

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

Supplies & Transport

**Item number:** 25/4/15

**Title:** Senior Mechanical Transport Officer,  
Australian Corps

March 1918



AWM4-25/4/15



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Australian Imperial Force.

# WAR DIARY

OF

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

FOR

M A R C H, 1918.

S.M.T.O., AUSTRALIAN CORPS.	
No.	.....
Date	.....

Signature of Officer compiling

*H. J. Lane*

Signature of Officer Commanding

*H. J. Lane*

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



# WAR DIARY

Army Form C. 2118.

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## INTELLIGENCE SUMMARY.

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
FLETRE.	1/3/18.		<p>No. 18920, Seggt. E. Ramsbotham, proceeded on 14 days Leave of Absence granted to U. K.</p> <p>2/Lieut. L. Prichard, A/Adj. S.M.T.O., Australian Corps, visited "K" Siege Park, and in company with Officer i/c Caterpillar Workshops then visited Caterpillar Park and inspected Records in connection with D. of T's. Circular letter 8133/13. It was found that Siege Park are using Caterpillar Track Pins to the best advantage by turning Pins when one side is worn, consequently Demands for this item is kept low. With regard to returning worn out pins to Base they have been using these as Clevis pins, thus saving issue of new Clevis pins or bolts and nuts in lieu. Report forwarded to D.D.S. &amp; T. giving this information.</p> <p>Weather Fine. <i>WWT</i></p>	
"	2/3/18.		<p>D.D.S. &amp; T., Fourth Army, called with reference to "K" Siege Park and Heavy Artillery. He understood that "K" Siege Park were under the impression that they were solely under the S.M.T.O., whereas they were under Heavy Artillery, but came under S.M.T.O. for Technical matters.</p> <p>This has always been understood, S.M.T.O. never interferes with Siege Park except on technical matters and to detail any lorries they may state they have available after reserving what the G.O.C., H. A., required for Artillery work.</p> <p>Adjutant visited "K" Siege Park in connection with enquiry re lost magneto on Thornycroft lorry evacuated by "K" Siege Park.</p> <p>This matter is in the hands of the Heavy Artillery who have convened a Court of Enquiry. The Court is still enquiring.</p> <p>A/Adj. visited D.D.S. &amp; T., Fourth Army, and attended weekly conference of Adjutants.</p> <p>Weather Cold, slight fall of snow. <i>WWT</i></p>	
"	3/3/18.		<p>Adjutant brought up question with D.A.A.G. with reference to D.G.T. Units at present attached "K" Supply Column.</p> <p>The existing arrangement is that vehicles of these Units are attached to "K" Supply Column for light repairs and to D.G.T. Workshops for heavy repairs and evacuations.</p>	



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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
FLETRE.	3/3/18. (contd)		<p>Considerable doubt as to whom these units are administered by is in existence, as reports on accidents are sent to D.G.T. Workshops and then to S.M.T.O. via Army Headquarters and Corps Headquarters. By this procedure the first intimation of accidents, etc., reaches S.M.T.O. probably 3 weeks after the accidents, etc., and adds considerably to the difficulty in tracing cause and blame.</p> <p>D.A.A.G., Australian Corps, is in communication with D.D.S. &amp; T. re better arrangements being made.</p> <p>No. 3. Aust. D.S. Column handed over to 3rd. Australian Division for move to back area. (DESVRES.) <i>MWT.</i></p>	
"	4/3/18.		<p>See Appendix No. 1. being D. of T's. Circular Memorandum No. 236, reference "Permissible limits of wear in M.T. Vehicles with a view to securing economy in the use of spare parts."</p> <p>This Circular has been distributed to-day to all M.T. Units of Australian Corps. (1159).</p> <p>See Appendix No. 2 re evacuation of Mechanical Transport. (948).</p> <p>Weather. <i>fine MWT.</i></p>	<p>Appendix 1.</p> <p>" 2</p> <p>" 2</p>
"	5/3/18.		<p>Major J. Hamilton, A.A.S.C., O.C. "K" Ammunition Park, in the absence of S.M.T.O., Australian Corps, called at this Office and conferred with A/Adjutant with reference to re-organization of M. T. on a Divisional basis.</p> <p>See Appendices Nos. 3 &amp; 4 on the same subject, being orders issued, which are self explanatory. (148/1).</p> <p>See Appendix No. 5, complete copy of which was passed on to "K" Siege Park to-day for action with a view to effecting homogeneity in M.T. Units. (1110).</p> <p>Weather. <i>fine MWT.</i></p>	<p>" 3 &amp; 4</p> <p>" 5</p>



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FLETRE.	6/3/18.		With reference to entry of yesterday's date re organization of M. T. on a Divisional basis, see appendix No. 6 which is self explanatory. (148/1).  Nothing further to report. Weather Fine. <i>MLUT.</i>	Appendix 6
"	7/3/18.		Lieut. Col. A. Moon, C.M.G., O.C. "K" Supply Column, returned from Leave and visited S.M.T.O. to provisionally take over command of Headquarters Australian Corps M.T. Column.  See appendix No. 7 re reduction in establishment of lorries allotted to various S.B.A.Cols. for carriage of ammunition.  S.M.T.O., Australian Corps, returned from duty as D.M.T.S., A. I. F., in England.  Weather Fine. <i>MLUT.</i>	7
"	8/3/18.		In order to effect homogeneity with M.T. Units of Australian Corps, all previous instructions with reference to re-organization of M. T. on a Divisional basis are cancelled and instructions as per appendix No. 8 attached hereto, were issued to Units concerned.  Weather Fine. <i>MLUT.</i>	8
"	9/3/18.		2/Lieut. L. Prichard, A/Adjutant S.M.T.O., Australian Corps, visited D.D.S. & T., Fourth Army. D.A.D.T. suggested that arrangements be made for a further homogeneity scheme in Corps with the specific object of making all lorries with M.T. Units of one make. Matter referred to S.M.T.O. for consideration.  See appendix No. 9 with reference to re-organization of M. T..  Weather Fine <i>MLUT.</i>	9



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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
PLETRE.	10/3/18.		S.M.T.O., Australian Corps, visited D, of T., G.H.Q., and discussed re-organization of M.T. D. of T. suggested that action be taken to create homogeneity, as per appendix No. 10 attached.	Appendix 10.
"	11/3/18.		Weather Fine. <i>MVT.</i> Routine as usual. Weather Fine, cloudy. <i>MVT.</i>	
"	12/3/18.		See appendix No. 11 reference re-organization of M.T. Nothing further to report. Weather Fine and cold. <i>MVT.</i>	Appendix 10.
13/3/18.			Capt. H.M. Tatham returned from Leave of absence to U. K. and was posted to No. 5. Aust. Div. M. T. Company for duty as from to-day. Lieut. H.J. Lane appointed adjutant to S.M.T.O., Australian Corps, vice Capt. H.M. Tatham to No. 5. Aust. D.M.T. Coy. 2/Lieut. L. Prichard posted from supernumerary to establishment of Australian M. T. in France to No. 4. Aust. Div. M. T. Company, to complete establishment. Major J. Hamilton, late O. C. "K" Ammunition Park, visited S.M.T.O., Australian Corps. Fourth Army now designated Second Army with effect as from to-day. Weather Fine. <i>MVT.</i>	
"	14/3/18.		Major A.W. Harvey late O.C. No. 5. A.A.S.P. reported to-day. B. General R.A. Carruthers, D.A. and Q. M. G., Australian Corps, called on S.M.T.O. with reference to re-organization of M. T. Nothing further to report. Weather. Rain started early morning. <i>MVT.</i>	



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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
FLETRE.	15/3/18.		S.M.T.O. visited D.A. and Q.M.G., Australian Corps, with reference to re-organization of M.T. Major C.J. Goddard, D.S.O., late O.C. No. 2. A.A.S.P., and Lieut. L.T. Maplestone, reported S.M.T.O. for attachment. Weather Fine. <i>WWT.</i>	
"	16/3/18.		Adjutant accompanied by 2/Lieut. L. Prichard, attended weekly conference of Adjutants, checked over units weekly returns and discussed events of current week. Nothing further to report. Weather Fine. <i>WWT.</i>	
"	17/3/18.		Lieut. Col. A. Moon, C.M.G., O.C. Headquarters Aust. Corps M. T. Column, visited S.M.T.O. with reference to locations of M. T. Units. Routine as usual. Weather Fine and sunny. <i>WWT.</i>	
"	18/3/18.		Nothing to report. Weather Fine. <i>WWT.</i>	
"	19/3/18.		See appendix No. 12. re homogeneity and re-organization of M. T. which has this day been circulated to units concerned. (AH/148/2). Lieut. Col. A. Moon, C.M.G., O.C. Headquarters Aust. Corps M. T. Column, visited S.M.T.O. and submitted alternative locations for M. T. Units of the Corps. Weather. Heavy Rain. <i>WWT.</i>	Appendix 12
"	20/3/18.		With reference to entry of yesterday and appendix No. 12, owing to the non-arrival of vehicles from VIII Corps the exchange of vehicles concerned has been deferred till to-morrow. Instructions have been issued accordingly. Arrangements made for exchange of vehicles with II Corps to be effected on 21/3/18.	



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FLETRE.	20/3/18.		S.M.T.O. accompanied by Adjutant, visited Australian Corps Reinforcement Depot and inspected personnel which is to be allotted to man the 1st. and 2nd. Australian Siege Batteries in replacement of Imperial personnel which will be despatched to Base.	
"	21/3/18.		Weather. Slight showers of rain. <i>W.V.T.</i> Reference entry of yesterday's date. S.M.T.O. visited rendezvous where exchange of vehicles with II and VIII Corps was being effected. Headquarters Aust. Corps M. T. Column now located at St. Jans Cappell.	
"	22/3/18.		Weather Fine. <i>W.V.T.</i> Reference entry of 19/3/18 and appendix No. 12 exchange of vehicles with XXII Corps effected to-day S.M.T.O. visited D.D.S. & T., Second Army, with reference to arranging for a suitable car for the G. O. C., 4th. Aust. Division, in replacement of car evacuated to Base for repairs. Drew 1290 Francs on Imprest from Paymaster, Australian Corps, and paid staff of S.M.T.O., Australian Corps, D.M.T.S., A. I. F., and A. I. F. Printing Section. Expended on Acquittance Rolls Nos. 319 to 340 inclusive.	
"	23/3/18.		Weather Fine. <i>W.V.T.</i> Lieut. H.J. Lane, Adjutant S.M.T.O., visited D.D.S. & T., Second Army, and attended the weekly conference of adjutants and checked over units weekly returns. S.M.T.O., Australian Corps, visited Australian Corps "Q" reference move of 3rd. Aust. Division. Weather Fine cloudy. <i>W.V.T.</i>	



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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
FLETRE.	24/3/18.		<p>Adjutant visited Australian Corps "Q" with reference to the move of 5th. Australian Divisionz</p> <p>Notification received that 100 lorries would be used on Army reserve on 25/3/18 for movement of Troops by lorry.</p> <p>Instructions issued to 3rd. Aust. Div. M. T. Coy. to move from present location to STEENVOORDE area.</p> <p>Weather Fine. <i>MT.</i></p>	
"	25/3/18.		<p>Reference entry of yesterday re movement of Troops by lorries. See appendices Nos. 13 and 14 and which are self explanatory. (1101).</p> <p>Lieut. Colonel G.C. Somerville, A.Q.M.G., Australian Corps, visited S.M.T.O. with reference to reserve of lorries for 26/3/18 for transportation of 2 Battallions 8th. Infantry Brigade and 5th. Aust. Divisional Troops within the Army area. See appendix No. 15 being instructions issued for this move. (1101).</p> <p>Major M. N. McD. Lyons, O.C. 3rd. Aust. Div. M. T. Coy., visited S.M.T.O. with reference to move of Unit to Third Army Area. See appendix No. 16 being Movement Order issued by this Office. (1185).</p> <p>B. General R.A. Carruthers visited S.M.T.O. with reference to contemplated moves of units.</p> <p>Adjutant visited Australian Corps "Q" with reference to movement of Troops by lorry in Army Area.</p> <p>Weather Showery. <i>MT.</i></p>	<p>Appendices. 13 + 14</p> <p>15</p> <p>16</p>



