

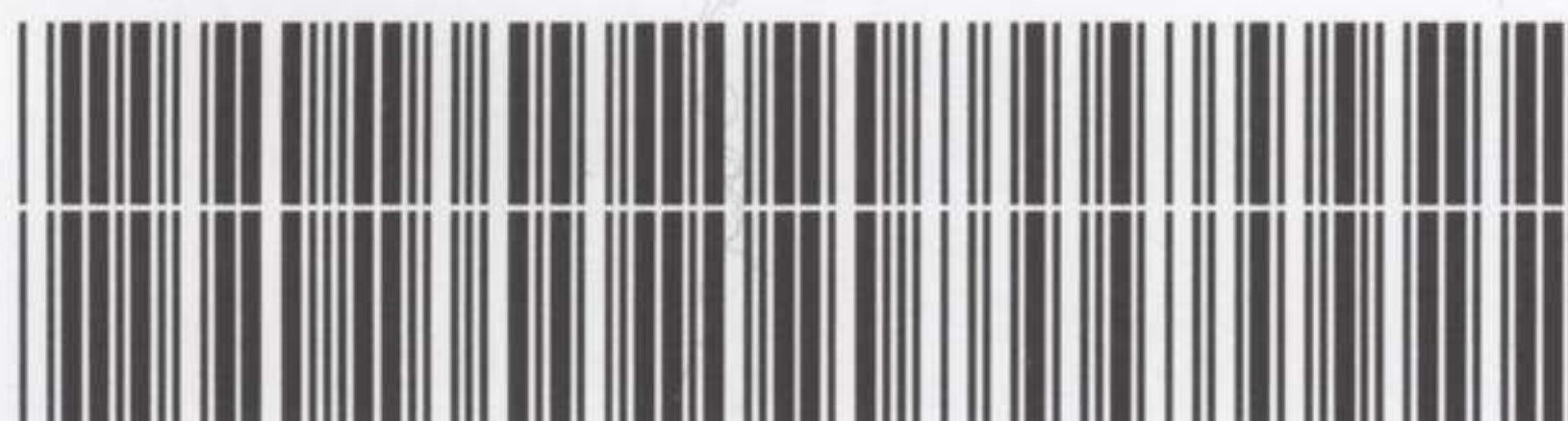
**AWM4**  
**Australian Imperial Force unit war diaries,**  
**1914-18 War**

Supplies & Transport

**Item number:** 25/1/17

**Title:** Director of Mechanical Transport  
Services, AIF

February 1919



AWM4-25/1/17



**CONFIDENTIAL.**

**ORIGINAL.**  
**DUPLICATE.**  
**TRIPLICATE.**

303

**Australian Imperial Force.**

**WAR DIARY**

OF

Director of Motor Transport Services A. I. F.

FOR  
period

1st to 28th February, 1919.

Signature of Officer compiling

*H. L. L.*

Signature of Officer Commanding

*W. L. L.* Colonel,  
D.M.T.S., A.I.F., (Aust. Corps).



# WAR DIARY

Army Form C. 2118.

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## INTELLIGENCE SUMMARY.

(Erase heading not required.)

303

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																		
HAM-SUR-HEURE.	1-2-1919.		<p>Lieut: S.H. Leigh visited A.I.F. Printing Section reference to general printing matters, also called at Aust: Corps Reinforcement Camp and found that the 100 Reinforcements mentioned on the 31st January had arrived, and had been sent to the 6th Aust: M.T.Coy: (Corps Troops)</p> <p>Letter received from Staff Captain A.I.F. asking that Temp/Capt F.R. Burden , 4th. Aust: M.TCoy. asenominated by D.M.T.S. as A.A.S.C. Equipment Officer be sent to report as early as possible to Repatriation &amp; Demobilization Department A.I.F. London.</p> <p>A further draft of 15 O.Ranks received for Demobilization to be despatched on 6th. inst. Allotments made to Units as follows:</p> <table><tr><td>1st. Aust: M.T.Coy.....</td><td>3</td><td>.</td></tr><tr><td>2nd. Aust: M.T.Coy.....</td><td>3</td><td>.</td></tr><tr><td>3rd. Aust: M.TCoy. ....</td><td>1</td><td>.</td></tr><tr><td>4th. Aust: M.T.Coy.....</td><td>3</td><td>.</td></tr><tr><td>6th. Aust: M.T.Coy. (Corps Troops).....</td><td>2</td><td>.</td></tr><tr><td>3rd, 6th. &amp; 12th. A.B.A.F.A.P.S.....</td><td>3</td><td>(One each)</td></tr></table> <p>Weather                      Snow and Cold.</p> <p style="text-align: right;"><i>MMT</i></p>	1st. Aust: M.T.Coy.....	3	.	2nd. Aust: M.T.Coy.....	3	.	3rd. Aust: M.TCoy. ....	1	.	4th. Aust: M.T.Coy.....	3	.	6th. Aust: M.T.Coy. (Corps Troops).....	2	.	3rd, 6th. & 12th. A.B.A.F.A.P.S.....	3	(One each)	
1st. Aust: M.T.Coy.....	3	.																				
2nd. Aust: M.T.Coy.....	3	.																				
3rd. Aust: M.TCoy. ....	1	.																				
4th. Aust: M.T.Coy.....	3	.																				
6th. Aust: M.T.Coy. (Corps Troops).....	2	.																				
3rd, 6th. & 12th. A.B.A.F.A.P.S.....	3	(One each)																				
HAM-SUR-HEURE.	2-2-1919.		<p>Temp/Capt F.R. Burden and Lieut. F.W.G. Anderson, 4th. Aust: M.T.Coy. called on D.M.T.S., reference to their repostings - the former to be Equipment Officer, A.A.S.C., M.T., and the latter to A.M.T.S., U.K., final instructions re their date of crossing to U.K. would be given them later</p> <p>D.M.T.S. interviewed Brig.-General Blamey, C.M.G., D.S.O.- reference general Demobilization matters and in regard to Reinforcements.</p> <p>Weather                      Dull and Cold.</p> <p style="text-align: right;"><i>MMT</i></p>																			
HAM-SUR-HEURE.	3-2-1919.		<p>Major E.G. Fordyce, O.C., 6th. Aust: M.T.Coy. (Corps Troops), called on D.M.T.S. reference to general matters and reported on the 100 A.A.S.C. (M.T.) referred to on the 1st. inst. Instructions issued for the disposal of these as follows:-</p> <p>6th. Aust: M.T.C oy. (Corps Troops)..... 52 Details.</p> <p style="text-align: right;"><i>MMT</i></p>																			

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## INTELLIGENCE SUMMARY.

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HAM-SUR-HEURE.	3-2-1919.	(contd)	<p>3rd. Aust: M.T.Coy.....41.Details.  5th. Aust: M.T.Coy.....3.Details.</p> <p>- the remaining 4 had been admitted to Hospital.</p> <p>Weather Cold. <i>MMT</i></p>	
HAM-SEURE-HEURE.	4-2-1919.		<p>In view of the great difficulty experienced in obtaining Reinforcements, from Units in the field, suitable for training and posting to A.A.S.C.(M.T.) Units- to replace Early Demobilization Categories- arrangements have been made in U.K. for 750 men from General Reinforcements to be earmarked for the A.A.S.C.,M.T. - (See entry 18th January.). Letter received to this effect from A.A.G.,A.I.F., authority being also received for D.M.T.S. or his representative to inspect all general Reinforcements arriving from U.K., and to select from them any men suitable for A.A.S.C. (M.T.) work.</p> <p>In accordance with above D.M.T.D. having been notified of the arrival at Aust: Corps Depot of 70 R.G.A. Reinforcements, Capt.L.T.Maplestone and Lieut.S.H.Leigh inspected this Draft but found no men suitable for transfer <del>for transfer</del>.</p> <p>Lieut. S.H.Leigh visited A.I.F. Printing Section.</p> <p>Weather Snow and Cold. <i>MMT</i></p>	
HAM-SUR-HEURE.	5-2-1919.		<p>In response to notification received from O.C. 5th Aust: Divisional Wing that a new draft of Reinforcements for Engineers had marched into that Depot - Lieut. S.H.Leigh inspected the men and selected 29 suitable and experienced in M.T. work - these were allotted tot the 1st. Aust: M.T.Coy.</p> <p><i>act:</i>  The Corps Commander expressed a wish to visit the A.I.F. Printing Section and accompanied D.M.T.S. to inspect same, he was very satisfied with the work being done</p> <p>The Corps Commander returned with D.M.T.S. to this Office and discussed general matters.</p> <p>Weather Dull and Cold. <i>MMT</i></p>	



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HAM-SUR-HEURE.	6-2-1919.		<p>Routine as usual.</p> <p>Nothing to report.</p> <p>Weather Cold and Snow. <i>mwT.</i></p>	
HAM-SUR-HEURE.	7-2-1919.		<p>D.M.T.S. held a conference of Officers Commanding Units, to discuss general A.A.S.C., M.T. matters, including Demobilization and Reinforcements.</p> <p>Lieut. S.H. Leigh visited A.I.F. Printing Section re general matters</p> <p>Weather: Dull and Cold <i>mwT.</i></p>	
HAM-SUR-HEURE.	8-2-1919.		<p>Routine as usual.</p> <p>Nothing to report.</p> <p>Weather: Cold. <i>mwT.</i></p>	
HAM-SUR-HEURE.	9-2-1919.		<p>Routine as usual.</p> <p>Nothing to report.</p> <p>Weather Cold. <i>mwT.</i></p>	
HAM-SUR-HEURE.	10-2-1919.		<p>Consequent upon considerable interest in the A.A.S.C. (M.T.), caused through Temporary Promotions in all branches only being allowed after the 11-11-18, and consequently necessitating the reversion on "marching out" for Demobilization, D.M.T.S. wrote to the Assistant Military Secretary, A.I.F. Headquarters, explaining the position and asking that A.I.F. Order 1477 be amended, also attaching reports from the Officers Commanding Units. For Copy of this letter see APPENDIX No. /</p>	

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APPENDIX /



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HAM-SUR-HEURE.	10-2-1919.		(Contd.)  Weather: Dull and Cold <i>NWT.</i>	
HAM-SUR-HEURE.	11-2-1919.		Notification received that Lieut. E.R.Reynolds, A.A.S.C. Education Officer, had been granted Early Repatriation - and asking for the Nomination of a suitable man to take his place, accordingly A.I.F. Form No 1. for Temp/Sergeant H.STOTT, 2nd Aust: M.T.Coy., submitted to fill this vacancy.  Letter received from A.A.G., A.I.F. stating that advice had been received from Q.M.G., G.H.Q., B.E.F., that Capt. A.J.CAMPBELL attached to 5th. Heavy Heavy Repair Shop, A.S.C., M.T., had been ordered to report to the Aust: A.S.C. M.T. for Duty  Weather: Fine and Cold . <i>NWT.</i>	
HAM-SUR-HEURE.	12-2-1919.		Official Photographer photographed the Officers and Staff of D.M.T.S., A.I.F., S.M.T.O. and Australian Corps M.T.Column.- also A.I.F. Printing Section.  See entry on 26th and 29th. January 1919.. Reply received to letters mentioned, from the Assistant Military Secretary stating that the G.O.C., A.I.F. had considered same, and that where promotion was necessary he would grant same, but in view of the process of Demobilization and the consequent reduction of Units, and Services, he was not in a position to properly estimate whether full Establishments were now necessary, and asked that the Recommendations be re-submitted through the G.O.C., AUSTRALIAN CORPS. Consequent on this letter D.M.T.S. was granted an interview with the CORPS COMMANDER and to him explained the whole position - submitting copies of the whole file to A.M.S. CORPS COMMANDER supported D.M.T.S's statements and promised to wire A.I.F. Headquarters of his approval at once.  D. M. T. S. also showed him his letter to A.M.S. reference to the confirmation of Temporary appointments ( See entry 10th February ) - Corps Commander expressed his approval and was quite in accord with D.M.T.S.'s statements - he informed D.M.T.S. that he had already written regarding this matter, but would again support it, and asked that copies of this letter be sent him.	



