



The Waggon Master

The Newsletter of the
RASC & RCT Officers' Club



Issue No 13

May 2023



Hunslet 'Austerity' 192 - Waggoner after Renovation and
10-year boiler overhaul.

By kind permission of The Isle of Wight Steam Railway

Secretary: Lt Col P A Duncan, RHQ The RLC,
Building 204, Worthy Down, Winchester, Hants SO21 2RG

Email: rasrcouncilsec@gmail.com



The Over 90's Lunch



'Cenotaph Dispersal.'



'The RASC & RCT Chapel.'



"Curry Lunch held in the Worthy Down Officers' Mess on 19 March 2023."





The Royal Army Service Corps and The Royal Corps of Transport Officers' Club



Newsletter

The Waggon Master

Issue No 13

May 2023

Club Committee

Chairman: Brigadier P A D Evans OBE DL

Secretary: Lt Col P A Duncan

All correspondence to:

The Secretary, RASC & RCT Officers' Club, RHQ The RLC, Building 204, Worthy Down, Winchester, SO21 2RG. Tel: 07771359490. Email: rasrctcouncilsec@gmail.com

2023 Dates for your diary:

16th July 2023: RASC & RCT Corps Sunday, St Michael and St George, Aldershot, GU11 2BY. Curry Lunch at The Village Hotel, Pinehurst Rd, Farnborough (GU14 7BF).

17th August 2023: Over 90s' Lunch, Regents' Park Barracks, London

(New date) 3rd September 2023: Taunton Curry Lunch, Norton Manor Camp, Taunton, TA2 6PF. Fire regulations limit us to 50 places.

1st October 2023: (Fourth) Museum Visit and Curry Lunch – Worthy Down.

27th October 2023: Officers' Club Annual Black Tie Dinner. The Village Hotel, Pinehurst Rd, Farnborough (GU14 7BF).

9th November 2023: Field of Remembrance (limited numbers).

12th November 2023: Remembrance Sunday and Cenotaph Parade.

FROM THE WAGGONER, ISSUE 23

From the President of the RASC & RCT Council: “The RLC really do appreciate the need to enhance the RLC Association, as a high priority, to operate alongside the Forming Corps Associations in the short to medium term before they can be ready to assume greater levels of responsibility. With that in mind, the RLC Association would welcome all the help we are able to provide, particularly in terms of continuing to maintain and strengthen our Branch and Regional structure and the Officers’ Club. We should continue to encourage serving and former RLC personnel to join our organisations where, I am confident, they will be made to feel most welcome.”

RASC & RCT CORPS WEEKEND, 15 - 16 JULY 2023

This year’s Corps Weekend celebrations are due to take place on the weekend of 15 & 16 July 2023 in Aldershot and Farnborough. There will be a full programme, including a Band Concert, Association Dinner Dance, Church Service and Sunday Curry Lunch. In order to carefully control the Officers’ Club numbers attending the Church Service and Curry Lunch, members are asked to complete the return: *included in this newsletter*.

Church Service, 16 July 2023, 11 a.m. The RASC & RCT Corps Sunday Service of Thanksgiving and Rededication will take place **at 11 a.m.** in the Cathedral Church of St Michael and St George, Queen’s Avenue, Aldershot (GU11 2BY) on Sunday 16 July 2023.

Memorial Tablets. The names of former Regular Officers’ Club members who passed away in 2022/23 are inscribed on Memorial Tablets in the RASC & RCT Chapel in the Church. Widows, partners and family of these members are invited to the Service and also to the Curry Lunch as guests of the RASC & RCT Council. Those who plan to attend the service and the lunch this year should fill in the relevant part of the *attached return*, or make themselves known by email at: rascrctcouncilsec@gmail.com

Corps Sunday Curry Lunch, 16 July 2023, from 12.30 p.m. You should note that the Sunday Curry Lunch, which is open to Officers’ Club and Association members, will take place in a different venue this year; The Village Hotel, Pinehurst Rd, Farnborough (GU14 7BF), which is about a mile from St Michael and St George.

OVER 90s’ LUNCH – 17 AUGUST 2023

To be held on Thursday, 17 August 2023 in the Officers’ Mess, Regents Park Barracks. Those over 90s who wish to attend (two close family members welcome) should contact the Secretary at: rascrctcouncilsec@gmail.com

TAUNTON CURRY LUNCH – 3 SEPTEMBER 2023 (NEW DATE)

Sadly 2022’s event had to be cancelled due to the Period of National Mourning. This year’s event will be held in the Officers’ Mess, 40 Cdo RM, Norton Manor Camp, Taunton on Sunday 3 September 2023. This event will be even bigger and more decorative than the lunch held there in 2020. You are reminded that fire safety regulations restrict us to an attendance of 50 people. *A return is included in this newsletter.*

(THE FOURTH) WORTHY DOWN CURRY LUNCH AND MUSEUM VISIT 1 OCTOBER 2023

To be held in the Officers' Mess, Worthy Down Camp on Sunday 1 October 2023. Following the successful (and delicious) lunch held there in March, attended by over fifty members, another Museum visit and curry lunch is planned. *A return is included in this newsletter.*

OFFICERS' CLUB BLACK TIE DINNER – 27 OCTOBER 2023

To be held once again at the Village Hotel Farnborough on Friday, 27 October 2023. Due to the success of the last event, where nearly one hundred attended, the Council agreed that partners should be invited to attend and that the event should be subsidised as in 2021. *A return is included in this newsletter.*

REMEMBRANCE 2023

Remembrance Day Cenotaph Dispersal, 12 November 2023. Anyone wishing to march with our Cenotaph contingent on Sunday 12 November 2023 should pass their name to Lt Col Richard Hick by email at rascrtsec@rhqtherlc.org.uk as soon as possible. Please note that priority will be given to those who were asked to stand down last year due to numbers being oversubscribed.

OFFICERS' CLUB MATTERS

Since the last edition of the Waggon Master a further RASC & RCT Council Meeting took place at the RLC Museum in January 2023. A selection of the Minutes of this Council Meeting, of interest to members of The Officers' Club, is published here:

Benevolence.

The RLC Benevolence Committee meeting took place on 28 September. As at the end of 2022 the RLC had processed 140 RASC/RCT cases and granted £94k. Our average grant per case is currently £690. The RLC benevolence office is still operating at reduced capacity with staff mainly working from home; however there is always at least one member of staff in the office each working day to answer any queries and to process payments to the Treasurer, thus ensuring that there is no delay in the payment of grants.

The RLC Museum.

The focus for the museum in 2023 is very much RLC 30 and the parade and church service in Winchester. Much of the Corp's celebratory activity at Worthy Down is based in and around the museum. The cinema introductory film is being updated to reflect the Corps' first 30 years. The museum continues to be a major focus for both Corps and Veteran activities.

The trustees are planning to erect a canopy structure at the front of the museum to house, inter alia, the DUKW, which is being temporarily based at Leconfield. This is a major project and will be funded from museum development funds.

The next temporary exhibition in April in support of RLC 30, is an exhibition of Corps T-shirts, which will detail the activity of The RLC from 1993 to the present day and covering operations, sport, exercises, and unit closures and with a tour T-shirt from each of the Forming Corps.

RASC & RCT Heritage.

Royal Waggoners' memorial plaque. An expedition to retrieve it before Christmas had to be aborted when it was discovered that the plaque was embedded in a large slab of former NAM wall. The museum awaits details of weight and size before hiring a professional mover. As a memorial and a heritage item the cost will fall to The RLC and its long term siting will be a matter for the Heritage Committee.