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FLETRE.	26/3/18.		<p>Routine as usual.</p> <p>Major General C.B.B. White, Australian Corps, called and interviewed S.M.T.O. with reference to the move of A.I.F. Printing Section to summer quarters in back areas.</p> <p>B. General F.M. Wilson, D.D.S. &amp; T., Second Army, visited S.M.T.O. with reference to local purchase of N. I. V. Stores and outstanding accounts for same.</p> <p>Weather Dull and doubtful. <i>WWT.</i></p>	
"	27/3/18.		<p>B. General R.A. Carruthers, D.A. and Q.M.G., Australian Corps, called on S.M.T.O. with reference to move of units to Third Army and to the general lorry situation in the Corps.</p> <p>Adjutant visited Australian Corps "Q" re Transport available for extraneous services.</p> <p>See appendix No. <i>17</i> being instructions issued for the move of No. 5. Aust. Div. M.T. Coy. to Third Army area. (1185).</p> <p>Weather Dull. <i>WWT.</i></p>	<i>Appendix 17</i>
"	28/3/18.		<p>See appendix No. <i>18</i> re vigilance of guards etc. in cases of Aeroplanes landing in Corps area.</p> <p>Adjutant visited Australian Corps "Q" with reference to availability of Transport for extraneous services.</p> <p>Nothing further to report. <i>WWT.</i></p>	<i>Appendix 18</i>
"	29/3/18.		<p>19th. Division joined Australian Corps on transfer from Third Army. O. C. 19th. Div. M.T. Company reported this Office.</p>	



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FLETRE.	29/3/18.		Major C. J. Goddard, D.S.O., called at this Office with reference to the formation of 1st. and 2nd. Australian Siege Battery Ammunition Columns. The Australian personnel which is being organized to relieve Imperial personnel now with these Batteries are at present located at Australian Corps Reinforcement Depot, but owing to limited accomodation are being moved to new location. See appendix No. 19 reference this matter.	Appendix 19
"	30/3/18.		Weather Dull, Rain during afternoon. <i>mtvt.</i> Personnel of 19th. Division being conveyed by rail from Third Army area to be transported by lorry to their area on detrainment in Australian Corps. Adjutant visited Australian Corps "Q" to arrange particulars of move. Adjutant visited D.D.S. & T., Second Army, and attended conference of adjutants reference weekly returns. 25th. Division joined Australian Corps on transfer from Third Army. Major Spoor, O. C. 25th. Div. M.T. Company, reported to S.M.T.O. to arrange for location of unit in this area. Weather Fine. <i>mtvt.</i>	
"	31/3/18.		Routine as usual. See appendix No 20. "Return of Battle Casualties" for Month of March 1918. See appendices Nos. 21, 22, 23 and 24. re "State of M.F." for March. <i>mtvt.</i> <i>H. W. Turnbull</i> Colonel, S.M.T.O., Aust. Corps.	" 20. " 21. " 22. " 23. " 24.



## WAR DIARY

OF

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

FOR

M A R C H, 1918.

## LIST OF APPENDICES.

No.	Subject.
1.	D. of T. Circular Number 236.
2.	Extract from G. R. O's. 25/2/18. ( Evacuation of Mech. Transport.)
3.) 4.)	Re-organization of M. T. on a Divisional Basis.
5.	Homogeneity scheme for S.B.A.C's.
6.	Re-organization of M. T. on a Divisional Basis.
7.	Reduction in Establishment of lorries in S.B.A.C's.
8.) 9.) 10.) 11.) 12.)	Re-organization of M. T. on a Divisional Basis.
13.) 14.) 15.)	Movement of Troops by lorry.
16.	Movement of No. 3. Aust. Div. M. T. Company.
17.	Movement of No. 5. Aust. Div. M.T. Company.
18.	Vigilance of Sentries in cases of Landing of Air-craft in Corps Area.
19.	Australian Personnel of Aust. S.B.A.C's.
20.	"Return of Battle Casualties" for Month of March, 1918.
21.) 22.) 23.) 24.)	"State of M. T." for March, 1918.



Appendix No 1.

D.T. 15295.

## DIRECTOR OF TRANSPORT'S CIRCULAR MEMORANDUM, No. 236.

GENERAL HEADQUARTERS,

24th December, 1917.

### PERMISSIBLE LIMITS OF WEAR IN M.T. VEHICLES WITH A VIEW TO SECURING ECONOMY IN THE USE OF SPARE PARTS.

1. In Director of Transport's Circular Memorandum, No. 167, attention was drawn to the necessity for economising in the repair of M.T. vehicles. In paragraph 4 (a) it was laid down that every endeavour should be made to carry on with the existing parts, by not scrapping worn parts until absolutely necessary.

Since that date the difficulty of obtaining spare parts from England has increased considerably, and it is necessary for further steps to be taken to reduce our demands on England for such parts.

2. In order to guide workshop officers and officers of the M.T. Inspection Unit as to the amount of wear that can be permitted in various parts of M.T. vehicles before these parts are scrapped, the attached schedule has been drawn out and is circulated herewith.

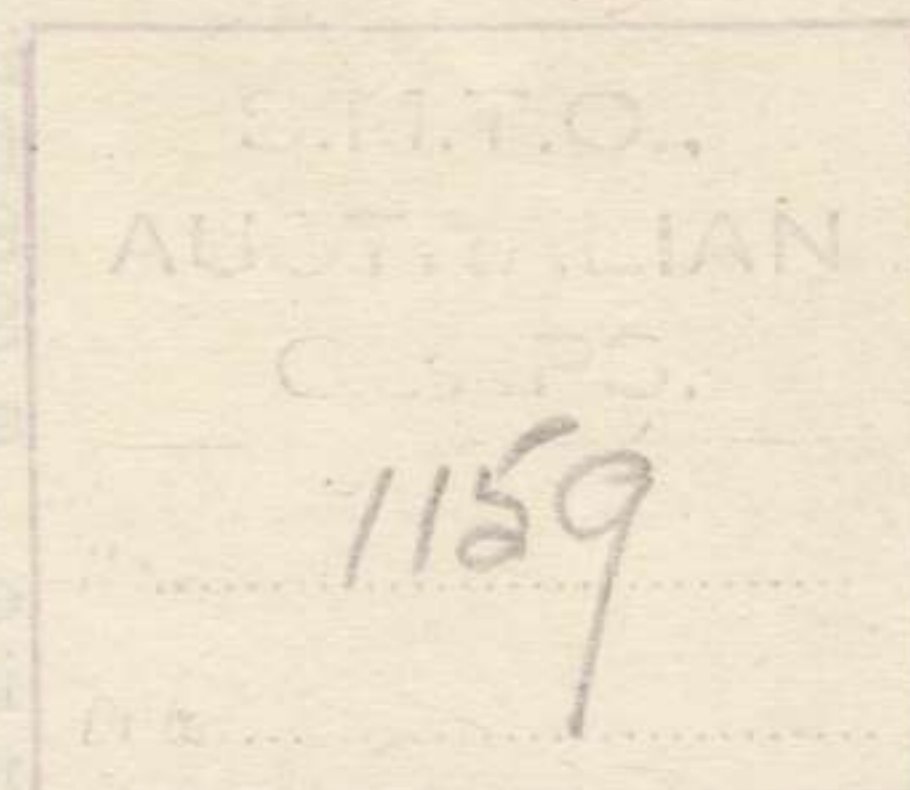
3. This Schedule has been divided into three different tables, viz. :—

Table I.—Standard in cases of complete overhauls of motor vehicles or main units thereof in Heavy Repair Shops.

Table II.—Standard in the case of overhauls carried out in the Mobile Workshops of Field Units.

Table III.—Limits down to which it has been found possible in practice to run the various parts without fear of consequential damage to other portions of the vehicle, or without unduly lowering efficiency.

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4. Examination of the details given in this Schedule will enable workshop officers to see the standard of work that is being aimed at in complete overhauls, and also the amount of wear that is considered permissible in various parts before they should be finally scrapped. The tables are necessarily incomplete, as the Schedule would be unduly bulky if every part were dealt with. Sufficient data are, however, included to enable the general standard aimed at in each case to be appreciated.

5. The reason why it is possible to allow wider limits in the case of repairs carried out in the Mobile Workshops of Field Units is due to the fact that the vehicles overhauled in the Field will be running, in the majority of cases, under the immediate supervision of the workshop officer who has carried out the repair, and who is, therefore, in a position to watch the parts that exhibit a certain amount of wear and which may have to be replaced at a fairly early date.

On the other hand, vehicles overhauled in the Heavy Repair Shops are issued to units which are not conversant with their condition, and they must, therefore, be in such a state that they will run for a considerable time without requiring any appreciable workshop attention.

6. The figures shewn in Table III. have been arrived at as the result of examining a large number of running vehicles, and it has been found in practice that parts *can* be run worn up to these limits without seriously reducing the efficiency of the vehicles, without causing consequential damage to other parts of the machine, and without fear of immediate breakdowns being caused thereby.

It is not, however, desired that the figures given in this table should be considered as absolutely hard and fast limits which must never be departed from. The idea is rather to show how far it is considered wear can be carried in practice without serious consequential damages being caused. Much must be left to the discretion of the Commanding Officer, and the workshop officer of the unit, who may have good reason for scrapping parts worn somewhat below these limits, or for retaining them even when worn somewhat in excess thereof.

7. It must be borne in mind that there is a distinct difference between the "play" which is caused by wear, and that which is due to faulty fitting and workmanship, for example, badly fitting keys, badly bedded bearings, units erected out of line, etc.

B. BOYCE, *Major-General*,  
Director of Transport.



# SCHEDULE TO ACCOMPANY DIRECTOR OF TRANSPORT'S CIRCULAR MEMORANDUM, No. 236.

## PERMISSIBLE LIMITS OF WEAR IN M.T. VEHICLES WITH A VIEW TO SECURING ECONOMY IN THE USE OF SPARE PARTS.

Limits of wear and clearances allowable when repairs of motor vehicles are being carried out either in Heavy Repair Shops, or in the Mobile Workshops of Field Units, and also the limits of wear beyond which it has been found in practice that consequential damage is done to other parts.

