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No.8 SUMMER 1983-84



**THE JOURNAL OF  
THE ROYAL AUSTRALIAN CORPS OF TRANSPORT**



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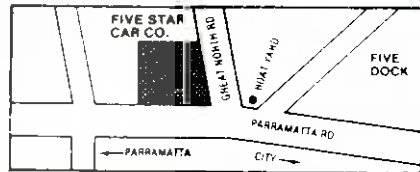
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NO. 8

### The Journal of The Royal Australian Corps of Transport

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## Editorial

It is my pleasure to pen this Editorial during the absence of Lieutenant Colonel Bonnett on furlough. He returns to the Directorate in late November on the completion of his musical studies.

I am grateful to Major Alan Grant-Smith for producing this edition of Par Oneri. Alan has recently returned from a three year posting in the USA and is working in DTPT until he assumes the appointment of SO1 Finance DMOV in December.

The year has been a memorable one for RACT with the presentation of Her Royal Highness The Princess Alice Banner at the Army School of Transport in June. All those who contributed towards or participated in the parade and associated festivities should be proud of a task well done.

A word to the wise for serving members who are not Australian citizens and who wish to continue serving in the Australian Army beyond December 1983. It is your responsibility to seek and attain Australian citizenship and to produce proof of such to the Army before December 31, 1983, failure to do so could mean your discharge or non re-engagement.

Articles for the next issue of Par Oneri are required at the Directorate by the end of February. They should be typed in double space and with a one inch margin on each side of the page. RACT involvement in K83 must provide the scope for some literary giants to show their style.

How did your unit recognize the transfer of WRAAC members to RACT?

As this will be the last edition for 1983, I extend best wishes for a safe and happy Christmas to readers and their families.



*Maj. K. A. McQuarrie*

For those of you moving to new locations, may your removal be trouble free and your posting in 1984 interesting and rewarding.

## Message from the Director

1983 has been a vintage year for the RACT. The presentation of Her Royal Highness Princess Alice's Banner by His Excellency the Governor General was a momentous and emotional occasion and I would like to thank all the many members of the Corps who did so much to ensure its success. The painting of the parade will be finished shortly and we will then arrange for prints to be produced.

If you haven't already ordered one check the details with the local Committee of the RACT Association. Preliminary sketches have been very impressive and the painting will be an important part of the Corps history in the years to come.

Dwelling briefly on the Association, I am a little disappointed that there seems to be a certain amount of ignorance, or disinterest, about its activities.

The purpose of any regimental association can be broadly stated as providing a link between past and present members and ensuring that the interests of the members are looked after.

Without an Association a young Corps such as ours is not strong in tradition, and to lose touch with our past would be very sad. I know many demands are made on your time but I do encourage you to think about the Association and to join in.

If you have strong feelings about its aims, or what should be its aims, please let me know. The Association can only be as strong as its members make it.

Three other events this year deserve special mention. First, the instructional block at the School of Transport has a new name. The ceremony, a fitting tribute to a very well known RACT personality, is described in this edition. Next, the



*Col. G. J. Christopherson*

servicewomen in the Corps now wear the RACT badge. A great step forward.

Third we have a new Representative Colonel Commandant, Colonel Peter Blyth. He was my predecessor as Director and we are all delighted to see him formally involved in Corps activities again.

Finally, I trust that you all find that Par Oneri continues to be an interesting and relevant magazine. This edition is rather light on local news items but has some substantial feature articles. Is this what you want? The editor is always ready to listen to constructive criticism.



## Honorary Colonels

### **COLONEL P. W. BLYTH MBE**

Colonel P. W. Blyth graduated from RMC Duntroon and was commissioned into the RAASC in December 1955. His early appointments included secondment to the British Army in the Far East with 55 Coy RASC (Air Despatch) and SI AD Wing at the RAASC Centre.

From 1964-66 Colonel Blyth filled exchange postings in the UK, firstly at RASC Officers' School, Aldershot and subsequently at the School of Transport at Longmoor. For his service in 1970 with HQ1 Australian Task Force South Vietnam he was awarded the MBE. From late 1972 until 1974 he served in the Directorate and was closely involved with much of the formative planning of the new Corps of Transport.

He was promoted Colonel in 1977 and appointed as senior project officer to the Regular Officer Development Committee. In June 1978 he became DMOVT-A and retained the appointment of Director of Transport until his retirement in March 1982.

Colonel Blyth was appointed Representative Honorary Colonel and Colonel Commandant RACT 1 MD in June 1983.



### **COLONEL V. C. Y. SMITH**

Colonel V. C. Y. Smith joined the CMF in 1950 and served with the 30 Inf Bn, NSW Scottish Regiment.

In 1953 he graduated from the Officer Cadet School and was commissioned into the RAASC.

In that year he won the Welter Weight Boxing Championship.

His appointments included ANARE 1959/60, Vietnam 1968/69, Army Reorganization Planning Staff 1971/72, COL MOVT HQ Logistic Command 1978/80 and COMD FF DMOVT HQ Field Force Command until his retirement from the ARA in 1982.

Colonel Smith was appointed Colonel Commandant RACT 2 MD in July 1982.

### **COLONEL K. H. WAIT ED**

Colonel K. H. Wait served with the RAAF between 1942-46. In 1952 he enlisted in the CMF and was commissioned into the RAE(Tn) in 1954.

He served in a number of Staff and Regimental appointments including a period of full time duty in South Vietnam in 1969. Shortly after his return to Australia he was appointed Commander Logistic Group Central Command.

In 1973 he was promoted to Colonel and appointed Commander Central Command Training Group.

He was allocated for duty with the HQ Trg Comd (ROPCC) project team in 1977 and retired from the Army Reserve in 1979.

Colonel Wait was appointed Colonel Commandant RACT 4 MD in October 1983.



### **LTCOL N. W. J. McVILLY**

Lieutenant Colonel N. W. J. McVilly first enlisted in the Army in 1952 in 'K' Force and served as a rifleman in 2 RAR and 4 RAR. In 1953 he transferred to the Regular Army, attended the Officer Cadet School, Portsea, graduated 2LT in June 1953 and was allotted to RAASC. Regimental appointments in NS and RAASC units followed.

In 1957 he served in Malaya with 55 Coy RAASC (AD) and became the first Australian to be presented with the AD wings at a parade in Kuala Lumpur on April 25th, 1957. From 1959 to 1961 he was an instructor at the RAASC Centre Puckapunyal.

In 1965 LTCOL McVilly graduated psc from the Australian Staff College and was promoted Major. In 1966 he was posted as OC 5 Coy RAASC with the task of raising and training the unit for service in South Vietnam.

Returning from Vietnam in 1967 he served as a Grade 2 Staff Officer in G Branch and the Corps Directorate at Army Headquarters in Canberra.

Promoted to LTCOL in 1971 he then served on HQ ANZUK in Singapore from 1972 as CSO Logistics and AQMG returning to Australia in mid 1975.

When the RAASC was disbanded in 1973 COL McVilly was allotted to RAAOC. He left the regular army in January 1976, transferred to the RACT, and continued to serve in the Army Reserve until he retired on October 30th, 1979. He was appointed Colonel Commandant RACT 3MD in July 1982.

### **LIEUTENANT COLONEL THE RIGHT HONOURABLE O. N. B. OLIVER ED MLA**

Lieutenant Colonel O. N. B. Oliver was commissioned in the CMF in 1954 and posted to 15 AD COY RAASC, a unit which he subsequently commanded on his promotion to Major.

During the period 1959-64 he served in various RAASC appointments and with CSTU in Southern Command.

In 1964 he moved to Perth and was appointed DADST (CMF) HQ W. COMD.

In 1971 he was promoted to Lieutenant Colonel and was appointed to GSO1 on HQ W. COMD.

