camp and 15 days in camp training. Sponsored units were all based at CVHQ RCT.

The roll call of units as at 1st April 1967 was:

Independent:

150 (Yorkshire) Regiment RCT(V) – HQ in Hull
151 (Greater London) Regiment(V) – HQ in Croydon, Surrey
152 (Ambulance) Regiment RC(V) – HQ in Lisburn, NI
153 (Highland) Regiment RCT(V)[31]) Merged 0n 1 April 1993 to form The
154 (Lowland) Regiment RCT(V) – HQ in Glasgow) Scottish Transport Regiment RLC(V)

155 (Wessex) Regiment RCT(V) - HQ in Taunton – disbanded 5th April 1993
232 Sqn Plymouth A l Tavistock
233 Sqn HQ and B Tp Southampton, A Tp Weymouth, C Tp Portsmouth.
240 Sqn Bristol
245 Sqn Reading
156 (Northwest) Regiment RCT(V)
157 (Wales & Midlands) Regiment RCT(V) – HQ in Cardiff – Lt Col P D Williams TD
223 (Wales) Sqn - Swansea – Major L Davies TD
224 (West Wales) Sqn - Carmarthen – Major W P Howells TD
(initially a "shadow" sqn based on 2 troops – 1 each from 223 and 237 sqns)
237 (Midlands) Sqn - West Bromwich - Major B Kavanagh TD

562 (Para) Sqn RCT(V)

1956 In October, 44th Independent Parachute Brigade Group (TA) was created, with headquarters at The Duke of York's HQ, Chelsea, London SW3. The 16th Airborne Divisional Column was temporarily placed under command of this brigade as it underwent the process of disbandment and reorganisation into one company.

1957 In February, 16 Airborne Divisional Column, RASC (TA) was disbanded and **562nd Company (Independent Parachute Brigade Transport), RASC (Middlesex) (TA)** became the sole RASC unit in the Brigade. It remained at Hayes Bridge along with its REME Workshops.

1965 There was a general re-organisation of the British Army Corps structure, which led to the RASC transport and supply functions being separated and the corps disbanded. The new military transport organisation formed from this restructuring was the Royal Corps of Transport (RCT). The supply function was transferred to an enlarged Royal Army Ordnance Corps (RAOC). As a result of these changes, and the formation of the new corps, 562nd Coy was redesignated as **562nd (Middlesex) Independent Parachute Squadron, RCT (TA)**.

1967 The year saw a transformation of the Reserve Forces (Army) and the Territorial Army became the Territorial and Army Volunteer Reserve (TAVR). **562 Independent Parachute Squadron, RCT (Volunteers)** was formed on 1 April 1967 as a successor unit to the old 562 Para Sqn RCT (TA). The Squadron

[31] See https://221rlc.webs.com/thesquadronhistory.htm for history of 221 Sqn

HQ and HQ Troop remained at Hayes Bridge, Southall, along with "C" Troop, whilst "A" Troop was formed at the Cedars TA Centre, Portway, West Ham, London E15 and "B" Troop at Lordship Lane, Dulwich, London SE22. The Squadron continued to support 44 Parachute Brigade (Volunteers) as its integral RCT unit.

A new unit, 395 Air Despatch Troop, RCT (Volunteers), had been formed in 1967 at Coulsdon, Surrey. This was the first Air Despatch unit to be raised outside of the Regular Army and, in 1971, the Troop was relocated to Bristol and then, subsequently, to Chippenham in Wiltshire, so as to be near to its Regular Army counterpart, 47 Air Despatch Squadron, RCT. Some personnel from the Troop at Coulsdon transferred to the squadron's "B" Troop at Dulwich.

On the demise of the RASC, there had still been a requirement for a combat supplies function to provide ammunition, fuel and rations to 44 Parachute Brigade (V). This function was assigned to a Combat Supplies Platoon formed within 562 Para Sqn. This platoon was based at Southall and manned by RAOC Territorial Army soldiers trained in that particular role (see potted history of this sub unit below).

Final Order of Battle – 562 Parachute Squadron Royal Corps of Transport (Volunteers)

- HQ Troop, C Troop, Combat Supplies Platoon, Workshops all based at the Drill Hall, Southall, Middlesex.
- A Troop was based in The Cedars Drill Hall, West Ham.
- B Troop was based at the Drill Hall, Lordship Lane, Dulwich.

The Squadron was commanded by a Major and was established along traditional lines with a Captain as Second-in-command (2I/C). Other Captains held appointments, such as the Transport Control Officer (TCO). The transport troops were usually commanded by a Subaltern with a Staff Sergeant (SSGT) as 2I/C. The REME workshop was commanded by either a Captain or Subaltern with a Warrant Officer Class Two, who held the appointment of Artificer Quartermaster Sergeant (AQMS), as 2I/C.

HQ troop was, of course, the unit's nerve centre: it was where the Squadron Sergeant Major and Chief Clerk amongst other appointments were to be found.

As an independent TA squadron, there were also a number of regular army soldiers posted to the establishment of the Squadron. Their primary role was to advise the command elements in training matters and ensure that the unit retained its fully trained operational status. These soldiers were known as Permanent Staff Instructors (PSI's).

- Officer Commanding Major could either be a regular or TA soldier.
- WO2 PSI (Training Responsibility)
- SSGT (SQMS) Squadron Quartermaster Sergeant (Maintenance of weapons and stores)
- SSGT Chief Clerk (Admin and Documentation)
- WO2/SSGT REME (Training Responsibility for the Workshop)

The unit's role was to provide transport support to the Territorial Army's 44 Parachute Brigade (V). When this Brigade was disbanded in March 1978, 562 Parachute Squadron RCT (Volunteers) was redesignated 562 Squadron RCT (Volunteers) and taken under the command of 151 (Greater London) Transport Regiment RCT (Volunteers). With the loss of the parachuting role and the coveted "Red Beret", significant numbers of the unit transferred to other TA units that still retained a parachute role. The Parachute Regiment's 10th Battalion being the biggest beneficiary as, like the squadron, it too was based in London.

At some point remaining part of 245 Sqn went to Bristol and 233 sqn gained at Reading.
The roles of the sqns changed over the years ie 233 went from 3rd line to 2nd line to Tipper. In about 1984/5 Part of Regt supported AMF LSG

The regimental numbers were taken from the RE Supplementary Reserve Railway Operating and Stores Groups.

Sponsored (all based at Grange Camp, Kempston, Bedford, moving to Grantham in October 1976, initially as CVHQ RCT(V) and later renamed as HQ RCT(V). A number of “sponsored” regiments were formed from assets and trades transferred to the RCT from other Corps, notably RE. The number of !independent MC squadrons varied as a result of several re-organisations.

160 (Transport) Regiment RCT(V) - Lt Col E D Higgs ER D
161 (Ambulance) Regiment RCT(V) – formed in 1972 at Bedford
162 (Movement Control) Regiment RCT(V) – Lt Col C Scott TD
163 (Transport & Movement) Regiment RCT(V)
280 (Movement Control) Squadron RCT(V)
265 Port Squadron RCT(V)
275 Railway Squadron RCT(V)
279, 284, 285,286, 287, 289 Movement Control Squadrons supporting most Military Districts.

495 Movement Control Liaison Unit RCT(V) (later re-named British Support Command Liaison and Movement Staff (BRSC LAMS))
496 Movement Control Liaison Unit RCT(V) (496 MCLU RCT(V)) - Major Braithwaite
420 Artillery Support Troop RCT(V)
421 Artillery Support Troop RCT(V)

The biggest challenges for the RCT TA during this period were Ex Crusader in 1980 and Ex Lionheart in 1984. These were the largest exercises undertaken by the UK armed forces since World War II.

Also see http://steppingforwardlondon.org/army-service-corpsroyal-army-service-corps-royal-corps-of-transportroyal-logistic-corps-units.html

COURSE PHOTOGRAPHS

NO 1 RCT T & AVR CAPTAIN TO MAJOR PROMOTION
QUALIFICATION COURSE 11 TO 22 JANUARY 1971

Capts The Hon T O Lewis JP D A Lockhart H K Trundell TD R E Petrie J D Leith R A David

Capts J S Draisey H G Birks E B Mitchell D R Stockdale J A Butler MC D H Beckett

Notes:

- Capt The Hon T(revor) O(swin) Lewis JP, 224 Tpt Sqn RCT(V) formerly Pembroke Yeomanry, and later inherited title of Lord Merthyr. Seen wearing Yeomanry No 2 dress.
- Capt J(ack) A Butler MC went on to command 163 Mov Regt RCT (V) and later promoted to Colonel and appointed Colonel of Volunteers
- Capt E(ric) B Mitchell was in 280 MC Sqn RCT(V), later served in 496 MCLU RCT (V)
- Capt D(avid) R Stockdale was OC 233 Sqn of 155 (Wessex) Regt RCT(V), later served in 496 MCLU RCT (V)
- Capt D(avid) A Lockhart now(2020) known as David Cranston of that Ilk and Corehouse – inherited family title. He was in the local yeomanry prior to joining 154 Regt RCT(V) c1969. He later commanded 225 (Queens Own Lowland Yeomanry) Sqn RCT(V). Commanded 154 Regt 1981/4. CO of DSTT at HQ Scotland and became TA Colonel 52 Bde
- Capt R E(dwin) Petrie joined 51 Coln RASC TA and served in 44 Div Coln RASC (moved South with civilian job). Returned to Scotland and join 154 Regt. Commanded 222 Sqn then transferred to 153 (Highland) Regt RCT(V). Emigrated to Australia, returned to Scotland.
- R A (Sandy) David served with 153 Regt, BRSC LAMS then with Cadets and promoted Colonel.
- J(ohn) D Leith served with 153 Regt – Aberdeen.

No. 10 RCT TAVR CAPTAIN TO MAJOR PROMOTION QUALIFICATION COURSE 11TH - 22ND FEB 1974

REAR ROW—Capt P. V. E. Jackson RCT (V) Capt C. J. Drew RCT (V) Maj P. Barclay RCT (V) Capt D. W. Edwards RCT (V)
FRONT ROW—Capt A. D. F. MacLean RCT (V) Capt C. H. Templar RCT (V) Lt C. A. Herbert RCT (V) Capt A. S. Feldman RCT (V)

Vandyck Studios, Farnborough Group No. 7085

Vandyck Studios, Farnborough — Group No. 1970

NO. 11 RESERVE ARMY PROBATIONARY OFFICERS' COURSE

Rear Row—2 Lts A. J. Fyson B. M. Stewart K. McKormick R. Strevens T. C. Highton P. Henderson R. G. E. David

Centre Row—2 Lts R. H. Wilkinson J. F. Dillon J. A. Roll-Pickering F. E. Shillitoe G. N. Delaney J. H. Brind J. M. Clifford N. W. Pool G. J. Lardner

Front Row—2 Lts McMcloy D. R. Burton R. Mear Capt A. Crabbe 2 Lts D. I. L. Jordan A. D. Sutherland R S. Gill

Notes:

2/Lts David, Gill, Jordan and Sutherland – 223 (Wales) Sqn RCT(V)
2/Lt Wilkinson – 562 (Para) Sqn RCT(V)
2/Lts Pool and Brind – 162 MC Regt RCT(V)
2/Lt Lardner – 163 MC Regt RCT(V)

150 (NORTHUMBRIAN) REGIMENT RCT(V)

1967-1983

On re-organisation of the Territorial Army in 1967, the Regimental Headquarters moved form its traditional Headquarters in Walton St Barracks, Hull to its present location under the new title 150 (Northumbrian) Regiment Royal Corps of Transport (Volunteers). The Regiment was reformed with the 3 Hull based companies merging to produce 218 (East Riding) Squadron Royal Corps of Transport (Volunteers) and 3 further Squadrons were taken under command, 216 (Tyne Tees) Squadron based at Tynemouth, 217 (Northumbrian) Squadron based in Leeds and 219 (West Riding) Squadron based in Doncaster.

1983 to Date

150 (Northumbrian) Regiment Royal Corps of Transport (V)

By 1983 the Regiment had been re-designated as 150 (Northumbrian) Regiment Royal Corps of Transport (Volunteers). On 1 April 1983, 216 (Tyne Tees) Squadron was removed from the Regiment and 523 (Hull) Support Squadron RLC(V) was formed. In early 1985 301 Squadron Royal Corps of Transport (Home Service Force) was formed and came under command of the Regiment with troops located in Hull and Doncaster. 301 Squadron Royal Corps of Transport (Home Service Force) ceased to be part of the Regiment and merged with 300 Squadron RCT at the Army School of Mechanical Transport, Leconfield on 1 January 1988.

In 1993 the Royal Corps of Transport amalgamated to form the Royal Logistic Corps and the Regiment was renamed 150 (Yorkshire) Transport Regiment RLC.

Squadrons:

217 (West Yorkshire) Transport Squadron – Leeds
218 (East Riding) Transport Squadron – Hull
219 (South Yorkshire) Transport Squadron – Doncaster
523 (Headquarters) Support Squadron – Hull
216 (Tyne Tees) Transport Squadron was once part of the Regiment but was re-rôled and now forms part of 159 Supply Regiment RLC.
2014 – 216 Sqn has now been returned to 150 Regt.

151 (GREATER LONDON) REGIMENT RCT(V)

(A MUCH FULLER HISTORY OF THE REGIMENT CAN BE FOUND AT https://www.rlcarchive.org/FreeRLCTA)

The regiment was formed in the Royal Corps of Transport in 1967 as **151 (Greater London) Transport Regiment**, from three territorial transport regiments and two independent squadrons, with one ambulance squadron, one tank-transporter squadron, one parachute squadron and one transport squadron. The parachute squadron was re-designated as a brigade support squadron in 1978. The regiment was transferred into the Royal Logistic Corps in 1993.

SQUADRONS

- 508 (HQ) Squadron (1967 to date)
- 210 (Transport) Squadron (1967 to date)
- 215 (Transport) Squadron (1967 – 1999)
- 240 (Transport) Squadron (1967 to date)

Commanding Officers 1967 onwards:

Name	Tenure Dates
Lt Col P G Bushell	1967 – 1969
Lt Col D Burns	1969 – 1972
Lt Col B C Ridley	1972 -_1974
Lt Col A G Bissett	1974 – 1977
Lt Col G T Spate	1977 – 1979
Lt Col B Trinkwon	1979 – 1982
Lt Col S Haste	1982 – 1984
Lt Col C J Duxbury	1984 – 1987
Lt Col I W B McRobbie	1987 – 1989
Lt Col G Lilley	1989 – 1992
Lt Col G Ballinger	1992 – 1995

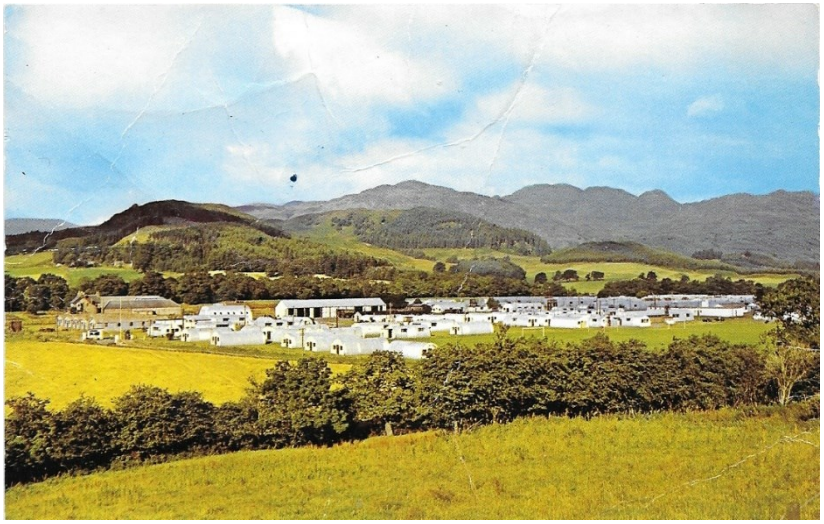
Lt Col E Marvin	1995 – 1997
Lt Col D J Norton	1997 – 2000
Lt Col R Peacock	2000 – 2002
Lt Col R Newcombe	2002 – 2005
Lt Col S Evans	2005 – 2007
Lt Col P Oliver	2007 – 2009
Lt Col A C S Lee	2009 – 2012
Lt Col J Kerner	2012 – 2015
Lt Col M Taylor	2015 - 2017

The Officers of 151 (Greater London) Transport Regiment
Royal Corps of Transport (Volunteers)
Annual Camp in Cornwall 1967

Rear Row: ?, ?, ?, 2Lt J Limmer, 2Lt S Priddle, Lt Barron, Ocdt N Hamper, Lt J Wilkes, ?, ?,

Middle Row: Lt K Percy, Capy Brazier REME, Lt Davidson, Capt P J O'Brien, Capt C Mearns, ?, Capt Goodwyn, Lt J F L Lowndes

Front Row: Padre?, Maj M Penney, Capt Marney (Adjt), Maj J F S Hyde, Lt Col P G Bushell, Maj J Henderson (Trg Maj), Maj D M Harris, Maj R A Blake, Maj P Edmead, Capt Clarke (RQM)



Cultybraggen Camp and Aberuchill Hills Comrie – 151 (Greater London) Regiment RCT (V) Annual Camp 1968

The Royal Corps of Transport (RCT) was formed in 1965 on the reorganisation of the transport and supply system throughout the army. The Royal Army Service Corps (RASC) was renamed RCT and took control of all the transport assets, whilst other parts of the RASC went to the Royal Army Ordnance Corps.

C (SLOUGH) TROOP, 240 (HERTFORDSHIRE) TANK TRANSPORTER SQUADRON, 151 (GRETAER LONDON) REGIMENT, RCT.

When 245 Ambulance Squadron formed-up at Brock Barracks in April 1967, it had a detached troop at Slough. In 1969, 250 (Fuel Tanker) Squadron in Bristol disbanded and the personnel at Bristol and Swindon were absorbed into 245 Squadron which moved its HQ to Bristol. As a result, the Slough Troop transferred to 240 Squadron on 1st April 1969.

Although 240 Squadron was a Tank Transporter Squadron based at Barnet, the Slough Troop was only ever a general transport troop equipped with Bedford 4 and 8 ton trucks whose main role was moving ammunition and stores. Recruiting was always good, but 1971 was described as an exceptional year with over 20 new recruits. Also in 1971, the Troop had attached to it for 18 months Sgt Jim Hewson on attachment from the Royal Australian Army Service Corps (RAASC).

Annual camp was usually alternated between the UK and Germany where it worked in support of the British Army of the Rhine (BAOR), taking part in some of the biggest peace-time exercises ever held. At the time of the Gulf War in 1991, members of the troop were asked if they would volunteer to serve in the Middle East, and although a positive response was given they were never deployed. However, several personnel did deploy to BAOR for a short period to assist with the outloading of stores and equipment needed in the Gulf.

The troop disbanded c.1993 on the formation of the Royal Logistic Corps when it was removed from the order of battle.

From The Wagonner (Courtesy of WO2 Ian Tindall)

1967	245 Amb Sqn, 155 (Wessex) Regt RCT at Brock Barracks, Reading (2 x Tps) with a troop at Slough.
1969	250 (Fuel Tanker) Sqn at Bristol disbanded, and Bristol & Swindon element absorbed into 245 Sqn. Slough Troop transferred to 240 (Herts) Tank Transporter Sqn, 151 (Greater London) Regt, RCT. Sqn HQ was at Barnet.
	Slough Troop take their traditions from the Gunners of the Bucks Yeomanry who occupied their Drill Hall until 1967.
Jul 1969	240 Tank Transporter Sqn welcomes as members of the squadron officers and soldiers from 245 Sqn det who joined us on 1st April and who will now form another Troop, still based at Slough. … we also welcome Capt John Hartgill who joined us from Greater London Regt, Royal Artillery (T), who will command the Troop at Slough.
	151 (Greater London) Regt, RCT – 210 Amb Sqn, 215 (Essex) Sqn at Leigh-on-Sea, 240 Tk Tptr Sqn at Barnet with troops at Hitchin & Slough.
Sept 1969	Annual camp at Sennelager with 23 Sqn, 7 Tk Tptr Regt.
Jan 1970	Sqns now described as: 210 (Surrey) Sqn 215 (Essex) Sqn 240 (Herts) Tank Transporter Sqn
Jul 1970	Annual camp at Nescliffe
Nov 1970	Slough Troop of 240 Sqn put on an exercise to the Isle of Man over the August Bank Holiday which seemed very successful.
May 1971	Major Mike Penney to RHQ. OC now Major Paddy O'Brien fom 215 Sqn. SSM W Dunrose vice SSM Russett SSgt AWN Leighton, Sgt G Carroll, LCpl RN Nash – awarded TEM.
Sept 1971	Annual camp at Warcop Bar to TD – Major M J Penney TD
	Recruiting has been exceptional, especially at Slough where well over 20 recruits have joined since the beginning of the year. Whilst on the subject of Slough, we welcome Sgt Jim Hewson RAASC who is attached to us as a Troop Sgt for 18 months.
Sept 1972	OC – Major P J O'Brien TD
Nov 1972	Annual camp in BAOR with 3 Tk Tptr Sqn, 7 Tk Tptr Regt
May 1974	Major John Lowndes OC vice O'Brien
Nov 1974	Annual camp in BAOR
Nov 1979	OC Major Derek Burton vice Major Derek Fineberg
Dec 1979	Annual camp in Pembrokeshire
Sept 1983	OC Major L Gilham vice Major D R Burton
Mar 1985	Annual camp to be Ex Lionheart in BAOR.
Mar 1986	We too have had a hand at recruiting, Lt M Hassel having a particularly sterling effort at Slough which attracted the Mayor and, ultimately a number of new members.
Sept 1987	Annual camp to be Ex Saddle Pack in BAOR
Jun 1988	Annual camp to be Ex Bold Grouse in Denmark
Sept 1991	Annual camp to be at Grantham

1993 - Sqn entered a team in Cambrian March competition – a first for 151 Regt

"The Waggoner" checked Apr 1967 to Mar 1993.

OC 240 Sqn

?	-	c.Mar 1971	Major M J Penney TD
c.Mar 1971	-	c.Mar 1974	Major P J O'Brien TD
c.Mar 1974	-	?	Major John Lowndes
?	-	c.Sept 1979	Major Derek Fineberg
c.Sept 1979	-	c.Sept 1983	Major D R Burton
c.Sept 1983	-	c.Apr 1988	Major L S A Gilham TD
c.Apr 1988	-	Apr 1989	Major K J Rawlings
Apr 1989	-	c.Jul 1990	Major P G Woodthorpe
c.Jul 1990	-	?	Major M Swallow (ex Regular – business commitments overtook him)
Post Mar 92	-	Mar 1993	Major K A E Arthur TD (Capt Hassall i/c) – a former SSM
1993	-	Mar 1995	A/Major M J Hassall TD – made substantive in 1995
1995	-	?	Major K Nisbit TD

395 (Para) AD Tp RCT(V) – this troop was formed c1968/9 as part of 563 Para Sqn RCT(V) and was based at the Drill Hall in Coulsde, Surrey. The To Comp was the PSO of 562. Being part of 562 Sqn it was part of 44 Para Bde. The Bde was the last surviving formation of the 16 Airbourne Div, 562 being part of the RASC Coln.

At some point, 395 was transferred to 47 AD Sqn RCT and re-based to Lynham. 47 ADS Sqn is now in RLC and part of 13 AASR RLC.

562 Para Sqn RCT(V), as stated above is the surviving part of 16 Airborne Div TA and later was part of 44 Para Bde and as such did not answer to a regimental HQ. The Sqn lost its parachute role when it transferred to 151 Tpt Regt in about 1978 when 44 Para Bde was disbanded.

152 (Ulster) Transport Regiment RLC (V)

The Freedom of the Borough of Ballymoney was conferred on the 152 (Ulster) Transport Regiment RLC (V) on 1st September 2012 as acknowledgement and thanks to those who have served and continue to serve their country with great distinction at home and abroad.

The volunteer spirit of the Ulsterman first manifests itself in service with the antecedents of 152 (Ulster) Transport Regiment during the First World War. The 36th (Ulster) Division Army Service Corps (ASC) was stationed at Annandale Barracks in 1915 and recruited over 4000 men from the local community. The volunteers of ''6 Divisional Train' as it was affectionately called, supported many battles during World War 1, the most notable being the Battle of Albert in July 1916.

On 25 November 1918 the ASC was recognised for its contributions during the Great War and awarded the title 'Royal', becoming the Royal Army Service Corps (RASC). Some reorganisation took place and the Territorial Force Companies of the Divisional Train were subsumed elsewhere in the United Kingdom or disbanded. Apart from the 'ack-ack' role in Northern Ireland, volunteers saw action in France, Belgium and India. At the end of World War 2, there was further rationalisation and 601 and 931 (Ulster) Companies RASC (TA) were formed at Victoria Barracks and Girdwood Barracks respectively, providing logistic support to 107 (Ulster) Infantry Brigade (TA).

The next major turn in the Regiment's history is the formation of the Northern Ireland Column RASC (TA) during the reorganisation of the TA in 1961. The unit comprised 931 (Ulster) Company RASC (TA) and a new sub-unit 538 (Ulster) Company RASC (TA), both based at Sunnyside Street. 540 (Ulster) Company RASC (TA) (complete with Pipes & Drums) was formed in Londonderry from a platoon of 931 Company and a disbanded troop of artillery. 540 Company soon became the recruiting hub for the entire North West. Under the logistic services re-organisation of 1965 the Northern Ireland Column became 68 (Northern Ireland) Regiment Royal Corps of Transport (RCT) (TA), the Companies becoming Squadrons of the new Regiment.

On 01 April 1967, 68 (NI) Regiment RCT (TA) was re-roled as 152 (Ulster) Ambulance Regiment RCT (V). 538 and 931 Squadrons combined to form 220 (Ulster) Ambulance Squadron RCT (V) and 540 Squadron in Londonderry became 211 (Ulster) Ambulance Squadron RCT (V) (with a small detachment at Enniskillen). 601 Company was disbanded to form 400 (Ulster) Heavy Troop RCT (TA). In 1976 400 (Ulster) Heavy Troop RCT (V) was disbanded and personnel largely absorbed into 220 Squadron.

The Royal Logistic Corps (RLC) was formed on 1st April 1993. As such, the Regiment was renamed and re-badged to 152 (Ulster) Ambulance Regiment RLC (V). In 1999, and as part of the Strategic Defence Review, 580 (Cardiff) Ambulance Squadron was amalgamated into the Regiment, the Regiment comprising Headquarters, 211 Transport Squadron, 220 Transport Squadron, 227 HQ Squadron, 580 Transport Squadron and REME Workshops.

Just when we thought the music had stopped, the Army was re-organised yet again to meet Future Army Structures (FAS) and to support current operations. 152 (Ulster) Ambulance Regiment was directed to re-role to 'Heavy Lift' by no later than 01 April 2008. The Regiment's title was formally changed to 152 (Ulster) Transport Regiment RLC (V) on 7 July 2007 and the ambulances exchanged for DROPS vehicles. To receive this vast new fleet the RHQ, 220 and 227 Squadrons were relocated from Sunnyside Street to Palace Barracks on 01 November 2007 – a heart rendering move after 47 years of successful recruiting at Sunnyside Street. 400 Transport Squadron was reformed at Palace Barracks on 01 November 2007 and 580 Squadron handed back to The Welsh Transport Regiment on 10 January 2008. We now comprise Headquarters, 211 Transport Squadron, 220 Transport Squadron, 227 HQ Squadron, 400 Transport Squadron, REME LAD and a most excellent Pipes & Drums.

Throughout the timeline of volunteer service in Northern Ireland, the Regiment has received over 20,000 volunteers through its doors. We have remained exceptionally well recruited and it is nice to see that old soldiers and Regiments never really die – we are now a Regiment named after 152 company of the Divisional Train and comprising Squadrons that supported 36 (Ulster) and 16 (Irish) Divisions at the Somme – we have come full circle.

Soldiers and officers from the Regiment have participated in every major land operation in various theatres around the world. These include Korea, Malaya, Vietnam, the Falklands, the Gulf, Sierra Leone, Bosnia, Kosovo, Iraq and Afghanistan. Throughout our timeline 514 volunteers have been injured or killed for the freedom that we and other nations enjoy, or would wish to enjoy. The Regiment currently has soldiers deployed with 4 Logistic Support Regiment RLC in Afghanistan. It is very much down to the motivation of the Regiment's

personnel, the support of spouses, employers, the local community and the chain of command that we have been able to generate such worthwhile military capability and we are most grateful.

The Regiment continues to flourish and will continue to support our Regular counterparts wherever we are needed. As Defence transforms we will in-turn transform, 152 (Ulster) Transport Regiment embraces the volunteer ethos in Northern Ireland and demonstrates why we, as one Army, are so successful.

153 (Highland) Regiment RCT (V)
154 (Lowland) Regiment RCT (V)

Full histories can be found at https://www.rlcarchive.org/FreeRLCTA .

155 (Wessex) Transport Regiment RCT/RLC(V)

formed in TAVR II with HQ at Taunton in 1967 from 43 Divisional Column RASC TA,

- **232 Squadron** *at Plymouth with troop at Tavistock, successor to 506 Ambulance Sqn and 541 Ambulance Sqn*
- **233 Squadron** *at Southampton with troops at Weymouth and Portsmouth, successor to 505 Sqn and 920 Sqn*
- **245 Ambulance Squadron** *at Bristol with troop at Reading, successor to 928 Ambulance Sqn RCT*

Some former Commanding officers:

Lt Col P D Baldry TD
Lt Col J Leaver
Lt Col P I French
Lt Col P C Durbin TD
Lt Col D W Brown

The origins of our Regiment can be traced back to 1897 and the Boer War, when a transport company was formed to support the deployed force. We have covered a lot of mileage since then as part of the Royal Army Service Corps, the Royal Corps of Transport and now as part of the Royal Logistic Corps.
155 (Wessex) Transport Regiment was disbanded in 1993 but reformed in February 2006 and continues to grow.

Our Headquarters is based in Plymouth, at the very place we were originally formed. We have one transport squadron in Derriford with another in Bodmin, which is supported by a detachment in Truro. We will shortly be establishing a further squadron in Poole.

Our role is to provide a heavy lift capability in support of the Regular Army in peace or in conflict and in addition to prepare soldiers for operational deployment. Whether it is food, water, fuel or combat supplies, if it can be put on the back of a truck, we can move it to wherever it is needed.

In addition to Heavy Goods drivers, we also need and train mechanics, chefs, clerks and a wide range of support personnel all dedicated to keeping the regiment running smoothly. We train to keep ourselves fit in order to perform our role and this can be physically demanding.

We drive a wide range of vehicles and learn to drive in all road and weather conditions. We are all team players who work hard and play hard, but there are plenty of opportunities to let off steam.
Join us for a challenge, new skills, travel, adventure, sport, qualifications and much more. For more information contact your local TA centre.

Finally disbanded in 2014. All assets, including personnel, were transferred to 165 Port & Maritime Regiment RLC

Plymouth
241 (HQ) and 245 Tpt Sqn
TA Centre, Brest Road, PLYMOUTH, PL6 5EW

Bodmin
232 Tpt Sqn, TA Centre
7 Castle Canyke Road, BODMIN, PL31 1DX

Truro
232 Tpt Sqn
TA Centre, Moresk Road, TRURO, TR1 1DR

The Royal Corps of Transport (RCT) was formed in 1965 on the reorganisation of the transport and supply system throughout the army. The Royal Army Service Corps (RASC) was renamed RCT and took control of all the transport assets, whilst other parts of the RASC went to the Royal Army Ordnance Corps.

The following information was researched and donated by WO2 Ian Tindall late Coldstream Guards and 7 Rifles who at the time of writing is a volunteer with Dorset Military Museum.

928 AMBULANCE SQAUDRON, RCT.
Formed by re-naming the existing 928 Company, RASC in Reading. It was part of 67 (Aldershot) Regiment RCT and its role was to provide ambulances in the home defence role. As part of the 1967 re-organisation, it became 245 Ambulance Squadron, RCT and remained at Reading.

245 AMBULANCE SQUADRON, RCT.
The squadron was formed in April 1967 as a TAVR II unit with a role of supporting the British Army of the Rhine (BAOR). It had an establishment of 7 officers and 207 other ranks, but these numbers were never even closely reached. Headquarters and two troops were based in Brock Barracks, Reading, whilst C Troop was located in Slough which was part of Buckinghamshire until 1974.

The squadron was part of 155 (Wessex) Regiment, RCT which at that time consisted of the following units;

RHQ	Taunton
232 Sqn	Plymouth
233 Sqn	Portsmouth & Southampton
245 Sqn	Reading & Slough
250 Sqn	Bristol & Swindon

In 1969, 250 (Petrol Tanker) Squadron disbanded, and the units at Swindon and Bristol became B and C Troops respectively of 245 Squadron. At this point, C Troop at Slough transferred to 240 Tank Transporter Squadron, 151 (Greater London) Regiment, RCT.

The squadron was re-organised in June 1974. The Headquarters moved to Bristol along with the LAD and C Troop, whilst A Troop remained at Reading and B Troop remained at Swindon.

The Reading Troop was part of 233 Squadron between 1978 and 1983 and it would appear that 245 Squadron lost its ambulance role as it is shown as re-rolling back to an ambulance squadron in 1983 when the Reading Troop returned to 245.

In 1967, 245 Squadron also assumed responsibility for a regimental band. The Bucks, Berks and Oxon Volunteer Band was formed from personnel of the former 4th/6th Royal Berkshire Regiment and the Berkshire and Westminster Dragoon Bands and was badged to the Royal Corps of Transport. However, by 1973 band had become part of the 2nd Bn Wessex Regiment.

Former Officers Commanding include:

Major S R Jones	1981
Major R J Maddern	1982
Major P F Kinsman TD	1984

232 SQUADRON

Some former officers commanding include:

Major C Fletcher	c Feb 1981
Major J P Arnold	c July 1982

233 SQUADRON

C Troop, 233 (Tpr) Sqn, 155 (Tpt) Regt RCT(V)

Ex Crusader '80

OC: Major D R Stockdale TD

Officer in photo – Capt N J (Nick) Hall, Oi/c C Troop

233 Squadron was Engr support Blue (support of LZ for RAF Harriers), Engr support Orange, damage control, and neutral tpt. Became a bridging squadron in 1993.

Former Officers Commanding include:

Major Corney	c 1967
Major C W Lightfoot	
Major J Thomas	
Major A J Maddern	c 1980
Major D R Stockdale TD	1980 – 1983
Major R C Bancroft	1983 -

245 AMBULANCE SQN, 155 (WESSEX) REGT, RCT.

Berks TA Assoc Minutes

Apr 1966	TAVR II Units
	1 x Sqn RCT split between Reading (Brock Bks) and Slough.
Dec 1966	TAVR II Units
	245 Amb Sqn RCT (Reading, less 2 x Tps at Slough) Est 100
	OC Major J W Barnett
	Annual camp 1967 at Sennybridge
	Major G S Pope provisionally selected as PSAO
Nov 1967	245 Sqn RCT Establishment 7 + 207
	OC – Major J W Barnett TD

The Wagonner

1967	245 Amb Sqn, 155 (Wessex) Regt RCT at Brock Barracks, Reading (2 x Tps) with a troop at Slough.		
Jun 1967	155 (Wessex) Regt – formed from 43 (Wx) Div Regt & 67 (Aldershot) Regt		
	RHQ	Taunton	Lt Col R F Hearn
	232 Hy GT Sqn Plymouth.		Major DEG Hobbs
	233 Sqn	Southampton & Portsmouth.	Major R M Cory
	245 Sqn	Reading & Slough.	Major J W Barnett
	250 Petrol Tpt Sqn	Bristol & Swindon.	Major J Onslow-Carey TD.
Aug 1967	Annual Camp at Altcar & Halton		
	245 Sqn have the additional task of recruiting, training & equipping a band. This has almost been completed. We have plenty of trained volunteer bandsmen and the instruments. At the moment we are only waiting for their No2 uniforms before we can put on a first class band parade.		
Sept 1967	245 Sqn won shooting & football cups at camp.		
Jan 1968	245 Sqn held an officer training weekend at Slough under the OC – Major J W Barnett.		
May 1968	Farewell to Major J W Barnett OC 245 after 20 years service.		
Sept 1968	155 Regt – 06 May 1968 RTA in BAOR. Cpls Perrett & March (both 232) were killed and 17 others from 232 (Plymouth) & 245 (Reading) injured. Composite sqn (OC Major P Baldry) training with 1 Divl Regt RCT at the time with 2 x regular sqns. Remainder of regt camped at Penhale.		
	Sgt Hawthorn RAPC won Knott Cup – best TAVR RAPC shot in the country.		
Jan 1969	Major S R Stafford OC 245 Sqn		
May 1969	Annual camp in Scotland		
1969	250 (Fuel Tanker) Sqn at Bristol disbanded, and Bristol & Swindon element absorbed into 245 Sqn. Slough Troop transferred to 240 (Herts) Tank Transporter Sqn, 151 (Greater London) Regt, RCT.		
Jul 1969	Those of 245 Sqn posted to 151 Regt – Good Luck.		
Jul 1970	Annual camp in Sennelager		
Jan 1971	245 Sqn LCpl Dobson represented TAVR in Cricket XI		
	LCpl AJS Scott presented TEM by Lt Col RG Plaister (First 2IC of 155)		
Mar 1971	Capt David James OC vice Major Ralph Stafford wef 01 Jan 1971		
Jul 1971	OC 245 – Major D L James		
	Sqn drive through Reading behind the Bucks, Berks & Oxon Volunteer RCT Band prior to meeting the Mayor and dignitaries.		
Sept 1971	Annual camp at Nescliffe		
Mar 1972	Visit of the Queen to B Troop 245 Sqn at Swindon.		
Sept 1972	TD to Major J W Barnett		
Nov 1973	Annual camp in BAOR		

Jul 1974	HQ 245 Sqn moved to Bristol (OC Major Frank Barnett – brother of Major J W Barnett TD).
	HQ, C Tp & LAD at Bristol, B Tp at Swindon, A Tp at Reading.
Sept 1974	Annual camp at Knook
Jan 1975	245 HQ moved from Reading to Bristol in Jun 1974
	New OC – Major Frank Barnett
Apr 1976	New OC (pre Feb 1976) Major A J Maddern
Oct 1976	245 Sqn – A Tp Reading, B Tp Swindon, HQ & C Tp Bristol
Sept 1983	245 Sqn officially re-roled as an Ambulance Sqn on 01 Apr 1983. Welcome back A Tp at Reading who left us on transfer to 233 Sqn in 1978.
Mar 1984	Now taken over new ambulance role.
Dec 1986	Landrover ambulances replaced by TCVs prior to camp.
Mar 1990	Congratulations are due to Sgt M T Shapcott on his recent promotion. Having spent 15 years as a regular in the Corps, he has now joined A Troop at Reading. He will be following in the footsteps of his father, Major L M Shapcott, who was SSM(V) of the squadron for nine years before taking a commission in the ACF.
Jun 1990	Lt A J Waterston at our TA Centre in Reading deserves congratulations for his success at recruiting over recent months – his Troop is now our strongest.
Dec 1990	2Lt S A Humphrey was successful on his commissioning course at RMA Sandhurst and is now looking forward to understudying Lt A Waterston, the Troop Commander at Reading.

"The Waggoner" checked Apr 1967 – Mar 1993.

OC 245 SQN

Apr 1967	- c.Apr 1968	Major J W Barnett
c.Apr 1968	- Jan 1971	Major S R Stafford
Jan 1971	- ?	Major D L James
Jan 1975	- c.Feb 1976	Major Frank Barnett
c.Feb 1976	- c.Apr 1984	Major A J Maddern TD
c.Apr 1984	- c.Jan 1989	Major P F Kinsman TD
c.Jan 1989	- c.Jul 1991	Major D W Martin WRAC (married to ex Adjt 29 Tpt & Mov Regt)
c.Jul 1991	- Apr 1993?	Major M J Boden

ANNUAL CAMPS

1967	Altcar & Halton
1968	Penhale
1969	Scotland
1970	BAOR – Sennelager
1971	Nescliffe
1972	
1973	BAOR –
1974	Knook
1975	
1976	
1977	
1978	
1979	
1980	Ex Crusader '80
1981	
1982	
1983	
1984	

1985	
1986	Schleswig-Holstein
1987	Longmoor
1988	
1989	Grantham
1990	Fremington
1991	Halton

BUCKS, BERKS & OXON BAND, ROYAL CORPS OF TRANSPORT (TA).

Formed Apr 1967 from remnants of the following bands;

4th Bn Wiltshire Regt

4th/5th Royal Artillery Band (High Wycombe)

Berkshire & Westminster Dragoons Band (Windsor)

Oxfordshire & Buckinghamshire Light Infantry Band

RLC Museum.

01 Apr 1967	No16 Band T&AVR Reading – formed from bands of 299 Fd Regt RA & 4th/6th Royal Berkshire Regt.
16 Aug 1968	Re-designated at Berks, Bucks & Oxon Band RCT (T&AVR)
Jul 1974 – 2	45 Amb Sqn moved to Bristol & band transferred to 2 Wessex

C (SLOUGH) TROOP, 240 (HERTFORDSHIRE) TANK TRANSPORTER SQUADRON, 151 (GREATER LONDON) REGIMENT, RCT.

When 245 Ambulance Squadron formed-up at Brock Barracks in April 1967, it had a detached troop at Slough. In 1969, 250 (Fuel Tanker) Squadron in Bristol disbanded and the personnel at Bristol and Swindon were absorbed into 245 Squadron which moved its HQ to Bristol. As a result, the Slough Troop transferred to 240 Squadron on 1st April 1969.

Although 240 Squadron was a Tank Transporter Squadron based at Barnet, the Slough Troop was only ever a general transport troop equipped with Bedford 4 and 8 ton trucks whose main role was moving ammunition and stores. Recruiting was always good, but 1971 was described as an exceptional year with over 20 new recruits. Also in 1971, the Troop had attached to it for 18 months Sgt Jim Hewson on attachment from the Royal Australian Army Service Corps (RAASC).

Annual camp was usually alternated between the UK and Germany where it worked in support of the British Army of the Rhine (BAOR), taking part in some of the biggest peace-time exercises ever held. At the time of the Gulf War in 1991, members of the troop were asked if they would volunteer to serve in the Middle East, and although a positive response was given they were never deployed. However, several personnel did deploy to BAOR for a short period to assist with the outloading of stores and equipment needed in the Gulf.