(1)	(2)	(3)	(4)						(5)
UNIT.	COMPONENT OR PART.	REMARKS.	DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE, ETC.						NOTES.  N.B.—It will probably be of assistance in dealing with the figures given in the various tables to state below the equivalents or approximate equivalents of some of the dimensions dealt with most frequently in this Schedule.  ·010" = $\frac{1}{100}$ "    ·020" = $\frac{1}{50}$ "    ·040" = $\frac{1}{25}$ " ·015" = $\frac{1}{64}$ "    ·030" = $\frac{1}{32}$ "    ·060" = $\frac{1}{16}$ "
			TABLE I. In the case of the complete overhaul of motor vehicles or main units thereof in Heavy Repair Shops.		TABLE II. In the case of overhauls carried out in the Mobile Workshops of Field Units.		TABLE III. Scrapping limit for Field Unit, i.e., figure at which consequential damage to other parts is liable to arise.		
			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Engine— 1	Cylinder and Piston	Maximum clearance between	·003" per inch bore	·002" per inch bore	·0035" per inch bore	·0025" per inch bore	·004" per inch bore	·003" per inch bore	In all cases where the wear approaches these limits, steps should be taken to ensure that the piston rings are in good order. The majority of the lorry pistons will run satisfactorily till worn up to the limits shown in Table III. Should the slack affect the petrol consumption, or cause excessive oiling up, they can be scrapped earlier. Good fitting rings are essential with loose pistons.
2	Cylinders	Wear (a) Oval (b) Taper	·002" per inch bore ·0015" per inch stroke with a maximum of ·008"	·002" per inch bore ·001" per inch stroke with a maximum of ·008"	·0025" per inch bore ·002" per inch stroke with a maximum of 010"	·0015" per inch stroke with a maximum of 010"	·004" per inch bore ·003" per inch stroke with a maximum of 015"	·002" per inch stroke with a maximum of 015"	Provided in all cases that reasonable compression can be obtained.
3	Piston Rings	(a) Gap (b) Slackness in grooves	$\frac{1}{32}$ " ·005"	$\frac{1}{32}$ " ·005"	$\frac{1}{16}$ " ·010"	$\frac{1}{16}$ " ·010"	·030"	·030"	The gap is to be measured when the ring is at the bottom of the cylinder. Although pistons should not be scrapped on account of the rings being slack until the limit shown in Table III. is reached, oversize rings should be made and fitted, whenever possible, when the slack is much less than this, say ·010" or ·015". When the clearance between piston and cylinder exceeds ·002" per inch of bore, piston ring clearances in grooves should be kept down to ·005", and the piston ring gap should not exceed ·010" when measured at the bottom of the cylinder.



(1)	(2)	(3)	(4)						(5)
UNIT.	COMPONENT OR PART.	REMARKS.	DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE. ETC.						NOTES.  N.B.—It will probably be of assistance in dealing with the figures given in the various tables to state below the equivalents or approximate equivalents of some of the dimensions dealt with most frequently in this Schedule.  ·010" = $\frac{1}{100}$ "    ·020" = $\frac{1}{50}$ "    ·040" = $\frac{1}{25}$ " ·015" = $\frac{1}{64}$ "    ·030" = $\frac{1}{32}$ "    ·060" = $\frac{1}{16}$ "
			TABLE I. In the case of the complete overhaul of motor vehicles or main units thereof in Heavy Repair Shops.		TABLE II. In the case of overhauls carried out in the Mobile Workshops of Field Units.		TABLE III. Scrapping limit for Field Unit, i.e., figure at which consequential damage to other parts is liable to arise.		
			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Engine—contd.									
4	Inner sleeve and piston	Maximum clearance between	(a) ·010" (b) ·008"	·006"	(a) ·011" (b) ·009"	·007"	(a) ·014" (b) ·011"	·009"	(a) For lorry engines of 110 mm. bore. (b) For lorry engines of 95 mm. bore. The car engines dealt with are 90 mm. bore.
5	Inner and outer sleeve	Ditto	·008" for both sizes of engine	·005"	·008" for both sizes of engine	·005	·010" for both sizes of engine	·008"	
6	Cylinder and outer sleeve	Ditto	·006" for both sizes of engine	·004"	·008" for both sizes of engine	·005"	·010" for both sizes of engine	·008"	
7	Gudgeon pin	(a) Wearing surface maximum play (b) Where fixed	Good working fit without appreciable play  Absolutely tight		·004"	·003"	·008"	·006"	
8	Connecting rod Big ends		Good working fit without appreciable play						
9	Main Bearings	Lift	Good working fit without appreciable play		·005"	·005"	·030"	·020"	
10	Crankshaft, crank-pins and journals	Wear oval	·002"	·002"	·003"	·003"			Oval crank-pins will usually be "trued up" when they are more than ·003" oval.



(1)  UNIT.	(2)  COMPONENT OR PART.	(3)  REMARKS.	(4) DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE, ETC.						(5) NOTES.  N.B.—It will probably be of assistance in dealing with the figures given in the various tables to state below the equivalents or approximate equivalents of some of the dimensions dealt with most frequently in this Schedule.  ·010" = $\frac{1}{100}$ "   ·020" = $\frac{1}{50}$ "   ·040" = $\frac{1}{25}$ " ·015" = $\frac{1}{64}$ "   ·030" = $\frac{1}{32}$ "   ·060" = $\frac{1}{16}$ "
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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Engine—contd. 11	(a) Plain bearing crankshaft without adjustable thrusts  (b) Do. do. with adjustable thrusts (c) Ball bearing crankshaft	Maximum end play  do.  do.	1/32"  ·010"  ·015"	1/32"  ·010"  ·010"	3/64"  ·010"  ·020"	3/64"  ·010"  ·010"	1/16"  ·010"  ·030"	1/16"  ·010"  do.	Provided that there is enough side play in connecting rod or gudgeon pin to prevent the small end from bearing hard on the piston boss or the gudgeon pin from touching the cylinder.  Where crankshaft is carried on ball bearings, the end play must be kept small.
12	Cam shaft (a) When driven by helical gears (b) When driven by chain or spur gearing	Maximum end play  do.	·015"  ·030"						
13	Magneto and pump shafts (a) When driven by helical gears (b) When driven by chain or spur gearing	Maximum end play  do.	·015"  ·030"						
14	Flywheel	Out of truth on face.	·015"	·010"					For overhauls in heavy repair shops the out of truth limit should not in general exceed ·005", but engines need not be taken out of the chassis merely to correct this fault provided the limits laid down in Table I. are not exceeded.
15	Clutch shaft	Running out of truth	3/32"	1/16"					These figures are not applicable to shafts fitted with leather (or composition) couplings.



(1)	(2)	(3)	(4)						(5)
UNIT.	COMPONENT OR PART.	REMARKS.	DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE. ETC.						NOTES.  N.B.—It will probably be of assistance in dealing with the figures given in the various tables to state below the equivalents or approximate equivalents of some of the dimensions dealt with most frequently in this Schedule.  $\cdot 010'' = \frac{1}{100}''$ $\cdot 020'' = \frac{1}{50}''$ $\cdot 040'' = \frac{1}{25}''$ $\cdot 015'' = \frac{1}{64}''$ $\cdot 030'' = \frac{1}{32}''$ $\cdot 060'' = \frac{1}{16}''$
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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Engine—contd. 16	Valve in guide (a) Inlet  (b) Exhaust	Maximum clearance between, measured at point of minimum wear  do.	$\cdot 010''$  $\cdot 020''$	$\cdot 008''$  $\cdot 015''$	$\cdot 012''$  $\cdot 025''$	$\cdot 010''$  $\cdot 020''$	$\cdot 015''$  $\cdot 030''$	$\cdot 012''$  $\cdot 020''$	Inlet valves or guides, or both if necessary, must be renewed when the leakage of air past the stem upsets the carburation. In many designs worn inlet valves and guides can be used again as exhaust valves or guides respectively. If trouble is experienced through valve heads burning out, the guides may have to be replaced before the limits in Table III. are reached.
17	Valve tappet in guide	Clearance between	$\cdot 020''$	$\cdot 015''$	$\cdot 025''$	$\cdot 017''$	$\cdot 030''$	$\cdot 020''$	Bronze guides can often be white metallated. It may be necessary to work to finer clearances in designs where figures shewn cause undue oil leakage or undue rattle. Oil leakage can often be largely eliminated by grooving the interior of guide.
18	Timing wheel chains	Elongation	$\frac{3}{16}''$ per foot of length where chain is adjustable; otherwise to case clearance		$\frac{3}{16}''$ per foot of length where chain is adjustable otherwise to case clearance		$\frac{1}{4}''$ per foot of length where chain is adjustable otherwise to case clearance		
19	Clutch spigot bearing	Clearance	$\frac{3}{16}''$ at rim of clutch	$\frac{1}{8}''$ at rim of clutch	$\frac{3}{16}''$	$\frac{1}{8}''$	$\frac{1}{4}''$	$\frac{3}{16}''$	Provided in all cases that the clutch does not touch anywhere when in the "out" position, and disengages properly.
20	Starting handle bush	Clearance to shaft	Good working fit	Good working fit	$\frac{1}{8}''$	$\frac{1}{16}''$	Bush can be worn right through, or at any rate until it is difficult to keep starting handle in engagement		Dogs on starting handle must be kept well undercut.



(1)	(2)	(3)	(4)						(5)
UNIT.	COMPONENT OR PART.	REMARKS.	DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE. ETC.						NOTES.  N.B.—It will probably be of assistance in dealing with the figures given in the various tables to state below the equivalents or approximate equivalents of some of the dimensions dealt with most frequently in this Schedule.  ·010" = $\frac{1}{100}$ "    ·020" = $\frac{1}{50}$ "    ·040" = $\frac{1}{25}$ " ·015" = $\frac{1}{64}$ "    ·030" = $\frac{1}{32}$ "    ·060" = $\frac{1}{16}$ "
			TABLE I. In the case of the complete overhaul of motor vehicles or main units thereof in Heavy Repair Shops.		TABLE II. In the case of overhauls carried out in the Mobile Workshops of Field Units.		TABLE III. Scrapping limit for Field Unit, i.e., figure at which consequential damage to other parts is liable to arise.		
			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Gear Box— 1	Gear wheels	Wear	Maximum lost by any tooth not to exceed 25% of original width. Total aggregate lost off a pair of wheels not to exceed 33%				Maximum lost by any tooth not to exceed 33% of original width. Total aggregate lost off a pair of wheels not to exceed 40%		
2	Gear chains	Elongation	$\frac{1}{4}$ " elongation		$\frac{5}{16}$ " elongation				Provided in all cases that there is clearance to case.
3	Change speed selector motion	Lost motion	Not to exceed $\frac{1}{8}$ of width of tooth		Not to exceed $\frac{1}{8}$ of width of tooth		Not to exceed $\frac{1}{4}$ of width of tooth		Lost motion to be measured between selector gear locking device and teeth of gear wheels.
4	Bearings (a) Ball bearing type  (b) Plain bearings (i.) Non-adjustable type  (ii.) Adjustable type	Maximum lift  Lift in bearings enclosed in box Lift in bearings leading out of box  Lift in bearings	·002" per inch diameter of exterior diameter of ball race  ·015"  To be sufficiently tight to prevent oil leakage  To be sufficiently tight to prevent oil leakage		·0025" per inch diameter of exterior diameter of ball race.				In some designs where the distance between bearings is short, such as in lay shafts, it may be necessary to reduce the figure of ·002" to ·0015" or even ·001" in the case of Table I., and to make corresponding reductions in Tables II. and III.