He transferred to the RAE in 1972 to command 7 MC Trg Gp.

Lieutenant Colonel Oliver is presently a Member of the West Australian Legislative Assembly.

He was appointed Colonel Commandant RACT 5MD in September 1979.



### **MAJOR B. G. COGHLAN, MBE ED**

Major B. G. Coghlan served with the Senior Militia, Army Service Corps 12th Mixed Brigade from 1937/40.

Between 1941/46 he served in Armoured Corps, Corps of Signals, Infantry and the 1st Australian Beach Landing Group both in Australia and the South West Pacific.

After the war he served with the 40th Inf Bn until commissioned in 1954 into RAASC.

He held several Staff and Corps appointments and was awarded the M.B.E. for gallantry for flood rescue operations in the Derwent Valley during April 1960.

Major Coghlan was appointed Colonel Commandant RACT 6MD in June 1982.



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## The Presentation of Princess Alice's Banner to the Royal Australian Corps of Transport

On Saturday June 4th, 1983, the most significant occasion to date in our Corps history took place at the Army School of Transport, Puckapunyal. The occasion, the culmination of 2½ years work, was the presentation of Her Royal Highness Princess Alice's Banner to the Royal Australian Corps of Transport. Her Royal Highness Princess Alice is the Colonel-In-Chief of the RACT.

The origin of a Banner dates back to ancient times in England where a Banneret was a Knight privileged to display, in the field, a square Banner.

The first Banners awarded to the Australian Army were presented on November 14th, 1904 in recognition of valuable service to the Empire in the Boer War.

Princess Alice's Banner was presented to the RACT by the Right Honourable Sir Ninian Stephen A.K., G.C.M.G., G.C.V.O. K.B.E., K.St.J. Governor General of the Commonwealth of Australia.

Presenting the Banner, Sir Ninian made special mention of the valuable work done by the RACT in support of the Australian Army during both peace and war as well as valuable civilian relief work during times of drought, bushfire and flood.

The Banner, designed by Mr Case Uildricks, of Materiel Branch, Canberra, depicts Princess Alice's cipher on one side, and the Corps Badge on the reverse, against a red background.

Both Regular and Army Reserve RACT units from throughout Australia were represented among the 350 troops on parade. The Parade, commanded by LTCOL B. J. Goodes, consisted of four guards of fifty troops drawn from Field Force, Logistic and Training Commands, whilst members of the Army Reserve (RACT units) held ground.

Music for the parade was provided by the Third Military District Band and the Pipes and Drums of the RACT.

Colonel P. W. Blyth MBE (RL), the Colonel Commandant of the RACT, was parade host to the Governor General Sir Ninian Stephen and the Chief of the General Staff Lieutenant General Sir Phillip Bennett, KBE., AO., DSO.

Other dignitaries to attend the parade included the General Officers Commanding Field Force, Logistic and Training Commands, the Chief of Logistics Major General D. C. J. Deighton M.B.E., and Major General W. M. Allen Director General of Transport and Movements RCT (UK).

Over 5000 spectators viewed the presentation of the Banner, after which afternoon tea was served for all members of the parade, guests, visitors and dignitaries.

In the evening the OR held a disco dance whilst the Sergeants and Officers Messes held buffet/cocktail parties for their respective members and guests.

At the conclusion of the parade the Banner with escort marched to the Army School of Transport Officers Mess where the Banner was laid up in a specially designed display case.

Each soldier on parade received a certificate of participation signed by the Colonel Commandant and the Parade Commander as a reminder of this auspicious occasion.



*The Guard marches on parade.*



*The Host Officer, The Representative Colonel Commandant, Colonel P. W. Blyth MBE await arrival of the Governor General and their Excellencies.*

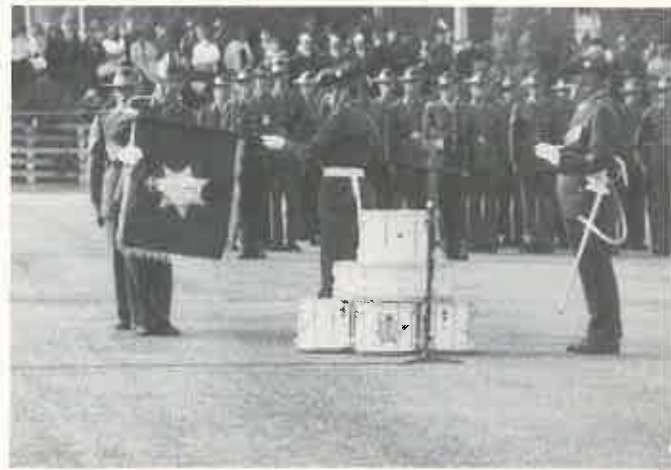




The Representative Colonel Commandant, Colonel P. W. Blyth MBE, and Mrs Blyth, await arrival of the Governor General and their Excellencies.



Head of Corps of the RACT, Colonel G. J. Christopherson and Clergy awaiting move onto parade.



The Parade RSM Warrant Officer Class 1 E. F. Baulch supervising the unfurling of the Banner.



The Chief of the General Staff Lieutenant General Sir Phillip Bennett KBE, AO, DSO being received on parade.

**ADDRESS BY  
HIS EXCELLENCY THE RIGHT HONOURABLE SIR  
NINIAN STEPHEN GOVERNOR-GENERAL OF THE  
COMMONWEALTH OF AUSTRALIA ON THE  
OCCASION OF THE PRESENTATION OF HRH  
PRINCESS ALICE'S BANNER TO THE ROYAL  
AUSTRALIAN CORPS OF TRANSPORT AT  
PUCKAPUNYAL ON SATURDAY, JUNE 4, 1983.**

It is a great pleasure for me to be here with you at Puckapunyal today for this grand occasion, honouring the Royal Australian Corps of Transport. It is a particular pleasure because I remember so well your Corps in its earlier World War II incarnation as the Australian Army Service Corps.

I have the honour today to present to the Corps the Banner of Her Royal Highness Princess Alice. This Banner, which in accordance with Australian military custom is conferred for distinguished service, will, I know, be received with pride by all members of the present Royal Australian Corps of Transport.

May I, on behalf of us all, express regret that Princess Alice cannot be here today in person. Her Royal Highness has a long association with Australia. She came here as Duchess of Gloucester towards the end of the war in early 1945, when her husband, His Royal Highness, the Duke of Gloucester, served as Governor-General of Australia for some two years. In 1947 the Duke became Colonel-in-Chief of the Australian Army Service Corps and remained so until his death. Subsequently, in June 1977, Princess Alice accepted appointment as Colonel-in-Chief of your Corps. She has since visited Australia, most recently in March 1979; and we would like her to know that she is in our thoughts today. We particularly welcome the presence here today of General Allan from the United Kingdom, Director General, Transport and Movements.

The efficiency and morale of every nation's army is very much dependent on its supply and transport facilities. In a country as large as Australia the functions of the Transport Corps are vital to all logistical operations, whether on land, sea or air. And the history of Australia at war, in South Africa, the Middle East, Europe, Asia and the Pacific, has shown how vital has been the courage and resilience of those involved in supply and transport duties both under fire and in support roles.



His Excellency The Governor General inspects the Guard with the Guard Commander Lieutenant Colonel B. Goodes.

They were there at Gallipoli, bringing supplies ashore on barges and then moving them forward with trains of mules and mule carts and at Tobruk, where a company gained the record of the longest continuous period of service on frontline duty.

I knew them only in the islands, in New Guinea, New Britain and Borneo. But throughout the Pacific theatre they continuously did what seemed the impossible; along jungle tracks, up razor backs and through tropical rainforests in some of the most difficult terrain in the world they got the ammo and supplies to where they were needed. And this was not just a question of occasional heroic effort; it was a daily grind, over months stretching out into years of splendid sustained effort. So your service has a proud record of achievement, extending in recent years to Korea and Vietnam.

