

PAR ONE

Number 12



The Journal Of The
Royal Australian Corps Of Transport

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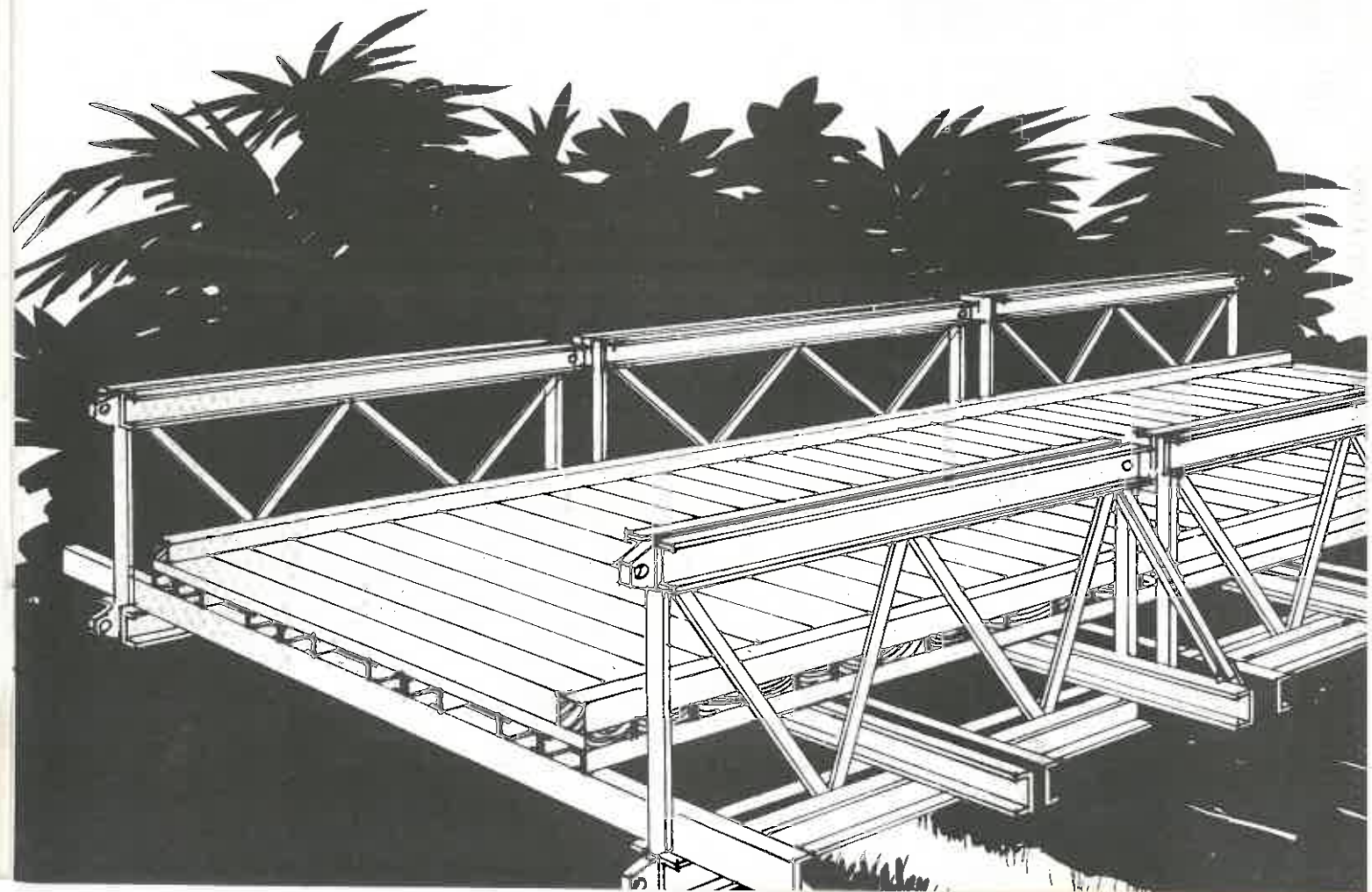
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PARADE

**The Journal of The Royal Australian
Corps of Transport**

NO. 12

**The Journal of
The Royal Australian
Corps of Transport**

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Published by



MAGAZINE ART PTY LTD
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35 Willis Street,
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COVER:

The Pipes and Drums on Parade during Exercise "Tartan Kilt"

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

Printed by West Web, Geelong, Victoria.

DIRECTOR'S MESSAGE

In my first year as Director, I have seen all units of the Corps with the exception of Oakey MCO. Oakey is high on the list for 1987. I have been most impressed by the morale and professionalism of the officers and soldiers of the Corps, both ASA and Field Force. However, I am concerned at the number of young soldiers leaving the Army at the end of their first or second engagement. The personnel management staff of the directorate are attempting to determine the reason for this occurrence and will be taking remedial measures in an effort to reverse the trend.

The assistance of unit CO/OC, officers and NCO is required in this effort. I am aware of the heavy workloads, the long working days and the many absences from home experienced by many of our soldiers. While onerous, these are characteristics of service life and astute management skills are required to ensure it is not overdone and that adequate compensation is afforded to those so employed. One thing is certain; during this period of reduced manpower and funding there will be little relief from the current situation.

Much has been achieved in the last year. Kangaroo 86 demanded considerable effort from a great proportion of the Corps. While much analysis remains to be done, from all accounts the exercise was a great success from the movement point of view. The deployment, support for the exercise and the redeployment went very smoothly, justifying the hard work done at all levels in improving the doctrine and the procedures. More needs to be done now to realise greater benefit in future activities. Those RACT elements of the ODF Brigade, the LSG and HQ Logistic Command are to be commended for their industry and performance during Kangaroo 86.

After much effort, the Australian Defence Force Line Haul Service (ADF LHS) commenced operations on 1 Dec 86. This service, with its eventual computer support system (AMTOS), will represent a state of the art line haul service which will provide considerable savings for the ADF in the area of transport operations and freight movement.

The formation of the Doctrine and Training Team (DATT) at the Army School of Transport represents a significant training breakthrough. The DATT will assume most of the Training Adviser functions from the directorate. The development of a package of movement training courses has been completed, as has the redesign of the Regimental Officer Basic



Colonel J.H. Snare psc, qtc.

Course (ROBC) which allows the attendance of both ARA and ARES junior officers. We are looking forward to seeing how the latter works on the ROBC commencing in February.

The approving of MES 84 Phase 2 in 1986 provides much relief for the Field Force semi trailer users. User units will be trialling the successful tender vehicle during this year and, hopefully, they will begin to appear in greater numbers during 1988. This approval, with the acceptance of the JRA tender for the 1 and 2 tonne vehicles to replace the current fleet of Land Rovers and Range Rovers, will complete the Army's new B vehicle fleet which will take us into the 21st century.

Finally, my congratulations to those newly commissioned PSO who are just commencing their first officer postings. Their dining out, with the Warrant Officers Class One taking their discharge, in the presence of a number of former RSM of the RACT provided the Corps with a night to remember. While the scale needs to be reduced, this dinner will become a fixed event on the Corps' social calendar.

EDITORIAL GUIDELINES

(Note: Unit correspondents to cut out and keep). Prospective authors of articles for Par Oneri should note the following points which will make it easier for the Editorial Board to accept your article and the printer to publish it.

LENGTH

Major articles should be 1500 words. This will provide approximately two pages of double column print. Small articles should be a minimum of 250 words. Remember the old adage "a picture is worth a thousand words" and include photographs with the articles.

TYPING

If possible, all articles should be typed — double spaced — on A4 size paper. Handwritten articles are acceptable, but typing makes them easier to proof read and adjust, and saves time editing.

TOPICS

Although guidelines for suitable topics are not rigidly set, articles should be of interest to all. Of particular interest are articles on units, individuals' achievements and activities; articles of a technical nature are also welcomed. Illustrative photographs should accompany articles wherever possible. Anyone may contribute.

PHOTOGRAPHS

Photographs for articles should be black and white, must not be polaroid, preferably gloss, and as large as possible. The minimum size required is 100mm x 150mm, standard postcard photograph.

SUBMISSION

Articles should be submitted to:

The Editor — PAR ONERI
DMOV-TA CP4-1-1
Dept of Defence (Army Office)
CANBERRA ACT 2600

Closing dates for submissions are 30 January and 30 June with publication about six weeks later.
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THE RACT PIPES AND DRUMS TOUR OF THE UK AND BAOR

By Major Brad Keating (Pipe President)

On 17 August 1986, the RACT Pipes and Drums winged their way north from Sydney aboard Qantas flight QF001 — their destination — SCOTLAND, the home of piping; the purpose — to represent the RACT in a tour of UK and the British Army on the Rhine by the combined Pipes and Drums of the RACT and 153 (Highland) Artillery Support Regiment, RCT (Volunteers).

The tour was in response to an invitation from the CO of 153 (Highland) Artillery Support Regiment, RCT (Volunteers) for a reciprocal visit by the RACT Pipes and Drums, to further enhance the bond of friendship which had been established in 1983 by our respective Corps Directors.

A contingent of twenty-five bandsman and four administrative staff arrived at Manchester International Airport early on the morning of Monday 18 August to be initially welcomed by Major Stewart Brown (Pipe President) and Charlie Deveney (Drum Major) of 153 Regiment's Pipes and Drums.

After a further journey north through very pleasant English and Scottish countryside, the Pipes and Drums reached what was to be their base for the next six days; HMS Cochrane — Rosyth, the RN Base approximately three kilometres from Edinburgh.

Greetings were exchanged with the CO, Adjutant and RSM of 153 Regiment after which the members prepared for their first engagement the next day. As dawn broke, the Pipes and Drums were introduced to their first taste of Scottish mist (more commonly known as rain), however, this did not dampen spirits. This was an important opening engagement as it forms part of the Edinburgh Festival and Tattoo. Obviously a challenging start to the tour so soon after arrival, but a challenge willingly accepted.

Word had spread around Edinburgh that there would be a visiting army Pipes and Drums from 'down-under' performing as part of the Festival. So a warm and receptive crowd was on hand to witness this event in the beautiful surrounds of the Princess St. Gardens with the majestic backdrop of Edinburgh Castle. The Pipes and Drums' performance rose to the expectations of the crowd. They in turn responded with generous applause, particularly during the playing of the Australian bracket of tunes, which included "Waltzing Matilda", "Click Go the Shears" and "The Road to Gundagai".

