

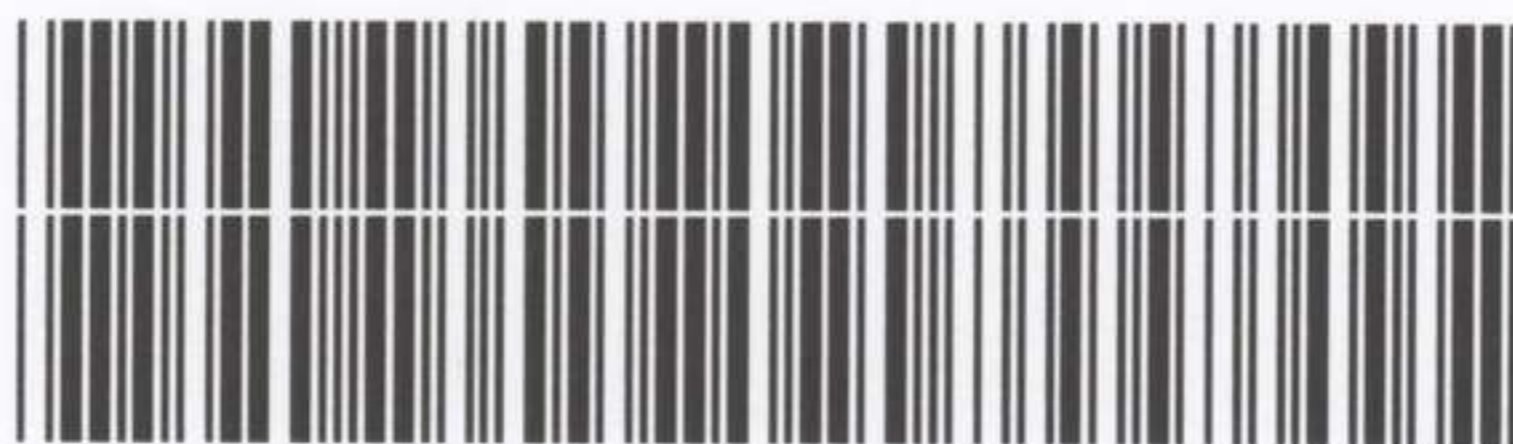
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Supplies & Transport

Item number: 25/1/9

Title: Director of Mechanical Transport
Services, AIF

June 1918



AWM4-25/1/9

303

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Australian Imperial Force.

WAR DIARY

OF

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

FOR
PERIOD

1ST TO 30TH JUNE, 1918. **191**

Signature of Officer compiling

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

Signature of Officer Commanding

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

WAR DIARY

Army Form C. 2118.

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or
INTELLIGENCE SUMMARY.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																																																																																							
Bertangles.	1/6/18		<p>In continuation of entry of 31/5/18 :- Re. D.M.T.S's visit North.</p> <p>Colonel Harvey S.M.T.O 15th Corps and D.M.T.S. visited Petrol Dump and viewed the distribution of same.</p> <p>Left for return journey with Major A.W.Harvey C.I.M.T. at 11 am , called at Fauqembergues and picked up parcels of Printing, arriving at Corps Headquarters at 3pm.</p> <p>Weather: Fine. <i>NWT.</i></p>																																																																																								
	2/6/18		<p>Eight (8) applications for appointment as Flying Officers (Pilot or Observer) were received for June Quota from A.A.S.C. M.T. Units in the Field, and were submitted to D.A.A.G. A.F.C.:-</p> <table data-bbox="1195 1084 2396 1376"> <tr> <td>No</td> <td>A.M.</td> <td></td> <td>Dvr.</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>"</td> <td>"</td> <td>1522</td> <td>"</td> <td>HOOD, E.W.</td> <td>S.M.T.O.</td> <td>Aust:</td> <td>Corps.</td> </tr> <tr> <td>"</td> <td>"</td> <td>11904</td> <td>"</td> <td>SHEEHAN, A.</td> <td>3rd Aust:</td> <td>M.T.Coy.</td> <td></td> </tr> <tr> <td>"</td> <td>"</td> <td>11922</td> <td>"</td> <td>STONE, S.H.</td> <td>3rd</td> <td>"</td> <td>" " "</td> </tr> <tr> <td>"</td> <td>"</td> <td>13131</td> <td>Sgt.</td> <td>IRWIN, A.C.</td> <td>2nd</td> <td>"</td> <td>" " "</td> </tr> <tr> <td>"</td> <td>"</td> <td>13367</td> <td>Cpl.</td> <td>HEWICH, T.A.</td> <td>5th</td> <td>"</td> <td>" " "</td> </tr> <tr> <td>"</td> <td>"</td> <td>9537</td> <td>Dvr.</td> <td>WYATT, R.A.</td> <td>4th</td> <td>"</td> <td>" " "</td> </tr> <tr> <td>"</td> <td>"</td> <td>118</td> <td>"</td> <td>FOX, H.C.</td> <td>5th</td> <td>"</td> <td>" " "</td> </tr> <tr> <td>"</td> <td>"</td> <td>3338</td> <td>"</td> <td>HARKESS, D.</td> <td>5th</td> <td>"</td> <td>" " "</td> </tr> </table> <p>Fourteen (14) A.A.S.C. M.T. Reinforcements arrived through Corps Reinforcement Depot, and were posted as follows :-</p> <table data-bbox="1210 1528 2134 1639"> <tr> <td>11.</td> <td>M.T/Dvrs.</td> <td>to</td> <td>1st Aust:</td> <td>M.T.Company.</td> </tr> <tr> <td>2.</td> <td>"</td> <td>"</td> <td>2nd</td> <td>" " " "</td> </tr> <tr> <td>1.</td> <td>Fitter.</td> <td>"</td> <td>4th</td> <td>" " " "</td> </tr> </table> <p>Corps Reinforcement Depot notified accordingly.</p> <p>D.M.T.S.visited 3rd 4th & 6th Aust: M.T.Coy's Workshops, attended by Major A.W.Harvey C.I.M.T. Also called on D.A.G. A.I.F. in reference to alteration in posting's, and reported that Australian Personnel had taken over 1st & 2nd Aust: S.B.A.C's, also that had made arrangements for</p>	No	A.M.		Dvr.					"	"	1522	"	HOOD, E.W.	S.M.T.O.	Aust:	Corps.	"	"	11904	"	SHEEHAN, A.	3rd Aust:	M.T.Coy.		"	"	11922	"	STONE, S.H.	3rd	"	" " "	"	"	13131	Sgt.	IRWIN, A.C.	2nd	"	" " "	"	"	13367	Cpl.	HEWICH, T.A.	5th	"	" " "	"	"	9537	Dvr.	WYATT, R.A.	4th	"	" " "	"	"	118	"	FOX, H.C.	5th	"	" " "	"	"	3338	"	HARKESS, D.	5th	"	" " "	11.	M.T/Dvrs.	to	1st Aust:	M.T.Company.	2.	"	"	2nd	" " " "	1.	Fitter.	"	4th	" " " "	
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Bertangles	2/6/18		<p>(Contd.) one (1) Imperial Driver to remain temporarily with each Caterpillar, together with two (2) N.C.O's.</p> <p>Letter to D.A.G., A.I.F. asking that the following alteration in postings of A.A.S.C., M.T. Officers as submitted on 30/5/18 may be made :- "After 2nd/Lieut. R.B.SHARWOOD :- delete 2nd Aust: M.T.Company vice Lieut. W.D.DAVIE, to Australia, and substitute 4th Aust: M.T.Coy. vice Lieut. L.PRICHARD.</p> <p>Weather: Fine. <i>NWT.</i></p>	
Bertangles	3/6/18		<p>In connection with board convened to report on C.Q.M.S., KING. this N.C.O. was paraded before D.M.T.S. and made a statement see appendix, / . The whole matter to be forwarded to Corps "A"</p> <p>C.I.M.T. inspected Aust: Corps Headquarters Cars.</p> <p>Routine as usual.</p> <p>Weather: Fine. <i>NWT.</i></p>	Appendix /
Bertangles	4/6/18		<p>D.M.T.S. called on D.A.G., in reference to the Aust: Driver on General WHITE'S Car to go to 5th Army. This driver to be shown as "On Command" to 5th Army.</p> <p>C.I.M.T. inspected the Lorries of the 4th Aust: M.T.Company.</p> <p>Routine as usual.</p> <p>Weather: Fine. <i>NWT.</i></p>	
Bertangles	5/6/18		<p>D.M.T.S. attended concert and dinner given by the 3rd Aust: M.T.Company, the occasion being the 2nd Anniversary of their Embarkation.</p> <p>C.I.M.T., A.I.F. inspected the 4th Aust: M.T.Coy's Workshops and some further Lorries of that Coy.</p>	(Contd. over)

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Bertangles	5/6/18	(Contd.)	Weather: Fine. <i>NYUT</i>							
Bertangles	6/6/18		<p>D.M.T.S. visited Salvage Dump at AILLY SUR SOMME to inspect quantity of paper. Found approximately two (2) tons which could be used, portion for "AUSSIE" and some for Office work.</p> <p>Called at 6th Aust: M.Y.Coy. (Corps Troops) on return journey, and arranged that they collect.</p> <p>Routine as usual.</p> <p>Weather: Cloudy. <i>NYUT</i></p>							
Bertangles	7/6/18		<p>D.M.T.S. visited D.A.G., reference to spare drivers for Div. Headquarters., D.A.G. ruled that no further additional drivers would be allowed, as one (1) N.C.O. was already borne supernumerary to establishment.</p> <p>D.M.T.S. called on Paymaster reference to "AUSSIE" Funds, and left a letter instructing that in future D.M.T.S. would sign all withdrawals also requisitioned sufficient money to settle the three (3) following PARIS accounts in connection with "AUSSIE" :-</p> <table data-bbox="1235 1352 2005 1463"> <tr> <td>Fredrick CASLON</td> <td>454 - 25 Frcs.</td> </tr> <tr> <td>LAUREYS FRERES</td> <td>188 - 10 "</td> </tr> <tr> <td>LEFRANC & Coy.</td> <td>497 - "</td> </tr> </table> <p>Drew 1602 Francs for payment of C.H.GUYOT account, also twelve pound sterling £12. for Typewriter and arranged for the return to the 1st Pioneer Battalion of twenty two pounds two shillings and two pence £22-2-2. overpaid to "AUSSIE" by them.</p> <p>C.I.M.T. inspected the Lorries of 5th Aust: M.T.Company.</p> <p>See appendix, <i>2</i>. C.I.M.T.'S, report on Vehicles of 1st and 2nd Aust: S.B.A.C.</p> <p>Weather: Fine. <i>NYUT</i></p>	Fredrick CASLON	454 - 25 Frcs.	LAUREYS FRERES	188 - 10 "	LEFRANC & Coy.	497 - "	Appendix <i>2</i>
Fredrick CASLON	454 - 25 Frcs.									
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Bertangles	8/6/18		<p>D.M.T.S., visited Monsieur E.H.GUYOT, and paid account of 1602 francs , also ordered a further 100,000 sheets of paper for 5th issue of "AUSSIE. Then went on to Printing Establishment at Fruges and arranged for the cutting of paper for "AUSSIE" covers, went on to Fauquembergues left Corps Orders and arranged for printing of Educational Forms, returned to Corps Headquarters at 7-45pm.</p> <p>C.I.M.T. inspected Lorries of 2nd Aust: M.T.Company.</p> <p>Weather: Fine. <i>M.T.</i></p>	
Bertangles	9/6/18		<p>Letter received from Administrative Headquarters A.I.F., reference to Vehicles of A.I.F. same put in hand for checking.</p> <p>Letter received from D.A.G., A.I.F. stating that Lieut. L.A.DOWSON, 3rd Aust: M.T.Company had been medically boarded at HAVRE on 29/5/18, and had been classed B1 permanently "Otitis Media and Nerve Deafness".</p> <p>D.M.T.S., recommended he should be returned to Australia.</p> <p>Weather: Dull. <i>M.T.</i></p>	
Bertangles	10/6/18		<p>See entry June 3rd. The proceeding of the Board in reference to C.Q.M.S., KING, 5th Aust: M.T.Coy. together with papers see appendix, 3. were forwarded to. Headquarters Aust: Corps "A".</p> <p>See appendix, 4. reply to D.M.T.S. to Commandant A.I.F. Administrative Headquarters., in reference to Vehicles, see entry on 9th inst.</p> <p>See appendix, 5. C.I.M.T., A.I.F. report on Vehicles of 1st Aust: M.T.Company.</p> <p>Weather: Fine. <i>M.T.</i></p>	<p>Appendix 3</p> <p>Appendix 4</p> <p>Appendix 5</p>
Bertangles	11/6/18		<p>D.M.T.S. visited 4th Aust: M.T.Company and interviewed Corporal SWANSON who appeals to have</p>	<p>(Contd)-</p>

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Bertangles	11/6/18		<p>(Contd.) been badly treated, when sent to O.T.C. in England papers were lost so consequently did not attend. Called on the 6th Aust: M.T.Coy, (Corps Troops) and arranged for the salvaged paper to be folded ready for cutting, then visited the 5th Aust: M.T.Coy's Workshop requesting that the C.I.M.T. A.I.F., inspect two Ambulances of the 5th Aust: Division.</p> <p>Under authority D.A.G., A.I.F, 36/11/14 dated 10/6/18 Lieut. J.G.TONKIN, 5th Aust: M.T.Coy. was selected for training as a Pilot for the Aust: Flying Corps, and for him to report to Administrative Headquarters., A.I.F. LONDON., forthwith for further instructions, D.M.T.S.? issued instructions accordingly.</p> <p>D.M.T.S., visited the D.A.G, A.I.F. in reference to the necessity for his going to G.H.Q, and England, relative to the matter of settlement of accounts of M.T. Vehicles. Also visited Aust: Corps Reinforcement Camp in reference to L/Cpl. H.BAMFORD, 5th Aust: M.T. Company Mess account, but found that he had been sent on to his Unit a few days previous, went on to the Workshop's of 3rd 4th & 6th Aust: M.T.Coy's reference to Corporal fit for promotion to Artificer Sergeants.</p> <p>See appendix , <i>6</i> . C.I.M.T., A.I.F. report on Vehicles of 12th A.B.A.F.A.P.S. A.S.C.</p> <p>Weather: Fine. <i>MMV!</i></p>	<i>Appendix 6</i>
Bertangles	12/6/18		<p>Notification received from D.A.G., A.I.F. under covering No 10/0/83 dated 10/6/18 that Lieut. - Colonel (Hon Colonel) W.H.TUNBRIDGE., C.B. C.M.G., V.D., D.M.T.S., A.I.F. to be Colonel as from 1/6/18.</p> <p>D.A.A.G., Aust: Section 3rd ECHELON, wrote asking for a special driver, as a Sunbeam Car had been allotted for the use of the A.A.G. also stating that Park VII. provides for this driver to be Corporal. on looking up Park VIIa the establishments used in France does not show this as correct.</p> <p>Weather: Fine. <i>MMV!</i></p>	(Contd. over)

