

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

Supplies & Transport

Item number: 25/4/14

Title: Senior Mechanical Transport Officer,
Australian Corps

February 1918



AWM4-25/4/14

CONFIDENTIAL.

ORIGINAL.
DUPLICATE.
TRIPLICATE.

Australian Imperial Force.

WAR DIARY

OF

S. M. T. O. , AUSTRALIAN CORPS.

FOR

FEBRUARY , 1918.

Signature of Officer compiling

L. Richard 2/18

Signature of Officer Commanding

W. W. ... Colonel,
S.M.T.O., Aust. Corps.

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.)

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
FLETRE.	1/2/18.		Nothing to report. Weather Foggy and Cold. <i>WV</i>	See Appendix No. 1.
"	2/2/18.		Adjutant proceeded to Army conference. Weather unsettled. <i>WV</i>	
"	3/2/18.		See Appendix No.1. with reference to the reserve of Lorries for Movement of Troops by lorry in the Army area. (AH/1101)	
"	4/2/18.		Weather Fine. <i>WV</i>	
"	4/2/18.		S.M.T.O., Australian Corps, and Major G.R.Shirlaw, O.C. No. 1. A.D.S.C., visited reserve Vehicle Park at St. Omer to inspect cars with a view to exchanging car at present allotted to G.O.C. 1st. Australian Division for a car of higher horsepower and with Limousine body.	
"	5/2/15/2/18.		S.M.T.O., Australian Corps, visited D.D.S.& T., Fourth Army, with reference to preceding entry.	
"	5/2/15/2/18.		Weather Fine. <i>WV</i>	
"	5/2/15/2/18.		S.M.T.O., Australian Corps, accompanied by 2/Lieut. L.Prichard, A/Adjt., visited the undermentioned Units with reference to the subjects stated:-	
"	5/2/15/2/18.		No. 4. A.A.S.P. Re stocks of Spare Parts.	
"	5/2/15/2/18.		No. 4. A.D.S.C. Re stocks of Spare Parts. Re question of control of attached vehicles such as Ambulances, H. Qrs. cars, etc.	
"	5/2/15/2/18.		No. 3. A.A.S.P. Re stocks of Spare Parts. Vehicle-sin Workshop.	
"	5/2/15/2/18.		Adjutant visited D.D.S.& T., Fourth Army, with reference to the reduction of Battery Ammunition Columns to the new establishment.	
"	5/2/15/2/18.		Weather Fine. <i>WV</i>	

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FLETRE.	6/2/18.		<p>Instructions received from D.D.S.&T., Fourth Army, with reference to the reduction of Establishment of certain S.B.A.C's. and action taken accordingly. In reference to above Lieut. L.Prichard, acting Adjutant to S.M.T.O., Australian Corps, visited "K" Siege Park. See Appendices Nos. 2 and 3. on this subject which are self explanatory. (AH/1110.)</p>	<p>Appendices Nos 2, 3.</p>						
"			<p>B/General F.M.Wilson, D.D.S.& T., Fourth Army, accompanied by S.M.T.O., Australian Corps, visited the following Units re general working:-</p> <table border="0" data-bbox="972 795 2038 914"> <tr> <td>"K" Siege Park</td> <td>No. 5 Aust. D.S.C.</td> </tr> <tr> <td>"K" Supply Column.</td> <td>No. 1 Aust. A.S.P.</td> </tr> <tr> <td>No. 1 Aust. D.S.C.</td> <td>No. 3 Aust. A.S.P..</td> </tr> </table>	"K" Siege Park	No. 5 Aust. D.S.C.	"K" Supply Column.	No. 1 Aust. A.S.P.	No. 1 Aust. D.S.C.	No. 3 Aust. A.S.P..	
"K" Siege Park	No. 5 Aust. D.S.C.									
"K" Supply Column.	No. 1 Aust. A.S.P.									
No. 1 Aust. D.S.C.	No. 3 Aust. A.S.P..									
7/2/18.			<p>S.M.T.O. referred questions to D.D.S.& T. re Army Brigade, Aust. F.A., Park Sections, their general working, inspections, etc.</p> <p>Weather Fine. <i>NWT.</i></p> <p>A new and revised Traffic Circuits Maps has been issued by Fourth Army. Received 750 copies from Topographical Section, Australian Corps, and distributed to M.T. of the Corps. (227)</p> <p>Weather Fine. <i>NWT.</i></p>							
"	8/2/18.		<p>Drew 1135 Francs (£41-12-4.) and paid staff of S.M.T.O., Australian Corps, D.M.T.S., A.I.F., and A.I.F. Printing Section.</p> <p>Nothing further to report. <i>NWT.</i> Weather Fine.</p>							
"	9/2/18.		<p>A/Adjutant, S.M.T.O. Australian Corps, attended a conference of S.M.T.O.'s. Adjutants to discuss events of the week and checking of Units weekly returns. Weather Fine.</p>	<p><i>NWT.</i></p>						

