

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

Supplies & Transport

Item number: 25/20/15 Part 3

Title: Headquarters, Australian Mounted
Divisional Train

September 1918 Triplicate



AWM4-25/20/15PART3

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

Official Copy

CONFIDENTIAL.

ORIGINAL.
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Australian Imperial Force.

WAR DIARY

OF

Australian Mounted Div. Train

FOR

September 1918

Signature of Officer compiling

Whitty Lewis

Signature of Officer Commanding

H. A. Paunde L. Col

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
Sept	1918	1/12	During this period train remained encamped in Olive Grove at L UDD & delivered supplies daily to the Division. All wagons & harness were thoroughly overhauled. Spare parts obtained, wheels renewed etc, Drains being put in a thoroughly serviceable condition.	
		2	A thorough inspection was made of the Train in the lines by the D.S.G.	
		13	G to Q & A.D. G. HQ.	
		14	A pamphlet "Instructions to Drivers" was written by Ofc Train & a copy issued to all drivers with instructions that same be pasted in Jan 13 book	app. I
		16	38 Coy moved out at 1830 for SAROTIA under secret instructions as per order detached.	app. II
		17	Special instructions for the Train were issued (see app. I) by Ofc 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 & hidden right under the trees. No man, animal or vehicle being allowed outside the trees.	app. III
		18	An inspection of the AVIA river crossings was made by the Ofc Train the crossings examined being those the Train would likely use when crossing the river during the forthcoming operations. Further instructions in connection with the move of the Train during the operations were issued by the Ofc Train	app. IV

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Sep	18		<p>The supply situation now stood as follows - carried on the man & horse one days iron ration for men & one days special emergency Ration for men & animals. The iron ration consisting of biscuit 16oz preserved meat 12oz sugar 2oz tea 2oz. The emergency ration consisted of biscuit 13oz preserved meat 9oz jam 3oz sugar 3oz tea 2oz for men & for animals 9 lbs grain. In addition to above one days 2 ER was carried on first line vehicles one days mobile ration on man & 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 & dates 6oz for men & 9 lbs grain to lbs tinned for animals the rationing being from midday inclusive till after breakfast following day. Supplies were therefore carried on the man & horse & on transport for 5 days for the man & 4 days for the animals. At breakfast on Z+5 day (24th inst) and Z+4 day (23rd inst) respectively. Z day 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. The bombardment continued for 2 hours. At 0730 after breakfast, 2 Bn (less 38 boys with 5th Bde) moved out ahead of the Division the objective for the day being the Wadi ISKANDERUWEH which if possible was to be reached by dark.</p>	
	19		<p>1830. The river AVJA was crossed on the Barrel Bridges at 1000.</p>	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sep	19		<p>Train parked up & animals were taken out & 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 EL JELIL at 1300 & 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 & Australia & mules from the Argentine & Spain & pack animals of camels, mules & donkeys gathered from all over the East. All this transport if extended in column of Route would have taken up a length of 6 miles. The road, if it could be called such, led through wire entanglements & 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 & 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 & to give the animals a feed. Unfortunately at this stage camels & mules which was following the train was ordered to return to SARONIA & were sent back without having delivered any supplies, camels being urgently required at another part of the front.</p>	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dep	19		<p>The road from MUGHAIR branched off to the right & after going about 2 miles a bed of very heavy sand was met. As it was almost impossible to expect animals to pull through this heavy soft sand better ground was looked for & 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 as many miles, it being so bad that wagons of several units were unable to proceed & bivouacked for the night.</p>	
	20		<p>Eventually a moderately good track was found to the rendezvous on the Wadi ISKANDERUNEH which was reached about 0400 on 20th not long after the fighting troops & about the same time as the most mobile of the 1st Line Transport - B1 Echelon.</p> <p>Up to this stage the Train had covered 35 miles since 0730 the previous morning & 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 LEJJUN 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>	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sep	20		<p>Light Horse Troops, all the spare mules 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. At 1030 TELLE EDH DHRUR was reached. A halt was made here for 2 hours. Fortunately, after considerable trouble water was obtained & 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 on the move & had covered 43 miles, which must be something of a record for a Divisional Train loaded. At TELLE EDH DHRUR everybody took advantage of the rest to have a wash & clean up after midday meal was eaten. 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 divide the plains of ESDRAELOTT and SHARON was entered. A piece of flat ground being met in the pass advantage was taken to pull up about 1900, rest the animals for an hour & feed up.</p> <p>About 2000 Train moved on, water having been reported three miles further on at MUSMUS. Droughs had been sent ahead & by the time Train came along these were filled & ready for animals.</p>	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Def	20		Unfortunately the pass narrows down here & owing to the amount of traffic going through the train was blocked for several hours &	
D			EL LETJUN the objective for the second day was not reached till 0400	
	21		21/9/18. The distance covered since leaving SAROFFA being 60 miles.	
			at daylight it was seen EL LETJUN was on a rise overlooking a great plain, the plain of ESDRAELOTH, or ARMAGEDDON; EL LETJUN 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 JENIN a town situated about 12 miles S.E. of EL LETJUN on the Turkish Railway. JENIN was reached at 2100, supplies off-	
			loaded to BI Echelon & bivouac made for the night.	
			at 0500 Train moved off on return to EL LETJUN On passing the	
			village of KEFR 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 & surrendered. The enemy patrol	
			consisting of 1 officer & 12 men, who were handed over to A.P.M.	
			Australian Mounted Division on arrival at EL LETJUN which was	
			reached at 1100	
			at EL LETJUN a large concentration camp for prisoners of war was being made, at present there being in it over 6000 Turks & Germans.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sep	22		<p>Suddenly prisoners just brought in had been without water for some time & at 0800 Train camp (where a few details who did not go to JEMINA were left behind) was rushed for water by several hundred Turkish prisoners. After considerable trouble these prisoners were beaten back with the assistance of the Military Police forced 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 & various details close on 9000 prisoners were being fed from Divisional Dump at EL LETJUN</p>	
Do	23		<p>at 0900 36 Coy. pulled out to AFULE and were detached to their Brigade.</p> <p>at 1230 Train less 36 Coy & 38 Coy (detached) broke camp & moved out to AFULE, the plain of ESDRAELOIT being crossed & AFULE reached at 1500 where bivouac was made. One day's supplies were drawn from M. T. Transport & issued to troops in this area. As in most areas water was very scarce & it was very late before animals were watered, water having to be lifted by bucket from a well near the town & it was 2200 before last of the animals had a drink.</p>	
Do	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>	
Do			<p>38 Coy of the Train which had been detached with 5th A.L. 16 Bde. rejoined Train.</p>	<p>appx VI</p>

