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Rear Axle	10,500kg	Brakes	Leading/trailing, Air-hydraulic system. Exhaust brake. Spring park brake.
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# PAR OVERI

The Journal of The Royal Australian Corps of Transport

NO. 13

## The Journal of The Royal Australian Corps of Transport

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COVER: A montage depicting the RACT Museum "Wagon Wheel Run" from Puckapunyal to Canberra.

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

The past 12 months have seen practically every function performed by the Corps come under scrutiny. In all cases, the objective of these reviews has been to achieve savings and/or greater efficiency. While the effect of one of these reviews has been felt in Logistic Command, the effect of others will soon become noticeable in Land Command.

The reduction of 98 driver positions from the ASA transport units with only partial recompense in the form of T&S funding has achieved its objective, a capability reduction. However, it is apparent from comments received during my visits to units that pressure is being placed on the transport units to continue to provide the previous level of service. This, of course, is not possible and the onus is now being placed on customer units to measure the necessity of the support they seek. An unforeseen consequence of this decision was that it caused an imbalance to occur in the equation used to identify trades in which females could be employed. As a result, we are not taking any more females into the driver trade from IET. The civilianisation of movements and driver positions further aggravates this situation, which is currently under review at Personnel Branch.

The movements area has been under much scrutiny recently and changes will soon become apparent. As a result of a Cabinet Decision to revise public service travel, MCOs will be required to make air travel bookings through a travel agent (yet to be identified). However, the MCO structure is to be retained to ensure our operational movement capability is not adversely affected. An additional function MCOs will have to accept, as a result of another cost saving strategy, is the certification of personal movement claims. A work practice study is to be conducted in October/November to assess the total MCO workload and streamline internal procedures.

Most of you will be aware of the Army Wide Administrative Efficiency Campaign (or AWAEC) launched earlier this year by the CGS. This has caused many routine functions and procedures to be questioned. Delegations are being adjusted, procedures are being streamlined and savings in time, money and effort are being sought. If you know, or believe you know, of a better way to do your job then please tell your supervisor. If it is feasible it could then become an AWAEC proposal. This campaign will be long running and will have much impact on the way we do our business.

The Review of the Defence Movement Function, completed in 1986, proposed changes to our movement structure and procedures. While the main recommendation of an ADF Movement Organization was resisted, many areas of further study and areas of commonality (publications, ADF systems, training) were identified. Further refinement to our operational movement system, trialled so successfully during EX K86, and further study in removals is likely to eventuate in the near future.

Perhaps the most significant change experienced by the Army as a whole for many years is the integration of the Regular and Reserve components of the Army into a Total Force. This is the result of the Army Reserve Review Committee which assessed the ARES ORBAT against the real roles and tasks which must be performed in the nation's defence. Overall, the RACT came out of the Review in good shape. Unfortunately, 47 Tpt Sqn in Hobart is to be disbanded. This long standing and viable unit, which had an effective strength of about 120, could not be allocated a realistic role and hence, could not be retained. Another significant change is the con-



Colonel J.H. Snare psc, qtc, lm, MCIT.

version to third line of 8 Tpt Sqn and 15 Tpt Sqn. The Logistic Command Movement Control Units are to be retained as a result of Logistic Command representations, although they are to be restructured to provide the expansion base for MC along the L of C. Many of our ARES units will form part of the Logistic Support Force which will be raised in 1988 and will participate in Ex K89. Although RACT has had much experience with integration, this requirement will present a significant challenge to the ARES to ensure that manning, training and stores holdings are adequate and appropriate for their operational employment.

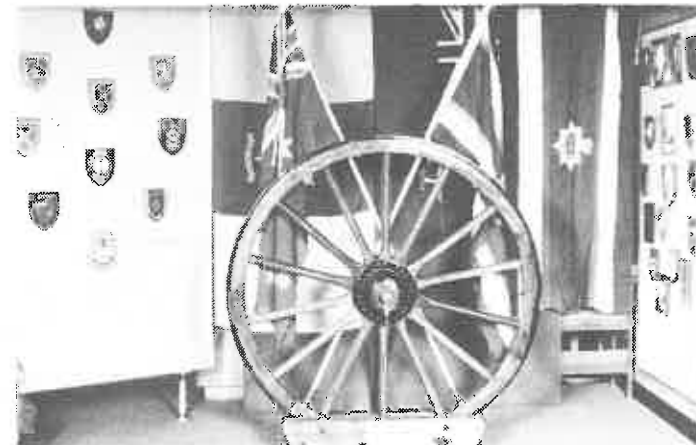
Review and change is healthy when it is necessary. It will probably be some time before these examinations cease. I intend to use the Corps Conference at Puckapunyal in November to chart the way ahead for the Corps. I look forward to the contributions to be made by all functions of the Corps and for the determination of some priorities. Until we have a firm course to follow, real development is rather difficult to achieve.

Also during November, we farewell MAJGEN DCJ Deighton, AO, MBE, from the Army. As the first member of RACT to achieve the rank of major general this will be a very special occasion. I am sure all members of the Corps join with me in thanking him for his contribution to the Corps and the Army and wishing him a long and happy retirement.

My congratulations to Colonel Brian McAuley, Major Brad Keating's contribution to the RACT Pipes and Drums have won individual honours. Colonel McAuley's contribution to the development of the ADF Line Haul Service, and Major Keating's contribution to the RACT Pipes and Drums have been recognised by their appointment as Members of the Order of Australia (AM) in this year's Queen's Birthday Honours List. Bill Cowan's Bravery Medal was awarded for his selfless action in the hazardous circumstances described elsewhere in this issue. "Well done" to all — performances each truly Equal to the Task!

# EDITORIAL

Firstly, the usual plea for contributions. Please bear in mind that this journal is one of the few forums whereby matters of interest to the Corps as a whole can be publicised giving the widest coverage. If you have something interesting, challenging or contentious to say, then this is the place to air your views. Editorial policy is aimed at clearing-up syntax, and then as little as possible. It is in no way aimed at censorship of any kind, High Treason and Seditious Utterances excepted! A continuing difficulty is posed by late submissions. The deadlines set by our patient publishers are elastic, but only up to a point. Murphy's Law always operates,



The Wagon Wheel on Display.

and some of the best material often misses the boat, because lesser literary triumphs have had to be forwarded, sim-

ply to make the space allocation. Everybody please start writing NOW, and get your contributions to the Directorate by 30 January 88 for Issue 14.

Secondly, a plea for contributions of a different kind. The accompanying pic shows the famous Wagon Wheel, whose genesis, exodus and ascent into heaven are covered elsewhere in this edition. It will readily be seen that our accompanying collection of Unit Plaques is dismally small. Would all units please look at the possibility of donating a plaque to the DMOVT collection so that our Corps Centrepiece Display can begin to take on some character.


Lastly, a couple of commercials. The Corps cinematographers and aspirants to stardom have been hard at work over the past several months, resulting in the production of a video entitled "RACT Operations". It is an excellent quality video, well worth watching. By the time you read this, copies will be available through your local Military Districts and Corps representatives at Functional Commands. The final commercial is one of interest to all RACT personnel. Subsequent to a Corps Committee determination on 1 Jun 87, an RACT Certificate of Recognition has been approved, and is at the printers at time of writing. It is to be presented on retirement, to all members of the Corps who have completed 20 or more years service, regardless of rank, in recognition of their loyalty and dedication. The first presentations are expected to be in progress by the time this hits the news stands. All recipients please bear with us; the initial backlog may take a little while to clear, but all should be flowing smoothly by Christmas.

Christmas greetings and best wishes to all. Please take care on the roads and in the pub over the holidays. We need you. The hospitals and undertakers don't!

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# Award Of The Bravery Medal

*Miriam Sjoth*  
Governor-General of  
the Commonwealth of Australia

**BE IT KNOWN** that, with the approval of Her Majesty Queen Elizabeth  
The Second, Queen of Australia, I have awarded the

**BRAVERY MEDAL**  
to

**ARTHUR WILLIAM COWAN**

in recognition of an act of bravery in hazardous circumstances.

**CITATION**

On 3 May 1986 Major Cowan was driving past Chuculba Crescent, Giralang, when he saw smoke coming from the rear of a house. He scaled the fence and found smoke coming from the roof and a bright orange glow within. He and a neighbour broke in and assisted the residents to leave. Taking a hose he re-entered the house and sprayed water in the kitchen where the fire was coming from a wall oven. After the ceiling caved in he heard a child cry for help. He could not see through the thick smoke but followed the voice, walking over hot coals, to find a boy in a room at the back of the house. Although suffering then from the effects of the smoke Major Cowan grabbed him and carried him to safety.  
By his actions Major Cowan displayed considerable bravery.

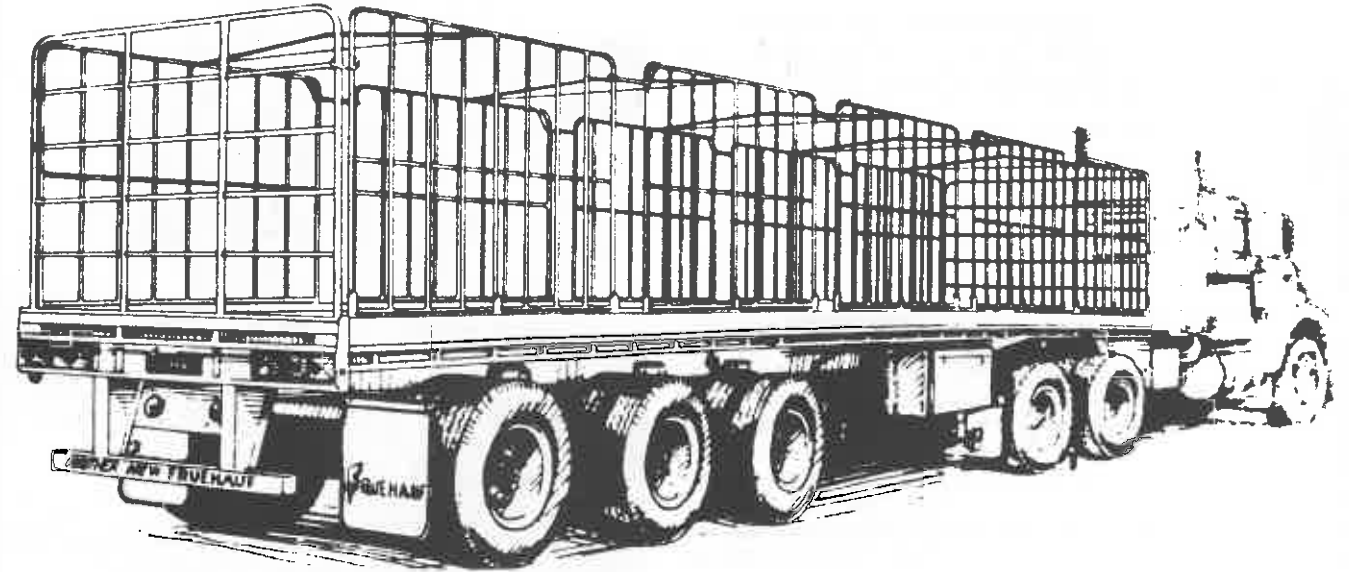
GIVEN at Government House,  
Canberra, this fifth day of June 1987.