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FLETRE.	10/2/18.		<p>Instructions received from D.D.S.& T., Fourth Army, reference organisation of S.B.A.C's., under authority Q.M.G. No. 6636 (Q.A.1.) it has been decided to carry out reductions in the number of lorries allotted for the carriage of Ammunition with S.Batteries and the reduction to be effected is as follows:-</p> <table border="0"> <tr> <td>From 6" How. Bts. on 4 guns basis</td> <td>2 lorries</td> <td>4 drivers.</td> </tr> <tr> <td>" 6" " " 6 " "</td> <td>3</td> <td>" 7 "</td> </tr> <tr> <td>" 6" " " 4 " "</td> <td>8</td> <td>" 18 "</td> </tr> <tr> <td>" 8" " " 4 " "</td> <td>6</td> <td>" 13 "</td> </tr> <tr> <td>" 8" " " 6 " "</td> <td>9</td> <td>" 20 "</td> </tr> <tr> <td>" 9.2" " " 4 " "</td> <td>10</td> <td>" 23 "</td> </tr> <tr> <td>" 9.2" " " 6 " "</td> <td>15</td> <td>" 34 "</td> </tr> <tr> <td>" 12" " " 2 " "</td> <td>2</td> <td>" 4 "</td> </tr> </table> <p>The surplus lorries will be gradually withdrawn under instructions to be issued by D, of T. Vehicles withdrawn from Batteries will be in good running order and fit to take their places as working vehicles in other Units.</p> <p>Instructions in accordance with above issued to "K" Siege Park, surplus vehicles withdrawn to be absorbed in the raiding of certain Siege Batteries to a 6 gun basis.</p> <p>Consequent on the above stated re-organization it is reasonable to suppose that the homogeneity of Units will be considerably affected and the question will be taken up shortly with a view to its re-establishment.</p> <p>In several recent cases of salvaged Motor cycles it has been found that Frame and Engine Nos. have been obliterated, in consequence of which it is practically impossible to trace which Unit machine is on charge to.</p> <p>In order to overcome this difficulty S.M.T.O. forwarded letter to D.D.S.& T., Fourth Army, suggesting that orders be issued that Engine Numbers be stamped on top of Crank case under flange of cylinder as well as in the ordinary position. This would make the obliteration of Numbers very difficult.</p>	From 6" How. Bts. on 4 guns basis	2 lorries	4 drivers.	" 6" " " 6 " "	3	" 7 "	" 6" " " 4 " "	8	" 18 "	" 8" " " 4 " "	6	" 13 "	" 8" " " 6 " "	9	" 20 "	" 9.2" " " 4 " "	10	" 23 "	" 9.2" " " 6 " "	15	" 34 "	" 12" " " 2 " "	2	" 4 "	
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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices						
FLETRE.	10/2/18. (Contd)		<p>In the event of a machine having ordinary Number obliterated when salvaged, the cylinder could be removed and Engine No. obtained, the Frame No. could equally be stamped in some obscure position. (812)(812)</p> <p>Weather Fine. <i>MWT</i></p>							
"	11/2/18.		<p>With reference to entry of yesterday, instructions received from D.D.S.&T. to raise 353rd. S.Battery to 6th gun gun basis and "K" Siege Park notified accordingly.</p> <p>F.W.D. lorries and Motor cycles required to complete will be drawn from H.A. M.T. Park, CALAIS, when the extra guns are drawn, and compliance to be reported not later than 13th. Inst.</p> <p>Weather Fine. <i>MWT</i></p>							
"	12/2/18.		<p>Major E.T.Searle, late O.C. "Y" Ammunition Park, and batman No. 11754, J.T.Gray, joined S.M.T.O., Australian Corps, for duty and to be held supernumerary to establishment of A.A.S.C., M.T., in France pending absorption.</p> <p>2/Lieut. L.Prichard, A/Adj., to S.M.T.O., Australian Corps, visited D.D.S. & T., Fourth Army, with reference to re-organization of Siege Battery Ammunition XXXX Columns.</p> <p>See Appendix No. 4. with reference to A.S.C., M.T., Drivers of a category lower than "A". Copy of correspondence sent to "K" S.A.P.</p> <p>Reference minute 4 of appendix, D.A.G. rules this applies to Imperial Troops only.</p> <p>Weather Fine. <i>MWT</i></p>	<p><i>appendix</i></p>						
"	13/2/18.		<p>B/General R.A.Carruthers, D.A.Q.M.G. Australian Corps, accompanied by S.M.T.O. inspected the following Units:-</p> <table data-bbox="822 1530 1740 1650"> <tr> <td>No. 1. A.A.S.P.</td> <td>No. 1. A.D.S.C.</td> </tr> <tr> <td>No. 3. "B"</td> <td>No. 3. "</td> </tr> <tr> <td>No. 5. "</td> <td></td> </tr> </table> <p>Weather. Raining all day. <i>MWT</i></p>	No. 1. A.A.S.P.	No. 1. A.D.S.C.	No. 3. "B"	No. 3. "	No. 5. "		
No. 1. A.A.S.P.	No. 1. A.D.S.C.									
No. 3. "B"	No. 3. "									
No. 5. "										

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FLETRE.	14/2/18.		Routine as usual. Weather Cold but Fine. <i>MUT.</i>	
"	15/2/18.		Correspondence from Australian Corps, No. 92/409 of 11/2/18, reading as under, received:- " 1. Now that a certain number of vehicles M.T. have been withdrawn from the roads it is considered that a certain number of personnel should be available as working parties for a few hours daily. 2. Will you please furnish by 15/2/18 a report showing the men released by the withdrawal of M.T. Vehicles are being employed, what men are available for other work and their location in order that it may be decided on what work they can be most conveniently used." See appendix No. 5. which is in reply to above. (1129) Weather Fine but Cold. <i>MUT.</i>	appendix No 5.
"	16/2/18.		Routine as usual. Weather Fine and Cold. <i>MUT.</i>	
"	17/2/18.		Nothing to report. Weather Fine. <i>MUT.</i>	
"	18/2/18.		Nothing to report. Weather Fine. <i>MUT.</i>	
"	19/2/18.		S.M.T.O., Australian Corps, visited "K" Supply Column and "K" Ammunition Park with reference to the anticipated re-organization of Ammunition Sub-Parks and Divisional Supply Columns etc. on a Divisional basis. Arrangements made for Major J.Hamilton, O.C. "K" Ammunition Park to visit "K" Supply Column to study the integral working of Supply Columns and later for Lieut. Col. A.Moon, C.M.G., O.C. "K" Supply Column to visit "K" Ammunition Park to study working of Ammunition Parks. Weather Cold. <i>MUT.</i>	
"	20/2/18.		S.M.T.O., Australian Corps, visited D.A. & Q.M.G. of Corps with reference to lorry standings on BAILLEUL-ARMENTIERES Road. <i>MUT.</i>	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
FLETRE.	20/2/18. (Contd)		S.M.T.O. visited "K" Supply Column reference Australian Corps H/Qtrs. cars of which there are at present 6 in workshops. Work is progressing satisfactorily, 3 cars leaving workshops tonight, 2 will leave tomorrow and the other on Sunday next, <i>MWT.</i>	
"	21/2/18.		The General Officer Commanding Australian Corps, accompanied by S.M.T.O., visited all M.T. Units of this Corps on a tour of inspection. Major E.T. Searle inspected Lorry Standing on BAILLEUL-ARMENTIERES Road with a view to estimating material required for repairs. 2/Lieut. L. Prichard, Acting Adjutant to S.M.T.O., Australian Corps, visited "K" Siege Park with reference to the reduction of Mechanical Transport allotted to Siege Battery Ammunition Columns under new establishments. <u>D.G.T. Workshops.</u> See appendix No. 6. with reference to D.G.T. Units and the maintenance of Mechanical Transport vehicles on their charge.	<i>appendix 6.</i>
"	22/2/18,		Nothing further to report. Weather fine. <i>MWT.</i> With reference to entries of 20th. and 21st. instant: See appendix No. 7. with reference to the condition of, and material required for repairs of, Lorry Standings on the BAILLEIL-ARMENTIERES Road. (1116). Drew 1070 Francs (£39-4-8) and paid Staff of S.M.T.O., Australian Corps, D.M.T.S., A.I.F., and A.I.F. Printing Section. Weather Fine. <i>MWT.</i>	<i>app. 7.</i>

