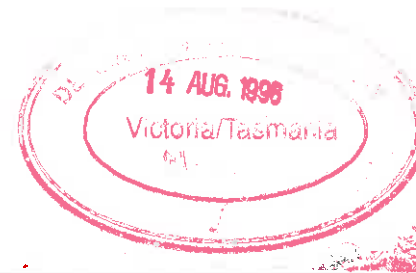


PAIR OVERI



Issue 26. November, 1995.



Official Journal of the Royal Australian Corps of Transport



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PAR OVERI



ISSUE NO 26

The Royal Australian Corps of Transport

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COVER: Army School of Transport's defensive driver training program can now be conducted in military areas around the country. Practical training is now provided on the Landrover 110 as well as on commercially purchased vehicles.

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Director's Message



Colonel R. T. Regan, CSC
DMOV & T-A

I would like to start by providing an update on a number of the changes taking place within Army which will have an impact on the Corps. 'Army 21' is a force structure review which is all about coming up with the capabilities and organisations required by Army to take it into the 21st Century. The review is a fundamental look at how we intend to do business and is to be completed by 30 November 1995. The Directorate continues to have input into the review process, the results of which will have a significant impact on the Corps.

The trialling of the Joint Movement Organisation on Exercise Kangaroo 95 is another step forward. While details of the formation of the organisation and its exploits are covered in some detail later in this issue, it is suffice to say that by forming the organisation we have been able to formalise much of what we have been trying to achieve on an ad-hoc basis for many years. We now have one organisation that is designed to provide movement support at the operational and tactical level across the ADF.

In training, a number of course reviews have been or are being undertaken. The Subject 2 for Warrant Officer has been reviewed and reduced from 20 to 16 days. It is now an integrated ARA/GRes course and the validation from the pilot course has been very positive. The major Corps review this year however has centred on movements training. Accepting the fact that support to operations is our core business, a comprehensive review of all movements courses is being undertaken to ensure what we are teaching is relevant, pitched at the right level and covers joint aspects. The review, which has included the deliberations of an Expert Panel, is due for completion by the end of this year. A new suite of courses will be introduced in February 1996.

It is important that I mention the move towards combined logistic training. The formation of integrated logistic units in Logistic Command and Brigade Administrative Support Battalions in Land Command has confirmed that while we are good in our specialist fields, our knowledge of logistics overall is limited. In the last six months I have been actively involved with the Directors of Electrical and Mechanical Engineers and Ordnance in developing a way ahead for logistic training for officers. In short, our recommendation is that the current range of regimental courses be discontinued and replaced by a new suite of logistic courses at the basic, intermediate and advanced level. With the exception of the Logistic Officer Advanced Course, each course will have a logistic component and a

special-to-corps component. The Logistic Officer Advanced Course will however relate specifically to logistic training. At this stage the GOC Logistic Command has agreed to the recommendations which are now being evaluated by the staff at Headquarters Training Command. Our next step is to look at the logistic training requirements for our Warrant Officers and Senior Non Commissioned Officers, a task which will commence in the very near future.

Let me finish with my view on how I see the Corps progressing. In the short time I have been Director, I have made it a priority to visit as many in the Corps as possible. During these visits I can only be impressed by the calibre, enthusiasm and the can-do approach of all members of the Corps. While it is quite evident that we as a Corps know what our job is all about and are good at what we do, it is important to keep in mind that we do live in an environment of continuing change. We must therefore strive to influence this change and then be flexible to adapt as change occurs.

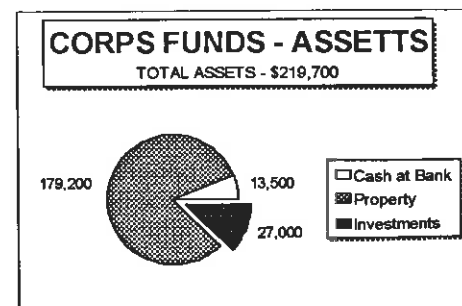
Continue to enjoy your soldiering and remember that we as a Corps are all about people and our priority is in providing a first class service. Par Oneri

RACT Corps Funds

- An audit was conducted recently and the books of account are in order.
- Corps funds expenditure for period included:

Production of PAR ONERI May Issue - \$1, 173
RACT Museum property insurance - \$1, 581
RACT Pipes and Drums insurance - \$1,388
Purchases of Books 'Equal to the Task' - \$2,000

Corps Funds - Assets (including Corps Property)
Total Assets - \$ 219,700



"DIRECTORATE NEWS"

VALE

Colonel C. B. McAuley AM, MBE, ED, RL; the Representative Colonel Commandant of the RACT, passed away suddenly on 6 November 1995.

Colonel McAuley had a long history of service with the RAASC and RACT. Following his retirement from the Army in 1990, he was appointed Colonel Commandant for Central and Northern Regions and more recently served as the Representative Colonel Commandant.

Colonel McAuley is survived by his wife Ruth and four children.

Editor's Note

Contributions to this edition of PAR ONERI have been overwhelming - many thanks to those who have contributed. We have tried very hard to include all articles and a selection of photographs to interest all. For those that have missed this edition they will be held over for the next. YOUR continued contribution is most important, and you are encouraged to submit short 'newsy' articles with clear photographs, for the next edition. The Closing date for submission is 29 Mar 96. Your enquires and submissions should be directed to:

The Editor
PAR ONERI
RACT Centre, Tobruk Barracks
PUCKAPUNYAL VIC 3662
or
Fax: (057) 93 7139

Queens Birthday Awards 1995

Member of the Order of Australia

Lieutenant Colonel (now Colonel) Eric Joseph Hanger

For outstanding service as the Commanding Officer Base Administrative Support Centre, Enoggera.

Medal of the Order of Australia

Warrant Officer Class Two Donald John Hacker

For service to Army water transport and particularly as Squadron Sergeant Major of 34 Water Transport Squadron.

Conspicuous Service Cross

Major (now Lieutenant Colonel) Alan Edwin Galt

For conspicuous service as an exchange officer with the British Army On the Rhine.

Major (now Lieutenant Colonel) Crispin John Anstey

For conspicuous service as the Staff Officer Grade Two (Personnel and Logistics) Headquarters 6th Brigade.

Conspicuous Service Medal

Sergeant (now Warrant Officer Class Two) James William Prien

For conspicuous service to the Army as the transport and air dispatch supervisor of the 3rd Battalion, The Royal Australian Regiment, (Parachute Battalion Group).

SOVO Volume 2 B Vehicles

The draft SOVO Vol 2 B Vehicles, has been circulated to Land Comd Formation Headquarters, HOC and selected units for comment. The revised SOVO will be printed in A5 size to encourage the carriage of the document in vehicles. Printing is scheduled for mid December.

Guidance for barrier testing, which is designed to recognise civilian driving qualifications, has been included in SOVO. New Barrier testing procedures will be introduced prior to SOVO being issued, and an implementing instruction will be raised in the interim.

"DIRECTORATE NEWS"

Training News

The Training Cell at DMOV&T is manned by the SO2 Training, MAJ John Hathaway and the WO Training, WO1 Keith Gear. Both are contactable on STD (057) 93 7362 or DNATS 8-56-7362, Fax (057) 93 7139.

DMOV&T has adopted a proactive approach in regard to providing all members of the Corps with appropriate and up to date information on all aspects of training.

A training newsletter was produced in September and has been widely disseminated. Initial feedback indicates that the newsletter has been well received. Readers are encouraged to make comment on any issues or topics they feel could be included in future issues of the newsletter.

What's New?

Operator Specialist Vehicle Advanced (274-2) Course.

The responsibility for the conduct of this course has been transferred from Land Comd to Trg Comd and AST is now the training provider. The course has been titled Operator Specialist Vehicle Advanced.

The course can be conducted either at AST or as an external package. The first course, which is fully subscribed, will be conducted 27 Nov - 8 Dec 1995. The second course for TY 95/96 will be held before 30 Jun 1996. Dates will be advised in the next newsletter.

The prerequisites are:
ECN 274-1
PTE-CPL

Army Maritime School

AMS have been busy developing Training Management Plans to incorporate ARA and GRes training into all trade courses. A number of concepts are being discussed with the eventual aim being flexibility in the

UPCOMING COURSES				
COURSE	START DATE	END DATE	NOMS BY	NOMS TO
3/95 ACCIDENT AVOIDANCE (TOWNSVILLE)	18 FEB 96	24 FEB 96	15 NOV 95	AST
4/95 ACCIDENT AVOIDANCE (BRISBANE)	14 MAY 96	20 MAY 96	19 MAR 96	AST
1/96 MOTOR CYCLE OP	5 FEB 96	28 FEB 96	15 NOV 95	DMOV&T
2/96 MOTOR CYCLE OP	29 APR 96	22 MAY 96	4 MAR 96	DMOV&T
1/96 OP MOV BASIC	26 FEB 96	3 APR 96	15 NOV 95	DMOV&T
1/96 OP SPEC VEH	28 FEB 96	12 APR 96	15 NOV 95	DMOV&T
1/96 ROBC ARA	22 JAN 96	25 MAR 96	27 NOV 95	DMOV&T
1/96 ROTC ARA	29 APR 96	31 MAY 96	4 MAR 96	DMOV&T
1/96 SUBJ 4 CPL MOV ARA	20 MAY 96	25 JUN 96	25 MAR 96	SCMA RACT
1/96 SUBJ 4 CPL MOV GRES	20 APR 96	6 MAY 96	24 FEB 96	DMOV&T
1/96 SUBJ 4 CPL RD TPT ARA	12 FEB 96	2 APR 96	15 NOV 95	SCMARACT
1/96 SUBJ 4 SGT RD TPT GRES	3 FEB 96	18 FEB 96	15 NOV 95	DMOV&T
1/96 B VEH TTO	16 MAR 96	31 MAR 96	15 NOV 95	DMOV&T
1/96 TPT MNGT ALL CORPS	4 MAY 96	18 MAY 96	9 MAR 96	DMOV&T
2/96 TTO REFRESHER (HOBART)	22 APR 96	25 APR 96	26 FEB 96	HOST UNIT
3/96 TTO REFRESHER (DARWIN)	27 MAY 96	31 MAY 96	1 APR 96	HOST UNIT
1/96 OFFR TML/WATER OPS	27 MAY 96	26 JUN 96	1 APR 96	DMOV&T
1/96 SUBJ 4 CPL ADV OP TML	8 MAY 96	20 JUN 96	13 MAR 96	SCMA RACT
1/96 SUBJ 4 CPL SEAMAN GDE 2 GRES	9 APR 96	21 JUN 96	13 FEB 96	DMOV&T
1/96 BASIC AIR DISPATCH	16 JUN 96	30 JUN 96	21 APR 96	DMOV&T
1/96 BADO	15 JUN 96	5 JUL 96	20 APR 96	DMOV&T
1/96 SUBJ 4 CPL AIR DISPATCH	11 MAR 96	31 MAR 96	15 NOV 95	DMOV&T
1/96 BULK FUEL TANKER RACT	29 JAN 96	16 FEB 96	15 NOV 95	DMOV&T
2/96 BULK FUEL TANKER	19 FEB 96	8 MAR 96	15 NOV 95	DMOV&T
3/96 BULK FUEL TANKER RACT	18 MAR 96	5 APR 96	15 NOV 95	DMOV&T
4/96 BULK FUEL TANKER	22 APR 96	10 MAY 96	25 FEB 96	DMOV&T
5/96 BULK FUEL TANKER RACT	13 MAY 96	31 MAY 96	18 MAR 96	DMOV&T
6/96 BULK FUEL TANKER	4 JUN 96	25 JUN 96	2 APR 96	DMOV&T
7/96 BULK FUEL TANKER RACT	26 JUN 96	16 JUL 96	17 APR 96	DMOV&T

delivery of training for both ARA and GRes members.

