

AWM4

**Australian Imperial Force unit war diaries,
1914-18 War**

Supplies & Transport

Item number: 25/23/9

Title: Headquarters, Australian Corps
Mechanical Transport Column

October 1917



AWM4-25/23/9

Instructions regarding War Diaries and Intelligence
Summaries are contained in F. S. Regs., Part II.
and the Staff Manual respectively. Title pages
will be prepared in manuscript.

WAR DIARY or INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Remarks and references to Appendices

In the field.

1/11/17

9 a.m.

1-31/10/17. Location of "K" Supply Column as reported for September 1917.

The system of detailing a column of lorries to remain on duty at YPRES, evacuating wounded, has still been continued, also the system of coping with breakdowns of ambulance vehicles, by the establishment at VIJERHOEK of a breakdown lorry, complete with a crew of Artificers, and a stack of spare parts.

18/10/17. With a view to ensuring that all concerned would realize the gravity of not taking proper precautions against frost damages to M.T. vehicles, and also to ensure that they may be in possession of the necessary information re preventative measures, I sent a circular letter as per app. I to all Supply Columns under the command of "K" Supply Column, and also to all Units attached thereto for repairs and maintenance of M.T. Vehicles.-a total of ~~xt~~ ⁶⁵ Units.

One M.T. Driver of "K" Supply Column was today ~~killed~~ wounded by enemy shell fire.

21/10/17 Today, as the result of enemy shell fire, 7 M.T. Drivers No 4 Aust-Div. Supply Column, and 1 of No 2 Aust. Div. Supply Column were killed at Ypres, whilst one lorry was so badly damaged that it had to be evacuated. These personnel and lorry were of the detachment stationed in YPRES for evacuation of wounded. The casualties occurred at about 1-35 p.m.

Lieut. Colonel Alfred Moon, C.M.G., Comdg. "K" Supply Column proceeded to YPRES immediately on receipt of information re the casualties, and, as a preventative measure caused the lorries not on duty to be moved a short distance to the South to a safer position than that they were occupying previously.

~~XXXXXX~~ 22/10/17 Today, Capt. Cecil A de Fraga, workshop Officer, "K" Supply Column, was precipitated from a motor cycle, owing to machine skidding. His skull was fractured.

23/10/17. Capt. C.A. de Fraga died at 4-30 a.m today, as the result of injuries sustained yesterday.

25/10/17. Two lorries employed on evacuation of wounded were today damaged at YPRES through enemy Shell fire. The damage was such as could be repaired in the mobile workshops in the field.

26/10/17 No 4 Aust. Div. Supply Column today moved from HOOGRAAF, Sheet 28, c 32 d 5 4, to BOURECQ, Sheet 36a, U I c 90~~77~~ 77

No 1 Aust. Div. Supply Column today moved from STEENVOORDE to HOOGRAAF, Sheet 28, c 32 d 5 4.

29/10/17. One Driver, "K" Supply Column was today killed by enemy shell fire.

Appendix 2 is a complete statement showing all casualties due to enemy action, personnel and vehicles, of "K" Supply Column and attached vehicles, for the period 22/9/17-31/10/17.

~~XXXXXXXXXXXXXX~~

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WAR DIARY
or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

Army Form C. 2118.

Place Date Hour

Summary of Events and Information

Remarks and
references to
Appendices

21
War Diary for October, 1917 (continued)

The food, clothing etc issued are in every respect most satisfactory. The health of this Unit is excellent, and all members are well provided for against the winter.

*John H. Lyden 2d Lt. Adj
for Lt. Colonel,
COMMdg: K SUPPLY COLUMN-*

APPENDIX A

AM/50/I

With the approach of Winter, the necessity arises for adopting adequate precautions against frost damage to M.T. Vehicles. Full instructions as to methods to be adopted have been issued, including Director of Transport's Circular Memoranda I06, I06A, I76, I76A.

Below is given a resumé of the methods found by experience to be efficacious. The particular method or methods adopted will be according to existing conditions, such as the work the M.T. vehicles are doing, facilities for replenishing water in circulation systems, severity of the frost, etc.

Commanding Officers are personally responsible that necessary preventative measures are adopted, and, in the case of detached vehicles, this responsibility falls on the senior Officer, N.C.O. or man with the detachment. In every instance of a motor vehicle sustaining damage on account of frost, pecuniary responsibility is involved, and a Court of Enquiry is held to decide as to the allocation of blame.

Precautions.

- (a) Bonnet covers, as per G.R.O. I063 to be provided, and placed on bonnets at nights, during winter months, and during frosty weather.
- (b) Lighted side lamps to be placed under bonnets. (In this case, petrol should be turned off, and the engine run till carburettor is quite empty; lamps should be carefully trimmed, and inspected at frequent intervals to ensure that they are burning properly.)
- (c) Circulation system to be entirely emptied. Care must be taken that the lowest point is thoroughly drained, and that no water is left in such parts as pump, cylinders, waterpipes, carburettor water jackets, etc. (In the case of sleeve valve engines, the water should be emptied from cylinder heads by means of a syringe; if found impossible to fully drain, a small amount of M.Spirits may be injected as an additional precaution.)
- (d) 28% of methylated spirits can be added to water in circulation system, care being taken that percentage is maintained.
- (e) The engine can be run every two or three hours, or more frequently, if necessary, to ensure that the temperature of the water in radiator is kept above freezing point.

It is again emphasized, that in the event of any motor vehicle sustaining frost damage, the precautions (if any) will be regarded as inadequate.

Please acknowledge.

afiedrnoon
Lt. Colonel,
Commdg. "K" Supply Column.

18/10/17

APPENDIX

M.T. (Statistics) RETURN. for (Unit)

(To be forwarded to S.M.T.Os. by 9 a.m. on Mondays Weekly.

"A"	"B"	TOTAL number of Lorries (as in "A") out of action.					TOTAL number of Lorries (as in "A") actually detailed and used on services as under:—					TOTAL number of Lorries held in Reserve for various Services in accordance with authority (which must be shown) as under:					"E"
		In Mobile Workshops.	Awaiting Repair.	Ammunition.	R.E. Stores.	Supplies.	Ordnance	Personnel	Water.	Post	Miscellaneous	TOTAL.		For "Spare" as allowed by War Establishments.	For Ammunition.		
TOTAL number of Working Lorries (A.S.C. UNITS ONLY) exclusive of Workshops, Stores 1st Aid, and F.W.D.s in the Unit on Saturday.	191.....																

† Includes Lorries awaiting spare parts.

Total No. of Cars awaiting spare parts.....

Total No. of Ambulances awaiting spare parts.....

O.C.

(Unit)

CASUALTY RETURN.

M.E. 31.10.17.

"K" Supply Column	Officers.			O.Ranks.			Vehicles.		
	K.	W.	G.	K.	W.	G.	T.D.	Repd.	Evac.
"K" S.C. Col.	nil.	nil.	nil.	5.	2.	nil.	nil.	nil.	1(a)
No 1 A.D.SG	nil	nil	nil	nil	nil	nil	nil	nil	nil
No 2 "	nil	nil	nil	1	4(b)		nil	nil	nil
No 4 "	nil	nil	nil	7(c)	nil	nil	nil	nil	1
No 5 "	nil	nil	nil	nil	nil	nil	nil	nil	nil
C.T.S.C.	nil	nil	nil	nil	nil	nil	nil	nil	nil

(a) Motor cycle.

(b) 1 Shell shock.

(c) 2 died of wounds.

John M. Leyden
2nd Lt. & Adj't.
for Lt. Col. Comdg. "K" Supply Column.