

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

Supplies & Transport

**Item number:** 25/20/15 Part 2

**Title:** Headquarters, Australian Mounted  
Divisional Train

September 1918 Duplicate



AWM4-25/20/15PART2

E15

Volume No. 9/18  
Appendices 1-10

**AUSTRALIAN IMPERIAL FORCE**  
**EGYPT.**

**WAR DIARY.**

Unit Australian Mounted Divisional Train

From 1-9-18 To 30-9-18

Shatts.  
28



Sept 1918

Aust mounted Division

Div Train.

- 1<sup>st</sup> - 14<sup>th</sup> Copy as marked in diary page 1
- 16 Copy as marked in diary <sup>page</sup> 1 order a pages # 17 + 18
- 17<sup>th</sup> Copy as marked in diary <sup>page</sup> 1 order on pages 19 20 21
- 18 Copy as marked in diary <sup>pages 19 2</sup> 9 extracts marked in order on page 22

Add.

"At 1800 38<sup>th</sup> Company detached with 5<sup>th</sup> Bde moved from SARONA to MUL EBBIS arriving there at midnight

- 19. Copy as marked in diary <sup>pages 23 4</sup> and add "38<sup>th</sup> Company crossed WADI AUJA at in the rear of the 5<sup>th</sup> Bde & travelled North until MISKE was reached at noon. At 1700 Company moved from MISKE to TUL KERAM via TIREH ~~to~~ arriving at midnight"

20 Copy as marked in diary pages 4 5 + 6

- 21 Copy as marked in diary <sup>page 6</sup> on page 24 and add "About 1300 38<sup>th</sup> Company picked up rations ~~now~~ & marched from TUL KERAM to ~~to~~ NABLUS ~~arriving~~ at ~~2330~~ arriving at 2330

P.T.O.



- 22 As marked in diary page 6 & 7  
& add  
38<sup>th</sup> Coy ~~arrived at~~ delivered rations  
at 0700 + at 0900 left NABLUS  
for JENIN with empty wagons  
arriving there at 2330.
- 23 As marked in diary page 7
- 24 As marked in diary page 7 & 8
- 25 As marked in diary page 8 & 9  
copy of order on page 26  
Add  
37<sup>th</sup> Coy arrived at BEISAN at  
1200.  
~~At 1315 a despatch~~ At 1430  
the company moved on over a  
rough wendy road reaching  
SEMAKH at 0100 on 26<sup>th</sup>  
where supplies were offloaded  
~~and a bivouac~~. The company  
bivouaced at SEMAKH for the  
night having covered 33 miles
- 26 As marked in diary page 10 = add  
" 37<sup>th</sup> Company left SEMAKH at  
1300 & reached TIBERIAS at  
1500 "
- 27 As marked in diary page 10 & 11
- 28<sup>th</sup> " " " " " " 11 & 12
- 29 " " " " " " 12 & 13
- 30 " " " " " " 13 & 14

CONFIDENTIAL.

ORIGINAL.  
DUPLICATE. *90*  
TRIPLICATE.

Australian Imperial Force.

**WAR DIARY**

OF

*Australian Mounted Divisional Train*

FOR

*September 1918.*

*Recd 29.10.18*

Signature of Officer compiling

*Whitt, P. H.*

Signature of Officer Commanding

*J. A. Fawcett* *Lieut. Col.*

WAR DIARY

Army Form C. 2118.

E15/1

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.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Summary of Events and Information

Remarks and references to Appendices

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	1918			
	Sept 11		<p>During this period train remained encamped in olive Grove at Ludd                      &amp; delivered supplies daily to the Division. All wagons &amp; harness were                      thoroughly overhauled, spare parts obtained, wheels renewed etc, train                      being put in a thoroughly seaworthy condition.</p>	
	13		<p>A thorough inspection was made of the train in the lines by the A.S.G.                      G.76 Q. A.D. G. H.Q.</p>	
	14		<p>a pamphlet "Instructions to Drivers" was written by the train &amp; copies                      issued to all drivers with instructions that same be posted in each book</p>	attach I
	16		<p>38 Coy moved out at 1830 for SAROTIA under secret instructions                      as per order attached. <del>copy of order</del></p>	
	17		<p>Special instructions for the train were issued <del>(see)</del> by the train                      Train moved out under cover of darkness at 1830 to SAROTIA. On reaching                      SAROTIA supply wagons were sent to depot to load one days mobile                      Ration. The remainder of the train went into bivouac under a belt of                      Australian Eucalyptus trees, great trouble was gone to to hide everything                      from aerial observation by the enemy, the wagons being man handled                      &amp; huddled in night under the trees. <u>No man animal or vehicle being                      allowed outside the trees.</u></p>	
	18		<p>An inspection of the A.S.G. river crossings was made by the of train                      the crossings examined being those the train would likely use when                      crossing the river during the forthcoming operations.</p>	
			<p>Further instructions in connection with the move of the train                      during the operations were issued by the of train</p>	copy Appendix IV

WAR DIARY

Army Form C. 2118.