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dep	24		<p>38 Coy. loaded & delivered one days supplies to one Regiment of 5th Brigade at Wadi JUDID situated about 8 miles on the BEISAN ROAD, & one days supplies to one Regiment about 8 miles out on the JEMIN Road. The remainder of the Train delivered supplies in the AFULEH area.</p> <p>37 Coy. of the Train with wagons from 38 Coy. for one Regt. (5th Bde) moved out at 1600 with 1 days ration for 4th Brigade less 4th Regt. & plus 15th 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 4th Bde & proceed to TIBERIAS situated on the shore at the southern end of the SEA OF GALLILEE, the move to take place via Val of JEZREEL to BEISAN. on reaching BEISAN 37 Coy. coming under instructions of 4th A.L. to Bde. X</p> <p>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. Troughs 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.</p> <p>The move forward was not continued till 2330 the Division not</p>	<p>Appx VII</p> <p>Appx VIII</p> <p>Appx IX</p>

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Sep	1918 25		<p>getting through the towns till that time.</p> <p>After leaving NAZARETH the route still ascending wound in & 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 26th 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 & a move forward made for TIBERIUS at 0830. After leaving KEFR KENNA the Wadi RUMMANIEH 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 & animals watered & advantage taken of stoppage of troops on the road ahead to feed the animals & have midday meal. A move on was again made at 1300. The road which up to now had been metalled & 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 3rd 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>	<p>1000 ft</p> <p>1000 ft</p>

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INTELLIGENCE SUMMARY.
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Remarks and references to Appendices	Summary of Events and Information	Date	Hour	Place
<p>Labels</p>	<p>Summary of Events and Information</p> <p>Labels</p>	<p>1917</p> <p>22</p>	<p>22</p>	<p>Labels</p>

