

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

Light Horse

**Item number: 10/7/46**

**Title: 2nd Australian Light Horse**  
**Regiment**

January 1919



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ORIGINAL

DUPLICATE

TRIPLICATE.



AUSTRALIAN IMPERIAL FORCE

WAR DIARY.

2<sup>ND</sup> AUSTRALIAN LIGHT HORSE REGT.

FOR JANUARY 1919.

6161 NVT - JAN 1919

*G. H. Downie Lt Col*

SIGNATURE OF OFFICER COMMANDING.

SIGNATURE OF OFFICER COMPILING.

*C. P. Ridge Lt 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.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

643/1

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Hills 1 Jerusalem	Jan 1st		Camp Routine	
	2nd		do.	
	3rd		do.	
	4th		do.	
	5th		do.	
	6th		do.	
	7th		do.	
	8th		do.	
	9th		do.	
	10th		do.	
	11th		Held Regimental Sports, all dismounted events.	
	12th		Camp Routine, Syllabus of Training with Educational Classes in the following subjects - Elementary Electricity, Internal Combustion Engines, Machinery, Reading & Writing, and Physical Training.	
	13th		do.	
	14th		do.	

GHP

GHP  
J GHP

JAN 1919





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INTELLIGENCE SUMMARY.

(Erase heading not required.)

643/2

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Hilo / Jerusalem	Jan 15 <sup>th</sup>		Camp Routine Syllabus of Training with Educational Classes in the following subjects, - Elementary Electricity, Internal Combustion Engines, Farriery, Reading & Writing, and Physical Training.	EXP
	16 <sup>th</sup>		do	EXP
	17 <sup>th</sup>		do	
	18 <sup>th</sup>		Lieuts. Weller, Sinton, McIntyre H.P., and Thompson with 22 other ranks proceeded to RAFA to compete in Divisional Football Tournament.	EXP
	19 <sup>th</sup>		Camp Routine.	} EXP
	20 <sup>th</sup>		do.	
	21 <sup>st</sup>		do.	
	22 <sup>nd</sup>		do.	
	23 <sup>rd</sup>		do.	
	24 <sup>th</sup>		do.	
	25 <sup>th</sup>		do.	
	26 <sup>th</sup>		do.	
	27 <sup>th</sup>		do.	

- JAN 1919





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INTELLIGENCE SUMMARY.

(Erase heading not required.)

643/3

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Hilo / Jerusalem	Jan 28 <sup>th</sup>		Camp Routine	ExR
	29 <sup>th</sup>		Held Regimental Sports in afternoon when preliminaries were run off.	ExR
	30 <sup>th</sup>		Finished Regimental Sports Meeting.	ExR
			Sergt. A. A. Apelt M.M. returned from secret duty to Engineer Survey Party from AMMAN via MA'AN, AKABA and SUEZ. His report is attached.	
			24 other ranks left the Regiment for early return to Australia. These men had urgent business or family reasons. Our first stages of demobilization.	ExR
	31 <sup>st</sup>		Camp Routine.	ExR

JAN 1919



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*Original***WAR DIARY**

OF

*2nd Light Horse Regiment*

FOR

*January 1919***LIST OF APPENDICES.**

- | No. | Subject.   |
|-----|--|
| 1.  | Summary of casualties to personnel during month.   |
| 2.  | Summary of returns of animals for month.   |
| 3.  | Summary showing "Effective Strength" during month.   |
| 4.  | Report by N.C.O i/c escort to Railway Engineering Survey Party from AMMAN to SUEZ, v-ia MA'AN and AKABA. |

*Geo. H. Bourne*  
Lt-Colonel.

Commanding ., 2nd Light Horse Regiment.

*A. L. Quinn* Lieut.

Adjutant., 2nd Light Horse Regiment.

*643/14*



2nd Light Horse Regiment. A.I.F.  
Jerusalem. E.E.F.

WAR DIARY - JANUARY 1919.

APPENDIX No. 1.

SUMMARY OF CASUALTIES TO PERSONNEL DURING MONTH.

Week-ending.	Killed.		Wounded.		Missing.		Evac: Sick to hospital.		Remarks.
	O. C/R.	O. C/R.	O. C/R.	O. C/R.	O. C/R.	O. C/R.	Offs. O/R.		
JANY: 7th 1919.	-	-	-	-	-	-	-	5.	
" 14th "	-	-	-	-	-	-	-	8.	
" 21st "	-	-	-	-	-	* one.	-	13.	* Lieut. L.B. GUIREN. "MC" evac: 20th.
" 28th "	-	-	-	-	-	-	-	7.	
" 31st "	-	-	-	-	-	-	-	2.	
Total.	-	-	-	-	-	-	1.	35.	



