

Highland Family History Society

"A Corner of Pakistan in Scotland"

The story of Force K6, the Indian Contingent of the Royal Indian Army Service Corps in Europe from 1939 to 1944, with particular reference to its time in Scotland 1942/43, told in two articles published in the Highland Family History Society Journal, 2012

Contents

| | |
|---|-------|
| Introduction | p. 2 |
| A Corner of Pakistan in Scotland - Part 1 | p. 3 |
| A Corner of Pakistan in Scotland - Part 2 | p. 9 |
| Appendix 1 - Timeline of RIASC Company locations | p. 19 |
| Appendix 2 - Cause of death of the RIASC men buried in Scottish Cemeteries | p.21 |
| Appendix 3 - Sources | p.24 |
| Appendix 4 - Imperial War Museum photographs | p. 25 |

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Introduction

These two articles written for the Highland Family History Society Journal in 2012 are the result of research at the National Archives, Kew into the story of Force K6, later known as the Indian Contingent, during World War II. Initially it consisted of four animal (AT) transport companies with support and command units of the Royal Indian Army Service Corps (RIASC), sent to France in 1939. In 1940 it lost one company through capture, and later gained three more.

The reason for the research was that the author's step-grandfather, Major John Finlay, was the commanding officer of no. 47 Supply Depot Section and then second-in-command of the whole Indian Contingent.

The first article told the general story of Force K6 with a focus on the role of Major Finlay's supply organisation. The sources of information were the War Diaries of no. 47 SDS, of Force K6 HQ and of the War Office. The article is reprinted here with several amending footnotes necessitated by subsequent research findings.

Having published the first article the author realised that the Scottish story was incomplete without the activities of the AT companies in 1942 and 1943. He returned to the National Archives and examined the War Diaries of the six companies involved, and also the statutory death records. The original draft of the resulting article was twice the length of the first, and too long for the Journal. A shortened version was therefore produced for publication, albeit with the loss of much information.

It was decided, therefore, that the longer version should be published in this document, prefaced by the first article. The opportunity was also taken to add some appendices and a list of sources. The text is © Hamish Johnston and the photographs in Part 2 are © Imperial War Museums.

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A Corner of Pakistan in Scotland - Part 1

The Commonwealth War Graves Commission records thirty-five graves of Indian soldiers from the Royal Indian Army Service Corps (RIASC) who died in Britain during the second world war. The RIASC had two purposes - to feed the Indian Army in both peace and war, and to provide mechanised and animal transport in support of fighting units.

In England are nine RIASC men in five cemeteries - in Ashbourne, Derbyshire and Charlestown, Cornwall (both 1940), Hereford and Plymouth, Devon (both 1941) and Colchester, Essex (1942). In Wales are thirteen men in five cemeteries at Brecon (1941, 1942), Cardiff (1942), Abergavenny, Crickhowell and Pontypool (all 1943). Scotland has thirteen men in four cemeteries - at Aberdeen, Grange (Banffshire), Dornoch (all 1943) and Kingussie (1942 and 1943). The two largest concentrations are in Brecon and Kingussie with nine graves each, reflecting where the RIASC companies spent most of their time.



Six of the nine graves of the Indian Army soldiers in the Kingussie cemetery
(photo Hamish Johnston)

What was the RIASC doing in Britain, and why were they in Scotland? The Kingussie connection is well known locally and was last reported in the *Strathspey and Badenoch Herald* in 2007. The author of this article has a further, personal slant on the story because his step-grandfather, Major John Finlay, was an officer in what was originally called Force K6, and latterly the Indian Contingent, of the RIASC.

The story begins with the outbreak of war on 3rd September 1939. By now British Army transport was entirely mechanised, and military planners, envisaging a repeat of the muddy conditions of the Western Front in 1914 - 1918, realised that operations could be prejudiced for want of animal transport (AT). The best source of such transport was India, and although the Indian Army was also significantly mechanised, it retained a substantial AT capability necessary to cope with conditions in the north-west frontier province bordering Afghanistan. This is the same area that is in the news today because of Taliban and Al-Quaeda activity as NATO forces attempt to support the Afghanistan government.

An urgent appeal went out to the Indian authorities who agreed to provide four AT companies and associated logistical support including a supply section, field hospital and a reinforcement unit. The whole enterprise, called Force K6, consisted of 1,800 personnel and 2,000 animals. Each AT company had 284 mules, 132 carts and 315 officers, NCOs and men. There were 462 fully trained mules in reserve. The mules were trained as pack carriers or to draw two-wheeled carts.

In April 1939 Major John Finlay retired to Bexhill in Sussex after a RIASC career spent mainly in the north-west of India. In September he was called up and sent back to India to set up and take command of no. 47 Supply Depot Section (SDS) which had a complement of 43. Its primary job was to secure and issue food supplies for both men and animals. The four AT companies and support units, were mobilised at the same time. One of the officers of no. 32 AT company was Captain Ashdown, father of (Lord) Paddy Ashdown, former leader of the Liberal Democratic Party. The Force as a whole was commanded by Lt-Col R.R.W. Hills.

Force K6 sailed under destroyer escort from Bombay in a small convoy of four ships on 8th December 1939 and arrived in the French Mediterranean port of Marseille on 26th December 1940 in the early part of what was to be a very severe winter. A short Pathé newsreel of the disembarkation gives a good impression of Force K6 and can be seen on www.britishpathe.com/record.php?id=24373.

After disembarkation the Force moved to two camps on the outskirts of Marseille. No. 47 SDS, whose job was to procure and issue supplies to the AT companies, remained at Camp Roi d'Espagne and no. 22 AT company stayed to help unload supplies from the ships. These included particular dietary requirements (like atta and ghee) for the men. The fact that all the men of Force K6 were Moslems simplified what would otherwise have been an even more difficult supply task. The other three AT companies – nos. 25, 29 and 32 - were sent immediately to Lille in north-east France to join the British Expeditionary Force (BEF) defending the French - Belgian border as far as the Maginot Line. In due course no. 22 AT company was sent to join the 51st Highland Division in the Saar region. The AT companies were able to work off-road and so were in great demand for transporting stores, ammunition and supplies.

Marseille was too remote from the AT companies in northern France so no. 47 SDS was moved to Le Havre on the Channel coast, arriving there, ironically, on 10th May 1940 - the very day that Germany launched its blitzkrieg on Holland, Belgium and France. Over the next few weeks the BEF was overwhelmed but the bulk of the troops were evacuated to Britain from Dunkirk at the end on May. That this was possible was due to the self-sacrificial rearguard action of the 51st Highland Division, during which no. 22 AT company was captured by the Germans.

The rest of Force K6 managed to reach Britain. Nos. 25 and 32 companies escaped from Dunkirk, and No. 29 company, Force HQ and support units from St. Nazaire. From the outset no. 47 SDS endured continuous bombing at its new base in the port area of Le Havre. It made its way to Brest whence it was evacuated on the P&O liner *Strathaird*, arriving at Plymouth on 18th June. All the Force's animals and supplies had to be left behind in France.



Royal inspection of Force K6 at Ashbourne, Derbyshire on 8th August 1940. Major John Finlay is the officer wearing leggings. (Official press photo from Johnston family album)

At the beginning of July 1940 the bulk of Force K6 was concentrated at Shirley Common camp near Ashbourne, Derbyshire. On 8th August the Force was visited by HM King George VI and Queen Elizabeth. A short Pathé newsreel of this event may be seen on <http://www.britishpathe.com/video/king-and-queen-with-indian-troops/query/Indian+army>

In October some AT companies were moved to St. Austell in Cornwall, as was no. 47 SDS. Being too remote there the SDS was moved to Plymouth, only to be bombed out of their accommodation on the Hoe in the blitz of 22 March 1940. A more suitable area was soon found at Abergavenny in Monmouthshire to which the Force HQ and no. 47 SDS moved at the end of April. Having lost their mules during the evacuation from France the three surviving AT companies were re-equipped mainly with former French army pack horses. Three more AT companies - nos. 3, 7 and 42 – arrived from India. The British army now recognised the value of AT and raised two pack transport companies of its own, and these were linked to Force K6 for supply and organisational purposes.