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or  
INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/2

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sep. 18 Do	18		<p>The supply situation now stood as follows: - Carried on the man &amp; horse, one days iron ration for men &amp; one days special emergency ration for men &amp; animals. The iron ration consisting of biscuit 16oz preserved meat 14oz sugar 2oz tea 2oz. The emergency ration consisted of biscuit 13oz preserved meat 9oz jam 3oz sugar 3oz tea 2oz for men, &amp; for animals 9ozs grain. In addition to above one days S.E.R. was carried on first line vehicles, one days mobile ration on train &amp; one day on camels. Mobile ration consisting of biscuit 12oz preserved meat 12oz jam 4oz sugar 3oz tea 2oz cocoa 2oz milk 1 1/2oz &amp; also 6oz for men &amp; 9ozs grain to the libul for animals. The rationing being from midday inclusive till after breakfast following day. Supplies were therefore carried on the man horse &amp; on transport for 5 days for the man &amp; 4 days for the animal also at 10 over breakfast on 2 + 5 day (24 ins) and 2 + 4 day (23 ins) respectively.</p>	
Do	19		<p><u>Z day</u> - The day the operations against the enemy were to commence. At 0400 everyone was awakened by the bombardment of our guns on the front directly ahead of us. <u>The bombardment continued for 2 hours.</u> At 0730 after breakfast, train (also 38 bog with 5th. Side) moved out ahead of the Division the objective for the day being the Yadi KAMBERUNEH which, if possible, was to be reached by dawn, 1930. The river AVSA was crossed on the Barak bridge at 1000</p>	

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WAR DIARY

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or  
INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/3

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sep 19			<p>Train parked up &amp; animals were taken out &amp; watered. An escort of 3 troops reported for duty at this stage. A move forward was again made at 1115. Good roads were now left behind. The route leading over soft sandy hills. A halt was made south of ELJELIL at 1300 &amp; midday meal eaten. At 1400 train again moved forward in rear of Divisional Troops, a guard of one Regiment of Australian Light Horse acting as escort. All transport of the Division moved forward under this guard. It is doubtful if ever such a variety of transport was ever gathered together before. In the vehicles were horses from India &amp; Australia, mules from the Argentine &amp; Spain &amp; pack animals of camels, mules &amp; donkeys gathered from all over the East. All this transport if extended in column on Route would have taken up a length of 6 miles. The road, if it could be called such, led through wire entanglements &amp; trenches which had been occupied by the Turks as late as this morning. There were signs everywhere of the hasty retreat of the enemy.</p> <p>Unfortunately no water had been met with &amp; as the afternoon was very hot the animals were beginning to show signs of distress. On reaching EL MUGHAIR a halt of one hour was made for evening meal &amp; to give the animals a feed. Unfortunately at this stage camels echelon which was following the train was ordered to return to SAROTIA &amp; were sent back without having delivered any supplies, camels being urgently required at another part of the front.</p>	



WAR DIARY

Army Form C. 2118.

or  
INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/4

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Summary of Events and Information

Remarks and references to Appendices

Place	Date	Hour	Summary of Events and Information
Def to	19		<p>The road from MUGHAIR branched off to the right &amp; after going about 2 miles a bed of very heavy sand was met. As it was almost impossible to expect animals to push through this heavy, soft sand better ground was looked for &amp; found on the hills on the right. Although heavy, adding a couple of miles to the journey was an improvement on the heavy sand on the flat. However it took some four hours to do so many miles, it being so bad that wagons of several units were unable to proceed &amp; bivouacked for the night.</p>
to	20		<p>Eventually a moderately good track was found to the rendezvous on the road to ISKANDERUNEH which was reached about 0400 on 20<sup>th</sup>. Not long after the fighting troops &amp; about the same time as the most mobile of the 1<sup>st</sup> Line Transport B Echelon.</p> <p>Up to this stage the train had covered 35 miles since 0730 the previous morning &amp; with only one drink of water for the animals. It was hoped to give the animals a good drink here but orders came from the Division to push on immediately in rear of Division to EL LETTUN 25 miles. Hostile cavalry, which had not up to this time been accounted for having been reported the previous evening on the west, sea side, of our present position. On special request, owing to the condition of the animals the train was allowed till 0600 before moving out. This gave the animals a rest of two hours but unfortunately no time was allowed for watering. At 0600 the train immediately moved forward a strong escort being supplied of one Squadron of</p>

WAR DIARY

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EJ5/5

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information:	Remarks and references to Appendices
Dep	20		<p>Light Horse Troops, all the spare men on the train being made available for any defensive measures considered necessary. Our direction now ran North East, gradually drawing away from the coastal plain.</p> <p>at 1030 TELL EDH DHRUR was reached. A halt was made here for 2 hours. Fortunately after considerable trouble water was obtained &amp; each animal had a good drink, this being the first drink for animals since 1000 the previous day, during which time the train had been practically continuously in the move &amp; had covered 43 miles, which must be something of a record for a Divisional Train loaded. At TELL EDH DHRUR everybody took advantage of the rest to have a wash &amp; clean up after midday, meat was eaten.</p> <p>Train moved off at 1300. BEIDUS, a Jewish colony, was passed about 4 miles on, advantage being taken of good water to send water carts on to replenish. From BEIDUS a good metal road was struck which improved the going considerably. The route which up to now had been across flat rolling country began to enter hills. Another 6 miles on the mountain pass of MUSMUS through the CARMEL RANGE of hills which divides the plains of ESDRAELON and SHARON was entered. A piece of flat ground being met in the pass advantage was taken to pull in about 1900, rest the animals for an hour &amp; feed up.</p> <p>About 2000 Train moved on, water having been reloaded three miles further on at MUSMUS. Noaque had been sent ahead &amp; by the time Train came along, these were fueled &amp; ready for animals.</p>	