AMTDU

The rationalisation of dangerous cargo training, both pack and accept, is on the agenda and it is envisaged that Defence wide training and standards will result, with AMTDU remaining a training provider.

CH47D Chinook training is being developed and once Army's training liability is decided, AMTDU will 'deliver'.

"DIRECTORATE NEWS"

Pers News

Transport Supervisors

As the result of a recent decision by the DCGS, Transport Supervisor positions in Regular and Reserve Artillery and Infantry units are to transfer to the RACT.

RACT already mans a number of such positions in Infantry units as a result of agreements between SCMA Career Advisers. Not all of those Transport Supervisors currently serving in Artillery and Infantry will Corps transfer. Those who do so will receive Corps familiarisation training at the Army School of Transport.

Pay

All RACT trades will be reviewed by the Employment Category Review Committee prior to consideration by the Defence Force Remuneration Tribunal in November 1996. While this process is most unlikely to result in across the board pay rises, DMOV&T staff are hopeful of correcting some anomalies that currently exist.

Colonel Commandant Tasmania Region

Our new Colonel Commandant, Tasmania Region is Lieutenant Colonel C. M. Bidgood RFD, RL. Lieutenant Colonel Bidgood took up this position on 26 September, 1995, replacing his brother, Lieutenant Colonel A. C. Bidgood RFD, ED, RL.

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Development News

LTCOL Barkley from Mat Div visited the Directorate recently and briefed the Directorate staff on the changes which are occurring with uniforms and personal equipment.

The load carrying vests which were trialled by some of our units have been approved. The vest is lightweight and designed to be comfortable enough to wear while driving. The vest will be able to carry some water, rations and ammunition and would be suitable for light patrolling. LHQ have been asked to comment on the provisioning of the vests to units, and some RACT units will no doubt have an entitlement. The date for issue of the new vest has not been confirmed.

A DPCU 100% cotton T-shirt is available for purchase through Army Clothing Stores. It is intended that T-shirts become part of initial free issue and would then be replaced using UMA.

A new back pack is to be issued to Land Command units by July 1996. The new pack will have a similar capacity to the current pack but will include several new features which will make it more attractive to the user. The pack contains a waterproof stuff sack in the bottom, and a soft internal frame which can be detached and then attached to an external frame if required.

A broad brimmed bush hat has been designed and a manufacturer is being sought at present. The hat will have terry lining, a firm wide brim and a breathable fabric in the crown. The hat should be available in 1996.

Queries on these matters should be directed to SO2 DEV, DMOV&T on (057) 93 7034.



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RSM ROUNDUP

Warrant Officer Class One T. A. Eaton, OAM



Warrant Officer Class One Terence Allan Eaton was born on 10 Oct 42 in Brisbane QLD. He enlisted in the Australian Regular Army in 1962 and on completion of recruit training was allocated to the Royal Australian Artillery. After a basic gunnery course at the School of Artillery, North Head NSW, he was posted to 105 Bty (Wacol, QLD) as a Dvr Op (Sig) and became part of the BTY COMD's OP group.

In 1964 he Corps transferred to RAASC for duty at 1 Coy RAASC (Inf Div Tpt) located at Ingleburn NSW. Warrant Officer Eaton served in Vietnam during 1966/67. On return to Australia he was posted to the Jungle Training Centre at Canungra, as a foundation member of the initial section of 393 Tpt Pl, filling the appointments of Pl Comd, Pl SGT, Sect Comd and any other appointment necessary to get the task completed. In 1969, he was posted to 24 Tpt Pl, 18 Tpt Coy Enoggera. Promotion to SGT in 1970 saw a posting as an instructor with the Driving and Servicing Wing of Southern Command Trade Training Centre located at Broadmeadows Army Camp in Melbourne. A three year posting with 3 Army Recruiting Unit followed before a posting back to Brisbane in 1974 as Tpt Spvr SGT, HQ 7 TF. 1975 saw Warrant Officer Eaton posted as the OPS SGT 5 Tpt Coy/Sqn (a sub-unit of the now defunct 1 Div Tpt Regt), where he remained until posted on promotion to WO2 as an instructor on the staff of CTW, RACT Centre Puckapunyal in January 1978.

In June 1979 Warrant Officer Eaton realised one of his many military goals when he was posted as SSM 1 Tpt Sqn. Three years later (Jul 82) he was promoted and became the first 'rubber wheel truckie' RSM of 1 ATSR (which he promptly renamed the "Flying Truck Regiment"). He was then posted as RSM Army School of Transport in 1986. It was during his second year at Puckapunyal that he discovered golf, a sport he continues to pursue with ruthless zeal. Warrant Officer Eaton was next posted as RSM 6 MD located in Anglesea Barracks Hobart Tasmania where his golf handicap improved markedly.

In May 1991 he was selected to be the Regimental Sergeant Major Logistic Command and after a tour of some of the major military bases in Canada and the United States he took up his current appointment in December of that year. WO1 Eaton is due to hand over his appointment to WO1 W. J. Langford, OAM in December this year.

WO1 Eaton was awarded the Medal of the Order of Australia in the 1989 Queen's Birthday Honours List for his service to the Royal Australian Corps of Transport.

SCMA Corner

One of the more frequent questions that has been asked of the RACT Career Advisers this year, is how do I get into the regimental stream? The simple answer to this question is that soldiers must perform well in their trade before they will be posted into regimental positions.

For soldiers aspiring to become an RACT RSM there are several positions that will enhance their career profile. As a CPL, a position as a Recruit Instructor at 1 RTB or an Instructor at one of the RACT Corps School should be considered. As a CPL you will need to complete at least one other posting within your trade to gain the necessary trade experience to make you competitive for promotion.

At SGT level, positions are available at 1 RTB, LWC, RMC, ADFA and the Corps Schools. Again, you will not be considered for these positions until you have demonstrated an above average reporting history within your primary ECN.

Those Warrant Officers who wish to be considered for an RSM course will first need to demonstrate an above average ability within their trade. Once they have shown the ability to progress, a posting as SSM/CSM to one of the units listed below will follow:

- a. 26 Tpt Sqn
- b. 3 BASB Tpt Sqn (9 Tpt Sqn)
- c. 6 BASB Tpt Sqn (5 Tpt Sqn)
- d. 1 BASB Tpt Coy (1 Tpt Sqn)
- e. 30 Tml Sqn
- f. CSM 1 RTB
- g. 176 AD Sqn
- h. Wing SM Tpt Wing AST

It is important to note that members of all trades within RACT will be considered for these SSM/CSM positions.

With only one position allocated to RACT per year, selection for attendance on a RSM course is very competitive. Only those Warrant Officers who have filled or are currently filling a SSM/CSM position will be considered. For those Warrant Officers who do not attend an RSM course during their appointment as SSM/CSM, and continue to be competitive for selection, a posting to either AST or Instructor at LWC will follow.

Exercise Long Look 1995

by Lieutenant K.K. Carter, 26 Transport Squadron

Exercise LONG LOOK is an exchange program between members of the Australian and United Kingdom Defence Forces. It is conducted annually during the period Jul-Nov. The primary aims of the exchange are to broaden the military experience and professional knowledge of selected personnel from Australia and United Kingdom and to promote cooperation between the two Defence Forces.

This year the contingent is 116 strong, of which 77 are represented by the Army. Whilst participants range from Corporal to Captain in rank, the majority are JNCOs and SNCOs.

Twenty four Army participants, including myself, were offloaded in Germany for their tour, whilst the remainder are spending their time in the UK. After a day and a half of travelling across the world, I came to Bielefeld to spend the next four months with 7 Transport Regiment, Royal Logistic Corps. I was fortunate to be placed in 17 Squadron, where I caught up with Captain Darren 'The Pom' Corrie, the Operations Officer, who came to 26 Transport Squadron last year on LONG LOOK as a Lieutenant.

In the two months that I have been here my feet have hardly touched the ground. Very early on I went away on Adventure Training in Bavaria (trekking the mountains - almost expecting Julie Andrews to pop her head over the top singing the Sound of Music), I entertained the General Officer Commanding 1 (UK) Armoured Division when he came to visit, conducted a Regimental trade skills competition, acted as Troop Commander, sung Waltzing Matilda during a Regiment dining in night (a small break with tradition), visited other transport units in the area, watched the inter Squadron boxing and run a BTF every month. In my spare time I have been touring the countryside and partaking in the local culture (beer and Black Forest cake!).

It has been a time for meeting new people, travelling, and learning. I have established some great friendships which I'm sure will remain with me for a long time. I have found that our Armies are very similar. Indeed the Squadron that I am being hosted by has almost identical procedures when it comes to transport management, it just goes by another name. Whilst I have tried to introduce Vegemite to the mess (none too successfully!) I have been exposed to some British transport lingo: on the park - in the yard, stag on - piquet, on drag/detail - on task.

I have reached the mid point of my trip I still have a two week exercise, a four week tour of units in the UK and maybe a stopover in Paris to look forward to. Exercise LONG LOOK is a terrific experience and I recommend that if the opportunity presents itself, do not let it pass you by.