The AT companies were now dispersed around the Brecon Beacons in Wales. Their role was to participate in mountain warfare training with units of the British Army, starting with the 81st Infantry Brigade. They were admirably suited for this because the men all came from the mountainous north-west frontier area of Pakistan where inter-tribal and international conflict were part of everyday life. The next to be trained was the 49th Division.

In December 1941 Major John Finlay became second-in-command of the HQ of Force K6 (by now known as the Indian Contingent) and no. 47 SDS came under the command of Captain Charlton. In 1942 training activities were moved to Snowdonia and in early March some of the AT companies and no. 47 SDS moved there, as did the 49th Division.

The RIASC's connection with Scotland began in June 1942. The author has not yet looked at the War Diaries of the AT companies for this period¹, and although two-thirds of the no. 47 SDS War Diaries between 1 June to 31 December 1942 are missing they provide quite a lot of information about what was happening.

On 1st – 4th June 1942 the Indian Contingent moved from Wales to Inverness-shire. A camp was established at Aviemore somewhere between the railway station sidings and the river Spey² - on 6th June Charlton made an entry in the War Diary that he had told visiting superiors of "local rumours that the Spey floods its bank in heavy rain". The men had to bivouac on their first night because the tent poles had not arrived. Proximity to the railway was important – fifty tons of supplies and equipment were unloaded on the day of arrival. The Diaries describe the daily arrival and unloading from wagons of tons of supplies. The weight of items for the men (Indian rations, live sheep, vegetables) was greatly exceeded by that needed for the animals - hay, bran, oats and straw. Another big commodity was coal. Petrol was in short supply and inhibited the use of motor transport and so after two weeks it became clear that somewhere was needed to store hay and forage. A suitable field was found adjacent to the Aviemore railway sidings and duly requisitioned. Problems in securing Indian-specific food supplies for the troops led to experiments in diversifying their rations, and the use of tinned mutton instead of live sheep. Sometimes tinned fish had to be substituted for tinned meat.

At this time the British 52nd (Lowland) Infantry Division was in the Badenoch area undergoing training for mountain warfare and the Indian AT companies provided mule transport for the exercises. One AT detachment was attached to the Snow Warfare Training School and probably based at Rothiemurchus Lodge³. The Indian Contingent HQ appears to have been at Grantown-on-Spey.

¹ This has now been remedied and Part 2 of 'A Corner of Pakistan in Scotland' is the result.

² This was the camp for no. 47 Supply Depot Section

³ New information suggests that Glenfeshie Lodge is the more likely site

While no. 47 SDS was operating from Aviemore the AT companies themselves were dispersed in various places in the neighbourhood. In June 1942 no. 3 AT company was at Dalwhinnie and in July 1942 no.7 AT company was at Kincaig, with no. 42 AT company nearby. No. 25 AT company and no.1 Pack Transport company were camped on four sites near Dalwhinnie⁴. The men of these companies, probably broken down into a number of separate detachments, would have spent their time in the hills participating with British infantry in training exercises, and it was during some of these that most of the nine men met their death⁵.

In early September Major Finlay spent time seeking suitable winter accommodation for the Contingent⁶. On 2nd November 1942 work started on clearing the Aviemore camp and on 5th November no. 47 SDS moved to Revack Lodge near Grantown on Spey. The officers' mess was also moved there from the Garth Hotel, and rations were cleared from the Coppice Hotel and stores from Rose Hall and moved to Revack and to Balmenach near Cromdale. In early January 1943 the weather was very wintery and the Section was frequently unable to despatch supplies to nos. 3 and 29 AT companies⁷ and to the field hospital at Aviemore due to lack of transport.

In mid-January the HQ of no. 47 SDS (with Major Finlay now once more in charge) and majority of the AT companies now returned to the Abergavenny area. A detachment of no. 47 SDS moved to Ballater⁸ and at the end of the month the rear party went to Abergavenny. In May 1943 Major Finlay became second-in command of the whole Indian Contingent while retaining command of no. 47 SDS, which was led on a day-to-day basis by Nazir Ahmed. In mid June no. 47 SDS moved north to Muir of Ord in Easter Ross and the Indian Contingent HQ was then moved to Allen Grange, Munlochy⁹. Around this time no. 25 AT company was in the Lairg area¹⁰. In chapter 6 of his *History of the Army Service Corps* Brigadier V. J. Moharir quotes a letter from Secretary of the Lairg Women's Voluntary Service praising the company and expressing disappointment that they were to leave.

These were now the last months of the Indian Contingent in Britain, however. In London the powers-that-be in the India Office, War Office and Army Commands had been divided for some time about how it could best be used. There had long been calls for it to be returned to India.

One decisive factor was that a substantial majority of the men had away from home without leave since late 1939. They were also needed to help in the Burma campaign, but more powerful voices wanted the Contingent to be retained in Britain. Eventually a first group of 815 men were repatriated in May/June 1943 and the remainder left for India in January 1944. On arrival the men were given leave and Force K6 was finally disbanded on 25th April 1944, the men being allocated to new commands. Major John Finlay was transferred to the India Office in London where he worked on supplies policy, and, ten years after he thought he had completed his military career, finally retired in 1949 as a Lieutenant Colonel.

⁴ Part 2 of 'A Corner of Pakistan in Scotland' provides a much fuller picture

⁵ Part 2 reveals that only 3 of the 9 deaths were due to unnatural causes

⁶ This relates to no. 47 Supply Depot Section. Part 2 describes the locations of the six AT companies

⁷ These two companies were the only ones to spend the whole of the 1942/43 winter in Scotland

⁸ To support the companies over-wintering in Scotland

⁹ This was the result of a War Office decision to concentrate the Indian Contingent in Scotland

¹⁰ Part 2 of 'A Corner of Pakistan in Scotland' provides information about all six companies



Two of the nine RIASC graves in Kingussie cemetery (photos: Hamish Johnston)

And what about the nine RIASC soldiers buried in Kingussie cemetery? They were all from AT mule companies - nos. 3, 7, 25, 29, 32, and 42. The men came from the north-west frontier areas of India that in 1947 were to become part of Pakistan. The majority of the dead were in their twenties and thirties, with a handful of teenagers and men over forty. Most were drivers, but the others included three NCOs, a cook, tinsmith, farrier and a bellows boy. The reason for their death is not known for certain, but according to the *Strathspey and Badenoch Herald* the nine men died in the Glenfeshie area. Several were drowned after falling into local rivers, two took their own lives, and the remaining men were understood to have been killed in separate accidents whilst on exercise¹¹.

Although the Indian Contingent was underused in Britain, perhaps more of the men returned to their homes at the end of the war than would otherwise have been the case. Today the bodies of troops who die abroad are usually repatriated. For the families of these men, however, there's some corner of Scotland that is forever Pakistan.

¹¹ These generalisations are not borne out by the War Diaries or by the statutory death registrations. Part 2 of 'A Corner of Pakistan in Scotland' provides the actual cause of death of these nine men and of the other four men buried in Scottish cemeteries.

A Corner of Pakistan in Scotland – Part 2



The locations of the principal camps of the RIASC in northern Scotland, 1942 and 1943. A,B - 4 camps near Aviemore; C - 2 camps at Ballater; D - Nairn; E - Fochabers; F - Knock; G - Maryculter; H - Muir of Ord; I - Golspie and J - Lairg

In Kingussie cemetery are the graves of nine Royal Indian Army Service Corps (RIASC) personnel dating from World War II. Elsewhere in Scotland are four more graves in three cemeteries. How did they come to be there? My article in the last issue of the HFHS Journal explained that in 1939 the British army possessed only mechanised transport and, fearing a repetition of World War I ground conditions, needed some animal transport (AT) capability. The Indian Army quickly responded to a request and sent Force K6, consisting of four mule companies and their support units, to join the British Expeditionary Force in France.