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			<p>Consequent on advice received from Officer's in charge Aust: S.B.A.C's that instructions had been recieved from FIFTH Army through S.M.T.O., XV Corps that 9 Lorries from each Column were to be laid up pending Demobilization - D.M.T.S. wired Demobaust asking if this was to apply to Australian Vehicles.</p> <p>Weather: Dull and Cold. <i>mt.</i></p>	
HAM-SUR-HEURE.	13-2-19.		<p>Wire recieved from Demobaust re previous entry, approving of Demobilization of the Vehicles, and asking that complete Records be kept and copies of same be sent to them. D.M.T.S. replied that these instructions <del>had been</del> would be carried out, at the same time explaining that complete Records of all A.I.F. Vehicles are kept in this Office.</p> <p>D. M. T. S. visited G.O.C., 1st Australian Division who wished to know what had eventually happened reference to the trouble in the 1st Aust: M.T. Company. D.M.T.S. gave History of the occurance and informed him that he thought that all trouble was now over in that Company.</p> <p>No. 1. Sub: Allotment for No. 15 Corps Demobilization Quota, consisting of 100 N.C.O's and/or Other Ranks from A.A.S.C., (M.T.) Units, was despatched to Australian Corps Reinforcement Camp en route for HAVRE Demobilization centre.</p> <p>Weather: Dull and Cold. <i>mt.</i></p>	
HAM-SUR-HEURE.	14-2-19.		<p>See entry 11th February - Captain A.J.CAMPBELL reported to D.M.T.S. for duty from 5th Heavy Repair Shop, M.T., A.S.C., B.E.F. and was posted to 5th Aust: M.T. Company vice Captain H.S.CUSACK who has been granted early Repatriation to Australia.</p> <p>Lieut: S.H.LEIGH visited A.I.F. Printing Section re general Printing matters.</p> <p>Weather: Dull and Cold.</p>	
HAM-SUR-HEURE.	15-2-19.		<p>Routine as Usual.</p> <p>Nothing to Report.</p> <p>Weather: Dull and Cold. <i>mt.</i></p>	

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HAM-SUR-HEURE.	16-2-19.		<p>No amounts were paid from D.M.T.S. Imprest Account G.70 for period 1st to 15th February, 1919. Nil Return rendered to Staff Paymaster, Australian Corps accordingly.</p> <p>Brig-General T.A.BLAKEY, C.M.G., D.S.O. called on D.M.T.S. reference to two letters that had been received by Australian Corps from Director General, Repatriation and Demobilization, A.I.F. Shortly after, the Corps Commander rang up D.M.T.S. wishing to see him in reference to a further letter from Director General, Repatriation and Demobilization Department, A.I.F. dealing with statements made by various deputations of A.A.S.C., (M.T.) personnel, to the Prime Minister and others. Statistics showing the fallacy of these statements were sent to the Corps Commander at 11-30.PM. See Appendix No. 2.</p> <p>At the interview <del>with</del> with the Corps Commander arrangements were made for representatives of the N.C.O's and Men of each Company to be paraded before him on the 18th inst at 10.AM.</p> <p>Weather: Dull and Cold. <i>WWT</i></p>	APPENDIX. 2
HAM-SUR-HEURE.	17-2-19.		<p>D.M.T.S. submitted a verbatim report of his speech to men of the A.A.S.C., (M.T.) Units (as arranged in his Conference with the Corps Commander, and previously referred to) to the Corps Commander for his information - for this report see Appendix No. 3.</p> <p>Letter received from Auto Metallurgique, MARCHIENNE-au-PONT asking that arrangements be made for the A.I.F. Printing Section to move to new quarters, as those at present occupied will be required by the above Firm for repairing Vehicles for the Belgian Army. Reply forwarded asking that the Printing Section be allowed for a few more weeks, as it is not thought that the Section will remain much longer in the Area.</p> <p>Weather: Fine. <i>WWT</i></p>	APPENDIX. 3
HAM-SUR-HEURE.	18-2-19.		<p>As arranged <del>with</del> by D.M.T.S. in his interview with the Corps Commander - Representatives from each A.A.S.C., (M.T.) Units, were paraded before and addressed by the Corps Commander in reference to the position of the A.A.S.C., (M.T.) and to Demobilization.</p> <p><i>For copy of Corps Commanders address + remarks by delegates See Appendix No 3A</i></p>	Appendix 3A



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			<p>See entry 17th inst. A further letter received from Auto Metallurgique, MARCHIENNE-au-PONT - stating that they could not sanction the occupation of the premises by the A.I.F. Printing Section any longer. This letter together with previous correspondence forwarded to Brig-General T.A. BLAMEY, C.M.G., D.S.O. asking if anything further could be done in the matter.</p> <p>Weather: Fine. <i>MMT.</i></p>	
HAM-SUR-HEURE.	19-2-19.		<p>D.M.T.S. visited the Corps Commander reference to a query he had raised relative to Corporal MACKEY of the 3rd A.B.A.F.A. Park Section having put in an application for leave to visit Coach and Body Building Works in FRANCE, U.K. and AMERICA. Corporal MACKEY made a statement to the effect that he had submitted the application and it had been turned down. D.M.T.S. explained to the Corps Commander that this application was submitted to Major J. HAMILTON, who was then acting S.M.T.O. and it had been turned down on the grounds that at that time there was no authority for such leave. Repatriation and Demobilization Department, General Instructions No. 4. dealing with such matters dated 24-12-18 was not received in FRANCE until 11-1-19 whereas this application was received in the latter part of November, 1918- since this time no further application has been received.</p> <p>Weather: Fine. <i>MMT.</i></p>	
HAM-SUR-HEURE.	20-2-19.		<p>Notification received from A.D.O.S., Australian Corps that it has been decided to Demobilize one of the three Australian Ordnance Mobile Workshop Units, asking for instructions re disposal of Lorries on charge. D.M.T.S. replied suggesting that Ordnance fittings, Equipment etc be checked and hermetically sealed and that the Lorries be sent to the 6th Aust. M.T. Coy: (Corps Troops) to be held by them pending selection of an Australian A.S.C., M.T. Reception Park.</p> <p>Weather: Fine and Showery towards evening. <i>MMT.</i></p>	
HAM-SUR-HEURE.	21-2-19.		<p>Routine as Usual.</p> <p>Nothing to Report.</p> <p>Weather: Fine. <i>MMT.</i></p>	



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HAM-SUR-HEURE.	22-2-1919.		<p>See entry 20 th. inst. reference Demobilization of Australian, Ordnance Mobile Workshop, Unit.- A.D.O.S. rang up stating that all Ordnance Fittings and Equipment will be taken off the Lorries and returned to D.A.D.O.S., Corps Troops, and that the Lorries will be sent to 6th. Aust: M.T.Coy. (Corps Troops) to be held by them pending selection of an Australian Corps Vehicle Reception Park. 6th. Aust: M.T.Coy notified accordingly.</p> <p>Weather Showery. <u>M.T.</u></p>							
HAM-SUR-HEURE.	23-2-1919.		<p>See entry 12th. inst. Letter received from A.I.F. Headquarters, London, stating that the matter of Substantive and Temporary Promotions since 11-11-18 is under consideration, and an A.I.F. Order will shortly be issued, which, it is hoped, will be just to all concerned. Also stating that the Recommendations to new Commissions and Promotions of Officers in the A.A.S.C. (M.T.), is at present the subject of correspondence between the G.O.C., A.I.F., and the Corps Commander.</p> <p>D.M.T.S. was granted an interview with the Corps Commander, and submitted Pro-Formas showing the number of Officers and other Ranks, required for both higher and lower scale A.A.S.C. (M.T.) Demobilization Cadre, as laid down in General Instructions, in view of which it was apparent that Officers were very urgently wanted. The Corps Commander stated that he had no idea the position was so acute, and wired the G.O.C., A.I.F., who had left Corps Headquarters the day previously to visit the 5th. Australian Division, arranging that Colonel W.H.TUNBRIDGE should visit that Area and interview him personally on these matters.</p> <p>Weather Showery. <u>M.T.</u></p>							
HAM-SUR-HEURE.	24-2-1919.		<p>Notification received from the 5th Australian Divisional Wing that a Batch of Reinforcements had "Marched In", asking that these be inspected. Lieut.S.H.LEIGH inspected these men and selected 40 Other Ranks, mostly with little experience, but very keen to be transferred. These wre posted as follows:-</p> <table><tr><td>1st.Australian.M.T.Coy</td><td>19.</td></tr><tr><td>2nd.Australian.M.T.Coy</td><td>20.</td></tr><tr><td>6th.Australian.M.T.Coy(Corps Troops)</td><td>1.</td></tr></table>	1st.Australian.M.T.Coy	19.	2nd.Australian.M.T.Coy	20.	6th.Australian.M.T.Coy(Corps Troops)	1.	
1st.Australian.M.T.Coy	19.									
2nd.Australian.M.T.Coy	20.									
6th.Australian.M.T.Coy(Corps Troops)	1.									

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			<p>In addition Major E.F. SEARLE, Officer Commanding 4th. Aust. M.T. Coy. inspected a batch of Reinforcements, at 4th. Australian Divisional Wing, and selected 7 Other Ranks, which were posted to his command.</p> <p>In accordance with arrangements <sup>made</sup> by Corps Commander, D.M.T.S. visited 5th Australian Divisional Headquarters and was given an interview with the G.O.C., A.I.F. - D.M.T.S. pointed out the seriousness of the position - G.O.C., A.I.F. thought that in view of the early contraction of the A.I.F. it would be possible to <sup>do</sup> without so many new Officers, D.M.T.S. pointed out that he had nearly sufficient to form the Lower Cadre and these certainly must remain until the Vehicles are finally handed over - G.O.C. said that he thought this could be arranged differently, so that the Reception Park might take over definitely from the Units, thus relieving the Cadre at once. He wished D.M.T.S. to confer with the Corps Commander as early as possible and if necessary to proceed to U.K. and again interview him so that the matter may be fixed up at once. D.M.T.S. on further considering the G.O.C.'s suggestion, failed to see how the Reception Park taking over at once from the Units, would make any difference to the position, as there must be a proportion of Officers to supervise the Personnel whether they belong to the Reception Park or not.</p> <p>Weather Dull and Showery <i>mt.</i></p>	
HAM-SUR-HEURE	25-2-1919.		<p>D.M.T.S. attended by Lieut. S.H. LEIGH. inspected a site at MARCHIENNE-au-PONT, to be used as Australian Corps M.T. Vehicle Reception Park, it was thought that with a few improvements this standing would prove most suitable - D.M.T.S. asked Lieut. Colonel H.G. VINEY, H.Q. Aust. Corps, to visit same and give his opinion, also to arrange with the owners for its use in this capacity.</p> <p>Weather Fine. <i>mt.</i></p>	



