

The Danish Brigade in Sweden 1939-1945 - The motor vehicle company

Introduction

The motor vehicle company

consisted of: • Chief with command group (30) • Field workshop (30) •

Fuel command, consisting of: Drivers with assistants (2), 2 delivery points for the vehicle fleet of 6 men (12), 2 delivery points for single drivers of 12 men (24) • Spare motor vehicle fleet (47).

In addition, the Motor Vehicle Company functioned as the Brigade's training department, which among other things supervised the training of all motor vehicle drivers.

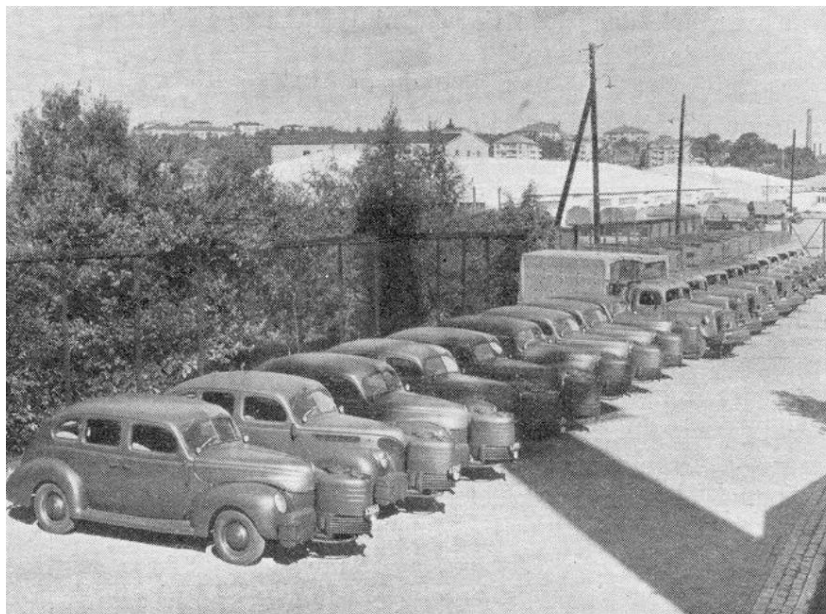
The crew

One of the admission requirements for the Brigade was that the soldiers had to be between 18 and 35 years old. Among the Danish refugees in Sweden, there was a large number of men over this age, who were thus excluded from making their contribution. In this age group there were some who would be able to fulfill the need for drivers and it was thus decided to relax the age criterion and certain requirements for the potential soldiers' physical ability.

In terms of uniforms, the Motor Vehicle Company did not belong to the highest priority units and many of the soldiers did not manage to be issued the Brigade's field uniform. Until the repatriation in July 1945, they remained dressed in turncoats.

The motor vehicle drivers' training lasted 3 weeks, and included, among other things, motor skills, weapons skills and map reading, as well as practical driving, convoy driving and driving at night, with and without lights. A total of 3 teams of approx. 120 men completed the company's training course at the layout at Tingsryd; however, the last team only managed to be there for 2 days before they were sent to the camp in Genarp in Scania at the end of April 1945.

The material



The brigade's first motor vehicles. From Source 3.

The passenger cars appear to be of the *Ford V8 Mercury* type, a type which was included in the Danish army from 1938.

The trucks appear to be of the type *Volvo TLV 141* (TLV = *Terrän lastvagn*).

In wartime Sweden, which suffered from severely limited opportunities to import, among other things, rubber, it was not easy to procure the necessary vehicles.

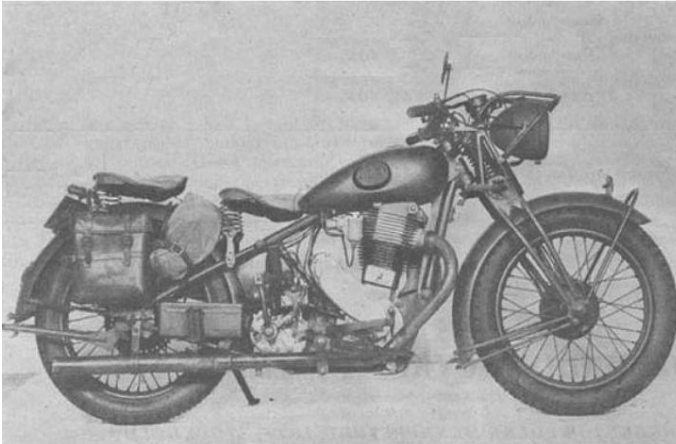
In June 1944, however, they succeeded in obtaining permission to purchase 20 passenger cars and 50 lorries; all generator powered.