When the German offensive started in May 1940 one company (no. 22) was captured but the other three companies (nos. 25, 29 and 32) and their support units escaped to Britain from Dunkirk, Brest and St Nazaire, albeit without their mules which had to be left behind. Supplemented by further units (nos. 3, 7 and 42) the surviving companies, now re-equipped mainly with pack horses, spent most of the remainder of the war helping with the training of British infantry regiments. These activities took place in England and Wales until the summer of 1942 when the authorities decided that the training should be undertaken in the Highlands of Scotland.

The first article told the general story of Force K6, later known as the Indian Contingent (IC), and was written from the perspective of the author's step-grandfather Major John Finlay, the commanding officer (CO) of no. 47 Supply Depot Section (SDS) which was responsible for ensuring the companies' men and animals were victualled wherever they were. This second article uses further research into the War Diaries of the AT companies themselves¹² to describe their locations and activities in Scotland between May 1942 and December 1943 and to provide factual information on the fate of all the men buried in the Kingussie and other Scottish cemeteries.

On 9th June 1942 three trains from Portmadog in north Wales arrived at Dalwhinnie station in Inverness-shire bringing no. 42 Coy to the Highlands. The company bivouacked near the station and the following day marched to its next bivouac site east of Newtonmore. Their destination was two camps near Aviemore prepared by an advance party – Camp A8 at Kincaig at the northern end of Loch Insh, and Camp A5 near Ballinluig on the north-west side of Loch Alvie. No. 47 SDS and the Indian General Hospital (IGH) went to Aviemore, and the IC HQ to Grantown-on-Spey. On 10th June 1942 more trains brought no. 3 Coy from Colchester, Essex and on 11th June no. 7 Coy arrived from St Austell, Cornwall. Both companies also went to the Kincaig and Loch Alvie camps¹³.

A month later there was more intense activity when the three remaining companies (nos. 25, 29 and 32) arrived at Dalwhinnie on 18th July. Imminent pressure on the two existing Aviemore camps meant that two new camps were opened on the road between Coylumbridge and Boat of Garten, one north of Auchgourish (Camp B1) and the other at Croftmore (Camp B2). Coys 3, 7 and 42 transferred there and the new arrivals moved into the Kincaig and Loch Alvie camps. All six companies remained in Speyside during August and September 1942. Each company consisted of more than 320 men and 300 pack horses so the impact of their presence on the local Highland communities must have been enormous. The population of Aviemore in those days was under 1000 and so was trebled with the number of Indian troops camped nearby, not to mention a similar number of pack horses. Nevertheless the demands of wartime security mean that the *Strathspey Herald* was silent as to their presence.

The maintenance of the camps was a major logistical exercise. In his War Diary entry for 31st October 1941 Major Finlay, then at Abergavenny, Monmouthshire had recorded that no. 47 SDS "has to maintain about 2,600 men and over 3000 animals. The average weight of one animal's ration is 20 lbs. a day and loosely baled hay bulks greatly. Demands for labour have inevitably been considerable". To facilitate supply, camps were always located close to a railway station with sidings, and to water sources. One can imagine the men's daily routine of reveille, ablutions, meals, roll-calls, drills, parades and inspections, and the feeding, grooming and exercising of the horses and cleaning and maintenance of saddlery, weapons and equipment. Supplies of oats and hay for the horses and foodstuffs for the men had to be collected from the railway stations to maintain on-site stores. Company farriers were engaged in re-shoeing the horses.

¹² The War Diaries vary in quality and substance depending on the author. They are not always complete. For example, August 1942 is missing from the records of five of the six companies, and the War Diaries of all the companies end abruptly. Copies of appendices are usually absent.

¹³ The War Diaries often provide map references for camps and the routes of exercises and marches. In the 1940s the Army used OS maps but had their own grid reference system. The National Library of Scotland Map Library has copies of the original maps, from which one can convert the map references into modern OS usage.

All the men were Moslems from north-west India (the Punjab area of modern Pakistan) and had their particular dietary requirements. Their cooks prepared familiar food such as curries, and chapatis made with atta flour and dressed with ghee, the requisite ingredients being imported. Large numbers of sheep were regularly purchased for slaughter by the companies' butchers in the manner prescribed by the Sharia. Ramadan and other Moslem festivals and holy days were always observed appropriately, and a mosque was provided at the camps.

One Allied strategic objective in 1942 was to open a new front by invading Norway. If this was to be achieved sufficient forces would have to be trained in snow and mountain warfare techniques. Selected for this was the 52nd (Lowland) Division, consisting of three brigades - the 155th (7th/9th Bn. Royal Scots; 4th and 5th Bns. Kings Own Scottish Borderers); the 156th (4th and 5th Bns. Royal Scots Fusiliers; 6th and 7th Bns. Cameronians) and the 157th (1st Bn. Glasgow Highlanders; 5th and 6th Bns. Highland light Infantry). The role of the RIASC companies was to provide pack transport for military exercises involving these British infantry units, all of which are mentioned in the War Diaries.

The exercises lasted between one and five days and involved varying numbers of men and pack animals from the RIASC companies. The bigger exercises had code names like 'Assaye' (39 men and 52 animals), 'Elephant' (44 men and 65 animals) and 'Pemmican' (153 men and 203 animals) and involved route marches with men from infantry brigades across difficult mountainous terrain. The pack horses carried supplies, ammunition, camping equipment and weapons like 3-inch mortars. Other troops acted as enemy forces to provide realism for the exercises which were undertaken regularly and in all weathers. One of the biggest recorded exercises ('Goliath II') involved 256 men and 273 animals. Conditions were often tough, so in these circumstances the RIASC's training exercises in the Highlands had a low incidence of injuries to men and animals.

The RIASC companies engaged in other one-off activities and *ad hoc* exercises. In July 1943, 20 men and 25 horses from no. 3 Coy were sent to the Ben Alder area near Dalwhinnie where they spent several days recovering the wreckage of a crashed Whitley bomber. On another occasion, in exercise 'Colour Blind', the officers of no. 29 Coy went up in an aeroplane from Forres (i.e. Kinloss) to check on the effectiveness of camouflage measures. Another activity in November 1942 involved Golspie-based no. 32 Coy which arranged for an aircraft to buzz a temporary camp near Rogart with the aim of training the animals to cope with such an event: the animals took no notice! Aircraft recognition training was provided at Dalcross aerodrome for the men of the detachment of no. 29 Coy based at Fochabers.

The men were engaged in a wide range of other training activities, many of which, such as language courses, were organised by the IC's education officer. Training films were shown in the camp cinema tents. Men who aspired to promotion undertook the necessary training and examinations. Individual officers and NCOs were sent elsewhere for specific skills training with other companies, with IC HQ at Grantown, or in Glen Feshie with the Snow and Mountain Warfare School (SMWS). This was probably based at Glenfeshie Lodge and not at Rothiemurchus Lodge as stated in the first article.

The War Diaries record the many different types of visits and inspections that took place routinely and frequently at the camps and during exercises. These were undertaken by Lt-Col R.R.W. Hills, the IC CO, who would occasionally be accompanied by a General or high-ranking India Office official. The companies were organised into two Pack Groups, each with its HQ. Another regular visitor between June and December 1942 was Major John Finlay who was now in command of no. 5 Pack Group and second-in-command of the whole IC until January 1943 when he reverted to command of no. 47 SDS and returned to Monmouthshire. The COs of the AT companies sometimes visited IC HQ at Grantown and no. 47 SDS at Aviemore. Meetings also took place with the officers of the infantry brigades and constituent regiments to plan and review the combined exercises.