6413/5



2nd Light Horse Regiment. A.I.F.  
 Jerusalem. E.E.F.

WAR DIARY - JANUARY 1919.

APPENDIX No. 2.

ANIMAL RETURNS FOR MONTH OF JANUARY 1919.

Week-ending.	HORSES in possession.	MULES in possession.	TOTAL Animals.	Casualties.
JANY: 2nd. 1919.	321.	38.	359.	* see note below.
" 9th "	306.	38.	344.	1 ride died ) 14 horses to M.V.S and struck off )
" 16th "	306.	38.	344.	
" 23rd "	306.	38.	344.	
" 31st "	306.	38.	344.	

\* Note - 113 horses and 13 mules were handed over to Descorps Reinforcement Camp, HOMS between last appendix (December) and first entry above.

Above figures include attachments as under :-

	Horses.	Mules.	Total.
Attached to "A" Squadron (AMMAN)			
do ex A.A.M.C.....	8.	-	8.
do 1st Hy Arty Sigs.	-	2.	2.
	8.	2.	10.



*16/13/19*



2nd Light Horse Regiment. A.I.F.

WAR DIARY - JANUARY 1919.

APPENDIX No. 3.

SUMMARY SHOWING "EFFECTIVE STRENGTH" DURING JANUARY 1919

Week-ending.	Officers.	O/Ranks.	
January 2nd 1919.	21.	359.	Note. These figures are taken from Army Forms "D" and represent total strength in field less non-combatants and attached details.
" 9th "	24.	373.	
" 16th "	24.	389.	
" 23rd "	23.	391.	
" 30th "	24.	388.	



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2nd Light Horse Regiment.  
Jerusalem. 30th January 1919.

Report by No. 972. Sergt. H.A. Apelt. "MM" on escort duty with Railway Survey Party during trip from AMMAN to SUEZ, via MAAN and AKABA.

On morning of 9th January 1919, I and 6 men of this Regiment were detailed as protection escort to the Railway Engineering party under Capt. Heeslop. We were issued with nine days rations and entrained at AMMAN station at 1000. Train was made up of Locomotive, 2 tanks of water, truck of coal, carriage for sleeping accommodation, 3 covered trucks for rations, tools, etc., and brake-van. Complete party - including train crew and escort from 5th L.H. Regiment - totalled 2 officers and 26 others.

Preceding the train by 15 minutes was a motor-car, converted to railway travelling, which carried both engineers who surveyed the stations, station-houses, bridges, tunnels, etc.,.

About six miles from AMMAN the line leaves the rough mountainous country and passes over a plain and runs through rich farming land, of a chocolate ~~maxxa~~ loam nature, which gradually changes to a reddish soil; this continues for about 40 kilos. This country was well populated, lands under crop and carrying sheep, goats, camels, donkeys and cattle - villages occurred frequently.

Up to kilo 42 the line was protected by Turkish redoubts, fire from which covered all intervening space - beyond kilo 42, stations only were made into large redoubts; the intervening distance being patrolled when line was in Turkish possession.

We passed the place where about 5,000 Turks surrendered to the ANZAC DIVISION - a treeless plain, the strong Turkish redoubts and system of trenches showing up in marked relief; communication trenches running under the railway.

At station Kilo 42, where we arrived night of 9th inst, we found a garrison of about half a company of Sherifian Troops.

10-1-19. A 6-arch stone bridge had been blown up here and we spent four days repairing same. During this time the Egyptian Engineer ~~of~~ the party returned to Damascus with the locomotive and came back with a lighter loco in place and two more tanks of water and sufficient coal to complete the journey to Maan.

Rained on 13th and 14th.

14-1-19. Left Kilo 42 on 14th; from there, on, there was no communication; telegraph poles having been burnt and the wires cut. All the bridges had been blown up by the Sherifian troops and only temporarily repaired by the Turks - such repairing only lasting during the dry weather.

The country from here to MA'AN was of a black gravelly - iron stone and volcanic nature, with enormous wadis, some of which were in flood.

At WADI HESA were signs of a great Turkish camping ground, a small dump of enemy ammunition, some wagons and limbers still being there. Water had evidently been bored for, as part of a boring plant was still standing.