The Royal Australian Transport Corps as we know it today was formed only ten years ago when it was decided to bring together in the one Corps all types of transportation. The present Corps now includes the Road Transport, Air Despatch and Postal functions of the old Australian Army Service Corps, Water Transport and the Terminal and Movement Control functions of the Royal Australian Engineers' Transportation Service. But the traditions, going back as far as the old colonial supply and transport units, remain.

The colony of Victoria had its own supply and transport unit as early as the 1880s, and New South Wales followed soon after. Then, shortly after Federation, the Australian Army Service Corps was formed, organised into supply columns for the various light horse and infantry brigades. In 1912 these columns were broken down into companies.

The whole organization mushroomed with the outbreak of World War I and the raising of the 1st A.I.F. in 1914. The Army Service Corps rapidly expanded to provide support units for the A.I.F. divisions and lines of communications and base unit troops. Of the 332,000 men of the A.I.F. who embarked for overseas service some 10,000 were men of the Australian Army Service Corps.

Between the two World Wars there was only a small regular Army Service Corps, with elements in most capital cities. It was during this period that the Army School of Transport was first set up at the old Sturt Street Drill Hall in Melbourne.

World War II found the Second A.I.F. spread over half the globe and its supply needs became suddenly immense. The Army Service Corps had to cope with sea and air operations, as well as those on land. From September 1942 to August 1945 the Army operated some 500 sea-



The march past



The Consecration, Blessing and Dedication of the Banner.



going vessels, including over 200 landing craft, in New Guinea and the islands of the South West Pacific generally.

Associated with all this water transport, which the Navy viewed with some suspicion and called knee deep sailors, were Movement Control Groups and Dock Operating Companies which by mid-1945 were located in nearly all Australian Army operational areas in the South West Pacific, handling over 700 million movement tons of military cargo.

Since the Second World War what are now elements of the Corps, all involved in transport and supply, have seen service in Malaya, Korea and Vietnam. Over the years there has been growing recognition of the contribution to Australia's defence of the Army's transport and supply functions not only in times of war, but also in times of peace; particularly in disaster relief operations, as in Darwin's cyclone and when floods or bush fires have made civilian transport operations hazardous.

When the going has been particularly tough the Corps, with its highly specialized knowledge of transportation techniques, has been called in.

So the role of the Royal Australian Transport Corps has become as widely recognized throughout the Australian Defence community as an indispensable element of the Army's three Commands: the Field Force Command, Logistic Command and Training Command. And probably more than any other service, your activities are visible to the public at large, through your movement of personnel or supplies by road, rail, sea or air.

Your responsibilities require of you all a great sense of team spirit, great physical endurance and mental toughness, as well as a deep understanding of the needs of those other Corps who depend vitally on your support.

Today our sense of historic occasion has been increased by the presence on parade of Corps members drawn from all around the nation. The achievements of the past are fitting prologue to the challenges ahead.

The Royal Australian Transport Corps goes forward with confidence and now proudly bears the Banner of Her Royal Highness, Princess Alice.



*The RACT Pipes and Drums moving forward to unpile the drums used in the dedication ceremony under command of the Drum Major Sgt A. Christie.*



*The Guard awaiting the departure of Their Excellencies.*



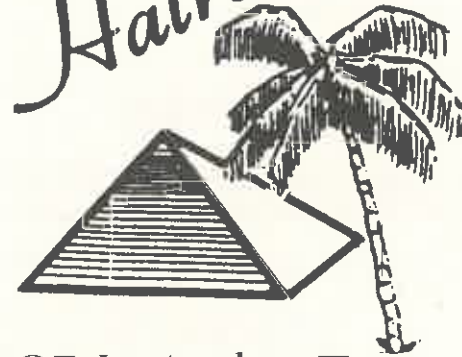
*The Banner Parade Project Team: Maj Roseblade, WO1 Hutton, WO2 Mann, Cpl Gable, Project Officer Maj McCormac, Pte Payne.*



*The Banner being marched past.*

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## VISIT TO AUSTRALIA BY MAJOR GENERAL W. M. ALLEN

### DIRECTOR GENERAL OF TRANSPORT AND MOVEMENT (UK)

Among the distinguished guests at the Banner Parade at Puckapunyal was Major General W. M. Allen, Director General of Transport and Movement (UK).

The Banner Parade was the highlight of Major General Allen's whirlwind six day visit to Australia where he was hosted in turn by 1 TPT and MOV GP, Directorate of Transport, Headquarters Logistic Command and the Army School of Transport.

In each location, Major General Allen received briefings on the role and responsibilities of the host organization as well as touring local attractions.

These included the Gold Coast, Australian War Memorial in Canberra and the vineyards of the Goulburn Valley while at Puckapunyal.

After a parade at Puckapunyal on June 3, 1983 at which the Army School of Transport Instructional Building was named the Peter Douglas Centre, Major General Allen made a presentation on behalf of 153 Transport Regiment RCT to the RACT Pipes and Drums.

Major General Allen was awarded the CB in the 1983 Queen's Birthday honours list.

He retired from the Army in July 1983.

Major General Allen makes the presentation on behalf of 153 Tpt Regt RCT to WO2 Gordon 'Tiny' Body of the RACT Pipes and Drums.



## RACT Memorial Wall



RACT Memorial Wall

On April 13, 1983 at the Army School of Transport, three chaplains, representing the Anglican, Catholic and Uniting Churches, dedicated a Victorian bluestone memorial wall to the RACT and its predecessor Corps.

Four large bronze badges depict the Corps history — Australian Army Service Corps 1887-1948; Royal Australian Army Service Corps 1948-1973; Transportation Service of the Royal Australian Engineers 1942-1973; and Royal Australian Corps of Transport — formed June 1, 1973.

Featured in the centre of the wall, and symbolic of the four Corps, is an eight-spoke wheel, the hub of which is from a WW1 GS waggon.

At the right hand rear of the Memorial there is a miniature golden ash tree, transplanted from its previous location at the site of the old RAASC School Headquarters.

The concept for a Corps Memorial was originated in 1979 by Col R. K. Mair MBE (RL), at that time the RACT Representative Colonel Commandant.

The Memorial Wall was constructed by Mr Frank Gasparini, a retired stonemason from Melbourne. Funds were provided by the Corps Central Fund.

The AASC badge and the dedication plaque was generously donated by Col Mair.

A dawn service was commemorated at the Memorial on Anzac Day, April 25, 1983. It is hoped that this will be the beginning of a long tradition within the Corps.



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# The Corps Museum — “Two Years On”

In March 1980, a management team was formed and given the task of establishing the RACT Museum. Restoration and collection began in earnest and on June 8th, 1981 the Museum was officially opened by Major General B. A. McDonald AO, DSO, OBE, MC.

For newcomers to the Corps, a few words about the Museum itself. The RACT Museum is dedicated to the preservation and conservation of Australian Military heritage, with an emphasis towards the history of the Royal Australian Corps of Transport and its predecessor corps.

Display items range from the period of the Army Service Corps (ASC) established in 1887, to the present day. The Museum is located within the Army School of Transport, Puckapunyal.

With regard to the vehicle collection, the Management Committee has enforced two important principles. Firstly, each vehicle on display must have had a military connection in some form and secondly, each vehicle is restored to its original operating condition which more than anything else makes this museum quite unique.

The Museum has two major display areas. The first of these is a vehicle display, where our restored vehicles and those awaiting restoration are held. Also included in this area are two ex-military railway wagons, one of which has been converted into an indoor display of military railway history. A walkway has been constructed for access into the wagon.

The second area is an indoor display, located opposite the transport compound, in what was formerly a military band complex. Within this location three separate sections have been established. The first in an archive/library area where individuals can research the many military transport oriented books, publications, films and documents. The second is our uniform, badges and medal area.

