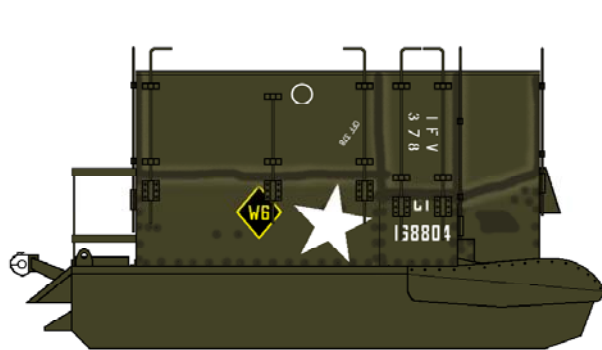
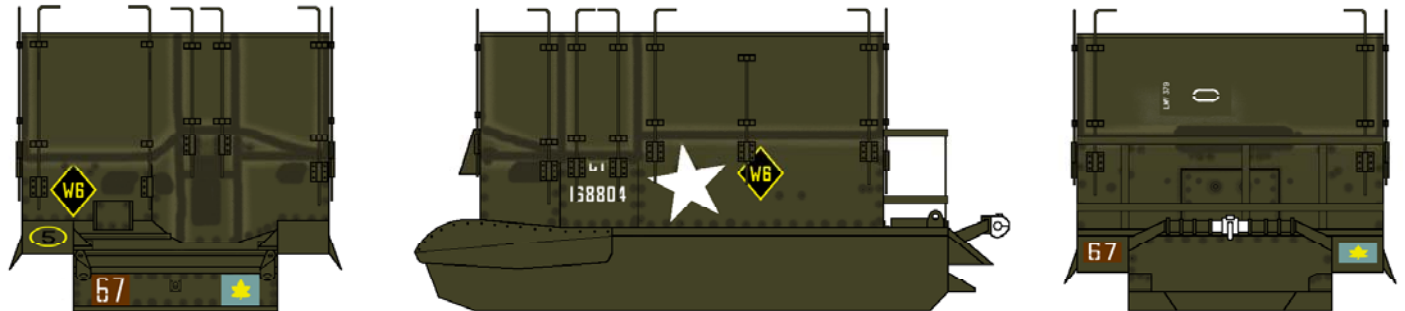


CANADIAN VEHICLE MARKINGS:

A look at the markings, colour schemes and vehicles of the Canadian Army.

Part 24: Even More Universal Carriers

Universal Carrier with Deep Wading Kit - The Highland Light Infantry of Canada, 3rd Canadian Infantry Division, Location Unknown, 19 May 1944



Tactical Sign



Vehicle Serial



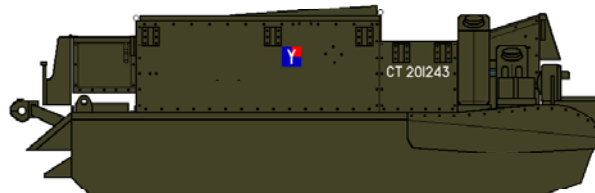
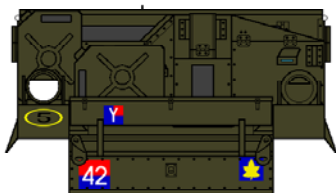
HLIoC



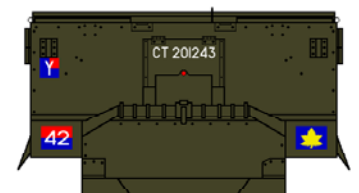
3CID

This vehicle is shown as it was nearing completion of the attachment of the deep wading kit for the Normandy landing. All seams were taped and then covered with a rubberized liquid compound by brush. Every rivet, bolt and weld seam was given the rubberized treatment. The rear is fitted with a large metal storage bracket and the centre of the tow pintle is painted white.