By His Excellency's Command  
*David Lewis*  
Official Secretary to the Governor-General



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# THE RACT MUSEUM RUN FROM PUCKAPUNYAL TO CANBERRA

By Captain Bob Tyler, Run Co-ordinator

## Introduction

Canberra to Puckapunyal is a distance of some 566 km. Not many people would consider running this distance, not even as part of a team, but on the 8th June this year a group of nine runners set out to do just that and what's more they did it only 4½ days.

It is, of course now well documented that this particular journey was a resounding success. However what is not documented, is this story. How the run originated. The organizational problems associated with getting such an activity off the ground, and of course, an insight into the conduct of the run.

This article is written with the above in mind. I hope that you, the reader, enjoy the story as much as we the participants enjoyed creating it.

## Historical Background

The RACT Museum Run, as the journey became known, originated out of a number of discussions in October 1986 between the Corps Director Colonel John Snare, Commanding Officer Army School of Transport Lieutenant Colonel Greg Park and Major Steve White President of the Museum Management Committee.

Basically the Director requested the museum to provide a wagon wheel as Corps Centrepiece for DMOVT-A, Campbell Park Offices. This was agreed to by LTCOL Park, subject to the museum having a suitable wheel that could be restored.

A proposal was then put forward by Major White that a team run be organized to deliver the wheel to Canberra on completion of restoration. The activity to be supported by museum vehicles.

So the seed was planted and began to germinate; the aims were eventually broadened to include running for charity and drawing the RACT Museum Annual Raffle.

## Aims

- The aims of the RACT Museum Run became:
- Delivery of the Corps Centrepiece;
  - Raise money for Legacy;
  - Draw the Annual Museum Raffle; and
  - Provide publicity for the Museum.

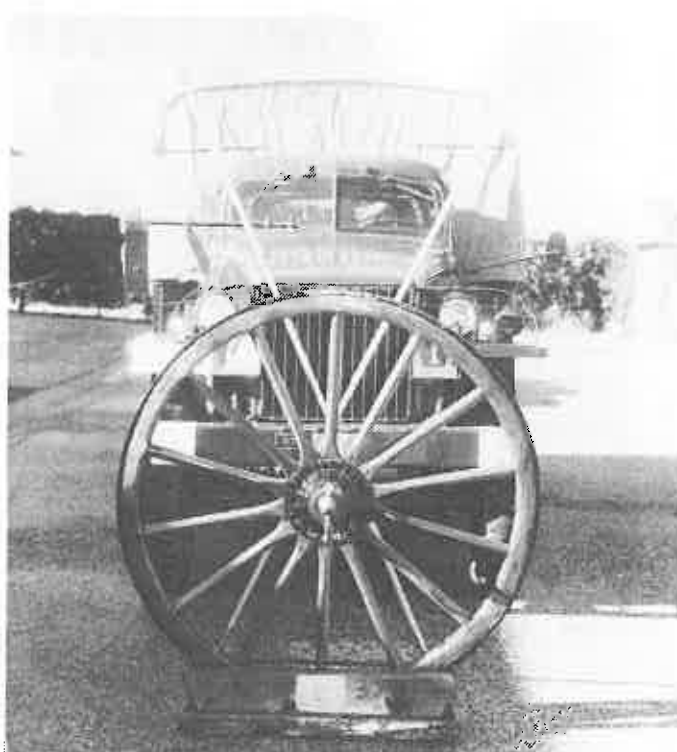
## Organization

My involvement in this tale started when Major White approached me with a proposal that I take on the position of run co-ordinator. Having accepted, we then set about formulating the plan for the activity.

From this planning we determined that organization and preparation could be broken into five key areas, authorization, sponsorship, publicity, rations and quartering and finally team selection. The latter will be dealt with under a separate heading later in the article.

## Authorization

This particular aspect had the necessary ingredient for a nightmare; not only was there a requirement to obtain clearance from the army but also permission was required from the police, each shire through which the run was being con-



The Wagon Wheel displayed in front of a restored Studebaker truck.

ducted and of course the state road authority as well. Remember, the run was conducted through three states, so multiply the above agencies by three, throw in all the shires involved plus, as a courtesy, the police in each major centre through which we would travel.

Finally we had to combat the varying rules and regulations associated with the conduct of runs of this nature, for instance only one safety vehicle was required to accompany runners in Victoria, yet in NSW a second vehicle was required to the rear of the first safety vehicle.

The fact that the run was not a race against time or another team and was only conducted in daylight hours was instrumental in gaining the necessary clearances at all levels. But not, I might add, without copious amounts of paperwork and telephone calls.

## Sponsorship

Sponsorship was actively sought from the outset and this was supplemented by raffles conducted within the school. The aim of sponsorship was to assist the team with equipment and to support Legacy.

To this end some 100 local and national business organizations were approached for sponsorship. Unfortunately, results fell far short of expectations. Again the school came to the fore with the purchase of running shorts and singlets.

The above gesture enabled money gained to be utilised in the purchase of tracksuits, running shoes and other costs associated with the run. I would take this opportunity to formally recognise the sponsors for the run:

- Motorcolt
- Volvo
- Lukus Productions
- Railway Hotel Mangalore
- Linfox
- Australian Airlines
- Style Child
- Saga Sportswear
- Mr Ian Sutton, and
- Friendly Transport



One of the escorting vehicles.

## Publicity

The need here was to ensure that the activity was well covered along the route. This was achieved by contacting all radio and television stations within our intended sphere of operation.

The use of Army Newspaper and Public Relations at each of the Military District Headquarters served to ensure the widest possible coverage.

In all, the efforts in this particular area proved quite rewarding with an in-depth television and newspaper coverage occurring in Albury/Wodonga and Canberra, constant radio coverage along the route and Army Newspaper coverage between Gundagai and Canberra.

A special mention must also be made of the support given throughout by civilian truck drivers and their unofficial "radio of the road." Their courtesy was noted and appreciated.

## Rations and Quartering

By conducting the run under the umbrella of a School training activity the question of rationing was made relatively simple.

Quartering was arranged through the local Legacy representatives and varied from football clubrooms to show-ground pavilions. In all cases Legacy and local organizations saw to it that the team was suitably accommodated. For this we were most thankful.

## Vehicle Support

A total of five vehicles were used for the run. Two safety vehicles complete with signs and flashing lights were provided by the school. The remaining vehicles were provided by the museum. The acquisition of two sets of number plates, through the efforts of DMOVT-A, enabled the use of the Studebaker and Willys Jeep. The Truck Cargo 5 Ton GS FI already had its own plates.

The museum vehicles were sent ahead each day to set up that night's camp and to be used in static displays for fund raising purposes. It was a credit to the museum and school workshop element that all vehicles made the journey without major problems.



The Studebaker leading the International FI.

## The Team

From the outset the limiting factor on team composition was that of size. The more that went, the greater the demands on those that remained behind. To offset this particular problem, team selection was widened to include dependents and representatives from Army School of Catering (who have a display in the museum), 26 Tpt Sqn and Puckapunyal Tpt Unit.

For simplicity of control the team was divided into three crews as follows;

## Running Crew

This crew consisted of nine runners in all. Selection criteria involved each runner completing two 12 km runs in one day, each run to be finished in under one hour. The first run commenced at 0900 hr, the second at 1400 hr. Training was conducted on an individual basis once selected.

Members of this crew were:

Mrs Chris Park	— Dependant AST	(CP)
Maj Steve White	— SI Mov Wing AST	(SW)
Maj Tony Cory	— 21C AST	(TC)
Capt Bob Tyler	— Mov Wing AST	(BT)
		(injured)
Capt Brian Mathews	— QM AST	(BM)
Lt Gordon Conroy	— MT Wing	(GC)
Sgt Mark Jennings	— PTI AST	(MJ)
Pte Mark Polson	— Cook AST	(MP)
Pte Mark Lee	— Steward AST	(ML)

Each runner aimed at running for 40 minutes. For the oldies, 40 minutes was more than sufficient considering there was, on most days, a requirement to run twice. For the younger at heart (the three Marks) a competition developed as to who could run the furthest in one hour. For the answer read on! I can readily vouch that every single member of this crew pulled his or her weight throughout. To them must go a "well done" for a fine effort.

## Safety Crew

This crew consisted of three members plus the frustrated ninth runner (being me). This group provided the safety and medical support to the running team including driving duties, statistical recording, public relations en route and overall control of runner changeover. A small but important group whose dedication and work behind the scenes was no less important. The crew consisted of:

Capt Bob Tyler	— Mov Wing AST	(BT)
Sgt Bob Pratt	— Medic AST	(BP)
Pte Bob Pratt	— Driver 26 Tpt Sqn	(Smurf)
Pte Cindy Manzie	— Driver Puckapunyal Transport Unit	(CM)

## ADVANCE CREW

A four man crew was tasked with the responsibility to go ahead each day to set up camp. Their duties included stores accounting, initial contact with Legacy, conduct of static displays, meal preparation and refuelling arrangements.

In hindsight this team could have been increased to include a public relations representative, tasked with the responsibility of liaising with the media throughout the run, thus relieving key personnel from this duty. Once again this crew worked hard to ensure a successful outcome to the venture. The crew consisted of;

Cpl Len Richards	— Barracks Maint AST	(LR)
Cpl John Kirkby	— Tpt NCO AST	(JK)
Pte Doug Taylor	— Driver AST	(DT)
Pte Len Mills	— Cook ASC	(LM)



Most of the Group — CP hasn't got a funny hat, but TC has.

## THE RUN

### Day One

Puckapunyal to Wangaratta is a total distance of 150 km (the longest leg). The team assembled at 0530 hours and after final preparation moved to the start point (Guardroom AST). At 0643 the team set off into the growing dawn to Morobi Road where MJ took over to truly kick off the run. Conditions were cold and overcast with a stiff southerly wind. All runners were required to run two legs this day and after a little cribbing on daylight running TC ran the last leg into Wangaratta. Leg weary, the runners arrived at the Wangaratta football ground to a much appreciated hot shower and meal. The silence that night could have been cut with a knife and all turned-in early wondering what they had let themselves in for.



TC blowing-away an escort vehicle.

### Day Two

Revielle at 0515. Breakfast commenced at 0545, with the cook doing requests, that is food, his voice is terrible. We moved to the Wangaratta Post Office for the commencement of Day Two headed off by BM, at 0650. The traffic was light but the wind and morning air was bitter. The changes were improving as the trip moved on, moving us closer to Albury.