WAR DIARY

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/6

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Def	20		<p>Unfortunately, the pass narrows down here &amp; owing to the amount of traffic going through the train was blocked for several hours &amp; EL LEJJUN the objective, for the second day was not reached till 0400 21/9/18, the distance covered since leaving SARASTA being 60 miles.</p>	
	21		<p>at daylight it was seen EL LEJJUN was on a rise overlooking a great plain the plain of ESDRAELON, or ARMAGEDDON; EL LEJJUN it was claimed being the site of ancient MEGIDDO To the East, about 8 miles away could be seen the village of EL AFULEH to the north of which NAZARETH, 8 miles further on, could be seen at the top of some high hills at 1500 the supply wagons of the train with supplies pulled out for JEMM, a town situated about 12 miles S E of EL LEJJUN on the Turkish Railway. JEMM was reached at 2100, supplies off-loaded to B1 Schelon &amp; bivouac made for the night.</p>	
			<p>at 0500 Train moved off on return to EL LEJJUN. On passing the village of KEER-ADAN an enemy patrol was noticed about a mile away. An armed party, mounted from spare men of the train was immediately sent out to intercept them. On seeing no possibility of escape the enemy hoisted the white flag &amp; surrendered, the enemy patrol consisting of 1 officer &amp; 17 men, who were handed over to A.P.M. Australian Mounted Division on arrival at EL LEJJUN which was reached at 1100.</p> <p>at EL LEJJUN a large concentration camp for prisoners of war was being made, at present there being in it over 6000 Turks &amp; Germans</p>	<p>Added copy to E24</p>

WAR DIARY

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

E/15/7

			Summary of Events and Information	Remarks and references to Appendices
Place	Date	Hour		
Dep	22		<p>Evidently prisoners just brought in had been without water for some time &amp; a 200 grain camp (where a few details who did not go to ESDR) were left behind &amp; was rushed for water by several hundred Jewish prisoners. After considerable trouble these prisoners were beaten back with the assistance of the Military Police &amp; moved into the compound.</p> <p>Owing to the unexpectedly large number of prisoners the supply situation was getting extremely difficult, as in addition to the Division &amp; various details close on 9000 prisoners were being fed from Divisional Dump at EL LETJUN.</p> <p>At 0900 36 Coy pulled out to AFULE and were detached to their Brigade.</p>	
	23		<p>At 1230 Train less 36 Coy &amp; 38 Coy (detached) broke camp &amp; moved out to AFULE, the plain of ESDRAELON being crossed &amp; AFULE reached at 1500 where bivouac was made. One day's supplies were drawn from M.T. transport &amp; issued to troops in this area. As in most areas water was very scarce &amp; it was very late before animals were watered, water having to be lifted by bucket from a well near the town &amp; it was 2200 before last of the animals had a drink.</p>	
	24		<p>Owing to the difficulty of the water supply Train was ordered to return to EL LETJUN. This place was reached at 1200 when orders were received from D. to Q, to return immediately to AFULE, time being allowed to water animals only. AFULE being reached on return journey at 1530. The above necessitating the Train doing a useless journey of 16 miles.</p> <p>38 Coy of the Train which had been detached with 5<sup>th</sup> &amp; 4<sup>th</sup> Co Bde. rejoined Train.</p>	appx VII

WAR DIARY

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OR  
INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/8

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dep	24		38 Coy loaded & delivered one days supplies to one Regiment of 5 <sup>th</sup> Brigade at Hadu JUDID, situated about 8 miles on the BEISAN ROAD, & one days supplies to one Regiment about 8 miles out on the JERIN Road. The remainder of the Train delivered supplies in the AFULEH area.	Appx VII
Do	25		37 Coy of the Train with wagons from 38 Coy for one Regt. (5 <sup>th</sup> Side) moved out at 0600 with 1 days ration for 4 <sup>th</sup> Brigade less 4 <sup>th</sup> Regt & plus 15 <sup>th</sup> Pqt for BEISAN; soon after they had left, orders were received for this Coy to proceed to SEMAKH & from there to get in touch with the 4 <sup>th</sup> Side & proceed to TIBERIAS situated on the shore at the southern end of the SEA OF GALLILEE, the move to take place via Vale of JEZREEL to BEISAN. on reaching BEISAN 37 Coy coming under instructions of 4 <sup>th</sup> A. L. Side.	Appx VIII
			The remainder of the Train moved out at 1430 for NAZARETH with one days supplies for Division, the route being through the town of AFULE & across the HAIFA-AFULE Turkish Railway & continued across the plain of ESDRAELON northwards. 4 miles on, the road ascended through the hills, the ascent being very steep & tortuous. There were seen everywhere, signs of the hasty retreat of the enemy, wagons, guns, limbers, & motor vehicles strewn the route for miles. NAZARETH was reached at 1800. Little could be seen of the town before dark, but one or two fine buildings were noticed. Draughts were erected at the Virgin's Fountain in the town, where a good supply of beautiful fresh water was obtained. Instructions were received to go on to KEFR KANA for the night in the rear of the Division. The move forward was not continued till 2330, the Division not	Appx IX