The RASC & RCT Medal Collection.

IT upgrade: A review of the medal room IT is under way, with a view to upgrading the reliability of the system.

New acquisitions:

- Group of four, including Pakistan Independence Medal to a RASC officer (first in collection).
- Single 1906 Natal Medal to a Conductor in the *Militia Transport Service Corps* (first to this little known Colonial unit).

Medal Display: Work has commenced on filling the drawers. The first tray was made available for viewing by the Council during a recent visit..

THE RASC & RCT ASSOCIATION

Remembrance. Once again November saw the Association well represented at the Field of Remembrance at Westminster Abbey in the presence of the Queen Consort. Our contingent at the Cenotaph was one of the largest ever and we are hoping to be allocated a similar number of spaces this year. Requests to march in 2023 should be sent as soon as possible to: rascrctsec@rhqtherlc.org

Branch Update. Association activity is now returning to pre Covid levels. Many branches are thriving, notably national branches. Some regional branches are reducing in numbers and a growing number are moving to daytime events including breakfast clubs (popular). Support is being put in place to help ailing branches, either to grow or close and lay up standards. Each branch is holding an average of about 5 events over the coming 6 months (thus over 200) including: monthly meetings, Coronation events, dinners, breakfast clubs, Remembrance events. Branches are also planning attendance at or visits to Trooping the Colour, Edinburgh Tattoo, local forces weekends, Army and Navy rugby, NMA, museums, D Day and VJ parades as well as numerous other day trips to places of interest and overseas trips to Normandy, Holland and Spain.

BACS PAYMENTS (a reminder)

I'm pleased to report that, as part of its continuing efforts to enhance the support provided to us, the Treasurer's Team at RHQ the RLC will now accept BACS Payments and/or Bank Transfers for RASC & RCT Officers' Club functions.

Details are included in **all attached returns** to this publication and are as follows:

RLCA Trust, Sort Code **16-19-26**, Account **14841865**.
Ref: function/your name (e.g. Dinner/Duncan)

For those who do not partake in internet banking do not fear, the supportive Treasurer's Team will continue to accept your cheques. We are most grateful for their steadfast help, which is key to the successful planning and delivery of all our Officers' Club and Associated Organisations' events.

THE LOGISTIC GROVE

The Logistic Grove at the National Memorial Arboretum, Alrewas, Staffordshire. HQ
The RLC has now secured a grounds maintenance contract for The Logistic Grove with the office of the National Arboretum. The HQ will also keep an eye on the need for refurbishment at the site when necessary. Any member visiting there is encouraged to send feedback regarding maintenance and tidiness to: rascrctcouncilsec@gmail.com

WORKING FROM HOME (WFH) UPDATE.

The messages from HQ Worthy Down Station and Civil Service guidelines continue to be mixed. The MOD line is firm that WFH is to continue. Future guidelines are expected to encourage 'hybrid' working, i.e. 3 days in office, 2 days WFH. My duties are three days part-time, with my default office days as Monday and Wednesday.

WELCOME

Lt Col Richard Hick has replaced Lt Col Robin Moore as the RASC & RCT Association Secretary. Robin has finally 'retired retired' and we wish him well, living close to The Ridgeway. Richard served for 20 years in the RCT and RLC before moving into teaching and school leadership for 17 years, until assuming his appointment in January. In the RCT Richard served as RSO 1 Armd Div Tpt Regt in Bunde, as a movement control officer in 29 Regiment in South Cerney, Squadron 21C in 8 Regiment in Munster and Adjutant 21 Regt in Northern Ireland. Richard has familiarised himself with his new duties remarkably quickly and we work closely together in the service of the Council, Association and Officers' Club.

Farnham Road Damage

By Roy Larkin; Author/Publisher:
Destination Western Front & We Can Do It!

Farnham in the late 1800s was a small rural town midway between the growing army towns of Aldershot and Bordon. It was close to the military camp at Ewshot and the common lands at Frensham and Thursley which were busy training grounds. Inevitably, as military traffic, operated by the ASC, increased and became more mechanised damage to the rural roads was inevitable.

Aldershot and Bordon councils were able to pay for the additional damage to their roads by levying a charge on the business rates of the military properties within their boundaries. Farnham had no military property to tax. The council therefore applied for a government grant in 1888 as it felt it unfair that the local taxpayer should be burdened with the cost.

This initiated an argument between the Treasury and War Office as to whether the military should pay for their damage or the public as they were public roads. The debate ended in 1898 when the Treasury agreed to pay £15.00pa (£2,000 in 2020) with the caveat that it was for 'extraordinary' military traffic, with 'extraordinary' not defined.

Boundary changes in 1901 increased the mileage used by the military and prompted Farnham Council to apply for an increase in grant to £20.00 (£2,500). This caused the Treasury to pass all responsibility to the War Office and the grant appears to stop in 1902. The War Office did pay a one-off payment of £325 (£41,000) for 'extraordinary' damage caused by transporting huts between Aldershot and Bordon.

By paying compensation, rather than an annual grant, the War Office was able to force Farnham Council to upgrade the roads used by the increasing number of ASC transport. The specification needed for roads with heavy military traffic throughout the country was thus determined and proved vital when traffic massively increased during the First World War.

In 1905 the War Office agreed to pay £330 (£41,000) as recommended by their own report conducted by Mr Humphreys, an independent surveyor and 'road expert'. Only £82.50 (£10,300) was paid on the basis that it was 'contractors' and not military traffic responsible for the damage. That the contractors were only there to work for the ASC was not a consideration.

By 1908, more town councils from around the country were watching proceedings with Farnham Council and began submitting their own claims. Anxious not to start a torrent of claims the War Office became embroiled in a series of court actions that involved the Treasury and Farnham Council. Central to the War Office case was legal opinion obtained by the Army Council that although the military traffic had increased, it was now regular and could no longer be considered 'extraordinary', so there were no grounds for compensation.

The stalemate between Farnham Council, the War Office and Treasury remained unresolved until the outbreak of the First World War, when the war matters inevitably took precedence. The situation was resolved after the war with the introduction of the Road Board, which became responsible for roads nationwide.

HUNSLET 'AUSTERITY' WD192 'WAGGONER'

By kind permission of The Isle of Wight Steam Railway

Built: 1953 Wheel arrangement: 0-6-0 ST Current status: In service

Built by the Hunslet Engine Co. as HE3792 it was delivered to the Army in January 1953 and was one of the very final batch of 14 locomotives of the 'Austerity' type to be ordered by the War Department. Numbered WD192 it was put to work on the Longmoor Military Railway in Hampshire.

In July 1955 it was reported to be working at Histon and in May 1959 it was at Bicester. By May 1961 it was in store at the Royal Engineers Stores Depot, Long Marston, and in 1968 it was renumbered WD92 and named 'Waggoner' in recognition of its service with the Royal Corps of Transport.

In April 1969 the locomotive was stored at P&EE Shoeburyness. 1974 saw No.92 transferred to Marchwood Military Port, Southampton, in order to work the internal passenger train service. It continued to work around the dock yard system until 1979 when its ten-yearly boiler overhaul was due.

In 1977, Waggoner featured as the 'spook train' in the TV adaptation of Enid Blyton's Five go off to Camp. The locomotive was made to look dirty (in keeping with a ghost train hidden in a tunnel for several years). After filming, the production company paid for the locomotive to be repainted, changing its appearance from Army green to a blue livery similar to that of



Photo: HUNSLET 'AUSTERITY' WD192 'WAGGONER'
by kind permission of The Isle of Wight Steam Railway.

the Longmoor Military Railway.

