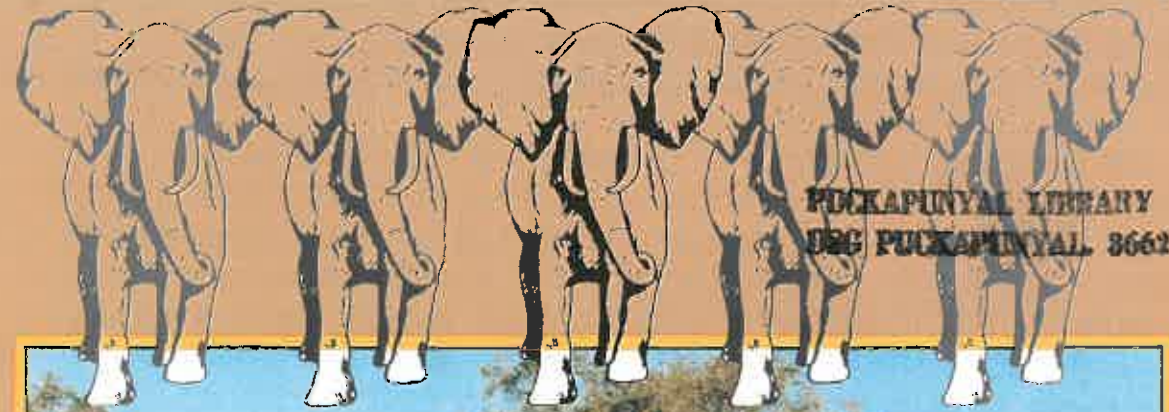


PAR OVERI

THE JOURNAL OF THE ROYAL AUSTRALIAN CORPS OF TRANSPORT

NUMBER 11



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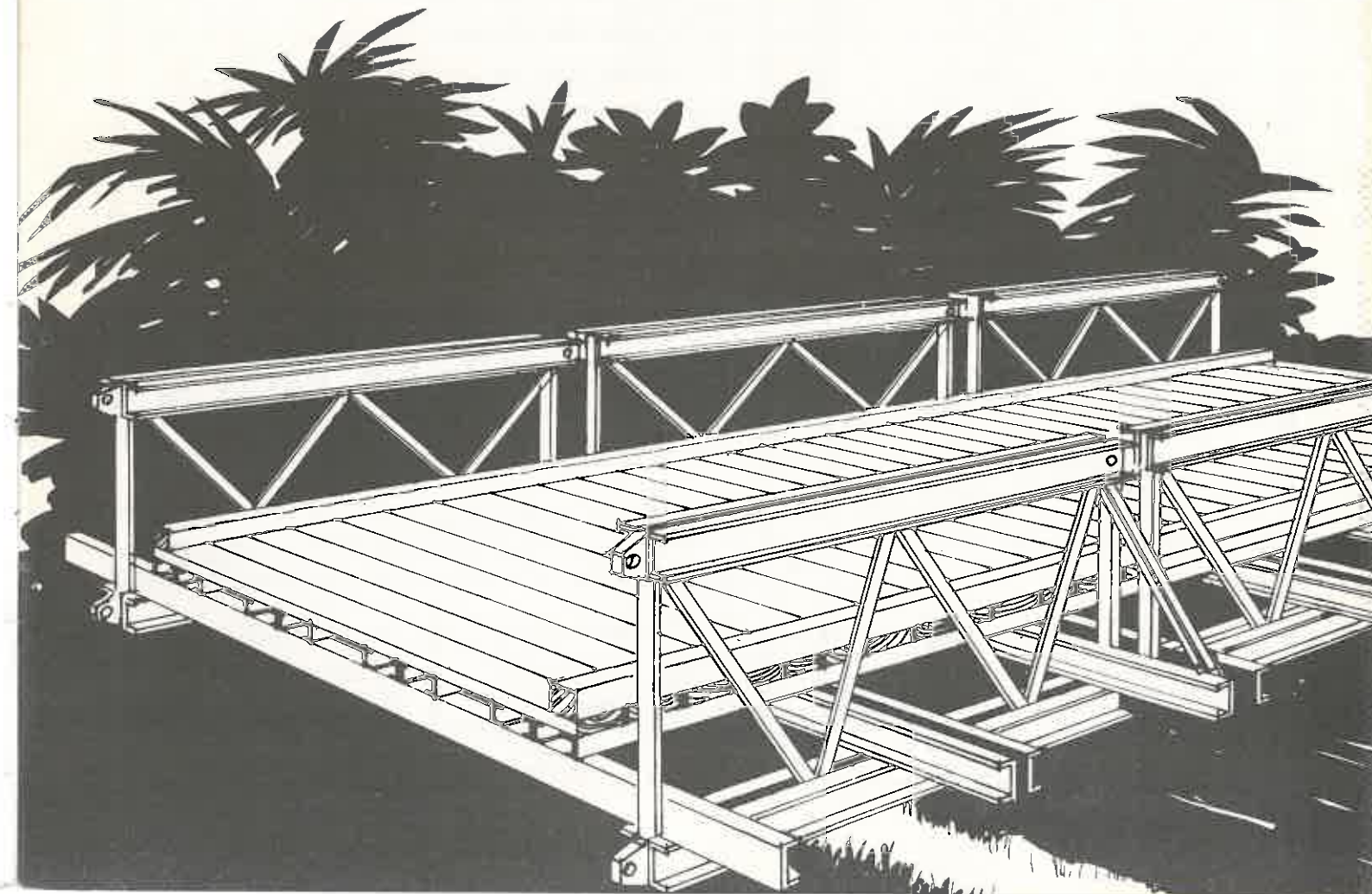
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The Journal of The Royal Australian Corps of Transport

NO. 11

The Journal of
The Royal Australian
Corps of Transport

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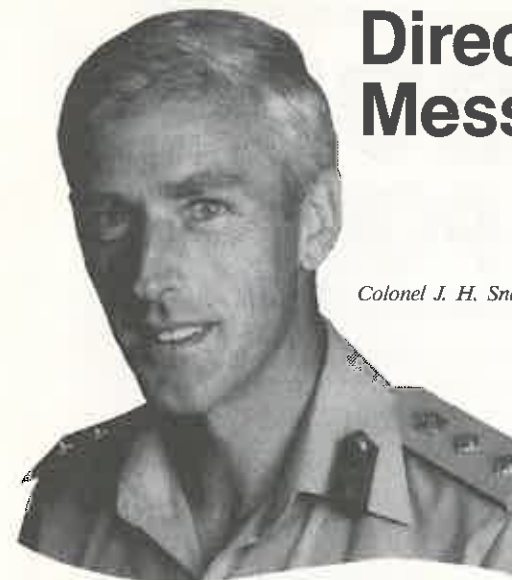
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KENNETH I. WEAVER
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COVER: A Mack and ISO container trailer from 86 Tpt Tp prepares to deploy two APC during Exercise 'Tasman Warrior'.

The views expressed in the articles are the authors' own and do not necessarily represent official policy or opinion

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Director's Message

Colonel J. H. Snare psc, qtc.

As Head of Corps I am delighted to have this opportunity to address you. I feel most privileged and honoured to have been appointed DMOVT and am only now becoming fully aware of the responsibilities this entails. With your assistance and co-operation, I will do my utmost to fulfil them.

May I offer my warmest congratulations to my predecessor, Brigadier Christopherson, on his promotion and appointment as Director General of Movement and Transport. Both are well deserved and reflect his dedication to the Army as a whole and the Corps in particular. While his responsibilities in the Defence Central area will now expand, I have no doubt that he will retain an avid interest in the performance and the future development of the Corps. I thank him for his industry and achievements, as he leaves the Corps in good shape.

Not yet in its teens, the Corps has established a reputation for service and reliability. Despite resource constraints, we have established our credibility in both Field Force and Support Area environments. Since our formation, we have successfully amalgamated the various functions of transport into a cohesive and responsive service. We now have a solid basis upon which to base our future development.

It is my determination that the Corps will be even more cohesive in the future — in terms of the Field Force and Support Area

and in terms of the Regular component and the Army Reserve. To achieve this cohesion, I seek an even higher level of professionalism than exists at present. Standards by all ranks are to be of the highest order in performance, both as soldiers and tradesmen, in fitness and in appearance. With competition for promotion being so fierce, only the best will be paralled on promotion courses. Long and faithful service, while commendable, will not be sufficient grounds for promotion — merit must be present. Performance on promotion courses will assist in determining those suitable for promotion. It is essential for the professional credibility of the Corps that its members demonstrate knowledge, competence and professionalism in its dealings with other Corps, with other Services and with civilian industry and authorities.