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(A2004) Wt. W1771/M2031 750/000 5/17 Sch. 52 Forms (Ca. 1914)

WAR DIARY

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OR  
INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/9

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
1918 Sep 25	25		<p>getting through the town till that time</p> <p>After leaving NAZARETH the route still ascending wound in &amp; out amongst the hills until about one mile on when the road takes a gradual descent until the village of KEFR KENNA is reached. This village was reached at 0230 on 26<sup>th</sup> everyone being glad to turn in for a well earned rest. KEFR KENNA is said to be the Cana of Galilee where Christ performed His first miracle, at the marriage feast.</p> <p>Animals were watered &amp; a move forward made for TIBERIUS at 0830. After leaving KEFR KENNA the track RUMMATEH was entered, several small villages being passed. The village of LUBIEH being reached about 1130. As good water was to be had here troughs were erected &amp; animals watered &amp; advantage taken of stoppage of troops on the road ahead to feed the animals &amp; have midday meal. A move on was again made at 1300. The road which up to now had been metalled &amp; in a fair state of repair was from now on only a track on the plain. After proceeding some distance the road gradually ascends on the left, ahead being a hill which is pointed out as the Mount of Beatitudes where our Lord preached the Sermon on the Mount, another tradition placing it also as the scene of the feeding of the five thousand referred to in the Bible. Near here Saladin on July 3<sup>rd</sup> 1187 defeated the Crusaders. The first rain experienced by the E.E.F. since march of this year fell about here, a good down pour lasting for 20 or 30 minutes. If anything the track was improved by the rain. A few miles further on the road ascends a small ridge on reaching the top the first view of the SEA OF GALLILEE, 1000 feet below, is obtained. A mile further on, on rounding a bend.</p>	

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WAR DIARY

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/10

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dep	26		<p>The town of TIBERIUS springs into view on the shores of the sea. The road now winds in &amp; out down to the lake &amp; TIBERIUS is reached in 1 hour from the hill above. TIBERIUS is very pleasantly situated &amp; is inhabited mainly by Jews. The town, which is on the edge of the sea is some 600 feet below the level of the Mediterranean, the greatest depth being under 200 feet. The inhabitants turned out in thousands &amp; the troops got a great reception on entering the town. A camp was made on the west side of the town. 37 Coy. which had arrived earlier via BEISAN &amp; SEMAKH. joined up with the Train. Supplies were off loaded &amp; delivered to troops. Opportunity was taken to allow the troops a swim in the lake. This was enjoyed by all, the water being found to be not so buoyant as the Mediterranean. Everybody turned in early for a well earned rest &amp; the wish that we could remain in this pretty spot for a few days. (For report 37 Coy whilst detached see appx X.)</p>	
Dep	27		<p>The Division moved out at 1000 for SAFED. The Train was empty &amp; no M. T. convey had arrived up to the time the Division moved out, so it was decided that the Baggage portion of the 1<sup>st</sup> line Transport, the Heavy B. A. &amp; the Train would remain in TIBERIUS until all was made clear by the Division in front &amp; until the Train could refill from the Motor Transport. The whole was to move under the command of the O/c Train. The O/c of the Train (Lieut. Col. MAUNDER) was put in charge of the town until the administrative branch of the Desert Mounted Corps could send an officer along to take over the town as governor. The town was placed out of bounds to all troops not on duty, guards being posted over all grain stores &amp; the gates to the city. The</p>	<p>→ app X</p>

WAR DIARY

Army Form C. 2118.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

E 15/11

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Ref	26		guard was composed of one officer (Lt Jell) and thirty N.C.O.s & men	
Ref	27		<p>Word just received that Train was to push on to JAMINE about 18 miles due north of TIBERIUS &amp; about 8 miles beyond head of lake where D. No. 2, were. The M.C. would also push on to here, a conductor from the Train being left at TIBERIUS. Guard on duty at TIBERIUS was relieved from an escort squadron which had just marched in from SEMPAKH at south of lake. After some trouble of handed over his responsibilities to Desert Mounted Corps representative. Train moved out at 1600 by way of the town &amp; road along the beach. The road skirted the lake for the first 4 miles to EL MEJDEL which was reached about 1730. A halt was made for one hour whilst a small feed was given to animals &amp; the men had a drink of tea.</p>	
Ref	28		<p>The Heavy P.A.B. &amp; B2 Echelon of First Line vehicles which had moved out at 1400 from TIBERIUS, joined the Train here &amp; moved in rear of the Column on leaving EL MEJDEL at 1830. After travelling 4 miles the road gradually ascended to KH. ABU SHUSHEH about 800 feet above lake &amp; over 400 feet above sea level. From SHUSHEH the road descended &amp; inclined towards the head of the lake. Up to this period the Train &amp; attached Units had moved forward at a good three mile gait, which, if kept up, would have brought us to JAMINE before midnight. Owing to a block on the road of transport, wheeled and camel of the Train of another Division JAMINE was not reached till 0300 on 28<sup>th</sup>. At 0530 instructions received from H.Q. Division necessitated Train moving forward immediately.</p> <p>A move from JAMINE was made at 0600, the road leading between</p>	