'Waggoner' returned to Shoeburyness for the boiler work and a heavy overhaul, a boiler repair facility was maintained at Shoeburyness by the Army Railway Organisation in order to repair the steam cranes that were still in use on the ranges there. The overhaul included a repaint into Longmoor Military Railway Oxford Blue livery, with red lining. On being declared fit for use 'Waggoner' was, along with sister engine WD198 'Royal Engineer', passed into the care of the Royal Corps of Transport Institution which at that time had responsibility for historic Royal Corps of Transport artefacts.

Agreement was reached that the loco be retained and used at Shoeburyness as a VIP train with the historic 'Kitchener' coach, the MOD paying for its continued use and insurance. It was seldom steamed and fortunately spent most of its time stored under cover.

'Waggoner's very last task at Shoeburyness was to move the Army's only surviving rail-borne gun, which had been parked on a short siding at Shoebury for many years. This 18" gun had a total weight estimated at about 180 tons and it was known that at least one of the axles had seized solid. Immediately forward of the gun position the siding ran across a level crossing, which was set in concrete.



Photo: Waggoner at Ashey Halt

Photo: Waggoner leaving Smallbrook Junction

Due to the soft nature of the terrain, the track under the gun had sunk by at least a foot leaving a short, sharp climb up to the crossing. A pair of

diesel locomotives had failed to budge this monster, but using a double coupling and full regulator, No.92 lifted the whole thing up and across the level crossing. Such is the power of steam! The Gun and its carriage were displayed for many years outside the Royal Artillery Barracks at Woolwich and has now been moved to the Royal School of Artillery at Larkhill in Wiltshire.

In June 1984 'Waggoner' was taken to Rushmoor Arena, Aldershot for what proved to be the final Aldershot Army Show, where it was exhibited as part of the Royal Corps of Transport display. During the two-day show 'Waggoner' was kept in steam with the regulator handle bolted closed, the footplate being visited by over 50,000 people, most of whom contrived to blow the whistle!



This was to be its final steaming in Army hands and, after the show, 'Waggoner' was loaded onto a Royal Engineers trailer, (which had a stated maximum load capability of only 35 tons!), and was taken to the Museum of Army Transport, Beverley, for permanent exhibition.

Responsibility for both No.192 and No.198 passed to the National Army Museum in 2001. In the summer of 2003 the Museum of Army Transport was unfortunately forced to close by financial problems and, following a period in store, the National Army Museum decided to place 'Waggoner' on loan to the IWSR. where it can now be seen alongside sister engine WD198 'Royal Engineer'.

Photo: Waggoner side view



Photo: Waggoner 3

'Waggoner' was moved by road from Beverley to the Isle of Wight, arriving at Havenstreet on 26th February 2005. An initial inspection of the boiler and mechanical parts was carried out shortly after arrival and the work necessary to return her to service, including a boiler re-tube and the fitting of Westinghouse air brake equipment, was rapidly completed. 'Waggoner' was steamed for the first time in almost twenty two years during May 2006.

In May 2008 the National Army Museum transferred the ownership of both Army locomotives to the Isle of Wight Steam Railway.

'Waggoner' is currently out of service and undergoing a thorough overhaul, with the aim of her steaming again in 2022.

The Diary of the Restoration and Ten-Year Boiler Overhaul of the Hunslet 'Austerity' 192 -Waggoner

By Mr John Kirkcaldy (Isle of Wight Steam Railway)

Spring 2018. Work on the ten-year boiler overhaul has not yet started but there is light at the end of the proverbial tunnel. Minor work has continued with the cleaning and inspection of removed components, the painting of externally stored parts and descaling the inside of the bunker for inspection.

Summer 2018. Work on the ten-year boiler overhaul begins, requiring an external contractor for Non-Destructive Testing NDT and discussions with the boiler Inspector on work needed. Work so far on the boiler includes: all 181 boiler tubes removed, removal of regulator J pipe, main steam pipe and elbow, all fire bar carrier brackets removed; fixing stud removal is also well underway. The outside of the boiler has been needle-gunned as has the inside of the barrel; being protected by a saddle tank the outside surfaces still show markings from manufacture.



Work on the rolling frames is progressing as time and labour allow; most noticeable is the removal of angles used in the bunker construction, where a build-up of rust between the angles and plates has caused distortion to the plates and pulling of rivets.

Autumn 2018. Restoration of the locomotive is underway in the Works. Stripping and inspection of all boiler fittings is now well underway, and this results in the inevitable cutting of seats, lapping in and repacking of glands. Work continues with bunker repairs; the cab fronts and top half of the cab have also been returned to the frames. for the same reasons as Invincible. *(Remove this section, most of your readers won't know what Invincible is).* This will also allow initial paintwork preparation work to be carried out, the roof's tops having already received attention.

Winter 2018. Progress has been very good. Boiler work is progressing: the front and back bottom outer firebox plates have now had about 7" of metal cut out; this is to remove grooving at the foundation ring. The new plates have now been cut and bent and preparation for welding is well underway. In the machine shop replacement studs have been turned for the different positions on the boiler, lengths differing to suit the fittings. In the smokebox the side stiffeners have had new plates made and fitted, the material being salvaged from the outer plates of 198's redundant smokebox. Progress is also being made on the rolling frames, the condition being very good for such a 'young' low mileage locomotive, and in places a previous grey colour can now be seen from a previous livery: once the plates have been cleaned a fresh coat of black will be applied.

Spring 2019. Boiler work is continuing in the form of crown stay removal; this task requires working on top of the boiler, inside the firebox and even inside the barrel. The firebox outer plate repair made a leap forward during the first week in March when plates were welded in by a contractor; welding had to be in conjunction with the boiler inspector's visit to confirm the set up.

Now the task of drilling foundation rivet holes in the new plate is underway, and once rivets are fitted it will allow work to continue with the sides of the firebox. Riveting has now been completed on the bunker and a start has been made in preparing surfaces inside and outside of the cab and bunker



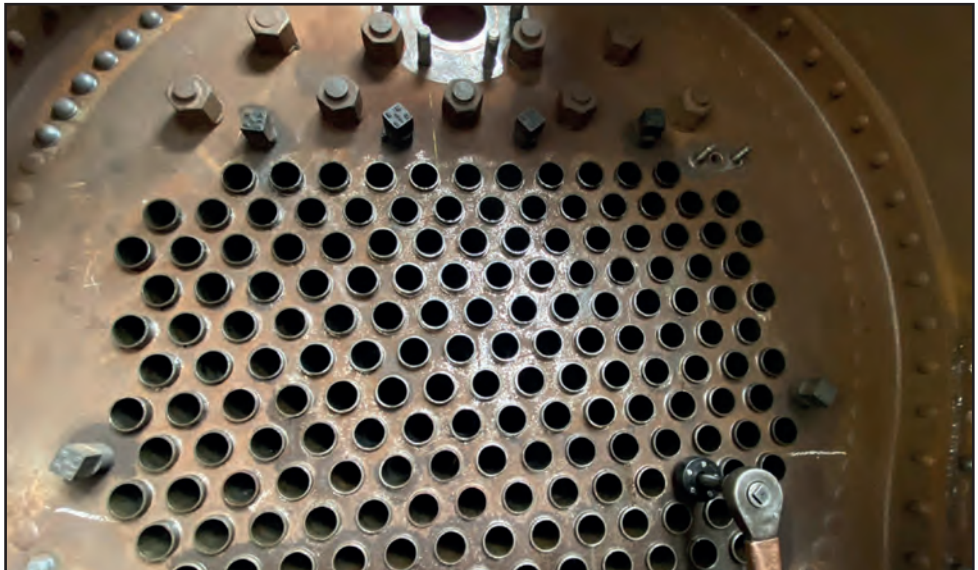
for painting. Work is also progressing on the wheels and frames; one side has now received a fresh new coat of paint.