On the equipment and systems side the Corps is in good shape. Upon the announcement of the successful Project PERENTIE tender and the realization of the MES 84 semi trailers, our most pressing equipment needs will have been addressed. These vehicles will complete the new range of B vehicles which should see us into the 21st century. The ADF Line Haul Service, under the management of HQ Logistic Command, will provide valuable experience in long distance transport management as well as realise considerable cost savings in our present operations. Another initiative under way is the HQ Logistic Command Army Movement and Transport Operating System. This computer system should bring our ASA transport management to the state of the art and permit improved resource management.

An area of concern at present is that of operational movement. Recent exercises have seen problems in movement planning and execution. Considerable effort is being placed into Ex KANGAROO 86 to ensure our performance improves this year and that the doctrine is right. It will require effort from all agencies involved, both ASA and Field Force, in preparing for, in planning and in the successful execution of the movement plan.

Finally, on behalf of all members of the Corps I extend our warmest congratulations to Major General Deighton on the recent award of the Order of Australia in recognition of his long and dedicated service to logistics. Congratulations are also extended to Warrant Officer D.J. O'Loughlin of the HQ Logistic Command Load Co-ordination Centre and Mr E. Westburgh of HQ 6 MD on their award of the Australia Day Medallion.

During my visits to Corps units and other activities, I look forward to meeting with you and becoming more familiar with your circumstances. I seek your support and assistance in not only identifying areas needing attention but also determining the direction we should be heading.



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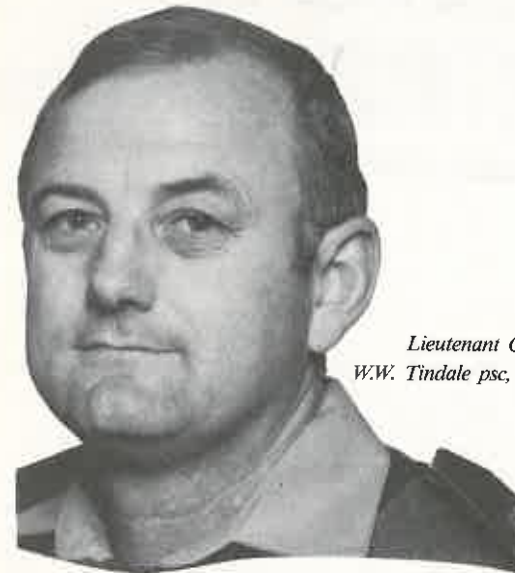
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Editorial



Lieutenant Colonel
W.W. Tindale psc, TN, MCIT

This is the eleventh issue of PAR ONERI and I am pleased to see it well established and in double figures. I am also pleased this issue was well supported by a wide range of articles. Our Journal depends on your contributions to survive, so if you would like to provide us with an article on your unit, the Corps or the transport industry in which we work, I would be delighted to hear from you.

The letters to the Editor section is intended to enable you to air your views or to ask a question. Letters will receive impartial treatment consistent with our Editorial policy. Those who ask awkward questions will not be posted to Puckapunyal for being cheeky.

With this issue of PAR ONERI we say farewell to Brigadier G. J. Christopherson after three and a half years of his steady guidance. We wish him well in his new appointment as Director General of Movements and Transport in Defence Central. We also welcome our new Director of Movement and Transport — Army, Colonel J.H. Snare and look forward to facing the future with him.

The RACT Pipes & Drums, with your support, is well on the way to reaching their financial target in their quest to visit their sister unit, 154 Highland Regiment (Artillery Support) RCT (V), in Dumferline, Fife. To all of you who have contributed, thank you and well done. Keep up the good work and ensure your unit reaches its' target. The RACT Pipes & Drums will be representing us when they tour and perform in the United Kingdom. We know they will be worthy representatives of the RACT.

FAREWELL FROM THE OUTGOING DIRECTOR

BY Brigadier G.J. Christopherson

It is with sadness and surprise that I write this article for PAR ONERI as the outgoing Head of Corps. Sadness because I have enjoyed my time as Director as much as any other Army posting I have had, and surprise because the 3½ years has passed so quickly, so quickly.

One of the great advantages of the appointment was the ability to be able to visit the many units of the Corps scattered throughout Australia. Those that I did not visit please accept my regrets. In all of the areas I visited I was conscious of a very strong feeling of professional pride and sense of getting on with the job that is a characteristic of the RACT today. We are a service Corps with a real role to play in peace and war in support of the Army and the ADF. I add the ADF because I believe that in the future more and more emphasis will be placed on the integration of common logistic functions and I see the RACT having a very important role to play.

The quality of the officers and soldiers in the Corps is as high now as it has ever been and the RACT has progressed a long way in its short history. For it to continue to develop and prosper will depend on the efforts of all who wear the Corps lanyard. I am confident that my successor, Colonel John Snare, will be able to rely on you and I wish him success in his appointment as Head of Corps.

In closing please accept my thanks for your support during my

time as DMOVT. I trust your future careers will be happy, successful and rewarding. In particular I want to thank all of those who have worked with me in the Directorate staff. You have been a great team.

Thankyou and good luck.



Mule transport — SANTORINI



INTRODUCTION

In the past, 9 Transport Regiment, the Regular Army's third line road transport resource, has been the bridesmaid to the sometimes seemingly more dynamic Divisional Transport. With the improvement in recent years to equipment and emerging desire by the Army to train further afield in other than traditional training areas, the Regiment has now emerged as an important Defence asset.

In 30 years, 9 Transport Regiment has evolved from a Supplies and Transport Column to a transport modal specialist, providing a variety of transport services.

OUTLINE REGIMENTAL HISTORY

Headquarters 9 Supplies and Transport (ST) Column, Royal Australian Army Service Corps (RAASC) was raised in the 1950s as the senior Citizen Military Force (CMF) RAASC headquarters in Eastern Command (now 2MD). In 1960 the unit was redesignated and became a Regular Army unit. From 1960 and until the Army reorganisation in 1973, HQ 9 ST Colm commanded Field Force Supply, Road Transport, Amphibian and Postal units located at Randwick. With the formation of the Royal Australian Corps of Transport (RACT) on 1 Jun 73, HQ 9 ST Colm became 2 Tpt Bn, then, in November of that year, was retitled 9 Tpt Colm and placed under command of Headquarters Logistic Command. In August 1974, 9 Tpt Colm was reallocated to Field Force Command but loaned back to Logistic Command until 1 Jul 76. 9 Tpt Regt came into being on 19 Dec 78 at which time it continued to occupy lines within Randwick Barracks. In October 1985, HQ 9 Tpt Regt, HR 18 Tpt Sqn, 88 Tpt Tp and Wksp Tp 18 Tp Sqn were relocated to new, purpose built accommodation sited in the area which was, in the past, the Naval Stores Depot at Randwick. It can be seen, therefore, that the development and growth of 9 Tpt Regt has been the epitome of a 'rags to riches' story in a relatively short space of time.

ROLES AND ORGANISATION

In order to fully appreciate the roles, organisation and characteristics of the Regiment, an understanding of the 'brick principle' of organizational management is needed. In this system, units provide the basic building blocks which are grouped under a headquarters in order to meet a task or mission. Each unit in such an organization is usually an independent unit on the Order of Battle. 9 Transport Regiment is organized to reflect this principle and, as such, does not have just one role but has a range of units under command which each possess its own command or task oriented role.

The current organization of 9 Tpt Regt, and roles of units are shown below:

HQ 9 Tpt Regt

Role: To command up to five RACT squadrons in the operation of a land line of communications.

HQ 18 Tpt Sqn

Role: To command two to four RACT troops in the operation of non-divisional transport.

85 Tpt Tp

Role: To operate heavy trailer transport in the Communications Zone.

88 Tpt Tp

Role: To operate RACT non-divisional transport.

Wksp Tp

Role: To provide repair and recovery support in the Squadron.

HQ 26 Tpt Sqn

Role: To command two to four RACT troops in the operation of non-divisional transport.