D. D. & L., London, E.C.
(A8004) Wt. W1771/M2031 750,000 5/17 Sch. 52 Forms C2.10/14

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Remarks and references to Appendices

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																				
FLETRE.	23/2/18.		<p>Authority asked from D.D.S.&T., Fourth Army, for the following exchange of Box Cars :- Napier Box Car No. 18369, from 196th. Land Drainage Coy: to "K" Ammn: Park. Ford Box Car No. 25578, from "K" Ammn: Park to 196th. Land Drainage Coy.</p> <p>In support of above application it was stated that Napier Box Car has been running indifferently, this being mainly due to the driver's inability to understand it. O.C., 196th. Land Drainage Coy: states a Ford Box Car would suit him better than the Napier; on the other hand "K" Ammn: Park require a 15 cwt Box Car as they frequently have to carry heavy loads.</p> <p>Both Officers Commanding are agreeable to the exchange.</p> <p>S.M.T.O., Australian Corps, accompanied by Acting Adjutant, visited D.D.S.&T., Fourth Army. S.M.T.O. saw General Wilson with reference to "K" Siege Park working, which is shewing a considerable improvement since change of command. Adjutant attended the weekly Conference of Adjutants and checked over Units' weekly returns.</p>																					
"	24/2/18.		<p>Weather Fine.</p> <p>A Committee, consisting of S.M.T.O., Australian Corps, Major*G.E. Goldsmith O.C., "K" Siege Park and 2/Lieut. L. Prichard, Acting Adjutant, to S.M.T.O., Australian Corps, interviewed a number of candidates for commissions in the Imperial Forces:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">No. M.2/271052</td> <td style="width: 30%;">Pte. H.W. Abbott</td> <td style="width: 20%;">"K" Siege Park.</td> <td style="width: 20%;">- Recommended and papers being dealt with.</td> </tr> <tr> <td>No. M.2/269087</td> <td>A/Sgt. H.I. Rubens</td> <td>117th. S.B.A.Column</td> <td>- this application deferred pending further particulars being submitted.</td> </tr> </table> <p>The undermentioned candidates were not recommended :-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">No. M.2/055334</td> <td style="width: 30%;">Sergt. R.B. Turner</td> <td style="width: 20%;">275th. S.B.A.Column.</td> <td></td> </tr> <tr> <td>No. M.2/115133</td> <td>Cpl. H. Cooper</td> <td>117th. "</td> <td></td> </tr> <tr> <td>No. ?</td> <td>? Beckerly</td> <td>?</td> <td></td> </tr> </table> <p style="text-align: right;">(AH/146).</p>	No. M.2/271052	Pte. H.W. Abbott	"K" Siege Park.	- Recommended and papers being dealt with.	No. M.2/269087	A/Sgt. H.I. Rubens	117th. S.B.A.Column	- this application deferred pending further particulars being submitted.	No. M.2/055334	Sergt. R.B. Turner	275th. S.B.A.Column.		No. M.2/115133	Cpl. H. Cooper	117th. "		No. ?	? Beckerly	?		
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FLETRE -	25/2/18.		Nothing to report. Weather fine. <i>WWT.</i>	
"	26/2/18.		S.M.T.O., Australian Corps, gave a Lecture to a Class of Medical Officers of the A.I.F. on the subject of :- " Mechanical Transport in its relation to the Medical Services of a Division". <i>ADMS Divisions + O.C. Ambulances also attended this lecture</i>	<i>Appendix 8.</i>
			See Appendix No. <i>8.</i>	
			S.M.T.O., Australian Corps, visited No. 2 Aust. A.S.P. with reference to the general working of Unit and also reference to the Unit's move from back area.	
			S.M.T.O., Australian Corps, (As D.M.T.S., A.I.F.) proceeded on duty to England in connection with the financial adjustment for Mechanical Transport Vehicles supplied by Imperial Authorities to the Australian Imperial Forces.	
			Weather - Raining and Cold. <i>WWT.</i>	
"	27/2/18.		Instructions issued to No. 1 Aust. D.S.C. to transfer the undermentioned vehicles to Fourth Army Troops Supply Column:- Dennis Lorry, W.D. No. 2853 Dennis Lorry, W.D. No. 10535.	
			These vehicles are of pre-war type and are not considered fit for duty in the forward areas. They are therefore being withdrawn for duty on the L. of C., and are to be replaced by Dennis Lorries Nos. 37272 and 38265, which are to be drawn on 27/2/18 from Fourth Army Troops Supply Column.	
			Weather unsettled. <i>WWT.</i>	
"	28/2/18.		Major M. Lyons, O.C., No. 3 Aust. D.S.C., visited S.M.T.O., Australian Corps, with reference to move of Unit.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
FLETRE (Continued)	28/2/18.		<p>Acting Adjutant, S.M.T.O., Australian Corps, accompanied by Major J. Hamilton, O.C., "K" Ammunition Park, inspected proposed new site for parking of No. 2 Aust. A.S.P. at Sheet 28 - M.34.c.7.3. As this location is out of Corps Area authority asked from Corps Headquarters for permission to use the position stated.</p> <p>Report of accident received from "K" Ammunition Park in which a Chinese labourer was killed by a lorry on charge to 6th. Army Brigade, Aust: Field Artillery, Park Section. Complete file forwarded to Corps Headquarters who have been asked to arrange to the convening of a Court of Enquiry to enquire into the circumstances surrounding the accident.</p> <p>No. AM/18920, Sergeant E. Ramsbotham joined S.M.T.O., Australian Corps from "V" Ammunition Park and is to be held supernumerary to establishment pending absorption.</p> <p>See appendix No. 9. being a return shewing Battle Casualties in A.S.C. M.T. Personnel and Vehicles on charge to Units of Australian Corps.</p> <p>See Appendices Nos. 10-11-12-13 shewing M.T. Situation in Australian Corps for weeks ending 1st. - 8th. - 15th. and 22nd. February, 1918.</p> <p>Weather, Fine.</p> <p style="text-align: right;"><i>H.W. Lambird</i> Colonel, S.M.T.O., Aust. Corps.</p>	<p>Appendix 9.</p> <p>Appendix 10-11-12-13.</p>

WAR DIARY

OF

S. M. T. O., AUSTRALIAN CORPS.

FOR

FEBRUARY, 1918.