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Ref.	26		<p>The town of TIBERIUS springs into view on the shores of the sea. The road now winds in & out down to the lake & TIBERIUS is reached in 1 hour from the hill above. TIBERIUS is very pleasantly situated & 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 & 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 & SEMAKH, joined up with the Train. Supplies were off loaded & 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 & the wish that we could remain in this pretty spot for a few days. (For report 37 Coy when detached see app I)</p>	
27	27		<p>The Division moved out at 1000 for SAFED. The Train was empty & no M. T. convey had arrived up to the time the Division moved out, so it was decided that the Baggage portion of the 1st Line Transport, the Heavy B. A. B. & the Train would remain in TIBERIUS until all was made clear by the Division in front & until the Train could refill from the Motor Transport. The whole was to move under the command of the Ofc Train. The Ofc of the Train (Licut. 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 & the gates to the city. The</p>	app. X

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sep	26 27		<p>guard was composed of one officer (Lt Jell) and thirty, N. C. O's & men.</p> <p>Word just received that Train was to push on to JAMINE about 18 miles due north of TIBERIUS & about 8 miles beyond head of lake where D. H. Q. were. The M. I. 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 SEMRAKH 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 & 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 & the men had a drink of tea.</p> <p>The Heavy B. A. C. + B2 echelon of first line vehicles which had moved out at 1400 from TIBERIUS joined the Train here & 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 & over 400 feet above sea level. From SHUSHEH the road descended & inclined towards the head of the lake. Up to this period the Train & 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 28th. 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>	<p>X empty</p> <p>XXXXXXXXXX</p>
	28			

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Dep	24		<p>a grove of Australian Eucalyptus trees for a mile & then across a level plain for 3 miles to above a bridgehead on the JORDAN situated one mile below Lake HULE (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 & dropped 8 bombs which did no damage. These were the first enemy planes which had appeared during the operations. One enemy plane appeared at 0800 & dropped One enemy plane appeared at 0800 & dropped two bombs on bridgehead, no damage done after loading one days supplies from M.T. 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 SARONA was traversed here, the ascent being very steep & the road made up of loose round stones & 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 & got on to the level ground. A clear space being found a halt was made for thirty minutes to spell the animals & have a short meal. KUNEITRA was reached at 1900 supplies delivered to the camp a bivouac made for the night, the trek of 16 miles having taken 9 hours. KUNEITRA is a mercantile village of about 7000 inhabitants who proved very hostile so much so that a requisitioning</p>	

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Remarks and references to Appendices	Summary of Events and Information	Hour	Date	Place
	<p>7000 inhabitants who passed up the road to the camp. It was found that the camp was a very good one. The Jordan is a very narrow at this point and is crossed by a small bridge which has been partially damaged by the enemy. The road is very steep and the road was up of the road. The Jordan is a very narrow at this point and is crossed by a small bridge which has been partially damaged by the enemy. The road is very steep and the road was up of the road.</p> <p><i>Handwritten notes:</i> The Jordan is a very narrow at this point and is crossed by a small bridge which has been partially damaged by the enemy. The road is very steep and the road was up of the road.</p>		27	Camp

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Pep	29 30		<p>party, after supplies was fired upon.</p> <p>KUNEITRA, which was to have been left at 0800, was not left till 1330. permission for the Train to move being refused until SASA (21 miles distant) was captured. The country from KUNEITRA on & back, as far as the JORDAN was very uninteresting & unfit for cultivation, the only inhabitants noticed being bands of dirty Bedouins. Owing to hostility of natives & supposed proximity of the enemy, a sharp lookout was necessitated. Road which had been running through lava country ran into good black soil land a few miles out of SASA but no attempt seems to be made by the Bedouins to cultivate it. SASA where some old ruins were noticed was passed at 2130 and KHAN ESH SHIHA our bivouac for the night was reached at 2330, the Train having covered 26 miles since 1330. DAMASCUS which everyone hoped looked forward to entering on the morrow being only 14 miles distant. delete</p> <p>During the operations the Train covered 214 miles from SARONIA on 19th 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, S. C. O's & 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 treks.</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 & a motor cyclist proved invaluable in the connection.</p>	<p>was reached on the 1st Oct.</p> <p>delete</p>

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Bf	30.		<p>The animals did wonderfully well going through tiring 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 style="margin-left: 40px;">Men - 33</p> <p style="margin-left: 40px;">Animals - 10</p>	<p>delete</p>

WAR DIARY

OF

Australian Mounted Div.

FOR

September 1918

LIST OF APPENDICES.