The third section is the general display area where flags, photographs and memorabilia are used to highlight the Corps history from the Boer War to the present day.

A number of interesting vehicles have been acquired over the past two years.

These include:

- 1916 Horse Drawn GS Wagon with Harness
- 1918 Horse Drawn Mobile Field Kitchen.
- 1941 NR Series Mack Truck
- 1943 Willys Jeep
- WWII FWD Truck, 4 Ton, 4 x 4 Cargo
- 1962 International AS160 2½ Ton CL
- 1964 BSA 350 Motorcycle

The 1916 GS Wagon was restored by former Museum President, Major Bob Senior. Restoration projects are at present being undertaken by 4 Tpt & Mov Gp (Studebaker 6 x 6 Truck) and the DUKW Club in Newcastle (GMC-DUKW Amphibian).

Appreciation is expressed to Sergeant Frank Ambrose and Puckapunyal Workshop for their continued assistance in restoration of vehicles.

The Museum has recently purchased a commercial sandblasting outfit which will prove of great value in the preparation of body panels and chassis for restoration.

On May 4th, 1983 the Museum was awarded a Certificate of



Lady Murray, wife of the Governor of Victoria, presents a Certificate of Merit to the RACT Museum President, Major Paul Vercoe and Curator, Warrant Officer Wally Halemba.



Merit in the 'Museum of the Year Awards' conducted by the Victorian branch of the Museums Association of Australia. The certificate was presented by Lady Murray, wife of the Governor of Victoria.

The Museum was also a focal point to the many visitors and guests at Tobruk Barracks during the RACT Banner Parade on June 4th, 1983.

Two of the original members of the 1980 committee remain stalwarts of the Museum today — Colonel Bob Mair MBE, (RL) and Sergeant Frank Ambrose (RAEME). The present committee of management consists of:

- Major Paul Vercoe — President
- Colonel R. K. Mair MBE — Member
- Warrant Officer Class 2 Wally Halemba — Curator
- Sergeant Rod Read — Restorer
- Warrant Officer Class 1 John Kokoschko — Secretary
- Warrant Officer Class 2 Steve Underwood — Treasurer
- Sergeant Cliff Nicholson — Public Relations
- Captain Mick Christian — Member
- Sergeant Frank Ambrose — Member
- Sergeant Mick Haines — Member

Colonel Mair continues to be a driving force and an influential member of the committee. He has successfully negotiated for the appointment of a Chief Patron and Patron for the Museum. The Chief Patron is to be Sir Laurence Hartnett



Museum restorer SGT Rod Read

Kt, CBE, FRSA, FIE (AUST), Hon FAIM. Mr Peter Blakiston, Managing Director of Blakiston's Transport, Geelong, is to be appointed a Patron.

In May of this year we were most fortunate to have Warrant Officer Class 2 Wally Halemba posted to the Museum as Curator. Wally is an ARES member with a keen affiliation with the Corps, being a former member of 41 Rly Sqn RAE (TN) and a member of the Museum management committee for the past two years.

He is an effervescent and enthusiastic personality who fulfils the position of Curator at the Museum admirably.

1983 has been an interesting and rewarding year for the Museum, however many gaps remain in the history of the RACT and its predecessor Corps. Units and individual members are encouraged to forward any items that would prove of value and interest.

As can be appreciated, restoration of vehicles and equipment is a time consuming and expensive business. Units may care to undertake restoration of a vehicle for presentation to the Museum.

Please contact the management committee if interested. The Curator's telephone number is Puckapunyal (057) 93 7253.



BSA 350cc motorcycle



Studebaker 6 x 6 truck undergoing restoration by 4 TPT / MOV GP.



1916 Horse Drawn GS Wagon



1942 Federal Prime Mover (awaiting restoration)

## The Rock Gets a New Name

Previously informally, and probably affectionately, known as 'The Rock' one of the Australian Army's best teaching facilities has been renamed to honour Colonel P. M. Douglas AM.

The instructional block, Army School of Transport at Puckapunyal was renamed the Douglas Centre by Major General D. M. Butler DSO and Mrs Margaret Douglas, widow of Colonel Douglas.

Colonel Douglas was appointed Commanding Officer and Chief Instructor at the School of Transport in 1973.

The Douglas Centre houses facilities for the teaching and training of drivers, caterers and stewards, recognising that it was established in the days of the Royal Australian Army Service Corps.

COL Douglas was born in Canberra in 1935.

He graduated from the Royal Military College, Duntroon and joined in RAASC in 1956.



Mrs Douglas and daughter Karen.



Colonel P. M. Douglas



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# D. R. GLASGOW

by WO1 T. A. ROBSON

Born in England at Liverpool in October 1879, Daniel Glasgow was the son of semi-military stock. His father, Mr Robert Glasgow, of Northern Ireland parentage (although born in France), brought the family to Queensland in about 1885.

Glasgow Senior served in the Queensland Scottish Regiment in the colourful volunteer days of the eighties when Queensland boasted many crack militia regiments, not the least of which was the Queensland Scottish. Incidentally, D. R. Glasgow was a cousin of General T. W. Glasgow, a famous 1st World War Australian General whose statue now stands in the Roma Street Forum, Brisbane.

D. R. Glasgow initially trained as a watchmaker, following a family tradition. His father maintained a watchmaker's shop in Queen Street, Brisbane. For many years, Glasgow's father was responsible for the maintenance of the then numerous clocks in Victoria Barracks.

When the Boer War broke out in 1899 young Glasgow had already succumbed to the call of the military as, encouraged by his father, he had joined the Queensland Militia a short time previously. Queensland, as did other states, despatched units to South Africa until just after Federation in 1901 when moves were made to form and despatch further units raised on a more truly Australian, rather than state, basis. These contingents of Mounted Rifle Battalions were made representative of states at squadron level.

The first to be formed was the 1st Battalion Australian Commonwealth Horse with 3 Squadrons/companies, one each from New South Wales, Queensland and Tasmania. The Queensland unit constituted D Coy and was the tenth Queensland contingent to be despatched to the South African War. Now a Lance Corporal, D. R. Glasgow volunteered for service and his Coy left Brisbane by train for Sydney on January 26, 1902. They departed Sydney (together with the NSW Coy) on the transport ship 'CUSTODIAN' on February 18, 1902. The contingent arrived in Durban on March 19 and proceeded on the same day, by train, to Newcastle and then on to Klerksdorp on April 10, arriving April 13, 1902. The Queensland unit (or D Coy) was under command of Lieutenant Colonel J. S. Lyster and the Battalion (1st Australian Commonwealth Horse) Commander was Colonel De Lisle and later Colonel Williams.

The Australian Column was inspected by Lord Kitchener on April 22, 1902 and he expressed his pleasure in the appearance of the men and horses — quite a compliment from a man not known for compliments! He then despatched the Column to clear the district north of Klerksdorp and it took part in a drive, commencing on May 7, 1902, moving westward to the Kimberley-Mafeking railway. 251 prisoners, 300 horses, 144 rifles and 6000 rounds of ammunition were captured. This was one of the last actions of the War. Glasgow later said in an interview:

*'De Wet gave us merry hell. He was probably the ablest strategist and tactician among the Boer generals and his commandos of burghers mounted on their shaggy little ponies were adept at guerilla fighting. De Wet would dash in and take a crack at us and then scoot away before we could get near enough to him to do any great damage to his small and skilfully handled force.'*



D. R. Glasgow

The Column then returned to Klerksdorp on May 21, 1902 where it remained until peace was declared. They were then moved to Elandsfontein to prepare to return to Australia. They sailed to Newcastle in South Africa on June 29 and to Durban on July 9. They embarked on the transport 'DRAYTON GRANGE' at Durban on July 11 1902 and arrived at Brisbane via Albany, Melbourne and Sydney, on August 13, 1902. The Coy was disbanded on August 19, 1902 incidentally, Glasgow had been promoted Corporal in the field on July 7, 1902.