The Raising of HQ Joint Movement Group

by WO2 Leonie Oxley

During my 17 years in the Army I have been part of many changes, such as being an instructor of female recruits at Kapooka (before 'Women in the Lines' I might add), being posted to a busy field unit (11 MC Gp) and being part of two UN operations. On 8 May 95 I was given the opportunity to be part of another change; the raising of HQ Joint Movement Group (HQ JMOV Gp).

It was with some trepidation that I arrived in Sydney to work in this new unit, as I have had little experience in working in a headquarters before. On arrival I was greeted by former members of HQ MC, who had moved from Melbourne to set up the Ops Cell and continue preparations for Ex K95. Included in the recruiting drive were other ARA, GRes, RAN and RAAF members to provide assistance during the operational movements trial period. HQ JMOV Gp is composed of a Plans Cell, Ops Cell and Admin. Top cover, is provided by a GPCAPT, LTCOL and MAJ. As the WO Ops I work on projects assigned to me, be they exercises, operations or admin. The job also involves liaison with all the higher HQs and mode operators, which certainly makes a change to working at the unit level.

HQ JMOV Gp is more than just HQ MC. It is a truly joint unit. Our role is to plan, control and monitor the movement of all ADF formations and units on operations and exercises. Collocated with the new JHQ, we are tasked either by HQ ADF or a LJC (eg. LCAUST for Op TAMAR). With that in mind not only are we looking after annual exercises such as Long Look, Anzac Exchange, Pacific Look and Anzac Merit, but we have also been involved with coordinating movement for the Department of Veteran Affairs "Australia Remembers" pilgrimages to Borneo and PNG; UN operations (Rwanda) and joint combined exercises in Thailand, Indonesia, Guam and USA.

Of course Exercise K95 was getting underway when I arrived and the Plans Cell was working furiously formulating the plan and writing up the Movement Instruction which meant many late nights and early mornings. Once the Movement Instruction was released the Ops Cell then had the mammoth task of controlling and monitoring Exercise K95 movement.

K95 is over now, and the bulk of the work is done. However, HQ JMOV Gp is still here and intends on being here for quite some time. The trial has been extended and I am staying in Sydney for another 12 months at least, to continue building this HQ into an organisation that will benefit not just the Army but the ADF.

Exercise Back to the Track

Introduction

Exercise Back to the Track was an official 50th Anniversary Australia Remembers event that was sponsored by the Department of Veteran Affairs. The Australian Army was asked to assist this activity by providing manpower and equipment support for the road convoy phase from Alice Springs to Darwin and the departure parade held in Sydney prior to the train journey from Sydney to Alice Springs.

The Army School of Transport was appointed as the controlling headquarters and had attached under command elements from the School of Signals, 3rd Forward General Hospital and 107th Field Workshops. Support for this activity was also provided by 3rd Transport Squadron and the Directorate of Army Public Affairs. A total of 26 military personnel were tasked to support this activity.

Historical Significance

The hopes and expectations of the Back to the Track participants were realised when Mr Alan Smith, a former Troop Commander of the 121st Australian General Transport Company, reminisced "If you want to go crazy, slow your car to 32 km/h and drive for four days over a thousand kilometres of rough, dusty roads with no air-conditioning. Turn around the next day and go back the way you came. Rest for three days, and repeat continually for three years over corrugations so deep kangaroos could rest in the shade of them, through heat so great the tyres exploded; through gluepot bogs in the wet; through water tap freezing winter mornings. In the summer the flies were so thick they looked like Vegemite on your bully beef. Shooing them out the window did no good. You flicked them out, they'd fly along next to you for a bit, then pop back in. This was Australia's greatest logistical nightmare."

During World War II, 400,000 troops and half a million tonnes of freight passed up and down the Track, crossing thousands of kilometres of one of the earth's less hospitable stretches. According to Mark Whittaker in his article "Salute to the Chockos", the first convoys to supply Darwin had begun in 1940 with 150 brand new Indian Army Chevrolet trucks. It was a heartbreaking expedition along "nothing but a fire plough track about 12 feet wide cut through the sand and spinifex". After Darwin was bombed in February 1942, the timetable went from five trains a month to three a day each way. The road convoys had to fill the gap in the middle. The road was widened and graded, but the graders couldn't keep up with the ever increasing traffic.

Within a few months, war correspondent John Hetherington was to write, "trucks jolted themselves to pieces. Windscreens cracked and fell out. Doors broke off

their hinges, mudguards were rattled loose and dropped off, blown tyres littered the scrub edging the road..... the strain of holding a jitterbugging steering wheel for eleven or more hours a day for eight days on end was too much for any but strong constitutions."

According to Smith, "the good news in 1942 was that if the Japs had taken Darwin, as seemed quite likely, the transport system they would have conquered was so bad they had Buckley's of getting across the desert to the rest of the country. The bad news was that in the meantime we, the good guys, had to use this international embarrassment of road and rail. If Darwin didn't fall, it was shaping up as a crucial base for a counter-attack. First, the Allied war machine had to get there. The shipping lanes were no-go. The war machine had to go by land, and unfortunately the north-south railway promised by the Federal Government in 1911 hadn't quite made it. The best we could offer was an ancient line north to Alice Springs, then 1000 kms of goat track built in 1872 to service the overland telegraph line, then 500 kms of rail from Birdum to Darwin. Troops who rode in the museum piece cattle cars of the northern railway called her the Spirit of Protest. Alternatively, there was 1100 kms of equally appalling road north-west from the railhead at Mt Isa to Birdum."

The Gathering

Exercise Back to the Track commenced on 23 July 1995 for the Army contingent, when the School of Signals detachment commanded by Sgt Mark Anderson arrived at AST. The Signals detachment consisted of three FFR Landrover and six personnel. This detachment met up with the AST personnel on the morning of 24 July. The AST detachment consisted of two Landcruisers, a Landrover 110 Hardtop, an SLine with Haulmark trailer, a Kenworth, a Mack and TPA and 11 personnel.

The detachment from the School of Signals and AST departed Puckapunyal at 0900hrs on 24 of July 1995 for Adelaide where we were hosted by the detachment from 3rd Forward General Hospital and 107th Field Workshops. The Army contingent was now complete and consisted of the following personnel:

AST

MAJ Dave Long (OIC)
CAPT John Putt (Convoy Comd)
WO2 Frank Naylor (Tpt Spv)
WO2 Mark Perry (Tpt Spv)
SGT Jacki Cox (Tpt Spv)
CPL Doug Pullen (TPA Op)
CPL Charlie Collison (Q Rep)
CPL "Pom" Parkin (RLC Exchange)

CPL "Freddie" Jarvis (Wksp)
CPL Trevor "Reaper" Collins (S Line, Recovery)
LCPL "Cossy" Costello (Wksp)

School of Signals

SGT Mark Anderson (OIC Sig Det)
SGT Mark Pitt
CPL Helen McDougall (Sig)
LCPL Nick Fontana (Dvr)
PTE Karen Nash
SIG "Finno" Finlayson

3rd Medical Company

MAJ Rob Tuffin (OIC Med Det)
LT Kaylene Baird (Nurse)
LT Jenny Smith (Nurse)
CPL Bill Baird (Amb Dvr)
CPL Gordon "Relic" Tainsh (Amb Dvr)
PTE Shiela Sharma (Med Asst)
PTE "Mudgie" Mudge (Med Asst)

107th Field Workshops

WO2 "Buzz" Meakes (Veh Mech)
SGT "Hobbo" Hobson (Veh Mech)

The Army contingent departed Adelaide on the morning of 25 July for Port Augusta. It was planned to utilize the staging areas dedicated to Exercise Kangaroo 95 for the journey north until arrival at Alice Springs. Assistance for this was sought through Headquarters Logistic Command and fortunately with the help of Major Brian Hill (RACT) this was approved.

Cadney Park was the planned night location for 26 July. This staging area proved to be somewhat of a surprise as it is in the middle of nowhere surrounded by nothing. The staging area staff commanded by LT Mal Leach (RAAOC) must have been glad to see us as they provided us with great rations and accommodation. This was by far the best staging area we used.

The advance party of the contingent arrived in Alice Springs on the 27 July and proceeded to establish a base camp at the Greenleaves Caravan Park in preparation for the arrival of the troop train. From now until the Army contingent reached Darwin we would be travelling and staying with the "Trekkers" at the caravan parks booked by the Back to the Track Committee.

Arrival at Alice Springs

On Friday 28 July 1995 at approximately 2030 hrs a Troop Train arrived in Alice Springs completing the first stage of a momentous journey that was to culminate in Darwin and coincide with the Victory in the Pacific celebrations. This train had departed from Sydney some eight days

earlier carrying World War II veterans, 90 restored military vehicles of all variants and 250 enthusiasts intent on recreating the largest "Australia Remembers" re-enactment since the "Tall Ships" sailed into Sydney Harbour.

Unloading the train occurred in three locations, passengers at the Terminal Building, light vehicles at one of the sidings and heavy vehicles at the side loading ramp some 1.5 kms from the Terminal Building. As expected, no transport had been organised to ferry the Trekkers from the Terminal Building to the off-load points so the Army contingent commenced ferrying whilst the train commenced shunting. This was an experience in itself as most of the Trekkers were carrying vast amounts of excess baggage and had been vigorously partaking in the social events leading up to the trains arrival in Alice Springs.

Eventually all the Trekkers had located their vehicles and unloading commenced. Finally at about 2330hrs the last packet arrived safely at the Greenleaves Caravan Park where they were allocated a camping area.

Prelude to the Trek

The festivities for the road re-enactment commenced on 29 July 1995 in the Todd St Mall where the Trekkers were required to set up a static display of their vehicles for the general public. This commenced at 0830 hrs and went until 1200 hrs.

An Australia Remembers Luncheon at the Transport Hall of Fame was scheduled for 1230 hrs where the Trekkers were given the opportunity to listen to the memoirs of some of Australian World War II veterans. The veterans primary aim was to discuss their recollections of the Stuart Highway and the Army convoys that travelled it.

Miss Liz Martin of the Transport Hall of Fame spoke to the Trekkers: "unfortunately, it is still widely believed that the track was built by the Americans. After the bombing of Darwin, the government decided to have a go at sealing it. Martin says the building of the track was wholly Australian. State roads departments and the Army took on stretches. Men too old for active service were pressed into working them. The Civil Construction Corps, a compulsory service body, numbered 3125 men towards the end of the war, and they built the Track".

At 1430 hrs the Trekkers departed the Transport Hall of Fame to return to the caravan park to prepare for the Gala Opening Dinner at the Buntine Pavillion. The Army contingent sent a vehicle to the Alice Springs Airport to pick up the late Colonel C.B. McAuley, AM, MBE, ED, RL.

The Official Opening of the Transport Hall of Fame was scheduled for 0930 hrs on Sunday July 1995. The Trekkers Convoy proceeded through the Todd Mall en route to the Road Transport Hall of Fame where the Official Opening

ceremony was conducted by the Chief Minister of the Northern Territory, the Hon Shane Stone, MLA and The Hon Con Sciacca, Minister for Veterans' Affairs.

The late COL McAuley was on hand to present, on long term loan, an F1 International Mk 5 Cargo truck from the Corps Museum.



The late COL McAuley presents the F1 to the Road Transport Hall of Fame.

31 July 1995 saw the Trekkers display their vehicles at ANZAC Oval where at 1000hrs the Minister for Veteran Affairs unveiled the Back to the Track 1945-1995 plaque "In remembrance of those men and women who built the north-south road; The Track". It was here that the Army contingent presented its first set of convoy orders to all Trekkers in preparation for the commencement of the road phase (pictured below). The Trekkers were organised into packets of between 10 to 14 restored vehicles plus support crews in civilian vehicles. Packet commanders were nominated and the order of march was allocated with vehicle and packet spacings and speed limits. Convoy orders were to be issued at every night location for the remainder of the road phase.



The first set of convoy orders

The Trek

At 0500hr on 1 August the Army contingent broke camp and deployed to ANZAC Oval in preparation for the arrival of the Trekkers. All vehicles in the convoy were to be formed up in packet order ready to go under escort by the Northern Territory Police. At approximately 0830hrs the convoy departed Alice Springs for the first night's location at Barrow Creek.



The Trek begins from ANZAC Oval

Barrow Creek is situated at the foot of a rocky escarpment approximately 270kms north of Alice Springs. On 23 February 1874, the Telegraph Station was the site of a surprise attack by members of the Katish Tribe during which two Telegraph members, Franks and Stapleton, were killed. Barrow Creek was also the first night's stop for the war-time convoys. The original staging area was east of the highway and inside the present day racecourse. Because of inadequate water supplies the staging camp was moved in May 1942 to a new site 30kms north and adjacent to Taylor Creek. The facilities at Barrow Creek were very basic with the convoy being placed in a donkey paddock next to the Barrow Creek Hotel. This was one of the longest single day runs for the convoy.

The first day's travel proved to be somewhat of a "shakedown" for the Trekkers and highlighted a number of problems with vehicle preparation. The convoy speed was maintained at approximately 60 km/h, which was the maximum speed that the restored vehicles could maintain. A number of vehicles required the attention of the vehicle mechanics en-route and two required recovery forward by CPL Collins. This endeared him to the Trekkers and he was promptly nick-named the "Grim Reaper", due primarily to his sympathetic nature when loading disabled vehicles onto the S Line truck.

The morning of 2 August saw all vehicles form up ready for departure at 0900hrs. The convoy was to travel to the Aboriginal settlement of Ali Curung approximately 90 km north, where lunch and a corroboree had been organised. Arrival at Ali Curung revealed a community eagerly awaiting the Trekkers. The BBQ lunch had begun at about 1000 hrs and the community children were enthusiastically climbing in and out of the Trekkers vehicles. It was interesting to note that only a few of the Trekkers ate lunch, whilst the Army contingent, never one to pass up a free meal, ate with gusto.

The convoy departed Ali Curung at approximately 1400hrs for Tennant Creek, travelling through the townships of Wycliffe Well and Wauchope. The final day's halt prior to arrival at Tennant Creek was at the Devils Marbles where the Trekkers were briefed on these natural wonders by Mr Nigel Skelton from the Tennant Creek Tourist Bureau.

Arrival at Tennant Creek saw the convoy dispatched to two separate caravan parks. There was to be a two day halt at Tennant Creek so that the Trekkers could participate in planned Australia Remembers activities which included a vehicle parade through the town and a civic reception for all the Back to the Track participants. There was also a requirement for vehicle displays at both the Primary and High Schools to assist students in completing projects on the Track during World War II.

The two day lay-over at Tennant Creek also allowed the Army's repair team to catch up with the majority of repairs requested by the Trekkers to keep them on the road.

On Saturday 5 August the convoy departed Tennant Creek for Elliott. The itinerary for this day's trek saw the convoy halt at Churchill's Head approximately 83 km north, Banka Banka, which was the second night's staging area for the war time convoys, Renner Springs and finally Elliott.

Elliott proved to be an interesting stop as the caravan park booked was about a forty berth park and we had over 90 vehicles plus about 30 support vehicles travelling in the convoy. It was a tight fit but we managed to squeeze everyone in. Elliott also held a civic reception for the Trekkers and invited Mr Ted Egan to entertain the convoy at the local sports centre.

On 6 August at 0830hrs the convoy departed Elliott for Larrimah. There were a few of the Trekkers feeling a bit "seedy" from the night before and welcomed the short halt at Newcastle Waters, where they could have a cup of coffee and a walk around this historical township.

The lunch stop was at Daly Waters where the Trekkers toured the nearby aerodromes used during the war by the RAAF, Netherlands East Indies Air Force and the US Army Air Force.

The night location was the Green Park Tourist Complex at Larrimah. Larrimah was a military town by origin and the name means, "meeting place". It was established as an expedient to nearby Birdum's inaccessibility during the wet season. Basically the site was developed as the southern most rail junction and because of this, the military developed it as a rail-head and major staging area.

The night stop at Larrimah saw the Trekkers participate in a very moving ceremony at the rail-head. One of the original drivers had died in Sydney and his wife had asked the RSL to spread his ashes along the "Track". Cpl Doug Pullen from AST was asked to participate in the ceremony and spread the ashes at the rail-head as part of a traditional RSL farewell. It was a very solemn occasion that played on the emotions of everyone present.

The next leg of the trek saw the convoy depart Larrimah for Mataranka. This was a very short day for the Trekkers as they only had 77 kms to travel. The Trekkers spent most of the morning touring the local area visiting No 45 Camp



The convoy departs Elliott, bound for Larrimah

Hospital, Gorrie Airfield, No 9 Stores Depot, Eleyse Cemetery and the Aboriginal Army Camp.

The convoy was booked in at the Mataranka Homestead Caravan Park and began arriving at around 1230 hrs. Most of the Trekkers visited the thermal springs for a relaxing couple of hours after establishing their campsites. That night, the convoy was entertained by the "Chantoosies" who had recently reformed and stopped at Mataranka for the night on their way north to Darwin.

At 0800 hrs on 8 August the convoy moved into the Mataranka township for a vehicle display. Morning tea was provided by the local community and the Trekkers were hosted by the Town Council. The convoy eventually departed Mataranka at 1230 hrs, bound for Katherine.

The convoy began to arrive at the Springvale Caravan Park in Katherine from about 1500 hrs. Time was short as there were a number of official engagements that the Trekkers had to attend. At 1600 hrs the Trekkers departed the caravan park for another community display at the local museum followed by a BBQ hosted by the Katherine Australia Remembers Committee. Once again, Katherine was also a two day halt and at this time the Army contingent's repair crews were working flat out to ensure that all vehicles were capable of proceeding.

On 10 August at 0900hrs the convoy departed Katherine for Adelaide River. Once again the Trekkers were on a tight schedule as they had a number of community activities to attend. Adelaide River was also a two day stopover with a planned Commemorative Service of Remembrance for all participants to be held on 11 August at the Adelaide River War Cemetery. That night the local community welcomed the convoy with a civic reception held at the local Showgrounds.

Saturday 12 August saw the convoy depart Adelaide River for Batchelor. Unfortunately a few problems were experienced at the Batchelor Caravillage and the Trekkers voted to move onto Darwin.

The convoy arrived in Darwin on the 12 August at approximately 1600 hrs, where all participants were staged at the Shady Glen Caravan Park. This was the first time in which the Trekkers could relax as the Darwin festivities

didn't commence until the following day.

The Army contingent was to remain with the convoy for the next three days to assist in organising the planned Australia Remembers activities and the Victory in the Pacific Celebrations in which the Back to the Track convoy would play a major role. The activities in Darwin included, a vehicle parade from Howard Springs through Palmerston, a vehicle parade through Darwin, a static display at the 1995 Darwin Tattoo, a vehicle parade at the Darwin Cenotaph, an official reception at Government House and finally a VP dinner at the Darwin Hotel.

Conclusion

Exercise Back to the Track 1945 - 1995 proved to be an extremely successful activity that enabled the Army to actively participate in the Australia Remembers celebrations. AST, as the controlling headquarters, together with the Signals, Medical and Workshops detachments, achieved their ultimate aim in having all exercise participants arrive safely in Darwin.

During the activity exercise participants had the opportunity to appreciate some of the hardships and camaraderie that the original Trekkers felt. It was fitting that the final words spoken by many of the modern day Trekkers were tinged with awe at the sacrifices and hardships that were endured by the original soldiers who conquered the "Track".

Exercise Kangaroo 95

by LT. E. G. Boulton

On 9 Jul 95, 26 Tpt Sqn deployed on Exercise KANGAROO 95 with some relief that a hectic month of preparation was finally over. During the early stages of the exercise, details about the Squadron's tasking was still sketchy, hence its initial deployment to Brisbane and Townsville unaware of what tasking and loads lay ahead or where the unit would be based during the exercise. Waiting for the Movers to say 'GO!' was like waiting for a dam to burst, and burst it did.

86 Tpt Tp was tasked to deploy 21 Const Sqn from Brisbane to Katherine and move much of the stores and equipment for units deploying to Weipa. One section of Macks stayed in Weipa for the complete exercise. The notoriously bad roads on the Cape certainly tested the Mack drivers who found many resourceful ways to repair trucks in the middle of nowhere.