86 Tpt Tp

Role: To operate RACT non-divisional transport.

87 Tpt Tp

Role: To operate RACT non-divisional transport.

158 Tpt Tp

Role: To operate tank transporter transport in the Communications Zone.

Wksp Tp

Role: To provide repair and recovery support in the Squadron.

TASKS

The capabilities for which the Regiment trains are directly related to its expected tasks during war. The Regiment, operating within the Communications Zone and Corps area, is best employed transporting heavy and bulk loads over long distances. It should not be involved in the detailed distribution of stocks! Lines of Communication operations would include the resupply of Replenishment Parks, Field Supply Battalions and other Supply Depots plus the provision of terminal clearance transport.

A secondary role for the Regiment is to also operate into the Divisional Area to supplement Divisional Transport, particularly for operations involving the dumping of artillery ammunition and troop lifting.

The range of vehicles that units under Command may operate could include motor ambulances, bulk fuel and water tankers, refrigerated vans or other specialist vehicles required in the Area of Operations.

In peace, the Regiment is involved in a variety of tasks. This article will provide an insight into the types of support provided to units however, in general terms, the Regiment provides long haul and line haul road transport to the Field Force. In the last few years, the carriage of APCs has become an important task: the development of the mechanised infantry capability (ie: in 1st Brigade) is adding emphasis to this requirement.

LIFT CAPACITY

Over the past decade the Regiment has steadily increased its lift capacity to such an extent it is now able to move 1,100 tonnes, 250,000 litres of fuel and a troop of main battle tanks at a single lift. Recent years have not only seen an increase in capacity but a change in the nature of the type of lift which can be offered to customer units.

From the mid 1970s to the early 1980s, the Regiment, operating a fleet of International vehicles, could offer a one time lift capacity of 800 tonnes and a troop of tanks. With the introduction of the larger Mack vehicles and Bulk Liquid Fuel Tankers, this capacity was raised significantly. It is expected that, by late 1986, with the introduction of the new semi-trailer fleet operating single and multiple trailer combinations (road trains), the capacity could in-

crease to 3000 tonnes (or 290 M113s) plus 300,000 litres of fuel plus bulk water plus a troop of tanks and 250 cubic metres of gravel or similar bulk loads.

As would be expected, with such a lift capacity, the Regiment seeks any opportunity to train within role lest this considerable asset be wasted. In order to achieve this, exercises which lend themselves to Corps, Comm Z or Force transport operations are sought and supported.

Often, with adjustments by the Regiment and customer units, a workable solution is achieved and, when both these parties agree, a tactical scenario is developed which fits into the theme of the exercise. This process has benefitted not only the Regiment but also customer units and many valuable lessons have been learned.

RECENT DEVELOPMENTS

Over the past three to four years, 9 Tpt Regt has witnessed many technical and precedural developments which bear noting.

Trailers. The Army has twelve 20 tonne ISO container trailers currently in service. These trailers were originally intended to carry 20 tonne containers, however, 9 Tpt Regt has used them to carry general cargo as well. The trailers have been found to be very practical and versatile, especially when used to carry M113 armoured vehicles on exercise. The Mack and ISO trailer combination has proved to be ideal for force transport operations and greatly enhances the flexibility of the Regiment. The combination is also extremely popular with drivers. Multiple trailer combinations, or road trains, have also operated within the Regiment in the past few years. The term 'road train' is more normally associated with civilian transport operations in the remote areas of Australia, however, in the preceding three years a detailed evaluation programme on the feasibility of the Mack cargo vehicle towing multiple trailers has been conducted by 9 Tpt Regt. Whilst these types of operations provide an option, the Regiment is still some distance from adopting it as a normal operating procedure. There remains quite an amount that must be learnt about road train operations, particularly with the introduction of the new prime-mover and semi-trailer, before the option could become economical and practical.

Command Post Exercises. Command Post Exercises (CPX) are used extensively as a means of developing operational procedures and identifying short falls within elements of the Regiment. CPX have been developed and tested often and are now used as a warm-up activity prior to each of our major regimental exercises.

Operating Safety. The photograph below depicts the dire con-

sequences of drivers extending their ability to operate safely on the roads. Driver's log books are now carried by all members of the Regiment as an aid to ensure that administration (rations and sleep) is adequate and crew duty hours do not exceed a driver's ability. Log books are constantly checked and provide a valuable means for the junior commander to control his personnel. It is intended that a Log Book will be developed in the Regiment for application throughout the Army. In addition, great inroads have been made into the development of the driver training programme, particularly difficult driving over rough terrain and under black-out conditions. Whereas drivers find this training difficult, most agree that it is valuable and enjoyable.

18 TRANSPORT SQUADRON

The Squadron, based in Sydney, comprises a headquarters and three troops — 85 Tpt Tp (semi-trailer), 88 Tpt Tp (bulk liquid fuel tanker and Mack) and Workshop Tp. The Squadron, minus 85 Tpt Tp, is housed in new purpose-built accommodation within Randwick Barracks.

18 Tpt Sqn is tasked by 9 Tpt Regt, but also seeks other tasks similar to those which may be expected in war, that is, the road movement of large quantities and various types of stores into and within the Area of Operations. To achieve its role, the Squadron is currently equipped with Diamond Reo prime-movers and 12 metre Freuhauf/ADE semi-trailers, International 'S Line' prime-movers and 32,000 litre bulk liquid fuel tankers (BLFT) and Mack cargo/tipper derivatives.

Few members of our Corps are well acquainted with the 32,000 litre BLFT because of its highly specialized nature. This equipment came into service in 1981 and, combined with the Mack Truck Tanker Fuel, has allowed bulk fuel operations conducted within the Regiment to become highly efficient. The task of maintaining a sufficient pool of BLFT qualified operators within the Squadron has become difficult, but with new training concepts, the situation is expected to ease.

In addition to relocating to new accommodation, the Squadron participated in two other major activities in the latter half of 1985. In October, the Squadron accepted the Freedom of the Shire of Coonabarabran. The granting of this honour, in which the Corps Banner was paraded and the Corps Pipes and Drums were in attendance, results from the close association the Squadron has had with the Shire through exercising in the area and providing a complement to march and participate in the Coonabarabran Anzac Day ceremonies over the past few years. 18 Tpt Sqn also conducted ad-



Recovery of a Mack truck that overturned during Linehaul operations on Exercise 'TRIDENT LOVE'

venturous training in late 1985, when the then Sqn OC, Major Geoff Adler, led a group to retrace the paths of explorers such as Burke and Wills, Leichardt, Smart and Warburton. In addition to experience of an historical nature, the training provided drivers with an opportunity to practise vehicle operation and maintenance in a harsh environment.

Despite manpower shortages and problems associated with the operation of the aging Diamond Reo prime-mover and semi-trailer fleet, the spirit of the Rampant Stallion Squadron perseveres. 18 Tpt Sqn eagerly awaits the arrival of the new prime-movers and semi-trailers in 1986/87.

26 TRANSPORT SQUADRON

25 Tpt Coy RAASC was raised in August 1964 in Wacol, Queensland. 26 Tpt Coy was formed in Puckapunyal from elements of 25 Tpt Coy for service in Vietnam. 26 Tpt Coy RAASC served in South Vietnam at Nui Dat and was the parent organization for the Australian Task Force Maintenance Area. Upon return to Australia 25 and 26 Tpt Coy were amalgamated to form 26 Tpt Coy on 30th June 1971. In June 1973 the unit became 26 Transport Squadron.

The Squadron is based at Puckapunyal and comprises a headquarters and four troops — 86 Tpt Tp (Mack cargo), 87 Tpt Tp (Mack tippers), 158 Tpt Tp (tank transporters) and Workshop Tp.

Equipped with a fleet of some 60 Mack derivatives (cargo, tipper, bulk fuel and water), and Leyland Contractor prime-movers with 30 and 60 tonne trailers, the Squadron is ideally equipped to meet its Force transport role in peace time and is designed to support expansion in war.

Because of its proven capabilities, the Squadron was extremely busy in 1985, supporting not only major exercises and regimental activities, but also units co-located in Puckapunyal such as 1 Armed Regt and AST.



A 30 tonne crane from 30 Terminal Squadron lifts a 5/7 RAR APC onto an 18 Transport Squadron Diamond REO at Ariah Park transhipment area 27 July 1985.

