

AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Supplies & Transport

Item number: 25/1/10

Title: Director of Mechanical Transport
Services, AIF

July 1918



AWM4-25/1/10

CONFIDENTIAL.

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~~DUPLICATE.~~

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303

Australian Imperial Force.

WAR DIARY

OF

..... D. M. T. S., A. I. F.

FOR
P E R I O D

..... 1st to 31st JULY 1918.191
.....

Signature of Officer compiling W.W. Lambie Colonel,
D.M.T.S., A.I.F., (Aust. Corps).

Signature of Officer Commanding W.W. Lambie Colonel,
D.M.T.S., A.I.F., (Aust. Corps).

WAR DIARY

Army Form C. 2118.

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or
INTELLIGENCE SUMMARY.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
BERTANGLES	1/7/18		<p>D.M.T.S., held a conference of all Commanding and Workshop Officer's of A.A.S.C., M.T. Units within the Corps, in the S.M.T.O's Mess, reference to alteration in Mobile Store Table for Motor Transport, re-classification of trades in M.T. Workshops, and other matters.</p> <p>Present:- Major J.HAMILTON, D.S.O., O.C. Aust Corps M.T.Column. Capt. W.S.ROSS, and Lieut H.HARTLEY, 2nd Aust: M.T.Company. Major M.N.Mc D. LYONS, and Capt. S.B.LACEY, 3rd Aust: M.T.Company. Capt. V.HUTCHINSON, and Temp/Capt. F.R.BURDEN, 4th Aust: M.T.Company. Major A.H.JAMES, and Capt. H.M.TATHAM, M.C., 5th Aust: M.T.Company. Major E.G.FORDYCE, and Lieut. H.H.BIRD, 6th Aust: M.T.Company.(Corps Troops). Capt. H.J.LANE, Adjutant S.M.T.O.</p> <p>Routine as usual.</p> <p>Nothing to report.</p>	
BERTANGLES	2/7/18.		<p>Weather: <i>Fine.</i></p> <p><i>Star B.S. finding that Aussie Trust Funds Finance were not to his mind in a very satisfactory condition, in respect to the keeping of Book etc. decided and that no Trust Fund Balance sheet has been submitted since the commencement of Aussie decided to have these books kept in the Star B.S. office, and is now preparing a balance sheet up to 30th June 1918 which will be forwarded to Chief Paymaster together with vouchers as soon as possible and in future this balance sheet will be forwarded weekly as instructed.</i></p> <p>Routine as usual.</p> <p>Nothing to report.</p> <p>Weather: <i>Fine.</i></p>	
BERTANGLES	3/7/18.		<p>D.M.T.S., during the morning visited the Headquarters 6th Aust: M.T.Company.(Corps Troops), and in the afternoon the Workshops of the same Company, also Workshops of 3rd Aust: M.T.Company, saw some testing for heating Stereo Plant which did not prove satisfactory, a small Gas Plant being necessary.</p> <p>General T.H.DODDS, C.M.G., D.S.O., D.A.G., A.I.F., Lieut/Colonel G.C.SOMERVILLE, C.M.G., D.S.O., A.Q.M.G., and Major J.HAMILTON, D.S.O., Aust: Corps M.T.Column dined with D.M.T.S.</p> <p>Weather: <i>Fine.</i></p>	

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BERTANGLES	3/7/18.	Contd.	Director of Transport rang up D.M.T.S., saying that the checking of Vehicle Registers had been completed, and would D.M.T.S., lunch with him to-morrow the 4th inst.																					
			Weather: Fine. <i>WWT</i>																					
BERTANGLES	4/7/18.		Ten (10) applications for appointment as Flying Officers (Pilot or Observer) were received for May quota from A.A.S.C., M.T. Units in the Field, and were submitted to the D.A.A.G., A.F.C.:-																					
			<table border="0"> <tr> <td>6830. Cpl. NUNN, E.H.(M.M)</td> <td>2nd Aust: M.T.Company.</td> </tr> <tr> <td>4576. Dvr. MILES, A.H.L.</td> <td>-do-</td> </tr> <tr> <td>13057. L/Cpl. FINCHAM, C.W.V.</td> <td>-do-</td> </tr> <tr> <td>1621. Dvr. DOUST, R.</td> <td>-do-</td> </tr> <tr> <td>11773. Dvr. HARVEY, W.</td> <td>3rd Aust: M.T.Company.</td> </tr> <tr> <td>6378. L/Cpl. JACOBS, C.A.</td> <td>4th Aust: M.T.Company.</td> </tr> <tr> <td>281. Dvr. VINES, G.D.</td> <td>-do-</td> </tr> <tr> <td>86. L/Cpl. MARIENTHAL, L.C.</td> <td>-do-</td> </tr> <tr> <td>2005. Sergt. POPE, H.W.</td> <td>6th Aust: M.T.Company.(Corps Troops).</td> </tr> <tr> <td>2152. Cpl. ALLERTON, V.</td> <td>-do-</td> </tr> </table>	6830. Cpl. NUNN, E.H.(M.M)	2nd Aust: M.T.Company.	4576. Dvr. MILES, A.H.L.	-do-	13057. L/Cpl. FINCHAM, C.W.V.	-do-	1621. Dvr. DOUST, R.	-do-	11773. Dvr. HARVEY, W.	3rd Aust: M.T.Company.	6378. L/Cpl. JACOBS, C.A.	4th Aust: M.T.Company.	281. Dvr. VINES, G.D.	-do-	86. L/Cpl. MARIENTHAL, L.C.	-do-	2005. Sergt. POPE, H.W.	6th Aust: M.T.Company.(Corps Troops).	2152. Cpl. ALLERTON, V.	-do-	
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			D.M.T.S., visited G.H.Q., and lunched with the Director of Transport, afterwards went through Vehicle Registers with Officer who had been compiling the Account, and found that the two A/C's D.of T., and D.M.T.S both agreed. Went into the matter of Y.M.C.A., and Comforts Fund Vehicles and promised to send down any further information regarding these, returned to Corps Headquarters at 8pm. and brought back Corporal EVANS.																					
			Weather: Fine. <i>WWT</i>																					
BERTANGLES	5/7/18.		D.M.T.S., A.I.F. attended by Sergeant S.H.LEIGH left Aust: Corps Headquarters at 6.30pm, called at A.I.F., Printing Section FAUQUEMBERGUES reference to printing etc, then proceeded to BOULOGNE and stayed the night at Field Officer's Club.																					
			Routine as usual. <i>WWT</i>																					
			Weather: D. B. & L., London, E.C. Fine. <i>WWT</i>																					