Approx 1130 we entered the outskirts of Wodonga where we were met by the press, AMV Channel 4 and the Border Mail, each requiring interviews and pictures. The tins for Legacy were out as we ran down Dean St, Albury, accompanied by our Museum vehicles and police escort. Comment by one elderly lady to another, reference the rear end of MJ "Look at the nice..."

There was a challenge during the afternoon by ML for the greatest distance covered in 1 hour held by MP (14.1 km). Good effort ML, but he missed, only covering a distance of 13.7 km. The day drew to a close at 1710 as CP entered Holbrook, a total distance today of 126 kms. Another very good effort.

The support crew had the Sporting Complex set up for the runners to relax, shower, eat and sleep when they required. By this time it was obvious that the runners were going to be well spoilt through support crew efforts.

### Day Three

The day began with my alarm clock "Big Ben" awakening every one at 0530, after what was described by some as a restless night. LR had the billy boiling and his standard breakfast awaiting us. We moved to the start line at approx 0630, awaiting first light for SW to move his feet towards Gundagai. Steve (Mr PR) commenced his run at 0640 with a quick 8 km sprint into the morning light. The day was to be very hard with endurance being the name of the game. Between CP and GC the hills (mountains) around Tarcutta gave them a day to remember. The battle for the hour/km was still being hard fought with our unit PTI, MJ, now throwing in his hat. He covered 13.6 in the hour. Once the hills had been passed, the pace picked up and we arrived at Gundagai at approx 1520.

We decided to continue until last light, so TC, ML, MP and CP with the two escort vehicles moved on leaving the remainder to have early showers. The day finished with CP running through the town of Coolac plus an additional few kms.



MJ's challenge.

### Day Four

Revielle was at 0545 with breakfast commencing at 0615. Breakfast was out of the ordinary with the Army PR people taking photos and conducting interviews for use on radio.

Guess who again? We were beginning to think he had rigged all this, especially after Albury.

The runners were in good condition; a few stiff and sore muscles, but overall okay.

The radio stations started early over the air waves with broadcasts of our feat, as they did every day for the duration of the run.

Mr PR commenced the run heading into a foggy damp overcast morning, plagued by hills. Steve completed 9 km in 43 min. Taking over from him was MJ, out to better his hour rating. He didn't. The next up was BM completing 9.4 km in 45 min with TC exchanging places for 7.1 km in 34 min. Then ML, sore and stiff, had another go at the hour rate, failed, but he did complete 15.9 km in 1 hr 18 mins. Good effort! Mark P. did a quicker sprint of 22.9 km into Yass in 1 hr 36 min. When we arrived in Yass the Legacy tins once more appeared for the public to appreciate the effort the team had put in. On the outskirts of Yass CP, MP had changed, and CP headed for Canberra. She was in good spirits and was told "just run as long as you wish". She did for 5.3 km in 26 mins. The day's running was completed with only 56 km remaining to run. The time was 1425.

The quote of the day BP to MP "Mark, what's your best time over the hour?" MJ jumped in quickly "60 mins."

The team moved back to the Yass Showground where we were to spend the night. The main support crew were in the town conducting a static display, while the cook was attending to his duties arranging a big meal for that night.

We had a few problems that night — no water, people arriving home very late or early morning, and injuries were now appearing.



GC in low gear.

### Day Five

"Big Ben" announced the time was 0600 and time for all to raise their tired weary bodies from the bunks. The big discussion over breakfast was the night's activities by some members of the group. (But that's another story — Ed.)

The date was 12 June, the day we were to arrive in Canberra. It seemed to have moved very quickly when one considers our average speed was 5 kph.

The running commenced at 0715 with the majority of runners given 7 km sprints and GC the remaining 5.9 km into Campbell Park. I said "sprints" as each runner was out to beat the other, and the times for the runs ranged between 27.39 to 34 mins. Not too bad after four days running. Guess who? Yes, Mr PR did it to us again. We all wondered why he was happy to change places with MP; was it a kind heart or sixth sense?

That's right, more cameras!

The team as a unit arrived at Campbell Park Offices where we were met by Colonel Snare, members of DMOVT-A and



The Running Crew almost at the finish.

members of the RACT Association. A function commenced on the arrival of the team with the presentation of the wheel. Other formalities were conducted during the festivities.



COL John Snare, DMOVT-A, congratulating LTCOL Greg Park, CI AST, on his team's magnificent effort.

The team returned to Yass on completion of the function for a well earned night off. LtCol Park and members of the Yass Legacy were guests of the team for dinner that night, thus ending the activity.

## ACKNOWLEDGEMENT

For me this activity proved a most demanding but rewarding event. To all concerned and involved with this activity my sincere thanks and acknowledgement of a job well done.

## CONCLUSION

This, the inaugural RACT Museum Run, will, I am certain, provide the Corps with yet another avenue by which we can uphold the Corps Motto: "PAR ONERI!"

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# HAVE YOU CONSIDERED A UN POSTING?

By Major G.L. James — HQ FF MOV'T

## Introduction

It all started one day in 1983 when I received a phone call from our Canberra "managers" with the classic good news/bad news story. The bad news was that I had missed out on an exchange to the USA, the good news was a little more roundabout and a longer time in coming, nevertheless it started with the question "have you considered a United Nations posting"? The answer, in short was "yes, when I was single" (I had always thought UN postings were unaccompanied so when I was married I stopped volunteering). It didn't take much discussion before my name was back on the list as a volunteer. Before long (Apr 84) a confirming signal arrived advising my selection as a United Nations Military Observer (UNMO) in the Middle East.

As the time to depart drew closer I started to realize there were a lot of questions about the job and social aspects of living in the Middle East that were unanswered so I set about asking questions of those who had been before. One of the interesting points I noted was that they all had different problems and priorities which, although I didn't realize it at the time, was my first insight into how diverse the Middle East can be. In retrospect it is without doubt that the more I asked and read the better prepared I was for living and working in the Middle East.

It is my intention to commit some facts and feelings to paper in order to fill in the gaps in the minds of the readers as to what being an UNMO with the United Nations Truce Supervision Organization (UNTSO) is all about.

## What is UNTSO?

UNTSO was established in June 1948 to supervise the truce in Palestine negotiated by the UN Security Council. (The new state of Israel had just been created). In 1949, after the conclusion of the General Armistice Agreements between Israel, on the one hand and Egypt, Jordan, Lebanon and Syria on the other, UNTSO was given the task of assisting the parties in supervising the observance of these agreements. Israel denounced the agreement with Egypt after the hostilities of October 1956 (Suez Crisis) and the other three agreements after the June 1967 war (the six day war).

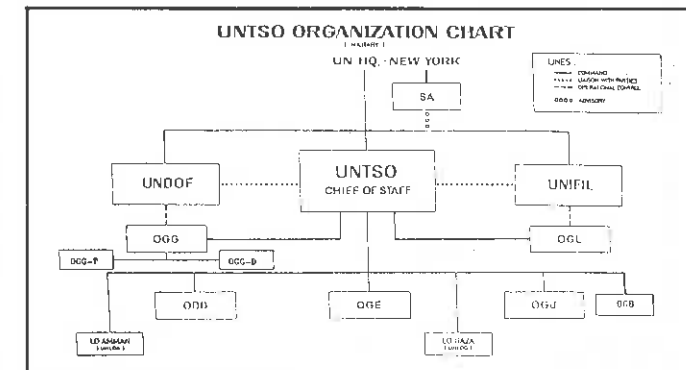
Following the 1967 war and pursuant to Security Council resolutions of June that year, Observers were deployed along the Israeli and Syrian forward defended locations on the Golan Heights. In accordance with a consensus adopted by the Security Council on 9/10 July, Observers were also stationed on both sides of the Suez Canal. In April 1972 another UNTSO observation operation was established in the Israel-Lebanon sector. The physical location of these observation operations has varied over the years due to different events like the Yom Kippur War in 1973, Israel/Syrian disengagement agreement in 1974 (United Nations Disengagement Observer Force (UNDOF) was formed at this time), signing of a peace treaty between Egypt and Israel in 1979, the establishment of a United Nations Interim Force in Lebanon (UNIFIL) in 1978, and the establishment of an UNTSO Observer Group in Beirut following the invasion of Lebanon by Israel in 1982. It is most likely that the unarmed Observers from UNTSO will continue to function even if the mandates of UNIFIL and UNDOF are

terminated as occurred when the UNEF mandate lapsed in 1979.

## Organization

UNTSO operates from eight main duty stations in the five countries of the mission area. In the course of his tour of duty the Observer may be required to serve at more than one of these stations. The organization is headed by a Chief of Staff, normally a General of the armed forces of his own country, appointed by and reporting to the Secretary General of the UN.

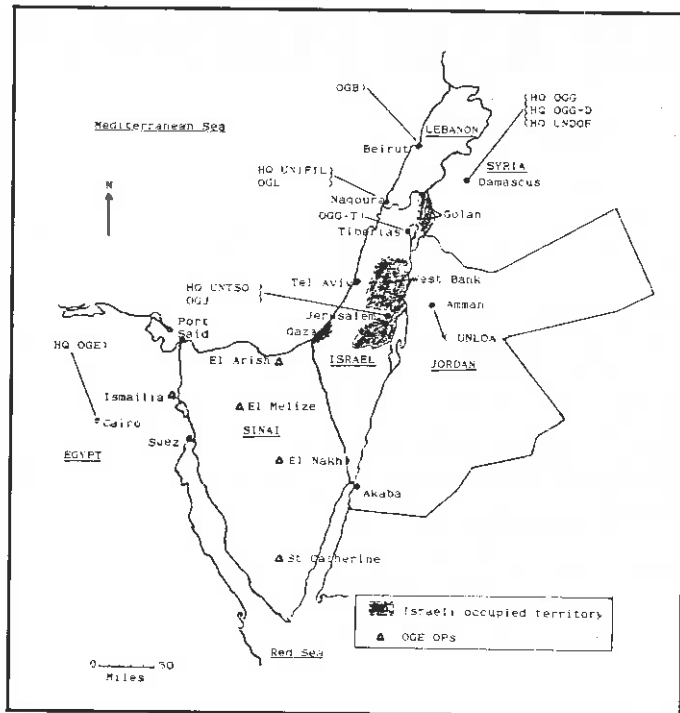
An UNTSO organizational chart is shown below.