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Bertangles	13/6/18		<p>Letter received from Aust: Section 3rd ECHELON, reference to Army Form B2069, same circularised and sent out to all Units see appendix, <i>7</i>.</p> <p>No 1996 Cpl. F.J.LINES was paraded before D.M.T.S. He is over 12months senior as a (Supply Corporal). D.M.T.S., informed him he would be given the Temp. Rank of (Supply Sergeant), but he must show himself as capable of doing the work and trustworthy, or he would not continue to hold the position.</p> <p>C.I.M.T., A.I.F. inspected the balance of Vehicles on charge to the 5th Aust: M.T.Company.</p> <p>Weather: Fine. <i>NWT</i></p>	<p>Appendix <i>7</i></p>
Bertangles	14/6/18		<p>D.M.T.S. attended by the C.I.M.T., A.I.F, left for North at 10.30 am, called at Printing Office at St. Venent for the purpose of seeing if it were possible to get paper cut there. The Machine they had would only take 50 Centimetres, the same as the one at Fruges. Went on to A.I.F. Printing Section at Fauquembregues, Major A.W.HARVEY paid the staff, while D.M.T.S. inspected the work. Left for Aust: C.C.S at 3.45pm arrived at 1st Aust: C.C.S., 4.30pm inspected the Vehicles and collected necessary particulars for adjustment of accounts. This Unit has Imperial drivers.</p> <p>Major HARVEY inspected Vehicles of 2nd Aust: C.C.S, and D.M.T.S. arranged to get particulars of Vehicles to-morrow, this Unit has Australian drivers. Went on to 1st Aust: M.T.Coy. and stayed the night.</p> <p>Routine as usual.</p> <p>Weather: Fine. <i>NWT</i></p>	
Bertangles	15/6/18		<p>Left 1st Aust: M.T.Company at 9am and proceeded to 3rd Aust: C:C.S. Major HARVEY inspected the only Lorry in, the other being at Workshop. D.M.T.S. obtained particulars of Vehicles for Records, the A.S.C, personnel of this Unit are all Imperial. Called at 2nd Aust: C.C.S., and obtained particulars of Vehicles. Went on to A.I.F Printing Section, and collected proofs of Educational Scheme pamphlet, and some printed job for sending out. Returned to Aust: Corps-Headquarters arriving at 7.30pm.</p> <p>Weather: Fine. <i>NWT</i></p>	

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Bertangles	16/6/18		<p>See appendix. 8, Circular Letter to all Units, calling attention to drivers Orders 4 (b) and G.R.O., 2610.</p> <p>See appendix. 9, C.I.M.T's A.I.F. report on the Vehicles of 4th Aust: M.T.Company.</p> <p>See appendix. 10, C.I.M.T's A.I.F, report on the Vehicles of 2nd Aust: M.T.Company.</p> <p>Letter received from D.A.A.G., 3rd ECHELON stating that Lieut. S.W.JOHNSTON, 1st Aust. M.T.Coy. had been medically boarded at HAVRE on 7/6/18, and had been classified B11 for one month - "Debility".</p> <p>C.I.M.T. A.I.F., inspected the 5th Aust: M.T.Coy's Workshops.</p> <p>Weather: Fine. <i>WWT</i></p>	<p>Appendix 8</p> <p>Appendix. 9</p> <p>" 10</p>
Bertangles	17/6/18		<p>D.M.T.S., visited the Workshops of 3rd and 5th Aust: M.T.Coy's, also the 4th Aust: M.T.Coy's - Workshop, and interviewed Cpl. B.B.YOUNG in reference to his invention.</p> <p>D.M.T.S. called on General CARRUTHERS who granted permission for his going to G.H.Q., for the purpose of checking M.T. Vehicles Ledgers.</p> <p>Weather: Dull. <i>WWT</i></p>	
Bertangles	18/6/18		<p>D.M.T.S., left for G.H.Q., D. of T. and took Corpl. P.A.EVANS for the purpose of checking Vehicle Ledgers. Found they were not completed in the records of Australian Vehicles, so arranged that Corporal EVANS should remain with them for approximately a week so as to get a complete check. The Director of Transport promised to ring up D.M.T.S. when ready, and D.M.T.S. would again go down and settle any matters that may be in dispute. Cpl. EVANS kit, and further papers to be sent down to-morrow.</p> <p>Weather: Fine during day showers towards evening. <i>WWT</i></p>	

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Bertangles	19/6/18		<p>See appendix, // . C.I.M.T's report on Vehicles on charge to 5th Aust: M.T.Company.</p> <p>D.M.T.S. visited Workshops of 3rd Aust: M.T.Coy. and consulted Captain S.B.LACEY, Officer i/c, in reference to Gas Plant for Stereo Dept. for A.I.F. Printing Section. Called on D.A.G., in reference to a few outstanding matters.</p> <p>D.M.T.S. visited Paymaster and drew 96-45 francs for settlement of "AUSSIE" accounts in PARIS. also 126-85 francs for Editors expences PARIS trip.</p> <p>A quantity of paper was salved from RIBEMONT, and taken to 6th Aust: M.T.Coy.(Corps Troops). Lieut. J.W.MULLETT, (M.C) Officer i/c 3rd A.B.A.F.A.P.S., reported that a Guillotine Machine was obtainable from there also, D.M.T.S. obtained Corps Authority and instructions were issued for it to be salved tomorrow.</p> <p>Weather: Fine. <i>NWT</i></p>	Appendix //
Bertangles	20/6/18		<p>C.I.M.T., A.I.F. inspected the Vehicles of 4th and 8th Aust: Field Ambulances, also those of the 3rd and 6th A.B.A.F.A.P.S.</p> <p>D.M.T.S. visited 6th Aust: M.T.Coy.(Corps Troops), and inspected salved Guillotine Machine and arranged for it to be sent to A.I.F. Printing Section at Fauquembergues to-gether with a quantity of paper for "AUSSIE" covers. Inspected paper salved yesterday and found quantities as under:-</p> <p style="text-align: center;">About 8,250 sheets of various sixes and quality.</p> <p>Weather: Fine. <i>NWT</i></p>	
Bertangles	21/6/18		<p>Routine as usual.</p> <p>Nothing to report.</p> <p>Weather: Showery. <i>NWT</i></p>	

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Bertangles	22/6/18		<p>D.M.T.S. attended by Major A.W.HARVEY, C.I.M.T., A.I.F. left at 10-30am to visit the A.I.F, Printing Section at Fauquembergues . Waited for Cutting Machine and paper to arrive, and arranged for its position. Owing to an error the Lorry did not arrive at Fauquembergues until 8-30pm, consequently D.M.T.S., did not arrive back at Corps Headquarters till 1am the following morning.</p> <p>Weather: Fine. <i>MWT</i></p>													
Bertangles	23/6/18		<p>Routine as usual.</p> <p>Nothing to report.</p> <p>Weather: Fine. <i>MWT</i></p>													
Bertangles	23/6/18		<p>Twelve (12) Reinforcements A.A.S.C., M.T. arrived from 1st Base M.T.Depot, and were posted as follows:-</p> <table data-bbox="1134 1260 2160 1481"> <tr> <td>6th Aust: M.T.Coy. (Corps Troops)</td> <td>2</td> </tr> <tr> <td>2nd Aust: M.T.Company.</td> <td>4</td> </tr> <tr> <td>4th " " " "</td> <td>2</td> </tr> <tr> <td>5th " " " "</td> <td>2</td> </tr> <tr> <td>6th A.B.A.F.A.P.S.</td> <td>2</td> </tr> <tr> <td></td> <td><u>12</u></td> </tr> </table> <p>D.M.T.S. inspected the Workshops of 3rd and 6th Aust: M.T.Coy's.</p> <p>C.I.M.T. A.I.F., inspected all Ordnance Mobile Workshops within the Corps.</p> <p>Weather: Raining. <i>MWT</i></p>	6th Aust: M.T.Coy. (Corps Troops)	2	2nd Aust: M.T.Company.	4	4th " " " "	2	5th " " " "	2	6th A.B.A.F.A.P.S.	2		<u>12</u>	
6th Aust: M.T.Coy. (Corps Troops)	2															
2nd Aust: M.T.Company.	4															
4th " " " "	2															
5th " " " "	2															
6th A.B.A.F.A.P.S.	2															
	<u>12</u>															

D. B. & L., London, E.C.
(A1026) Wt W5300/P713 750,000 2/18 Sch. 52 Forms/Cat: 8/16.

6

WAR DIARY

Army Form C. 2118.

Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title pages will be prepared in manuscript.

or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

303

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bertangles	25/6/18		<p>C.I.M.T. T. A.I.F. inspected Car of 2nd Ordnance Mobile Workshops, also Ambulances of 4th Aust: Field Ambulance.</p> <p>D.M.T.S. visited 3rd A.B.A.F.A.P.S.</p> <p>Routine as usual.</p> <p>Weather: Fine. <i>WMT.</i></p>	
Bertangles	26/6/18		<p>D.M.T.S. visited 6th Aust: M.T.Coy. (Corps Troops) and 5th Aust: M.T.Coy's Workshops in reference to transfer of Cars etc.</p> <p>Routine as usual.</p> <p>See appendix <i>12</i>, Circular Letter sent to all Units, and A.P.M. of each Division relative to the removal of effects etc from Evacuated Villages.</p> <p>Weather: Fine. <i>WMT.</i></p>	Appendix <i>12</i> .
Bertangles	27/6/18		<p>C.I.M.T. A.I.F., left for 10 days leave to PARIS.</p> <p>D.M.T.S. visited D.A.G., reference to various matters including H.T.Dvr. DORRINGTON, re-classification of "B" Details, and Fitters, Turners, etc, required for Ordnance Workshops in France. D.A.G. ruled that "B" Details while attached to M.T. Service could be re-classified that Dvr DORRINGTON should be returned to A.S.C., Base Depot (H.T. & S) HAVRE in accordance with Aust: Section 3rd ECHELON'S instructions for the return of all H.T.Drivers, and the matter of Ordnance Fitters, etc to be held in obedience pending the settlement of pay for this Branch</p> <p>Lieut. HARRIS reported from Fauquembergues.</p> <p>Weather: Fine. <i>WMT.</i></p>	

D. D. & L., London, E.C.
(A10266) Wt W5300/P713 750,000 2/18 Sch. 52 Forms/Cir:8/16.

WAR DIARY

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																																								
Bertangles	28/6/18		<p>Lieut. P.L.HARRIS, Editor of "AUSSIE" and Lieut. W.L.MULLETT (M.C) Officer i/c 3rd A.B.A.F.A.P.S. salvaged a quantity of Type and accessories from MERRICOURT, which will be put into use at A.I.F., Printing Section.</p> <p>D.M.T.S., left at 2pm to visit the A.I.F., Printing Section at Fauquembergues for the purpose of paying the Staff. Arrived back at Aust: Corps Headquarters at 8pm.</p> <p>As the A.M.T.S., U.K., notified that they had another 10 suitable Drivers fit for exchange with a like number from France. D.M.T.S., selected the undermentioned 10 Drivers to go across. Units notified accordingly to have these men held in readiness for despatch at short notice. O.C. A.M.T.S., U.K., was sent a nominal roll and asked to state the date on which his men would be leaving, so as to enable the Drivers to be sent from France at the same time or as near as possible.</p> <table style="margin-left: auto; margin-right: auto; border: none;"> <tr> <td style="padding-right: 10px;">No 793</td> <td style="padding-right: 10px;">Dvr.</td> <td style="padding-right: 10px;">KIRKPATRICK, J.F.</td> <td style="padding-right: 10px;">2nd Aust: M.T.Company.</td> </tr> <tr> <td>No 1833</td> <td>"</td> <td>McDERMOTT, C.</td> <td>3rd A.B.A.F.A.P.S.</td> </tr> <tr> <td>No 11720</td> <td>"</td> <td>EVANS, N.Mc.T.</td> <td>3rd Aust: M.T.Company.</td> </tr> <tr> <td>No 1449</td> <td>"</td> <td>MITCHELL, E.</td> <td>4th " " " "</td> </tr> <tr> <td>No 835</td> <td>"</td> <td>SMALLCOMBE, S.</td> <td>6th " " " " (Corps Troops).</td> </tr> <tr> <td>No 1409</td> <td>"</td> <td>ELLIS, H.</td> <td>6th " " " " "</td> </tr> <tr> <td>1880</td> <td>"</td> <td>HORNE, J.L.</td> <td>12th A.B.A.F.A.P.S.</td> </tr> <tr> <td>No 527</td> <td>"</td> <td>TAYLOR, W.</td> <td>12th " " " " " "</td> </tr> <tr> <td>No 1905</td> <td>"</td> <td>THOMAS, L.</td> <td>1st Aust: M.T.Company.</td> </tr> <tr> <td>No 2077</td> <td>"</td> <td>CHILD, G.</td> <td>1st " " " " "</td> </tr> </table> <p>Weather: Fine.</p>	No 793	Dvr.	KIRKPATRICK, J.F.	2nd Aust: M.T.Company.	No 1833	"	McDERMOTT, C.	3rd A.B.A.F.A.P.S.	No 11720	"	EVANS, N.Mc.T.	3rd Aust: M.T.Company.	No 1449	"	MITCHELL, E.	4th " " " "	No 835	"	SMALLCOMBE, S.	6th " " " " (Corps Troops).	No 1409	"	ELLIS, H.	6th " " " " "	1880	"	HORNE, J.L.	12th A.B.A.F.A.P.S.	No 527	"	TAYLOR, W.	12th " " " " " "	No 1905	"	THOMAS, L.	1st Aust: M.T.Company.	No 2077	"	CHILD, G.	1st " " " " "	
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Bertangles	29/6/18		<p style="text-align: center;"><i>NOT</i></p> <p>Under authority D.A.G., A.I.F, 10/01/128 dated 27/6/18., Lieut. H.E.HOYLES, 1st Aust: M.T.Coy. has been selected for temporary duty as Quartermaster at A.I.F., Administrative Headquarters LONDON.</p>																																									

(Contd.)

WAR DIARY

Army Form C. 2118.

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or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices									
Bertangles	29/6/18		<p>(Contd.) Instructions issued accordingly for him to proceed to England to take up this appointment without delay.</p> <p>D.M.T.S., visited Paymaster Aust Corps., reference to "AUSSIE" accounts, also Y.M.C.A., reference reference to information required by G.H.Q., relative to Vehicles on their charge, and the D.A.G., in reference to various matters, then went on to the Workshops of the 6th Aust. M.T. Coy. (Corps Troops) reference to General T.H.DODDS, car, which will be ready tomorrow.</p> <p>Weather: Fine. <i>M.T.</i></p>										
Bertangles	30/6/18		<p>2nd/Lieut. W.LONGWORTH, 6th Aust: M.T.Coy. (Corps Troops) reported to 1st Aust: M.T.Coy. as Supply Officer vice Lieut. H.E.HOYLES, to A.I.F. Administrative Headquarters., LONDON.</p> <p>See appendix. <i>13</i>, Letter to "Q" Aust: Corps, reference to Machines, Type, and Paper salved Appendix <i>13</i> for the use of A.I.F., Printing Section. This also refers to entry on the 20th inst.</p> <p>See appendix. <i>14</i>, Report of N.C.O, in charge of A.I.F., Printing Section for month of June. Appendix <i>14</i></p> <p>During the month the following accounts were paid from D.M.T.S., Imprest account, No Misc. A 79</p> <table data-bbox="1093 1340 2356 1471"> <tr> <td>O.C, 6th Aust: M.T.Coy. (Corps Troops).</td> <td>122.00</td> <td>Francs</td> </tr> <tr> <td>O.C, 6th " " " " " "</td> <td>93.60</td> <td>"</td> </tr> <tr> <td style="text-align: right;">Total</td> <td><u>215.60</u></td> <td></td> </tr> </table> <p style="text-align: right;"><u>BALANCE IN HAND</u> 44.90 Francs.</p> <p>Weather: Fine.</p>	O.C, 6th Aust: M.T.Coy. (Corps Troops).	122.00	Francs	O.C, 6th " " " " " "	93.60	"	Total	<u>215.60</u>		
O.C, 6th Aust: M.T.Coy. (Corps Troops).	122.00	Francs											
O.C, 6th " " " " " "	93.60	"											
Total	<u>215.60</u>												

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

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18,000-12/17 8723

APPENDIX

13

WAR DIARY

OF

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

FOR
PERIOD

1ST TO 30TH JUNE, 1918.191

LIST OF APPENDICES.