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BERTANGLES	6/7/18.		<p>Crossed to ENGLAND at 9am. and reported at A.I.F., Administrative Headquarters interviewed General GRIFFITHS, C.M.G., D.S.O., Commandant A.I.F., Administrative Headquarters who informed D.M.T.S., that he had a letter ready for despatch requesting the D.A.G., A.I.F. to come to United Kingdom for a week or ten days in reference to the re-organisation of A.M.T.S., United Kingdom. He would now alter that by requesting that D.M.T.S., should remain long enough to attend to this matter.</p> <p>Routine as usual.</p> <p>Weather: Fine. <i>MWT.</i></p>							
BERTANGLES	7/7/18.		<p>Seven (7) A.A.S.C., M.T. reinforcements arrived from 1st Base M.T. Depot and were posted as follows:-</p> <table data-bbox="901 1038 1756 1159"> <tr> <td>3rd Aust: M.T. Company.</td> <td>3</td> </tr> <tr> <td>6th Aust: M.T. Company (Corps Troops)</td> <td>2</td> </tr> <tr> <td>12th A.B.A.F.A. Park Section.</td> <td>2</td> </tr> </table> <p>Nothing further to report.</p> <p>Weather: Fine. <i>MWT.</i></p>	3rd Aust: M.T. Company.	3	6th Aust: M.T. Company (Corps Troops)	2	12th A.B.A.F.A. Park Section.	2	
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BERTANGLES	8/7/18.		<p><i>A.L. Wilson</i> D.M.T.S., interviewed General GRIFFITHS, Lieut/Colonel EVANS, Chief Paymaster, Lieut/Colonel H.J. WRIGHT, C.M.G., A.Q.M.G., Capt. WHEELER and Lieut LANGSLOW reference to Vehicle Registers, and explained the system of checking together with statement compiled by G.H.Q.</p> <p>Saw Capt. R.W. WALKER, O.C. A.M.T.S. reference to general matters, and the suggested re-organization of A.M.T.S.</p> <p>Weather: Fine and hot, thunderstorm and showers in the Evening.</p>							
BERTANGLES	9/7/18.		<p>D.M.T.S., went further into the matter of the checking of A.I.F., Vehicles, appointment being made with the War Office for the following day.</p>							

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D. D. & L., London, E.C.
(A10266) Wt W3300/P713 750,000 2/18 Sch. 52 Forms/C21:8/16.

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BERTANGLES	9/7/18.	contd.	<p>D.M.T.S., interviewed War Records Branch reference to Appendices to Confidential War Diaries, and submitted to them his suggested method of uniformity of regular Appendices for Australian M.T. Units of which they approved.</p> <p>Routine as usual.</p> <p>Weather: Windy and Showery. <i>WWT</i></p>	
BERTANGLES	10/7/18.		<p>War Office rang up asking that the appointment made for to-day be left in obedience till to-morrow morning.</p> <p>D.M.T.S., went into the matter of re-organisation of A.M.T.S. with Capt. R.W.WALKER.</p> <p>Routine as usual.</p> <p>Weather: Showery. <i>WWT</i></p>	
BERTANGLES	11/7/18.		<p>The appointment with War Office again postponed until 11.30am to-morrow.</p> <p>Nothing further to report.</p> <p>Weather: Showery. <i>WWT</i></p>	
BERTANGLES	12/7/18.		<p>D.M.T.S., A.I.F. interviewed Mr WILLIAMS of Branch F5 of the War Office, and pointed out the advisability of squaring accounts up to the 30th June 1918 instead of June 1917 as suggested, provided G.H.Q., statement as furnished to D.M.T.S. was received by War Office.</p> <p>This was agreed to and they requested that a copy of G.H.Q., statement as submitted by D.M.T.S., be sent them, so that the checking of accounts might be got on with, especially with regard to Vehicles issued in U.K., and those brought from AUSTRALIA and EGYPT.</p> <p>Preparation of this copy was put in hand at once. The matter of partly worn Vehicles was also</p>	<p>contd</p> <p>4</p>

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BERTANGLES	12/7/18.		<p>contd. gone into, D.M.T.S., suggesting that a discount should be agreed on for partly worn Vehicles, according to the length of service before being taken over by the A.I.F. It was asked for this to be put up in writing.</p> <p>Weather: Dull and Showery.</p> <p style="text-align: center;"><i>MWT.</i></p>	
BERTANGLES	13/7/18.		<p>D.M.T.S., inspected CHELSEA Garage and Staff.</p> <p>Sergeant LEIGH proceeded to CHELSEA Garage for the purpose of getting full particulars of all Vehicles on charge to the A.M.T.S., in United Kingdom.</p> <p>, Nothing further to report.</p> <p>Weather: Dull and Showery.</p> <p style="text-align: center;"><i>MWT.</i></p>	
BERTANGLES	14/7/18.		<p>Captain H.J.LANE proceeded to A.I.F. Printing Section, FAUQUEMBURGUES and payed the Staff.</p> <p>Under authority D.A.G., A.I.F. 36/11/15 of 13/7/18 the following N.C.O's :- No 131 Sergt. M.H.CUMMINGS 5th Aust: M.T.Company No 2005 Sergt. H.W.POPE, 6th Aust: M.T.Company(Corps Troops) were selected for training as Pilots for the Aust: Flying Corps, and and for them to report to Administrative Headquarters, A.I.F. LONDON forthwith for further instructions.</p> <p>D.M.T.S., issued instructions accordingly.</p> <p>Weather: Dull and Showery.</p> <p style="text-align: center;"><i>MWT.</i></p>	
BERTANGLES	15/7/18.		<p>D.M.T.S., accompanied by Lieut. G.G.SWAN Officer in Charge A.M.T.S., CHELSEA inspected HAREFIELD and DARTFORD Branches of A.M.T.S.</p> <p>Sergeant LEIGH continued at CHELSEA collecting particulars of Vehicles.</p>	