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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Axles—  1	Road wheels	(a) End play	1/16"		1/16"		$\frac{1}{8}$ "		<p>Wheel bushes last longer if the end play is kept below these figures by means of washering up, as by this means the axles and Bushes are better protected against the entry of water and grit.</p> <p>Wheels should be frequently washered up, so as to keep the end play as small as possible, in order to avoid wear on wheel retaining nuts, or damage to threads on axle tubes.</p> <p>Adjustable ball or roller bearings should always be kept adjusted so that the play is as small as possible. They should be scrapped when the working surfaces show signs of chipping or flaking.</p> <p>Care must be taken that the pin does not actually wear the shackle. Pins and bushes should be reversed if possible when partly worn. In several designs shackles can be reversed.</p> <p>If enough metal is left, plates should be reamed out and bushed. In many designs the figures given in Table III. can be exceeded with safety.</p> <p>To stand full load without showing reverse camber. During overhaul spring leaves should be examined, and any leaves shewing signs of hair line cracks should be rejected.</p> <p>These figures are not applicable to shafts fitted with leather (or composition) couplings.</p>
	Plain bearings type	(i.) Chain driven rear wheels and front wheels	1/16"		1/16"		$\frac{1}{8}$ "		
		(ii.) Live axle rear wheels	1/32"		1/32"		1/16"		
		(b) Rock at rim (Maximum)	$\frac{1}{4}$ "		$\frac{1}{4}$ "		$\frac{3}{8}$ "		
	Non-adjustable ball or roller bearing type	(a) End play	Nil	Nil	·020"	·015"	·030"	·020"	
		(b) Rim Rock	$\frac{1}{8}$ "	$\frac{1}{8}$ "	$\frac{1}{4}$ "	$\frac{3}{16}$ "	$\frac{3}{8}$ "	$\frac{1}{4}$ "	
Adjustable ball or roller bearing type	(a) End play	Nil	Nil	·015"	·015"	·030"	·020"		
	(b) Rim Rock	1/32"	1/32"	1/32"	1/32"	1/16"	1/16"		
2	Spring shackle pins	Clearance between pin and bush	3/32"	1/32"	$\frac{1}{8}$ "	1/16"	3/16"	3/32"	
	Shackle pin bushes Shackle plates—unbushed	wear wear					Till worn through. $\frac{1}{8}$ "	1/16"	
3	Road springs								
4	Cardan shaft	Running out of truth	3/32"	1/16"					



(1)  UNIT.	(2)  COMPONENT OR PART.	(3)  REMARKS.	(4) DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE. ETC.						(5) NOTES.
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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
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			$\cdot 010'' = \frac{1}{100}''$ $\cdot 020'' = \frac{1}{50}''$ $\cdot 040'' = \frac{1}{25}''$ $\cdot 015'' = \frac{1}{64}''$ $\cdot 030'' = \frac{1}{32}''$ $\cdot 060'' = \frac{1}{16}''$						
Axles—contd. 5	Ball bearings	Maximum lift	$\cdot 002''$ per inch diameter of exterior diameter of ball race.						
6	Splined shafts	(i.) Wear on splines not to exceed (ii.) Lift on shaft not to exceed	$1/32''$ off each spline $\cdot 015''$	$1/64''$ off each spline $\cdot 010''$					The figures given in Table I. may be somewhat exceeded in the case of certain splined shafts in which the splines are very wide.
7	Right angle drive	Lost motion (i.) Worm drive (ii.) Bevel drive							
8									
9									
10	Radius or torque rod joints	Play (a) front end (b) rear end	$1/16''$ No appreciable play	No appreciable play do.	$3/32''$ $1/64''$	$1/64''$ $1/64''$	$1/8''$ $1/16''$	$1/16''$ $1/32''$	



(1)	(2)	(3)	(4)						(5)
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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Axles— <i>contd.</i> 11	Main torque rod thrust ball	Play	1/16"	1/32"					
12	Brake shoes	Wear	Until half thickness	original remains	Until half thickness	original remains	Until $\frac{1}{4}$ thickness	original remains	It is usually best to reline brake shoes with ferodo, which can be renewed again and again. Copper or brass rivets should be used.
13	Brake rod pin joints	Clearance between pin and eye	1/16"	1/32"			3/32"	1/16"	When the eyes are worn about 15 per cent. of their diameter they should be bored out, provided sufficient metal is left for safety. Larger pins can be fitted, or preferably the eyes should be bushed to take standard sized pins.
14	Worm thrusts	Maximum end movement	1/32"	1/32"	1/32"	1/32"	1/16"	1/16"	Practically all worm thrust bearings are adjustable.
15	Driving chains	Stretch per foot of length	3/16"		$\frac{1}{4}$ "		3/8"		Chains to be scrapped in any case when they mount the sprockets. Old sprockets and worn chains to be kept together. The life of chains can often be considerably prolonged if badly worn sections are removed and replaced. The sprocket should not be scrapped till $\frac{1}{8}$ " is worn off both sides of the teeth. In some designs there is enough metal left to permit of a greater amount of wear than this provided the teeth are not "hooked."

N.B.—It will probably be of assistance in dealing with the figures given in the various tables to state below the equivalents or approximate equivalents of some of the dimensions dealt with most frequently in this Schedule.

·010" =  $\frac{1}{100}$ "    ·020" =  $\frac{1}{50}$ "    ·040" =  $\frac{1}{25}$ "  
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It is usually best to reline brake shoes with ferodo, which can be renewed again and again. Copper or brass rivets should be used.

When the eyes are worn about 15 per cent. of their diameter they should be bored out, provided sufficient metal is left for safety. Larger pins can be fitted, or preferably the eyes should be bushed to take standard sized pins.

Practically all worm thrust bearings are adjustable.

Chains to be scrapped in any case when they mount the sprockets. Old sprockets and worn chains to be kept together. The life of chains can often be considerably prolonged if badly worn sections are removed and replaced. The sprocket should not be scrapped till  $\frac{1}{8}$ " is worn off both sides of the teeth. In some designs there is enough metal left to permit of a greater amount of wear than this provided the teeth are not "hooked."







(1)  UNIT.	(2)  COMPONENT OR PART.	(3)  REMARKS.	(4)  DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE. ETC.						(5)  NOTES.
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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Steering— 1	Steering drop arm sector shaft	Side play measured at foot of arm	3/16"	1/8"	3/16"	1/8"	1/4"	3/16"	
2	Steering ball joints	Wear on ball oval  Wear on neck	1/32"	1/64"	1/16"	1/32"	1/8"	1/16"	Balls should not be scrapped at this stage, but turned or ground. If the balls are turned round periodically they do not become oval. Cups should be cut or ground away before they begin to wear the neck of the ball joint.
3	Steering fork joints	Clearance between pin and eye	1/32"	1/64"	1/32"	1/64"	1/16"	1/32"	
4	Steering pivot pins (a) Pins only (b) Wheel bearings and pivot pins	Rim rock Rim rock due to combined wear	1/8" $\frac{3}{8}$ "	1/16" 3/16"	5/32" $\frac{3}{8}$ "	3/32" 3/16"	3/16" $\frac{1}{2}$ "	1/8" 5/16"	When the combined play exceeds $\frac{1}{2}$ " the vehicle will probably be difficult to steer.
5	Steering wheel and road wheel	Lost motion on steering wheel	1/10 revolution	1/16 revolution	$\frac{1}{8}$ revolution	1/12 revolution			The final limit depends on the type of vehicle and the quality of the driver. Any vehicle must receive attention as soon as it becomes difficult to steer.
6	Front wheels, alignment of	To vary between	Outwards NIL Inwards $\frac{3}{8}$ "	Outwards NIL Inwards $\frac{1}{4}$ "	Outwards NIL Inwards $\frac{3}{8}$ "	Outwards NIL Inwards $\frac{1}{4}$ "	Outwards $\frac{1}{4}$ " Inwards $\frac{1}{2}$ "	Outwards $\frac{1}{8}$ " Inwards $\frac{3}{8}$ "	The steering gear should be kept in good condition in order to reduce to a minimum the wear on tyres. Where the track rods are adjustable the dimensions given in Table I. should be adhered to as closely as possible.



(1)	(2)	(3)	(4)						(5)
UNIT.	COMPONENT OR PART.	REMARKS.	DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE. ETC.						NOTES.  N.B.—It will probably be of assistance in dealing with the figures given in the various tables to state below the equivalents or approximate equivalents of some of the dimensions dealt with most frequently in this Schedule.  ·010" = $\frac{1}{100}$ "    ·020" = $\frac{1}{50}$ "    ·040" = $\frac{1}{25}$ " ·015" = $\frac{1}{64}$ "    ·030" = $\frac{1}{32}$ "    ·060" = $\frac{1}{16}$ "
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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Universal Joints— 1	Splined joints— (a) Splined couplings  (b) Splined shafts	Wear  Wear	Not to exceed an average of 1/32" on each spline as compared with a new part  Not to exceed an average of 1/64" on each spline as compared with a new part					See diagram 236 for typical examples of the joints referred to as Type 1, Type 2, Type 3 and Type 4. NOTE.—The lift in all types of universal joints should be kept as small as possible, preferably below $\frac{1}{64}$ ". In general this can be arranged easily by fitting washers to the pin joints or cardan blocks. The lift in a universal joint causes more rattle than angular movement due to wear.	
2	Pin joints	(a) Clearance between pin and bush (b) Lift on jaws	Not to exceed 1/64"  To be reduced by washers so that it does not exceed 1/64"						
3	Cardan blocks	(a) Clearance between pin and block (b) Clearance between block and muff (c) Lift on blocks	Not to exceed— 1/64"    ·010"  Not to exceed— 1/64"    ·010"  Not to exceed— 1/64" per block, i.e., ·010" i.e., ·020" on a 1/32" on a joint						
4	Ball bearing type	(a) On pin (b) End play in any ball bearing (c) Lift in any ball bearing	Ball bearing to be dead tight on pin Not to exceed 1/32"  Not to exceed ·010"						



(1)	(2)	(3)	(4)						(5)
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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
Universal Joints— 5 contd.	Leather or canvas joints		To be used till signs of cracking or tearing appear Bolts to be kept tight						It will usually be found that the leather or canvas tears away before appreciable wear takes place in bolt holes.
6	Oldham type couplings as used in magneto and pump drives	Wear	To be treated as a splined shaft—Type 1 (b) Table I.						
7	Square shaft in socket	Clearance	Not to admit of a feeler thicker than ·016" being inserted between shaft and socket.						