## Duty Stations

The operational responsibilities of the main duty stations are as follows:

- Jerusalem**
  - HQ UNTSO.** The responsibilities of the HQ are as would be expected of any operational HQ.
  - Observer Group Jerusalem (OGJ).** OGJ provides administrative support to UNMO assigned to the HQ in much the same way as an Admin. Coy supports a parent Unit.
- Observer Group Egypt (OGE).** OGE operates from Cairo and provides a UN presence in Egypt and the Sinai. They conduct extensive patrols in the desert, provide liaison with Egyptian authorities and assist UN personnel in border and canal crossings.
- Observer Group Golan (OGG)** HQ OGG is co-located with HQ UNDOF in Damascus. The Group is split into two sub-groups as follows:
  - Observer Group Golan-Damascus (OGG-D).** Observers assigned to OGG-D man five OP on the Syrian side of the Area of Separation (AOS) between Israel and Syria, conduct inspections of Syrian units within the Area of Limitation (AOL) and carry out mobile patrols as required. The AOL consists of three zones running the full length of both sides of the AOS and are designated as the ten, twenty and twenty-five kilometre zones. Varying restrictions in the number of troops, tanks and anti-aircraft weapons apply in these zones.
  - Observer Group Golan-Tiberias (OGG-T).** Observers assigned to OGG-T man six OP on the Israeli side of the AOS. As with OGG-D they also conduct inspections in the AOL and carry out mobile patrols.



UNIFIL and is situated in the small Lebanese village of Naqoura just north of the Israeli border. UNMO from OGL

d. **Observer Group Lebanon (OGL).** OGL is co-located with HQ UNIFIL and is situated in the small Lebanese village of Naqoura just north of the Israeli border. UNMO from OGL man five OP along the Israeli/Lebanese armistice demarcation line.

In addition OGL provides liaison teams to each of the battalions of UNIFIL. There is also a liaison team operating within and around the city of Tyre. These teams provide liaison between UNTSO, UNIFIL and the various civilian, political and militia groups within the UNIFIL AO.

e. **Observer Group Beirut (OGB).** OGB is located in East Beirut and Observers monitor the situation in and around the city. They do this by conducting patrols and liaison with civilian and military authorities.

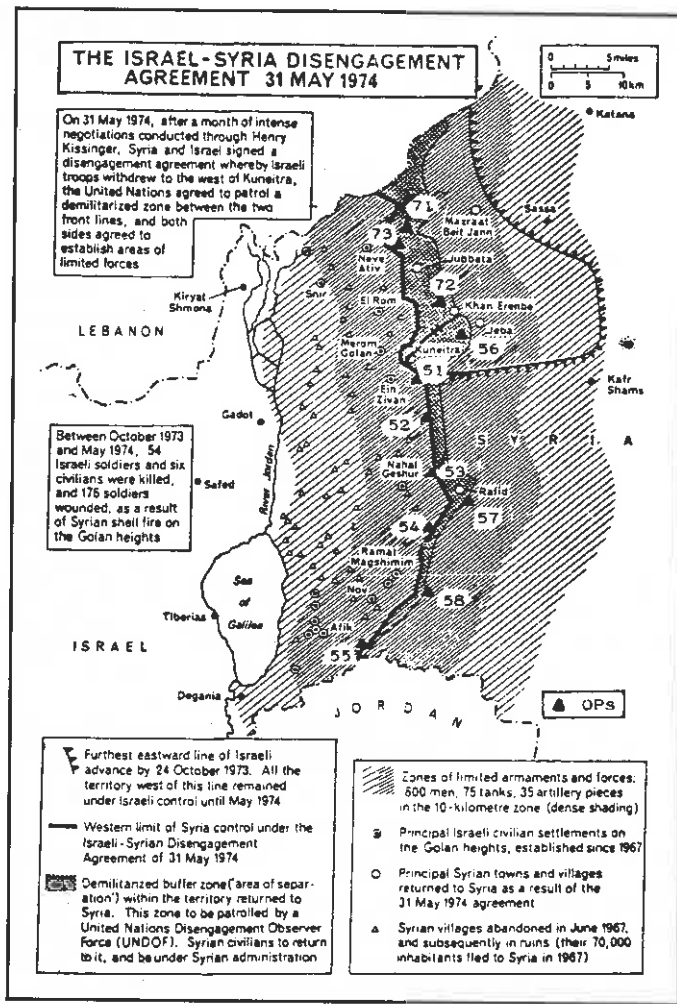
#### Australia and UNTSO

Australia's involvement with UNTSO began in 1956 when 10 Australians were appointed UNMO. They were largely Reservists and it was not until 1973 that regular officers were first appointed. With the establishment of OGB in 1982 Australia's contribution to the peace keeping force was increased to 13 officers. Initially only arms officers were eligible for appointment to UNTSO, however in 1982 the first non arms officer was posted to the Middle East and the service corps have filled a number of positions since. (sorry ladies, men only). RACT Officers who have already been to the Middle East and could no doubt provide a variety of stories are:

- a. Major P. Gregor, (82/83)
- b. Major R. Parker, (83/84) All served in the United Nations whilst
- c. Major G. James, and (85/86) substantive Captains.
- d. Major A. Galt, (86/87)
- e. Captain W.J.B. Davie (87/88)
- f. Captain P. McCarthy (87/88)

#### Personal Experiences

Every observer can expect to be treated differently when



On 31 May 1974, after a month of intense negotiations conducted through Henry Kissinger, Syria and Israel signed a disengagement agreement whereby Israeli troops withdrew to the west of Kuneitra, the United Nations agreed to patrol a demilitarized zone between the two front lines, and both sides agreed to establish areas of limited forces

Between October 1973 and May 1974, 54 Israeli soldiers and six civilians were killed, and 175 soldiers wounded, as a result of Syrian shell fire on the Golan heights

Further eastward line of Israeli advance by 24 October 1973. All the territory west of this line remained under Israeli control until May 1974

Western limit of Syria control under the Israeli-Syrian Disengagement Agreement of 31 May 1974

Demilitarized buffer zone (area of separation) within the territory returned to Syria. This zone to be patrolled by a United Nations Disengagement Observer Force (UNDOF). Syrian civilians to return to it, and be under Syrian administration

Zones of limited armaments and forces. 600 men, 75 tanks, 35 artillery pieces in the 10-kilometre zone (dense shading)

Principal Israeli civilian settlements on the Golan heights, established since 1967

Principal Syrian towns and villages returned to Syria as a result of the 31 May 1974 agreement

Syrian villages abandoned in June 1967, and subsequently in ruins (their 70,000 inhabitants fled to Syria in 1967)

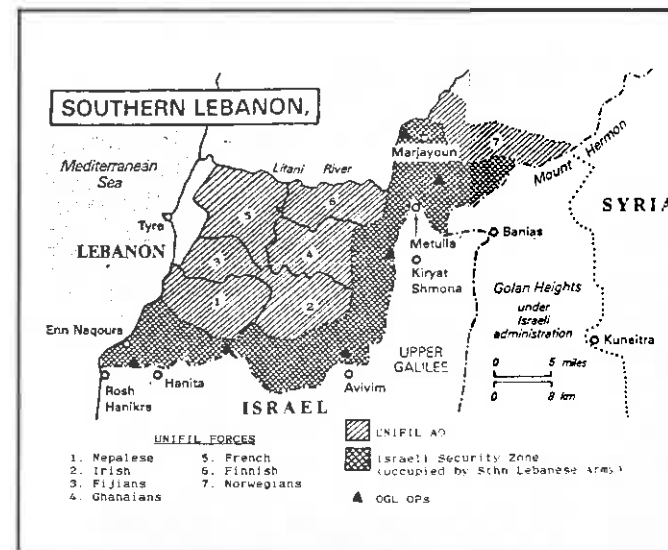
it comes to the area in which he serves. The first duty station you are sent to is not normally negotiable and can change as late as the day you are due to report. You do have the opportunity to request your preferred second duty station, however there is no guarantee you will get your first choice. (Somehow this all sounds vaguely familiar). I was lucky and had a nicely divided 12 month tour. Some UNMO can serve 12 months on OP duties.

A summary of my UN tour dates is as follows:

- a. Arrive Mission Area 5 Mar 85
- b. Arrive Damascus (first duty station) 12 Mar 85
- c. UNMO Golan OP Mar-Jun 85
- d. BUNMO AUSBATT Jun-Sep 85
- e. Arrive OGL (Second duty station) 6 Sep 85
- f. UNMO Lebanon OP Sep-Nov 85
- g. Member Team Foxtrot Dec-Feb 86
- h. Depart Mission Area 5 Mar 86

#### Golan Heights

Duties whilst an UNMO on the Golan Heights comprised OP duties which were of seven days duration (return day eight). This duty is shared with one other observer of a different nationality. During this week of isolation, duties are broken into "inside man" and "outside man" duties. The "inside man" does the cooking and cleaning whilst the "outside man" does the observation. This is done on a day about basis. This duty is as interesting as the individual is prepared to make it. It



is also interesting to see your own cooking skills develop. After three months I was fortunate enough to be selected as one of the three Battalion UNMO (BUNMO) and worked with the Austrian Battalion which comprized part of the UNDOF force. The BUNMO is the LO between the UNTSO OP and the UNDOF BN. This was an excellent position as it allowed freedom of movement not experienced by the other observers and was most rewarding.

#### Southern Lebanon

Duty in Lebanon commenced with OP duties which were basically the same as the Golan OP. One of the major differences was that the OP in Lebanon were much more comfortable. (A house as opposed to a container) Another significant aspect of duty in Lebanon was the ever present feeling of tension and military activity. These OP duties were performed for another three months at which time I was selected for Team Duties.

A Team is comprized of four observers who work in pairs on a roster to suit the observers. (Average of five days out at any one time) Each team is assigned an area to work and UNIFIL Battalions with which to liaise. Map 3 shows the UNIFIL areas. I was working as a part of Team Foxtrot which liaised and lived with the French and the Finnish Battalions.

In my opinion Team work is the most interesting aspect of UN duties. The liaison required between UNTSO, UNIFIL, civilian, political and militia groups is an at times demanding and entertaining experience. It was the most beneficial in terms of professional experience and insight into my own capabilities in an unsettled and sometimes unsettling environment.

#### Private Life in The Middle East

I had no second thoughts about taking my family with me to the Middle East. We left Australia with an 18 month old child with whom we had no major worries with health aspects or whilst travelling.

The Australian Government pays for the family to accompany the observer as the official stance of the United Nations is that they prefer observers to be unaccompanied. During my 12 months with UNTSO my observation was that 80 per cent of observers were accompanied. What is very important is that any family which accompanies the observer must be prepared for periods of separation and as such needs to be prepared to be self reliant.


There is generally a good social life that exists in all UN posts. A lot of it is self generated and revolves around the UN recreation houses. There is also ample time to travel independently as long as you plan in advance. For example we managed to travel to Gallipoli for the 70th anniversary and saw a good deal of Syria, Jordan, Israel, Egypt, Cyprus and Europe.