LIST OF APPENDICES.

No.	Subject.
1.	Movement of Troops by lorry in the Army area.
2.	Re-organization of M.T. allotted to S.B.A.C's.
3.	-do- Instructions for Officer i/c convoy of lorries.
4.	M.T. Drivers - Categories from which they are to be drawn.
5.	Withdrawal of M.T. Drivers for temporary employment on fatigues.
6.	D.G.T. Units - Maintenance of Vehicles on charge of
7.	Re Lorry Standings.
8.	Lecture by S. M. T. O. to class of Medical Officers.
9.	Battle Casualties in A.S.C., M.T., personnel and vehicles for Month of February, 1918.
10.)	
11.)	
12.)	Statements showing M. T. Situation.
13.)	

S.M.T.O.
Australian Corps
No. AH/1101.

The following is forwarded for your information:-

MOVEMENT OF TROOPS BY LORRY IN THE ARMY AREA.

"1. From the date of this letter, each Corps will hold 110 lorries at the disposal of the Army for the purpose of rapidly moving troops in case of necessity from the back areas to the forward or Corps Areas.

These lorries must always be available to move to any given point in the Army Area 6 hours after receipt of a wire ordering them to "STAND BY".

2. Corps may make application to Army "Q" for the exemption of lorries in connection with their own requirements during an emergency but until Army authority is received, the 110 lorries must be available for Army detail. The release of these lorries will depend on the general situation.

3. (a) The 110 lorries of each Corps will, for this purpose, constitute a company under the command of a Senior M.T. Officer with a Motor Car. Each Company will consist of 2 half companies of 55 lorries, each of which will be moved independently if so required.

Half companies will consist of 2 Sections of 27 and 28 lorries respectively, each under the command of an Officer.

(b) When moving the following intervals will be maintained :-

Between half Coys. and Sections	100 yards.
" Groups	50 "
" Lorries	10 "

Groups will close up at EMBUSSING and DEBUSSING Points, but the intervals between half companies and sections will be maintained.

(c) Each lorry will carry a short ladder to facilitate the embussing of troops heavily equipped, and in addition two days rations for the drivers and reserve petrol for 100 miles.

(d) The Officer Commanding the Convoy will take the Brigade Commander in his car. Each lorry will carry 25 Officers and men.

4. A Convoy will consist of 165 lorries giving sufficient accommodation for the dismounted personnel of one Brigade Group.

5. Movement of troops by lorry will be carried out in accordance with Standing Orders 213 and 214.

6. If half companies only are required from Corps, the Senior M.Y. Officer present will take command of the whole convoy from the embussing point to the time he orders the convoy to disperse".

W. J. ...

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

3/2/18.

302

appendix No 2.

APPENDIX
AUSTRALIAN
CORPS.
1110
Date.....

Officer Commanding,
"K" Siege Park.

Reference attached re transfer of 21 Carrier Lorries and 46 Drivers to O.C., No. 2 A.S.C. Repair Shop, ROUEN.

Please note para. 2 re complete complement of drivers being sent.

Reference paras. 4 and 5: O.C., "K" Siege Park will detail one Officer with Car, and 2 N.C.Os with Motor Cycles to take charge of "Y" Convoy and take it to ROUEN. Officer i/c Convoy will take nominal rolls of lorries and men, and A.F. W.3346 in duplicate for each lorry, and hand them over to O.C., No. 2 A.S.C. Repair Shop, ROUEN, and obtain receipt for documents, vehicles and personnel.

All Carrier spare parts will be sent by Convoy and vouchered to O.C., No. 2 A.S.C. Repair Shop.

Lorries will be ready to move on Friday afternoon, the 8th. instant, and will move to HAZEBROUCK-MORBECQUE Road, head of convoy to be about sheet 36 - D.14.Central, where they will park for the night. Remainder of convoy consisting of 25 lorries and 55 drivers from "H" Siege Park will arrive in HAZEBROUCK at 5.p.m. 8th. instant. Guide detailed by Officer i/c Convoy will meet "H" Siege Park Officer at Band Stand in main square at 5.p.m. and will conduct him and his lorries to join up the remainder of convoy. "H" Siege Park Officer will hand over papers etc. to Officer i/c Convoy and obtain receipt from him.

O.C., "K" Siege Park will report to this Office by 8.p.m. on Friday the 8th instant, that complete convoy is assembled and ready to move off on Saturday morning first thing.

6-2-18.

[Signature]
Colonel,
S.M.T.O., Australian Corps.

Appendix No 3

1110.

INSTRUCTIONS FOR OFFICER IN CHARGE OF "Y" CONVOY.

1. Convoy will consist of 46 Carrier lorries and 104 drivers.
2. Convoy will park on HAZEBROUCK-MORBECQUE Road on Friday night, 8th. instant, head of convoy to be about Sheet 56 - D.14. Central.
3. Convoy will leave Park early on Saturday morning, 9th. instant.
4. March discipline will be maintained in accordance with Fourth Army Standing Orders, Part I., para. 236.
5. Before convoy enters ABBEVILLE, where it will park for night of 9th/10th., Officer i/c will go on ahead and report to Base Commandant, making necessary arrangements as to where he is to park, etc. Base Commandant at ABBEVILLE has been warned to expect convoy, which will probably be accommodated for the night at a Rest Camp on this side of ABBEVILLE.
6. Officer i/c will be held responsible that Parks are cleaned up before he proceeds with convoy, both at MORBECQUE and ABBEVILLE.
7. On arrival in ROUEN Officer i/c will at once report to O.C., 2nd. A.S.C. Repair Shop and hand over documents and obtain receipt for lorries, personnel and documents.
8. Route to be followed will be MORBECQUE-AIRE-FRUGES-HELDIN-ABBENVILLE-BLANCY-NEUF CHATEL-ROUEN.
9. Officer i/c will report back to "K" Siege Park as soon as possible.
10. Officer i/c will have two M.C.Os. with Motor Cycles to assist him and will see that they also return to "K" Siege Park as soon as possible.

6-2-18.

N.W.E. Colonel,
S.M.T.O., Australian Corps.

302

B. A. G.,
3rd. Echelon.

G.R. No. 5578/1344 G.
A.G.'s No. A/367 (H.I.)
D.B.S.T., 4/Army No. ST(P)1071/202.
Aust. Corps No. 194/S/172.
S.M.T.O., Aust. Corps No. 1130.