(1)	(2)	(3)	(4)						(5)
UNIT.	COMPONENT OR PART.	REMARKS.	DIMENSIONS FOR LIMITS OF WEAR, CLEARANCE. ETC.						NOTES.  N.B.—It will probably be of assistance in dealing with the figures given in the various tables to state below the equivalents or approximate equivalents of some of the dimensions dealt with most frequently in this Schedule. *  ·010" = $\frac{1}{100}$ "    ·020" = $\frac{1}{50}$ "    ·040" = $\frac{1}{25}$ " ·015" = $\frac{1}{64}$ "    ·030" = $\frac{1}{32}$ "    ·060" = $\frac{1}{16}$ "
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			LORRIES.	CARS.	LORRIES.	CARS.	LORRIES.	CARS.	
General—	Gudgeon pins Steering pivot Pins Ball races on shafts and in housings		To be dead tight where fixed in housings, etc.		To be dead tight where fixed in housings, etc.				
2	Rivets		When found loose to be cut out and replaced, usually by fitted bolts which are a driving fit		When found loose to be cut out and replaced, usually by fitted bolts which are a driving fit				
3	Loose washers when made of soft material such as brass or gun metal	When fitted between two surfaces with relative motion between them	Not to be made of metal less than 1/16" thick						This item refers largely to the case of thin washers fitted between a tightening up nut and a collar or boss. In practice it is found that thin washers in such places break up or tear away.
4	Rear axle wheel retaining nuts		To be screwed up hard against shoulder in those designs where shoulder is provided						

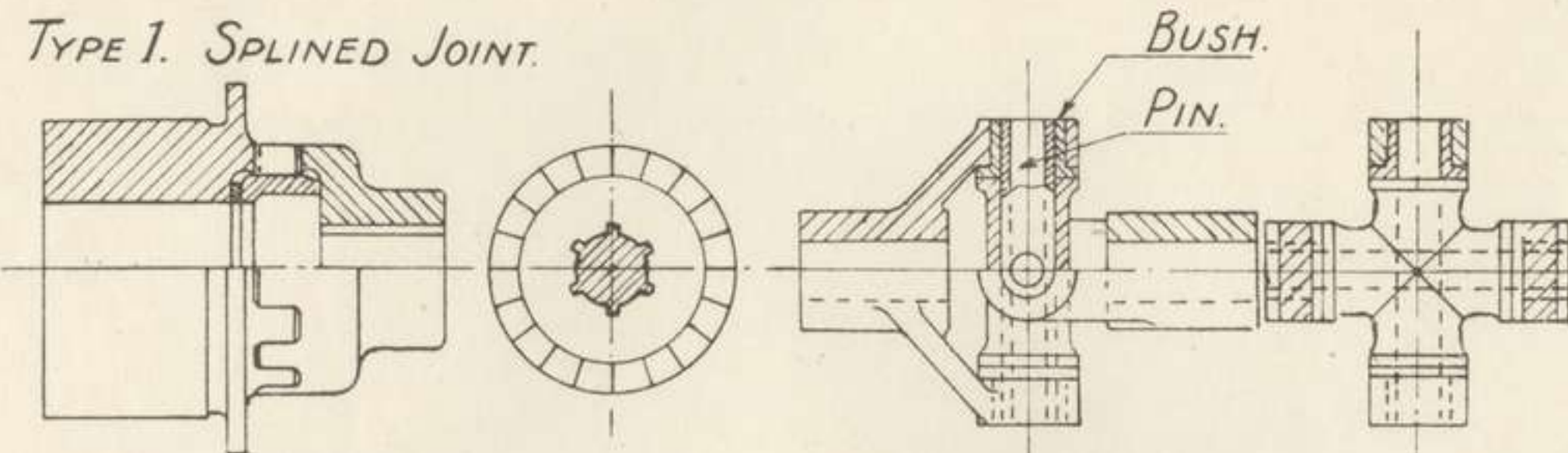


## D. T. CIRCULAR No 236.

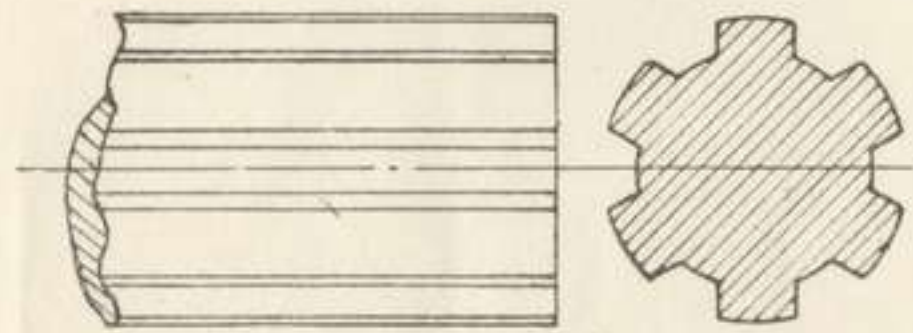
Limits of wear allowable on various types of  
Universal Joints.

## DIAGRAM 236

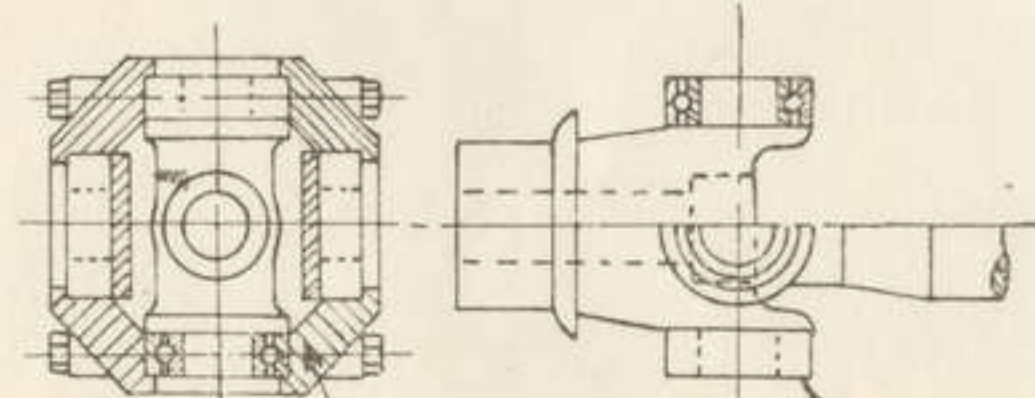
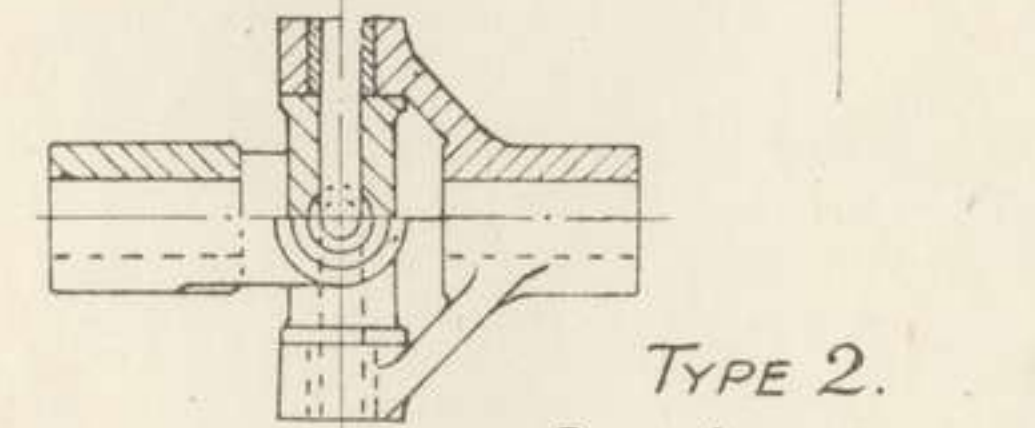
TYPE 1. SPLINED JOINT.



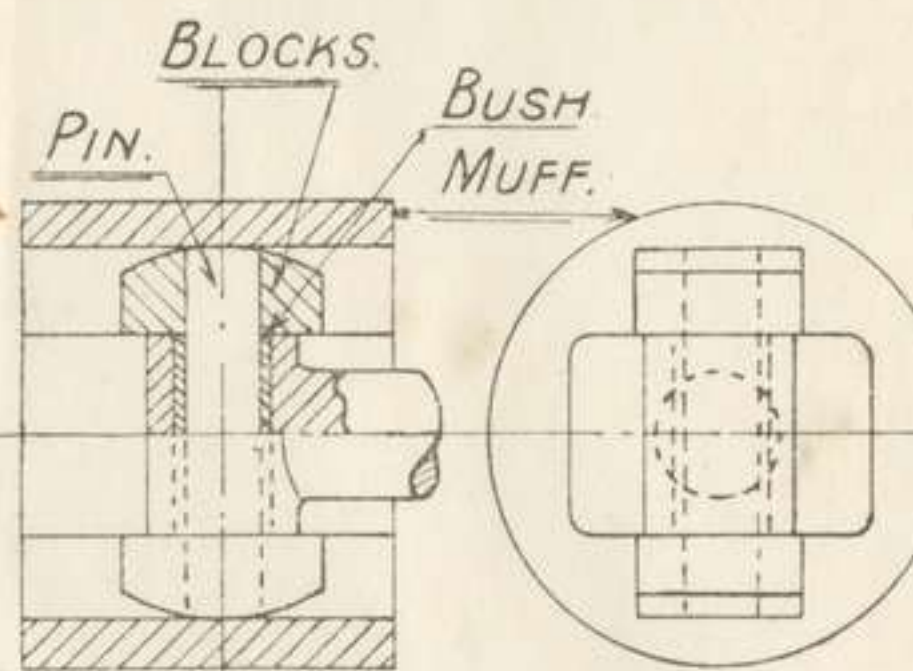
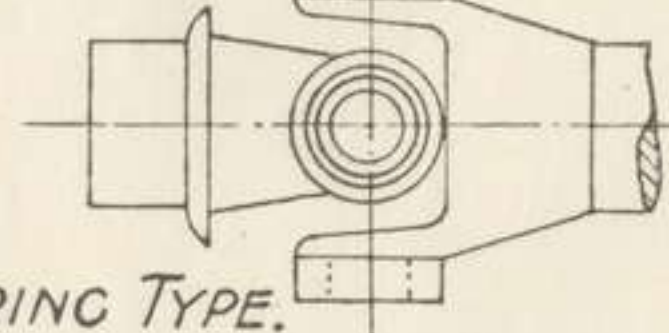
(a) SPLINED COUPLING.



(b) SPLINED SHAFT.

TYPE 2.  
PIN JOINT.BALL RACE  
HOUSING.

BALL BEARINGS.

TYPE 4.  
BALL BEARING TYPE.TYPE 3.  
CARDAN BLOCKS.

PRESS A-1/18-5533S-1000.

DIMENSIONS FOR LIMITS OF WEAR FOR  
MOTOR CYCLES OF VARIOUS TYPES.

(Standard for complete overhauls in Heavy Repair Shops.)

	Triumph 4-h.p.	B.S.A.	Clyno.	Douglas 2½-h.p.	Douglas 4-h.p.
<b>Cylinders.</b>					
(a) Across Ports ...	·018"	·018"	·012"	·020"	·018"
(b) Direction of Stroke ...	·011"	·014"	·010"	·016"	·012"
(a) Across Ports ...	·017"				
(b) Direction of Stroke ...	·012"				
Piston Ring Groove:—					
(a) Top Ring (clearance)	·004"	·004"	·004"	·004"	·004"
(b) Other Rings "	·003"	·003"	·003"	·003"	·003"
Piston Ring Gap ...	·006"	·006"	·006"	·006"	·006"
Gudgeon Pin small end bush	C	C	C	C	C
Crank Pin 1914 ...	C				
" 1915 (clearance)	·002" B	·002" B	·002" B	C	C
Crank Shaft Oval ...				·002"	·002"
Reduction of Crankshaft diameter before rejection		provided case hardening allows			
Exhaust Valve Stem and Guide (clearance)	·006"	·006"	·006"	·006"	·006"
Inlet Valve Stem and Guide (clearance)	·006"	·006"	·006"	·006"	·006"
Tappet Roller Pins (clear- ance)					·001"
Tappet Rod and Guide (clearance)	·006"	·006"	·006"	·006"	·006"
Endplay in Camshafts ...					·006"
<b>Gear Box.</b>					
Clearance between Shaft and Main Gear Wheel	·004"				
Lift in Ball-bearings ...	·003"	·003"	·003"	·003"	·003"
<b>General.</b>					
Lift and endplay in non- adjustable Roller Bear- ings	·001" big-end lift ·001" ·010" endplay ·010"				
Wear of teeth of Sprocket and Chain Wheels	One-third wear.				

B = Roller Bearings.

C = Good working fit



appendix 2

EXTRACT FROM GENERAL ROUTINE ORDERS  
Dated 25th FEBRUARY, 1918,  
ISSUED TO THE BRITISH ARMIES IN FRANCE.

3464—Mechanical Transport.—The following will be substituted for para. (I.) Circular Memorandum on Transport issued with General Routine Order No. 2053.