The troop disbanded c.1993 on the formation of the Royal Logistic Corps when it was removed from the order of battle.

BERKSHIRE AUXILIARY TERRITORIAL SERVICE (ATS)

BERKSHIRE T&AF ASSOCIATION MINUTES – QUARTERLY MEETINGS

The ATS was the forerunner of the Womens's Royal Army Corps and at the time of formation was RASC oriented. Indeed, from 1947 to 1965 each Div Coln of the RASC TA had at least one WRAC company attached. After 1965, WRAC (all ranks) were part of many RCT units as individuals rather than formed sub units. Whem the WRAC was disbanded in c1989, femail soldiers changed cap badge to that of the Corps in which they served.

The following details are those of the formation of the ATS and WRAC in Berkshire and Dorsetshire and how the ATS/WRAC units and personnel were absorbed into 43 Div Coln and latterly into 166 (Wessex) Regt RCT (V).

Nov 1938 Miss J. Collins is Chief Commandant ATS

Mar 1939	Miss Justinia Collins – Chief Commandant ATS (Berks)		
	Senior Commandant	Miss Bosanquet	
	Company Commander	Miss C.C. Carden	4th Coy
	Company Assistant	Miss C.H. Cook	40th Coy
	Company Assistant	Miss Z.O. Hill	4th MD Coy
	Company Assistant	Miss G.R. Gibson	4th MD Coy
	Company Assistant	Miss R. Guggesberg	2nd Coy
	Company Assistant	Miss. E. Glascock	1st Coy
	Company Assistant	Mrs Davies	41st Coy

Total strengths	1st Coy	3	
	2nd Coy	10	
	4th Coy	21	
	40th Coy	18	
	21st Coy	12	
	4th Motor Driver Coy	27	Total = 91

Not yet been possible to find OCs for Maidenhead & Abingdon Coys. (Possibly move Abingdon Coy to Wantage if found to be more convenient)

1947	OC - Junior Commander (J/Comd) G.B. Gough
June 1948	ATS Coy, Reading – Commander not yet nominated therefore no progress in recruiting.
Dec 1948	B Coy, 3 (S) Gp, ATS - Subaltern recruited so a platoon started at Newbury.
Mar 1949	Subaltern B.G.A. Browne (WRAC officer with 928 Coy, RASC) is willing to transfer to 312 (SC) Bn, WRAC at Reading.

Berkshire Records Office

Minutes of Berks T&AFA Quarterly Meetings

P/TA1/1/2 1936-49

BERKSHIRE T&AF ASSOCIATION MINUTES – GP&F COMMITTEE

Oct 1938	Formation of ATS. Miss Justina Collins selected as Chief Commandant & is now selecting officers for the various coys.
	Berks required to raise 9 coys with a strength of 429.
Nov 1938	War Office approved formation of 2nd Berks Coy ATS at Wokingham instead of Reading.
Jan 1939	Mrs M M Carlisle to command 3rd Berks Coy at Maidenhead.
Feb 1939	Mrs Giles appointed Company Assistant in 3rd Berks Coy
Mar 1939	Miss R Parkinson appointed Deputy Coy Commander 10th Berks Coy at Abingdon.
	Miss A A Collins appointed Coy Assistant at Unit HQ
Jul 1939	A new Coy – 11th Berks (Clerical) Coy – to be raised.
Jul 1947	J Comd J B Gough (2 AA Gp Column RASC) is senior ATS officer.
Dec 1947	County asked to raise 4 x ATS platoons (3 x in Reading, 1 x in Newbury)
	2 x platoons to be affiliated to 4/6 R Berks & train in pay duties,
	1 x pl at Reading to 43 (W) Inf Div OFP to train in ordnance duties.
	1 x pl at Newbury to 345 Med Regt RA to train in ordnance duties.

May 1948 War Office approval given for Coy HQ & 3 x pl in Reading & 1 x pl in Newbury.

Oct 1948 No3 Southern Command Group ATS have pressed for opening of recruiting in Reading & Newbury without further delay, despite the fact that a Coy Comd has not yet been found.

Jan 1949 ATS become WRAC wef 01 Feb 1949.

No3 Southern Command Group ATS now becomes 312 (SC) Bn, WRAC (TA).

Formation of B Coy, 312 (SC) Bn fell through again as another officer dropped out at the last minute. Will start recruiting in Newbury without waiting for Reading.

Berkshire Records Office

Minutes of Berks T&AFA Gen Purpose & Finance Ctte

P/TA1/3/3 1938-43

P/TA1/3/4 1943-49

P/TA1/3/5 1949-55

"READING REVIEW" – Vol4, No9 May 1939, p.31

"National Service."

Women's Auxiliary Territorial Service is in need of recruits, and Women Ambulance Drivers are still required.

"READING REVIEW" – Vol4, No12 Aug 1939, p.16/17

Photographs;

- Members of the 40th Berkshire Company, Auxiliary Territorial Service in their Mess at Brock Barracks.
- Mrs Corbett, the Company Commander of the 40th Berkshire Company, ATS.
- Miss C.H. Cook, Company Assistant of the 40th Berkshire Company, ATS.
- Members of the 40th Berkshire Company, Auxiliary Territorial Service, serving dinner they had cooked for the troops at Brock Barracks

BERKSHIRE AUXILIARY TERRITORIAL SERVICE

BERKSHIRE CHRONICLE - 24 NOV 1938

WOMEN VOLUNTEERS NEEDED

AUXILIARY TERRITORIAL SERVICE

BERKSHIRE COMPANIES

Units in the new women's voluntary service, the Auxiliary Territorial Service, are being administered by the County Territorial Army Associations. The service is being formed from amongst the women of the United Kingdom with the object of forming various non-combatant duties with the Military and Air Force in the event of a national emergency.

In Berkshire, companies are being formed in Reading, Windsor, Maidenhead, Wokingham, Newbury and Abingdon. Personnel are enrolled to perform the following duties; a. motor driving; b. clerical; c. general duties. In the case of Berkshire, however, the motor driving company is practically up to establishment, but those anxious to serve are advised to enrol in a general service company for training with a view to being transferred should further MT companies be formed. All members will be given a free issue of uniform. A grant of 10s toward travelling expenses will be made to all personnel who attend at least 10 drills during the year. For attendance at camp (which takes place on alternate years), a grant of 10s will be made for eight days, and 20s for fifteen days.

COOKS ARE REQUIRED

Training will be carried out at Territorial Army drill halls or at such other places as the company commander may decide. There are at present a considerable number of vacancies in the county units, particularly for clerical duties and cooks. Application to join should be made to the Chief Commandant, Headquarters, Auxiliary Territorial Service, Yeomanry House, Castle Hill, Reading, or at any of the Territorial Army drill halls at Reading,

Windsor, Maidenhead, Wokingham, Newbury and Abingdon, where notice papers and conditions of service can be obtained.

It is hoped that the requisite numbers of volunteers will be forthcoming for this important branch of national service, and that the Berkshire companies will soon reach their establishments and thus follow in the footsteps of the county units of the Territorial Army to which they are affiliated.

EVENING GAZETTE – 24 NOV 1938

WOMEN AUXILIARY TERRITORIALS

NO SNOBBERY IN BERKSHIRE, SAYS COMMANDANT

There is no snobbery about the Berkshire branch of Britain's new Women Territorials – despite anything that Miss Ellen Wilkinson, MP, may say,

In the House of Commons recently Miss Wilkinson, in a series of questions on this service to the Secretary Of State for War, implied that a large proportion of the officers were chosen "from a very narrow social set."

Miss Justinia Collins, the Chief Commandant for Berkshire, the sister of an admiral of distinguished war service, said: "There is no snobbery among the members enrolled in Berkshire. I can say that I have no one with a title serving and, as you know, I have no title myself.

"On the other hand, I would not like it thought that I do not want titled people. Snobbery is a very comprehensive term, and because a person has a title it does not mean she is a snob. If I was satisfied that they would pull their weight I should be delighted to enrol titled people in Berkshire. A title often means that a person has a following which might be useful.

"I would appoint a woman as an officer only if I were certain that she was able to do the job. I do not appoint on personal grounds."

FULL NAME PREFERRED

What our reporter did find, however, is that there exists a feminine sensitiveness about the name their service has been given.

They do not like being called "The WATS" – meaning Women's Auxiliary Territorial Service.

"Our title is the Auxiliary Territorial Service," said Miss Collins.

Companies are being formed in Reading, Windsor, Maidenhead, Wokingham, Newbury and Abingdon. Personnel are enrolled to perform the following duties of motor driving, clerical, and general work.

The motor driving unit in Berkshire is practically up to establishment. Those anxious to serve are advised to enrol in a general service company for training with a view to being transferred should further MT companies be formed.

All members will be given a free issue of uniform. A grant of 10s toward travelling expenses will be made to all personnel who attend at least 10 drills during the year.

For attendance at camp (which takes place on alternate years), a grant of 10s will be made for eight days, and £1 for fifteen days.

There are a considerable number of vacancies in the company units for clerical duties and cooks. Training will be carried out at Territorial Army drill halls or at such other places as the company commander thinks fit.

Application to join should be made to the Chief Commandant, Headquarters, Auxiliary Territorial Service, Yeomanry House, Castle Hill, Reading.

READING STANDARD 25 NOV 1938 p10

AUXILIARY TERRITORIAL SERVICE. WOMEN'S CORPS BEING FORMED IN BERKSHIRE.

Long article

EVENING GAZETTE – 01 DEC 1938

WOMEN TERRITORIALS' FIRST DRILL

Members of the newly-formed 4th RAF Berks Coy Motor-drivers of the Auxiliary Territorial Service, had their first training at the Territorial Headquarters in St Mary's Butts, Reading, yesterday afternoon.

After being drilled by RSM Jenkins they were inspected by Miss Collins, county commandant for Berkshire, who was accompanied by the company commander, Mrs Murray Agnew.

In a brief address the county commandant said she hoped that they would never be referred to as the "Wats" or the "Ats." She knew "Auxiliary Territorial Service" was "rather a mouthful," but if it must be shortened they should be called the A.T.S.

"I want you to realise that in this job we are really pioneers, although a few of us, including your company commander, had some experience during the last was, which is a help to us," continued Miss Collins, "But for the most part we are all in the same boat, and it is specially necessary that you should all be loyal to your superiors and show by your application to your duties that you are resolved to make the Berkshire unit a success.

TREMENDOUS HONOUR

"Undoubtedly you will have to face a certain amount of ridicule. Women always do: and people frequently say to me, 'What on earth is the use of women drilling?'. But drilling is not by any means the most important part of your work, although it is necessary for discipline and moving large bodies of people about in a tidy manner. And I believe you will find it invigorating.

"It is not going to be at all easy, because, although I know you are all keen now, if, as we all hope, there is not a war, or even an emergency, it is going to be very difficult to keep up your enthusiasm for a long period…

"The War Office has asked us to train for a purpose. In a short time you will be wearing the King's uniform, and I hope you realise what a tremendous honour that is for women.

"But it is also a great responsibility, and you must not forget that. I believe everyone here will uphold the prestige of the service and the position of women in it."

PART OF THE FORCES

Addressing the volunteers before the drills, Mrs Murray Agnew said: "Our country has honoured us by giving us a share in her defence." She recalled the work of Florence Nightingale, the direct result of which, she said, was the development of military and civil nursing.

"Several thousand nurses served in the Great War, and it is partly because they, and the VAD members who worked with them, had made good the authorities came to consider the possibility of employing women on other duties," continued the company commander.

"In all, nearly 100,000 women were so employed. During the War the Women's Legion Mechanical Transport Section was actually part of HM Forces.

"The first question which arises is, what is the difference between the ATS and other organisations? The essential difference is that the ATS is part of HM Forces. There is no other organisation in the country except the ATS which is part of HM Forces on the non-hospital and non-combatant side.

"Members of the ATS must doing anything that the Army thinks that they should do. All question of what we want to do must be put aside and we must do what the Army finds it convenient we should do.

"The ATS came into being at a moment of crisis, but it had long been planned as a means of training in peace. The first recruits, by showing their willingness to serve, did their share in helping to prevent war. We must not only be willing, we must be competent, we must be fit and strong.

"We must not be afraid of mistakes. We must learn by them. There are plenty of people waiting to see us fail. We have got to show them they are wrong … We must have that sense of self-respect and personal honour essential to military efficiency."

Other officers of the company are Miss Taylor (Deputy Company Commander), and Miss Hill and Miss Gibson (Assistant Commanders). The mechanical lecturer is Mr Hilton James.

Drills are being taken by RSM G W Jenkins every Wednesday.

EVENING GAZETTE – 01 DEC 1938

IN AND AROUND READING

Among the women "Territorials" of the 40th Motor-driver Company training with the 4th Royal Berkshire Regiment who took their first drills and lectures at the Drill Hall in St Mary's Butts, Reading, yesterday, was Mrs V M P Cunningham Page, the well-known local dog-breeder and horse woman.

Although it is unknown, perhaps, to many of her new comrades in the Auxiliary Territorial Service, Mrs Cunningham Page is already well used to the emergencies of war, for she can look back on an adventurous career from 1914 to 1918.

She served in the Great War with the ASC for nearly four years, both at home and overseas.

Her work was mainly the transporting of high explosives and dispatch carrying, and she was among the first women to join as a motor-driver.

ESCAPED WRECK

She trained at Aldershot with the Regular Army, and, under sergeant-major's instructions, drilled the new recruits, quickly earning the nickname of "The Little Lady with the Big Voice."

While she was working in Ireland a pass was given to her to cross the channel aboard the Leinster, but an hour before she was to start the voyage she was recalled.

The ship was torpedoed – and she worked with the salvage party the same day!

Mrs Cunningham Page is a widow with one son, who is now serving in the Royal Navy.

READING STANDARD - 02 DEC 1938

AUXILIARY TERRITORIAL SERVICE

The 40th Company, ATS will meet for drill and instruction at the Depot, Royal Berkshire Regiment, the Barracks, Reading on Mondays at 7.30pm, in the Gymnasium. All those wishing to join may attend at this time.

BERKSHIRE CHRONICLE - 02 DEC 1938

ATS TRAINING COMMENCED

Training of the 4th RAF Berkshire Company Motor Drivers of the Auxiliary Territorial Service commenced on Wednesday at the Territorial headquarters at St Mary's Butts, Reading. The members were drilled by RSM Jenkins and inspected by Miss Collins, county commandant, and Mrs Murray Agnew, company commander. Both officers delivered short speeches, emphasising the importance of the organisation, and appealing to members to maintain a high state of efficiency.

READING STANDARD – 02 DEC 1938 p13

AUXILIARY TERRITORIAL SERVICE

Miss J Collins, Chief Commandant of the Berkshire unit of the Auxiliary Territorial Service announces that the 40th Company, ATS, will meet for dril and instruction at the Depot, Royal Berkshire Regiment, The Barracks, Reading, on Mondays, at 7.30pm, in the gymnasium. All those wishing to join should attend at this time.

READING STANDARD 05 MAY 1939 p?

RECRUITING BAROMETER RISING

Territorials New Berkshire Unit. Motor Ambulance Convoy. Vacancies for 180.

[Article begins with other units]

WOMEN'S CONTRIBUTION

The Auxiliary Territorial Service, the women's branch of the Territorial Army, still have vacancies. Their headquarters are at Yeomanry House. The ATS is a unit of considerable importance, because they will have to carry out orderly work during war, they services being required in many of the jobs that at present have to be done by men.

Miss Justina Collins is Commandant of the Berkshire unit of the ATS. The 1st Company, which will have general service duties, and will be liable to serve anywhere in time of war, is attached to the 80th Anti-Aircraft Regiment. Drills are at Yeomanry House on alternate Fridays at 7.30pm. Miss M I Gorringe in the Company Commander and Miss E Glacock is Company Assistant.

The 2nd Company is commanded by Mrs A Corbett, who is assisted by Miss E Cook. They drill every Monday at Brock Barracks, Reading at 7.30pm.

Twenty-eight members are required to bring the 1st Company up to strength, and 20 for the 2nd Company.

155 (Wessex) Transport Regiment RCT

The Transport Regiment is an Independent TA unit enhanced by the addition of a regular Squadron on mobilisation. It consists of some 850 all ranks organised as:

RHQ.
HQ Sqn.
232 Sqn (1 x Tp 4 ton, 1 x Tp 8 tonne, 1 x Tp TTF).
233 Sqn (1 x Tp 4 ton, 1 x Tp 10 ton, 1 x Tp 8 tonne tipper).
245 Amb Sqn (3 x Tps Landrover Amb).
8 Sqn (2 x Tps 16 tonne).

The Regiment provides the third line transport for the UKMF and has the capability of simultaneously lifting some 1,400 tonnes of ammunition, stores and equipments etc.

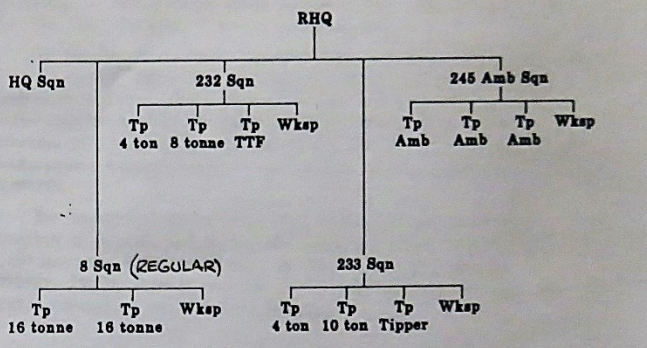
The 3 TA task Squadrons provide a mix of flat bed, tanker and tipper vehicles. The regular task Squadron provides flat bed vehicles only. The troop of tippers is detached to the Engineer Regiment to move bulk engineer stores such as hard core and timber. The troop of tankers consists of three 10 ton vehicles (12,000 litre capacity) and twelve 16 tonne vehicles (22,500 litre capacity). The Regiment thus has capability to move the complete range of combat supplies required by the UKMF.

The fourth Squadron, consisting of 66 Landrover Ambulances, is responsible for the evacuation of casualties from the LSG and Brigade Field Ambulances to the Field or General Hospitals and, although remaining under command of its Regimental HQ, is tasked by Comd Med. It is joined on mobilisation by 309 Medical Platoon, a Sponsored TA unit, who attend the casualties whilst they are being moved.

Each Squadron has its own REME Workshop capable of carrying out first line and limited second line repairs.

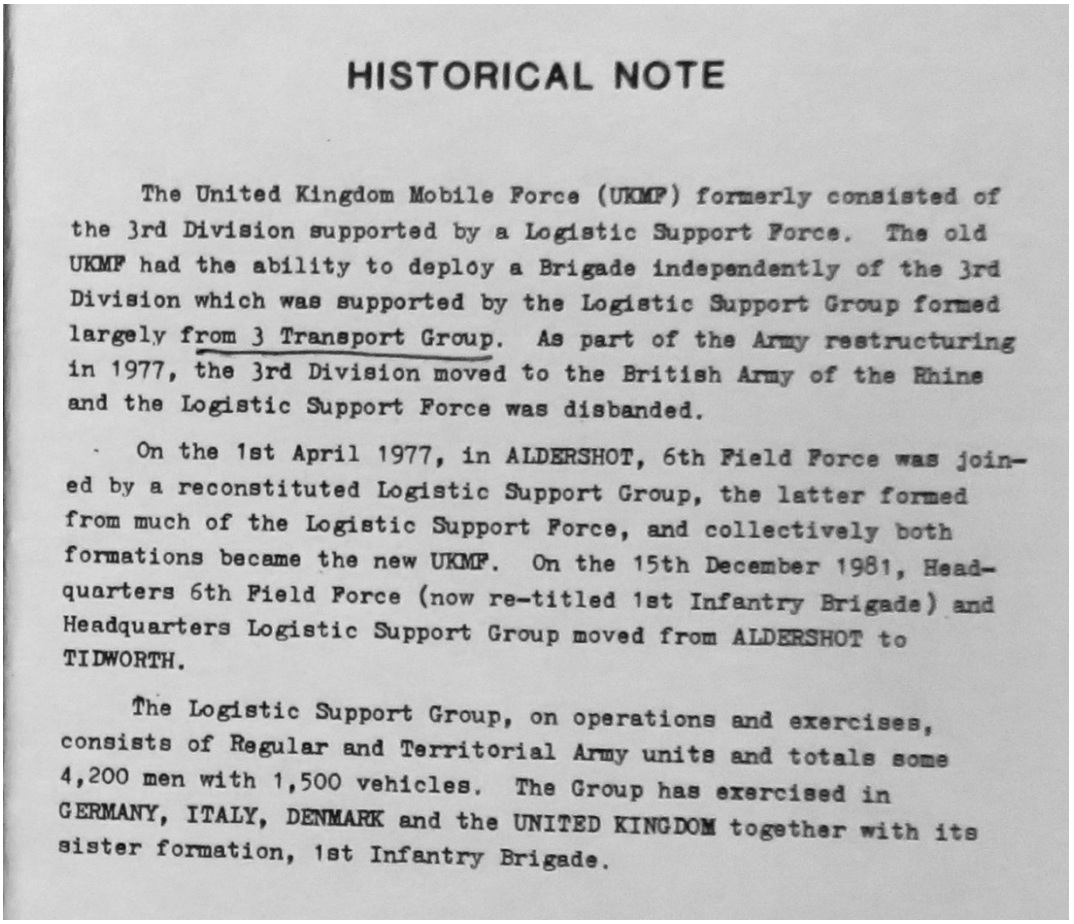
RESTRICTED

1967 - 1993



WAR ESTABLISHMENT

1967 -



HISTORICAL NOTE

The United Kingdom Mobile Force (UKMF) formerly consisted of the 3rd Division supported by a Logistic Support Force. The old UKMF had the ability to deploy a Brigade independently of the 3rd Division which was supported by the Logistic Support Group formed largely from 3 Transport Group. As part of the Army restructuring in 1977, the 3rd Division moved to the British Army of the Rhine and the Logistic Support Force was disbanded.

On the 1st April 1977, in ALDERSHOT, 6th Field Force was joined by a reconstituted Logistic Support Group, the latter formed from much of the Logistic Support Force, and collectively both formations became the new UKMF. On the 15th December 1981, Headquarters 6th Field Force (now re-titled 1st Infantry Brigade) and Headquarters Logistic Support Group moved from ALDERSHOT to TIDWORTH.

The Logistic Support Group, on operations and exercises, consists of Regular and Territorial Army units and totals some 4,200 men with 1,500 vehicles. The Group has exercised in GERMANY, ITALY, DENMARK and the UNITED KINGDOM together with its sister formation, 1st Infantry Brigade.

B COY, 3 (SOUTHERN) GROUP, AUXILIARY TERRITORIAL SERVICE (TA)
Later
B COY, 312 (SOUTHERN COMMAND) BN, WOMEN'S ROYAL ARMY CORPS (TA)

BERKS TA ASSOC MINUTES – Quarterly Meetings

Nov 1938 Miss J. Collins is Chief Commandant ATS
Mar 1939 Miss Justina Collins – Chief Commandant ATS (Berks)

Senior Commandant	Miss Bosanquet	
Company Commander	Miss C.C. Carden	4th Coy
Company Assistant	Miss C.H. Cook	40th Coy
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1947 OC Junior Commander (J/Comd) G.B. Gough

June 1948 ATS Coy, Reading – Commander not yet nominated therefore no progress in recruiting.

Dec 1948 B Coy, 3 (S) Gp, ATS. Subaltern recruited so a platoon started at Newbury.

Mar 1949 Subaltern B.G.A. Browne (WRAC officer with 928 Coy, RASC) is willing to transfer to 312 (SC) Bn, WRAC at Reading.

Dec 1949 B Coy, 312 Bn, WRAC still looking for an OC. No progress is possible until one is found.

Nov 1950 B Coy, 312 Bn WRAC – 17 members (15 at Newbury).

Capt G.B. Gough WRAC is resigning on leaving the country. No other senior WRAC officer is available.

Oct 1951 Capt A.L. Henderson OC B Coy, 312 Bn WRAC.

Annual Camp – B Coy, 312 (SC)Bn WRAC. Capt A L Henderson spoke highly of the arrangements for the WRAC camp at Mytchett. This was the first time that the WRAC TA had been on camp in their own.

Sept 1952 WRAC strength as at 01 May 52 4 x offrs & 54 Ors

B Coy, 312(SC) BN WRAC. Captain Henderson said that their camp at Bicester was very popular. They were attached to No8 Independent Coy, a regular WRAC unit at the Ordnance Depot.

Mar 1953 B Coy 312 Bn WRAC disbanded under recent re-org, less one platoon at Newbury to be administered by an Independent Coy with HQ at Devizes.

Apr 1954 Capt J.C. Vaughan-Morgan OC vice Capt A.L. Henderson

Sept 1956 Annual Camp - WRAC. Captain Vaughan-Morgan said that she had little to add to the report of Major Shorter. Training was most excellent as some of the WRAC personnel served on telephone exchanges at Tidworth and Bulford. During the second week all the WRAC of the Squadron went to live at Wilton, the Command Headquarters, and worked on the telephone exchange. Although the work was interesting, this was an unpopular move as it meant splitting the Squadron.

Dec 1956 The strength of the WRAC remains stationary. No1 SC (M) Sig Sqn now has 4 officers and 10 ORs, and **No4 Berks Platoon** has 2 officers and 10 ORs.

Oct 1960 72 Indep Coy WRAC at Newbury to be disbanded.

Mar 1961 WRAC platoon at Newbury disbanded – only 7 strong. OC Major Fisher.

Oct 1964 HQ 105 (Hants) Coy WRAC moved from Aldershot to share accommodation with 928 Coy RASC (Establishment of 10).

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	No3 Southern Command Group ATS now becomes 312 (SC) Bn, WRAC (TA).
	Formation of B Coy, 312 (SC) Bn fell through again as another officer dropped out at the last minute. Will start recruiting in Newbury without waiting for Reading.
Mar 1949	Bn OC considering various candidates for Coy Comd. Hoped that Subaltern Browne will soon be transferred & begin its formation.
May 1949	J Comd Browne appointed to Command B Coy, 312 (SC) Bn , WRAC (TA) & currently has no staff. Been given a temp office in Tilehurst Rd TAC where WRAC of 928 Coy will be able to assist her.
Jul 1949	B Coy, 312 Bn WRAC to be located in Brock Bks.32
Aug 1949	It is hoped to start a small publicity campaign in support of B Coy, 312 Bn WRAC (TA). It is reported that the WRAC in Slough have obtained over 30 recruits as a direct result of talks in factory canteens by the WRAC Sgt Major. The WRAC is anxious to try similar methods in Reading.
Oct 1949	Owing to resignation of OC B Coy, 312 Bn WRAC the publicity campaign is postponed until a new officer can be found.
	B Coy, 312 Bn, WRAC – J Comd Browne has been forced to resign as her husband has been posted to Manchester. There is at present no one in prospect to replace her. The unit civilian is leaving in November to get married which reduces the strength to 2 ORs.
Mar 1950	An officer has now been found for B Coy, 312 Bn WRAC & it is hoped to revive the unit in both Reading and Newbury. Due to difficulties in providing accn at Craven Dene, the WRAC Pl at Newbury will relocate temporarily to the Drill Hall at St Michaels Rd.
Nov 1950	With the departure of Capt E.B. Gough WRAC the cttee has no-one who can be recommended as an ex-officio officer. Each of the three units in the county has only one very junior officer.
Feb 1951	A candidate with experience as a WRAC Major during the war has been found to command B Coy 312 Bn WRAC. She is Mrs Henderson and lives at Slough.
May 1951	The final approval of the appointment of Captain Henderson to command B Coy, 312 Bn WRAC is expected shortly.
	Owing to the difficulty of obtaining support for the WRAC in Reading the possibility of raising platoons elsewhere was discussed. Wokingham & Abingdon were suggested as possibilities.
	Owing to the difficulties of accn at Brock Barracks, it is preferred to move the HQ of B Coy to the Drill Hall, Tilehurst Rd.
Jul 1951	War Office have approved appointment of Captain Henderson to command B Coy 312 Bn WRAC.
	An experienced WRAC officer (Capt Everard) who lives in London has been found to command the WRAC element of 928 Coy RASC.
	No further progress has been made in raising WRAC Platoons at Wokingham & Abingdon but the matter is still under consideration.
	The proposal to move HQ B Coy, 312 Bn WRAC to Tilehurst Rd has been dropped. They will remain in Brock Barracks and take over offices vacated by 4th/6th R Berks Regt.
Jul 1952	<u>WO Letter – 19/WRAC/7(TAL) dated 22 May 52.</u>
	WRAC to be reorganised. 312 (SC) Bn WRAC is to be replaced by 64 Independent Coy, WRAC with HQ in Newbury, with platoons at Devizes, Newbury & Slough. This means the disbandment of the present Reading Coy HQ & 3 platoons.
Feb 1953	Nation recruiting campaign for WRAC launched on 01 Feb 53. Shop window display arranged in Newbury and it is hoped to organise a WRAC recruiting week in Reading toward end of March.
Mar 1954	An experienced WRAC/TA officer has recently moved to Reading. It is hoped that she will transfer from a Midlands unit to 928 Coy RASC (AA)(M)(TA).

Jan 1955 As result of a decision that no mixed AA units will be retained in the new order of battle there will be a considerable surplus of WRAC volunteers. Commands have been instructed to carry out a review of training organisation and deployment of WRAC/TA.

Jan 1956 The Association has been asked by HQ WRAC to help find two WRAC officer for the Newbury detachment. The WRAC adjutant at Devizes has been looking after Newbury as she lives in Reading. She is leaving shortly and if no suitable replacement is found, the detachment may have to close.

Mar 1956 A WRAC officer has been found for the Newbury Det, but she lives at Swindon & has no transport. WRAC HQ at Devizes propose to form a detachment of the Newbury Platoon at Swindon where several recruits are likely to come forward.

May 1956 No1 Sqn, Southern Command (M) Sig Regt TA are making an effort to recruit WRAC in Wokingham. Shop window taken for display purposes and special leaflets printed. Strength is currently 11 out of estb of 41.

Jan 1960 Strength of WRAC in Reading now 19.

Nov 1960 WRAC – Major K Fisher's command of 72 Indep Coy WRAC (TA) has been extended until 04 April 1961.

KELLY'S DIECTORY 1939

Berkshire ATS
- 1st Berks Coy
- 2nd Berks Coy
- 3rd Berks Coy
- 4th Berks Coy
- 10th Berks Coy
- 40th Berks Coy
- 41st Berks Coy
- 38th (RAF)(Motor Driver) Coy
- 11th Berks Coy (Clerical)

WRAC GENERAL INFO

Sept 1955 Annual camp No1 SC (M) Sig Regt TA (WRAC) at Chickerell. Swamped by 100 WRAC to see the workings of a signals office. WRAC from 928 Coy attended & were delighted with their new jobs. Unit has taken over personnel from a unit at Salisbury & so numbers have doubled. OC apt Vaughan-Morgan.

Sept 1956 WRAC unit at Reading.

Det to be started at Windsor with Signals, but will be sub-det of Reading unit.

Dec 1956 WRAC No1 SC (M) Sig Regt 4 + 10
No 4 Berks Platoon 2 + 10

Oct 1960 B Pl, 72 Indep Coy, WRAC disbanded – weak numbers

Mar 1961 WRAC at Newbury disbanded. Only 7 strong. OC Major Fisher.

WRAC Det, No1 Sqn, 63 Sig Regt at Reading with establishment of 4 + 39

Jan 1963 Re-deployment of HQ WRAC, 928 Coy RASC. Major Holman explained that the Coy HQ element of his WRAC & 1 X Pl were at Aldershot, and 1 x Pl at Southampton. He wished to move the Coy HQ element (1 + 12) to Brock Bks. Major Vaughan-Morgan had no objection & was sure that there would be good co-operation with WRAC element of 1 Sig Sqn,

Mar 1964 HQ 105 Coy, WRAC (TA) at Reading with establishment of 1 + 3. Part of 928 Coy RASC

Apr 1966 Redeployment of 105 Coy, WRAC – owing to resignation of OC (Capt Slater) & failure to obtain a replacement for the only member of Permanent Staff, the coy is to move from Reading to Southampton.

RASC Journal

May 1949 J Cdr Marshall (928 Coy) completed Monte Carlo Rally in a Morris 8. Came 44th overall & 2nd in ladies competition.

Jun 1949 Subaltern Browne leave 928 Coy for B Coy, Southern Command BM, WRAC.

Sept 1949	J Cdr Marshall (928 Coy) – outstanding performance in recent Alpine Trials. Driving latest MG car, she & her co-driver won four firsts, including "Ladies Cup" & "1,100 – 1,500cc Class"
Feb 1950	J Cdr B M Marshall WRAC 928 Coy taking part in 1950 Monte Carlo Rally with her co-driver, Miss Betty Haigh.
Mar 1950	J Cdr Marshall – bad skid put her out of Monte Carlo Rally.
Mar 1951	3 x WRAC married 3 x RASC men on Boxing Day.

Honorary Colonels

1967.04.01	Maj. (Hon. Col.) John Francis Edwin Pye, JP
1972.04.01	Sub-Lt. (Hon. Col.) The Rt. Hon. Edward du Cann, PC, MP
1982.04.01	Brig. John Geoffrey Starling, CBE, MC, DL
1993.03.31	Col. Peter Charles Durbin, OBE, TD *[to 1993*

Death of Former Commanding Officer

Colonel Peter Durbin's funeral will take place at 1130 on Fri 30 Aug 19 at Weston Mill Crematorium, Ferndale Road, Weston Mill, Plymouth, PL2 2EP.

Peter's TA career started in 10 Para (V) in London. He joined 232 Sqn RCT(V) on moving to Plymouth, eventually becoming OC and CO of 155 Regt RCT (V), the first TA CO. He later was Dep Comd Wessex Bde, then at EXETER and was also the last Honorary Colonel of the Regiment before it disbanded in 1993.

474526 COLONEL PAUL DOUGLAS BALDRY, TD OBE

London Gazette 17 Jun 1989 p5 Colonel Devon ACF

OFFICER OF THE ORDER OF THE BRITISH EMPIRE (OBE).

Colonel Baldry was commissioned into the Royal Army Service Corps (TA) after completing his National Service. He commanded a Squadron in Plymouth and later served as a Brevet Lieutenant Colonel and Second-in-Command of 155 (Wessex) Transport Regiment, RCT (V). He was promoted to Colonel in 1978 and was appointed as the TA Advisor to the General Officer Commanding South West District, a post he held until 1984 when he retired and assumed command of Devon Army Cadet Force.

He immediately initiated a series of reforms and modernisation which he drove on with enthusiasm but also with sympathy for existing structures. He had a particular ability to identify and resolve problems and issues, but such was his leadership that these reforms were carried through with the full co-operation of adults and cadets alike.

He was also extremely successful at training officers and the number of former Cadet NCOs who have commissioned into the County is a tribute to his dedication in developing these young people. Although Devon is sparsely populated, the County has an enrolment figure per head of population as good as any ACF county in the country.

Additionally, he has served as Chairman of the Reserve Forces Association 1978-83, and as Chairman of the Devon TAVR Association where his depth of knowledge of the TA has proved invaluable during negotiations for the expansion of the TA in the South West. He is also involved with Scouting and Amateur Dramatics in his hometown of Kingsclere.

As he retires after over 35 years' service, his contribution to both the TA and ACF, as well as his local community has been outstanding.

COLONEL PAUL DOUGLAS BALDRY, TD

Paul Baldry was born in Plymouth in 1932 and was called up for National Service in the Devonshire Regiment at the end of 1950. After initial training he was posted to the 1st Battalion and served with them in Colchester and Libya. He was discharged towards the end of 1952 and joined the Territorial Army in 1958 serving with the Devonshire Regiment (TA) at Plymouth.

He transferred to 541 (Motor Ambulance) Company, Royal Army Service Corps (TA) in 1962 and was commissioned in June 1963. He was re-badged to the Royal Corps of Transport (RCT) on the reorganisation of the RASC in 1965 as part of 43 (Wessex) Divisional Regiment RCT(TA), an amalgamation of elements of 541 and 504 Companies, RASC. On the formation of the TAVR in 1967 he transferred to the newly-formed 232
Squadron, RCT(V). He was promoted to Captain in 1966, and to Major in 1968 when he assumed command of 232 Squadron, which he took on exercise to the British Army of the Rhine (BAOR) as the first independent squadron of the TA to support the Regular Army. He was appointed the Regimental Second-in-Command of 155 (Wessex) Transport Regiment, RCT(V) in 1972, and was appointed to command the same regiment in 1975 on promotion to Lieutenant Colonel.

Promoted to full Colonel in 1978, he was appointed TA Colonel (West), a position he held until 1984 advising the General Officer Commanding South West District on TA matters. He was also appointed an Aide-de- Camp (Territorial Army) (ADC(TA)) to the Queen in 1980, relinquishing the appointment in 1985.
He retired from the TA in 1984 and in December of that year he became the Commandant of Devon Army Cadet Force. He launched a programme of modernisation within the County and proved extremely adept at bringing on and training ACF officers. He retired as Commandant of Devon ACF in 1989 but was later Commandant of Somerset ACF 1992-97. In addition to his TA and ACF activities, he was also Chairman of the Reserve Forces Association 1978-83 and was also appointed Chairman of the Devon TAVRA Committee in 1983. He was also an active member of the Scout Association, running a Scout Group in Devon, a member of his local Amateur Dramatic Association, and was at one time the President of the Plymouth Branch of the RASC/RCT Association.

He was awarded the Territorial Decoration in 1975, and the first clasp in 1981. He was made an OBE in 1989 and was awarded the Cadet Forces medal in 1997.

Colonel Paul Douglas Baldry, OBE, TD died on 18the February 2020 at Kingsbridge, Devon at the age of 87.

WO373/181/281 – RECOMMENDATION FOR OBE

474526 Colonel Paul Douglas BALDRY, TD Place Devon and the South West **Date** 35 years up to Aug 1988
Employed Commandant
Unit Devon ACF

Colonel P D Baldry was commissioned in 1963 during his National Service and joined the RASC(TA) on leaving the regular army. He was selected to command the Plymouth Squadron of the RCT when the Territorial Army was reorganised in 1967, and later served with distinction as a Brevet Lieutenant Colonel and Second-in-Command of a unit, 155 Transport Regt. He was promoted to Colonel in 1978 and appointed TA Advisor to the GOC SW District, a position he held until transferring to the Army Cadet Force as Commandant of Devon ACF in December 1984.

Colonel Baldry immediately initiated a programme of modernisation in the Devon ACF, which he carried through with characteristic enthusiasm, energy and sympathy for existing structures. His flair for identifying and resolving problems and his inspired leadership, enabled his policy to be carried through with the complete co-operation of all ranks, adults and cadets alike, and the ?????

inconvenience, ??? and results bely a thoroughly reliable, forward-seeking County ACF, well able to cope with the normal challenges facing the youth movements of the nation in the forthcoming decade.

He has also proved extremely successful in training officers and the large number of former Cadet NCOs who have progressed to commissioned rank is a self-evident tribute to Colonel Baldry's dedication in developing the character of these young people. His County, sparsely populated though it is has as an enrolment per head of the population as good as any in the UK. This is further evidence of the positive and earnest leadership of Colonel Baldry in encouraging young people to join and the need of the cadet movement.

In addition to his command of Devon ACF, Colonel Baldry is Chairman of the Devon TAVRA Committee, where the depth of his knowledge of the TA has proved invaluable during the delicate negotiations over the development of the phase two expansion programme for the South West, and is an active member of the Reserve Forces' Association, a nationwide body representing the British Reserve Forces within NATO. He also finds time to participate in the charities of his local community at Kingsclere where he runs Kingsclere Scout Group and plays a leading part in the Amateur Dramatic Society.

Colonel Baldry's contribution to the TA and ACF, as well as to his local community, has been quite outstanding. His reputation stands as high throughout the South West as does in the County of Devon itself. He is soon to retire from voluntary service and recognition of his exceptional contribution would be warmly welcomed in both the Territorial Army and the Cadet Movement.

SOURCES:

Devon & Dorset Regimental Journal
Army List
London Gazette
The National Archives – OBE Recommendation (WO373/181/281) Dorset Military Museum
The Waggoner – Journal of the RASC/RCT

156 (North-West) Transport Regiment

SUB UNITS

- 235 (HQ) Squadron (Liverpool)
- 234 (Wirral) Transport Squadron
- 236 (Greater Manchester) Squadron
- 238 (Sefton) Squadron

The primary function of the regiment is to provide a 3rd line transport capability to one of the UK Logistic Brigades.