Summer 2021 (Post COVID). In late April work recommenced on the boiler tapping and fitting crown stays before caulking the heads down. With some new stays fitted, the last remaining originals stays could be cut and removed, these had been left in place to support the firebox crown preventing distortion. Unfortunately, work came to an abrupt stop when the special tap used for cutting new threads sheared unexplainably; this will take over a month to have a new one made.

Autumn 2021. The task of fitting the crown stays recommenced following the arrival of the new tap. However, progress was short-lived following the discovery that the replacement had been ground incorrectly. Frustratingly, we now find ourselves waiting for the reworking of this vital piece of equipment. Other tasks have continued inside the boiler, with the welding of the longitudinal support bracket and fitting of the sling stay links during mid-August. Progress has continued with painting the saddle tank and we have recommenced painting the rolling chassis.

Winter 2021. The return of the specialist crown stay tap has meant that by the end of October all the stay holes were completed and stays in place. Caulking of stays in the inner firebox then commenced and by the beginning of December knocking down of heads on the outside wrapper was underway. December also saw the last rivets being fitted to the smokebox; this should be all the riveting required on the boiler complete unless testing identifies any faults. Elsewhere work has restarted on the saddle tank, unfortunately following initial paint preparation the tank spent a period of outside storage due to Covid which has meant we have taken a few steps back. The chimney was removed from the tank in early October this has allowed the heavily corroded smokebox attaching bolts to be replaced. The task of removing scale from the inside of the tank has also recommenced.

Spring 2022. The ten-year boiler overhaul is continuing with ‘Sling stays’ being fitted during January. The completion of the stays and other internal fittings now means that access into the boiler is no longer required, this has now allowed fitting of the main steam pipe and regulator j-pipe on Wednesday 16 February. Other work on the boiler includes machining and fitting of new studs and their associated nuts. In early March a start on fitting the boiler tubes commenced.



Away from the boiler new fire bar supports have been manufactured and a start made on assembling the kit of parts for a new ash pan. Cleaning and painting of the locomotive frames continues, presently the motion is receiving attention, normally well lubricated degreasing is essential to allow the new paint to adhere.

Summer 2022. On 14 June a milestone event was achieved with a successful hydraulic test on the boiler witnessed by the external inspector. This followed completion of boiler tube fitting in mid-April allowing the boiler to be filled with water. Following attention to minor leaks the boiler was ready for inspection in May but a cancelled inspection due to sickness unfortunately set us back by a month. Presently boiler fittings are being overhauled and fitted in preparation for the steam test (out of frames) in the near future. The rolling chassis has also received attention with motion painting continuing and paintwork preparation of the cab bunker and buffer beams.



On 21 July the boiler was reunited with the locomotive frames. This followed preparation work to complete the ash pan assembly and smokebox floor plates. Since being returned to the frames the boiler has been painted, lagged with foil backed insulation, the crinolines fitted to support the now installed lagging sheets.



Painting also continues with refurbishment of small items in preparation for fitting.

Winter 2022. Restoration continues in the Works; towards the end of November the first of many coats of Oxford blue was applied. In mid-December the tank was ready to fit, and was returned to the locomotive on 15 December, the remainder of the cab should follow in early January. Work has concentrated on obtaining the all-important boiler certificates and completing the annual inspections.

Spring 2023. 192 Waggoner's restoration was completed at the end of March. Notable events leading up to this achievement were the refitting of the cab roof in mid-January, which allowed for all the cab controls and associated pipework to be fitted. During this task it became apparent that the pipe connecting the brake air receiver and the driver's brake vale required replacement. The four cab windows also required new glass to the correct British standard to be fitted with the original panes delaminating.

March 2023. Waggoner was first steamed on Saturday 4th March and made her first line test on Friday 24th March. These tests were crewed by members of the engineering team.

FROM CAPTAIN TO COLONEL IN THE SPECIALIST/ SPONSORED TA

Colonel AS Feldman TD

**(This article follows “From ACF to Captain in the Maroon Machine”
from The Waggon Master, Issue No 12, May 2022)**

In 1974, after 12 years' service in 44 (V) Para Bde, I transferred from 562 Para Sqn RCT (V) to RCT TA Sponsored service at CVHQ RCT and was posted as a watchkeeper to HQ 2 Tpt Gp as a Staff Captain with HQ LSF, 3 Div, which later became HQ LSG, UKMF. Having duly purchased the necessary headwear I turned up at Grange Camp, Bedford, on the Friday evening for the first of the two compulsory weekend training periods, along with all my kit as directed in the JIs. I was greeted by Col Brian Emery, the senior TA officer at that training session, who informed me that I was Orderly Officer for the weekend. Just as well I had brought along my SD. I was allocated the luxury of a room in the mess which I was to share with Capt Jack Butler MC, a Korean War veteran and a fellow watchkeeper. A proper bed in which to sleep during weekend training! Unheard of in the Independent TA. I had been used to sleeping in a sleeping bag on the floor of the Officers' Mess in 562. In the morning, a mess servant brought me a cup of tea in bed. What luxury.

Having recovered from the culture shock I got stuck into the weekend training, whatever that was. The Sponsored units comprised 1 transport regiment (160), 1 ambulance regiment (161), one movements regiment (162) and 1 transport and movements regiment (163) plus various odds and ends such as a railway squadron, a port squadron, artillery troops etc. A varied bunch with different roles. My first annual camp in my new role was on Ex FIRST RESERVE on STANTA in 1974. Col Freddy Plaskett was the Comd LSF and the COS was David Whall. I recall that I had a daytime shift for the whole exercise.

CVHQ RCT moved from Bedford to Grantham in 1976. I continued in the role of watchkeeper until 1979 and attended annual camps on UKMF exercises from 1975 to 1978 in various LSF/LSG locations in BAOR, Schleswig

Holstein and Denmark under commanders Cols Rupert Wallis and Bryan Colley. I also attended several study periods of 27 LSG Regiment RCT wherever possible and their social events at their barracks in Aldershot. My two compulsory weekends continued each year, all in comfortable accommodation in the mess with the usual morning cup of tea. I attended several RCT study periods at Grantham, Aldershot and South Cerney.

In early 1978 I was selected to assume command of 263 Amb Sqn, part of 160 Regt, with effect from 1 April 1979. Early that year I had a meeting with Alastair Adams, OC of 562, who sounded me out about assuming command of 562 when it lost its parachute role on the disbandment of 44 Para Bde in March of that year. He thought that a former airborne squadron officer could retain the numbers in the squadron of those disgruntled soldiers unhappy at losing the parachute role. Reluctantly, I declined. Not only had I already accepted the future command of 263 Sqn but also my civilian and family obligations militated against returning to the Independent TA. At the second mandatory weekend training of 1978 I found myself carrying out the basic military skills training with 160 Regt. The CO, Derek Jackson, appointed me his adjutant for the weekend so my anticipated easy-going weekend, under my own steam, was aborted.