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BERTANGLES	15/7/18.	contd.	See appendix / C.I.M.T., A.I.F. report of Vehicles on charge to 2nd Aust: Div. Hqrs. Weather: Fine.	Appendix /
BERTANGLES	16/7/18.		D.M.T.S., A.I.F. accompanied by Captain R.W.WALKER left by 8.40am train to inspect TIDWORTH and Branches of A.M.T.S. On arrival called on G.O.C., Australian Troops in United Kingdom also A.D. of S. & T., reference to personnel. In the afternoon inspected WARMINISTER, HURDCOTT, FOVANT and No4 Command Depot. In the evening inspected the books at TIDWORTH, also Workshop, and found that a Mobile Workshop is being used. This Vehicle is worse than useless, machinery is only put in a Lorry, for the convenience of a Unit that is constantly moving. When machinery is required for a standing Camp, especially if it is likely to be stationed there for any length of time, it is far better to have the Workshop in a shed where more space can be given it, and it is much steadier. This Workshop is a good Vehicle and as a spare Lorry would be very useful, at some of the Camps, possibly a new set of wheels may be required, and I have issued instructions to the Workshop Officer to prepare a report on repairs necessary for the conversion of this Shop to a Lorry. Sergeant LEIGH completed records at CHELSEA.	
BERTANGLES	17/7/18.		Weather: Fine. <i>M.V.T.</i> D.M.T.S., interviewed the G.O.C., Australian Troops in United Kingdom, and discussed the matter of re-organisation with him. Left for WEYMOUTH at 10am with Lieut R.O.FORRER Workshop Officer at TIDWORTH, called on O.C., WESTHAM Camp then went on and inspected the Garage. This Garage is out about 2 miles and should be moved to CLIFTON Camp, if this were done the mileage of Ambulances would be reduced by over 50 per cent. I understand that this has been put up to Imperial Authorities, but so far permission has not been obtained I found in this Garage a Char- a-Banc, which I was informed was a gift Vehicle. This Vehicle is now practically useless, owing to the fact of it having very low Horse power, the heavy body almost making a load in itself, if this body were removed and the Vehicle turned into a flat decked Lorry it would be most useful for extra Transport or as a spare to replace any Lorry in Workshop. I instructed the Workshop Officer to report on this Vehicle. contd.	

(A 10200) Wt W5360/P743 750,000 2/18 Sch. 52 Forms/C2118/10.

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BERTANGLES	17/7/18.		<p>contd. Returned to TIDWORTH and again interviewed G.O.C. in reference to these two Vehicles, and sent a report to him on the matter, also interviewed D.A. & Q.M.G.</p> <p>Instructions issued for (10) ten Drivers to proceed to United Kingdom in exchange for a like number being sent over from A.M.T.S.</p> <p>Weather: Fine, Thunderstorm towards evening.</p>																									
BERTANGLES	18/7/18.		<p style="text-align: center;"><i>NWT</i></p> <p>D.M.T.S., inspected TIDWORTH Garage and found all Vehicles exceptionally well kept, also the stores, book-keeping of which was very good, and the Stores well kept.</p> <p>Interviewed D.A. & Q.M.G., and then had a long conference with A.D. of S. & T., reference Reinforcements, training and the Establishment of A.M.T.S., United Kingdom. Left TIDWORTH for LONDON at 1.30pm.</p> <p>Weather: Sultry and changeable.</p>																									
BERTANGLES	19/7/18.		<p style="text-align: center;"><i>NWT</i></p> <p>D.M.T.S., interviewed A.Q.M.G., in reference to A.I.F. Vehicles and approved of letter submitted to him, being sent to the War Office, also went into the matter of Vehicles that were originally Imperial, that will be subject to discount.</p> <p>Routine as usual.</p> <p>Weather: Sultry and changeable.</p>																									
BERTANGLES	20/7/18.		<p>D.M.T.S., started on Details of Re-organisation of A.M.T.S., United Kingdom.</p> <p>The following (6) six men proceeded to M.T., School of Instruction WISSANT for a three weeks course in Caterpillar Driving:-</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <tr> <td>No 919</td> <td>Dvr.</td> <td>SAST, A.</td> <td>3rd Aust: M.T. Company.</td> </tr> <tr> <td>No 3190</td> <td>Dvr.</td> <td>HARDERS, J.</td> <td>5th Aust: M.T. Company.</td> </tr> <tr> <td>No 2301</td> <td>Dvr.</td> <td>BEAK, J.F.</td> <td>6th A.B. Aust: F.A. Park Section.</td> </tr> <tr> <td>No 1637</td> <td>Dvr.</td> <td>ROBERTS, P.</td> <td>3rd A.B. Aust: F.A. Park Section.</td> </tr> <tr> <td>No 13468</td> <td>Dvr.</td> <td>DAUNIGHT, A.</td> <td>5th Aust: M.T. Company.</td> </tr> <tr> <td>No 13464</td> <td>Dvr.</td> <td>BRIGGS, J.H.</td> <td>5th Aust: M.T. Company.</td> </tr> </table>	No 919	Dvr.	SAST, A.	3rd Aust: M.T. Company.	No 3190	Dvr.	HARDERS, J.	5th Aust: M.T. Company.	No 2301	Dvr.	BEAK, J.F.	6th A.B. Aust: F.A. Park Section.	No 1637	Dvr.	ROBERTS, P.	3rd A.B. Aust: F.A. Park Section.	No 13468	Dvr.	DAUNIGHT, A.	5th Aust: M.T. Company.	No 13464	Dvr.	BRIGGS, J.H.	5th Aust: M.T. Company.	
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BERTANGLES	20/7/18.		Contd. Weather: Sultry, Thunderstorm and rain. <i>WWT.</i>	
BERTANGLES	21/7/18.		Routine as usual. Nothing to report. Weather: Fine. <i>WWT.</i>	
BERTANGLES	22/7/18.		D.M.T.S., continued on Re-organisation of A.M.T.S., United Kingdom. A.Q.M.G., submitted letter received from H.M. Stationary Department to D.M.T.S., which stated that they could supply the necessary paper suitable for "AUSSIE" Magazine. D.M.T.S., to call on them to-morrow. Routine as usual. Weather: Fine. <i>WWT.</i>	
BERTANGLES	23/7/18.		D.M.T.S., continued his proposed Establishment of A.M.T.S., United Kingdom. D.M.T.S., visited H.M. Stationary Department and interviewed Mr WHITE who said that the paper would probably cost about 15/- per ream (480 sheets) but would not exceed 16/-. This works out at $\frac{1}{4}$ d per sheet and with cover would make the cost of "AUSSIE" about $\frac{1}{2}$ d per copy. Weather: Dull and Showery. <i>WWT.</i>	
BERTANGLES	24/7/18.		D.M.T.S., continued with the Establishment of A.M.T.S., United Kingdom. The (6) six Drivers sent for a course of instruction in Caterpillar Driving on the 29th Ultimo returned to their Units, letter received from Commandant, M.T. School of Instruction stating that, the men concerned had shown a keen interest in their work and had been classified as 2nd Drivers but with the exception of Private CLOSE capable with very little further	