However, the lorries suffered from the fact that, due to the lack of rubber, only tires with passenger car rubber were fitted behind the axles (referred to as *P-boggies*).

The Swedish authorities only allowed some of these wagons to be used in the training camps, while the rest were put in storage. For this purpose, Ford's import garage in Malmö and other garages in southern Sweden were rented. The facility in Malmö was later used as a depot for a large number of the Brigade's other material items.

In September 1944, the vehicle situation improved considerably and a considerable number of Volvo trucks and Ford semi-trailers (= semi-trailers) were made available from the Swedish army's stocks. The brigade's truck equipment thus came to consist of only two types - a standardization which greatly facilitated the maintenance service.

The Danish Brigade in Sweden 1939-1945 - The motor vehicle company



With regard to motorcycles, however, the situation was different, and the Brigade's motorcycles thus came to include 13 different brands, not all of which were of the same high quality as the Nimbus motorcycles that some of the soldiers knew from Denmark.

One of the best of the motorcycles was the Swedish *army motorcycle m/42*, from Monarck. The motorcycle was nicknamed Albin.

Army motorcycle w/42. The image comes from the now defunct Swedish website "Monark-Albin m/42."

At the contraction of the Brigade in Scania in April 1945, vehicles and motor vehicle drivers were distributed to the Brigade's separate units.

Before delivery, all vehicles were supposed to be inspected by the Swedish car inspection authorities. It was a very slow process that involved, among other things, the exact measurement of each individual vehicle (type approvals were obviously an unknown concept). However, at the urgent request of the Brigade, this process was relaxed so that most vehicles could be taken directly from the depot to the units.



Danish motor vehicle convoy on its way to Helsingborg, 5 May 1945. From Source 4.

The front truck is a Ford semi-trailer.

The semi-trailer was suitable as a supply vehicle, and is also known from, among others, the British army. It can carry twice the payload compared to an ordinary truck in the same class, but is only suitable for driving on the road.

The Danish Brigade in Sweden 1939-1945 - The motor vehicle company



Soldiers from the Motorvognskompagniet and a number of Ford semi-trailers.
From [Dragør Local History Association](#).

Special vehicles



Volvo TLV 141 with crane. The image comes from the [Danish Army Vehicles Homepage](#).

The photo may have been taken after the war - the number plate on the front motorcycle looks like a Danish military number plate.

The crane has presumably entered the Motor Vehicle Company's field workshop.

So far I have not seen pictures of other vehicles equipped for special purposes.

Closing



After returning home, the Brigade's vehicles were subordinated to the re-established Train Department, as 2nd Motor Vehicle Company.

Truck convoy consisting of Volvo cargo wagons, circa 1950. From Source 5.

The Danish Brigade in Sweden 1939-1945 - The motor vehicle company

Sources

1. *The Danish Brigade* edited by Niels Grunnet and Bent Demer, H. Hirschsprungs Forlag, Copenhagen 1945. 2. *1½ years with the Danish Brigade* by lieutenant colonel PAF Norup (the brigade's chief of staff), Militær Tidsskrift 1947, page 271-308 and 353-406.
3. *Some experiences and memories from the Danish Brigade's material acquisitions* by captain, weapons engineer, Einar Lund and Captain HC Engell, Dansk Artilleri-tidsskrift, 4th issue, August 1946, pages 155-188.
4. *The Brigade - The Danish Brigade in Sweden 1943-1945* by Knud JV Jespersen, Gyldendal, Copenhagen 1993, ISBN 87-00-14924-1.
5. 1. *Training Battalion 1880-1980*, anniversary letter on the occasion of the battalion's 100th anniversary 1 November 1980, Hø overturned in 1980.
6. *Sjællandske Trænregiment*, published by Sjællandske Trænregiment, Farum 1991.

Per Finsted



Ford semi-trailer, Stengade in Helsingør, 5 May 1945.
The image comes from the defunct website "[Øresundstid.](#)"