Every station is different as are the people's views of what life is like in the various countries. What is important is that you approach a posting to the United Nations with an open and adventurous mind; don't be naive and expect things to be the same as at home and you will have an excellent time. Given the chance we would leap at an opportunity to go again.

Whatever your pre-conceived ideas are about the Middle East I think that they will change once you have lived there. The bottom line of this whole experience is that it gives you a real appreciation for Australia no matter what problems we think exist.

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# LETTERS TO THE EDITOR

Dear Sir,

The subject of a Corps Mascot continues to draw attention amongst the members of the Corps with articles for and against appearing in previous issues of 'Par Oneri'.

Firstly let me point out that I would be in favour of such a move. However if one were to perhaps take a less emotive view of the subject, then I am certain that the feasibility of such a move at this point in time may become obvious.

The general consensus appears to be the acquisition of a mascot and quartering of such at the Army School of Transport, Puckapunyal. Let us then study the pros and cons of this proposal.

What then are the advantages of such a proposal?

- Puckapunyal is our Corps home;
- the museum is located at the School and houses wagons, harness and accoutrements;
- acquisition of a mascot would enhance 'esprit de Corps';
- the School provides the best avenue for exposure of the mascot to Corps members; and
- acquisition revives traditional links.

On the other hand;

- the Corps as a whole would be responsible to finance the venture, experience with the Museum, i.e. annual raffle, would highlight the difficulties to be encountered here;
- cost appraisal has to my knowledge not been effected, consideration of purchase price, veterinary fees, feed, shoeing, initial construction costs and transportation to mention but a few. Remember most of these are ongoing by nature;
- manpower, who is to provide this? permanent or extra regimental? I would suggest that a permanent keeper would need to be appointed. Or do some suggest the restorer of the Museum take on this task as well as managing the Museum fleet.
- Remember the restorer is actually a staff member at the School, a deficiency worn by that organization; and
- the question of ability to care for such animals must also be addressed, the appointee must know what he is about, obviously it is not like keeping the house pet.

One cannot help but get the feeling that not unlike the introduction of the Museum concept some years back, it will all fall directly on the staff of the School, sadly the old saying 'absence makes the heart grow fonder' does not necessarily apply across the total membership of the Corps.

By all means let us consider the subject of a Corps mascot, but lets ensure that any decision is taken objectively and meets the best interests of the Corps as a whole.

I request consideration be given to publishing this letter in the next edition of 'Par Oneri'.

Yours sincerely,  
Major S.R. White

Dear Editor,

I have followed with interest the correspondence on the Corps obtaining a mascot, (or mascots) since it was raised by MAJ Brian Calder in the Summer 84/85 Edition of PAR ONERI. The last letter he addressed in Edition 12 has stung me into action. I will direct my remarks to the mascot issue rather than the type of mascot.

The November 1985 meeting of the Corps Committee briefly considered the matter but deferred any decision until the next meeting in May 1986. At this meeting the proposal was discussed and the minutes record:

"The options for the proposed acquisition of a Corps mas-

cot were discussed and it was agreed that it was impractical for the Corps to own or acquire a mascot at this stage. The proposal is to be shelved.

Decision:

This decision and the reasons for it will be published in PAR ONERI."

I am unable to determine why the explanation for the above decision did not appear in Edition 12 of PAR ONERI, as determined. So, trusting that this letter will make Edition 13, I would like to indicate the reasons for the decision of May 1986.

In general terms, the concept of a mascot was agreed by the conference as a 'nice to have'.

It was the practicality of the proposal that caused the rejection. The main concern was one of costs. The 'running costs' of the regimental aspects of the Corps are continuous and we just manage to make ends meet with our present income (from the Corps Shop). Having just funded the Pipes and Drums visit to the UK, the Corps Committee did not feel it opportune or fair to have the Corps fund the initial outlay for the purchase, the livery, the means of transport and the maintenance (fodder, veterinary and grooming) of the mascot.

It was estimated that the following costs would be involved:

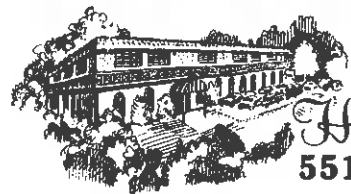
— purchase	\$5000
— horse float	\$3000
— enclosure/stable	\$1500 (materials only)
— livery	\$3000
— fodder	\$1000 a year
— veterinary/farrier	Up to \$500 a year

Of secondary concern was the continuing requirement of looking after the animal — grooming, feeding, exercising and 'mucking out' the stable. As has been indicated, the most likely custodian is the AST at Puckapunyal. With current manpower pressures the School has difficulty operating the Corps Shop and the Museum at present. It is assumed that at least one man would be required to not only maintain, but also transport the animal to and from Corps activities. At this time, such manpower is not available and to rely on volunteers is an approach fraught with danger as these may soon be lost through posting or other action. In addition, while a volunteer may have good intent, he/she may have no expertise and cause more harm than good in their efforts.

Therefore, on the basis of costs, both initial and ongoing, and the continuing care of the animal it was decided the proposal was impractical at this time. Hence, the decision to 'shelve' rather than reject it. At a later date, when the Corps finances are better and AST is able to assume the workload required to stable, maintain and transport the mascot, such a proposal may be accepted. I hope that the first impediment to this occurring, the financing, will be removed in the next 12 months.

Yours sincerely,  
Colonel J.H. Snare

PS. I notice that 11 Fd Sup Bn have jumped the gun on us and adopted a Clydesdale as a unit mascot. It may be of interest that in a review of 7500 photos of GS wagons in WW1 not one depicted a Clydesdale. This would support LTCOL Charles Watson's excellent letter of Edition 12 and make the Percheron a more likely candidate should it be determined to obtain a mascot.



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# IN MEMORIAM — WO1 RAY HARVEY, BEM.

Compiled by LTCOL Alan Howes, assisted by  
CAPT David Armstrong and WO1 Murray Corkhill.

Ray Harvey died in 1986, aged 63 years, having served the Australian Army well for 30 years. These thirty years initially spanned World War Two when he enlisted as an 18 year old in 1940, until discharge on demobilisation in December 1945 after anti-aircraft service in Darwin, New Guinea and Morotai/Tarakan in Borneo.

Eight years later he re-enlisted, and commenced 25 years devoted service to the Royal Australian Army Service Corps and — its successor from 1973 — the Royal Australian Corps of Transport. From 1953 to 1958 his duties related to driving trucks in NSW, and in Malaya as part of Australia's contribution to the British Far East Land Forces (FALEF), including 18 months as a Section NCO with 19 National Service Training Battalion. Then began his long-term involvement in aerial delivery, initially from mid-1958 as a member of the air Despatch Wing at the RAASC School, Puckapunyal on C47 Dakotas which would be based short-term at Mangalore — the diversion aerodrome for Melbourne — some thirty kilometres away.

He returned to Sydney in mid-1959, and commanded the regular section of 39 Air Supply Platoon — a Citizen Military Forces unit. This section was attached to 55 Air Despatch Company RASC in Singapore from February-May 1961, and took part in further training in Malaya from May-August 1962. My first indirect contact with then Cpl Ray Harvey was during the 1st Divisional Column Camp deployed on exercise in the State Forest north of Newcastle: a planned airdrop was aborted due to poor visibility, and the load was delivered by truck! From such inauspicious beginnings in April 1962 a close trust was to develop between us both.

40 Air Supply Platoon was raised in August 1962, at half-strength, and I was their first OC. The honour of being associated with Ray Harvey's promotion was mine on two occasions — in August 1962 to Sergeant, and in December 1963 to Warrant Officer Class 2 when he became Supervisor Aerial Delivery of 40 Air Supply Platoon, on the platoon being raised to full strength (2 officers and 78 other ranks).

Randwick was home to 40 Air Supply Platoon, and all who joined were volunteers in the first two years 1962-1964. Ray Harvey was married, a fit 40 year old, and a father. He had earned the respect of those he had led in the ARA section of 39 Air Supply Platoon, and made a major contribution to high morale and good discipline and training in 40 Air Supply Platoon and throughout his RAASC/RAC service.

To speak in detail of those first two years in the life of 40 Air Supply Platoon is to emphasise how Ray Harvey provided an example of professionalism both in barracks and — where he preferred to be — in the field. Paperwork beyond roll book marking and returns was not something he liked: he was the practical "doer". In September 1962, before the

major two battalion Exercise NUTCRACKER in the Singleton area I was direct to prepare for Dakota airdrops of water, in packs of four five gallon (22.5l) plastic jerricans, on a vast scale onto rocky terrain and given a prototype involving a wooden baseboard and metal strapping. This clearly seemed inappropriate, and Ray Harvey led the way in redesigning the pack so that three hay-filled sandbags were used in conjunction with rope, with the sandbags secured by ties to the rope and positioned to buffer impacts from all sides and to effectively cushion landings. Our superiors accepted the change and Exercise NUTCRACKER based at RAAF Williamtown saw the platoon's design prove successful — at one stage a temporary dearth of needles to stitch the necks of sandbags meant all the platoon searched to "find needles in a haystack" — and we found them!

Promotion courses to Corporal were run in early 1963; most promotion vacancies from mid 1963 onwards came from the initial group of 37 other ranks, which reflects on their quality and Ray Harvey's training. Following Exercise SKYHIGH, based at RAAF Richmond in late 1963, Ray Harvey wore the crown of Warrant Officer Class Two. In August 1964 I was posted to Brunei as Australian LO to a British Gurkha Brigade HQ, before 40 Air Supply Platoon moved to Holsworthy. It was great news to hear that WO2 Harvey received the British Empire Medal in 1965.

Ray Harvey transferred to 76 Air Despatch Company in late 1966, and served in South Vietnam from December 1967 to October 1968. He returned to Puckapunyal as an instructor at the RAASC Centre in 1969-71, and then spent the remainder of his service in Penrith and Sydney. Ray Harvey was promoted Warrant Officer Class 1 and RSM of HQ 1 Army Air Supply Organisation in April 1974; the unit became HQ 1 Air Transport Support Regiment from October 1976. His last posting prior to discharge on retirement in July 1978 was at Victoria Barracks, Sydney, and thereafter he lived at Penrith.

What memories arise when Ray Harvey is recalled in one's mind, or his name is heard? Mine are based almost totally on that two year period from August 1962 when he gave me his loyalty and support 100% as we developed 40 Air Supply Platoon as a competent new unit, and trained its soldiers hard. I know he took pride, as I have done, from the number of NCOs, Warrant Officers and officers who have come from their ranks — a high percentage of success measured in the most precious resource of any Army worthy of the name — our soldiers. He often used the expression "Look sharp" and these words summarise the exterior man. Not only did he set a good example but he practised what he preached so that combined with his technical prowess, Ray Harvey won wide renown as a fine asset to our Corps and the Army.