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WAR DIARY

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or  
INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/12

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dep	28		<p>a grove of Australian Eucalyptus trees for a mile &amp; then across a level plain for 3 miles to above a bridgehead on the JORDAN situated one mile below Lake MEROM (known in biblical times as the waters of MEROM) a halt was made here and train parked up. Just before parking up two enemy planes appeared &amp; dropped 8 bombs which did no damage. These were the first enemy planes which had appeared during the operations.</p>	
	29		<p>One enemy plane appeared at 0800 &amp; dropped two bombs on bridgehead. No damage done. After loading one days supplies from M.D. Transport the train pulled out at 0930, destination KUNEITRA, 16 miles on the DAMASCUS Road. The JORDAN which is very narrow at this point is crossed by a small bridge which had been partially damaged by the enemy. The worst piece of road met since leaving SARONIA was traversed here, the ascent being very steep &amp; the road made up of loose round stones &amp; boulders upon which the animals could get no footing. Halfway to the top a block occurred through some motor transport being unable to move on one particularly bad piece - chiefly rubble - a delay of 2 hours occurred in this way. Eventually the train got moving &amp; got on to the level ground. A clear space being found a halt was made for thirty minutes to spell the animals &amp; have a short meal. KUNEITRA was reached at 1900, supplies delivered to dump &amp; a bivouac made for the night. The trek of 16 miles having taken 9 hours. KUNEITRA is a Breasson village of about 7000 inhabitants who proved very hostile, so much so that a requisitioning</p>	

WAR DIARY

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/13

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Petra	29		<p>party, after supplies was fired upon.</p> <p><u>KUNEITRA</u>, which was to have been left at 0800 was not left till 1330, permission for the Train to move being refused until <u>SASA</u> (21 miles distant) was captured. The country from <u>KUNEITRA</u> on back as far as the <u>JORDAN</u> was very uninteresting &amp; unfit for cultivation, the only inhabitants noticed being bands of dirty Bedouins. Owing to hostility of natives &amp; supposed proximity of the enemy, a sharp look-out was necessitated. Road which had been running through lava country ran into good black soil land a few miles out of <u>SASA</u> but no attempt seems to be made by the Bedouins to cultivate it. <u>SASA</u> where some old ruins were noticed was passed at 2130 and <u>KHAN ESH SHIMA</u> our bivouac for the night was reached at 2330, the Train having covered 26 miles since 1330. <u>DAMASCUS</u> which everyone hoped looked forward to entering on the morrow being only 14 miles distant.</p> <p>During the operations the Train covered 214 miles from <u>SARONIA</u> on 19<sup>th</sup> to date or an average of 18 miles per day. The pleasing feature of the whole operation being that although the Light Horse travelled over the country with great rapidity, on no day did the Train lose touch with the Division. All credit is due to officers &amp; N.C.O.'s &amp; men. All along a lively interest was taken in the operations, the main object before everyone being to see the Train keep up with the Division in the long traks.</p> <p>A motor cyclist lent by the Signal Squadron was attached to the Train during these operations, which proved a useful innovation. Very often urgent messages required despatching &amp; a motor cyclist proved invaluable in this connection.</p>	

WAR DIARY

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or

INTELLIGENCE SUMMARY.

(Erase heading not required.)

E15/14

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.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dep	30		<p>The animals did wonderfully well going through trying periods without water or rest for long spells. The health of the men and animals remained very good throughout the whole operations, the evacuations being -</p> <p>Men - 33</p> <p>Animals - 10</p> <p style="text-align: right;">G.</p>	

E 15/15

# WAR DIARY

OF

Australian Mounted Divisional Train

FOR

September 1918

## LIST OF APPENDICES.

No.	Subject.	
I.	Standing Orders for Drivers	15.9.18
II.	Special Orders for 38 Coy ARSC in connection with operations	16.9.18
III.	Movement Order for Train - Operations 19 <sup>th</sup>	17.9.18
IV.	Further Orders to Train re operations	18.9.18
V.	Report to D.A.Q. on move of Train up to 5th ed. in Akko	20.9.18
VI.	Instructions re move of Train to Jenin	21.9.18
VII.	Report of 38 Coy ARSC on repairing Train at Akko	24.9.18
VIII.	Special Order to 37 Coy ARSC re move to Gathlee	25.9.18
IX.	Orders to Train re move to Staraneth	25.9.18
X.	Report of 37 Coy ARSC on repairing Train	26.9.18