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HAM-SUR-HEURE.	26-2-19.		<p>D. M. T. S. accompanied by Lieut/Col H.G.Viney, H.Q. Aust: Corps, inspected proposed, sight for Aust: Corps M T Vehicle Reception Park at MARCHIENNE-au-PONT, and decided same would be most suitable. Lt/Col. Viney to arrange with the Belgian Mission for its use.</p> <p>Lieut. S.H.Leigh visited A.T.F. Printing Section and paid the Staff.</p> <p>Weather Dull and Showery</p>	
HAM-SUR-HEURE	27-2-19		<p>Lieut. S.H.Leigh and Major R.C.Anderson, D.A.Q.M.G., Aust: Corps, accompanied by a representative of the Belgian Mission visited and made all final arrangements for the preparation of the sight selected for Aust Corps M.T. Vehicle Reception Park, also visited the A.I.F. Printing Section and interviewed the Proprietors of the Metallurgique works, in reference to the part of their building at present occupied by the Section. As it was a matter of the Belgian Government demanding this site for the storing of their vehicles - arrangements were made to meet the Government representative tomorrow at 2 p.m.</p> <p>D.M.T.S. Was granted an interview by the Corps Commander, and discussed with him the matter of the Aust: Corps Reception Park, necessary Officers required in U.K. and in France. The Corps Commander thought it advisable that D.M.T.S. should visit the D.of T. G.H.Q. and see if it were not possible for the vehicles to be taken over by the Imperial Authorities in batches instead of in bulk. Corps Commander arranged for a wire to be sent D.of T. asking him to make an appointment, when it would be convenient to see D.M.T.S. On return D.M.T.S. to report to Corps Commander as to arrangements made. See appendix No. 4 A.A.S.C. M.T. Cadre and notes in regard to same.</p> <p>Weather Dull and Showery</p>	
HAM-SUR-HEURE.	28-2-19		<p>Lieut. S.H.Leigh accompanied by a representative of the Belgian Mission, as arranged in yesterday's interview, visited A.I.F. Printing Section and discussed with the Government Representative, the matter of retaining for use, the part of L'Auto Metallurgique Works at present occupied by the Printing Section. The matter after discussion was ultimately settled arrangements being made to move one portion of the Section to the other side of the building.</p>	

(CONTINUED)



# 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.)

303

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices												
HAM-sur-HEURE	28-2-19		<p>(Contd) The following amounts were paid from D.M.T.S. A.I.F. Imprest A/c G70 during the latter half of the month.</p> <table border="0"> <tr> <td>Adj't: Aust: Corps M.T.Col.</td> <td>120 00</td> <td>pieces</td> </tr> <tr> <td>-do-</td> <td>60 00</td> <td>"</td> </tr> <tr> <td>Drawn from Paymaster</td> <td>100 00</td> <td>"</td> </tr> <tr> <td>Balance in hand</td> <td>19 70</td> <td>"</td> </tr> </table> <p>See Appendix No 5 Statement of receipts and expenditure for "AUSSIE" Trust Account for period 1st. to 28th February 1919</p> <p>See Appendix No 6 Report of N.C.O. i/c A.I.F. Printing Section on work done for for month of February 1919</p> <p>Weather Fine.</p>	Adj't: Aust: Corps M.T.Col.	120 00	pieces	-do-	60 00	"	Drawn from Paymaster	100 00	"	Balance in hand	19 70	"	<p>APPENDIX 5</p> <p>APPENDIX 6</p>
Adj't: Aust: Corps M.T.Col.	120 00	pieces														
-do-	60 00	"														
Drawn from Paymaster	100 00	"														
Balance in hand	19 70	"														

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



# WAR DIARY

OF

 303  
 DIRECTOR OF MOTOR TRANSPORT SERVICES, A.I.F.

 FOR  
 period

1st to 28th FEBRUARY, 1919.

## LIST OF APPENDICES.

- | No. | Subject.  |
|-----|---|
| 1.  | Letter to Assistant Military Secretary re the confirmation of Temporary Promotions.                           |
| 2.  | Letter to Headquarters, AUSTRALIAN CORPS re the deputation of A.A.S.C., M.T. personnel to the Prime Minister. |
| 3.  | Copy of Colonel W.H. Tunbridge's speech to A.A.S.C., M.T. Units.  |
| 4.  | A.A.S.C., M.T., Demobilization Cadre.   |
| 5.  | Statement of Receipts and Expenditure of "Aussie" Trust Account for period 1st to 28th February, 1919.        |
| 6.  | Report of N.C.O. i/c A.I.F. Printing Section of work done for month of February, 1919.                        |

3a/ Copy of Corps Commandant address to  
 Representatives of Aust. M.T. Units.



Assistant Military Secretary,  
A. I. F. Headquarters,  
130. Horseferry Road,  
L O N D O N. S.W.1.



In accordance with A.I.F. Order. 1477 dated 13/12/18, all Officers, Warrant and Non-Commissioned Officers, granted Extra-Regimental and Temporary Rank since the 11-11-18 will be dealt with in accordance with existing rules.

Presumably the reason for this Order was, that it was taken for granted that as Officers and N.C.O's became due for Repatriation they would return to Australia, and consequently continuous promotions would have to be made.

With the A.A.S.C., M.T., the work since the Armistice has been just as continuous, and considerably more difficult than before, as all the usual work has to be carried out, new men have to be trained to take the place of the men now due for Repatriation, and there is a considerable amount of unrest, necessitating great tact and constant watchfulness on the part of Officers and N.C.O's.

It will be seen therefore that experienced men are more needfull than ever. Generally the men most suitable for promotion are those who enlisted in 1915 and 1916 and have been in France for a considerable time, but unless such men see some real advantage they will not remain.

Before making any promotions, or recommendations, I am getting certificates from each candidate, stating he is willing to remain as long as his services may be required in the Australian M.T., but I find that many of the best men, and those who I am anxious to secure, are not willing to sign such guarantee unless they get substantive rank. These men point out that they are receiving no advantages, for after foregoing all the privileges and priority in Demobilization, and doing the arduous work of training new men, who have no knowledge and little discipline, on eventually being sent to the Hospital they revert, consequently losing not only the additional pay, but in the case of Temporary Sergeants the better Messing and accommodation on the boat, also their friends in Australia will not understand why they have been reverted as no matter what is said, civilians will consider something has been wrong if a man has lost rank just before returning home.

May the advisability of amending the above Order be considered to the effect that in the event of Officers and N.C.O's giving a written guarantee to remain as long as their Services may be required with their Units, they may be given substantive instead of temporary Rank. If this is done it will bring the Units up to the necessary Establishment of the experienced and better class of men, and would practically finish with promotions.

If it is decided that substantive rank cannot be given, may all Officers and N.C.O's who have given such guarantee, and who do remain while required, be allowed to retain temporary ranks until paid off.

In the M.T. there are several Officers such as Workshop Officers, who were given temporary rank many months ago, and who were promoted temporary because if made substantive they would supersede others, who were although quite suitable for promotion, not qualified for the positions then vacant. There are now vacancies for all those Officers who would have been superseded, and they have been recommended and submitted to you for promotion, such Officers would have been recommended prior to the 11-11-18 but as it was considered at that time, that those who had gone on furlough to Australia would be returning, it was decided in consultation with the D.A.G., A.I.F. that no Senior promotions should then be made.



303

Sheet. 2.

In accordance with D.A.G., A.I.F. Circular Memo 19/8/28 dated 31-12-18, I take it that Officers granted Temporary Rank prior to the 11-11-18, can be made substantive, while the Officers I am now recommending, and who are in some instances Senior to those already holding Temporary Rank, can only themselves be granted temporary promotion, and must revert on "Marching Out" for Demobilization. If this is so a great hardship is either put on the Officers who have now been recommended, or those who have held Temporary Rank for some considerable time, as neither, under existing rules, can receive substantive promotion, one on account of supercession, the other due to A.I.F. Order 1477.

The same applies in a lesser degree to the Temporary appointments in Drivers and Artificers. These men have been willing to join from Infantry, Artillery and other Branches, whose work is now practically finished, and where their order of Demobilization was a long way ahead of the M.T., but they are now beginning to realise that the work is severe, and are bitterly complaining of as they consider, the unjust treatment of their reversion on Marching Out for Demobilization, when their services are no longer required.

I am attaching to this letter reports from O's C.Units urging this amendment in each case.

10th February, 1919.

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



303  
Headquarters,  
AUSTRALIAN CORPS.  
-----

Appendix No 2.

B/76.

Reference the attached letter from the Prime Minister to General Monash.

Para (2). I am not in a position to know how many, or if all other 1915 men have been Repatriated, but I have nearly 700 in the M.T.

When I returned to France in December, I realised at once that I must have a considerable number of Reinforcements as quickly as possible, or when I got an allotment I should not be able to fill it. The M.T. were then working very hard, and every available Vehicle was out every day. Men of the M.T. could not take part in Educational Classes, trips to Brussels etc. because of the shortage of men. I reported these matters both in writing and personally to the Corps Commander on more than one occasion. He realised the position and first sent me 30 men from each Division and about half of these men eventually qualified, they are now M.T. Drivers.

On seeing the Corps Commander the second time he allotted me another 50 men per Division and said I should have more once these were absorbed. A proportion of these men have so far reported.

I then heard there were 7000 Reinforcements yet to come to France. I at once applied to the A.A.G. for 700 of these men and of this number only 100 have yet arrived and very few of these have any knowledge of Motors.

Para (3) The Prime Minister's letter states that the men who called on him, "with their own working knowledge of the Transport Service they consider it is now much larger than is necessary etc" I submit they are not in a position to know what is required. I only use the Vehicles in conjunction with Corps "Q", and no lorries are used for any purpose unauthorised by that Branch, who are in the best position to know what is required.

I have endeavoured to carry out the idea embodied in the fourth Para making the length of the service the main consideration for early release, and contend that men being sent back to Australia out of their turn has caused much of the unrest now apparent.

With reference to the letter from General Sir John Monash:-

I think he is misinformed on some of these matters. I have filled every allotment I have been given. I endeavoured to first explain to the men the position of the A.A.S.C. M.T.. I did not use the term "Cushy job", "cushy" is a word I do not remember ever having used. I did tell them that they had in the A.A.S.C. certain advantages and certain disadvantages, and I showed them what I was doing to overcome those disadvantages.

There were several other Officers present each time I spoke to the men, and in one case members of the Staff of the 1st. Division and I should be very glad if you would question any of these Officers.

The situation has been most difficult since the 1914 men started to go to Australia, I have always been considerably below Establishment and have done my utmost to obtain Reinforcements, both on this side and in the United Kingdom, so that I might give the men of my Units the same advantages as other Branches of the Service have enjoyed.

16th. February, 1919.

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



Headquarters  
AUSTRALIAN CORPS.  
-----

Reference attached file, Corporal LEE'S  
statements.

(1) The M.T. has never been so low in Personnel as since the Armistice. Since 1914 men went to Australia the Units have never been up to strength, and the men both Drivers and Artificers are not nearly as efficient.

On December 28th. the M.T. was 358 below strength and on January 25th, 282 below strength. On February 8th., I should think about the time this N.C.O. is speaking of, the M.T. was 204 Drivers below Establishment, of this the 2nd Aust. M.T.Coy., were 19, and the 4th Aust. M.T.Coy. 20 Drivers below Establishment.

(2) There are 91 lorries in a Company, 8 of which are Workshops, Stpres and First-Aids, (2) are required for Company work such as Petrol Supplies etc. The average number of lorries in Workshop is approximately 20., leaving about 60 lorries available for Supplies and other work, instead of the 100 as stated.

Lee's statement reference the 25% over strength is incorrect. I said that I was endeavouring to bring up the strength to 25% over, so that not only would I be able to Liberate early men for Repatriation, but would also be able to allow the Units the other privileges given to the other Branches, such as trips to Brussels, attendance at Sports, Educational Classes etc.

I did say there were over 500 men of the 1915 Category to go, and I was asking for 700 men from Reinforcements to replace these men and early 1916 men. Of these Reinforcements only some Hundred have ~~gt~~ marched in, only a few of these men can drive, and consequently the bulk have to be taught. The situation after the next quota now under Orders, has marched out on the 21st. inst. will leave me 268 Drivers "Wanting to Complete".

A certain number of men have transferred from the Infantry, some of them have driven before, but the majority have to be taught. I have a School of Instruction Established in each Company, and have instructed the O.C. each Unit to report as soon as each man is fit to Drive, when he is appointed a Driver if, as there always has been for the last four months, a vacancy.

16th. February. 1919.

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



303  
Headquarters,  
AUSTRALIAN CORPS.  
-----

B/76

Reference Para 2 of attached letter. Minute 1.