- | No. | Subject. |
|-----|---|
| 1. | Statement of C.Q.M.S., KING. |
| 2. | C.I.M.T's report on Vehicles of 1st and 2nd Aust: S.B.A.C' |
| 3. | File in connection with C.Q.M.S., KING. |
| 4. | D.M.T.S., letter to A.I.F. Administrative Headquarters., reference to the check of Vehicles. |
| 5. | C.I.M.T's report on Vehicles of 1st Aust: M.T.Company. |
| 6. | C.I.M.T's report on Vehicles of 12th A.B.A.F.A.P.S. |
| 7. | Circular Letter to all M.Y. Units ref. A.F. B2069. |
| 8. | Circular Letter to all Units calling attention to Drivers Orders 4 (b) and G.R.O 2610. |
| 9. | C.I.M.T's report on Vehicles of 4th Aust: M.T.Company. |
| 10. | C.I.M.T's report on Vehicles of 2nd Aust: M.T.Company. |
| 11. | C.I.M.T's report on Vehicles of 5th Aust: M.T.Company. |
| 12. | Circular Letter to all Units, reference to removal of Furniture etc, from Evacuated Villages. |
| 13. | Letter to Aust: Corps Headquarters., "Q" reference to salved Paper, Type, etc. |
| 14. | N.C.O's report on work done at A.I.F. Printing Section. |

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 In the Field, 3/6/18. On being paraded before S.M.T.O.
 Aust: Corps, Q.M.S. King states :-

I was not tried relative to my holding my rank of Q.M.S. That the Officer who made the complaint had not informed me that there was anything wrong. That I was acting as a Transport Sergeant and not as a Q.M.S., and I had applied for a transfer back to the Unit which he refused to forward but he informed me he had sent a Confidential letter to the O.C. 5th Aust: M.T. Company. The reason for my asking for a transfer was subsequent and owing to the fact that he had deliberately insulted me. The facts were, I was ordered to send two Ambulance Cars back to the Unit to which they belonged, Colonel Conrick stating one should go at once and one when the next of our own Cars returned from Workshop. By Colonel Conrick's orders a report was rendered daily re the disposition of all Cars, and on the date in question the report shows that one Car only did return. On the same night that the report is rendered I enquire from the Colonel what is to be done in the matter as our Car is not back from the Workshop and Colonel Smith of 15th A.F. Amb requires the one lent by him, Colonel Conrick replied hasn't the bloody Car gone back, I replied, no Sir you told me to send it back when ours returned from Workshop. He said I told you to send them both back, I didn't know his Car was here.

I said Sir the report was rendered this morning showing one Car was returned and the other was remaining. Colonel Conrick replied "I don't read bloody orders, I issue them". I said I have done what I was instructed to do. Colonel Conrick said I am now going to dine with Colonel Smith and iv'e got to apologise and climb down for a bastard like you. I said metaphorically you are punching a man with his hands tied, you are a Colonel and I am a Sergeant, I said I make application to be returned to my Unit. He said i'll see you bloody well go too.

With that he got into his Car and drove away. I at once put in my application in writing to be returned to the Company.

At 10-A.M. next morning I was called to the Orderly Room my application was handed back to me and I was told that Colonel Conrick would see the O.C. 5th Aust: M.T. Company. Two days after I was relieved of duty and brought back to the Company.

Further I would like to state I have been in charge of the 8th A.F. Amb: for 10 months and during that time there have been three inspections, one by General Birdwood and two by the A.D.M.S. Colonel Downey and my work had given satisfaction to these Officers.

Colonel Conrick had only known me for about 14 days.

I wish also to state that although I am supposed to be in charge of the Cars, Medical Officers are appointed as Transport Officers who over-ride my authority, and I objected on many occasions to the carrying of piano's and Q.M. Stores, stating that the Vehicles were being overloaded.

I wish to state that with regard to the Court of Inquiry I was given no notice whatever, and further request that the complaint as stated in my letter of 17/5/18 to O.C. 5th Aust: M.T. Company, be laid before the G.O.C., A.I.F.

I further wish to state that I was Q.M.S. of the No. 2. A.A.S.P. for 14 months, 6. months of which I was acting.

I was Section Sergeant and Acting Sergeant-Major of the 1st Canadian Tunnelling Company for 4. months. Transport Sergeant for 2nd Aust: Tunnelling Coy for 2. months, and was tested for efficiency from 14/4/17 to 20/5/17 in Workshop discipline, Q.M.S., and General Clerical Work, and successfully passed same.

I was then appointed Driving Instructor to "K" Corps Supply Column, I instructed 41. Drivers, I was then appointed N.C.O. in charge of 8th Aust: Field Ambulance's and have never been charged with neglect of duty.

(Signed) Chas KING.

c. 15. ~~APPENDIX~~ 2 15

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INSPECTION REPORT ON M.T. VEHICLES OF
1st AUSTRALIAN SIEGE BATTERY AMMUNITION COLUMN.

Inspected May 24th & 25th, 1918.

O.C. Lieut Sephton.

	Lorries	Cars.	Caterpillars.	M/cycles.	Combinations
Vehicles on charge:-	25	1	6	2	3
" inspected:-	15	1	6	-	-

Engine. Nearly all the engines are knocking; the bearings of Nos. 16980, & 2391 are badly worn, and require workshop attention early.

Steering. The tie rod and pull and push rod steering joints in nearly every case are worn, and a large percentage are badly worn and require re-newing.

Front Wheels. The front wheel bearings are fair.

Dumb Irons. The dumb iron on one lorry was broken, and a number were loose.

Gear Box. The front suspension bracket of the gear box in a number of cases were loose, some badly worn, two broken.

Sprockets. A percentage of the driving sprockets are worn, some bad.

Chains. A number of chains have recently been renewed and are comparatively new, while the remainder are badly worn.

Governors. The governors on a number of lorries are disconnected.

Chassis. The frame on No. 16986 was cracked.

Front Axle. The front axle on No. 16981 was bent.

Shackles. The rear shackle pins in a number of lorries are worn.

Hand-brake Compensating Lever. The compensating lever on one lorry was bent.

Radius Rods. In a few cases rivets were loose, and in one case radius rod was bent.

Equipment. The equipment on lorries is fair.

Maintenance. As will be seen from the lorries inspected, there is a considerable amount of workshop work to be done to these vehicles. A considerable number of nuts and bolts were found loose, and also rivets.

Very few of these lorries have ever been overhauled in a workshop.

There are quite a number of chains and sprockets that are badly worn and require renewing.

Lubrication. The greasing of the lorries is only fair, and there are a number of greasers missing.

Cleanliness. Owing to this Column recently moving, and personnel being changed, accounts for the lorries not being as clean as they should be considering they are now in a rest area.

Caterpillars. Caterpillar No. 42239 is nearly new, and is in all round good order. The remainder are only fair - No. 16959 very poor. Engines are running fair.

The spuds are worn on 5 out of 6 vehicles, and all nuts and bolts loose.

The tracks in majority of cases are worn.

The friction drive gears etc., show signs of wear; a great number of nuts, bolts, rivets were found loose.

The channel iron connected with with radius rod was cracked, also superstructure cracked on No. 16959.

More attention should be paid to the oiling and greasing in future, and the cleanliness should be better.

The caterpillars as a whole do not appear to have received as much Workshop attention as they require.

There is a considerable amount of workshop work that should be done to these caterpillars to bring them up to the average standard.

The following is a detailed list of points particularly noticed during my inspection of the lorries, caterpillars, and car, of which the latter is on charge to the Battery:-

Albion 16983

303
 Engine knocking
 Magneto coupling worn
 Steering worn throughout
 Chains and sprockets badly worn.
 Rivets in back axle loose

Albion 16984

Engine knocking
 Magneto coupling worn
 Tie rod balls worn

Albion 2391

Engine knocking badly
 Magneto drive worn
 Steering drop arm key-way worn
 Sprockets badly worn
 Near side hand brake shoes worn

Albion 16977

Engine ~~worn~~ knocking
 Magneto coupling worn
 Steering badly worn throughout
 Sprockets badly worn

Albion 16980

Engine knocking badly
 Skew gear driving magneto and fan worn
 Front spring clips loose.
 Steering worn throughout.

Albion 6144

Engine knocking
 Governor disconnected
 Magneto coupling worn
 Front spring centre pin missing
 Steering joints worn

Albion 16981

Engine knocking
 Side play near side front wheel
 Front axle bent
 Steering worn
 Front universal joint driving shaft worn
 Sprockets worn

Albion ~~22222~~ 16986

Engine knocking
 Magneto coupling worn
 Gearbox requires overhauling.
 Sprockets worn
 Chassis cracked

Albion 16985

Engine knocking
 Magneto drive worn
 Pinions on oil reservoir worn
 Tie rod balls worn
 Gearbox front suspension loose
 Front universal driving shaft worn
 Dumbiron rivets loose

Albion 6868

Engine knocking
 Governor disconnected
 Front spring centre bolt sheared.
 Steering joints loose

Albion 16967

Engine knocking
 Tie rod balls worn
 Near side chain worn
 Off side sprocket worn

Albion 46926

Rear ball pull and push rod worn

Albion 16982

Magneto drive worn

Magneto drive worn
 Gearbox front suspension loose
 Offside chain worn

Albion 16965.

Engine knocking
 Magneto drive worn
 Fan pulley worn
 Steering worn throughout
 Gearbox badly worn.
 Chains and sprockets badly worn
 Sprocket hanger rivets loose
 Undertray badly broken
 Body runner cracked

Albion 2396

Engine knocking
 Magneto drive worn
 Sprockets worn
 Offside hand brake-shoes seized
 Radius rods rivets loose

CATERPILLAR 16960, 75 H.P.

Spuds worn
 Tracks worn
 Lubrication fair
~~Caterpillar 22222~~ 22813
 Engine timing incorrect
 Spuds worn
 Track out of alignment
 Chains worn
 1 Pivot roller worn

Caterpillar 16950

Valve guides worn
 Fan pulley worn
 Steering ring rollers worn
 All speeds badly worn
 Several track plates badly worn
 Friction plate badly worn
 Chassis cross member badly bent
 Lubrication neglected

Caterpillar 16959

Radiator leaking
 Engine bearing lubricator missing
 Sight feed lubricator missing
 Fan pulley worn
 Spuds loose
 Friction drive casing missing
 Track out of alignment & loose.
 Superstructure cracked
 Rivets broken in chassis
 Channel iron radius rod cracked

Caterpillar 16961

Front wheel loose
 Spuds ~~plate~~ worn
 Lubrication neglected

Caterpillar 42239

*In good order,.

Vauxhall 17675 Touring.

Mag. drive worn. Tappet guides worn
 Starting handle dogs badly worn
 Fan bush end play. Controls Worn.
 Front shackles worn. Holding down bolts loose. Steering balls worn.
 Hand brake useless. Footbrake useless
 Front dumbiron rivets loose.

A. W. Hawley Major
 C. I. M. T., A. I. F.

96/18

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c 16. APPENDIX 2 17

INSPECTION REPORT ON M.T. VEHICLES OF
2nd AUSTRALIAN SIEGE BATTERY AMMUNITION COLUMN.

Inspected on May 23rd, 24th, 25th, 1918.

O.C. Lieut W, Anderson.

	Lorries.	Cars.	Caterpillars.	M/cycles.	Combinations
Vehicles on charge:-	34	1	6	2	3
" inspected:-	28	1	6	2	-

Make of lorries:- Albions 3-ton.

Engines. Nearly all the engines are knocking; with some it is only slight, but some are bad. The following require watching particularly:- W.D.Nos.2402, 2399, 31027.

Steering. The steering joints of tie rod and pull and push rod are practically all worn, and in a number of cases require re-newing.

Front Wheels. The front wheel of No.10417 is damaged. As a whole the front wheel bearings are fair.

Gear Box. The front brackets of a number of gear boxes were loose.

Dumb Irons. The dumb iron on No.36281 was found broken.

Sprockets. The majority of the sprockets are worn, and on the following lorries they are bad:- Nos.2413, 2399, 2468, 2403, 37216.

Chains. The majority of the chains are worn, and on the following lorries they are bad and require re-newing:- Nos.2406, 2413, 2399, 2468,

Shackles. Shackle pins are fair.

Equipment, Fair.

Maintenance. There is a considerable amount of Workshop work to be done to these lorries in order to bring them up to the average standard. Far more nuts and bolts were found loose than should be the case. A considerable amount of this work can be done by the drivers.

Very few of the engines of these lorries have ever been overhauled by workshops.

The chains and sprockets on an average are worn, and some very bad.

Lubrication. The greasing of the lorries has only been fair.

Cleanliness. This Column has been on the move of late although it is now in the Rest Area, but the average cleanliness should be very much better.

Caterpillars. The Caterpillars are 4-cylinder 75 H.P. type.

The engines are as a whole in general good order, and running alright.

The track plates are O.K.

Most of the spuds are loose; and a great number are badly worn, and require replacing.

In one case - W.D.No.30881 - the front wheel tyre band is missing and the remaining one is loose; this requires attention.

A number of rivets, nuts, and bolts were found loose, especially the gusset plates holding the channel cross member to the track carriages; also one case of the channel iron holding the track carriage in position has cracked just under the track carriage.

The friction drive gears and chain are in fair order.

Two of the Caterpillars are comparatively new.

The oiling and greasing ~~is~~ is fair, but the cleanliness could be better.

The following is a detailed list of points particularly noticed during my inspection of the lorries, caterpillars, and car, the latter being on charge to the Battery:-

Albion 37211

Radiator damaged.
 Engine controls worn.
 Magneto drive badly worn
 Pinions on oil reservoir worn.
 Front shackles worn
 Side play front wheels
 Axle arms worn
 Steering worn
 Gearbox bracket broken
 Sprockets worn
 Radius rods loose

Albion 37220

Engine knocking slightly
 Pinions on oil reservoir worn.
 Steering joints worn
 Chains and sprockets worn
 Rear shackles worn

Albion 2468

Crankshaft bearings slightly loose
 Side play front wheels
 Chains and sprockets badly worn
 Chain sprocket rear wheel worn

Albion 2399

Engine knocking badly
 Magneto drive worn
 Pinions oil reservoir worn
 Engine holding down bolts loose
 Front springs centre bolt sheared.
 Front wheels worn
 Axle arms worn
 Tie rod balls worn
 Sprockets worn
 Rear shackles worn
 Rear springs centre bolt sheared.
 Several grease cups missing.
 Lorry in bad condition.

Albion 2407

Valve seatings in bad condition.
 Magneto requires adjusting
 2 Front spring clips missing
 Tie rod balls worn
 Sprockets worn
 Hand brake lever bent
 Tail board broken
 Mudguard stay broken
 in workshop for attention

Albion 2418

Engine knocking
 Magneto drive loose
 Pinions on oil reservoir worn
 Steering worn

Albion 2402

Engine requires complete overhaul.
 Chains and sprockets worn
 Tail board broken
 New floor boards required
 Angle iron missing from body
 Lorry in workshop

Albion ~~2222~~ 36281

Front dumbiron broken

Albion 2413

Engine knocking
 Bolt missing from front spring
 shackle hanger,
 Steering box loose
 Chains and sprockets badly worn

Albion 36273

Side play near side front wheel
 Pull & push rod front ball worn

Albion 36272

Engine knocking
 Rear engine member bolts loose
 Steering loose
 Sprockets worn

Albion 22801

Engine knocking
 Shocks worn
 Steering loose
 Chains and sprockets badly worn
 Rear shackles worn

Albion 32107

Engine rattles
 Oil glass and cap missing from
 reservoir.
 Steering loose
 No equipment

Albion ~~3333~~ 36275

Engine knocking.
 Magneto drive worn.
 End play near side front wheel
 Steering joints worn.
 Off side sprocket & chain worn

Albion 36276

Engine never been overhauled.
 End play near side front wheel
 Steering joints worn
 Chains and sprockets worn

Albion 2406

Engine knocking
 Compression bad
 Magneto drive loose
 Front shackles worn
 Near side front wheel worn
 Pull & push rod rear ball worn
 Front universal driving shaft worn
 Sprockets worn
 Off side chain worn

Albion 37212

Engine knocking badly
 Crankshaft end play
 Fan and magneto drive worn
 Pinions on oil reservoir worn
 Front wheel rivets loose
 Steering balls worn
 Chains and sprockets worn

Albion ~~2222~~ 36278

Magneto coupling worn
 pinions on oil reservoir worn
 Crankshaft end play
 Off side front wheel worn
 Off side axle arm worn
 Pull & push rod front ball worn
 Off side hand brake camshaft seized

Albion ~~2222~~ 37214

Engine knocking
 Magneto coupling worn
 Pinions on oil reservoir worn
 Front spring leaf broken
 Steering box and joints worn
 Chains and sprockets badly worn
 Foot brake requires recentering
 Hand brake requires recentering
 Off side sprocket hanger rivets loose

Albion 37209

Engine knocking
 Pinions oil reservoir worn
 Front shackles worn
 Near side front wheel worn
 Chains and sprockets worn
 Radius rod rivets loose

36271 Albion

Engine knocking
Off side sprocket worn
Lorry in fair order

Albion 37216

Engine knocking
Near side sprocket worn

Albion 10417

Engine knocking
Front wheel damaged
Near side radius rod rivets loose

Albion 2419

Off side radius rod bush worn

Albion 2403

Pull & push rod rear ball worn
Sprockets badly worn
Lorry 3rd class

Albion 2463

Near side axle arm worn
Steering joints badly worn
Chains and sprockets worn
Offside handbrake camshaft worn

Albion 37210

Sprockets worn

Albion 37217

Engine knocking
Magneto drive worn
Tappet guides worn
Pinions on oil reservoir worn
Steering ~~worn~~ worn
Transmission controls worn
Chains and sprockets worn
Lorry 3rd class.