15-1-19. Leaving WADI HESA on 15th we came to a stone bridge which had been destroyed; all hands set to on repairs and completed the job in 4 hours. Next we came to a wash-away and the method employed was to place wooden uprights under the sleepers on a foundation sufficiently strong to take the weight of the train - here we nearly had a spill in crossing, the weight of the engine being rather too much for the foundation made, which began to sink, but the loco driver saved the situation by putting on speed and managed to cross before line sagged enough to topple the loco over the embankment. We then proceeded to next station, but before reaching it we came up with the motor which had stopped, as it was found the station was occupied, but on account of communication being destroyed it was unknown if the occupants were friendly or hostile; the escort were therefore called upon to advance and ascertain this information. We went forward over a damaged bridge and were met, in the dark, by men of the Sherifian Forces; after temporarily repairing the bridge to enable our train to cross, we put in the night with these troops.

16-1-19. On 16th we moved forward again repairing line as we went, but did not get far as we ran short of water for the locomotive, which had to ~~go~~ leave us and go on to within about 16 miles of MA'AN to get communication with that place

(continued)



- JAN 1919

and request that water be sent out to the locomotive.

The Commandant at MA'AN (this officer we heard, was the Divisional Commander captured by the Light Horse at GAZA and was now in command of Sherifian troops) sent a supply of water out by mule wagons. The loco then returned and picked up train, taking us on to the place where water had been replenished and where we stayed the night.

17-1-19. In morning we set to, to repair the track of about a mile of deviation line which had been put down by the Turks when the bridge over wadi here had been blown up by the Sherifian Forces. As it had been raining heavily during the night our work was destroyed by the flood water in the wadi, and after two trucks had been derailed we had to carry our gear, etc., across the flood and was taken into MA'AN by the engine and one truck. We camped at the station.

The station consists of large engine shed and workshops, hospital and about 15 big stone buildings of modern structure. Water supply was plentiful. Garrissoned by Sherifian Troops.

20-1-19. On Monday 20th the whole party of 28 were mounted on pack camels and started for AKABA. These camels had arrived at MA'AN the day before with rations from AKABA and were returning under the camel escort of 8 Sherifians. The caravan of about 40 camels and two donkeys - which the Engineer officers rode, started away through the village of MA'AN, over a metal road from the station to village, which are about 2 1/2 miles apart; the village being the usual type found East of the Jordan. Beyond the village the road formation - without metalling - is made up for about 6 miles, then dwindles to a stoney track which appeared to make "hard going" for the camels.

Between MA'AN and AKABA are three posts garrisoned by Sherifian troops; the first one on the road used to be the Sherifian Headquarters. We camped there the night, our camp being about 5,000 feet above sea level. In the morning we found 1/2 inch of frost covering the ground.

21-1-19; By this time our 9 days ration had been finished and the Commandant at AKABA had been requested to send rations out to meet us, but these we did not get until we reached the second post, so breakfast was rather poor - 19 men sharing a tin of "bully".

We started for the second post at 0700 and reached same about 1530, only resting for 15 minutes during the march. Here we found a good supply of rations awaiting us, which, after the meagre rations we had been on, was greatly appreciated.

Between the first and second posts we appeared to be traveling on a tableland level with the tops of the surrounding mountains, until about half way, the ground sloped steeply for about 2 miles, into a large wadi basin, here we struck the first wire-net road; laid on the soft loamy soil. Small cultivations and flocks of goats were now to be seen. Here we passed the first merchant caravan travelling inland; after this we ~~passed~~ frequently met such caravans, generally about 20 to 30 camel strong - always receiving friendly greetings in passing.

22-1-19. We broke camp at sunrise - about 0700 - and travelled through the basin which gradually closed in until the wadi was only about 2 chains wide; the surrounding high country shutting out the sun made travelling cold. We reached the third post at sundown - about 1700 - only stopping for 15 minutes during the day. The post was at the point where the wadi left the mountainous region, about 6 miles from AKABA. Camped at post for the night.

23-1-19. Arrived at AKABA at 1100 morning of 23rd instant. The village is the usual arab type - natives quite friendly. A small garrison of Irish Rifles and some Egyptian troops were camped on the beach; a boat was being loaded by E.L.C with grain, etc., from what had been a large supply dump, the remainder of which was apparently being cleaned up.

25-1-19. The whole party was taken aboard the S.S. "MIN" on Saturday, 25th instant, which set sail at 2000, and reached SUEZ without event on Monday 27th January. Marched in to Moascar same day.

*H. A. Apelt* Sergeant.

No. 972. 2nd Light Horse Regiment.