During December the milage run, per lorry, was 50% more than in October and November. January was still very high and now in February nearly every fit lorry is out every day.

The work of the M.T. since the Armistice has been much heavier than the general average throughout the War.

The actual state of the M.T. on December the 28th. was 358 men below strength, and on January 25th. 282 men below strength so that both statements made to the Prime Minister are quite incorrect.

The Units have recently been much below strength and harder worked, than the average during the War.

With regard to Para 3. One Officer and 25 other ranks were allotted to the M.T. for the 3rd inst and 18 men for the 6th. inst. Both these sub quotas were sent away together.

I saw Colonel Viney personally and asked him to arrange for a bigger quota the next time, requesting 200 to 250. An allotment of 200 has now been received, 100 of these left on the 13th. and the remainder will be leaving on or about the 21st inst.

Every allotment that has so far been received has been filled, although I am now considerably below strength, I am quite prepared to send a further 250 in the next quota, filling their places with most of whom have to be trained.

Colonel,

16th. February. 1919.

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



I have called this parade for the purpose of taking you into my confidence in the matter of Demobilization.

In order to understand the position of this Branch of the Service, it is better I think to go back to the beginning. Most of you either originally enlisted in the A.A.S.C., (M.T.) or have transferred since, at your own request. Your original enlistment was for the period of the War and four months thereafter. Now the War is not yet over, and will not be until Peace is signed, but the Australian Government do not anticipate hostilities re-opening and consequently are doing their utmost to Repatriate men as quickly as possible. Something like 20,000 will have left by the end of January, arrangements are made for 19,000 to be returned in February and Shipping facilities have been asked for, to accommodate 20,000 in March. This shows that the Authorities are doing all that they can to push on the Repatriation of Australians. We must understand however that it is not a right.

If we are returned to Australia by four months after Peace is signed we really have nothing to complain about, the Government will have fulfilled their original Contract.

The A.A.S.C., (M.T.) have enjoyed certain advantages and have also to put up with certain disadvantages owing to the requirements of this Branch of the Service. There are two minor advantages viz (1) Better rations and better cooked rations than such Troops as Infantry have been able to get a good portion of their time (as when in the Trenches). (2) Better and dryer sleeping quarters than the fighting troops as a continuous thing. I know you have not had Billets very often but at anyrate your sleeping quarters have generally been dry.

There are also two much bigger advantages (1) The Casualties of the M.T. have been nothing near either those of the Artillery Engineers or Infantry. I don't want you to think that I am stating this as a slur. You have always gone as far forward as you have been required to do, and your work has been done well and cheerfully, but the fact remains that the Casualties of this Branch are in no way comparable to the Units I have previously mentioned. (2) You have had one third ( ) more pay than either of the above-mentioned Branches, which to most anyrate is a very considerable advantage.

There are two big disadvantages which I fully appreciate (1) The M.T. have more continuous hard work than any other Branch of the Service in France. I have been in France with the M.T. since the middle of 1915 and to my knowledge no men of an M.T. Company have yet had any rest. When a Division goes to rest, the mileage run is often higher than during operations, and although a lot of this running has been due to the taking of Artillery and Infantry to Towns in the neighbourhood I do not think any man of the M.T. grudges them these trips.

When I have been able to rest a Section of Lorries it has I know full well not been a rest for you. The Lorries sent for the rest have been those that are more or less out of order and you have had to put your shoulders into the work of getting them fit. Another big disadvantage is the fact that as long as there are Troops in the Field so long must there be M.T. for the various duties of maintenance etc., and consequently men of the M.T. cannot expect to be the first of their class to be Demobilized.

Besides the above, as the M.T. is at present situated being some 300 Drivers below strength, it is not possible until the position is relieved for you to have your share of the privileges given to other Units, such as trips to places of interest, trips to Sports, or the participation in Sports and Educational Classes.

Now having stated the advantages and the disadvantages let me tell you what has and is being done to overcome the disadvantages.

From the time when 1914 men began to go on Furlough the M.T. began to get below strength, I first wrote asking for Reinforcements then not getting them I went to the Base and found there were no men available there, I then went to England and was able at Headquarters to get about 30 Drivers transferred from the A.F.C. then I went to Salisbury Plains and found there only a few men who were known to be M.T. men. The G.O.C., A.I.F. Troops in U.K. however sent out instructions that men for the M.T. should be ~~searched~~ searched for in the Camps and despatched as early as possible.



On returning to France after the Armistice had been signed and Demobilization had commenced, I at once saw the Corps Commander and gave him the facts as I have now given them to you and stated that as the M.T. must continue to function for some time to come it was absolutely necessary to bring it up to strength and 25% over so as to give the men the same privileges as other Units. If this were done I could establish Schools for Driving and allow the men in turn to go for trips etc. The Corps Commander then gave me 30 men from each Division, of these an average of about 15 have proved suitable, but the number was insufficient. I again saw the Corps Commander who instructed that another 50 men per Division should be sent over, a proportion of these men have now reported and some are proving quite suitable.

Shortly after this I learned that there were 7,000 men yet to come from England. I at once got in touch with the A.A.G. and asked that 700 of these men should be allotted to the M.T. and these have been promised. These men as they report and are trained, will liberate all the 1915 men and the earlier 1916 men and will also allow those who are awaiting Repatriation, to visit Towns of interest and Educational Classes, both of which are now being arranged.

I carefully go through all the Demobilization Forms and the really deserving cases I forward and recommend. I consider the principal reason for men to be sent before their class, thus putting back men of earlier enlistment, are those with Family troubles and ~~and~~ <sup>or otherwise</sup> ~~either~~ Sickness etc., unless a very strong case is put up I do not consider men should go out of their turn.

Everything has been and is being done by me to enable all allotments to be filled and to give you the same privileges as other Units, I have told you all I know on these matters and hope to have a larger allotment shortly.

If any of you wish to ask me any questions I will do my best to give you clear answers.

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I am informed by Army that the Imperial Authorities are taking over all Australian Vehicles, but the D. of T's instructions are, that they will only be taken over in bulk. This means that the Reception Park <sup>will</sup> grow until the A.I.F. are completely Demobilized in France, and that the personnel can only be liberated after the last Vehicle has been handed in.

There will be:- 930. Vehicles and 381. Cycles.

The personnel required for this would be as follows :-

For Vehicles.....	930.
For Cycles and Side-Car Combinations.....	38.
Percentage for Sick and Leave.....	100.
Artificers. (Much depends on what is to be done. I gather that all minor Repairs are to be undertaken, and such lorries as is possible made ready for the road. Any serious repairs and overhauls are not to be undertaken. For this I consider 80. Artificers per Company should be sufficient.).....	120.
H.Q.O's.....	140.
Officers. (For Headquarters Reception Park.).....	8.
-do- (For Cadre. 1. Officer to 33. men.).....	42.
Privates. (For care of Ordnance, Storemen, Cooks, Ratmen etc).....	180.
Total Officers and Other Ranks.	<u>1528.</u>



A. A. S. C., M. T. DEMOBILIZATION CAUSE.

Compiled from Dept: Repatriation and Demobilization A.I.F. Divisional M.T.Coy: Cadre Establishment A. & B.  
(vide General Instructions No.6. Annexure A.)

303

UNIT.	Care B.S.L. Ambs	Trucks	M.L. L'ries.	W'Shop.	Store.	Cycles 500.	Disen.	Holt Cats.	Offr's.	Spr's. 100's.	Dvrs.	Workshop Spr's. 100.	Art:	By'm Postal Water Duties	Offr's	TOTAL. O.R's.
1st Aust: Division.	43.	93.	1.	3.	3.	53.	1.	-	9.	11.a	261.b	6.	20.	7.	9.	314.
2nd Aust: Division.	43.	93.	1.	3.	3.	53.	1.	-	9.	11.a	261.b	6.	20.	7.	9.	314.
3rd Aust: Division.	43.	93.	1.	3.	3.	53.	1.	-	9.	11.a	261.b	6.	20.	7.	9.	314.
4th Aust: Division.	41.	86.	1.	3.	3.	42.	1.	-	9.	11.a	261.b	6.	20.	7.	9.	314.
5th Aust: Division.	41.	86.	1.	3.	3.	42.	1.	-	9.	11.a	261.b	6.	20.	7.	9.	314.
6th A.M.T.Coy: (C.T).	55.	55.	1.	7.	6.	81.	1.	-	5.	7.a	194.b	6.	20.	5.	5.	241.
3,6,12.A.B.A.F.A.P.S.	-	48.	-	-	-	3.	-	-	3.	3	105.b	-	-	5.	3.	115.
1st Aust: S.B.A.C.	1.	19.	-	-	-	6.	-	6.	2.	3.	63.b	-	-	3.	2.	69.
2nd Aust: S.B.A.C.	1.	34.	-	-	-	6.	-	6.	2.	3.	95.b	-	-	3.	2.	101.
TOTAL.	268.	607.	6.	22.	21.	339.	6.	12.	57.	71.	1762.	36.	174.	51.	57.	2094.

NOTE.

(a). Includes 1.each. M.S.M., C.S.M., & C.Q.M.S.

(b). Includes proportion of Corporals, I/Corporals, Cooks and Men for Care of Ordnance Stores.



-----"AUSSIE"-----TRUST-----ACCOUNT.-----

STATEMENT OF RECEIPTS AND EXPENDITURE FOR MONTH ENDING FEBRUARY 28th 1919

*Appendix No 5303*

---RECEIPTS---

To	Balance as per Statement 31/1/19	258	19	10
"	Receipts from Sundry Units etc for Sale of "Aussie"	155	19	-

-----EXPENDITURE.-----

Petty Cash Requisition No. 8147		15	4
British Australasian	A8142	3	0
Geo Alexander & Co.	A8143	3	8
Alex Cowan & Sons	A8144	3	9
"Rising Sun" Advance	A8145	40	0
J. B. Ligny	A8146	2	10
Delhaize Fres. & Cie	A8147		4
Jean Malvaux	A8148	12	9
Cash in hand		17	9
Cash with Paymaster		348	2 11
		349	0 8

Reconciliation Statement with Pass Book

Balance as per Pass Book	247	4	10
Add amounts not Posted			

Y. M. C. A.	45	6	4
C.R.E. 1st Division	7	8	
2nd Aust M.T.Coy	4	10	5
Camp Com. Aust Corps	3	12	10
Aust. Infantry Base Depot	15	4	
4th San. Section	3	10	
5th D. A. C.	11	6	
4th F. A. Brig.	3	1	
9th A.D.U.of S.	1	1	
1st Aust C. C. S.	1	12	2
Camp Com Aust Corps	2	9	2
10th Coy A.A.S.C.	7	8	
39th Infantry Btltn	15	6	
51st " " "	2	13	8
13th A. L. T. M. B.	7	8	
13th Inf Btltn	3	16	8
Aust Corps H. Q.	33	3	6
	100	18	1
	£348	2	11

£414 19 10

£414 19 10





203  
Appendix No 6  
REPORT ON WORK DONE BY A.I.F. PRINTING SECTION, FOR MONTH OF FEBRUARY 1919

The Section has been very busy during the month, No 11 "AUSSIE" being printed and 25000 Handbooks on "German Words and Phrases".