157 (Wales & Midlands) Regiment RCT(V)

Formed in a merger of 48 Div Com and 53 Div Coln on 1st April 1967, just under 2 years after the formation of the Royal Corps of Transport. Headquarters in Maindy Barracks, Cardiff, former depot of the Welch Regiment. Comprising:

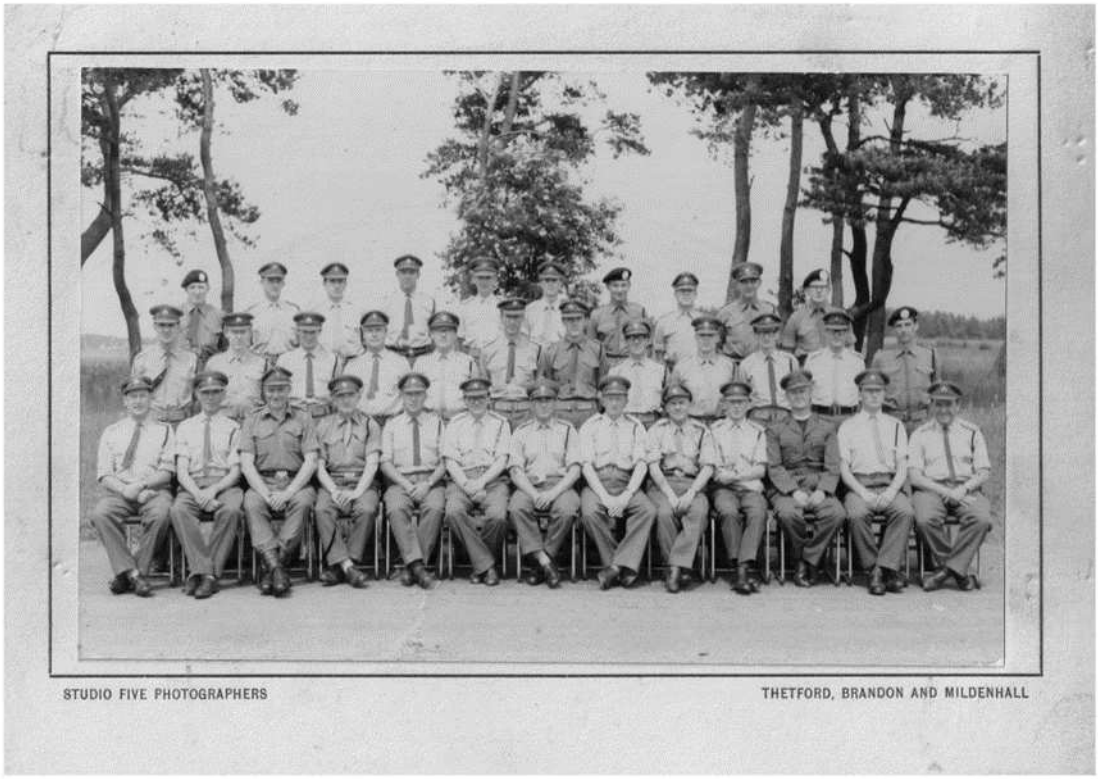
RHQ and D Tp of 223 (W) Sqn in Maindy Barracks
223 (Welsh) Squadron SHQ, A & B Tps at The Grange, Swansea
224 (Pembroke Yeomanry) Squadron SHQ & B Tp at Picton Barracks, Camarthen
A (Pembroke Yeomanry)Tp 224 Sqn at Haverfordwest
237 (Midlands) Squadron, and A Tp at West Bromwich
B & C Tps in Stoke on Trent, Staffs

CO at Formation of RCT (1965): Lt Col C M Peterson TD

Colonel D Quinn ERD TD
First Honorary Colonel of the newly formed Regiment

First Sqn OCs (chronological order):

223 Sqn: Maj Les Davies TD, Major David Jones TD, Major John Williams TD, Major John Lowe TD, Major John Reed TD
224 Sqn: Major Peter Howells TD, Major Dai Davies TD, Major Tony Davies TD
237 Sqn; Major John Troman TD, Major Len Clifford TD, Major Nick Birks TD, Major Peter Jackson TD



Annual Camps:

First Annual Camp as new Regiment at Thetford 1967

1968

1969: 223 Sqn went to BAOR in September of that year

1970: Regimental Camp at Maindy Bks, Cardiff. 223 Sqn had inherited the Freedom of the Borough of Port Talbot from a predecessor RASC Coy and in 1970 the new tidal harbour for the Steelworks was completed and due to be officially opened by HM The Queen. Hence, 223 Sqn was tasked to provide the Guard of Honour. HQ 157 occupied the former Medical Centre and D To a small former flat at the rear of that building. HQ RCT sent WO1 Mustard and S/Sgt Bowles to instruct and train the Guard of Honour. Major W P Howells TD commanded the Guard.

Maindy Bks was the Depot, Welch Regt. Current military tenants were: HQ 157 Regt and D To of 223 Sqn, as well as HQ The Welsh Volunteers (Inf).

RHQ and all 3 Sqns were involved as the Camp also embraced a large recruits course for new entrants from all 3 Sqns. Much of the recruits training was undertaken by the 4th Welch cadre, but instructors were also drawn from the Sqns.

HQ RCT at Buller Bks sent WO1 Denis Mustard and S/Sgt Bowles to train the Guard of Honour (100 all ranks) all drawn from 223 Sqn except that the Guard commander was Major W P Howells TD, OC 224 Sqn. Many of the other trained soldiers and recruits we to form the route lining party.

1971: Regimental Camp based on the location of 54 Sqn RCT in Minden. Usual drill of convoy practice of moving at night and into and out of locations – use of camouflage. Middle weekend was at Soltau Trg Area as heavy goods traffic not allowed on German Roads from late Saturday to late Sunday. Most of the Regiment was granted some leave for about 24 hours with Hamburg being the main destination.

2/Lt D G (Dai) Morris (navigator) and Cpl D (Don) Davies (driver) won the British Army Motoring Association (BAMA) rally - Ex Black Dragon:–

1972: A Regimental Camp at Altcar, Nr Southport in Lancashire. This was a skills training camp with foot/arms drill, shooting and some infantry tactics including helicopter boarding and deplaning – a Puma helicopter was deployed by the RAF as a training aid.

Rear l – r: 2/Lt Clifford Yates, Lt Richard David
Middle l – r: Lt Ranulf Mansell, Lt David Jordan, 2/Lt Robert Pow, O/Cdt John Peterson
Front l – r: Lt Bob Gill, Lt Bob Harris, Capt Roger Dobson, O/Cdt Mike Hyde . Lt Tony Glyn-Williams

(on the steps of the Altcar Officers' Mess – 1972)

157 (Wales & Midland) Regiment RCT(V) Annual Camp
1972 Altcar, Lancs

Rear Row: O/Cdt Mike Hyde, 2/Lt Dai Morris, Lt Clifford Yates, Lt David Jordan, Lt Bob Harris, Lt Roger Dobson, Lt Richard David, Lt Bob Gill, 2/Lt Bob Pow Lt Ranulf Mansell, O/Cdt John Peterson
Middle Row: Capt Trevor Lewis, Capt John Lowe, Capt John Roberts, Lt Tony Davies, Capt Kieth Selby, Capt Dai Davies, Capt John Reed, Capt Howard Worthing, Lt (Rev) Terry Smith
Front Row: Capt John Hope (Adjt), Maj John Williams, Maj Peter Howells, Maj Les Davies, Lt Col Brian Kavanagh (CO), Col Chris Peterson (Hon Col), Maj David Jones. Maj John Troman, Maj Clive Selby RAMC (V), Maj Nick Gwyne (Trg Maj)

The rangework culminated in a shooting competition with teams drawn from every troop in the Regiment. In addition, there was motorbike scramble competition over a sand dune course.

A party of Officers and ORs together with the Mayor and Mayoress of Port Talbot[32] 1974 (Me = Lt R A Pow). OC was Major J M Lowe TD

1973: 223 Sqn supplied a composite troop to support 74 (Antrim Artillery) Regt RE (from Ulster) at their annual bridging/heavy ferry camp ay Chickerill Camp near Weymouth. The Troop was commanded by Lt R A Pow with Lt D I L Jordan.

1974: There was a regimental camp in BAOR based at Mandeley Camp in Sennelager, The training was carried out at Luneberg Training area and at Soltau training area,

224 (WEST WALES) SQUADRON RCT (V)

It should be noted that the Pembroke Yeomanry, a very senior regiment of the yeomanry and now

absorbed into 224 Sqn, is the only unit in the British Army to have been awarded a Battle Honour for an action on mainland UK. This Honour is “Fisguard” awarded for the thwarting of a French INVASION force, in 1797, attempting to land at Fishguard in Pembrokeshire.[33]

224 Sqn is based at Picton Barracks in Carmarthen with A Troop based in Haverfordwest, Pembrokeshire.

Squadron at Annual Camp in Scarborough 1980 – OC Major Tony Davies TD

[32] 223 (W) Sqn holds the Freedom of the Borough of Port Talbot in succession to their RASC Company predecessors

[33] See http://www.pembrokeyeomanry.org.uk/history-3/the-last-invasion/a-modern-account/

The Squadron was raised by the transfer of two troops (one each from 223 Sqn and 237 Sqn) and using additional personnel to form the Squadron HQ and REME workshop.

Sgt Don Davies with his recruit squad at Grantham 1982

Cpl Don Davies 19 March 1981

Don's moustache earns him immediate promotion

NO, the picture was not taken during the First World War. And the driver and the two sentries—well, they are real enough too.

True, the car is vintage, but it ticks over like a sewing machine and very much equipped for the road.

But take a look at the officer-type getting all the V.I.P. treatment as he climbs into the back seat. Smart, upstanding, every inch a captain.

Alas, that's as far as it goes.

For that "captain" is really Corporal Don Davies of the 224 Squadron, Royal Corps of Transport (T.A.), Picton Barracks, Carmarthen.

Don, who hails from Ammanford, is one of twelve T.A. members who volunteered to travel to the Defensible Barracks at Pembroke to take part in a four-act play for television, "Days of Hope", which will be screened on the national network next year.

The reason for Don's "promotion"?

LIKED IT

The producer, looking for a typical "officer type", took one glance at Don's distinguished moustache—and that was it.

"They liked the look of it so I got the officer's job," he smiled. "Promotion could never be simpler."

Another thing which pleased "Captain Davies" was the jacket he was given to wear.

"David Niven wore it in a film he made and his name is still on the tag inside," he said.

The play deals with the problems of a conscientious objector during the first war. This part is played by actor Nick Simmonds.

This week he stood in the middle rank as a platoon of troops endured the sarcastic comments of a senior N.C.O.

But for these troops the effort to behave like clumsy recruits did not come easy.

Well, the 224 Squadron, Royal Corps of Transport (T.A.) do pride themselves on their efficiency!

Still, for £7.50 a day filming fee they can afford to drop a few clangers!

(Picture: Don Jones)

224 Sqn On Exercise in BAOR

L-R: Sgt N Stephenson, Sgt Hooper, Capt David, Sgt D Wride, SSM S Jones, Maj R Mansel, L/Cpl D Rees, PSI Morgan, Sgt D Davies, Sgt Jones

Medal Presentation
at
Picton Bks, in
Carmarthen

I-r: SSM S Jones, S/Sgt G Rees, Maj Tony Davies, Cpl B Watkins, Lt Col Peter Howells, Sgt T A F Worsfold, ? , Maj J Williams (?), Sgt D Davies, L/Cpl Lloyd ACC, PSI C Storr

Composite Troop from 223 (W) Sqn RCT(V) – RE bridging camp at Wyke Regis 1973 –
Tp Comd, Lt R A Pow – with 74 (Antrim Artillery) Regt RE(V)
(Chesil Beach in the background)

LTS DAVID JORDAN & ROBERT POW, RE BRIDGING CAMP. WYKE REGIS 1973 WITH 74 (ANTRIM ARTILLERY) REGT RE(V)

1975: 223 Sqn took part in Ex Inside Right – a home defence exercise – and were based at the RE Barracks in Ripon, Yorkshire

Officers, WOs & SNCOs of 157 (Wales& Midland) Regt RCT(V) - CO is Lt Col RHM Taylor RCT/Hon Col is Col PD Williams OBE TD

Roadside Briefing - OC (Bottom left) Major R Mansel

RESERVE FORCES' & CADETS' ASSOCIATION FOR WALES
CYMDEITHAS LLUOEDD WRTH GEFN A CHADETIAID DROS GYMRU

Centre Block
Maindy Barracks
Cardiff
CF14 3YE

Bloc Canol
Barics Maendy
Caerdydd
CF14 3YE

www.wales-rfca.org

From: Colonel N R Beard TD DL

All Association Members

27 February 2015

Ladies and Gentlemen,

The late Colonel W P Howells CBE TD DL

It is with great sadness that the death of Colonel Peter Howells CBE TD DL is announced following a long illness. Colonel Peter devoted his life to the Reserves and served for over 30 years in the TA; his last appointment was as TA Colonel South, HQ Wales. He was chairman of TAVRA (Territorial Auxiliary and Volunteer Reserve Association in Wales) now RFCA for Wales, for 10 years from 1985 – 1995. He was involved both at National and local level with a wide range of charitable bodies and other organizations which included the appointment as President Royal British Legion for Wales and a UK Vice President; he was also President of the RNLI, National Association of Round Tables, Rotary International, Boys Brigade, St John Cymru, Scouts Association and Duke of Edinburgh Award Scheme. He was High Sheriff for the County of Dyfed in in 1980. Peter Howells made a remarkable contribution to society not only Pembrokeshire but to Wales and beyond.

The funeral will be held at Narbeth Crematorium (Parc Gwyn Crematorium), NARBETH, Pembrokeshire (SA67 8UD) on Thursday 5th March 2015 at 3.15pm, family flowers only please.

Yours sincerely,

Nick Beard.

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Mil Ext/Est Milwrol: (9) 4355 8205/8385/8386 • Mil Fax/Ffacs Milwrol: (9) 4355 8313

CYNNIG A CHYNNAL Y CYSYLLTIAD RHWNG Y GYMUNEDAU FILWROL A'R GYMUNEDAU SIFIL YNG NGHYMRU
PROVIDING AND MAINTAINING THE LINK BETWEEN THE MILITARY AND THE CIVIL COMMUNITY IN WALES

Col Peter Howells, as a Major and a recent transfer to RCT, was the first Officer Commanding 224 (West Wales) Sqn RCT(V), he commanded the Guard of Honour for HM The Queen in 1970 when she opened the new tidal harbour at Port Talbot. He became 2 i/c of the Regiment to Lt Col Brian Kavanaugh before becoming Commanding Officer in 1974.

Colonel J L Cozens MBE, TD

Colonel John Cozens, who died at Wolverhampton on 3 November 1989, will be remembered for his long and varied career with the RASC and RCT Territorial Army. He was commissioned into 48 (South Midlands) Divisional RASC (TA) in 1936 and was commanding 516 Ammunition Company RASC (TA) by 1939. John took this company to France as part of the BEF and was evacuated with them from Bray Dunes in 1940.

After the war he reformed 110 Transport Column RASC (TA), subsequently redesignated 48 Divisional Column RASC (TA), a post he held until 1952. In 1953 John was appointed Honorary Colonel 48 Divisional/West Midlands District Column RASC (TA), a post he held until 1965. By profession John was a member of the motor trade, rising from apprentice to managing director of a large Midlands car distributor. His love of cars however extended beyond purely commercial applications and he was well-known throughout the Midlands as an organiser of vintage car rallies and hill climbing events.

To the end John played a leading role in a variety of local activities, President of the National Association of Boys Clubs, Trustee of the Ironbridge Gorge Museum Development Trust and organiser of many local shooting and golfing events.

John Cozens was a warm hearted and true gentleman with a calmness and compassion for others and possessed a lively sense of humour. We extend our deepest sympathy to his family.

54

Leading TA man dies

Mr. David Eurof Jones, a leading figure in the Territorial Army in Swansea and Port Talbot, died suddenly at his home in Gnoll Park Road, Neath. He was 57.

Mr. Jones was a former Major in the 157 Royal Transport Corps in Swansea and previously the 509 Royal Army Service Corps in Port Talbot.

He was awarded the freedom of the Borough of Afan along with the rest of the regiment in honour of the close links between them and the local authority.

Mr. Jones was awarded one of the highest honours in the Territorial Arm, the Territorial Decoration, in recognition of his service. He was also president of the local Royal Corps of Transport Association.

He worked as a principal officer in West Glamorgan County Council engineers department, and before entering local government was a surveyor with the National Coal Board.

South Wales Evening Post (Swansea)-December 1984

The Officers of 157 (Wales & Midland) Regiment RCT(V) 1975
CO = Lt Col W P Howells TD

WOs & SNCOs of the
1982
SGT. ARCHER 45
SGT. JONES 46
SGT. DAVIES 47
SGT. SMITHAM 48
SGT. STREVENS 49
SGT. BEAMAN 50
SGT. SCOTT 51
SGT. O'KANE 52
SGT. LLOYD 53
SGT. (PSI) McKILLEN 54
SGT. BATE 55
SGT. WRIDE 56
SGT. (PSI) KERR 57
SGT (PSI) ENWRIGHT 58
SGT. JENKINS 59
SGT. LOCKHART 60
SGT. WILLIAMS 61
SSGT. (PSI) TINDALL 29
SGT. JACKSON 30
SGT. CALLAN 31
SGT. HOOPER 32
SSGT. MAGES 33
SSGT. LLOYD 34
SSGT. SANDERS 35
SSGT. TAMS 36
SSGT. JONES 37
SSGT.(PSI) BRIGGS 38
SSGT. WHITTING 39
SSGT. GIBBONS 40
SSGT (PSI) WORMALD 41
SGT. QUIRK 42
SGT. ROYLE 43
SGT. MURRAY 44
SSGT. MORGAN 13
SSGT. BELL 14
SSGT (PSI) SHORT 15
SSGT. LAMB 16
D. MAJOR WILLIAMS 17
WO2 (PSI) RAINEY 18
SSGT. (PSI) SPAVOLD 19
WO2 (PSI) JONES 20
SGT. MEADS 21
WO2 (PSI) McKAY 22
SSGT HARRISON 23
WO2 (PSI) HEALY 24
SSGT. SULLIVAN 25
SSGT. MELBOURNE 26
WO2 (PSI) MOORE 27
SSGT. (PSI) LYNCH 28
WO2 BARNETT 1
WO2 (SSM) JONES 2
WO2 (R.Q.M.S.) ALLEN 3
HON. COL. P.D. WILLIAMS OBE. TD. DL. 4
WO2 (SSM) JENNINGS (PMC) 5
BRIG. B.G.E. COURTIS A.D.C. 6
WO1 (RSM) APPS 7
MAJ. GENERAL W.M. ALLEN (D.G.T.M.) 8
WO1 (ASM) STEVENS 9
LT. COL. RHM. TAYLOR (C.O.) 10
WO2 (SSM) MORRIS 11
WO2 SALE 12

D Troop, 223 (W) Sqn RCT(V)
July 1975
After Lord Mayor's Parade in Cardiff
Officer in Charge – Lt R S Gill RCT(V)

D TROOP WON BEST DISPLAY IN THE MILITARY SECTION OF THE PARADE

CHAPTER TEN - SR/AER/CVHQ RCT/ HQ RCT TA/HQ RLC TA

The organisation was based at Grange Camp, Bedford and was part of the Sponsored group of units who had a reduced training commitment of 2 weekends and a 15 day camp per annum. The Camp was the former home of the Supplementary Reserve of the Royal Army Service Corps (RASC) who had migrated there following the revival of the TA in 1947: firstly based at Blandford Forum[34], thence to Crowborough[35] in East Sussex and lastly to Bedford – Kempston and Grange Camp. The Camp comprised of many wooden buildings and huts dating back for several decades. Here the name changed to Central Volunteer Headquarters (CVHQ) RCT T&AVR, later TA, and incorporated the Army Emergency Reserve – The Ever Readies, a reserve of volunteers who attracted a higher level of "Bounty" as they had agreed to mobilise with little or no notice. The Supplementary Reserve and the AER were re-organised eventually as part of the normal sponsored/specialist TA.

In October 1976, everything moved to the former RAF Spitalgate at Grantham, Lincs, subsequently renamed Prince William of Gloucester Barracks. On moving into the Barracks, a great deal of asbestos had to be removed from the buildings on site.

RFC Spitalgate opened in 1915 becoming RAF Spitalgate in 1918.. From October 1937 to November 1943 it hosted the HQ of No. 5 Group, and from November 1943, the HQ Troop Carrier Command of the USAAF. It was also the training and point of departure airfield for the Polish 1st Independent Parachute Brigade during Operation Market Garden. The base was an Officer Cadet Training Unit (OCTU) in the 1950s. Much later it became the Women's Royal Air Force (WRAF) Depot, responsible for the recruitment and training of all non-commissioned females in the RAF, until this moved to RAF Swinderby. The site is not part of Grantham, but the parish of Londonthorpe & Harrowby Without.

CVHQ RCT TA commanded the sponsored/specialist regiments of the Corps which used to be part of the Special Reserved until its demise following the establishment of the RCT and the subsequent re-organisation of the TA. It was responsible for the day to day running of military and trade training for all ranks, aiding and helping with annual camps for the units under command and very much acting in a similar way to a brigade headquarters.

It was commanded initially by a number of very able and long serving Colonels before becoming a "one star" (brigadier) appointment in 1982 when the Army Establishment Committee authorised the formation of HQ RCT TA together with the Depot & Training Regiment RCT TA both located at Grantham and created the Commander's appointment as a One Star (Brigadier) post. The newly established post of Commander RCT TA had full command of all the RCT Group of Sponsored units as well as technical responsibility for the eight RCT TA independent regiments & RCT personnel attached to Field Ambulance Regts RAMC etc of about 7000 personnel. For full details, readers should read "The Way Ahead for the Royal Corps of Transport Territorial Army" dated 8 February 1983 at Annex G.

The first occupant, albeit briefly, of the post of Commander RCT TA was Brigadier B G E Courtis ADC; the full list of Commanders (post WW2) up to the foundation of the RLC is as below:

Supplementary Reserve Depot & Training Centre RASC

Lieutentant Colonel J E Williams RASC	27 June 51 to 30 Sep 52

HQ Army Emergency Reserve Depot & Training Centre RASC

Lieutenant Colonel J E Williams RASC	1 Oct 52 to 27 Aug 54
Colonel W Horsfall OBE	28 Aug 54 to 12 Mar 57
Colonel W J Cockerill	13 Mar 57 to 1 Sep 59
Colonel E G Lucas OBE	2 Sep 59 to 20 Feb 62
Colonel D P O'Flaherty OBE	21 Feb 62 to 2 Mar 65
Colonel P Pearman	3 Mar 65 to 14 Jul 65

Headquarters Army Emergency Resereve RCT

Colonel P Pearman	15 Jul 65 to 30 Mar 69

Central Volunteer Headquarters RCT

[34] Now the depot of the Corps of Royal Signals

[35] Crowborough is still (2018) a training camp although mainly for Army Cadet units.

Colonel D F Easten MC	31 Mar 69 to 31 Jan 73
Lieutenant Colonel T A Danton-Rees RASC	1 Feb 73 to 29 May 73
Colonel J S M Walker	30 May 73 to 20 July 75
Colonel A G Bell [36]	21 Jul 75 to 6 Sep 79

RCT TA Depot & Training Centre

Colonel A J Gidley	7 Sep 79 to 8 Jan 81
Colonel J S Riggall MBE	9 Jan 81 to 31 Aug 82

HQ RCT TA

Brigadier B G E Courtis ADC	1982 –1982
Brigadier R E L Jenkins CBE ADC	1982 –1984
Brigadier A F R Evans MBE ADC	1984 –1985
Brigadier M Wynn	1985 –1988
Colonel A E W Stormer	1988 –1991
Colonel C Constable	1991 –1993

HQ RLC TA

Colonel C Constable	1993 –

COLONELS OF VOLUNTEERS

Colonel D Quinn TD	**1967 –1968**
Colonel T Pollard ERD TD	**1968 – 1971**
Colonel B G Jones ERD ADC	**1971 – 1975**
Colonel P D Williams OBE TD ADC	**1975 – 1977**
Colonel C Brice ERD TD	**1977 – 1980**
Colonel J R B Smith TD	**1980 – 1982**
Colonel D W Heslop TD	**1982 – 1985**
Colonel J A Butler MC TD	**1985 – 1988**
Colonel S H Spackman TD ADC	**1988 – 1991**
Colonel I W B McRobbie OBE TD	**1991 – 1992**
Colonel M J N Hughes TD	**1992 ---**

During 1982 and the short tenure of Brigadier Bernard G E Courtis ADC FCIT, there were two significant events, viz., the Falklands Campaign (and the aftermath of the Falklands Campaign) and the foundation of HQ RCT TA and Depot RCT TA. Brigadier Courtis became the first Commander RCT TA.

There should have been a study weekend in April 1982 to include representatives from all RCT TA units to explain and launch the new organisation, but preparations for the Falklands Campaign and the departure of the Task Force took precedence and the event was cancelled by a letter, dated 5 April 1982, to all those who were due to participate. In that letter, Brigadier Courtis paid a tribute to 153, 156 and 157 Tpt Regts for their invaluable work in aiding the Task Force to get under weigh.

However, on 7 July 1982, information was sent, by letter from Lt Col I M Vaughan-Arbuckle, to all relevant parties outlining the shape of the new organisation **(see Annex F)**, its Charter and the job specifications for various senior roles within the organisation.

Brigadier Courtis was succeeded by Brigadier R E L Jenkins CBE who began the implementation of the changes.

[36] The last Commander at Bedford and the first at Grantham

An aerial view of Prince William of Gloucester Barracks, the A52 running down the right-hand side.

In the foreground, the Commander's house, with HQ RLC TA and the Officers Mess directly behind it. In the background, the 25 metre range, the assault course, the training and MT hangars, our (very small) railhead trainer and the Driver Training Wing. Beyond that the Back Door Training Area, with its cross-country driving circuit, is just visible.

COLONEL J S RIGGALL OBE
COMMANDER RCT TA DEPOT AND TRAINING CENTRE 1981 TO 1982
DCOS HQ RCT TA 1982 TO 1993

When in 1980 Major General Freddie Plaskett, the DGTM, asked me if I would like to go as Commander to Grantham for my final three years of service I had no hesitation in accepting. Four years in the late 1960s and early 1970s as SO2 and then SO1 (Ops) at HQ RCT 1st British Corps had taught me the vital part the Territorial Army played in the logistic support of Rhine Army. A very brief tour as Colonel Arthur Bell's SO1 Administration over Christmas 1977 had introduced me to that eclectic bunch, the Sponsored TA and to cap it all Lincolnshire was my home county.

My arrival coincided with a major change in the chain of command. CVHQ had always been classed as a training unit under the RASC/RCT Training Centre. The title of Commandant had been changed to Commander and in January 1981 we became a unit of the Field Army under command of the CTMO UKLF. This arrangement only lasted until the formation of HQ RCT TA the next year and the upgrading of the commander to one star when the new unit remained as part of the Field army but came under command of GOC Eastern District. It changed yet again when the commander reverted to colonel and we returned to under command the RCT Training Group.

I found the training side of the unit, with the excellent facilities inherited from the RAF, thriving. As well as training the Sponsored RCT TA and the recruit training for all RCT TA we were also running a driver training unit for regular soldiers. These were a large overflow from the Army School of Transport at Leconfield and to train them we had a considerable number of corporal driver instructors attached from regiments in BAOR.

The state of the accommodation was a different story. The RAF, knowing they were leaving, had understandably spent as little as possible on maintenance in their final years. The “get you in” service when the army arrived had been, for financial reasons, restricted to the essential minimum. Throughout Colonel Alan Gidley's tenure there has been a complete moratorium on defence spending. The accumulated result of years of stringency was evident everywhere. Paintwork was shabby and kerbstones were broken. The underground tunnels containing the central heating pipes from the central boiler house were overrun with rats. In the dining room of the officers' mess buckets had to be dotted around the room when it rained. The false economy of not allowing a few broken tiles to be mended became apparent a few years later when the whole roof had to be replaced.

There were also some administrative problems that were proving difficult to solve. Because of our primary role the barracks were classed as a weekend training camp. As a result, the troops barrack rooms were furnished on spartan lines with rows of two tier bunks and not much else. This problem was eventually neatly, if slightly illegally, solved by the Quartermaster Lt Col Mick Bohan. On hearing that a local RAF Hospital was to be closed he promptly offered to help with any transport required, an offer which was gratefully accepted. Several lorry loads of well - worn but serviceable lockers, chairs and other furniture never reached the Ordnance Depot where they were to be scrapped and our barrack rooms became considerably more comfortable.

At busy weekends in the Officers' mess there was an acute shortage of accommodation. The cause was the top floor bedrooms where the fire escapes were vertical ladders protected by an oval safety cage. New Health & Safety legislation dictated that fire escapes must be navigable by the aged and infirm. The District Fire Officer, fixated by the small print, had banned the use of the rooms and the argument that they would only be occupied by fit, young officers was not accepted. This problem was eventually solved by the arrival of a new District Fire Officer.

My abrupt departure after a few weeks in 1978 (caused by promotion to Colonel Movements 1 in MOD) had also caused administrative problems that still existed. My successor as SO1 (Admin) had been in a Military Secretary's appointment in Hong Kong and it was nearly a year before he had been released to fill the appointment. Not long afterwards a visit by a team from the Inspector of Establishments had recommended that the post be disestablished because, having been gapped for so long, they claimed it was not required. The one remaining lieutenant colonel, the unfortunate Lt Col Brian Coles, was triple hatted as Chief of Staff, Chief Instructor and OC Troops. This imbalance in the capability of the headquarters was not resolved until the reorganisation in 1982 with the re-establishment of two lieutenant colonels, one as chief of staff and the other as commanding officer of the Depot Regiment RCT TA (later 5 Training Regiment).

Training continued throughout 1981 against a background of financial stringency and many disruptive last minute cuts. A typical example was when the long planned special to role weekend of a transport regiment,

that had involved extensive booking of various training areas, was cancelled at two days notice by withdrawal of the fuel allocation. The staff officer concerned had no knowledge or understanding of the TA training cycle.

A disconcerting visit by the then Director of Quartering (Army) from MOD caused some alarm when he said the barracks “were far too good for the RCT and he was going to put an infantry battalion in them”. Fortunately this proved to be a false alarm.

The following year was one of considerable change and the formation of HQ RCT TA is fully documented elsewhere in this history. For me personally it also meant a change. With the upgrading of the appointment of commander to One Star I was faced with a return to MOD for the final eighteen months of my service. The officer filling the Retired Officers appointment dealing with TA matters at HQ UKLF did not wish to transfer to Grantham and the DGTM, Major General Bill Allen, suggested if I retired early I might like to apply for the appointment. It was not a difficult decision. I moved out of quarters, bought a house and in September 1982 found myself on the staff of the new Commander HQ RCT TA, Brigadier Ron Jenkins, as the SO2 G1/3 (soon to be retitled Deputy Chief of Staff) responsible for personnel administration and establishment matters for the Sponsored, now renamed Specialist, RCT TA.

I was to remain there for the next eleven years until the post was re-militarised on the formation of the RLC TA. Although the post was responsible for the overall personnel administration of all ranks the bulk of my personnel work was taken up with the recruitment and career management of TA officers, the officer manning of units and establishments. It was a remarkably satisfying job. The continuity meant that I was able to observe the development of many officers from junior rank through to command of regiments and higher appointments and play some part in the process.

Two important changes came fairly soon in my tenure. The establishment of the specialist transport regiments was changed. This involved the formation of headquarters squadrons and a considerable increase in numbers which, in turn, posed recruiting problems. About the same time the recommendations of a MOD working part on the wider employment of women were approved by the Army Board. Until then there were only a few posts open to female officers in the ranks of captain and subaltern with one major's post of Senior Officer WRAC on the establishment of HQ RCT TA. After the recommendations were implemented all post were annotated “may be female”. The control of numbers was exercised by the percentage of females allowed in a regiment. In the case of the movement regiments this was a satisfactory 50%. At a stroke a full career was opened to women. It also meant we were able to accept a large number of junior officers from UOTCs who,having left university and wishing to stay in the TA, were seeking vacancies. Together with those women already in our units the quality was generally of a high level and some went on in due course to command regiments.

The expansion of 495 MCLU into the BRSC LAMS has been covered elsewhere. The manning of the new proved easier than expected. The TA Watchkeepers Pool and all the TAVR Associations were approached and a full complement was soon recruited. Most Arms and Services were represented, many of whom had held command at squadron level. In addition a number of former regular Royal Air Force officers, wishing to continue their service as volunteers but unable to find a slot in the very small number of RAF reserve units, applied to join. They fitted in very happily including one who went on to command a regiment.

In allocating individuals to posts every attempt was made to make full use of experience and skills.
To give two examples: one officer, with a Dutch wife and some knowledge of the language, was an obvious candidate for a post at MOD Den Hague. With the sympathetic help of the TA Military Secretary's Branch he was able to remain in post well after the usual retirement age required by the regulations. One of the ex RAF officers became the British Army Liaison officer to a United States ammunition depot. During his former service, when it had been an RAF unit, he had been Station Commander.

During my tenure there was a noticeable improvement in the relations between the regular and territorial army. The “One Army” concept had long been accepted and encouraged by senior officers, only too well aware of the essential part the TA played in filling gaps in the order of battle. At more junior level there was often less enthusiasm. One reason was that although the TA regularly took part in major exercises they did so as units and the junior officers and NCOs of the regular army rarely met the TA. A small but important step in overcoming this situation was the increasing use of attaching TA officers and soldiers to regular units. Years of reductions, poor recruiting and the increasing practice of sending individuals from units for emergency tours, leaving their post uncovered, meant many units had increasing difficulty in meeting their commitments. The availability of man training days (MTDs) meant any TA officer or soldier, perhaps between jobs or looking for a change of scene, who volunteered to be attached to a regular unit could do so, sometimes for several weeks or longer. It was of considerable benefit to both sides. The

regular unit filled a gap; the TA soldier experienced continuous training amounting to several years of annual camps.

MOD desk level staff in the Directorate of TA & Cadets and the Military Secretary's branch dealing with TA officers were invariably helpful in their flexible interpretation of regulations. This allowed, among other matters, the retention of officers who would otherwise have been lost to the service. A typical example was when one officer went to Canada for a year on an exchange appointment in his civilian profession. Strict application of the regulations would have, at best, required him to transfer to RARO and possibly be lost to the TA completely. Instead an attachment to the Canadian Reserve Forces was arranged. With mandatory annual training completed, unusual and useful experience gained and service unbroken, he returned to continue his TA career eventually rising to the most senior rank possible.

In his account Colonel Tony Stormer mentions the squadron formed from the TA to go to Cyprus at the time of the first Gulf War. This was an interesting exercise with many lessons learnt. The force assembled to relieve Kuwait from Iraqi occupation was faced with a significant shortage of RCT drivers. The Government, in the midst of a severe programme of regular and TA reductions, was for political reasons unwilling to use any reservists to make up the required numbers. Part of the shortfall was met with an ingenious solution. A regular squadron from a divisional regiment was due to go to Cyprus for a six month tour as part of the UK element of the United Nations peacekeeping force. The entire squadron, with the exception of the OC and SSM were sent as individual reinforcements. Volunteers were called for from all RCT TA units to make up the all the other personnel in the squadron. The response was overwhelming. A temporary mobilisation centre was set up one weekend during which all procedures had to be completed. Well over a hundred of volunteers from all over the UK, many of whom has given up their civilian jobs and a few who had not even told their families arrived at Grantham in the hope of being selected. Those chosen, because of the embargo on using reservists, had to be enlisted as regular soldiers on a special six month engagement. An Army Recruiting Officer arrived carry to out the enlistments. This caused some problems. Without any instructions to the contrary he assumed he had to apply all the criteria required for the normal eighteen year old entering the regular army for a full engagement. The volunteers were, for the most part, mature married men. One difficulty arose immediately. It was during the controversial time of the community charge or poll tax as it was widely called. Refusal or delay in paying was widespread through the country. In theory those who had not paid were liable to be summoned for non-payment. The regulations forbade the enlistment of anyone potentially liable for a court summons. The recruiting officer, while acknowledging the argument that in the very unlikely event of a summons, no magistrates court would require a soldier to return home from an active service tour overseas, was adamant that he required legal authority for this opinion. On a Sunday morning the Army Legal Services proved to be unattainable, either at MOD or in any of the Home Commands. It was fortunate several very senior TA officers, who by chance were also lawyers, were more available and readily gave the assurance required and enlistments could go ahead.

The determination to be selected was impressive. One fit TA corporal from Northern Ireland, a free-fall parachutist and marathon runner who had given up his job, was devastated when the Medical Officer detected what might be a possible heart murmur and he was rejected. He took himself off to A&E at Grantham hospital, talked his way into seeing a consultant cardiologist, no mean feat at a weekend, and returned waving a certificate saying he was fit. He was enlisted.

After a hectic weekend those chosen departed for Catterick where their OC and SSM had a bare couple of weeks to turn them into an operational squadron. The subsequent success of their tour reflected great credit on all concerned

The numbers attached to the regular army steadily increased including many on active service tours in the Balkans, Iraq and Afghanistan.

Colonel Colin Constable fully covers the joining of the Specialist TA elements of the five Corps into the RLC TA. One of my final duties was as secretary of the committee. Under his chairmanship the goodwill and determination of all concerned to make the amalgamation a smooth and efficient procedure made the task an enjoyable and often convivial process. It was a happy ending to twelve years at Grantham. I had been in the army for well over twenty years before I came across the TA in any shape or form. It had been a very active life but sheltered from a very important part of our Forces. For the next twenty five years I was to serve with or alongside them in a wide variety of successive appointments in Rhine Army or at home. As I write this twenty six years later it says much that I am as still in touch with as many of my former TA friends as all the others.

JSR October 2019

MUSINGS BY BRIGADIER R E L JENKINS CBE DL

INTRODUCTION

As an ex-commissioned infantry officer (Worcestershire Regiment) and having completed a conversion course to the RASC in 1951, I was sent to South Korea aboard the troopship EMPIRE FOWEY. It was in the Commonwealth Division that I first appreciated the necessity of good logistics; the Composite Platoon in the Brigades, the morale-raising Mobile Laundry and Bath Unit, the Mobile Bakeries, the Indian Field Ambulance and other such important units such as dental and optical elements, let alone the platoon that Lt (now Colonel) John Riggall OBE commanded – the Motor Ambulance Platoon.

Also, it was at Farnborough in the mid to late 1950s where I was adjutant to 3 training battalion RASC. The Battalion consisted of a Petroleum Laboratory. A Fire Training Company, a Water Transport Company as well as Bakery and Butchery training elements – even road transport!

RESERVES

However, it was not until I was Colonel Movements Plans in the MoD that I came to really know about, and appreciate, the value of the RCT TA because even in my 15 month Staff College course, there could not have been more than half an hour mentioning the TA generally. So, being in the MoD and being involved at that level in major NATO exercises and learning a little about RCT movement squadrons, I became aware of their importance to the whole scheme of things. Sadly, I frequently heard dismissive comments about the "TA" and I started to stem such stupidities. Again, later as D Mov A, I came to appreciate the value of our TA units. Thus, when for my last Regular Army appointment, I was offered the choice of deputy to the TO in C, command at Leconfield or command at the recently formed the all embracing TA RCT at Grantham, I had no hesitation in choosing Grantham.

When I knew I was to have the later, and knowing Col John Riggall of old, I asked to visit and have a briefing. This took place one weekend when a Sponsored Transport Regiment was training. On a wet, dark night, we visited it finding the HQ truck in a large wood. The vehicle was occupied only by the CO and, having been introduced, I asked for the distribution of his sub-units. He did not seem to know. This made me think!

It was from this incident that I drew up my broad plans which hardened up as I was able to meet different units.

In the broad, I found:

a. In Independent Units, officers were quite well trained with some weaknesses in the training of junior ranks and drivers; and
b. In Sponsored Units, officers needing more training and drivers and movers who were general excellent.

Based on all this led me to:

a. Requisition Senior Officer unoccupied married quarters and other amenities and allocate them to Sponsored Units to provide, for the first time, a static HQ (a home);
b. To have built a Logistic Training Centre with a capability for units to play out, using a computer system, an exercise without troops in a very large scale map with tokens being moved to replicate RCT action;
c. Having an annual competition between all units, Independent and Sponsored, where teams competed with one another; and
d. Making the presence of my Chief of Staff and myself felt by our interest in encouragement to units.

On 8th February 1983, the Director General released his paper *"The Way Ahead for the RCT TA"* **(see Annex G)**

RELJ September 2019

COLONEL A E W STORMER 1988 –1991

I was Comd RCT TA at Grantham just after Brig Spike Winn this was for the period 1988-1990 if my memory serves me.

The command entailed all the Specialist RCT TA units but not the Independent RCT TA units which remained under command of their local brigades.
Apart from the continual training of RCT TA soldiers and the annual visits to Grantham for some of the specialist units and indeed independent units there are several things that stand out in my mind that occurred during my time in command.

To mark the Jubilee of the RCT and with the help of the late Col Rupert Wallis we acquired the services of a professional portrait artist then raised the money to have a special portrait painted of The Queen, and all the necessary arrangements were made by the Colonel of Volunteers, Colonel S H Spackman It was paid for by subscriptions raised from the volunteer RCT Officers. It was painted by Mara McGregor using the same sittings as a standing portrait for the Royal Observer Corps. This was then hung in the dining room of the Officers' Mess where it still hangs on the wall (2019).

The Portrait of the Duchess of Gloucester is a particularly interesting portrait as the Duchess was portrayed as standing facing slightly away from the viewer and not the normal front facing setting. It was nevertheless a wonderful portrait and quite unique. Originally created for 156 Transport Regiment RCT (V) for their HQ in Liverpool and organised by their then CO, Lt Col Ian Vaughan-Arbuckle. It is entitled "Waiting for the Parade". In 1981 or thereabouts, the painting was transferred to HQ RCT TA and was hung in the Officers' Mess Dining Room, the brass title plaque was presented by Col S H Spackman TD. When the portrait of the Queen was received, this portrait was transferred to the entrance foyer of the mess.

Then there was the establishment of a good lecture theatre with tiered seating and a proper stage and screen facilities. This took a while to get funded through Eastern command and then built properly.

Secondly I established that as Commander RCT TA I should visit all independent RCT TA units and submit a technical report on how they were doing to their local brigade HQs. This mainly involved how driver training was organised and supervised as this was vital for recruiting.

Thirdly, we were asked to provide almost all of an RCT squadron based in Cyprus with TA personnel. This we did and it was a success probably because Cyprus was an attractive location to serve even for a short while as a TA soldier.

We had a large number of almost full time TA personnel who were based at Grantham and undertook most of the training load and at that time there was enough training days funded to cope with this.
I remember also that the officers mess had to have asbestos removed, again a costly but vital job done largely through the holiday period so we had little disturbance to the officers.

Lastly I remember that we established a special training facility at Grantham for potential TA officers designed to select, test and train them ab initio before sending them to the Sandhurst TA officers commissioning course. This was overseen and funded by HQ UKLF as it was called in those days and reasonably successful but not I think continued for long.

All these initiatives were those that stand out in my mind amongst a delightful and busy time that my wife and I had with the wonderful ,enthusiastic and dedicated TA soldiers that it was my privilege to serve .

JSR October 2019

Notes from the Commander Leadership

Colonel A E W Stormer
Commander HQ RCT TA

At my last Study Period we considered training and dealt with leadership training in particular. Unfortunately one speaker on this subject was unable to attend and we missed some valuable input. I thought therefore a few points here might help you and stimulate thought as to how to improve leadership which I suspect does not come easily to most TA officers and NCOs.

Good leadership is vital to the profession of Arms. It is difficult to learn. It is very personal in application because as Lord Moran said "it is the art of dealing with human nature. The soldier is governed by his heart not through his head". This means no precise SOPs can be applied by anyone and guarantee good leadership will result!