No.	Subject.	
<i>I</i>	<i>Standing orders for Drivers</i>	<i>15/9/18</i>
<i>II</i>	<i>Special orders for 38 Coy asse in connection with operations</i>	<i>16/9/18</i>
<i>III</i>	<i>Movement order for Train - operations 19th</i>	<i>17/9/18</i>
<i>IV</i>	<i>Further orders to Train re operations</i>	<i>18/9/18</i>
<i>V</i>	<i>Report to D.A.D. on move of Train up to Tel-el-Okhri</i>	<i>20/9/18</i>
<i>VI</i>	<i>Instructions re move of Train to Jenin</i>	<i>21/9/18</i>
<i>VII</i>	<i>Report of 38 Coy asse on rejoining Train at AFULE -</i>	<i>24/9/18</i>
<i>VIII</i>	<i>Special order to 37 Coy asse re move to Gallilee via Beisan</i>	<i>25/9/18</i>
<i>IX</i>	<i>Order to Train re move to Nazareth -</i>	<i>25/9/18</i>
<i>X</i>	<i>Report of 37 Coy asse on rejoining Train -</i>	<i>26/9/18</i>

I *App^x I*

O R D E R S F O R D R I V E R S

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 ^{to be} 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 canteens 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 C.O. Convoy. Shouting etc. is not to occur and orders are to be passed 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 wheels midway between 2 boats.
 - (b) If the bridge sways halt until the swaying ceases.
 - (c) All horses should be mounted.
 - (d) Never go faster than a walk. Drivers who have crossed should not increase the pace for some distance after crossing.

13/6/18.

A. J. ...

Commanding Australian Mounted Divisional Train.

Lieut. Colonel.

Secret

App^x II

Special Order for 38 Coy.

(1) At 1700 on the evening of Z-3, 38 Coy will load at Ludd one days Special Emergency Rations for the 5th Bde (less the Squadron detached) & will dump them at Y Bivouac. These rations will be left in charge of a guard to be provided by the 5th A.L. to Bde. A guide will also be provided by the Bde to conduct the Coy to Y Bivouac. OC 38 Coy will arrange direct with the Bde for guide & guard. After offloading 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 its Bde at Y Bivouac on the night of Z-1/2 under orders to be issued by the 5th 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 5th A.L. to Bde & camels will be returned to Darona. This Convoy will carry 2 days supplies for 1st 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 Bivouac mentioned in para 1.

The supplies dumped at Y Bivouac 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 drawn on waggons reloaded on camels.

Should this be impossible:

(a) The Camel Convoy will dump its supply on the road side on hard ground where lorries can pick up.

The Convoy should be returned to Paritich 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 actions taken in this respect. The information will be also repeated to A.C. S.D. Descrips.

(b) 38 Coy will issue & refill its lorries during Z+1 day.

(5) Sections of the Signal Squadron & Field Squadron & 19th Bde R. to R. will be attached to 5th Bde & should be included on the nations strength.

(5) continued

By Echelons of the 5th Bde will not accompany the Bde further than the Agricultural College.

Arrangements should be made by OC 38 Coy to draw supplies at Parona on 2-2+2-1 days for its own consumption.

The Squadron + 2 wagons of Coy detached to the 60th Division will probably rejoin the Bde on 2 days.

(6) 38 Coy will leave Parona 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 OC Coy & Supply Officer will keep these Headquarters informed of movements of the Train & howays.

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

16/9/18

Copies to

5 SO

5th an de Bde

A.H.S.F.

Strictly Secret Australian Mounted Divisional Train

Movement Order No 7

by
Lieut Col H.A. Maunier

Commanding Australian Mounted Divisional Train

(1) The Train less 39 Coy will move carrying its own gear & rations only to a bivouac site near SARONA 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 the 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 rear. 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 mobilisations for the Divisions. Time to be notified later.

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

(4) The Train less 39 Coy will follow in rear of the Division less 5th Brigade on its march on the morning of 2 day. The Camel Convoy will follow in rear of the Train.

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 formations under an S.C.O.
- (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 2 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 officers.
- (11) Wherever possible concealment & protection by digging trenches should be obtained from hostile aircraft.
- (12) Watches will be synchronised at these Headquarters at 18.00 on 2-1 day.

17/9/18.