When joint exercises were not organised the AT companies undertook route marches to keep fit and to practice navigation, anti-aircraft measures and gas protection procedures - the horses had their own gas masks. Some War Diaries record the various routes in detail. As well as being the route between camps in Speyside and Deeside (except when it was closed by snow for months at a time in winter, there being insufficient fuel for the snow plough) the Lecht area was used for RIASC exercises, and there was a rifle range high in the pass on the Corgarff side.

In the early 1940s the family of Veronica Forbes (less her father who was in the army) lived at Cock Bridge in the mothballed Allargue Arms Hotel from where her mother ran the farm. Then aged five Veronica remembers an accident when a soldier fell off his horse and somehow lost an eye. He was carried in agony to the farm steading where he was treated. She remembers columns of men and horses from the RIASC passing the house regularly on their way to and from the range. She also remembers how one approaching column had to wait for her as she whizzed downhill towards them in her pedal car. The area south of the river Don on the east side of the road at Cock Bridge (now a forestry plantation) was often used as a bivouac site and rest area, and on 18th August 1942 Field-Marshal Sir C. W. Jacob inspected no. 7 Coy there.

General training covered animal handling and care, loading pack animals and the use of lorries. All men undertook weapons training at rifle ranges and were required to fire a certain number of rounds annually to maintain their skills. They also trained on Bren and light machine guns. When at Muir of Ord no. 7 Coy went to a rifle range at Dingwall. Another range was a mile or two east of Ballater in the Tullich glen whence the burn flows under the A93 to Aboyne into the river Dee. It was close to the family home of Eddie Lancaster who was a young boy when the RIASC was stationed in the area. He remembers columns of Indian soldiers passing the house on their way to the rifle range with the packhorses carrying the weapons and ammunition in panniers, and the noise of the firing. The officers left their mounts in a field next to the house providing Eddie with his first experience of riding a horse.

The health of the animals and men was also the subject of visits and inspections by IC vets, medical officers and civilian public health officials. Veterinary inspections included food animals as well as the pack horses: on one occasion 77 sheep suffering from infectious pneumonia had to be rejected. Monthly medical inspections took place for the men, and TAB and tetanus inoculation programmes carried out. At Golspie in October 1943 two lady chiropodists visited no. 32 Coy to inspect and treat the men's feet. Sections of the IGH were situated close to the camps, usually in a large requisitioned house.

Men with particular medical or surgical problems for which an IGH was inadequate were admitted to hospitals such as Raigmore Emergency Medical Services (EMS) hospital, Inverness; Old Mill [now Woodend] and Woolmanhill, Aberdeen; Craigendinnie, Aboyne and Stracathro, Angus. Here the patients were visited by their NCOs or officers. Despite all precautions sickness was bound to arise among so many men living in less than ideal conditions. A number suffered from tuberculosis. In early November 1942 an unspecified infectious disease struck no. 7 Coy, then at Knock. The sick parade numbers varied but around 30 cases were reported daily, and the outbreak did not end until 18th December.

What happened to the nine men buried in the Kingussie cemetery and the four in other Scottish cemeteries - at Allanvale, Aberdeen, Grange, Banff and two at Princynain, Dornoch?¹⁴ There are no extant War Diaries covering the date of four of the thirteen deaths, and where War Diaries survive there are no references to two of the Kingussie deaths and two of the others. In two other Kingussie cases the War Diaries state simply that the men died in Raigmore hospital. Absence of, or minimal references to the death of these RIASC personnel suggest that the cause of death was natural because untoward events were always recorded. For example, no. 3 Coy held a Court of Enquiry into the death of horse no. 257 which had become bogged down during exercise 'Elephant'. The few serious injuries to personnel were reported, so it is certain that the circumstances of an unnatural death involving personnel would have been recorded in the War Diaries and investigated.

This theory is borne out by the statutory death registrations that were made in all thirteen cases. These confirm that nine men died of disease or illness - six from TB (each with varying complications), one from acute kidney disease, one from an obstructed bowel and peritonitis, and one from a cerebral abscess and lung infection. Three men died at an IGH Section (at Dornoch, Kinrara House, Alvie and at Nethy Bridge) and five in a hospital - four at Raigmore, Inverness, and one at Old Mill, Aberdeen. One man suffering from TB died in a hotel at Dornoch that had been taken over by the RIASC, which could have been the IGH.

This left only four of thirteen deaths from unnatural causes. Of the three men buried in Kingussie cemetery the first unnatural death was that of naik (i.e. corporal) Mohammed Sadiq of no. 42 Coy who on 28th June 1942 was shot dead at the camp by driver Mehr Ali Khan. The case was heard in the High Court of Justiciary in Inverness at the end of September. The *Inverness Courier* carried a detailed account of the three-day trial for which the public gallery was full. Mehr Ali Khan had a grievance against Mohammed Sadiq who had given evidence against him in a disciplinary case the previous month. While on guard duty he had shot Mohammed Sadiq twice, and threatened to kill a second witness. He was disarmed before he could do this and taken into custody. In view of possible mental health issues the jury found Mehr Ali Khan guilty of culpable homicide rather than murder, and he escaped with a ten-year prison sentence.

Next, on 14th October 1942, 178 men and 243 mules/horses from no. 3 Coy joined men from the 157th Brigade for the two-day exercise 'Sphinx'. This involved a route from the camps near Aviemore up Gleann Einich to a bivouac at the north end of the loch. The next day was bitterly cold, with gales, rain, sleet and mist. The company climbed up a track onto the plateau at over 3000 feet before heading down the path to Achlean in Glen Feshie and then back to camp. On their return they reported at 2130 that one soldier had been left on the hill in a state of collapse. There is no explanation as to why the man was not helped down. A search was organised by the SMWS and HQ of 5 Pack Group but appears not to have taken place until the following day, 16th October, presumably because of the need to wait for first light.

¹⁴ See Appendix 2 for the details

A search party from 157 Field Ambulance Royal Army Medical Corps found the body of driver Khan Mohammad who had died of exposure at the head of Coire Ruadh on the north-west flank of Carn Ban Mor (3443 feet). The War Diary recorded that "the body was not clothed in the full scale of mountain warfare clothing, contrary to unit orders issued". Today this behaviour is recognised as a symptom of hypothermia. The body was removed to the IGH at Aviemore and buried at Kingussie on 18th October. A 'lessons learned' report by no. 7 Coy, which also participated in 'Sphinx', states that the men were not properly fed and their clothing was inadequate for the severe wind and wet encountered. A Court of Enquiry into the death was held on 22nd October.

Then, on 26^h October 1942, no. 7 Coy began a four-day march from Kincaig to winter quarters at Knock, about eight miles ENE of Keith. Things went badly from the start. Four men were burned, one badly, during a mid-day stop at Coylumbridge: perhaps a cooking accident. Over the next two days the company marched in poor weather via Cromdale to Craigellachie where, on 29th October, a lorry overturned and driver Mohammad was badly injured. The company reached Knock the next day but on 31st October news reached them that Mohammad had died in Raigmore hospital of his injuries.

The last unnatural death happened in no. 7 Coy after the last extant War Diary was written. The disused Knock distillery where the company was based was then served by a railway line running between Keith and Banff. The statutory death record states that Karan Dad died on 2nd December 1943 of internal injuries and shock arising from an accident at the Knock railway sidings. He died at the scene and was buried in Grange cemetery, Banff.

The Scottish climate meant that the companies had to move to suitable winter quarters in the autumn. Many of the men must have thought it was already winter, and no. 3 Coy's initial orders even stated that "winter clothing will remain in use until 30 June". With the companies under canvas the weather was always a major consideration, and the War Diaries show that inclement weather in the summer months is not a new phenomenon. The month of September 1942, for example, saw only nine days described as 'fine', and as many days very wet. The temperature was low throughout the month, and there was snowfall on 24th September. The other days, if not just dull, were showery and often windy.