COMMUNICATION

I believe communication is the key to good leadership. The finest leaders have all been gifted communicators. Communication takes time and the TA does not have much time available. The occasions when you are with your soldiers, are, I appreciate, limited. It is essential therefore to use this limited time, whether it be in the TA centre or at Grantham, to practise your leadership and this means communicating with your men at every possible opportunity. Major General Fuller, a leading military writer between the two World Wars, criticised the World War I Generals because their soldiers merely heard of them as "managing directors sitting in dug-outs in chateaux and in offices, they did not know their names. To them they were no more than ghosts who could terrify but seldom materialised."

This must not happen at any level of command let alone at General level. Any leader of any rank must communicate with his men.

We use the CCT but it has limitations and is not designed to teach leadership. It can help you communicate however, through the medium of "O" groups, conferences as well as meeting and talking to each man and woman from your unit who is present. Fuller also said three things are needed for leadership and generalship: Courage, brains and good health. I want to concentrate on the last because it implies fitness and is something everyone can do something about. The other two assets are a little harder to deal with!

FITNESS

You must be fit to lead efficiently. Fitness is something even the busiest TA soldier can achieve in his or her own time in the evening by jogging for example and it is of course to our own personal benefit. Do not rely on 19 days TA service to become fit! It is for this reason I place emphasis on you all passing your annual BFT. Montgomery is purported to have issued an order to all his staff to run. An elderly Colonel submitted that were he to run as directed he would probably die. Montgomery still ordered him to run because he would rather the Colonel died then in training when it was convenient, than when facing the Germans when it was not! This may be an apocryphal story but it does make a relevant point.

IDEAS

I offer a few ideas which I ask you to consider and which I believe will help you develop leadership in the short time that you do have available. As leader take the lead. Do not rely endlessly upon your 2IC and act as a sort of DS at every "O" Group or on every Exercise. You will not win "points" from me for this, but more importantly you will not impress your soldiers either. Use every opportunity to meet and talk to your men. Talk to groups of them whenever you can but do not talk too long and always have something worth saying. Being an oral word processor might help a politician but soldiers will see through you pretty fast! Make a point of attending events when the maximum numbers of your soldiers are likely to be present. For example try and be in early at the TA Centre so when your soldiers come in for reception they see you and you them. Speak to all of them if you can. Remember leadership is the art of dealing with human nature and people like to be noticed, understood and thought about. Find out about each of your soldiers, perhaps keep a few notes on each of them in a sort of "troop bible" of your soldiers. Do not be on perpetual "send" either; listen to what they have to say. Check the PAMPAS for the record, so that you know which of your soldiers is qualified for promotion, who is not, who needs a course etc. This does not imply being nosey, simply being aware and concerned for your soldiers. Produce a Regimental Organisation layout with a picture of all officers and Warrant officers. This is particularly relevant to the Specialist TA units where soldiers do not meet regularly. Remember that they are away for long periods between training and therefore do not regularly see their officers and Senior NCOs and know them. Write to your soldiers on taking over but remember this is a poor substitute for face to face contact. It is however better than doing nothing and simply acting like Fuller's World War I Generals and being like managing directors in dug-outs and chateaux but remaining quite unknown to your soldiers.

TRAINING

There are born leaders in the same way there are born natural athletes. However, I am equally sure we all have some natural assets which given training and practise can make all of us better leaders. Like athletes however, it requires training to improve. The points I make above I hope will help your leadership training. It can only help in your civilian occupation as well. Just think about it; keep practising and trying and you never know you might end up a born leader!

The Volunteer - Summer 1989

Feb 2021 Release

COMMANDER TCT TA AND RLC TA – 1991 TO 1994

By Colonel C J Constable

The Colonel!

Commander RCT TA, in my view, is the best Colonels appointment in the Corps, if not the Army and I was lucky enough to have been selected. Having commanded a TA Regiment I thought I knew a bit about the TA but I quickly realised that I still had a lot to learn, However, I had a super staff who taught me the ropes. The Colonel of Volunteers, Colonel Stan Spackman and my Chief of Staff, Lieutenant Colonel Richard Morgan, were both very experienced and were supported by a couple of very good majors and a captain. My Deputy Chief of Staff looking after all the administrative details was a Retired Officer, Colonel John Riggall who himself had been the Commander in his day. A wealth of experience and knowledge resided in my staff.

Prince William of Gloucester Barracks was a former RAF Station dating from the World War 1. It had variously been known as RAF Grantham and RAF Spttalgate. It had various rôles but its last one was as the home of WRAF Training. The RAF gave it up in the 1970's when the RCT assumed ownership for the RCT TA. It was a splendid brick-built barracks with a large training area attached (the old airfield). It was ideal for the TA as it had plenty of accommodation and space for training thereby negating the need to travel to other training areas. As many of the RCT TA units were officer "heavy" the Officers' mess was again ideal as it could accommodate over 100.

The role of the Commander was first to command all the "specialist" RCT TA units. Specialists were recruited from across the Country and had a reduced commitment from the Independent TA who were based geographically across the Country in local areas. Based in Grantham I had 4 large TA Regiments under command and a whole range of independent squadron sized units. In all some 11,500 TA officers and soldiers whose rôles varied from transport, movement control, staff liaison, railway units, maritime and port units. Additionally, I had based in Grantham a Regular Training Regiment. My other responsibility was for the training standards and as a Corps focus for the RCT Independent TA Regiments based throughout the United Kingdom and Northern Ireland. There were eight Independent RCT TA Regiments; 2 in Scotland, one in Northern Ireland and the rest stretching across all of England and Wales. Additionally, there was a small Movement Control unit in Germany. One way or another I had responsibility for some 16,000 RCT TA Officers and Soldiers. It was a huge commitment which had been a Brigadiers appointment.

The Headquarters RCT TA Officers' Mess

My first task was to visit all units and get to know the personnel especially the Commanding Officers. I tended to visit the units on camp when they had maximum attendance from their soldiers. I was hugely impressed by all that I saw. The soldiers, male and female, were all motivated and keen and were commanded by very able Cos. I did not detect any particular weak hands although some were clearly more able than others! I also had to get to know my own chain of command. I was part of the Training Group RCT whose headquarters were in Aldershot. The Brigadier was Wardle Barker, and old friend from Aden days and he made it clear that Grantham, and the RC TA were totally my responsibility. He would not interfere in any way unless I needed help. What a vote of confidence!

In spite of the RCT TA being well recruited, trained and commanded, dark clouds were looming on the horizon. There was yet another Defence Review. The Berlin Wall had come down in November 1989 and Germany was re-united. There was no longer a need for huge forces to be in place to oppose the Warsaw Pact and defend Western Europe. Also being studied was the structure of the Army for the need to save money was becoming paramount. I found myself attending many meetings at headquarters Director General of Transportation and Movements (HQ DGTM – our General's HQ) in Andover to be part of the Reviewing Team to restructure the RCT TA. At the same time, it was announced that the RCT, RAOC,

Waiting with HRH Princess Alice, our Colonel In Chief

The back of the The White House

RE(Postal), Royal Pioneer Corps and Army Catering Corps were to be merged to form a new organisation.

After our holiday, the difficult work really began. HQ DGTM appointed me to chair the Joint Planning Committee for the formation of the Royal Logistic Corps TA, the name of the merged Corps. The date for merging was to be 5 April 1993. The study into the structure of the RCT Regular and TA (part of the overall Army Restructuring known as "Options for Change") was also getting underway so my time was being taken up with a huge amount of staff work, writing papers and travelling to attend meetings. Clearly the RCT TA Regimental structure was not going to survive in it's current size and shape and I started to consider how we were going to mark the passing of the RCT TA and the Corps in a suitable and, hopefully, spectacular fashion. My problems were solved when I sat next to a delightful retire Corps Officer at a dinner. Lieutenant Colonel Norman Treasure (the father of John Treasure – an old Corps friend) mentioned that 1992 was the 25th anniversary of the restructuring of the RCT TA following "Hackett and Carver" (former Army Generals) restructuring the Army in the 1960s. "What about a parade?" he suggested. The seed was sown in my mind so, with the Colonel of Volunteers (by now Colonel Ian McRobbie) and our staff, we debated whether or not we could organise a Parade which would mark the Silver Jubilee of the RCT TA and at the same time bid farewell to our cap badge.

We decided that such a Parade was feasible but who to review it? Our Colonel in Chief, HRH Princess Alice, Duchess of Gloucester, who lived not far away in Barnwell Manor, Northamptonshire, was the obvious choice but she was well into her 90s. Nevertheless, she was still reasonably active so I wrote to general McDonald, the DGTM, to seek his agreement. There was a certain amount of Cynicism and concern as to whether or not the TA could organise such an event but eventually permission was granted to go ahead. At a meeting of all Cos, Independent and Specialist, there was enormous enthusiasm and much help was offered. I took up one from Lieutenant Colonel Albert Smetham who commanded 157 Regiment RCT TA in Wales. Albert and I had been in Normandy Company at Sandhurst together and were old friends so I knew he would produce the "goods". He offered up the services of captain Tim Harrison, a TA Officer and a pilot who had had a key role in organising the Cardiff Tattoos. I appointed a couple of assistants and Tim got on with the job.

He organised a superb parade with every Regiment and sub unit producing a "Guard" – some 800 men and women on parade – followed by a Drive Past of all the vehicles that the RCT TA drove from a steam engine (on a low loader with smoke emitting from its stack). Boats on trailers and everything from huge tankers to motor cycles; the Corps Coach even took part. His "piece de resistance" was the RAF to fly past in a Hercules aircraft so that RCT Air Despatchers could make a "drop" on the airfield. All in all, there were 1000 TCT TA men and women on parade which was commanded by Colonel Tony Feldman, a TA Officer, with only two "Regulars" on parade being the Parade Adjutant and the Parade RSM.

After the Parade, there was the usual photographs – first with the WOs' and Sgts' Mess and then with all of the RCT TA Cos and principle staff. The weather was magnificent so I was able to wander the garden with princess Alice whilst we waited. Whilst she admired the rose garden, they were sadly passed their best which HRH noticed! After the photo-call a discrete lunch was held in the Officers' mess for VIP Guests whilst outside a magnificent buffet was laid on for over 400 officers and their wives. At the end of what was a very special day HRH was asked to plant a commemorative tree. We all thought she would just put a spadeful of soil in the hole but not a bit of it – at 90+ she put in two or three spadefuls and stamped the tree in; much to the delight of the crowd!

HRH Princess Alice Reviews the Parade
(from a painting by David Rowlands)

The Drive Past

The Corps Coach even took part!

Tree Planting

Farewell to our Colonel in Chief – her last appearance with the Corps

The Parade was considered an outstanding success and DGTM designated it the farewell Parade for the RCT, Regular and TA, to our Colonel in Chief. Princess Alice, in her letter of thanks, remarked that it was a very special day for her too. Her husband had been appointed the Colonel in Chief of the Royal Army Service Corps, our immediate predecessor, in 1942 and thus she had had 50 years close association with the Corps.

After the Parade we had to get back to work for we were behind with our planning. Howard Bentley-Marchant, an old friend who, as Colonel Transport 1, was now the principle staff officer in HQ DGTM dealing with restructuring. He took on most of the work associated with restructuring the TA Regiments for they were an intrinsic element, with the Regular Regiments, of the overall logistic support to the Field Army. Meanwhile, I started on the re-organisation of the TA elements of the five Corps which were to form the Royal Logistic Corps. Although I was appointed the Chairman of the Join Planning Committee and Commander RLC TA (Designate) I did not want to appear as if I was imposing and RCT blueprint on the future structure. I, therefore, made arrangements to have a round table (top) produced so there was no "head" at the conference table and in addition to the Regular Commanders of the forming Corps I invited their Colonels of Volunteers. This was a good move and how we operated – we were, after all, going to be the largest element of the RLC TA by a considerable margin.

Having agreed the structure in principle (based on RCT TA organisation) the detail had to be addressed. My remit was to produce an organisation which was cheaper than the combined cost of the five separate organisations. Not a difficult task and we did have a fair amount of flexibility and were able to produce a robust structure. However, we nearly had the rug pulled from beneath us for one day I had a visit from the Colonel Training on the staff of the Inspector general of Army Training (Lieutenant General Sir Garry Johnson KCB OBE MC). He had been sent to inform me that as the RCT TA was the only TA with a dedicated training centre across the whole of the Army this must be a luxury that could not be afforded and it was, therefore, to be earmarked for closure. No matter how much I explained the size and shape of our new structure to occupy Prince William of Gloucester Barracks, my words fell on deaf years. I decided to approach DGTM direct with the problem. He immediately informed General Sir John Learmont KCB CBE, the Quartermaster general. He was a formidable individual with a fearsome reputation. Furthermore, he was responsible for all logistic services across the Army and was member of the Army Board. He decided to come on a fact finding tour. He arrived by train one morning at 10:15 am and did not leave until 6 pm. It was a very long and exhausting day but it obviously paid off shortly afterwards as I learned that the Executive Committee of the Army Board had endorsed his recommendation that Prince William of Gloucester barracks was to be the home of the RLC TA, effectively overruling General Johnson!

Our plans for the structure and organisation of the RLC TA were eventually put before the Directors of the forming Corps who agreed the proposals without amendment. We then had to put the proposals before the Army Establishment Committee. They agreed our plan less one element – given the size and responsibilities of the RLC TA, we recommended that the Commander should again be a Brigadiers appointment. Sadly, we did not get that through!

The next year was extremely hectic. A number of regiments had to be disbanded and others formed. All had to be re-organised with different structures, reporting to different chains of command. I found myself on the Dress Committee of the new Corps debating what our uniform should be, what Regimental march should be, the colour of our mess kit – all very emotive subjects and one which everyone has an opinion! Mountains of paperwork were produced and I ate and drank for the Queen for just about every Saturday I was invited to a Regimental Dinner of either a regiment that was disbanding or to one that was forming. The Corps that were joining us also invited me to a large number of luncheons and dinners. Eventually on 5th April 1994, The Royal Logistic Corps was formed. We held a small parade at Grantham but the main parade was held at Deepcut.

There was much to be done in those early months of the new Corps, not least moulding disparate organisations and individuals into a cohesive body and getting to know everybody. The RLC TA at that time was a "one off"! No organisation had been formed to whom to report for the Training Headquarters had been disbanded. I had to hawk myself around to find someone who would write our confidential Reports and to whom I should report should things go wrong – it didn't matter much to me for I was not going to go further but it was important for my subordinates. Notwithstanding I really enjoyed this period effectively commanding a private army! There was much to much going on in the Regular Army to worry about the TA!

I still had a lot to do with the Director General of the RLC, Major General David Burden. He was very supportive of Grantham and all that we did and he ensured that I was kept informed of all that was happening in Regular circles. As one of the senior officers of the Corps, I was involved in the development of policy and with briefing our new Colonel in Chief, HRH The Princess Roya, and her two deputies, HRH The Duke of Gloucester and HRH The Duchess of Kent. The visit of the Duke of Gloucester to Grantham

had an amusing beginning – on arrival and not knowing what he drank, we had arranged for coffee, tea water (sparkling and still) etc to be available. When asked what he would like he replied “milk please” – the only milk we had was for the tea and coffee so we had to put up with black tea/coffee! The briefing of Princess Anne at Deepcut was very comprehensive. She is a very sharp lady who asked a lot of searching questions but she was very interested in all the Corps does. Her passing comment was that she always backed a winner and she was right for the RLC, Regular and TA, have performed magnificently across several countries in very testing operational conditions since formation.

The Senior Officers of the RLC with our Colonel in Chief

Col Colin Constable is pointed out by the arrow.

COLONELS OF VOLUNTEERS – THEIR EXPERIENCES

Colonel S H Spackman TD KSJ DL

On 26 July 1988 I succeeded the late Colonel Jack Butler as Colonel of Volunteers Royal Corps of Transport. The three years that followed were the busiest of my life. In addition to my civilian duties I spent virtually every weekend and all my annual leave with the Territorial Army. It was a most enjoyable and fulfilling time. In my appointment I was strongly supported by Regular colleagues at the RCT TA HQ at Grantham, notably the Commander Colonel Tony Stormer and latterly Colonel Colin Constable, Colonel John Riggall, a former Commander, then in charge of the civilian staff, was the source of invaluable advice. Successive DGTMs and other senior officers always involved me in the business of the Corps and were clearly appreciative of the contribution of the TA officers and soldiers.

At the time the RCT TA formed a very significant element of the reserve Army. The territorially based Regiments in the UK comprised four England with headquarters in London, Hull, Taunton and Liverpool, two, Highland and Lowland, in Scotland and Regiments in Wales and Northern Ireland. Based at Grantham were the four specialist Regiments, two Transport and two Movement Control.

The Cold War had not yet ended and most of the units had roles in support of the 1st (British) Corps and BAOR. They were involved in frequent exercises conducted mainly in Germany but also in the Netherlands, Belgium, Denmark and Norway. It was my duty and pleasure to visit all the units both in barracks, on training areas and elsewhere on exercises. I was always welcomed with great hospitality and thoroughly briefed. There was the opportunity to drive a variety of vehicles including an army locomotive. It was very encouraging to experience the keenness and expertise of the TA soldier. On a number of visits within Great Britain, I had the service of a civilian, ex RAF, driver, Jack Coffin. He was totally reliable and I would work on papers in the back of the car confident that we would arrive on time at the correct location.

There was a number of ex officio meetings to attend such as TA Colonels, the RASC/RCT Association and the Institution. These were frequently at Buller but also at Larkhill, the Tower of London and other places. Ceremonial events such as medal parades with which I was involved were always great occasions. There were invitations to unit events, such as the granting of the Freedom of the City of Hull to 150 Regiment.

It was the custom of the Corps to take flowers on her birthday to our Colonel in Chief, Princess Alice, Duchess of Gloucester. My wife and I had an enjoyable visit to Barnwell Manor and took tea with HRH and her Lady in Waiting.

My exhausting but thoroughly rewarding tour ended on 26 July 1991 when I handed over to Colonel Ian McRobbie.

The lasting legacy of my tour was the commissioning of the portrait of H M the Queen on behalf of all the units of the RCT TA. I visited RAF Cranwell and inspected Royal portraits painted by Mara McGregor. In subsequent discussions with Mara and the Palace it was agreed that the sittings arranged for a standing portrait for the Royal Observer Corps could also be used for a seated portrait for us. The work, universally acknowledged as a fine work of art, has been placed in the dining room of the Officers' Mess at Grantham.

SHS

CHAPTER ELEVEN

SPONSORED/SPECIALIST UNITS OF THE RCT/RLC(V)

160 TRANSPORT REGIMENT RCT(V) – A FULLER HISTORY CAN BE FOUND ON THE RLC ARCHIVE WEBSOTE

160 Transport Regiment RCT (V) was formed on 1st April 1967 at Grange Camp, Bedford, the n of the newly-formed Central Volunteer Headquarters (CVHQ) RCT. The first Commanding Officer was Lt Col Dennis Higgs ERD and the first RSM was WO1 (RSM) W Preston. It was formed from the personnel of two former Army Emergency Reserve (AER)[37] regiments:

- 101 Transport Regiment RCT AER (comprised two MT squadrons and an amphibious squadron)
- 104 Transport Regiment RCT AER (comprised two MT squadrons and a maritime squadron)

The first Honorary Colonel of the regiment, Maj Gen WHD Ritchie CB CBE, wrote to the CO saying "" would like to wish you all the very best of good fortune as a Unit, and to you all as individuals in your soldiering role"".

The two predecessor units of the regiment can be traced back to the reorganisation of the TA after the Second World War. The Army Emergency Reserve (AER) was formed in 1951 to address a shortage of manpower in Regular Army units, particularly in technical and logistic trades. The RASC established ten transport columns (equivalent to regiments and later renamed as such on the formation of the RCT in 1965) plus additional sub-units with a range of other logistic roles. Only two columns survived the gradual reduction in size of the RASC/RCT AER. By 1962, the establishment of the RASC AER was:

- 101 Tank Transport Column RASC AER
- 104 Transport Column RASC AER

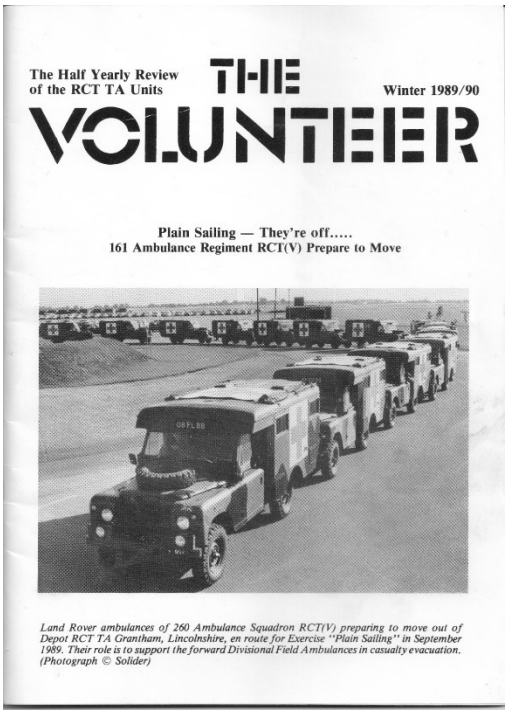
plus supporting sub-units with supply, petrol and air despatch roles.

161 AMBULANCE REGIMENT RCT (V)

In November 1972 260 Ambulance Squadron RCT [V] was posted en bloc from 160 Regiment RCT [V] to the newly formed 161 Regiment RCT [V] under the command of Lt Col John Smith TD. In those early days the regiment had no specific role other than to provide a general transport facility in support of the British Army of the Rhine [BAOR].

It was in 1977 that the regiment was given a specific war role in the revised BAOR Order of Battle. This required the regiment to perform two separate tasks. The first was the peacetime one of commanding four transport squadrons, three of which were to be transferred to 152 [Ulster] Regiment RCT [V] upon mobilisation. The second element was to train for the regiment's mobilisation role of commanding the remaining squadron and to take under command two locally recruited transport squadrons that operated permanently in peacetime in Germany. The regiment was to be responsible for providing a comprehensive casualty transport and evacuation service over a large area of Germany behind the rear boundary of 1st British Corps. Casualties were to be transported to and from hospitals, railheads and airheads within BAOR and as far back as the channel ports if necessary.

[37] The Army Emergency Reserve was a reserve of individuals rather than units with a local territorial base, and was in some ways the forerunner of the later Specialist/National TA units. The AER was composed of individuals such as drivers, dock workers, telephone engineers, etc whose civilian skills could be transferred directly to military use. Reservists were required to undertake little more than two weeks of military training per year and could be called up under the same conditions as the Regular Reserve.



The Half Yearly Review of the RCT TA Units

THE VOLUNTEER

Winter 1989/90

Plain Sailing — They're off.....
161 Ambulance Regiment RCT(V) Prepare to Move

Land Rover ambulances of 260 Ambulance Squadron RCT(V) preparing to move out of Depot RCT TA Grantham, Lincolnshire, en route for Exercise "Plain Sailing" in September 1989. Their role is to support the forward Divisional Field Ambulances in casualty evacuation. (Photograph © Solider)

161 REGIMENT RCT[V] –THE EARLY YEARS 1972-1984
BY COLONEL C J AHERN TD

1984 ONWARDS
BY LT COL R M LAING TD

INTRODUCTION by Colonel C J Ahern TD

Since the formation of the Regiment in 1972 to today, in February 2000, when it is threatened with disbandment the Regiment has achieved considerable success in a number of roles.

This presentation will cover the following phases:

- Formation of the Regiment 1972-1976
- New War mobilisation role 1977
- Regimental Command 1981-1984
- Brief notes on the period 1984 to 1993.

FORMATION

1972 PRE FORMATION

Feb I was promoted Major and appointed OC 260 Amb Sqn RCT [V] –then part of 160 Tpt Regt.

Aug 260 Sqn was one of the first CV [Central Volunteer] HQ units selected to train in BAOR. Minden was our base camp.
The Sqn comprised 4 x tps, a total of 238 Pax
4 ton GS vehs were issued from the training pool in lieu ambulances.
CV HQ UK pre deployment briefing stated: be on your best behaviour, use only field locs and under no circumstances harbour up in German farms and villages.
Week 1: Sqn HQ organised trg in an area north of Minden.
Week 2: Sqn was exercised by 2 Div Regt RCT. 2 Div Regt forced 260 Sqn to harbour up in a German village, moving in during the night – this was very intimidating wondering what would be the reaction of the inhabitants when they awoke in the morning.
Both mil trg and social hosting were successful – the Sqn returned to UK with a good "chit" from 2 Div Regt.

1972 **161 Tpt Regt RCT[V] –Formation**

Nov 161 Tpt Regt RCT [V] was formed under the command of Lt Col John Smith TD.
260 Amb Sqn RCT [V] in its entirety was placed under command of the newly formed regt.
HQ 264 Sqn was formed but personnel for the sqn's 4 troops had yet to be recruited.

1973

May The sqns of 161 Regt trained separately.
260 Sqn's Annual camp comprised Week 1 in Stanford PTA concentrating on individual trg.
Week 2 was a road rally completing the circuit Bedford, York, Warcop [Cumbria], Cannock and back to Kempston, Bedford.

1974

Mar 161 Regt's annual camp was in BAOR on Ex Loadex.
RHQ commanded 2 Tps from 260 Sqn, 2 Tps from 263 Sqn [of 160 Regt] and all 11 members of 264 Sqn.
Base camp was at Minden. Ex Loadex involved the transportation of live amn stocks between the forward amn depot at Pomsen in the Corps area and the base amn depot at Bracht.

June A TI260 Amb Sqn camped in BAOR.
Week 1 The Tisupported the RAMC on a Medex at Olen near Antwerp.
Week 2 The Tiwas exercised by Sqn HQ. This included a demo day set up by 4 Fd Amb around the Mohnesee in 432 tracked ambs.

1975

Apr I relinquished command of 260 Amb Sqn upon transfer to the to the Unposted List.

Oct While on the UPL I was nominated to comd an ad hoc sqn to train in BAOR on Ex Spearpoint, the major Corps FTX which was trialing a new resupply system.
The ad hoc sqn included elements from 260, 263 and 264 Sqns who could double camp. This provided an excellent opportunity to participate in a 1 BR Corps major FTX and to observe regular units under field conditions.

. Our return flight was overloaded -10 PAX or our weapons had to be unloaded. Because of the volunteers' civilian work commitments I took the decision to unload the arms and the CSM to guard them. The arms and the CSM were returned to UK 48 hours later.
I then remained on the UPL until I was posted to 495 MCLU, a movements appointment in a German Army HQ.

1976

Nov After 18 months away I returned to RHQ 161 Tpt Regt as 2i/c vice Maj Ralph Alford.

A WAR MOBILISATION ROLE

1977

Jan The Regiment was told it was to be given a specific war role from 1 Apl 1977 –to provide casualty evac tpt in BAOR in support of AMS [Army Medical Services].

Feb I attended Ex Wintex attached to HQ Dortmund Area to study the Regiment's new war role.
The exlocs were at HQ [BR] Log Sup Comd, Rheindahlen and the Joint Medical Cell [JMC] at Dusseldorf.
It was the Regiment's first contact with the JMC – a relationship that was to be fostered and developed over future years.
The new war role was to provide and control casevac tpt:

- From Fd and Gen Hosps in the Corps Area to hosps in the Dortmund Area.
- To unload cas from amb trains in the Dortmund Area to Gen Hosps in the DA.
- To provide zonal casevac tpt within the Forward Maintenance Area and the Rear Maint Area [later RCZ] into Gen Hosps in the DA.
- Casevac tpt from Gen Hosps in the DA to airheads or railheads in the FMA/RMA or by road to the Comm Z for evac to UK.

The Establishment of 161 Regt was amended to:

<u>Peace:</u>
2 x Land Rover Amb Sqns [260 & 264] and 2 x Coach Sqn Cadres [290 & 291].
<u>War</u>
Give up 260, 264 & 290 Sqns to 152 Ulster Regt RCT{V]
Keep 291 Coach Sqn and gain 2 x L/R Amb Sqns 626 & 627 MCTG [Mobile Civilian Tpt Gps].
The Regt's vehicle establishment: 132 x L/R amb + 217 coaches.
The Coach Sqn's top up manpower was to be provided from the general army reserve.

The Ex Wintex PXR [post exercise report] formed the basis of Regt's future war planning and trg.

Apr Lt Col Brian Emery TD assumed comd vice Lt Col John Smith TD.

Apr Within 3 weeks of assuming command Col Brian took the regt on Annual Camp in BAOR. 260 and 264 Sqns were exercised by 152 Regt while RHQ devoted it's time to briefings on the new war role and recces of relevant HQs, hosps, airheads and railheads.

1978

Jan I relinquished the appointment of 2i/c of the regt upon being posted back to 495 MCLU upon promotion to Lt Col – once again to a movements appointment with the German army.

1978/ For the next 3 years I observed 161 Regt at Grantham and in BAOR when both 161 Regt and 1981 495 MCLU were participating in exercises.

COMMAND OF THE REGIMENT

1981

Jan I was selected to succeed Lt Col Emery as CO wef 1 Apl.

Mar I attended Ex Wintex in my 495 MCLU appointment. However, half way through Ex Wintex I was directed by Comd RMA [Brig Brian Ridley] to spend the remainder of the exercise liaising with the Medics and to concentrate on Joint Medical Cell ops because changes in the med op plan were expected to materially affect 161 Regt's future methods of operation.

Apr I assumed comd of 161 Tpt Regt RCT[V]
I count myself very fortunate in inheriting a first class team that included:

RHQ	Maj John Lynch 2i/c	who became CO 160 Regt
	Maj Clem Brown RMO	cancer specialist
	Capt Maurice Morley QM	formerly my SSM in 260 Sqn
260 Sqn	Maj John Astbury	who became CO160, then Sen Off 496 MCLU and finally Colonel of Volunteers
264 Sqn	Maj Roger Laing	who became CO 161 Regt
290 Sqn	Maj Tony Davies	who became CO 161 Regt
291 Sqn	Maj Roger Dobson	who became the LO to JMC
Regt's new establishment -		Peace 35 Officers + 522 R&F
		War 25 Officers + 887 R&F

MAJOR ROGER LAING TD – OC 264 SQN

Apr Annual camp for 260 & 291 Sqns was in BAOR on Ex Folding Bed under comd 152 Regt.
Together with my 2i/c a visit to the sqns was arranged. We were able to include an R&R weekend liaison visit to 62 Sqn RCT at Spandau in West Berlin travelling both ways on the Berliner military train.

Oct RHQ participated in the CPX Ex Plain Sailing in BAOR. This identified a need for 3 Los to be added to the regiment's establishment to run JMC tpt ops. These Los were required to run tpt ops at both JMC Main [JHQ Rheindahlen] and JMC Alt [Dusseldorf] and to liaise with RHQ 161 Regt at Dortmund.

1982

The Regiment's title was changed to 161 Ambulance Regt RCT[V].
A consistent annual trg pattern was established:
Complete regiment:

- 2 x trg weekends at Grantham –Mil Standards & unit trg – usually a mini FTX.
- 1 x Study weekend – this always included a Ladies Night.
- 1 x CCT weekend –Command & Control Trainer
- 1 x adventurous trg w/e [Ex Rick's Yomp – at locations including Capel Curig [Snowdonia] and Leek [Derbyshire Peaks]. The purpose was to "bond" the RHQ and sqn management teams.

RHQ [supplemented by limited sqn representation]:

Year 1: BAOR CPXs –Ex Wintex in February and Ex Plain Sailing in Sept.
Year 2: BAOR CPXs –Ex Fastbuck in February and Ex Jog Trot in Oct.
All 4 CPXs concentrated upon military and political decision making in the event of an attack from the East [Orange Forces]

Squadrons:
Annual camp either in BAOR or UK –heavy demands were made by BAOR for the sqns to support both Div and Corps FTXs. Sqns also provided occasional weekend support on UK med FTXs.

Exercise Rick's Yomp 1982

Rear rank: Majs Rob Walters, John Keir, Lt Col Rick Ahern, Capt Fred Shiel REME, Lt Mark Melaugh,(back) capt Graham Smith (front), Lt Richard O'Keefe, Lt Dick Baker-Menton, Lt Alan Curtis, Majs Mike Hyde & Roger Laing, Capt Maurice Morley (QM)

Centre: Col Colin Brice, Hon Col, Seated- Maj John Lynch (2i/c)

1984

Apr I relinquished command of 161 Amb Regt and handed over to my successor Lt Col Rob Walters I was posted back to the world of Los once more. 495 MCLU had now become the British Support Command Liaison & Movements Staff [the LAMS] and it included General Staff as well as movements appointments.

CONCLUSION

PRINCIPAL LESSONS

1. The regiment's principal aim must be "to satisfy the customer" – in the case of 161 Regt this meant taking over all the casevac tpt responsibilities [and problems] behind the Corps rear boundary from the Army Medical Services/Joint Medical Cell.
2. Don't set the tpt requirement in concrete until the med plan has been proved in realistic trials. Past experience shows that the med plot is liable to change considerably after being thoroughly tested.
3. Make good friends with the medical services; they are very influential allies who "punch well above their weight" in any representations up the chain of command.

1984 ONWARDS

Lt Col Rob Walters succeeded Lt Col Rick Ahern as CO. Starting with Ex Crusader in 1980, there had been a succession of major Corps level exercises in BAOR which reflected the heightened international tension between the Warsaw Pact and NATO. Following the death of Breznev in Nov 1982, Exercises such as Red Claymore, Spearpoint and Javelin were followed by Lionheart in 1984. RHQ was again based in the cellars of Block 26 in West Riding Barracks, Dortmund. The two Coach Amb Sqns, 290 and 291 together with 290 Amb Sqn were under command, while 264 Amb Sqn once again came under command of 152 (U) Amb Regt RCT, its wartime chain of command.

Other, regimental activities included the highly successful "Rick's Yomp" annual leadership weekends. The Regt deployed to locations right across England and Wales for all of these exercises.

MAJOR LAING (FAR RIGHT) WITH 264 SQN PERSONNEL ON EX RICK'' YOMP

The Hon Col was Col John Smith, the first CO of the Regt – until his death in 1989. He was succeeded by Col Rick Ahern.

L-R: MAJOR ROGER LAING COLONEL C J AHERN (HON COL) AND MAJOR ROGER DOBSON

1987 ONWARDS

Lt Col David Mead assumed command with Maj Tony Davies as 2ic and Maj Roger Laing as Ops Major. Once again the Regt was a frequent visitor to West Riding Barracks, Dortmund for Regt/Div Level exercises.

The highly successful series of "Rick's Yomp" leadership exercises continued and was supplemented by the "Warm Front" series of weekend deployment exercises in role, utilizing real locations such as railheads and seaports.

The Regt continued to work closely with AMS for planning and joint training at hospitals/ dressing stations/railheads and over this period a series of presentations were delivered to major RAMC locations around the UK on the logistics of the BAOR model of casevac.

In Dec 1989, just before Op Granby (Gulf War One) the Regt was tasked to brief the hastily assembled Regular Casevac Regt RCT prior to their deployment to the Gulf. The 2ic and Ops Major delivered a series of briefings to the command element of this hybrid unit on the BAOR system of casevac, so that they could adopt and adapt it to suit the conditions in theatre. The MOD had directed that no reservists could be deployed for this purpose and 150

drivers/NCOs were assigned from The Gurkha Transport Regt in Hong Kong to drive the ambulances. Fortunately, in the event, the expected number of casualties did not occur.

1990 ONWARDS

Lt Col Tony Davies succeeded Lt Col David Mead as CO with Maj Roger Laing as 2ic. Col Rick Ahern continued as Hon Col.

L-R MAJOR ROGER LAING LT COL TONY DAVIES

There were no regimental annual camps in BAOR during this period, but joint training increased with AMS TA units. A limited number of personnel began to deploy to Cyprus and Bosnia as individual reinforcements.

The “Rick’s Yomp” and “Warm Front” series of weekend exercises continued. There were also major structural changes to the orbat of the RCT TA and a number of regiments were disbanded. 161 was due to be disbanded but fortunately was given a last-minute reprieve. In 1992 the Regt took part in The RCT Silver Jubilee parade at Grantham.

1993 ONWARDS

On 1st April 1993, Lt Col Roger Laing assumed command, with Maj Roger Hood as 2ic. Lt Col Laing was the last RCT CO of the Regt, with the shortest tenure – 4 days ! With effect from 05 April 1993, the Regt rebadged to the Royal Logistic Corps and became part of the CSSG (combat services support group) UK. 25 coach ambulances were issued from disbanding BAOR units and the RAF. This enabled the regt to carry out an intensive passenger service vehicle (psv) training programme to qualify drivers to the full civilian (bus driver) standard. During annual camp in 1993, the regt became fully operational in this respect.

A small but growing number of personnel were deployed to Bosnia in support of NATO operations in that theatre.

HRH The Duke of Gloucester visited the Regt at Grantham and toured a fully equipped 12 stretcher ambulance coach. In 1995 Col Tony Stormer succeed Col Rick Ahern as Hon Col.

L –R: Major Roger Hood and Lt Col Roger Laing

1996 ONWARDS

Lt Col Roger Hood assumed command. RML 28 Apr '14

COLONEL C J AHERN TD AND LT COL R M LAING TD –RETURN TO VISIT 161 AMB REGT RLC(V)

DISBANDMENT PARADE AT HQ RLC TA

Foreword by Colonel C J Ahern TD

I consider it an honour to have been invited to contribute this foreword to the history of 161 Ambulance Regiment RLC [V].

My association with the regiment began at the time of its formation in 1972. In November of that year I commanded 260 Ambulance Squadron RCT [V] when I and my squadron were posted en bloc from 160 Regiment RCT [V] to the newly formed 161 Regiment RCT [V] under the command of Lt Col John Smith TD. In those early days the regiment had no specific role other than to provide a general transport facility in support of the British Army of the Rhine [BAOR].

It was in 1977 that the regiment was given a specific war role in the revised BAOR Order of Battle. This required the regiment to perform two separate tasks. The first was the peacetime one of commanding four transport squadrons, three of which were to be transferred to 152 [Ulster] Regiment RCT [V] upon mobilisation. The second element was to train for the regiment's mobilisation role of commanding the remaining squadron and to take under command two locally recruited transport squadrons that operated permanently in peacetime in Germany. The regiment was to be responsible for providing a comprehensive casualty transport and evacuation service over a large area of Germany behind the rear boundary of 1st British Corps. Casualties were to be transported to and from hospitals, railheads and airheads within BAOR and as far back as the channel ports if necessary.

In order to meet the requirements of these two main tasks the regiment was faced with a complex training liability. The demands placed upon the regiment to train its soldiers, liaise with the Army Medical Services and to support an ever-increasing number of exercises in BAOR placed a very heavy demand upon the volunteers of the regiment. That these tasks were accomplished to the complete satisfaction of the regiment's "customers", and the staff of its UK training HQ at Grantham, is testament to the professional approach and dedicated service of many officers and soldiers of the regiment over many years.

The regiment can be justifiably proud of the manner in which it assisted in the development of the casualty evacuation plans in close co-operation with the Army Medical Services. It should be remembered that these plans were developed during the "Cold War" when the "Orange Forces" of the Warsaw Pact countries were operating close to the eastern border of what was then West Germany.

The collapse of the threat from the armies of the Warsaw Pact countries following the fall of the Berlin Wall late in 1989 and the subsequent reshaping of the British armed forces inevitably led to a reassessment of the requirement to transport a large number of casualties by road. The nature of warfare had changed irrevocably from that of massed armies to smaller anti-terrorism style campaigns; thus the demand for the type of service provided by the regiment evaporated. From that time the future of the regiment was in doubt and it came as no great surprise that the Ministry of Defence eventually decided that the regiment must disband.

It is thus with sadness that we will record the passing into history of the regiment on the 30th September 2002. At the same time all of its members, both past and present, can take pride in the contribution that each has made to the many successes achieved by the regiment in its relatively short life. That it was, and still is, held in such high regard is a tribute to the effort made by all of the regiment's members.

I value greatly the friendships that I have made with members of the regiment and I shall treasure the memory of the times, both operational and social, that I spent with the regiment. Wherever its members may venture in the future may they never forget the regiment's achievements, the manner in which it achieved success and the part that each individual played in achieving that success. May they also continue to "work hard and play hard"!

The regiment is to hold its Disbandment Parade at the Prince William of Gloucester Barracks, Grantham on the 14th of September 2002. The regiment has, without doubt, earned the right to march-off that final parade with a sense of pride in what it has achieved.

Cuckfield

10th September 2002

161 REGIMENT RCT[V] –THE EARLY YEARS 1972-1984

BY COLONEL RICK AHERN TD

INTRODUCTION

Thank you for your invitation to return to our Regiment's Study Day and to speak to you for a short while about the Regiment's early days. Since its formation in 1972 to today, in February 2000, when it is threatened with disbandment the Regiment has achieved considerable success in a number of roles.

My presentation will cover the following phases:

- Formation of the Regiment 1972-1976
- New War mobilisation role 1977
- Regimental Command 1981-1984

FORMATION

1972 PRE FORMATION

Feb I was promoted Major and appointed OC 260 Amb Sqn RCT [V] –then part of 160 Tpt Regt.

Aug 260 Sqn was one of the first CV [Central Volunteer] HQ units selected to train in BAOR. Minden was our base camp.
The Sqn comprised 4 x tps, a total of 238 Pax
4 ton GS vehs were issued from the training pool in lieu ambulances.
CV HQ UK pre deployment briefing stated: be on your best behaviour, use only field locs and under no circumstances harbour up in German farms and villages.
Week 1: Sqn HQ organised trg in an area north of Minden.
Week 2: Sqn was exercised by 2 Div Regt RCT. 2 Div Regt forced 260 Sqn to harbour up in a German village, moving in during the night – this was very intimidating wondering what would be the reaction of the inhabitants when they awoke in the morning.
Both mil trg and social hosting were successful – the Sqn returned to UK with a good "chit" from 2 Div Regt.

1972 161 Tpt Regt RCT[V] –Formation

Nov 161 Tpt Regt RCT [V] was formed under the command of Lt Col John Smith TD.
260 Amb Sqn RCT [V] in its entirety was placed under command of the newly formed regt.
HQ 264 Sqn was formed but personnel for the sqn's 4 troops had yet to be recruited.

1973

May The sqns of 161 Regt trained separately.
260 Sqn's Annual camp comprised Week 1 in Stanford PTA concentrating on individual trg.
Week 2 was a road rally completing the circuit Bedford, York, Warcop [Cumbria], Cannock and back to Kempston, Bedford.