(Sgd) H.A. Stainier
Lieut. Col.
Commanding
Australian 1st Div. Train

06 35 Coy AASC
06 36 Coy AASC
06 37 Coy AASC

Ref Movement Order No 7

(1) Sufficient wagons for over
days mobile supply loading at
1650 lbs for Brigades & Div Troops
will proceed direct to Parona
Depot to right load Wagons should
be clear of Depot by 2230
After loading wagons will
return to bivouac site near Parona
by companies independently

(2) B & Echelon will follow the train
on the march on 7 days & the Camel
Convoy will follow B & Echelon

Rgd H A Alexander
Lieut. Col
Commanding

17/9/18. Aust Mounted Div Train

Secret

App 4 IV

06 35 Coy ASC
06 36 Coy ASC
06 37 Coy ASC

The move of the train to-morrow is indefinite, but Companies should be in a state of readiness to move at 0530 tomorrow 19th 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 Auja. On the other hand if the train follows the Division it will march after B 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 in 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. Staves should not be allowed to talk or 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 3rd Brigade will take steps to ensure that he follows B & 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.

(Sqd) H A Staender Lieut. Col.
Commanding Aust Mounted Div Train

app. x V

Secret

Headquarters

Australian Mounted Division

The train, less 38 boys, is at Jell-ed-Rhohr where we are watering, feeding & at the same time spelling 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.

Trains 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 Sumrah-Leffor 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 H.G. refueling point to-night.

(Sgd) H. A. Saunders
Lieut.-Col
Commanding

Australian Mounted Divl Train

20/9/18.

VI

Secret

ofc 35 Coy AAFC
ofc 36 Coy AAFC
ofc 37 Coy AAFC

App. VI

The Train will march to JEFFITT to-day at 1500 21st and will off load supplies to Pt Echelon & will return to LEFFON leaving JEFFITT at 0530 on the 22nd evening meal to-night and breakfast meal to-morrow will be consumed by the train personnel at JEFFITT. Only sufficient gear for this and the men's blankets will be taken, the remainder of the gear remains 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 today.

Wagons proceeding to JEFFITT 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 JEFFITT and arrange a site there for dump.

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

(Sgd) Lt A. Baender
Lieut. Col.
Commanding.

Australian Mtd Div Train

21/9/18.

Report of 38 Company whilst detached
from Train, Sept 18th - 24th 1918.

At 1800 on night of 18th September we
moved from SARONIA for SHULEBBIS arriving there at
midnight.

After a very heavy bombardment at 0500 on
19th we crossed the Wadi Ayya in the rear of the
Brigade and travelled north until we reached
Abiske at 1200. At 1700 we went from Miske to
Tel Keram via Tireh arriving at midnight.

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

About 1300 on 21st we picked up rations &
moved from Tel Keram for Stoblus & arrived there at
2330 on 22nd. At 0700 we delivered rations to
the Brigade.

At 0900 on 22nd we left Stoblus for Jenin
with empty wagons & arrived there at 2330.

On 23rd we carried rations about 6 miles
to Brigade at Site.

At 1300 on 24th we left with empty wagons
for Tel Afula arriving there at 1700. Here we
rejoined the Train.

24/9/18

Ofc 37 Coy, AMSC & Supply Officer

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 to-morrow 26th inst.

One days mobile ration for 4th Brigade less 2 troops 12th Regt. 7 plus 15th Regt leaving at 1300 to-day by Turkish Railway Train from AFULE to SEMAKH.

(Sgd) H.A. Stander
Lt-Col
Commanding

Just Mounted Div Train

25/9/18.

17

Secret

App: IX

ofc 35 Coy ATASC
ofc 36 Coy ATASC
ofc 38 Coy ATASC

Tim 25/9A

Supplies for Divisional Troops and
3rd Brigade plus 2 Troops 12th Regt Motts Battery
and 5th Brigade less 15th Regt will be loaded as
soon as Ab.T. Convoy arrives

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

Headquarters
35 Coy
36 Coy
38 Coy.

at 1420.

Boys will report readiness to move

(Sgt) J. Whitty Lt Adj. Gen.

25/9/18 1145

Australian Mounted Div. Train

App. X

Report of 37 Company whilst detached from Train
Sep. 25th - 26th 1918.

37 boys moved out of Train Bivouac site
EL FULEH at 0600 on 25th Sep. carrying D & R. for 4th
Brigade less 4th Regiment and 2 troops 12th A L B.

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 26th with off loaded
& went into Bivouac having trekked thirty three miles.
Moved out from SEMAKH at 1305 and arrived
at TIBERIAS at 1500. Rejoined Train on its arrival.

THE AUSTRALIAN IMPERIAL FORCE

EGYPT

WAR DIARY