Winter quarters were fixed camps using nissen and wooden huts, large mansions and their outbuildings, other requisitioned buildings or, in one case, a mothballed distillery. Supplementary huts and storage tents were used as necessary. The experience of the Aviemore camps was such that they were not used again, and the RIASC companies used winter accommodation all year round in 1943.

The usual routine for moves to winter quarters was for the baggage and equipment to be moved by rail, and for the men and animals to march. First away from Speyside were Coys no. 25, 29 and 32 on 6th October 1942. No. 25 Coy's march to Lairg, details of which are not recorded, lasted five days. The camp was probably at the south end of the village. No. 29 Coy was now split: one sub-division marched via Castle Grant, Grantown and Craigellachie to its destination in the grounds of Gordon Castle at Fochabers, arriving on 10th October. The other sub-division reached its destination, Nairn, on 9th October. Here the camp was immediately to the west of the town, on ground where housing in the Newton Gate / Beech Avenue area has now been built.

Peter Patterson remembers, as a 5-year-old, standing at the window of his grandfather's house at the croft of Newlands of Delnies watching the Indian troops passing by on horseback along the back road towards Moss-side and Nairn from the direction of Inverness. No. 32 Coy marched north from Speyside via Inverness. The War Diary says that "on passing through Inverness personnel were given a warm welcome". The march continued via Muir of Ord, Evanton and Tain to Golspie, which they reached on 13th October. If the map reference is accurate the camp was east of the Golspie burn and south of the main road to Brora although personal testimony states that part of the school and other buildings were also requisitioned.

No. 7 Coy left Speyside on 26th October, marching in a four-mile-long column via Coylumbridge, Cromdale and Craigellachie to Knock where the company took over a mothballed distillery. No. 3 Coy and no. 42 Coy both left on 28th October. No. 3 Coy's War Diary records that its complement of 324 men, 302 pack horses and 13 riding horses marched via Tomintoul and Corgarff to their winter quarters at Glenmuick House, Ballater, arriving on 30th October. No. 42 Coy also marched via Tomintoul to Ballater. Their camp location is not identified but was almost certainly at Monaltrie House into which no.3 Coy moved from Glenmuick on 7th January 1943 after no. 42 Coy had left for Pontypool on 5th January. To avoid the worst of the winter Coys. no 7, 25 and 32 also returned to Wales and Monmouthshire in January 1943, accompanied by no. 47 SDS and IC HQ. Only Coys no. 3 and 29 remained in Scotland throughout the winter of 1942/43, supported by a detachment of no. 47 SDS which moved into Revack Lodge.

The move to winter quarters may have meant protection from the worst of the weather but conditions were still hard. The men must always have felt cold and damp. As often as not a company would arrive to find their camp was inadequate or incomplete. For example, at Lairg no. 25 Coy found the buildings (including the latrines and cookhouse) and stabling were incomplete, and over the next four weeks up to 50 men daily were used to help the Royal Engineers with the necessary construction. At Knock distillery no. 7 Coy occupied the malt barns and other buildings, but lacked an adequate water supply and ten nissen huts were still under construction. These included one for a cook house and two for the mosque. As elsewhere, men from the company had to be used to get the buildings erected.

The two companies that were to over-winter in Scotland had the best reasons for concern about their quarters. On arrival at Glenmuick House no. 3 Coy found insufficient stabling - standard stabling, once finished, was concrete hard standing covered by asbestos sheeting on tubular steel frames. They experienced water supply, flooding and drainage problems during their stay. Icy weather meant that animals could not be used safely without 'cogs' and regular route marches had to be organised to collect firewood from the Canadian Forestry Corps camp at Abergeldie near Balmoral – a round trip of 14 miles. The Fochabers detachment of no. 29 Coy found their huts were still under construction and there was no mosque, cookhouse or junior officers' mess. The Nairn detachment arriving on 9th October 1942 found the stabling and cooking provision were inadequate and there was no bathhouse. The latter was finally completed six months later on 26th March 1943, but on 20th April the detachment was moved to Maryculter, a hutted camp in lower Deeside, where there was no cookhouse, slaughterhouse – or bathhouse!

With a few exceptions, levels of discipline seem to have been very high. Not every disciplinary event was recorded but there are records of only five courts martial across the six companies during their time in Scotland. Perhaps the most significant disciplinary event involved Ballater-based no. 3 Coy, one of the companies that spent the whole winter in Scotland. On 24th March 1943 a Lieutenant in the Royal Army Veterinary Corps (RAVC) was attacked in the horse lines by several personnel who were then arrested. The following day 28 men of 'D' Troop carried out a demonstration and refused to obey orders. A detachment of soldiers from the Royal Scots Fusiliers was quickly summoned and the mutineers were arrested and removed by lorry to Knock where the adjutant of no.5 Pack Group took evidence. The RAVC lieutenant was transferred to temporary duty with another company. The men of no. 3 Coy were all returned to Ballater on 28th March where they were addressed by Lt-Col Hills and Col J. H. Sykes who was in the process of taking over command of the IC. It cannot have been a coincidence that a new CO took over command of no. 3 Coy on 1st April. There is no reference in the War Diaries to sanctions against the men so it is likely that they were aggrieved by their conditions or treatment and that this was recognised. Soon afterwards the company marched to summer quarters (albeit in fixed accommodation) at Knock distillery near Keith and on 29th April the new CO travelled to London to buy a carpet for the company mosque and to "perform other duties for the general benefit of the unit". The no. 3 Coy War Diaries record the first of regular recreational visits for the men to Keith and Huntly took place on 30th April.

Relations with local communities were very good. Local populations and households extended hospitality to the men and contributed to their entertainment. At Lairg the men of no. 25 Coy were allowed to attend the cattle fair in October 1942 and at Christmas the WVS organised a tea party. When the company left the WVS wrote a moving letter regretting their departure. At Christmas 1942 the Nairn Townswomen's Guild put on an entertainment for the men of no. 29 Coy who later reciprocated with a concert in the Regal cinema in aid of the Nairn hospital. At Ballater, Rev. Howart of Glenmuick manse visited and presented a gift to no. 42 Coy. Lorna Milligan was a 12-year-old schoolgirl when the RIASC was at Golspie and the *Am Baile* website records her fond memories of those times. The old part of the school was used for billets and as a cookhouse. Here curries were prepared and the cooks would offer the children chapatis to eat. The men used the school railings to dry their long turban cloths. At Golspie no. 32 Coy sent a detachment of officers and men, all in full ceremonial uniform, to attend the funeral of the Duchess of Sutherland held at Dunrobin Castle on 27th August 1943.

If such social events were intermittent then more regular activities were needed to keep the men entertained. In the absence of any suitable building each camp had a large tent (provided by the YMCA) for meetings, lectures and film shows. The latter took place frequently – fortnightly or more often – and were mostly commercial films from America and Britain. Indian films were also shown, but less frequently, probably because of availability. At Nairn (Playhouse and Regal) and Ballater (Cinema House and Victoria Hall) the men would go to the local commercial cinema for films and other entertainments. The IC welfare officer arranged conjuring and contortionist shows and provided various comforts including gramophones. Competitive sports events were organised at places where more than one company was camped, and where British infantry regiments were co-located.

Some War Diaries record the large number of letters received weekly from India. These would have raised morale, but also reminded the men of the fact that in mid-1943 the original AT companies had been away from home for almost four years. Most were married and all must have yearned for their homeland. They also thought about their absent colleagues - some War Diaries record the number of letters sent each month to Indian prisoners-of-war in Germany and Japan (up to seventy-eight per month) and the number received – often none, but occasionally three or four.