Reference your G.R. 5578/1344/G dated 20/10/17, if it is necessary to supply M.T. Drivers of a category lower than 'A' to Units at the front, the undermentioned Units will probably be best able to bear them on their establishment in the priority shown:

Aux. Petrol Companies (Army, Road, Forestry and Water).
Army and Corps Troops Supply Column.
Army and Corps Signal Companies.
R.E. and D.S.T. Units which hold M.T. on charge.
Motor Ambulance Convoys.

If it is necessary however that a man who is to drive a lorry should be of strong physique, although not of category 'A' and it is considered that category 'A' men should be supplied as reinforcements as far as possible for the following Units :-

Corps Siege Parks.
Corps Ammunition Parks.
Divisional Supply Columns (including car drivers of Motor Ambes).

It is probable that a larger percentage of reinforcements will be required if men of category 'B' and 'C' are supplied.

Sgd. J. Whitehead, Lt-Colonel, A.A.G.,
for Adjutant General.

7/11/17.
D.B.S.T.,
Fourth Army.

The replacement of all category 'A' A.S.C. (M.T.) drivers by 'B' men in L. of C. Units has now been completed. In accordance with the attached copy of A.A.G.'s letter No. A/367 (H.I.) dated 7/11/17 A.S.C. (M.T.) Drivers of category 'B' will now be sent to the Units mentioned in the second para. of attached A.G.'s letter in replacement of A.S.C. (M.T.) Drivers of category 'A'. The latter when released will be made available as reinforcements for Corps Siege Parks, Corps Ammunition Parks and Div'l Supply Columns.

Will you kindly notify A.S.C. M.T. Units belonging to the first named categories accordingly and direct them to state in future their effective strength of drivers on A.F. B.212a adding a marginal explanatory note "includes Category 'A' drivers".

7/11/18. Sgd. Lt-Colonel,
for Deputy Adjutant General.

S.M.T.O., Aust. Corps.

For action.

10/2/18. Sgd. J.E. Pasken, Major,
for D.B.S.T., Fourth Army.

S.M.T.O., Aust. Corps.

Please see D.A.G., A.I.F., and let me know if any corresponding action is contemplated in A.I.F.

12/2/18. Sgd. R.A. Varruthers, Brig-General,
for G.O.C., Aust. Corps.

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appendix No 5.

S.M.T.O.,
AUSTRALIAN
CORPS.

15

Headquarters,
Australian Corps "A"No. 1129
Date.....

Herewith report from I.I. Units of this Corps on
furnishing fatigue parties.

I would point out that :-

1. During the month or two in the winter when lorries are not worked as much as usual is the only time these Units have to go through their vehicles and put them in a state of efficiency for the almost certain heavy work of the Spring and summer.
2. Men cannot be spared for fatigues without having vehicles unable to take the road if a sudden call is made for them.
3. When Divisions are in the back areas resting, the I.I. given to them do as much or more mileage than when busy with operations in the Summer.

It will therefore be seen that if I.I. men are taken for fatigues the vehicles must suffer, cannot be ready to move if called upon, the mens' leave must be curtailed and the only time these men have for any relaxation must be cut out.

As an instance, one Unit has not been able to allow football or cricket teams to play for eight months until a week ago.

18/2/18.

N.W. McBride
Colonel,
S.M.T.O., Australian Corps.

appendix 6.

302
S.M.T.O.,
AUSTRALIAN CORPS.

D.D.S.T.4/Army, T.3916/97.

Please note that A.D.S.& T., G.H.Q., has instructed D.G.T. Workshops to keep in close touch with you with a view to supplying information regarding D.G.T. Units in your Corps area, and also to consult with you as to the most effective way of maintaining these vehicles.

It is desired to follow the following broad principles:-

(a) The D.G.T. Workshop Sections in Army areas are inspecting and repair centres for D.G.T. Vehicles in their areas, and the Officer i/c is able to give information as to these Units.

(b) These Workshops cannot cope with all repairs to D.G.T. vehicles. Units are to be affiliated for minor repairs to the nearest Workshop where repairs taking say 2 or 3 days can be done. It is clearly waste of time and petrol to send a vehicle requiring such a repair a long distance to a D.G.T. Workshop. But if more extensive repairs are required the vehicle may be sent to the nearest D.G.T. Workshop.

(c) The same principle applies as regards inspections. It is desired that the nearest Workshop Officer should carry out these and forward a copy of his report (noting on the back any parts requiring renewal) to the nearest D.G.T. Workshop. The Officer i/c D.G.T. Workshop will then supply or obtain the parts required.

(d) All replacements and evacuations are done through the nearest D.G.T. Workshop.

20/2/18.

Sgd. F.M.Wilson, Brig. Gen.,
D.D.S.& T., FOURTH ARMY.

(2)

Officer Commanding,
"K" Supply Column.

For information and future guidance.

21/2/18.

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

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Appendix 7.

AUSTRALIAN
CORPS.
1116.

17

D.A.S. Q.R.S.,
AUSTRALIAN CORPS.

May I draw your attention to the standings for S.T. on the
SAILLUL-ARMENILIKES ROAD.

I have on this road the standings of 2 Sub-Parks, 2 Supply
Columns, "R" Supply Column, Aust. C.T.S.C., and some S.B.A.C's. A
number of the lorries have to stand on the side of the road that has not
been metalled and this is now very badly cut up.

It is to be expected that there will be considerable wet
weather in the Spring, when the standings will become unserviceable.

The distances required are as follows:-

No. 4. A.A.S.P.	5000 Yards.
No. 1. A.A.S.P.	175. "
No. 3. A.D.S.C.	250. "
"R" Supply Column.	50. "
A.C.T.S.C.	60. "
S.B.A.C's.	5000 "

1835. "

As this is required for the standings of lorries only a
heavy coating of stone is not required. I estimate 750 cubic yards
of metal or gravel would be sufficient.

May authority be given for the required supply of
Stone or Gravel, please.

22/3/18.

MWT Colonel,
S.B.T.C., Australian Corps.

302 Motor Transport in its relation to the Medical Services
of a Division.

I have found that there are many misconceptions of the Mechanical Transport and its working, and therefore welcome such a chance as the present to clear them away.

All branches of the service are working for the one object and one must realise that any grit or unnecessary friction in the machine puts the objective further and further away. It is then our duty to endeavour to understand any other branch in its bearing on our own work and to assist in the smooth and even working of any other branch that may come in contact with our own.

I propose in this lecture to give you as concisely as possible the points where misunderstanding has arisen principally owing to the fact that we each have enough to do to keep ahead of our own work and have not the time, and in many cases, means of getting the knowledge of other branches.