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BERTANGLES	24/7/18.		<p>Contd. experience in the Field, of being classified 1st Drivers.</p> <p>The following (10) ten Drivers reported from A.M.T.S., United Kingdom in exchange for Drivers from FRANCE, and were posted as follows:-</p> <table border="0" data-bbox="823 675 2470 1048"> <tr> <td>No 1750</td> <td>Dvr.</td> <td>TROTMAN, E.J.</td> <td>1st Aust: M.T.Company.</td> </tr> <tr> <td>No 8505</td> <td>Dvr.</td> <td>ROOKS, J.A.</td> <td>- do -</td> </tr> <tr> <td>No 12245</td> <td>Dvr.</td> <td>DRUMMOND, W.</td> <td>2nd Aust: M.T.Company.</td> </tr> <tr> <td>No 12583</td> <td>Dvr.</td> <td>DWYER, H.L.</td> <td>- do -</td> </tr> <tr> <td>No 12248</td> <td>Dvr.</td> <td>HENDERSON, T.</td> <td>3rd Aust: M.T.Company.</td> </tr> <tr> <td>No 12258</td> <td>Dvr.</td> <td>PARKER, J.</td> <td>3rd A.B.Aust: F.A.Park Section.</td> </tr> <tr> <td>No 16292</td> <td>Dvr.</td> <td>STEWART, R.A.</td> <td>6th - do -</td> </tr> <tr> <td>No 12420</td> <td>Dvr.</td> <td>GRINTER, J.W.</td> <td>6th Aust: M.T.Company(Corps Troops).</td> </tr> <tr> <td>No 15656</td> <td>Dvr.</td> <td>MITCHELL, J.E.</td> <td>- do -</td> </tr> <tr> <td>No 12102</td> <td>Dvr.</td> <td>WYLIE, E.W.</td> <td>- do -</td> </tr> </table> <p>Weather: Fine but Dull.</p>	No 1750	Dvr.	TROTMAN, E.J.	1st Aust: M.T.Company.	No 8505	Dvr.	ROOKS, J.A.	- do -	No 12245	Dvr.	DRUMMOND, W.	2nd Aust: M.T.Company.	No 12583	Dvr.	DWYER, H.L.	- do -	No 12248	Dvr.	HENDERSON, T.	3rd Aust: M.T.Company.	No 12258	Dvr.	PARKER, J.	3rd A.B.Aust: F.A.Park Section.	No 16292	Dvr.	STEWART, R.A.	6th - do -	No 12420	Dvr.	GRINTER, J.W.	6th Aust: M.T.Company(Corps Troops).	No 15656	Dvr.	MITCHELL, J.E.	- do -	No 12102	Dvr.	WYLIE, E.W.	- do -	
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BERTANGLES	25/7/18.		<p>D.M.T.S., drafted report in connection with proposed Establishment of A.M.T.S., United Kingdom.</p> <p>Routine as usual.</p> <p><i>See Appendix 1.A. Aussie Trust Fund Balance Sheet ppt. 30 June 1918 submitted to Chief Paymaster</i></p> <p>Weather: Fine and Cloudy.</p>	<p><i>Appendix 1.A.</i></p>																																								
BERTANGLES	26/7/18.		<p>See Appendix 2 D.M.T.S., covering report and proposed Establishment of A.M.T.S., United Kingdom, submitted to the Commandant, A.I.F., Administrative Headquarters.</p> <p>Weather: Dull and Showery.</p>	<p><i>Appendix 2.</i></p>																																								
BERTANGLES	27/7/18.		<p>D.M.T.S., A.I.F. interviewed General GRIFFITHS, Commandant A.I.F., Administrative Headquarters reference to his proposed Establishment of A.M.T.S. General GRIFFITHS making a further appointment with D.M.T.S., for Tuesday afternoon 30th inst.</p> <p>Routine as usual.</p> <p>Weather: Showery.</p>	<p><i>9</i></p>																																								

(A10266) Wt W5300/P713 750,000 2/18 Sch. 52 Forms/C2118/16. D. D. & L., London, E.C.

WAR DIARY

Army Form C. 2118.