His service during the years 1902-1914 is somewhat obscure. Family members believe that he served full-time for some of it and served in the Militia for other periods.



Regretfully, records of this period of the Army in Queensland are scant and even his own personal records are not very revealing.

Patriotism and Military adventure struck again the moment England and Germany locked horns. Glasgow, now 34 years old, was first to enlist in Queensland in the AIF on August 17, 1914 and he was allocated Army Regimental Number 1 with the rank of Warrant Officer. This, of course, was a clear sign that he had continued some service in those intervening years from 1902 to 1914. It is thought likely that his first connections with the Australian Army Service Corps began during this period — he was certainly a truckie and a grocer when he departed Brisbane on September 24, 1914 on board the transport 'OMRAH' for a rendezvous in Port Phillip Bay with contingents from other States and New Zealand.

There was delay and indecision by the Government and military leaders at the time regarding when to release the convoy of troop and horse transports to the Middle East; this must have been infuriating. The Government was receiving conflicting advice from the British War Office on the whereabouts of the legendary German raiders in the Pacific and Indian Oceans and, not wishing to lose Australia's first contingent to the World War, the Government delayed the sailing. The Military authorities, being frustrated by the Government's indecision and delay, finally decided to disembark the convoy and makeshift camps around Port Phillip were the result.

It is interesting to note that the word 'FURPHY' developed about this time. As we all know, rumours are best spread by latrine orderlies. C. E. Bean records it this way:

"Use of 'Furphies' to denote rumours developed during the raising of the first Victorian contingent — The sanitary carts used for scavenging through the camp had the name of the manufacturer on them — FURPHY — from Shepparton, and the rumours became known as 'Furphies' and stuck through the force." (Bean Vol 1 page 92).

The Convoy eventually sailed for Western Australia where more delays were experienced in Albany and Perth for the same reasons as the delays in Melbourne. However on November 1, 1914 the 'OMRAH' sailed for the Middle East in a convoy of 36 transports and three escort cruisers, one of which was HMAS SYDNEY. Glasgow and company, on board the 'OMRAH', pampering their horses, may have heard the gunfire between the German Raider 'EMDEN' and the famous Australian cruiser HMAS SYDNEY. The EMDEN had attacked the Cocos Island radio station and HMAS SYDNEY was despatched to engage her. The EMDEN was left beached on Cocos Island and HMAS SYDNEY victoriously rejoined the convoy in Colombo.

After six weeks at sea the convoy disembarked at Alexandria on December 3, 1914.

More training in Egypt was followed by the glory and disaster on the Gallipoli Peninsula. Glasgow sailed for the Gallipoli Peninsula on May 9, 1915 although he probably did not land as the transport services for the ANZAC Divisions only landed a few waggons and these were found to be unsuitable due to the terrain. The majority of the transport units thus remained on board ship and were returned to Egypt. Some of the drivers duly went AWOL and turned up back at Gallipoli wanting to fight; Glasgow is recorded as returning to Egypt on May 31, 1915.

Shortly after came some quick promotion — 2LT on September 13, 1915 and LT on November 28, 1915.

Alexandria and Cairo were, it seems, each just one huge military camp. It appears that Glasgow's lot was a busy one

with the transport of wounded coming in from Gallipoli and of course the day to day transport requirements. However on the western front things looked sinister and on March 1, 1916 LT Glasgow was appointed Adjutant of 4 Division Train, followed by promotion to CAPT on March 21, 1916. The unit was despatched to France on June 1, 1916 where he remained for two years.

During the winter of 1916, when the whole world seemed a quagmire of mud and blood, CAPT Glasgow's ASC Train was supporting the 12th and 13th Brigades and other troops with supplies. The problem of getting supplies and ammunition forward to the troops was attended with almost insurmountable difficulties.

The fabled Augean stables that Hercules cleared were nothing to the sea of mud through which Glasgow's teams had to struggle. The unit had turned itself into an ammunition and



D. R. Glasgow approx. 1905



D. R. Glasgow in field dress

stores transport unit, and one day Glasgow was astonished to see a team of horses apparently swimming in mud. They were immersed in liquid mud up to the withers, and extra horses had to be obtained before the supplies could be pulled through.

He is recorded as saying:

"We had 500 horses in my show, and we had to use all of them to keep one company of 80 horses going as ammunition carriers in the terrible pre-winter period of 1916 before the ground froze. Horses returned from these trips in a terrible state, their legs torn and hacked by barbed wire, but, because of the care that was taken, we did not experience the mortality in horses sustained by other units. One English unit lost 50 percent of their horse strength in 10 days!"

Another of the most important tasks of ASC units in those bitter days was to maintain the supply of socks! It might seem prosaic, until it is realized that 1916 was the most severe winter of the Great War, and the men in the trenches suffered terribly from 'trench foot'. Glasgow's unit alone supplied more than two brigades, numbering about 8000 men, with regular supplies of socks!!

He was mentioned in Despatches on April 9, 1917 and awarded the Military Cross on January 1, 1918.

After two years in the mud, water, snow and frost he was posted to 7 Coy AASC and left France for England on May 1, 1918. Once in England he was appointed Adjutant of AASC Training Depot; this was on June 15, 1918.

After the war ended in November 1918 CAPT Glasgow longed for sunny Queensland and his family. He embarked in the 'CITY OF YORK' on January 14, 1919, disembarked in Melbourne on February 27, 1919 and was 'demobbed' in Brisbane on May 7, 1919.

A few months rest was sufficient and he was back — this time as CAPT AASC in the PMF. Shortly after he served in the Australian Instructional Corps and was later Adjutant / Quartermaster of 55 Battalion.

His majority came on May 1, 1930 and he was posted as Adjutant / Quartermaster of AASC units in 1st Military District. This appointment could be considered as some sort of parallel to the CRAASC's staff of a few years ago.

In the depression days of the 1930's Glasgow's true colours showed again. Being known as the 'skipper' to his



The Glasgow Silver Cup for rifle shooting.



subordinates and Danny to those closer, he would arrange numerous bivouacs so as to give Militia members additional opportunities to earn income; in later years his family was also to find in his papers numerous cheque butts made out to soldiers and others upon whom hard times had fallen.

Fastidious about dress, he had a saying, 'A soldier always looks behind him'. He even went to the extent of arranging two mirrors in his office so that when checking his dress he could also see from the rear. His daughter still remembers the 'dreadful job of brassoing his riding equipment', kept in a specially made wooden chest.

His last appointment was as Supply Officer, Supplies and Transport, Headquarters Northern Command, in October 1939.

World War II came and he volunteered for overseas service, however when his medical came up the doctor realized how old he was, it was arranged for him to be placed on the retired list (March 1, 1941) with the rank of Honorary Lieutenant Colonel.

That did not stop him serving the forces though. He joined the Wartime Board of Business Inspectorate and was responsible for the quality assurance and procurement of food and stores for the Army.

He retired in November 1946 due to ill health and died in Brisbane in 1951.

His service to the ASC and AASC will long be remembered as in 1931 he presented a magnificent Silver Cup for rifle shooting between ASC units in 1MD. This trophy is still the subject of strenuous and close competition within Queensland.

During his service he was awarded the following decorations:

Member of the Most Excellent Order of the British Empire  
 Military Cross  
 Mention in Despatches  
 Queen's South African Medal with 3 Clasps  
 1914/15 Star  
 British War Medal  
 Victory Medal  
 Long Service and Good Conduct Medal

An extract from records held by the Australian War Memorial gives his MID citation as follows:

"This officer has been with the A.I.F. since 15/8/14. He rendered most valuable service in Egypt especially during the formation of the 4 Div Train as Adjutant, a position he still holds. A large amount of the efficiency of this unit is due to his untiring efforts. This officer has never been away from his unit for sickness or other causes."