(1.) Repairs of Mechanically Propelled Vehicles.

All first aid repairs will be carried out in the workshops allotted to units.  
Vehicles which require extensive repair will be despatched to the Officers Commanding Heavy Repair Shops, M.T., A.S.C., as follows:—

(1)	(2)	(3)
First Heavy Repair Shop, M.T., A.S.C., Embranchement Particulier, Usine à Gaz, Gennevilliers, Paris.	Second Heavy Repair Shop, M.T., A.S.C., Gare Rive Gauche, Rouen.	Third Heavy Repair Shop, M.T., A.S.C., St. Omer.
Motor Lorries.		
Albion. Commer. Halley. Hallford. Napier. Pagefield. Swiss Berna. Wolseley. All lorries of French make.	A.E.C. Belsize. British Berna. Daimler. Dennis. Karrier. L.G.O. Maudslay. Straker Squire. Steam lorries. Steam tractors. Other makes of lorry not included in (1) and (3).	Autocar. Foster-Daimler tractors. F.W.D. Garford. Holt Caterpillars. Kelly. Leyland. Locomobile. Packard. Peerless. Pierce-Arrow. Saurer. Seabrook. Thornycroft. White.
Motor Cars and Motor Ambulance Cars.		
Austin. Napier. Siddeley-Deasy. Talbot. All cars of French make.	Maxwell. Studebaker. Singer. All other makes of car not included in (1) and (3).	Buick. Cadillac. *Daimler. Ford. Rolls-Royce. Sunbeam. Vauxhall. Wolseley.

\*In the case of Units in the Third and Fifth Army Areas, Daimler cars and ambulance cars will be despatched to First Heavy Repair Shop, M.T., A.S.C., Paris.

Motor Bicycles.

None.	(i.) Clyno side-car combinations from all Areas. (ii.) All motor bicycles and side-cars from troops in the Third and Fifth Army Areas and L. of C.	All motor bicycles and side-cars (except Clyno combinations) from troops in the following Areas, viz.:—First Army, Fourth Army and G.H.Q. Troops.
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(i.) and (ii.) to be labelled "Repair Shop, Darnetal, near Rouen."

The vehicles should be sent complete in every respect and each will be accompanied by its driver, except in the case of motor bicycles.

The consignor will furnish the driver with A.F. W.3346 (Defect and Deficiency Report), which will be handed by the driver on arrival to the O.C. Heavy Repair Shop.

The R.T.O. at the station from which the vehicles are despatched will report the registered numbers of the vehicles, and the truck numbers, to the D.D.S. and T., Army, or A.D.S. and T., Cavalry Corps, concerned, and in the case of G.H.Q. vehicles to the A.D.S. and T., G.H.Q. Troops.

No replacement of vehicles will be made until this report has been received.

No vehicle will be sent for repair to shops other than those referred to above, and any individual contravening this order will be held personally responsible for the expenditure incurred thereby.



148/1.

## RE-ORGANIZATION OF MECHANICAL TRANSPORT.

\*\*\*\*\*

In connection with above, instructions have been received from D.D. of S. and T., Fourth Army, (T.300 of 4/3/18), for the undermentioned transfers of vehicles to be made forthwith.

A.Fs. W.3346 will be made out to O.C., 30th. Auxiliary (Petrol) Company, and will accompany vehicles to V.R.P. (Vehicle Reception Park), at HARDIFORT, Sheet 27, I.30.c. Central.

In the case of lorries, only one (1) driver will be sent.

Transfers will be completed and compliance reported to this Office by 2.p.m. 6/3/18.

No. 1 A.D.S.C.	1 3-ton Lorry.
No. 2 "	1 Touring Car.
No. 3 "	1 3-ton Lorry.
No. 4 "	1 Touring Car.
No. 5 "	1 3-ton Lorry.
	1 Touring Car.
No. 1 A.A.S.P.	1 Solo Motor Cycle.
No. 2 "	1 Douglas Motor Cycle (Solo).
No. 3 "	1 - " - "
No. 4 "	1 - " - "
No. 5 "	1 - " - "

5/3/18.

*X P. M. ...*  
Colonel,  
S. M. T. O., Australian Corps.



## RE-ORGANIZATION OF MECHANICAL TRANSPORT.

\*\*\*\*\*

1. In accordance with D. D. of S. and T's No. T.300 of 4/3/18 and schedule attached, herewith, transfers excepting those to V.R.P. (Vehicle Reception Park) dealt with under my 148/1 of even date, will take place forthwith and will be completed by midnight 6/7th. March, 1918.

This Office to be notified direct not later than 11.a.m. the 7/3/18.

2. In accordance with Q.M.G.'s instructions, the undermentioned Officers will act as Officers Commanding, H.Qrs. Corps M.T. Column, Nos. 1., 2., 3., 4. and 5. Div'l M.T. Companies respectively:-

Major J. Hamilton	H.Qrs., Corps M.T. Column. (vice Lieut-Colonel A. Moon, on leave).
Major E.G. Fordyce	No. 1 Aust. Div'l M.T. Coy.
Major E.T. Scarlo	No. 2 Aust. Div'l M.T. Coy. (vice Major C.J. Goddard, on leave).
Major M.N. Mc D. Lyons	No. 3 Aust. Div'l M.T. Coy.
Major A. Wynyard-Joss	No. 4 Aust. Div'l M.T. Coy.
Major A.W. Harvay	No. 5 Aust. Div'l M.T. Coy.

3. The above Officers, as Acting Os. C. Units stated, will take over all vehicles, etc., and will render A.F. W.3388, in duplicate, for week ending 9th. instant, in accordance with para. 4 of attached letter, showing vehicles received as from March 7th, 1918.

4. Special attention is drawn to para. 3 of attached letter.

5. Reference para. 4 of attached, Os. C., A.S.P's and D.S.C's will render A.F. W.3388 for week ending 9th. instant, in duplicate, showing all vehicles transferred to Div'l M.T. Coys., as from 7/3/18.

6. Books, Accounts, Vehicles, etc., of "K" Ammn: Park, will be transferred to H.Qrs. Corps M.T. Column.

7. H.Qrs. Corps M.T. Column will administer Div'l M.T. Coys. in the same manner as at present Corps Supply Column and Corps Ammn: Park administer D.S.Cs. and A.S.Ps.

8. D.S.Cs. and A.S.Ps. will render all returns for this week as before, through H.Qrs. Corps M.T. Column; the only return required from Div'l M.T. Coys. this week will be A.F. W.3388.

10. "K" Supply Column will transfer to H.Qrs. Corps M.T. Column all books, records, correspondence, etc., connected with the present D.S.Cs.

11. Demands for this week will be rendered through H.Qrs. Corps M.T. Column but will be compiled by the existing D.S.Cs. and A.S.Ps.

12. H.Qrs. Corps M.T. Column will, for the present, be situated at Shoot 20 - S.14.c.9.4.

5/3/18.

*L. Richard*  
Lt Colonel,  
S.M.T.O., Australian Corps.



S.M.T.O.,  
Australian Corps.  
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- (1). The transfers in accordance with attached schedule, are to be made forthwith.
- (2). The books and accounts of the A.S.P's and D.S.C's concerned, will be closed and all stores, etc., will be transferred to the Divisional M.T.Co's formed from them.
- (3). Divl. A.S.P's and D.S.C's will attach a slip in red ink to their current Army Form B.213a to A.G's Office at Base, showing the personnel which will be eventually transferred to the Divl. M.T.Coy. The remainder of this return will be made out in the ordinary way and no account of transfers shown.  
The Army Forms B.213a for Week Ending 17th inst., for A.S.P's., D.S.C's and Divl. M.T.Coys will embody all casualties effected by this reorganisation, which is to take effect from the 12/13th inst.
- (4). Army Form W.3388, however, will be rendered to this Office for Week Ending 9th inst., for A.S.P's, D.S.C's, and Divl. M.T.Coys.
- (5). This Office will be informed by wire of the locations of the Headquarters of the Divl. M.T.Coys.
- (6). Lorries sent to the 4/Army V.R.P. (Vehicle Reception Park) will be accompanied by the one driver only.
- (7). When transfers are made to the 4/Army V.R.P., the transfer documents of men and vehicles will be made out to the O.C., 30th Auxiliary (Petrol) Coy., A.S.C., M.T.
- (8). Location of Fourth Army V.R.P. is 30th Auxiliary (Petrol) Coy, HARBIFORT, Sheet-27, I.30.c. Central.
- (9). The despatch of vehicles to the Fourth Army V.R.P. must be complete by 2 p.m. 6/3/18.
- (10). Compliance to be reported not later than noon on 7/3/18.

4/3/18.

Sgd. A. Herklots, Major,  
for Brig-Gen.,  
D.D.S. & T., Fourth Army.

Copy to D. Transport.  
Fourth Army "Q".  
30th Aux. (P) Coy.



FORMS TRANSPORT AT PRESENT ON CHARGE												DIVISIONAL M.T. COMPANY WITH							LEAVING to be sent to			
ITEM	CORPS	DSCs and ASPs	3 ton	30- cwt	W/S	Sto res	Cars Trg Box	Cycles Solo	Steam Dsfr	MT Coy	3 ton	30, cwt	W/S	Sto res	Cars Trg Box	Cycles Solo	Steam Dsfr	3-ton	Touring	Cycles Solo		
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W
11	Aust.	1 A DSC	38	14	2	2	2	-	5	1	1/Aus	72	14	3	3	2	-	8	1	1	1	1
		1 A ASP	35	-	1	1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
12		2 A DSC	52	-	2	2	2	-	5	1	2/Aus	86	3	3	3	21	-	8	1	1	1	1
		2 A ASP	35	-	1	1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
13		3 A DSC	52	-	2	2	2	-	5	1	3/Aus	86	-	3	3	2	-	8	1	1	1	1
		3 A ASP	35	-	1	1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
14		4 A DSC	52	-	2	2	2	-	5	1	4/Aus	86	-	3	3	2	-	8	1	1	1	1
		4 A ASP	35	-	1	1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
15		5 A DSC	52	-	2	2	2	-	5	1	5/Aus	86	-	3	3	2	-	8	1	1	1	1
		5 A ASP	35	-	1	1	1	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-

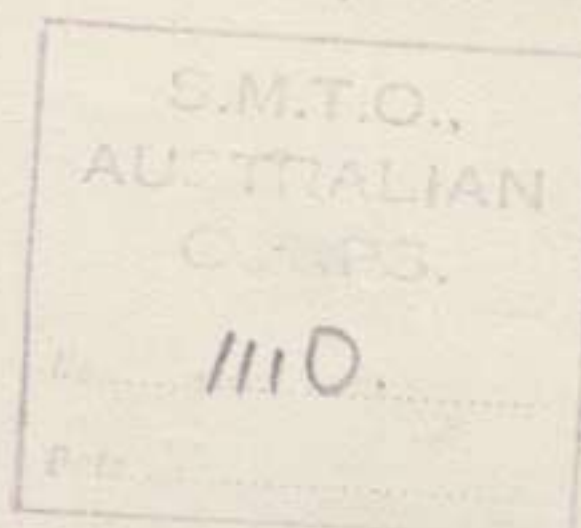
- N.B.
- (i) "H.Q." Lorries not included in column "D".
  - (ii) 2 Spare Cycles for Div. Sig. Coy. with D.S.C. included in columns "S" and "J".
  - (iii) 1 3-tonner in lieu of Box Cars included in column "M".
  - (iv) Transport to be sent to V.R.P. Columns "U", "V" and "W" to be sent in notwithstanding Unit may, at the time, be deficient and have vehicles on demand.