No	Description of work	For whom
2500	Booklet-"Glass making at Charleroi"	Aust: Corps.
3500	Aust: Corps News Sheet No.15	do
800	Cards	6th.Aust:M.T.Coy (C.T)
3500	Aust: Corps News Sheet No. 16	Aust: Corps.
100	Workshop Certificates	No2 Aust:M.T.Coy.
500	Cards	4th Aust:M.T.Coy.
100	Workshop Certificates	3rd. Aust:M.T.Coy.
1500	Pro-Forma	Aust: Corps H.Q.
2000	Whist Drive Score Paper	93rd Bgde. R.G.A.
1000	do	Y.M.C.A.
500	Corps Routine Orders No 5	Aust: Corps.
500	do No 6	do
1000	Receipt Forms "AUSSIE"	"AUSSIE"
8000	Veterinary Certificates	Aust: Corps.
25000	German Handbooks- "German words and Phrases "	Aust: Corps.
53000	"AUSSIE" January Issue	"AUSSIE" Trust Fund.
200	Certificates	3rd. Div. Field P.O.
300	Monthly Return	5th. Div. Field P.O.
200	Bag Return	do
100	A.I.F. Form 1	D.M.T.S. A.I.F.
500	Weekly Workshop Returns	S.M.T.O.
200	Vehicles in Workshop Return	do
2000	Students Progress Report	Aust: Corps H.Q.
50	"Blue Light" Prophylactic Treatment	26th. Battalion
2000	Pro-Forma	Aust: Corps Sig. Coy.





Appendix 3. A.

303

ADDRESS BY G.O.C. AUSTRALIAN CORPS TO REPRESENTATIVES OF AUST.  
M.T. UNITS AT THE OFFICE OF THE S.M.T.O. AUSTRALIAN CORPS 18/2/19.

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G.O.C. I have asked you to come here this morning because there are certain members of the M.T. Companies who have been doing a most improper thing, in my view. I am a Regular soldier and have travelled a good deal over the world, including Aussie, India and America, and have seen a good deal of life, but still my viewpoint is that of a soldier. Certain members of the M.T. have been making complaints, more or less, over the heads of their properly constituted Officers, to Mr Hughes. There is nothing much wrong in that in itself, but from a military point of view of course the proper way is to lodge a complaint with the Company Commander, and if you do not get redress from him then to the O.C. Corps M.T.; if you don't get redress from him you can see the Corps Commander and thence upwards. What I want to see you boys about is to assure you first of all that the complaints which have been made to Mr HUGHES have no substantiation in fact, for the most part that the general complaint about Repatriation, that the M.T. have not been getting a "fair do" is not so in fact, and evidently amongst certain people a wrong impression has been conveyed either through the misunderstanding or something else, which it is my duty to clear up. After I have been through these I will ask your Representatives to let me know quite straight, if there is anything which has not been cleared up, and, irregular though the method is, I will do my best to put it straight for you.

One of the complaints is that matters of repatriation have not been considered sympathetically by the Officers concerned whoever they may be, including the O.C. Well, I am going to try and show you that, far from that being the case, it is exactly the opposite, that the Director Motor Transport has gone to a great deal of trouble to do the very best he can to hasten the Repatriation of the M.T. personnel, with due regard to the claims of the remainder of the A.I.F. for their services. I am just going to run through these things so that you can make notes. I am having my remarks taken down because gross mis-statements of what Colonel TUNBRIDGE has said to you have been made. We have all been trying our very best from General Sir John Monash down to see that every man gets a "fair do".

The first statement put forward was, that all the 1915 men in the M.T. were classed as indispensable. Then the statement was made that there were more men on transport duty now than ever before, although the demand is not nearly so great. As far as that goes, I can give you a few facts about the actual work done by the M.T. Companies. During December the mileage run per lorry was 50% more than in October and November. January was still very high and in February nearly every fit lorry was out ~~six times a day~~ every day. This was from a return made up about the second week of the month. The work of the M.T. since the Armistice has been heavier than throughout the war, and the Units have been much more under strength than the average during the War. The actual state of the M.T. on 28th December was 358 below strength, and on the 25th January 262 below strength, so that does not quite carry out that complaint.

Of course, the flow had started when this complaint was made of the 1915 men, and I think by the end of this month you should have lost something like 240 altogether, which makes a big hole in your 1915 men. Then the letter goes on:-

"Will you kindly see that these 1915 men are released as early as possible as no flow appears to have started"

With regard to that, 1 Officer and 43 Other Ranks went in a quota on 6th February. On that date the D. of M.T. Services saw "Q" Corps and asked them to arrange for a draft of 200 to 250 M.T. personnel to be sent in the next Corps Troops Quota.



That is because a certain number of Reinforcements had been received from Infantry, and from the Infantry reinforcements which came out from England of whom perhaps 50% became either able to drive or were likely to make drivers and other personnel for the M.T. Of these 200, 100 left in a quota on the 13th instant, and another 100 will be leaving about the 21st instant i.e. if strikes and other things enable them to go.

The next complaint is :-

"During the whole of the war operations, sometimes one man was allocated to each lorry and now there are two, and in many cases 3. and notwithstanding the falling off in the demand for transport, the strength has not been reduced in any way - in fact, it is estimated that 18 lorries would do all the work for which 120 are detained."

Of course you know the rule that is laid down by G.H.Q. - and for very good reasons - that there should be at least 2 men on the lorry. You all know that that is necessary in heavy traffic and in fact at all times. During the campaign, undoubtedly it did occur on a few occasions that 1. lorry Driver did take charge owing to the Units being much under strength. In every case where that was done on any scale, a Special Army Order had to be issued, but generally speaking, 2 men are allotted to the lorry and are necessary. As regards the paragraph where it is stated that 18 lorries can do the work, I have a statement here showing the number of lorries in a Company. The average number is 91, 8 of which are store and first aid, and two are for Company work.

The average number of lorries in workshops is 20. as shown by the books. That leaves about 60. available for supply and other work - not 120 as stated.

The next complaint was that there were only 500 men of 1915 class out of a total of 2400 in the M.T., that they all thoroughly realised the necessity of keeping up the supply of food and other matters, but they regard themselves as having a very definite grievance and they state they are the only 1915 men in the A.I.F. who have been detained. I want to see the boys about that statement, because that is the kind of thing which gives the fellows the feeling that they have a grievance, but it is most fallacious. This is a statement made by one or more of the M.T. men who saw Mr HUGHES and who made a statement to him. I will now show you how they stood as at 1st February. Of 1915 men, the 1st Division had 1650, 2nd Division 2600, 4th Division 2350, 5th Division 3000. The M.T. Companies had just under 700. Naturally a statement like that gives a very wrong impression of facts and I may tell you from a knowledge of my own Division that there are a great many very early 1915 men who have not been able to get away, they are kept for various reasons - the artillery for instance because of their horses which we have not been able to get rid of yet. That makes a total, excluding the M.T. men, of close on 10,000. 1915 men. So there is plenty of work for the 1915 M.T. men to do yet for the same year men in other branches of the A.I.F. Approximately 5,000 men have left their Units here now, and I think most of them are still at HAVRE, so that when you got your 250 men away, as regards your 1915 men, you will be more or less on velvet.

Another complaint was about the want of sympathy and that the C.O. when speaking to you had rubbed it in that the M.T. had been in "cushy jobs". I have a verbatim report of what he said, and although some who were present may have had the idea such expressions were used, the whole essence of the talk which Colonel TUNBRIDGE had with you was simply to put the whole case before you. Speaking as a combatant - I have not been over the top, but I have been as near as I could get especially on Gallipoli, - the point we take is that administrative services have certain advantages during the campaign. I mean to say, the fellows who have been up near the front - at GUEDECOURT and FLERS and up the MENIN ROAD - will agree that the administrative man has an advantage;



he had his lorry, and from the nature of his work, is not called upon, and should not be called upon, to sleep in a muddy trench, and remain in the Gas, and shell stricken Zone. That is not his job. He has long hours and hard work and we all realise that without the M.T. we could not have got on at all. At the same time there are advantages - sometimes he gets a little bit of sleep - anyhow under cover - better feeding and better pay. One of the disadvantages is that so long as there are other troops, the administrative troops have to cater for them. I have read very carefully, this, almost verbatim., speech of Colonel TUNBRIDGE, and I can find nothing in it that could hurt the susceptibility of anybody. In no way is there a "rubbing it in" of the fact that, as one fellow stated, that they had not done their job. I speak as one who has been as near the front as my duties permitted me to be, and I have never heard any complaints about the M.T. not having done their job: but to the contrary. I have gone through the report very carefully, and it is just a plain statement of what the job was: the only fault is that there was not enough about what the O.C. was doing himself, to try and get repatriation hastened for the M.T.

As regards the size of the Transport Service, for the work it is called upon to carry out, I think the view of the man who made the complaint is a very small one. It is like a platoon Commander in a battle who tries to judge his divisional or Corps Commander. He sees just a small bit and has no chance of seeing the main consideration and requirements. I can assure you that the Corps Commander who happens to be on leave at the present, has gone into the matter most carefully with the O.C. of the M.T., and with the Army Authorities and so on. By no means has the matter been let lie fallow, and every consideration has been carefully weighed, with a view to reducing as much as possible, the work and the requirements from the administrative services. For instance, a good deal of the rationing work has been put on to the Horse Transport. Directly it is possible to do so with due regard to the comfort of your brother diggers in Infantry, and Artillery and so on, the closing in of the area occupied by the Corps will be done, and is being done gradually, but of course it is not fair to crowd men now, when there is no real necessity for it; what we want to do is to have the great majority made as comfortable as possible under the circumstances. Of course you know that early in December, the Director of M.T. Services applied for fresh men, pointing out that you could not get your leisure, and could not go in for things that other troops were able to go in for, such as Education, games, going to see places of interest from an Educational and Technical point of view, unless the strength of the M.T. was brought up in some way, either by reinforcements or by transfers from other units. Naturally a great number of men were not very keen on changing. They were on a good wicket for the time being at any rate. About 30 men from each Division came to the M.T., and of those about 50% qualified and are now actually M.T. Drivers. Then we asked - and I took a good deal of trouble to try and get men to transfer - that these men should not get Temporary Drivers pay, but should be treated in all respects as permanent men, allowed to keep their own colours, as well as the M.T. colours, and so on. The number of men taught driving was very small indeed. Naturally one could not tell off many Officers for the duty, but the supply had run dry, and very few men came forward, or have qualified. Then again there were a certain number of Infantry reinforcements in England - about 7000-. The D.M.T.S. went over to interview the men, and approximately 100 were got for the M.T. Services, very few of whom had any knowledge of motors, these men are now being trained. Of course it is not every man who will become a motor-lorry driver, and some of them, perhaps, find it is not to their taste, so that I should think if we got 50 of those men we will be lucky. I may tell you that we are still trying to get men from England, as they have stopped the flow of general Infantry Reinforcements.



Then, there was a statement that there was an average of 25% over strength of drivers in the 2nd and 4th Aust:M.T.Coys. That statement was about the 8th inst., when the actual state of the 2nd M.T. Company, was 19 drivers under Establishment, and 20 in the 4th M.T. Company. Of course the men were training to become drivers, but until a man can drive you cannot put him on strength because he cannot take the place of the driver.

Another complaint was that only so many vehicles per company were being used for supplies and that the remainder were being employed on joy riding. When asked what he meant, the man that made that statement said that "running the Infantry and Artillery blokes round the country sightseeing". That was the settled policy of the Prime Minister of Australia, Sir John Monash himself, ~~who~~ then Commanding the Corps, and the present Corps Commander, so that men would be able to see those places of interest as an educational facility, and I think that you will agree that undoubtedly a lot of the diggers, will never have a chance again of seeing the Architecture, for instance, of places like Brussels, and that if it is possible to do it, it is a very sound thing that they should have such facilities, and inter alia, the drivers themselves, have a chance of seeing these places. That makes a certain amount of work, but it is for the benefit of the number of the force.

Then there was ~~an~~ statement by this particular complainant, that Colonel TUNBRIDGE had stated that until there were 25% over strength of drivers in all the companies, he could not recommend any personnel for repatriation. What Colonel TUNBRIDGE actually said was - MI had it on fairly good evidence to go before a Court of Law, outside Colonel TUNBRIDGE altogether - that he was trying to get as far as possible 25% over strength of drivers for the work, so that the men could be given facilities for education, for going to see games, sports, reces, and so on, and in fact getting in some small degree, the benefits that their brother diggers in other services were getting, though not being tied down by means of their work and thus prevented from going to see these things. Of course the apparent over strength would be the fresh men who were being trained to take the place of the older men in the force.