Lt-Col Hills was conscious of his men's needs and from the start emphasised to his officers the need for the men to be kept informed about the progress of the war and of their role in it. The War Diaries show that wherever they were the men heard a BBC Indian broadcast every Sunday and that current affairs presentations took place regularly. Hills also thought it important that the men be able to ask questions. For this purpose company *durbars* were held, occasions when the men could raise with their CO any issues that concerned them. In no. 42 Coy a request at one extreme was for the provision of a kettle and cups in the guard room, and at the other a plea for repatriation from a driver who had undergone four surgical operations and could not digest his food. Another driver from no. 7 Coy, frustrated at the endless training, urged that they either be moved to a theatre of war or be sent home.

In April 1943 the AT companies were on the move once more. No. 3 Coy moved from Glenmuick to Knock and no. 29 Coy from Fochabers / Nairn to Maryculter in lower Deeside. Here an enterprising officer boosted company funds by letting a contract for horse manure to a local farmer. In May 1943 the GHQ Home Forces decided that the whole Indian Contingent would be concentrated in Scotland "until allocated specific roles" and because the 52nd Division's needs were expected to increase. In late June 1943 IC HQ was moved from Monmouthshire to Allen Grange, Munloch, Ross-shire and in July 1943 the other four companies returned to Scotland from the south. Coys no. 7 and 25 went to Muir of Ord, Ross-shire, no. 32 Coy went to Golspie and no. 42 Coy went to Lairg, both in Sutherland. The Reinforcement Unit was located at Dornoch. The Historylinks Museum holds the recollections of a lady who remembered the RIASC's nissen huts and tents along the Golf Road and Church Street that supplemented a requisitioned hotel and mansion.

While all this was going on arrangements were being made for repatriation of some IC soldiers. The War Diaries show that hitherto repatriation happened in only a few individual cases, probably for personal or operational reasons. A major repatriation took place in mid-June 1943, however, when 815 personnel (including 100 sent on health grounds) left for India. They included 4 officers and 239 other ranks from no. 29 Coy (the only reference to the repatriation in company War Diaries). At the same time it was decided that these men were to be replaced from India in August, but it is uncertain if this happened.

In June 1943 a report for the War Office listed the post-repatriation numbers of the six-company IC which now totalled 1389 officers and men. This was smaller than the original Force K6 of four companies which had a complement of around 1725, and much smaller than the supplemented IC which in October 1941 consisted of around 2,600 men. Now under the command of the 52nd Division and presumably more engaged in joint training, No. 3 Coy (305 men) and no. 29 Coy (301 men) were up to strength, the latter probably through transfers from other companies. Elsewhere the complement of No. 7 Coy was down to 148, no. 25 Coy to 123, no. 32 Coy to 128 and no. 42 Coy to 152. The Reinforcement Unit had a complement of 142, the IC and two Pack Group HQs totalled 37, IGH had 46 and no. 47 SDS had only 7 staff.

The current situation of the IC was ambiguous and its future was uncertain. On 6th August 1943 the Chief of the General Staff was briefed that "the C-in-C is anxious that the Indian Contingent shall return to India" but that "the General Staff of the War Office have decided that the Contingent is operationally necessary and must remain in the UK". If the War Diaries are anything to go by then the reality on the ground supported the C-in-C's opinion. As the year 1943 progressed the War Diaries become less interesting, increasingly stating "nothing to report". The levels of intensity of training were less than hitherto, almost certainly reflecting recognition that the Norway invasion plan was unlikely to be adopted. At Muir of Ord large numbers of men of no. 7 Coy were occupied on agricultural work for want of any other activities. Behind this lack of military purpose and activity was pressure from the Indian government and from the men themselves that they be allowed to go home to India and participate in the Burma campaign.

The extant War Diaries cease abruptly, giving no indication of when the companies finally disbanded or where the men went to. The last War Diary entry for no. 42 Coy (Lairg) was on 28th August 1943, and for no. 7 Coy (Muir of Ord), no. 29 Coy (Ballater) and no. 32 Coy (Lairg) on 31st October. The final entries for no. 3 Coy (Strowan, Crieff via Carnoustie) and no. 25 Coy (Fochabers / Nairn) were on 31st December 1943. Commonwealth War Graves Commission records post-dating the last surviving War Diaries show that that no. 7 Coy, last recorded at Muir of Ord in October 1943, was at Knock in December 1943.

It appears that eventually the C-in-C's view prevailed and that the last of the IC left Britain in January 1944. With their departure the unusual and interesting story of the Indian army in Scotland came to an end. Back in India, Force K6 was formally disbanded on 25th April 1944¹⁵.

¹⁵ *History of the Army Service Corps. 1939 - 1945*, by Brig. V J Moharir

Appendix 1

Timeline of RIASC Company locations in Scotland

NOTES:

1. The date of arrival in Scotland is clear, but that of final departure is vague.
2. The location for each company is the camp where its command was located.
3. The coloured columns indicate the two companies that spent the whole of the winter 1942/43 in Scotland. The other four returned to Monmouthshire and Wales

| | No. 3 | No. 7 | No. 25 | No. 29 | No. 32 | No. 42 |
|-----------------------|---|---|--|---|--|------------------------------------|
| June 1942 | 10/6/42 Dalwhinnie | 11/6/42 Dalwhinnie | | | | 9/6/42 Dalwhinnie |
| | 12/6/42 Loch Alvie (Camp A5) and Kincaig (Camp A8) 16/6/42 All at Loch Alvie (Camp A5) | 13/3/42 Loch Alvie (Camp A5) and Kincaig (Camp A8) | | | | 11/6/42 Loch Alvie (Camp A5) |
| | 18/7/42 West Croftmore (Camp B2) and NE of Glencairn / Auchgourish (Camp B1) | do | | | | do |
| July 1942 | do | 18/7/42 NE of Glencairn / Auchgourish (Camp B1) | 18/7/42 Dalwhinnie 19/7/42 Loch Alvie | 18/7/43 Dalwhinnie 20/7/43 Camp A, nr Aviemore | 19/7/43 Dalwhinnie 21/7/42 Loch Insh (Kincaig) | 18/7/42 Camp B |
| August 1942 | do | Loch Alvie (Camp A5) / Kincaig (Camp A8) | do | do | do | do |
| September 1942 | do | All at Camp A8 Kincaig | do | 9/9/42 Fochabers Nairn | do | do |
| October 1942 | 30 /10/42 Glenmuick, Ballater | 30/10/42 Knock | 11/10/42 Lairg | do | 13/10/42 Golspie | 30/10/43 Ballater |

| | No. 3 | No. 7 | No. 25 | No. 29 | No. 32 | No. 42 |
|-----------------------|--|--|-------------------------------------|--|--|------------------------------------|
| November 1942 | do | do | do | do | do | do |
| December 1942 | do | do | do | do | do | do |
| January 1943 | do | 8/1/43 Chepstow | 4/1/43 Monmouth | do | 4/1/43 Pembrey, Wales | 5/1/43 Pontypool |
| February 1943 | do | do | do | do | do | do |
| March 1943 | do | do | do | do | do | do |
| April 1943 | 17/4/43 Knock | do | do | 24/4/43 Maryculter | do | do |
| May 1943 | do | do | do | do | do | do |
| June 1943 | do | do | do | do | do | do |
| July 1943 | do | 6/7/43 Muir of Ord | 6/7/43 Muir of Ord | do | 5/7/43 Golspie | 8/7/43 Lairg |
| August 1943 | do | do | do | do | do | 28/8/43 Last War Diary entry |
| September 1943 | do | do | do | do | 15/9/43 Lairg | |
| October 1943 | 25/10/43 Carnoustie | 31/10/43 Last War Diary entry | 26/10/43 Fochabers Nairn | 23/10/43 Monaltrie, Ballater + Glenmuick 31/10/43 Last War Diary entry | 31/10/43 Last War Diary entry | |
| November 1943 | do | | do | | | |
| December 1943 | 6/12/43 Strowan, Crieff 31/12/43 Last War Diary entry | | 31/12/43 Last War Diary entry | | | |

Appendix 2

Burials and cause of death of the RIASC men in Scottish Cemeteries

This appendix shows the Commonwealth War Graves Commission records supplemented by information derived from the statutory death registration of each man. Nine men died of disease or illness. The four in **red** died of unnatural causes.