1  
Extract  
to ZAWA

E15/16

ORDERS FOR DRIVERS  
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1. A driver is held responsible that every article of equipment belonging to his team is kept in a clean and serviceable state, that the saddlery and harness are properly fitted; that the animals are regularly watered and fed, and also properly groomed and shod.
2. He is never to allow any civilian or men of a working party to ride in his wagon.
3. He is not to allow his wagon <sup>to be</sup> overloaded.
4. He is to report without delay anything he finds wrong with his animals, harness, wagon etc.
5. He is strictly prohibited from entering cantons etc. whilst on duty and he is never to enter private houses.
6. He will not move off until the load is properly secured and the tail board fastened up. He is responsible for the proper packing of his load.
7. Drivers are not to drive over bare water pipes, railway lines etc. except at the crossing and they are not to drive over ploughed ground or camping grounds unless the exigencies of the service make it necessary.
8. Should any accident occur or damage result from his being run into etc. he will report the same to his section sergeant immediately. Anything unusual must always be reported at once.
9. The rule of the road must always be strictly observed. If there is more than one wagon those behind are to cover correctly and each driver is to keep his proper distance - four paces from the head of his team to the tail board of the wagon in front of him. If he passes a wagon going in the same direction as himself he is to pass it on the near side. When going up or down hill he should increase his distance to more than four paces.
10. When he is required to leave his team for necessary purposes he will see that his native assistant remains with the team.
11. Drivers are not to trot their teams unless ordered to do so by an officer.
12. During a night march smoking is strictly prohibited unless permission has been given by the D.O. Corporal. Whistling etc. is not to occur. All orders are to be obeyed along the column quietly but distinctly. Silence as far as possible should also be observed when the bivouac area is reached.
13. When crossing a military bridge :-
  - (a) Halt if it is necessary to halt with the whole column between 2 boats.
  - (b) If the bridge is to be used until the morning ceases.
  - (c) All horses should be mounted.
  - (d) Never go faster than a gallop. Drivers are to have crossed the bridge before the last horse has mounted and should not increase the pace for some minutes after crossing.

*John Anderson*

Lieut. Colonel.

Secret

Copy for  
in memo E/5/17/16

Special Order for 38 Coy.

(1) At 1700 on the evening of Z-3, 38 Coy will load at Hudd one days Special Emergency Rations for the 5<sup>th</sup> Bde (less the Squadron detached) & will dump them at Y Bwouac. These rations will be left in charge of a guard to be provided by the 5<sup>th</sup> A.L. to Bde. A guide will also be provided by the Bde to conduct the Coy to Y Bwouac. O.C. 38 Coy will arrange direct with the Bde for guide & guard. After off loading 38 Coy will proceed to Darona where it will load up one days mobile supply for the Bde less the Squadron detached. The Coy will rejoin the Bde at Y Bwouac on the night of Z-1/2 under orders to be issued by the 5<sup>th</sup> A.L. to Bde.

(2) Under arrangements to be made by the S.S.O. on the afternoon of Z-2 day a camel convoy with one days mobile supplies for the Bde group (less the Squadron detached) will be taken over at Darona. It will proceed to the Agricultural College where supplies will be dumped at a site to be selected by the 5<sup>th</sup> A.L. to Bde & camels will be returned to Darona. This Convoy will carry 2 days supplies for B & Echelon of the Bde. These supplies will be issued on night of Z-2/2-1 day.

(3) On Z-1 day a camel Convoy with one days mobile rations for the Bde group will be taken over at Darona at 1700. This Convoy will accompany 38 Coy on its march to Y Bwouac mentioned in para 1.

The supplies dumped at Y Bwouac on the evening of Z-3 will be issued on the evening of Z-1.

(4) It is hoped that the Camel Convoy taken over at Darona will be able to deliver direct to the Bde on the evening of Z day. If the wheeled echelons will then be left untouched, otherwise if circumstances permit the issue will be made from the Bde train or wagons reloaded ex camels.

Should this be impossible -

(a) The Camel Convoy will dump its supply on the roadside on hard ground where lories can pick up.

The Convoy should be returned to Rantich without off loading. The Supply Officer will keep in close touch with Staff Captain in this connection but this office will be informed of the action taken in this respect. The information will be also repeated to A.D. D. J. Bezcomp.

(b) 38 Coy will issue a refuel ex lories during Z+1 day.  
(c) Sections of the Signal Squadron Field Squadron 19<sup>th</sup> Bde R. to A. will be attached to 5<sup>th</sup> Bde & should be included on the ration strength.

E15/18

(5) Continued

3rd Echelon of the 5<sup>th</sup> Bde will not accompany the Bde further than the Agricultural College

Arrangements should be made by O.C. 38 Coy to draw supplies at Darona on 2-2 & 2-1 days for its own consumption.

The Squadron & 2 wagons of Coy detached to the 60<sup>th</sup> Division will probably rejoin the Bde on 2 days.

(b) \* 38 Coy will leave Darona under Bde orders (as instructed in para 1.) & will remain under Bde orders until it rejoins the Divisional Train. It is essential that the closest touch be kept with the Staff Captain & as far as possible the O.C. Coy & Supply Officer will keep these Headquarters informed of movements of the Train/Convoys

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(Sgd) H.A. Saunders Lieut. Col  
Commanding  
Australian Mounted Division

16/9/19

Copies to  
5 SO  
5<sup>th</sup> an the Bde  
A.H. D.G.

Strictly Secret Australian Mounted Divisional Train

E5/19

Movement Order No 7

by  
Lieut Col H H Maund

*copy  
in files  
for 17*

Commanding Australian Mounted Divisional Train

- (1) The Train, less 38 Coy will move carrying its own gear & rations only to a bivouac site near SFRON on the evening of 2-2 in the following order

Headquarters

35 Coy

37 Coy

36 Coy

The starting point will be the Train signboard on the Motor Road North West of Train Headquarters. This will be passed at 1830

Supply section will march with their companies but will be distributed later under instructions to be issued by the S.S.O.