APPENDIX.



## Appendix 5.

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



T.226.

(1) By the Director of Transport's instructions, certain makes lorries will be withdrawn from the Units as set forth on the attached Appendix "C", and replaced as shown therein.

(2) First Drivers only will be transferred.

(3) Vehicles are to be transferred with full equipment as per A.F. W.3346.

(4) Immobile vehicles, if any, are to be transferred "on paper" but repairs in such cases will be completed by the Unit in whose shops they are at present standing.

(5) Compliance to be reported by 4.0.p.m. 6th. inst.

(6) A.F. W.3388 to show exchanges for week-ending 9/3/1918.

4/3/18.

Sgd. A.Herklots, Major,  
for Brig. Gen.,  
D.D.S. & T., Fourth Army.



APPENDIX "C". WITHDRAWAL of certain makes of lorry from S.B.A.C's., etc. in accordance with D. of T's. 15201 dated 18/2/18.

Transfers to be made from.					And to be sent to.		Received from.			Final Composition.		
Item.	Corps.	Unit.	Make.	No.	Corps.	Unit.	Corps.	Unit.	Make.	No.	Make.	No.
1.	II	8 Bgde R.G.A.	Packard.	1.	A.T.	4.A.T.S.C.	A.T.	4.A.T.S.C.	Daimler.	1.	Daimler Y CB	1. 1.
2.	X	22 H.B.P.S.	Albion. Daimler. Wolseley.	1. 1. 2.	XXII Aust.	159 H.B.P.S, 52 Bde R.G.A. (5. GHQ M.T. Co.		4.A.T.S.C. 10 S.B.	Thornycroft do.	3. 1.	Thornycft	4.
3.	A.T.	5.GHQ.M.T.Co.	Peerless. do.	1. 1.	A.T. XXII	4.A.T.S.C. 1/1 W.Rdg.	X	22 H.B.P.S.	Wolseley.	2.	Wolseley. Peerless. Thornycft.	93. 7. 1.
4.	XXII	159 H.B.P.S.	Saurer.	1.	A.T.	4.A.T.S.C.	X	22 H.B.P.S.	Albion.	1.	Albion.	4.
5.	Aust.	52 Bde R.F.A.	Packard.	1.	A.T.	4.A.T.S.C.	X	22 H.B.P.S.	Daimler.	1.	Daimler.	2.
6.	Aust.	10 S.B.	Albion. Daimler. Leyland. Thornycroft. Loco.	1. 1. 1. 1. 1.	A.T.) A.T.) A.T.) X Aust.	4.A.T.S.C.  22 H.B.P.S. 50 Bde R.G.A.		4.A.T.S.C.	Maudslay.	5.	Albion. Maudslay.	21. 13.
7.	XXII	1/1 W.Riding.	Hallford.	1.	A.T.	4.A.T.S.C.	A.T.	5 GHQ Res. M.T. Coy.	Peerless.	1.	Peerless.	4.
8.	XXII	251 S.B.	Hallford. Daimler.	2. 1.	) A.T.	4.A.T.S.C.	A.T.	4.A.T.S.C.	Karrier.	3.	Peerless. Karrier.	12. 3.
9.	Aust.	140 H.B.P.S.	S.Berna. Thornycroft.	3. 1.	) A.T.	4.A.T.S.C.	A.T.	4.A.T.S.C.	Dennis.	4.	Dennis.	4.
10.	Aust.	50 Bde R.G.A.	S.Berna.	2.	A.T.	4.A.T.S.C.	A.T. Aust.	4.A.T.S.C. 10 S.B.	Loco. Loco.	1. 1.	Loco.	2.
11.	Aust.	1.S.B.	Packard.	2.	A.T.	4.A.T.S.C.	A.T.	4.A.T.S.C.	Albion.	2.	Albion.	9.
H.Q., Fourth Army, 4/3/1918.				Total.	26.							26.

302

APPENDIX

18



148/1.

RE-ORGANIZATION OF MECHANICAL TRANSPORT.  
\*\*\*\*\*

1. In accordance with D. D. of S. and T's T.300 of 5/3/18 and schedule attached, herewith, transfers will take place forthwith.
2. Special attention is drawn to para. 2 of attached: This Office will be notified of compliance by 2.p.m. on 8th. instant.
3. For this week both "K" Supply Column and Aust. Corps Troops Supply Column will render the usual returns, but they will come through H.Qrs. Corps M.T. Column.
4. Special attention is drawn to para. 4 of attached.
5. In accordance with Q.M.G.'s instructions, pending appointment of O.C., Captain A.B. Harper will act as O.C., Aust. Corps Troops M.T. Company.

As Acting O.C., above Officer will take over all vehicles, books, etc., also all records concerning vehicles at present attached to "K" Supply Column for maintenance.

6. H.Qrs. Corps M.T. Column will administer Corps Troops M.T. Coy. in the same manner as the present Corps Supply Column and Corps Ammunition Park administer D.S.Cs., C.T.S.Cs. and A.S.Ps.

7. H.Qrs. Corps M.T. Column will, for the present, be situated at Sheet 38 - S.14.c.9.4.

8. Pending the issue of further instructions no actual moves of vehicles will be made, the transfers being made on paper only, with the exception of those transfers to and from V.R.P. (Vehicles Reception Park), 3rd., 6th. and 12th. A.B., A.F.A., P.Ss., and 5th., 23rd., 30th. and 44th. Ordnance Mobile Workshops mentioned in schedule attached.

9. Compliance with above will be notified to this Office not later than 10.a.m. on the 10th. instant.

6/3/18.

*L. P. Richard*  
Colonel,  
S.M.T.O., Australian Corps.

Copies to :- O.C., H.Qrs. Corps M.T. Column.  
O.C., "K" Supply Column.  
O.C., Aust. C.T.S.C.  
Aust. Corps "Q" - For information.  
C. i/c 3rd. A.B. A.F.A. P.S.  
" 12th. " "  
" 6th. " "



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

D.D.S.T. No. T.300.  
S.M.T.O. No. 148/1.

1. Transfers according to attached schedules are to be made forthwith.
2. Vehicles are to be received by V.R.P. to reach them not later than 4-0.p.m. on the 8th. inst.
3. The necessary alterations will be shown on A.F. D.213.A. for week ending 17th. and A.F. W.3388 for week ending 16th.
4. Lorries sent to V.R.P. are to be accompanied by one driver only.
5. When transfers are made to V.R.P. the transfer documents of men and vehicles are to be made out to C.O., 30th. Auxiliary (Petrol) Company (the Vehicle Reception Park) location HARDIFORT - Sheet 27. I.30.c.Central.
6. Further instructions will be issued later as to the redistribution of personnel.
7. Compliance to be reported not later than noon 10th.

H.Q., Fourth Army,  
5th. March, 1918,  
AFH.

Signed. A. Horklote, Major,  
for Brig. Gen.,  
D.D. of S. and T., Fourth Army.

Copies to :-

D. Transport.  
30th. Aux. (P.) Coy.  
\*\*\*\*\*



A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.
I	CORPS. UNITS	TRANSPORT ON CHARGE	UNIT in column	FINAL ESTABLISHMENT						
o	con-	BEFORE REORGANIZATION	(C) sends away	of UNIT in Column (C)						
m.	cer-	3- 30- Solo	to UNITS	3- 3- 30- Solo						
	nod.	ton. cwt. cycles.	horounder.	ton. ton. cwt. Cycles.						
II AOD. WS										
(Light)										
1	No.	11	1	-	-	11 A.F.A.B.P.S.	1	-	-	-
2	"	12	1	-	-	11 "	1	-	-	-
3	VIII	10	1	-	-	30 "	1	-	-	-
4	"	50	1	-	-	110 "	1	-	-	-
5	"	15	1	-	-	110 "	1	-	-	-
6	Aust	23	1	-	-	3/Aus "	1	-	-	-
7	"	44	1	-	-	3/Aus "	1	-	-	-
8	"	30	1	-	-	6/Aus "	1	-	-	-
9	XXII	9	1	-	-	113 "	1	-	-	-
10	"	10	1	-	-	113 "	1	-	-	-
AOD. WS										
(Mod)										
11	II No.	9	3	-	-	(28 " V.R.P.	2	-	-	-
12	"	5	3	-	-	(30 " 6/Aus	1	-	-	-
13	XXII	13	3	-	-	(242 " V.R.P.	2	-	-	-
14	"	18	3	-	-	(2/NZ " V.R.P.	2	-	-	-
15	V.R.P.					( V.R.P.	1	-	-	-
(Ex Aus. Corps)										
		2	-	-	-	12/Aus "	2	-	-	-
AFA.										
LPS. No										
16	II	11	14	-	1		-	16	-	1
17		20	13	1	1		-	15	1	1
18	VIII	30	13	1	1		-	15	1	1
19		119	14	-	1		-	16	-	1
20	Aust	3/Aus	13	1	1		-	15	1	1
21		6/ "	13	1	1		-	15	1	1
22		12/ "	13	1	1		-	15	1	1
23	XXII	113	13	1	1		-	15	1	1
24		242	14	-	1		-	16	-	1
25		2/NZ	14	-	1		-	16	-	1
26	V.R.P.									
(received items 11, 12, 13, 14).										
								4	-	-
150 6 10										
150 6 10										

H.Q. 4/Army.  
5/3/10.

N.B. Columns (D)., (E). and (F). - (I)., (J). and (K).

To simplify the schedule, the Workshops, Stores, and Cars of the A.O.D. Workshops have been omitted not being affected in this re-organization.

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## Appendix 7

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

D.D.S. & T.  
T.300.

S.M.T.O.  
1110.

- (1) Transfers according to Appendix "A" are to be made forthwith.
- (2) Vehicles are to be received by V.R.P. to reach them not later than 4-0.p.m. 9th. inst.
- (3) The necessary alterations will be shown on A.F. B.213.A. for week ending 9th. inst. and A.F. W.3388 for week ending 9th.
- (4) Lorries sent to V.R.P. are to be accompanied by the number of drivers shown in Column(R).
- (5) When transfers are made to V.R.P. the transfer documents of men and vehicles are to be made out to O.C. 30th. Auxiliary (Petrol) Company (the V.R.P.) location HARDIFORT - Sheet 27.I.59.c. Central.
- (6) Drivers are to be rationed up to and including 11th. inst.
- (7) Compliance to be reported not later than noon 10th.

H.Q., Fourth Army,  
6/3/18.

Copies to:-

D.Transport.  
30th. Aux.(P) Coy.

Brig. Gen.  
D.D.S. & T., Fourth Army.



AUSTRALIAN CORPS.  
\*\*\*\*\*

S.M.T.O. AH/1110.

APPENDIX "A" REFERRED TO IN MY T.300 dated 6/3/1918.

A.	B.	C.	D.	E.	F.	G.	H.	J.	K.	L.	M.	N.	O.
No.	Corps.	S.B.A.C.	Calibre.	No. of Old Estb.	New Estb.	Balance to be	DRIVERS.			Makes of Lorries			
				Guns.	(3-ton)	(3-ton)	withdrawn to	with-	To be Disposal.	required at 4th.	No.	Remarks.	
							4th. V.R.P.	drawn.	To 4th. To	V.R.P.			
									Base.				
Aust.		319.	6" How.	4-gun.	13.	11.	2.	4.	4.	Daimler.	2.		
		236.	"	"	13.	11.	2.	4.	4.	Albion.	2.		
		74.	"	"	13.	11.	2.	4.	4.	Daimler.	2.		
		259.	"	6-gun.	18.	15.	3.	7.	7.	do.	3.		
		54.	8" How.	"	34.	25.	9.	20.	20.	Thornycroft.	9.		
		275.	"	"	34.	25.	9.	20.	20.	do.	9.		
		117.	9.2" How.	4-gun.	33.	23.	10.	23.	23.	Albion.	10.		
							37.	-	82.		37.		