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.

or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
BERTANGLES	28/7/18.		<p>Major A.W.HARVEY and Captain H.J.LANE visited A.I.F., Printing Section at FAUQUEMBERGUES and paid the Staff.</p> <p>Routine as usual.</p> <p>Weather: Fine and Cloudy.</p>	
BERTANGLES	29/7/18.		<p>Routine as usual.</p> <p>Nothing to report.</p> <p>Weather: Fine.</p>	
BERTANGLES	30/7/18.		<p>D.M.T.S., interviewed General GRIFFITHS who while agreeing with the general principal as laid down by D.M.T.S., A.I.F., relative to the Re-organisation of A.M.T.S., United Kingdom, stated that he wished further time to go into the matter and that he would communicate with him by letter at a later date.</p> <p>Routine as usual.</p> <p>Weather: Fine.</p>	
BERTANGLES	31/7/18.		<p>See Appendix 3. N.C.O's report on work done at A.I.F., Printing Section during month.</p> <p>No accounts were paid from D.M.T.S., Imprest Account during the Month.</p> <p>Balance in hand 44-90 Francs.</p> <p>Weather: Fine.</p>	<p>Appendix 3.</p>

H.W.umbriel
Colonel,
D.M.T.S., A.I.F., (Aust. Corps).

D. D. & L., London, E.C.
(A10266) Wt W5300/P713 750,000 2/18 Sch. 82 Forms/C2118/16.

WAR DIARY

OF

D. M. T. S., A. I. F.

FOR
PERIOD

1st to 31st JULY 1918 191

LIST OF APPENDICES.

No. Subject

- | No. | Subject |
|------|---|
| 1. | C.I.M.T's report on Vehicles on charge to 2nd Aust: Div. H.Qrs. |
| 1.A. | "Aussie" Aust Juno Balance Sheet. |
| 2. | D.M.T.S., proposed Establishment, and report on A.M.T.S., U.K. |
| 3. | N.C.O., i/c A.I.F. Printing Section report on work done for July. |

INSPECTION REPORT of 2nd Aust Division H.Q.Cars.Inspected July 10th & 13th 1918.N.C.O. i/c Cars:- Corporal Gibbs.

C/30.

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Appendix 1.

The following is a list of cars inspected, with defects noted:-

Vauxhall 25278 (G.O.C.).

Steering drop arm keyway worn.

Daimler, closed, 19645. (O.R.A.)

Cross member rivets loose.

Steering worm and segment worn.

Rear cushions require new springs.

Daimler 19725 (closed)

Engine requires tuning up.

Cross member rivets loose.

Chassis out of alignment.

Glass above driver's head broken.

Daimler 17624 (closed)

Engine slight knock.

Cross member rivets loose.

Steering worm and segment worn.

Reverse lever pins worn.

Back axle casing leaking badly.

Sunbeam 18860.

Oil pump worn.

Starting handle bracket worn.

o Change speed rod locking pins (3 & 4 gears) worn in casing.

Rear universal joint blocks worn.

O.S. hand brake lever not working.

O.S. rear hub locking washer (castellated) loose.

Rear driving dogs fair.

Sunbeam 18861.

Engine knocking.

Spokes loose in all road wheels.

Steering drop arm keyway worn.

Rear hub locking washers (castellated) loose.

Sunbeam 18863.~~Spokes~~ Spokes in 3 road wheels loose.Wolseley 550. (Signals).

Engine bolt broken.

Rear universal blocks worn.

Rear hub splines worn.

Several rivets loose in chassis.

* * * * *

Engines.

The majority of engines are good and running well.

Steering.

The steering on Vauxhall 25278 and on Daimler 17624 require early attention.

Road wheels.

The wheels of Sunbeams 18861 & 18863 should be carefully watched.

Greasing.

More attention should be paid to the greasing of the following cars:- Daimler 17624, Sunbeams 18861, 18863, & 18860, and Wolseley 550.

Cleanliness.

Good.

Upholstery.

The rear cushion of Vauxhall 25278 and Daimler 19645 require new springs.

(2).

C/30

Inspection Report 2nd Aust D.H.Q. cars. (cont'd).

Maintenance.

It was noticed that all the cars of the Division were in better condition than when previously inspected about 3 months ago.

The Corporal in charge should see that drivers pay far more attention to the greasing of their cars in future. I would suggest that these cars be inspected in about one month's time, with special regard to their greasing and if there is no improvement at that time that the Corporal be exchanged.

A. C. Harvey

Major,
Chief Inspector M.T.
A. I. F.

14/7/18
AWH

Appendix 13

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APPENDIX / A 14

"AUSSIE" MAGAZINE.

STATEMENT OF RECEIPTS AND EXPENDITURE TO 30th JUNE. 1918.