1974

Mar 161 Regt's annual camp was in BAOR on Ex Loadex.
RHQ commanded 2 Tps from 260 Sqn, 2 Tps from 263 Sqn [of 160 Regt] and all 11 members of 264 Sqn. Base camp was at Minden. Ex Loadex involved the transportation of live amn stocks between the forward amn depot at Pomsen in the Corps area and the base amn depot at Bracht.

June A TI260 Amb Sqn camped in BAOR.
Week 1 The Tisupported the RAMC on a Medex at Olen near Antwerp.
Week 2 The Tiwas exercised by Sqn HQ. This included a demo day set up by 4 Fd Amb around the Mohnesee in 432 tracked ambs.

1975

Apr I relinquished command of 260 Amb Sqn upon transfer to the to the Unposted List.

Oct While on the UPL I was nominated to comd an ad hoc sqn to train in BAOR on Ex Spearpoint, the major Corps FTX which was trialing a new resupply system.
The ad hoc sqn included elements from 260, 263 and 264 Sqns who could double camp. This provided an excellent opportunity to participate in a 1 BR Corps major FTX and to observe regular units under field conditions.

. Our return flight was overloaded -10 PAX or our weapons had to be unloaded. Because of the volunteers' civilian work commitments I took the decision to unload the arms and the CSM to guard them. The arms and the CSM were returned to UK 48 hours later.
I then remained on the UPL until I was posted to 495 MCLU, a movements appointment in a German Army HQ.

1976

Nov After 18 months away I returned to RHQ 161 Tpt Regt as 2i/c vice Maj Ralph Alford.

A WAR MOBILISATION ROLE

1977

Jan The Regiment was told it was to be given a specific war role from 1 Apl 1977 –to provide casualty evac tpt in BAOR in support of AMS [Army Medical Services].

Feb I attended Ex Wintex attached to HQ Dortmund Area to study the Regiment's new war role.
The exlocs were at HQ [BR] Log Sup Comd, Rheindahlen and the Joint Medical Cell [JMC] at Dusseldorf.
It was the Regiment's first contact with the JMC – a relationship that was to be fostered and developed over future years.
The new war role was to provide and control casevac tpt:

- From Fd and Gen Hosps in the Corps Area to hosps in the Dortmund Area.
- To unload cas from amb trains in the Dortmund Area to Gen Hosps in the DA.
- To provide zonal casevac tpt within the Forward Maintenance Area and the Rear Maint Area [later RCZ] into Gen Hosps in the DA.
- Casevac tpt from Gen Hosps in the DA to airheads or railheads in the FMA/RMA or by road to the Comm Z for evac to UK.

The Establishment of 161 Regt was amended to:

Peace:
2 x Land Rover Amb Sqns [260 & 264] and 2 x Coach Sqn Cadres [290 & 291].

War
Give up 260, 264 & 290 Sqns to 152 Ulster Regt RCT{V]
Keep 291 Coach Sqn and gain 2 x L/R Amb Sqns 626 & 627 MCTG [Mobile Civilian Tpt Gps].
The Regt's vehicle establishment: 132 x L/R amb + 217 coaches.
The Coach Sqn's top up manpower was to be provided from the general army reserve.

The Ex Wintex PXR [post exercise report] formed the basis of Regt's future war planning and trg.

Apr Lt Col Brian Emery TD assumed comd vice Lt Col John Smith TD.

Apr Within 3 weeks of assuming command Col Brian took the regt on Annual Camp in BAOR. 260 and 264 Sqns were exercised by 152 Regt while RHQ devoted it's time to briefings on the new war role and recces of relevant HQs, hosps, airheads and railheads.

1978

Jan I relinquished the appointment of 2i/c of the regt upon being posted back to 495 MCLU upon promotion to Lt Col – once again to a movements appointment with the German army.

1978/ For the next 3 years I observed 161 Regt at Grantham and in BAOR when both 161 Regt and
1981 495 MCLU were participating in exercises.
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COMMAND OF THE REGIMENT

1981

Jan I was selected to succeed Lt Col Emery as CO wef 1 Apr.

Mar I attended Ex Wintex in my 495 MCLU appointment. However, half way through Ex Wintex I was directed by Comd RMA [Brig Brian Ridley] to spend the remainder of the exercise liaising with the Medics and to concentrate on Joint Medical Cell ops because changes in the med op plan were expected to materially affect 161 Regt's future methods of operation.

Apr I assumed comd of 161 Tpt Regt RCT[V]
I count myself very fortunate in inheriting a first class team that included:

RHQ	Maj John Lynch 2i/c		who became CO 160 Regt
	Maj Clem Brown	RMO	cancer specialist
	Capt Maurice Morley	QM	formerly my SSM in 260 Sqn

260 Sqn	Maj John Astbury	who became CO160, then Colonel of Volunteers
264 Sqn	Maj Roger Laing	who became CO 161 Regt
290 Sqn	Maj Tony Davies	who became CO 161 Regt
291 Sqn	Maj Roger Dobson	who became the LO to JMC

Regt's new establishment - Peace 35 Officers + 522 R&F
War 25 Officers + 887 R&F

Apr Annual camp for 260 & 291 Sqns was in BAOR on Ex Folding Bed under comd 152 Regt. Together with my 2i/c a visit to the sqns was arranged. We were able to include an R&R weekend liaison visit to 62 Sqn RCT at Spandau in West Berlin travelling both ways on the Berliner military train.

Oct RHQ participated in the CPX Ex Plain Sailing in BAOR. This identified a need for 3 Los to be added to the regiment's establishment to run JMC tpt ops. These Los were required to run tpt ops at both JMC Main [JHQ Rheindahlen] and JMC Alt [Dusseldorf] and to liaise with RHQ 161 Regt at Dortmund.

1982

The Regiment's title was changed to 161 Ambulance Regt RCT[V].
A consistent annual trg pattern was established:
Complete regiment:

2 x trg weekends at Grantham –Mil Standards & unit trg – usually a mini FTX.
1 x Study weekend – this always included a Ladies Night.
1 x CCT weekend –Command & Control Trainer
1 x adventurous trg w/e [Ex Rick's Yomp – at locations including Capel Curig [Snowdonia] and Leek [Derbyshire Peaks]. The purpose was to "bond" the RHQ and sqn management teams.

RHQ [supplemented by limited sqn representation]:
Year 1: BAOR CPXs –Ex Wintex in February and Ex Plain Sailing in Sept.
Year 2: BAOR CPXs –Ex Fastbuck in February and Ex Jog Trot in Oct.
All 4 CPXs concentrated upon military and political decision making in the event of an attack from the East [Orange Forces]

Squadrons:
Annual camp either in BAOR or UK –heavy demands were made by BAOR for the sqns to support both Div and Corps FTXs.
Sqns also provided occasional weekend support on UK med FTXs.

1984

Apr I relinquished command of 161 Amb Regt and handed over to my successor Lt Col Rob Walters I was posted back to the world of Los once more. 495 MCLU had now become the British Support Command Liaison & Movements Staff [the LAMS] and it included General Staff as well as movements appointments.

CONCLUSION

PRINCIPAL LESSONS

1. The regiment's principal aim must be "to satisfy the customer" – in the case of 161 Regt this meant taking over all the casevac tpt responsibilities [and problems] behind the Corps rear boundary from the Army Medical Services/Joint Medical Cell.

2. Don't set the tpt requirement in concrete until the med plan has been proved in realistic trials. Past experience shows that the med plot is liable to change considerably after being thoroughly tested.

3. Make good friends with the medical services; they are very influential allies who "punch well above their weight" in any representations up the chain of command.

162 MOVEMENT CONTROL REGIMENT RCT/RLC (V)

162 Regt RCT/RLC – A Short history

162 Regiment RLC has a distinguished history originating from the Supplementary Reserve Movement Control Groups, Royal Engineers which were reformed after the war in 1951 and expanded in 1952 to 18 MC Gps. The Movement Control regiments were formed in 1960 from the Groups based on the UK Commands.

On 15 July 1965, the Royal Corps of Transport was formed from the RASC and RE Tn and Mov. The Movement Control regiments became part of the RCT AER. The Territorial Army Volunteer Reserve was introduced on 1 April 1967, and the Movement Control regiments were reduced to two.

162 Movement Control Regiment RCT was formed from 74 and 75 Regiments and members of 73 Regiment living outside Eastern and Southern Commands and assigned to duties in BAOR providing movements support to the Transport and Movements regiments and staff in HQ 1(BR) Corps throughout BAOR from the Channel Ports to the Divisional areas.

In 1982 the concept of the 1 Br Corps Movement Control regiment was trialed with the RHQs of 24 and 162 Regts combining to form the Corps MC regt. Under command were four Traffic Regulating Centres, 281 Sqn (Corps Railheads) and 282 Sqn, (Div Railheads).

On 1 April 1983 the Regiment was re-organised with 283 Squadron joining the re-rolled 163 Movement Control Regiment, in its place came the new 280 TRC Squadron formed from 491, 492, 493 and 494 Traffic Regulating Centres.

1985 saw the link with 24 Regiment broken as the Regiment forged a new association with 25 Transport and Movements Regiment in Bielefeld already familiar to 162 Regt by its work with 281 and earlier 283 Squadrons.

The Regiment's final role prior to the re-organisation arising from the Options for Change and Logistic Support review was to run the Joint Corps reporting Centre with responsibility for the control and monitoring of the whole of the resupply chain for 1st BR Corps.

On the formation of the Royal Logistic Corps on 5 April 1993, 162 Movement Control Regiment RLC took under command the Six District Movement Squadrons: 279 Scotland, 284 Southern (East), 285 Eastern, 286 London, 287 Southern (West) and 288 North West/Wales with an all ranks establishment of 346. 280 Squadron disbanded and 281 and 282 Squadrons reformed with the new 163 Movement Control Regiment. The small RHQ was tasked to provide support to the Tpt and Mov function at UKLF.

Under SDR in 1998, 280 Squadron re-joined the Regiment having been raised in 1995 to provide support to 29 Regiment RLC. However, in 2001, 280, 285, 286 and 288 Squadrons were disbanded and the Regiment was re-rolled as a War Establishment Reserve with 279, 284 and 287 Squadrons.

Under the Future Army Structures rebalancing, 162 and 163 Movement Control Regiments RLC were amalgamated. The new 162 Movement Control Regiment RLC had five task squadrons; 281, 282, 283 and 284 Squadrons nationally recruited and the Swindon based regionally recruited 280 Squadron. 279 was the HQ Squadron. The new regiment was twinned with both 24 and 29 Postal Courier and Movement Regiments RLC.

Under the Strategic Defence and Security Review 2010, a new, regional 162 Regiment was formed by the amalgamation of the national specialist regiments: 88 Postal and Courier Regiment RLC and 162 Movement Control Regiment RLC. With its RHQ in Nottingham, and task squadrons spread from Plymouth in the south to Coulby Newham in the north, the new regional 162 Regiment RLC will continue to carry out the movement control and postal and courier operations roles formerly undertaken by the two national specialist regiments.

Commanding Officers since 15 July 1965:

Lt Col C A Scott ERD TD **1965 – 1968** (as at 15 Jul 65 it was 75 MC Regt RCT AER until **5 Apr 1967** when it became 162 MC Regt RCT(V))
Lt Col J C Marchmont TD **1969**
Lt Col J D Newland ERD TD **1972**
Lt Col M E Snow TD **1976**
Lt Col C L E Spurr TD **1979**
Lt Col S H Spackman TD **1983**
Lt Col G J Shawley TD **1986**
Lt Col M J N Hughes TD **1989**
Lt Col E G Waite-Roberts TD **1992**
Lt Col D Henderson **1995**

CO 2015 – Lt Col M Siebenaller TD

163 TPT & MOV REGT RCT/RLC (V)

163 MC Regiment at Chickerell Camp (1972). The unit, which has a proportion of WRAC in its establishment, carried out individual and unit training here a fortnight in mid-summer this year. The training covered a variety of aspects of. The unit' role which included elementary infantry tactics, range classification, detailed movement control instruction culminating in Exercise Golden Harvest when roads, ports, airfields*and railheads in Wessex were recced as a preliminary to simulated moves which were carried out by the DS who entered into the spirit of things. One of the directing staff, looking and sounding very much a country yokel, complete with straw, practically brought Pen Mill station to a halt when he (representing 750 refugees) was forcibly put on to a train.by-an enthusiastic Movements Operator. He only just avoided transportation to ""unnen""by deftly nipping out onto the opposite platform as the train was moving off. We were visited by Major- General W Bate, OBE'' Director of Movements (Army) who met many of us during the exercise.

This photo was taken on April 4th 1994 when Capt John Chapman was passing through there en route to visit 79 Fy Sqn. Capt Chapman was serving with 283 MC Sqn which at this time was part of 163 Tpt & Move Regt RCT(V)

163 Transport & Movement Regiment RCT(V) – RHQ, Belvoir Avenue, PWoG Bks, GRANTHAM
Mid 1992

RHQ

Rear l-r: WO2 (RQMS) Allan Parkinson, WO1 (RSM) David Southall, C O Lt Col Terry Lees TD

Front l-r: RQM Maj (QM) Jack Burris, Ch Clk WO2 SQMS) John Bennett AGC(V), 2i/c Maj Bill Aitkin TD

Missing: Ops Offr Maj Paul Waananen, Trg Off Capt John Gale RCT (Adjt Depot & Trg Regt) Regt Adjt Capt John Golczka

283 MC Sqn:

l-r: WO2 (SSM) Alan Belton 2Lt Debbie Thompstone (Dawes), Capt Selma Carson Maj Geoff Elliot AGC(V)

Missing: Capt Tony Charlton, Capt Martin Hiles, Lt Allison Boles, Lt Sally Haiselden & 2Lt Kim Bailes

HQ Sqn

Rear l-r: Ch Clk SSgt Charles (Paddy) Elliott AGC(V), Master Chef WO2 (SQMS) Brian Spencer ACC

Front l-r: WOl2(RQMS) Allan Parkinson, OC Maj Mike Galvin, Capt Belinda Mills

Missing: WO2 (SSM) Dave Gillon BEM, Pay WO WO2 SQMS) Peter Atkinson AGC(V)

163 Regt also had 270 Tpt Sqn under command. At this time (mid 1992) the OC was Maj Roger A Hood TD. Also, in Sqn were: Capt David Openshaw, Capt Matt Limb, Capt (QM) Bob Morley, WO2(SSM) Michael (Spud) Murphy. Lt Ian Hooker (A Tp), Lt Richard Boles (BTp) and 2Lt Paul Davey (D Tp). Small Wksp Capt Cameron Patterson REME, AQMS WO2 Tim Decker.

265 Port Sqn RCT (V) now part of 165 Regt

First use of the Sqn number - originally formed as a motor transport company ASC in February 1915. 19th (Western) Division, and later 15th (Scottish) Division then 51st (Highland) Division.

275 Railway Sqn RCT (V)

This squadron was partnered with 79 Railway Squadron RCT (based at that time in Munchen Gladbach, West Germany(, a regular army unit who were responsible for stores depot branches and in-depot workings as well as ambulance trains in conjunction with Deutches Bundesbahn (DBB).

275 Railway Squadron Royal Corps of Transport(Volunteers) – mid 1980s

MOVEMENT CONTROL SQUADRONS RCT/RLC (V)

279, 280, 284, 285. 286, 287, 288, 289 MC SQNS RCT/RLC(V)

These squadrons were, in the main, attached to UK districts to provide movement control assets and functions:

279 MC Sqn (a short lived unit) –Scotland

284 MC Sqn –SE District

285 MC Sqn –Eastern District

286 MC Sqn – London District Early

Interesting to note that these sqn numbers were first allocated to ASC units in March 1915:

280 Coy ASC – 1st Auxiliary HT Coy based at Rouen

284, 286 & 287 Coys ASC – 39th Division

288, 289 (with 290 & 291 – latterly 161 Amb Regt) – 37th Division.

Circa 1984

Rear Row: Tom Naisbett, Maurice Sheen, "Bing" Crosby, ? , ?, Bernard Kisby, Terry Lees

Centre Row: Sheryl Stonehouse, Klaus Armstrong-Braun, Brian Rimmer, Jenny Cliff, Ted Moulton, OC Major Harvey Spindler

Front Row: ?, Pte Glenetrow, ?, ?,

(NB: Maurice Sheen retired as a Brigardier CBE, Sheryl Stonehouse commanded 162 MC Regt and Terry Lees commanded 163 Tpt & Move Regt)

Rear Row (centre): Steve ?, Pam Futo

3rd **Row:** ?, ?, Jenny Cliffe

2nd **Row** (l-r): Robert Hayes, Jan Mayo, Debbie Blackwood, Jackie Emberton, Brian Rimmer, and Helen Bernett

Front Row: Ted Moulton, Alison Shaw, OC Major John Butler, Paul Wolanowski, "Bing" Crosby

After 1993

287 MC Sqn (formerly 280 MC Sqn) –South West District and 29 Tpt & Mov Regt) (originally incl 490 MC Tp) – a full history can be found on the RLC Archive website entitled "The Phoenix Squadron"

288 MC Sqn –NE District

289 MC Sqn –NW District

420/421 Arty Troops RCT (V) –Disbanded

421 ARTILLERY TROOP RCT(V)

The Arty Tps RCT (V), (420/421) were formed in 1966 in response to the 1 Br Corps requirement to facilitate the resupply of the English Electric (BAC) Thunderbird 2 surface-to-air missile to 36 Heavy Air Defence Regiment Royal Artillery. The 'Thunderbird' SAM was the Army equivalent to the 'Bloodhound' system then in use by the RAF for airfield air defence. 36 Hy Ad Regt RA was a 1Br Corps asset, tasked with the high altitude air defence of the Rear Combat Zone (RCZ) in BAOR. BAC (later Bae) delivered 144 Thunderbirds for the Army, which were housed in sterile conditions at the RAOC Ammunition facility at Wulfen. The Thunderbird 2 was a very potent radar-guided system, capable of destroying enemy aircraft up to 80,000 feet; sadly now a museum piece.

36 Hy AD Regt RA, based at Napier Barracks in Dortmund, was established for 2 Missile Batteries, 10 Bty – ('Assaye' Bty) and 111 Bty ('Dragon' Bty), with 4 launchers per bty. 420 Arty TIRCT(V) was assigned to support 10 Bty and 421 Arty TIRCT(V) was assigned to support 111 Bty.
Although based at CVHQ RCT(V) at Bedford, annual camps were normally based at Napier Barracks in BAOR. Capt Eric Mitchell was the first OC of 421 and he handed over to Capt Roger Laing in 1973. Capt Roger Graham took over 420 Arty Tiat about the same time.

Annual Camp in 1973 was a Regimental-level exercise in BAOR, which took place in Nov/Dec as the Regt had recently returned from Northern Ireland. The arctic conditions in the Weser Valley that winter were very challenging and were reminiscent of the Battle of the Bulge (not that I was present then !) CVHQ had issued parkas to the Arty TI even then the Tihad to resort to non-tactical camp fires in the woods to survive ! Missile trailers and multi-million pound radar vehs were sliding off the icy roads in the snow, eventually obliging the CO to abandon the ex.

A notable event on that exercise occurred when Capt Laing relieved both the TISSgt and TISgt in the field and promoted Cpl Dave Hill, later WO1, directly to SSgt (to the consternation of CVHQ, who eventually endorsed this unconventional move).

Annual Camp in 1974 was a Corps level exercise, but with one Div deployed, including 36 Hy AD Regt RA. It was a very successful exercise at the completion of which the TIComd had been tasked to collect 36 boxes of Faber Gold 'champagne' for the Officers Mess Summer Party at Bedford. The plan was for the consignment to be collected from Emblem on the return journey but inevitably the offices of HQ RCT at Emblem were closed; so was the Officers Mess. Capt Laing was then obliged to send the Tioff to Zeebrugge as planned and himself stay the night at Emblem to collect the champagne the following day. Remembering that a lock on the window of the Officers' accommodation was broken, Capt Laing and his driver, LCpl Trevor Sherrington, later RSM of 162 Mov Regt RLC, were able to break in and enjoy a wonderful night's sleep; the only trouble was that they had to break out again to use the ablutions !

If you ever wondered how big a load the ¾ ton Land Rover could take, 36 boxes of champagne (plus kit) must have been the limit; and in spite of which the all-time speed record from Dover to Bedford was broken!

In May 1977 36 Hy Ad Regt RA disbanded and 22 Light Air Defence Regt RA, equipped with Rapier replaced it at Dortmund. Accordingly the Arty Tps RCT were re-rôled after 1977 to 4 GS Tps, in support of 22 Lt AA Regt RA.

491/492/493/494 Traffic Regulating Centres (TRC) RCT(V)

These 4 minor units were created as a result of a BAOR requirement for a link in the transport reporting chain from Replenishment Park (RP) –later Corps Supply Area (CSA) to Corps Commander, Royal Corps of Transport (CCRCT) and his staff. Information was gathered and supplied in respect of vehicles at the RP/CSA awaiting unloading and or being unloaded, together with timings of these activities. In addition, the TRC acted as a "doorkeeper" for the RAOC battalion operating the RP/CSA. Originally the TRCs came under the auspices of 24 Tpt & Mov Regt in Hanover, but actually operated closely with the RAOC Bns running the RPs (CSAs).

The RPs held not only ammunition, rations and other stores etc., but also had a large multi fuel temporary storage take facility. The CSA were more of a single commodity storage area for ammunition – a full day's worth for the whole of 1 Br Corps, approx. 12,000 tons of various calibres.

At their formation, the CCRCT was Brig Brian Ridley, and later, the TRCs were administered in BAOR by 25 Tpt & Mov Regt RCT based in Sennelager, CO was Lt Col Sir David Cooke bt.

OC 491 TRC = Capt N Grimston TD (also in loco parentis 492) 1978 –1982

OC 493 TRC = Capt R A Pow TD (also in loco parentis 494) 1979 – 1982

Annual Camps: 1979 – Ex Pack Saddle – preparation for Ex Crusader 1980
Annual Camp 1980 – Ex Crusader BAOR, largest UK military exercise since WW2.
Annual Camp 1981 – At HQ RCT TA, Grantham – driving skills & radio op trg
Annual Camp 1982 – Ex Spearpoint '82 in BAOR

February 1983 absorbed by a new 280 (TRC) Sqn, 162 MC Regt RCT(V) –280 Sqn commanded by Major E J Waite-Roberts TD.

280 TRC Sqn subsequently disbanded and the number re-allocated to 280 MC Sqn based in Swindon

MOVEMENT CONTROL LIAISON UNITS

These units were formed shortly after the newly formed Royal Corps of Transport absorbed the movement control functions from the Royal Engineers. Some of the functions were already held in the RE prior to the re-organisation.

495 MCLU (BRSC/LAMS) RCT (V) –DISBANDED

This unit was formed to supply liaison officers the British and Host Nation HQs in the British area of responsibility from the English Channel/North Sea re-inforcement ports though to the Corps rear area in Germany.

Later in the 1970s, the title change to British Support Command Liaison and Movements Staff (BRSC LAMS). The overall unit was under Command of a full Colonel, one of only two in the RCT TA.

See the RLC Archive website for Colonel “Rick” Ahern’s account of his service in both 495 MCLU and BRSC LAMS.

The attached obituary is that of Gerald Bowden TD MP. He served with both RASC & RCT in the following units:

160 Transport regiment RCT(V)
161 Ambulance regiment RCT(V)
495 Movement Control Liaison Unit RCT(V)

Lt Col Gerry Bowden died on 6th January 2020 and the obituary was published in the Daily Telegraph on 8th January 2020.

Also, following the obituary is an articled copied from the Volunteer magazine (CVHQ publication) written by the then Major Bowden, of his part in Ex Crusader ’80.

Tory politician who cut his teeth at Ilea and was MP for Dulwich when Mrs Thatcher moved in

GERALD BOWDEN, who has died aged 84, was a surveyor and law lecturer who in his nine years as Conservative MP for Dulwich gained Margaret Thatcher and her husband as constituents.

The couple spent only a few nights in the new, mock-Georgian Barratt home, complete with sauna, which they bought in 1986 as a bolt-hole – and somewhere to go should they have to leave Downing Street. Denis, as Charles Moore relates in the second volume of his authorised biography of Lady Thatcher, told Bowden the house was "not for me, you know. It's for the widow woman on her retirement. I shall be pushing up the daisies but she will be still on the go. She can toddle down to the village shops with her basket. And if they need her for anything in the Lords, they can send a car."

A natural Thatcherite, Bowden did his best to make the Prime Minister feel welcome. He wrote telling her that if she had any problems he would be happy to help, and giving the times of his constituency surgeries.

Mrs Thatcher's reply was in character. Confronted when she called to thank Bowden by an answering machine at the Dulwich Conservative offices asking callers to "speak loudly and clearly", she replied: "Do I ever do anything else?" then hung up.

Gerry Bowden gained his political grounding on the Inner London Education Authority, whose abolition by Mrs Thatcher he considered "overkill" despite his concern at its efforts to enforce Left-wing orthodoxy.

He specialised in the arts, being a prime mover in the campaign to save the site of the Rose Theatre at Southwark after important discoveries were made, instead of letting it be obliterated by an office block. PPS late on to the Arts Minister Tim Renton, he was vice-chairman of the Conservative backbench Arts and Heritage and Education Committees and served on the Education, Science and Arts Select Committee.

Bowden's greatest campaign – which drew on his experience of planning and property – was against British Rail routing its high-speed link from the Channel Tunnel to King's Cross beneath the northern fringe of his constituency, surfacing at Peckham. Joining a protest march in 1989, he declared: "The price BR wants south London and Kent to pay is too high."

When BR offered market price plus 25 per cent for 340 properties between Peckham and King's Cross, Bowden declared the formula "completely at odds with compensation law". He pressed Mrs Thatcher to have the link diverted through east London; within months of his defeat in 1992, it was.

On New Year's Eve 2017, Bowden's daughter Emma and granddaughter Heather were killed when the seaplane in which they were travelling with Emma's fiancé, the Compass group chief executive Richard Cousins, and his sons, crashed ins, crashed into a river near Sydney. He was say. He was sustained through this tragedy, as he had ly, as he had been through the death of his wife fr of his wife from cancer, by his strong Anglo-Cath Anglo-Catholic faith; he was an annual pilgrim to M pilgrim to Walsingham.

TOM PILSTON/REX

With Margaret Thatcher watching Dulwich College boys playing rugby in 1992 and, below, as the Conservative candidate on the campaign trail in Dulwich village, 1983

Gerald Francis Eld Francis Bowden was born on August 26 1935, the 26 1935, the son of a company director and a teacher and a teacher, and educated at Battersea Grammarsea Grammar School, Magdalen College, Oxford (he. Oxford (he later chaired the Magdalen Society)alen Society), and the College of Estate Managemen Management.

At Oxford he was Oxford he was business manager of *Mesopotamia*, a potamia, a forerunner of *Private Eye*, and an Oxford Theatre Group musical at the Edinburgh Festival co-directed by David Webster – now a QC – and Ken Loach.

Bowden did his National Service with the Army, continuing with the Territorials; awarded the TD in 1971, he retired in 1984 a lieutenant-colonel.

Called to the Bar at Gray's Inn in 1962, he worked first in advertising and then in property, becoming a chartered surveyor. From 1972 until his election to Parliament, he was head of the Law Department in the Faculty of the Built Environment at South Bank Polytechnic's Wandsworth Bridge Road campus.

Bowden was immensely popular with his students, most of them training to be chartered surveyors like himself. The Law Department had a table reserved at a nearby café which specialised in deep fried food and Turkish sausage, where they could meet him for extramural discussions.

His students showed their loyalty by turning out to campaign for him whenever he stood for election. They first did this at Dulwich in 1977 when he won a seat on the Greater London Council. When four years later he lost his seat, Bowden was co-opted on to Ilea, becoming deputy Opposition leader.

He opposed Labour plans to teach immigrant children in their own languages; complained that some school caretakers earned as much as a head; opposed a ban on parents with children at church schools serving as Ilea school governors; and urged heads to ignore pressure to enforce the "proper" teaching of politics.

Bowden was selected as parliamentary candidate for Dulwich in succession to the Miss World promoter Eric Morley. His Labour opponent in 1983 was Kate Hoey, replacing the retiring MP Sam Silkin. Helped by Tony Paterson, Mrs Thatcher's Liberal opponent in 1979, he captured the seat by 1,859 votes.

In 1984 Bowden was one of 40 Tories to vote against Tom King's Trade Union Bill, which they considered overcautious, and two years later he was among 68 rebels who defeated Leon Brittan's move to allow Sunday trading. Still exercised over Left-wing influence in schools, Bowden told MPs that one head in his constituency had refused to let the police in even though a possible crime had been committed.

Bowden defeated Kate Hoey again in 1987, this time by just 180 votes, making Dulwich London's most marginal seat. He had developed such a respect for her that, despite his own politics, he voted for her in his home constituency of Vauxhall in the 1989 by-election that brought her into the Commons, and at every election thereafter.

Gerry Bowden was sustained through family tragedies by his strong Anglo-Catholic faith

Bowden joined forces with Bermondsey's Liberal MP Simon Hughes to turn the borough of Southwark into a tourist objective, listing 100 landmarks. After the first three – the Globe Theatre, HMS *Belfast* and the oldest executioner's site in London – the list did not convince. He also called for commissioners to be sent in to tackle Southwark's £14 million rent arrears, the worst in Britain.

With the tide swinging back to Labour, Bowden could not prevent Tessa Jowell ousting him in 1992 by 2,056 votes. By now Mrs Thatcher had left Downing Street – but not moved permanently to Dulwich.

He resumed his professional career as a visiting lecturer at Kingston University, chairman of the London Rent Assessment Panel and Leasehold Valuation Tribunal, and president of the Appeal Tribunal on Building Regulations, posts he held well into his 70s. He also chaired the public examination of the Suffolk structure plan.

Gerry Bowden became chairman of the Dulwich College Estates; the Walcot Educational Foundation, another charity with an extensive property portfolio; and Lambeth and Southwark Housing Society.

He chaired the Oxford & Cambridge Club for a year at the height of the controversy over the admission of women, and later the Garrick, where he found a natural home as a popular member of committees. He was also a trustee of the Royal Albert Hall.

Gerald Bowden married Heather Hill in 1967; she died in 1984. He is survived by one of his two daughters, a stepson and a stepdaughter.

Gerald Bowden, born August 26 1935, died January 6 2020

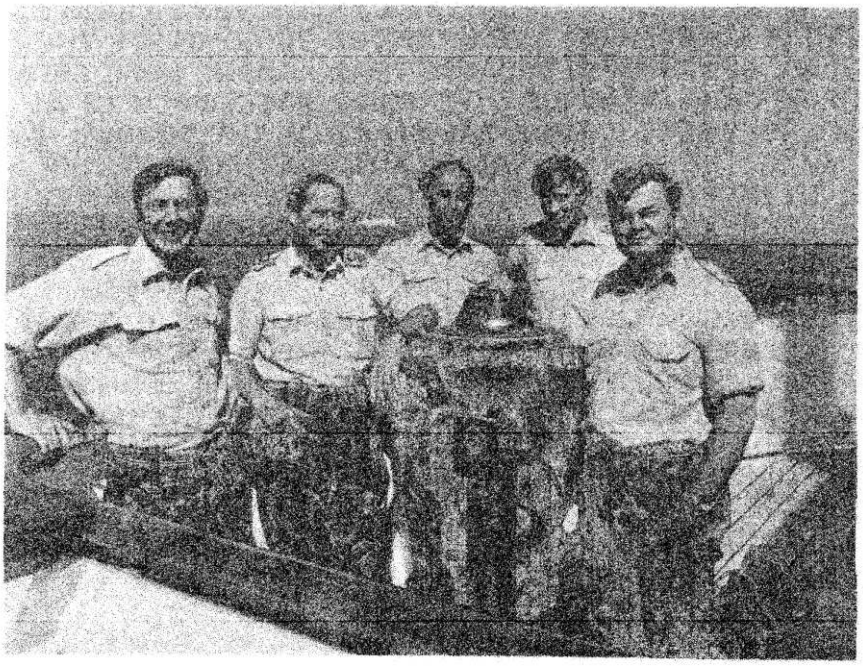
FOUR ENGLISH OFFICERS CROSSED THE RHINE (MANY TIMES)

by

Major Gerald F Bowden TD

Among the very first in the field for Crusader 80 were five officers of 495 Movement Control Liaison Unit. They set out from Grantham, four destined for Germany and one for Belgium - Lieutenant Colonel Rick Ahern and Major Gerry Bowden to Verk K 730 at Essen, Lieutenant Colonel Bill Wilson and Major Chris King to WBK 111 at Dusseldorf and Captain James Stewart to Belgian Army HQ.

Here are some random recollections, from jottings recorded in a field pocket book, of two weeks in the mounting phase of the biggest ever NATO exercise short of actual war.



All of us on the deck of *MV England;* the *Dana Futura,* loaded with vehicles of 7 Field Force, in the background, sailing in line abreast

Grantham -- the last Sunday in August -- the permanent staff in mess for a family luncheon -- a pleasing reversal of roles, the regulars disguised as temporary civilians and we reservists as temporary soldiers.

Bags and webbing thtown into the rover, canopy rolled back and we're off to BAOR in the warm afternoon sunshine. Through England's green and pleasant land -- a puncture and wheel-change -- cattle grazing in a lyrical landscape -- Windsor Castle in the gathering dusk. Refuel at Aldershot (of nostalgic memory), a phone call home to say goodbye and on to Southampton in the darkness.

The Danish Civilian Ferries (DFDS), on which we are to travel, lit up like great cruise liners about to set sail for the tropics. Night loading of squadrons of Chieftains with revolving lights flashing, roaring and clattering up the ramps to the vehicle decks of the *Dane Future;* their dusty crews retrieving their overnight packs and moving to the sister ship *England*. A new loading concept -- vehicles in one vessel, passengers in another sailing in convoy. For one night and one day it was a pleasure cruise; luxury beyond the dreams of seasoned travellers on the LSL fleet. Comfortable cabins, Danish food and attentive service; deck chairs in the sunshine and sea breezes. It was a dry ship but no one seemed to mind.

Berth at Zeebrugge in the late afternoon, some red flannel and top brass to meet us. The wagons and tracked vehicles start up, amid fumes and reverberation to form up on the quayside. Our movers are the last off and we dash ahead in the darkness on the long autobaln to Rheindalen, having dropped James Stewart at Emblem. A briefing in the kellars of JHQ, two hours sleep and we are off to our appointed tasks.

Verkehrskommandatur 730 seems rather failiar -- both the surroundings and (to us) the rather formal personal communication and rigid approach to changing situations -- it must have been regular viewing of *Secret Army*. Within half an hour of setting up shop we are visited by General Windisch who treats us as long-term residents of his District; we are, amongst other things, to monitor an exercise in transporting tanks and vehicles across the Rhine -- *Cargo Canoe*.

A recce of approach routes and lying up areas found us watching the German Army ferryboat crews slickly practising roll-on-roll-ff operations at the Rhine crossing sites. There is heavy traffic on the river, often four linked barges moving with a speed and determination disastrous to any obstacle. Three boats are used -- reminiscent of the old RPLs but ramped at both ends -- on a circuit, dodging nimbly between fleets of barges, to provide a continuous traffic flow. The time from calling forward vehicles, rolling on, crossing, dropping off, to re-forming need be no more than five minutes. The ferries have light anti-aircraft guns and a defence boat stands off downstream. Later, 7 Field Force were put across, demonstrating Anglo-German co-operation and non-dependance on bridges.

Cargo Canoe 2, the second series of Rhine crossings, occurred on the following week further south. This time our customers were the aptly-named American *Hell on Wheels* division. At first sight, liaison with Americans may seem easier because we share (more or less) the same language but their transport and movement

operating techniques differ greatly and these can cause misunderstandings. However, years of diligently watching M.A.S.H. paid its dividends and rapport was established.

The American crossings were a 'high visibility' event, much filmed, photographed and televised with many international military observers swooping in by helicopter. The four members of the Defence Committee of NATO arrived more modestly in one small motor car. An unexpected torrent of rain caused ponchos and greatcoats to be gathered from all directions and issued indiscriminately to visitors. It could be rather surprising to find that a German captain's combat jacket concealed a Belgian 4-star General; any SOXMIS observer must have been thoroughly confused and attribute the phenomenon to a subtle security precaution. No doubt the Kremlin are still trying to work this one out. The Americans, too, successfully crossed the river and rolled eastwards.

We handed over duties to Majors Bob Lattimer and Jim Gibbs, collected our 'duty-frees' and flew back to Brize Norton as the Spearpoint phase of Crusader was about to begin.

Exercise-lag, a day of disorientation back home. You can look at your watch and believe what it says without adding or subtracting for alpha, bravo or zulu times. There is a feeling that one's family and friends at home and seen more of the exercise, its strategic aims and tactical developments through high TV, radio and newspaper coverage; I found myself asking them what they thought of it – they had a wider view than we had from our two week's Watch on the Rhine.

496 MCLU RCT/RLC (V) – DISBANDED

This Unit provided MC & Staff Officer support to UK Districts and also worked with HQ Land Forces to man and operate the bi lateral US/UK Lines of Communication in conjunction with 3rd US Air Force operating out of RAF Mildenhall. Unit comprised of 32 officers and 12 WO/SNCOs.

SENIOR OFFICERS COMMANDING 496:

YEAR	RANK	INITIALS	NAME	DECORATIONS
1967	MAJOR (LATER LT COL)	C P	BRAITHWAITE	ERD
1970	MAJOR	I P	SUTTON	ERD TD
1973	MAJOR (LATER LT COL)	C P	LOVE	TD
1978	LT COL	T H	DAVIES	TD
1981	LT COL	O P	HILL	TD
1983	LT COL	D B	COATES	TD
1986	LT COL	J P	LYNCH	TD
1989	LT COL	S S	HAYWOOD	TD
1993	LT COL	J	ASTBURY	TD
1996	LT COL	K M	GEORGE (NEE HOWIE)	TD
2000	LT COL	W A	WATT	TD
2003	LT COL	N R	WILMSHURST	TD
	Lt Col	R G	Williams	OBE
2006	LT COL	E J	KING	TD
	Lt Col	S L	Ettinghausen	
2010	LT COL	J	Gaudoin	TD

The RLC Archives does have a large box containing a great of documentation and photographs relating to this Unit including several nominal rolls and a copy of Standing Operational Procedures for 496.

497 MCLU RLC (V)

Originally founded to house all those overborne officers, on creation of the RLC, to enable HQ RLC TA to maintain their continued employment pending a re-organisation. .

A Snapshot in Time – COs and OCs as at 1 April 1982
Information taken from TA Officers – List C (CVHQ RCT TA)

Unit	Appt	Name
160 TPT REGT RCT(V)	CO	Lt Col D B COATES TD
	2I/C	Major G G Rix TD
261 Sqn RCT(V)	OC	Major A C W Bone
262 Sqn RCT(V)	OC	Major M J Stewart TD
263 Sqn RCT(V)	OC	Major A S Feldman TD
161 TPT REGT RCT(V)	CO	Lt Col C J AHERN TD
	2I/C	Major J P Lynch TD
260 SQN RCT(V)	OC	Major J ASTBURY
264 SQN RC(V)	OC	Major R M LAING
290 SQN RCT(V)	OC	Major A E DAVIES
291 SQN RCT(V)	OC	Major R H DOBSON TD
162 MC REGT RCT(V)	CO	Lt Col C L E SPURR ERD TD
	2I/C	Major S H Spackman TD
281 MC SQN RCT(V)	OC	Major J M LILLEY TD
282 MC SQN RCT(V)	OC	Major R D L HUGHES TD
283 MC SQN RCT(V)	OC	Major T J SHIELS TD
163 MC REGT RCT(V)	CO	Lt Col J A BUTLER MC TD
	2I/C	Major D E B JONES TD
284 MC SQN RCT(V)	OC	Major J E OLDFIELD TD
285 MC SQN RCT(V)	OC	Major M A PATTON
286 MC SQN RCT(V)	OC	Major D R REEKS TD
287 MC SQN RCT(V)	OC	Major M B SAUNDERS
288 MC SQN RCT(V)	OC	Major R H I A P CODD TD
289 MC SQN RCT(V)	OC	Major B V GEARY
495 MCLU RCT(V)	OC	Lt col D B EMERY TD
496 MCLU RCT(V()	OC	Lt col T H DAVIES TD
265 Port Sqn RCT(V)	OC	Major D A MEAD TD
275 Rly Sqn RCT(V)	OC	Major R W LATTIMER
280 MC Sqn RCT(V)	OC	Major G J SHAWLEY TD
400 Arty Sp Tp OC	Captain G D EDMONSON-LOW	
420 Arty Sp Tp OC	Captain M J WEST	
421 Arty Sp Tp OC	Captain R S THOMS	
422 Arty Sp Tp OC	Captain N J BRIGHTWELL	
491 TRC	OC	Captain N A GRIMSTON
492 TRC	OC	Not yet appointed
493 TRC	OC	Captain R A POW
494 TRC	OC	Not yet appointed
WRAC	Senior Officer	Major A N NOTLEY TD
MCO Pool	OC	Lt col J D NEWLAND ERD TD

CHAPTER TWELVE.....1993 – 2014

THE ROYAL LOGISTIC CORPS (RLC)

The Royal Logistic Corps was formed on the 6th April 1993 by the amalgamation of the:

Royal Corps of Transport (RCT)
Royal Army Ordnance Corps (RAOC)
Royal Pioneer Corps (RPC)
Army Catering Corps (ACC)
Postal and Courier Services, of the Royal Engineers (RE)

The ‘f‘ounding Corps’’ did not disband as is described in many other works and histories.
Their diverse trades and traditions were carried forward to the new Corps.
The new Corps nickname is the “Really Large Corps”
The Regimental March is “On Parade””

The Royal Logistic Corps Cap Badge is in itself an amalgamation of parts of each of the ‘‘Founding Corps’’

The Backing Star, is from the badge of the RCT,
The Central Ordnance Arms from the RAOC,
The Scroll ‘‘e Sustain’’ is the motto from the ACC,
and the Crossed Axes represent the RPC,
while the Full Wreath is a feature of the RCT, RPC and RE badges.
The Royal Garter is part of the RCT, RAOC & RE badges,
The Queens St. Edwards Crown was of course part of all the ‘‘founding Corps’’ badges

.