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# THE CORPS MUSEUM — “SIX YEARS ON”

By Major Steve White, President, Management Committee

### Introduction

It is now some six years since the official opening of our museum at the Army School of Transport, Puckapunyal. In this time successive committees have striven to make the museum not only a showpiece for the Corps but also an asset in which one and all could readily take pride.

The museum today boasts a display that is interesting, unique and equal to other military museums both civil and military. This interest emanates from the wide range of memorabilia on display, dating from 1887 through to the present day, and the fact that all vehicles are restored to complete operating condition.

The attained standards have not been easily won, nor will future initiatives be achieved without hard work and dedication. This report seeks to address the current museum status, and where the incumbent committee sees it going in the future.



PTE Curtis (IET) assists MAJ White (President) in the layout of a new feature wall within the internal display.



Museum vehicles collection.

The current committee comprises:

LTCOL Greg Park	— CO/CI AST;
MAJ Steve White	— President;
CAPT Dave Niven	— Secretary;
WO2 Bob Mulhall	— Treasurer;
CAPT Alan Schmidt	— Public Relations;
WO2 Peter Evans	— Property/Curator;
PTE Joe Ratcliffe	— Restorer;
COL Bob Mair, MBE	— Member;
MAJ Max Davies	— Member (ASC Rep); and
WO1 Terry Eaton	— Member.

### Funding

The museum is officially recognized through Department of Defence as a military museum. Support available does not extend to government funding. It does however provide support in the form of buildings, some ancillary services and maintenance to the existing infrastructure.

All improvements and renovations to the museum complex must be approved through official channels and are then carried out on a self help basis.

### The Museum Charter

The museum is dedicated to the preservation and conservation of our Australian Military heritage, with an emphasis on the history of the RACT and its predecessors.

### Management

The museum management committee is run on a regimental appointment basis supplemented by voluntary services. One position, that of the restorer, is a permanent position, filled from within school manpower resources.

COL Bob Mair, MBE remains the longest serving committee member with all other positions changing in accordance with posting turbulence.

Additional manpower resources are provided from holding troop. Holding troop is comprised of those soldiers awaiting IET courses or posting. These soldiers are generally rostered to man the museum shop or work parties under control of the restorer. This source of manpower is dependent on availability and school priorities. The final source of manpower comes from project undertakings by individuals or groups within the school or units of the Corps.



Pictured between the DIA REO and Caribou fuselage are the up-rights for the new sheds. Once in place the shed will add an extra 10 bays.

Prime sources of income to the museum include:

#### Entrance Fees

It is now a little over one year since the introduction of expanded operating hours from weekends/public holidays to six days a week with Mondays devoted to make and mend, (except where this clashes with public holidays). General response from the civil and military communities remains high.

#### Souvenirs/Refreshments

A move toward upgrading the souvenir range has had good results. The new range includes: Mack Truck Brooch, Museum Cloth Patch, Museum Booklet and a Museum Port, all of which are selling well. Other items under consideration for sale include: museum pens, an improved spoon, stubby wrap arounds, museum stickers and T-shirts. The shop is certainly becoming a focal point for funding and the committee is more than willing to accept telephone orders from groups or individuals.

#### Sponsorship

In the past the museum has been well served through an active policy of seeking sponsorship. This means of funding is normally reserved for one-time projects, the notable exception being the annual raffle.

Activities and projects that have been supported through sponsorship include the recently conducted museum run to Canberra and the purchase of cabinets for the new display area in 1986.

#### Donations

Although donations rate as the small fry of the fund raising group they are still worthy of mention. Individuals are regularly donating small amounts of money either by mail or directly into the box at the museum.

#### Museum Raffle

Until this year the raffle was considered the major annual fund raising activity. Sadly, the poor support across the Corps as a whole has made conduct of future raffles on this scale nonviable. The committee, and in fact the Corps, is looking to suitable alternatives. To those units and individuals who have in the past contributed whole-heartedly, the committee sincerely thanks you.

#### General Assets

An operating capital well in excess of \$1000 combined with stock on hand, at sale prices, exceeding \$4000 gives the museum a sound financial footing and a flexibility never before experienced. This state of affairs now enables the committee freedom to purchase already restored vehicles or have vehicles awaiting restoration sent out to be restored by professional tradesmen.



The museum shop is capturing a sizeable trade. The improved souvenir range will further enhance this.

#### Publicity

Greater emphasis has, in the last six months, been given to the important issue of publicity. The resurrection of the position of Public Relations Officer has recently been effected and it is felt that initiatives in this area will serve to draw further attention to the museum and its facilities.

Initiatives to date have included:

- improved sign posting within the Puckapunyal area including official government signs on the main expressway;
- in conjunction with the Tank Museum, the intended promulgation of a joint handout/brochure which will be professionally produced;
- advertising utilizing local radio, television and newspapers as well as the Melbourne Newspapers;
- attendance at selected community attractions, for example the Shepparton Show.
- the Museum run to Canberra earned valuable publicity for the museum and may become an annual event;
- advertising through government tourist outlets;
- a future funding source may result through the recent offering of vehicles for use in movie productions; and
- the placement of articles in selected magazines is currently under investigation.



The roofing-in of the courtyard has greatly enhanced the internal display.

#### The Display

The museum display comprises two major areas. The external display houses the vehicle fleet and the internal display houses military memorabilia having chiefly a transport flavour and dating back to Army Service Corps days.

#### External Display

There are currently 38 fully restored vehicles on show with another 25 awaiting restoration from complete rebuild to minor works. The committee continues to enforce two important principles in this area.

- vehicles must have had a military connection; and
- all vehicles must be restored to original operating condition.

This latter makes the museum quite unique. Recent acquisitions to the fleet include:

- 15 cwt GMC truck restored by 3 Tpt Sqn;
- amphibious jeep restored by Adelaide Transport Unit;
- Federal Prime Mover — partially restored by RMC Tpt Troop;
- 1942 NR Mack Truck — Telecon; and
- Diamond Reo Prime Mover/Trailer — Army.



Centre Bay with workshop area on the left.

The rapid expansion of the fleet has resulted in the workload emphasis being one of maintenance. This problem will worsen to the point where restoration within the museum may well become non-existent. As such, committee funding initiatives will become a major factor in museum development. To all concerned with restoration projects past, current and future, your support remains a valuable asset to the Museum.

Current and recently completed projects include:

- compound extension has enabled the storage of vehicles and equipment awaiting restoration;
- production of information signs for all vehicles is now complete. These will be affixed to appropriate bays;
- construction of additional carports is underway providing 10 additional parking spaces;
- on completion of the carports the display will be re-organized;
- the spare parts store has been redesigned including shelving, and
- a vehicle loan to gain Australian War Memorial vehicles is currently being negotiated.

Ideally the compound needs to be enclosed. The committee is investigating avenues by which such a move could be achieved. Ideally the compound should be roofed. Benefits of this initiative are obvious. Such a project, however, would require substantial support from Corps members. Other long term initiatives include a PA system, construction of a feature wall and the continued enhancement of the BBQ area.

In the past year or so the internal display has undergone a radical upgrading, the aim being to raise the quality of the overall display. Whilst the emphasis still remains with transport, a blending of general military memorabilia has served to further enhance the display. In fact, the museum boasts a comprehensive badge and medal collection.

A close affiliation with the Rats of Tobruk Association, Victorian Branch, has also allowed the development of a small but distinctive Tobruk display;

Initiatives within the internal display area include:

- roofing-in of the courtyard effectively doubling the display area;
- boxing-in windows to provide additional display facilities;
- carpeting of the new area and purchase of additional cabinets;
- removal of internal doors to create an open-air atmosphere;
- construction of a feature wall with additional cabinet space;



PTE Joe Ratcliffe (restorer) works on the International Tipper. Maintenance is now a large part of his task.

- total re-organization of the display;
- extension of the uniform display cabinets;
- allocation of space to Catering Corps;
- remodelling of the archival library, including production of an archive including comprehensive listing; and
- upgrading of photo albums.



The new display area highlights the feature wall.

The initiatives outlined above have greatly enhanced the museum, yet much remains to be done. Investigation of audio visual equipment is currently in hand; room exists to expand into the archive area should this prove necessary. Suf-

cient wall space remains at present for further display purposes and limited use of partitioning may be another viable way of utilizing space.

**Conclusion**

1988 will see the reins of management pass to a predominantly new team. With this will go the responsibility of continuing the fine efforts to date. No doubt they will bring with them new and innovative ideas, which will add to those already in place.

To all those associated with, and instrumental in, ensuring set goals were achieved, the museum committee of management thanks you. The incoming team will obviously look for this continued support.

In closing, a message to all Corps members; "Remember, the museum is your asset! Your showpiece! For the outsider looking in, it provides a looking glass to our history and aspirations. The latter being ever "Equal to the Task".

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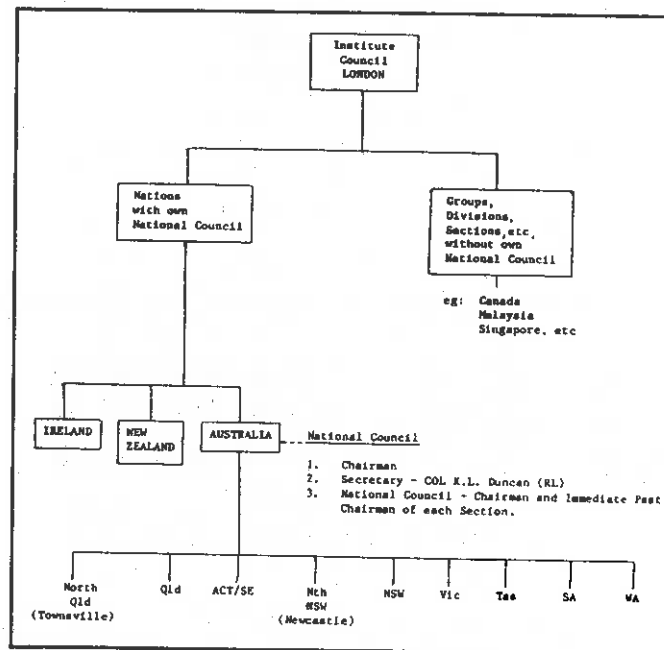
**THE CHARTERED INSTITUTE OF TRANSPORT**

By Captain G.P.R. Friend, MCIT, AAIM

**The Institute**

1. The Chartered Institute of Transport (CIT) in Australia exists to bring together people working professionally in the field of transport. The major purpose is to improve the efficiency, effectiveness and safety of transport in Australia, and to encourage the education and professional development of its members.
2. The CIT is a world-wide body, founded in England in 1919 and first raised in Australia in 1935. It now consists of nine branches throughout Australia, which are known as 'Sections'. These Sections are controlled by an Australian policy-making body known as the National Council, which is a Committee of the Institute Council headquartered in London.