Caterpillar 42662-75 H.P.

~~Spuds plates~~ Loose
In fair order

Caterpillar 30881 75 H.P.

Engine slight knock
Front wheel tyre band missing
Equipment incomplete
Several grease cups missing.

Caterpillar 30879 75 H.P.

Lubrication pipe tracks loose
Spuds worn and loose

Caterpillar 3088 75-H.P.

Front wheel excessive side play
Towing chain, 3 links missing

Caterpillar 42661

Near side engine oil pipe cracked.
Transmission controls loose
In good condition.

Caterpillar 30882

Front wheel excessive side play
Tyre bands loose

Studebaker 15942, Touring.

Engine knocking
Engine bolts loose
Magneto coupling worn
Front wheels worn
Steering worn throughout.
Clutch leather worn
Transmission controls worn
Footbrake shoes worn
Handbrake requires relining
Rear wheels worn
Car in bad condition

A. W. Hawley

C.I.M.T., A.I.F.

Major,

9 $\frac{6}{18}$

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APPENDIX

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Appendix 3



Headquarters,
Australian Corps "A".

Herewith proceedings of Board to consider the efficiency of No. 1436 C.Q.M.S. King, together with C.Q.M.S. King's application to be paraded before the G.O.C., and some further correspondence relative to the matter.

In view of the finding of the Board that this N.C.O. is untrustworthy, I consider that he cannot be efficient, and recommend that he be reduced to Driver.

10th June, 1916.

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

S. M. T. O.,
Australian Corps.

Forwarded to you please enclosed application of
C.Q.M.S. King.
Please advise when and where you will have him
paraded if you acquiesce to his application.

18/5/18.

(Sgd) A.H. JAMES. Major,
Comdg: 5th Aust: M.T.Company.

17/5/18.

To. O.C. 5th Aust: M.T.Company.
From. 1436 C.Q.M.S. King, Chas. 5th Aust M.T.Coy:

Sir,

I herewith make application to be paraded before the
S.M.T.O. for the purpose of obtaining his permission to lay
before the G.O.C. the following complaint.

At a Court of Inquiry held yesterday Major A. Wynyard-
Joss stated that during the period I was C.Q.M.S. of the 2nd
D.A.P. (Aug: 28th 1915 to Oct: 14th 1916, 14 months) that I had
been reported on several occasions to him, for demanding and
receiving monies from members of the Unit, before I would issue
clothing etc and that having been charged with falsehood, I was,
as punishment, transferred to an Entrenching Battalion.

I emphatically deny these statements, and ask that an
enquiry be made into them, so that I may have the opportunity
of clearing myself of these aspersions on my character.

I have 3.9/12 years service - 3 1/2 Active - and have held
my present rank since Aug: 28th 1915 and was A/C.Q.M.S. 6 months
before being substant.

(Sgd) CHARLES KING.

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303 Major A. Wynyard-Joss,
2nd Aust: M.T. Company.

Attached please find copy of your evidence given before the Board on Q.M.S. King, also copy of a letter from Q.M.S. King.

Before dealing with this matter I wish to know if you can bring evidence in support of your statement in your answer to the 1st question by Q.M.S. King.

Please treat this matter as Urgent.

21st May, 1918.

(Sgd) W.H. TUNBRIDGE. Colonel,
D. M. T. S., A.I.F.

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CONFIDENTIAL.

FIRST WITNESS. Major A. Wynyard-Joss, 2nd Aust: M.T. Company, States

On the formation of the 23rd Ammunition Sub)Park in August 1915, L/Cpl: King was transferred to that Unit.

He was soon after appointed Company Quartermaster Sergeant, and carried out the duties in this rank for about 14 months. Towards the latter end of that time I had various ^{complaints} made to me of the manner in which he carried out his work and cautioned him on several occasions. The reason for him leaving the Unit was as follows. I had the occasion to enquire into the issue of some Dungarees, and asked him when he had last issued Dungarees to any member of the Unit, and he stated that he had not issued any for the last six weeks. I cautioned him about this statement and he repeated it. I called over at once in his presence, three of the cooks, and asked them when they last received Dungarees, and they told me, four or five days ago. The Dungarees that the Cooks were wearing at the time were practically new, that was the reason why I questioned his statement. I asked him why he told me this falsehood, and he at once became very insolent in his manner and speech towards me. I immediately placed him under arrest. The matter was reported by me to Colonel Tunbridge and arrangements made straight away for his transfer from the Unit. He was transferred to an Australian Entrenching Battalion I have not had any dealings with him from that time.

Question No. 1. Would Major Joss state what the various complaints referred to are.

Answer by Witness: One of the complaints was that the only way to get an issue from the Quartermaster Sergeant, was by the greasing of his palm with money.

Question No. 2. May I ask the name of the man who made the complaint.

Answer by Witness: I cannot say from memory who made the complaints, but I have several of a similar nature.

Question No. 3. If there were several complaints of this nature, why was I not charged with the Offence.

CONFIDENTIAL.

(4) Continued.

- Answer by Witness. Because those who made the complaints refused to come forward and give evidence.
- Question No. 4~~2~~. Did you believe at the time you accused me of making a false statement that I had some ulterior motive in making that statement.
- Answer by Witness. Yes. I believe you made it with the intention of deceiving me.
- Question No. 5. With what object in view.
- Answer by Witness. This has been replied to in my previous answer.
- Question No. 6. Was the matter referred to Colonel Tunbridge at the time.
- Answer by Witness. The matter was referred to Colonel Tunbridge, as already stated in my evidence.
- Question No. 7. What was the result of the charge.
- Answer by Witness. The result was that King was transferred to Entrenching Battalion.
- Question No. 8. What was the decision of the Colonel regarding the charge of my making a false statement.
- Answer by Witness. I cannot say.
- Question No. 9. Were you present when Colonel Tunbridge arrived at his decision in the matter.
- Answer by Witness. His decision was that he should be transferred, as already stated.
- Question No. 10. Major Joss states that I was to be transferred. Was that my punishment.
- Answer by Witness. Emphatically, yes.
- Question No. 11. Did you tell Major Waters of the Entrenching Battalion. that the reason I was transferred was because I refused inoculation.
- Answer by Witness. I think Colonel Tunbridge and myself both informed Major Waters that the procedure taken was a disciplinary measure.

Witness further states: The question of refusing to be inoculated by Q.M.S. King had also been reported to Colonel Tunbridge, and was under consideration, at the same time as the charge mentioned re false statement over Dungarees.

(Sgd) A. WYNYARD-JOSS. Major.

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Statement by Major A. Wynyard-Joss. :-

Lieut: Perkins states it was quite common talk in the Unit that King would accept money for issue of boots, pants etc.

Lieut: Mercer states he cannot quote a special case but it was generally understood that the passing of a few francs to Q.M.S. King would always expedite the issue of clothing.

Sergt: Lubke states all men were aware in the Unit that Q.M.S. King could be got at, but he was always very foxy and was always careful not to have any witnesses about.

L/Cpl: Duthie who was assisting in the Q.M.S. Store states that Q.M.S. King whilst the Unit was at Houdain said in his presence that he had paid the Ordnance half-a-crown a pair for some boots that were being issued, and further every time these boots were about to be issued Q.M.S. King always sent him Duthie away on some trivial errand.

To Major A. Wynyard-Joss.

Reply to your inquiries re issues of clothing etc from Q.M.S. of the 2nd A.A.S.P. Q.M.S. King was in charge there at Vieux Berquin. I wish to state that about the time of Art Young's marriage I was in conversation with some other men also Art Young and the remark was passed re his new clothing, and he said he had got it in the well known way. He gave me to understand he had squared up with the Q.M. I remarked at the time he was very foolish if he paid for anything in the Army which we are entitled to.

I never had much to do with the Q.M. as I was Corporal at the time. But it was a strong rumor that things could be got by squaring up for them with the Q.M.

(Sgd) R.H. BIRD. Sergeant,
24-5-18.

In the Field,
24-5-18.

To Major A. Wynyard-Joss.

Re your inquiries into Q.M.S. King whilst he was Q.M.S. of the 23rd A.S.P. and later of the No. 2. A.A.S.P.

On the return of the No. 2. A.A.S.P. to Vieux Berquin in April 1916 I went to the Q.M. Stores for a pair of brown boots which I was in need of at the time, I was refused but I think from talk that was in the Unit at the time I had for the payment of a small sum of money I could have obtained the necessary articles.

(Sgd) 1606 Sergt: E. STANSFIELD. N.W.
4th Aust: M.T. Company.

C O P Y.

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2nd May, 1918.

Corporal B.B. Young, 1503, No 4 Aust: M.T. Company, States :-

In April 1916 whilst the 23rd Ammunition Sub-Park latterly the No. 2. A.A.S.P. was at Houdain, I was hoping to go on leave and intended to get married, being in the Workshop my clothing was very dirty and dilapidated and as I was anxious to have a clean outfit, I asked for a pair of issue boots but was told that there were only black ankle boots in the Q.M.S. Store. I then asked Q.M.S. King if he could buy me a pair at the same time giving him two pounds in English money. The following day he ~~XXXXXX~~ brought me a pair of brown boots which said had cost him thirty two or thirty five francs, I am not quite certain as to the exact amount.

I then asked if King could issue me with breeches and cap and he said there were no breeches in the store and I then said if I allow you to keep the balance of the two pounds can't you manage to fix me up or words to that effect. The above suggestion on my part was after King had said to me that it cost him money to get these issues and the following day or thereabouts he handed over to me a new pair of issue breeches and a cap, King keeping the balance of the money.

I did not get a receipt for the boots, or see one. I left a day or so after this on leave to England.

(Sgd) 1503 B.B.YOUNG. Corporal
4th Aust: M.T. Company.

Appendix 4.



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The Commandant,
Administrative Headquarters, A.I.F.
130 Horseferry Road,
LONDON. S.W.

I am in receipt of your DBW/WEH, 1464/15/7 dated
6/6/18.

The claims of the War Office and the statements of the various Divisions are not on the same basis. In most cases the War Office claim does not give any credit for reduction in Establishments, and charges ~~rightly~~ quite rightly for Cars on the Divisional Trains etc, whereas the Divisions give exactly what Cars they have on charge at the present and do not include those with Divisional Train, Ambulances, and other attached Units.

I now have my books practically complete, giving the whole of the M.T. Vehicles on charge to Australian Units, and think the only way to get this matter put straight will be for me to bring my books over and give you a complete history up to date, it will then be quite easy to post you monthly all new Debits and Credits.

The D. of T. France has asked me to supply him with all later alterations and I propose if possible to see him and get him to compare his books with mine, and to then report to the War Office. If that is done the bulk of the work of adjustment will be complete on this side, and there should be very little difficulty in settling in London.

Your letter to Headquarters, A.I.F., France, has been passed to me. The information you require in that letter could be obtained from my books at the same time.

I will arrange to come over early, if Corps will allow me to be away for a short time, if not I will give you as full information as possible, but am sure now my books are up to date it would be much better to go into the whole matter rather than to deal with it, with Units that are more or less intermixed, separately.

Trusting this matter will meet with your approval.

10th June, 1918.

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

Copy to D. A. G., A. I. F.

INSPECTION REPORT OF No.1 Aust M.T.Coy.

Inspected on May 27, 28, 29, 30, 1918.

Commdg. Officer:- Major J.R.Shirlaw.

Vehicles on charge:- 92 Lorries. 2 Cars. 6 Motor cycles.
inspected:- 86 " " -

Make of lorries:- Peerless.
Make of Cars :- Vauxhall.

Engine.

From the attached list it will be noticed that a considerable number of the Peerless engines are knocking, and about 15 engines with cylinders that appear to be scored; the latter defect though can only be definitely ascertained upon dismantling the engine to enable one to really see to what extent the cylinders are scored. There are approximately 41 lorries out of the 66 inspected, that show signs of either worn main or big end bearings, or gudgeon pins; 26 out of the 41 are lorries with a high W.D.No.; 15 are low W.D.Nos.

The remaining 25 engines are O.K. - 9 of these lorries have high W.D.Nos, while 16 have low W.D.Nos.

A large number of these engines which are knocking have also considerable end play on the crankshaft.

In a few cases it was found that the governors were disconnected, but an N.C.O. was working on this work connecting the governors up. In a number of cases the butterfly joints of the governor were badly worn, and so had become disconnected.

The front engine suspension pin is worn in the case of 15 engines, a few of these pins are badly worn.

The valve guides are fair, some show sign of wear, and will require renewing when engine is overhauled.

The worm drive of lubricating pump in a number of lorries will be found when dismantling to be worn.

Steering.

The steering boxes as a whole are in fair order; a few steering wheels have considerable backlash; a number of steering boxes are loose on the frame, this owing to bolts being left loose consequently wearing the holes oval, and will now have to be reamed out and larger bolts fitted.

The steering joints and clevis pin are as a whole fair.

The king pins of stub arms are good.

Front Wheels.

The front wheel bearings are as a whole good, a few require washers to take up side play.

Gear Boxes.

Very little trouble has ever been experienced from the gear box and differential, and they are practically all in good condition.

Brakes.

The hand brakes were found good, but a few foot brake drums were loose on their driving shaft.

Chains.

The chains I have divided into 3 classes, viz- 1, 2, 3; 1, chains that are practically new, 2, chains that are fair, and will still do a good mileage, but are worn, 3, chains that are badly worn and require renewing at an early date.

- Class 1, 14 lorries.
Class 2, 30 "
Class 3, 22 "

The pair of chains on a lorry do not show equal wear - one chain on one side may be bad, whilst the chain on the other side may be fair; but the above figures will give one an average shewing the state of the chains.

Sprockets.

The sprockets I have also divided into 3 classes, as chains, and they work out as follows:-

- Class 1, 26 lorries.
Class 2, 22 "
Class 3, 18 "

Class 1 sprockets are as good as new.

Class 2 sprockets show signs of slight wear.

Class 3 sprockets which are bad

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Radius Rods. The radius rod bushes as a whole are fair. 43 lorries are good, and about 23 are worn. A few of the latter require renewing at an early date.

Maintenance There is a considerable amount of big workshop work to be done to the lorries, for although the above points are mentioned, the lorries are by no means immobile, but are quite fit to run with the exception of about 5 lorries. These 5 lorries are already noted for next to go to Workshops for overhaul.