26 Tpt Sqn has the additional role of providing the command and control element of the Transport Squadron for the 1st Logistic Support Group in the Operational Deployment Force. It is likely

that the LSG Tpt Sqn will be titled 25 Tpt Sqn (P) LSG, thereby renewing the link between 25 and 26 Tpt Sqn. The LSG Tpt Sqn consists of 170 all ranks, and has a composite Road Transport Troop, Terminal Troop, Air Dispatch Section, Water Transport Section and Workshop Troop. The role of the Sqn is to provide 3rd line transport support to the ODF.



Deployment with a difference 87 Transport Troop (Tipper) on the grid at Bathurst Exercise 'BORDERLINE 85'.

EXERCISE 'BORDERTIME 85'

The mention of Exercise 'Bordertime 85' immediately conjures up thoughts in the minds of the 9 Tpt Regt soldiers of driving and operating in the out-back areas of NSW and QLD. It was quite a surprise therefore, to learn that the regimental exercise for 1985 was to be conducted at Puckapunyal, in the Grampians and in north western Victoria. As a result of this discovery, the last days prior to the commencement of the exercise were spent purchasing gloves, balaklavas and other similar yet unmentionable items to ward off the inevitable cold.

The exercise was conducted in conjunction with a 5/7 RAR mechanized operation held in the Puckapunyal Training Area. 9 Tpt Regt was tasked to deploy and redeploy M113 between Sydney and Puckapunyal.

A regimental line haul operation was established between Sydney and Puckapunyal to get everything under way. 18 Tpt Sqn operated the line haul from a load centre in Sydney to a transhipment area located in the small NSW town of Berrigan. A one-way circuit was operated with staging areas set up at Grenfell and Tarcutta. Eight Diamond Reo, five Mack cargo and two ISO container trailers operated around the clock on this loop. Each vehicle was allocated three drivers to ensure 24 hour operations. Staging areas provided accommodation, rationing, repair and recovery and allowed driver crew changes. Cargo, which included M113, was cross-loaded at Berrigan from where 26 Tpt Sqn operated a loop to deliver the goods to Puckapunyal. 26 Tpt Sqn manned staging areas at Berrigan and Puckapunyal, perhaps the more comfortable of locations.

Attention to detail ensured that telephone communications would not be affected by freight trains severing Don 10 cable crossing rail lines and operations continued irrespective of the vital Berrigan — Cobram football match. As it turned out, drivers had to be continually hauled away from the local football and netball (strangely popular) competitions to 'log-up' the necessary number of hours sleep before tackling the trip to either Holsworthy or Puckapunyal.

It was during this time that the unbelievable occurred; OC 26 Tpt Sqn whimped out with the flu! He, along with the Admin Offr, LT Brett Reeves, had succumbed to the Puckapunyal Plague. Contrary to popular belief, the remaining officers did not panic, nor did the NCOs tear out their hair and the soldiers did not wander around, lost and leaderless.

Public relations on a more formal note were reserved for the final day of the line haul operation, with the local primary school viewing the regimental operation and vehicles. The day developed into more of an education for the drivers than the school children, as each farmer's son took it in turn to explain to impressed drivers how Jacobs brakes were better than Dynatards, how a Cummins V8 will wallop a Mack 6 cylinder hands down and how a Mack tipper is small fry compared to Dad's Cruise-liner. The soldiers are to be commended for their restraint.



CFN Gemlt and Bambridge work on a Diamond Reo prime-mover watched by PTE Jackson during Exercise 'Bordertime 85'.

Phase 3 of the exercise saw the Regiment deploy to the Grampians where RHQ and the two Squadrons participated in a series of military skills exercises, which included the ubiquitous 15 km route march followed by a 2 km stretcher carry. The DZ clearance was less strenuous and certainly more entertaining.

After three days of solid rain the Regiment decided that discretion was the better part of valour and began its extraction from the mire. The erstwhile tall, proud looks of many a Mack were soon replaced by a lower racier look as axles sank lower to the ground in what could only be described as a swamp with a bit of thickener added. The Regiment's redeployment to Puckapunyal proceeded and all activities planned to occur as part of the military skills training were completed. The Regimental section competition held in conjunction with the military skills training was won by Corporal Steve Grant of 158 Tpt Tp, proving that the more axles that you have on the road the better.

As part of the exercise, the annual tussle for the Waggoner's Cup took place in the form of a football game between 18 and 26 Tpt Sqn. Berrigan hosted the game which at times resembled a Sumo Wrestling event. In the end, our civilian spectators had to agree that the game was most entertaining, not as rough as previous encounters and that perhaps 18 Tpt Sqn had proven that on the day, they had a slight edge on 26 Tpt Sqn.

One dispirited member of 26 Tpt Sqn was overheard muttering something about he Adjt, Captain Brent Olsen, being a ring-in and contributing to 14 of 18 Tpt Sqn's 13 goals. A slightly more jubilant soldier from 18 Tpt Sqn took time out from his celebrating to offer the standard 'sour grapes' retort. Differences were shelved that evening, however, as Berrigan put on a feast of pig, lamb and copious quantities of amber fluid for the strange visitors from far off foreign places called Randwick, Moorebank and Puckapunyal. OC 26 Tpt Sqn Major Bob (I am the only one to lose the Waggoner's Cup and not regain it) Andrae was less than impressed with the day's events.

Exercise 'Bordertime Time 85' concluded with 5/7 RAR vehicles being lifted to Holsworthy. Once again, the welcome presence of members of 30 Terminal Squadron was a contributing factor to the success of the exercise as they provided and manned transhipment area equipment to keep the flow of the line haul operation going.

EXERCISE 'MOBILE MASTER'

This 18 Tpt Sqn exercise was held between Brisbane and Shoalwater Bay and involved the carriage of engineer stores. This task included the relocation of heavy girder bridging, erected for the first time in many years by 1 Construction Regiment.

EXERCISE 'ARNHEM PHOENIX'

This exercise involved 26 Tpt Sqn operating in support of HQ 1 Bde and 2 Cav Regt. This appropriately titled exercise was conducted in the vicinity of Tindal, near Katherine and some 300 km south of Darwin.

The exercise began in earnest in Sydney with the loading of 2 Cav Regt M113s and HQ 1 Bde. Under the watchful eye of the then Sqn OC, Major Bob Andrae, and Ops Offr, Captain Bob Southwell, the Sqn convoy moved across the Blue Mountains to Dubbo, Burke, MT Isa, Three Ways (NT) and then to Tindal. Once Sqn vehicles were unloaded at Tindal, a further operation commenced to move from Darwin to Tindal those 2 Cav Regt APC that had the less comfortable journey from Sydney via HMAS Tobruk.

The process of moving A vehicles from Sydney to the Northern Territory taught 26 Tpt Sqn many lessons about vehicles, drivers and the carriage of M113. Days began at about 0600 hr with an average distance of approximately 600 km travelled per day.

Most vehicles arrived at night locations by nightfall, but that was not when the work ceased. The Workshops (Camel Brickers) often worked through the night to prepare the vehicles for the next day. The featureless terrain, long days and heat combined to make it all hard going!



A main battle tank rolls onto a 26 Transport Squadron tank transporter at Victoria Docks Melbourne, guided by CPL Turner.

As part of the exercise, the Squadron evaluated the feasibility of operating road trains with Freuhauf and ISO 20 tonne container trailers. Once in the outback, Macks hauled two Freuhauf trailers with a load of five A vehicles. This substantial load made it difficult for the combinations to maintain a convoy speed of 80 km/hr. On flat terrain, rear trailer sway was the major problem. Discussion at staging areas blamed draw-bar length, height of trailers and the length of wheel base, but, as it was noticed that civilian road trains reacted in a similar manner, it is thought that this problem is common with all road trains.

Darwin was the first pit-stop, with a whetting of the gamblers appetite at the Casino. After Tindal it was off to Alice Springs to participate in, watch, cheer or simply celebrate the annual Camel Cup. This warm dusty day of competition involving sponsored beasts entailed riding, handling and even winning. From 'The Alice' the Squadron drove to Cloncurry to join the remainder of 9 Transport Regiment.