<u>R E C E I P T S</u>			<u>E X P E N D I T U R E</u>		
1918.		£. s. d.	1918.		£. s. d.
11th Janry:	To Balance from "Rising Sun" a/c	40. 0. 0.	24th Feby:	By Refund A.I.F. (cash unexpended)	5. 16. 11.
6th Feby:	" Advances :-		29th Jany:	" Pierre Landais Plant a/c	165. 0. 0.
	S.M.T.O. Regimental Fund.	66. 1. 6.	29th Jany:	" -do- -do-	12. 3. 5.
	A.I.F.	198. 0. 0.	5th Feby:	" Le-Franc et Cie -do-	7. 0. 10.
13th Mar:	" To sales of "AUSSIE" to 13/3/18.	175. 15. 4.	5th Feby:	" Pierre Landais -do-	4. 15. 9.
6th July:	" -do- -do-		22nd Feby:	" Mme Veuve. -do-	1. 16. 8.
	from 14/3/18 to 6/7/18.	201. 14. 8.	4th Feby:	" J. Mincel. -do-	1. 6. 5.
			6th Feby:	" Mme Veuve. -do-	7. 8. 2.
			22nd Feby:	" Ch Guyot. Paper a/c	58. 13. 4.
			19th Jany:	" No 5 A.A.S.P. -do-	14. 8.
			23rd Jany:	" Sundry a/c's	1. 0. 6.
			23rd Jany:	" Laurey Freres Blocks a/c	9. 3. 4.
			31st Jany:	" -do- -do-	2. 14. 9.
			31st Jany:	" Petty Cash Sundry a/c	3. 13. 4.
			22nd Feby:	" Editor Trav'lg Exs a/c	7. 1. 11.
			24th "	" L'Indactr Journal Paper a/c	1. 1. 8.
			24th "	" Laurey Freres Blocks a/c	2. 8. 2.
			24th "	" Petty Cash Sundries a/c	1. 16. 8.
			8th Mar:	" British Aust'n Blocks a/c	15. 0.
			10th Mar:	" Laurey Freres -do-	9. 0. 0.
			12th Mar:	" Sundries a/c	1. 10. 6.
			29th Mar:	" Editor Trav'lg Exs a/c	5. 0. 0.
			13th May:	" Petty Cash Sundries a/c	3. 13. 4.
			16th May:	" British Aust'n -do-	12. 0.
			27th May:	" Prize Monies -do-	28. 0. 0.
			28th May:	" Le-Franc et Cie Paper a/c	12. 16. 8.
			28th May:	" -do- Plant a/c	5. 7. 9.
			28th May:	" Laurey Freres Blocks a/c	6. 17. 11.
			1st May:	" Sundries a/c	1. 19. 7.
			28th May:	" Fonderie Caslon Plant a/c	16. 13. 1.
			7th June	" Ch Guyot Paper a/c	58. 14. 9.
			7th June	" "Corona" T'writer Plant a/c	12. 0. 0.
			11th June	" Editor Trav'lg Exs a/c	4. 14. 0.
			11th June	" Paul Boulanger Paper a/c	7. 4.
			19th June	" Editor (Paris) Trav'lg Exs a/c	4. 13. 0.
			19th June	" Sundries a/c	3. 10. 8.
			27th June	" Paul Boulanger Paper a/c	1. 10. 10.
			27th June	" Stereo's Blocks a/c	1. 2. 0.
			7th June	" Refund of amount overpaid by 1st Aust: Pnr. Bn. Sales a/c	22. 2. 2.
			7th April	" Ch Guyot. Paper a/c	134. 8. 5.
			27th June	By Balance "Aussie" Trust a/c.	52. 6. 0.
<hr/>			<hr/>		
£. 681. 11. 6.			£. 681. 11. 6.		

The Commandant,
A.I.F. Administrative Headquarters,
130, Horseferry Road,
S.W.1.



Having inspected the A.M.T.S. in London, Tidworth, and nearly all the detachments with the various Hospitals, Camps, Depots, etc. I now beg to offer you my report on the re-organisation of this Unit.

I cannot help concluding that this Unit should be a skeleton training Unit for the M.T. in France.

At present no M.T. training is possible for the A.I.F. either in England, or at the Base in France. I have therefore been forced to carry surplus personnel with the Units at the front, so that they may complete their training and be ready to fill any vacancy as it occurs.

Now that Australia has ceased to enlist men especially for the M.T., it is more than ever necessary to train and test men, who say they are motor drivers or mechanics, and at least the preliminary training and testing, should be done on this side, so that if not found suitable for this branch they may be allotted readily to another where their services would be more useful.

I would therefore, suggest that the A.M.T.S. become the M.T. Training Company with Headquarters at Tidworth, under the G.O.C., Australian Troops in U.K., and that a detachment be stationed in London at Chelsea or elsewhere, to be under the Commandant, Administrative Headquarters.

Capt. Walker in his suggested new establishment asks for 6 officers, one of which to be an inspector. The inspector for a Company should be the C.O. and this request points to the fact that there is quite sufficient work for a C.O. to be all his time on this work, instead of being part of his time C.O. of a Company, and part of his time a Staff Officer. It appears to me much better to set aside one officer to be C.O. and to do the work, than to have a partial C.O. and then appoint another officer to do his work, because part of his time is taken up with work that has nothing to do with the Unit.

If the Company is to become, as I contend it should, a training Company, it is more than ever necessary to have a good C.O. who can give all his time to the inspection of the various detachments and the training of recruits.

As a training Unit the Headquarters would, of course, have to be at Tidworth, but away from that, there is far more work at that end than in London as will be seen from the following table:-

	Lorries Cars Ambs.	S.C.C.	Solos.	Total	Pers- onnel	Various detach- ments.
Tidworth	88	25	29	142	204	17
London.	65	10	6	81	123	6

Tidworth it will be seen has nearly double the personnel and vehicles that London has, and nearly three times the number of detachments, showing from an M.T. point of view that the place for the C.O. is at that end most of his time.

The demands for Stores are at present mostly made out, and the main store is at Chelsea. This could still remain the case if necessary and would then be done by the workshops officer at that Depot, but I can see no reason

why/

why the main store should not be at Tidworth and the demands be made from there. The C.O. would naturally be in London every week, and could bring up demands, and do any interviewing that was necessary, besides which under my suggested new establishment, I propose a Workshop Officer should be stationed at Chelsea who could attend to any demand matters at any time.

The establishment I propose differs considerably from that proposed by Capt. Walker, as follows:-

1. Officers. I propose 5 instead of 6, but the C.O. should give all his time to the Unit, and if this were done the Inspector would not be required.

The C.O., 1 Workshop and 1 Transport Officer should be at Tidworth, and 1 Workshop and 1 Transport Officer at London. The C.O. would be much of his time away from H.Q., hence the necessity for another Transport Officer at Tidworth.

It is suggested by Capt. Walker that the C.C. should be a Major with a Captain Second in Command.

I do not see the necessity for this, as, the the M.T. with a Brigade of H.A., a very important command, consisting of 4 separate units having in all 24 Caterpillars, 118 Lorries, 4 cars, 8 side car comb, and 16 solos, a total of 170 vehicles, and 372 officers and men, there is only a Captain in Command, with 8 Subalterns. The whole of 24 Heavy Guns are got in and out of action by this unit, a very small slip may mean the loss of some or all of the guns, besides the unit does all the ammunition and supplies.