My first camp as OC 263 in May 1979 was a Grantham based camp in glorious weather. The camp was divided into two phases where in week 1 we practised basic military skills and in week 2 road movement and moving into field locations. Despite the squadron's title and role, there was not an ambulance to be had for love or money. Derek Jackson came to visit the squadron for a couple of days and shared a tent with me. He remonstrated with me the first morning for polishing my boots, saying that was a job for my driver/batman and that I had more important matters on which to concentrate. I never could accept that and continued to clean my own boots. Most of the admin paperwork for the squadron was handled by RCT TA Depot & Training Centre, which had superseded CVHQ in 1979, e.g. Part 2 Orders. This was the first time I had encountered these documents as there had not been any requirement previously to become involved with these matters. Part 1 Orders became my responsibility as did admin instructions for annual camps and training weekends. There were no SOPs for the squadron so I wrote them, plagiarising other works, inputting my

own thoughts and making assumptions about casualty rates in the UKMF. I submitted them to HQ LSG and had a meeting with the COS, a Royal Marine, who recommended that the section concerning casualty rates be omitted as it was too realistic and dispiriting.

The second annual camp in 1980 found the squadron in a 4-tonner role on a LSG exercise on SPTA concentrated on road movements, delivering combat supplies, moving into and out of locations and practising SOPs. We found a USAF helicopter unit on the Plain and managed to get some Chinook flights. Capt Giles Edmondston-Low, attached to the squadron for the camp, even wangled a flight in a Huey. At about this time my officer complement was increased by the addition of two old friends from 562, Derek French and Roger Santon, both of whom had transferred to Sponsored TA.

It was only on our third camp in 1981 that I managed to get ambulances for the squadron and that was because we were training in our ambulance role with the UKMF on Ex AMBER EXPRESS in Denmark. The squadron embarked on LSL SIR GALAHAD from Marchwood and our Hon Col, Rupert Wallis, came to Marchwood to wish us bon voyage and talk to the lads before we sailed. After a very stormy and uncomfortable voyage across the North Sea we landed at Esbjerg and were then escorted by Danish motorcycle police to our exercise location, blue lights flashing on the ambulances. The squadron worked non-stop 24 hours a day and I believe that we became quite accomplished in the job by ENDEX.

On 1 April 1982 I handed over command of the squadron to my old friend Dick Wilkinson and assumed the position of 2iC of 160 Regiment, CO David Coates. On the same day 160 Regiment exchanged roles with 155 (Wessex) Transport Regiment RCT (V) and re-rolled from support of the LSG to become part of 2 Tpt Gp, a BAOR RCZ formation. The re-rolled 160 Regiment became a fourth line transport unit. The regiment acquired a "shadow" squadron, 230 Sqn, part of 153 (Highland) Artillery Support Regiment RCT (V). The new establishment of the revamped regiment was large. Manpower was 1,050 all ranks and 286 task vehicles, excluding 160 Tpt Regt Wksps REME(V). My first job as 2iC of 160 was to assist David Coates in planning for the first annual camp that year where all the squadrons would train together for the first time in many years. It was decided that we

would have a basic military skills week and a deployment to field locations and road movement second week. The CO and I reced locations and came up with a plan for the second phase of the camp. Sadly, for David, his command tenure ended on 1 November 1982, so he did not have the pleasure of commanding the new organisation for a full three years. John Lynch assumed command on that date. I asked him how he wanted me to operate as his 2iC. He replied, "That's easy, I command the regiment, you run it!" Thus began another fulfilling period in my TA career that involved a plethora of paperwork. Fortunately, I was self-employed, and my civilian office took on a lot of the admin paperwork that was required. It was about this time that I realised that if I had stayed in the Independent TA and advanced in rank and position I would have had an abundance of regular staff and PSAOs to take on most of the paperwork.

The real estate at Grantham was steadily improved and several unoccupied buildings were allocated to the regiments for their HQs. This made the admin a lot easier. Also, a HQ Sqn was added to the establishment, and we took on female soldiers. That was initially a culture shock, but we soon became used to it and the girls proved their worth.

In 1983 the regiment took part in Ex SILVER BEAVER, a 2 Tpt Gp FTX in BAOR. Prior to the exercise I went with the adjutant, Jeff Watson, to BAOR for a pre-camp recce of the exercise locations allocated to the regiment and to visit the depots and bases from which we would be loading stores. From my viewpoint the exercise was a success. The driving element was uneventful; most of the drivers were professional lorry and bus drivers and did not require any training about how to drive a heavy goods vehicle. Whether or not it is an apocryphal story, I was told that on that occasion, and subsequent exercises in BAOR, the Liverpool bus service ground to a halt as well as the operation of the Mersey Tunnel as many of the lads controlled the smooth running of the tunnel. What became obvious was that much work was needed on basic SOPs for convoy discipline, routine in field locations and defence.

September 1984 saw the regiment involved in Ex LIONHEART in BAOR. I had again earlier that year undertaken a pre-camp recce. The CO went with the main body of the regiment by sea and I took a small RHQ and HQ

Sqn party by civvy air from Heathrow. RHQ and HQ Sqn were based at Wrexham Barracks, Mulheim, home of 38 Sqn RCT. We were allocated some hangars and set up RHQ. For the duration of the exercise the CO and the Hon Col were with the squadrons in the field, leaving me to run the HQ with the Ops Maj Ray Allcock, the adjutant Will Watt and Isabel Holroyd. There was an amusing incident when the admin officer of the adjacent unit, a Field Ambulance, called to touch base and agree responsibilities for all round defence of the area. We were all in NBC suits for the duration of the exercise and he asked to see the CO and was directed to me. He addressed me as colonel and I didn't correct him, thinking we would be at an advantage if he thought he was junior in rank. It did work and I pulled rank to gain an advantage for the regiment in the allocation of duties. After all, we had a lot of chiefs and not many Indians for defence of the HQ location. At ENDEX once Noddy suits had been discarded, I apologised to him in the bar in the mess for the deception and bought him a beer. He took it in good humour.

In November 1984 I attended the TA Command and Staff Course at the Staff College. 1985 saw the regiment at annual camp at Cwrt-y-Gollen and other locations practising our transport role and SOPs. On 1 November 1985 I assumed command of 160. In early 1986 I attended the CO's course at the School of Artillery at Larkhill. I was one of two TA COs on the course. I passed one memorable evening during the course dining with our Hon Col, Rupert Wallis, whose home was not that far from Larkhill. Rupert was generous with the alcohol and assured me that the boys in blue were few and far between in the area so I should have no concerns. To my consternation, on leaving to return to Larkhill I found the area swarming with police, at every roundabout and crossroads. However, I was not bothered by any of them and subsequently ascertained from Rupert that they were deployed on a routine movement exercise for Cruise Missiles from RAF Greenham Common. They were concerned with far more important matters than drivers possibly over the limit.

1986 saw the regiment at Penhale for annual camp. I decided that we would start training with a military skills period and thereafter a field training camp to practise SOPs. The move to Penhale was interesting; the 10 tonners and TTFs caused some difficulties for the locals. The field training

consisted of moving into locations, defence of locations and collecting and delivering supplies. The exercise area was wide ranging and many miles were covered by the squadrons and workshops. 1987 annual camp was based at Nesscliffe when the regiment devoted most of the time to a FTX, practising SOPs.

