

AWM4

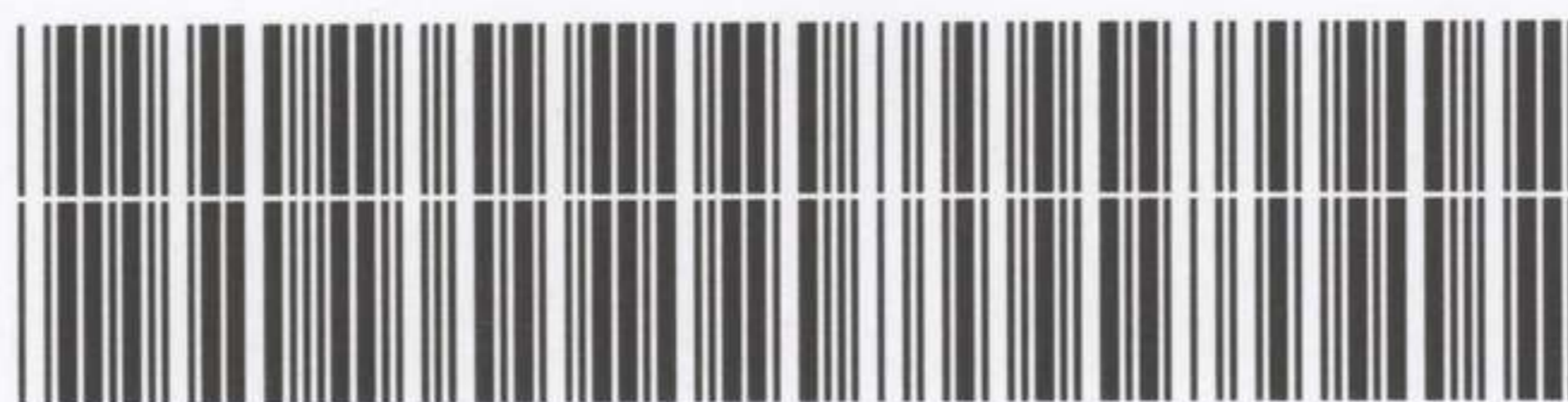
**Australian Imperial Force unit war diaries,
1914-18 War**

Supplies & Transport

Item number: 25/14/16

Title: 1st Australian Divisional Train

February 1916



AWM4-25/14/16

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.

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YOR: II. — 11 —

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Ist. Lt. - Kebir	12.1.16 15 4.2.16		Supply details here only with 1st Aust' divn. Transport details of Divisional Train sent to Western Field Force and left Alexandria on 25. Nov. 1515 - Established supply depots for each Bde and one for Divisional Troops, drawing supplies required from a main supply depot established in the Canal - Am refitting and equipping as far as possible - All supplies satisfactory. Units draw from their respective depots using their own 1st line transport.	
Snapeum.	5.2.16 15 24.2.16		Proceeded with supply details and a portion of the Division to Serabrum on Suez Canal. The Division is allotted a front of 11 miles, parallel to Canal on East Bank, to guard. This line of entrenchment is 8 miles from the Canal - a 2'6" gauge railway runs out to firing line 6 miles. There an advanced supply depot has been established and it is intended to run a still narrower gauge railway from the 2'6" gauge railway ^{head} right and left to each flank of the position where 2 advanced supply depots will eventually be established - A main Divisional supply depot is established on the Canal Bank (East), supplies being received by water.	T. J. Paul 1916

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Suez Canal	5.2.16 5. 24.2.16		<p>hansport from ISMAILIA - a Road 6 miles long also runs parallel to the 2'6" gauge Railway which is intended to branch off right and left to each flank of the position - Water is being laid on up to the firing line and across the 11 miles of front - at present camels are used for hansporting all supplies and water from the Desert Rail head to the troops in the firing line - Am keeping 7 days supply for the Division at the Desert Rail head - The pack saddles for camels are unsatisfactory, design good, but made with inferior wood which is constantly breaking and bad workmanship all through especially with the padding of the saddles causing bad sore backs and sides - Ten motor lorries are employed at present carting stones for making the roads - These motor lorries will be available for supplies at late. All 1st Line Transport taken from units and formed into a Transport Company under the MC Senior T.O. The Senior Transport Officer (Capt Lovidge R.A.C.) controls all hansport including horse, mule, camel and train transport - Difficultly experienced with water at the commencement owing to delay in laying pipes and the pumping arrangements necessitating all water</p>	<p>T. J. Lovidge 22</p>

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Seraheem	5.2.16 to 24.2.16		<p>supplying line being taken on camels in fountains and these water carriers being short in numbers and also a great many leaking and requiring repairs added to the difficulties -</p> <p>Received orders to join the main portion of my command which is with the W.F.F. on the 24.2.16 - leaving the S.S.O. (Capt. Healey) in command with Captain Lowndes as J.C.O. -</p>	
Cairo	25.2.16 to 30.2.16		<p>Portion of my Transport details arrived here from the W.F.F. and I made this my H.Q. on receiving orders to concentrate my Transport Companies at Cairo to reorganise on Imperial Establishment Tables and Refit. The remaining companies from Matruh have been ordered to return to Cairo at first opportunity -</p>	<p>→ MATRUH</p> <p>J. J. Smith Lt. Col.</p> <p>M.C.</p>