**CIT Organisation**



3. The National Council consists of the Chairman and Immediate Past Chairman of each Section and is supported by a full-time National Secretariat. The National Secretariat was established in Canberra early in 1981 and moved to its current location, in Sydney in 1984. It is responsible for the day to day routine and administrative running of the Institute.
4. The Institute is financially sustained by its members, with some support from companies with a strong belief in its purpose and objectives. Support is also given by some State governments and their departments.

**The Members**

5. The total world-wide membership of the Institute is more than 22,000 of whom over 2,000 are in Australia. Membership is open only to individuals, and no corporate or company membership is available. Its members include people involved in supervising, planning, marketing, using and regulating transport services, from both the public and private sector.

6. Members also include people engaged in:
  - a. Physical distribution of goods and services;
  - b. Materials handling;
  - c. Designing and constructing transport equipment, and facilities;
  - d. Teaching transport subjects; and
  - e. Conducting research connected with transport.
7. The CIT maintains close links with tertiary and training institutions, other professional associations and organizations such as the Institute of Engineers, motoring organizations, eg, RAC, NRMA, and the Australian Institute of Management. It is an active participant in joint seminars with these related organisations. This promotes a great deal of 'cross pollination' of ideas and experience by providing an interface between the diverse sectors of the industry.
8. Finally, a glance through the RACT Officers Corps List and noting the post nominals 'MCIT' (Member — Chartered Institute of Transport), gives an indication of the level of support already given by the Corps. In addition, there are a number of Warrant Officers and NCOs who have also joined at various levels of membership. The current CIT National Secretary is a former CI of TN Centre (now Army Maritime School) and Deputy Director of RACT, prior to his retirement in 1981. (COL K.L. Duncan [RL]).

**Activities**

9. Each section of the Institute in Australia conducts a variety of activities including:
  - a. Monthly lunch/dinner meetings with interesting guest speakers, eg, Corporate Managers and Federal/State Ministers, addressing subjects such as the Integration of Transport Systems (delivered by the Chairman of TRANSPERTH), International Couriers (DHL General Manager), Expo '88, and defence aspects etc.
  - b. Visits (technical tours) to transport installations, facilities and related establishments, eg, Port Tours, Bus Depots, Distribution Centres, Military Logistic and Industrial complexes etc.
  - c. Annual seminars, often held in conjunction with other professional organisations. Subjects have included Dangerous Goods, the Road Transport Enquiry and Training/Education in the Industry.
  - d. Sponsorship of educational courses in transport, and administrative assistance to student members.
  - e. Conducting informal meetings to establish contacts within Federal and State Government spheres, and private enterprise.
  - f. Mixed Social functions.

**Benefits**

10. The Institute furthers its purpose in many ways. Some of these are:
  - a. The publication of a monthly journal, 'Australian Transport' distributed to all members. (Contributions to the journal by members are invited. In 1985, for example, one issue concentrated on Transport and Defence, based on a paper submitted by a former DGMOVT). Members also receive copies of the International Newsletter published by the Institute in London.
  - b. The prestigious Australian Transport Industry Award,

- presented each year to an individual, or company, judged to have made an outstanding contribution to increasing the efficiency and, or safety of, Australian Transport.
- c. Bi-annual transport symposiums. The Fifth National Transport Symposium was held in Sydney in 1985; this was also the fiftieth anniversary of CIT in Australia. Guest speakers from all over the world attended in the presence of the Governor General, and with the RACT Pipes and Drums providing a piper for the dinner.
  - d. An annual Transport Lecture, the William Fraser Memorial Lecture delivered by an eminent speaker, often selected from overseas.
  - e. Transport Scholarships and prizes to outstanding students, or papers on transport, for the purpose of encouraging professional development.
  - f. Exchange study tours for Student Members of the Institute.

#### Membership

11. **Criteria.** The criteria for membership are based on bringing together people working professionally in the field of transport, that is moving goods or people. Due to the diverse nature of the industry there is a great deal of latitude applied to the Membership criteria. Entry to the Institute can be based on either tertiary qualifications or other means, which are detailed below. There are also a number of membership categories tailored to meet the various avenues of entry.
12. **Tertiary Qualifications.** The CIT membership policy is to encourage students who are studying at tertiary level, in transport or a discipline relevant to transport. The Tertiary level qualifications may include for example a certificate in Transport Administration from a Technical College, or a Bachelor of Business (Transport) from the Royal Melbourne Institute of Technology (RMIT).
13. The RMIT course has allowed a specialisation in either administration, business information systems, or accounting, with a Transport major. It is sponsored by the Corps, and a number of RACT members have completed, or are completing the course at present. Similar studies, but at differing levels, are available in most capital cities. Section Secretaries will have information on courses available in their respective state. (Refer Note 1.)
14. **Other Means.** The other means by which you may join are as follows:
  - a. **Defence Service Guidelines:** Members of the Defence Force are eligible for all grades of membership in accordance with the normal guidelines. In addition, recognition is given to particular characteristics of Service education, training and experience. Note 2. provides an example of recognised officer courses and the 'credits' given. SNCO should provide details of successfully completed corps courses to their local Institute Section Secretary for consideration of recognition by the National Council. An applicant for Membership under the provisions of the Defence Services Guidelines may be required to attend an interview to demonstrate appropriate knowledge of any major aspect of military movements or transport, in a case where the applicant's experience or training may appear unduly limited in scope.
  - b. **Professional Interview or Supplementary Paper:** Where, in the opinion of the National Council, the information provided in an application is inadequate for assessment of the applicant's qualifications for a particular Membership grade, the applicant may be required to submit a paper on his training and experience, or attend an interview before a Committee appointed by the Council.

- c. **Membership by Special Dispensation:** When a new Section is established, some variation in the membership guidelines may be applied at the discretion of National Council to allow the Section to quickly attain viable size.
15. **Categories.** The following are the current Membership Categories, with a brief description:
- a. **Honorary Fellow:** Grade reserved to honour an existing Fellow who has contributed outstanding service to the Institute.
  - b. **Fellow:** Grade reserved for those who have achieved a high level of eminence in transport or in the Institute. Direct election to Fellow would be exceptional.
  - c. **Member:** This grade represents the central body of professional membership. Election to Member is based upon a combination of academic qualifications and a professional level of transport experience. In assessing transport experience account is taken of employment history and positions with responsibility for:
    - (1) supervising, co-ordinating, regulating, marketing or planning transport services;
    - (2) designing or constructing transport vehicles;
    - (3) designing or constructing transport facilities;
    - (4) transport teaching or research.
 'Professional' is defined as either academically qualified at the tertiary level, or as qualified by experience and training so as to have obtained a high level administrative or management position, concerned with transport, generally in an organisation of substantial size.
  - d. **Associate Member:** Grade used for those who substantially, but not wholly, satisfy the qualifications for Member. They appear likely to proceed to Membership, through further experience working professionally in the field of transport, or through further academic qualifications.
  - e. **Associate:** Grade used for those who substantially, but not wholly, satisfy the qualifications for Associate Member. This grade also applies to Student members, or student applicants who have reached 30 years of age.
  - f. **Student:** Grade used for those who are likely to qualify for one of the higher grades of membership through academic study. Students include persons engaged in any tertiary level academic course, or an approved supervisory course relevant to transport.
  - g. **Affiliate:** Grade used for those not working directly in the field of transport but who, by their position status or knowledge are able to contribute to the objectives of the Institute. A less common but nonetheless distinguished class of membership.

#### Application

16. The Institute is a professional body, not an exclusive club and is open to both genders, all ranks, and Reserves. The institute seeks to encourage all those who meet the broad qualifications of transport education and/or appropriate experience.
17. All you need to do is phone or write to the CIT Section Secretary nearest to you (refer Note 1.) and request an application form. When you receive it, complete all of the relevant parts including details of any transport oriented military or civil courses. Attach a list of your transport related postings, and appointments, with a brief (one or two sentences) summary of your duties and responsibilities. A duty statement may suffice, but could require modification in civilian terminology, eg, give military abbreviations in full, and define terms where necessary.
18. You will require a sponsor to initial this list to verify its contents. The sponsor must also be a financial member of the Institute and preferably have known you for at least 12 months. It is suggested that you ask around your unit,

or nearest headquarters, for any RACT Officers or NCO who may be members willing to act as sponsors (refer to RACT Officer List).

#### Subscriptions

19. The current annual subscription rates are available from your nearest Institute Secretary (Note 1); these are tax deductible as membership to a professional organisation.

#### The Future

20. Pegasus, the winged horse shown on the crest of the Chartered Institute of Transport represents the means of transport used by the 'Muses' the sister goddesses who were the inspirers of learning. 'Par Oneri' the motto of the Royal Australian Corps of Transport means 'Equal to the Task'. In meeting its role the RACT, through its members, will be aided by the CIT, and vice-versa. Together both will contribute to the mutual advancement of the transport industry, and the community as a whole.

**Note** Further information including guidelines for membership, is available by contacting the Secretary of the Australian Section nearest to you. The contact addresses and some phone numbers are below:

#### National Secretary:

North Queensland:

PO Box 5068, MSQ, Townsville 4810

Queensland:

PO Box 601 Fortitude Valley 4006 Tel (07) 378 8050

Northern New South Wales:

PO Box 721K, Newcastle 2300

New South Wales:

PO Box 63 Oatley 2232 Tel (02) 579 1153

ACT Area:

PO Box 1834, Canberra City 2601

Victoria:

Transport House, 592 City Road, South Melbourne 3205

Tel (03) 690 7729

Tasmania:

PO box 1002K Hobart 7001

Western Australia:

PO Box 53, Nedlands 6009

South Australia:

34 Hughes Street, Mile end 5031 Tel (08) 352 3133

#### Note 2.

As a general guide, the 35 weeks of full time study which would qualify RACT personnel as 'Members' could be aggregated from the following:


Army Course	Length	Credit Weeks
Advanced Transport Course UK or US	1 year	35
Australian Staff College	1 year	3
ROAC	1 month	4
RACT Officer Movements	3 weeks	3
Officer Terminal/Water/Transport Operations	3 weeks	3
ROTC	5 weeks	2
Tpt Ops Officer ROBC	12 weeks	2
RMC of Science	1 year	4
Joint Warfare	3 weeks	2
Joint Movements	2 weeks	2

WO and SNCO should write to their nearest Secretary or the National Secretary, for recognition of service courses.

#### Acknowledgements

COL K.L. Duncan, National Secretary CIT, for his advice and assistance in writing this article.

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# THE RATS ARE BACK

By Sergeant W. Rose



Sergeants Terry Byrne and Ian Harland hold steady the ROTA banner.



The RSM, Army School of Transport, WO1 Terry Eaton watches SGT Jim Armstrong lay a wreath under the memorial fig tree. (Photo by SGT W. Rose)

ring beat of the Army School of Transport "Drummers" arriving at the service area around the memorial fig tree which was planted in 1971 by members of the ROTA outside the RACT Sergeants' Mess.