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Taking all the lorries very few loose nuts and bolts were found, which shows that the drivers are paying attention to these details.

Greasing. All chains were found to be well oiled and looked after. The working parts are well greased, although a few greasers are missing.

Cleanliness. The average cleanliness of the lorries is good. Particular attention was noticed as to the cleanliness of No.11737.

Workshops. There were 11 lorries in Workshops, 5 for engine overhaul, 3 for cracked frames, 3 for general overhaul, also 2 Divisional H.Q. cars, and 1 Ambulance, for general overhaul.

This Unit has had about five broken frames during the last month, some of which have already been plated, but with plates that were too short.

The Workshops Officer is now fitting longer plates which is essential.

The Workshops Staff are doing well, and are turning out good work.

Log Books. The log books were inspected and found to be entered up to date with regard to Workshop work, mileage, and petrol records.

The following is a detailed list of points noticed with each lorry:-

Peerless No.11717.

- Rear crankshaft bearing slight lift.
- Governors not working.
- End play front wheels bushes.
- Rear pins pull and push rod worn.
- Clutch withdrawal ring worn.
- Chains and sprockets worn.
- Centre cross member of chassis rivets loose.
- Cleanliness fair.

11719 Peerless.

- Engine knocking badly.
- Rear engine bolts loose.
- End play front wheels bushes.
- Steering drop arm loose.
- Tie rod pins worn.

Peerless 11737.

- Engine knocking.
- Valve tappets worn and require adjusting.
- Crankshaft bearings worn.
- Off side front wheel bushes side play.
- Rear shackles worn.
- Cleanliness and lubrication good.

11738 Peerless.

- Engine knocking.
- Valve guides worn.
- Front suspension pin worn.
- Rear engine bolts loose.
- Side play fan bush.
- Rear side tie rod pin worn.
- Clutch withdrawal pins worn.
- Rear shackles worn.
- Cleanliness good.

Peerless 11735

- Engine knocking.
- Crankshaft end play.
- Governors not working.
- Valve guides worn.
- Chains and sprockets worn.
- Rear shackles badly worn.
- Chassis centre cross member rivets loose.

Peerless 11738

- Engine knocking.
- Crankshaft end play.
- Valve guides worn.
- Fan loose.
- Front suspension pin worn.
- Chassis centre cross member rivets loose.

Peerless 11735

- Engine cleanliness bad.
- Governors not working.
- Valve guides worn.

Peerless 11740

- Rear pins pull and push rod worn.
- Gearbox leaking oil.
- Chains worn.
- Rear shackles worn.

11740 Peerless.

Governors not working.
 Valve guides worn.
 Rear Pins pull & push rod worn.
 Gearbox leaking oil.
 Chains badly worn.
 Rear shackles worn.
 Radius rods, bushes worn.
 Chassis centre cross member rivets loose.
 Cleanliness fair.

Peerless 11730

Engine knocking.
 Rear crankshaft bearing badly worn.
 Crankshaft end play.
 Front suspension pin worn.
 End play off side front wheel.
 Steering box loose.
 Drop arm loose.
 Off side steering arm loose.
 Clutch withdrawal ring badly worn.
 Chains and sprockets ~~BE~~ worn.
 Rear shackles worn.
 Radius rods, bushes badly worn.
 Chassis rear cross members rivets loose.
 Lorry requires Workshop attention; last overhaul Nov. 1918.

Peerless 5873.

Front suspension pin worn.
 Starting handle dogs worn.
 Rear pins pull & push rod worn.
 Steering box loose.
 Near side tie rod pin worn.
 Chains worn.
 Radius rod bushes worn.
 Chassis centre cross member loose.
 Cleanliness fair.

Peerless 11743.

Governors not working.
 Front suspension pin slightly worn.
 End play near side front wheel.
 Steering drop arm nut loose.
 Cleanliness fair.

Peerless 11714

Engine knocking.
 Crankshaft end play.
 Governors not working.
 Front suspension pin badly worn.
 Side play off side front wheel.
 Clutch withdrawal ring worn.
 Chains worn.
 Radius rod bushes worn.
 Body bolts loose.
 Greasing fair.

Peerless 11718

Engine knocking.
 Crankshaft end play.
 Governors not working.
 Front suspension pin worn.
 Front wheels out of alignment.
 Axles arms worn.
 Steering box loose.
 Clutch withdrawal pins worn.
 Chains worn.
 Radius rods, bushes worn.

Peerless 11715

Chains and sprockets worn.
 Radius rods, bushes worn.

Peerless 11734

Engine knocking.
 Crankshaft end play.
 Governors not working.
 Magneto loose.
 Tie rod pins worn.
 Clutch withdrawal pins worn.
 Chains worn badly.

Peerless 11741

Crankshaft end play.
 Valve guides worn.
 Front suspension pin worn.
 Front and rear engine members loose.
 Side play front shackles.
 Spring clips loose.
 Axles arms worn.
 Clutch withdrawal pins worn.
 Driving shaft universal blocks worn.
 Chains badly worn.
 Rear shackles worn.
 Radius rods, bushes worn.
 Dashboard loose.

Peerless 11732

Magneto coupling worn.
 Valve guides worn.
 Crankcase leaking oil.
 Axle arms worn.
 Clutch withdrawal bolts loose.
 Chains worn.
 Rear shackles worn.

Peerless 38148

Magneto loose and coupling worn.
 Side play front shackles.
 Steering box loose.
 Tie rod pins worn.
 Chains and sprockets worn.
 Radius rods, bushes worn.

Peerless 38188

Side play front shackles.
 Side play near side front wheel.
 Steering box loose.
 Drop arm loose.
 Chains badly worn.
 Side play rear shackles.

Peerless 38173

Engine knocking.
 Crankshaft end play.
 Magneto coupling worn.
 Fan bush side play.
 Front suspension pin worn.
 Side play front wheels.
 Steering worn throughout.
 Clutch withdrawal pins worn.
 Chains badly worn.

Peerless 38145

Engine knocking.
 Side play front shackles.
 Steering box worn.
 Tie rod pins worn.
 Chains and sprockets worn.
 Radius rods bushes worn.

Peerless 32980

Valve guides worn.
Crankshaft end play.
Chains badly worn.
Foot brake drum out of alignment.
Radius rods, bushes worn.

Peerless 32170

Engine knocking badly.
Front suspension pin worn.
Side play front shackles.
Chains and sprockets worn.
Rear shackles worn.
Radius rods bushes worn.
Engine overhaul immediately required.

Peerless 32145

Engine knocking.
Cylinders scored.
Governors not working.
Cylinder water jacket leaking.
Front suspension pin worn.
Side play off side front wheel.
Rear pins pull and push rod badly worn.
Clutch lining badly worn.
Chains and sprockets worn.
Rear shackles worn
Radius rod bushes worn.

Peerless 32189

Engine knocking
Cylinders scored
Crankshaft end play
Front suspension badly worn
Axle arms worn.
Steering box loose.
Chains worn

Peerless 32159

Engine knocking
Big ends and main bearings worn.
Crankshaft end play
Oil pump drive worn
Fan pulley bush worn
Front suspension pin worn.
Axle arms worn.
Chains worn
Radius rod bushes worn
Requires immediate Workshop attention

Peerless 32140

Engine knocking
Crankshaft end play
Governors not working
Front suspension pin worn
Side play front shackles
Side play near side front wheel
Chains worn

Peerless 32164

Crankshaft slight end play
Front spring clips loose.
Chains worn
Front dumbiron rivet s loose

Peerless 32144

Engine knocking
Crankshaft end play
Governors not working
Valve guides worn
Front suspension pin worn.
Rear engine member loose
Steering pins worn
Clutch withdrawal pins worn
Chains and sprockets worn
Radius rod bushes worn
Chassis rear and front cross members loose

Engine knocking.
Rear cylinder scored.
Side play front wheels.
Steering pins badly worn.
Chains and sprockets badly worn.
Rear shackles worn.

Peerless 11712

Near side axle arm worn.

Peerless 11716

Valve guides worn.
Fan bush side play
Front suspension pin worn.

Peerless 11711

Engine knocking
Crankshaft End play
Governors not working
Side play front shackles
Spring clips loose
Side play off side front wheel.
Axle arms worn
Chains and sprockets worn
Chassis cracked off side.

Peerless 11713

Engine knocking
Valve guides worn
Radiator spring buffer missing.
Near side sprocket and chain worn

Peerless 11722

Rear pins pull & push rods worn
Lorry in very bad condition.

Peerless 11725

Front suspension pin worn
Fan bush side play
Front engine member loose
Chains worn
Foot brake drum loose.

Peerless 11723

Engine knocking
Front suspension pin worn
Back lash in steering
Chains and sprockets badly worn.

Peerless 11710

Engine knocking.
Valve guides worn
Rear Engine bolts loose
Front shackles worn

Peerless 11739

Chains badly worn
Governors not working
Tie rod pins worn

Peerless 11736

Engine knocking
Crankshaft bearings worn
Fan bush worn
Front suspension pin worn
Steering pins worn
Rear shackles worn

Peerless 11729

Engine knocking
Governors not working
Valve guides worn
Fan bush end play
Crankshaft end play
Front suspension pin worn
Axle arms worn
Clutch withdrawal pins worn
Chains and sprockets worn
Radius rod bushes worn

Peerless 11726

Front suspension pin worn.
Front shackles worn.
Chains badly worn

Peerless 11738

Front suspension pin worn.
Chains worn
Lorry in fair order

Peerless 11731

Engine knocking
Governors not working
Front suspension pin badly worn
Axle arms worn

Peerless 32181

Engine knocking
Crankshaft end play
Governors not working
Front suspension pin worn
Rear Engine member loose
Side play front shackles.
Axle arms worn
Chains and sprockets badly worn
Foot brake band out of alignment
Side play rear shackles

Peerless 32156

Governors not working.
Lorry in good order.

Peerless 32184

Engine knocking
Cylinders scored
Crankshaft end play
Magneto loose
Fan bush side play
Front suspension badly worn
Tie rod pins worn
Clutch withdrawal pins worn
Chains worn
Foot brake drums loose
Lubrication, except chains, fair.

Peerless 32153

Engine knocking
Rear cylinder scored
Side play front shackles
Front end gear box loose
Chains worn
Radius rods slack.

Peerless 32158

Engine knocking.
Cylinders scored
Crankshaft end play
Governors not working
Front suspension pin worn
Front shackle pins loose
Steering box loose on chassis
Chains and sprockets badly worn
Rear shackles badly worn
Radius rods bushes worn

Peerless 32179

Engine knocking
Rear cylinder scored
Governors not working.
Rear engine member loose
Axle arms worn
Radius rod bushes worn

Peerless 32166

Engine knocking
Cylinder scored
Governor not working
Side play near side front wheel
Chains worn
Radius rods bushes worn

Peerless 32174

Front cylinder scored
Valve guides worn
Front suspension worn
Rear engine member bolts loose
Steering box loose on chassis
Steering drop arm loose
Chains badly worn
Foot brake band out of alignment
Foot brake drum loose.
Several grease cups missing

Peerless 32177

Engine knocking
Front cylinder scored
Front suspension pin worn
Gearbox bolts loose

Peerless 32185

Crankshaft end play
Fan bush worn
3 bolts missing from engine members
Chains worn

Peerless 32720

Engine knocking
Crankshaft End play
Fan bush end play
Front suspension pin worn
Near side front wheel worn
Front shackles worn
Offside axle arm worn
Foot brake band out of alignment
Radius rods bushes worn
Lubrication good

Peerless 32161

Front cylinder scored.
Side play near side frontwheel
Lorry just out from W/Shop

Peerless 32162

Near side front wheel worn
Lorry just from workshop

Peerless 32159

Engine knocking
Rear cylinder scored
Governors not working
Side play front shackles
Near side axle arm worn
Near side steering arm loose
Chains and sprockets worn
Foot band brake out of alignment

Peerless 32180

Timing gears worn
Fan bush side play
Front and rear engine members loose
Axle arms worn
Chains worn
Radius rods bushes worn
Several grease cups missing

Peerless 32176

Engine knocking
Rear cylinder scored
Rear engine member loose
Axle arms worn
Steering box loose on chassis
Steering drop arm worn
Chains worn

Peerless 32167

- Engine knocking.
- Cylinders scored
- Crankshaft end play
- Governors not working
- Rear engine member loose
- Front shackles worn
- Off side front wheel worn
- Off side axle arm worn
- Backlash in steering
- Chains worn
- Foot brake band out of alignment

Peerless 32154

- Engine knocking
- Cylinders scored
- Fan bush worn
- Crankshaft end play
- Front shackles worn
- Chains and sprockets worn
- Rear tow hooks missing

Peerless 32156

- Engine knocking
- Side play off side front wheel
- Steering box loose
- Chains worn

Peerless 32138

- Oil pump drive worn
- Crankshaft end play
- Front spring holding down bolts loose
- Axle arms worn
- Sprockets worn
- Foot brake lining worn
- Several grease caps missing

Peerless 32146

- Engine knocking
- Front cylinders scored
- Oil pump drive worn
- Fan bush side play
- Rear engine member loose
- Front shackles worn
- Side play rear shackles
- Greasing fair

Peerless 32160

- Engine carbonised
- Steering pins worn
- Near side chain worn
- Foot brake bands out of alignment
- Lubrication good

Daimler 30-cwt 11597

- Engine knocking
- Crankshaft bearings fair
- End play front wheels

9-6
18

A. W. Hawley

Major,
C.I.M.F., A. I. F.

303 INSPECTION REPORT, 13th Army Brigade A.F.A. Park Section.

Inspected May 27th & 31st 1918.

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O.C., Lieut W.Noall.

Vehicles on charge:- 16 Lorries.
" inspected:- 12 "

Make of Lorries:- Peerless 3-ton.

Engines. From the attached list it will be noticed that a number of Peerless engines are knocking, and in some cases the big-end bearings are very loose and should be overhauled at an early date.

There are three instances of cylinders being scored due to the fact that the set screws holding the gudgeon pins in position have not been altered according to D.of T. circulars.

The valve tappet guides in a number of instances are worn, and the ^{CRANK} ~~cam~~-shafts have considerable end play.

There were six lorries out of the twelve in which the governors are not working; these should be put right without delay.

The front engine suspension pins in a number of cases are worn, and in two cases are badly worn.

Front Axle.

The wheels on Lorry No.27011 are running out of alignment. The front wheel bearings are comparatively good. The steering boxes are tight, and in majority of cases steering joints are good.

Transmission.

The gear boxes are all in good order. The chains taking them as a whole are very bad on 7 lorries out of the 12, and should be replaced with new ones immediately. The sprockets on 7 lorries are also badly worn, and require replacement with new ones.

Back Axle.

The majority of radius rods are in fair order, with the exception of two, of which the rear bushings are very bad.

~~MAINTENANCE~~
Maintenance.

There is a considerable amount of big workshop work to be done to the lorries, and although this Unit has been transferred from one Company to another a number of times of late the O.C. is endeavoring to get this work done. There were practically no nuts and bolts found loose, which shows that all concerned are paying attention to these details.

Greasing.

A number of greasers were found to be missing, but essential wearing parts were found to be all well greased. The chains are kept clean, well oiled, and looked after, although as pointed out before they are badly worn.

The following is a detailed list of points of each lorry:-

Peerless No.27048.

- Engine knocking
- Crankshaft rear bearing slight lift.
- Valve guides worn.
- Governors not working.
- Front suspension pin worn.
- Near side tie-rod pin worn.
- Chains & sprockets badly worn.
- Rear shackles worn.

Peerless No.27049.

- Crankshaft end play.
- Governors not working.
- Front suspension pin badly worn.
- Chains worn.
- Cleanliness good.

Peerless No.27032.

- Governors not working.
- Fan bush side play.
- Valve guides worn.
- Steering box worn.
- Tie rod pins worn.
- Chains & sprockets worn.
- Radius rods bushes worn.
- Cleanliness good.