The regimental training activity at Cloncurry near MT Isa involved good old Infantry Minor Tactics and driver training, conducted on the property owned by OC 18 Tpt Sqn, Major Geoff Adler's 'lations'. After three seemingly endless days in the heat and

dust of a drought stricken landscape, followed by a sports day at Cloncurry, the Squadron returned to Tindal. The task of moving elements of 1 Bde and 2 Cav Regt to Darwin was shared with 1 Transport Squadron and, although it went quite well, this took from the afternoon of the 26th to day-break on the 27th of May. That day was spent on vehicle maintenance and loading rapidly so that two days could be spent awaiting permission to leave. This was, however, valuably spent with one night in Tindal and one in Darwin.



CPL "Smokey" Dawson and PTE Quin of 3 Section, 86 Troop, 26 Transport Squadron heading north from Mt Isa on 4 May 1985 during Ex ARNHEM PHOENIX

The return trip from the exercise was relatively uneventful with the most interesting aspect being the carriage of a Tracked Load Carrier (TLC) which had suffered significant fire damage. The vehicle could not be tied down by the conventional Harrington Lash, as no tension could be gained on the damaged tracks. Railway sleepers were eventually placed under the final drive sprockets and the body of the vehicle chained down. This method was improved each night with the aid of the M816 Wrecker.

The Harrington Lash method proved most effective even though a cross over was used as well. Vehicles not fitted with bollards were a problem as was chain wastage caused through rubbing of the chain where it crossed the top of the track link. As a result of these and other experiences, the method of securing M113 is now under review.

26 Tpt Sqn returned to Puckapunyal in total on the 8th of June, each vehicle having travelled about 15,000 km. The Sqn had lifted 144 M113 and been absent from home for eight weeks.

EXERCISE 'RAMPANT STALLION'

This 18 Tpt Sqn exercise was held between 20 Apr and 6 Jun 85 in areas as far north as Cooktown, south to Coonabarabran, west to Cloncurry and east to good old Shoalwater Bay.

To commence the exercise, the Squadron deployed to the Piliga State Forest, north of Coonabarabran. The aim of this part of the exercise was to practise Squadron and Troop deployment and other drills associated with transport operations in the Communications Zone.

The Operations Officer, CAPT Bill Costin, ensured that the training was not easy, causing Diamond Reo semi-trailers and Mack trucks alike to crawl around forest tracks quietly in the dead of night.

Anzac Day saw 18 Tpt Sqn on parade in Coonabarabran for what has become their traditional pilgrimage. In addition to the usual festivities, members of the Squadron were also invited to donate what they could to the Coonabarabran Race Committee.

Also as part of 'RAMPANT STALLION', the Squadron supported 10 Terminal Regiment. OC 88 Tpt Tp and his group of devils enjoyed their time near Batemans Bay, but not as much as the rest of the Squadron on the task of deploying M113 of A Sqn 3/4 Cav Regt from Enoggera to Shoalwater Bay.

Following the deployment of A Sqn, 18 Tpt Sqn turned north to Townsville to collect B Sqn 3/4 Cav Regt M113. These vehicles were once again moved to Shoalwater Bay. The close co-operation between the two Squadrons, one Cavalry and one Transport, was evident once more.

18 Tpt Sqn then joined 9 Transport Regiment, in total, in Cloncurry, for training and the Regimental Sports Day, won by 18 Tpt Sqn.

Following the redeployment of the Cavalry Squadron from Shoalwater Bay, 18 Tpt Sqn was pleased to head home and even accept the colder climate.

PIPES AND DRUMS UK TOUR — DISPATCHES

The task to raise sufficient funds to send the RACT Pipes and Drums to the UK and BAOR in August/September 1986 (see PAR ONERI No 10) is proceeding according to plan. The Corps Committee is pleased with the efforts being generated and the support displayed so far. It will be important to maintain the momentum of fund raising into 1986 and personal donations can still be forwarded at any time to the RACT Central Fund at the Directorate in Canberra, or cheques may be made payable to the RACT Pipes and Drums Fund and forwarded to HQ FF MOV'T (for RSM) at HQ FF Comd.

Overall \$47,000 is being sought to fund the necessary return civil air travel costs. Of this amount, \$22,000 is being raised directly by the Pipes and Drums themselves and at the time of writing this article (30 Nov 85) they had raised in excess of \$11,000. The remainder of the overall Corps target is being sought through Functional Commands and Regional Corps Associations. All donations will be recorded and acknowledged in PAR ONERI. Unit contributions received so far include:

FF Comd	HQ FF MOV'T	\$ 248 (unit target exceeded)
(target \$12,200)		
	1 Div Tpt	\$ 1750
	2 Div Tpt	\$ 486 (unit target exceeded)
	3 Div Tpt	\$ 300
	9 Tpt Regt	\$ 764

1 ATSR	\$ 1272 (unit target exceeded)
10 Tml Regt	\$ 2440 (unit target exceeded)
11 MC Gp	\$ 86 (unit target reached)
2 MC Unit	\$ 74 (unit target reached)
47 Tpt Sqn	\$ 100
HMAS TOBRUK (SAD)	\$ 86 (unit target reached)
Log Comd 1MD	\$ 1712.20
(target \$7,250) 2MD	\$ 1217.00
3MD	\$ 1857.00
5MD	\$ 60.00 (to date)
7MD	\$ 75.00
Army Office/Defence Central (target \$750)	\$750 (unit target reached)

Other direct donations received by the Sydney based sub-committee include those from:

2MD RACT Offr Assoc	\$302
Rear Admiral Crawford	\$ 20
Mrs Peggy Sylvester	\$ 50

Further update on the financial situation will be given in next issue.



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RETIREMENT OF AN INAUGURAL MEMBER OF THE RACT PIPES AND DRUMS

By Major B. Keating — Pipe President

On 12th November 1985 Lance Corporal John "Colonel" Coughtrie was 'drummed' out of the Army after twenty eight years of loyal and devoted service to the Corps.

John enlisted into the Citizen Military Forces on 11th June 1953 as an inaugural member of the then 15th Northern Rivers Lancers Pipes and Drums (15 NRL). His natural talents as a side drummer were soon identified and in 1955 he started to establish his leadership capabilities within the Drum Corps when he attained the rank of Temporary Corporal.



A proud LCPL John Coughtrie is presented with his new Corps feather bonnet by Colonel L.P. Miller, Commander Field Force Movements and Transport, during the Pipes and Drums annual field exercise at Gan Gan, November 1985.

During the period 1954-1964 the then 16th Company RAASC Pipes and Drums which had evolved from 15 NRL Pipes and Drums, achieved outstanding success in the competition arena, attaining State Champion status. Much of this was due to the efforts of John, who assisted with the moulding of a drum corps which remained unbeaten in competition during this period. John was rewarded for his efforts when he was promoted to Drum Ser-

geant on 21st July 1964.

In 1969, John received the Advance Drumming Certificate, a rare qualification, and was appointed to the position of Principle of Drumming within the Pipe Band Association. He also served as Vice President of this organisation for approximately eight years.

After having achieved many goals with the Pipes and Drums of 16 Coy, John decided in 1975 to leave the CMF for a period so that he could concentrate on competition drumming.

He joined Cardiff RSL Pipes and Drums as Drum Sgt where he set about assisting them to attain high achievements similar to those attained by 16 Coy RAASC Pipes and Drum.

In fact during his time the Cardiff Pipes and Drums won four East Coast, four NSW, three Queensland and one Australian Championships and again under John's leadership the Drum Corps remained undefeated.

However, in 1979, John, missing the comradeship, the ceremonial parades and military lifestyle that had been such a big part of his musical career, decided to rejoin the RACT Pipes and Drums, where he would remain until retirement.

Sadly, that time has arrived and it is with a deep feeling of admiration for a soldier/musician who has given his all, that the Corps Pipes and Drums can say "THANK YOU JOHN "COLONEL" COUGHTRIE FOR THE MEMORIES AND FOR BEING PART OF THE UNIT'S HISTORY".

The Corps, through the medium of 'PAR ONERI', echoes these thoughts.

FOOTNOTE:

On his retirement, John Coughtrie was asked to act in an honorary capacity as coach to the Drum Corps of the RACT Pipes and Drums. Happily, John has accepted that role.

LETTERS TO THE EDITOR

Dear Sir,

Further to MAJ B. Calder's letter which appeared in Summer 84/85 Edition of Par Oneri. We have just completed our Annual Exercise in the Casino area and during this period, in the presence of Commander Field Force MOV'T COL Miller, the subject of the Corps acquiring a mascot or mascots was discussed at great length.