You will see, so far as I have been able to put before you, exactly what these fellows have been saying, and which has caused a considerable amount of uneasiness in the mind of Sir John Monash, because he thinks from these statements that the M.T. are not having a fair go. Well, I have been very carefully into it, and I think that, as far as possible you have got a fair go, and I just wanted you to be very fully seized up with what has been done, so that you can go back, and if you are satisfied with yourselves, you can assure others that so far as ~~xxxx~~ the M.T. are concerned, and I think, right thought out the A.I.F. everything is being done that can be done to make the thing fair and square.

There is just one point that I want to touch on before you ask any questions; you all know that those General Instructions for Repatriation which have been issued, and which have been very carefully gone into by the Director General and his Staff in England. There have been certain cases of men who for various reasons, have been repatriated. I know of one instance of one man who got repatriated, who perhaps, from the point of view of his comrades should not have been. I can assure you that this is not the case. The case was put up as they all have to be put up. As Divisional Commander, if any man comes before me, and wants early repatriation, I ask him his reasons, and I put those reasons on paper, and I have to send them to the Repatriation Department, and to say whether I can recommend it or not. Supposing a man says that his wife has died, and he has children in Australia with no one to look after them. Of course there are some men who if they found a yarn like that would go down without any verification, would spin it. We have no means of verifying it.



303  
The Director General's Department in London, verify it by means of a cable to Australia, and they are the sole judges as to whether a man shall go or not. So, whatever I said as a Divisional Commander, goes for nothing at all - I speak from experience right from the start of Repatriation. Even in cases where I have said, "I don't think this fellow is playing the game: I know of a great many more deserving cases on their statements, which I have sent forward". I have found that in some cases, that particular case has been selected and the man has gone, whereas, what appeared to be the more deserving cases did not go. Of course the whole facts of the cases are not before me, but they do come before the Director General and his Department, who are the sole Arbiters. If there is a feeling that someone has been repatriated, who should not have been, I can assure you it has nothing to do with the people here. I can say that from my own experience.

Now I want to get the general feeling amongst you. I want to know if these points which I have touched upon, those complaints which have been made, and the explanations which have been given are perfectly clear to you, and if you think that there is any matter that I have touched upon, which still wants clearing up. Are you all perfectly satisfied as to the replies which have been given to these complaints made by certain individuals.?

A DELEGATE I am not satisfied. I have a pamphlet here, issued by Sir John Monash in which he distinctly says that every man will go in his turn, and we have not had our turn.

G.O.C. Do you read that to mean that every man should go home in the order in which he enlisted.

DELEGATE I mean that a man who left Australia a year after we did should not go back before us like they are doing. I am a 1915 man.

G.O.C. Some 1914 men have not gone back yet. My understanding of the General Instructions is that the first policy is that the men go back to Australia, so far as it can possibly be arranged, in the order in which they enlisted. It is manifestly impossible for them to make a roll in the order in which men enlisted right throughout the A.I.F., and to send the first 1000 on that roll back again. The first four or five drafts that went were worked on Embarkation, but now it is enlistment. I am not in agreement on that question of enlistment, but it has been accepted by the Government of Australia, and we have to do it. The date of enlistment was selected because at that date the man was taken away from his civil employment and commenced to be made into a soldier. That was your own Government who decided that, outside even Mr HUGHES, who was over here.

DELEGATE Of course figures can be made into anything. I can guarantee that all the lorries are not necessary, because many of them are constantly idle.

G.O.C. You mean that there is an unnecessary number of lorries detained, and, therefore that entails an unnecessary number of drivers.

DELEGATE Yes. Two drivers to every lorry.

G.O.C. You are bound to have two men on every lorry.

DELEGATE Yes, but one man could be a 1918 man. He has only to sit at the back and pull a rope.

G.O.C. I am not quite sure of the regulation in that regard but I think he has to take the place of the driver should anything happen to him.



ANOTHER DELEGATE. I drive an ambulance. Two cars do practically all our ambulance work, and yet all our cars are on the road every day. I have an order here from General HOBBS, complaining about thefts in the army. All the ambulance cars are joy-riding, and when I get back to Australia, I have to pay for that petrol, and yet I am being kept here for joy-riding about the country with civilians and Officers.

G.O.C. Undoubtedly, ambulances are used for that occasionally, and so far as I am able to do it, speaking for the Corps Commander, it will be stopped. At the same time, I cannot agree with you, that because two ambulances are used for the ordinary work, it is not necessary to retain more. Supposing an epidemic broke out? I can assure you that measures have been taken to reduce the number to the minimum, considered by the Director of Medical Services, to be necessary. If an epidemic broke out amongst the boys now, we have to have three spare ambulances.

DELEGATE. It has not been during the War.

G.O.C. We have had to supplement the Ambulances with Lorries.

DELEGATE. We could use lorries now if an epidemic broke out.

G.O.C. There is something in what you say, and all that I can say is that measures have been taken already.

DELEGATE. They are picking out men to send to Australia, who left, perhaps, two years after me, because, perhaps, they are going to study the Bible and paltry excuses like that.

G.O.C. Give me a concrete instance.

DELEGATE. A man in the Ambulance, Roy St. George, and Percy Rogers, in the 2nd Field Ambulance.

G.O.C. He has gone back as a University student. That is not common to the M.T. alone. We have to send any Officer, N.C.O. or Private, who has his studies to complete, and all who wanted to go have gone. It is the Government of Australia who has given that order.

DELEGATE. Men who enlisted in 1916 are going every day.

G.O.C. That is a wide statement. We have no hold over the Director General and his staff. They are the only people who can know whether a man is really deserving of early repatriation.. As regards the M.T. both your Commanding Officer and the Corps Commander, have made very strong representations against men of later categories being allowed to go, except under such distressing circumstances, as the whole of their mates would recognise, as being absolutely a necessity. I do not think that it has happened, except in a case or two, that I have mentioned.

DELEGATE. I have seen men from the Tunnellers going. One man who enlisted in 1916 was attached to our Column. He was recalled to go back in his turn to his Battalion. He was an Infantry man.

G.O.C. It is impossible to make one roll for the A.I.F. There are the Corps Troops and the five Divisions, and in turn within their own resources, they find these Quotas of 1000 men. Even in the Divisions they find that they cannot go on the date of enlistment altogether. A Division is divided into three groups and each group finds a quota in succession.



DELEGATE. There was an agreement made that we should all be home and discharged 4 months after the War ~~was~~ over. The war was over on the 11th November.

G.O.C. Dont you believe it. The war is not over until PEACE is declared. I will ask the meeting their opinion about the war being over, all being sensible fellows.

SEVERAL DELEGATES We all realise that the war id not over.

G.O.C. The war is not over, and that clause about 4 months after the war has been declared abrogated by the Governor General in Council, and the Ministers in Australia, and they have brought in an act saying that the war is over on the date that they mention. Strenuous efforts are being made to get you all home. They hope that Peace will be signed about June.

ANOTHER DELEGATE. They have sent the 1914 men home according to Embarkation, and from now it is by enlistment, and if a man has not got a job he cannot go back. I know a man who landed on Gallipoli: He has a wife at home, and he cannot get home before ~~at~~ the 1916 men because he has no job to go to. His name is WHITECROSS: He is a 1915 man.

A DELEGATE. I am representing the 2nd M.T. There appear to be some exaggerations in that letter from Mr. HUGHES. You mention, as an instance, the work of December being 50% greater than in October and November. That arose from our having to shift up from the back areas, and in some instances lorries did four or five, and six trips over 100 kilos. A fair percentage of the Infantry who have been attached to M.T. Companies have some knowledge of driving, and although it is necessary, sometimes, to have the men, it is very seldom that the first driver will allow one of those men to take the wheel. Another point raised was, that the Engineers and Artillery have been detained through not being able to get rid of their horses. That is no reason why the M.T. should be held up.

G.O.C. That was only put forward to show that the M.T. were not the only people held back.

DELEGATES Speaking about the Workshop, I can say that for our own Company, we had an efficiency 12 months ago of 90%, so we could never have 20 lorries in workshop.

G.O.C. That is only the average.

DELEGATE. I do not see that there has been any off-set, so far against the Demobilization of the 1915 men in their turn, pro-rata with other Units. Our grievance is that we are not getting a fair allotment of men away who are due to return to Australia. Delay of the 1915 men means delay of the 1916 men. All other units in the A.I.F. are reducing their establishments to enable men to get away. Since hostilities ceased it has not been found necessary to transport ammunition. This has released two sections of lorries whose crews and C.O.s. number 70 men. At the time of the signing of the Armistice our strength of 1915 men was 150. To date only 30 of these men have been granted their release, whereas other Units are now Demobilizing men up to 1916-March. Reduction of Divisional troops means a reduction of transport also.

G.O.C. The first point you made was that you are not getting your fair allotment of men away to Australia. In view of what I have said, do you still consider that is so.

DELEGATE I will deal with that. 70 men are released from Ammunition. We are fairly representative of the M.T. here, and I am sure that each has a full working knowledge. I do not think that anybody here can say that it is absolutely necessary to keep the full War Establishment of lorries



G.O.C. We know that and we have been trying hard to get rid of some of the lorries, speaking from the Corps' point of view, but it is a most complicated business. You cannot dump the lorries down in HAVRE or NAMUR, and leave them. There seems to be a misunderstanding as to the role of the administrative services, which includes the M.T. Of course they must naturally be behind to a limited extent in Demobilization.

GENERAL CARRUTHERS They cannot be disbanded absolutely side by side. You cannot disband a man of the administrative services alongside a man of the Infantry.

DELEGATE We are 12 months behind.

G.O.C. Your proportion in the whole of the M.T. is 700 to 10000 in the other arms of the service up to 1st February. Since that date between 4000 and 5000 men of these divisions have left their Units on Repatriation and gone to HAVRE.

DELEGATE. We have lost 30 men out of our Unit, and there are six units

G.O.C. I understand 100 have gone and 100 are going from whole of M.T. on the 21st. Out of your 700 men you will have lost approximately between 200 and 250 men by the 21st February. Take my 4th Division. I have a list of 1915 and early 1916 men, and according to their numbers we allott the vacancies in the next Quota. Supposing one unit has 250 1915 men, and the next three units have no 1915 men—those three units do not get any representation in that quota at all. The same principle is adopted amongst the Corps Troops.

DELEGATE We seem to be 12 months behind, and we see no valid reason. It is distinctly ststed by Sir John Monash that there should be no distinction at all and that every man should have his rights. The majority of the Infantry units have sent all their 1915 men and are getting on to their 1916 men.

G.O.C. There are 10000 1915 men of the divisions still here in february. I know that in the first few drafts a few 1916 men went from my division, but that was because the Units who sent them had to send their quota of men. In the 4th Division I still have 2350 ~~men~~ 1915 men. The next quota will be composed of all 1915 men, except that with that quota, will go any men ordered by the Department of Repatriation & Demobilization for Non-Military Employment, early Repatriation and extended leave. That has given the impression in some quarters that 1916 men were going. In fact I was told the other day that 1917 men were going, and I found that it was so. When the boys heard in one case that the mans wife had just died, and he had six children who were left on a farm, it was all explained.

GENERAL CARRUTHERS You will not believe that your 1915 fellows are getting away as fast as the divisions. To begin with I do not think you can expect the M.T. Units to get away quiteso fast as the Infantry. In the second place I think you are wrong in your facts. You think that the 1915 men of the M.T. are being kept back more than they really are.

DELEGATE I was at Colonel TUNBRIDGES speech at the 2nd M.T. and I clearly understood that he said "You have been in cushy jobs and you cannot expect to get away". (Voices. "That is quite right")

ANOTHER DELEGATE He said "There are advantages and disadvantages in being in the M.T."