Within an hour of 85 Tpt Tp arriving in Townsville, drivers were loading the first of 120 semi-trailer loads destined for the Katherine area. A 24 hour continuous road train operation was established to outload Townsville. The 24 hour operation meant that the trip Townsville - Katherine - Townsville could be completed in just over two days. This provided the customer (3 Bde and 2 Fd Log Bn) with a very fast and responsive transport service. To support

this operation the Sqn Wksp was established in Mt Isa. When a road train arrived in Mt Isa a team of mechanics went to work checking the vehicle and trailers for serviceability and carrying out preventative maintenance. At times the Wksp resembled a grand prix pit stop with vehicles being processed in quick time. The enthusiasm and hard work of the Sqn's RAEME soldiers contributed greatly to the success of the continuous road train operation.

26 Tpt Sqn was one of the first units deployed to the Joint Force Support Unit (2JFSU) area located on the outskirts of Katherine. With the Tpt Tps and Wksp Tp busy supporting the inload operation, the Sqn HQ had the task of establishing the Sqn location in Katherine. The tireless work of the Sqn HQ soldiers meant that when the other elements did arrive in the main location, defence plans and administrative arrangements were all well developed.

The Sqn completed the deployment of units from Sydney, Brisbane and Townsville to Katherine, Weipa, Darwin and many other northern locations in a very busy three week period. Once all other units had been deployed the Sqn combined in Katherine to support the main tactical phase of the exercise.

The short warning conflict nature of the exercise raised specific challenges for the Sqn. The operational and

tactical value of the unit's vehicles meant that the Sqn was a major target for the enemy. To counter this the Sqn developed a strong defensive position. The soldiers revealed their adaptability as well as their solid infantry skills in conducting an active patrolling program to protect the Sqn area and support the overall JFSU defence plan. The Sqn also provided the defence platoon for the 2 JFSU area which involved sending two patrols out each night to supplement infantry patrols operating around the JFSU.

Aside from developing the Sqn area the unit was also heavily tasked in providing transport support throughout the tactical phases. On a daily basis the bulk fuel and water trucks from both Troops provided vital resupply to the JFSU and combat units in the JFAO. Also the bulk POL vehicles established kerbside refuelling points throughout the JFAO. Significantly 86 Tpt Tp conducted a number of major troop lifting tasks in support of 3 Bde carrying a total of 1 800 troops during the exercise. The Sqn also provided direct support to the most contentious task of the whole exercise, the Sanitation Plan!

The main benefit of deploying the Sqn to Katherine was its geographic proximity to the centre of TAOR LEAR where 3 Bde, and later 8 Bde, were based. The Sqn was able to provide a very responsive transport capability to the manoeuvre forces and on two occasions this enabled the Brigades to refocus their effort from one side of the



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TAOR to the other within 12 hours. During these operations the Sqn moved most of 3 Bde's APCs as well as the excess stores and equipment from 3 BASB and 3 CER.

25 Aug 95 signalled the end of the tactical phases and the start of the hectic redeployment phase for the Sqn. Once again much of the tasking was short notice due to the inevitable late changes in the road freight table. Despite this the Sqn undertook the redeployment with the same enthusiasm as shown during the initial deployment. For ease of administration the Sqn redeployed to the Katherine Showgrounds and commenced the clean up operations of tentage and deployment stores. Time was also found for a number of sporting competitions against other units and local civilian teams. Of note was the great 'Truckies' versus Engineers touch football match which saw 26 Sqn combine with 30 Tml Sqn to take on 21 Const Sqn (fortunately it was only a social match so we needn't be interested in the score!).

Being one of the last units to leave the JFAO and having vehicles on the road until mid Oct 95, the Sqn was deployed on Exercise KANGAROO 95 for three months. During this time the unit achieved some impressive milestones including:

- * travelling over 2 500 000 km (thankfully without any major accidents).
- * carrying over 2 000 tonnes of stores and general freight.
- * delivering over 5 000 000 l of water.
- * Delivering over 1 000 000 l of POL.
- * Carrying over 1, 800 troops.

Exercise KANGAROO 95 presented a wide range of challenges for 26 Tpt Sqn. Drivers skills were continually tested by the road conditions and the variety of loads the Sqn was tasked to carry. Drivers were often placed in positions of great responsibility when conducting tasks either individually or in small groups. Similarly basic infantry skills were thoroughly tested in the main Sqn location as well as on task. All elements of the Sqn were tested in their specialist skills from mechanics to cooks, from drivers to clerks. The success of the Sqn's performance during the exercise was directly attributable to the hard work and dedication of all unit personnel.

Finally, the short warning scenario painted for the exercise brought home to all personnel the importance of the Sqn in supporting the combat elements and the need for the unit to be able to provide a high quality and very responsive transport service to its customers. Despite the challenges faced during the exercise the Sqn proved again that it is capable of providing the right transport at the right location at the right time and remains 'Equal to the task'.



HQ Tp 26 Tpt Sqn moving CR10M during the redeployment phase of Ex K95. Pictured are: SGT W. Tripcony and LT J. P. Ouvrier.



85 Tpt Tp involved in tasking during Ex K95

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3 BASB Transport Squadron



Denying the enemy access to the BASB position are from left: Pte Dunne, Pte Stanford and Pte Terhedde.

Between the 22nd and the 24th of July this year, 3 BASB Tpt Sqn embarked on Exercise K95. Two sections from the ever adaptable Animal's, (under the command of SGT Bob Rawlinson), 'swanned' off on the cruise ships HMAS Tobruk and USS Germantown to sunny Weipa. The remainder of the Sqn did the long hard slog and moved the BASB to that oasis in the desert, Tindal.

The Tpt Sqn deployed amid the unforgiving bulldust and PTE Cooney and PTE Marks sank deeper and deeper into the grasps of the Crimson Devil. CPLs (I wanna drive a Mack Truck) Lindemann and Burke recovered the fellas from two section and with this minor hiccup overcome the deployment was completed. The Tpt Sqn members began at a hectic pace with constant aggressive patrolling, digging and the odd task here and there.

Ex K95 saw the addition of a third TTW operated by PTE Sharrett. The 'water babies' were worked to the bone, filling water jerries, stove tanks and dust suppressing to meet the Brigade's requirements.

For the highly trained members of Bravo Troop, a small scale secret operation was launched. Yes, it had been discovered that the enemy had been penetrating our perimeter under the cover of darkness and drinking from our waterpods. PTEs Haywood, Murray and Poole, (the Funky Squad), were summoned and assigned the dubious task of lying in wait for the enemy underneath of all things an Alpha troop waterpod. Fully armed with torches, heaven knows what these sacrificial lambs planned to do, should the enemy have had walked up to the pod to quench their thirst.

The enemy was not the only hazard that presented itself during the long balmy nights in Tindal. During a quiet night, blood curdling screams of "Aaah, get it off me, get it off me," pierced the silence. The screams had come

from Four Section and the Funky Squad was sent to investigate. PTEs Dunn and Teredde were found in a compromising embrace, absolutely petrified, claiming that something resembling a snake had jumped out at them from the scrub. It was soon discovered that a 200m odd long black plastic snake had wrapped itself around PTE Dunn's feet and refused to let go.

After the war raged in the direction of Cape Crawford things slowly but surely picked up and A Tp(-) finally was given that elusive big task. With CPLs Maher and Williams scouting ahead. LT Boulton and his crew blazed north to Roper Bar along the dustiest goat track in Australia. Finally after eight hours behind the wheel the metropolis of Roper Bar appeared on the horizon. This was, however, just the beginning of our trail blazing. By night the fearless men of Alpha drove down the many narrow station tracks. Countless times the accompanying 8 tonne trailers of 3 RAR's A echelon became bogged and Alpha's own LCPL Wardell was soon known as the Guru of recovery. After several long hard days troop lifting between Tindal and Mataranka it was finally time for a well earned rest at the Mataranka Springs.

3 BASB Tpt Sqn statistics for Ex K 95:

- Total Diesel Used - 114 239 l
- Total Km Driven - 332915 Km
- Total Avtur Issued - 154 680 l
- Total Diesel Issued - 52 370 l
- Total Potable Water used for Dust Suppression and BMA units - 52 370 l



Bravo Troop's Mighty Four Section. From left: Pte Eschbach (Jube), Cpl 'Tuzza' Turrie, Pte 'Bootbrush' Terhedde, Lcpl 'Casper' Handley and Pte 'Dunny' Dunne. Absent: Pte 'Kel' Newman, Pte Wray and Pte McIntyre.

Project Bushranger

by CAPT R. Gill



Infantry-mobility vehicle

Introduction

Towards the turn of the century there will be another vehicle added to the continually expanding 'B' vehicle fleet. It will be a light, armoured, wheeled, infantry-mobility vehicle (IMV). This is part of Project BUSHRANGER which is the motorisation of 6 Brigade.

The Project will be implemented in three phases. Phase One is well under way and it is the modification of 293 four and six wheel drive Perentie Land Rovers. British Aerospace in SA has the contract to carry out these modifications, and they include; roll over protection, individual seating for up to 10 people, and an increase in the fuel and water carrying capacity of the vehicle.

Phase Two was implemented in July 1994 when Army released an invitation for expressions of interest in the manufacture of vehicles for the Project with 13 companies responding. In June 1995, Army issued a request for tender to five companies to provide vehicles for the trials. These companies and their vehicles are:

British Aerospace - FOXHOUND;
Transfield Defence Systems - TM 170 M3;
Australian National Industries - TAIPAN;
Westrac - RG 12 NYALA; and
Perry Engineering - TIMONEY.

Finally, Phase Three will be the procurement of almost 500 IMVs with the first of the chosen vehicles to be in the Brigade by the end of 1999.

Characteristics

The selected vehicle must be able to carry an infantry section in battle order with three days rations. It must have

a 270 litre water tank, and an endurance of 600 km across country and 1 000 km on formed roads. It must be able to maintain 90 km/h on roads and keep up with a Unimog across country. It must provide protection against penetration from both 7.62mm and 5.56mm ball ammunitions, and fragmentation from anti-personnel and anti-vehicular mines and 81mm mortar blast. Extensive trials will be conducted on these vehicles. They will be classified as 'B' vehicles.

AST Involvement

During 1995 AST was tasked to train 250 RRes soldiers, to B7 Unrestricted standard, on the 6x6 and 4x4 Land Rover 110. This requirement was beyond the existing capacity of AST, thus a BUSHRANGER Troop was raised and specifically tasked with conducting the training. 42 Land Rovers (22 6x6 and 20 4x4) were provided, classroom and office accommodation was procured from external sources, and the administrative and logistic support necessary to run the courses was provided from within the School. An average of seven Assistant Instructors were identified, from units within the three functional commands to assist the 10 AST instructors to run each course.