His desk in Victoria Barracks has been restored and is in use today by the Major Administration at HQ 1 Tpt and Mov Gp, and also, his Sam Browne belt, swagger stick, riding crop and other items are displayed in the same office.

This article was researched and written by WO1 T. A. Robson, at the time RSM of 1 Tpt and Mov GP. He is grateful for the help from Miss W. F. Glasgow, the Oxley Library Brisbane, the Fryer Library of the University of Queensland and CARO.

WO1 Robson is now serving in Liverpool MCO as a Movements Officer.

## ANARE Reunion

On August 11th, 1983 10 Terminal Regiment entertained MAJ Don Grant (RL) and his wife, MAJ Jack Spry (RL), Mrs Ena Jacques and WO1 Peter Angus at lunch in the Regimental area.

Officers and Senior Non Commissioned Officers of the Regiment who have participated in ANARE Detachments were present.

The lunch was an informal barbecue that gave all present a chance to meet.

The soldiers were a little overwhelmed by it all at first but warmed up with some liquid refreshments.

The guests were most appreciative of the occasion to meet the crews and Mrs Jacques made a small presentation to the senior member of the detachment present, LT Tony James.

The Army detachment for the 1983/84 expedition comprises:

CAPT P. D. Coward  
 LT A. P. James  
 LT P. W. Graham  
 CPL R. Milan  
 L/CPL L. J. McGrath

PTE A. W. Barney  
 PTE M. A. Joyce  
 PTE W. D. Muir  
 PTE A. A. Gelding

CPL M. S. Bejr  
 CPL D. C. Lancaster

L/CPL R. J. Morgan  
 Cfn R. M. Keenan

The LARC Vs of the 1983/84 expedition are named:

D. F. W. Engel	D. Grant
P. G. Richards	C. L. Jacques
M. G. Heal	J. Spry
R. A. Rachinger	P. Angus



(Left to Right) MAJ J. Spry (RL), Mrs E. Jacques, MAJ. D. Grant (RL), WO1 P. Angus. LARC V. 116650 — 35 Water TPT SQN. Photo taken at Middle Head Bks 11 Aug 83.

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# HOW THE TROOPS SAW THE LSH TRIALS

by **LIEUTENANT A. P. JAMES**

Most readers will be aware of the introduction into service of the Landing Ship Heavy (LSH) HMAS 'TOBRUK'. The new ship completed its trials in Aug/Sep '82. 10 Tml Regt participated in those trials and this article describes a few days of its involvement.

It would appear that we TERMITES and the unpredictable Jervis Bay weather are just not compatible. It was our third, and hopefully final safari to our southern exercise area and we were greeted once again, by Jervis Bay in a bad mood.

That first afternoon in late July as we reluctantly stepped out of our warm dry trucks into the mud and slush of Long Beach and we were greeted, not by the expected howling gale or biting 'straight from the Antarctic' wind to which we had become accustomed, but by an equally unpleasant and just as miserable insidious, chilly drizzle that soaked through our clothes and dampened our very souls.

No time was lost in erecting tents and establishing the camp and no cooks ever had such a willing work party as the one that set up our kitchen tent. This was done to produce for a start one of the most appreciated 'brews' in all of the Jervis Bay campaigns put together. The following morning we commenced work in laying PSP and the beach matting for the vehicular traffic.

The rain had by now cleared but in its place was the all too familiar lazy wind that went through bodies, not around them and we were obliged to work in our thick and bulky wet weather gear or bushjackets.

By lunch time the following day the beach head was established. Roads were graded, PSP roadway laid through the cutting and along a section of beach. All was in readiness for the impending arrival of our sister troop aboard HMAS TOBRUK on Sunday night, August 2nd, in four days time.

In effect we had completed our primary mission and so, being the resolute troops we were, set about improving our camp and supplementing our ten man ration packs with fresh rations.

Fresh fruit and vegetables were acquired from the Naval Air Station at Nowra, fish and oysters from the adjacent beach and last but certainly not least a fat young lamb was purchased from the obliging lighthouse keeper at Point Perpendicular.

It could be safely said that over the next few days we would have to be the best provisioned and contented troops living in the field anywhere in Australia.

But even the best laid plans of mice and men go astray on occasions and in our case it was the mercurial Jervis Bay weather that, once again, won another round.

Early one morning we were awoken to the thundering roar of a raging surf on our beach. The sound of the waves in the still pre-dawn hours sounded as if they were about to crash right through the back of the tent. The cold, grey light of dawn confirmed our worst fears.

Our beautiful beach, our 'beloved' PSP so lovingly laid with such sweat, curses, cajoling and old-fashioned back-breaking labour, was a shambles. It hung forlornly and nakedly in mid-air, undercut by the surging high tide. Further inspection disclosed that most of the other bundles of beach matting and assorted stores had also been well inundated.

There was nothing for it but to break out the shovels and sandbags and get to work again. For most of that morning the whole detachment — including the Detachment Commander, 2LT Pearson, the RAEME workshop group and even the camp cook — slaved in filling and positioning sandbags. A great incentive was to get the work done before we cut into our precious fishing time.

The next couple of days proceeded smoothly and the troops were looking forward to actually working the new ship.

But such optimism was premature for TOBRUK did not come to our beach at all for the first couple of days of its trial, and when it did come across to our side of the bay the ensuing chain of events left us quite confused and somewhat resentful at being left out of the action after all our hard work.

Eventually, we were warned to expect her arrival and it was then that orders and counter-orders flew thick and fast. It would appear that neither of the two services could agree on the actual beaching site. We knew from past experience that a point some two hundred metres further along the beach was ideal for LCH type ships and presumed that this would be the most logical point.

So we set the troops to work laying PSP and the new American fibre glass sheeting named Mo Mat which we were trialling. The men went to work with grim determination and indefatigable good humour and worked consistently all that day from 0630 hrs till well past midnight.

But the task was done and it was a worthy achievement of which 69 Terminal Troop and its youthful commander could well be proud.

Next morning in came TOBRUK. Proudly we surveyed our nights labours and waited expectantly for her to beach and begin disgorging cargo that was intended to cross over the beach and travel along our improvised roadway to the transit area behind our camp.

But this was not to be, for, unbeknown to us all, there was a maverick sandbar in the wrong place just off the shore and in her approach run the ship struck and rode over this bar. The CO deciding not to risk beaching his ship on an unfavourable tide and steadily rising wind, wisely aborted and steamed astern rather fast.

We, of course, had no knowledge of this drama and could only see the ship turning tail. With all our labours gone to waste it would be an understatement to say that we were not the most sympathetic nor understanding group that blustery morning. We returned to our kitchen for a hot brew in disgust.

But drama was never far away and it was now decided to bring the vehicles ashore by LCM 8 and NLE, so once again we trooped determinedly down to the beach and all that afternoon and most of the next morning we unloaded and reloaded a variety of vehicles, both wheeled and tracked, across our piece of sacred beach.

We sweated and we toiled. We laid PSP as wheel tracks across soft, wet sand, we built laborious ramps out of PSP and sandbags for the NLE and were alternatively wet and cold, angry and boisterous but the troops never once lost their unquenchable, Australian humour.

The trials over, we were given the word to pack up and, if a record or a precedent was set by our laying, then the taking up of the same would have to be a classic in working harmony.

We commenced restoration on the afternoon of Thursday, August the 6th and by 1300 hours on Saturday August 8th, we loaded the last of the PSP and other stores aboard the two LCMS's. By evening the beach was as clean of rubbish as our home beach of Balmoral is after its daily council cleaning, and by that night half the camp was down and packed, awaiting trucks from Sydney on the following Monday.



