

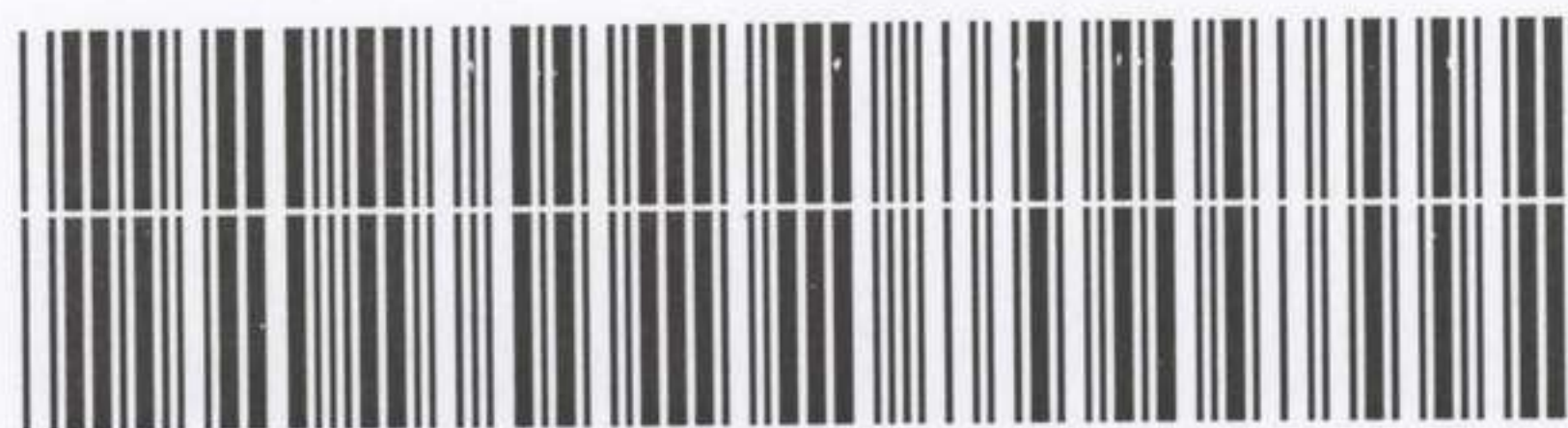
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Artillery

Item number: 13/12/8

Title: Headquarters, 3rd Australian
Divisional Artillery

December 1916



AWM4-13/12/8

3rd AUST. DIV. ARTY. H.Q.

WAR DIARY

Army Form C. 2118.

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

or INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	DECEMBER.			
LARKHILL.	1 ¹ / ₂ 12 ¹ / ₂ 16 ¹ / ₂	9 a.m.	3rd. Divisional Artillery (7th., 8th., 9th., and 23rd. Brigades.) Shooting Practice commenced on Bustard Range.	
	2-18.12.16.		Shooting practice 3rd. Australian Divisional Artillery carried out on Bustard and Knight on Downs Ranges. 9th. and 23rd. Brigades were formed into 6 gun (18 pounder) Batteries for purpose of conducting practice.	
	19.12.16.		Shooting practice concluded. Results highly satisfactory. Major General Brunner was present throughout the practice.	
	20-28.12.16.		Chiefly preparation for proceeding overseas.	
	29.12.16.		Divisional Artillery commenced moving to FRANCE.	
	30.12.16.		Entrainment at Amesbury proceeding satisfactorily.	
	31.12.16.		Last Unit of 3rd, Australian Divisional Artillery left Larkhill.	

A.L. Chouley Lt

3rd AUST. DIV. ARTY. H.Q.

WAR DIARY

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~~INTELLIGENCE~~ SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Larkhill.	1/12/16.		Div. Artillery Practice commenced.	
	19/12/16.		Div. Artillery Practice xxxxxxxx concluded.	
	29/12/16.		Div. Artillery commenced moving to France.	
	31/12/16.		Last Unit left Larkhill.	
<p>(Original of above written on same sheet as entries for Janu-ary 1917, and filed with volume for that month).</p>				

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SECRET.

General Officer Commanding,

3rd. Australian Divisional Artillery,

L A R K H I L L.

I enclose for your information and necessary action 15 copies of the timetable of trains arranged in connection with the embarkation of the 3rd. Australian Divisional Artillery (less three sections.

Instructions have been issued for the motor car and driver allotted to the Headquarters Divisional R.A. to proceed by road and report to the Embarkation Commandant, Southampton, on the afternoon of the 29th. inst, for embarkation the following day.

It is essential that the whole of the Units shown in the attached time-table arrive at Amesbury Station at least 1½ hours before train departure time.

The following points should also be observed:-

(1) Horses will be entrained saddled and harnessed but before being entrained they must have their bits out, head-ropes down ready for fastening, stirrups either crossed or up and traces hitched up.

(2) Warrants must be brought down to the station by the officer i/c of each train.

(Signed.) H.M.JENKINS.

Major, D.A.D.R.T.
For A.Q.M.G.
Southern Command.

Salisbury,

26th. December 1916.

3rd AUSTRALIAN DIVISIONAL ARTILLERY.

Train No.	UNIT	Officers	Other Ranks	Horses	Guns	4-wh:Veh:	2-wh:Veh:	From	To	Starting Times		Arrival Times	
										Day	Time	Day	Time
X.350	<u>Australian Artillery</u> "A" By: 9th Brigade	4	86	84	2	6	2	Anesbury	Southampton Docks	Dec: 29th	5.45 am	Dec: 29th	7.30 am
X.351	"B" -do-	4	86	84	2	6	2	-do-	-do-	"	7.15 am	"	9.0 am
X.352	1/2 "B" By: 7th Brigade	3	69	66	2	5	2	-do-	-do-	"	8.20 am	"	10.5 am
X.353	1/2 "B" -do-	2	69	65	2	5	-	-do-	-do-	"	9.15 am	"	11.0 am
X.354	1/2 "C" -do-	3	69	66	2	5	2	-do-	-do-	"	10.20 am	"	12.5 pm
X.355	1/2 "C" -do-	2	69	65	2	5	-	-do-	-do-	"	11.35 am	"	1.20 pm
X.356	1/2 "D" -do-	3	69	66	2	5	2	-do-	-do-	"	12.50 pm	"	2.30 pm
X.357	1/2 "D" -do-	2	69	65	2	5	-	-do-	-do-	"	1.55 pm	"	3.35 pm
X.358	Portion "A" By: 7th Bde:	4	93	88	2	8	2	-do-	-do-	"	3.0 pm	"	4.45 pm
X.359	(Remainder "A" By: 7th Bde: (Brigade H.Q. -do-	1 5	45 48	45 45	2 -	2 5	- 2)	-do-	-do-	"	3.55 pm	"	5.40 pm

NOTE - It is most important that train loads, and that the Units, Batteries, Squadrons etc., specified as allotted to each train, upon which the Embarkation Staff base their arrangements in allotting troops to ships, are very strictly adhered to. Any discrepancy between the authorised train load and the numbers arriving in the train leads to complication, inconvenience and discomfort to the troops, and delay in embarkation.

APPENDIX

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