2. Warrant Officers and N.C.O's.

I consider all these ranks should be interchangeable with those at the Front. In a M.T. Company there is no place for a first class Warrant Officer, except he be a Mechanical Sergeant Major (thoroughly trained engineer) who is second to the Workshop Officer. I do not consider any M.S.M's are necessary on this Establishment, and 1st Class Warrant Officers who are not M.S.M's cannot be sent to the Front, as there is no place for them with any M.T. unit.

3. Staff Sergeants.

The only men of this rank are Workshop Foremen. There are no transport staff Sergeants on any M.T. Establishment, and consequently any of this rank who are not fit to be Workshop Foremen cannot be sent overseas, as there is no position for them, besides I do not consider these N.C.O's have any more responsible work than the M.T.E.C.O. in Charge of Ambulances at the Front. He has nine vehicles to look after in the most forward area, working often night and day, and without lights. This N.C.O. is only a sergeant.

Staff-Sergeant should in my opinion, never have been appointed, except as Foreman, see A.I.F Order 258 dated 16.9.16 and 576 dated 13.4.17.

On the other hand a C.S.M. and C.Q.M.S. are necessary and should be included in the Establishment.

Of course the Warrant Officers and Staff Sergeants that have been appointed cannot now be disgraced, they will have to hold their present rank while doing the work of C.S.M., C.Q.M.S. and Sergeants but no new promotions should be made.

These discrepancies have crept in, I think, owing to the fact, that in the A.I.F. Order, making an Establishment for the A.M.T.S. no detail was given. This is further shown, in that the Workshops have no Sergeants (leading hands).

Women's Legion.

Women's Legion.

I am of opinion that all ambulances, and some of the cars in London, and all Ambulances stationed at Weymouth can be driven by Women. These can either be obtained from the Women's Legion, as at present, or, if it could be arranged, I think it would be better to recruit them to the A.I.F. There should be quite a number of Australian women, who would be glad to serve in this capacity. I have, therefore, shown an increase in this direction.

25% Spare Drivers.

This I consider excessive. Units in the Field only get 15% spare drivers for working Lorries actually belonging to the Unit, but from this number, they not only have to supply their own Lorry drivers, but casualties to all Cars and Lorries that are attached, supply for leave, and men for clerks, cooks, guards and fatigues. It actually works out at 13% and if this percentage is enough for Units at the Front, that have to furnish from this all clerical staff, Cooks, Guards and Camp Fatigues, 10% certainly ought to be enough for a unit, such as the A.M.T.S. that has a Clerical Staff given and has to furnish neither cooks or guards. If you add to the 10% the clerical staffs provided, the percentage would be just over 14% or more than is given to Units at the Front.

Artificers.

Capt. Walker asks for a large increase, and on the other hand I consider they should be reduced.

Whilst admitting that much more cycle repair work is done here than overseas, and that owing to their having many odd makes of vehicles, spares sometimes have to be made as they cannot otherwise be obtained, yet I consider the number of Artificers excessive.

An M.T. Company Overseas, has to repair normally 117 Lorries, 21 Ambulances, 13 Cars, 3 Box Cars, 1 Max Ride Car Comb., 43 Solos and 1 Foden Disinfector, a total of 198 vehicles, the majority of which are 3 ton lorries and these with the cars and Ambulances, driven as they are a great deal at night without lights, and on very bad roads, require a very great amount of Workshop attention. Frequently many other Lorries are added to the above total and have to be kept in repair by the same workshop staff. They have only 55 artificers including the Workshop Foremen.

The A.M.T.S. have a total of 224 vehicles, mostly light vans or cars, all working on good roads, mostly in the daylight, and if at night, with lights. It is asked that 89 artificers should be included in the Establishment. I suggest 48 and consider this number should be ample.

In many cases drivers are shown on Clerical staffs. I have altered this to privates. It is not necessary to have drivers as either clerks or storemen.

If the Unit is to become a training unit the only personnel taken on strength should be the officers, and N.C.O's, who should be interchangeable with the same rank overseas, B1a, B2a, "C1" Class men and Women Drivers. The balance should be temporarily attached for training, and should not in my opinion be appointed driver or artificers at 8/- per diem, until they fill these capacities in Units overseas.

Under these conditions there would be no objection to the Unit being overstrength, as it generally would be, as all recruits would be sent to it for training, before proceeding abroad.

If on the other hand it is decided to keep the Company separate from the training depots the balance of men beyond the classes mentioned above would be taken on strength from "A class" recruits in the ordinary way, and appointed drivers when there were vacancies.

Tools.

I found a considerable shortage of tools at the various Depots, some of which I understand are being made up.

Tidworth should have another 5" or 6" Lathe, 1 Blacksmith's Chest Filled, and an Anvil.

Warminster requires an Electric Drill and tools, 1 Anvil, 1 Set Cycle Stocks and dies, 1 Set Blacksmith's tools, 1 Face plate, and 1 straight edge 4 ft.

Weymouth should have a small lathe, 4", 1 Electric drill and tools, 1 Electric Grinder (Emery wheel) and 1 Set Cycle Stocks and dies.

There is also a shortage of Fitter's chests filled.

It is quite impossible for Artificers to turn out the proper amount of work, if they are continually waiting on one another for tools, and it is false economy to have a number of mechanics without implements to work with. They pay of men goes on daily whether they are working or standing idle for want of tools. The cost of tools is only paid once and would not mean a heavy outlay.

There is a great variety of makes in Lorries, Cars and Cycles. In the case of Lorries and Cars this is probably unavoidable. If, however, new purchases are at any time contemplated, an endeavour should be made to get vehicles of similar make and type to other that you have, and for which spares can be readily obtained.