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# RMC TRANSPORT ON PARADE

RMC Transport Platoon celebrated the RACT Corps 10th  
Birthday on June 1st with as much "Pride de Corps" as could  
be mustered by any unit.

WO2 Clive Saunders marched the platoon behind the RMC  
Band to the tune of "Wait for the Wagon" to halt before the  
newly raised flag pole.

CPL Norm O'Neil who had undertaken the project of the flag  
pole construction was given the honour of "breaking" the flag  
to the tune "Happy Birthday".

Even though there were only fourteen members on parade  
the whole unit was there in spirit.

RMC Transport Platoon RACT is a part of RMC Support  
Company and provides transport for all the needs of RMC and  
on occasions other ACT units.

The Platoon consists of twenty eight personnel from privates  
male and female to Warrant Officer. There are sixty three  
vehicles and equipments ranging from an LTD to heavy GS  
TCVs and buses.

With these statistics it is easy to see that a driver can drive  
six different types of vehicle in any one day depending on  
tasking. This presents a problem in driver licensing.

The drivers and NCOs of the unit have to be licensed from  
B2 to B10 which leads to the ongoing driver training  
programme on all types of vehicles especially buses.

All drivers have to attend a two day driver training  
programme on defensive driving at the ACT Police Driver  
Training School.

In addition to this we are in the process of looking at a course  
run by the Goulburn Valley Driver Training Complex at  
Shepparton, Victoria for buses in the snowfields.

The current thinking in Victoria and NSW State Government  
is that all bus drivers will have a specially endorsed licence to  
enter a snowfield.

For major exercises additional vehicles are required and  
also personnel. This usually comes in the form of two fully  
equipped field force sections plus load vehicles.

These sections are normally involved with the normal  
tasking associated with an exercise. The RMC drivers fill all the  
field positions while the detached personnel become involved  
in troop lifts of twenty or more TCVs in any one lift.



RMC Transport Platoon Birthday Parade Celebration.

All drivers have always worked together to keep exercises  
moving smoothly, efficiently and most of all professionally.

Any driver or NCO contemplating a posting to this unit  
should be prepared to work long hours, weekends and cover a  
lot of kilometres "safely" and enjoy a good social life with the  
unit and the most enjoyable environment of the ACT.

## REST AND RECREATION

We all look forward to our leave and the chance to bring our  
holiday plans to reality.

Sometimes, however, a holiday turns out to be not quite  
what was expected.

CPL R. J. Evans of 5 Tpt Sqn no doubt had looked forward to  
his holiday overseas last year, but on December 7th 1982 the  
following message was received in Army Office from the  
Defence Attache in Bangkok;

### NOTICAS

1. CPL Evans, 5 Tpt Sqn.
2. Injured accidentally.

3. Bangkok, Thailand, Dec 82. Member taking part in  
organised tour during ARL.

4. Gunshot wound right chest, gunshot wound upper left  
thigh, possible slight shrapnel wound to scalp.

5. During an armed bank hold-up, CPL Evans was wounded  
during an exchange of shots between the robber and  
police.

Who needs to join the Army if you can get a holiday like that!  
Readers who relish that kind of relaxation are recommended to  
contact CPL Evans for details of his travel agent.

We all hope you are fully recovered CPL.



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# THE NEW EDUCATION

## SUBJECT 3

### Background

A number of detailed surveys have been conducted to determine precisely what elements of education are necessary if soldiers are to meet the requirements of promotion and trade courses.

The findings of these surveys have been translated into a new style Subject 3 which will replace the existing AACE series during August 1983.

The interim period January 1-July 31 1983 is to be used primarily to enable members who are part-qualified AACE 1 or 2 to complete that qualification under the old rules. You should take note that an AACE part-qualification cannot be carried forward into the new Subject 3.

You should be aware also that for the interim period the AACE 1 requirement has been reduced from five subjects to four. Some of you who were part-qualified will now be fully qualified.

CARO is conducting an exercise to adjust its records in the light of this change and you should check with your unit education officer if you believe you are affected.

In addition some members who successfully completed Subject 1 prior to December 31, 1982, but had not attended the appropriate AACE course, will be deemed exempt Subject 3 at the relevant level.

### The New Subject 3

Subject 3 has been redesigned to provide the literacy and numeracy skills necessary to cope with Subject 1 for promotion and most trade courses. Additional numeracy/science requirements for particular specialist ECN will be taught at the respective corps schools.

Subject 3 has two levels:

- Subject 3 (Level 2).** This will be a five week course to prepare students for Subject 1 (promotion to the rank of sergeant). It will consist of two modules, literacy and numeracy. Exemption may be obtained for the entire course or for either of the modules.
- Subject 3 (Level 1).** This course will prepare students for Subject 1 (promotion to warrant rank). The course is devoted entirely to literacy and will not exceed seven weeks in length. Exemption may be obtained for the course but not for part of the course.

Militarily relevant material will be used to the maximum extent as vehicles for instruction in literacy and numeracy. By this means it is hoped that students will pick up a lot of knowledge which will assist them to be effective senior NCOs. However, it is stressed that only the literacy and numeracy skills will be examined.

At the conclusion of each course students will be graded and detailed course reports will be produced to indicate each student's strengths and weaknesses.

A pass/fail assessment will not be issued; however, the course reports will be distributed to career managers (Heads of Corps, CARO) to assist in establishing the member's suitability for promotion and future employment.

Attendance at Subject 3 will be mandatory before attendance at Subject 1, unless an exemption has been obtained. Exemption will not be available on the basis of civil qualifications.

Exemption may be gained only by sitting an Army administered test designed to determine whether the member's literacy and numeracy standards meet the requirements of Subject 1.

### ATTENTION EX-ARMY PERSONNEL

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You may be eligible for one of the following long service awards if you were serving on or after February 14, 1975, and have an aggregate of 15 years service in the Australian Forces.

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Criteria: 15 years service as a member of the Permanent Australian Forces (except that a maximum of three years service as a member of the Reserve Forces may be counted).

### RESERVE FORCE DECORATION

Criteria: 15 years service as an officer in the Reserve Forces (except that a maximum of three years as an officer in the Permanent Australian Forces may be counted).

### RESERVE FORCE MEDAL

Criteria: 15 years service as a member of the Reserve Forces (except that a maximum of three years service as a member of the Permanent Australian Forces may be counted).

If you believe you meet the criteria for one of the above awards, write to:

Medals Section  
Central Army Records Office  
P.O. Box 1932R  
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Please provide the following regimental particulars: service number, rank, given names, surname, date of enlistment and date of discharge.



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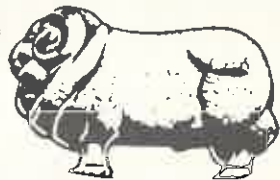
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# ILCHINKINJA

The name given to the Arunta Tribe Messenger, whose duty it was to summon young men for initiation and therefore future warrior service to the Tribe.

The names are derived from the two Arunta words, "ILCHA" a hand, and "ILKINJA" to raise or lift up, so it may be perhaps best expressed by the phrase 'THE BECKONING HAND'.

This design has been adopted by Army Recruiting as its insignia.

How does the Army attract the soldier?

The soldier is attracted through the accepted means of advertising, such as Radio, Television, Newspapers and selected Magazines. For example, the latest commercial that has appeared on the T.V. or the newspaper coupons that are sent to recruiting offices by those people that are interested.

They may also be given information from serving soldiers, or past serving soldiers, and from there they need to contact the recruiting office for further details.

What could you as a Field Recruiter be expected to do?

Initially you would have to do a Recruiters Course, conducted in Canberra, over a period of three weeks to gain the product knowledge of the avenues of entry and the various conditions of service in the Army today. Armed with this knowledge, you can then expect to conduct informative talks to various community groups.