There was a large final “RCT” parade at Grantham which also welcomed in the RLC. The Parade Commander was Lt Col A S (Tony) Feldman TD, later Colonel A S Feldman TD, Commander of BRSC LAMS (British Support Command Liaison and Movement Staff). This event was video’d professionally and copies of the tape were sold to members of the new Corps.

The formation of the RLC meant that many of the older members of HQ RCT TA retired on 31st March 1993, making way for a new generation of HQ personnel drawn from the forming corps.

The following five pages are an excerpt from the Army 2020 Reserve Structures and Basing Changes document issued in 2013. It shows which units to be disbanded and/or which sub units would survive and their new formation.

In 2015, regiments are now composed of 400 all ranks. Squadrons are smaller than transport troops in 1967 when the average transport troop was 62 all ranks, and commanded by a subaltern. The pressure is on units to recruit and periodic audits (stocktaking!!) are carried out, Any unit which does not meet its recruitment target is likely to be disbanded.

REGIMENTS/UNITS THAT TRANSFERRED TO THE RLC OR WERE FORMED AFTER 1993

88 POSTAL AND COURIER REGIMENT RLC

Formed on 5th April 1993 on the formation of the Royal Logistic Corps from the Royal Engineer Postal and Courier Service. Like its sister unit 87 PC Regt RLC(V) the Regiment recruits exclusively from Royal Mail employees. Annual camp is mostly spent sorting mail at Mill Hill mail sorting office and occasional forays onto major exercises. Some old duffers remain to bore the newer members of the Regiment about the time they went on annual camp to Hong Kong for two weeks as a courier.

Some members of the unit were transferred from the now disbanded 86 PC Regt RLC(V). 88 PC Regt RLC(V) was a component of 1 Logistic Support Group RLC(V). The Regiment has now been disbanded and 2 surviving companies were transferred to 162 Regiment RLC

150 REGIMENT

With the Royal Logistic Corps in support, the men and women of the Armed Forces can depend on having the right tools for the job, and the food and resources to see them through to success. A key part of this 'power behind the punch' is 150 Regiment. We move combat supplies and equipment great distances to ensure the Army has all it needs to do its job. We train to keep ourselves fit to perform our role, and we learn to drive a wide range of vehicles in all road and weather conditions.

151 REGIMENT

215 Squadron was disbanded. In 1999, the independent 124 Petroleum Squadron was regimented and all squadrons were re-designated as transport squadrons except 124 which kept its specialist role. Since November 2013, 124 Squadron is re-rôling into another Transport unit. The regiment was later re-designated as 151(London) Transport Regiment. Operational command of 151 (London) Transport Regiment RLC (V) changed from HQ London District to HQ 101 Logistic Brigade in 2012. See Regimental history in full on RLC Archive website.

152 REGIMENT

152 (Ulster) Ambulance Regiment, was transferred into the Royal Logistics Corps in 1993 as 152 (Ulster) Ambulance Regiment. In 1999 it acquired a third squadron from 157th Transport Regiment and was put under the administrative control of the Army Medical Services. In 2006 it re-roled as a transport regiment and was transferred back to Royal Logistic Corps control, returning an ambulance squadron to 157th Transport Regiment and acquiring a newly raised third transport squadron.

154 REGIMENT (formerly THE SCOTTISH TRANSPORT REGIMENT)

154 (Scottish) Regiment is the only regiment of the RLC based in Scotland. It'' role is to provide general transport support for the British Army.

In addition it is closely linked with 7 Regiment RLC and provides trained manpower to support them in conducting operations around the world. In recent years it has deployed to Afghanistan and with the United Nations in Cyprus.

The Regiment has the following squadrons:
527 (Dunfermline) Headquarters Squadron
239 (Fife) Transport Squadron
221 (Glasgow) Transport Squadron
230 (Edinburgh) Transport Squadron
251 (Ayrshire) Transport Squadron

Each of the squadrons is equipped with heavy lift vehicles which can carry 15 tons of equipment cross country. The capacity can be doubled by adding a trailer. In addition to heavy lift vehicles, the Squadrons are also equipped with the rough terrain fork lift truck, fuel tankers, Landrovers, Field Catering Equipment and modern weapon systems.

155 (WESSEX) REGIMENT – re-raised in 2006 and subsequently "closed" and personnel and sub units absorbed by 165 Regiment with HQ in Plymouth

156 REGIMENT

The Regiment is now formed of 5 Squadrons spread over the North West but the history of our Regiment can be traced back to the formation of the Army Reserve in 1908. Since then we have gone through many changes to become what we are today; a modern, highly flexible Regiment, providing logistic capability in support of the Regular Army wherever and whenever it is needed.

Part of 101 Brigade, a regular Army Brigade we are linked to 9 Theatre Logistic Regiment based near Chippenham and regularly train with our Regular Army counterparts there and across the country. We have deployed on operations to Bosnia, Iraq, Afghanistan and Cyprus as well as exercises in Belize, Canada and the Falkland Islands.

157 REGIMENT (THE WELSH TRANSPORT REGIMENT)

With the RLC in support, the men and women of the Army can depend on having the right tools for the job and the food and resources to see them through to success.

A key part of the ‘‘Power behind the Punch’’ is the Welsh Transport Regiment, the largest Army Reserve regiment in Wales. We move combat supplies great distances to ensure the Army has all it needs to do its job. If it can be loaded onto the back of a truck, we can move it.

RHQ and 580 (Glamorgan) Transport Squadron/249 HQ Squadron RLC are based in Maindy Barracks, Cardiff
223 (West Glamorgan) Transport Squadron, The Grange, Swansea
224 (Pembroke Yeomanry) Transport Squadron, Picton Barracks, Carmarthen
(A Tp 224 (PY) Sqn is in Haverfordwest)

Interesting to note that there was a 249 Coy ASC attached to the 53 Div Train 1916 to 1918 whilst in Egypt and Palestine. The number 249 was resurrected for service with the successor to 53rd Div Train. The original 249 was transferred from 20 Div in 1916.

580 Company RASC was part of 53rd Divisional Column RASC (TA) post WW2 and was based at Ragland Barracks in Newport.

158 REGT RLC (V)

158 Regiment Royal Logistic Corps, is a Army Reserve regiment of the Royal Logistic Corps, British Army. The Regiments role is to provide logistical support to the Regular Army through its paired Regular Regiment, 7 Regiment Royal Logistic Corps, as well as providing soldiers when required. The Regiment is formed of a headquarters based in Peterborough as well as 200 Headquarters Squadron and 4 transport squadrons; 201 in Bedford, 202 in Ipswich, 203 in Loughborough and 160 in Lincoln which was formed in July 2014 as part of the Future Army 2020 restructuring. 158 Transport Regiment currently comes under 49 (Ibrigade, however under the Future Army 2020 restructuring will be transferred to 102 Logistics Brigade.

- History
- Squadrons
- Honorary Colonels

MAN 6 Tonne vehicle

HISTORY

The regiment was formed in 1996 by converting two companies of the 5th Battalion, one company of the 6th Battalion and one company of the 7th Battalion, The Royal Anglian Regiment from the infantry to transport role. The Regiment retained the Royal Anglian affiliation in its title and the Khaki beret until they were re-designated and they changed to wear the blue Royal Logistic Corps beret in 2014.

COs –2015- Lt Col M L Hughes

SQUADRONS

- 200 (Peterborough) HQ Squadron
- 201 (Bedford) Transport Squadron
- 202 (Ipswich) Transport Squadron
- 203 (Loughborough) Transport Squadron
- 160 (Lincoln) Transport Squadron[38] - formed in July 2014 –created from remnants of 160 Tpt Regt RLC(V),

Grantham.

HONORARY COLONELS

The following is a list of the Honorary Colonels of the Regiment:

- Lady Victoria Leatham DL (1996[1] to 5 April 2003[2])
- *Vacant* (5 April 2003 to 1 November 2003)
- Major General (now General) Sir Nick Houghton (1 November 2003 to 1 September 2008)[3]
- Major General David John Shouesmith (1 September 2008 to 2013)[4]
- Colonel MCH Underhill OBE late RLC (1 November 2013 to present

159 REGT RLC (V)

HISTORY OF THE REGIMENT

The regiment was formed on 1 April 2007 as a product of Future Army Structures (FAS) with the aim of providing the contingent component to 6 Supply Regiment.[1][2] The forming of functional sub-units into a distinct group was a deliberate Corps policy, which has provided a geographic span of command challenge

The regiment was made-up of one sub-unit from the Scottish Transport Regiment, one squadron from 150 (Northumbrian) Transport Regiment and two squadrons from the Welsh Transport Regiment. A newly established regimental headquarters (RHQ) and future HQ and Medical Supply Squadron, were phased in between 2008 and 2010. When fully formed, the all-up strength will be 623, making it one of the largest units in the British Army.
In the summer of 2014, under the orders given as part of the wider Army 2020 and Future Reserves 20 propositions, the Regiment changed in structure and laydown. 216 Squadron in Tynemouth re-subordinated back to 150 Regiment RLC and 381 Squadron in Lancaster re-subordinated into 156 Regiment RLC. 125 Squadron in Glasgow will close sadly, ending a successful and harmonious relationship between the RHQ and Glasgow. However the Squadron name will live on, with a 125 Squadron being formed in Coventry late in 2014. The Regiment also receives 294 Squadron, based in Grantham, who will convert from a National to Regional Reserve force.

HISTORY OF THE REGIMENTAL EMBLEM

The regimental emblem was designed around the concept that it needed to be instantly recognisable. It is also required to follow established martial insignia conventions, in that it should look like a military badge.

The geographic spread of the unit results in a diverse cultural mix and this spread means that the opportunities to train as a regiment are rare. As a consequence, the unit is similar in its makeup and ethos to the Barbarians Rugby Football Club and the chosen background colours of black and white are those of the Barbarians.
The numbering of the regiment is a simple 159 in Roman numerals, a design concept used by the British in martial insignia since the formation of the New Model Army. The numerals sit inside a dominant V, which clearly denotes the Volunteer status of the regiment.
Whilst the ““”” has been dropped from Army Reserve Regiments, as they are no longer Volunteers in the Territorial Army, but Reservists in the Army Reserve, the V remains in the unit emblem. This is a nod to the heritage of the unit and its beginnings.

[38] This is the remnant of 160 Tpt Regt, a specialist Regt shrunk to a sqn in158 Regiment

SQUADRONS

123 (Telford) Squadron
125 (Coventry) Squadron
237 (West Bromwich) Squadron[39]
243 (Coventry) Headquarters Squadron
294 (Grantham) Squadron

CO 2015 – LT COL M J COMER

160 TRANSPORT REGIMENT RLC(V)

160 Transport Regiment Royal Logistic Corps, was a regiment of the Territorial Army in the United Kingdom.

It was a National Army Reserve unit, formed in April 1995, which recruited personnel from all over the country and was based at Prince William of Gloucester Barracks, Grantham, Lincolnshire.

It provided 3rd line logistic support to the British Army and was twinned with 8 Regiment RLC. 160 used the Phoenix as its motif in reference to the fact that the unit ““ose from the ashes””when it was reformed from 160 Transport Regiment RCT. Personnel from 161 Ambulance Regiment RLC and 164 Transport Regiment RLC were absorbed into ““he Phoenix””when those units were removed from the order of battle in 2000.

160'' Regimental personnel served in Cyprus, Iraq, former Yugoslavia and Afghanistan as well as on exercises in Kenya, Germany and USA.

160 WAS FINALLY A UNIT OF 102 LOGISTIC BRIGADE

.

REGIMENTAL HEADQUARTERS

- 260 HQ SQUADRON RLC
- 126 PETROLEUM SQUADRON RLC
- 261 TRANSPORT SQUADRON RLC
- 263 TRANSPORT SQUADRON RLC
- 270 TRANSPORT SQUADRON RLC (INHERITED FROM 164 TRANSPORT REGIMENT, KNOWN AS THE TINA TURNER SQN FOR BEING "SIMPLY THE BEST" "AND WELL KNOWN FOR DESTROYING MOST OF THE ARMY'' STOCK OF 8 TONNE TIPPERS DURING AN OVER-ZEALOUS EXERCISE WITH A TA RE PLANT TROOP WHO MISJUDGED THE WEIGHT OF BOULDERS)
- 160 LIGHT AID DETACHMENT REME

160 Transport Regiment disbanded on 31 March 2014 when the composite 160 Transport Squadron RLC became part of 158 Transport Regiment RLC on 1 April 2014; the Squadron will eventually be based in Lincoln.

[39] Formerly of 157 (Wales & Midlands) Regiment

COMMANDING OFFICERS

Apr 1967 –Dec 1969	Lt Col E D (Dennis) Higgs ERD
Dec 1969 –Oct 1971	Lt Col C (Colin) Brice ERD TD
Nov 1971 –Oct 1976	Lt Col J D (David) Suthers ERD TD
Nov 1976 –Oct 1979	Lt Col D S (Derek) Jackson ERD TD
Nov 1979 –Oct 1982	Lt Col D B (David) Coates TD
Nov 1982 - Oct 1985	Lt Col J P (John) Lynch TD
Nov 1985 –Oct 1988	Lt Col A S (Tony) Feldman TD
Nov 1988 –Oct 1991	Lt Col J (John) Astbury TD
Nov 1991 –Apr 1993	Lt Col R M (Dick) Wilkinson TD
Regiment disbanded 1993 – 1995	
Apr 1995 –Mar 1997	Lt Col R M (Dick) Wilkinson TD
Apr 1997 –Sep 2000	Lt Col A A D (Alan) Hamilton TD
Oct 2000 –Jun 2003	Lt Col M J (Mike) Robinson TD
Aug 2003 –Jul 2006	Lt Col D (Derrick) Louis TD
Aug 2006 –Jul 2009	Lt Col M F (Martin) White TD
Aug 2009 –Aug 2012	Lt Col MCA (Mike) Caseman-Jones TD
Sep 2012 – Mar 2014	Lt Col M L (Mike) Hughes

161 AMBULANCE REGIMENT RLC

161 Ambulance Regiment RLC (V) was disbanded under the Strategic Defence Review in 2002. The bulk of the unit'' soldiers were transferred to other Specialist RLC units. The responsibility of the regiment was transferred to RAMC.

161 Ambulance Regiment comprised of:

- 290 Amb Sqn
- 291 Amb Sqn
- 292 Amb Sqn

161 Ambulance Regiment'' disbandment parade

162 Regiment RLC

This regiment now encompasses not only Movement Control but also Postal and Courier duties. The Regiment is based in Nottingham and has a headquarters squadron and 5 task squadrons –3 x movement & 2 x postal and courier.

164 Regt RLC (V)

164 Transport Regiment was disbanded in 1999 under the Strategic Defence Review. 270 Transport Squadron was transferred to its sister unit 160 Tpt Regt RLC (V).

The regiment'' tradition for port runners has been resurrected through the mess of 160 Tpt Regt. This tradition stems from a (in)famous regimental dinner night away from the Grantham Mess where the PMC & Mr Vice forgot to order or bring any bottle of Port

The CO ordered two runners back to the mess to procure and deliver the key aspect of the loyal toast to the table in double quick time. The "volunteers" then went back to the mess to correct the oversight... hence ""port runners"" A tradition which is maintained by 160 today.

In the regiment'' wartime role of Engineer Support, it was responsible for the single handed destruction of the unit'' compliment of 8 tonne tippers through over zealous application whilst on exercise.

164 Tpt Regt comprised of:

- 267 HQ Sqn
- 268 Transport Sqn
- 269 Transport Sqn
- 270 Engineer Support Sqn
- REME Workshops

165 Regt RLC(V)

Succeeded 155 (Wessex) Regiment which was successor to 43 (Wessex) Divisional Column

2015 - CO Lt Col C K Thomas TD

- 142 (Queens Own Oxfordshire Hussars[40]) Vehicle Squadron RLC –Banbury
- 232 (Cornwall) Port Squadron RLC –Bodmin
- 264 (Plymouth) Headquarters Squadron RLC –Plymouth (Derriford Army Reserve Centre)
- 265 (Devon) Port Squadron RLC –Plymouth (Derriford Army Reserve Centre)
- 266 (Southampton) Port Squadron RLC –Southampton (Blighmont Army Reserve Centre)
- 710 (Royal Buckinghamshire Hussars) Operational Hygiene Squadron –Aylesbury

We train as Port Operators in order to load and unload ships of the Royal Fleet Auxiliary that carry stores and equipment for British Forces on operations overseas. We specialise in unloading ships and getting stores ashore where no established port exists.

[40] Somewhat cruelly nicknamed "Queer Objects on Horseback" – dates back many years when they were a standard yeomanry regiment. Sir Winston Churchill served with QOOH for a short while.

We also train as Seaman and Marine Engineers in order to pilot and maintain our fleet of inshore vessels such as Landing Ships (Logistics) and Mexeflote powered rafts. We work alongside our Regular counterparts, at 17 Port and Maritime Regiment RLC home and around the world.

We now also employ Vehicle Specialists with a full spectrum of licences to ensure the safe and efficient movement of vehicles in transit and Operational Hygiene Specialists to deliver essential showering and laundry services to units –in particular hospitals –in the field and on operations around the world.

166 Supply Regt RLC (V) – disbanded 31 October 2014

This Regiment was formed soon after the establishment of the Royal Logistic Corps to provide executive command and control over various District supply companies. 294 Sqn will still be based at Grantham but is now a regionally recruited unit rather that a “specialist/sponsored” unit.

142 Sqn has been transferred to 165 Regt with the title of 142 (Queen’’ Own Oxfordshire Hussars) Vehicle Sqn RLC. 710 Sqn also survives and is now named 710 (Royal Buckinghamshire Hussars) Operational Hygiene & Mortuary Affairs Squadron RLC.

The Regiment’s Honorary Colonels during its short lifespan were Brigadier RHT Kirby CBE (Late RAOC) 1¼95 to 1¼2000 and Colonel M N Woodford MBE TD (late RAOC).

The Regiment disbanded on 31 October 2014.

167 Catering Support Regiment RLC(V)

CO 2015 – Lt Col V C Reid MBE
CO 2017 - Lt Col J A Cattermull
CO 2019 – Lt Col J Young

The regiment was formed as part of the Royal Logistic Corps in 1993 and was the successor to the Central Volunteer Headquarters of the Army Catering Corps. In 1998 the Regiment was reorganised into three squadrons. The Regiment maintains a pool of Territorial Army chefs ready to deploy in support of the Regular and Territorial Army wherever required.

The Catering Support Regiment has its headquarters and training facilities at Prince William of Gloucester Barracks in Grantham, Lincolnshire.

Squadrons[edit]

- 111 Squadron
- 112 Squadron
- 113 Squadron

168 Pioneer Regiment RLC

The regiment was formed following the rationalisation of Army logistics instigated by the Logistic Support Review in 1990 which advocated that all logistic support matters should be the responsibility of a new corps.

On 1 April 1995, the three operational pioneer TA squadrons 34, 68 and 79 Squadrons were formed into 168 Pioneer Regiment, with the instructions that it was to become operational by 1 April 1998. These squadrons were formed into the tasking sub-units of the Regiment which were to become 34, 102, 103 Squadrons with the Headquarters Squadron being named 101 Squadron. A Regimental Headquarters was also formed under its first Commanding officer, Lieutenant Colonel Rod Othen, who had served as a regular in the Royal Pioneer Corps (RPC) before retiring and joining the Royal Pioneer Corps in the Territorial Army. He established the Regiment before handing it over to Lt Col Ron Gatepain who had seen service in the Royal Marines and TA service with the RPC.

168 Pioneer Regiment RLC disbandment parade in Grantham

The Strategic Defence Review of 1998 resulted in 168 Pioneer Regiment being tasked with forming two additional Squadrons which were to be Independent sub-units within the Specialist Regiment. These squadrons were to be formed in the North East of England. The Commanding Officer recruited many of the soldiers from disbanding units in the area and formed 100 Squadron at Cramlington, Berwick upon Tweed, Hexham and 104 Squadron based at Middlesbrough; they had between them units at six locations in the Northeast. It also made 168 Regiment the largest unit in the British Army with 678 personnel and created a new concept of mixing Specialist and Independent TA.

On 3 July 2013 the Defence Secretary, Philip Hammond, announced in Parliament that as part of the restructuring of the Army, 168 Regiment would be one of nine major units that will be disbanded. The four squadrons of 168 Regiment would be withdrawn from the British Army ORBAT no later than March 2014.

The Regiment held its disbandment parade on 26 October 2013

2 OPERATION SUPPORT GROUP

A key part of the ‘‘power behind the punch’’ is 2 Operational Support Group RLC. We provide specialist personnel to provide staff officers and staff assistants, contract management and labour support capability on operations. In addition, we also supply communications specialists to the Army Medical Services.

2 Operational Support Group RLC is made up of the following sub-units:

497 Staff Support Unit: Provides staff officers and staff assistants to support operational headquarters, including the Headquarters of the Allied Rapid Reaction Corps (ARRC), a multinational NATO headquarters.

498 Labour Support Unit: Provides specialist staff to employ and maintain a local workforce wherever the army operates worldwide. These local staff range from interpreters to labours which offer vital support to our forces abroad.

499 Contract Management Unit: Provides specialist staff to ensure contracts that support our forces abroad, from transport to catering are provided effectively.

500 Communications Troop: Provides communications support to the Army Medical Services to ensure that provision for casualties is effectively delivered.

THE RESERVE FORCES ACT 1996 –MOBILISATION AND CALL OUT PROCEDURES

Lessons learned from the first Gulf War took time to analyse and work through all the possible actions available. Whilst the war preceded the formation of the RLC, the impact of the Territorial Army did not filter through until after the formation of the new Corps.

The divisions of the Regular (Standing) Army were cannibalised to field one full and entire armoured division in Saudi Arabia together with all its supporting logistic tail which stretched all the way back to the UK by land, sea and air. Large gaps were left in some of the specialist areas, such as movement control, port operations etc both in UK and in the logistic trail to the operational area, and it other parts of the World where these trades were needed, e.g., Canada, Falkland Islands etc.

The personnel of the Territorial Army were willing and even eager to participate, and some volunteered for various duties during the mounting phase of operations t provide transport of materials to the sea and air ports of departure. Also, there was a need to “backfill” certain posts whilst the Regular Army personnel were on operations. Not only did the UK have to source the manpower for operations, by the Bi-Lateral US/UK lines of Communication were activated so that US forces could stage via the UK and also out load various munitions depots in UK in what became known as The Mass Munitions Movement (MMM), and

496 Movement Control Unit was used by splitting its Annual Camp (convenient timing!) into 2 two week periods to liaise with US 3rf Air Force, based at RAF Mildenhall, together with elements of HQ UKLF from Wilton.

Much of the TA involvement was on a voluntary as no call out was possible on the basis of existing legislation which depended on Queens Order Two whereby the Country would have to be faced with impending attack. Hence, the need to update call out legislation designed to meet new and more specific requirements.

Before reservists can be mobilised and sent on operations, a Call Out Order has to be signed by the Defence Secretary. He has the power to authorise the use of reserves in situations of war or on humanitarian and peacekeeping operations.

Before they are sent to their postings, reservists must undergo a period of induction where they are issued with equipment, given medical examinations and receive any specialist training relevant to their operations. For the TA and the RMR, this takes place at the new Reserves Training and Mobilisation Centre.

Under the Reserve Forces Act 1996, principal call out powers would be brought into effect in a crisis by the issue of a call out order. Members of the Reserve Forces are then liable for service anywhere in the world, unless the terms of service applicable in individual cases restrict liability to service within the UK
Call out powers are vested in and authorised by Her Majesty the Queen who may make an order authorising call-out:

- If it appears to her that national danger is imminent
- Or that a great emergency has arisen
- Or in the event of an actual or apprehended attack on the United kingdom

The Secretary of State for Defence may make an order authorising call out:

- If it appears to him that warlike preparations are in preparation or progress.
- Or it appears to him that it is necessary or desirable to use armed forces on operations outside the UK for the protection of life or property.
- And for operations anywhere in the world for the alleviation of distress or the preservation of life or property in time of disaster or apprehended disaster.

Under normal circumstances, the maximum continuous periods of permanent service which individuals can serve under the above powers are respectively three years, twelve months and nine months. In exceptional circumstances the three years may be increased to five and the twelve months to two years but under the third power, no extensions can be ordered beyond the maximum of nine months. Under each power, provisions also limit the maximum aggregated time a reservist can spend in permanent service over given lengths of time.

Reservists and employers may apply for deferral of or exemption from call out. It is recognised that those called out may not find the outcomes of their initial applications to their satisfaction. Therefore a system of arbitration has been set up.

REIMBURSEMENT

Reserve Forces Act (RFA) 1996: Enables reimbursement to be made to Employers and Reservists for some of the additional costs of employees being called out. Some reservists will have financial commitments commensurate with their civilian salary and so provisions are in place to minimise financial hardship.
The MoD is also able to offset the indirect costs of employees being called out incurred by an employer, for example, the need to recruit and train temporary replacements. If employers or reservists are dissatisfied with the financial assistance awarded they may appeal to tribunals set up for this.

Full and Part Time Service: One provision of the RFA 96 is that reservists can now undertake periods of full or part time employment with the Armed Forces. This is not a call-out but a voluntary arrangement to make it possible for the Services to make more flexible use of their manpower assets. There are no fixed time limits. If a task needs doing, there is sufficient budget and a suitable volunteer is available for the job, then it can be done.

CALL OUT PROCEDURE

TA soldiers are called-out using the same procedures as for Individual Reservist (IR) –ie. They are sent a

Call-Out Notice specifying the time, date and place to which they are to report. If TA Units or Sub-Units are called-out, they form up with their vehicles and equipment at their TA Centres or other designated locations. They would then be deployed by land, sea and air to their operational locations in the UK or overseas. However, if TA personnel are called-out as individuals, they would report to a Temporary Mobilisation Centre where they would be processed before posting to reinforce a unit or HQ.

IR are required to keep at home an Instruction Booklet (AB 592A), their ID card and a personalised Booklet (AB 592B). The AB 592A provides IR with general instructions on what they have to do if mobilised. It contains a travel warrant and a special cash order. The AB 592A is computer produced and updated quarterly as required to take account of such changes as address, medical category and age. It explains where the reservist is to report on mobilisation and arrangements for pay and allotments, next-of-kin, clothing held etc.

Under present legislation IR may only be mobilised if called-out by Queen'' Order. Mobilisation may involve only a few individuals/units or any number up to general mobilisation when all are called out. If mobilisation is authorised Notices of Call-Out are despatched to those IR concerned by Recorded Delivery as the legal notification. Announcements of call-out are also made by the press, radio and television.
Under the Reserve Forces Act 1996, IR are liable to call-out under the same new provisions as described above for the TA. In addition, the Act brings the conditions relating to all three Services in line and includes officers and pensioners who were previously covered by separate legislation/Royal Warrants.

PAY

TA personnel are paid for every hour of training. They also receive an annual bonus, known as a bounty, subject to achieving a minimum time commitment. Travel costs for training are refunded. As of AprIL 2011, daily rates of pay are the same for TA personnel and their Regular Army equivalents. The 2011 rates are £45 (starting rate) for a Private to £140 for a Major (mid rate). The exact rate also varies according to particular trade and type of commitment.

Hourly income is taxable, but the Annual Bounty is a tax-free lump sum. The value of the bounty depends on the specific unit and individual training requirement but, on a higher commitment, TA soldiers and officers start by receiving £405 in their first year. After five years satisfactory service, this rises to £1,674.

The annual training commitment to qualify for bounty is:

- Independent Units: 27 days including 15 days continuous at camp
- Specialist Units: 19 days including 15 days continuous at camp

In each case, individuals may attend one or more courses aggregated to at least eight days duration in lieu of camp, with the balance of seven days being carried out in extra out-of-camp training.

Pensions: Provision has been made in RFA 96 for the protection of Reservist pension rights in the event of call up. The MoD is permitted to pay the employers contributions to a civilian pension scheme.

MANAGEMENT

Two structures have been set up within the Territorial Army in order to improve management of reserves:

- Reserves Manning and Career Management Division
- Reserves Training and Mobilisation Centre (RTMC)

The role of the first is to centralise the coordination of all personnel management for the TA, bringing it more into line with the regular Army and also providing a single focus for identifying and notifying individuals for mobilisation, while the second is in charge of administrative preparation, individual training and provision of human resources requirements of individual reservists. The RTMC, which was inaugurated in April 1999, managed a first group of reservists in May 1999 for the British forces stationed in Bosnia and Kosovo.

GENERAL

On 1st April 1993, the logistic services of the Territorial Army underwent a massive re-organisation with the amalgamation of the RCT/RAOC/RPC/ACC and the postal and courier section of the Royal Engineers. The "new" corps has been given the name of "The Royal Logistic Corps" affectionately known as the "Really Large Corps".

Since then, the pioneer and railway trades have been disbanded and the Sponsored/Specialist HQ RLC TA disbanded as well as several regiments and squadrons. The

Specialist units, save Operation HQ Support and Catering Support, have been converted into regional units or as veterans will know them as “independent” units.

The Tory Government, in a bid to reduce costs, are reducing the regular (standing army) to 82,000 trained soldiers, and want to increase the Army Reserve to 30,000 trained soldiers (currently, March 2015) recruited to just over 19,000. Army Reserve recruiting is not going well and is missing all its targets, The MOD accountants have underestimated the requirements and needs of the Armed Forces.

In addition, the Territorial Decoration (TD) or the Efficiency Medal are no longer awarded, but those who possess these medals can still wear them The have been replaced by an all ranks Volunteer Reserve Service Medal, however, this cannot be used as post nominal letters. For those marked out as having achieved greater effort and results, there is the Queens Volunteer Reserved Medal (QVRM) which is supposed to be the equivalent of an OBE, can the letters can be used post nominal.

In 2014, we saw the age limits for retention and recruitment increased and in some areas the retirement age is now 60 years.

Now in 2014 the title “Territorial Army” was dropped and replaced by “Army Reserve” and the (V) at the end of unit names was also dropped. The training commitment has been increased to 24 out of camp training days and a 16 day annual camp – as we already know from experience, this will lead to a creeping increase in the time needed to complete all tasks required. In addition, all Army Reserves are liable for an extended service period of 6 to 12 months every 3 or 4 years.

THE DEFENCE REFORM ACT 2014 placed a statutory requirement on the Reserve Forces; and Cadet Associations to examine the state of the Reserves and Cadets and produce a report on their findings. The new statutory report will be submitted to the Secretary of Defence for consideration and action. The first of these required reports was ““igned off””and submitted on 22 June 2015. The report can either be read online via the Ministry of Defence’’ web site or downloaded by a viewer and printed off locally.

ALL CHANGE The Royal Logistic Corps, along with others will move to Worthy Down (formerly the home of the Royal Army Pay Corps) in 2018 or thereabouts provided all works are/remain on target. The current depot at Deepcut will close and be sold off for housing in the private sector. It will not be “a quart into a pint pot”, more likely to be a “gallon into a whiskey glass”.

ANNEX A –MISCELLANEOUS PHOTOGRAPHS

490 Movement Control Troop RCT - Army Emergency Reserve (Ever Readies) –1968 –Grange Camp, Bedford

Rear rank (L to R) Cpl F Smith, WO2 A Wallace, S/Sgt D Strange, L/Cpl C Spong, Sgt W Vickers, Dvr W McBurney, Dvr K Braun, Missing Sgt J Blair.

Front Rank (L to R) Capt E Mitchell, Major A Lambden, Capt J Owen

493/4 Traffic Regulating Centres Royal Corps of Transport RCT(V) –Endex Ex Crusader 1980

OC: Capt R A Pow TD

SSgt Carmichael

SSgt J Denny

A-1

282 MC SQN RCT(V) – RAILHEAD RECCE TEAM, EX PACKSADDLE 1978

282 MC SQN RCT(V) – RAILHEAD RECCE TEAMS – EX PACKSADDLE 1977 – MOHNE DAM AREA
LTS R A POW AND P D KING

A-2

163 TPT REGT CIRCA 1967

164 TPT REGT RLC(V) – 1996 – DISBANDED 1999

OFFICERS OF 48 DIVISIONAL REGT RCT (V) - 1966 –LT COL T H PAY TD

Vandyck Studios (Farnborough) Ltd. Group No. 1859

OFFICERS' MESS — ANNUAL CAMP, 1966

Rear Row—Lt B. E. M. Randle Capt E. R. Talbot-Rice, TD Lt K. Martin 2Lt L. Clifford 2Lt D. W. Beale Lt W. J. James OCdt J. H. Dobson Lt K. G. Selby OCdt J. D. Haden Capt J. R. Banks Lt C. P. Coley Capt O. I. Bradley, TD Lt G. A. Blades 2Lt B. J. Parr

Centre Row Lt A. Coles Lt M. A. Beale Capt R. S. Newton Capt M. V. Gosney Capt A. J. Linnegar Capt B. Knight Capt A. Worthington Capt M. P. K. Beatty Capt W. A. Campbell Capt J. J. Troman Lt C. Ashley Capt C. J. Carruthers, TD OCdt M. E. Kearney 2Lt P. M. Harris

Front Row—Major J. H. Millen Major G. E. Tidey Major J. S. Charters, TD Major D. G. Whittaker, TD Capt P. J. Horsley Colonel D. Quinn, TD Lt-Colonel T. H. Pay, TD Major J. G. Roe Major J. G. W. Gardner Major I. E. Lee Major B. T. Kavanagh Major M. J. Wilkes Capt R. Royston-Bishop

BRIG WINN, COMD RCT TA

496 MOVEMENT CONTROL LIAISON UNIT ROYAL CORPS OF TRANSPORT (VOLUNTEERS) DINNER NIGHT EX WINTEX 1986, SNR OFFICER: LT COL D COATES –MAIN GUEST:

287 MC SQN RCT(V) CROSS COUNTRY TEAM 1986 –TEAM CAPT –CAPT M J DUNN (341), VICE CAPT, WO2 K BENCH (340)

157 TPT REGT RCT(V) AT ANNUAL CAMP IN ALTCAR 1972 –PARADE COMMANDER: MAJOR J WILLIAMS TD CO: LT COL B KAVANAGH TD

A-5

496 MOVEMENT CONTROL LIAISON UNIT RLC(V)

ANNUAL CAMP 1994 AT RAF MILDENHALL IN CONJUNCTION WITH 3RD AIR FORCE, USAF.

UK SIDE OF OPERATION ADMINISTERED BY TPT & MOV STAFF, UKLF, COMMANDED BY COLONEL J LUCAS AND LT COL (RETIRED) D SEDDON

A-6

ANNEX B – PERSONAL REMINISCENCES OF MOBILISATION IN 1939 AND ACTION IN AND EVACUATION FROM FRANCE IN 1940 – 48 DIV COLN RASC

LIEUTENANT COLONEL CHARLES BEALE TD, MA(HON), LLD

OFFICER COMMANDING 517 PETROL COMPANY
ROYAL ARMY SERVICE CORPS

IN THE UNITED KINGDOM IN 1939 AND WITH THE BRITISH EXPEDITIONARY FORCE IN FRANCE AND BELGIUM IN 1940

BY MAJOR P G MALINS MBE MC

517 Petrol Company, 516 Ammunition Company, 518 Supply Column and Field Ambulance Units comprised the Royal Army Service Corps Units of the 48th South Midlands Territorial Division, and were commanded by Lt Colonel Joseph Fray, a Territorial Officer, who was succeeded by Lt Colonel Charles Acheson, a Regular Officer, on the outbreak of War in September, 1939.

Charles Beale as a Major, then 26, commanded 517 Petrol Company with Captain Bill Wiseman, Second in Command, Captain Charles Eaves, Workshops Officer, and Lieutenants Peter Wiseman (no relation), Furnlss, Ferguson and one other ‘‘hose name I cannot remember, as Platoon Commanders by, with CSM Rowe as Company Serjeant Major. The Company com prised approximately 300 men divided into a Headquarters Platoon, Workshops Platoon, and four Platoons each with 30 three ton Ford or Bedford trucks.

I joined the RASC as a Territorial in 1938, aged 19, Charles having joined sometime previously, at Court Oak Road Regimental Centre, Harborne. Shortly afterwards it was moved to Tennal Grange, Harborne, which had been an approved school. We met once a week and since there was almost no equipment, virtually the whole of our training was spent in foot drill on the parade ~round, and route marches round Harborne.

At the beginning of August 19~9 we went on our annual two weeks training camp to Fargo, Larkhill on Salisbury Plain. Due to the shortage of vehicles in the Army we used hired civilian vehicles, mostly in terrible condition, which were driven from Birmingham by members of the Unit, the remainder of the Unit of some 1400 men travelling by train. We had to march carrying our full kit from the railway station to Fargo, about five miles, three men, it was said, dying on the way from heart failure, the entry medical examinations at that time, because of the great number of volunteers, being almost useless. We did not know it then, but we were little more than two weeks away from war being declared, and as we left Larkhill, the CSM sardonically said, ““ou can laugh, but you will be back here within a fortnight!”.

When I arrived home on the evening of 1st September my call up papers awaited me and I reported to Tennal Grange. On Sunday, 3rd September, we were paraded to hear Neville Chamberlain, the Prime Minister, at 1100 hours announce with great sadness over the radio that as no undertaking had been received from Hitler, we were at war with Germany.

All units of the 48th Division moved to a concentration area around Hungerford, Berkshire, exactly AS they had done at the beginning of the 1914-1918 War. Charles was billeted in Barton Court, Kintbury, then the home of Lord Burnham, proprietor of the ““aily Telegraph”” And now of Terence Conran, founder of Habitat, finely set on the River Kennet. Company HQ and workshops Platoons were located in the grounds of Barton Court, and the four transport platoons in the immediate area.

Our vehicles and equipment, and in maintaining a supply of petrol, oil and lubricants to the Division of some 18,000 men, which was easily done by requisitioning pumps at local petrol stations and garages. It was a most beautiful autumn and we enjoyed ourselves enormously with new found friendships which were to last a lifetime, and an entirely new way of life.

I was 20, six years younger than Charles, and had been a very youthful insurance chief clerk in charge of an office of nine with no mechanical experience. I was made a Technical Mechanical Transport Clerk in Workshops Platoon for which I received three shillings and ninepence (l9p) a day, compared with A driver’’ pay of two shillings (10p).

At Christmas 1939, we moved to Southampton where we spent three days and crossed on the ““uke ·of York’’to France at the beginning of January 1940, landing at Le Havre, where the giant liner ““ormandle,””burnt out in a mysterious fire before war began, lay on its side in the dock. We slept two nights in the port warehouses while our vehicles and equipment were unloaded, and then drove via Bolbeq, Yvetot, Neufchatel, Amiens, Doullens and Arras to Bailleau-sur-Berthoult, a small village eight kilometres north east of Arras on the road to Douai. At Bailleau we were billeted in farm buildings wherever accommodation could be found, Charles being billeted in a house in the main street. We were the only troops in the village and very quickly we became friends with the villagers. All around were the cemeteries

of the 1914-1918 War, with the ground still full of live ammunition. One old lady told me with great pathos and sadness, ““ remember 1871,””referring to the Franco-Prussian War. ““his is the third time.””

B-2

We were joined by Claude Guyon, then 25, as our French Liaison Officer, who I much admired for his views on what should happen after the War. By an amazing chance I met Claude again last year in Dunkirk on the fiftieth anniversary of the Evacuation. He lives at Neuilly-sur-Seine near Paris.

It was bitterly cold with the land deep under ice and snow. Even the bread froze. To everyone'' amazement Charles appeared one morning skating down the main street. For the first three weeks no rations got through and we lived on biscuits and jam, and paid for local cImeals. No vehicle spares reached us and with Staff Sergeant Bill Findon, a 1914-1918 veteran, I was given the job of buying all the Available spares and materials we required from local sources in the Lille, Douai, Seclin, Lens, Arras, etc., areas, including visits to the Matford (Ford) Depot, Tudor Battery Company and many others. I remember to this day the names in French of items unknown to me in the correct English terminology.

Although almost all long distance traffic had been halted by the snow and ice, it was Agreed that Bill and I should attempt to reach the Advanced r-1T Stores Depot which had recently been ~stablished at Elbeuf beyond Rouen, south of the Seine. We set off with chains on all four wheels and after an eventful journey over empty roads reached Elbeuf, digging the vehicle out on several occasions and using a land anchor and hand cranked winch. We collected all available parts and materials needed and after three days arrived safely hack at Bailleau. As n result workshops we were able to put almost all vehicles back on the road, including the ambulances on which the water pumps had failed.

I t was a beautiful, sunny spring and in our spare time we were able to walk to Vimy Ridge and the Canadian War Memorial, and other. Places in the area, There seemed to be few trees and few bird s as though the shadow of the 1914 -1 918 War still l*ay* heavily over the land. Friday night was bath night in the Municipal Baths at Arras. Arras was the Headquarters of the British Expeditionary Force, of which we formed part, and there were a number of ENSA entertainments including the then young Emlyn Williams in his own play ““ight Must Fall.””Occasionally we treated ourselves to some magnificent multi-course meals in Arras which were most reasonable in price. We played the French Army at rugby, had several cross-country races, and had plenty of football.

Throughout this waiting period the Company continued to supply the Division with petrol, oil and lubricants, the petrol being in four gallon non-returnable, cans which leaked terribly, resulting sometimes in a 30% loss. The “jerrlcan”, a US invention, was not used until later in the War. The morning of the 10 May was the same as all the others had been, dawning, bright and clear, but as soon as it was light we suddenly found A tiny light German spotter plane overhead. Everyone grabbed their rifles and fired at it, and to our amazement it crashed. Then we learnt the Germans were advancing through Belgium, and that the war had really started.

On Saturday, 11th Hay, the Company left Bailleau and advanced through Tournai at 1800 in the direction of Brussels. We reached Enghien, which was on fire, as darkness fell without incident. No lights were permitted except tiny shielded nightlight, candles to mark the side of the road. As it grew light we were west of Louvain with masses of German aircraft in the sky above us, and although we were sitting ducks, we were not attacked. Belgian refugees were streaming down the road in the opposite direction causing great traffic congestion and impeding our progress on the narrow road.

The Company had been split into three groups attached to each of the three brlgades which comprised the Division, Ammunition Company and Supply Column doing the same to make each brigade as far as possible self-supplied in petrol, oil and lubricants, and ammunition and rations. This turned out to he vital as the German highly mobile assault developed and brigades could rapidly become isolated. Charles thus had part of his Company in three different places and had to provide what direction and co-ordination he could.