The general feeling amongst ARES members and Cadre staff of this unit is that the "Clydesdale Horses" would be a great acquisition as mascots to the Corps and what would be a better place than Puckapunyal seeing that the school would be the most logical place to stable them.

This unit certainly recommends MAJ Calder's idea.

A.L. Robinson
SGT
Chief Clerk
177 Air Dispatch Sqn

The topic of a Corps Mascot, in particular Clydesdale horses, was raised at the RACT Corps Committee Meeting on 1st November 1985 and will be an agenda item for the next conference in early 1986. Ed.

VALE

It is with sadness that the deaths are recorded of the following members of the RACT:

Private A.M. Simmons	18 Tpt Sqn
Lance Corporal G.A. Lee	HQ 3 Div
Private P.D. Farrar	35 Water Tpt Sqn
Sergeant G. Anderson	Unallotted List 2MD

The Corps extends deepest sympathy to their families, relatives and friends.

HONOURS AND AWARDS



General Officer Commanding Logistic Command, Major General D.C.J. Deighton, O.A., MBE.

MAJGEN D.C.J. Deighton, MBE, GOC Log Comd was made an Officer of The Order of Australia in the Australian Day Honours List for 1986. MAJGEN Deighton graduated from RMC in December 1952 and took up his first appointment with the RAASC in October 1954. He held a number of RAASC appointments including that of OC 1 Tpt Coy RAASC during 1963-64. He was awarded the MBE in 1969, shortly after his return from service in South Vietnam where he served as DAQMG on HQ AFV.

MAJGEN Deighton was allocated to RACT on its formation on the 1st June 1973 and has held three prominent RACT appointments: Director of Movements at Army Office, Chief Transport and Movements Officer, Second Military District and Commander RACT, Field Force Command. He was appointed Chief of Staff of Log Comd on the 4th October 1977 and has served in senior staff appointments since. He was promoted Major General on the 9th March 1982 on being appointed Chief of Logistics.

MAJGEN Deighton was made an Officer of The Order of Australia 'for service to the Australian Army in the field of logistic development'. On behalf of all members of the RACT, PAR ONERI congratulates MAJGEN Deighton on his receipt of this senior national award.

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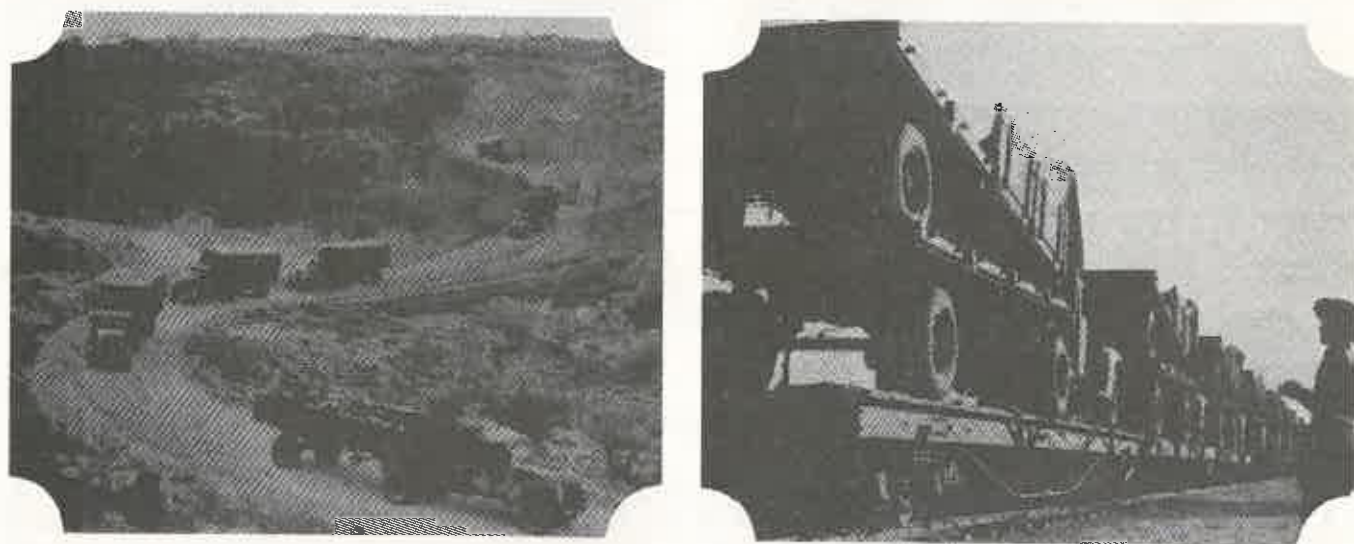
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THE FIELD FORCE IN 2MD PARADES THE BANNER FOR CORPS BIRTHDAY

by Major B. Calder — HQ FF MOVT

The historical buildings of Victoria Barracks Sydney were the setting on a cold Sunday 23rd June 1985, for a parading of HRH Princess Alice's Banner. The parade was the major activity in 2MD to celebrate the 12th anniversary of the forming of the Corps and featured the officers and soldiers from Field Force Command in 2MD.



The Reviewing Officer (BRIG K.R. Phillips) inspects the parade accompanied by the Host Officer (COL L.P. Miller) and the Parade Commander (LTCOL J.S. Tracey)

The events of the day began for the officers in the gardens of the Victoria Barracks Officers' Mess with a gathering of serving and retired officers and their families. The purpose of this occasion was to re-kindle old comrades' links over a chicken and champagne luncheon. It became evident that strong bonds exist between the old and the new in 2MD.

For the parade two guards were formed from HQ FF MOVT, 1 Div Tpt (1 Tpt Sqn), 1 ATSR, 2 Div Tpt (3 Tpt Sqn), 9 Tpt Regt, 10 Tml Regt and 11 MC Gp. The RACT Pipes and Drums provided the musical accompaniment and gave a colourful display of the highest musical and drill standard. The actual parade involved a march past in slow and quick time and was one of the most demand-

ing of those performed by the Corps since the presentation of HRH Princess Alice's Banner in 1983.

The parade was reviewed by the Chief of Staff Headquarters Field Force Command, Brigadier K.R. Phillips. The Host Officer was the Commander Field Force Movements and Transport, Colonel L.P. Miller and VIP guests included Colonel V.C.Y. Smith, the Colonel Commander 5th Brigade. During his address to the parade, the Reviewing Officer expressed his recognition of the high standard of dress and drill which was displayed. The parade RSM, WO1 R.J. Yallop, 10 Tml Regt, also stated after the parade that he was well pleased with the standard especially in consideration of the very limited rehearsal times that a particularly busy year for Field Force Command had demanded.

After the parade the 400 spectators, who were mainly the families and friends of the officers and soldiers on parade, as well as the retired members of the Corps withdrew to a very welcome afternoon tea and the traditional birthday cake cutting ceremony. The cake was cut by the senior serving Corps member, Colonel L.P. Miller, and the most junior soldier on parade, PTE E.S. Kerley of 1 Tpt Sqn.