1988 annual camp was to be Ex SILVER BEAVER, a 2 Tpt Gp FTX based on the Leuth training area in BAOR. Prior to the exercise I visited HQ 2 Tpt Gp to discuss the exercise with the Comd 2 Gp, Col Mike Lake, and to recce the regiment's likely locations and the supply depots we were likely to be tasked for loading combat supplies. I was ably assisted by the Gp QM, Lt Col Bob Lambdon, whom I had known since my 562 days when he was the SSM. That camp was my swan song as CO. I handed over command to John Astbury on 1 November 1988 having had the most satisfying three years of my military experience. It was with great sadness that I left 160, having spent 9 plus years in three different appointments in the regiment. I should point out that although the mandatory training period for sponsored units (renamed specialists at some point) was an annual camp and two weekends, most officers, WOs, SNCOs and key personnel devoted far more time and energy to their roles than the minimum requirement. I probably devoted at least one weekend per month to regimental and RCT TA matters, either at Grantham or elsewhere, including in BAOR.

On 1 November 1988 I was posted as SO1 (E2) to BRSC L&MS TA as LO for HQ (BR) RCZ to VBK 33 at Munster. The L&MS was an interesting unit. It was the only colonel's command in the TA, apart from commanders RAMC hospitals, and although administered from Grantham it was an all arms unit that contained some 13 lieutenant colonels, 40 majors and 8 WOs/SNCOs with staff appointments to BAOR and British and Host Nation HQs in Belgium, France, Germany and the Netherlands.

In 8 February 1989 I was appointed Chairman of a Working Party to examine the problem of the workload of OCs Specialist Squadrons RCT TA and make recommendations. My report was submitted in July 1989. Although well received I do not recall there being any follow up by the powers that be or any changes made as recommended. I never actually got to train with VBK 33.

In 1989 I was asked by 2 Tpt Gp to attach to them for Ex PACK SADDLE, a BAOR FTX, as ACOS. The group HQ deployed in the field to conduct operations and an ACOS was needed to remain at the peacetime location in Dusseldorf to deal with the real admin matters that arose. The plan was to try and get this appointment onto the HQ establishment for a TA former CO of one of the TA regiments under command of 2 Tpt Gp. As well as dealing with admin matters, I started work on a paper to justify such addition to the establishment. Unfortunately, or fortunately, depending on one's viewpoint, President Gorbachev, glasnost and perestroika, led to the "peace dividend" and the review of operational plans in BAOR and the proposed establishment enhancement was dropped.

In 1990 L&MS annual camp started in Grantham where we concentrated on language training and revision for our roles in Europe. On the middle weekend some of us went to Belgium for a guided battlefield tour of Ypres. The second week was spent mainly in the Brecon Beacons devoted to map reading and tabbing through the hills. An interesting diversion was the unit going pony trekking near to Crickhowell. The unit was accompanied by several stable girls. On first encountering these damsels one of our officers exclaimed "Where have you been all my life?" to which one of them replied "I wasn't even born for most of it!" What a putdown. The Gulf War began in August of that year and when family and friends asked where I was, they didn't believe it when told by my wife that I was pony trekking in Wales.

1991 annual camp saw a repetition of that of the previous year save that there was no pony trekking. In addition to the two compulsory weekends the unit held an annual NATO weekend at Grantham to which representatives of the British and NATO Host Nation HQs we supported were invited. Other weekend training took place but it was not compulsory.

In 1991 a Silver Jubilee parade for the RCT TA was planned to take place in June 1992. Col Colin Constable asked me to be the parade commander. I was selected for command of the L&MS wef 1 July 1992. My promotion and appointment as commander were advanced to 20 November 1991. Prior to that I went on an introductory visit to HQ British Support Command Rheindahlen to meet Brig Noel Muddiman and his staff and for an introduction to the work of the HQ. My mobilisation job was as Senior LO to German

Territorial Northern Command, Monchengladbach.

At some time during this period contractorisation came into being. Gone was the morning cup of tea and in its place in the bedrooms was a kettle, some tea bags, tubes of instant coffee and tubs of UHT milk, usually past its best. In 1992 the unit had its annual camp in Rheindahlen (deploying in a C130 there and back) where we studied our mobilisation roles, undertook foreign language training, and attended various presentations, including one at NATO HQ in Brussels. For recreation we went to Arnhem for a battlefield tour. On 28 June 1992, after several practise weekends, the Silver Jubilee Parade took place at Grantham in the presence of our Colonel in Chief, HRH Princess Alice of Gloucester. I was privileged to command the parade notwithstanding my promotion to colonel and accompanied HRH in a carriage brought from the Royal Mews whilst she drove through the ranks on an inspection.

In 1993 the formation of the RLC took place on 5 April. Prior thereto and indeed afterwards I spent a lot of time at Grantham on promotion and selection boards as there was quite a lot of work to be done allocating officers to the new RLC units under command of HQ RLC TA.

BRSC L&MS TA was disbanded and in its place was formed BR L&MS RLC TA comprising a HQ, 495 MCLU RLC, 496 MCLU RLC and 497 AALU (All Arms Liaison Unit) RLC, the latter founded to house all those overborne officers to enable HQ RLC TA to maintain their continued employment pending a reorganisation. I was appointed commander of the new RLC unit. The HQ element of the L&MS was small. All officers had mobilisation roles in UK HQs. My mobilisation role was as Senior LO to the Department of Transport with responsibility for co-ordination of requisitioning by the MoD of UK registered shipping, aircraft, railway stock and road vehicles for War Operations. I never had to practise that role!

Each of the LUs had a different role. 495 supported 1 Div HQ CSSG in BAOR, 496 supported 310 TAACOM, a US all arms and services movements unit (the same role as prior to 5 April 1993), and 497 supported 3 Div HQ CSSG in UK. Each LU was commanded by a senior officer of the rank of lieutenant colonel and comprised officers in the ranks of lieutenant colonel and major and WOs. Each LU carried out its own training. For peacetime

purposes HQ BR L&MS was superfluous. Although I attended some of the training of the LUs it was as a visitor – there was in essence nothing to command on a day-to-day basis, the three senior officers in effect being independent COs. One interesting visit was to 496 annual camp at RAF Mildenhall with 310 TAACOM when they held a dinner night, American style, quite different to British dinner nights. However, I had a room in the Mess with an en-suite bathroom and lavatory with towels and toiletries provided. The USAF certainly knew how to live in barrack conditions.

I received a letter in April 1993 from the Inspector General TA informing me that my name had been in the final field of runners for the appointment of TA Col RMAS, but I was not selected. The letter came as a bolt from the blue as I had no idea I was even being considered for that appointment. It went to an infantry officer.

In 1994 3 Div (GOC Maj Gen Hew Pike) conducted a UK wide CPX/TEWT. Commander CSSG UK, Col Tom Macartney, and his HQ could not participate due to other commitments, so I stepped in as Commander CSSG UK for the exercise together with Lt Col Andrew Lawrence, one of my L&MS officers, as COS. We reported to Tidworth on a Sunday evening following a L&MS weekend in the Brecon Beacons and on the Monday morning travelled by AAC chopper to the north of England, Catterick if my memory serves me right, to set up an exercise HQ. From there we decamped during the exercise to locations in the Midlands and the West Country. That was my last camp as a Territorial. I handed over command of the BR L&MS to John Astbury on 20 November 1994, thus ending 32 years as a Territorial. I was posted to RARO, Class II, in the rank of colonel and ceased to belong to the Reserve in 2003.

A S Feldman

160 Tpt RCT(V) Officers & WOs Annual Camp 1987



496 MCLU RLC (V) Ex WYVERN TRAIL 1994 RAF MILDENHALL

Tony Sheppard
Royal Corps of Transport 1966 to 1972
Acting Capt, 33 Maritime Regt RCT, Singapore.