I was in the 143 Brignde Group which took up a defensive position behind the River Dyle, the first of the defensive lines, the BEF defending the sector between Louvain and Havre with the Belgian Army on its left flank defending the sector from Antwerp to Louvain. On 16th May \/*e* retreated from the Dyle after intense German attacks, and on 17th May rested in the forest of Soignies. By 20th May we had been forced back behind the River Escaut, the second main defensive line. On 23rd May we became part of the General HQ reserve and were at Sainghin near La Bassee. 48 Divisional HQ and 114 Brigade had been ordered to the defence of Dunkirk.

On 25th May on General Alan Brooke'' orders, we moved 19 miles in 18 hours to Comines. We were heavily bombed in Armentieres and Ypres. In Armentieres our truck, loaded with three tons of petrol, received a direct hit. I was t rave1ling in the cab with the driver and was the only survivor out of eight. As it was a right-hand drive vehicle and lo1e were temporarily stationery in the middle of Armentieres on the right hand side of the road in the shadow of buildings I was the only one able to see the bomb falling towards us. I shouted "bomb" and dived out of the cab, which had no door, into the road. As I did so the bomb hit the truck which exploded. My hair was singed as I fell but I was not burnt and the blast went over me. The others had no chance and were almost instantly incinerated. Two, Horace Marsden and George Dawson, were my greatest friends in the Company. Both had been promoted as Corporals and either was entitled as the senior NCO to travel in front with the driver, but such was our relationship that they had insisted I travel in the front. Their kindness cost them their lives and gave me mine, and I have thought about them almost every day for the past 51 years. They would have been wonderful lifelong friends, of great intellectual quality and idealism. Horace was 21 end George 25.

At the moment the bomb dropped we had been eating some of my 21st birthday cake. Ever After that Charles called me "the great survivor," which turned out to be even truer later on when I survived being shot at four yards by a Japanese in Burma, and eleven miles of ambushes in French Indo China (later Vietnam), losing 20% of my force killed. Mercifully, they were the worst casualties sustained by 517 Petrol Company. I did not know until 1989, when Charles And I were again discussing the incident that the Company lost two other vehicles that day.

0 n 2 6 t h, 143 Brigade was holding he Ypres/Comines line on the collapse of the Belgian Army, and again on 27th May on the shortened Comines front. On 28th May we retreated towards the Dunkirk perimeter, and on 29th May I passed through the perimeter guard point south of Nieuport having been ordered to jettison an abandoned vehicle on which I had been travelling since Armentieres. The vehicle, which must have been one of our Supply Column vehicles, was loaded with three tons of Ideal condensed milk which sustained me as food and drink.

I arrived on the beach at about 1800 north of La Panne, now known as De Panne, where we stay for the Annual Dunkirk Pilgrimage, and where we are given the freedom of the town which is always full of Union Jacks for the week. I walked south through the town some of which was on fire. One of our hospital ships, the paddle steamer "Crested Eagle," had been hit and was blazing just off shore. They called for volunteers to get the men off. I swam round the ship calling to the men at the rails about 8''above me to jump, but few would do so, fearing drowning if they could not swim, and they were burnt to death we rescued a f e w but there were soon many bodies floating round the ship. I was joined in the rescue attempt by Harry Cousins of Petrol Company, now 83 and living in Carlisle. I spent the whole of the next day, 30th June, on the beach.

Despite dive bombing by Stuka dive bombers it was relatively safe dug into the large sand dunes which fringe the coast. All day long the evacuation continued with a dead calm sea in beautiful sunshine under a cloudless sky from the gently sloping sands, the ships having to stand off and use life boats to take off the troops. Some ten miles to the south, the big oil installations at Dunkirk were sending up huge plumes of black smoke as they burnt. I caught sight of Charles organising one of the queues for the boats.

At 1300 on 1st June with Alfred Ashmore, a close friend from Petrol Company Workshops, I waded into the sea. Alf had carried a radio with him which he put down on the sand just before entering the water, with it still switched on with the one o'clock news describing the Evacuation.

I had lost my jacket which had been hanging in the cab ,when the vehicle was blown up in Armentieres, and stripped off my trousers to swim, but still had my rifle and a bandolier of Ammunition. When I reached the life boat it was drifting sideways on half full of water with no one in charge. We paddled out to a Dutch motorised flat bottomed Rhine barge which after a very circuitous course, with the ever present risk of being bombed or machine gunned by German planes, landed us at the end of Pier at 0200 on 2nd June. We landed in our rifles and ammunition at the end of the Pier and were taken

to an Air Raids Precaution centre where I was kitted out with second hand civilian clothing.

B-4

\/e were put on Aa train, everyone relieved to be home, but with A feeling of terrible disgrace that we had been so swiftly defeated , and pulled the blinds down so we would not be seen. Going through a station on the outskirts of London someone looked furtively out of the window and saw a newspaper placard with ""very Man A Hero."" The blinds went up, we crowded to the windows, everyone waved to us, and the cloud of defeat disappeared.

We arrived at Alfreton, Derbyshire, where Alf and I were told by the officer in charge of the receiving u n I t t that we would get no leave until we reached our units which were scattered all over the country and had to be re-inforced. We were provided with new uniforms, but otherwise did nothing but amuse ourselves. I eventually got hock to the Company, among the last to do so, at Chepstow, Charles had already been promoted to Lieutenant Colonel and posted as an instructor at the Officer Tralning School at Hoscombe.

Through the Birmingham Branch of the Royal Army Service Corps of which he was the President, Charles and I remained friends until he died. It was a lifelong satisfaction to me to have served in hi.: Company in France at such a critical time, and to have had the pleasure of his company through all the years that followed, I shall remember him always with admiration and affection for his humanity, his many kindnesses, and hi~ leadership under very difficult conditions.

1st July 1991

ANNEX C

LETTER FROM CO 48 DIV RASC TO HONORARY COLONEL FOLLOWING EVACUATION FROM DUNKERQUE 1940

NEXT PAGE

To:- Colonel Sir Henry Fairfax-Lucy. Bt.,
Honorary Colonel,
48th (SM) Divisional R.A.S.C.

54

From:- C.R.A.S.C. 48th Division.

16th June 1940.

I am now in a position to give you an account of my Stewardship of the 48th Divisional R.A.S.C. but, as this report is of rather an intimate nature, I would prefer that it is not communicated to the press.

The Unit completed its training at the end of December 1939 in the Hungerford Area, Berkshire and proceeded overseas early in January 1940. The four months in the concentration area were very strenuous days and in order to obtain in the unit the required standard of efficiency in weapon training, tactical handling of convoys and the teaching of 75 per cent of the personnel to drive, the maximum amount of co-operation was required from all ranks. I am full of admiration for all the officers and other ranks for the manner in which they tackled such a difficult task. and for their loyal co-operation during that period. In addition to its training the Supply Column maintained a Supply Depot and fed the Division from the 14th September 1939 and the Petrol Company manned 25 petrol pumps.

The Headquarters, the Supply Column and Petrol Company arrived in France on the same day and proceeded to an assembly area some 20 miles inland. The day following Supply Column commenced to feed such units of the Division as had arrived and day by day increased the amount of their issues until the entire Division had reached its assembly area. The Petrol Company also arranged to supply all comers.

After the Division completed its assembly we moved forward to the concentration area and remained in that location until the advance into Belgium which was on the 14th May 1940. During our four months in the concentration area the Supply Column and Petrol Company carried out their war functions, the Ammunition Company drew ammunition and completed units up to their War Establishments then their vehicles were maintained fully loaded. Several Exercises were carried out during this period and many lessons learned.

During March and April the 48th Divisional Supply Column was selected by the Corps Headquarters to give demonstrations of breaking bulk to a series of officers courses. This was considered by us a great honour as there were two regular divisions in the same Corps.

On the 14th May 1940 the advance into Belgium commenced and from then until the 29th May the Division was in action continuously and we were always on the move.

You will observe in the letter received from Major General A.F.A.N. Thorne C.B., C.M.G., D.S.O., that your R.A.S.C. has every reason to be proud of its work and I, as its

/ Commanding Officer

Commanding Officer, wish to state that I am extremely proud to command such a distinguished Unit as the 48th Divisional R.A.S.C.

It is difficult to select certain officers and other ranks for special mention when the Unit as a whole was so good, but I do feel that I must make some observations. The successful running of the Divisional R.A.S.C. is due to a considerable degree in my having such an excellent and loyal Headquarters Staff both officers and other ranks, Major Else, S.S.O., Captain Needham Assistant S.S.O. and Recquisition Officer, Captain Barnfield, Ammunition Officer, my Adjutant Captain Rogers and Captain D.H. Thompson R.A.M.C. the Medical Officer. Their untiring efforts and efficiency were invaluable. However, even with a very good Headquarters Staff I could not have obtained such high praise from the Divisional Command had not the Company Commanders, their officers and every individual man played his part unceasingly and without any thought of personal discomforts.

During the winter months we were stationed in France considerable work was done by Captain H.J. Marsh in the form of first one and then a second Divisional Concert Party. The beginning of these parties was seen in Hungerford when Captain Marsh organised shows from the R.A.S.C. personnel. Overseas additional talent was found by him amongst the Division and two much appreciated shows were continually touring the Division. While Captain Marsh had considerable support and help from his artistes it is no exaggeration to say the success was due to the very considerable enthusiasm and personal sacrifice of time made by this officer.

When the preparations were being made for the move into Belgium outstanding work was done by Major C. Beale O.C. Petrol Company and Captain G.C. Fray, Supply Column (O.C. Supply Column being on leave.)

The Divisional R.A.S.C. finished the campaign on the 29th May 1940 when I formed a composite section consisting of Supply, Petrol and Ammunition Sub-sections with two days rations and the remainder of the available ammunition and petrol. The remainder of the Supply Column dumped two days rations on the beach at Bray Dunes and mounted a strong guard on them until the infantry of the Division arrived to embark. Major C. Beale volunteered to command this section. The officers were:- Supply Column - Captain P.G. Craven, 2/Lt J.L.E.Ogier, 2/Lt R.H. Elliot, Petrol Company - Major C. Beale, 2/Lt K. Green, Ammunition Company - Captain H.J. Marsh, 2/Lt A.K.Jones.

I was asked by Divisional Headquarters if I could find four reliable officers to ride motor cycles and act as despatch riders to carry the most important messages to the unit in action.

The following officers were detailed:- 2/LT F.G.Furniss, 2/Lt J.D. Grice and 2/Lt C.A. Hedges 2/Lt. R.H.A. Edwards several times volunteered and I eventually accepted his offer. I am thankful to say that all these officers and those forming the composite section returned safely.

/ I wish

I wish to record the outstanding work done by the following officers and warrant officer in organizing the evacuation from the beach to the ships. Major J. Else, Major. C Beale, Captain G.W. Needham, Captain P.G. Craven, Captain R.M.A. Broderick Captain G.S. Major 2/Lts K. Flood, 2/Lt H.J. Guildford and our R.S.M. Curtiss. Several officers and other ranks were recommended by me for decorations but the allotment for immediate awards in the Division was small and they were rightly awarded for personal gallantry. I am, however, proud to record that your Divisional R.A.S.C. received two awards;-

MILITARY MEDAL.

Driver C.H. Hughes	Headquarters R.A.S.C.
Driver E.W. Tickle	R.A.S.C. attached 143 Infantry Brigade Headquarters.

I have to record with very deep regret that on the 27th May 1940 Captain T.D. Thomas was either killed or taken prisoner when carrying an important message ordering the move of a detachment.

In conclusion I wish to say that I consider it a great honour to command the 48th Divisional R.A.S.C. and I would take this opportunity of informing you that I am certain I will never experience greater loyalty and co-operation than I have received from this unit since I assumed command on the 12th October 1939.

Burcott House,
Holmer,
Hereford.

S. Acheson

Lieutenant. Colonol.

Copy to:-

The Secretary,
Warwickshire T.A, and A.F.A.

ANNEX D – TA & REGULAR RCT BAOR ORBAT JULY 1989

D1

Commander Transport 1 (BR) Corps Comd: Brig John Donald MacDonald (13/07/1988 to 29/04/1991)

7 Tank Transporter Regt RCT Location: Antwerp Bks, Sennelager • RHQ & HQ Sqn • Training Wing • 3 Tank Transporter Sqn – Antwerp Bks, Sennelager Note: Consists of 2x Tps with 36 x SCAMMELL COMMANDERS • 16 Tank Transporter Sqn – St Barbara Bks, Fallingbostel Note: Consists of 2x Tps with36 x SCAMMELL COMMANDERS and 1x I with 26x SCAMMELL CRUSADERS. Formerly 312 Tank Transporter Unit MSO. • 617 Transporter Sqn – Cromwell Bks, Hamm Note: Consists of 1x I of 18x SCAMMELL COMMANDERS, 1x I with 26x SCAMMELL CRUSADERS, and 1xTp with 38x MERCEDES-BENZ 26-44. 617 Sqn. Consists of 'Warsaw', 'Krakow', & 'Poznan' Troops; formerly a Mixed Service Unit (MSO) of Poles and other Eastern Europeans displaced at the end of World War II • Wksp REME

10 Corps Transport Regt RCT Location: Catterick Bks, Bielefeld • RHQ & HQ Sqn • 17 Transport Sqn Supports 1 Armd Div – C I, 9 Fuel Sqn Note: C I is the Regts railhead I and will hold the BAOR stock of Rail Transfer Equipment and is able to operate 8x railheads. Prior to DROPS, C I had 19x BEDFORD TM 14-TONNES, 18x BEDFORD TM 8-TONNES, and 6x AEC MILITANT MKIII 10-TONNE GS. • 36 Transport Sqn Supports 4 Armd Div Note: 17 & 36 Sqns each operate 54x BEDFORD TM 14-TONNE GS. As of 1986 they were still equipped with AEC MILITANT MKIII 10-TONNE GS. • 9 Fuel Sqn – A & B Tps Support 1 & 4 Armd Div – 2x TA Tps Supports 3 Armd Div & Joint Helicopter Support Unit Note: TA Tps from 262 Fuel Sqn (V), 160 Transport Regt. (V). The Fuel Tps each operate 18x FODEN TTF 16-TONNE • Wksp REME

157 (Wales & Midlands) Transport Regt RCT (V) Locations: • RHQ & HQ Sqn – Maindy Bks, Cardiff • 7 Transport Sqn Supports 3 Armd Div (from 27 Logistic Support Regt) • 60 Transport Sqn Operates forward railheads (from 2 Div Tpt Regt) • 223 (South Wales) Transport Sqn (V) – TAC The Grange, Blackpill, Swansea • 224 (Pembokeshire Yeomanry) Transport Sqn (V) – Picton Bks, Carmarthen & Haverfordwest Note: Organic Sqns (223 & 224) come under command of CRE 1 BR Corps . One sqn is equipped with 99 x BEDFORD TM 8- TONNE TIPPERS. The other Sqn is equipped with 22 x BEDFORD TM 8-TONNE TIPPERS, 20 x BEDFORD TM 8-TONNE, and 20 x AEC MILITANT MK III 10-TONNE. Source: 1988 SOHB. • B I,

54 Engineer Support & Ambulance Sqn, RCT- Tunis Bks, Lubbecke • C I, 54 Engineer Support & Ambulance Sqn, RCT- Tunis Bks, Lubbecke • E I, 54 Engineer Support & Ambulance Sqn, RCT- Tunis Bks, Lubbecke Note: Each I is equipped with 15x BEDFORD TM 8-TONNE TIPPERS and 8x BEDFORD GS 4-TONNE. Note: RHQ forms the basis of the second Corps Transport Regt. 60 Sqn holds the UK stock of Rail Transfer Equipment and it's RTE I is able to operate 8x railheads. • Wksp REME (V) – TAC The Grange, Blackpill, Swansea

1 (BR) CORPS TROOPS 25

152 (Ulster) Ambulance Regt RCT (V) Locations: • RHQ & HQ Sqn – TAC Sunnyside St, Belfast • 211 Ambulance Sqn (V) – TAC Sunnyside St, Belfast (SHQ, A, B, C Tps & Wksp) w/ D I at Ballymena Note: runs 3x Ambulance Support Groups (ASG) Evac from RAMC units of 1 Armd Div to Field Hospitals Forward Surgical Complex (FSC). 320 Medical Pl RAMC (V) under command. • 220 Ambulance Sqn (V) –TAC Caw Camp, Clooney Rd, Londonderry (SHQ, E, F, G, & Wksp) w/ H I at Enniskillen Note: runs 3x Ambulance Support Groups (ASG) Evac from RAMC units of 4 Armd Div to Field Hospitals Forward Surgical Complex (FSC). 323 Medical Pl RAMC (V) under command. • 264 Ambulance Sqn (V) – HQ RCT TA Prince William of Gloucester Bks, Grantham (from 161 Ambulance Regt (V)) Note: runs 3x Ambulance Support Groups (ASG) Evac from RAMC units of 1 Armd Div to Field Hospitals Forward Surgical Complex (FSC). 324 Medical Pl RAMC (V) under command. • 260 Ambulance Sqn (V) – HQ RCT TA Prince William of Gloucester Bks, Grantham (from 161 Ambulance Regt (V)) Note: runs 3x Ambulance Support Groups (ASG) Evac from RAMC units of 4 Armd Div to Field Hospitals Forward Surgical Complex (FSC). 325 Medical Pl RAMC (V) under command. • 290 Ambulance Coach Sqn (V) – HQ RCT TA Prince William of Gloucester Bks, Grantham (from 161 Ambulance Regt (V)) Note: handles Evac from Field Hospital FSC to Railheads Rear Surgical Complex (RSC). 310 Medical Pl RAMC (V) under command. • Wksp REME (V) – TAC Sunnyside St, Belfast Note:

This was a 3rd Line Regt

24 Transport & Movements Regt RCT Locations: • RHQ & HQ Sqn – Chatham Bks, Hanover • 69 Movement Control Sqn – Chatham Bks, Hanover • 603 Mobile Civilian Tpt Gp – Campbell Bks, Hohne • 627 Mobile Civilian Tpt Gp – Westminster Bks, Minden • 629 Mobile Civilian Tpt Gp – Woolwich Bks, Osnabruck • 632 Mobile Civilian Tpt Gp – Kerr Camp, Bad Oeynhausen Note: Covered the 1 Armd Div Area

25 Transport & Movements Regt RCT Locations: • RHQ & HQ Sqn – Mossbank Bks, Bielefeld • 70 Movement Control Sqn – Mossbank Bks, Bielefeld • 605 Mobile Civilian Tpt Gp – Lincoln Bks, Münster • 607 Mobile Civilian Tpt Gp – Crocker Bks, Sennelager • 623 Motor Tpt Unit, MSO – Harrogate Bks, Bielefeld • 636 Mobile Civilian Tpt Gp – Vittoria Bks, Werl Note: Covered 3 & 4 Armd Div Areas

162 Movement Control Regt RCT (V) Locations: • RHQ & HQ Sqn (V)- HQ RCT TA Prince William of Gloucester Bks, Grantham • 280 Movement Control Sqn (V) Note: Traffic regulating @ Corps Supply Area (CSA) • 281 Movement Control Sqn (V) Note: Movement Control @ Corps & CSA railheads • 282 Movement Control Sqn (V) Note : Movement Control @ Divisional railheads and Divisional Supply Areas

1 (BR) CORPS TROOPS 26 14 Corps Support Sqn RCT Location: Ripon Bks, Bielefeld Note: A I is responsible for movement of General Officers, in TTW it takes over a fleet of LAND ROVERS FFR. B I provides operation vehicles, BEDFORD MK & MJ 4-TONNES. TTW divides itself into Main, Step-up, and Rear Sects.

1 st (BR) Corps 3rd Line Logistics

150 (Northumbrian) Transport Regt RCT (V) Locations: • RHQ & HQ Sqn – Londesborough Bks, Hull • 217 (Yorkshire) Transport Sqn (V) – Churchill Bks, Leeds • 218 (East Riding) Transport Sqn (V) – Middleton Bks, Hull • 219 (West Riding) Transport Sqn (V) – Scarborough Bks, Doncaster • Wksp REME (V) – Londesborough Bks, Hull Note: 3rd Line transport for 4 Armd Div, Corps Supply Area to Divisional Supply Area

151 (Greater London) Transport Regt RCT (V) Locations: • RHQ & HQ Sqn – TAC Sydenham St, Croydon • 215 (Essex) Transport Sqn (V) – TAC Brooke Rd, Grays & TAC Eastwood Rd North, Leigh-on-Sea • 240 (Hertford) Transport Sqn (V) – TAC St. Albans Rd, Barnet (SHQ & A I); TAC Bedford Rd, Hitchin (B I), & TAC Uxbridge Rd, Slough (C I) • Wksp REME (V) – TAC Brooke Rd, Grays Note: 3rd Line transport for 3 Armd Div, Corps Supply Area to Divisional Supply Area

154 (Lowland) Transport Regt RCT (V) Locations: • RHQ & HQ Sqn – 31 Yorkhill Parade, Glasgow • 222 Transport Sqn (V) – TAC Whitemoss, East Kilbride • 225 (Queen's Own Lowland Yeomanry) Transport Sqn (V) – TAC 301 Colinton Rd, Edinburgh • 251 (Ayrshire Yeomanry (Earl of Carrick's)) Transport Sqn (V) – TAC Coreshill Mount Rd, Drehorn, Irvine • Wksp REME (V) – 31 Yorkhill Parade, Glasgow Note: 3rd Line transport for 1 Armd Div, Corps Supply Area to Divisional Supply Area Note: The unit assignments are as of 1985. There would have been a shift when 33 Armd Bde went from 4 Armd Div to 3 Armd Div. I however do not know at this time if regts switched or an individual sqn.

General Note: With the introduction of DROPS vehicles, HQ 1 (BR) Corps felt the vehicles were such high value targets that they asked that a LMG dets of reservists (1x LCpl & 2x Ptes) be added to DROPS Regts to protect them in both hides and during operations. HQ 1 BR Corps called for the following: 69 x dets: 15x dets each (total of 45) for 1 and 3 Armd Div Tpt Regts and 8 Regt 10x dets for 4 Armd Div Tpt Regt 10x dets for 10 Corps Tpt Regt (4x dets are unallocated) Notes on RCT listings: The bulk of information regarding all RCT entries in this document come from two major sources. The book "British Army Transport and Logistics. Robert Swan &Geoff Fletcher. Ian Allan Ltd. London, 1991." Along with the following webpage at the Movement Control Association's website,

ANNEX E

DIARY OF AN HONORARY COLONEL

Colonel C H Ahern TD

161 AMBULANCE REGIMENT RCT[V] – 1989-1994

INTRODUCTION

These notes have been based upon the diaries and recollections of Colonel Rick Ahern TD who was the Regiment's Honorary Colonel during this period.

1989

28 June I was appointed Honorary Colonel following the death of Col John Smith TD.

8 July The Director General Transport & Movements held a briefing for all RCT Honorary Colonels at Grantham.

15 July I attended the Regiment's Study Day where the main presentation was on the Soviet Forces and the threat that they posed.

16 Sep I visited 260 and 264 Sqns at Annual Camp in the Derbyshire Peak District.

24-29 Sep The Annual Camp of the RHQ and 291 Sqn was in BAOR on a medical FTX based in the area around Dortmund. I travelled out with the road party and visited the medical exlocs at Munster and Mulheim.

21 Oct I visited Ex Rick's Yomp 7 was based upon Warcop Camp in Cumbria.

11 Nov I attended the Standards weekend at Grantham which included a regimental Remembrance Day Parade.

1990

24 Mar I visited 260 and 291 Sqns on a medical FTX in Cambridge.

6 July I visited the regiment during its Annual Camp and I attended an end of camp BBQ in the garden of the regiment's house at Grantham.

21 July Regimental Study Day at Grantham. The principal topic was an explanation of the Regiment's new war role. It also included a presentation by two German officers on the operational responsibilities of the Bundeswehr Medical Services.

7 Sep I visited Ex Rick's Yomp 8 based at Sennybridge in the Brecon Beacons.

Sep 260 Sqn was to have trained in BAOR and arrangements had been made for the CO [Lt Col Tony Davies] and I to visit. However, Ex Quarter Final was cancelled at short notice because of the Gulf War emergency.

5 Nov The DGTM [Director General of Transport & Movements] held a Study Day at Grantham for Honorary Colonels. He spoke about the likely effects upon the TA of Options for Change under which the Regular Army was to be reduced to 123,000 men. While it was too soon to be specific about the future of the TA a reduction in numbers was to be expected together with changes in the role of units and the terms of service of volunteers.

1991

26 April The regiment supported a medical FTX with exlocs at Proteus Camp, Notts and Waterbeach Camp, Cambridge.

1 June The Regimental Study Day at Grantham included a presentation by Lt Col Ian Gunn the CO of the unit that provided ambulance cover in the Gulf War. [Lt Col Tony Davies and Maj Roger Laing had briefed Lt Col Gunn on ambulance ops prior to his departure to the Gulf].

7 July I visited the regiment during annual camp at Swynnerton, near Stoke-on-Trent. I also visited the excellent RAMC General Hospital training facility at Saighton Camp.

20 Sep I received a letter from Maj Gen MacDonald, the DGTM, informing me of the decisions taken about the future of the regiment under Options for Change. It was stressed that the information

contained in the letter was not to be discussed with anyone – not even the CO. The plan was that RHQ and the two Land Rover Squadrons were to be disbanded. The two Coach Squadrons were to be retained but placed under command of 152 Amb Regt RCT which was based in Belfast.

I responded by entering a strong plea for a "stay of execution" – at least until after the medical services had carried out realistic trials of their new establishments.

14 Oct The DGTM wrote holding out a hope that approval might be granted for one RHQ to be formed to control all of the "stand alone" squadrons that would remain at Grantham after the reorganisation. I replied that RHQ 161 Regt had the experience and capability for this role and I recommended that it should be nominated for this task.

12 Oct I attended Ex Rick's Yomp 9 at Sennybridge in the Brecon Beacons.

16 Nov Although formal ministerial approval was still awaited the DGTM gave a briefing on the likely effects on the TA of the Options for Change review at the Commander RCT TA's Study Day. It was a relief to learn that RHQ 161 Regt was to be retained and that the regiment, although it was to be reduced by two squadrons, would retain the two Coach Sqns in peace with an establishment of 448 personnel. The war role of the RHQ was uncertain although the Coach Sqns were still to be transferred to 152 Amb Regt.

1992

14 Mar The regiment spent the weekend in the Command & Control Training centre on an Ethiopian refugee exercise set by Maj Chris Duffle.

18-20 July I visited the Regt at annual camp. RHQ was at Tavistock, 260 Sqn at Oakhampton, 290 Sqn at Tregantle, Plymouth and 264 Sqn at Penhale

28 July The Regt provided a contingent in the Jubilee Parade at Grantham where Princess Alice, the Duchess of Gloucester, took the salute.

2 Oct Ex Rick's Yomp 10 was based at Leek Camp in the Derbyshire Peak District. All ranks attended the Saturday evening dinner in the camp's Officers Mess.

17 Oct There was a briefing at Grantham on the formation of the RLC by the Director General designate.

30 Oct Regimental competition weekend. Stands visited and prizes awarded.

1993

13 Feb Regimental CCT weekend. I visited the various exlocs spread around Grantham camp.

20 Mar I observed the 161 Regt team participating in the Commander's Cup competition at Grantham. The final RCT Dinner was held in the Officers Mess.

12 June Regimental Study Day. The main topics were the deployment in Bosnia and the establishment of the CSSG [Combat Service Support Group]. Ladies Dinner Night.

2 Oct Ex Rick's Yomp X11 was based at Capel Curig in Snowdonia. All climbed to the summit of Snowdon and everyone got very wet on the descent!

E – 3

6 Nov I visited the regiment as it participated in Ex Log Leap – an exercise run by the CSSG on Salisbury Plain.

1994

12 Mar The regiment participated in a military skills competition for both regular and TA units of the RCT that was organised by the CSSG at Tidworth.

16 Apr The regiment entered a team in a TA shooting competition at Ash Ranges, Bisley.

15 July Ex Rick's Yomp X12 was based, once again, at Capel Curig in Snowdonia. My tour as Honorary Colonel of the Regiment had come to an end and this was my final appearance. I took my leave of the regiment, after five thoroughly enjoyable and eventful years, at a farewell all ranks dinner in a local hotel.

24.11.2001

ANNEX F

FOUNDATION OF HQ RCT TA AND DEPOT RCT TA

ANNEXES C TO I OF MAIN DOCUMENT

HQ RCT TA
Prince William of Gloucester Bks
GRANTHAM
Lincs
NG31 7TJ

Grantham 67413 ext 201

7 Jul 82

005

See Distribution

FORMATION OF HQ RCT TA AND DEPOT RCT TA

1. Attahced are the following for information:

a.	Staff and Social List	- Annex A.
b.	Proposed Organisation HQ RCT TA and Depot RCT TA	- Annex B.
c.	Charter for Commander RCT TA	- Annex C.
d.	Charter for HQ RCT TA	- Annex D.
e.	Charter for Depot RCT TA	- Annex E.
f.	Job Specification Col of Vols RCT	- Annex F.
g.	Job Specification COS HQ RCT TA	- Annex G.
h.	Job Specification SO2 C1/3 HQ RCT TA	- Annex H.
i.	Job Specification SA HQ RCT TA	- Annex I.

I M VAUGHAN-ARBUCKLE
Lt Col
for Comd

Distribution:

External:

LE(A)
SO to DGTM
LE(A) Sup Clk (10)
DACOS C3 Tpt & Mov UKLF (2)
Comd Tpt HQ BAOR (4)
2 Group RCT (2)
HQ RCT 1 (BR) Corps (2)
HQ Eastern District (4)
Comds Tpt & Mov LONDIST
EDIST
SEDIST
SWDIST
WMDIST
NEDIST
SCOTLAND
NORIRELAND
HQ The Trg Gp RCT
Depot & Trg Regt RCT
School of Tn
ASMT
RCT Trg Development Team
RCT MRO (4)
MOD AC8
Secretary RASC/RCT Association
Regimental Secretary HQ RCT
RCT Publications Section
27 Log Sp Regt RCT
List C

Internal:

List A - 005 dated 4 Jun 82 is cancelled
Col of Volunteers RCT
Col of Volunteers RCT (Designate)

COVERING RESTRICTED

Feb 2021 Release

CHARTER FOR COMMANDER RCT TA

GENERAL

1. HQ RCT TA is a unit of the UK Field Army, sponsored by DGTM and under command of Commander Eastern District.

2. The Commander RCT TA has full command, technical control and special to service responsibilities for the RCT Sponsored TA and RCT TA Pools. He also has responsibility for the co-ordination of technical training, and of the special to service interests, listed in paragraph 6, of RCT TA Independent Units and attached unit TA tradesmen located in UK.

RESPONSIBILITIES TO CINC UKLF

3. Commander RCT TA is the adviser to the CinC UKLF on RCT TA matters.

4. He is responsible for:

a. Advice on the technical efficiency of all RCT TA units and attached tradesmen.

b. Fitness for role of all RCT TA Sponsored units.

c. Planning the exercise commitments and camps for all RCT TA Sponsored units, and co-ordination of exercise commitments and camps for all RCT TA Independent units, worldwide.

d. Co-ordination of RCT TA liaison and reconnaissance visits to BAOR, through District Commanders Transport and Movement.

e. Co-ordination of individual training attachments for RCT TA personnel.

f. Co-ordination of special to service RCT TA collective training.

5. In exercising these responsibilities for TA Independent units and attached TA tradesmen, the Commander RCT TA will act through Commanders Transport and Movement at District HQs, who will be responsible for keeping District G1/G4 staffs informed.

RESPONSIBILITIES TO DGTM

6. The Commander RCT TA is responsible to DGTM for the following:

a. Advice on the development of the RCT TA to meet operational tasks.

b. Advice on RCT TA organisation, establishments and trade structures.

c. Advice on the equipment and other material resources of the RCT TA.

d. Mil Sec and G1 matters for RCT TA personnel including:

(1) Special to service aspects of recruiting, enlistment and employment standards.

(2) Pre-selection of RCT TA officers.

(3) Convening of qualification boards to make recommendations for promotion of RCT TA officers.

(4) Advice on Senior RCT TA appointments.

(5) Confidential reports on all RCT TA Sponsored officers and warrant officers recommended for a commission.

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e. Co-ordination, within the RCT TA, of:

(1) Basic, trade and upgrading courses.

(2) RCT cadre courses.

(3) Officer and Warrant Officer courses, in conjunction with the RCT School of Transportation.

f. Co-ordination, through District Commanders Transport and Movement, of support of ACF/CCF units affiliated to RCT.

ADDITIONAL RESPONSIBILITIES TO COMMANDER EASTERN DISTRICT

7. The Commander RCT TA is the Commander of Grantham Station. He will also carry out any further military responsibilities which may be delegated to him by Commander Eastern District.

ADDITIONAL RESPONSIBILITIES

8. The Commander RCT TA will liaise with District HQs, and through them, as necessary, with TAVRAs, on all matters connected with the RCT TA. He is also a member of the TAVRA East Midlands and its associated committees.

9. He may:

a. Conduct ARUs on RCT TA Independent Units at the invitation of individual District Commanders.

b. Carry out other technical inspections of, or visits to, RCT Field Army units when so tasked by ACOS G1/G4 HQ UKLF.

CHARTER OF HQ RCT TA

1. HQ RCT TA is a one star Headquarters of the UK Field Army, sponsored by DGTM and under command of the Commander Eastern District.

2. It enables the Commander RCT TA to exercise, as laid down in his Charter:

a. Full command, technical control and the special-to-service responsibilities for the Group of RCT Sponsored TA units and RCT TA Pool.

b. The Special to Service responsibilities for the RCT TA Independent Regiments and attached unit RCT TA tradesmen located in UK.

c. Command of Grantham Station.

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CHARTER FOR THE DEPOT RCT TA

1. The Depot RCT TA is directly under command of HQ RCT TA and is a unit of the UK Field Army.

2. The Depot RCT TA:

a. Is responsible for the training, administration and mobilisation planning of all RCT Group A Sponsored Volunteer units and individuals.

b. Acts as the Depot for all RCT TA units.

c. Is to provide administrative and some clerical support for HQ RCT TA.

d. Is to provide Grantham Station administrative and training assistance (including Staging facilities) as directed by HQ RCT TA.

e. Is to process individual reservists through an ARC as directed and to conduct annual training for reservists as required.

3. The Depot RCT TA has specific responsibility for RCT units of the TA as follows:

a. Sponsored Units.

(1) The administration of both units and individuals in peace and initially on mobilisation until such time as they are allotted to specific formations and units.

(2) Individual and collective training.

(3) Soldier recruitment, enlistment and administration, including the maintenance of personal and training records.

(4) The provision of mobilisation and training stores and vehicles.

b. Independent Units. The provision of basic camp facilities at Prince William of Gloucester Barracks, including some administrative and training support, to enable all squadrons of Independent RCT TA Regiments to undertake their individual, employment and specialist triennial cycle of training.

c. All RCT TA Units.

(1) Running centralised courses for all RCT TA units and RCT TA personnel serving in non RCT TA units, including:

(a) Recruit.

(b) SSM Designate.

(c) Sergeant Designate.

(d) Sect Commanders (Sponsored RCT TA units only).

(e) Corporals Designate.

(f) Driver Radio Operator/Radio User.

(g) Motor cycle.

(h) Helicopter handling (incl the holding and provision of handling equipment.

(j) Cook upgrading (as directed by EDist).

(k) Basic NBC and First Aid.

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(l) Driver upgrading.

(m) HGV driver training (as required).

(n) Permanent Staff Instructors.

(2) Identity photographs and blood grouping for all recruits attending courses.

(3) Provision of facilities to enable Regiments to conduct CPXs in conjunction with the appropriate RCT regular group/units under the direction of Comd RCT TA.

ANNEX F TO 005
DATED 7 JUL 82

JOB SPECIFICATION - COLONEL OF VOLUNTEERS RCT

1. General. To advise the Director General of Transport and Movements (DGTM), through the Commander RCT TA, on all matters affecting the RCT TA for both Independent and Sponsored units.

2. Detailed Tasks.

a. Advice on any TA matters referred to him by DGTM/Inspector RCT or Comd RCT TA.

b. Advice concerning liaison with TAVR Associations, civil authorities and employers in the interests of the TA.

c. Assist Comd RCT TA on:

(1) Matters relating to the general readiness for war of Sponsored units.

(2) Recruiting policy.

d. Advice to Comd RCT TA (through District Comds Tpt and Mov) on matters relating to Independent units during in-camp and out-of-camp training, including RCT TA officers and soldiers in RAMC(V) units. In order to fulfil this function he is to visit units regularly, according to his programme.

e. Member of the Promotion and Appointments Board for RCT TA officers.

3. Mobilisation. Attached to HQ UKLF (ACOS G3 Tpt/Mov staff) for duty as Colonel (Movements).

4. Committees. Member of:

a. Committee of Management, Institution of RCT.

b. Institution of RCT Professional Activities Advisory Committee.

c. Committee of Management of RASC/RCT Association.

ANNEX C TO 005
DATED 7 JUL 82

JOB SPECIFICATION - COS HQ RCT TA

1. General.

a. Principal staff officer to Comd RCT TA.

b. Advice to and liaison with MOD(A), HQ UKLF, HQ BAOR and District HQs on RCT TA matters.

c. Organisation and development of RCT TA.

2. Training.

a. Policy and control of Special-to-Service TA individual and collective training.

b. Monitoring of training standards for assessment of future training requirements.

c. Allocation of RCT TA units to exercises.

d. Preparation of CPXs, FTXs and war games.

e. Syllabus for TA officers and soldiers courses.

f. Policy and organisation of RCT TA officers promotion examination.

g. President of Lt to Capt Promotion Examination Board.

h. Member of RCT Standing Committee on Regimental Training.

3. Mobilisation.

a. RCT TA Operational planning and tasks.

b. Mobilisation arrangements for all RCT Sponsored Volunteer units including co-ordination with the appropriate Regular Army units at home and overseas.

c. Planning Home Defence war role of HQ RCT TA.

4. Establishment and Equipment.

a. RCT TA establishments both manpower and vehicles.

b. Selection and employment of PSIs and NRPS.

c. Equipment policy and doctrine.

d. Assessment of manpower priorities.

5. Miscellaneous.

a. Planning and co-ordination of aid to Civil Ministries, MACN focal point and liaison with local authorities.

b. Briefing of Col of Vols RCT.

c. Army Staff Officer to CLF (Des) 3 Region.

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ANNEX H TO 005
DATED 7 JUL 82

JOB SPECIFICATION - SO2 G1/3 HQ RCT TA

1. General. Assists COS at grade 2 level with specific responsibility for duties listed below. Has direct access to Comd RCT TA on MS matters.

2. Training.

a. Processing RCT TA officers:

(1) Individual training attachments in BAOR.

(2) Mobilisation visits and recces.

(3) External course applications and allocation of priorities.

3. Recruiting. Co-ordination of recruiting for RCT TA officers and soldiers.

4. MS Matters.

a. Processing:

(1) Confidential Reports for RCT TA officers, regular officers serving in TA units and officers in HQ RCT TA and Depot RCT TA.

(2) Honours and awards.

(3) Appointments and extensions of Col of Volunteers RCT and Honorary Colonels of RCT TA Regiments.

(4) AFsE 535 (Transfers, Postings, Promotions, Extensions of Service or Resignation) for RCT TA Sponsored officers.

(5) Appeals and Representations.

(6) RCT TA Sponsored officers postings and career matters.

b. Preparation of officer's records for promotion Screening Boards and the promulgation of decisions.

c. Responsible for the maintenance of personal documentation and records of RCT TA Sponsored officers.

d. Production of nominal rolls of RCT officers attending training and the co-ordination of messing/accommodation requirements.

e. Documentation of Regular WOs in RCT TA units pre selected for commissioning.

5. Regimental Matters.

a. RCT regimental matters.

b. Sponsorship of CCF and RCT cap badged ACF units including the RASC/RCT Association Efficiency Trophy.

c. Providing Sponsored unit representation for TAVR Associations.

d. Provision of input to the DGTMs Annual Liaison letter.

6. Miscellaneous.

a. Implications of quartering plans for RCT TA units.

b. Courts Martial and discipline.

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ANNEX I TO 005
DATED 7 JUL 82

JOB SPECIFICATION - STAFF ASSISTANT HQ RCT TA

1. General. Assists COS HQ RCT TA with specific responsibility for the duties listed below.

2. Training. Assists COS with the detailed co-ordination of overseas and UK RCT TA unit training.

3. Establishments and Equipment. Detailed preparation and clearance of:

a. RCT TA establishments.

b. ATCC and BVLC proposals for RCT TA units.

c. PUE policy and implications of UKLF VXP for RCT TA units.

d. Provision of vehicles for annual training.

e. Equipment tables and training scales.

4. Miscellaneous.

a. Staff of:

(1) ARUs for RCT TA units.

(2) Visits and conferences.

(3) ARC and Reservist training.

(4) Programme and arrangements for visits by Col of Vols RCT.

(5) Standing Orders for HQ RCT TA.

(6) Requests for use of facilities by outside agencies.

b. Older of RCT HQ Mess Subscription Fund.

c. Supervision of clerical support for HQ RCT TA.

d. Supervision of soldier staff in HQ RCT TA.

e. Custodian of classified documents.

f. Security officer HQ RCT TA.

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ANNEX G

DTGM'S PAPER "*The Way ahead for the RCT TA*"
(Annex A TO D/DTGM/54/1 TPT 1 dated 8 Feb 83)

RCT

HQ RCT TA
Prince William of Gloucester Barracks Grantham Lincs NG31 7TJ

Telephone Grantham Mil or (0476) 67413 ext 201

Your reference

Our reference
003/1
Date
24 Feb 83

See Distribution

DGTMs PAPER - THE WAY AHEAD FOR THE RCT TA

Reference:

A. D/DGTM/54/1 Tpt 1 dated 8 Feb 83

1. A copy of Reference A is attached for your information.

2. Would you please ensure that the contents of DGTM's paper are widely disseminated within your unit. Meanwhile enough copies are enclosed for distribution to squadron level.