Establishment. First let us examine the establishment of a Divisional Ambulance M.T. Part VII.A. is a book that can very rarely be seen. It is in the hands of very few people and when one turns up the establishment he ~~requires~~ does not get all the information he is seeking; he must therefore look in other places for it. Page 25, No. 501/98 gives the establishment of a Corps Supply Column which includes the M.T. Vehicles and personnel of the Divisional Ambulances. The Divisional Ambulance is comprised of Three Field Ambulances each of which has 7 Mechanically propelled Ambulances, usually 3 Wards and 5 Sunbeams or other makes.

The personnel, as shown in part VII. and the earlier part VII.a. was 11 Drivers or one per vehicle and 50% of "spares". A later edition of part VII.a. came out with the 11 Drivers shown, no mention being made of the distribution, but in the front of the book was put the note:-

"Mechanical Transport Drivers are allowed as follows:-
"With Field Ambulances 1 per vehicle
and 50% "spares".

In the present edition the personnel has been increased by the addition of a Sergeant to supervise, and the Drivers made 12, one of whom may be ~~MAJ~~ Corporal. This brings the percentage of spare Drivers up to nearly 75% but the original note has been left in the front of the book.

It will be seen that each Field Ambulance has just on 75% of spare drivers besides the Sergeant who can also drive on emergency making 13 drivers for 7 cars. This is by far the largest percentage of "spares" given to any M.T. Unit.

H.O.O's and Discipline. The Sergeant is generally for supervision. He must see that all cars are properly looked after, cleaned regularly, oiled and always kept ready for work. He should report to O.C., Div'l. Supply Column or Workshop Officer any Mechanical defects he may notice in the cars and these reports should be made direct so as to save time in having vehicles attended to. No object is to be gained in sending such reports through the O.C. of the Ambulance and a considerable loss of time may eventuate. He should report any carelessness on the part of the drivers in looking after their vehicles, also bad or careless driving.

Reports on personnel should be sent through the O.C. the Ambulance but they should be sent on at once for investigation by the O.C., D.S.C.

Ordinary discipline should be exercised by the O.C., Ambulance, if the offence is committed when the driver is with the Field Ambulance.

2.

If, however, the Car is in Workshop the driver should be there also and in that case, if he commits an offence he would be dealt with by his own O.C., who is O.C., D.S.O.

Discipline, if on account of bad or careless driving, or failing to keep his vehicle clean, oiled or in running order, must be dealt with by the O.C., D.S.O.

It is just as foolish for an M.O. to deal with such cases as it would be for an O.C., D.S.O., to deal with his Medical Orderly attached to his Unit, for maltreatment of a wound or giving wrong medicine etc.

Of course, none of you gentlemen would do such a thing, but I have known an Officer to say -

"My car has been in that shop for a week when it should have been out in a day only".

I asked this Officer how he knew it should have been out in a day and he replied -

"Oh! I had a car before this war and I know"

Well, I told him I also had a son before the war but, although I had on occasions tied up his cut finger etc., yet having the boy for some 10 years had not taught me how long he ought to be in hospital for typhoid fever.

We of the M.T. respect the great work the M.Os. have done in this war and I ask you as M.Os. to concede to the Workshop Officers and the Officers of the M.T. who have made Motors and Engineering their life work a certain amount of knowledge and that they know how to run their own job. Let us each do our own work as well as we can and give others credit of knowing their work as well as we know our own.

Spare Drivers. Spare Drivers are to be used for doing extra shifts when necessary, supplying the place of men on leave, and to fill vacancies until reinforcements arrive. It is not reasonable to expect Supply Columns to fill every vacant place at a moments notice, nor is it intended that the Supply Column should furnish reliefs for leave men.

Will you just have a look at the establishment of a Supply Column. They have 61 vehicles of their own, 12 outside cars to reinforce, not including the ambulances, and they are given 15% "spares" for lorries only, which amounts to the grand total of 17 men and these 17 are not only for all the reinforcements of casualties, but also reliefs for leave of 250 men, besides which they are the only men available for Cooks, Clerks, Camp Fatigues and Guards.

The comparison is as follows :-
The Div'l Ambulances have 15 "spares" for 21 vehicles.
The Supply Column has 17 "spares" for 75 vehicles, and all their Cooks, Clerks, Fatigues and Guards, besides which they are required to reinforce the 21 vehicles of the Ambulances.

Of course if it were intended that the moment that the Ambulance sent a man on Leave or evacuated him, Supply Columns must send a man to replace him, the position would be absurd.

Personnel, other than M.T., not to drive M.T. Vehicles. Now I would invite your attention to G.H.Q. 2055 and the circular issued with it. Under (c) it states :-

"Mechanically propelled vehicles, other than those of R.F.C., R.A.C. and British Red Cross, will be driven only by the A.S.C. drivers allotted to them or by Officers of M.T. Units".

It is therefore absolutely contrary to G.H.Q. instructions to put

anyone up to drive except the A.S.C. Drivers appointed for the purpose or Officers of M.T. Units, and even such M.T. Officers must hold a special permit before they are allowed to drive.

If then, no one except A.S.C. M.T. Drivers and their Officers are allowed to drive and the D.S.C. has not sufficient men to reinforce, how are gaps to be filled?

This brings us to the Army Form B.213a and the necessity for reporting all casualties at once to the D.S.C.

Reinforcements. The O.C., D.S.C., must show all leave men and all casualties of any nature on this form and it is on this form that reinforcements are made up.

If casualties are not at once reported they may come to hand too late for the current return and this means a week or more in getting them sent.

Promotions. The drivers of Ambulances are A.S.C. personnel and belong to the D.S.C. (See A.I.F. Order No. 956).

Their appointment to Driver or promotion is technical and regimental. (See A.I.F. Order No. 916)

Men cannot be transferred from other branches to M.T. as Drivers. They are now sent from Australia or transferred as "Privates" as 6/-d. per diem and are appointed Drivers or Mechanics as they become proficient and vacancies occur. This grade they hold while they are doing these duties only and it may be reduced for inefficiency by their O.C.

Promotions are only made in the lower ranks by permission of the D.M.T.S., A.I.F., as he has the records of what are available. From Sergeant to W.O., Class II., he promotes and recommends higher ranks to O.C.C. No promotions are allowed in any other way and no one but the O.C., D.S.C., or D.M.T.S., A.I.F. in case of higher grades, can promote.

Speed limits. Ambulances travel much too fast. The speed limit for these cars is not to exceed 15 miles per hour. (See Fourth Army Standing Order No. 374) If this regulation were properly carried out there would be less care in Workshop and many accidents would be avoided.

Speeds are being very carefully watched and drivers are liable to get into very serious trouble if they are detected in this offence. Officers should therefore never urge Drivers to exceed the 15 miles per hour, on the contrary should do their best to check any excess in this direction.

Frost Casualties. Frost is a continual source of trouble to all Motor Vehicles, and the O.C. who has Motor Vehicles attached to his command is responsible up to certain point although he may not be an M.T. Officer.

He must issue such instructions in his Routine Orders as will ensure that all Drivers and N. G. O's. in charge know the Orders in regard to Frost Precautions sent out by G.H.Q. or Army. These instructions are to be found in Fourth Army Standing Order No. 299, page 104.

If an Officer re-publishes this Order and sees that it comes to the knowledge of all M.T. men attached to him, it will clear him in case of damage on this head. If, however, he neglects to do this he may be called upon to pay a portion of cost of replacements necessary

The principal precaution to be taken is to see that all water systems are emptied and well drained.

There are a considerable number of Daimler Ambulances. The construction of the Cylinder heads of these vehicles makes it necessary to take special precautions.

The water system will not drain as each head has a "well" or "pocket" which can only be emptied by a syringe. Syringes must therefore be obtained from the D.S.C. before the winter and the nozzle must be at least 8 inches long or a piece of rubber tube must be kept so that the bottom of the "pocket" is reached and all water extracted.

If these, and any other orders that may be sent, are properly published, the O.C. of any Unit not being an M.T. Unit would have no further responsibility. The Sergeant of the M.T., must see that all these Orders are carried out and is responsible for bringing any omissions on the part of Drivers to the notice of the O.C., D.S.C.

While on this point it must be understood that all the M.T. Drivers and S.C.O's. belong to, and form part of, the D.S.C. and are attached for duty to the Field Ambulance, - and just as when A.M.C. men, are attached for duty to other Units, they may be withdrawn and other men sent, - so the attached drivers may be withdrawn and others sent. This should not and will not be done unless there is a sufficient reason but the right is, and must be, unquestioned.

You will see that it would be quite unreasonable because I have become used to some men of the A.M.C. who are attached to my Units, for me to insist that those men must remain and must not be changed. They are not my men but are only lent and may be, and are, changed from time to time without the O.C. to whom they are attached being consulted.

The old saying goes, the sauce made for the goose is also the sauce to be used for the gander. The O.C., D.S.C. is the man responsible for keeping your cars running and in good order. His Workshops are always full of work and he is not going to change your drivers for worse men and so make much more work for himself.

If any driver is not thought to be efficient it should be reported to the O.C., D.S.C. who will have that man tested. But the M.T. Officers are the men to say if he is efficient or not.

The efficiency or inefficiency of drivers brings us to accidents and losses.

Accidents and Losses.

All accidents or losses must be reported at once.

If an Officer is on a car or Ambulance at the time of a collision he should at once note such as the following:-

- The position of both Vehicles.
- The width of the road.
- Whether lights were on either or both vehicles.
- Did either vehicle skid.
- Did either or both drivers sound their horns.
- The condition of the road.

He should see that the names of all witnesses are taken and make a sketch of the road showing the position of the cars.

If any other accident occurs he should get as much of the above information as is relevant.

Courts of Enquiry are not necessarily called, but signed statements from witnesses are required and if these can be got at the time so much the better.

The circumstances are fresh, time is saved and memory has not to be relied upon.

The statements of witnesses are sent into the D.S.O. and if a Court of Enquiry is needed it will be convened by the S.M.T.O. (see instructions to S.M.T.O's. Second Army, Page 82. (V).)

To ensure quick replacements these reports must be accurate and sent in at once, and not only Drivers but Officers are liable for damage done to vehicles if they are shown to be to blame.

The Army with whom we are now serving does not favor the payment of replacements by Officers or Drivers but prefers to put back their Leave. In some cases Leave has been put back for 4 months. Some Armies prefer to make Officers and Drivers pay a portion of the replacement and this has been done to quite considerable amounts.

Fortnightly Overhaul. All vehicles not parked actually with M.T. Units must report to Workshop once every 14 days, for 24 hours, to be locked over by the Workshop Officer. This is an Order and is very necessary if an O.C. wishes to keep his Unit always fit for work.

Many accidents on the road are obviated by this means.

If a car goes in for its 24 hours it does not follow it will come out at the end of the 24 hours. It may be like my own case, my car went in and it was found that the axle was nearly in halves. Another mile or two or a bump and I should have had a more or less serious accident. The car was of course in Workshop for some days.

This will show you the uselessness of estimates. The D.D.S. & T., Fourth Army, does not agree with a Workshop Officer giving any estimate at all as one cannot see what is required except as the work proceeds.

Loads Ambulances may carry. Ford cars should not be loaded with more than 7 cwt. and the driver, and other types not more than 15 cwt. and the driver. The authorized number of patients is six (6), and should not be exceeded.

Nothing breaks down a Car so much as overloading.

What an Ambulance may carry. Fourth Army Standing Orders, page 93 (1) lay it down that

"Ambulance Cars will not be used for any purpose other than that for which they are allotted."

The Geneva Convention lays down certain things which are not objected to, Page 227. II. Pocket Book, and on page 228, VI., 25, states that -

"The Red Cross must not at any time be used, etc."

The O.C., Ambulance, and the Drivers must therefore see that vehicles are not used for any unlawful purpose, or we are breaking the Geneva Convention.

Officers and Soldiers, unless wounded or belonging to the A.S.C., are not allowed to ride on Ambulances and they must not be allowed to carry ~~WAR~~ stores of any sort except necessaries for the Medical Services.

Walking Wounded. These cases are provided for in two ways. Fourth Army Standing Orders, page 237, Nos. 895 and 896. Lorries that can be spared are, before an offensive, seated and put under an Officer and stationed at convenient points fixed by the D.D.M.S. and S.M.T.O. in consultation and have done excellent work.

The larger Ambulance Cars have now all been heated. The H.C.O. should frequently inspect the heating apparatus and report any defects to the Workshop Officer.

page

Passes. Fourth Army Standing Order No. 133, No. 430, lays down that all Ambulances not in Convoy or convoys and not in charge of an Officer must have a duty order, and Officers must see that this is done, otherwise the driver is liable to be crimed and if he was on duty and had no Pass the Officer would get into trouble.

Lights of vehicles. All lights outside vehicles except tail light are to be shaded and are to be lit except in prohibition areas. Headlights will be put out when enemy Aircraft are near and when breakdown or standing for any length of time on the road at least one sidelight and the tail light must be kept alight.

Lights in vehicles. Fourth Army Standing Orders, page 90, No. 252, (a)., (b)., (c), (e)., (f).

Magneto and Carburettor. These are very delicate pieces of mechanism and can be much more easily put out of order than got into order. Drivers should not meddle with them. If they are out of order cars should be sent to Workshops

What an Ambulance Driver should do. See pamphlet.

May I remind you of the old saying "He that is his own Lawyer has a fool for his client". This is applicable to all professions and trades. We are all inclined to think that the other fellow's business can run itself and we all know that our own requires a lot of learning.

The Australian M.T. have generally given satisfaction wherever they have been. Our Workshop Officers are selected with great care and we have some very fine Motor Engineers filling those positions all of whom have made it their one study. I have frequently had other Officers from other Corps requesting that their cars may be sent to my workshops because they have found that in the Australian Shops they have found their cars are well attended to. I have, of course, had to turn them down, as I have had quite enough work to keep our own Units fit, but it serves to show that you have good experts to look after the vehicles of your Units.

You will find that the M.T. are here to do their work and to help everyone with M.T. vehicles on their strength. It is asked in return that you will give us what assistance you can as indicated in my previous remarks. In doing so you will not only help the M.T. but will materially help yourselves.

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APPENDIX 9

24

Return of Battle Casualties for month of
February, 1918.

APPENDIX 9

S.M.T.O.
AUSTRALIAN
CORPS

AC/85/1.

PERSONNEL.

Officers.			Other ranks		
Killed	Wounded	Gassed	Killed	Wounded	Gassed.
Nil	Nil	Nil	Nil	Nil	Nil

VEHICLES.

Totally destroyed	Repaired in Field	Evacuated.
Nil	Nil	Nil

3-3-18.

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

M E C H A N I C A L T R A N S P O R T .

The table below shows the M.T. situation in the Corps for week ending 1st February 1918.

The following abbreviations are used :-

L. 3 ton and 30 cwt lorries.
F. Four wheel drive "

C. Caterpillars.
A. Ambulances.

Appendix 10.

Establishment.	NUMBER OF ROADS? owing to accidents shell fire minor causes.	owing to overhaul.	Awaiting spare parts.	Total number not available for duty.	Average number of lorries used daily.
A.	B.	C.	D.	E.	F.
1076.L	161.L	45.L	15.L	221.L	586.L
58.F	5.F	-	-	5.F	-
104.A	9.A	5.A	-	14.A	-
48.C	3.C	2.c	-	5.C	-

Number of serviceable lorries available and not being used.....269.

Number of cars awaiting spare parts. 5.

Number of lorries included in column "F" which are on detachment. Our returns do not show whether these lorries have been running or otherwise.

On detachment	Army duty 24.
"	Corps " 188.
		<u>212.</u>

FROST CASUALTIES
....NIL...

M.H.V.
Colonel.,
S.M.T.O., Australian Corps.

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MECHANICAL

TRANSPORT.

Appendix 11.

The table below shows the situation of M.T. in the Corps for week ending 8th. February, 1918.

Abbreviations used are:-

- L. 3 ton and 30 cwt. lorries.
- F. Four wheel drive.
- C. Caterpillars.
- A. Ambulances.

Establishment.	Number off roads.		awaiting spare parts.	Total No. not available for duty.	Average No. of lorries used daily.
	owing to accidents shell-fire minor causes.	owing to overhaul.			
-A.-	-B.-	-C.-	-D.-	-E.-	-F.-
1080.L.	173.L.	52.L.	19.L.	244.L.	486.L.
105.A.	14. A.	6.A.	1.A.	21.A.	15. A.
58.F.	-	1.F.	-	1.F.	-
48.C.	2.C.	3.C.	-	5.C.	-

Number of serviceable lorries available and not being used. 350.

Number of cars awaiting spare parts. 6.

FROST CASUALTIES. 1.

Number of lorries included in Column "F." which are on detachment, our returns do not show whether these lorries have been running or otherwise.

On detachment.	ARMY duty.	17.
" "	CORPS "	202.
		<u>219.</u>

9/2/18.

W. T. Tumbidge
Colonel,
S.M.T.O., Aust. Corps.

302

M E C H A N I C A L T R A N S P O R T

The table below shows the M.T. situation in the Corps for week ending February 15th 1918.

The following abbreviations are used.

- L. 3 ton and 30 cwt lorries.
- F. Four wheel drive "
- C. Caterpillars.
- A. Ambulances.

Appendix 12.

Establishment.	NUMBER OF ROADS			Total number not available for duty.	Average number of lorries used daily.
	owing to accidents shell fire minor causes.	owing to sh over haul.	Awaiting spare parts.		
A.	B.	C.	D.	E.	F.
1107.L	127.L	46.L	26.L	198.L	535.L
105.A	10.A	.8.A	2.A	20.A	-
36.C	3.C	2.C	-	5.C	-
60.F	-	2.F	-	2.F	-

Number of serviceable lorries available and not being used...337. Number of cars awaiting spare parts..... 3.

Frost Casualties
NIL.

Number of lorries included in column "F" which are on detachment. Our returns do not show whether these lorries have been running or otherwise.

On detachment, Army duty.... 9
" " Corps duty...120
129

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

M E C H A N I C A L T R A N S P O R T

302

M E C H A N I C A L T R A N S P O R T .

The table below shows the M.T. situation in the Corps for week ending February 22nd 1918.

The following abbreviations are used,

L. 3 ton and 30 cwt lorries. C. Caterpillars.
 F. Four wheel drive " A. Ambulances.

Appendix 13.

Establishment.	NUMBER OF ROADS		Awaiting spare parts.	Total number not available for duty.	Average number of lorries used daily.
	owing to accidents shell fire and minor causes.	Owing to overhaul			

A.	B.	C.	D.	E.	F.
1075.L	121.L	50.L	24.L	193.L	540.L
104.A	11.A	7.A	2.A	20.a	-
38.C	4.C	2.C	1.C	7.C	-
60.F	-	1.F	-	1.F	-

Number of serviceable lorries available and not being used. 342.
 Frost Casualties NIL.

Number of cars awaiting spare parts.....2.

Number of lorries included in column "F" which are on detachment. Our returns do not show whether these lorries have been running or otherwise.

On detachment	Army duty,.....	31.
" "	Corps "	...146.
		<u>177.</u>

H.W.L. Colonel.,
 S.M.T.O., Australian Corps.