There are many discrepancies between the ages given in the two sources. No doubt the information sources available in the field were sketchy. Diagnoses have been simplified.

ABERDEEN (ALLENVALE) CEMETERY, Aberdeenshire, United Kingdom

MIR ZAMAN, Driver, 782018, 29 Mule Coy., Royal Indian Army Service Corps. 13 January 1943. Age 22. Son of Kala Khan, of Sahib, Rawalpindi, Pakistan. Grave Ref. Sec. F. Grave 300.

Death registered in Northern District of Aberdeen, Burgh of Aberdeen.

| | | | | |
|-------------------------------|--------|--------------|---|---|
| Mir Zaman, Driver, aged 21 | 29 Coy | Died 13/1/43 | at Oldmill Emergency Hospital Aberdeen | Obstruction of the bowel and peritonitis |
|-------------------------------|--------|--------------|---|---|

DORNOCH (PRONCYNAIN) CEMETERY, Sutherland, United Kingdom

ABDUL RAKHMAN, Naik, 26929, 7 Mule Coy., Royal Indian Army Service Corps. 1 January 1944. Age 37. Son of Ali Bahadur, of Butigaram (Siri Kote), Hazara, Pakistan; husband of Rakhim Jan, of Butigaram. Grave Ref. Sec. G. Grave 2.

Death registered in District of Dornoch, County of Sutherland.

| | | | | |
|------------------------------------|-------|-------------|--|-----------------------|
| Abdul Rahman, Corporal, aged 37 | 7 Coy | Died 1/1/44 | at Indian General Hospital, Dornoch | Acute disseminated TB |
|------------------------------------|-------|-------------|--|-----------------------|

GHULAM NABI, Driver, 179422, Royal Indian Army Service Corps. 28 September 1943. Age 24. Son of Khair Din and Said Jan, of Dhir Kot, Hazara, Pakistan. Grave Ref. Sec. G. Grave 1.

Death registered in District of Dornoch, County of Sutherland.

| | | | | |
|--|---------------------------|--------------|------------------|----------------|
| Ghulam Nabi, Driver, aged 24, single | No Coy number given | Died 28/9/43 | at Dornoch Hotel | Mediastinal TB |
|--|---------------------------|--------------|------------------|----------------|

GRANGE CEMETERY, Banffshire, United Kingdom

KARAM DAD, Driver, 783860, 7 Mule Coy., Royal Indian Army Service Corps. 2 December 1943. Age 22. Son of Rahmat Khan, of Chak Pinana, Gujrat, Pakistan. Grave Ref. Sec. L. Row 1. Grave 2-3.

Death registered in District of Grange, County of Banff

| | | | | |
|--|--|-----------------|-------------------------------------|--|
| Karan (<i>sic</i>) Dad, Driver, aged 22 | No Coy listed, but death notified by C.O. of no. 7 Coy | Died 2/12/43 | at Knock railway sidings, Grange | "Internal injuries; accidental shock" |
|--|--|-----------------|-------------------------------------|--|

KINGUSSIE CEMETERY, Inverness-shire, United Kingdom

ALI BAHADUR, Daffadar, 59383, 25 Mule Coy., Royal Indian Army Service Corps. 22 November 1942. Age 38. Son of Sumundar Khan and Sahib Noor, of Badyal, Hazara, Pakistan. Grave Ref. Sec. 3. Grave 538-539.

Death registered in District of Duthill, County of Inverness.

| | | | | |
|---|--------|---------------|--|----------------------|
| Ali Bahadur, Sergeant, aged 43, married | 25 Coy | Died 22/11/42 | Section, Indian General Hospital, Aviemore | TB of the peritoneum |
|---|--------|---------------|--|----------------------|

BARI SHER, Driver, 64164, 42 Mule Coy., Royal Indian Army Service Corps. 20 June 1943. Age 37. Son of Jang Khan, and of Bodla, of Ali Sojal, Poonch, Kashmir; husband of Begum Jan, of Ali Sojal. Grave Ref. Sec. 3. Grave 542-543.

Death registered in District of Inverness, County of Inverness.

| | | | | |
|---|---------------------------|--------------|-------------------|---|
| Bari Sher, Driver, aged 35, married | No Coy number given | Died 19/6/43 | Raigmore Hospital | Cerebral abscess and TB of the lungs |
|---|---------------------------|--------------|-------------------|---|

DADAN KHAN, Driver, 783738, Royal Indian Army Service Corps. 20 August 1942. Age 22. Son of Mir Zaman and Bivi Ji, of Merabala, Hazara, Pakistan; husband of Noor Jahan, of Merabala. Grave Ref. Sec. 3. Grave 574-575.

Death registered in District of Alvie, County of Inverness.

| | | | | |
|--|--------------|--------------|--|--------------------|
| Dadan Khan, Driver, aged 26, married | No. 3 Coy | Died 20/8/42 | Section, Indian General Hospital, Kinrara, Alvie | TB and peritonitis |
|--|--------------|--------------|--|--------------------|

FAZL ALI, Driver, 784364, Royal Indian Army Service Corps. 25 June 1943. Age 25. Son of Taj Ali and Hayat Bibi, of Chak Mehmda, Gujrat, Pakistan. Grave Ref. Sec. 3. Grave 534-535.

Death registered in District of Abernethy and Kincardine, County of Inverness.

| | | | | |
|---|---------------------------|---------|---|----|
| Fazal Ali, Driver, aged 25, married | No Coy number given | 25/6/43 | (Illegible) Hospital Near Nethy Bridge | TB |
|---|---------------------------|---------|---|----|

KHAN MUHAMMAD, Driver, 28513, 3 Mule Coy., Royal Indian Army Service Corps. 15 October 1942. Age 32. Son of Fakhar Din and Jan Begum, of Jawra, Rawalpindi, Pakistan; husband of Mirza Jan, of Jawra. Grave Ref. Sec. 3. Grave 572-573.

Death registered in District of Kingussie and Insh, County of Inverness.

| | | | | |
|--|--------------|---------------|-----------------|--|
| Khan Mohammad, Soldier, aged 41, married | No. 3 Coy | Died 16/10/42 | Cairngorm hills | "Shock following exposure on military duty" |
|--|--------------|---------------|-----------------|--|

KHUSHI MUHAMM, Driver, 65621, 3 Mule Coy, Royal Indian Army Service Corps. 20 April 1943. Age 35. Son of Habib Ali and Masuma, of Chok Anjam Mirpur, Kashmir; Husband of Halima, of Chok Anjam. Grave Ref. Sec. 3. Grave 540-541.

Death registered in District of Inverness, County of Inverness.

| | | | | |
|--|---------------------------|--------------|-------------------|--|
| Khushi Mohammad, Driver, aged 40, married | No Coy number given | Died 20/4/43 | Raigmore Hospital | Cerebral abscess and lung infection |
|--|---------------------------|--------------|-------------------|--|

MUHAMMAD, Driver, 172870, 7 Mule Coy., Royal Indian Army Service Corps. 30 October 1942. Age 29. Son of Ahmed, of Burch Basoa, Gujrat, Pakistan; husband of Fazal Begum, of Burch Basoa. Grave Ref. Sec. 3. Grave 536-537.