I grew up in the SW of England. I have been in Western Australia for over 40 years. I have been in Mandurah for 4 years. At 10, I went to boarding school, Kingswood School in Bath, for the sons of Methodist Clergy. Here on the left is me as an Army Officer, age 20, in the Royal Corps of Transport. I served a short service commission. DOB 22.10.1945. Commissioned Mons Officer Cadet School 21.1.66. Retired 21.1.72.

I went into the British Army's Maritime regiments on ocean-going tank landing craft. (The LCT Mk 8). Range of 4,000 miles, crew of 36, could carry 6 tanks or 150 infantry. Lots of beach landings in SE Asia. I served in 20 Maritime Regt RCT, Gosport; and 33 Maritime Regt RCT, Singapore. Of my 6 years in the RCT, I spent 3 years in Singapore. I grew up fast.



- I skippered the tank landing craft below at 23. And was promoted to Army captain at 23.
- I qualified as a Royal Navy diver for beach recce purposes. Divers are the Navy's hard men.
- I played rugby for my Corps.
- I won 2nd prize in the RCT Junior Officer annual essay competition 1968. - Lt-Colonel Bill Williams, CO 33 Maritime Regt RCT, gave me 7 days to enter. 😊

I gained an LCT command certificate in Singapore 25.9 69. I commanded HMAV Ardennes and HMAV Antwerp. We regularly resupplied the Gurkhas in Penang and Brunei, and the Commonwealth Brigade at Terendak, West Malaya. We landed Royal Marines on the east coast of Malaya. We visited



Hong Kong, The Maldives, and Kapit way up river in Sarawak. We spent many weeks doing bomb disposal dumping runs off Georgetown, Penang, operating with 30% of crew on board and a patrol boat to keep shipping distant should we blow up. The hills behind Georgetown were riddled with Japanese and British munition tunnels, full of weeping bombs, torpedo warheads and mines. These were cleared out before the British withdrew from Singapore in 1971. We took them to ammunition dumping areas in the Malacca Straights. One spark on the bomb-laden conveyor belts in the tank deck and..... We kept the sprinklers running! At 26, I became a civilian again, doing articles to become a chartered accountant, in London. I did a further 5 years in the Army Reserve, in Britain's oldest regiment, the Honourable Artillery Company. In the Cold War, we were forward observers for long range guns as part of the British Army of the Rhine.

I ran the Regiment's Selection Courses over the Welsh mountains.



I enjoyed the Army.

At 30, after qualifying as a chartered accountant, I visited Western Australia on holiday. It impressed me. Especially the NW. At the time, Britain was on a 3 day week due to the Miners Strikes. After getting back to London I subconsciously compared lifestyles and was back in WA within a year. I farmed. I planted a vineyard in Nannup, "Jack Sheppard Wines". I had 15 kms of vines. It was sexy science. We won a bronze at the Perth Royal Show. We also had horses, steer, alpacas, and suchlike. It was great fun. Again, very West Australian.

I walked a lot. In my 50s I walked the 1,000km Bibbulmun Track. In my late 60s I walked the 800km Spanish Camino.

People have been kind to me. They gave me things.

- Freedom of the City of London, as an HAC officer.
- Apex and YMCA life memberships
- Cottesloe Volunteer of the Year
- I was made a Knight of the Order of St John, Knights Hospitaller. A 1,000 y.o. Christian order of



chivalry, helping the sick and the homeless. Dubbed at St George's Cathedral, I joined the chief justice, professors, military, clergy, the CEO of Rio Tinto and a current federal cabinet minister.



I live with boxer dog Boyo in Wannanup, and due to leg issues recently moved to be near Village Beach. Single storey and on a park. A good life so far. I hope we all have an enjoyable year together. 😊

Date	Event	Organisation	Location	Remarks
November 2023				
9 Nov 22	Field of Remembrance		Westminster Abbey	
12 Nov 22	Remembrance Sunday	All	Canotaph	
30 Nov 23	Luncheon	Officers' Luncheon Club	Army & Navy Club	Annual event
December 2023				
9 or 16 Dec 23	Christmas Lunch	Waggon Club	Cavalry & Guards Club, London	Annual event
tbc				
2024				
January 2024				
tbc	Lunch	Cyprus Waggoners	tbc	
February 2024				
tbc	Luncheon & AGM	Officers' Luncheon Club	Army & Navy Club	Annual event
March 2024				
17 March 24	Curry Lunch and Museum Visit	Officers' Club	Worthy Down	Spring event
tbc	Dinner	Air Despatch Association	TBC	Annual event
tbc	Presentation and buffet Lunch	Waggon Club	3 MI Bn?	Annual event
April 2024				

Notes:

- Maritime Officers' Club function in Nov 23 a/w advice from Regt and Contractors?
- The Cyprus Waggoners usually hold a function in January & March?

Key:

Red	Officers' Club / All	Blue	Officers' Luncheon Club	Purple	Maritime Officers' Club
Orange	Air Despatch Association	Green	Waggon Club	Black	The Cyprus Waggoners.
Light Blue	Airborne Officers' Club	Brown	Movement Control Association		

RASC & RCT OFFICERS' CLUB AND ASSOCIATED ORGANISATIONS – KEY DATES 2023

(Updated version – April 2023).

Date	Event	Organisation	Location	Remarks
May 2023	Airborne Officers' Club	Annual Luncheon	Regent's Park Officers' Mess	Annual event
19 May 23				
20 May 23	Annual Dinner	Waggon Club	PWOG Bks, Grantham	Annual event
June 2023				
14 Jun 23	Luncheon	Officers' Luncheon Club	Army & Navy Club	Annual event
July 2023				
15/16 Jul 23	Corps Weekend - including Church Sunday	All	15 th Assn Dinner 16 th Corps Sunday Church Service & Curry Lunch	Annual event Church - Aldershot Meal events - Village Hotel Farnborough
August 2023				
17 Aug 23	Over 90s Lunch	Officers' Club	Regent's Park Offrs' Mess	
September 2023				
10 Sep 23	Taunton Curry Lunch	Officers' Club	40 Cdo RML Offrs' Mess	Annual event
Sep/Oct tbc	Bletchley Park Visit and Lunch	Waggon Club	Bletchley Park	
October 2023				
1 Oct 23	Curry Lunch and Museum Visit	Officers' Club	Worthy Down Offrs' Mess	Autumn Event
Oct 2023	Dinner	Maritime Officers' Reunion	Byam's House, Marchwood	tbc
27 Oct 23	Officers' Club Dinner	Officers' Club	Village Hotel, Farnborough.	