In the case of Side Car Combinations and solo cycles, one class of each should be bought, and it is better to pay a bigger price for a really good machine, than a low price for an inferior make and that is always in Workshop. I would suggest that "Sunbeam" Side Car Combinations and "Douglas" Solo machines should be always purchased, and they should be inspected and passed by a Workshop Officer.

The mobile Workshop at Tidworth as such is useless at a standing camp. The machinery would be much more useable if taken out and placed in a shed, and the lorry body could be altered and would be very useful as additional transport, or as a spare to be used when any other lorry is in workshop.

A new set of wheels would be necessary as those at present on the vehicle are out sizes, and are not rubber tyred. I have instructed the Workshop Officer to inspect and report on the practicability of this conversion.

The Charabanc at Weymouth has a body that is far too heavy for the engine power, and in consequence the vehicle is of very little use in its present form. I would suggest that the body should be taken off, and the vehicle be converted to a flat decked lorry, thus giving you a very useful vehicle for kits etc. This would also do duty for extra transport if required, or could be used as a spare to take the place of a vehicle in Workshop. The Workshop Officer will also report on this conversion.

At

At present there are no spare lorries, and in consequence it is very difficult to overhaul the vehicles you have and thus keep them in good running order, and as you have all kinds of odd makes, when a vehicle breaks down it sometimes has to wait many weeks for spare parts. Without spare vehicles this causes considerable inconvenience. Having the two additional lorries will therefore add much to the efficiency of the Transport Service.

Colonel,
D.M.T.S., A.I.F.

H^W July, 1918.

Proposed War Establishment.

DETAIL.	PERSONNEL.							TOTAL.	
	Officers.	Company Sergt. Majors.	Company Quarter-master Sergt.	Sergeants.	Artificers.	Women's Drivers.	Rank & File.		
Captains	1							1	a. 2 for Workshops
Subaltern	4 ^a							4	
C.S.M.		1						1	b. 5 Supervising
C.Q.M.S.			1					1	Transport Cpls
Sergeants				8				8 ^a	3 Stores Cpls.
Corporals							10 ^b	10	2 Orderly Room
Women's Legion Drivers						52		52	Corporals.
Spare 10%						6		6	
Drivers							103 ^c	103	c. Includes:-
Spare 10%							11	11	6 Corporals
Cyclists							70	70	5 L/Corporals
Spare 10%							7	7	
Cleaners & Privates							17	17	
Batmen.							3	3	d. Includes:-
<u>WORKSHOP:→</u>									5 Sergeants.
Foremen (Staff Sergts.)					3)			3	8 Corporals.
Fitters and Turners					29)			29	
Blacksmiths.					5)			5	
Wheelers					3) d.			3	
Electricians.					2)			2	
Painters.					2)			2	
Sheet Metal Workers					2)			2	
Vulcanizers.					2)			2	
TOTAL	5	1	1	8	48	58	221	342	
	TRANSPORT.								
	Motor Cars	Ambulances	Box Cars.	Lorries.	Side-Car Comb.	Solos.	TOTAL.		
Headquarters & Branches.	53	57	20	24	41	29	224.		

NOTE. An extra Driver will be added or deducted automatically to this Establishment for any vehicle being authorised on or off Establishment.

During the month the Type which was recently salvaged was sorted and properly laid out, this work occupied a great number of hours, but it was time well spent. There was a fair quantity of plain and dotted Brass rule, which will enable us to complete many jobs in one form, which used to take two, entailing twice the amount of work on the Printing Machines.

No 5 issue of "Aussie" Magazine was completed during the month, 90,000 copies being printed.

WORK DONE.

No Printed	Description of Work	For Whom.
730.	Routine Orders No 35.	"A" Branch Australian Corps.
1250.	Special Orders.	"A" Branch Australian Corps.
600.	Lorry Details.	S. M. T. O. " "
500.	Aussie Labels.	Aussie.
400.	Availability Returns.	S. M. T. O. " "
1250.	Special Orders.	"A" Branch Australian Corps.
220.	Letter Heads.	Director of Education.
1000.	Pro-forma's (Workshop Parts)	Siege Park.
1000.	Pro-forma's (Protection of Horse lines)	Australian Corps H.Q.
750.	Sanitary Arrangements.	Australian Corps H.Q.
2000.	Cards (Machine Gun).	4th Aust: M.G. Battalion.
700.	Routine Orders No 36.	"A" Branch Australian Corps.
1000.	Availability Returns.	S. M. T. O. " "
730.	Routine Orders No 37.	"A" Branch Australian Corps.
730.	Routine Orders No 38.	" " " "
700.	Detail Forms.	S. M. T. O. " "
5000.	Circulars French Prime Minister's Speech.	Australian Corps.
1000.	Pro-forma's Sports.	4th Australian Division.
300.	Books Detail Ammunition (3 Books) perforated and stapled.)	Ammunition Officer Aust: Corps M.T. Column.
730.	Routine Orders No 39.	"A" Branch Australian Corps.
1200.	Tool Cards.	S. M. T. O. " "
100.	Vehicles under Repair.	S. M. T. O. " "
500.	Cards, Education Form 1.	Director of Education.
500.	" " " 2.	" " " "
2000.	Pro-forma's Make and Type.	6th Aust: M.T. Coy. (Corps Troop s)
100.	Lorry Cards.	S. M. T. O. Aust: Corps.
200.	Car Cards.	" " " " "
24.	Cards, Supply, Transport, Artificer.	" " " " "
500.	Cards (Block).	Aust: Corps M.T. Column.
80.	Equipment Cards.	S. M. T. O. Aust: Corps.
200.	Pro-forma's Vehicles under Repair.	6th Aust: M.T. Coy (Corps Troops)
730.	Routine Orders, No 40 (8 pages).	"A" Branch Australian Corps.
100.	Duty Orders.	12th A.B. Aust: F.A.P. Section.
250.	Programmes.	58th Squadron.
500.	Programmes.	1st Aust: M.T. Company.
250.	Gendarmerie Nationale (small)	Gendarmerie FAUQUEMGERGUES.
250.	" " (large)	" "