Peerless No.27030.

- Crankshaft end play.
- Fan bush side play.
- Valve guides worn.
- Axle arms worn.
- Off side tie rod pin worn.
- Chains and sprockets badly worn.
- Lorry unfit for road work.
- Cleanliness good.

Peerless No.27012.

- Cylinders scored.
- Crankshaft end play.
- Fan bush end play.
- Governors not working.
- Radiator leaking.
- Near side front wheel side play.
- Chains & sprockets badly worn.
- Rear shackles worn.
- Cleanliness good.

Peerless No.27010.

- Governors not working.
- Valve guides worn.
- Lorry in good order.

Inspection report, 12th A.F.A.B.P.S. (continued).

Peerless No. 27011.

Engine knocking.
Governors not working.
Front suspension pin worn.
Fan bush side play.
Front wheels out of alignment.
Front universal driving shaft worn.

Peerless No. 27023.

Engine knocking.
Front suspension pin worn, badly.
Chains and sprockets worn.

Peerless No. 27016.

Cylinders scored.
Crankshaft end play.
Chains and sprockets badly worn.
Rear shackles badly worn.
Radius rod bushes badly worn.

Peerless No. 27053.

Engine knocking.
Crankshaft bearings worn.
Valve guides worn.
Front suspension pin worn.
Chains & sprockets badly worn.

Peerless No. 27022.

Engine knocking.
Cylinders scored.
Valve guides worn.
Chains worn.

Peerless No. 27027.

Crankshaft end play.
Side play off side front wheel.
~~Shackles~~ Chains & sprockets worn.
Radius rod bushes worn.

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R. W. Hawley

Major,
Chief Inspector M.F., A.I.F.

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APPENDIX 7.

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B.2100.

AUSTRALIAN SECTION 3RD ECHELON. G.H.Q.
B. E. F.

In reply please quote

9th June, 1918.

ASB 148691.

D. M. T. S., A. I. F.,
Headquarters, Australian Corps
B. E. F.

Re Army Form's B.2069 rendered to this office.

It is noticed that in the promulgation of extracts of various Courts Martial proceedings on Army Form's B.2069 by various Units, the expression "In arrest awaiting trial" and "in arrest" is still being used in the computation of Total Forfeitures.

It is desired to point out that under A.I.F. Order 1030 a soldier convicted by Court Martial will forfeit pay from the first day (inclusive) on which his charge is investigated by a Commanding Officer or Court, whichever first occurred, to the date of conviction. Whether the soldier is in arrest or not makes no difference.

It is requested please that in the future rendering to this Office of similar information, the date of charge being first investigated to be clearly shown; the subsequent period up to the date of conviction being shown under the heading of "Period under charge" instead of "In arrest etc". This will avoid numerous correspondence herein.

(Sgd) LYALL DENNETT, Lieut:
for Officer i/c Records.

-2-

Circular Letter No. 28.

TO ALL UNITS.



For your information and future guidance.
You will see that this is strictly complied
with in all future returns.

13th June, 1918.

D. M. T. S., ^{11/10/18} A. I. F. Colonel,

Circular Letter No.29.

To All Units ,



- (1) Attention is called to Drivers' Order 4 (b).
 "Governors fitted to lorries are on no account to be tampered with and drivers will be held personally responsible for a breach of this order."

In this connection all Units will publish a Routine Order making it compulsory for every driver to at once report any governor that is out of order.

Section Officers must continually inspect, and if a governor is found out of order or not working, the driver must be crimed unless he had reported the case at once.

- (2) G.R.O.2616. Level Crossings - Precautions at.
 (a) Officers in charge of Transport, both Horsed and Mechanical must make themselves and the drivers under their orders acquainted, as early as possible, with the position of all Railway crossings in the area in which they are working.
 (b) When vehicles are travelling together in convoy, the Senior Officer or N.C.O. present will be responsible for the safe passage of vehicles over crossings. He will invariably stop at the crossing until the Column has completely passed, and be prepared to halt the Column and clear the Railway lines should the occasion arise.

At unguarded level crossings, the Column must invariably be halted before beginning to cross, and the Officer or N.C.O. in charge should satisfy himself that all is clear before allowing the column to proceed. The distance maintained between vehicles during the passage over the Crossing must be sufficient to ensure that no two vehicles can be within the Railway limits at the same time.

(c) Transport Drivers with vehicles working independently, must exercise the greatest care in approaching level crossings. At unguarded level crossings where a clear view of the Railway Line on each side cannot be obtained, the vehicle must be halted before the crossing is negotiated, and if there is a second man on the vehicle he should dismount and report all clear before the vehicle is allowed to proceed.

(d) No driver will stop his vehicle on a level crossing, but, when once started, must pass over without delay.

16/6/18.

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

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APPENDIX 9

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INSPECTION REPORT No.4 AUST. M.T.COY.

Inspected May 19th, June 5th & 10th.

O.C.: - Major E.T.Searle.

Vehicles on charge:-	92 Lorries.	2 Cars.	6 M/cycles.
" Inspected:-	60	"	"

Make of lorries:- Thornycroft "J" type.

Engines.

From the attached list of points noticed in each vehicle it will be seen that there are 45 engines with bearings that are in fair order against about 15 which are knocking, in some of the latter cases knocking badly. With about 82 lorries the valve tappet guides are worn, and in some cases are worn badly, and should be replaced as engines are overhauled. A considerable number of governors were found not working, and in 3 cases I noticed that the governor throttle valves were missing. This unit has been of late experiencing a considerable amount of trouble owing to the fact that the main and big end bearings are running out. The cause of this is owing to the fact that the engines are running at a very excessive speed on low gears, and with a defective lubrication system the white metal bearings themselves do not get sufficient oil, with the result that the bearings very soon get hot and start to run. It is very essential that all governors be always kept working on the Thornycroft engine and I am sure that the cause of the trouble of all the bearings running out of late is due to the fact that the governors have not been cutting out at a low enough engine speed.

Those governors which are not working should be put right immediately. It is very easy for the drivers to tamper with the governors when in working order, and after they have all been adjusted it will only be by the consistent attention on the part of the Section Officers that they will always be kept working.

A number of lorries have excessive end play on the magneto driving shaft.

Front axle.

In the case of 21 lorries the front wheels bushes were found to be worn and in some cases the wear is excessive.

Steering boxes were found loose in a few lorries, and a considerable number have excessive backlash.

In the case of 19 lorries the steering ball joints were found worn and some require renewing. This chiefly applies to ball socket joint at the rear end of pull and push rod.

The shackles and shackle pins on a number of lorries are worn.

A considerable number of front springs holding down bolts were also found to be loose.

Transmission.

The rear cardan shaft universals in a number of cases are badly worn and constantly require renewing.

In a number of cases the hand brake operating lever is fouling on the top half of the differential case. These operating levers require attending attention, as in most cases it renders the hand brake useless.

The gearboxes which were inspected were in quite good order, although at the same time this unit is fitting a number of 3rd speed pinions.

Back Axle.

The rivets in some of the road wheels were found to be loose.

Maintenance.

There is a considerable amount of big workshop work still to be done to these lorries, especially with regard to the overhaul of engines and sundry small jobs such as loose rivets etc.,

Lorry No. 22268 is in bad all round order, and should be overhauled before it gets any worse. A great number of rivets were found loose chiefly those in sub-frame and cross members. Very few nuts and bolts were found loose.

Greasing.

General condition with regard to the greasing of the lorries is

good.

Cleanliness.

The average cleanliness of the lorries is fair.

Workshops.

At one period of inspection of the workshops there were 7 found to be 18 lorries in workshop for heavy repairs and 5 lorries for minor repairs. In the majority of cases those in workshop are for engine overhaul due to the big end bearings running out.

Owing to there being a large number of lorries in workshop some are having to stand by owing to the workshop Officer not being able to carry on with their repairs. The period for which some of the lorries are standing by is very excessive, as will be seen by the following cases:-

Lorry No. 28378. Reported W/Shops Apl 23rd.
Fitter started to work May 27th
Estimated date to be finished June 9th.

Lorry No. 5149. Reported W/shops Apl 22nd
Fitter started to work May 22nd.
Estimated date to be finished June 7th.

Lorry No. 28370. Reported W/Shops Apl 22nd.
Fitters started to work May 18th.
Estimated date to be finished June 1st.

In the majority of cases mentioned the lorries were immobile and required engine overhaul and were not being worked upon except by the drivers.

I do not think that lorries should have to stand by for long periods like this when every available lorry is required for operations. Similar cases like this should invariably be reported if it is possible for lorries to be worked upon, and a request should be made with a view to evacuating them.

In the case of lorry No. 28378 the workshop officer informed me that one fitter with the drivers ~~was~~ only working on this lorry and the estimated number of days to complete this lorry would be 14 days.

Taking lorry No. 5149 there were 2 fitters with the drivers working on this lorry and the estimated number of days to complete this lorry would be 17 days.

Taking into consideration the number of hours the workshop staff is working, I feel certain that the majority of this work could be, ~~done~~ and should be, turned out in more like half the time, providing the necessary parts are kept in stock.

It was noticed with some of the engines recently overhauled that the valve tappet guides were worn badly and should certainly have been renewed. The workshop officer informed ~~that~~ me that the valve tappet guides supplied by Base on recent indents had all been of a different and later pattern, and that he was unable to obtain the tappet guides of original pattern. This is a matter which should have been put up before to enquire whether the older pattern tappet guides are being done away with.

The number of engines with main and big end bearings run out is very high; so also is the time that it is taking to turn out an engine overhaul by the workshop. The time taken to turn out an engine overhaul should decidedly be cut down by the Workshop Officer, especially at the present time when all lorries are required to be mobile.

Every lorry, car or ambulance reporting to workshop for fortnightly inspection, or for running repairs should be inspected thoroughly by the Workshops Officer himself. I do not think that this is being done in this workshop.

It is very essential for this workshop owing to its having so many lorries in workshop that the work should be turned out quicker, but at the same time not to the detriment to the quality of the work done. The only way that I can see for this to be possible is for the Workshop Officer to pay less attention to the clerical side and to pay more attention to the actual practical side and spend more time over the fitters. It has been found that with practically all the engines with bearings that have run out the crankshafts are also badly scored and require to be reground, therefore it is necessary to always keep about 4 crankshafts in stock ready to replace those that require regrinding, so that there should be no delay in carrying on with an engine overhaul. The supply

of big end bearings from Base has been on a whole good, but at the same time they are having to occasionally run new metal into the brasses, which takes a considerably longer time in turning out an engine overhaul.

The following is a list of points noticed on each lorry inspected:-

Thornycroft Lorries.

No.28285. Engine knocking.
Governors not working.
Tappet guides worn.
Near side ^{SWIVEL PIN BUSH} axle arm worn.
Rear shackles worn.
Centre cross member rivets loose.

No.5904.
Tappet guides badly worn.
Oil pump defective.
Governors not working.
Steering balls worn.
Rear shackles worn.
Dumb iron bolts loose.

28352. ^{SWIVEL PIN BUSH}
Off side axle arm worn.
Sub frame rivets loose.

No.28350.
Governors not working.
Steering back lash.
Clutch leather worn.
Driving shaft rear universal leather bad.
Hand brake off side shoe badly worn.
Rear shackles worn.
Sub frame rivets loose.

No.28367.
Engine knocking.
Tappet guides badly worn.
Throttle valve worn.
Magneto shaft end play.
Front shackles worn.
Front wheels side play.
Clutch universal worn.
Pull and push rod balls badly worn.
Sub frame rivets loose.

.28389.
Tappet guides worn.
Throttle valve worn.
Governors not working.
Side play front wheels.
Sub frame rivets loose.

No.28396.
Engine carbonised.
Tappet guides worn.
Throttle valve worn.
End play magneto shaft.
Front wheel ^{BUSHES} worn.
Off side ^{SWIVEL PIN BUSH} axle arm worn.
Pull and push rod balls worn.
Driving shaft rear universal leather bad.
Sub frame rivets loose.
Front dumbirons cracked.

No.28365.
Engine knocking,
Valve guides badly worn.
Throttle valve worn.
End play magneto shaft.
Controls worn.
^{SWIVEL PIN BUSHES}
Axle arms worn.
Steering joints worn.

No.28392.
Valve guides worn.
Throttle valve worn.
End play magneto shaft.
Governor not working,
Side play front wheels.
Rear shackles worn.

Sub frame rivets loose.
Front dumbiron cracked.
No.8245.

Valve guides worn.
End play magneto shaft.
Governors not working.
Side play front wheels.
No.3045.

Valve guides worn.
Front wheels ^{BUSHES} worn.
Steering joints worn.
Rear shackles worn.

No.11953.
Throttle valve badly worn.
Valve guides badly worn.
Near side front wheel ^{BUSH} worn.
Steering joints worn.
Rear shackles worn.

Off side rear wheel ^{BUSH} worn.
No.16348.Maudslay.
Engine knocking.
Piston rings badly worn.
Pump shaft worn.
Rear wheel ^{BUSHES} worn.

Spring hangers worn.
No.28381.
Engine knocking.
Valve guides badly worn.
Throttle valve worn.
Front shackles worn.

No.28366.
Engine knocking.
Valve guides badly worn.
End play fan pulley shaft.
Governors not working.
Pull and push rod balls badly worn.
Driving shaft rear universal leather bad.

Sub frame rivets loose.
No.28393.
Valve guides worn.
Pull and push rods ~~worn~~ joints worn.
No.28370.

Valve guides worn.
Throttle valve worn.
End play magneto shaft.
Side play front wheels.
Driving shaft rear universal leather bad,

No.28361.
Valve guides worn.
Front shackles worn.
No.42226.

Governors not working.
Offside rear wheel rivets loose.

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Thornycroft Lorries.

No.3037.

Valve guides worn.
Magneto and fan shaft excessive end play.
Controls worn.
Near side front wheel ^{BUSH} end play.
~~SWIVEL PIN BUSHES~~
Axle ~~arms~~ worn.

Steering ball joints worn.
Rear spring shackles worn.

No.28398.

Exhaust Valve Guides worn.
Near side Front wheel ^{BUSH} worn.
Steering box loose.
Foot brake camshaft worn.
Hand brake lever fouling diff.case.

No.21570. Maudslay.

Piston rings worn.
Water pipe, cylinder, leaking.

No.36905.

Steering box loose.
Foot brake pivot pin worn.
Near side rear wheel rivets loose.

No.28387.

Front wheel ^{BUSHES} badly worn.
Steering box loose.

No.28343.

Fan bush worn.
Excessive end play magneto shaft.
Front wheel ^{BUSHES} worn.
Pull & push rod rear ball worn.
Driving shaft rear universal leather bad.

Front cross member rivets loose.

No.46678.

Steering box loose.

No.11879.

Engine knocking badly.
Front wheels ^{BUSHES} worn.
Steering box loose.
Driving shaft front universal leather bad.

No.7784.

Tappet guides worn.
Governors not working.
Front wheel ^{BUSHES} badly worn.
Steering box loose.
Excessive side play rear wheels.

No.28376.

Engine knocking.
Governors not working.
End play magneto shaft.
Steering box loose.
Driving shaft rear universal leather bad.

Hand brake lever fouling differential casing.

No.11943.

Steering box loose.
Front shackles worn.
Near side dumbiron cracked.

No.34709.

Steering joints worn.
Driving shaft rear universal leather bad.
Excessive side play near side rear wheel.

~~xxxx28354xx~~

No.28354.

Engine knocking.
Magneto shaft worn.
Front wheel ^{BUSHES} worn.
Front pull & push rod ball worn.
Sub frame rivets loose.

No.28369.

Engine knocking.
Steering box loose.
Steering joints worn.

No.28340.

Engine knocking.
Fan bush excessive end play.
Front wheel ^{BUSHES} badly worn.
Pull & push rod rear ball worn.
Rear spring hanger cracked.