The training was conducted in two phases. Phase One commenced on 12 April and concluded on 31 May and Phase Two began on 9 July and finished on 26 August.

During each of these phases four courses were conducted with an average of 30 students on each course. The courses were resource intensive, with an instructor/student ratio and a vehicle/student ratio of 1:2 respectively. The courses ran for 15 days continuously, and students and instructors were required to work 14 hours a day.

At the end of the first phase, of the 125 soldiers received at AST, 15 were withdrawn, 20 failed and 90 qualified. The significant contributing factor to the high failure rate was the fact that all 20 students did not hold a civilian drivers licence. This observation was passed to the selection authority and during the second phase all those who attended the course held a current civilian drivers licence. Of the 97 who attended, 94 passed.

During 1996 AST has been tasked to train 350 students within the same period of time. To assist, 12 additional instructor positions have been identified at the School to specifically conduct this training.

TRUCK STOP NEWS

35 Water Transport Squadron

by CAPT A.D. White

35 Water Tpt Sqn was deployed during K95 across much of the 'Top End' by air, road, and sea. HQ 10 Tml Regt element deployed to the Cape York region and in particular Weipa to form 10 Joint Force Support Unit (10 JFSU). As part of 10 JFSU there were a number of personnel from the unit deployed to make up the organisation which provided logistic support to the elements operating in the region. Support was also provided to 2 Joint Force Support Unit (2JFSU) in Katherine, the Darwin Logistic Battalion (DLB) and the Amphibious Beach Team (ABT) which operated from the HMAS TOBRUK.

Elements deployed in support of 10 JFSU included two Landing Craft Mechanised Mark 8 (LCM 8) and a Sharkcat, plus crews and personnel attached to the HQ. The watercraft were in great demand and provided extensive support to 2 RAR and 11 Bde. Tasking was varied and included the operational movement of 2 RAR troops in the Torres Strait, support to HMAS Tobruk and USS Germantown for the logistics over the shore (LOTS) operation and subsequent relief in place of 2 RAR by 11 Bde, and river and coastal reconnaissance with elements of the Infantry.

Darwin Logistic Battalion (DLB) has two LCM8 on establishment, and in support of these watercraft the unit attached an LCM8 crew (one coxswain, one engineer, and three deckhands) and a Supervisor Marine. These personnel were involved in a number of tasks which included ammunition runs to HMAS Dubbo and HMAS Perth, and the discharge of liquid waste from USS Houston.

On board HMAS Tobruk was the last element deployed from the Sqn which included an element of the Amphibious Beach Team (ABT) and two LCM8 and crews. The ABT was deployed to operate and control beaches used for the Amphibious Tactical Lodgement (ATL) of the Blue Forces. The major activity conducted included the ATL of 2 RAR onto the beaches of Groote Eylandt. They were fortunate enough to work closely with the USS Germantown and in particular the Landing Craft Air Cushioned (LCAC) which are huge hovercraft used for transporting equipment and personnel from ship to shore.

Overall, 35 Water Tpt Sqn were deployed throughout the K95 area of operations conducting many and varied operations. The exercise displayed the flexibility of the watercraft trade in many diverse scenarios and exemplified the requirement for such a vital asset within any coastal operational environment. It was particularly evident given the isolation of many of the areas that activities were

conducted in and the inaccessibility by road and often by foot.

Defence National Storage and Distribution Centre

by CPL S. Wooldridge, CPL, TCO

The RACT personnel within DNSDC operate in various positions within the unit alongside their civilian counterparts. The Senior Logistic Officer is LTCOL Bill Cowan. Also employed in the Unit are MAJ Bill Mitchell - Development Branch, CAPT Mark Williams - (posted to 1RTB on promotion to Major next year), WO2 Carol McCann - Co-ord OPS, SGT Shane Houston - RA INF (has seen the light and will soon wear the RACT badge), CPL Mark Paynter - Dangerous Cargo Supervisor, CPL Steve Wooldridge - Tpt Co-ord Office Spv, LCPL Trevor Richards - TCO (rotating posn), SGT Rick Warrander - Line Haul Spv and CPL (SPUD) Bateson - 21C Line Haul.

The Transport Platoon is commanded by Mr Eddie Marks (ex NSC) with his staff; Wendy Eve - Admin (ex RACT WO2), Bob Payne - TSE (ex RACT). Peter Mills - TMIS (ex RAINF Tpt Spv) and Alan Smith - Tpt desk (ex RAASC). The platoon currently consists of 18 civilian and 7 military drivers, with the 6DC Corporals collocated with the platoon. During this year both the DC Cell and the transport platoon have been busy providing logistic support to Exercise K95 (Darwin & Weipa), and moving Army and Navy stores to Garden Island and Nowra.

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TRUCK STOP NEWS

Amphibious Beach Team

by CAPT A.S. Donald



Beach Matting Vehicle at work

Prior to describing the efforts of the Amphibious Beach Team (ABT) during Exercise K95, it may first be worth detailing exactly what the ABT is and does.

During an amphibious operation, an organisation is required to control the movement of troops and vehicles across a beach during the initial lodgement phase, hence the ABT is deployed to perform this function. After the beach is secured by Special Forces (SASR, Commandos, and Clearance Diving Teams) the ABT is landed to establish and mark the beach so that Landing Craft can insert the force quickly and safely to ensure that the landing forces can transit across the beach without delay. Given the nature of Australian beaches, the potential for vehicles to become drowned or bogged is high, similarly, a platoon of infantry would prefer not to wade through chest high water prior to commencing patrolling operations. As a consequence the ABT is first to hit the beach to ensure that this does not occur.

Currently the ABT is comprised of a mix of 12 soldiers from both 10 Tml Regt and 3 CER. The 'truckies' site and control all movement across the beach, and the sappers assist by laying trackway using their Beach Matting Vehicle.

During Exercise K95, the ABT was deployed to operate and control beaches used for the Amphibious Tactical lodgement of Blue Forces. As it happened, the ABT hit the beaches of Groote Eylandt to control the landing of the 2 RAR Battalion Group, including a company of US Marines. An unfortunate consequence of amphibious

operations is the requirement to travel to the JFAO by ship! Thus the ABT joined HMAS Tobruk in Townsville along with our compatriots from 35 Water Tpt Sqn - two LCM8s and crews, and we sailed in convoy with the US Ship Germantown and a mix of about eight other Australian and US vessels. We arrived at Groote Eylandt (via Weipa) some ten days later.

The initial landing of the ABT at 0530 hrs through 40 metres of chest high, potentially crocodile infested waters may have perturbed some, but the hardy members of the ABT were equal to the task and prepared to receive 2 RAR at the beach. Due to the very shallow gradient of the beach the landing was conducted using two US Landing Craft Air Cushioned (LCAC) otherwise known as hovercraft. These craft are monsters! Approximately 27 metres long, 15 metres wide and capable of carrying a 60 ton load at speeds in excess of 40 knots, these beasts are not to be toyed with. The ABT successfully guided the LCACs onto the beach and discharged the troops and vehicles in good time to allow 2 RAR and the marines to commence operations against the Orange Forces at large on the island.

Following this lodgement, the ABT redeployed to Milner Bay, adjacent to the main Groote Eylandt township of Alyangula, and continued to operate this beach providing Logistics Over The Shore (LOTS) support throughout the operation. Needless to say, the ABT made the most of all local resources and quite enjoyed the mud crabs, prawns and queen fish. Ever cognisant of the enemy threat, the ABT's camouflage and concealment was second to none as evidenced by the fact that of all the Blue Forces at

TRUCK STOP NEWS

Alyangula, the ABT was the only element which was not contacted by the Orange Force (much to the consternation of the resident 2 RAR soldiers).

At the completion of the tactical phase, the ABT conducted the extraction of Blue Forces using three landing points and all available Landing Craft - LCACs, LCM8s, and Navy Landing Craft Heavy. A return to Sydney via Townsville then took place.

Overall, the ABT activities on K95 were a success,

providing the members of 10 Tml Regt with a real time deployment and the opportunity to build on lessons learnt from previous exercises and to further develop operating procedures for this vital link in the Army's amphibious capability.

ABT members - CAPT Donald, LT Young, SGT Stokes, CPL Kirkman, CPL Taylor, SPRs Collis, Lannoccone, Paxton, Tobin, Van Derkley and CFN Ansen.

The Motorisation Project Team

The 11 Bde Motorisation Trial commenced in Jul 94 and is to conclude in Jul 96. The equipment used in the trial is a generic CL 4WD vehicle (Toyota Landcruiser) and commercially produced box trailer (Transfix Trailer). In addition to the vehicle and trailer, a 100 hand held/vehicle mounted VHF squad radios and 100 GPS were purchased. When this equipment is combined you have a platform that provides the infantry with greater mobility, flexibility, sustainability, communications and control - a requirement for our modern Army.

To assist with the fleet management of the vehicles and trailers a contract was initiated with the Repair Authorisation Centre (RAC). As silly as it may seem, it is the most effective, economical and practical means of providing recovery support for the Bde operating in north Queensland. This theory was tested during the conduct of Ex K95, when 11 Bde deployed to Weipa with the RACQ in support.

103 Landcruisers deployed, with several hundred other vehicles, to support 11 Bde's operations in the Cape area on Ex K95. During the exercise the vehicles proved to be extremely reliable with very few problems encountered. This can be attributed to the age of the vehicle and the level of maintenance performed on them in the barracks location.

Some statistics that have been obtained from ST2 data includes:

- Total Km travelled by the fleet (149 vehicles) - 1 500 438;
- Total Km travelled on road - 1 330 643; and
- Total Km travelled off road - 169 795.

RACT Conference



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TRUCK STOP NEWS

Doctrine Cell Army School of Transport

by CAPT D.R. White and WO2 L.J. Fuller

The Doctrine Cell was created when the Army Doctrine Centre was formed in January 1995. There are nine Corps writers located at HQ Trg Comd and 31 writers located at Corps Schools.

DMOV & T - A has tasked the RACT Doctrine Cell to produce RACT Corps Training Notes (CTN), for each of the trades, by 31 Dec 96. CTN were originally intended to describe all technical training conducted within the Corps, however their size and scope meant that most were never completed. Those that reached pre-production stage could not be kept up to date, as changes to equipment and procedures were constantly occurring. As a result and after consultation with user representatives, a decision was made to produce CTN in an 'Aide Memoire' format. The documents will be suitable for use in the field, and will be produced in format suitable for page amendments. CTN are subordinate to MLW, and are doctrine of interest and use to only one Corps. Whereas, MLW are pamphlets of use to a number of Corps.