2nd M.T. DELEGATE He said "You have not had to submit to the same hardships". I maintain that the Government was so pleased with the skill we showed that they gave us a higher rate of pay. We do not see any reason why we should not get away when our turn comes.



G.O.C.: - Speaking for General HOBBS, I can assure you that every effort is being made to get you away on a line with the infantry. Of course the infantry go quicker than the Artillery, and the artillery wanted to know the reason, and we had to tell them it was because of the horses, and now we are getting rid of the horses. We cannot put 10,000 horses into a paddock and let ten men look after them and eventually let someone come along and buy them. We are getting rid of those in exactly the same way as we are getting rid of the necessity of detaining more M.T. than we require. The area that we cover is closing in now but at the same time we must consider the men, and personally speaking I would not allow my men to be so closed in that they would be uncomfortable, even though it does mean that a driver of the A.A.S.C. is kept back a month or more. His job is to do his administrative work and ipso facto- through being an administrator - he has to stay a little longer than the other fellow and I don't it is fair to the other fellow to give him any discomforts beyond what we are absolutely bound to give him. A man has now a certain degree of comfort which he has not had before during the war and it is only right.

DELEGATE. I don't think anyone here imagined that the M.T. should be Demobilised at once. They realise they should stay here for some time.

G.O.C. As far as I can see the only ones who can judge are the Corps Commander and the officers of the M.T. who are cognisant of all the circumstances of the case. You, personally, see with a limited view; I see the Divisional view and perhaps a little beyond it, but I cannot see the Army Commanders' view nor the Commander in Chief's.

DELEGATE. I take it we are fairly observant. Can you explain these 32 lorries and 70 men? Will they be needed again?

GENERAL CARRUTHERS. The lorries have not been standing idle.

DELEGATE. The drivers' delegate from the 2nd M.T. has been doing 30 kilos a day with one ~~bundle~~ bale of paper.

GENERAL CARRUTHERS. What job are you on?

DRIVERS' DELEGATE 2nd M.T. Fourth Army papers. For the last fortnight I have been going from Charleroi to Florennes and have had from one to one and half cwt each day.

GENERAL CARRUTHERS. The difficulty was recognised and a decision was made to send them by an ambulance.

G.O.C. Don't you recognise that the distribution of these papers is a great help to the men.

DELEGATE. Yes, Sir.

G.O.C. How better can you tell us from your knowledge, that this can be done.

DELEGATE. We have a Ford and a Crossley Box Car standing in our Column. They could easily do the work that two lorries are doing.

G.O.C. I am not competent to judge that. It may be that those cars are available in which case it is bad management.

DELEGATE. The 4th Division paper officer, Lieut. SMITH told me he has tried to get a light car for it.

ANOTHER DELEGATE. Would it not be possible to have the Repatriation Precedence Roll posted up at a Coy Headquarters, so that every man can see his position.

G.O.C. The orders are that it shall be posted up and we will see that it is done. That is a very legitimate grievance.

GENERAL CARRUTHERS. Is it the case in the other Coys that the Precedence Rolls are not posted?



DELEGATE :- 1st M.T. :- We can see ours.

DELEGATE :- 3rd M.T. :- We can always see our roll.

DELEGATE :- 4th M.T. :- I understand that purs will be posted this morning. It is some satisfaction to know how these things are going, otherwise everyone is in suspense.

G.O.C. There is nothing to be concealed about Repatriation at all. In 90% of my Units, the more public it was made the more satisfied the fellows were. That is what we want.

DELEGATE :- Is it correct that the O.C. has power to step over one man when his turn comes ?

G.O.C. :- I speak under correction; I am not a lawyer. He can mark you in your place on the Repatriation Roll as being indispensable.

DELEGATE :- We would say that no N.C.O. or man is indispensable, otherwise no promotion would ever occur in the A.I.F. The men in our Unit are refusing promotion; it means that they would have to stay during the pleasure of the Government.

G.O.C. :- I think amongst other things your O.C. has put that up and he has tried to not only make the pay of the drivers who become temporary drivers permanent until they get back to Australia but also that the pay of temporary N.C.O's. should be permanent so as to give them some recompense for taking on the job.

DELEGATE. The main point is that they miss their turn of going back.

G.O.C. :- We have to have N.C.Os. and Officers who will stay. We have to have certain mechanics. Dont you recognise that?

DELEGATE. :- I dont think so. If I went away the next man would take my position.

G.O.C. :- The O.C. of the Coy is the one, who takes the responsibility. If the Government say "there has been undue destruction of machinery by incompetent men" your O.C. will say "I had to Repatriate the other mechanics" they would say "you had no business to repatriate them. If, as mechanics, they could not be replaced, you should have kept them."

DELEGATE :- Everyone in the army is supposed to have an understudy.

G.O.C. :- You know that mechanics have not been able to be replaced. There are cases of men who are absolutely indispensable. You cannot replace an Orderly Room Sergeant, and he, poor devil, is stuck there until the records are handed over to the War Records Section of the A.I.F.

DELEGATE. :- Supposing he goes sick or dies?

G.O.C. :- That is an act of God.

A DELEGATE. :- There are men of late enlistment and men from the Flying Corps who could relieve these others, and there are the Ammunition Parks. In our Column we have been working harder since the Armistice than before. We have been attached to the 4th and 5th Divisions. All we have had to relieve us is 42 men who have been taught by the drivers and this has made the work harder.

G.O.C. :- The Park Sections men will be distributed amongst the Columns.

DELEGATE. :- When Colonel TUNBRIDGE visited our section, which is the 3rd, he told us we were going home the last of our class as we were indispensable I would like to know something definite on that. Are we going home on equal rights with the other branches of the A.I.F. or is it when we can be spared.



G.O.C. :- We cannot send you until you can be spared. Within your own Unit you go with your individual rights but collectively as an Administrative Service you must be behind the others. Suppose we get the A.I.F. right down to 5,000 men. There must be a proportion of administrative services, no matter what their date of enlistment.

DELEGATE. :- Colonel TUNBRIDGE said you were going home the last of our class. Now it is understood that we are going home on equal rights with other branches of the A.I.F. If a man enlisted in 1915 he might go home with the last of his class we are quite willing to have that but is he going home then or when he can be spared? Are we on equal rights with other branches of A.I.F.

G.O.C. :- The M.T. are grouped with Corps Troops as against Divisions. The whole of the A.I.F. is divided into 5 Divisional Groups, Corps Troops Group, The quotas are allotted in succession. The 1st Division, owing to having less 1915 men than I have, may be sending away a lot of 1916 men before I have finished my 1915 men in the 4th Division. My Quota may be 14 days later than the 1st Division and supposing Corps Troops follows the 4th Division you would be that number of days behind the 4th Division, even though your men were of earlier enlistment. The Demobilisation Instructions lay down that we must insure the administration of the troops here, and for that purpose sufficient administrative troops must be kept here to administer the troops of the Divisions and Corps and so on, who remain in the country. As the other troops contract there is not the same need. Say if there were 2,000 administrative troops and 1890 can do the work. In accordance with the number of long service men, a certain number is allotted to the M.T. say 30. the O.C. looks down the lists of the various Coys and sees that one Coy has 20 1915 men and another Coy has 5 and he allots the vacancies proportionately.

DELEGATE. :- I think the 3rd M.T. is practically the M.T. in France now, because the 1st M.T. men have gone home. Are we going home when we can be spared.

G.O.C. :- If you can be spared you go in the next Corps Troops Allotment.

DELEGATE. :- If we could not be spared we could not go then?

G.O.C. :- Quite so.

DELEGATE. :- Is it a fact that 1916 and 1917 men of other Units will be going home ~~XXXXXX~~ and the M.T. kept here. Is there a table that we are working to?

G.O.C. :- Yes.

DELEGATE. :- That is not what Colonel TUNBRIDGE told us.

G.O.C. :- He said "Everything has been and is being done by me to enable all allotments to be filled and to give you the same privileges as other Units" He means the allotments you are enabled to get with Corps Troops, and he tries to get the men away to fill those allotments.

DELEGATE. :- He grouped them into classes, and the class seems to be the whole trouble. For instance in one class there were the men who enlisted in July 1915. All the different men who enlisted in July 1915 right through the Army were to go home as a group and he said that we would naturally be the last of our class.

G.O.C. :- At that time a lot of those matters were not cleared up.

DELEGATE. :- In our particular case the bulk of the men all came away together. I should say 75% of them.

G.O.C. :- The only way to get over that difficulty will be to gradually draft into your company men of shorter service so that they can relieve the longer service men.



G.O.C.:- (continued):- The unfortunate part is that, the show being over to all intents and purposes, the impression is that the infantry man says "I am not going to do horse transport or motor transport work now. I am not going to do this job and be retained doing hard work now. I have done my job "over the top". The only thing that would perhaps help me is if I got the 2/- a day more and remain a driver until I go back to Australia." We are asking the authorities to do it in order to help you. We put it forward ~~but~~ I have no hope that it will be passed.

DELEGATE. :- Has each Unit the right to put you down on the Demobilisation Roll according to their own idea? I have a case in point of a man who enlisted in March 1915 and left in April: he is 20th on the list of N.C.Os. whereas in the last quota that went home there is a man who enlisted in September 1915 and came away in June 1916.

G.O.C. :- Do you know if he went in the ordinary course or for some special reason.

DELEGATE. :- I could not say.

G.O.C. :- After these Rolls are put up, any man who thinks he is in a wrong position can appeal to a board. You would appeal to the Board constituted by Corps Troops. Any man who thinks he is in a wrong ~~xxxxx~~ place on the roll, can see a Board of Appeal. I have had 5 or 6 cases on my Division, one has been upheld and the other men have been quite satisfied.

DELEGATE. :- Is it optional for the Officers to do it?

GENERAL CARRUTHERS:- Do you mean is the officer allowed to put down men according to his own fancy?

DELEGATE. :- Yes.

GENERAL CARRUTHERS :- That is not so at all.

DELEGATE 2nd M.T.:- One of the main troubles is classing the men as indispensable. Personally I don't know of any man who is ~~indispensable~~.

G.O.C. :- I have shown you that the mechanic is indispensable. The O.C. of your Coy is the responsible man.

DELEGATE.:- It is a very elastic term.

G.O.C. :- It has got to be. The Demobilisation Instructions provide "Where the Unit forms part of a Division, The Divisional Commander will make arrangements to have this work carefully supervised and Co-ordinated and will provide a Tribunal and decide upon any appeal against the C.O.'s decision that may be brought forward. It is anticipated that a number of Units of the A.I.F. at present not forming part of a Division will be attached to one or the other of the Divisions for Repatriation purposes and will come under the jurisdiction of the Divisional Commander for this supervision." There is a Corps Troops Board. You can tell your Company Commander "I am not satisfied with my place on the roll, Sir. I wish to be brought before the Corps Tribunal to put my case before them." And he is bound to allow that.

GENERAL CARRUTHERS. :- Every man in the A.I.F. has received a Demobilisation Pamphlet telling him of these things.

DELEGATE.:- There are cases of men refusing promotion to N.C.Os rank and also of N.C.Os. refusing promotion to higher rank. The reason is that on Demobilisation they revert to their previous rank and therefore they get their discharge at a lower rate than their Active Service Rank, which applies to the M.T. now that Hostilities have ceased in the same way as it did before.



G.O.C.:- I personally on Col. Tunbridge's very strong recommendation for the second time put that forward and asked that the Authorities should ~~xxxxxxx~~ very carefully consider that and allow them to retain the high rank. You can tell your men that that has been dealt with as far as we can deal with it. Of course Mr. Hughes and the G.O.C., A.I.F., and the Commonwealth Government, are the ones to deal with it.