No.28344.

Front shackles worn.
Tie rod balls worn.
Steering box loose.
Rear shackles worn.

No.28400.

Valve guides worn.
Excessive end play magneto shaft.
Front shackles worn.
Front wheel ^{BUSHES} worn.
Driving shaft rear universal leather bad
Near side hand brake shoe worn.

No.28358.

Engine knocking badly.
Front shackles worn.
Front wheel ^{BUSHES} worn.
Steering box loose.
Tie rod balls worn.
Driving shaft rear universal leather bad.

Rear shackles worn.

No.28341.

Side play magneto shaft.
Steering box loose.
Steering balls worn.
Driving shaft rear universal leather bad.

Rear shackles worn.
Chassis rear cross member rivets loose.

No.28361.

Tappet guides worn.
Throttle valve worn.
Front shackles worn.
Steering box loose.
Rear shackles worn.
Sub frame rivets loose.

No.28375.

Fan bush worn.
Rear shackles worn.

No.28342.

Tappet guides worn.
Front shackles worn.
Rear shackles worn.
Sub frame rivets loose.
Front cross member rivets loose.

No.38832.

Front wheel ^{BUSHES} badly worn.
Near side ^{SWIVEL PIN BUSH} worn.
Steering box loose.
Near side tie rod ball worn.
Driving shaft front universal leather bad.
Rear shackles worn.

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Thornycroft Lorries.

No.28349.

Throttle valve worn.
Front shackles worn.
Driving shaft rear universal leather bad.
Rear shackles worn.
Near side rear wheel rivets loose.

No.28394.

Front shackles worn.
Near side front wheel worn.
Steering box loose.
Hand brake useless.
Rear shackles worn.

No.30061. Maudslay.

First class throughout.

No.28388.

Steering box loose.
Near side tie rod ball worn.
Driving shaft rear universal leather bad.
Foot brake pivot pin worn.
Off side hand brake shoe worn.
Subframe rivets loose.
Off side dumbiron cracked.

No.26882.

Valve guides worn.
Front shackles worn.
Steering box badly worn.
Rear shackles worn.

No.28397.

Engine knocking badly.
Valve guides worn.
Front wheels, ^{Cushers} badly worn.
Steering box loose.
Steering balls badly worn.
Driving shaft rear universal leather bad.

No.16504. Maudslay.

Second class throughout.

No.42226.

Near side front wheel badly worn.
Near side tie rod ball worn.
Sub frame rivets loose.

No.28341.28401.

Engine knocking badly.
Near side front wheel badly worn.
Steering box loose.
Driving shaft rear universal leather bad.
Foot brake pivot pins worn.
Rear shackles worn.
Subframe rivets loose.

13 ^C/₁₈

A. W. Harvey

Major,
C.I.M.T., A.I.F.

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422.
APPENDIX 10

Inspection Report of 2nd Aust M.T. Coy.

Inspected April 7th & 11th, May 16th and June 8th.

Vehicles on charge :-	98 Lorries	2 Cars	6 Motor Cycles.
" inspected :-	49 "	1 "	- " "

O.C., A. Wynyard-Joss, Major.

Make of lorries:- Daimler Y type.

Engines.

The engines in this unit are on the whole fair. Out of 49 that were inspected only 4 were to be found knocking badly, and with these the main bearings are badly worn. On 18 lorries there are signs of the main bearings being worn. On 8 lorries the governors are not working. These should be put right as soon as possible. In the case of 9 lorries the front suspension pins are worn, and should be replaced as the engines are overhauled. There are a considerable number of rivets either in the front or rear cross member that are loose and require replacing. With lorry No. 23686 the engine is throwing out a great deal of oil.

Front Axle.

The front wheel road bushes in a number of cases are worn, and in a few cases there is excessive end play. Lorry Nos. 23686, 28560, 28551, 23678, are badly worn. There is also a considerable number of king pin bushes that are worn, and in a few cases are badly worn. The steering on an average is quite fair. Practically no steering boxes were found to be loose, though a number of steering cushion springs were found to be broken.

Transmission.

In the case of 11 gear boxes the front suspension pins are worn, and in a few cases are worn badly, especially on Lorries Nos. 28566, 28563, 23656, 23712, 23686, 23692. The gear boxes themselves are in good order. There is a considerable number of shackles and shackle pins that show signs of wear and side play. In the case of 2 lorries the hand brake cams were found seized, and in 10 cases the foot brake cams are also seized. These require easing at once.

Back Axle.

The back axles are good.

Maintenance.

The vehicles of this unit as a whole are in quite fair allround order. There are still quite a number of engines which require to be overhauled, but they are fit to run until they can be taken into workshop for overhaul. Very few nuts and bolts were found loose. It was noticed on a few lorries that they have been fitted up so that the base can be filled with oil through the breather instead of filling up through the filling cap on the crankcase. With a Daimler engine the filling cap is in a very low position, and no doubt does collect a considerable amount of dirt owing to the fact that no undershield is fitted. It was also noticed that 2 drain-cocks had been fitted to show the oil level. The idea of this new arrangement is to avoid the dirt and mud which collects round the filling cap, falling into the base chamber when the driver is filling up with oil. The idea no doubt is good, but is questionable whether it is worth fitting to all Daimler engines in the field, because, providing the drivers do wipe the dirt from the filling cap before opening it, very little dirt could fall into crankcase. At the same time it is very important that drivers should prevent any dirt from falling into the crankcase.

Lubrication.

The lubrication of the lorries is good, except with lorry No. 43628 which could be better.

Cleanliness.

General cleanliness of the lorries is good.

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Daimler lorries.

No. 23677.
In W/shop for engine overhaul.
No. 23671.
In W/shop for engine overhaul.
No. 23669.
In W/shop for engine overhaul.
No. 23691.
Governor spring missing.
Off side front wheel bush worn.
Swivel pin bush worn.
Near side tie rod cushion spring broken.
Gear box front suspension pin worn.
No. 23629.
Governors not working.
Front wheel bushes worn.
Swivel pin bushes worn.
No. 23673.
Engine knocking.
Governors not working.
Near side swivel pin bush badly worn.
Gear box front suspension pin worn.
Rear shackles worn.
Spring hanger cracked.
No. 23717.
Engine front suspension pin worn.
Off side front wheel bush side play.
Near side swivel pin bush worn.
No. 35194.
Engine knocking.
Governors not working.
Front wheel bushes worn.
Swivel pin bushes worn.
No. 28567.
Swivel pin bushes worn.
Gear box front suspension pin worn.
Rear shackles worn.
No. 28575.
Rear cross member rivets loose.
No. 23678.
Engine front suspension pin worn.
Rear cross member rivets loose.
Front wheel bushes badly worn.
Swivel pin bushes badly worn.
Rear shackles worn.
No. 28584.
Swivel pin bushes worn.
Rear shackles worn.
No. 11569. (30-cwt.)
Governors not working.
Off side front wheel bush worn.
No. 28577.
First class order.
No. 28565.
Engine front suspension pin worn.
Front wheel bushes worn.
No. 23703.
Engine knocking.
Governors not working.
Rear cross member cracked.
Near side tie rod ball worn.
Gear box roller bearings worn.
No. 28575.
Rear cross member rivets loose.

No. 28582.
Front wheel bushes worn.
Off side swivel pin bush worn.
Steering balls worn.
No. 23661.
Engine knocking badly.
Rear crankshaft main bearing badly worn.
Engine front suspension pin worn.
Near side foot brake cam worn.
Rear shackles worn.
Rear spring hangers loose.
No. 38467. A.E.C.
Side play front wheel bushes.
Sub frame rivets loose.
No. 23703.
Crankshaft main bearings worn.
Engine front suspension pin worn.
Rear shackles worn.
No. 28551.
Rear crankshaft main bearing worn.
Rear cross member rivets loose.
Front wheel bushes badly worn.
Off side swivel pin bush badly worn.
Rear shackles badly worn.
No. 28588.
Rear cross member rivets loose.
First class order.
No. 23701..
Rear cross member cracked and rivets loose.
Front shackles worn.
Off side front wheel bush badly worn.
Gear box front suspension pin badly worn.
Rear shackles badly worn.
~~XXXXXXXXXXXXXX~~
No. 23698.
Rear crankshaft main bearing badly worn.
Front wheel bushes badly worn.
Front shackles badly worn.
Off side swivel pin bush badly worn.
Rear shackles badly worn.
No. 28587.
Rear crankshaft main bearing badly worn.
Rear cross member rivets loose.
Front shackles worn.
Off side swivel pin bush worn.
No. 28586.
Rear crankshaft main bearing worn.
Front shackles worn.
Gear box front suspension pin badly worn.
Rear shackles worn.
No. 23665.
Rear cross member rivets loose.
Near side front wheel bush badly worn.
No. 23682.
Rear crankshaft main bearing badly worn.
Off side swivel pin bush worn.
No. 23680.
Rear cross member rivets loose.
Front shackles worn.
Off side swivel pin bush worn.
Steering cushion & springs bad.
Gear box front suspension pin worn.
Rear shackles worn.

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Inspection Report, 2nd Aust M.T. Coy. (contd).

APPENDIX

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Daimler Lorries,

No. 23672.
Crankshaft rear main bearing badly worn.
Front wheel bushes badly worn.
Steering cushion springs broken.

No. 43628.
First class order.

No. 23560.
Rear cross member rivets loose.
Front shackles worn.
Front wheel bushes badly worn.
Off side swivel pin bush badly worn.
Rear shackles worn.

No. 23563.
Crankshaft rear main bearing badly worn.
Front shackles worn.
Front wheel bushes worn.
Gear box front suspension pin badly worn.

No. 23566.
Steering cushion springs broken.
Gear box front suspension pin badly worn.
Off side foot brake camshaft worn.
Rear shackles worn.

No. 23583.
Crankshaft rear main bearing badly worn.

No. 23712.
Crankshaft rear main bearing badly worn.
Engine front suspension pin worn.
Rear cross member rivets loose.
Front shackles worn.
Gear box front suspension pin badly worn.

Rear shackles worn.

No. 23636.
Crankshaft rear main bearing badly worn.

Front wheel bushes badly worn.
Swivel pin bushes badly worn.
Near side tie rod ball worn.
Gear box front suspension pin badly worn.

No. 23692.
Pull & push rod cushion spring broken.
Gear box front suspension pin badly worn.
Rear shackles worn.

No. 23581.
Crankshaft rear main bearing worn.
Front shackles worn.
Front wheel bushes worn.
Rear shackles worn.

No. 23713.
Front shackles worn.
Pull & push rod cushion spring bad.

No. 23689.
Crankshaft rear main bearing worn.
Front shackles worn.
Off side swivel pin bush worn.

No. 23571.
Crankshaft rear main bearings worn.
Engine front suspension pin badly worn.

Front shackles worn.
Front wheel bushes worn.
Swivel pin bushes badly worn.

No. 23703.
Crankshaft rear main bearing badly worn.

Rear spring hanger loose.
Off side swivel pin bush worn.
Steering cushion springs bad.

No. 23568.
3rd speeds worn.

No. 23874.
Crankshaft rear main bearing badly worn.

Governors not working.
Engine front suspension pin worn.
Off side front wheel bush badly worn.
Gear box front suspension pin worn.
Rear shackles worn.

No. 23554.
Crankshaft rear main bearing worn.
Engine front suspension pin worn.
Off side tie rod ball badly worn.
Rear spring hanger loose.

No. 23683.
Crankshaft rear main bearing badly worn.

Governors not working.
Front cross member rivets loose.
Offside swivel pin bush worn.

No. 23586.
Front and rear cross members rivets loose.

No. 15368. Vauxhall Touring.
Starting handle dogs out of alignment.

Water pump gland leaking.
Steering excessive back lash.
Rear shackles worn.
Subframe rivets loose.

12/6/18

A. W. Harvey
Major,
C.I.M.T., A.I.F.

Inspected June 7th, 13th, and 16th, 1918.

APPENDIX 11

O.C.,:- Major A.H. James.

Vehicles on charge:- 92 Lorries. 2 Cars. 6 Motorcycles.
 " inspected:- 52 " 0 " 0 "

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Make of lorries:- Peerless 5-ton.

Extra lorries attached to Workshops for repairs:- 128 Lorries.

Engines.

The engines of this Unit are fair. Out of 52 engines which were inspected 30 were found to be knocking, but only 4 or 5 with badly worn big ends and main bearings. There were at least 10 cylinders which showed signs of being scored. A considerable number of valve tappet guides are worn, of which a good percentage will require to be renewed when the engines are next overhauled. With 31 engines the governors were not cutting out. A number of crankshafts were found to have considerable end play; also in the case of 24 engines the front suspension pins are worn, and in a few cases are badly worn.

Front Axle.

In the case of 7 lorries the steering boxes were found loose on the chassis, and a few have considerable backlash. The swivel pins as a whole are good. With 19 lorries the shackles and shackle pins are worn; and a considerable number of front wheels require washers for side play.

Transmission.

Very little trouble has been experienced from the gearboxes and differentials, and they are practically all in good condition. The handbrakes were found good, but a few footbrake drums were loose on their driving shafts. The chains and sprockets were classified in 3 classes - 1, 2, and 3:-

- Class 1. Chains & sprockets that are practically new.
- " 2. " " " " fair, but will still do a good mileage, although show signs of wear.
- " 3. " " " " badly worn, and require renewing at an early date.

Chains Class 1.,	16	Lorries
" " 2.,	23	"
" " 3.,	13	"
Sprockets Class 1.,	10	Lorries
" " 2.,	20	"
" " 3.,	22	"

Back Axle.

In the case of 21 lorries the radius rod **BUSHES** were found to be good, but with about 31 lorries they are worn - some badly worn.

Maintenance.

There is a considerable amount of big workshop work still to be done to these lorries, and those that go to shops will require more or less a general overhaul. Very few nuts and bolts were found loose.

Greasing.

All chains were found to be well oiled and looked after. All working parts were well lubricated although several greasers are missing.

Cleanliness.

The average cleanliness of the lorries is good.

WORKSHOPS.

There were at the time of inspection 8 Park Sections attached to the Workshops, which, with the Company's own vehicles etc., makes up a total of over 200 lorries apart from Divisional Ambulances, H.Q. cars, and motor cycles. The workshops had in hand 22 lorries, 2 cars, and 3 Ambulances, of which 6 lorries were for minor repairs, 2 waiting for spare parts, leaving 14 for general overhaul. All vehicles that were in workshops were being worked upon, and the average time taken on an overhaul of late has been approximately 14 days per lorry.

The average number of Peerless springs fitted of late works out at 3 to 4 per day; and in the case of the Dennis lorries and other lorries attached it works out to about 4 to 5 per day.

The workshops are at present requiring rear chain sprockets,

two pairs of cylinders, also hose pipe, for Peerless Lorries. They are also requiring one set of main bearings, and magneto driving shaft pinion for an Albion lorry.

Owing to the hose piping being difficult to obtain the Workshops Officer has made some out of canvas and insulation tape.

The spare parts have been arriving from Base without any trouble, except a few sundries such as Triumph Bowden wire and Triumph barrel springs

It was pointed out that a considerable number of the bearings were found to be floating on taking the engines down.

The Peerless crankshafts as a whole show very little sign of wear, although they have done a considerable mileage.

The Workshop Officer informed me that the balls have not been taken out of the oil pumps as should have been done a long time ago according to D.of T.Circular. This is now being done and the oil level is being raised $\frac{1}{2}$ " on each lorry.

The number of radius rod bushes that are worn will be able to be renewed, as the workshop now have in stock special castings for about 10 sets.

Since last March there have been 8 Peerless lorries whose frames have been broken. In the case of 3 they were broken near the steering box, and in the case of 5 were broken at the back of driver's seat. There were also 5 lorries on charge to the Park Sections that have had broken frames.

During the last 3 months only one new differential has been fitted, and no gearbox parts at all.