Presently, the RACT Doctrine Cell has drafted CTN 1-2 Road Transport operations which has been circulated for comment by stakeholders. The next CTN to be drafted is CTN 1-4 Marine. Other CTN to be produced are: CTN 1-1 Movements, CTN 103 Air Transport, CTN 1-7 Terminal Operations, and CTN 1-8 Postal.

44 Transport Squadron

On 1 July 1995 44 Transport Squadron and 9 Combat Supplies Platoon transferred to under command Headquarters Logistic Support Force (LSF), for allocation to 9 Transport Regiment. To celebrate the occasion a ceremonial parade was held at Kokoda Barracks Devonport on 2 July 1995.

The parade was attended by the Commander LSF, Colonel D.R. Cocker and the Commanding Officer 9 Tpt Regt, Lieutenant Colonel W. J. Davie. The parade was significant for a number of reasons:

- * The raising of the LSF flag on the North West Coast of Tasmania.
- * 44 Tpt Sqn and 9 Combat Platoon forming one unit. Each sub-unit was renamed as follows, 160 Transport Troop at Devonport, 172 Transport Troop at Hobart and 111 Combat Supplies Platoon also at Hobart.

- * The unit changed its war and peace time role from second line to third line transport.

The parade also saw the promotion of Second Lieutenants A. Campbell and C. Bassett to Lieutenant, the presentation of the Reserve Force Service Medal to Sergeant F. Tustian and the presentation of Best Shot in the unit to Craftsmen D. Smith.

After the parade members of 44 Tpt Sqn and their families attended an All Ranks BBQ lunch.

South Queensland Logistic Group Det Enoggera: Signals Dispatch Service (SDS) Section

The past nine months have been a very hectic time for the RACT personnel of SDS Section. First came the Corps transfer of RASIGS drivers to RACT. Next was the disbandment of 4 Sig Regt and the transfer of the SDS service to BASC Enoggera. Finally, after the amalgamation of BASC Enoggera and Brisbane Logistic Group Bulimba, the SDS Section became part of the South Queensland Logistic Group (SQLG).

The SDS service (which delivers both signals and mail) is broken up into four runs, three external Brisbane metropolitan and one Gallipoli Barracks internal run. Two of the external runs, operate in conjunction with the Defence Communication Centre at Victoria Barracks and the Victorian Barracks Registry and they deliver mail and signals to all Brisbane metropolitan units both regular and GRes twice daily. The third external run operates between the newly amalgamated SQLG which is spread from Enoggera to Bulimba to Meeandah to Banyo (for all non Queenslanders that is a radius of approx 35-49 km).

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The Strange Story of the Horseless Carriage

by MAJ M. Pollock



The late COL McAuley shaking hands with Mr John Cashen "In for the kill as the deal is struck. The Godfather beams. Exchange vehicles are in the background."

When I was first appointed as the RACT Museum President, I was given a series of briefings by the then Committee regarding the role, activities and assets of the Museum. As my predecessor departed, he muttered "Be careful of Colonels bearing gifts". I didn't give these fateful words another thought until I later became involved in the acquisition of a restored 1916 vintage GS wagon.

I received a call from the late COL McAuley outlining an agreement he had reached with the National Motor Museum at Birdwood in the Adelaide Hills. As Representative Colonel Commandant, the late COL McAuley was always on the lookout for RACT history and he had a keen eye for a good deal. It came to pass that he had visited the Birdwood Museum and noticed a significant gap in their collection and, how unusual, a vehicle which they had to fill a gap in our collection.

I have little doubt that the staff of the Birdwood Museum underestimated their predicament when the late COL McAuley decided that the GS wagon rightly belonged in the RACT Museum. The GS wagon was a common horse-drawn vehicle during WW1 and in the early days of WW2. GS wagons were employed by the First Division Train (forerunner of second line transport squadrons) at Mersa Marish in 1916 and 8 Auxiliary Horse Transport Company (forerunners of 8 Transport Squadron) in 1942.

It was time for "the Godfather of the RACT" to call in a few favours and the late COL McAuley's influence was again felt in the corridors of power as an International recovery vehicle was quickly released from store to be exchanged for the GS wagon at Birdwood. The wrecker was given the full makeover treatment as it was brought up to serviceable condition and repainted, courtesy of Logistic Command.

In due course the wrecker was prepositioned near

Birdwood for the final settlement of the exchange of vehicles. The atmosphere was tense as the key negotiators discussed terms, each trying to gain the upper hand in a battle of wits. I was present to witness the closure of the deal as the late COL McAuley played his ace and gained "the horseless carriage" for the Museum.

As can be seen from the photo, the Director of the Birdwood museum, Mr John Cashen, was on the back foot throughout the deal as "the Godfather" went to work.

Transport Troop, School of Signals

by SGT S. Falkiner, Transport Supervisor



Back Row L to R: LCPL Fontana, PTE Fitzell, CPL Sutton, SGT Falkiner
Front Row L to R: LCPL Davies, PTE Finlayson, CPL Young and PTE Judge

Transport Troop's Role

Transport Troop is an integral part of the School of Signals. It is located adjacent to the School of Signals in a new compound that was completed in January 1994. Transport Troop consists of eight personnel, (one Sergeant, two Corporals and five Private drivers), with a vehicle fleet of 54 vehicles ranging from Ford Sedans to Macks.

Transport Troop is responsible for the tasking and maintenance of all unit vehicles and associated equipment, maintenance of the unit POL account and the maintenance of a licence Register of all staff and students within the School of Signals, Directorate of Signals and Land Warfare Centre (Det Watsonia).

The Troop is also responsible for the provision of driver support to field training exercises, driver support for administrative tasks, provision of Testing Officers and Assistant Instructors for drivers courses and familiarisation training as required. Transport Troop also provides transport advice and support to other units within the Melbourne metro area.

RACT Museum Update



WO1 M.C. Burke, OAM, RSM Bandiana Log Group, hands over the restored Ford 4WD prototype to COL R.T. Regan, CSC, Director Movements and Transport

The RACT Museum at Puckapunyal is the repository of AASC, RAASC, RAE (Tn) and RACT history and holds exhibits dating from the Boer War to the present. The Museum comprises two main display areas. The indoor display consists of photos, medals, small equipment and other memorabilia. The outdoor collection is made up of some sixty light, medium and heavy B and C vehicles. The two collections attract much interest from both military and civilian visitors and it is particularly well regarded by private military vehicle collectors in Victoria. The museum is managed by staff members of Transport Wing, AST; in addition to their posted appointments. 1995 has been a busy year for the Museum committee with an active programme of exhibitions, acquisitions and restoration projects in this the 50th Anniversary of the end of World War 2. Detailed below are the main activities undertaken by the Museum committee this year:

Exhibitions

- | | | |
|-------------------------|---------------------------|---|
| ANZAC Day celebrations | Ararat | Austin Champ 4x4 |
| ANZAC Day celebrations | Echuca | Bren gun carrier
Willys jeep |
| VP Day celebrations | Daylesford | Studebaker 6x6
Ford 4x4
prototype |
| Back to the Track Rally | Darwin -
Alice Springs | Willys Staff Car |
| Driver Awareness Week | Shepparton | Diamond Reo
Leyland
Contractor |

Acquisitions

Austin Weston 30,000lb crane, from Broadmeadows Logistic Battalion.

Chamberlain 6,000lb crane, from Wallangarra Logistic Coy.

LARCV amphibian, from DNSDC Moorebank.

Projects

Restoration Projects for FY 94/95:

- * Overhaul of the Willys staff car and jeep.
- * Restoration of the Austin Champ 4 x 4.
- * Restoration of the Ford 4 x 4 prototype.

Restoration Projects for FY 95/96:

- * Bren gun carrier.
- * Studebaker 6 x 6.
- * Amphibious jeep.

Repaint projects: Leyland Contractor prime mover, Diamond Reo prime mover, International garbage compactor, International tipper, Studebaker 6x6. All completed by Puckapunyal Logistic Battalion.

Completion of property database: All items of Museum property are now recorded on a computer database for management and control.

Manufacture of vehicle data signs: Procurement of an additional thirty painted vehicle data signs. Fifteen signs have been completed.

Development of RACT trade themes: Emphasis of the diverse units and trade streams which exist in the RACT; water transport, second and third line transport, air dispatch and movement displays are now underway.

RACT contribution to UN Missions: Establishment of a new display of information, medals, photos and memorabilia is currently underway.

Your support in providing contributions is requested. In particular, donations are sought to supplement the displays of RACT involvement in UN missions and RACT trade streams. Most units and many individuals have valuable and interesting experiences, photos or equipment which can find a worthwhile place in the RACT Museum's collection.

Remaining 'Equal to the Task'

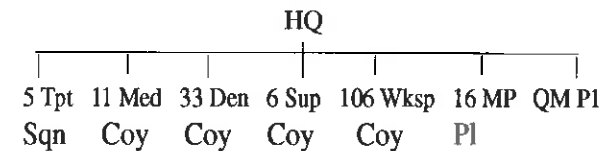
6 BASB TPT SQN (5TPT SQN)

There are three major changes which have had an impact on 5 Transport Squadron over the last three years. These are the formation of the BASB, the introduction of the Ready Reserve Scheme and the imminent motorisation of the manoeuvre elements of 6 Brigade.

In 1990, the Land Commander directed that 3 Brigade trial the concept of an integrated logistic unit. Following acceptance of the idea, the BASBs were born and 6 BASB was formed on 20 March 1993.

The Squadron lost most of its Operations, Admin and Q staff, the Workshop Troop, the unit Non-Public Moneys Accounts, the direct link to the Brigade Commander, and became a sub-unit of the BASB. While not diminishing the scope of impact, these changes affected the more senior ranks in the Squadron rather than the junior ranks. For most in the transport troops, including the Troop Commander, the essential aspects of the job did not change; the role and the tasks were still those normally expected from a second line transport Squadron. The impact was lessened as the Squadron retained its title, was encouraged to maintain its historical links with the past, and remained the centre of technical excellence for transport related matters within the Brigade. Granted, the identity which went with an independent unit has gone, but the spirit of the 'Turtle' lives on within the sub-unit.