Great care is to be taken that absolute concealment from the air is obtained in the new bivouac area. Wagons will be man handled so that they are under the belt of Eucalyptus trees that exist. The tailboards will be facing towards the sea. Stern bivouacs may be placed in the Orange grove.

- (2) Drinking & other water will be obtained at the pump house in the Orange grove. Droughs will be erected by 0700 on 2-1 day under arrangements to be made by the adjutant.

- (3) On the evening of 2-1 day the Train will load one days mobile rations for the Division; time to be notified later.

Camel convoy will be loaded also on the evening of 2-1 day under the S.S.O.'s arrangements.

- (4) The Train less 38 Coy will follow in rear of the Division less 5<sup>th</sup> Brigade on its march on the morning of 2 day. The Camel Convoy will follow in rear of the Train.



E 15/20

Continued

- (5) The strictest march discipline must be maintained, it is essential that wagons keep well closed up. Each Company Commander will be responsible that the correct distance is maintained between his Company & the one in front. Where it becomes necessary for natives to walk, they will be kept in proper formation under an NCO.
- (6) The Senior Brigade Supply Officer with the camel convoy will be responsible that close touch is kept with these Headquarters.
- (7) It is hoped that rations will be issued on the evening of Z day, from either the Train or the camel Convoy, but this will depend on circumstances.
- (8) The Brigade Divisional Troops Post Offices will be taken with each Coy. The weight of equipment with each of these Post Offices will not exceed 180 lbs.
- (9) Camp sites on all occasions will be left clean & sanitary.
- (10) The strictest discipline must be maintained regarding drinking water owing to the danger of cholera, dysentery, etc. Company Commanders will take steps to ensure that no water has been drunk unless it has been passed as fit for drinking by the medical Officer.
- (11) Wherever possible concealment & protection by digging trenches should be obtained from hostile aircraft.
- (12) Watches will be synchronised at these Headquarters at 1800 on Z-1 day.

Capt. M. Stander

p. Field Col  
Commanding  
Australian Mtd. Div. Train

17/9/19

E 15/21

Ob 35 Coy a asc  
Ob 36 Coy a asc  
Ob 37 Coy a asc

Ref Movement Order No 7

(1) Sufficient wagons for one day's mobile supplies loading at 1650 lbs for Brigades & Divl Troops will proceed direct to Darona Depot to night load. Wagons should be clear of Depot by 2230.

After loading, wagons will return to bivouac site near Darona by companies independently.

(2) B & Echelon will follow the Drain on the march on 2 days & the Camel Convoy will follow B & Echelon.

Rgd. H. H. M. Gunders  
Lieut. Col  
Commanding

17/9/18. Aust Mounted Divl Drain

Secret

06 35 Coy AAC  
06 36 Coy AAC  
06 37 Coy AAC

copy on E/5/22  
per flight

The move of the train to morrow indefinite, but Companies should be in a state of readiness to move at 0530 to morrow 19<sup>th</sup> inst.

Wagons will be loaded with all gear, camp sites will be left ready for vacating within ten minutes, but troughs already down will be left standing. If the train moves at the above hour it will precede the Division and will water at the Auya. On the other hand if the train follows the Division it will march after B1 Echelon; in this event animals will be watered here before leaving. Time of watering to be notified later & troughs will be taken up afterwards.

Orders as to the time of march will be notified as soon as possible but it is impressed upon Company Commanders that with the exception of the mules being hooked up, everything will be ready to move at 0530 at 10 minutes notice.

After 2030 to night strict silence must be maintained & the men are to obtain as much sleep as possible. Animals should not be allowed to talk & laugh.

The necessity of leaving camp sites clean is again impressed upon Company Commanders, also during the march to morrow the necessity of maintaining march discipline & keeping wagons well closed up.

The order of march will be as follows:-

H Qs  
35 Coy  
37 Coy  
36 Coy

Supply Officer 3<sup>rd</sup> Brigade will take steps to insure that he follows B2 Echelon immediately it has passed with the camel convoys. He will report to these H Qs at the head of the train at 1000, 1300 & 1600 the progress that the camels are making & (if they are behind) how far they are away from the rear of the train.

18/9/18

(Sgd.) H. A. Staunton, Lieut. Col.  
Commanding Aust Mounted Divl Train

Secret

E 15/23

Headquarters

Australian Mounted Division

The train, less 30 boys, is at Jell. cd. - Division where we are waiting, feeding & at the same time refilling the animals.

Owing to their having been practically continuously on the move with loaded wagons during the past 28 hours they (the animals) are just about knocked up.

Train will leave here about 1300 & will proceed as fast as possible to our destination, but, owing to the state of the animals it will be advisable, if at all possible, to send first line vehicles down the summit - they are road to meet train & take over supplies, if this is done I would suggest that train be allowed to remain somewhere along this road during to-night when the animals should be fit to take up supplies to-morrow (refilled from the motor lorries) to the Division.

In this connection will you please say if any word has been received reference the Ab. I refilling point to-night.