The Wheelers are kept occupied repairing bodies, tail-boards, floors etc., It was pointed out that of late a considerable number of rear body cross members were being broken through the carrying of gun barrels.

This Workshop has two Imperial Workshops to assist them, but it appears to me that they have a considerable number of lorries to maintain, and I should think that the work could be more evenly distributed around with other units, although at the same time from what I have seen, the work is being turned out well and within reasonable time.

The following is a detailed list of the points noticed in each lorry:-

Peerless Lorries.

No.5877.

- Exhaust tappet guides worn.
- Oil pump spindle bush worn.
- Governors not working.
- Engine front suspension pin badly worn.
- Steering tie-rod pins worn.
- Chains & sprockets worn.
- Radius rods bushes worn.

No.11105.

- Front end crankshaft gland thread stripped.
- Crankshaft main bearings badly worn.
- Tappet guides badly worn.
- Front suspension pin badly worn.
- Side play front wheel bearings.
- Swivel pin bushes worn.
- Steering box loose.
- Chains and sprockets badly worn.
- Driving shaft front universal worn.
- Foot brake drum out of alignment.
- Rear shackles worn.
- Radius rods bushes worn.

No.8154.

- Engine knocking.
- Valve tappet guides worn.
- Oil pump driving pin worn.
- Governors not working.
- Engine rear cross member bolts loose.
- Steering box loose.
- Clutch withdrawal ring worn.
- Chains & sprockets badly worn.
- Radius rods bushes worn.
- re cross member rivets loose.

No.10221.

- Engine knocking.
- Oil pump driving pin worn.
- Engine front suspension pin worn.
- Chains and sprockets worn.
- Radius rods bushes worn.
- Centre cross member rivets loose.

No.10240.

- Engine knocking.
- Valve tappet guides worn.
- Front suspension pin worn.
- Steering pins worn.
- Off side steering arm loose.
- Radius rods bushes worn.
- Centre cross member rivets loose.

No.10277.

- Governors not working.
- Sprockets worn.

No.32133.

- Magneto shaft bush worn.
- Steering tie rod pins worn.
- Chains worn.
- Sprockets badly worn.

No.32127.

- Valve tappet guides worn.
- Governors not working.
- Sprockets worn.
- Rear shackles worn.
- Radius rods bushes worn.

Peerless Lorries.

APPENDIX

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No. 11946.

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Engine knocking.
Governors not working.
Rear engine cross member bolts loose.
Side play front wheel bearings.
Chains and sprockets worn.
Foot brake drum out of alignment.

No. 5858.

Front cylinders scored.
Valve tappet guides worn.
Engine front suspension pin worn.
Near side tie rod pin worn.

No. 7966.

Engines knocking.
Valve tappet guides worn.
Excessive leakage of oil from engine.
Side play front wheel bearings.
Chains and sprockets worn.
Rear shackles worn.

No. 11780.

Engine knocking.
Valve tappet guides worn.
Clutch withdrawal ring worn.
Chains badly worn.
Sprockets worn.
Radius rods bushes badly worn.

No. 36808.

Governors not working.
Valve tappet guides worn.
Oil pump driving pin worn.
Clutch leather requires renewing.
Chains and sprockets worn.
Rear shackles worn.
Radius rods bushes worn.

No. 11754.

Cylinders scored.
Valve tappet guides worn.
Governors not working.
Off side steering arm loose.
Chains worn.
Sprockets badly worn.

No. 11770.

Valve tappet guides worn.
Oil pump driving pin worn.
Magneto shaft bush worn.
Governors not working.
Steering pins worn.
Chains and sprockets badly worn.
Radius rods bushes badly worn.

No. 10215.

Valve tappet guides worn.
Engine front suspension pin badly worn.
Steering pins worn.
Chains badly worn.

No. 8125.

Engine knocking.
Valve tappet guides worn.
Magneto shaft bush worn.
Governors not working.
Engine front suspension pin worn.
Engine rear cross member bolts loose.
Near side tie rod pin worn.
Clutch withdrawal lever bushes worn.
Sprockets worn.
Footbrake drum loose.

No. 55378.

Engine knocking.
Steering tie rod pins worn.
Chains and sprockets worn.
Rear shackles worn.
Radius rods bushes worn.

No. 10269.

Engine knocking.
Valve tappet guides worn.
Governors not working.
Engine front suspension pin worn.
Side play front wheel bearings.
Clutch withdrawal lever bushes worn.
Rear shackles worn.
Radius rods bushes worn.

No. 5860.

Engine knocking.
Governors not working.
Engine front suspension pin worn.
Clutch withdrawal ring worn.
Chains and sprockets worn.
Rear shackles worn.

No. 11772.

Engine knocking.
Valve tappet guides worn.
Governors not working.
Steering box loose.
Clutch withdrawal lever bushes worn.
Rear shackles worn.
Radius rods bushes worn.

No. 10215.

Radius rods bushes worn.

No. 13689.

Governors not working.
Engine front suspension pin worn.
Chains and sprockets badly worn.

No. 54520.

Engine knocking.
Front cylinder scored.
Valve tappet guides worn.
Oil pump driving pin worn.
Governors not working.
Side play off side front wheel bearing.
Chains and sprockets badly worn.
Centre cross member rivets loose.

No. 11757.

Valve tappet guides worn.
Engine front suspension pin worn.
Side play off side front wheel bearing.
Sprockets worn.
Rear shackles worn.
Radius rods bushes worn.

No. 11749.

Engine knocking.
Valve tappet guides worn.
Governors not working.
Side play front wheel bearings.
Clutch withdrawal ring worn.
Sprockets worn.
Rear shackles worn.

No. 11758.

Valve tappet guides worn.
Magneto shaft bush worn.
Governors not working.
Steering box loose.
Clutch withdrawal lever bushes worn.
Sprockets worn.

Peerless lorries.No. 11747.

Engine requires tuning up.
Valve tappet guides worn.
Governors not working.
Side play near side front wheel bearing.
Near side tie rod pin worn.
Clutch withdrawal ring worn.
Clutch lever bushes worn.
Chains and sprockets badly worn.
Radius rods bushes badly worn.

No. 11752.

Engine knocking.
Valve tappet guides worn.
Governors not working.
Engine front suspension pin worn.
Side play front wheel bearings.
Steering box loose.
Clutch withdrawal ring worn.
Sprockets worn.
Rear shackles worn.
Radius rods bushes worn.

No. 11758.

Engine knocking.
Valve tappet guides worn.
Rear cylinder scored.
Governors not working.
Engine front suspension worn.
Side play near side front wheel bearing.
Sprockets worn.

No. 11759.

Engine knocking.
Valve tappet guides worn.
Governors not working.
Side play front wheel bearings.
Chains worn.
Sprockets badly worn.

No. 11766.

Magneto shaft bush worn.
Engine front suspension pin worn.
Side play near side front wheel bearing.
Near side steering arm loose.
Chains and sprockets badly worn.
Rear shackles worn.

No. 32123.

Front cylinders water jacket cracked.
Steering box loose.
Chains worn.
Sprockets badly worn.
Rear shackles worn.
Radius rod bushes worn.

No. 5872.

Engine knocking.
Valve tappet guides worn.
Governors not working.
Side play front wheel bearings.
Chains worn.
Sprockets badly worn.
Handbrake shoes worn.
Rear shackles worn.
Radius rod bushes worn.

No. 32124.

Engine knocking badly.
Valve tappet guides worn.
Cylinders scored.
Rear engine ~~max~~ cross member bolts loose.
Clutch withdrawal lever bushes worn.

No. 32124. (cont'd).

Chains and sprockets badly worn.
Rear shackles worn.

Radius rods bushes worn.

No. 32134.

Valve tappet guides worn.
Water pump coupling worn.
Governors not working.
Side play front wheel bearings.
Steering tie rod pins worn.
Chains worn.

Sprockets badly worn.

Radius rods bushes worn.

No. 11998.

Engine knocking.
Valve tappet guides worn.
Rear cylinder scored.
Fan bush worn.
Crankshaft excessive end play.
Oil pump driving pin badly worn.
Engine front suspension pin badly worn.
Governors not working.
Side play near side front wheel bearing.
Chains and sprockets worn.
Rear shackles worn.
Radius rods bushes worn.

No. 5875.

Engine knocking.
Valve tappet guides worn.
Governors not working.
Chains worn.
Sprockets badly worn.

No. 11707.

Valve tappet guides worn.
Governors not working.
Engine front suspension pin worn.
Near side tie rod pin worn.
Clutch withdrawal ring worn.
Clutch lever bushes worn.
Chains worn.
Sprockets badly worn.

No. 12033.

Engine knocking.
Valve tappet guides worn.
Water pump coupling worn.
Oil pump driving pin worn.
Governors not working.
Engine front suspension pin worn.
Side play off side front wheel bearing.
Steering box loose.
Near side tie rod pin worn.
Clutch withdrawal ring worn.
Clutch lever bushes worn.
Chains worn.

Sprockets badly worn.

Rear shackles worn.

Radius rods bushes worn.

Centre cross member rivets loose.

No. 11759.

Engine knocking.
Magneto shaft bush worn.
Governors not working.
Side play off side front wheel bearing.
Chains worn.
Sprockets badly worn.
Radius rods bushes badly worn,

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~~803~~Peerless Lorries.No. 5859.

Governors not working.
 Side play off side front wheel bearing.
 Clutch lever bushes badly worn.
 Chains worn.
 Sprockets badly worn.
 Radius rods bushes badly worn.

No. 5876.

Side play near side front wheel bearing.
 Sprockets worn.
 Radius rods bushes worn.

No. 5874.

Valve tappet guides worn.
 Engine front suspension pin worn.
 Side play near side front wheel bearing.
 Centre cross member rivets loose.

No. 11706.

Governors not working.
 Engine front suspension pin worn.
 Side play front wheel bearings.
 Steering pull and push rod front ~~BALL~~ worn.
 Chains badly worn.
 Sprockets worn.

No. 32135.

Governors not working.
 Chains worn.
 Sprockets badly worn.
 Radius rods bushes badly worn.

No. 10275.

Front cylinder scored.
 Valve tappet guides worn.
 Engine front suspension pin worn.
 Swivel pin bushes worn.
 Steering pins worn.
 Chains and sprockets badly worn.
 Radius rods bushes worn.

No. ~~11769~~. 11769.

Front cylinder scored.
 Engine knocking.
 Valve tappet guides worn.
 Side play front wheel bearings,
 Steering pull and push rod
 front ~~BALL~~ worn.
 Clutch withdrawal ring worn.
 Chains and sprockets worn.
 Rear shackles worn.
 Radius rods bushes worn.

No. 12009.

Valve tappet guides worn
 Governors not working.
 Engine front suspension pin worn
 Steering tie rod pins worn.
 Chains badly worn.
 Radius rods bushes worn.

No. 35841.

Front cylinder scored.
 Engine front suspension pin worn
 Off side swivel pin bush worn.
 Clutch withdrawal ring worn.
No. 11355. DAIMLER 30-cwt.
 Front wheel bushes badly worn.
No. 11365. DAIMLER 30-cwt.
 Governors not working.
 Swivel pin bushes worn.
 Steering tie rod ~~BUSHES~~ badly
 worn.

17 $\frac{6}{14}$.

R. W. Hawley

Major,
G.I.M.T., A.I.F.

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Appendix 12 50

APPENDIX

Circular Letter No.30

To all M.T.Units.

It has come to my knowledge that M.T.Drivers, and especially Australians, are accepting payment for the removal of furniture and other effects from towns and villages being shelled, or that are evacuated.

This practice must cease at once. No furniture or other effects are to be removed by Drivers unless under instructions of C.O., and no C.O. will give such instructions unless permission has first been obtained from S.M.T.O., who will see that everything is in order, and that the French Mission sanction such removal.

You will immediatly publish orders, absolutely forbidding any such removals unless properly authorized as above, and absolutely forbidding the Drivers, or any other soldier accepting any payment, or present for such removal, either authorized or unauthorized.

In the event of a soldier disobeying either of these orders, he will not be dealt with by the C.O. but the case will be at once put up for Court-Martial.

Such practices effect the good name of the Corps, and of Australia, and must be put a stop to.

I rely on the Officers and N.C.O's of the M.T. to exercise constant supervision and to at once put up any case that comes to their knowledge.

26/6/18.

H.W. Turnbull Colonel,
D.M.T.S., A.I.F.

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 Headquarters "Q"
 Australian Corps.,



The following machines have been salvaged from a ruined house at MERRICOURT on 18/6/18 and following days.

1 Paper Guillotine, blades damaged and various parts and bolts missing, value about thirty to forty pounds £30 to £40.

1 Stapeling Machine damaged value about three pounds £3.

1 Card Cutter gauges and fence missing, value about one pound ten £1- 10- 0.

About 8,250 sheets of paper as per attached sample more or less damaged on edges.

The size of sheets are marked on sample.

12 cases of assorted type, about 3cwt.

The name of the establishment these goods were salvaged from is:-

Imprimerie H. DOUCHET.,
 MERRICOURT L'ABBE
 Par RIBEMONT a L'ANCRE.

The machines and paper have been taken into use at the A.I.F.,
 Printing Section.

30th June 1918.

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

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303 As the publication of "Aussie" has increased to nearly 100,000 copies per issue, this entails an enormous amount of work, which is entirely done by the A.I.F., Printing Section, and practically keeps the Cylinder Machine running continuously day and night.

The small machines have also been kept going fairly well. Towards the end of the month a Guillotine Cutting Machine was installed. This machine has been badly needed, and will enable us to turn out our work more expeditiously, besides doing the work in a better manner.

There was also installed another Stapeling Machine, a large size Card Cutter, and Mitreing Machine, besides a large quantity of type borders, fancy ornaments and blocks.

Work Done.

No Printed	Description of Work	For Whom.
730	Routine Orders, No 28	"A" Branch Aust: Corps.
150	Signs - Estaminet	Col. Clayton.
150	" " Tea Rooms	" "
1000	A.A.M.C., Books, 20 pages and cover (cover 2 colours)	Aust: Corps.
150	D.M.T.S., Returns	D.M.T.S.
100	" " " " " "	1st Aust: M.T.Company.
100	Duty Orders	S.M.T.O. ¹ / ₂
750	Long Details	" " " "
460	Lewis Gun Instructions	"G" Branch Aust. Corps.
150	Pro-forma's	D.A.A.G., 1st Aust. Div.
730	Routine Orders, No 29	"A" Branch Aust: Corps.
32,000	Aussies	Aussie.
5,000	Educational Scheme Forms	"G" Branch Aust: Corps.
730	Routine Orders, No 30	"A" Branch Aust: Corps.
150	Pro-forma's	5th Aust: M.T.Company.
100	" "	6th Aust: M.T.Company.
50	Return of Ammunition	1st Aust: M.T.Company.
200	Guard Reports	1st " " "
200	Situations for Week	1st " " "
150	Ammunition Drawn	1st " " "
100	Total on Hand	1st " " "
200	Mess Account	Camp Commandant Aust. Corp
1000	Make and Type	6th Aust: M.T.Coy.(C.Tps)
750	" " "	1st Aust: M.T.Company.
150	Duty Orders	1st " " " "
140	" "	S.M.T.O.
500	Congratulatory Cards	4th Aust: Div. Headqrs.
200	Invitation Cards	5th Aust: Div. Artillery.
300	Make and Type	2nd Aust: M.T.Company.
240	Tool Cards	S.M.T.O.
730	Routine Orders, No 31	"A" Branch Aust: Corps Hq.
730	" " " " No 32	" " " " " "
15,000	Educational Scheme Forms	"G" Branch Aust: Corps.
200	Duty Orders	S.M.T.O.
730	Routine Orders, No 33	"A" Branch Aust: Corps.
600	Lorry Details	S.M.T.O.
6000	Money Pro-forma's	Aust: Corps F.P.Compound ¹ / ₂
570	Writing Pads	D.M.T.S.

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