3. This HQ will keep you informed over measures to implement the recommendations in the paper.

I M VAUGHAN-ARBUCKLE
Lt Col
for Comd

Distribution:

Action:

Commanding Officers:	150 Tpt Regt RCT(V)	5
	151 Tpt Regt RCT(V)	5
	152 Amb Regt RCT(V)	3
	153 Tpt Regt RCT(V)	5
	154 Tpt Regt RCT(V)	5
	155 Tpt Regt RCT(V)	5
	156 Tpt Regt RCT(V)	5
	157 Tpt Regt RCT(V)	4
	Depot RCT TA	5
	160 Tpt Regt RCT(V)	4
	161 Tpt Regt RCT(V)	4
	162 MC Regt RCT(V)	4
	163 Tpt Regt RCT(V)	4

Copied to all Officers of and WO II Mess and Centre.

1 6 MAR 83.

C Sqn RCT(V)

ANNEX A TO
D/DGTM/54/1 TPT 1
DATED 8 FEB 83

DIRECTOR GENERAL OF TRANSPORT AND MOVEMENTS

'THE WAY AHEAD FOR THE ROYAL CORPS OF TRANSPORT TERRITORIAL ARMY'

"Where there is no vision, the people perish" Proverbs XXIX 18

INTRODUCTION

Background

1. Since the Territorial Army Volunteer Reserve (TAVR) was formed on 1 April 1967, it has been subject to a major re-organisation in 1969, an expansion in 1971 and, a series of far reaching studies. In 1973/74 the organisation of the Force was examined by the TA Review Committee under the chairmanship of Major General J H S Majury (The Majury Report). In 1976, Colonel A G Watson submitted a report to the then Transport Officer in Chief (Army) on RCT TAVR Training and Administration which was largely overtaken by a report of the Committee on the 'Study of wastage in the TAVR' published in 1978. Under the chairmanship of Major General P C Shapland, this Committee carried out a fundamental review of the TAVR with the aim of reducing wastage and improving the long term effectiveness of the Force. In their report (1) the Shapland Committee questioned the concept and employment of Sponsored Units and cited the RCT for straying from the accepted principles. Specific comment on this matter is made later.

Future Developments

2. The Government's Defence White Paper of June 1981 emphasised its determination to make more use of reserve forces. Plans were announced to increase the strength of the TA while, at the same time, a wide ranging regular manpower savings study was underway. It follows therefore that the TA and Reserve forces will assume an even greater importance in the operational plans for the UK and BAOR.

3. Plans for the expansion of the TA, in two phases, are well advanced. Phase I, for implementation in 1982-85, allocates a total of 80 RCT posts whilst Phase II, for implementation 1986/89, includes a possible 1380 RCT TA posts. The recruiting and deployment of these posts is discussed later in the paper (paras 50-53).

4. The annual training liability for reservists, which is currently not invoked, is being studied. Because of their cost-effectiveness and limited training requirement, reservists may play an increasingly important role in the Order of Battle (ORBAT), particularly in the UK. An indication of this policy can be seen in relation to the formation of Garrison Service Units (Transport)(GSU(Tpt)). GSUs (Tpt) will have a small cadre of RCT TA personnel, found by the Unit Recruit Reception and Training Teams, in an otherwise Reservist establishment of about 200 posts.

5. As part of a fundamental review of the Army Training Organisation, Major General J P Groom and his Team visited Grantham on 28 July 1982. In summarising his impression, Major General Groom identified Prince William of Gloucester Barracks as a 'centre of excellence'. He believes that the centralisation of training facilities for sponsored and independent TA units has much to commend it. With manpower and accommodation enhancements the Depot RCT TA could take on the basic training and documentation of Volunteers from RPC, ACC, RAMC, RADC and RAOC. This would be in accord with Major General Groom's philosophy (2) of grouping the 'Combat Support Services' together for training without the loss of individual cap badge identity. The final report of the Review Team is expected to be published in April 1983.

(1) D/DVT&C/27/53/12 dated 7 June 1978
(2) Encl 4 to D/AG Sec/29/18 dated 4 November 1982

JANUARY 2020 RELEASE

6. The first draft of the DROPS Vehicle Mix Study, which proposes the number of DROPS vehicles to be held at each "line" of transport, has recently been issued. Although the conclusions have yet to be fully validated, it seems clear that DROPS may change the balance of tasks for the RCT TA. Once the conclusions and recommendations of the paper have been validated, these will need to be included in future plans affecting the posture of the RCT TA.

RCT TA Re-organisation

7. A wide ranging re-organisation of the RCT TA has been underway for sometime to ensure that units are deployed, to meet the requirements of GDP 83, by 1 April 1983. This involves a redistribution of vehicles, a rewrite of establishments, equipment tables and operational plans as well as having important training implications. It is primarily this re-organisation and the planned expansion of the TA which require a properly co-ordinated plan for 'The Way Ahead' to ensure that headquarters, staffs and units are all striving to achieve the same broad aims for the TA element of the RCT.

AIM

8. The aim of this paper is to identify the way ahead for the RCT TA in the immediate future.

IMPORTANCE OF THE RCT TA

Headquarters RCT TA

9. DPA Manpower Savings Study No 4 (3) called for a significant reduction in the establishment of HQ UKLF. As part of this reduction, the post of CTMO UKLF was disestablished but, in recognising the important responsibilities the CTMO had in relation to the TA, it was agreed that cover for the Brigadier's post, one grade I staff officer and one retired officer should be transferred to Grantham.

10. In April 1982 the Army Establishment Committee authorised (4) the formation of HQ RCT TA and Depot RCT TA located at Grantham and sharing the same administrative services. HQ RCT TA is the focal point for all RCT TA matters with the Depot being responsible for the training and administration of Sponsored units and individuals, and the recruit and WO/SNCO training of all Volunteers including those in Independent units. Both the HQ and Depot are units of the UK Field Army. The current organisation is given at Appendix 1.

11. Commander RCT TA has full command of the RCT Group of Sponsored units, with its current establishment of about 2000, and technical responsibility for the eight RCT TA Independent regiments, with their total establishment of about 7000, in consultation with District Commanders Transport and Movements.

12. The new organisation at Grantham is still in the process of evolution but there is no doubting the overwhelming practical advantage of concentrating all RCT TA affairs under a single HQ familiar with the special considerations of the TA. There are also distinct physcological advantages, as discussed later in the paper, particularly in relation to strengthening the 'One TA' concept whilst recognising the salient principle of a "One Army". It is evident that the RCT is ahead of other Corps in the management and training of the TA but there is no room for complacency in the fight for survival. HQ RCT TA and the Depot RCT TA must regularly examine their methods to maintain a cost effective and efficient organisation capable of reacting to the ever changing needs of the Army. The decision to locate HQ 54 Infantry Brigade in Prince William of Gloucester Barracks is unfortunate because it will cause additional demands on already stretched resources. This does not however alter the position of the Commander RCT TA as the landlord of the Barracks and the Commander Grantham Station. In this respect HQ RCT TA must

(3) HQ UKLF G2616/6 SD1 dated 29 April 1981
(4) D/DASD/117/3(ASD 3b) dated 5 May 1982

JANUARY 2020 RELEASE

consolidate its position by a combination of sound management, effective training methods and positive public relations so that it is fully prepared for a review by the Inspector of Establishments in early 1984. The aim must be to develop Grantham as the Home of the RCT TA for all Volunteers in the Corps. As a precursor to other developments it is for consideration whether the Officers' Mess should be designated the "Officers' Mess Royal Corps of Transport Territorial Army" as an outstation of the Headquarters Mess.

The Units

13. The importance and size of the RCT TA in relation to the overall operational contribution of the Corps in UK and BAOR is extensive and significant. The RCT TA has a total establishment of some 10,000 (currently 86% recruited), organised into 50 squadrons, and is the largest single cap badge element of the TA; only the Infantry is larger.

14. Currently 30% of the RCT Mobilisation Order of Battle(MOBORBAT) in BAOR and UK based formations is provided by Regular soldiers. 60% in BAOR and 70% in UK is provided by the TA with the remaining 10% in BAOR provided by Civilian Workers Groups (CWG). In view of the Governments stated policy and the recent BAOR study (5) into the operational capability of CWG, it seems certain that an even greater operational reliance will be placed on the TA in the future, with the percentage contribution by the TA in BAOR likely to increase. Currently, in BAOR, the TA provides 4 out of 5 regiments at 3rd line; the entire 4th line less one squadron; the only ambulance regiment in 1 (BR) Corps and a major slice of the 2nd line artillery and engineer support. BAOR also depends heavily upon the TA for its Movement Controllers and Railwaymen. It is most unlikely therefore that RCT could sustain operations in 1 (BR) Corps at intense rates for more than a few days without the TA. The degree of reliance placed on Volunteers to complete the MOBORBAT therefore requires the close attention of those able to enhance the operational posture of RCT TA units.

THE OPERATIONAL REQUIREMENT

Revised MOBORBAT

15. Detailed planning for the revised MOBORBAT of RCT TA units, shown at Appendix 2, is well under way to respond to the requirements of:

a. GDP 83 - Primarily a reorganisation from a 4 to a 3 divisional posture.

b. 10% cut in B vehicles.

c. Replacement of 105mm gun by 155mm gun and the consequent increase in ammunition lift.

d. Introduction of the 8 tonne truck.

16. The re-organisation may still be subject to refinement in the following areas:

a. 2 Group RCT - TA support to 4th line operations.

b. 2 Inf Div - TA support as part of 2 Inf Div Tpt Regt RCT.

c. Movement Control (MC) - Possible increase to the establishment of 495 Movement Control Liaison Units and refinements to the organisation of MC squadrons.

17. The vehicle allocation plan has been agreed within the RCT (6) and is now subject to BVLC action co-ordinated by LE(A) Tpt 1. The planned allocation shows a

(5) B/9030 G3 O&D dated 2 July 1982
(6) D/DGTM/54/1/10 Tpt 1 dated 17 August 1982

JANUARY 2020 RELEASE

deficiency in 4 ton cargo (28), 4 ton UBRE (11), ¾ ton trailers (51) and Eager Beaver FLT (22) which will require long term action. In the meantime, a considerable amount of detailed staff work remains to be done if the TA is to be ready to adopt its new posture by 1 April 1983. Establishments and equipment tables must be written, mobilisation plans revised and, most importantly, units retrained. A Steering Group has been established, under LE(A) Tpt 1, to co-ordinate the re-organisation.

18. In any event, it is considered unrealistic to expect units undergoing a major re-organisation to be fully operational until they have completed at least one FTX in their revised war role; in some cases this could be as late as TY 1984/85.

Operational Readiness

19. The importance of the RCT TA in operational plans has already been discussed. The key to operational readiness is the standard of training and this will be examined in detail. Other factors which affect the operational posture of units are:

a. Recruiting, standard and retention of officers.

b. High wastage rate of Independent soldiers.

c. Lack of adequate equipment.

d. Economy measures.

e. Restriction on training time.

f. Stability in role.

20. The operational readiness of elements of the RCT TA gives cause for concern. If some doubt has been expressed over Independent units it follows that, with less than half the training time available to them, the operational readiness of Sponsored road transport units must be suspect. The basic battle skills required to survive in modern war, let alone carry out a complex unit road transport role, are such that nineteen days training a year is no longer sufficient preparation, except, arguably, in the case of small specialist units eg ports, railways and movement control.

21. The problem is that, primarily for financial reasons, the RCT has strayed from the definition of a Sponsored unit which is 'If the specialist skill of the individual is such that all those required in one particular TA unit cannot be found in any geographical area, then the unit must be Sponsored'. Contrarily, if the unit collective skills needed for war must be regularly exercised during weekends, then the unit must be Independent. It follows therefore that a number of RCT TA Sponsored road transport units may find it particularly difficult to achieve acceptable operational standards.

22. Certain measures can and must be taken to eliminate operational shortcomings: These are:

a. Ensuring training is relevant, effective and makes maximum use of time available. It is of great importance that Regular Army host units carry out their duties diligently to enable TA units to make the best use of training time.

b. To allocate operational roles compatible with the type of TA unit.

c. To introduce an operational assessment for BAOR roled TA units once every three years, during the BAOR FTX, to identify weaknesses and enable unit commanders to more correctly assess future training priorities.

JANUARY 2020 RELEASE

d. To affiliate regular soldiers to Sponsored units (see paragraphs 38 and 39).

e. The integration of regulars with volunteers during training (as outlined in paragraph 25).

23. The Commander RCT TA has the peacetime responsibility for the training of Sponsored volunteer units for war and yet, on mobilisation, both he and his staff are currently employed on Home Defence duties. It is axiomatic that a commander in peace should accompany his soldiers to war. To this end, every effort is being be made to secure a war role, in BAOR, for HQ RCT TA.

MEASURES TO IMPROVE THE RCT TA

Training

24. Command and Control. The standard of driving of junior ranks in the TA is, generally speaking, comparable to those in regular units. There is however a serious deficiency amongst officers and key personnel of the RCT TA in command and control skills. Knowledge of basic operational and battle procedures is weak whilst the dissemination of orders is downright poor. The primary cause of this deficiency is lack of regular and intensive tactical training. In identifying this weakness, remedial measures have already been taken by placing additional emphasis on CPXs. However, because of the time and effort it takes to produce a good CPX, many display a bareness which gives testimony to the lack of adequate and imaginitive preparation. It is therefore of fundamental importance to the operational posture of the RCT TA that a permanent facility exists at Grantham for each TA regiment to undertake realistic CPX training. To this end, work has already commenced, under the direction of HQ RCT TA, to produce a Command and Control Trainer based on the principles, equipment and design of the RAC Battle Group Trainer. As part of the feasibility study, a building suitable for conversion has been found at Grantham whilst the requirement for associated equipment has been identified at a total cost of about £12000. It is the aim of Commander RCT TA fully to establish this important training aid by mid 1983.

25. Regular Army Involvement in TA Training. Much has been said and written of the 'One Army' concept and generally there is now a far greater understanding and sense of being part of the same team between the TA and the Regular Army. Co-operation between the two elements in the field of training has also improved but there is still scope for greater co-operation particularly in the matter of joint exercising and Regular Army attendance at important training events held under the auspices of the TA. For example, it is to be hoped that whenever possible there would be Regular Army representation at unit CPXs and that Regular Army officers and staffs operationally responsible for TA units in war would command them on FTXs.

26. Tempo of Exercises. Volunteers wish to train hard under pressure. They revel in tough, meaningful and demanding exercises which fully test their ability. Too much valuable TA training time continues to be wasted by Volunteers either being under employed or involved to a far greater extent than is desirable on mundane unit administration. The first point should be easily rectified but the latter needs to be studied by HQ BAOR (Tpt & Mov) to see if more administrative assistance eg collection and pre positioning of vehicles and subsequent return, could be given by host units. Annual training must be progressive, simple and task-related and targets set during the year should be realistic and achievable.

27. Sponsored Units Training. The problem concerning the standard of training achieved by some Sponsored units has already been highlighted. Currently, a Sponsored volunteer is required to undergo a 15 day camp and four other days train-

JANUARY 2020 RELEASE

ing a year to qualify for bounty. Representation has been made to the team studying 'The Allocation of Man Training Days (MTDs)'(7) that training time for Sponsored units should be increased but the outcome of this is awaited. Meanwhile, to improve the training state of Sponsored units, HQ RCT TA has reviewed the subjects which are to be covered during the two obligatory weekends and as formally instituted a third but voluntary training weekend for all units, funded from the Commander RCT TA pool of MTDs, to enable key personnel to participate in a CPX.

28. Basic Training. The principle of all basic training being carried out by the Depot RCT TA, enthusiastically supported by the Shapland Report in para 17, continues to provide an efficient and cost-effective system for training of all RCT TA recruits. This does not, however, reduce the amount of time it takes a recruit to complete his trade training, classify as a trained soldier and become eligible to join his unit at annual camp; at best this will be in his 3rd year of service. Examination of the Driver Class 3 syllabus suggests that this contains elements which are not essential for a Volunteer driver. If after examination by Commander RCT TA it proves possible to reduce the Class 3 to say 6 days, then it should also be possible to combine basic military and trade training into one 3 week period to enable a recruit to become a trained soldier in his first year of service. This idea would have attractions to the individual as well as assisting a units' 'fit for role' state. For those unable to attend for the continuous three week period, the opportunity would exist for them to return within the year to undertake their basic trade course.

29. Training Expertise. Within the establishment of the Depot RCT TA, there exists a pool of expertise which has scope for extension. For example, assistance could be offered to Independent units in the field of driver training, signals training and by the APTC instructor. The peacetime role of the Unit Recruit Reception and Training team, to be established at the Depot RCT TA, will need to be examined to ensure that it is used to best advantage.

30. Training Facilities. Too much time, and money, is wasted in moving large numbers of men from Grantham to Beckingham (25 miles) to the nearest range. There is sufficient room within the barracks at Grantham to build a 300 metre NDA range. The cost of providing this facility would not be exhorbitant, particularly if local Royal Engineer resources could be used to assist in the basic construction. This proposal should be pursued with District HQ by HQ RCT TA to ascertain whether it is feasible.

31. Programme Learning. Where appropriate, maximum use should be made of "At Home training" by means of correspondence work which may, in the future, include the use of tapes, audio-visuals and Programme Learning Texts (PLTs).

32. RCT TA Officer Training. The overall standard of TA officers needs to be improved and this is inextricably linked to the pattern of officer training which needs a thorough re-examination. It is considered by many that junior officer training contains an imbalance between the theoretical and practical and that the entire pattern of TA officer training needs re-examination. There is also a strongly held opinion that set reading, including perhaps programmed learning which might be related to the Regular Army Officers PQS 2 background papers, would be a way to help keep the Volunteer officer abreast of doctrine and tactical trends. This needs thorough investigation. It is also for consideration whether a periodical bulletin, on the same but reduced lines as the DGTMs Liaison Letter, would help create a better all round military awareness within the TA. There is also the question of the present division of responsibility for TA officer training between HQ RCT TA and the School of Transportation, with the former being responsible for the overall policy and the latter implementing that policy. It is essential that the ties and liaison between HQ RCT TA and the School of Transportation are strengthened. These matters need detailed examination before firm conclusions are drawn and a Working Party has been set up for this purpose. (8).

(7) D/DTA&C/42/1/29/C dated 6 May 1982
(8) D/DGTM/55/4 Tpt 1 b/3 dated 29 Sep 82

JANUARY 2020 RELEASE

33. Training Policy. In the recent past, training policy for the RCT TA has evolved as a result of a combination of practical experience and random thoughts ofcommanding officers, channelled through a filter at HQ UKLF which then produced directives. Although this system worked, it did not, for example, satisfy the need for RCT TA courses to be regularly validated. There is a need for a Sub Committee of the Standing Committee on RCT Training (SCORT) to advise DGTM on the formulation and to implement RCT TA training policy. To ensure full coordination with all aspects of RCT training policy, this sub committee, under the auspices of Commander RCT TA and to be known as SCORTAT, will report through SCORT.

One TA Concept

34. The fact that the TA is not one Force but two, one part consisting of Independent units and the other Sponsored units, was highlighted in the Shapland Report. Since then much work has been done to bridge the gulf between the 'two' but much still needs to be done to break down the barrier between them to create one RCT TA but not to the detriment of understanding which now exists between the Regular and Volunteer elements of the Corps. With the advent of HQ RCT TA, it should now be possible to achieve not only a better understanding but also some interchangeability between the two. As a beginning, officers should continue to be encouraged to transfer from Independent to Sponsored and vice versa, as their work situation changes. As a long term aim, the career management of all RCT TA officers should be handled by Commander RCT TA in close consultation with COs etc. In the short term, regular 'AG' meetings should be held by Commander RCT TA to discuss officers manning, courses and appointments covering the entire RCT TA officer corps. This principle is particularly important in selecting Volunteer officers to command RCT TA regiments, when the entire field of qualified and recommended TA candidates should be considered. It is time for the principle of selecting like for like to be abandoned.

35. The question of whether the present level of training commitment for Sponsored units is sufficient for them adequately to discharge their mobilisation role has been discussed earlier in this paper (para 20). A corollary is whether, by including Independent squadrons and Sponsored squadrons in road transport regiments, this would not only enhance the aim of creating 'One TA' but also provide a sounder combination in war. If, after further consideration, this idea is considered feasible Phase II of the TA Enhancement would provide the opportunity for implementation since it will be necessary to raise an additional RCT TA regiment at fourth line.

36. A further extension of the 'One TA' concept may be for Sponsored personnel to attend their nearest Independent unit to undergo skills training eg range work which does not necessarily require attendance at Grantham. This extra training would not replace obligatory training which the individual soldier would still be required to carry out with his Sponsored unit. HQ RCT TA in liaison with Districts and Independent units, would specify a module of training which would be carried out on limited, specific days, which Sponsored soldiers had agreed to attend. A pilot scheme should be set up to ascertain the practicability and value of this idea.

Permanent Staff

37. The importance of selecting suitable officers, warrant officers and NCOs for service with TA units is now well understood by those concerned. The permanent staff provide the backbone to any TA unit whether it be training them in peace or, now that all permanent staff are to accompany their TA units, in war. In the main the quality of permanent staff is very good but, with the increasing pressure on posting authorities, the requirement to maintain that quality must remain alive. In addition attendance at the PSIs course must remain obligatory for all WOs/SNCOs.

JANUARY 2020 RELEASE

38. The mobilisation manning plot within the Depot RCT TA needs urgent examination. Currently only a small percentage of the permanent staff are earmarked to go to war with Sponsored units. This is wasteful of valuable assets particularly in view of the tactical shortcomings which have been identified in Sponsored road transport units. Each member of the permanent staff, less those required for essential mobilisation duties in UK, should be annotated on the establishment for duties with a Sponsored unit in war, applying the same principle as Independent regiments.

39. Similarly, officers on the establishment of the Depot RCT TA should be allocated for duties with the Sponsored regiments in war. It may also be prudent to examine each officer post in the Depot to ascertain whether, by adjusting job specifications, it would be possible and profitable to designate four officers as a Training Major for each Sponsored regiment. This would seem to have considerable advantages from both a management and training standpoint and will be staffed as necessary.

40. The selection of officers for service in Depot RCT TA is assuming a greater importance. The quality of officers selected for service with Depot RCT TA should be comparable to that of officers selected as Training Majors of Independent regiments.

TA Officers - Recruiting

41. There is a marked shortage of both middle piece and young officers throughout the RCT TA. Independent regiments must continue to address this problem in their own areas whilst the RCT TA Sponsored Recruiting Committee must do the same for their units. Centralised career planning and consultation, referred to in paragraph 34, may help but there is scope for annotating some of our established officer posts eg HQ Capt 'may be QM'. The RCT TA lose too many excellent warrant officers because there are no designated outlets for them, except in the occasional case where they have been young enough to obtain a combatant commission. It is proposed to establish, once manpower cover is available, a Grade 2 Volunteer officer on the staff of HQ RCT TA in the appointment of TA Corps Officer Recruiting and Liaison Officer (CORLO). Three avenues of approach would be:

a. By getting from AG8 a list of all officers leaving the Regular Army whose age and service make them suitable for a TA commission. He could then follow them up after a suitable resting period with an aggressive recruiting campaign.

b. Obtaining, from the MRO, a list of suitable WOs and NCOs leaving the Army at the end of their engagements, or for other acceptable reasons earlier than that, who would be suitable either from QM commissions in the TA or, indeed, for normal combatant commissions. There are a number of young NCOs who fail RCB because of their weak educational background who nevertheless would and could give good service as subalterns or Captains.

c. To liaise with other Arms and Services to see whether they have potential officers in units for whom no commissioning vacancy exists under their own cap badge eg the Infantry who, it is understood, may have some in this category.

42. Movement Control Officers (MCOs) Pool. This pool of 28 officers has been in existence in 1976 on the justification that:

a. MCOs are vital to the deployment of units during priority one operations and there is a continuous need for them to provide essential support for numerous exercises in BAOR and UK.

b. The recruiting of TA MCOs is extremely difficult and despite considerable effort the downward trend remains.

JANUARY 2020 RELEASE

43. It has been announced (9) that the authority to overbear 28 MCOs is to be withdrawn wef 31 March 1984. In the meantime the whole question of MCOs must be studied with a view to finding a satisfactory answer. In the final analysis, if young MCOs cannot be found, it may be necessary to get TAVR Regulations amended to enable MCOs to serve beyond 50.

44. Senior RCT TA Appointments. The TA Staff Course at Camberley is increasing in importance and stature. RCT TA must ensure that officers of the right calibre are identified and pushed for vacancies. Only by doing this will RCT TA officers be able to compete with others for the top TA appointments within Districts. An opportunity to establish RCT badged TA staff appointments should always be pursued; two current cases are the SO2 (R&LS) and SO2 G3 for HQ RCT TA.

45. WRAC. The current authorised level of employment of WRAC(V) in RCT TA units seems to have evolved without a clear policy, with Independent road transport regiments being authorised to recruit up to a total of 5 WRAC clerks instead of 5 RCT clerks, but no such authority exists for their Sponsored counterparts. There is a widely held view within the RCT TA that there is scope for greater use of WRAC(V), particularly in clerical trades, and a co-ordinated policy is required. This is being evolved in tandem with the Dual Post Review sponsored by DTA&C. Employment of WRAC officers in selected appointments also needs consideration.

Civilian Manpower

46. The gradual erosion of civilian posts from the establishment of Independent units and, particularly, in the Depot RCT TA has already begun to cause acute problems. The administrative burden placed on units was bad enough in the past, but is now becoming worse because of arbitary cuts to civilian posts. The net result is a decline in standards with Volunteers and Permanent Staff undertaking administrative tasks normally at the expense of vital training. This trend is a source of great concern and must be stopped.

Equipment

47. RCT TA units have a good range of equipment comparable with their regular counterparts. There are however matters which require attention. These include:

a. The pool of 250 vehicles held by Depot RCT TA has proved invaluable for training of both Sponsored and Independent units. It is to be hoped that the HQ UKLF Sponsored Works Study, examining the entire question of training vehicles held in the UK, will rationalise the present ad hoc arrangements.

b. The policy of most TA units having their PUE vehicles in UK and for those to be used on annual training, even during exercises on the continent, has proved to be wasteful in training time and movement costs. The HQ BRSC initiative to offer the RCT TA extra vehicle storage spaces in BAOR is most welcome and will undoubtedly prove beneficial for peacetime training and assist rapid deployment on mobilisation.

c. A major operational deficiency in the RCT TA is considered to be the lack of adequate communications. In some cases TA units have no radio at all. A worthwhile priority must be afforded to the TA for the issue of adequate communications and this important issue should be highlighted by COs etc at every opportunity including ARUs, PXRs.

RCT TA Tradesmen in RAMC Units

48. There are 850 RCT TA tradesmen established in RAMC TA units. In most cases each RAMC(V) unit has a cap badged RCT(V) MTO and, in the eleven Field Ambulances,

(9) HQ UKLF 2136 G3/G4(UK) dated 10 November 1982

JANUARY 2020 RELEASE

a SSgt RCT established as a transport control NCO, who in the majority of units is actually employed as a PSI. It has to be admitted that in the past only the most tenuous of links has been maintained with this significant element of the RCT TA. As a beginning towards establishing a rapport between HQ RCT TA and these units, the Commander RCT TA has invited COs and RCT PSIs from the Field Ambulances to visit Grantham. In the longer term the following should be adopted as policy:

a. All Regular RCT NCOs posted to RAMC(V) units should attend the PSIs Course.

b. Commanders Transport & Movements at District HQ and COs of local RCT TA units should maintain regular liaison with RAMC(V) units employing RCT personnel.

c. RCT(V) officers serving with RAMC(V) units should be encouraged to attend RCT officers courses.

d. Close ties should be cemented between Depot RCT TA and HQ AMS TA.

MANPOWER ENHANCEMENTS TO THE RCT TA

Reservists

49. Possible plans for the annual training of Reservists and the raising of nine GSUs (Transport), using a combination of Volunteer and Reservist personnel, have been covered in paragraphs 3 and 4 of this paper.

TA Enhancement

50. MOD has approved the following posts to the RCT TA during Phase I of the Enhancement and the distribution of this manpower has been notified to units for implementation:

a.	1982/83	Unit Recruit Reception & Training Teams	68
b.	1984/85	RCT TA Cadres for GSUs (Tpt)	12

51. The following measures affecting the RCT TA have been included as part of Phase II TA Enhancements 1986/89:

Measure	Nos	Allocation
Additional RCT Sp for 10/11 Armd Regts	54	154 Regt
TA Bands Change Gp B to Gp A	1 (NRPS)	150 Regt
Additional Tps for 1 and 3 Armd Div	108	151 Regt 154 Regt
RCT Sqn HQ for 3rd Line TTFs	51 (under Review by BAOR)	Sponsored. HQ RCT TA.
BAS/RARS UKMF(L)	211))RCT Reg and)TA only 243)	2nd Line))Not yet)decided 3rd Line)

52. The limitations of Sponsored road transport units have been discussed elsewhere in this paper but there is no denying the fact that, given the option, Independent units would, by reason of their higher training commitment, be preferable to Sponsored units. It is for financial reasons alone that some Sponsored units have not already been converted to Independent status. Indeed, as a result of the Shapland Report a study was undertaken by the then CTMO UKLF which

JANUARY 2020 RELEASE

identified the possibility of raising a transport regiment - 158 Tpt Regt RCT(V) - in the Midlands.

53. In view of a possible enhancement in the RCZ, which gives the raising of additional TA squadrons at 4th line, an agreed plan will soon have to be evolved. It may be appropriate to form this unit with a combination of Independent and Sponsored personnel but in any event a preliminary study (10), under Commander RCT TA, has been put in hand to consider the implications of the full scope of Phase II Enhancements.

CONCLUSIONS

54. The RCT TA is in an era of change. By April 1983 the majority of units will have been reorganised or reroled. The planning and staff work leading to the effective date must be of a high order and properly co-ordinated by a Steering Group to reduce turbulence to a minimum. A realistic transition period must be allowed in the case of major reorganisation before a unit could be considered 'fit for role'.

55. The advent of HQ RCT TA, with a one star commander, is consistent with the increased importance of the TA. Grantham is capable of and receptive to possible expansion, a line to be adopted as Corps policy. The establishment of HQ RCT TA and the Depot RCT TA is to be subjected to an I of E review in 1983/84: therefore, the in-house reorganisation should be completed as soon as possible. A war role, consistent with its responsibility for Sponsored units, must be found for HQ RCT TA and the majority of permanent staff of the Depot should go to war with Sponsored units. There may be scope for widening the responsibilities of certain training appointments/departments within the Depot RCT TA to make better use of their expertise. Consideration should be given to the construction of a NDA range in Grantham.

56. Command and control training in the TA is vital. The RCT TA Command and Control Trainer must be established and working by mid 1983. The entire field of RCT TA officer training and career planning requires close examination and Commander RCT TA should establish a Working Party to report by 1 June 1983. A continuous review of TA officer and soldier training is necessary to ensure that courses are relevant and time effective and a Standing Sub Committee of SCORT (SCORTAT) is needed for this task.

57. The standard of Volunteer officers within the Corps must be improved by a detailed examination of their formal training. The shortage of middle piece and junior officers is serious and requires positive attention. A Volunteer Grade 2 officer in the capacity of CORLO would focus attention on this matter.

58. The Regular Army is now better informed about the TA but there is still much to be done to improve liaison between the two. The management of the TA must be closely monitored to ensure that full advantage is taken of limited training time. More assistance by Regular host units, with routine administration, could be given to TA units training in BAOR.

59. Within the bounds of the 'One Army' concept, we must now aim for 'One TA'. The barrier between Sponsored and Independent needs to be bridged to enable the two elements to share common principles and ideals. A greater intercourse in unit training and officer career management must be achieved between Sponsored and Independent units.

60. Consideration should be given to the wider employment of WRAC(V), including officers, in those posts into which it is difficult to recruit RCT(V).

61. The erosion of civilian manpower for Independent TA units and the Depot RCT TA has reached serious proportions and this trend must be halted.

(10) HQ RCT TA 5062 dated 11 November 1982

JANUARY 2020 RELEASE

62. Plans are well advanced for the enhancement of the TA but further consideration is needed to ensure that, as well as meeting the operational remit, the eventual deployment provides the best solution for the long term benefit of the RCT.

RECOMMENDATIONS

63. The recommendations of this paper are at Appendix 3. It is DGTMs direction that these should be implemented as a matter of policy.

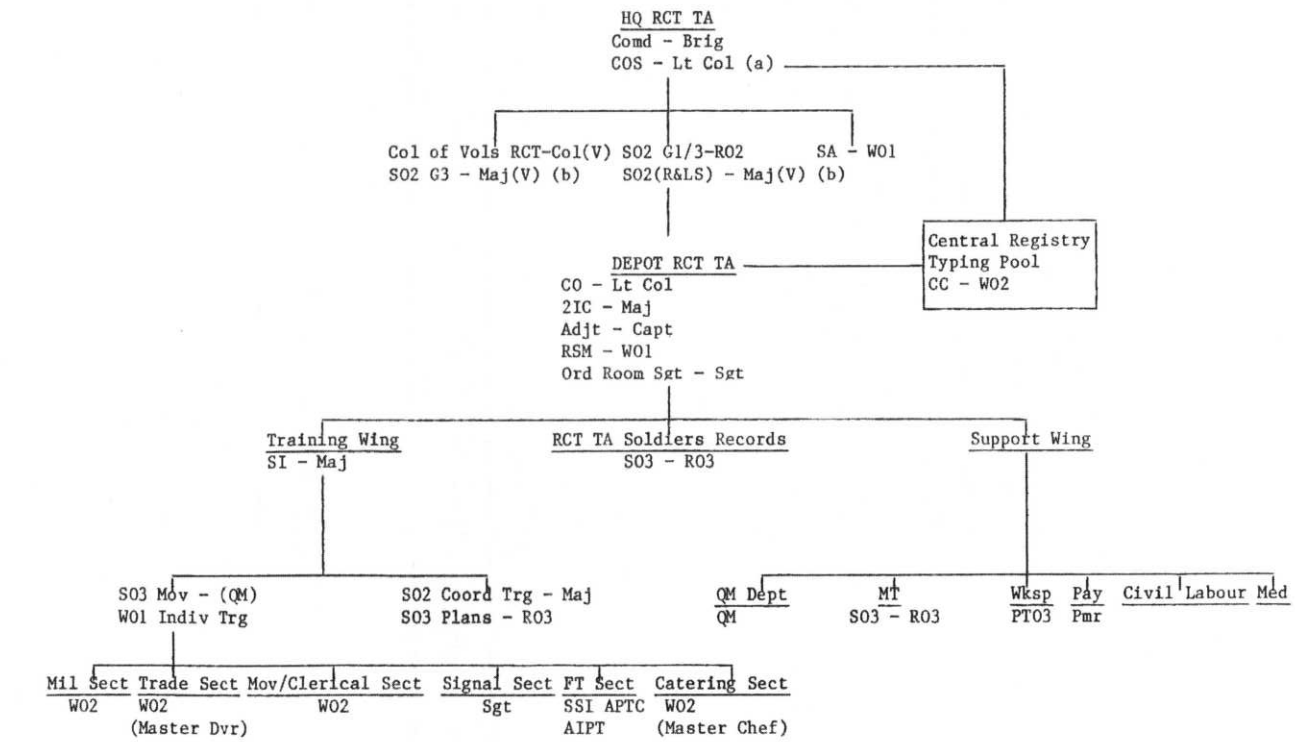
Appendices:

1. Organisation HQ RCT TA and Depot RCT TA.
2. Mobilisation Order of Battle RCT TA wef 1 April 1983.
3. Summary of Recommendations.

JANUARY 2020 RELEASE

APPENDIX 1 TO ANNEX A
D/DGTM/54/1 TPT 1
DATED 8 FEB 83

ORGANISATION HQ RCT TA AND DEPOT RCT TA (Estb No: 5/2280/16(P)(W))



NOTES

a. Staff incls Typist, Lcpl dvr, att Pot Mov Op and CO and CA Officers Records.

b. Not yet established.

JANUARY 2020 RELEASE

APPENDIX 2 TO ANNEX A TO
D/DGTM/54/1 TPT 1
DATED 8 FEB 83

MOBILISATION ORDER OF BATTLE RCT TA WEF 1 APRIL 1983

SERIAL (a)	UNIT (b)	MOBILISATION ROLE (c)
1	150 Tpt Regt RCT(V)	3rd line 4 Armd Div
1a	217 Sqn	"
1b	218 Sqn	"
1c	219 Sqn	"
2	151 Tpt Regt RCT(V)	3rd line 3 Armd Div
2a	215 Sqn	"
2b	240 Sqn	"
2c	210 Sqn	2nd line 5 Inf Bde
2d	562 Sqn	Tpt sp Amd/Arty UKMF (L)
3	154 Tpt Regt RCT(V)	3rd line 1 Armd Div
3a	222 Sqn	"
3b	225 Sqn	"
3c	251 Sqn	"
3d	221 Sqn	Tpt sp HQ AFCENT
4	152 Amb Regt RCT(V)	1 (BR) Corps Amb Regt
4a	211 Amb Sqn	"
4b	220 Amb Sqn	"
5	153 Arty Sp Regt RCT(V)	Arty sp 1 (BR) Corps
5a	231 Sqn	"
5b	239 Sqn	"
5c	230 Sqn	4th line RCZ (160 Tpt Regt RCT)
6	157 Tpt Regt RCT(V)	3rd line 1 (BR) Corps
6a	223 Sqn	"
6b	224 Sqn	"
6c	237 Sqn	2nd line 1 Bde
7	156 Tpt Regt RCT(V)	4th line RCZ
7a	234 Sqn	"
7b	235 Sqn	"
7c	236 Sqn	"
7d	238 Sqn	"
8	160 Tpt Regt RCT(V)	4th line RCZ
8a	261 Sqn	"
8b	262 Sqn	"
8c	263 Sqn	"
9	163 Tpt and Mov Regt RCT(V)	4th line RCZ
9a	270 Sqn (400, 420, 421, 422 GT Tps)	"
9b	283 MC Sqn RCT(V)	Mov Con RCZ
10	2 Inf Div Tpt Regt RCT	2nd line 2 Inf Div
10a	216 Sqn	"
10b	212 Amb Sqn	"
11	162 MC Regt RCT	1 (BR) Corps MC Regt
11a	280 TRC Sqn	"
11b	281 MC Sqn	"
11c	282 MC Sqn	"
12	275 Rly Sqn RCT(V)	Rfts 79 Rly Sqn RCT
13	161 Amb Regt RCT(V)	Dortmund Area Amb Regt
13a	260 Amb Sqn	Att 152 Amb Regt
13b	264 Amb Sqn	"
13c	290 Amb Coach Sqn	"
13d	291 Amb Coach Sqn	Dortmund Area Amb sp
14	155 Tpt Regt RCT(V)	3rd line LSG
14a	232 Sqn	"
14b	233 Sqn	"
14c	245 Sqn	"

(a)	(b)	(c)
14d	395 AD Tp	Att 47 AD Sqn RCT
15	495 MCLU	MC in COMM Z and RCZ
16	496 MCLU	MC in UKLF and UK/US L of C
17	265 Port Sqn RCT(V)	Att 17 Port Regt RCT
18	284 MC Sqn RCT(V)	MC in SEDIST
19	285 MC Sqn RCT(V)	MC in EDIST
20	286 MC Sqn RCT(V)	MC in LONDIST
21	287 MC Sqn RCT(V)	MC in SWDIST
22	288 MC Sqn RCT(V)	MC in NWDIST
23	289 MC Sqn RCT(V)	MC in NEDIST
24	TA Increment to 29 Regt	MC in support of 29 Regt RCT

APPENDIX 3 TO ANNEX A TO
D/DGTM/54/1 TPT 1
DATED 8 FEB 83

SUMMARY OF RECOMMENDATIONS

To improve the overall effectiveness of the Royal Corps of Transport Territorial Army the paper makes the following recommendations:

1. The need for HQ RCT TA and Depot RCT TA to continue to develop their organisations (para 12).

2. The aim to consolidate Grantham as the home of all RCT Volunteers (para 12).

3. The need for a Steering Group to direct and monitor the RCT TA reorganisation (para 17).

4. A review of the MOBORBAT to ensure that Sponsored units are able to meet their operational roles in the limited time available (para 21).

5. The introduction of an operational assessment for BAOR roled TA units once every 3 years (para 22c).

6. The need for a BAOR mobilisation role to be found for HQ RCT TA (para 23).

7. The establishment of a Command and Control Trainer at Grantham (para 24).

8. The need for the attendance of Regular Army personnel, operationally responsible for TA units, to be present at CPXs and, where appropriate, to command them on FTXs (para 25).

9. The tempo of exercises to reflect the need for the TA to train hard and make maximum use of training time (para 26).

10. The introduction of a third voluntary training weekend for Sponsored units and the standardisation of training to be undertaken during obligatory weekends (para 27).

11. The completion of Class 3 trade training as a continuation of recruit training (para 28).

12. The wider use of training expertise in Depot RCT TA (para 29).

13. The construction of a 300m NDA at Grantham (para 30).

14. The use of programme learning (para 31).

15. A fundamental review of the policy and method of training RCT TA officers (para 32).

16. The need for a Sub Committee of SCORT to formulate RCT TA training policy (para 33).

17. The career management of RCT Volunteer officers to be monitored by Commander RCT TA (para 34).

18. The examination of the principle of mixing Independent and Sponsored sub units to form a Regiment (para 35).

19. The idea of Sponsored personnel attending the nearest Independent unit for some routine training (para 36).

20. The attendance on the PSIs Course for non commissioned permanent staff must be obligatory (para 37).

21. The principle of permanent staff of the Depot RCT TA accompanying Sponsored units on mobilisation (para 38).

22. The examination of officer posts in Depot RCT TA to determine whether it would be advantageous to adopt a 'Training Major' system in Sponsored regiments (para 39).

23. The application of the same criteria in the selection of officers for Depot RCT TA as for Training Majors of Independent regiments (para 40).

24. The establishing of TA QM posts in RCT TA units (para 31).

25. The establishing of a Volunteer CORLO to assist in TA officer recruiting (para 41).

26. The resolution of the future of the Movement Control Officers Pool (para 43).

27. The selection of RCT TA officers to attend the TA Staff Course and the establishing of RCT TA staff posts (para 44).

28. The possible employment of WRAC(V) within the RCT TA (para 45).

29. The erosion of civilian posts from the establishment of TA units and the Depot RCT TA to cease (para 46).

30. The provision of communications equipment in TA units (para 47c).

31. Better liaison to be established with RCT elements serving in RAMC(V) units (para 48).

32. The formulation of a co-ordinated plan for the implementation of TA Enhancement measures (para 53).