(Sgd) W. A. Saunders  
Lieut. Col.  
Commanding

Australian Mounted Div. Train

20/9/18

Secret

OC 35 Coy MSL  
OC 36 Coy MSL  
OC 37 Coy MSL

copy in  
pass for

E15/24  
21/9

The train will march to JERRITT to-day at 1500 21<sup>st</sup> and will off load supplies to 3rd Echelon & will return to LEFFON leaving JERRITT at 0530 on the 22<sup>nd</sup>, evening meal to night and breakfast meal to-morrow will be consumed by the train personnel at JERRITT. Only sufficient gear for this and the men's blankets will be taken, the remainder of the gear remain at present camping site.

On the 10 leading wagons of each Company one spare white man will be carried, these will be armed & will act as the escort. In the event of attack one officer will be detailed by each Company Commander to control the fire etc of these men.

Animals will be watered as convenient before moving to-day.

Wagons proceeding to JERRITT will be drawn up in company columns on the vacant ground South West of these Headquarters ready to move at 1500.

An officer or senior N.C.O. should be left in camp in charge of those left behind.

The S.S.O. will precede the train to JERRITT and arrange a site there for dump.

The Adjutant will remain at LEFFON and administrative matters will be referred to him.

(59d) Lt Col  
Lieut. Col.  
Commanding

Australian Mtd Div & Train

21/9/19

Report of 38 Company whilst detached from 21st Avn. Sept 18<sup>th</sup> - 24<sup>th</sup> 1918.

At 1800 on night of 18<sup>th</sup> September we moved from SARONIA for NOBLESSIS arriving there at midnight.

After a very heavy bombardment at 0500 on 19<sup>th</sup> we crossed the Wadi Aya in the rear of the Brigade and travelled north until we reached Miskie at 1200. At 1700 we went from Miskie to Tul Keram via Treh arriving at midnight.

We rested all day on the 20<sup>th</sup> until 2000 when we delivered rations to the Brigade.

About 1300 on 21<sup>st</sup> we picked up rations & moved from Tul Keram for Noblus & arrived there at 2330 on 22<sup>nd</sup>. At 0700 we delivered rations to the Brigade.

At 0900 on 22<sup>nd</sup> we left Noblus for Jenin with empty wagons & arrived there at 2330.

On 23<sup>rd</sup> we carried rations about 6 miles to Brigade at site.

At 1300 on 24<sup>th</sup> we left with empty wagons for St. Aute arriving there at 1700. Here we rejoined the train.

9/10/18

Secret

15/26

O/c 37 Coy, A.S.C. & Supply Officers

You will march with your Coy loaded with the supplies you picked up last night to SEMAKH immediately.

You will gain touch with your Brigade at Tiberias from there using for this purpose the Despatch Rider who brought you this memo.

You will move to Tiberias after having gained touch with the Brigade and rejoin the Brigade.

You may remain at Semakh to-night leaving for Tiberias at 0530 tomorrow 26<sup>th</sup> inst.

One days mobilisation for 4<sup>th</sup> Brigade less 2 troops 1<sup>st</sup> Regt. 97 plus 15<sup>th</sup> Regt leaving at 1300 to-day by Turkish Railway Train from AFULE to SEMAKH.

(Sgt) H.A. Alexander  
Lt-Col  
Commanding

Just Mounted Div Train

25/9/18.

Secret

E 15/27

ofc 35 Coy ASC  
ofc 36 Coy ASC  
ofc 38 Coy ASC

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TM 25/9/15

Supplies for Divisional troops and  
3<sup>rd</sup> Brigade, plus 2 troops 12<sup>th</sup> Regt Motts Battery  
and 5<sup>th</sup> Brigade less 15<sup>th</sup> Regt, will be loaded as  
soon as Ab.T. Convoy arrives

The train less 37 Coy and 5 wagons  
38 Coy will move to Nagareth at 1430 in the  
following order

Headquarters

35 Coy

36 Coy

38 Coy

at 1420

Coyas will report readiness to move

(Sgd) J. Whitty Lt. Col. Adyt  
25/9/15 at 1145 Australian Mounted Div Train

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Secret

Annex I

E 15/28

Report of 37 Company whilst detached from Train  
Sep. 25<sup>th</sup> - 26<sup>th</sup> 1918.

37 Coy moved out of Train Bowmac site  
EL FULEH at 0600 on 25<sup>th</sup> Sep carrying P & R for 4<sup>th</sup>  
Brigade less 4<sup>th</sup> Regiment and 2 Troops 12<sup>th</sup> A. S. Co.

The road to BEISAN was distinctly good and  
the water at RAS-EL-AM plentiful.

Arrived at BEISAN at 1200 parked up and had  
lunch.

Despatch received from C. O. of Train at 1315  
with instructions to push on to SEMAKH immediately.

Moved off at 1430 & proceeded by a very rough  
& winding road to the village of BEISAN. Watered due South  
of village.

The road from this on for seven miles was very  
bad strewn with large rocks & very narrow & uneven.

Following the bad stretch all was fair going  
to SEMAKH with the exception of the JORDAN BRIDGE & a couple  
of Wadis which were successfully negotiated.

Arrived at SEMAKH at 0100 26<sup>th</sup> inst. off loaded  
& went into Bowmac having ticked thirty three miles.

Moved out from SEMAKH at 1300 and arrived  
at TIBERIAS at 1500. Rejoined Train on its arrival.