Parish Notices			
Last posts:			
Arnold	Lt Col FW Arnold	16 April 2023	RASC/RCT
Beer	Major AR Beer	10 October 2022	RASC/RCT
Brinley	Maj HR Brinley TD	30 October 2022	RASC/RCT TA
Burnett	Mrs Beryl Burnett	16 October 2022	
Campbell	Lt Col RGC Campbell	20 January 2023	RCT/RLC
Chisholm	Maj RM Chisholm	26 October 2022	ACC/RASC/RCT/AAC
Clarke	Mrs Sylvia Clarke	02 September 2022	
Collar	Maj JA Collar	03 August 2022	RASC/RCT
Cornet	Maj (QM) AB Cornet	02 February 2023	RCT/RLC
Dalwood	Lt Col HL Dalwood BEM	04 January 2023	RASC/RCT
Etheridge	Maj SP Etheridge TD	06 January 2023	RASC TA
Evans	Maj KN Evans BEM	20 April 2023	RASC?RAOC
Forbes	Maj ARM Forbes	07 January 2023	RASC/RCT
Fuller	Maj DJC Fuller	20 October 2022	RASC
Gibson	Capt ACL Gibson MBE	01 January 2023	RASC/RCT
Gowlett	Capt GP Gowlett	05 September 2022	RASC/RCT
Gray	Maj (QM) S Gray	01 February 2023	RCT/RLC
Hambleton	Mrs D Hambleton	07 March 2023	
Harris	Maj RW Harris TD	06 October 2022	RCT TA
Harvey	Mrs Jackie Harvey	23 June 2022	
Hemming-Taylor	Lt Col DJ Hemming-Taylor	03 February 2023	RCT/RLC
Hibbs	Capt D Hibbs	18 August 2022	RASC/RCT
Higgs	Capt JS Higgs	17 December 2022	RASC
Hobson	Lt Col (QM) RB Hobson MBE	11 January 2023	RCT/RLC
Hope	Major JO Hope MVO	17 November 2022	RASC/RCT
Hughes	Lt Col MC Hughes	16 April 2023	RASC/RCT
Isherwood	Maj JD Isherwood	01 March 2023	RASC/RCT
Ivison	Lt Col DM Ivison	12 August 2022	RASC/RCT
Jeremy	Maj DI Jeremy	04 August 2022	RASC/RCT
Jones	Col IR Jones OBE	09 December 2022	RASC/RCT
Key	Maj GJF Key	04 August 2022	RCT/AAC
Leeson	Maj AH Leeson MBE	12 July 2022	RASC/RCT
Lewis	Capt RE Lewis	10 January 2023	RASC TA
Lilley	Maj J Lilley TD	25 July 2022	RASC/RCT TA
Lincoln-Jones	Mrs J Lincoln-Jones	In May 2022	
Luckraft	Capt AW Luckraft	26 July 2022	RASC/RCT
Macro	Maj JA Macro	09 March 2023	RASC/RCT
Maidment	Maj (QM) DC Maidment	09 June 2022	RCT/RLC
Marzetti	Mrs Pat Marzetti	29 July 2022	
McCartney	Lt Col MRU McCartney	11 April 2023	RASC/RCT/RLC
McLean	Capt H McLean	29 October 2022	RASC
Meier	Maj Gen AL Meier CB OBE	17 September 2022	RASC/RCT
Murray	Maj (QM) JD Murray	02 December 2022	RASC/RCT
O'Neil	Major T N O'Neil	30 October 2022	RA/RASC/ RCT
Parkinson	Capt EA Parkinson	12 January 2023	RASC
Pashby	Lt Col T Pashby TD	05 September 2022	RCT TA
Pow	Lt Col RA Pow TD	05 August 2022	RASC/RCT TA
Rawlings	Lt Col JK Rawlings MBE TD	14 March 2023	RCT (V)
Reeks	Major D Reeks	11 October 2022	RASC/RCT
Riley	Mr H Riley	19 April 2023	RASC
Scott	Mr D Scott	11 October 2022	RASC
Skelton	Maj A Skelton	17 July 2022	RASC?RCT
Spindler	Maj HM Spindler TD	11 August 2022	RCT TA
Storey	Maj R Storey	28 November 2022	RCT TA
Tippen	Lt Col JF Tippen	24 December 2022	AAC/GPR/RASC
Trollope	Maj CFA Trollope	28 December 2022	RA/RASC
Welsh	Maj IM Welsh	03 January 2023	RCT/AAC
Williamson	Maj (QM) AF Williamson	05 December 2022	RASC/RCT
Wilson	Hon Col CF Wilson	25 August 2022	RCT

“The annual RASC & RCT Officers’ Club Black Tie Dinner took place on 28 October 2022 at The Village Hotel, Farnborough. This was a new venue and was very much a ‘Pathfinder’ exercise for all parties. Like the previous year (which took place at The Lakeside International Hotel), it had been decided that wives and partners should be included so that as many members as possible could reconnect after the years and functions lost to the COVID-19 pandemic. The event was well attended and attracted nearly one hundred attendees. The meal was excellent, the wine flowed and the band provided an excellent choice of musical accompaniment to the proceedings. The accommodation was modern, absolutely first class and extremely comfortable, with the sundry other hotel facilities an attraction to many members. Judging by the correspondence received afterwards, our members are looking forward to returning there in October 2023!”

(A selection of photographs from the evening are displayed on the opposite page).
The seating plan for the dinner is reproduced below:

Table 1

Maj Gen Sir Martin White KCVO CB CBE DL JP
Lady Fiona White
Maj Gen Graham Ewer CB CBE
Mrs Mary Ewer
Col Nigel Gilbert
Maureen Gilbert
Col Howard Bentley-Marchant
Mrs Sandra Birnstiel

Table 2

Brig Paul Evans OBE DL
Mrs Ann Evans
Mr Bill Dover
Mrs Dover
Lt Col Michael Graham
Mrs Liz Graham
Col Howard Stephens
Mrs Celia Stephens
Rev Don Irvine

Table 3

Col Mark Baker
Mrs Jane Baker
Lt Col Derek Armitage
Mrs Anne Bennett
Lt Col Andy Taylor
Mrs Penny Taylor
Lt Col John May OBE
Mrs Jacky May
Lt Col Ian Stark

Table 4

Lt Col Duncan Saville
Mr Tony Bray
Lt Col Pat Rendall MBE
Brig Iain McKend CBE
Fiona McKend
Maj Martin Swallow
Mrs Frances Swallow

Table 5

Lt Col Leonard Clifford TD
Mrs Kath Clifford
Maj James Bishop-King
Mrs Susan Bishop-King
Col Jeremy Lucas OBE
Mrs Sandra Lucas
Col Dick Wilkinson TD
Mrs Pippa Wilkinson
Lt Col Malcolm Aickin TD

Table 6

Maj Jim Cox
Mrs Sheila Cox
Lt Col Richard Evetts
Mrs Jenny Evetts
Lt Col Anthony Jackson
Mrs Hilary Jackson
Maj Derek French TD
Barbara Mahoney

Table 7

Lt Col Edward Barrett MBE
Mrs Meralynn Barrett
Lt Col Jonathan Knowles
Maj David Moynham TD
Maj His Honour Judge Raymond Naqvi OBE TD WR
Mrs Sandy Naqvi
Col Graham Shawley TD
Lt Col Mike Hyde TD
Mrs Mary Hyde

Table 8

Maj Robin Croslegh
Mrs Lesley Croslegh
Lt Col Geoffrey Heal
Mrs Ann Whaley Heal
Maj Brian Heil
Col Rupert Prince QCVS
Lt Col David Sanders
Mrs Evelyn Sanders
Lt Col Robin Moore

Table 9

Lt Col Jim Ferrier
Dr Iris Ferrier
Maj Lee Bedborough
Mrs Jane Bedborough
Col Mark Weatherley
Mrs Caroline Weatherley
Lt Col Des Norton OBE
Mrs Debra Norton

Table 10

Lt Col David Pepperell
Mrs Sandy Pepperell
Maj Howard Moore
Mrs Ann Moore
Lt Col Bryan Morris
Mrs Siobhan Morris
Lt Col Andrew Lawrence
Mrs Terry Lawrence
Mr Carl Tantum
Lt Col Richard MacAllister
Mrs Marian MacAllister

Table 11

Lt Col Paul Duncan
Mrs Sally Duncan
Lt Col Peter Robertson
Mrs Susie Robertson
Lt Col Roger Vaughan-Stanley
Lt Col Terry Byrne
Mrs Eunice Byrne
Col Drew Fielden LVO MBE
Dr Kathy Fielden



RASC & RCT Officers' Club black tie dinner