CT201243 - Survey Officer, 4th Field Regiment (RCA), 2nd Canadian Infantry Division, Verrieres Ridge, France, 20 July 1944



4FdR



Bridge Class

This vehicle was used by the FOO so I'm not sure the tactical marking is correct. Extensive stowage was the norm for FOO vehicles.



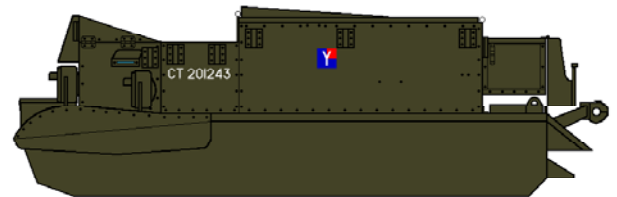
Vehicle Serial



Survey Officer
2nd Battery



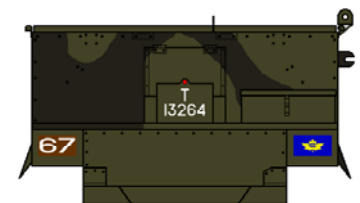
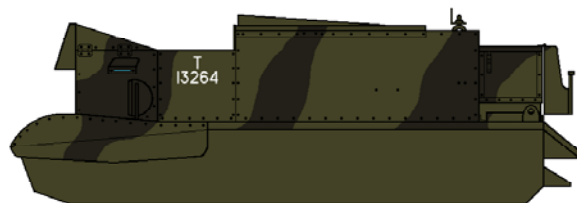
2CID



T13264 - Les Fusiliers Mont-Royal, Lewes, Sussex, England, 08 January 1942



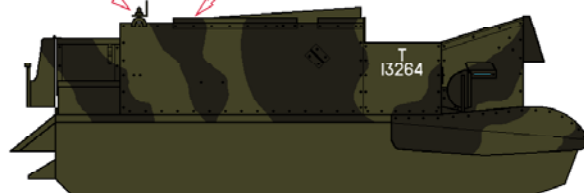
FMR



radio antenna mount leather pads (painted over)

Middle Bronze Green No.23 (G3)

This twin marking is unique and probably was a case of new markings being applied to a new location before the old ones were removed.



2CID



Tactical Sign

Black

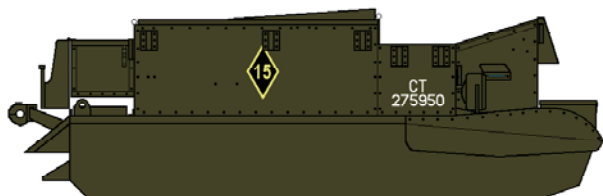


Vehicle Serial

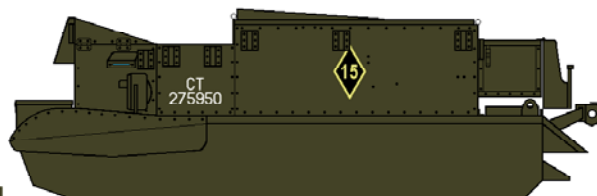
CANADIAN VEHICLE MARKINGS:

A look at the markings, colour schemes and vehicles of the Canadian Army.

'15' - The Queen's Own Cameron Highlanders of Canada, 6 Infantry Brigade, 2nd Canadian Infantry Division, Fleury-sur-Orne, France, 20 July 1944



Bridge Class

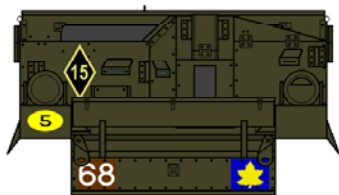


Note the 'follow-me' patch on the final drive. This is a white patch upon which has been painted, in black, the unit numbers. This allows the vehicle following to stay in the right column using his blackout driving lights.

The 'hinge-like' attachments all around the top edges of the vehicle are receptacles for attaching the extended side panels used for wading the carrier. This modification was common on vehicles which landed on D-Day.