On Sunday the 29th of March 1987, the Rats of Tobruk Association (ROTA) made their annual pilgrimage to Tobruk Barracks, Puckapunyal to remember the mates they lost at the siege of Tobruk forty-six years ago. Three hundred members and guests of the ROTA travelled from all parts of Victoria to be present at the service. This occasion provided an opportunity to reunite with old comrades, some of whom only meet once a year.

Approximately thirty to forty Rats formed-up ahead of the Quarter Guard which consisted of young soldiers from the 4/87 Basic Drivers' Course which was commanded by Lieutenant David White and Troop Sergeant Peter Crane. The Rats and the Quarter Guard marched a short distance to the stir-



President of the ROTA, Victorian Branch, Mr Noel O'Brien lays the first wreath under the memorial fig tree. (Photo by SGT W. ROSE)



Mr Noel O'Brien assisted by the junior Sergeant of the Mess, SGT Jim Armstrong, cut the 46th anniversary cake. (Photo by SGT W. Rose)

CO/CI Army School of Transport, Lieutenant Colonel G.C. Park and the President of the ROTA, Victorian Branch, Mr Noel O'Brien inspected the guard. This was followed by an opening address by LTCOL Park. The service included the laying of wreaths under the fig tree and presentations of gratitude by the ROTA.

Guests were then invited into the comfort of the Sergeants' Mess out of the bleak and windy weather to enjoy a B.B.Q. lunch and of course the assorted refreshments. During the

afternoon the 46th Anniversary cake, prepared by the 1/87 Subject 4 for Corporal Cook Course, was cut by Mr Noel O'Brien and the junior sergeant of the Mess, Sergeant Jim Armstrong, had the honour of assisting him.



Commanding Officer, Army School of Transport, LTCOL G.C. Park and daughter admire the 46th anniversary cake. (Photo by SGT W. Rose)

The day had been a complete success thanks to all the people who worked behind the scenes and I was told by many of the guests that the Rats are looking forward to next year's pilgrimage to Tobruk Barracks.

It is on the few occasions like the anniversary of the siege of Tobruk that young soldiers have the opportunity to meet and talk to the dwindling number of returned servicemen of that era.

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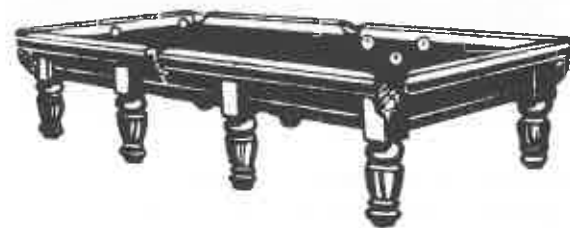
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# PARADING OF HRH PRINCESS ALICE'S BANNER IN 2MD

The sight of clear blue skies over Sydney on the morning of Sunday 14th June 1987 was a good first omen for a long but successful day during which HRH Princess Alice's Banner was paraded at Victoria Barracks Sydney to celebrate the 14th birthday of the RACT within 2MD.

As with every parade, but rarely mentioned, preparation of the parade ground, spectator areas and post parade refreshment areas commenced early on Sunday morning, as culmination to a lot of behind the scenes planning. During the morning, troops who would be on parade started arriving to commence the detailed individual preening demanded of professionals showing their wares.

There were 239 all ranks on parade, comprising both Regular and Reserve soldiers. Units participating were: 1 Air Transport Support Regiment, 9 Transport Regiment, 10 Terminal Regiment, 11 Movement Control Group, 3 Transport Squadron, HQ 2MD Movements and Transport, Liverpool Transport Unit, and Sydney MCO with the RACT Pipes and Drums providing the musical accompaniment. The parade involved a march past in slow and quick time culminating in an Advance In Review Order.

The parade truly highlighted the Corps motto, "PAR ONERI — Equal to the Task". With the RACT being a working Corps combined with the Total Force Concept meant that time for rehearsals was extremely limited and had to suit Army Reserve availability and training days. After one night and a full Saturday's rehearsal, during which maximum effort was made by all concerned, a standard was produced of which every member involved could be justifiably proud.

The parade was reviewed by Maj Gen N.R. Smethurst, AO, MBE Land Commander Australia. The Host Officer was COL VCY. Smith the Colonel Commandant of the RACT in 2MD. This was COL Smith's last parade as Colonel Commandant as he retires from this position on 30th June 1987 and will be replaced by COL K.L. Duncan, who was present on the day.



After the parade the 500 spectators, who were the family and friends of the officers and soldiers on parade, as well as retired members of the Corps and Associations of Biscuit Bombers and Small Ships, withdrew to a very welcome afternoon tea and the traditional birthday cake cutting ceremony. The cake was cut by COL P.R. Florence, Comd FF MOV'T and the junior soldier on parade PTE D.N. Morrow from 176 Air Dispatch Sqn.





# VOLVO's new FL series trucks win market share

Volvo's new FL series distribution trucks went on sale in Australia in January 1987, and have since won the share of market predicted for them.

Fleet operators and owner-drivers are now driving Volvo FL7 and FL10 rigid and prime movers in applications as different as metropolitan grocery distribution, intra- and interstate furniture removals, refuse collection and disposal, automotive parts and petrol tanker haulage, and the transport of brick, tile and related building materials.

There are three basic variants of the Volvo FL7 truck, all powered by 6.7-litre, 6-cylinder turbocharged and intercooled diesel engines.

The Volvo FL7FD generates 156 kW (210 hp) at 2400 rpm and 790 Nm torque at 1400 rpm, and is available in 4x2 and 6x4 configurations. The Volvo FL7F develops 169 kW (230 hp) and 825 Nm torque at the same rpms, and comes as 4x2, 6x4 or 8x4, while the corresponding data for the Volvo FL7FS

are 180 kW (245 hp) and 880 Nm torque in 4x2, 6x4 and 8x4.

The Volvo FL10s have 9.6-litre engines that produce 202 kW (275 hp) at 2050 rpm and 1080 Nm torque at 1300 rpm in the turbocharged FL10G, and 220 kW (300 hp) and 1230 Nm torque in the turbocharged and intercooled FL10F.

Both are sold in 6x4 and 8x4 versions, while the FL10F also comes in 4x2 for semi-trailer work.

### Design philosophy

The philosophy that guided the design and development of Volvo's new FL trucks was 'profitability in transport operations'. Since the Australian debut Volvo's new FL trucks have proved to be particularly profitable and productive in work applications such as city and regional goods distribution, municipal services and medium-duty, off-road transport in the construction industry.



The new Volvo FL series had undergone a year of testing by Australian operators. This FL10 unit, being operated by Brooks Transport in Brisbane, is involved in the distribution of goods to Franklins stores.

# THE VOLVO FL SERIES HAS WHAT IT TAKES



## HOW WE PACKAGE IT FOR YOU IS YOUR BUSINESS.



# New Volvo FL7 truck is fuel miser Air shield kit helps lower fuel consumption

One of the first of Volvo's new FL7 distribution trucks on Australian roads returned remarkable fuel consumption figures for Marrs Furniture Removals, Nambour, Queensland.

**Marr's new Volvo FL7 has been driven mainly on Queensland roads, but the low fuel consumption achieved has meaning for all fleet operators and owner-drivers in Australia.**

The unit involved is a new Volvo FL7 prime mover and 12.5m Lucar Jumbo pantechnic that hauls furniture loads that average 23 to 25 tonne per trip.

Random extracts from Marrs' Volvo Warranty and Service Book underline the FL7's exceptional economy over the first 93,838 km travelled, with significant improvements after a Volvo-designed air shield kit was fitted in October 1986. These extracts are set out below.

Up to 10 mpg on 5,500 km trip		
Date	l/100 km	mpg
18 July 1986	33.64	8.40
8 August 1986	39.53	7.15*
15 August 1986	34.13	8.28
26 August 1986	34.63	8.16
3 September 1986	33.97	8.32
18 September 1986	33.60	8.41
13 October 1986	34.85	8.11
18 October 1986	34.72	8.14

**Volvo-designed air shield kit fitted at this point.**

27 October 1986	33.68	8.92
1 November 1986	30.16	9.37
10 November 1986	30.55	9.25
17 November 1986	29.75	9.50
1 December 1986	28.26	10.00**
6 December 1986	30.99	9.12
15 December 1986	30.52	9.26

\* Relief driver on this run. Individual driving habits can affect fuel consumption.

\*\* 5,500 km from Brisbane to Townsville, Mt Isa, Cloncurry, Blackall to Brisbane.

\*\* Marris Transport was one of several test units to be evaluated in Australia before on-sale release.

Between July 1986 and February 1987, 105 fuel entries were made in the FL7's service/warranty book. Forty-three of those entries were made after the Volvo air shield kit was fitted.

In the past Marris' chief Danny Marr had been sceptical about the fuel-saving value of air shields, but anticipates that his Volvo-designed kit will have paid for itself within six months if the rate of improvement in fuel consumption is maintained.

**Oil and tyres**

Documented oil consumption has been equally miserly — just 41 litres in 93,838 km, apart from servicing.

100,000 km are expected of the original steer and drive tyres, compared with 50,000 km and 40,000 km respectively from other trucks in the Marris fleet.

The longer tyre life is attributed to cooler-running tubeless tyres, and the power and torque developed by the Volvo FL7's 245 hp engine.

**Variable factors**

Marr acknowledges that variations in loads carried, head winds encountered and individual driving habits all affect fuel consumption and productivity.

But he states that this new Volvo FL7 has delivered more revenue for less expense, and that's the kind of economy and productivity upon which his business can thrive.

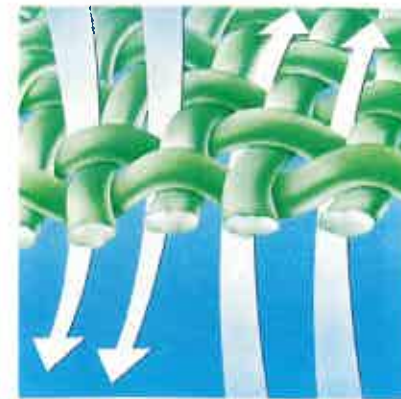
The fact that Danny Marr has recently ordered another three new Volvo FL series trucks reinforces that statement.



An FL7 as operated by ESSO Australia out of their Botany (NSW) terminal. Unit is a 4 x 2 developing 245 BHP. This is one of several test units that had been operating under Australian conditions since early 1986.

# KORDUX RIP-STOP CANVAS, IT COVERS YOU INCH BY INCH!

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No Sweat! . . . Kordux Rip-Stop breathes, so there's no sticky condensation as with synthetic tarpaulins. No sweat — no wet cardboard

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