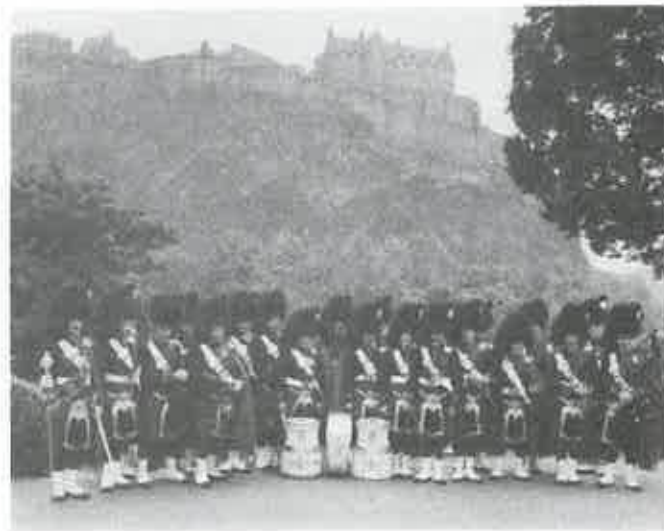
A successful opening completed, the Pipes and Drums moved to a delightful and most generous reception given by MacDonald and Greenlees whose Chairman welcomed the RACT Pipes and Drums to Edinburgh. MacDonald and Greenlees are the sponsors of the 'Old Parr' Piping Awards which have been most important to the development of the RACT Pipes and Drums over the years.

That evening a dream came true for many members of the Pipes and Drums as they were officially and publicly welcomed to the famous Edinburgh Tattoo.

Two days later, the members were back at Edinburgh Castle again, both for official photos and to perform for the large tourist crowds on the Esplanade. This was followed by a tour of the castle and a visit to the School of Piping where valuable information, not readily available in Australia,

was gained.

The next few days saw the Pipes and Drums combining both business and pleasure as the unit toured some of the historic sights of Scotland. The highlight was a visit to Blair Castle, home of the Duke of Atholl, who once again reaffirmed the wearing by the RACT Pipes and Drums of his family tartans; the Murray of Tullibardine and Murray of Atholl tartans.



The ancient battlements of Edinburgh Castle provide a majestic back-drop for a group photo of the Royal Australian Corps of Transport Pipes and Drums during their recent tour of Scotland. The musicians gained valuable experience and technical tips while working with and listening to the best Pipes and Drums bands in the world.

On Friday 22 August, after another well received performance in Dunfermline, the ancient Scottish capital, the members were given a civic reception by the City Council. Gifts were exchanged, including a presentation from the City of Newcastle, New South Wales, establishing a bond of friendship between the home cities of both Pipes and Drums.

The following evening was the first combined Beating Retreat performance by both Pipes and Drums. This was at Broom Hall, home of the Scottish Regiment's Honorary Colonel, the Earl of Elgin. During the ceremony the combined Pipes and Drums were 'out-gunned' when the lone ancient cannon of Broom Hall fired, sounding a loud note, at sunset.

The next day was to be the last official time for the Pipes and Drums in Scotland, prior to the long journey south to the home of the British Army at Aldershot. The day was therefore not to be wasted. It was spent on a technical 'high' with the members attending the Edinburgh Pipe Band Championships, Grades 1 to 4, where extensive face to face interchange was possible to discuss the techniques currently being applied in Scotland.

As the combined Pipes and Drums arose the next morn-

ing it was not to the smell of heather or to the beauty of the highlands, but to the regimental setting of Buller Barracks, Training School of the RCT at Aldershot. After a short settling-in period, it was down to business once more as the bands moved further south to East Sussex to perform at the Festival of Transport. Then came one of the more emotional engagements of the tour, when the Pipes and Drums performed as part of a fund raising activity, sponsored by the Winged Fellowship Trust, for the aged and disabled. Later, it was discovered that our Colonel-in-Chief, Princess Alice, was in fact the Patron of the Trust.



Musicians of the Royal Australian Corps of Transport Pipes and Drums march through the streets of Dunfermline, the ancient Scottish capital, during Exercise Tartan Kilt. The Newcastle-based soldiers toured the UK and units of the British Army on the Rhine (BAOR) during the exercise.

The next phase of the tour started with the Pipes and Drums initially all at sea, as they crossed the English Channel by ferry, between Dover and Zeebrugge (Belgium) on a near perfect day. After movement through customs and a quick introduction to our new German driving team, the bands took off on what could be best described as a whirlwind crossing of the Netherlands and Belgium, arriving at Duisberg (West Germany) at midnight, some eighteen hours after leaving Aldershot.

CAPT Bunting and staff welcomed the contingent to Glamorgan Barracks, home of 3 Armd Div Tpt Regt, and after a very much appreciated hot meal, conducted a full briefing on the next day's activities.

A new experience awaited the RACT Pipes and Drums the next day, as the unit joined with the German city's Fife band in Beeck, to open the Konig Brewery Festival. This consisted of a street march, with many of the people dressed in traditional costume, followed by much singing and dancing at the fairground beerfest. This joyful occasion had to be somewhat curtailed due to a more pressing engagement, namely the Beating Retreat that evening back at Glamorgan Barracks, for 3 Armd Div Tpt Regt.

The tour programme now stepped up to a hectic and tiring pace as the Pipes and Drums were continually on the move, with performances at Bielefeld, Monchengladbach and Rheindahlen. The performance at Rheindahlen was for the Joint Headquarters BAOR and was reviewed by the Commander in Chief British Army, Commander in Chief RAF Germany and the Rheindahlen Oberburgermeister (Mayor). Many hundreds of service personnel and civilians were in attendance.

This Beating Retreat ceremony was a joint performance with the RCT Staff Band, and this called for a high standard of display of technical skills, both in music and co-ordinated

drill. This had not previously been attempted on tour. To the credit of all the musicians, the performance gained high praise from all who attended, being rated as one of the most colourful and moving spectacles seen at the JFHQ in many years.

The final combined performance by both Pipes and Drums was at Emblem (Belgium) followed by a party which will be long remembered by all the touring personnel.

After a sightseeing visit to Brugge, the Pipes and Drums once again embarked on the ferry for the crossing of the channel to Dover. The voyage was to end on a musical note, when the Captain, who hailed from Edinburgh, on hearing the pipes being played below decks, requested that his ship be piped into Dover. So as the ship entered port, with the spectacular backdrop of the white cliffs of Dover, emotions ran high as the sound of pipes floated across the sea, signalling the final curtain to a tour which had been of a demanding nature but rich with memories and benefit.

A few days later, Captain George Friend, Pipe Major Gordon Body and myself were received by our Colonel-in-Chief, Princess Alice, at Kensington Palace, where an RACT Pipes and Drums plaque was presented and official greetings exchanged.

As for the tour's beginning some twenty-seven days earlier, the RACT Pipes and Drums were once again aboard another Qantas flight, this time heading back home. Now, with time to spare, one could reflect upon this historic achievement by our Corps. Many people, both military and civil, had worked with tireless effort to make the tour a reality.

The entire touring party wishes to publicly record its appreciation to all who assisted with the fund raising for the tour and to those who extended hospitality during the trip. The tour was felt to have been an outstanding success by us all. We, the members of the RACT Pipes and Drums, hope to be able to express this appreciation in a more tangible fashion by supporting Corps activities throughout Australia in the coming years.



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RACT PIPES AND DRUMS TOUR

Funded by the Corps and its Friends

Previous articles in PAR ONERI (see issues No 10 and No 11) explained the background and the purpose behind the decision by the Corps Committee to send the RACT Pipes and Drums on a tour of the UK and British Army of the Rhine (BAOR). Those articles also indicated that acknowledgement of all contributions would be included in PAR ONERI. Indeed, those issues of PAR ONERI provided details of contributions received at the time.

As the years go by, members and past members of the Corps and its Pipes and Drums will recall this tour and the very worthwhile benefits that will have flowed from it.

One of the features of the tour that will always remain uppermost, in the minds of those who appreciate the factors that contribute to success, will be the tremendous effort, support and Corps spirit that was demonstrated in raising the necessary funds. The final target for the travel costs was \$48,691, and we, supported in admirable fashion by our friends, succeeded in reaching that target! All elements of the Corps should feel justly proud of this effort.

On that basis, it seems fair that this issue of PAR ONERI should list all of the contributions made, including those previously reported in issues 10 and 11. The table at the end of this article records all of those contributions in as much detail as has reached the fund managers. We feel certain that many individuals deserve special mention and regret where our lack of knowledge prevents that recognition.

Special mention must be made here of the significant support provided by CBFC Limited, Sydney, who, as a Member of the Commonwealth Bank Group, came to our aid when it seemed we would fall short of our target. Had that shortfall occurred, some limitation on the tour party would have been necessary. On behalf of the Corps, the Corps Committee extends its thanks to CBFC Limited. Copies of this issue of PAR ONERI will be forwarded to the senior managers concerned.

Sincere thanks are also due to the management of QANTAS who co-operated to the fullest with us in making the tour possible. This assistance was not confined to the valued support in limiting passenger travel costs but extended also to meeting our varying requirements to move the Pipes and Drums considerable quantity of freight. A difficult job was well done. Thank you QANTAS!

Not shown in the table below is the additional cost of All Risks Insurance for the Corps Property deployed on tour (for example, bonnets, sporrans and plaids). The cost of this (\$500) was met from the Pipes and Drums own unit funds. The Corps Committee extends its appreciation for this.

CONTRIBUTIONS

Organization/Unit	Contribution
Army Office/Defence Central (RACT ACT Sub-committee)	\$ 750.00
Total =	\$750.00
FF Comd	
HQ FF MOV'T	258.00
1 Div Tpt	3300.00
1 ATSR	1272.00
2 Div Tpt	486.00
3 Div Tpt	1155.00
9 Tpt Regt	1738.00
10 Tml Regt	2440.00
11 MC Gp	86.00
8 Tpt Sqn	464.00
44 Tpt Sqn	461.00

47 Tpt Sqn	464.00
2 MC Unit	74.00
26 Tpt Tp	250.00
Ship's Army Det HMAS TOBRUK	86.00
Ship's Fund HMAS TOBRUK	100.00
COMD FF MOV'T Seminar 1985	47.00
COMD FF MOV'T Formation Farewell Dinner for COL E. Love	150.00
10 Tml Regt Dining In Night Nov 84	30.00
Total =	\$12861.00

Logistic Command/Training Command/Military Districts	
1 MD	1597.20
2 MD	1217.36
3 MD	1716.57
4 MD	606.00
5 MD (including 26 Tpt Tp)	378.85
7 MD	75.00
Army School of Transport Command and Staff College	964.41
	20.00
Total =	\$6569.39

Associations and Individual Contributions	
MAJ Peter Edwards and Party	30.00
MAJ Jim Jeans (Rtd)	20.00
SGT D.C. Schuhkraft	100.00
Rear Admiral Crawford RAN (Chief of Supply)	55.00
Mrs Peggy Sylvester (DMOVT-A)	50.00
LTCOL J. White	20.00
MAJ B. Keating	30.00
LTCOL R. Thirwell (RAAOC)	20.00
LTCOL A. Bewley (Rtd)	50.00
2 MD 1985 ANZAC Day Reunion	107.20
2 MD RACT Corps Birthday Parade 1985	131.30
LTCOL P. Emmet	100.00
LT Cabmarjason	25.00
LTCOL Simpson	10.00
Mr A.L. Blake	15.00
R & S Davis	10.00
HONCOL K.H. Wait	50.00
LTCOL R.M. Reynolds	15.00
SGT Smith (3 MC Unit)	175.00
MAJ M.R. Weller	5.00
1 MD RACT Association	195.00
2 MD RACT Association	102.00
3 MD RACT Association	500.00
4 MD RACT Association	400.00
Total =	\$2215.50

Other Valued Friends	500.00
Transferred from Full Dress Fund (see separate article this issue of PAR ONERI)	9.00
Interest as at 31 Jul 86 (from FF MOV'T Combined Fund)	1204.87
RACT Pipes and Drums Members' donations	\$24,581.24
TOTAL CONTRIBUTIONS =	\$48,691.00

OCH AYE — RIGHT DRESS!

Edition Number 11 of PAR ONERI showed a photograph of LCPL John Coughtrie of the RACT Pipes and Drums being presented with his new Corps feather bonnet. All members of the Corps ought to be aware that the Corps Central Fund purchased not only John Coughtrie's feather bonnet, but 24 others as well, to equip all members of the Corps Pipes and Drums. This occurred in late 1985 so it was in good time for the tour of UK and BAOR in August/September 1986.

But our Corps Pipes and Drums not only lacked feather bonnets — they also were deficient some other significant items of full Highland Regalia. These were plaids (a tartan cloth wrapped around the upper body with the excess draped over the right shoulder) and horsehair sporrans (a pouch designed to carry valuables — there are no pockets in either kilts or plaids! During the 18th Century it was used to carry musket shot and powder). Obtaining these plaids and sporrans would cost more than \$10,000 — an awesome task.

Recognizing that it would be undesirable to have our Pipes and Drums visit the home of Scottish piping and drumming in less than proper Highland uniform, a special fund raising effort was implemented in Sydney and Newcastle. That fund was kept separate from the tour travel fund described elsewhere in this magazine and it depended totally on the generous support of a number of community and commercial organizations. Photographs on the cover of this magazine and in the article on the tour show the Pipes and Drums with their new feather bonnets, plaids (both from Scotland) and horsehair sporrans (from Nova Scotia). Clearly, the whole effort was a great success!

The Corps Committee, the members of the Corps and the Pipes and Drums members are grateful for the very tangible support displayed by the organizations and institutions listed below. Special thanks are extended to the senior managers identified for the way in which they gave their valuable time and for their considerable interest:

Coal and Allied Industries Ltd	(Mr Bruce Thompson, Director and Chief Managing Director)
R.W. Miller and Co	(Mr Tony Haraldson, General Manager, Finance and Administration)
BHP International Steel Group	(Mr Rob Chenery, General Manager)
WESTPAC Banking Corporation	(Mr John Hunt, Manager, Royal Exchange Branch)
Kooragang Coal Loader Ltd	(Mr Dennis Stone, General Manager)
Joseph Scott and Co, Pty Ltd	(Mr Ian Scott)
Port Waratah Coal Services Ltd	(Mr David Boyd, General Manager)
CSR Ltd, Coal Division	(Mr Peter Lovell, Deputy General Manager)
Howard Smith Ltd	(Captain John Evans, Chief General Manager)
ANZAC Day Marathon 1985	(1st Transport Squadron and Major Charlie Lynn)
Westfield Marathon 1985	(1st Transport Squadron and Major Charlie Lynn)
Stockton RSL Sub Branch	(Mr Robert Matthews, Secretary)

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PIPES AND DRUMS BEAT RETREAT FOR RMC'S 75TH ANNIVERSARY

By Captain J.L. Herbert

Our Pipes and Drums travelled to Duntroon on the weekend of 18/19th October 1986 to participate in a ceremonial Beating of Retreat. The ceremony was a feature of the celebrations to commemorate the 75th Anniversary of the founding of the Royal Military College.

Beating the Retreat was performed by two 75 man guards of RMC's Second Class cadets, and the combined bands of the Royal Military College and the RACT Pipes and Drums.

The ceremony was a unique opportunity for the Pipes and Drums to perform not only before the CGS, and many other very senior serving and retired officers, but also before 350 staff cadets, some of whom will go on to be allocated to RACT on graduation. Seen amongst the delighted RACT spectators was our former Director, Brigadier G.J. Christopherson, and the Commander Field Force Movements and Transport, Colonel L.P. Miller.

With only one combined rehearsal (which wasn't even on the hallowed RMC parade ground), our Pipes and Drums performed in a most professional manner with the 40 strong RMC band. Few who were there will forget the moving rendition of 'Amazing Grace' by the combined bands, or the grand sight of the bands marching off to 'Scotland the Brave'.

To conclude the weekend, on the next day, Sunday, the Pipes and Drums put on a colourful display before the ACT Branch of the RACT Association at a family day at Weston Park on the shores of Lake Burley Griffin.

The weekend will be remembered for a number of firsts: it was the first time our Pipes and Drums have performed for the Royal Military College; it was believed to be the first time ever an ARES band has performed on the RMC parade ground; it was the first time that the Pipes and Drums have performed for the ACT RACT Association, and finally, it was the first time that our very expensive feather bonnets have been rained upon (I can report that the feather bonnets suffered no damage!)



Pipes and Drums braving typical Canberra weather.



Combined bands on RMC parade-ground.

MELBOURNE — KATHERINE — MELBOURNE IN NINE DAYS

Foreword By MAJGEN C.A.E. FRASER CB, CBE, (RL)

C.G.S. Exercise 1954. Visit to the Katherine Gorge.

In mid 1954 the then C.G.S. of the Australian Army (later Lt General Sir S.F. Rowell) decided that the time was ripe for the Australian Army to look more closely at the tactical implications of the introduction of nuclear weapons to the battlefield. Accordingly he directed that this be the topic for an exercise he proposed to conduct in November 1954.

At this time regular exercises to be conducted by the Chief of the General Staff were just beginning to be a regular feature of the Australian Army's annual training program. From time to time in order to provide some opportunity for major formation Headquarters to exercise their war-time roles, exercises had been held almost always involving scenarios of Redland and Blueland contesting some tactical issue involving the Murray river.

In the nuclear concept this idea suffered from the serious defect that tactical operations on the line of the Murray river could not be separated from the nuclear vulnerability of Melbourne and Sydney. Hence if an operation had to be designed to study the impact of nuclear weapons, the first requirement was to choose an exercise area in which the importance of Melbourne and Sydney could be effectively diminished.

This led to a study of the Northern Territory and it was immediately apparent that the first major obstacle south of Darwin was the Katherine river. It should be stressed at the outset that no strategic significance was to be assigned to this area, least of all in choosing it ahead of other strategic possibilities either on the east or west coasts, but the Katherine Gorge provided an area convenient for the study of the problems proposed.

It rapidly became apparent in 1954 that the quality and quantity of topical information relating to this area of the Australian mainland fell far short of what was needed if the members attending the CGS exercise were to be able to employ this knowledge in the resolution of problems they were expected to consider.

These deficiencies became more evident as the concept of the exercise began to take shape.

There was no financial provision to support a physical reconnaissance but four officers involved with the exercise felt that the whole concept would be sadly deficient if a suitable ground reconnaissance could not be made, even though it meant leave being sacrificed and personal responsibility for the expenses of such a trip having to be met by the individuals concerned.

The detailed account for the trip by COL. A.P. Green summarises the sequence of events. There are however some important lessons to be drawn. Firstly, that area of northern Australia subject to monsoonal rainfall conditions is an area of operations containing extraordinary difficulties. From a great surfeit of water during the monsoon to a near arid condition during the dry, the area changes in the matter of a few weeks to a completely opposed operational environment. It was clearly shown during this exercise that to maintain forces in the Katherine area of a size to exert significant tactical influence (say two plus divisions) would impose an enormous logistical burden on the Australian economy, and it's capacity to meet this would have to be

regarded as marginal, given that the Port of Darwin was not in Australian hands.

Likewise the logistical problem of any hostile force moving south from Darwin, would itself be plagued by similarly difficult logistic problems.

The conclusion is that any consideration of operations in that area of Australia affected by monsoon conditions has problems all of its own, considerably magnified by the lack of facilities customarily available in the solution of transport problems e.g., extensive road systems, airfields, fuel supply systems, rail transport alternatives are all conspicuously absent in this vast territory. The transport corps will undoubtedly exercise the dominant influence in any consideration of operations in this area and it provides one of the few remaining areas in the world where these problems can be studied without too much dilution brought about by extraneous factors.

COL (RL) A.P. GREEN BA, DIPJOURN, psc takes up the story:

At very short notice four officers LTCOL (Later BRIG) F.P. SERONG, LTCOL C.A.E. FRASER (later MAJGEN) LTCOL S.C. GRAHAM (later MAJGEN) and the author, decided on a personal reconnaissance. LTCOL Serong provided the vehicle, an under-powered but roadworthy Ford Consul. The journey of 7640 kms, about one quarter on unpaved country roads and tracks had to be completed in nine days — a tall order allowing only one day for the reconnaissance.

The RACV provided route information, supplemented by details gleaned from private and commercial motorists from the area. Indications of poor road and track surfaces operating on our overladen Ford led to an early decision that speed regulation would be critical. Driving was to be shared by three officers with the author as cook, recorder and prompter of tired drivers. The route was MELBOURNE — BALLARAT — ADELAIDE — PORT AUGUSTA — ALICE SPRINGS — KATHERINE and return.

FRIDAY 7 Oct 54/8 Oct 54

We departed Melbourne at 2000 hrs. Approaching BACCHUS MARSH the pack rack containing spare fuel and water etc., became so unstable it had to be repacked. Halting at BALLARAT the gear box and sump were found to be very low in oil, despite the preliminary (civilian) servicing, endangering the whole project. After refills the journey to ADELAIDE was trouble — free and rotation of drivers was



Breaking camp.



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instituted. After a three hour halt for showers and breakfast we took the coast road to PORT AUGUSTA. Arriving at PIMBA at 2200 hrs we camped on stony ground near the railway station on a distinctly chilly night. Already one member complained of sore throat, another of constipation: rum and aspirin were administered.

9 Oct 54

After 0515 reveille, ablutions at the station and breakfast we departed at 0815. En route to KINGOONYA we met stony surfaces, corrugations and salt marsh conditions. Although projecting rocks aroused our fears the only effects were some loosening of the hub bolts, soon corrected. At Mt EBA a creek bed again dislodged the pack rack with a half hour delay. By COOBER PEDY we appreciated that our progress had lagged and time was becoming a critical factor even perhaps necessitating all-night driving. We refuelled the



Running adjustment.

vehicle and ourselves and drove on to south of MT WILLOUGHBY, making camp at 2345 after 16 hours on the road under poor driving conditions.

10 Oct 54

After reveille at 0445 we move off at 0620, at 60 kph, the track being broad but rutted sand, passing one vehicle which was stuck for three hours. Our first puncture occurred at AGNES CREEK, then we had to manhandle across a soft sandy creek bottom where a burnt out vehicle lay abandoned. We were now averaging 48 kph, but fortunately the ALBERGA proved an easy crossing, and we reached KULGERA at 1520, to enjoy a cold beer and tighten a disconnected air filter. Going now improved to 65 kph. At 1830 after 12 hours driving over 502 km we had a long meal stop. Camp was made at 0030 hrs 28 miles south of ALICE SPRINGS.

11 Oct 54 — Time and Space Crisis

After delay refilling the gear box we reached ALICE SPRINGS at 0900. Time was becoming critical if the members required in Melbourne by 19 Oct were to meet their schedule yet we were all suffering considerable fatigue. One alternative considered was to send one member back by air. Another, less promising option was to return via Queensland. While our bodies indicated the need to get a full night at ALICE SPRINGS we reluctantly decided we must press on to KATHERINE or otherwise abort the mission. Our decision was fully vindicated. At 1225 we took the good bitumen road at a steady 80 kph, in more tropical surroundings, with more build-up in tyre pressure. The roadside was strewn with broken tyres and bottles and straying cattle presented a hazard. Making camp at 0130 we had completed a run of 766 km in 13 hours.



Low level road and high level railway bridge.

12 Oct 54

After reveille at 0445 we left at 0640 after checking and adjusting tyre pressures. NEWCASTLE WATERS was in drought. Apart from minor clutch slip and pack rack looseness the Consul was running well. Dry conditions presented a fire hazard in the area. At LARRIMAH incoming Queenslanders confirmed the Mt ISA — CLONCURRY route was in bad condition. We stopped to view potential standings, fuel storage, railhead and accommodation here as well as the railway bridges offering road transit of water gaps. Reaching KATHERINE at 1300 hrs we had completed our journey of 3635 km in 107 hours. Having quaffed a cold beer the reconnaissance of the KATHERINE GAP began in earnest, entailing considerable walking and some photography. Local residents emphasized the reduced mobility in the 'Wet', when many areas became impenetrable, and novel techniques such as running vehicles in tandem and quitting the normal track for any higher ground may be adopted.

13 Oct 54

A good night's rest was enjoyed on the banks of Katherine River, and after a thorough clean up we began the return journey at 1225. Weather forecasts and gathering clouds promised a wet trip. A brief stop enabled us to view logistic area sites at MATARANKA, but our thoughts focussed on reaching MELBOURNE before 18 Oct, to brief the exercise directors. Fuel proved unavailable at DUNMARRA and we refilled at ELLIOTT. Snatching a solid steak supper at RENNER SPRINGS we drove on to WAUCHOPE.

14 Oct 54

Reveille was at 0500. Tyre positions were changed and hub bolts firmed, but the tyre pump proved unserviceable. Threatening cloud and thunder increased our apprehensions, and rain began to fill the creeks. Between WAUCHOPE and TEATREE our maps proved inaccurate. One



Not mere gossip! LTCOL Fraser collects local information.

member suffered a relapse of laryngitis. ALICE SPRINGS was reached at 1345 where we lunched and showered. Here a broken spring shackle was replaced. Rain had fallen and the TODD RIVER was actually running water and the streets were flooded. In the bar of the Bruce Arms we sought the advice of the famous Territorian prospector, erstwhile companion of Lasseter, BOB BUCK. When we asked if we could safely push on south the sage old veteran replied 'She'll be right, if I was a younger man I'd walk the distance with you myself'. Pondering this sybilline advice we camped in an as yet un-roofed hotel for the night. Meanwhile we made tentative arrangements for LTCOL Fraser to have an indulgence flight to Melbourne in a RAF aircraft which had put down at ALICE for the night, should our route prove impossible.

15 Oct 54

An early call to the airport met section gave a moderately optimistic forecast and we decided to forge ahead at 0830. Although sections of the track were flooded it proved quite firm. In more difficult areas we first reconnoitred on foot. The FINKE RIVER proved dry and passable. Traffic moving north reported the tracks ahead to be good. In some areas the rain not only laid the dust but firmed the sandy track. However at Mt WILLOUGHBY, where we overnighted, there were a car and two semi-trailers bogged.

16 Oct 54

Moving off at 0745 we took the old track to COOBER PEDY on local advice only to find it badly broken up, so we rejoined a recently graded portion of the main track. South of COOBER PEDY corrugations held our speed to 80 kph, and we replenished at Mt EBA's facilities. After KINGOONYA the exhaust came adrift crossing the railway and our temporary repair proved ineffective. We were now racing ahead of a storm and we hit a kangaroo, sustaining only minor damage.



Graded track but slow going.

17 Oct 54

We reached PORT AUGUSTA at 0630 after 22 hrs 45 mins on the road. (Fatigue is reflected in the writing of the diary). Here the muffler was welded on and travel resumed at 0915, reaching ADELAIDE at 1545 by the coast route. A stop of two hours was taken for rest and refreshment before tackling the last leg. Despite regular driver rotation, fatigue was now gravely reducing our efficiency. Entering the PUCKAPUNYAL general area after 7500 (+) km of successful navigation we became 'bushed', despite the formidable local experience of the crew. A puncture took the team a hour and a half to fix. MELBOURNE was reached at 1445.

BYE-PRODUCT — SOME TRANSPORT LESSONS

Bearing in mind the trip was a straightforward reconnaissance over relatively well-trafficked routes, some useful transport lessons emerge:

- a. **IMPORTANCE OF PREPARATION.** A hasty decision to start and reliance on civilian servicing nearly ruined the project e.g., the oil shortage at BALLARAT which a thorough inspection would have averted.
- b. **EQUIPMENT.** Under ideal conditions a roomier more rugged vehicle should have been used. In the circumstances the performance of the Ford was most creditable. Minor defects e.g., pack rack, tyre pump, should have been spotted.
- c. **PHYSICAL FITNESS.** Fortunately none of the incipient ailments matured seriously. Fitness is imperative for sustained vehicle operation.
- d. **TIME/SPACE.** The short notice limited the time available. The project could have foundered for personal, mechanical or climatic reasons because of the short time allowed.
- e. **SPEED REGULATION.** The early decision to regulate the speed to the route and driving conditions was critical to the success of the trip, as were the careful driving techniques exercised.
- f. **ACCUMULATION OF INTELLIGENCE AND EXPERIENCE.**
 - (1) The trip vividly illustrated the considerable variations in terrain, going, climate, roadside facilities, resources etc encountered. These can only be anticipated by careful study, reconnaissance and recording.
 - (2) Every effort was made in the time available to gather relevant information from a variety of sources before the trip and subsequently *en route*. In the new concept of Australian continental defence the accumulation and dissemination of such information becomes a vital necessity.
- g. **FATIGUE.** Despite careful sharing of driving and chores the trip ended with the crew fatigued to the point of confused near-helplessness. The time factor in hindsight, made this inevitable. Experience of military transport operations shows a high correlation between fatigue and accidents, mechanical breakdowns and personnel problems. The limits to human endurance and efficiency place a premium on the intelligent management of transport personnel to conserve their endurance.
- h. **GENERAL.** The Corps will not be able to fully discharge its role in defence of Australia until it has perfected its knowledge and experience of our vast geography and the problems it poses for transport operations.

FOOTNOTE

It will not be sufficient to rely on information resting in Defence files of the infrastructure. Personnel must be familiarised with the files and the ground they describe. The strategic areas should be divided into sectors for study and reconnaissance. Each sector could be studied in detail in succeeding years.



Left to right: LTCOLs Graham, Wheeler (COMD NT) — Fraser — Serong — in conference — Katherine.

ARMY MARITIME SCHOOL

(The CORPS' NEW SCHOOL)

The Army Maritime School located at Chowder Bay Barracks, Balmoral, Sydney is the Corps' newest school. It was established on 30 January, 1985.



"Army Maritime School, Chowder Bay Barracks".

Army Maritime School has a lengthy history dating back to the 1890's. It has in the past been the site for a number of Army establishments including the New South Wales Defence Force Sub Mariners Depot (the Submarine Miners Corps was a short lived amalgamation of the Engineering Corps and the Torpedo and Signalling Corps); a Royal Australian Engineers Depot; an Anti-Aircraft and Fortress Wing (Wing of the School of Military Engineering); and, in 1943, the Transportation Wing of the School of Military Engineering (to train Deck Officers, Marine Engineers and Seamen). In 1949, the name changed to Transportation Centre (RAE); in 1973 to Transportation Centre (RACT); in 1978 to Maritime Wing of the Army School of Transport; and on 30 January 1985 regained independence to become the Army Maritime School.

Classified by the National Trust, the original school buildings of stone and cedar are currently being restored to their original external appearance. The main building contains one of the few free standing circular standstone staircases in the Sydney area, and the classrooms, formerly mines stores, still contain their original overhead gantry cranes.

The Australian Army Maritime Memorial is located in front of the AMS HQ, and makes its own contribution to the area's historical atmosphere. The Memorial was dedicated on Anzac Day 1982, by Colonel Ken Duncan RL. The plaque reads "DEDICATED TO THE MEMORY OF FALLEN COMRADES IN ARMY MARITIME OPERATIONS". It encompasses all personnel engaged in Army Maritime work, past and present, commemorating all those who gave their lives in this field from 1894 through all areas of activity to the present day.

The redevelopment of the training facilities within the barracks will ensure that the historic character of the area is retained. The redevelopment is expected to be completed in mid 1988.



Australian Army Maritime Memorial.



AMS 'Jetty'.



Sergeant Major's MQ (Army Maritime School HQ).

The two preceding photographs show the Jetty and the Sergeant Major's Married Quarter (c. 1891), which is now the school Headquarters. These have already been restored.

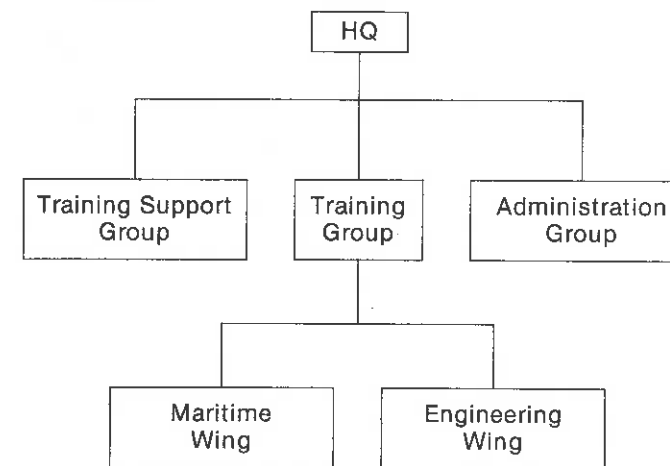
Role

Like all Army schools, the school has a role to perform, which is:

- to conduct Royal Australian Corps of Transport individual training for Maritime related trades;
- to train Royal Australian Electrical and Mechanical Engineer personnel in specific Maritime trades; and
- to contribute to the development of doctrine and equipment.

Organization

The school is divided into three groups to enable it to fulfill its role, under the guidance of Major Jack Peel (OC/CI) and Warrant Officer Second Class Robbie Wortley (SSM). The groups are:



The school has an establishment of 58 personnel as follows:

	MAJ	CAPT	W01	W02	SSGT	SGT	CPL	PTE	CIV	Total
Estab	1	3	1	7	1	10	8	13	14	58
Strength	1	3	1	7	1	10	7	15	14	59

Training Support Group

"Training Support is advice, guidance and assistance given to the staff of the Army Maritime School to help them conduct training efficiently and effectively to fulfill its role. It incorporates the development, application and evaluation of systems, techniques and aids to improve learning."

The group is headed by Captain George Friend (Senior Instructor), Warrant Officers Second Class Ken Jackson (WO Coord) and Bob Clifford (TDO). The group in essence provides the training development and logistic support for the courses conducted by the school.

The Army Maritime School is one of the few Army Schools that does not hold its own equipment on establishment for training purposes and therefore relies on outside agencies for support, in particular 10 Terminal Regiment.

The school annually receives the following support:

- Field Force Command, 130 support tasks;
- Royal Australian Navy, 25 support tasks;
- Royal Australian Airforce, 12 support tasks;
- Military District/Logistic Command, 50 support tasks;
- 17 Consultants/Civilian Agencies, 60 support tasks.

Training Group

"Training Group is the School. It conducts, monitors, and tests the training in Maritime related trades for Regular and Reserve Soldiers, selected foreign and other service personnel."

The group consists of three sections and at the helm of the group is Captain Peter Graham (Captain Training). The

wing and section heads are:

- Maritime Wing — CAPT Kathy Lewis;
- Engineering Wing — W01 Ocka Murray (RAEME, Wing Instructor);
- Seamanship Section — W02 Hans Kumpel, and
- Terminal Operations Section — W02 Ces Sreat.

An Army Reserve section has been raised and is integrated into the Maritime and Engineering Wings. It is responsible for conducting trade testing in the Army Reserve Water Transport Units.

Training group conducts 30-35 courses a year, with a maximum of 350 students annually. Within the group there are 17 different trade and familiarization courses conducted.

Administration Group

"Administration Group provides the assistance for provision and maintenance of stores, barracks and the daily management of trainees and trainers."

The administrators are administered by Captain Jenny Magin, assisted by Warrant Officer Second Class Len McKenzie (QMS), Sergeant Bob Dunn (SGT Cook), and Sergeant Tony Hooper (CC).

They are the keel of the ship, providing a means of existence for all. The matters they attend to range from catering, staff administration, to transport and stores.

The End

The school, although a small and relatively new organization is the pillar of the RACT and RAEME Marine Trades and since coming under new management in August 1985, is reintroducing old but well established skills. AMS looks forward to the acquisition of a training vessel in the not too distant future.



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LETTERS TO THE EDITOR

Dear Sir,

More than two years have now elapsed since the subject of a Corps mascot was first mentioned in the pages of 'PAR ONERI'. (see edition No. 9/84). I have been most encouraged by the replies in the No. 10/85 and 11/86 editions, and have myself had very many enquiries and declarations of support. I consider therefore that members of the Corps are entitled to know what has happened to the mascot proposal.

The November 1985 Corps Committee meeting decided to defer any action on a firm proposal that was put to them. That proposal was to appoint a sub-committee to report upon the wide ranging implications of the Corps adopting two Clydesdale horses as mascots of the RACT. The decision of a subsequent meeting was to either further defer any investigation, or to not proceed with any such investigating. To my knowledge there has been no investigation or report. The original proposal to conduct a more detailed study had been formally put to the Corps Committee in the form of a brief with specific recommendations. A synopsis of that brief is as follows:

"Clydesdale is the ancient name for Lanarkshire, a county in England that is famed for the superiority of its heavy horses. The first heavy horses were imported into Australia in the early 1800s. It was from the 1860s that the Clydesdale stud stock made its impression with the redevelopment of roads that were a consequence of the discovery of gold.

The Clydesdale is recognised as the soundest of the British breeds of draught horse. The features which set it apart from all other breeds are length of stride, and straightness and snappiness of movement. The disposition of the breed is considered without equal, and their alert temperament and adaptability makes them ideal for work and show.

Whilst there is probably no direct military link between the Clydesdale and the RACT, it should be accepted that:

- the forebears of our Corps are indelibly linked with cart horses, and animal portage remains a Corps responsibility.

- there is a highly visible link already established between the Corps and things 'highland' or 'Scottish' through the Pipes and Drums, and
- for pure show purposes there is arguably no more impressive animal anywhere than a dressed Clydesdale.

Mascots have an established place in the Army as promoters of identity, reminders of history, and are tangible means of promoting esprit de corps and unity. A dressed team of Clydesdales pulling a loaded Heavy Wagon on appropriate occasions would provide for the RACT a show piece and manifestation of Corps history and pride that would be without parallel in the Defence Force.

It is fundamental to the proposal that the Corps should accept the principle of ownership. Ownership establishes commitment and permanency. Mascots which must be loaned diminish responsibility and are consequently of a lesser value.

There is already within the Corps a wealth of knowledge not only on Clydesdales, but horses in general. For the Corps to adopt the proposal there would be difficulties and costs. Good management however would reduce costs through sponsorship, and difficulties would be overcome by the overwhelming enthusiasm that already exists within the Corps. Perceived difficulties or costs should not

preclude further study of the proposal".

I would like to reflect that I consider it to be a sad condition when a proposal which is so widely supported by a broad cross-section of the Corps; and which was formally and correctly put not only to the Corps Committee, but to the RACT community through these pages, should not have been allowed to proceed to even a feasibility study. That study, should it have been commissioned, would have cost nothing except the time of a few willing volunteers. Are there not times, even in the Army, when the voice of the masses should at least get a fair hearing?

B.J. CALDER
Major
Royal Military College

Dear Sir

As a pommie on Exercise "Long Look" I was interested to read the editorial in No. 11 of Par Oneri. I found the piece about RACT Pipes and Drums most interesting although not completely correct.

As a proud, serving, Regular member, of the Pipes and Drums' sister unit I would like to point out that it is in fact 153 (Highland) Artillery Support Regiment RCT (V) at Dunfermline and that 154 Regiment RCT (V) is in fact at Glasgow.

I hope that this helps to clarify who is in what location. I am Sir, Your obedient servant.

A.G. SMITH
W02
SSM

Dear Sir

Firstly may I say that I am a fervent supporter of the concept of heavy equine mascots for the Corps. When I mention the Corps in future I refer to the forerunners of RACT.

Of the numerous letters on the subject appearing in the last three issues of Par Oneri only one writer speaks on the choice of a horse with authority, viz. MAJ Eddie Edstein. The Corps' involvement with horse transport was undoubtedly greatest during WW1. I believe that I can say without too much fear of contradiction that at this time the horse population in the Corps was by far the highest.

Within the first year of the war, horse flesh was exhausted in the United Kingdom and the feathered legged horses, the Clydesdale and Shire, were found to be unable to stand the rigors of wet and mud of the European battle field. Henceforth they were only used in small numbers for special heavy tasks and for hauling seige and heavy artillery. Horses for the remount depots were then sought from India and Australia for the Middle East and from North America for France.

During the campaign in France and Belgium in excess of 1,000,000 horses moved across the Atlantic and through the remount depots in England and then France. The majority of

these horses were for teams for field artillery and transport. The horse concerned was a light draft, a Percheron first cross bred in the mid western states of the United States of America and Canada.

The light draft is the horse shown in the many WW1 paintings of gun teams galloping into action. He was up to 17 hands tall, strong, gentle and docile, courageous and above all, as tough as nails. The Percheron cross light draft was certainly Par Oneri.

Unfortunately, such horses will not be easily found. At the 1986 Royal Easter show of the hundreds of horses shown, the Percheron breed was not included as a class. This has been the case for many years. The breed in Australia has also become short and dumpty over the years. To correct this a number of horses have been imported recently from the United States of America where Percherons of 17.2 hands are not uncommon.

There are Percheron breeders in Australia and it may be possible to locate a big mare or two to join with a thoroughbred stallion of suitable temperament which would provide a team within a few years.

I believe that the Percheron cross has earned its place in the history of the Corps and is therefore the only horse that should be considered for such an important function.

LTCOL C.S. Watson

My Dear Colonel Editor,

Great magazine but the outrageous sacrilege on the cover of Issue 11 cannot be allowed to pass unchallenged.

Mack trucks, elephants, camels and horses I can accept as valid representatives of the ideals of the RACT — but the black stallion rampant? A draught horse or a donkey by all means but please have your graphics team refrain from using the most sacred of all emblems — that of Scuderia Ferrari — packhorse indeed!

They didn't even get it right then — a horse rampant in the position depicted has about one second before he becomes an ordinary old horse standing on four legs. The proud and gleaming black stallion rampant has stood in the almost vertical stance since the Middle Ages and will never topple — less chance than ever since the emblem was presented to Enzo Ferrari in the 1920s and carried by his masterpieces since the late 1940s.

Keep up the good work but until the Corps can boast a blood-red Ferrari in its fleet how about sticking to a good old Clydesdale in more appropriate pose.

Sincerely,
P.R. Daley

From the Duke of Atholl, Blair Castle, Blair Atholl, Perthshire, Scotland.

Dear Colonel Snare,

I much enjoyed the visit by members of the Royal Australian Corps of Transport Pipes and Drums who came here last Thursday, the 21st August, and they asked me to write to you confirming that I was quite happy to continue with the arrangement that my predecessor entered into that they could wear the Murray of Tullibardine tartan kilts and have Murray of Atholl tartan pipe bags. This I am delighted to do.

I do hope that their tour of Britain has been extremely successful, and I am sure they have done nothing but credit to the Australian Armed Forces.

Yours sincerely,
Atholl

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PASSING PARADE

It is with deepest regret that we report the passing of four distinguished former members of the Corps: Brigadier Richard (Dick) Durance, OBE, Colonel T.G. Millner, MC, VD, Warrant Officer Class One Ray Harvey, BEM and Warrant Officer Class One A.H. Bagley.

Brief career highlights for Brigadier Durance, Colonel Millner and WO1 Bagley appear below. Insufficient detail to do full justice to Warrant Officer Harvey's matchless contribution to the Corps as a whole, and the Air Dispatch world in particular, had come to hand in time to meet our publication schedule. A full resume of his career is planned for the next issue.

Brigadier Richard Durance, OBE, psc, fsc (US), FIDCA. 1913-1986

Brigadier Durance is believed to have begun his Army career in about 1929, serving some eleven years in the Militia prior to gaining a commission in the AIF in 1939.

This was followed by immediate involvement on active service in WWII, where he served in the Middle East theatre from 1940 to 1942, and the Pacific theatre from 1944 to 1945.

He was appointed Commander, Army Service Corps, British Commonwealth Occupation Force, Japan in 1947, and his next prominent posting was as the Assistant Army Representative, Australian Military Mission, Washington from 1953 to 1955.

Subsequently he became Range Commander at the Atomic Weapons Test Range at Maralinga from 1956 to 1958. Immediately thereafter, he was appointed Superintendent, Weapons Research Establishment, Woomera, which appointment lasted until 1962.

He became CRASC Eastern Command from then until 1964 and culminated his Army service as Director of Supplies and Transport at AHQ Canberra from 1964 to 1967, when he retired from the Army.

After leaving the Army, he became Executive Director of the Design Council of Australia, a position he held from 1967 to 1976. In 1976 he went on to become President of the Citizens' Advice Bureau.

1978 saw a change of direction, with his appointment as Honorary Councillor at the Royal Dental Hospital, becoming Treasurer of that organisation in 1981.

Colonel T.G. Millner, MC, VD. 1887-1986

Colonel Millner was commissioned into the Australian Military Forces in 1912. On the outbreak of WW1, he joined the First Australian Division as a Lieutenant in the First Divisional Train. He landed on Gallipoli on the first day, later becoming wounded and undergoing evacuation to hospital on the island of Lemnos. After returning to Gallipoli, he was promoted to the rank of Captain and appointed as DAQMG, First Division. He then went to France with the Australian Advance Party.

At the battle of Pozieres he was again wounded, and was awarded the Military Cross for his gallant actions. When the Australian Corps was formed, he was transferred to it as DAAG and promoted to the rank of Major. He was subsequently Mentioned in Dispatches. He appraised and streamlined the Lines of Communication services, including supplies, ammunition and POL, which up to this time had predominantly been provided by the British Army.

During the 1930's he commanded First Cavalry Division AASC before returning to civilian pursuits for a period of time. In June 1939, while Managing Director of Commonwealth Industrial Gases, he was "recalled to the colours" for fulltime service to take part in planning for war. His main tasks were to plan the administrative and "Q"

aspects of mobilization, the possible internment of large numbers of "enemy aliens" and the establishment of supply lines of communication. On the outbreak of WWII, he was appointed Assistant Director of Supply and Transport, Eastern Command.

When the Japanese mounted their Kokoda Trail offensive, he moved to Port Moresby to take command of a chaotic supply situation. He pushed hard for and was closely involved with air dropping of supplies, a job which was originally to have been wholly the responsibility of the RAAF. He argued his case strongly and eventually his view that the packing and air dispatch of supplies should become an AASC responsibility prevailed. He then formed a special unit to undertake these new tasks.

The new unit demonstrated considerable expertise, and evolved the revolutionary techniques of packing and dropping supplies without parachutes. Many of the new techniques that came into being under his guidance were adopted by the Allies in other theatres of war. He served on the staff of the First Army as Director of Supply and Transport, and held this appointment, with the rank of Colonel, in both New Guinea and Australia.

Warrant Officer Class One A.H. Bagley

WO1 Bert Bagley passed away on the 4th December 1986. He was a well known AASC and RAASC member until his retirement in 1975.

His career spanned 34 years, beginning with the Citizen Military Forces in 1941. He served with several supply companies and 1 AASC Trg Bn before transferring to the 2 AIF in February 1944.

Bert served with the 2 Aust Rec Trg Bn before being posted to New Guinea in 1944 to serve with 92 Aust Sup Dep P1 and 252 Sup Dep Pl. In 1946 his unit was transferred to Japan where he remained with 252 Sup Dep Pl until 1949.

On returning to Australia Bert served in many Supply and Transport Units between Melbourne and Darwin. In 1966 he was rewarded with a posting to Singapore with Aust Fd Cash Office FARELF.

In 1969 he served with 10 Sup and Tpt Colm in Brisbane followed by 1 Sup Dep RAASC until the RAASC ended in 1973. Bert finished his army career with 11 Sup Bn in May 1975.

Bert Bagley gave his working life to the Army and the RAASC, and for this we hope he will be remembered.


(The constraints imposed both by the passage of years and limitations of available data allow us an all-too-brief glimpse of the careers of three notable personalities. Well may it be said of them "PAR ONERI" — Ed)

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As some readers may already know, Colonel Neville Lindsay has recently undertaken the writing of a Corps History, Volume One.

Preliminary work on this mammoth task has already begun, and the end product is expected to be a multi-volume chronology, the first volume of which will concentrate on RAASC. It is hoped that this first volume will be ready for publication within about three years.

To this end, assistance is sought throughout the Corps generally, and also through the many active members of Corps Association branches, in the following areas:

local RAASC historical information was compiled by ST staffs in each command during the 1960s — any assistance with collection of surviving documents or other information would be most helpful;

retired and surviving RAASC members will have memorabilia and source material which they may be willing to dust-off and make available; and

any serving personnel having an interest in or knowledge of historical matters that might be worth contributing are invited to make themselves known.

Initial contracts should take the form of a phone call or brief letter to give an indication of the assistance or material being offered. This will allow some initial sifting, so that the system does not become too congested. Colonel Lindsay may be contacted direct at 35 Yarawa St, KENMORE, 4069 (phone 07 378 0667) or information may be forwarded through local RACT staffs or DMOVTA.

ANARE HISTORICAL RECORDS

As will be seen from the letter and service roll appearing immediately below, ANARE is about to become middle-aged, and appropriate commemorative activities will be going on. The letter from the Australian War Memorial is self-explanatory, and any past ANARE members who can help are asked to contact either Captain George Friend at Army Maritime School, or drop a line to the Directorate.

A similar arrangement is also sought in regard to the ANARE service roll. This has been compiled from the best information readily to hand at the time, but it is certain to contain some errors and some gaps. So once again, if anybody knows, or knows anybody who knows, anything that might help, please let us hear from you.

NOTICES

(Two pleas for readers' help)

PRODUCTION OF A CORPS HISTORY



Australian War Memorial
Canberra ACT 2601
Telephone (062) 43 4211

Ref: 419/1/11

23 October 1986

Contact Officer:
Mr R Gilchrist

Captain George Friend
C/- Chowder Bay Barracks
Naval PO
BALMORAL NSW 2091

Dear Captain Friend

It was recently drawn to our attention that former members of the Australian National Antarctic Research Expedition (ANARE) detachments are planning a 40th Anniversary reunion in 1987.

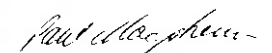
You are no doubt aware that the Memorial actively collects a wide range of material documenting Australian military involvement. This relates to both war and peace time operations. Needless to say, the Memorial has very little material detailing the invaluable work carried out by the ANARE detachments since 1947, both in preparation for duties in the Antarctic and also on work carried out in support of research.

Would you be able to assist the Memorial by alerting your members to the fact that the Memorial would be interested to know about the existence of any personal recollections, papers, letters, diaries, photographs and relics that may still exist.

It would be sad to think that 40 years of service was not recorded and fully recognized.

Should you have any queries concerning our request please do not hesitate to contact Mr Ron Gilchrist on (062) 434321.

Yours sincerely



Paul Macpherson
A/g Curator
Written Records
for Director

ARMY ANARE DETACHMENT SERVICE ROLL

Shown below are the Rank, Name and Year of the Army members who served in the Antarctic:

Year	Rank	Name
1947-48	CAPT L.	Stooke
1947-48	WO1 J.	Cunningham
1948-49	CAPT F.	Troy
1948-49	WO J.	Cunningham
1948-49	WO K.	Jardine-Wallace
1948-49	WO C.	Manley
1949-50	LT G.L.	Thomas
1949-50	WO J.	Cunningham
1949-50	WO K.	Jardine-Wallace
1950-51	CAPT E.	Troy
1950-51	SGT R.	Stayner
1950-51	CPL C.	McCormick
1950-51	LCPL T.	Flannagan
1953-54	CAPT G.L.	Thomas
1953-54	LT A.W.	Hall
1953-54	LT K.	Gallasch
1953-54	PTE E.	Napier
1954-55	LT A.W.	Hall
1954-55	LT W.	Bathurst
1954-55	CPL C.	Power
1955-56	LT W.	Bathurst
1955-56	2LT L.P.	Tonagh
1955-56	CPL N.M.	Cooper
1956-57	LT K.	Gallasch
1956-57	LT D.	Solomon
1956-57	SGT W.	Gray
1957-58	2LT L.P.	Tonagh
1957-58	2LT D.F.	Solomon
1957-58	SGT J.W.	Heather
1957-58	CPL D.J.	Evans
1958-59	LT V.C.	Smith
1958-59	LT R.T.	Willing
1958-59	SSGT D.	Horsely
1958-59	SGT J.	McFarlane
1958-59	SGT J.W.	Heather
1958-59	SGT H.J.	Charles

Year	Rank	Name
1966-67	2LT J.B.	Doohan
1966-67	2LT G.A.	Bool
1966-67	CPL K.G.	Webber
1966-67	LCPL K.	Robinson
1966-67	CFN P.L.	Wainwright
1967-68	CAPT R.T.	Colson
1967-68	2LT R.A.	Unger
1967-68	SGT J.S.	Lamrock
1967-68	LCPL J.F.	Ford
1967-68	LCPL R.B.	Wherrett
1967-68	PTE R.I.	Jarvis
1968-69	LT R.A.	Unger
1968-69	2LT J.L.	Brien
1968-69	SGT J.	Clifton
1968-69	CPL R.B.	Wherrett
1968-69	CPL R.W.	Latham
1968-69	CPL E.B.	Fisher
1968-69	CPL B.E.	Brown
1969-70	LT J.L.	Briers
1969-70	2LT V.R.	Andrae
1969-70	SGT D.E.	Tucker
1969-70	CPL B.E.	Brown
1969-70	CPL D.J.	Thomson
1969-70	CPL R.W.	Wachmere
1969-70	CPL L.J.	Ritchie
1970-71	CAPT V.R.	Andrae
1970-71	2LT R.J.	Brooks
1970-71	CPL B.E.	Brown
1970-71	CPL D.F.	Clapham
1970-71	CPL B.D.	Robers
1970-71	LCPL B.G.	Bruce
1970-71	LCPL M.J.	O'Donnell
1970-71	PTE G.A.	Flannery
1971-72	2LT R.J.	Brooks
1971-72	CAPT G.F.	Loadsman
1971-72	2LT I.	Peachey
1971-72	SGT E.B.	Fisher
1971-72	CPL P.H.	Quatermaine
1971-72	CPL P.W.	Pitchers
1971-72	LCPL L.S.	Williams
1971-72	LCPL E.J.	Bishop
1971-72	PTE R.J.	Clifford
1971-72	CFN R.L.	Clarke
1972-73	CAPT G.F.	Loadsman
1972-73	LT D.J.	McDonald
1972-73	2LT J.	Wilkinson
1972-73	CPL R.	Gilbert
1972-73	CPL I.J.	Gough
1972-73	CPL R.	Rogan
1972-73	LCPL R.	Milan
1972-73	LCPL C.	Wagner
1972-73	PTE R.	Hood

Year	Rank	Name
1973-74	CAPT D.J.	McDonald
1973-74	LT L.	Tomlinson
1973-74	CPL G.	Harris
1973-74	CPL D.	Edwards
1973-74	CPL D.	Smith
1973-74	LCPL R.J.	Clifford
1973-74	LCPL R.	Milan
1973-74	LCPL G.	Chatwood
1973-74	LCPL A.	Kelly
1973-74	PTE M.	Hetzel
1974-75	LT P.J.	Jenke
1974-75	LT C.J.	Mills
1974-75	SGT T.	O'Mara
1974-75	CPL D.	Wood
1974-75	LCPL R.	Milan
1974-75	LCPL H.	Davis
1974-75	PTE R.J.	Kimlaw
1974-75	PTE M.	Mundy
1974-75	CFN M.	Hanlon
1974-75	CPL M.	Terry
1975-76	LT G.M.	McDonald
1975-76	2LT A.	Hinchon
1975-76	SGT D.J.	Thompson
1975-76	LCPL B.J.	Lynam
1975-76	LCPL R.	Best
1975-76	PTE M.	Hill
1975-76	PTE L.	Deane
1975-76	PTE K.	Burgess
1975-76	CFN A.	Colpus
1976-77	LT A.	Hinchon
1976-77	LT M.J.	Tolhurst
1976-77	LT G.	Stevens
1976-77	SGT R.	McCloy
1976-77	CPL E.	Allison
1976-77	CPL A.	Piert
1976-77	LCPL R.	Milan
1976-77	PTE J.	Kompara
1976-77	PTE A.R.	Mitchell
1976-77	CFN D.	Lierick
1976-77	CFN G.	Maron
1977-78	LT M.J.	Tolhurst
1977-78	2LT L.J.	Ransome
1977-78	CPL K.R.	Wilkinson
1977-78	LCPL B.J.	Lynam
1977-78	LCPL P.J.	Brown
1977-78	PTE D.A.	Smith
1977-78	PTE J.J.	Marr
1977-78	CFN S.A.	Rollins

Year	Rank	Name
1978-79	2LT L.J.	Ransome
1978-79	LT A.	Galt
1978-79	SGT R.	Gill
1978-79	CPL R.	Milan
1978-79	CPL N.	McLennan
1978-79	CPL R.	Davis
1978-79	LCPL A.R.	Mitchell
1978-79	PTE L.	McGrath
1978-79	PTE B.	Wheeler
1978-79	CFN B.	Burns
1978-79	CFN P.	Dawe
1979-80	CAPT R.P.	Parker
1979-80	CAPT A.	Galt
1979-80	LT K.C.	Ellis
1979-80	SGT B.G.	Bruce
1979-80	SGT R.J.	Clifford
1979-80	CPL R.	Milan
1979-80	CPL A.R.	Mitchell
1979-80	CPL A.C.	Culpus
1979-80	CPL A.	Dykyj
1979-80	CPL R.G.	Harland
1979-80	CPL G.	Weir
1979-80	LCPL A.B.	Donaldson
1979-80	LCPL L.	McGrath
1979-80	LCPL C.J.	Cottrell
1980-81	CAPT R.P.	Parker
1980-81	LT G.	James
1980-81	SGT R.J.	Clifford
1980-81	CPL A.	Dykyj
1980-81	CPL D.	Green
1980-81	CPL A.	Hale
1980-81	CPL G.	Boylett
1980-81	LCPL L.	McGrath
1980-81	LCPL L.	Ferguson
1980-81	PTE L.	Wolyniec
1980-81	PTE D.	Lynch
1980-81	PTE D.	Brown
1980-81	CFN R.M.	Keenan
1980-81	CFN M.	Taylor
1981-82	CAPT G.	James
1981-82	CAPT G.	Friend
1981-82	CAPT L.	Smith
1981-82	SGT I.	Power
1981-82	CPL G.	Boylett
1981-82	CPL G.	Weir
1981-82	CPL D.	Breckenridge
1981-82	CPL G.	Hardie
1981-82	LCPL L.	McGrath
1981-82	LCPL R.J.	Morgan
1981-82	PTE K.	O'Dea
1981-82	PTE L.	Wolyniec
1981-82	PTE M.	Joyce
1981-82	PTE B.	Miller
1981-82	PTE G.	Ball
1982-83	CAPT L.	Smith
1982-83	LT P.D.	Coward
1982-83	LT I.	Toohill
1982-83	SGT R.	Read
1982-83	CPL K.	Stafford
1982-83	CPL A.	Whitting
1982-83	LCPL M.	Bejr
1982-83	LCPL J.	Johnson
1982-83	PTE P.	Hicks
1982-83	PTE G.	Murdock-Brown
1982-83	PTE F.	Pergunas
1982-83	PTE D.	Smith
1982-83	CFN J.E.	Clarke
1983-84	CAPT P.D.	Coward
1983-84	LT A.P.	James
1983-84	LT P.W.	Graham
1983-84	CPL R.	Milan
1983-84	CPL M.	Bejr
1983-84	CPL D.	Lancaster
1983-84	LCPL R.	Morgan
1983-84	LCPL L.	McGrath
1983-84	PTE G.	Ball
1983-84	PTE A.	Barney
1983-84	PTE M.	Joyce
1983-84	PTE A.	Gedling
1983-84	PTE W.	Muir
1983-84	CFN R.	Keenan
1983-84	CPL L.	Ferguson
1984-85	CAPT A.P.	James
1984-85	LT G.M.	Newman
1984-85	SGT K.W.	Stafford
1984-85	CPL L.D.	Ferguson
1984-85	CPL G.J.	Pratten
1984-85	CPL W.L.	Farmer
1984-85	PTE A.W.	Barney
1984-85	PTE A.A.	Gedling
1984-85	PTE N.M.	Stratton
1984-85	CFN K.S.	Barrington
1984-85	CFN G.A.	Jones
1985-86	CAPT G.	Newman
1985-86	LT A.	D'Arbon
1985-86	CAPT P.	Le Large
1985-86	SGT K.	Stafford
1985-86	CPL G.	Courtney
1985-86	CPL W.	Farmer
1985-86	LCPL G.	Earnshaw
1985-86	CFN D.	Hall
1985-86	PTE L.	Perkins
1985-86	PTE D.	Riddle
1985-86	PTE G.	Stuart
1985-86	PTE J.	Swan

WAGGONS ROLL

By Major G.L. James — HQ FF MOV'T

"Parade — Mount — Start Up". This was the order of the day on 15 June 1986 at Holsworthy on the 1st Brigade Parade Ground.

This parade was the RACT 13th Birthday celebration within the 2nd Military District for 1986 and it had everything an RACT fanatic could wish to see. ARA, ARES, Field Force and Log Comd units, Troops, Vehicles, Banner, Pipes and Drums and a birthday cake all of which was topped off by fine weather.

HRH Princess Alice's Banner provided the focal point for the mounted parade. The integrated parade comprised vehicles from 9 Tpt Regt with further personnel from 10 Tml Regt, Liverpool Tpt Unit, Sydney Tpt Unit and 3 Tpt Sqn. Unfortunately due to absence on exercise neither 1 ATSR, Ship's Army Detachment HMAS Tobruk nor 1 Tpt Sqn personnel were able to attend.

The parade provided the RACT Pipes and Drums with the ideal opportunity to wear most of their new regalia. This was one of their last major performances before leaving on their visit to the UK and BAOR. As always, they turned on a very professional performance.

The parade was reviewed by the General Officer Commanding Field Force Command, Major General L.G. O'Donnell AO. The Host Officer was the Commander Field Force Movements and Transport, Colonel L.P. Miller and VIP guests included the Commander of the 2nd Division, Major General R.G. Fay RFD ED, and the RACT Colonel Commandant in 2MD, Colonel V.C.Y. Smith. The Parade Commander was Major R.W. McCormac who is OC of 18 Tpt Sqn.

During his address to the parade Major General O'Donnell paid tribute to the Corps' achievements and stated that our Corps motto of 'Equal to the Task' is one of which we can



The Birthday Cake being cut by Colonel L.P. Miller and Private Steven Dodswell of 18 Tpt Sqn.

be justly proud.

After the parade, those present adjourned with family and friends, to 1 Tpt Sqn lines to a very welcome afternoon tea.

The birthday cake, a splendid affair prepared by 10 Tml Regt, was cut by Colonel L.P. Miller and Private S. Dodswell from 18 Tpt Sqn.

A static display of all in-service wheeled vehicles used in RACT was available for inspection.



Drive Past led by The Parade Commander, Major R. McCormac.



Troops and Banner on Parade at Holsworthy.

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TICKET OF LEAVE OFFICERS

In keeping with a British Government policy now nearly 200 years old, British Army Officers have regularly been 'transported' to the Australian colonies for duty with the RAASC/RACT. It has become normal for these officers to earn their 'Ticket of Leave' within 2 years and return to the UK free men.

Records show that there has been a UK exchange-officer posted to either or both of the RAASC Centre/Army School of Transport and DMOVT-A/HQ FF MOVVT continuously since 1945. For those Australians who may wish to renew their

contact with old comrades, a list (post 1961) of contacts has been prepared by the incumbent UK exchange officer at HQ FF MOVVT, Major Bryan Morris.

Some readers may have the details to fill in the gaps prior to 1961, or be aware of other close individual links that have existed between the RAE (Tn), RAASC, RACT and other British Army counterparts. Please use the forum of PAR ONERI to let us know.

UK EXCHANGE OFFICERS

CANBERRA/SYDNEY

CURRENT RANK/ NAME	EXCH APPT DATES	CURRENT APPT/ UNIT	ADDRESS
LTCOL D.M. Ivison	1975-77	Retired	Whereabouts unknown
LTCOL A.F.W. Stormer	Jan 77-Dec 78	S01 Tpt 1/3 LE(A)	Monxton Rd Portway Andover, Harts
LTCOL G.E. Vaughan	Dec 78-Aug 80	S01 Log Plans SHAPE	C/o BFPO London
MAJ D.G. Peppereil	Aug 80-Feb 83	S01 Mov HQ AFCENT	C/o BFPO London
MAJ C.J. Upchurch	Apr 83-Jun 85	OIC Comd & Con Trainer, HQ RCT TA	Prince William of Gloucester Bks Grantham Lincs
PUCKAPUNYAL			
LTCOL J.F. Hallum	May 61-Jun 63	Retired	Fern Cottage The Strand Lumpstone Devon EX8
COL B.R. Bradbrook OBE	June 63-Aug 65	Retired	White Cottage Henley Down Catsfield East Sussex TN33 9BT
COL R.J.H. Rivers	Aug 65-Dec 67	Retired	1, St Marys Court Sixpenny Handley Nr Salisbury Wilts
LTCOL M.A. Wilson-Lloyd	Dec 67-Feb 70	Retired	5, Rowan Avenue Ravenshead Nottingham
MAJ T. Brattin	Jan 70-Jan 72	Retired	42, Manfwood Rd Glasgow G42 1TN
MAJ I.G. Tweedie	Mar 75-May 77	Retired	189, Canterbury Rd Westgate-on-Sea KENT
LTCOL J.G. Hambleton MBE	May 77-Jun 79	Comd Tpt & Mov HQ British Forces Hong Kong	BFP01 C/o BFPO London
LTCOL T.H. Ridgeway	Jun 79-Oct 81	—	C/o MOD(A) PB8 Government Buildings London Rd Stanmore Middlesex HA74PZ BFP01 C/o BFPO London
MAJ J.C. Hale	Oct 81-Jun 83	HQ British Forces Hong Kong (Transport & Movements)	CO 154 Tpt Regt RCT (TA)
LTCOL C.J. Constable	Jul 83-Nov 84	—	31, Yorkhill Parade Glasgow G38 SW

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THE "NEW LOOK" ADF LINE HAUL SERVICE

Reprinted Courtesy "Australian Transport"

The Australian Army estimates it will save the defence forces about \$1.5 million per year in transport costs through combination of line haul road transport operations for the army, navy and air force.

The new Tri-Service Line Haul Service (ADF LHS) controlled by the Defence Force Load Co-ordination Centre (DFLCC) in Melbourne will handle all military long distance road transport requirements in peace time and serve as a co-ordination centre with civilian transport operators in times of crisis.

The new service has been equipped with a fleet of 18 leased Volvo F12s, in addition to 14 Atkinsons of various types transferred from the RAAF and three International T lines transferred from the RAN.

The new Volvos conform largely to civilian specifications and replace the army's existing fleet of 30 17-year old Diamond Reos, whose fate has yet to be decided.

This is the first time the defence forces have gone into commercial-style leasing — the course decided after extensive studies.

The trucks operate under a three-year lease renewable annually, with maintenance the responsibility of Volvo under contract.

The new operation has also been equipped with 35 prime movers and 53 trailers, including 36 new trailers built by Haulmark including flattops, tautliners and stepdecks, which will operate on a national trailer slipping scheme.

They will haul 110-130,000 tonnes of general cargo per year, including ammunition, weapons and sensitive cargoes.

Rail will continue to be used for about 7000 tonnes of cargo per year — primarily as special trains during exercises.

The ADF LHS will also use vehicles from the Department of Local Government and Administrative Services (DOLGAS) and private enterprise.

Co-ordination of the operation has allowed 35 trucks to perform a task which previously required about double this number, according to Colonel C.B. McAuley, MBE, Movements and Transport Division, Logistic Command.

He said all movements of military freight by road would now be the responsibility of the army, co-ordinated by the DFLCC located at Logistic Command Headquarters in Melbourne.



The Australian Army has taken delivery of 18 Volvo F12 turbocharged and intercooled prime movers for use in line-haul operations throughout the country

The new system will handle all operations in peace time and fourth line operations in war time where specially-equipped combat equipment is not required.

Col McAuley said other advantages of the new system were that it could be easily integrated with civilian infrastructure where additional capacity was needed.

About 60 per cent of forces freight will be handled by the new system with the rest contracted out to industry and DOLGAS.

Col McAuley estimates that the forces will continue to spend about \$1 million per year on commercial freight services.

But he comments: "It is very difficult to do business corporately with the road transport industry.

"It is okay with individual companies quoting for business in a very competitive area but we would like to see some sort of conglomerate contracting organisation.

"Sometimes we have a need to contract about 150 semi-trailers and we have to go to one company for a quote, then find they have sub-contracted the work to about 100 other people.

"We are no threat to industry — we carry less than one per cent of national

cartage tonnage.

"We want to do business with the transport industry on a fair and equitable basis.

"We have done our research and we know what is a fair price per kilometre and when someone is quoting high or low.

"We want to be regarded as an integral part of the transport scene because we have in effect our own little company with a management structure in place."

Col McAuley said the specifications accepted from Volvo were as near as possible to commercial standard specifications.

"We believe we can get our job done without going beyond those specs used by successful civilian transport companies," he said.

"We have been impressed by Volvo Contract Maintenance, which offers the defence forces a real chance to test the civilian infrastructure in its ability to support the defence forces in the transport arena."

As vehicles will be travelling well away from the support available from local army depots, Volvo truck dealers will provide service back-up.

The Volvos were leased from Denmac Volvo in Brisbane after calling for tenders, which successfully short-circuited the usual long procurement procedures.

The only divergence from normal commercial specifications has been the requirement for the NATO standard 90mm Holland hitch

Trailers also carry three spare wheels and feature under-deck stowage lockers and gate carriers.

All the turbocharged and intercooled F12 prime movers feature CB radio, air conditioning and stereo radio-cassette players.

The full specification includes the 12 litre inter-cooled Volvo TD120F six cylinder in-line diesel engine producing a maximum power output of 287kW (385hp) at 2050rpm with maximum torque of 1600Nm at 1300rpm.

Col McAuley describes his organisation as "multi-cultural" with five civilian drivers from the navy and 10 air force drivers, some of whom may transfer to the army.

It is however expected to become a fully army operation.

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THE NEW US 'JEEP'

By Major R.J. Carter

INTRODUCTION

During my five and half weeks at the US 25th Infantry Division (Light) in Hawaii (as a member of the annual PALEX contingent) I was fortunate enough to be involved with the introduction of a major new American vehicle.

As we all know, the 'Jeep' has been serving US Defence units since the early 1940s. It has performed a similar role to our Land Rover despite its smaller size. Now its replacement, the HMMWV (High Mobility Multi-Purpose Wheeled Vehicle), is set to provide new standards of cross-country and road mobility and all-purpose utility.

KEY SPECIFICATIONS

Engine:	Commercial 6.2 litre (379 cubic inch) V8 diesel, 150 horse-power
Transmission:	GM 400T three speed automatic without a 'PARK' position
Transfer Case:	Full-time four wheel drive
Suspension:	Independent with coil springs and dampers at all four wheels. Upper and lower control arms
Brakes:	Inboard discs on all four wheels
Width:	216 cm (85 in)
Length:	457 cm-523 cm (180 in-206 in) (varying configurations)
Height:	175-256 cm
Weight:	3405-3904 kg (varying configurations)
Fuel Capacity:	93 litres
Cruising Range:	483-560 km (varying configurations)
Ground Clearance:	41 cm (under axle), 61 cm (under chassis)
Maximum Speed:	Approximately 120 km/h
Load Capacity:	1¼ US ton



FEATURES

The HMMWV is an all weather, rough terrain vehicle. It has a large tray to carry eight equipped troops or a variety of cargo/weapons/shelters depending on configuration (of which there are some 15 variations). It is easy to drive with automatic transmission, power steering, an abundance of power and traction (most surfaces) and convenience items such as heater, adjustable driver's seat, good forward visibility, etc. The vehicle blends hi-tech design and construction (Kevlar body panels, inboard disc brakes, plastic fuel tank, fabric doors, 8,000 lb winch, howitzer towing capacity, run flat tyres) with conventional off-the-shelf engineering (commercially sourced tyres, wheels, engine, transmission, lights). It offers the capability of mounting two or four litter ambulance shelters, armoured panels, TOW weapons, cannons/MGs or cargo/personnel shelters.

PERFORMANCE

I drove the vehicle over a variety of terrains, on and off roads, in fine and wet weather conditions. I was impressed overall with the HMMWV, particularly by its power, easy cruising and rough terrain capability. It is a large vehicle and exceptionally wide. The relatively short wheelbase certainly aids the vehicle's cross country ability but its width makes rearward observation difficult. It coped admirably on dry surfaces and its 60 degree steep grade climbing abilities were only not available in wet or slippery conditions — the standard tyres are clearly biased towards road usage. The construction quality was fundamentally sound but let down by the choice of some materials and fittings — plastic zips on the ill-fitting fabric doors, plastic door handles, canvas seat covers. The lack of frontal protection (not even a bumper bar) would be unacceptable in Australian conditions.

In terms of seating comfort, the HMMWV belies the old belief that Americans always travel in style. The seats in the cabin and fitted to the tray are decidedly uncomfortable and offer little support.



DEVELOPMENT

Although the HMMWV has been in gestation for several years, numerous faults are known to exist on production vehicles. Examples are:

- doors are fragile;
- inboard brakes are very prone to contamination;
- cabin is not protected from rainwater entry from tray;
- poor driver ergonomics;
- poor wheel design (run flat tyres);
- lack of frontal protection;
- poorly designed troop seating; and
- exposed radiator and oil cooler — prone to spiking by tree branches.

Given that the vehicles have not long been introduced into US Army and US Marine units in Hawaii, no advice was available regarding possible 'fixes'.

The advent of the HMMWV is a significant transportation development in the US forces. Given its versatility and capabilities it is expected to serve the US Army for decades to come. Certainly the commonality it introduces, especially into the light Division, will be welcomed. No longer will the divisional vehicle mix necessitate the present high levels of repair parts holdings and repair/servicing support.

After my few days with the HMMWV I came away wondering what a direct and gruelling comparison with our new light vehicle would reveal...

THE CORPS ON ANZAC DAY IN THE 2ND MILITARY DISTRICT

Each year, members and past members of RACT, RAASC and RAE (TN), get together on ANZAC Day in Sydney. The general theme of the day is to renew old acquaintances and to update on the Corps today.

The RACT/RAASC contingent march as a formed body behind the Corps flags and the RAASC Association Banner, whilst the RAE (TN) members march behind their banner as part of the Royal Australian Engineers contingent. In 1985 the RACT/RAASC contingent was led by the RACT Pipes and Drums and this proved to be very well received by the members and the public.

Each group starts the day by attending a Dawn Service at one of many locations throughout Sydney, the most popular locations being Randwick and Chowder Bay. Following the Dawn Service and breakfast, the contingents assemble at the respective start points in preparation for the march through the City of Sydney. After the march we all move to the Gresham Hotel in the centre of Sydney for a reunion and a traditional ANZAC Day 'supper'. In 1986 about 100 serving and retired members marched and attended the reunion. Current planning for ANZAC Day 1987 includes participation by the RACT Pipes and Drums and an armed body of troops to lead the RACT/RAASC contingent.

With the aid of advertisements in the local media, particularly the Army Newspaper and 'Reveille', we hope to double attendance figures in 1987. Interested persons should note that firm arrangements for Corps activities for ANZAC Day 1987 in Sydney will be detailed in the publications listed above closer to the day.

9TH TRANSPORT SQUADRON 20TH BIRTHDAY

The 9th Transport Squadron will be celebrating its 20th Birthday on Saturday 2nd May, 1987.

This will be a gala occasion and all past members are invited to attend.

The celebration will include:

- a ceremonial parade involving the Trooping of Her Royal Highness Princess Alice's Banner for the first time,
- The RACT Pipes and Drums,
- publication of the unit history, and
- various social events.

Attendance. As the number of past unit members is vast, any interested persons are asked to telephone or write to the unit and leave contact details. Further information will be promulgated in the Army Newspaper and Service channels in early 1987.

Unit History. A special appeal is being launched to seek information for inclusion in the Unit History from past members. Photographs and old records are particularly sought. If you can help please contact the Unit Historian, LT Jim Pearson.

(Editor's Note: there is considerable 'movement at the station' in regard to production of unit and corps histories at the moment. All readers are asked to pay special attention to the plea for historical help that appears elsewhere in this issue.)



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