APPENDIX



Appendix 8

S.M.T.O.
AUSTRALIAN
CORPS.
148/1
Date

RE-ORGANIZATION OF M. T.

- (1) Reference my 148/1 of 5/3/18, <sup>AND 6/3/18</sup> Paragraphs with reference to transfer of vehicles are hereby cancelled.
- (2) Transfers of vehicles in accordance with attached schedules will take place forthwith.
- (3) All Mobilization and Q.M.'s. stores will be transferred in a similar manner.
- (4) Spare parts will be transferred with stores lorries with the exception of those of the present No. 1. A.D.S.C. which will transfer all Dennis Spares to Corps Troops M.T. Coy.
- (5) A.F. 3388, in duplicate, will be rendered by all acting Q's. C., Headquarters Column M.T. Coy., Divisional M.T. Coys. and Corps Troop M.T. Coy., direct to this Office not later than 8-0.p.m. on the 9th. inst. showing transfers as above.
- (6) Above Transfers will be on paper only pending issue of further instructions.
- (7) Further instructions will be issued as to transfers of books etc. of Units concerned.

8th. March, 1918.

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



## NOW ON CHARGES

UNIT	P.	D.	Don.	T.	K.	C.	SB.	Misc.	300wt d. LGOC.	TOTAL
1 ADSC	-	-	39	-	-	-	-	-	15	54
2 ADSC	-	54	-	-	-	-	-	-	-	54
3 ADSC	-	54	-	-	-	-	-	-	-	54
4 ADSC	1	-	-	53	-	-	-	-	-	54
5 ADSC	54	-	-	-	-	-	-	-	-	54
1 AASP	37	-	-	-	-	-	-	-	-	37
2 AASP	37	-	-	-	-	-	-	-	-	37
3 AASP	-	-	-	-	-	37	-	-	-	37
4 AASP	-	37	-	-	-	-	-	-	-	37
5 AASP	-	-	-	-	37	-	-	-	-	37
3 P.Sect.	10	-	3	-	-	-	-	-	1	14
6 P.Sect.	5	8	-	-	-	-	-	-	1	14
12 P.Sect.	-	1	-	-	-	-	13	-	-	14
A/O.T.S.C.	-	-	11	-	-	-	-	-	-	11
"K" S.Col:	4	-	-	-	-	-	-	-	-	4
Corps Hq.	-	-	2	2	-	-	-	-	-	4
5 O.W/shop	-	-	-	-	-	-	-	1 Ko	-	1
23 "	-	-	-	-	-	-	-	1 Ko	-	1
30 "	-	-	-	-	-	-	-	1 H	-	1
44 "	1	-	-	-	-	-	-	-	-	1
TOTAL	149	154	55	55	37	37	13	3	16	520

## ULTIMATELY ON CHARGE.

1 D.H.T.Co: 83	-	-	-	-	-	-	-	-	3	86
2 "	-	83	-	-	-	-	-	-	3	86
3 "	-	46	-	-	-	37	-	-	3	86
4 "	27	-	1	55	-	-	-	-	3	86
5 "	39	7	-	-	37	-	-	-	3	86
Ops Tps HT Co-	-	-	37	-	-	-	-	-	-	37
3 P.Sect.	-	-	15	-	-	-	-	-	1	16
6 P.Sect.	-	15	-	-	-	-	-	-	1	16
12 P.Sect.	-	3	-	-	-	-	13	-	-	16
TOTAL	149	154	53	55	37	37	13	-	16	515



## ACTION.

Div. T. Companies.					Park Sections			Corps	Evac	TOTAL
1	2	3	4	5	3	6	12	Troops	-uat	
								MT Coy	-ed.	
3.d.	3.d.	3.d.	1 Den) 3.d.)	3.d.	10 Den	-	-	26Den	2Den	54
-	46.D.	1.D.	-	6.D.	-	-	1.D.	-	-	54
-	-	45.D.	-	1.D.	-	7.D.	1.D.	-	-	54
-	-	-	1.P.) 53.T.)	-	-	-	-	-	-	54
45.P.	-	-	-	9.P.	-	-	-	-	-	54
37.P.	-	-	-	-	-	-	-	-	-	37
-	-	-	26.P.	11.P.	-	-	-	-	-	37
-	-	37.C.	-	-	-	-	-	-	-	37
-	37.D.	-	-	-	-	-	-	-	-	37
-	-	-	-	37.K.	-	-	-	-	-	37
-	-	-	-	10.P.	1.LGCG) 3.Den.)	-	-	-	-	14
-	-	-	-	5.P.	-	1.d.) 8.D.)	-	-	-	14
-	-	-	-	-	-	-	1.D.) 13.SB)	-	-	14
-	-	-	-	-	-	-	-	11.Den	-	11
-	-	-	-	4.P.	-	-	-	-	-	4
-	-	-	2.T.	-	2.Den	-	-	-	-	4
-	-	-	-	-	-	-	-	-	1.Ke.	1
-	-	-	-	-	-	-	-	-	1.Ke.	1
-	-	-	-	-	-	-	-	-	1.L.	1
1.P.	-	-	-	-	-	-	-	-	-	1
86	86	86	86	86	16	16	16	37	5	520

P. = Peerless.  
 D. = 5-ton Daimler.  
 d. = 30-cwt Daimler.  
 Den = 3-ton Dennis.  
 C. = Commer.  
 K. = Karrier.  
 T. = Thornycroft.  
 Ke. = Kelly Springfield.  
 L. = Laudsley.  
 SB. = Swiss Berna.



## SCHEDULE "B."

\*\*\*\*\*

## WORKSHOP STORES, CARS AND MOTOR CYCLES.

\*\*\*\*\*

UNIT.	WORK- SHOPS.	STORES LORRIES.	BOX- CARS.	MOTOR CYCLES.	TRANSFERRED	TO.
No. 1. A.D.S.C.	2.	2.	1.	-	5.*	No. 5. Div. M.T. Coy.
No. 2. A.D.S.C.	2.	2.	1.	-	5.*	No. 2. Div. M.T. Coy.
No. 3. A.D.S.C.	2.	2.	1.	-	5.*	No. 3. Div. M.T. Coy.
No. 4. A.D.S.C.	2.	2.	1.	-	5.*	No. 4. Div. M.T. Coy.
No. 5. A.D.S.C.	2.	2.	1.	-	5.*	No. 1. Div. M.T. Coy.
No. 1. A.A.S.P.	1	1	1	-	3	No. 1. Div. M.T. Coy.
No. 2. A.A.S.P.	1	1	1	-	3	No. 4. Div. M.T. Coy.
No. 3. A.A.S.P.	1	1	1	-	3	No. 3. Div. M.T. Coy.
No. 4. A.A.S.P.	1	1	1	-	3	No. 2. Div. M.T. Coy.
No. 5. A.A.S.P.	1	1	1	-	3	No. 5. Div. M.T. Coy.
"K" Ammn. Park	-	-	1	1	3.a	H.Qrs. Corps M.T. Col.
"K" Supply Col:	3	3	2	-	3.*	Corps Tps. M.T. Coy.
Aust. C.T.S.C.	-	-	1	-	3	Corps Tps. M.T. Coy.

\* Includes 2 spares for Signal Company.

a Includes 1 Side Car Combination.



148/1.

RE-ORGANIZATION OF MECHANICAL TRANSPORT.  
\*\*\*\*\*

1. Officers already detailed as Acting Os. C. respective M.T. Companies will retain such positions until permanent postings, which will be made at an early date.

2. Supply Officers, and Supply Sections will remain with their respective Divisions, e.g., the present No. 1 Supply Section with 1st. Australian Div. M.T. Company, etc.

3. All other Officers and other ranks will be transferred in accordance with the following table :-

No. 1 A.D.S.C.	}	to No. 1 A.Div. M.T. Coy
No. 1 A.A.S.P.		
No. 2 A.D.S.C.	}	to No. 2 A.Div. M.T. Coy
No. 4 A.A.S.P.		
No. 3 A.D.S.C.	}	to No. 3 A.Div. M.T. Coy
No. 3 A.A.S.P.		
No. 4 A.D.S.C.	}	to No. 4 A.Div. M.T. Coy
No. 2 A.A.S.P.		
No. 5 A.D.S.C.	}	to No. 5 A.Div. M.T. Coy
No. 5 A.A.S.P.		
"K" Armies: Park	)	to H.Q. Corps M.T. Column.
"K" Supply Col: (Office Personnel)	)	to H.Q. Corps M.T. Column.
"K" Supply Col: (Other personnel)	)	to Corps Troops M.T. Coy.
Aust. C.T.S. Column	)	to Corps Troops M.T. Coy.

Personnel of A.B. A.F.A. P.S. will remain with their respective Sections.

4. All Units will render nominal roll, of all personnel transferred, to Acting O.C., Div. M.T. Company to which transferred, by 6.p.m. on the 10th. instant.

5. Acting Os. C., Div. M.T. Companies, Corps Troops M.T. Company, and H.Qra., Corps M.T. Column, will render nominal roll of total personnel received, direct to S.M.T.O. by noon, 11th. instant.

6. No application for inter-company transfers will be submitted for a period of one month after the date of this order.

7. Indent for Rations (A.B.55) will be submitted by Acting Os. C. for Div. M.T. Companies in time for Rations to be drawn on the 13th. instant for consumption on the 15th. instant.

9/3/18.

*W. J. H. H. H.*  
Colonel,  
S.M.T.O., Australian Corps.



D. D. of S. & T.,  
FOURTH ARMY.

148/1.

\*\*\*\*\*

RE-ORGANIZATION OF MECHANICAL TRANSPORT.

59-day

The S.M.T.O. has seen the Director of Transport and Colonel Davidson with reference to homogeneity scheme for Australian Corps, who both agree that if it can be carried out within the Army, and without delaying completion by the 12th. inst. of the re-organization, it may be arranged.

The scheme is as follows:-

To form 2 Div'l M.T. Companies of Peerless lorries.  
" 2 Div'l M.T. Companies of Daimler lorries.  
" 1 Div'l M.T. Company of Thornycroft lorries.  
" 1 Corps Troops M.T. Company of Daimler lorries.  
" 3 Army Ede., A.F.A., Park Sections, of Peerless lorries.

The total number of lorries of different makes wanted are:-

<u>PEERLESS.</u>	Number wanted.	220
	Number now on charge	149
	Wanting to complete	71
		=====

<u>DAIMLER.</u>	Number wanted	209
	Number now on charge	169
	Wanting to complete	40
		=====

<u>THORNYCROFT.</u>	Number wanted	86
	Number now on charge	55
	Wanting to complete	31
		=====

Total wanting to complete. .... 142.

In exchange for these the following lorries now on charge are available:-

Dennis	53
Commer	37
Karrier	37
Swiss Berna	13
L.G.O.C. 30-cwt.	1
Daimler "	1
	142
	=====

Can this be arranged please.

10/3/18.

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



appendix 11.

148/1.

## RE-ORGANIZATION OF MECHANICAL TRANSPORT.

\*\*\*\*\*

1. Officers are posted to Units as in D.L.T.S., A.I.P., letter No. B.42 of even date.

2. