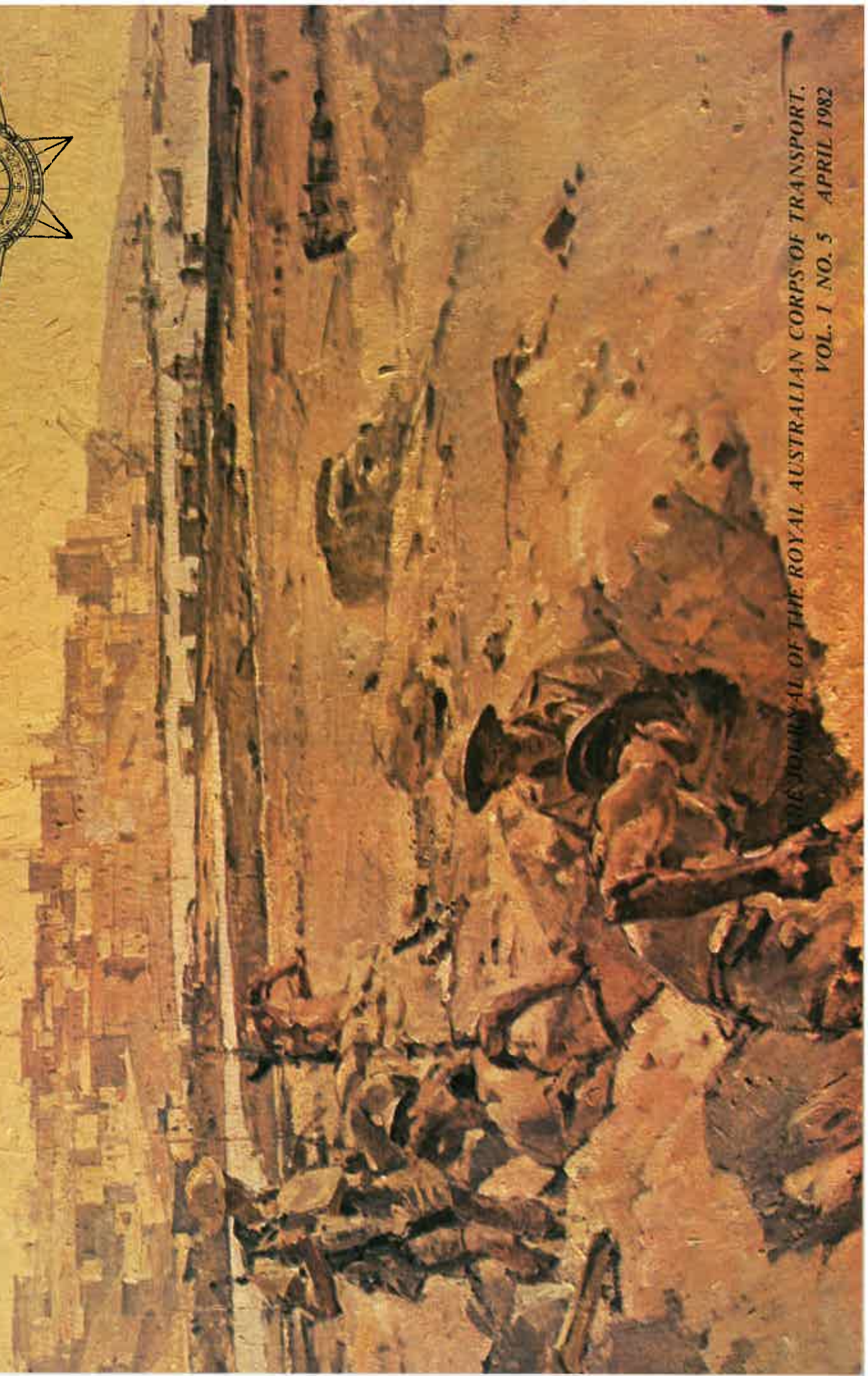
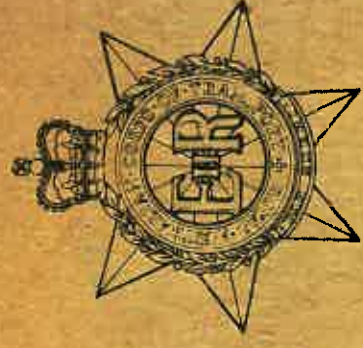


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FRONT COVER: The painting reproduced on the front cover is "Tobruk 1941" by the Australia war artist, Ivor Hele. It hangs in the Army Officers' Mess, Victoria Barracks, Melbourne on loan from the Australian War Memorial, Canberra. It is reproduced here with the kind permission of the Director of the Australian War Memorial.

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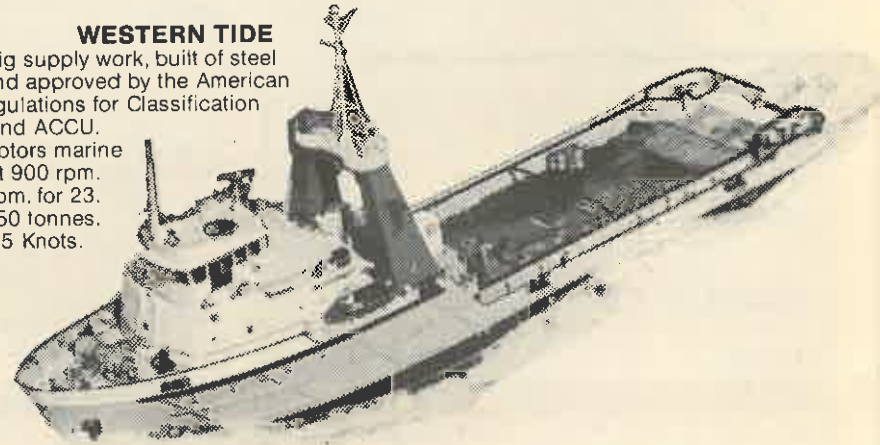
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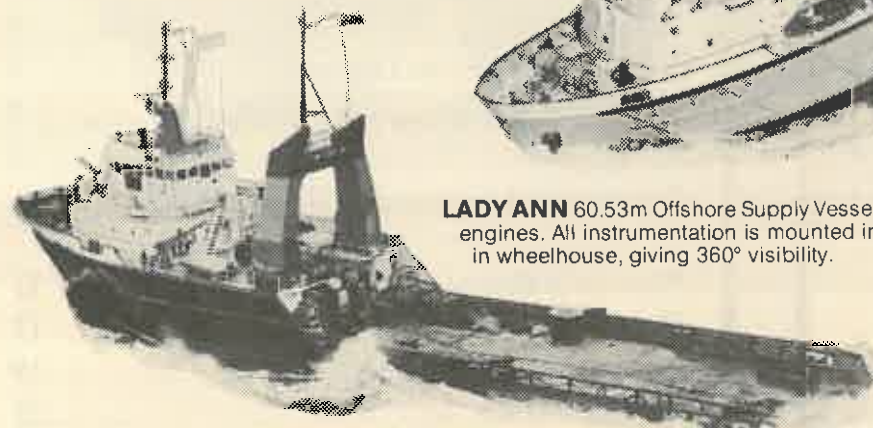
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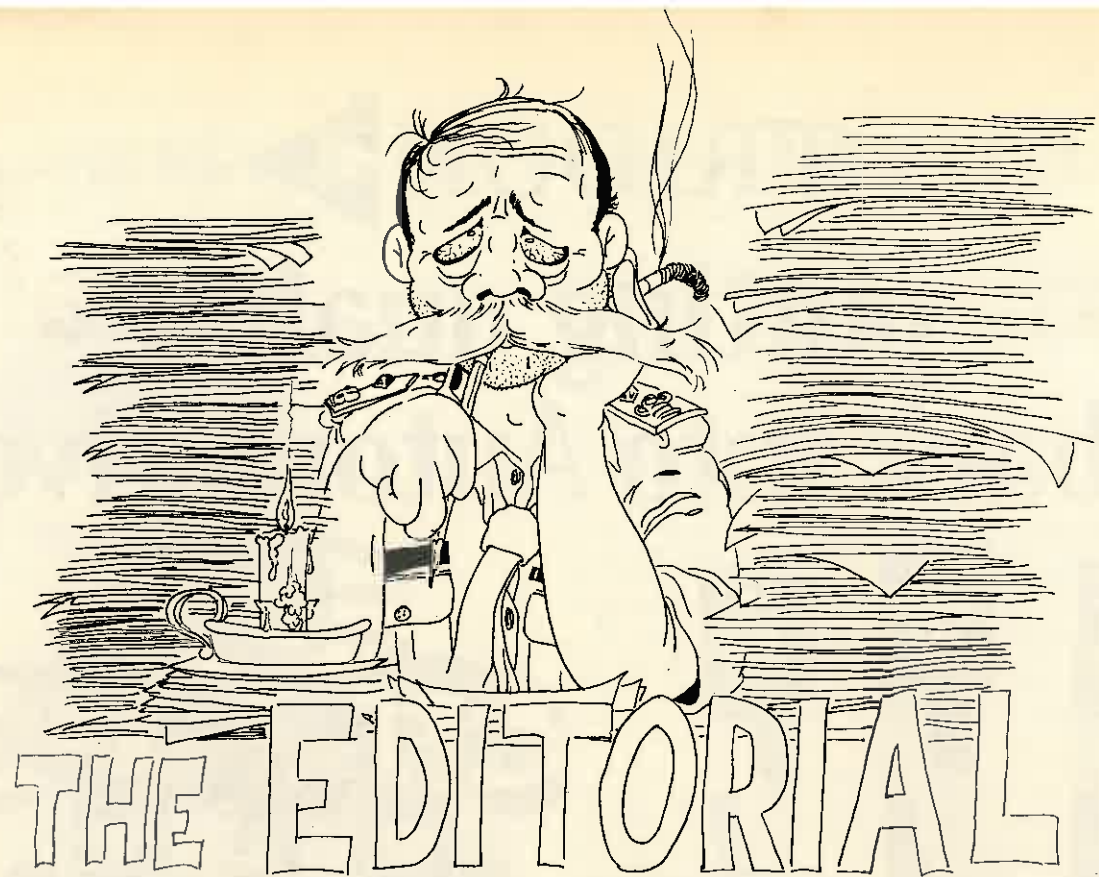


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This is our fifth edition of PAR ONERI and definitely the last that I will have the honour of editing as I have retired from the Army with effect 31 Mar 82.

At the end of one's Service Career, a considerable degree of sadness at the thought of leaving the military family is inevitable, but I am very fortunate in that I leave on a "high" generated by job satisfaction in my last appointment and my association with the creation and continued flourishing of PAR ONERI. I am confident that my successor will gain the same benefit as Editor of PAR ONERI and that under his guidance it will grow from strength to strength.

On my departure as the Editor of your Corps Journal and on the termination of over 25 years of military service, I would like to take this opportunity to leave with you a few personal thoughts.

As you are all aware, excessive posting turbulence and manpower shortages are now a fact of life in the Army at large. Manning ceilings matched by ever increasing demands on units, together with an increasing resignation rate, are factors largely outside our control and together they combine to make service life a demanding vocation.

Social changes over the past decade have also had a dramatic effect on personal, versus service, needs. More Servicemen own their own homes, more wives have regular employment, a wish to permanently migrate to Queensland seems to be the aspiration of most of the Defence Force and finally, the social and educational consequences of regular moves are now an anathema to most families. Finally, peace-time soldiering with an unfortunate but necessary concentration on more administrative, rather than operational duties, is a life style that many of us abhor.

These combined factors cause a host of personal difficulties but they have been faced in the past and overcome, and hopefully, the historical ebb and flow of military activities will commence an upswing in personal satisfaction in the not too distant future.

However, until that time it is incumbent on all Servicemen to make the best of their lot and maintain a professional approach to their duties. The Australian taxpayer is paying a large insurance premium for the protection of Australia and

they must continue to get the best protection that we the Defence Force are able to provide. To this end we must all constantly remember that our primary function is to prepare for war and we must never lose sight of that ultimate requirement.

No matter what function you presently perform you must be ever conscious of the need to develop your talents for the conduct of war and the most important requirement at that time will be the practice of Command, whether at the Lance Corporal or Brigadier level. I urge you to take every opportunity to develop your ability in this regard.

Of course, hopefully you will be doing this now in your present work place, but don't be satisfied with only that environment. Seek out and achieve the conduct of other activities where you can build on your command ability, be it in adventure training, sporting activities or social functions; all these areas will provide the opportunity for you to develop this vital skill. Be original, show flair, build the team spirit, develop panache, be noticed.

Don't drift along by just doing your routine job, initiate change and breathe excitement and a sense of challenge into all those that you associate with.

You will find that this is not an easy path to follow. Many of your superiors will find such an attitude disturbing and a threat to their routine and sober way of doing things. But, if you are to serve your country to the best of your ability and if you are to receive the most personal satisfaction, you must lift yourself and your comrades from the dull rut of routine administration and perfunctoriness.

At the end of your career don't be remembered as a "good solid fellow"; be remembered as someone who saw that which was invisible to others, someone who was innovative, someone who had flair, someone who was an achiever, a superb commander of men.

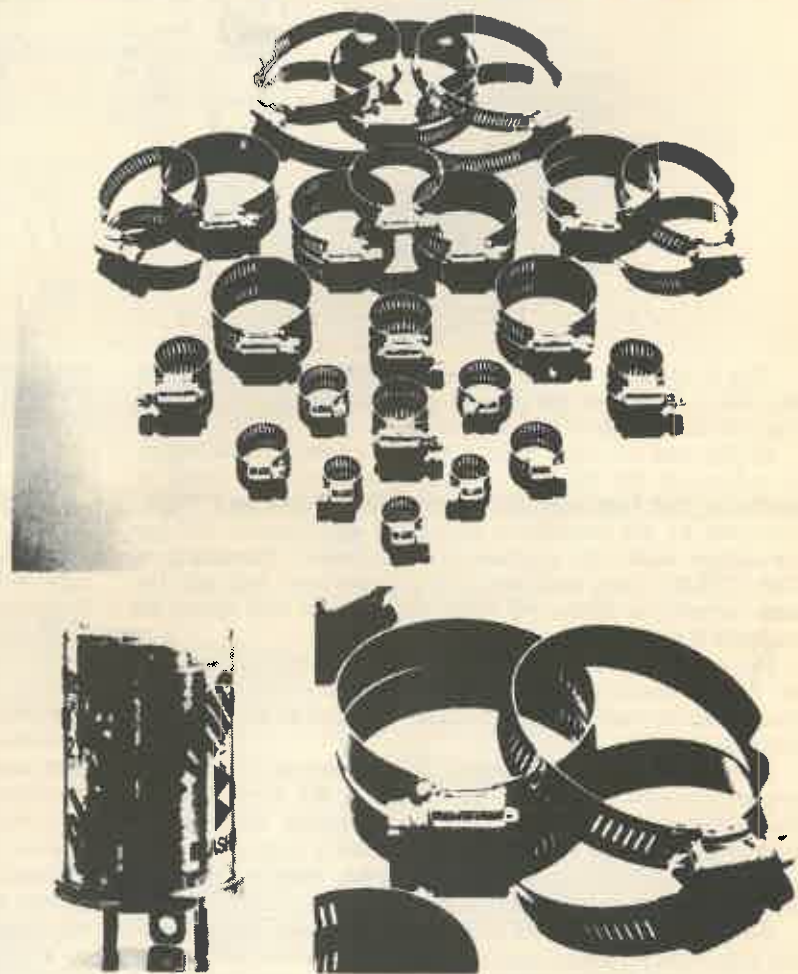
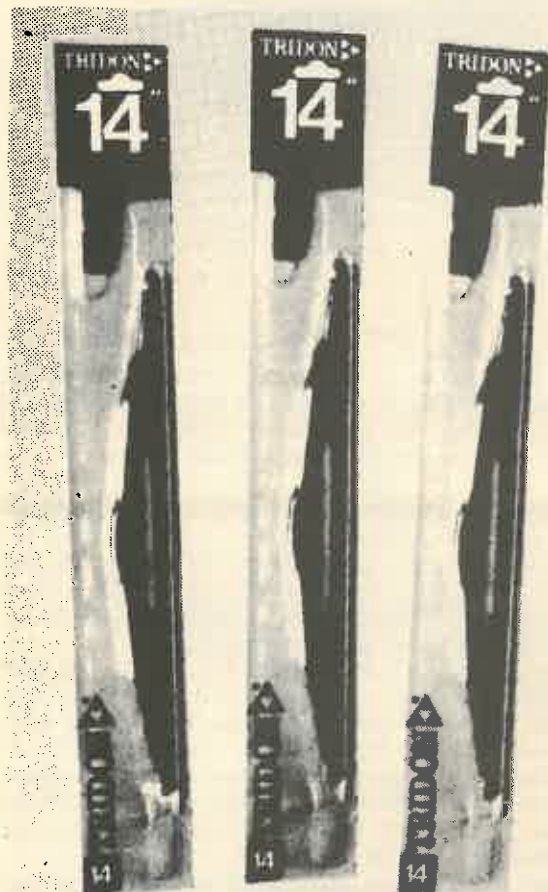
At the end of WWII Patton was described by Eisenhower as being the best Army Commander in the world but a real "pain in the ass".

May I wish you all a similar epitaph.

Derek Gough
Editor

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A MESSAGE FROM THE DIRECTOR

Colonel P.W. Blyth, MBE, jssc, psc, MCIT, AFAIM



effective support to those for whom we exist to serve. It is a tribute to the dedication and professionalism of all ranks that we have done so in the face of declining manpower levels and, at times, reduced levels of financial support. I thank you all sincerely for your efforts on the Army's behalf.

It would be churlish of me not to make special mention of the tremendous personal support I have received from my Directorate Staff, both as DMOVT-A and as DTPT-A. I thank them all, past and present, for their help, advice and comradeship. In similar vein, I thank commanders and staffs at all levels of the Corps for the manner in which they have accepted the often difficult solutions that we in Canberra have imposed upon them. None of us here should ever forget that the Corps' image and reputation is made for good or ill at the unit level.

We face major challenges in the coming years and particularly during the 80s, which I believe will be a difficult and possibly dangerous decade for Armies world wide. Our most immediate challenge will be our ability to adapt ourselves to the new range of military road transport which we are about to receive. In the coming years we also face the prospect of refurbishing and re-equipping our maritime and terminal capacities. The fields of air logistic support and movements will also have to cope with changes in equipment and technology. Within a comparatively short period I see the need for the Corps to come to grips with EDP.

In particular, we must develop systems and procedures which are compatible with computer developments in supply management and operations.

Most importantly, we must maintain and further develop our field force and non-field force capabilities. The Corps remains in my view, the principle link between customer units and the logistic system. Our visibility is therefore high and many judge the strengths and weaknesses of Army logistic support on how well the RACT performs. On the matter of our image, I urge you all to remember that, regardless of your particular job, you are all part of a single, integrated transport and distribution system which is itself part of a total support structure. There is no room for parochial self interest in fulfilling our function of Army support.

My final words are to your families who are indispensible to our success. I thank you all for your forbearance in the face of domestic disruption and frequent separation. None of us could do our jobs without the backing which you give us.

I trust that I will have the opportunity to maintain contact with many of you in the future, especially in Queensland.

My wife joins me in wishing our many friends in the Corps good fortune and good soldiering in the years to come.

Goodbye and God bless you all.

Peter W. Blyth
Director

Canberra March 1982

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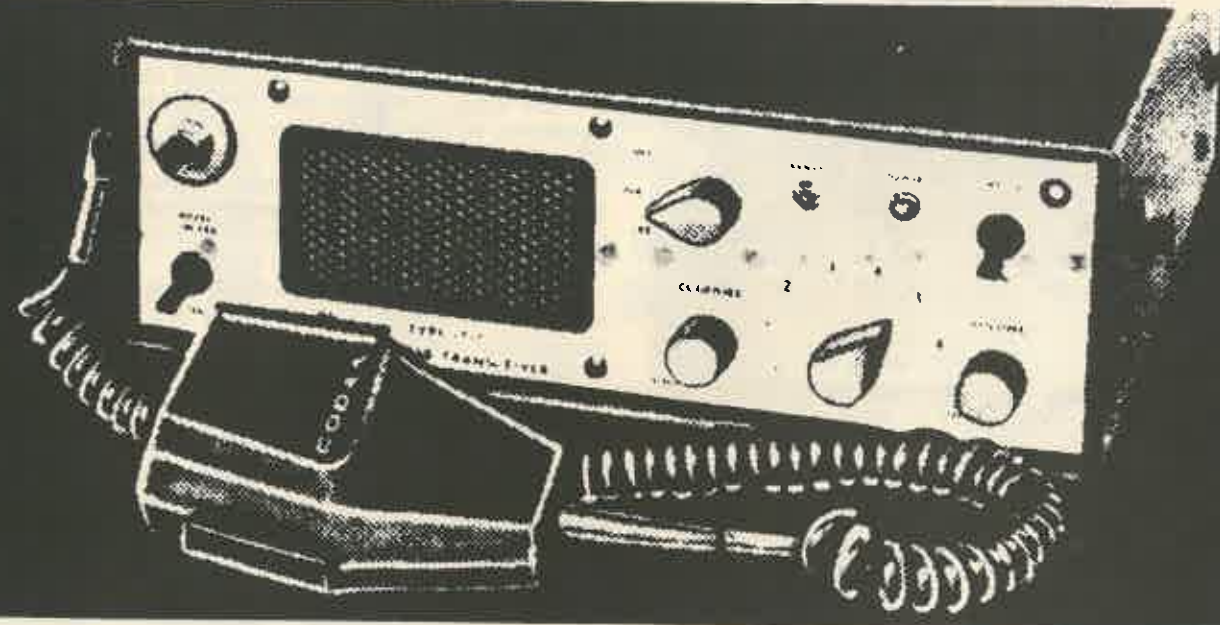
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The Story Behind our Cover Picture

On 20 March 1941 the AASC 9 Aust Div, under the command of LTCOL Alex Watson, was ordered to move from Palestine to the Western Desert. The following notes were written by LTCOL Watson at that time and form a valuable part of our Corps history:

The move was by rail to Egypt thence by road to Tobruk. At this stage our vehicle strength was approx 40, but Brig Paine told me I would draw vehicles from the "Pool" in Tobruk. These were Italian lorries, and I was informed that there were approx 1400 runners.

When I reached Tobruk I made enquiries at the Sub-Area HQ and found that the "Pool" did not exist, only a "graveyard" of 665 vehicles. 9 Div HQ was situated at El Abiar, about 300 miles west of Tobruk, so I moved on and reported to Gen Morshead the next day.

The Composite Coy was operating at Magrum, about 40 miles further forward and after inspecting their depot decided to bring them back behind our infantry.

About this time 9 Div took 20 of our lorries for issue to 1st line. This meant that apart from the Composite Coy we had no task vehicles.

Gen Morshead asked me to go back to Tobruk and arrange training and employment for the remainder of the Unit.

The bulk of the unit was given infantry training and machine-gun instruction with captured Italian weapons; they became very proficient with these machine guns, so much so that later when they were attached to battalions they knew a lot more about stoppages and the drill to correct them, than the NCO's detailed to instruct them.

Pet Coy W/shops took over the Heavy Repair Shop in Tobruk town and did a magnificent job despite incessant bombing and shelling. Later the Sup Col W/shop moved into the buildings vacated by 1st AFW and carried out major repairs on all types of vehicles. The Army Field Workshops moved to a much quieter location.

On the 11th April we received news that the enemy had attacked the Australian positions near Bengazi, and as I had a composite coy in the area I moved forward immediately. Near the Derna aerodrome I located the workshops section and was informed that the Coy was in the Technic area. I

moved up to where the 2/1st Bn was holding a rear guard position but could not find any ASC personnel. Eventually I found the AA & QMG, Col A.P.O. White, and he gave me the task of commandeering all the vehicles I could and move the 24th Bn from their position on the right flank at Togra back along the desert track to Gazald. This move was carried out successfully. However, our own troops were not so fortunate as we lost 25 men and 8 vehicles during the withdrawal.

Back in Tobruk a few days later Gen Morshead told me that he wanted the ASC organised as an Inf Bn. This I put into effect immediately but as we had not received any mortar training I decided to form four rifle coys only and obtained the necessary authority to draw bayonets from Ordnance.

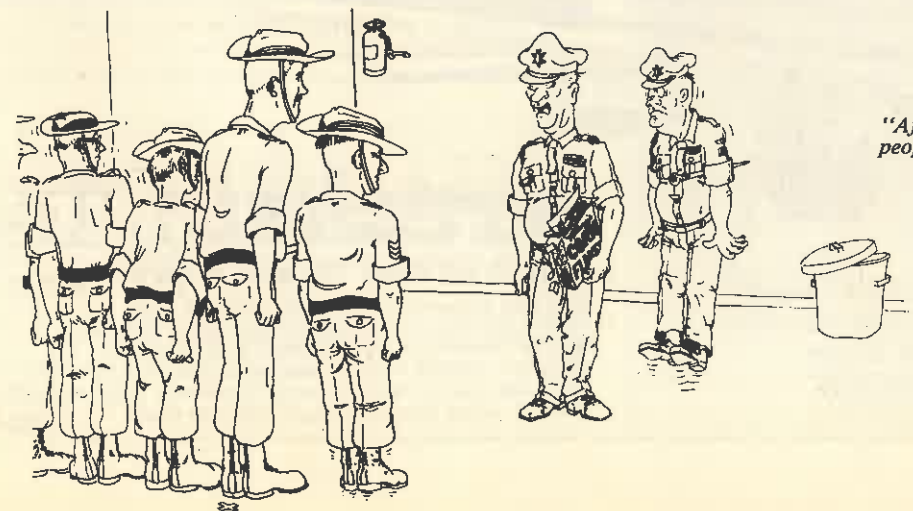
Of these coys "A" and "B" were placed under Comd 24 Bde. "A" Coy occupied a position on the eastern part of the perimeter and created a record for the longest time without relief - six months continuous front line duties.

"B" Coy was in a reserve position and was relieved much earlier for ASC duties. "C" Coy was placed under Comd 2:15 Bn and had very heavy casualties. "D" Coy less one pl was attached to 2/13 Bn and took part in all operations of that Bn.

The remaining Pl was placed under Comd 18 Cav Regt and held a position on the coast for some time when they were moved to the Fig Tree Sector and suffered heavy casualties.

This was the first time that the Australian Army Service Corps had been issued with bayonets and because of the valuable service rendered in the hottest section of the Tobruk perimeter were given the right to keep and carry the bayonets they had won in the field.

Colonel Watson was awarded the OBE for his service at Tobruk and was mentioned in dispatches for his later service in Syria. In 1942 he was awarded a DSO at El Alamein. He died in Melbourne in 1980 and his obituary appeared in PAR ONERI No.2.



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This year teams from 5 Tpt Sqn, Brisbane Water Tpt Unit, Brisbane Tpt Unit, 1 MC Unit, Canungra Tpt Unit, HQ 1 Tpt and Mov Gp, HQ 1 Div Tpt and 9 Tpt Sqn, arrived to compete for the Cup at the Greenbank Range complex on 30 Aug 81. During the day, the friendly rivalry intensified as the lead changed from unit to unit.

The best shot of the day was LCpl Harrison from 9 Tpt Sqn with Lt Kel Gleeson HQ 1 Tpt and Mov Gp close behind. At the close of the day 9 Tpt Sqn proved their prowess by winning the trophy by three points from HQ 1 Div Tpt and 13 points from HQ 1 Tpt and Mov Gp.



Col J.A. Hallett, Col Comdt RACT IMD, presents the D.R. Glasgow Cup to WO2 Tony Luddington SSM 9 Tpt Sqn and team captain.



9 Tpt Sqn team: L-R, LCpl Robert Lockwood, LCpl Frank Naylor, LCpl Bob Harrison, WO2 Tony Luddington and Cpl Jimmy Willett.

MCO ROCKHAMPTON — (WHO?) EXERCISE KANGAROO 81

Here is a story about an ASA RACT movements and transport element that is not even on the Army ORBAT.

MCO Rockhampton was established to support Exercise Kangaroo 81, but it had actually been in operation since April 81 in support of Operation Normanby Ranger II and other exercises.

A small detachment was raised to meet the expected workload at Rockhampton. It consisted of an officer, six movement staff and six transport staff. Manning of MCO Rockhampton and its transport element was a multi unit affair with members being drawn from both ARA and ARES units. It was commanded by Capt Mandi Ryan.

MCO Rockhampton's responsibilities were as follows:—

- Firstly:** To provide movement support to the following:
 - Control Organisation — which comprised Orange and Neutral forces;
 - 1 MD Log Gp;
 - DSU Rockhampton; and
- Secondly:** To arrange movement through civilian resources for all compassionate cases where services transport was not available. (This included the movement of Army, RAAF and RAN Blue Force personnel).

Rail

Glen Geddes was the main rail terminal used by Orange Land Forces, for which task MCO Rockhampton was responsible. It was approximately 50 kms up the road from Rockhampton. Three trains were used during the insertion. The first train load comprised plant and equipment for the 1st Field Squadron Engineers in Samuel Hill. The second train carried 56 APCs, with a third train bringing the remainder for the Cavalry Regiment at Samuel Hill. Everything went smoothly in the unloading, except for a slight hitch with the second train. It was not turned around when staging in Rockhampton prior to unloading at Glen Geddes, hence 56 APCs had to reverse off the train.



United States and Australian military vehicles being loaded on flat top railway wagons unit at Brisbane's Roma Street Goods Yard for shipment to Rockhampton for Exercise Kangaroo 81. MCO Rockhampton was responsible for reception of trains for the Control Organisation (including the enemy) while the JMCO was responsible for reception of Blue Force trains



LCH at Pallarenda

Some stores and equipments were returned from the exercise by RAN LCH. This photo shows a RAN LCH discharging plant at Cape Pallarenda under the watchful eye of SGT Humphries of Townsville Tpt Unit.



Australian military vehicles being lifted into HMAS Tobruk at Dalgety's wharf in Brisbane.



A mobile compressor unloading at Townsville. Considerable use was made of the railway system in Queensland for both the Control and Blue Force elements of the exercise.

Air

MCO Rockhampton is situated approximately 1 km by road from Rockhampton airport and most Orange flights that landed there were Operational Stops. The longest time on the ground for a C130 was 7 minutes. Having been already organised, the MCO ATLOs were responsible for directing 25 of the disembarking troops immediately onto awaiting Caribou; another 25 would be directed to the "passenger lounge" at MATU, while the remainder of the passengers would be directed to TCVs from 1 Tpt Sqn waiting at the entrance of the airfield, all for on movement to the AO.

Caribou flights took approximately 45 minutes to complete the return journey from Rockhampton to Samuel Hill. By the time the second sortie had been completed the trucks would have been about 20 minutes from the Samuel Hill Support Unit. Not an ideal way to be introduced to the delights of Samuel Hill, as the road was pretty rough and dusty, but of course this was not a holiday.

Road

The main responsibility of the MCO (assisted by MP) in relation to road transport was to monitor movement of Orange Force road convoys through Rockhampton. Blue Force convoys were the responsibility of the JMCO.

Sea

MCO Rockhampton had no responsibilities for sea movement as all sea support was allotted to Blue Force. However, MCO Rockhampton staff occasionally were able to view Blue Force sea movement and some photos are shown hereunder.



A U.S. Army jeep is unloaded from the American ship SS Builder on its arrival in Brisbane prior to the start of Exercise Kangaroo 81. Most of these vehicles were subsequently driven in road convoys to the exercise area. WO1 Mick O'Connor of MCO Brisbane, can be detected in the background left.

DAS and contract semis going forward into the exercise area experienced a number of difficulties in locating units for delivery of their stores. They were obviously unfamiliar with the sign posting of arrows along the various routes, but the major lesson here is clearly the need for firm control of traffic at the MSR Point of Entry to the AO, together with an AO freight terminal.

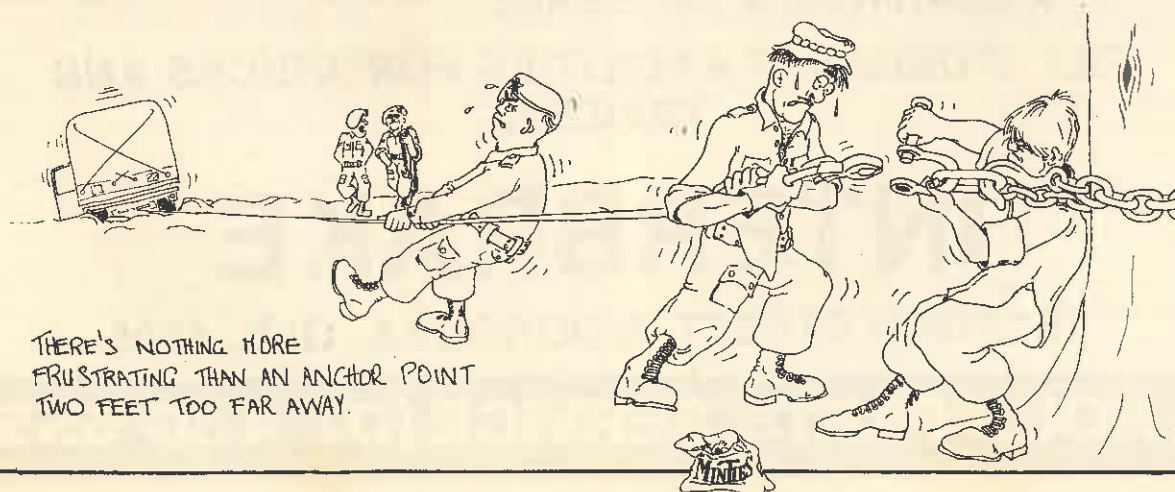
Communications

Communications between units was sometimes difficult, but was considered reasonable for this exercise. Getting through to some units proved to be trying as the FATS communication system was often congested.

MCO Rockhampton had commcen facilities right next door for the beginning and the end of the exercise. However, during the actual "war" phase MCO relied upon the Air Transportable Telecommunications Unit (ATTU), a RAAF unit which had commcens at both the airport and DSU Rockhampton.

Conclusion

All in all the exercise was a very good experience for all who participated. The exercise shows that though personnel came from ARA MCOs and ARES MC Units around Australia, they could work in harmony and operate together efficiently. Perhaps this should be done again some time!





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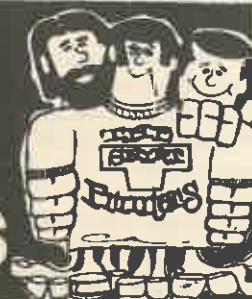
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A COMPOSITE RACT REGIMENT IN THE FIELD

October 1981 witnessed something which the Corps had not seen for some years — a composite regiment of the RACT, deployed tactically within a Logistic Support Force area. 9 Transport Regiment participated on K81 with all principal functions of the Corps represented in the elements under command or under operational control. 18 and 26 Tpt Sqns, units normally under command, were present, but additionally, 30 Terminal Sqn and 176 Air Dispatch Sqn were placed under operational control and under command for maintenance.

In accordance with a stated exercise objective, logistics were to be exercised in an operational setting, which meant (in other words) that the LSF providing third line support to Blue Forces was to be "fully tactical". 9 Regiment occupied a Defence Sector at the Southern most point of the LSF, which was itself about 10 kilometres south of Marlborough township.

Not all of the composite regiment was located within the Defence Sector of LSF. As the exercise developed, 176 Sqn deployed a sizeable element to work at the airfield near Marlborough (cattle) station, and at one stage of the proceedings, 30 Terminal Sqn was spread between LSF, Marlborough (rail) station, Marlborough showgrounds (a transit area), Bajool (a transit area approximately 40 kilometres south of Rockhampton) and Port Alma (the sea port of entry).

Command and control of a such varied and far flung "empire" obviously posed some problems for a Regimental Headquarters essentially designed to control road transport squadrons. Consequently, to augment the Headquarters, and to provide it with some technical expertise, WO1 Ned Miller and WO2 "Cess" Streat were attached to RHQ from 1 ATSR and 10 Tml Regt respectively. They were profitably employed as assistant Operations Officers and gave timely and valuable advice as the occasion warranted. Captain Andy Lush was responsible, as Ops Offr, for the day to day tasking of all elements of the Regiment, ably backed by Sergeants Clive Saunders and Mich Graham. Overseeing it all, Lieutenant Colonel Ted Love kept sight of the larger picture, and a keen eye also for the tiniest flicker of naked flame (the whole of the Regiment's area was covered by knee to waist high, very combustible, grass).

In terms of personnel, the Regiment mustered some 550 at its peak — this included a small detachment from the LSF Military Police Company, added primarily for traffic control and security about and within transit areas. In terms of real estate, the Regiment spread itself over about 1½ map squares of the LSF, in an area of moderate tree cover. The use of ground was constrained by the amount of land made available by the landowner, existing or pre-planned engineer works and the need to minimise demands on the Engineers, and the requirement to practise troops in measures designed to counter

a ground threat. Against our principal threat, enemy air, the Regiment would have preferred to disperse over at least 3 to 4 map squares, given the existing free cover. In reality, to remain static for more than 48 hours is to court destruction, but that is a point to be raised at another time and place.

9 Regts Defence Sector, being at the Southern extremity of the LSF, was somewhat isolated with little mutual support. The Regiment constructed nearly 1000 metres of type 1 (double concertina) fence across likely enemy approaches, but as the perimeter was about 4 kilometres in length, the uncovered gaps looked alarming. These gaps were covered "by fire and observation" from 6 permanently manned strong points. Nevertheless, defence of the sector would have proved difficult against a concerted and determined ground attack. Yet the Regiment was constrained (artificially) to 1½ map squares of real estate! The everpresent dilemma: Concentrate against ground attack; Disperse against air attack.

The location was predicated by the factors mentioned previously; additionally, our piece of dirt offered the best going and terrain for wheeled traffic. There were penalties to pay, however; the Regiment was furthest from its customers and much travelling time and many kilometres were wasted traversing the full length of the LSF (8-9 kilometres). Furthermore, with the Field Automatic Telephone System (FATS) located of necessity in the far north of LSF, the Regiment's Switchboard was beyond the effective operating range of land line. Consequently, the FATS phones did everything except work. Signals strived manfully, but with only limited and temporary success. The Regiment's difficulties with communications were only part of a larger problem present throughout the Exercise area which is more properly addressed in another forum. Suffice to say that the CO was only half joking when he instructed RHQ staff to wake him only on the receipt of a FLASH signal (signal precedences had become hyper-inflated).

The Regiment's transport squadrons undertook a variety of tasks, as is road transport's wont. Elements of both squadrons performed in all 4 lines of transport operations, ranging from 4th line (movement of stocks into the exercise area), to 1st line (distribution of combat supplies direct to subunits in the Concentration Areas). 18 Tpt Sqn (Maj Rod Howarth) provided heavy and medium general cargo support through 85 and 88 Tps, as well as bulk fuel delivery from Brisbane and Mackay utilising 8 Bulk Liquid Fuel Tankers (BLFTs). These latter moved the impressive figure of 1.4 megalitres (for the old fashioned, 300,000 gallons) of ground and aviation fuel. 26 Tpt Sqn (initially Maj Peter Bergmann, then Maj Bob Cooper) provided medium general cargo, specialist and dump truck support via 86, 87 and 158 Tps. Their tasks ranged from bulk water delivery virtually anywhere, to the provision of

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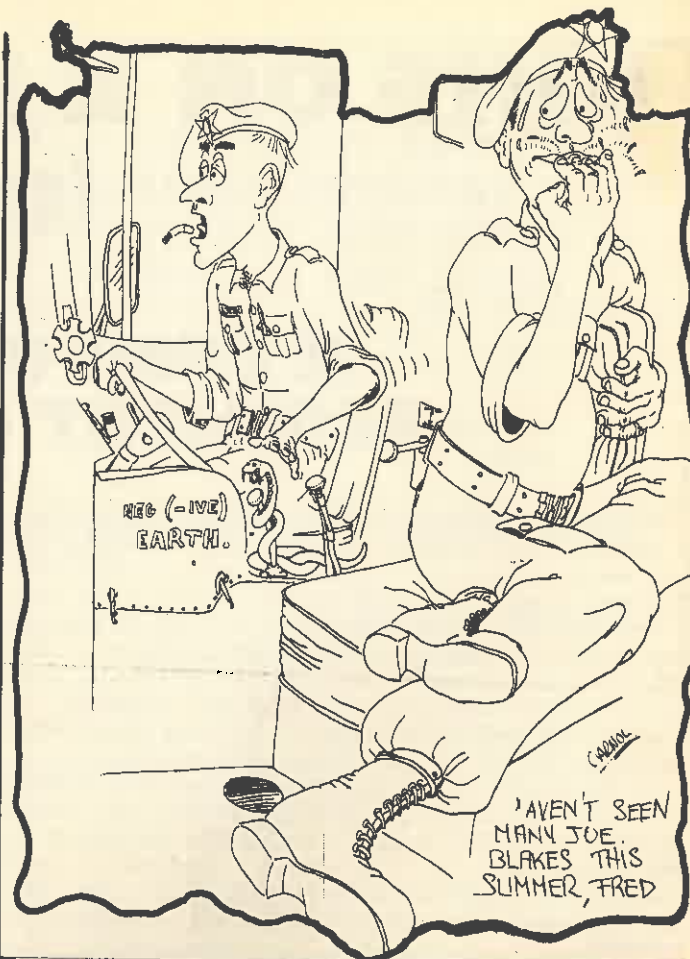
delivery points, again to virtually anywhere.

To maintain some semblance of control and purpose over an organisation split between 5 locations and separated by 150 kilometres is no mean feat, but Maj Bob Beer's 30 Terminal Sqn achieved it somehow. The squadron performed a difficult task without fuss. When they were not loading and unloading trains, trucks and ships with despatch, they defended grimly a vital part of the Regiment's sector against the best endeavours of Orange forces/mischievous Blue Force members/mobile and rock throwing trees/aggressive rat-kangaroos.

176 Air Dispatch Sqn (Maj Chris Fitzgerald) provided the resources for air dispatch operations in the exercise area. Like 30 Terminal Sqn, 176 was split during the exercise between several locations in order to meet the demands placed upon it. The main body divided between the 9 Regt Sector and Marlborough Airfield, whilst one air dispatch troop was deployed forward to Williamson Field on 27th October. The squadron participated fully in the Sector patrolling programme, and gained valuable training in the process.

The fifth element within the Defence Sector consisted of RHQ and the Workshop. On arrival, RAEME support resources were consolidated into a Regimental Workshop under Capt Frank Van Rees. This measure allowed for economy of effort and seemed to work reasonably well. Just prior to departure from the exercise area, RAEME resources were returned to parent squadrons.

K81 proved to be a very worthwhile exercise, particularly for those who had not before witnessed and appreciated a large logistic organisation operating under tactical constraints. Some valuable lessons were learnt, and unfortunately, some very old lessons were relearnt. If we still have some way to go to "get it completely right", then at least K81, in placing logistics in an operational setting, was a step in the right direction.



HONOURS & AWARDS

Far Right: WO1 J.L. Brady, BWTU. Right: Sgt Ken Edwards BEM
Bottom Right: Singleton Transport Unit's winning rifle shooting team with their trophies. From left: SSgt L.G. Bowen, LCpl J.W. Jurd, Pte J.J. Harrison, Sgt G.A. Millar and Capt R.B. Davis. Below: The Pride of the Fleet! Brisbane Water Transport Unit's tug "The Luke" underway on the Brisbane River.



WO1 J. BRADY, OAM

Warrant Officer Class 1 John Brady enlisted in the CMF in 1963 and has served continuously with Brisbane Water Transport Unit, gaining the rank of WO1, Watchkeeper Deck, in 1972. He was awarded the OAM in the Australia Day Honours List this year for his services to his unit and the Army.

During his service, WO1 Brady has held command positions on all types of watercraft allotted to the unit. His special skills in watercraft handling, navigation and training have been a valuable contribution to the unit's training and operating performance, winning the enthusiasm and support of his fellow members in the Regular Army and Army Reserve.

The Director and all members of the Corps congratulate WO1 Brady on his achievement and appreciate his efforts.

SGT K. EDWARDS, BEM

In the 1982 New Year's Honours List, Sgt K. (Ken) Edwards, the ARA Cadre NCO IC Workshops Section, Brisbane Water Transport Unit, was awarded the British Empire Medal (BEM) for service to the Australian Army, particularly in the field of equipment maintenance. It is considered most fitting that the award to Sgt Edwards, a member of RAEME, be recorded in the Journal of the RACT due to the dedication that Ken has

devoted to the maintenance of watercraft of our corps.

Ken enlisted in the ARA on 23 Apr 69 and has previously served with the RAEME Training Centre, Northern Command Workshops and 1 Base Workshops Battalion. He was posted to Brisbane Water Transport Unit on 4 Sep 78.

During the currency of his present posting, Sgt Edwards has been of great assistance to the ARES members of the unit, imparting his vast personal knowledge.

He has been unswerving in his devotion to the maintenance of the unit's watercraft. This point was evidenced recently when the 56 foot Harbour Tug AT 2701, "The Luke", was saved from disposal action. The considerable maintenance work undertaken within the unit under the direction of Sgt Edwards ensured that "The Luke" became an economic proposition for retention by Army.

Sgt Edwards' enthusiastic attitude towards his work on the maintenance of unit craft and equipment, and his total co-operation with the ARES members of the unit, contributed to his receipt of this award.

Sgt Edwards lives in the Brisbane suburb of Shailer Park and is married with three children.

We extend to Sgt Edwards congratulations from DTPT-A and all ranks of the RACT.

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Any resemblance between the flag I've suggested, and the Australian national flag is more than coincidental, it is downright intentional, in order to remind us all that the flag we fly today has been an inspiration to the nation as our history has developed; nowhere more so than in two world wars.

We should be concentrating on trying to improve our image abroad with fewer strikes, exporting goods true to label, and otherwise improving our tourist impact on neighbouring nations. First things first.

Col H. Fairclough (RL)
Greenacres, S.A.

(Other comment on this subject would be welcome - Ed)

Dear Sir,

I append my letter, headed "An Inspiration", which was published by the newspaper, "The Weekend Australian", on the 19th September, 1981, concerning intermittent criticism of the Australian National Flag, for inclusion in your Letters to the Editor column.

Some misguided people seem to consider that a national flag should be like a John Singleton advertisement: loud and raucous. Others say that our flag does not convey what Australia is "on about". I hold an entirely opposite view and consider that our flag is self-explanatory whereas other nations rely on what I term the neapolitan ice-cream effect of three banded colours, which convey - nought!

AN INSPIRATION

May I submit an entry for any competition to find a flag for Australia since Mr Hurford, Opposition spokesman for Industry & Commerce, seems to think such a discovery is desirable.

I suggest a dark blue field with the Union Jack occupying the upper hoist, a large white star in the lower hoist, and five white stars in the form of the Southern Cross in the fly. The length of the flag to be twice the width.

This is a magnificent flag which clearly identifies Australia with what used to be called, the mother country, and the Southern Cross is something we look up to every night the sky is clear.

Dear Sir,

I refer to Sergeant Wheeler's letter concerning the reforming of 1 Company RAASC; which appeared on page 55 of your last issue.

My memory of events is not as good as it was, but I query some of the good sergeant's facts. A typographical error occurs in the fourth sentence in referring to 168 GT Company as 168 ACT, albeit suitable for your address! David White was a lieutenant long before 1949 when he was serving in BCOF. The 34 Inf Bde Group was formed in Morotai to serve in the Occupation of Japan, the Advance Party of which arrived in Kure at 4.30pm on the 13th February, 1946. The transport element was 168 GT Company, commanded by myself; 169 GT Coy, (Maj Durance) arrive in Japan, three months later.

I was Chief Instructor at the RAASC School in 1949 when I was ordered to close down and form a four transport platoon company with workshops, and be ready to move to NSW within 48 hours. The personnel needed to carry out that order were flown to Puckapunyal from as far north as Darwin, and territory elsewhere. In the event, we handed back our vehicles and went by train to Goulburn, thence by bus to Ingleburn. I do not recall 1 Company but suggest those troops would have been allotted to me, in Puckapunyal; I am not saying they were not!

I do not recall 1 Company, RAASC, ever serving as part of the 34 Inf Bde Gp, in the BCOF.

Col H. Fairclough (RL)
Greenacres, S.A.

(Perhaps David White could help clear the air? - Ed.)

CORRECTIONS

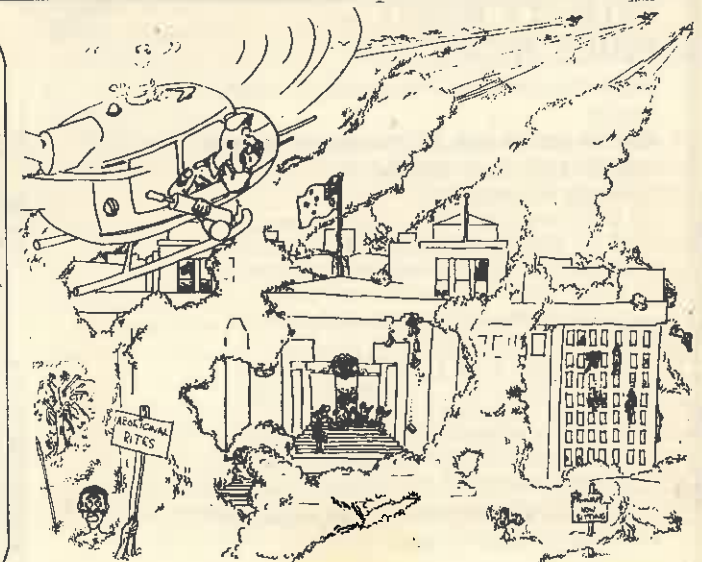
PAR ONERI No.4 contained a number of errors, that for historical reasons (and because I got a rocket) require correction as follows:-

Page 15: MAJGEN B.A. McDonald was not, of course, the "recruiting officer" during The Army School of Transport Corps Birthday Parade. He was the "reviewing officer".

Page 42: Second sentence: Delete-"Sir Henry Eccles",
Insert: "Sir Eric Geddes".

Page 45: Footnote 2: Delete: Major General P. Claxton,
Insert: Major General E.H.G. Lonsdale.

Apology is also offered for the few typographical errors that were missed by the eagle eyes of your dedicated, but very human editorial staff. Ed.



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PASSING PARADE

The following ARA officers and senior NCOs retired/resigned during the last twelve months. We would like to take this opportunity of wishing them well in their civilian pursuits and to express the gratitude of the Corps for their valuable service. It is further trusted that the ties established over many years will not be broken by this severance from regular service and to this end it is hoped that association with the Corps will continue, either in a reserve capacity or by membership of local RACT Associations.

COL P.M. Douglas (deceased)
COL V.C.Y. Smith
COL P.W. Blyth, MBE
LTCOL L.A. Reinhold
LTCOL J.R.U. White
LTCOL J.W. Ongley
LTCOL C.J. Akeroyd
LTCOL M.G. Holton
LTCOL D.A. Gough
LTCOL J.D. O'Neill
MAJ J.A.F. Purvis
MAJ F.E.C. Brookes
MAJ A.K. Warren
MAJ M. Story
MAJ J.O. McTavish
MAJ O. Martinson
MAJ K.D. Plew
MAJ G.J. Phillips
MAJ A.R. Sawtell
MAJ J.R. Robinson
MAJ R.M. Beer
CAPT C.P. Varian (Med)
CAPT G.J. Tucker
CAPT T.M.P. Almond
CAPT P.F. Cotter
CAPT J.A. Liston
CAPT L.H. Tomlinson
CAPT G.M. Caddies
CAPT B.T. Langler
CAPT M.J. Langler
CAPT G.J.R. Stevens
CAPT D.C. Ayoub
LT D.G. Sloane (deceased)

LT J.A. Bailey
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WO2 E.J. Kjellgren
WO2 J.A. Lind
WO2 C.E. O'Rourke
WO2 R.H. Smith
WO2 T.P. Van Bakel
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SGT S.A. Mumberson
SGT B.F. Naumann
SGT R.J. Samuels
SGT G. Schoolderman
SGT I.L. Sherrington

OBITUARY

SECOND LIEUTENANT
VICTORIA ROSE HILDA ROUSE — RACT
13 SEP 59 — 27 SEPT 81



Victoria Rouse enlisted at the Melbourne Water Transport Unit in August 1977. After completion of her basic training, Vicki transferred to the 3 Divisional Field Force Intelligence Unit in May 1978, where she underwent training as an Intelligence Operator.

In September 1978 Vicki was recommended to appear before an Officer Selection Board. She was subsequently transferred to the Officer Cadet Training Unit in South Melbourne in January 1979, to commence officer training. Vicki was the only female officer cadet out of the five that commenced officer training that year, to graduate.

On 2 November 1980 Vicki graduated as a Second Lieutenant and was posted to 7 Transport Squadron as the Administrative Officer. Later Vicki was given command of the recruit training troop.

Vicki was killed on 27 September 1981 in a land rover accident whilst returning from a weekend exercise and reconnaissance with the 4/19 Prince of Wales Light Horse Armoured Regiment.

A military funeral service was held for Vicki on 1 October 1981 at Our Lady of Victories Roman Catholic Church, Camberwell, Victoria.

Second Lieutenant Rouse was dedicated to the Army Reserve and it was this dedication which, regrettably, led to her untimely death. She was well known and well liked in Army Reserve circles. As an officer she had shown that she was competent and always set and maintained a high standard.

Vicki will always be remembered by those who came in contact with her, as a dedicated and determined young officer. She will be greatly missed by all who knew her.

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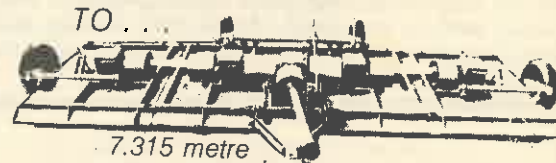
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OBITUARY

LTCOL FRED HERBERT FITZPATRICK, DCM, MID, ED
24 FEB 1893 – 26 SEP 1981
(88 years)

Married Ellen Gillies – affectionately known as “Nell”. They had a romantic beginning. Fred had been invalided from France in World War I – and Nell, a nurse, was also on home leave. They met on a Scottish train. Trains, like ships, often produce some lovely romances. This was one.

They were married on 1 August 1921. In 1981, although Fred was in Heidelberg Repatriation Hospital, they reached their Diamond Wedding Anniversary – 60 wonderful years. Of their three children, son Norman is deceased, but son Ian and daughter Patricia survive along with Mrs Fitzpatrick and two of Fred’s sisters, Ellen and Jessie.

Fred started young. At 14 years of age he joined the Commonwealth Public Service as a telegraph boy. Remained in the CPS all his working life. To his credit, he rose from the bottom to the top, finishing as a high executive officer in the

Taxation Department in Melbourne.

His war service was quite outstanding. In World War I he enlisted in 1915 in 5 Bn 1st AIF. Served in France where he won the DCM for conspicuous bravery. He received his award from the High Command at Aldershot, England.

He was severely wounded and was also gassed, but fortunately recovered from both.

Returning to Australia, after the war he joined the CMF and was commissioned in 3 Div AASC.

In World War 2 he enlisted in 7 Div AASC, went overseas, served at Tobruk and survived the Crete campaign. He came safely through and on coming home, again joined the CMF (RAASC S Comd) and attained the rank of LtCol. He was also awarded the ED.

Quite a contribution to the country he loved.

The following are some of the organisations with which he was associated:

Melbourne Cricket Club	The Hardware Club
Mornington Racing Club	Oakleigh RSL
Taxation Sub-Branch of the RSL	Royal Auto Club of Vic.
RAASC/RACT Officers Assn. (Vic.)	3 Div AASC Assn.

He had many gifts, was a splendid story teller, a splendid host and a gifted speaker. He was always helping people in trouble.

He loved his fellow-servicemen, his RAASC tie, and regarded our Corps Motto “Par Oneri” as his guiding star.

TALKBACK

... with the Chief of Staff

Brigadier K.L. MacPherson AM, has served with Headquarters Logistic Command since July, 1975. In that time, he has filled the appointments of Colonel, Movement and Transport, Colonel Operations and Brigadier, Chief of Staff.

In granting this interview with PAR ONERI, Brig MacPherson requested that it be pointed out that the comments he makes here are his own opinions, and are not necessarily Headquarters Logistic Command policy nor Army doctrine.

Brigadier K.L. MacPherson AM



from the beginning, they will have difficulty in diversifying in subsequent postings. They must also develop those very important attributes of “man” management and leadership in their first appointments. Proficiency, command and/or management skills in the various functions of the Corps will only come with experience and personal endeavour.

Q2. Young NCOs sometimes seem to underestimate their importance in the leadership chain. How do things look from your viewpoint?

A2. There is always the temptation to do more at higher rank levels and not to delegate responsibility. This probably came about when we had National Service and we were stretched to find and train both NCOs and officers. As a result commanders at all levels were, perhaps, a little afraid to delegate, or *could not* because of a lack of experience in their subordinates. NCOs are, and always have been, a vital link in the command chain; they are the ones who can really influence what happens at the working level and they must be allowed to exercise their responsibility. Of course, they too, must *assume* responsibility and be accountable. On the other hand, our Corps structure in the ASA employed NCOs as tradesmen rather than leaders in the beginning; we have corrected this anomaly now and the Corps must use them as leaders, not just as tradesmen. On the whole, I consider the Corps has NCO talent, and it is up to the commanders at all levels to further develop that talent.

Q3. What do you think are the major problems facing the Corps in the 1980s?

A3. The question of availability of resources will be the major problem facing the Corps in the 80s. Men, equipment and money will probably not increase in direct proportion to the demands to be met. We will have to strive to find ways to improve efficiency at all levels. We will have to try harder to do a better job. Pride in achievement will help. I think, sadly, the work ethic is fading in our society today, but I hope it does not fade within the Services. And, of course, I am back to my subject of better leadership; it is essential, at all levels. Automatic data processing will also be an integral part in improving efficiency, and managers at all levels will have to become conversant with its application and its use as an aid to management. We of course must keep up with technology and apply improved operating procedures to meet the demands of a modern, sophisticated and more mobile Army.

Q4. The RACT is one of the Corps employing large numbers of

Q1. In your experience, what are the major problems faced by newly-commissioned officers of the RACT? Do you think that their training equips them for the range of responsibilities for financial expenditure, complex technical knowledge and their other duties in the Corps?

A1. I think the basic problem is the expectation that RACT-officers will know something about all disciplines within their Corps – about the transport modes of road, rail, sea and air, terminal operations and movements. Clearly, this expectation cannot be met for newly-commissioned officers other than in a very general way. I consider the present training system is about the best we can hope to achieve and, at least, newly-commissioned officers on the Regimental Officer Basic Course are made aware of the breadth of the responsibilities of the Corps and they will have an appreciation of the relationship of one function to another. From this very general introductory training, newly-commissioned officers must be given sufficient detailed training in one particular discipline to equip them adequately for their first appointment. It is then up to all newly-commissioned officers to make sure that they benefit from experience and that they give of their best in their first appointments; unless they establish a firm base right

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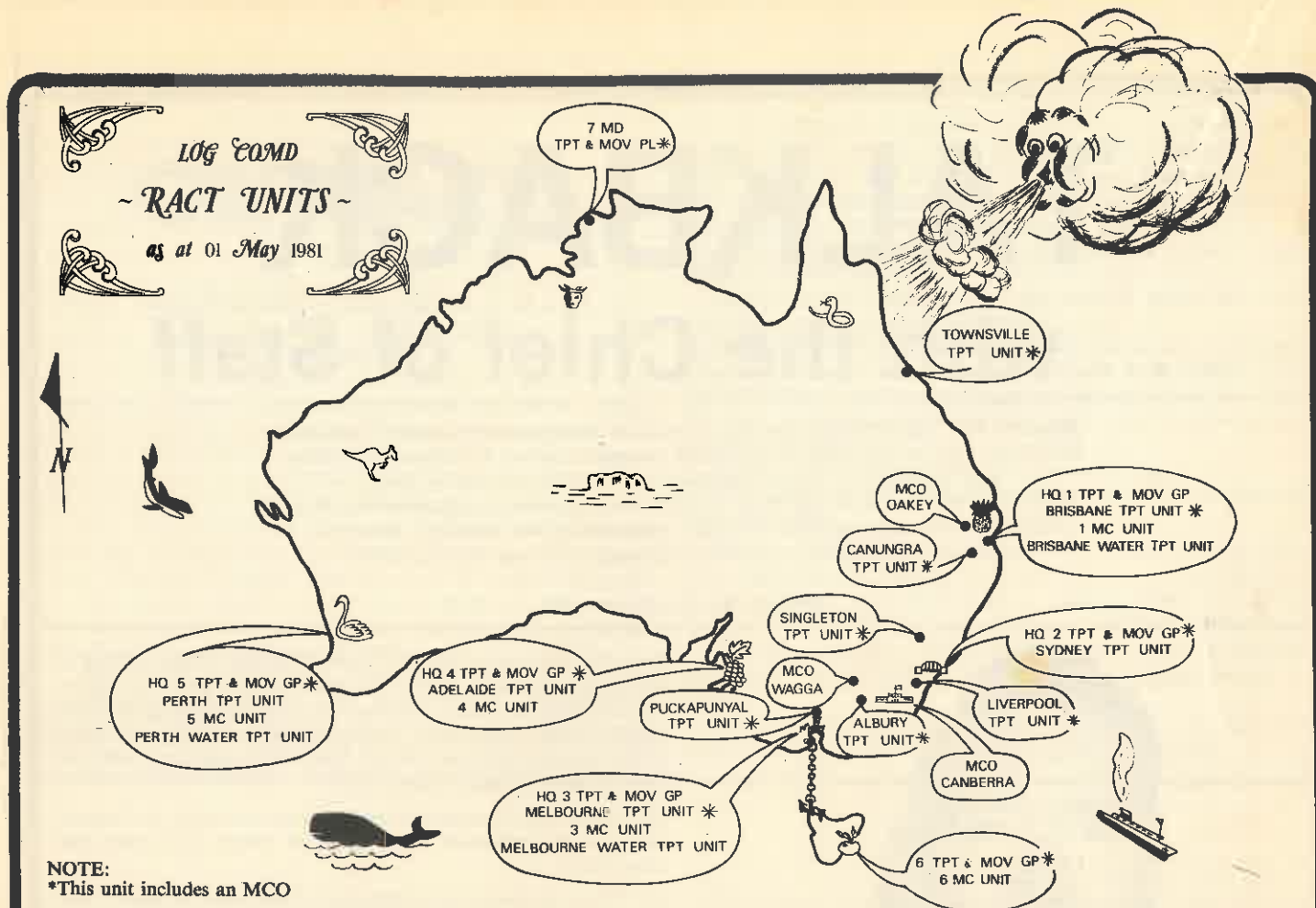
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NOTE:
*This unit includes an MCO

women. How do you view the changing role of women in the Corps? Have we gone too far too fast?

A4. Well, I believe the Corps' approach to the employment of women has been fairly progressive. Attitudes within the Service generally reflect those which exist in the community, and as far as equal opportunity is concerned, I think the Corps and the Army has made some real progress in recent years. Of course, we now have a revised Army policy on the subject, given in AOSI 26/8] issued on the 10th of July 1980. I am sure attitudes will become more positive as women prove their worth in the wide cross-section of trades open to them. In the RACT they may fill trades such as Assistant Traffic, Clerk Postal, Dispatcher Air, Driver, Handler Freight, Operator Specialist Vehicle, Seaman (or should I say seaperson), Supervisor Aerial Delivery, Supervisor Terminal Operations, Supervisor Movements, Supervisor Transport and Watchkeeper Deck. We have employed women in some of those trades since the Corps was formed and it is up to the women to prove that they can do those jobs equally as well as men, and I am sure, that if they do, our promotion system will treat them equally with men. As far as officers are concerned, we may have been a bit hesitant in the past about giving women equal opportunity with men, but I feel there were some contributing factors; we had a Corps of WRAAC, and female officers were allotted to the Corps of RACT, and whilst they were integrated as much as possible, maybe there was a feeling of not belonging. However, we did make attempts to give women officers demanding jobs within the Corps. As you will know, I believe we were the first corps to have a woman officer commanding one of our units — in Log Comd. So, I am sure things will get better and we will become more progressive. But the key, and really it is not just a cliché, is equal pay for equal work; if the women prove their worth and hold their own, I see no reason why they should not progress equally with men.

Q5. We all live with the fear that one of our drivers is going to be hurt or killed in a car smash. What is the key to a good road safety record and why do younger drivers seem to have a better record driving on-duty than they do when off-duty?

A5. The key to a good road safety record is well-trained drivers who operate in an efficient transport organisation. The potential driver must receive effectively supervised instruction from competent operators. He should only qualify for his licence when he has proved his competence and displayed that he is a responsible person. I think we have such a driver training system in the Corps of Transport. When the newly-qualified driver is allotted to a unit, he requires supervision or, might I say, leadership. His vehicle is subjected to periodic non-technical and technical inspections and it is regularly serviced; his vehicle is in good order. Again, we have the aspect of supervision. From a road safety point of view, this is a vital combination. And, in achieving it, we give the customer the standard of service he is entitled to; he gets safety and efficiency. The key is supervision — and a set of rules to work by. In off-duty hours, there is little or no supervision and the rules are fewer.

Q6. Looking back over the seven years that Headquarters Logistic Command has existed, have we developed a truly professional breed of "logisticians"? Or are we still pretty much tribalised into our Transport, Supply and EME factions?

A6. I believe that the creation of Log Command has contributed significantly to the development of the science of logistics in the Australian Army. Of course, logistics is really the planning and carrying out of the movement and maintenance forces. So, perhaps I am using the term "logistics" in a rather a restricted way, because here in Log Command, we have Transport, Supply, Repair and Quality Assurance and not the totality of logistics. However, we have contributed. The formation of Logistic Com-

mand in November 1973 at least brought those four services functions together into one headquarters and into one command. They learned to see the relationship one to the other and of course, we also had a staff overlay which brought together those separate service functions. I also think there has been an evolving appreciation of the inter-relationship over the years since 1973. It was further fostered in 1977 when we placed the logistic groups and units in 4, 5 and 6 MDs under command of the Military District headquarters in those MDs. So, again, we had a better co-ordination at District level of our logistic functions. In addition, in 1979, we put our logistic groups and units under command of the Military Districts in 1, 2 and 3 MDs, to achieve more effective co-ordination of our logistic functions. The GOC Log Comd has also conducted annual logistic exercises (LOGEX) to study the problems (and the possible solutions) of providing logistic support to the Army. Overall, we have created an environment where our officers, be they Staff or Service, are now thinking logistically.

Q7. So many wives of our soldiers have gone back to work in recent years. What do you think have been the most significant results of this trend?

A7. Once a family becomes a two-income family, it will adjust its life-style, either by choice or by need, to that joint income. Where a member is moved, and the spouse can not obtain employment in the new location, that family unit is in financial trouble. I would hope that members are not posted from one locality to another just on the basis of time. Rather the need to post members on promotion, to gain experience or to meet other service requirements must dictate the posting requirements of the Army. It would be wrong to allow joint income families to remain static at the expense of single-income families. This would result in stability for one group and instability for the other. I think members will have to face up to the fact that if they are required to move to meet the needs of the Service, then they should do so. Members will have to make up their minds which is the more important — either their Service career, or a joint income, and if the joint income wins, they will have to give up the Service career. We face the same problem where a serviceman is married to a servicewoman. In that case, again, it seems to me that that family unit will have to decide which person is to take precedence as far as career development is concerned and that decision will have to be recorded with the Military Secretary or CARO.

Q8. The Removals system remains one of the Corps' biggest headaches — not to mention the trauma and problems our customer families have to face. Is there an acceptable alternative or should we press on with our present system?

A8. I consider the basic system of effecting removals to be sound. The problem lies in the standard of performance of the contractors. Action is now in hand, and has been for the last few years to improve the performance of contractors. I refer here to the Inter-Departmental Working Party on Removals at which the three Services can, and do, put their case for the need to achieve quite marked improvements in performance. It may appear an attractive alternative to allow a member to arrange his own removal and for the Department to pay the bill, but the need for storage and supervision of entitlements would have to be met, and the member would have to arrange his own insurance and negotiate claims. He would also be competing on the open market at times of peak demand and there is no guarantee he would fare any better. He might, but I believe a centralised system does, or should, have bargaining power. At least, the present system offers a comprehensive and supervised package at one or two points of contact. Perhaps if the MCO administered both Temporary Accom-

modation Allowance and Temporary Rental Allowance we would have better management in providing a complete and more co-ordinated service to the member.

Q9. The day is definitely going to come when petrol supplies will be a real problem. How should the RACT be planning for this?

A9. The lead must come from the Government in this field. The real need is for more funds for research and development to find alternative fuels, but the Services could be used more extensively to trial alternatives. We are only just now getting into the use of LP gas. Sure, LP gas may not be justified on an economic cost-comparison with petrol or diesel fuel, but if we accept the cost of conversion and operation as a deliberate national plan to preserve liquid fuels, we could use LP gas fairly extensively in the ASA. As other alternatives are developed, we could also provide a reasonably-sized sample to test the effectiveness and operating costs of those alternatives. It may be wishful thinking, but I would have thought that the Government could have funded the purchase of a number of steam-powered cars to assist in the R and D of that alternative. Until these alternatives come along, our drivers should be operating their vehicles to achieve the best possible kilometres per litre.

Q10. Many soldiers are still opting to live out of barracks these days. Why do you think this is happening, and what effects does it have on unit efficiency and morale?

A10. The Services must expect to be influenced by society — we are, of course, part of it. There is greater freedom of action these days . . . the freedom to do your own thing and we must expect that servicemen and servicewomen, when they are off-duty, want similar freedoms. I doubt that barrack rules are in fact, too restrictive today, but there is regimentation and some lack of privacy. No doubt, soldiers would prefer to live out to achieve greater freedom and privacy. There is also a question of economics. Now that living-in members have to pay for Rations and Quarters, they are the purchasers, and they can elect to purchase other accommodation. No doubt, if private accommodation becomes too expensive compared with barrack accommodation, there could be a drift back to the barracks. I do not know that this life-style affects unit efficiency and morale to a great extent. It could affect it where teamwork is the key, but teamwork can be developed in exercises, such as sub-unit, unit and formation exercises. I think the compensator is more emphasis on leadership at all levels. NCOs must know their soldiers, be interested in how they live and how they perform and what problems they have. This, of course applies right up the scale to all commanders.

Q11. Motorcycles seem to have dropped out of fashion in ASA transport operations. And yet, technology has presented us with some super alternatives to a lot of our four-wheeled problems. They are cheap to buy, cheap to run and there is plenty of work about for them to do. How say you — yes or no?

A11. I do not look upon the motorcycle as a passenger-carrying vehicle. They do have a real role in convoy control and hence, I do see their employment in the Field Force; they would have a similar role in the ASA if the ASA were involved in the convoy game. This mode of operation is the exception rather than the rule in the ASA and therefore could not be cost-effective. Drivers in the ASA mean money and must operate load-carrying vehicles. The exceptional requirement for convoy control in the ASA could be met by using MP, or civilian police or light vehicles. I would have some apprehension about using motorcycles on self-drive tasks.

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PROFILE OF AN RSM

WARRANT OFFICER CLASS ONE B.T. MATTHEWS BEM
formerly RSM Headquarters 3 Transport and Movement Group, presently
RSM Headquarters Logistic Command

There are three Regimental Sergeant Major appointments in RACT in Logistic Command — one each at the major Transport and Movement Group Headquarters in Brisbane, Sydney and Melbourne. WO1 T.A. Robson is the RSM HQ 1 Tpt and Mov Gp, and WO1 G. Butler fills the RSM appointment at HQ 2 Tpt and Mov Gp. WO1 Matthews has been chosen for this profile because he recently assumed the appointment of Regimental Sergeant Major, Headquarters Logistic Command. WO1 R.J. Yallop has replaced RSM Matthews at HQ 3 Tpt and Mov Gp.

Brian Matthews was born at Jamestown, near Port Pirie in South Australia. He worked locally for a few years before joining the Army in 1965. After his recruit and trade training, he was posted to RAASC Centre, Puckapunyal as a Storeman Technical. By the time he was posted from RAASC Centre in 1969, he had been promoted to Sergeant. His next posting, on promotion to Staff Sergeant, was as Quartermaster-Sergeant of 5 Transport Company in South Vietnam.

On his return to Australia in 1970, RSM Matthews served with a number of Regular and Reserve units including 9 Transport Company, HQ CRAASC 3 Division, 4 Transport Company, 4 Army Recruiting Unit and, most recently, as RSM HQ 3 Transport and Movement Group. While he was posted to 9 Transport Company in Townsville, he was awarded the British Empire Medal in the Queen's Birthday Honours List in 1972 for having saved a driver from drowning after his truck was washed off the flooded Reid River Bridge on the Charters Towers Road.

RSM Matthews is married and lives at Forest Hills, a suburb of Melbourne, with his wife Denise and his sons, Paul, 12 and Phillip, 9. He is a keen sportsman, with a particular interest in running and summer water sports.

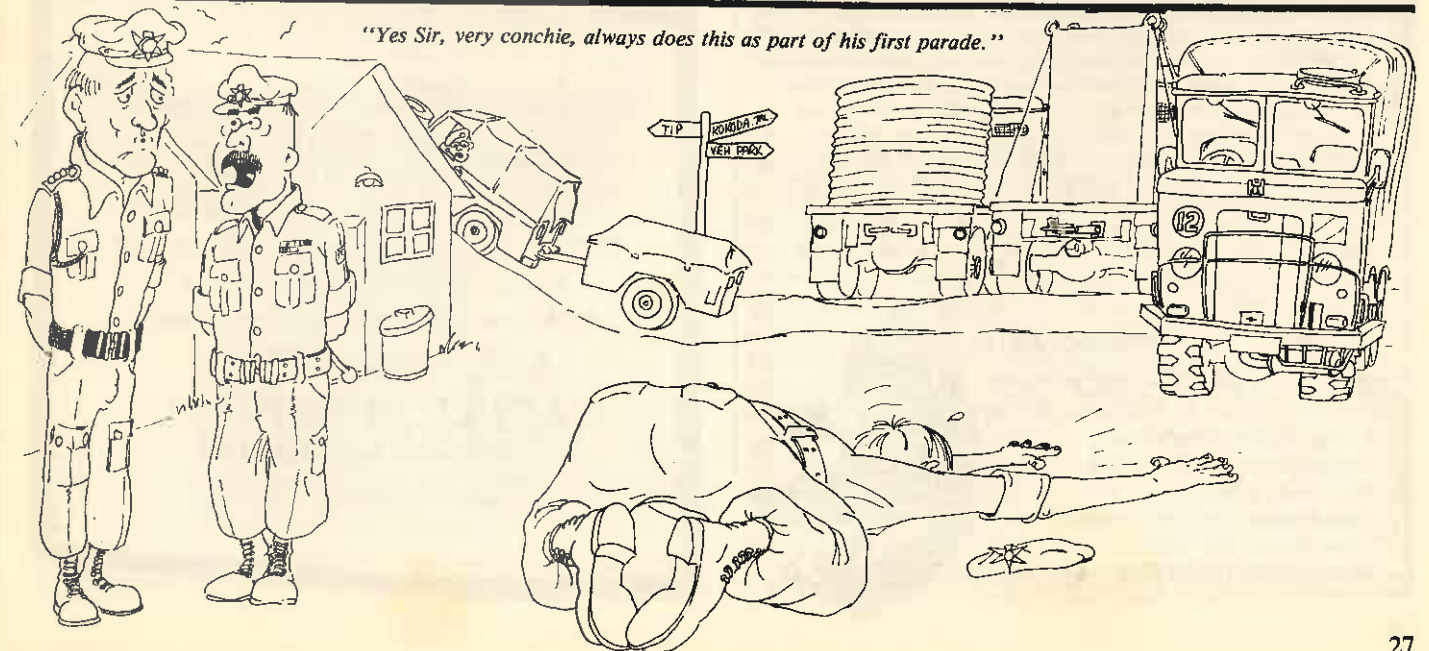
"The future of RACT rests on the shoulders of our junior officers and junior NCOs, says Warrant Officer Matthews. He also has some advice for senior NCOs, warrant officers and senior officers. They must 'understand the problems facing our soliders and continually examine and assess changing attitudes and social values.'"

RSM Matthews recalls the early part of his career as being 'filled with memories of dixie-bashing toilet cleaning and hours of

study', (RSMs aren't born with a Sam Browne and pace-stick, you know). He also remembers, with pride, the opening of Tobruk Barracks and the birth of the Royal Australian Corps of Transport.



WO1 B.T. Matthews





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Movement and Transport Division, Headquarters Logistic Command

Headquarters Logistic Command is situated at the Defence Centre in St. Kilda Road, Melbourne. The General Officer Commanding Logistic Command is Maj Gen J.C. Hughes DSO, MC. Along with Supply Division, EME Division, Quality Assurance Division and the other elements of the Headquarters, MovT Div

forms a part of the staff of this national headquarters which manages the logistical functions of the Army. The Colonel, Movement and Transport (COLMOVT) is Colonel Geoffrey Christopherson.

MEMO TO OUR READERS:

The business of the Royal Australian Corps of Transport is moving the Army. As a part of the Army, we move around, too. So, please forgive us if some of the people mentioned in the following stories have, in fact, been posted and are no longer serving with the units mentioned.



Sgt Aileen Browning in front of the MAINCON Board at MovT Div. The board shows the location of all the Army's containers.



They take to it like a LARC takes to water! A LARC 5, specially modified for work in the Antarctic, emerges from the sea. Its wheels are hidden by the spray.

ALCS

Army Load Co-ordination Staff (ALCS) was set up in 1974 as a section of MovT Div and is located with RAAF Movement Co-ordination Centre (MOVCORDC) at RAAF Base, Richmond, NSW. ALCS is responsible for the co-ordination of opportunity freight and passengers of RAAF transport aircraft. (This is distinct from the role of 68 Ground Liaison Section which is responsible for Army exercise co-ordination from the Army Support Schedule). Other tasks performed by ALCS include acting as the point of contact between Army and RAN and RAAF and Navy vehicles. ALCS also carries out Air Transport Liaison Officer (ATLO) tasks as required. Constant liaison between ALCS and MCOs and other Service agencies helps to ensure that the best possible service is offered.

ALCS can point to some pretty impressive statistics. Cargo movement arranged by ALCS has risen from 843,000 lbs in 1974 to the gigantic figure of 7,033,000 lbs in 1981. In the corresponding period, duty passengers moved increased from 4,749 to 11,251. This has been achieved without an increase in staff since the establishment was raised.



W/O Mick McKeown explains a detail of overseas courier flights to Wg Cdr "Butch" Foley and Cpl Graham Murrhij.

ANARE

Ever since the early 1950s, the army has been closely involved with the Australian National Antarctic Research Expedition (ANARE) in their important scientific work in the Antarctic. The role of the RAASC, and latterly, the RACT has been the provision of amphibious vehicles and their crews for operating ship-to-shore delivery of supplies to Australia's bases on Macquarie Island and at Casey, Davis and Mawson on the Antarctic Continent. The resupply operation takes place each year in the short Antarctic summer from the high-latitude ships Nella Dan, Thala Dan and Nanok S.

The work of the Army Detachment to ANARE is a Logistic Command operation. Each year, the Detachment forms up in Melbourne and, in co-operation with the Department of Science and Technology at Hobart, loads their amphibians (the familiar LARC 5 — Lighter Amphibious Resupply Cargo Five Ton), and all the stores for the journey south.

The Detachment numbers 15 personnel and this summer's expedition was commanded by Capt Glenn James.

Townsville Transport Unit

Townsville Transport Unit is commanded by Maj Bob Smith, and has 65 personnel on establishment as well as a detachment of 11 others from local units as part of B Vehicle Pooling. The unit serves 3,600 soldiers, the majority being with the Operational Deployment Force (ODF), now in full swing. During Exercise SWIFT EAGLE, a battalion group exercise, Townsville MCO developed, co-ordinated and supervised movement details for the embarkation. The establishment of Movement Control Check Points (MCCP) at Lavarack Barracks and with the RAAF at Garbutt, and the setting up of a combined Operations and Movement Staff Cell, recalled the heady days of operational movement. The transport element of the unit is the local "Hertz in Green", offering a choice of three tasteful colour combinations — green, white or green and white! The unit certainly earns its title — "The Moving Force of the North".



Family activities are an important part of the social life of a unit. Here, Townsville Transport Unit relaxes together. Townsville photographs by Lt D.R. Good.

Private Doug Perger

Doug has been in the Army since 1968 when he was a National Serviceman with 6RAR. He served in South Vietnam as an infantryman and did his driver's course on his return to Australia. He changed Corps to RACT in 1978, and has served at Canungra Transport Unit since then. He is posted to Western Australia in 1982.



Private Doug Perger



WO2 "Rags" Ellis.

WO2 "Rags" Ellis

Robert Anthony Gerard Magellan Peter Ellis ("Rags" to his friends, enlisted in 1963 and was soon posted to 11 Movement Control Group as a foundation member. Next came a tour in South Vietnam — in the very early days. When he returned to Australia, he served at 1RTB as a Movements Sergeant, then in the Rail Transport Offices at Sydney and Adelaide. These postings were followed by 3 and a half years in PNG with 10 MC Gp. Having been in at the start in Vietnam, he was there at the end in Singapore — when he helped manage the withdrawal of Australian troops in 1972-73. Back in Australia again, WO2 Ellis served at HQ 2 Tpt and Mov Gp, then in MCOs at Sydney, Puckapunyal and, presently, Townsville, where his wide experience has proved most useful.

"Rags" is the proud father of four children. The Ellis family resemblance is uncanny — they all look like little mirror images of their Dad.

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Brisbane Transport Unit

When it was originally formed, the MC element of Brisbane Transport Unit was located at Victoria Barracks, Brisbane. In 1978, it was collocated with the transport element of the unit at Enoggera where it supports all the Enoggera-based units and the rest of metropolitan Brisbane. As well as the usual tasks of passenger and cargo movement and transport, Brisbane Transport Unit has a special commitment to major exercises in the Shoalwater Bay Training Area. The unit manpower of 91 personnel, with their Officer Commanding, Maj Jock Kennedy, are well practised in all aspects of the work of the Corps.

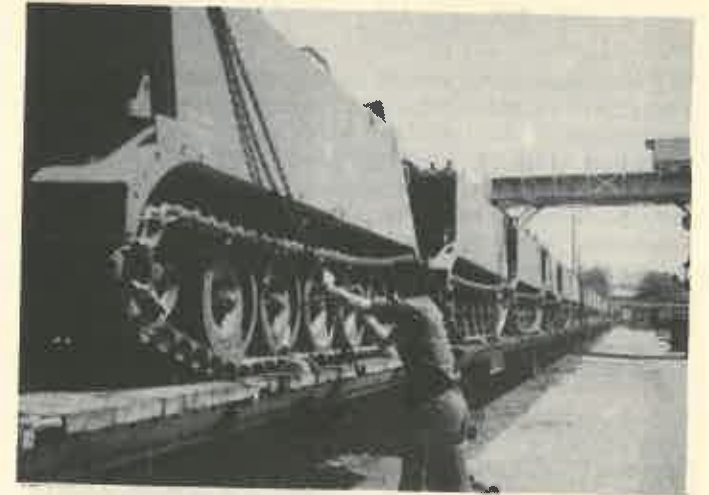
Corporal Kathy Perry

Kathy joined the Army in 1976 and qualified as a Traffic Assistant the same year. She was promoted to Corporal while serving as a 'T.A.' at Liverpool Transport Unit and has been posted to Brisbane Transport Unit since February, 1979. She is the mother of two boys, Peter, 15, and David, 12, and she is soon to be posted to Townsville Transport Unit.

Cpl Kathy Perry.



Family Portrait: Standing in front of a Nomad statis display are, from left: Sgt A.S. Coleman, Capt J.R.B. Mewton, Ltcl J.K.C. Smith, Cpl G.J. Morgan and Cpl C.J. Phillips.



A soldier of Brisbane Transport Unit loading Armoured Personnel Carriers on a train at Brisbane railway yard.

Canungra Transport Unit

Canungra Transport Unit was formed in 1973 from the composite 109 Transport Company RAASC. The unit carries out all of the functions of an ASA transport unit as well as first-line support to Land Warfare Centre and the School of Military Intelligence. To enable them to do their job, the unit has 65 GS vehicles as well as a CL fleet. The unit is commanded by Maj Peter Simonds and has an establishment of 83 personnel.

If, some day, you happen to be passing through the jungles inland from the Gold Coast, stop and ask one of "The Mountain Men" what his unit's motto is. He'll puff out his chest and say "We carry LWC".



Canungra Transport Unit's vehicle park.

Oakey MCO

Located up on the Tablelands behind Brisbane is Oakey MCO. It is a detachment of HQ 1 Tpt and Mov Gp and is located at Army Aviation Centre, Oakey. The MCO is commanded by Capt John Mewton and he has a staff of four to assist him. Their primary function is the implementation of movement services in the Darling Downs movement area. This small but powerful unit will tackle any assignment or task that even the bigger MCOs might balk at.

1 Movement Control Unit

1 Movement Control Unit (Army Reserve) is located at Enoggera in the same premises as Brisbane Transport Unit. It is commanded by Lt Col Peter Kennedy who, in his civilian profession, is the 'Out of Gauge' Supervisor for the Queensland Railways. His years of experience and knowledge of rail movements have assisted the unit and movement support in Queensland immensely, in rail reconnaissances and rail movement in support of exercises. The unit currently has a posted complement of 49 members and one cadre staff member. On most weekends you can expect to see them with dust in their eyes and dirt in their mouths trudging along a long and lonely rail track somewhere out west.

Brisbane Water Transport Unit

By the shallow, silted waters of the Brisbane River at Kangaroo Point is Brisbane Water Transport Unit. It is a Reserve unit with 109 ARes members and a Regular cadre staff of 14. The unit is commanded by Maj Geoff Rowbotham and has three LARCs, two LCM8s, one tug (the mighty 'LUKE') and a new 12 metre workboat. In addition to the watercraft, the Terminal Troop is always on hand to make its presence felt when terminal support is needed. When the tide is right and the flag is flying, you will see the sailors in green crashing the waves on the Brisbane River, Moreton Bay and sometimes, up at Fraser Island.

Sydney Transport Unit

The 'Khaki Cab Company' supporting the Sydney area is Sydney Transport Unit, operating from its base at Randwick. Capt Jack Noye is the Officer Commanding and, under his management, the unit provides passenger vehicles, including VIP cars, ration deliveries, ceremonial vehicles and provides and maintains a fleet of self-drive cars.

The unit's VIP tasks keep busy a large number of their drivers — 6 out of 25 drivers are permanently allocated to VIP work. Another four drivers are tasked full-time on ration delivery.

Singleton Transport Unit

Singleton Transport Unit supports the Infantry Centre and other units in the northern New South Wales area. The unit handles all the usual tasks of transport and movement control that their role demands.

The Officer Commanding Singleton Transport Unit, Captain Bob Davis, makes sure that unit personnel also keep up their other soldierly skills. The unit's proudest claim is that it has swept aside all competition for four years in succession in the 2MD RACT Rifle Shooting Competition.

Liverpool Transport Unit

Mention the name 'Liverpool Transport Unit' and people immediately think of freight. The unit's freight terminal at Moorebank is one of the biggest and busiest in the Army. Weekly throughputs of 100,000 kg of cargo are commonplace. The semi-trailers arrive from all directions. Weekly schedules operate from



Liverpool Transport Unit's Freight Terminal

Liverpool Freight Terminal to Brisbane, Albury, Wagga, Singleton and Canberra. The schedule from Melbourne pulls into the Terminal each week and is backloaded with cargo for southern destinations. A 'Metropolitan Delivery Service' for the Sydney area is also provided by Liverpool Transport Unit.

Who manages this busy organisation? The OC of the unit is Maj Mal Price. WO2 Jim Mulligan supervises the Freight Section and has five freight handlers and a traffic assistant to help him. The Cargo Section is run by Sgt Trish Altmann.

Captain Michael Tolhurst

After finishing his education at Wellington, NSW, Michael entered RMC Duntroon and graduated in 1975. He was posted to 42 Tpt Tp (Amphibious) where he completed a LARC 5 operator's course. He was soon selected for service with the 1976/77 ANARE Detachment and spent that summer as second-in-command of the ship-to-shore resupply operations at Macquarie Island and at Australia's bases on the Antarctic Continent. The following summer (77/78), he was appointed to command the ANARE Detachment when they headed South again.

In 1979, Captain Tolhurst was posted to Liverpool Transport



Captain Michael Tolhurst

Unit as Movement Officer. During 1980, he participated in Exercise Long Look in the United Kingdom. In 1982, Michael assumes his new appointment as an instructor at the Army School of Transport where, no doubt, he will continue his interests in running and football.

Staff Sergeant Lionel Bowen

The victorious Captain and Coach of the unit Rifle Shooting Team is the QMS, Staff Sergeant Lionel Bowen. Lionel started practising his weapons skills back in 1959 when he won the Champion Shooter Trophy in 17 Gurkha Division's inter-unit competition in Malaysia. SSgt Bowen was an infantryman with 3RAR at the time. He spent eleven years in the Infantry, serving twice in Malaysia with 3RAR. He left the Battalion in 1967 to transfer Corps to RAASC. He spent a couple of years at Puckapunyal with 109 Supply Depot, then he was posted to the Catering Wing at Bonegilla where he remained until the end of 1976. In 1977 he helped AACC open its new Catering School ('The Rock') at Puckapunyal. He was posted as QMS Singleton Transport Unit in 1978.



Staff Sergeant Lionel Bowen

MCO Canberra

Supporting the Army in the nation's capital is MCO Canberra. The Officer Commanding, Major Richard Carter, and the MCO



MCO Canberra shares the Campbell Park complex with many elements of Army Office.

staff have the demanding task of arranging movement for the many visitors to and from Canberra — with, as can be imagined, a major emphasis on VIPs. Canberra MCO is often the most visible example of RACT courteous efficiency and skill for the many senior overseas visitors who come to Canberra each year. MCO Canberra is located in the Campbell Park complex, a few kilometres from the centre of Canberra.

Private Elizabeth McAtamney

Liz McAtamney joined the Army in 1978, having grown up in Ballarat, Vic. Her first posting was to RMC Duntroon as a driver. In March 1980, she started work at the Directorate of Movement and Transport (Army), having first qualified as a Traffic Assistant. Then, in 1981, she moved next door to MCO Canberra where she is employed in the Removals Section. She is a keen cyclist and plays volleyball and squash.



Pte McAtamney with a colleague from MCO Canberra, Cpl Al Rowe.

MCO Sydney

The work of a Movement Control Office in Australia's biggest city is busy and demanding. MCO Sydney meets these demands from its office at Victoria Barracks where, among other things, it



Sgt Carl Smith explains flight details to a family about to fly out from Sydney International Airport to their overseas posting.

co-ordinates transport bookings and cargo movement. A major SAMCO commitment exists at Sydney International Airport, as well as two domestic terminals, Flight Facilities, and the QANTAS area from which RAAF aircraft sometimes operate. SAMCO personnel based full-time at the airport assist members and their families travelling to or from overseas, overseas students and VIPs from Australia or abroad.

Corporal Djombi Kop

Djombi was born at Nijmegen, Holland in 1958. He came to Australia, with his parents, at the age of 10. When he joined the Army in 1975, the Kop family was living at Tamworth, NSW. Djombi's first unit was 26 Transport Squadron at Puckapunyal, then he joined the Army Recruiting Display Unit at Brunswick, a suburb of Melbourne. After a posting to Army Apprentices' School, Balcombe, Corporal Kop was posted to MCO Sydney, as a Traffic Assistant.

Djombi and his wife Leanne were married in 1979. He enjoys playing squash, restoring old cars, painting and drawing.



Cpl Djombi Kop sends a BOOKREQ message by telex.

MCO Wagga

MCO Wagga's major client unit is 1 Recruit Training Battalion — as well as its supporting units and B Coy 3RNSWR. With 800 recruits marching in and out through the year as well as removals, courses, leave and the like for the 400 or so staff of IRTB, the work is enough to keep Captain Paul Brady and the MCO staff gainfully employed.

The MCO's area of responsibility takes in a large slice of New South Wales — from Goulburn in the east to Condobolin and Broken Hill in the north and west, to a point west of Lake Victoria on the NSW/SA/Vic border, then following the Murray River to Albury and back to Goulburn via Batlow.



Pictured outside the MCO are, from left: WO2 John Smith, Cpl Brent Fairchild, Cpl Peter Smith, Sgt 'Tex' Aitken, Capt Paul Brady, Cpl Mick Boardman and Cpl Chris Forrest.

Sergeant 'Tex' Aitken

Tex joined the Army in 1967 and spent the early part of his career in the Infantry. He served in South Vietnam with 5RAR. In February 1969, during Operation Twickenham 1, he 'failed to give way' to a rocket-propelled grenade which, as he puts it, 'did quite some mischief' to his right leg. He spent about eighteen months in hospital, which resulted in him marrying his favourite nursing sister, Veronica, and they now have two sons, aged 8 and 5.

After recovering from his wound, Tex was posted to IRTB in late 1970 as an Assistant Instructor. In 1975, he made the change to RACT, and qualified as a Traffic Assistant. He has served at MCO Sydney and now, back at Wagga, he supervises the Removals section of Wagga MCO. Tex is closely involved with a number of local clubs and organisations, including the Wagga Wagga Sub-Junior Rugby League, but he still finds time for swimming and some water-polo.



Sergeant 'Tex' Aitken

Melbourne Transport Unit

Melbourne Transport Unit can trace its occupancy of the Wadett Street Depot back to 1903, when the Base Horse Transport Section was established at the northern end of Victoria Barracks, Melbourne, facing what is now Prince Henry's Hospital. In 1979, the area was taken over for re-development, bringing to an end seventy-six years of continuous residence by RACT and its predecessors.

The unit headquarters, MCO and light vehicle section are now located at the Sturt Street Depot, South Melbourne. The heavy transport section and the freight terminal are situated at Broadmeadows, a suburb on the western fringe of Melbourne. The Officer Commanding Melbourne Transport Unit is Maj Bill Denny.

The light vehicle section has an important commitment to VIP tasks in the Melbourne area, while the Diamond Reos of the heavy section certainly 'pull their weight' providing weekly schedule runs to Sydney and back as well as other schedules to Adelaide and Perth. The unit's annual mileage is well over a million kilometres.

Melbourne MCO serves 83 client units spread throughout the metropolitan area and southern Victoria. A number of large training establishments are among their 'customers'. The Traffic Assistants of Melbourne MCO can point to some pretty impressive statistics — like the 75,738 personnel moved (by all modes) in 1980 and the 6 million kilograms of cargo transported the same year.



OC Melbourne Transport Unit, Maj Bill Denny

Corporal Jackie Higham



Jackie works in the Removals Section of Melbourne MCO, and she is one of the unit's 'DAS-accredited' removals inspectors. She came to the Australian Army in 1976 from a career in the British Army where she had been a Sergeant Physical Training Instructor. Her interest in sport continues, and she excels in netball and volleyball.

Lieutenant Bill Simpson



Bill transferred to RACT from RAAMC in 1980. His present posting is SO3 Mov (A Res). He is married with three children and, in his civilian profession, he is a Production Manager with Sands and McDougall Pty Ltd.

NO I don't think it's a bloody radiator leak!



Puckapunyal Transport Unit

Everyone in RACT, sooner or later, spends some time at Pucka! And the people who will look after your transport and movement needs while you are there, and get you home again, are Puckapunyal Transport Unit. Commanded by Maj John Watson, the unit has a posted strength of 55 personnel and 98 vehicles.



An Army jire-truck in front of Puckapunyal Transport Unit's service station.

WO2 John Davies

John Davies was born and educated in Adelaide. He joined the Army at age 20, and was allotted to Infantry. His early career took him to SASR, then to South Vietnam with 7RAR. On his return to Australia, he transferred Corps to RAE, entering the movement field with 10 Movement Control Group. He served in Papua New Guinea, and with 3RAR as postal clerk. After a posting with Adelaide MCO, he joined Puckapunyal MCO where he is now Supervisor Movement.

WO2 Davies enjoys off-road motorcycle riding and if anyone has any old letters lying around would they please send him the stamps.



WO2 John Davies

Albury Transport Unit

Albury Transport Unit supports several major units and schools located in the Bandiana area as well as other units throughout northern Victoria and southern NSW. The Officer Commanding Albury Transport Unit is Maj Tony Cory, and the unit has a posted strength of 34 personnel. Albury is an important stage on the Melbourne-Sydney line-haul route and Albury Transport Unit's freight terminal plays a major role in this distribution link.

Staff Sergeant Rod Cook

A most important person in any unit is the Quartermaster-Sergeant. In the case of Albury Transport Unit, this key man is SSgt Rod Cook. Rod joined the Army in 1962 and started his career as an Army Seaman with 32 Small Ships Squadron. He later changed his trade to that of Storeman Technical and, with the re-organisation in 1973, found himself in RACT. Rod lives in his own home in Chiltern (not far from Albury) with his wife Sue and their baby daughter, Madeline.



SSgt Rod Cook

3 Movement Control Unit

3 Movement Control Unit is a Reserve unit with a busy training programme. Last year, after completing a Traffic Assistants' Course, the newly-trained 'T.A.s' were deployed for their annual camp to all MCOs in Victoria, where they gained hands-on experience in passenger, cargo and ATLO operations. Additional practical experience was gained when the unit participated in Exercise LIFT AND SHIFT during November, 1980. This exercise, conducted in co-operation with Melbourne Water Transport Unit, involved the operation of a Transshipment Point and a Documentation Reconciliation Centre.

6 Transport and Movement Group

As the tourist posters say, Tasmania is 'Treasure Island'. Representing the Corps in the island state is 6 Tpt and Mov Gp, commanded by Maj Doug Gallagher. The Group also commands 6 Movement Control Unit.

They might be small, but 6 Tpt and Mov Gp is kept busy, processing nearly 5000 movement documents a year, and moving freight to and from the mainland by sea and air. For example, in August, 1981, 6 Tpt and Mov Gp moved to the mainland (by RAAF C130) 46 tonnes of paper, 24 tonnes of chocolate, 8 tonnes of pre-cooked rice and 5 tonnes of potato and onion powder. Now you know where your ration packs come from!

Tasmania provides interesting conditions for field exercises. 6 Tpt and Mov Gp's Exercise COLD FEET took the unit into Mt Field National Park at altitudes between 1000 and 1500 metres, complete with snow, rain, sleet and hail.



Surrounded by rugged country and large areas of snow, Lt Alsford and WO2 Wilson establish the unit's base camp at Sitzmark Lodge during Exercise COLD FEET.

HQ 7 MD Transport and Movement Platoon

Up in the Far North, the Transport and Movement Platoon forms part of Headquarters 7th Military District. They are

responsible for the usual range of RACT tasks in support of the units in their area. The platoon is commanded by Capt Vince Walsh.

The platoon has a posted strength of twelve people and the photograph below shows most of them in the transport yard of their newly-opened complex overlooking the (usually!) calm tropical waters off Darwin.



Standing: Pte P. Esterich, Cpl T. Ingraves, Pte M. Smith, Lcpl G. Davies. Seated: Pte M. Hornby, Pte S. Spear, Capt V. Walsh, Sgt R. Charles, Sgt D. Clifford, Pte C. Buchanan.

WO2 Dave Wilson



WO2 Wilson was born in Melbourne and enlisted as an Army Apprentice in 1957. His first posting, in 1960, was to 17 Construction Squadron at Randwick as a fourth-year apprentice plumber and pipe-fitter. He was posted next to 1 Field Squadron RAE, then to RMC Duntroon. Early in 1966, he took his discharge. Dave's career in Civvy Street lasted until 1969 when he re-enlisted as a tradesman. In 1971, he was back with 1 Fd Sqn RAE at Nui Dat, South Vietnam. On his return to Australia, he served with 22 Constr Sqn RAE in Perth then, on reorganisation, he joined RACT as a Traffic Assistant at MCO Perth. Then followed postings to MCO Melbourne as a Sergeant, MCO Oakey and, most recently, as WO2 Supervisor Movement at MCO Hobart. In 1982 he is posted, on promotion to WO1, to 1 Movement Control Unit in Brisbane.

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4 Transport and Movement Group

1981 was an interesting year in Adelaide. HMAS Tobruk was tasked to execute the movement of 16 Air Defence Regiment from Adelaide to Rockhampton, Queensland for Exercise Kangaroo 81. This was a 'first' for 4 Movement Control Unit, which provided a detachment to manage the loading phase. Another challenging task was the relocation of 3RAR from Woodside, SA to Holsworthy, NSW. Adelaide MCO had to plan not only the movement of the battalion, its equipment and stores, but also the removal of scores of families and single people. Working in co-operation with the Department of Administrative Services and local removal contractors, as well as 3RAR staff, the movement was planned well in advance for maximum efficiency and minimum disruption.



Perth Water Transport Unit's LCM 8 (Landing Craft Medium) alongside the aircraft carrier USS Enterprise while providing troop carrying support in August 1978.

port of units exercising at Rottnest Island and an increasing role in supporting RAN and foreign vessels visiting Perth.

Perth Transport Unit's drivers are often tasked for jobs which take them over enormous distances. For example, the eight drivers who headed 1500 km north to Exmouth to support Logex 81, or the support provided to 5MD Band on their tours all over that vast State.

WO2 Ted Horlock

Ted's background in the movement field has covered many postings including two tours in South Vietnam, as well as PNG, Sydney, Melbourne and, presently, Adelaide. Ted was born at Dorking, Surrey, UK and enlisted in the Australian Army in 1966.

WO2 Horlock played interservice soccer from 1967 to 1981 and pursues this interest outside the Army as well. He has played for Richmond Alermenia in Melbourne and West Ryde Rovers in Sydney. He is presently Captain/Coach of Magill Soccer Club in South Australia. Ted's wife, Jill, pursues her sporting interests in a rather different direction—she plays State-grade squash. Their children, Danielle, 6, and Jamie, 4, are still a bit young for competitive games.



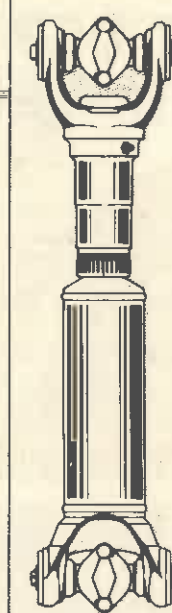
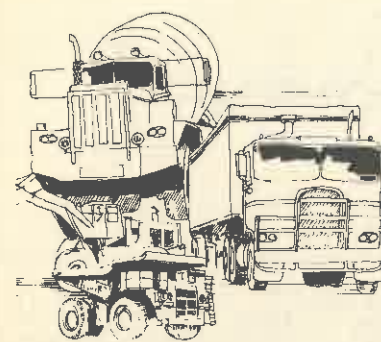
Capt. Terry Zajer and Cpl Dale Dungey discuss an office problem, with Chris Guerin seated at right. Note the foliage—indoor plants are 'in' at Adelaide MCO.

5 Transport and Movement Group

HQ 5 Tpt and Mov Gp commands two A Res units (5 Movement Control Unit and Perth Water Transport Unit) and one Regular unit (Perth Transport Unit). Perth MCO is a part of the Headquarters which is also responsible for technical control of 26 Transport Troop, an A Res Field Force unit.

One of MCO Perth's major client units is SASR, and the increasing military emphasis in north-western Australia creates interesting potential for movement control in the area.

5 MCU can trace its history back to the formation of 4 MC Trg Gp RAE at Fremantle. The unit strength of 16 presently operates from Leighton Barracks at Fremantle. Perth Water Transport Unit's heritage goes back even further—to the watercraft operated from Fremantle by the Fortress Engineers during World War 2. One of its main roles through the years has been the sup-



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UNVEILING OF COMMEMORATIVE PLAQUE — WADEY STREET DEPOT, VICTORIA BARRACKS, MELBOURNE

On 8 November 1981, members, both past and present of Melbourne Transport Unit, and guests witnessed the unveiling of a Commemorative Plaque by the General Officer Commanding Logistic Command, Major General J.C. Hughes, on the site of what was known as the Wadey Street Depot in Victoria Barracks Melbourne.

Transport is synonymous with moving, but the plaque commemorated a 76 year "stay put" record for transport units.

Host officers for the occasion were Colonel R.K. Mair, MBE, (RL) who was the RACT Colonel Commandant for 3rd Military District, and Major W.T. Denny, Officer Commanding Melbourne Transport Unit. The Guard Commander was Lieutenant B.R. Eagle, Operations Officer of Melbourne Transport Unit.

The plaque is inscribed as such:
**THIS PLAQUE
 COMMEMORATES THE OCCUPANCY OF THIS AREA
 AS A TRANSPORT DEPOT BY UNITS OF
 AUSTRALIAN ARMY SERVICE CORPS
 (1903 - 1948)
 ROYAL AUSTRALIAN ARMY SERVICE CORPS
 (1948 - 1973)
 ROYAL AUSTRALIAN CORPS OF TRANSPORT
 (FORMED 1 JUNE 1973) FROM 1973 TO 1979
 UNVEILED 8 NOVEMBER 1981**



GOC Log Comd, Maj Gen J.C. Hughes inspecting quarter guard, accompanied by guard commander, Lt B.R. Eagle, followed by Colonel Commandant, Colonel R.K. Mair, MBE, (RL).

The history of the Wadey Street Depot is as old as the Barracks itself, and can be traced back to before the turn of the century. It was originally occupied in 1889 by a riding school and comprised a horse menage, ten stall stable, exercise yard and tack room.

The occupation of the depot by Army transport units, however, did not occur until 1903 with the raising of the Supply and Transport Section. Thus began a 76 year occupation under a variety of names and two corps flags.

In 1933 the Depot was used for Motor Transport Training for the Royal Australian Artillery (Permanent). In 1938 the AASC was equipped with 1 1/4 ton vehicles for second line transport and 3 ton vehicles for third line transport. Units that were formed occupied the depot and operated all AASC vehicles regardless of type. History indicates that in 1939 even tank sections were included.

Throughout the years 1940-47 the role of the 3MD MT Depot did not change dramatically but minor re-organisations did necessitate various changes to the unit name. 3MD General Transport Company, formed in 1947, was the forerunner of 103



Unveiling of commemorative plaque by COG Log Comd.

Transport Company which in turn preceded Melbourne Area Transport Unit formed in 1970. In 1977, MCO 12, then under command of 3 Transport and Movements Group amalgamated with Melbourne Area Transport Unit. With this injection of movements element Melbourne Transport Unit was born. It occupied the Wadey Street Depot until May 1979, when the area was taken over for further development by Department of Defence.

Today, Melbourne Transport Unit provides transport and movement support to over 100 customer units within a movements area covering some 130,000 square kilometres. Its establishment strength of 86 all ranks makes it one of the largest transport units in Logistic Command. The unit's 75 vehicles range from the Datsun 200B staff car to the 20 tonne Diamond Reo and semi-trailer. Last financial year Melbourne Transport Unit moved over 92,300 personnel, nearly 50,000 tonnes of cargo, arranged 1280 removals, and unit vehicles travelled over 1,275,000 task kilometres.

The Depot has seen the tremendous changes from horse to horsepower and the plaque commemorates the efforts of Army men and women on the move.



Dedication of plaque. Chaplain A.K. Toms (RC) dedicating plaque watched by Chaplain A.S. Colyer (Anglican).

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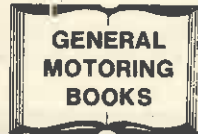
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AIR MOVEMENTS TRAINING AND DEVELOPMENT UNIT (ARMY COMPONENT)

Previous issues of this commendable publication have done much to pull away the curtains surrounding this small and often misunderstood unit. This article will serve to provide an update of the varied activities of those intrepid young men who play with flying machines.

Early in 1981 the unit lost that hotfoot of the cinders. Major Charlie Lynn, to the hallowed halls of Staff College. Major George McDonald took up the reins as OC Army Component complete with a 10 gallon stetson and other acquired curios from his sojourn at Fort Lee, Virginia.

The year began with a host of new faces and personalities wandering about the hangar looking for a desk. Things soon settled down to a pattern which saw the Army Project Team endeavouring to clear the vast quantity of equipment required by the ODF.

Considerable difficulty was encountered in establishing the priority of clearances and acquiring trial items but irregardless, the Army Project Team has produced over 25 full technical investigations ranging from assessment of timber for use in aerial delivery, to underslung carriage of landrovers, medium trucks, water tenders and field guns and finally, airdrop of vehicles and trailers. Work is continuing and it is hoped that the majority of all ODF equipment will be cleared by December 1982.

Training Flight, consisting of both RAAF and Army instructors, began the year with a full programme of scheduled courses ranging from Basic Air Dispatcher to Unit Emplaning Officer, which has kept them busy. The Army instructors have also been called upon to assist in courses for pilots and loadmasters, for it is recognised that the Army can provide valuable expertise to supplement the teachings of the RAAF.



The WAIGANI Express soon after the start of the first day's lifting.



A combination load during flight trials for the ODF.

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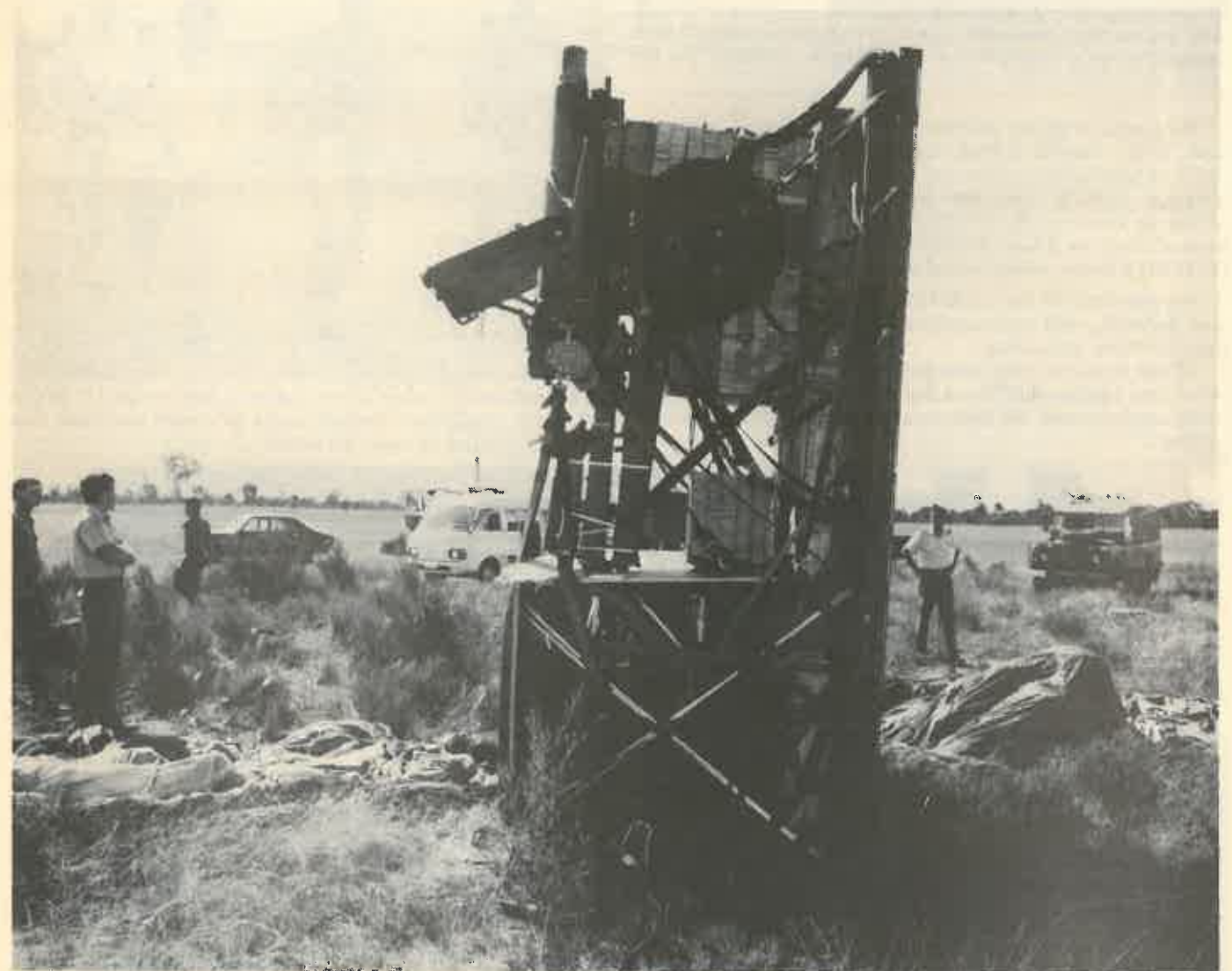
Of course, both Project and Training Flights could not produce the goods unless they were supported by that professional band of air dispatchers, drivers, photographers, draughtsmen, clerks and storemen who make up Support flight. At this point, it would be remiss not to state that AMTDU Army Component is not a solely RACT unit. Survey Corps Draughtsmen and Photographers, an Ordnance Corps parachute rigger and a RAEME Mechanical Engineer play a critical part in the Unit's functioning.

Apart from airportability clearances and conducting courses, the unit has managed to participate in a variety of activities. These include recovery of crashed aircraft, devising rigging procedures for unusual loads such as a Brisbane tram (now part of a man made reef in Moreton Bay), unloading a grounded freighter off the New Guinea coast, investigating aerial delivery malfunctions, participation in the US/Nato air logistics competition 'VOLENT RODEO' held in the United States, and manning the ATOC on K81.

Unloading the stranded WAIGANI Express proved quite a challenge with the AMTDU riggers completing a first for Australia. In 14 flying hours, spread over two days, forty-three 20 foot ISO containers were lifted for a total weight of 715 000 lb. Strangely enough it was only the beginning with a similar call going out for help to unload containers from the ANRO ASIA stranded off Caloundra. Perhaps we are going to become 'Termites'.



A one-way tram.



Malfunction Analysis. Capt Guy Ratcliffe and Sqndr Chris Richards puzzle, while the project officer adopts a casual approach in the left background.

The exchange with the U.S. Quartermaster Corps is continuing. Major Dave (You'all) Shaw departed in August after a job well done and has been replaced by Captain Jim (Airborne) Haake. The knowledge provided by this exchange is proving invaluable and will become more important when the RAAF adopt the C130 LAPES (Low Altitude Parachute Extraction System) in the future.



Maj Shaw being promoted by Col V.C.Y. Smith and Maj Shaw's wife, Shannon (yes, another little "made in Australia" on the way).

The pursuit of fitness and fallen arches is continuing within the unit. Every member participates whether he be a 'plimsolled' WO1 or 'greyhound' Private and the results once again have been pleasing; AMTDU being well represented in the City to Surf, Bridge to Breakers, Big M Marathon, Noke Marathon and the race of races the RAAF Richmond Great Base Race which saw AMTDU outright winners taking second, third and fourth places.

Not only have the feet of AMTDU been busy but also the skis and halcyons, with representation both in inter-Service cross-country skiing and sailing.

All the foregoing may seem impressive but becomes more so when one realizes that the Army component consists of only thirty-one personnel. To quote an anonymous source 'Never have so few...'



Gp Capt Greenwood presenting the trophy to (right to left) Capt Alan Osborne, Cpl 'Paddy' Keeshan and Pte Trevor Stallard.



The top AMTDU place getters in action, (left to right) Capt Guy Ratcliffe, Pte Trevor Stallard, a RAAF runner and Capt Alan Osborne waiting to make his move.



ARMY COMPONENT AMTDU 1981
 Rear Row: LCPL McGeough, PTE Woodeson, PTE Figg, PTE Frampton, PTE Jackson, PTE Beaven, PTE Williams.
 Centre Row: CPL Keeshan, CPL Gear, CPL Partridge, CPL Sellick, SGT O'Connor, SGT Tutt, SGT Shaw, SGT Evans, PTE Stallard.
 Front Row: SGT Sherrington, SGT Lane, SSGT Harvey, WO1 Armstrong, CAPT Osborne, CAPT Liston, MAJ McDonald, CAPT Fuster, CAPT Ratcliffe, WO1 Christie, WO2 Osborne, SGT King (Absent: CAPT Haake, US Exchange Officer, SGT Kamin).



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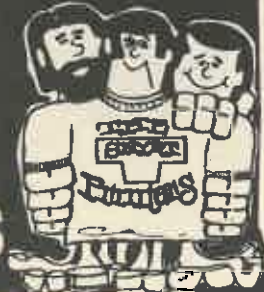
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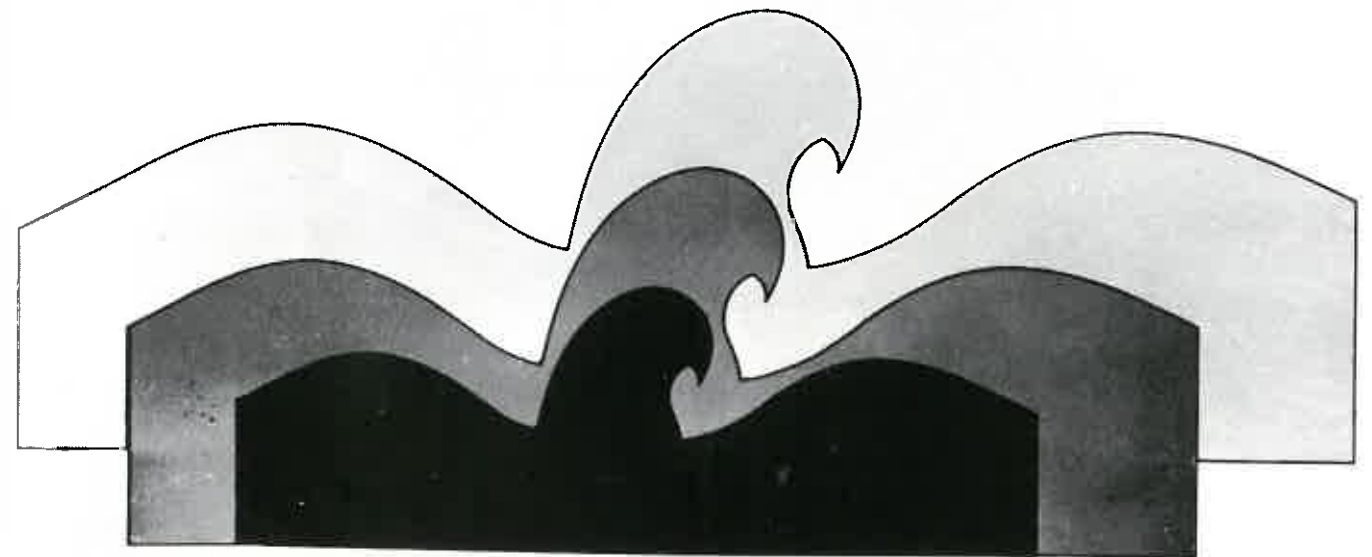
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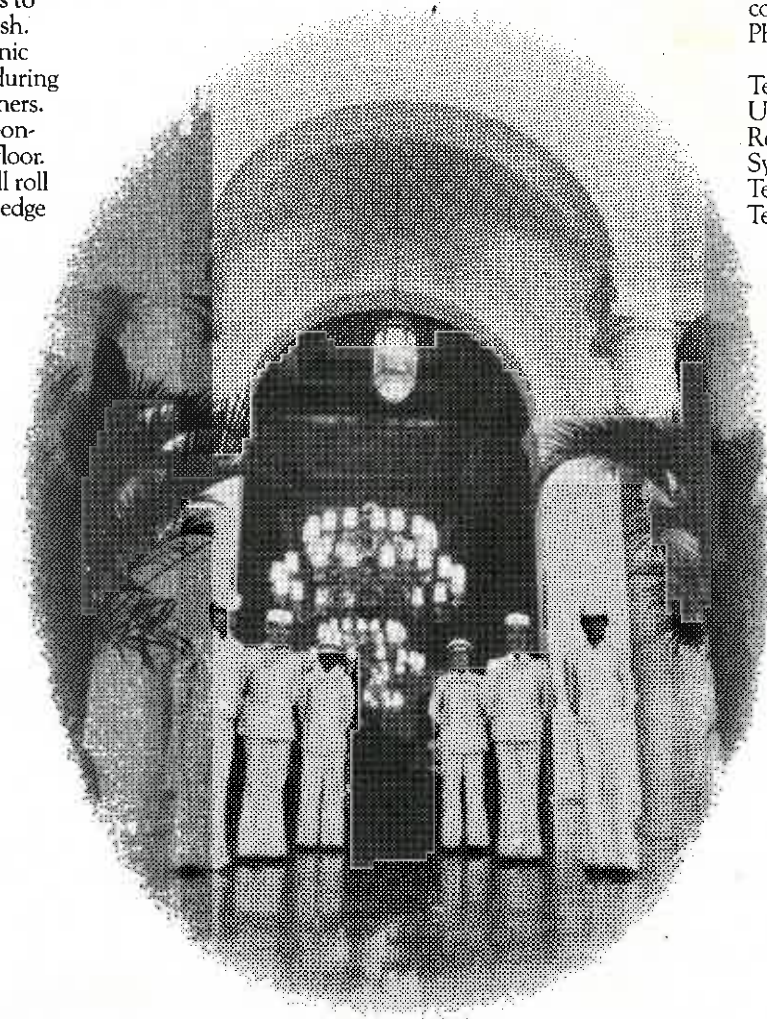
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