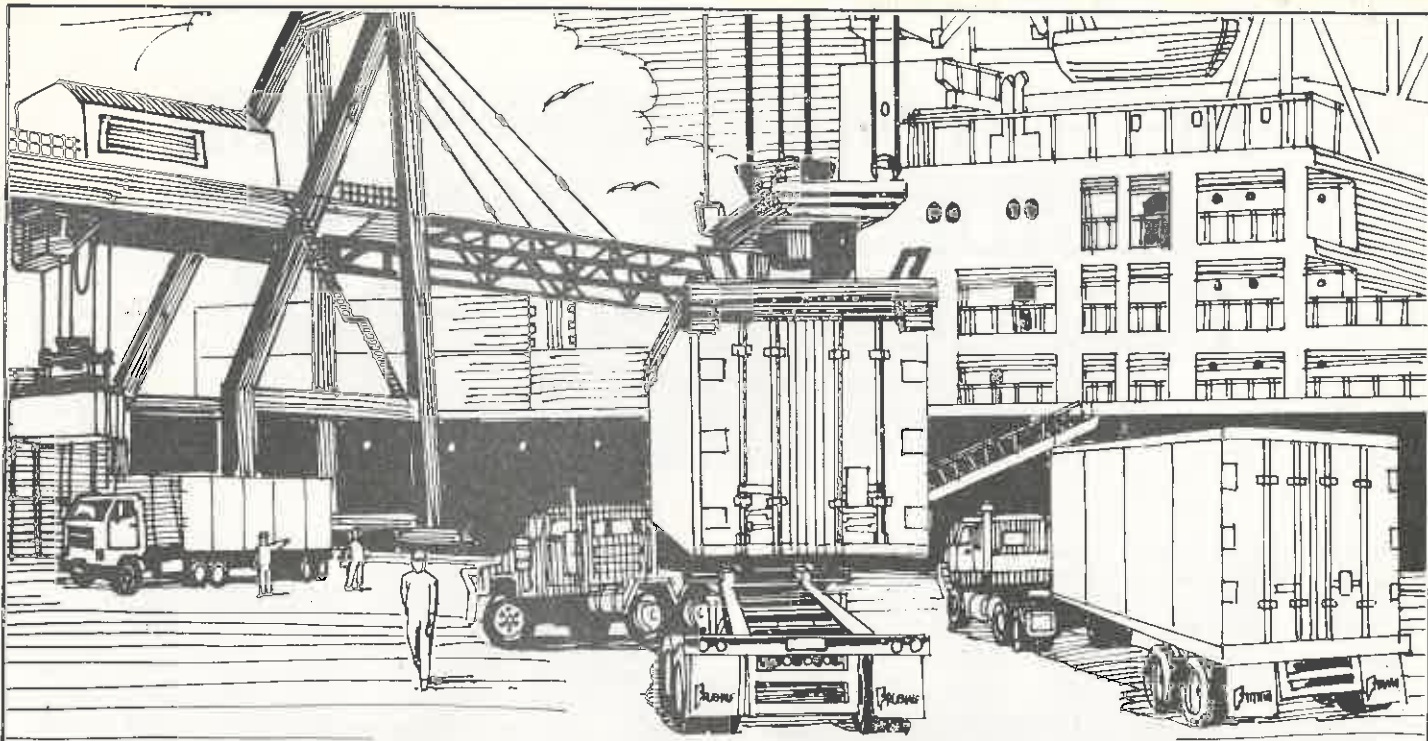
Activities associated with the day helped to raise in excess of \$400 for the RACT Pipes and Drums UK tour project.



The Banner is marched on: Banner Ensign LT M. Baumbach, Senior Escort WO2 F.J. Harvey, Junior Escort WO2 C.A. Street.



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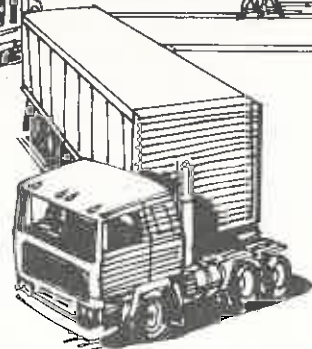


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AD26

MOTOR VEHICLE SAFETY

By WO1 M. Corkhill — WO Road Safety Army Office



Directorate of Army Safety monitors all motor vehicle crashes involving Army personnel. The crashes analyzed and statistically reported, using existing guidelines for assessing Direct Course Factors (DCF).

There are 13 direct course factors: speed unsuitable for the conditions; unsafe reversing; assuming right-of-way; cutting in; failure to signal; following too closely; stopping suddenly; delayed perception; bad judgement; improper turning; improper overtaking; lack of loss of control; and incorrect or faulty evasive action.

When analyzing the 1984 statistics we find that just four of the DCFs accounted for 65% of our preventable crashes in military vehicles, the statistics are shown below:

- a. reversing — 18% — 61 crashes,
- b. collision with another vehicle — 23% — 80 crashes,
 (other than rear end)
- c. vehicle collided with object — 13% — 43 crashes,
 (pole, tree, building)
- d. rear end collisions — 11% — 39 crashes.

It is not surprising, in light of the statistics shown, our main target of our safety programme is the reduction of collisions with other vehicles. You may also notice reversing crashes are becoming more prevalent. Why are we suddenly starting to experience more reversing crashes? Are we who are in the preparation of safety programmes on the wrong track, by putting emphasis on how to reverse safety? What about speeding? Many will argue, that since they were not exceeding the speed limit, they were not driving too fast for the conditions prevailing at that time. Then we have collisions with objects (pole, tree and buildings), you could say they are not attributed to drivers fault. But I would disagree, as these crashes would be attributed to misjudgement by the driver. Who is right? Are we looking at the right cause?

It is easy to blame the driver for stupid mistakes, but why does management take this stance? It is becoming more and more evident through the course of our staff visits and by scrutinizing the crash reports, that a trend has developed over the years — the safety related responsibilities have been largely abandoned to the Road Safety Committees, while the driver's immediate supervisor has been able to rid himself of a major responsibility towards his subordinates. Supervisions at all levels must accept the fact, that if they

neglect their responsibilities towards their subordinates, they must be prepared to accept part of the blame for crashes which occur as a result.

We must do our utmost to get more involved personally, to ensure drivers will at all times, when behind the wheel of a vehicle, use sound judgement, put into practice the principles of Defensive Driving (DD) and perform their duties (and not just drive) with a professional and positive attitude.

Where do we start? Well, a good starting point, is to get involved in the assessment of the crash report and the investigation of the crash, instead of simply referring the driver to a Defensive Driving Course. Lets face it — there is no danger of a military vehicle crash (MVC) occurring in the driver's room or at the office, but the supervisor's physical presence at the more hazardous points, where some of his charges are employed, just might prevent one.

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TRUCK SCHOOL CLEANS UP INAUGURAL SHOOT

By WO1 A.J. Luddington — RSM Army School of Transport

The RACT 3MD inter-unit rifle shooting competition was held at the Puckapunyal classification range over the weekend of 30 Nov/1 Dec 85. This is believed to be the first time that RACT units in 3MD have gathered together for friendly rivalry in one of the basic yet essential soldierly skills. Units competing were Army School of Tpt (AST) (2 teams) 15 Tpt Sqn, 26 Tpt Sqn, Puckapunyal Tpt Unit, Albury Tpt Unit and the soon to be disbanded Melbourne Water Tpt Unit. In all a total of 28 firers competed for a wide variety of trophies for both team and individual events. Apart from the familiar application and rapid practices members were required to demonstrate their skills in some not-too-familiar practices such as the counter terrorist, run down and falling plate. In addition



At the 300 m mound.

firers had to contend with a variety of shooting conditions (the four seasons which it seems that only Puckapunyal can provide.)

Competition was quite strong however AST teams 1 and 2 seemed to have the monopoly over first and second places in the earlier stages of the competition. Pucka Tpt Unit started to move ahead strongly and took over second place after the RSM of AST assisted them by placing a few good scoring shots on their targets. Strong challenges were continually being made throughout the competition which proved a healthy competitive attitude was present at all times.

No early prediction of the winning team could be made at any stage throughout the competition as the last practice was the falling plate which carried a HPS of 400 points. This meant that any one of the teams could leap ahead and become the overall winner.

Overall team results were AST No 1, with 1154 points, Pucka Tpt Unit 1012 points, 26 Tpt Sqn 947, Albury Tpt Unit 937, Melbourne Water Tpt Unit 795, AST No 2 with 728 points, MW TU 795 points and 15 Tpt Sqn 687 points. AST No 1 Team also took out trophies for the Elementary Application, Falling Plate, Team Snap, and 300 metres deliberate. Albury Tpt Unit won the Counter Terrorist Practice with Puckapunyal Tpt Unit taking out 300 m Snap and AST No 2 Team winning the Rundown Practice.

SGT Hugh Monroe of AST No 2 team took out the best individual score trophy with a score of 214 and Capt Kevin (just call me duty officer) Brumpton of AST No 1 Team was runner up with 201 points.

Best individual scores for the individual practices were Elementary Application Practice — SGT H. Monroe AST 123 points 300 m Deliberate Practice — CAPT K. Brumpton AST 43 points 300 m Snap Practice — PTE Henderson Albury Tpt Unit 37 points Counter Terrorist-Practice Pte Arthur Albury Tpt Unit 18 points.

The winning team trophy was a mounted .303 rifle and bayonet in mint condition which was donated and presented by MAJGEN D.C.J. Deighton MBE.