Death registered in District of Inverness, County of Inverness.

| | | | | |
|--|---------------------------|------------------|----------------------|---|
| Mohammad, Driver, aged 28, married | No Coy number given | Died 31/10/42 | Raigmore Hospital | No cause recorded, but he died of injuries following the overturning of a lorry (source: War Diary) |
|--|---------------------------|------------------|----------------------|---|

MUHAMMAD SADIQ, Naik, 172305, 42 Mule Coy., Royal Indian Army Service Corps. 28 June 1942. Age 29. Son of Allah Ditta, of Sukho, Rawalpindi, Pakistan. Grave Ref. Sec. 3. Grave 576-577.

Death registered in District of Alvie, County of Inverness.

| | | | | |
|---|--------|--------------|--------------------------------------|---|
| Mohammad Sadiq, Naik, aged 28, single | 42 Coy | Died 28/6/42 | In a tent at camp near Loch Alvie | Haemorrhage from a penetrating wound of heart and lungs (i.e. gunshot - source War Diary) |
|---|--------|--------------|--------------------------------------|---|

MUSHTAQ AHMAD, Driver, 780335, 7 Mule Coy., Royal Indian Army Service Corps. 19 October 1942. Age 21. Son of Nur Alam and Fateh Bibi, of Dhok Saiyan, Jhelum, Pakistan. Grave Ref. Sec. 3. Grave 570-571.

Death registered in District of Inverness, County of Inverness.

| | | | | |
|-----------------------------------|--------------|---------------|-------------------|----------------------|
| Mushtaq Ahmed, Driver, aged 24 | No. 7 Coy | Died 19/10/42 | Raigmore Hospital | Acute kidney failure |
|-----------------------------------|--------------|---------------|-------------------|----------------------|

Appendix 3

SOURCES

1. Force K6 / Indian Contingent War Diaries

The War Diaries may be viewed at the National Archives, Kew.

Force K6, War Office files: July 1940 - August 1943 (WO199/917)

Force K6, Headquarters files: 1 December 1939 - 19 July 1940 (WO 167/1433/1)

47 Supply Depot Section: 1 December 1939 - June 1940 (WO167/1436)

47 Supply Depot Section: 1 July - 30 December 1941 (WO179/5891)

47 Supply Depot Section: 1 January - 31 December 1942 (WO179/5892)

47 Supply Depot Section: 1 January - 30 June 1943 (WO179/5893)

N.B. The author consulted only the sections of the following RIASC Company files relating to Scotland

No. 3 Company, 23 May - 31 December 1942 (WO179/5901)

No. 3 Company, 1 January - 31 December 1943 (WO179/5902)

No. 7 Company, 14 May - 31 December 1942 (WO179/5904)

No. 7 Company, 1 January - 31 October 1943 (WO179/5904)

No. 25 Company, 1 April - 31 December 1942 (WO179/5908)

No. 25 Company, 1 January - 31 December 1943 (WO179/5909)

No. 29 Company, 16 July - 31 December 1942 (WO179/5912)

No. 29 Company, 1 January - 31 October 1943 (WO179/5913)

No. 32 Company, 16 May - 30 November 1942 (WO179/5916)

No. 32 Company, 1 January - 5 November 1943 (WO179/5917)

No. 42 Company, 26 May - 31 December 1942 (WO179/5919)

No. 42 Company, 1 January - 28 August 1943 (WO179/5920)

2. Statutory Death Registrations

As recorded in Appendix 2

3. Personal Reminiscences

Veronica Forbes, Balloch, Inverness

Eddie Lancaster, Balloch, Inverness

Peter Patterson, Inverness

per Am Baile Website

per Historylinks Museum, Dornoch

4. Book

History of the Army Service Corps. 1939 - 1945, Brig. V J Moharir (Sterling Publishers, New Delhi, etc)

5. Photographs

In Part 1 - Hamish Johnston; Johnston Family Photograph Album

In Part 2 - © Imperial War Museums

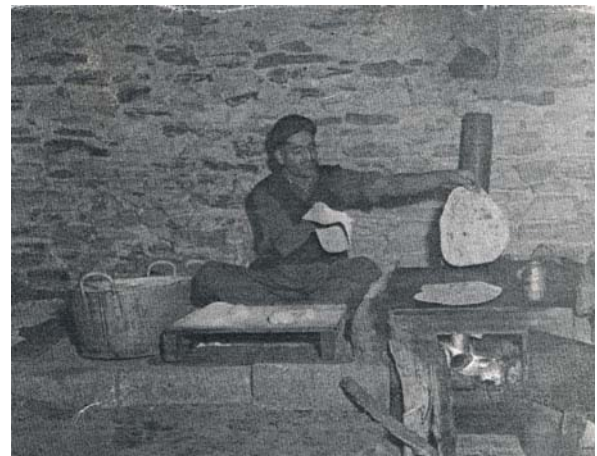
Appendix 4

Photographs from the Imperial War Museum Collection

All photographs are © Imperial War Museums



RIASC camp in Speyside, 1942 ©Imperial War Museums (H 21632 and H 21605)



Left: Butchering sheep; *Right:* Baking chipatis ©Imperial War Museums (H 5581, 5582) .

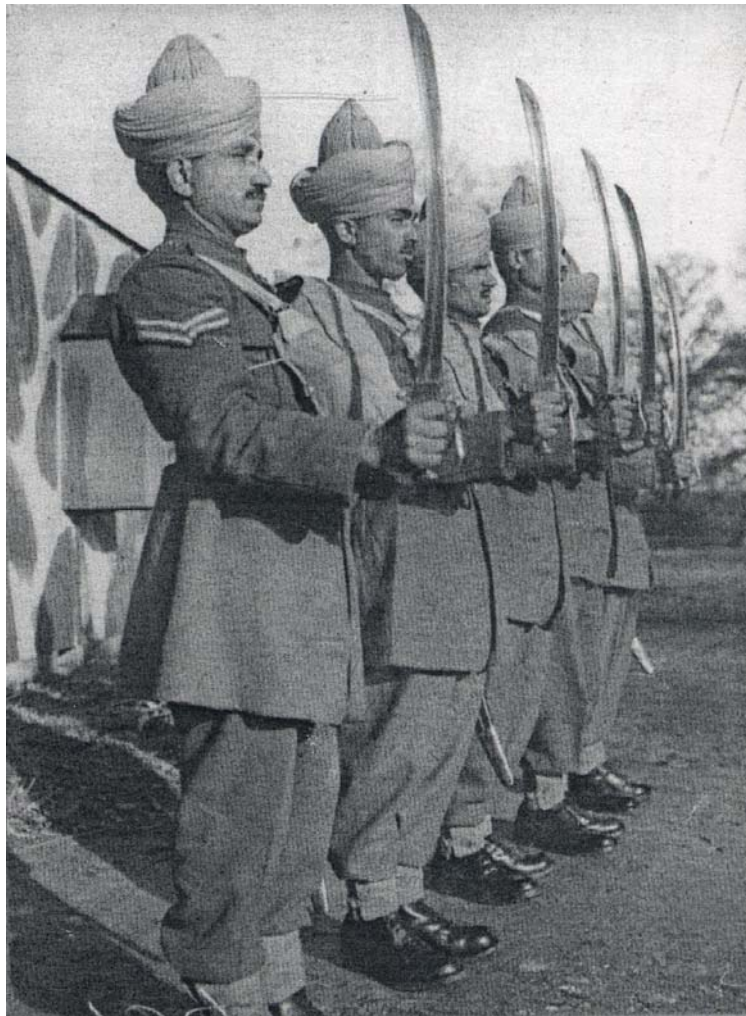


RIASC exercise in Speyside, 1942 ©Imperial War Museums (H 21616 and H 21613)



Formal inspection. The men are wearing respirator packs.

©Imperial War Museums (H 5575)



On formal parade ©Imperial War Museums (H 5584)



Tying a turban ©Imperial War Museums (H 21631)



A RIASC soldier ©Imperial War Museums (H 5587)