DELEGATE:- Even an N.C.O. or a driver taking an N.C.O.'s position has to sign a document stating that he will stay here for an indefinite period which debars him from his proper place on the Demobilisation Roll. Why should he have to forgo his position on the roll because he accepts promotion?

G.O.C. :- That has been put forward to higher authority, and the reason why your C.O. requested men to sign the document was to ensure that there would be N.C.Os. In my own Division the men were taking promotion and saying "I will be promoted and I am going away tomorrow" The promotion from a military point of view, was of no use to the Unit in that case. Now we have to look to the good of the Unit and that was Col. Tunbridge's idea in asking men to sign the document, but at the same time, he is trying his best to get the men who do take the promotion the full benefits as regards pay and status until they get back to Australia.

A DELEGATE:- Can you state any time when they are likely to get any benefit from that?

G.O.C.:- A letter was sent away about a month ago and I have since sent two reminders, but I have not had any reply to it yet as it may have been cabled to Australia.

DELEGATE :- A month ago most of the N.C.Os were approached and asked if they would accept promotion, and were told that they would have to sign a document that they would remain with the Unit. Some of the men signed it. At that time we were given to understand that we carried the rank right back to Australia. About a fortnight after we signed it, an order came out that only men who were promoted before the Armistice retained their rank. In the Case of Headquarters refusing to confirm those ranks can those men withdraw or are they bound down? Every man was misled.

G.O.C.:- I think you ought to be allowed to give them up, but I will put it to the Corps Commander. Of course as the number of N.C.Os was reduced even the fellows who signed it would be sent away. I think I can promise you, for the Corps Commander, that if it was signed under a misconception like that you would be allowed to give ~~it~~ up your position.

A DELEGATE :- According to previous remarks, Col. Tunbridge attaches a lot of importance to getting reinforcements from other arms. I take it the matter of bringing the Units up to establishment is considered important.

G.O.C. :- Yes.

DELEGATE :- I had a personal experience of men coming from Divisions. We had fifty of them and I told them they would only get temporary rank and they would revert to private on marching out to hospital or on Demobilisation. A batch of about 15 turned it down and some of them were being tested and were good men. That is from the Drivers point of view.

G.O.C. :- I have put it in that light.



303  
14  
DELEGATE:- There is a Corporal in our Workshops who is attached under the Education System and they will not allow him to keep his Rank there. He is a good man and they will not allow him to go back to his Battn, even though his time has expired.

A DELEGATE:- Supposing the numbers of the A.I.F. diminish to say 40,000 is the same number of lorries to be kept up.

G.O.C. No. Every effort will be made to cut down the lorries because it is expense the whole time, though it (cutting down) cannot go so fast as it looks it ought to go. One reason is that the Diggers don't like being moved. They know the people and we have to try and make life as comfortable as possible here during the time they are being retained. Personally in my Division I am trying to make the next shift last another couple of months.

DELEGATE:- It is very hard to make our boys beleive that the 1915 men cannot be let go now. I am quite sure they could say to-morrow that all the 1915 men could get away at once, and it would not lead to any organisation.

G. O. C. The 1915 men are going as fastas possible now.

DELEGATE 5th M.T.Coy:- A sore point with the men taking promotion is that when they revert it takes a lot of explaining when they get Home

G.O.C.:- I have put that point to the authorities.

DELEGATE:- There is another point, that the work should be reduced to a miminum the boys do not object to the oiling, but they do object to the continually cleaning. Cannot we get German prisoners.

G.O.C.:- We have tried to get them for all sorts of things and it is most difficult.

General Carruthers:- There is the difficulty of looking after prisoners. If you are going to spred German Prisoners all through the M.T. Companies you have to look after them. These fellows are prisoners and cannot be turned loose anywhere. The lorries of the Park Section are going to be set aside and Parked up so as to make the Drivers available for the rest of the M.T. in order to set free men whose turn to get away, and it will not be necessary to have so many men looking after those Park Sections. It might be possible to get German Prisoners for the cleaning of those lorries, which would enable us to reduce the numbers employed on them.

DELEGATE:- About the cushy jobs, certainly the men have a place to sleep in, although it is pretty cold in the winter. I have seen men coming in after 20 hours continual work and a lot of that time under shell-fire. On the average lorry there are about 5000 bolts and they have to be screwed up which all means work for the drivers. At present the driver returns from 8 to 10 hours work, he then has to fill up with oil and petrol, and perhaps has to change a broken spring.

G.O.C.:- This is not part of repatriation. All these conditions have been gone into. I have heard Colonel TUNBRIDGE speaking about them to the Corps commander and I can assure you that it all has been taken into consideration. Of course we can get nothing now so we have to make the best of what we have got.

General CARRUTHERS:- I think it has rather rankled with these men that they should be accused of having a cushy job. I think that what was meant was rather that the casualties in the M.T. have not been so heavy as in the Infantry and in certain respects they have not had so hard a time as the man in the trenches. It was not intended to convey that they have had a cyschy job, but that of the two they had had slightly less of a vilianpus time than the man in the trenches.



DELEGATE. 2nd M.T.Coy:- In regard to Non-Military Employment, this scheme, we understand, was inaugurated by the Commonwealth with a view to assisting Overseas troops generally, granting equal rights for everybody. Of all the applications submitted by the 2nd Aust. M.T. Company only three have been granted, and we think that if any benefit could be derived from the scheme and the Commonwealth could be shown any reward for its endeavours, we, as a technical Unit, deserve some recognition under the scheme. We claim that the scheme is intended to assist the A.I.F. generally in the higher standards of technical education, so that soldiers might improve and complete their education commercially, having been forced to neglect it whilst giving their services to the country.

G. O. C. You have had the advantage in the M.T. of sticking to your trade.

DELEGATE:- In the majority of cases the men have lost nothing in that respect. In this matter also men have been detained from going to England on the ground that they are indispensable. We have only had three men sent away.

G. O. C. No application has been turned down has it.?

DELEGATE. A rider has been added "When his services can be spared". In every instance where fellows have been claimed by firms in Great Britain, the applications have been forwarded to our own O.C. and a rider has been added "This man is indispensable". A man has sacrificed, say, two or three years of his life and it would be a great benefit to him to get away to this employment.

G. O. C. There is no reason why he should not get it when he can go. A 1917 man might have a very good case indeed for the Non-Military Employment and he goes away. Then the fellows say "This is rather a good business. Not only do we benefit ourselves but we get out of the job here". What if 30 men in your Company of late Category were given that employment, it delays the other men getting away. You have to say "Certainly you can go and get these jobs but thereby you must not delay men being repatriated in their turn, which will happen if you go away now". Every endeavour has been made to let these men get away, when they can be let go.

DELEGATE:- I think there is a grievance to that effect.

G. O. C. If I were of late Category myself "I would say. If my going away delays Smith, a 1915 man, I will not take it until my turn comes to go".

DELEGATE:- Personally I know of early 1915 men being refused when they have been due for Repatriation.

G. O. C. If the early 1915 men have been refused on account of other men going away. It is not just and I should like a concrete case put up. I know that Colonel TUNBRIDGES idea. He says "I will not put any man forward who will push another man out of his turn for Repatriation". In the horse transport men have come to me and when I have put it like that they were perfectly agreeable to wait for their turn to come round. It would be grossly unfair to let men of late categories go, and so make the others indispensable.

DELEGATE:- If the 1915 men were given the opportunity to go it would speed everything up. Supposing we had a 1915 man who was almost due to go home, and he put in an application to go to Great Britain.?

G. O. C. If I were your O.C. I would say "Certainly you may go". Of course in a technical Unit it is very hard to let men go. That is one of the reasons why Colonel TUNBRIDGE made such stress on getting these 1918 and 1917 men to come and take the places of the 1915 men. I think it will help us greatly if the Government would give us the extra pay for Drivers.



DELEGATE:- Do you know if there is an adequate number of reinforcements in Great Britain.

G. O. C.:- We have got every man that we can lay our hands on. I want you fellows to tell your comrades that it has been done. We can send you 300 of these Infantry reinforcements, but what use would they be.?. You can take a horse to water but cant make him drink, You can put a man on a lorry and call him a driver, but what is the good of that.?.

A DELEGATE:- Two men were detailed to come to the 1st M.T.Coy., W/Shops, as mechanics. They were mechanics by trade before the war. They applied to be transferred to the Unit, so as to be able to get 8/-. In one case the O.C. of the man's unit (Pioneers) denied receiving the application. One man was marked by our O.C. as incompetent, and yet he has been doing the same work since last June. On the 26th December these two men were made artificers, and a week later their pay-books were called in, and when they got them back there was a T in front of the word Artificer. I think those men have a grievance.

G. O. C.:- Those men have their remedy in seeing their O.C., they have a right to go higher than that, but this is outside the Repatriation Question. These men can go to the Corps Commander, and from him to General BIRDWOOD.

A DELEGATE:- On 30th December a man made an application for Demobilization in Scotland, and he repeated it again on the 13th January on Form 535. His reason was that his Mother, who was 75 years of age was ill in bed and the Doctor advised him that he would need to get over as soon as possible. On that Form he was asked "Had he his wife's consent" and "Was he guaranteed employment". He explained that he did not want employment as he had plenty of employment and he could take his wife's consent for granted. The Form was returned to him and they wanted an answer "Yes" or "No" to these questions. The chances are that he will be too late getting there.

G. O. C.:- Give me his name and I will write to Sir John Monash.

DELEGATE:- 39708 Gunner STEWART.W.T., 45th Battery. 12th Brigade. A.F.A.

G. O. C.:- This is a matter for the Repatriation Department entirely. I will write to Sir John Monash but I can hold out no hopes, as he will say "He has gone into the whole facts of the case".

DELEGATE:- Men are asked to sign a paper stating that they will stay on until their services can be dispensed with. Can we get any idea of the time?.

G. O. C.:- None at all. The trouble is with the Labour People have to fit up those ships and run the Railways, and all that kind of thing. We have been delayed three weeks already through the strike. The men should go at the rate of 500 a day. If you take the Total numbers, and add perhaps a month, you can get it.

DELEGATE:- Can you tell us approximately the number of Australians left in France.

G. O. C.:- I don't know accurately so I cannot tell you. So long as things are held up by strikes you boys will be delayed. Are there any points you would like to mention.

DELEGATE:- Would it be possible to get a detailed report of the proceedings of this morning for the members of our Unit.

G. O. C.:- Certainly. There is no objection on my part. I only saw a few Delegates because it is impossible to see a large number of men. I don't want you to go away with the idea that this meeting is in any way over the heads of your N.C.Os. and Officers, because the proper way of doing things is through your Officers. I am not a politician, and I pray God I never will be. But I do want you to understand that in no way have I tried to go over the heads of your Officers and people.



Colonel TUNBRIDGE said to me "I would rather not be present because I feel that the boys would be rather constrained". I want you to be assured of this, that you have had sympathetic handling from your Officers N.C.O's, and Colonel TUNBRIDGE has been extremely sympathetic. It is no good mincing matters, I am obliged to you for attending and listening so patiently. It has been extremely interesting to me, because it has put a lot of points of view to me, that I had not got before.

A DELEGATE:- I have an application from a Corporal who applied for 6 months leave in ENGLAND. His father is in the industry of carriage construction, and he desired leave so that he could study the new style of carriage and also Cars. He asked me if I would hand it to you and see if you could give any opinion as to why it was not accepted. The application has been returned with the statement that it could not be granted.

G. O. C. If it has been turned down for the time being, that is to say, that he cannot be spared now, it is because he would thereby displace some 1915 man from his turn on the Roll. Where does he come on the Roll.

DELEGATE. He is No. 5. on the list.

G. O. C. It should certainly be forwarded to the Repatriation Dept with an idea of when he should be able to get away. I will deal with the case and send a reply back through the O.C. I cannot answer for what the Department are doing in ENGLAND as they absolutely run the whole thing.

I thank you all for your attendance and I hope generally speaking it has cleared the atmosphere because that is what we want to do.