Vehicle Serial



Unit Sign:



QOChoC

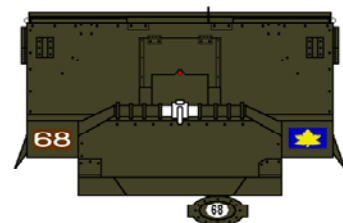


Tactical Sign

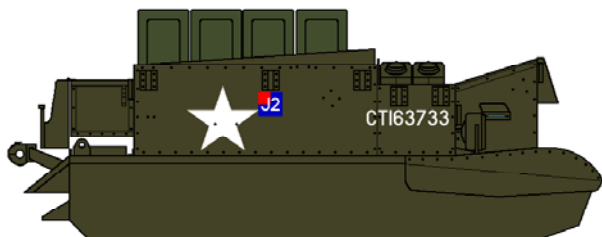
Formation Sign:



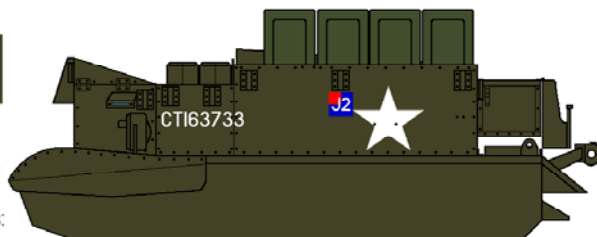
2CID



CT163733 - 3rd Anti-Tank Regiment, 3rd Canadian Infantry Division, Somewhere-in-France, Sometime after D-Day, 1944



Vehicle Serial



Battery Marking:

Bridge Class:

Unit Sign:



3ATKR



2nd Gun, 'J' Tp,
105 Bty

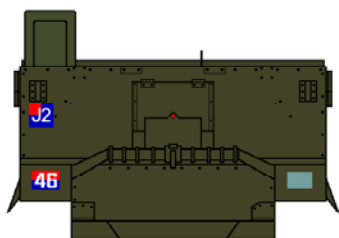


5-Tons

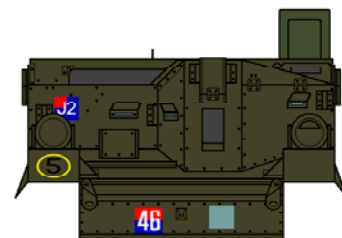
Formation Sign:



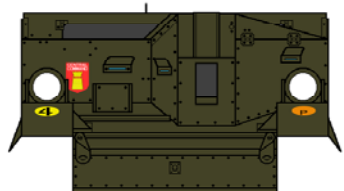
3CID



This carrier has a 6-Pr wheel and a spare carrier wheel wired on to the front as well as the usual ammunition boxes, fuel and creature comforts devised by soldiers in the field. It too landed with a deep wading kit attached.



66-395 - The Lincoln and Welland Regiment, St. Catherines, Ontario, 1950



Bridge Class:



4-Tons



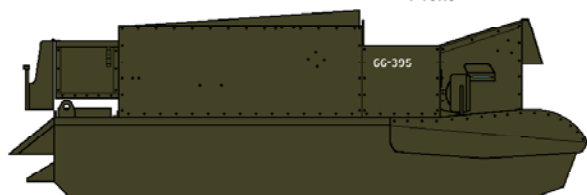
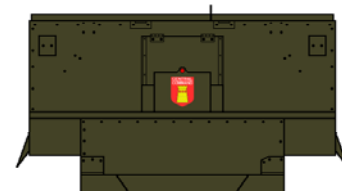
Vehicle Serial

Unit Sign:



Militia Pool

This post-war carrier is in use by the L&W Regt but isn't one of their vehicles. The Unit Sign indicates that the carrier is owned by the Militia Pool which would mean that it sat at the training base and various units used it for training. For this reason I doubt it was in St Catherines, it was probably at either Meaford or Petawawa. The Formation sign indicates that the vehicle is under the command of Central Command which controlled all units in Ontario.



Formation Sign