For example, School Students, Rotary, Lions, Apex, Commonwealth Employment Offices, RSL Clubs and Scout Groups. You could also be expected to participate in career displays at selected venues, such as festivals, shopping centres, school fetes or careers evenings.

You now have an interested person who has come to your office, with his inquiries. As the counsellor, what are you looking for?

Firstly you need to obtain their age and education level to determine what type of entry they are suitable for. Then you can counsel the prospect on an avenue of entry applicable to him/her, whether it be Officer, Apprentice or General Entry.

Having determined what type of entry they are suitable for, you should now inform them of the testing procedure, training and Army lifestyle.

What details would you give them about the Army lifestyle? The physical and mental demands of recruit training, the procedure for all allocating soldiers from recruit training to a Corps, conditions of service (e.g. Married Quarters, DFRDB, Medical and Dental, Defence Service Home Loan) and a general background of the difficulties and advantages that can be encountered during a Military Career.

To assist you it may be appropriate to use one of the visual aids on that particular avenue of entry.

What is the testing procedure?

Having completed an application form, the applicant would be required to present themselves to the Enlistment Section to determine further suitability for enlistment into the Army. The procedure will involve an aptitude test, medical examination, psychologist interview, criminal records check, and an interview with the Enlistment Officer.

If the applicant is found suitable they would be enlisted into the Army, if unsuitable, they are informed of their unsuccessful application.

What are the benefits of being employed as a Recruiter?

1. Contact with all levels of the civilian community.
2. The satisfaction of counselling an applicant, their subsequent enlistment and the possibility of meeting them again during their Military Careers.
3. An appreciation of the changing social aspects of the community through the attitude of today's applicant, and
4. The opportunity to keep up to date with current service conditions and employment opportunities.

### Conclusion

I am sure a lot of readers of this article were ignorant of a recruiter's responsibilities to the Army. I was, and after serving as a recruiter it has broadened my outlook as to where our soldiers come from, and the work and time that is spent securing the best possible soldiers.

# PASSING PARADE

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## LETTERS TO THE EDITOR

Perth Water Transport Unit  
Wauhop Road, Preston Point  
EAST FREMANTLE, W.A., 6158

Dear Sir:—

As one of "ALL THE OTHERS IN THE RACT" referred to in Maj. Hales letter to the Editor (Par Oneri No. 7, April 1983) on his proposal that Soldiers in the Corp be called Drivers, I feel I speak for the Seamen in the Corps when I say I am appalled at the thought of being called a Driver.

We Seamen in the Corp are little recognised as it is, without being called Drivers.

Even in his own Army, the R.C.T. recognise the fact that Seamen are a special breed and like the air dispatchers are able to wear distinguishing embellishments as an indication of trade skills acquired.

I am surprised he didn't go all the way and suggest we name ourselves "THE CORP OF TRUCKS".

R. G. Modystack WO2

Major General D. C. J. Deighton, MBE

Department of Defence (Army Office)  
Russell Offices, Canberra, A.C.T., 2600  
July 1983

Dear Kath,

Thank you for a copy of Par Oneri Edition No. 7. I am always interested to read about my old Corps. Among the interesting articles, the one on the history of the RACT Pipes and Drums caught my eye, because of my involvement in its resurrection. I had better tell my version of what happened, starting with an evening function at Chowder Bay on — I think — the 6th June 1975, to celebrate the second birthday of the Royal Australian Corps of Transport.

The 16th Company Pipes and Drums had been invited down to play during the evening. Because the Mess was so small, they had to play from an alcove underneath. The theory was that the noise would waft upwards and so the revellers would be properly entertained by occasional pipe music.

In fact, the noise level was soon so high that little was heard until the Loyal Toast when, on cue, the Pipes and Drums played the Scottish alternative to God Save the Queen, 'Scotland the Brave'. The fine sound they made reminded both myself and Colonel Brian McNevin (then Colonel Commandant of the Corps in 2 MD) to pay them a visit.

While being very impressed with their spirit, both McNevin and I were shocked by their general condition. They were some nine in number (and I was told that their total was no more than 14), their original kilts had been repaired several times and were starting to look very old indeed and their other uniform regalia was very sparse.

The latter was compounded by the fact that they were not an authorized Army band (all members being paid and uniformed as drivers) and so had no formal entitlement to exist. We saw that something had to be done — and quickly — if the band were to survive.

Some of the steps taken by my staff, as a result of some gentle guidance by me, were to seek formal recognition (hence their authorization on July 31, 1976), give them the confidence of our support and place them under command of 10th Terminal Group. The latter, about to become a regiment, and with a Sassenach at the helm, took some persuading that command and full support of such a band was a worthy venture.

I sought the views of Colonel Geoff Browne, then the senior RACT ARES officer in New South Wales, to see what we could do to help improve the appearance of the Pipes and Drums. He was instrumental in organizing fund-raising ventures that enabled us to order new kilts, in adequate quantities, to fully equip an expanded Pipes and Drums.

The several thousand dollars needed were provided in time by both Geoff Browne's efforts and from the band's own income. We also persuaded the RACT Fund to donate a sash; made in India, its production was an epic and another story in its own right. That it eventually arrived is clearly evident, as the large frame of WO II Gordon Body is seen wearing it with pride.

This anecdotal commentary covers a few gaps in the piece in the article, headed 'The Recovery' 1974-76, because it is a critical piece in the history of the RACT Pipes and Drums. In fact, as you will have read,

the recovery did not start in 1974, but from a quite specific evening in June 1975. Had we not been sufficiently interested in its survival at that time, I have no doubt that the history of the Northern River Lancers/16 Company Pipes and Drums would not have extended much beyond that date.

There certainly would have been no RACT Pipes and Drums. However, to be fair, the band's members, who had proved their ability to survive, would have done so. To the Corps' loss, it would have been in some other guise, quite feasibly as a civilian band. It was through the dedicated efforts of my staff, of the 'termites', and of Geoff Browne, that a firm base was established to make possible the resurgence that is manifested today in our resplendent, healthy, well-performed Pipes and Drums.

Another matter of fact, on which I would appreciate your clarification, is the tartan. I was told, by an ex-OC 16 Transport Company (Colin Bryant) that the tartan of the kilt was Murray of Atoll, while the bagpipes were covered with the tartan of Murray of Tullibarton. As I read the article, that is not so. Who might know?

Sincerely,  
Derek Deighton

Assistant Editor  
Journal of the Royal  
Australian Corps of Transport  
Directorate of Transport  
Campbell Park Offices  
Canberra, A.C.T., 2600

August 1983

Dear General Deighton,

Thank you for your letter regarding the recovery of the RACT Pipes and Drums.

If you have no objection, I intend to publish your letter in the Spring edition of Par Oneri which I hope will be released in October. The photograph of the exchange of plaques between you and WO II Body will accompany the letter.

I am assured by Captain Mark Kleeburg ARA Training Officer 16 Transport Squadron that the bagpipe covers are in the Murray of Atholl tartan while the kilts are in the tartan Murray of Tullabardine.

I can be thankful neither is in the McQuarrie tartan — a rusty red and green combination which to my mind is hardly acceptable in a tie.

Thank you again for your interest.

Sincerely  
Major K. A. McQuarrie





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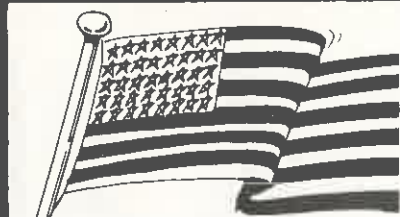
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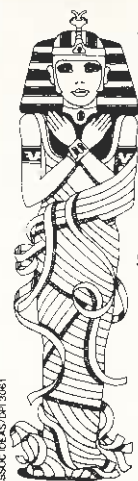
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