The current structure of 6 BASB is shown below:



As can be seen, the 6 BASB sub-units have retained their titles and functional groupings (transport, supply, repair and recovery). This has gone a long way towards easing the 'change burden', particularly for the junior ranks.

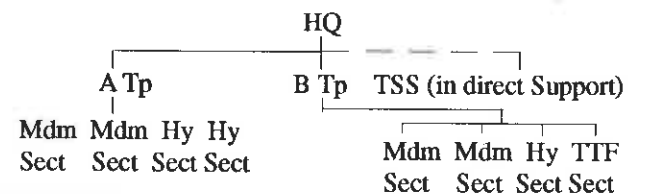
One main difference in operating procedures that is worth highlighting, is the way 6 BASB task-organises for support. Wherever possible, second line support is provided in the normal fashion. Rather than have fixed organisational groupings within the BASB, support for dependency units or groupings of units is planned on an individual basis. If it is assessed that normal support to an element of the Brigade is not feasible (usually because of distance from the bulk of the Brigade), the CO may make the decision to detach a slice of the BASB capability to that element for a set period of time under a designated status of command. That 'slice' is known as a BASB Detachment and could be anything from a small FRT of two soldiers, to a Company plus size organisation.

The Ready Reserve (RRes) Scheme is the second major change which has affected the Squadron. 6 Brigade is a RRes brigade and its soldiers are divided into a number of categories:

- Category 1 are the Regular Army soldiers posted to the Unit. At maturity of the RRes Scheme in 1996, 5 Transport Squadron will have 18 Category 1 positions.
- Category 2 are ex ARA or GRes soldiers who transferred to the RRes and sign on for a period of five years Part Time Service. The Squadron has four Category 2 positions, three of which are ECN 381 SGT positions.
- Category 3 are the RRes soldiers. Each soldier signs up to one year Full Time Service and four years Part Time Service. The Squadron has 83 Category 3 positions.
- Category 3 A are RRes soldiers who complete two years Full Time Service and four years Part Time Service. This Category was introduced for those trades where the training requirement is most of the Full Time Service year. As a recruit has to pass four separate courses to become a TTF operator, the Squadron has five Category 3A positions to enable a fuel distribution capability to be maintained.

Once their Full Time Service year is completed (remember Category 2 soldiers are exempt the Full Time Service year), each RRes soldiers must complete 50 days training in each Part Time Service year. This is normally divided between a period of Continuous Military Training in December and a major field exercise in the January/February period, although a degree of flexibility does exist.

The introduction of the Scheme has forced one major change on the internal make up of the Squadron. As the Full Time Service soldiers arrive with only their B7/B8 licence codes, they could only be employed in the Medium Troop. This was not a problem when the number of ARA members was still high, but became increasingly difficult to sustain as numbers dwindled. In March 1995, the Squadron moved to a system of Composite Troops which spreads the load between each Troop. The structure of the Squadron is shown below:



Nevertheless, this is only an interim solution. Given the reduction in ARA manning as the RRes Scheme approaches maturity, it is possible that in 1996 the Squadron will move to a single Troop for most of the year with the majority of Mack trucks held in long-term storage between February and November.

The motorisation of the manoeuvre elements of the Brigade is the third major change which will have an impact on the Squadron. As a result of the decision to motorise 6 Brigade, the increase in POL usage will be catered for by an increase in Tank and Pump Assembly units at first line, and an increase in TTF holdings from six to ten at Squadron level. Other than that it should be 'business as usual'.

Some Misconceptions

Some of the common misconceptions about the BASB, the Ready Reserve Scheme and 6 Brigade, are as follows:

The BASB is just another layer of command. As has been discussed, the BASB reduces the already stretched span of command for the Brigade Commander, and focuses the various logistic disciplines (now permanently under command the Brigade) into one voice. Indeed it could be argued that, given the demise of the Commander Divisional Transport and the move toward independent Brigade operations, the BASB was the only logical outcome.

RRes soldiers are just in it for the money. There is no doubt that the monetary benefits of the Scheme are pushed hard in advertising but the same applies for ADFA, RMC, and soldiers general enlistment. In the main, the Ready Reservists' dedication, enthusiasm and attitude to service life is excellent.

The RRes soldiers get out as soon as they finish their Full Time Service year. Since the initial intake in 1992, the Squadron has had 108 Ready Reserve soldiers posted in of which 73 (67%) remain. A further 15 (14%) have transferred to ADFA, RMC or the ARA, and another 8 (7%) have transferred to either the GRes or another Corps. Only 13 (12%) have been lost to the ADF and the majority of these have been for falling below the mandatory FE classification.

6 Brigade is just a training organisation. 6 Brigade has a firm operational focus. Within 90 days of call-out, 6 Brigade will be able to field three fully manned and equipped infantry battalions, a gun regiment with three batteries, an engineer regiment, and the full allocation of combat service support.



Pte Sue Cameron and Pte Liz Hayland, B Tp, during the 'wet' of Ready Shield 95, when the Macks were banned from using the roads.



L - R: Cpl 'Smiley' Buckley, Capt Daren Clapson and Pte 'Scriv' Scrivener dig in following deployment into the 'Bay'.



'Back to the Bay'. A Tp trucks deploying as part of the sqn main body.

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Awards / Promotions / Discharges

Student of Merit Awards (May to Sep)

Air Movements Training and Development Unit (Army Component)

1/95 Basic Air Dispatch (BAD) Course - Awarded to PTE J.A. Morris (GRes) for achieving the course standards with excellent results.

Army School of Transport

The following Student of Merit Awards were awarded for achieving the best overall performance on each course:

Transport Wing

4/95 BASIC DRIVERS COURSE - Awarded to SPR M.D. Connery, RAE, 3 CER.

6/95 BASIC DRIVERS COURSE - Awarded to PTE C. Hawke, RACT, 6 BASB.

7/95 BASIC DRIVERS COURSE - Awarded to PTE K.L. James, RACT, 6 BASB.

8/95 BASIC DRIVERS COURSE - Awarded to SPR S.G. McCall, RAE, SME.

9/95 BASIC DRIVERS COURSE - Awarded to CFN N.L. Jellis, RAEME, Sydney Log Coy.

10/95 BASIC DRIVERS COURSE - Awarded to PTE J.A. Williams, RACT, BASC Liverpool.

2/95 MOTORCYCLE OPERATORS COURSE - Awarded to LCPL S.R. Wallace, RACT, 85 Tpt Tp.

2/95 OPERATOR SPECIALIST VEHICLE COURSE - Awarded to PTE T.J. McLinden, RACT, 26 Tpt Sqn.

Movement Wing

1/95 OFFICER MOVEMENTS COURSE (GRes) - Awarded to CAPT A. Forde.

1/95 OFFICER MOVEMENTS COURSE (ARA) - Awarded to CAPT S. Carmichael.

2/95 OPERATORS MOVEMENTS BASIC COURSE - Awarded to LCPL H. Kindness.

Corps Training Wing

1/95 SUBJECT 4 CPL RD TPT COURSE (ARA) - Awarded to LCPL S.R. Wallace, RACT, 26 Tpt Sqn.

2/95 TPT MANAGEMENT COURSE (ALL CORPS) - Awarded to W02 M.F. Webb, RAAOC, 5 Trg Gp.

2/95 TESTING OFFICER B VEHICLE COURSE (ALL CORPS) - Awarded to CPL S.J. Heading, RACT, AST.

1/95 ROTC (GRes) - Awarded to CAPT M.W. Heron, RACT, HQ 1 Div.

Promotions

The following RACT soldiers were promoted on the following dates:

To Warrant Officer Class One.

Graham Murrphy, ACS Randwick, 9 Aug 95; and Keith Gear, DMOV&T, 10 Jul 95.

To Warrant Officer Class Two.

Dianna Patterson, 2 MU, 20 Apr 95; Melville Frampton, AMTDU, 26 Jul 95; and Ian Sullivan, Cadets Sydney, 26 Jun 95.

To Sergeant

Roseann Smith, 1 RTB, 8 Jun 95; Robert Reid, 5 MU, 5 May 95; Mark Hobbs, AST, 28 Jun 95; John Martin, Bandiana Log Gp, 28 Apr 95; Stephan Geier, 6 RAR, 23 Aug 95; David Baulch, 1 BASB, 28 May 95; Mark Larsson, 4 MU, 23 Aug 95; and Juliet Davis, 103 Sig Sqn, 27 Feb 95.

Congratulations from the Director and all ranks!

Returning From Overseas Service

Returned from ASC UNAMIR 11 in August this year.

SGT Barker, SGT Dillon (GRes), SGT Larsson, CPL Barsby, CPL MacKenzie, CPL Robertson, LCPL Barrett, LCPL Marks, LCPL Nation, PTE Flitton, PTE Skinner.

Gone But Not Forgotten

The following is a list of members who have Corps transferred or left the service from May to Oct 95:

Officers

*CAPT S. Pata

Other Ranks

Warrant Officers and Sergeants

W01 Riley, W02 Cosgrove, W02 Stone, W02 Deacon, W02 Wigg, SGT Schafferius, SGT Stevens, SGT Cullen, SGT Day, SGT McCarthy, SGT Royal, SGT Speer, SGT Toll, and SGT Turnbull.

Corporals and Privates

CPL Bell, CPL Chester, CPL Culliver, CPL Agnew, CPL Brooks, CPL Kennedy, CPL Powell, CPL Clayton, LCPL Hendley, LCPL Kaye, LCPL Chinnery, LCPL Colville, LCPL Inglis, LCPL Luppino, LCPL Kous, LCPL Brawn, PTE Gray, PTE Major, PTE Mitchell, PTE Redings, PTE Allen, PTE Sanfield, PTE Berry, PTE Brown, PTE Davies, PTE Desmond, PTE Elliot, PTE Ellis, PTE Fry, PTE Gossip, PTE Guthrie, PTE Hare, PTE Harvey, PTE Hayden, PTE Holloway, PTE Jenner, PTE Jones, PTE Layer, PTE Leeson, PTE Marriott, PTE Paterson, PTE Pritchard, PTE Taylor, PTE Vincent, PTE Warner, PTE Woolford, PTE Leach, PTE Ticehurst, PTE Bonfield, PTE Peters, PTE Winning, PTE Galdwin, PTE McDougall, PTE McLennan, PTE Thompson, PTE Quick, PTE Hropic.

(* Represents Corp transfer)

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