MAJGEN Deighton expressed his sentiments to the instigator of the competition, WO1 A.J. Luddington and commended the units represented for their support to this event which will now be conducted as an annual event.



Army School of TPT Team One Best overall Team with their trophies L to R: CAPT Kevin Brumpton, WO2 Rod Gill, SGT Ray Elliot (Team Capt), CPL Russell James and CPL Bob Oakes.

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INTRODUCTION

When a gentleman phoned recently and identified himself as a member of an organisation called DMOVT-A and suggested that we submit an article to PAR ONERI, we were stunned. However, when we were advised that people in the eastern colonies were curious as to who we were, what we do, and where we were (no longer at Leighton, WA) we gladly grasped this opportunity to make ourselves known



Troop 2IC, LT Z. Siewert, preparing his orders.

UNIT HISTORY

26 Tpt Tp is an ARes unit whose origins date back to the formation of 10 Tpt Coy, RAASC in Jul 1948. The unit was originally located at Karrakatta and was subsequently relocated to Artillery Barracks, Fremantle and then in the early 1960's to Leighton. The Leighton area was previously occupied by a Coastal Battery manned by 125 Coast Battery, RAA. The unit remained at Leighton until 5 Dec 83 when it occupied its current accommodation at Helena Valley.

10 Tpt Coy was initially a training unit and consisted of two transport platoons (26th and 27th) and a workshop platoon. This basic organisation remained until the disbandment of 10 Tpt Coy in 1975.

From 1975 to 1978 the unit was known as 26th Independent Transport Troop. In 1978 the unit assumed the title of 26th Transport Troop.

The unit relocated to a purpose designed depot at Helena Valley, Western Australia in December 1983. The depot has a large vehicle compound with covered garaging for 22 x 8 Tonne vehicles and six light vehicles. The depot includes a workshop building and a 3.5km Driver Training Circuit. Bushmead Rifle Range is adjacent to the depot.

ROLE

The role of 26 Tpt Tp is to conduct individual, sub unit and unit training in peace-time in accordance with instructions issued separately. Currently, the unit conducts training in accordance with

the Collective Training Objectives issued by HQ 5MD, that is, "Conduct Second Line Transport Operations in support of the units of a brigade group in the field". The unit SOP reflect the requirements of Second Line Operations.

PERSONNEL

The unit is commanded by an ARes Captain (OC), and has two other officers, an ARes Lieutenant Second-in-Command and an ARA Lieutenant Training Officer. There are three other ARA personnel consisting of a SGT Chief Clerk, a SSGT QMS and a SGT Spv Tpt. There are two ARes SGTs, one RACT and one RAEME. The Rank and File consists of 57 personnel giving a total War Entitlement establishment of 65. However, we are limited to a Manning Level for Training (MALT) of 50 personnel.

Since the unit relocated to its current location, a steady trickle of enquiries have been received from residents in the Eastern and Hills suburbs who wish to join the ARes. Since the unit is currently at MALT strength we have not advertised our presence as the sole ARes unit in the area to seek additional recruits.



Familiarization training on the 4 tonne Unimog.

VEHICLES

The unit establishment entitles this unit to the following major vehicles:

- Two Macks for Home Training (AE1).
- 21 MACK for Camp Training (AE2).

This vehicle entitlement is probably the units major problem. No ARes units in 5MD conduct MACK Consersion Courses, therefore drivers can only become qualified on MACK if they attend a course conducted by 22 Const Sqn, RAE for 22 Const Sqn drivers. To get an ARes Driver to T109 standard currently takes up to 3 years due to civilian employment commitments and the requirement to attend an ARes Limited Licence Course as a prerequisite.

Currently, out of an ECN 109 driver strength of 21, only eight are qualified for MACK. As it can be seen, the Collective Training

Objective for the unit is difficult to achieve if we are equipped with MACKS. Thankfully, 5MD allows the unit to use medium vehicles, without entitlement, for the logical progression from medium to heavy vehicles and to meet unit training requirements.

TRAINING

Most of the units training is conducted in Army Training Areas at (Bindoon and Lancelin), both areas about 80km north of Perth. Lancelin is on the coast and provides good training in a sandy dune environment. Bindoon Training area is located inland and it is typical of the West Australian bush. Training consists of Second Line Operations to meet unit and individual training requirements. Attendance at weekend training activities averages 30 personnel.

Annual Camp for 1985 is to be a deployment to MT SALVADO along the Canning Stock Route 200km north of Wiluna. Wiluna is 950kms north of Perth by road. The Annual Camp is designed to be the culmination of all aspects of individual and unit training for this year.

COMING ATTRACTIONS

Because of the type of vehicles to which we are entitled, and the low MALT ceiling, this unit has attempted to have the establishment amended to reflect medium vehicles and to have the MALT increased. Both these proposals have been halted in anticipation for a proposal to have this unit raised to a Squadron, similar to those now operating in the colonies.

We are hopeful that this change will be implemented as HQ 5MD is looking at more extensive tasking of the unit in line with the MD training directives. An upgrading to squadron would also bring us into line with other MD on the other side of the Black Stump and ensure that once again RACT road transport in 5MD is 'PAR ONER!'.



Advance driver training on the 8 tonne Mack.

STUDENT OF MERIT AT PROMOTION COURSE

At the 3/85 Subject One for Sergeant Course conducted by LWC Wing Singleton in June/July 1985, Corporal S.J. Eldridge of 1 Tpt Sqn achieved a commendable double. He received both the prize for 'Student of Merit' and also the 'Cane' donated for 'Best Instructional Performance'.

Corporal Eldridge has served with 1 Tpt Sqn since December 1984. The Director and Staff of DMOVTA extend their congratulations to Corporal Eldridge and wish him the best in his future career.



Corporal Steve Eldridge (left) is congratulated on his successful course effort by his OC, Major G. Donoghue.

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UNITS IN PROFILE NO. 2 4 MOVEMENT CONTROL UNIT RACT (ARES)

4 Movement Control Unit (4 MC Unit), owes its ancestry to the WW2 unit, 6 Australian Movement Control Group which was based in Shell House, North Terrace, Adelaide. The area of responsibility of 6 Australian Movement Control Group was the South Australian Line of Communications Area, although members of the unit also saw service in the South Pacific operational area. Some of the former members of the unit still attend annual Corps Dinners.

In 1951, 6 Movement Control Training Group RAE (TN) was formed at Keswick Barracks Adelaide, under command of LTCOL McPhee, OBE, a former CO of the 2nd/1st Movement and Transport Group, Bougainville. Annual camps in 1951 and 1952 were held at Fort Largs, now the South Australian Police Academy.

During 1953 the unit moved to Warradale. Its strength was about 40 all ranks under command of LTCOL P. Ferrier. As National Service was being conducted, the unit was actively employed in planning and supervising the movement of troops between Adelaide and the training camps at El Alamein and Murray Bridge.

1973 saw the unit end its association with the RAE and become part of RACT, as 4 MC Unit. The unit's activities were directed by HQ Log Comd and it worked in close association with the Chief Transport and Movements Officer, 4 Transport and Movements Group, 4MD. From 1978 to 1982 4 MC Unit was based with 8 Tpt Sqn RACT at Unley Depot, but has since moved back to Keswick Barracks. The main activities of 4 MC Unit, apart from individual and collective training, is providing movement control support to the Movements and Transport Staff of HQ 4MD in the movement of ARA, ARes and Cadet Corps units within 4MD or to other MD as required.

Exercise 'Trackend' was the culmination exercise for 4 MC Unit

in 1984 which required the establishment of airhead and railhead terminals for troop movements north of Mallala, and the allocation of intra terminal transport. The exercise included camouflaging movement offices, vehicles and equipment as the terminals were established. Interest and realism were added by a tactical story being written for the exercise, which removed rail movement capability between Mallala and Port Augusta. Unit members were advised that they would be attending the exercise some weeks prior to the activity, but were not advised of the details until the Tuesday night prior to the Exercise. This added interest and realism to the operational deployment.

Exercise Trackend was a resounding success according to the CO 4 MC Unit, LTCOL A.J. Moore. The requirement for camouflage and concealment being an interesting additional task to the normal movement control tasks of the unit.



The leaving ... Ex Trackend 24, 25 Nov 84. L to R: PTE Thomas, CPL Ostermann, PTE Harrison, 2LT Stokes & CPL Winterford.



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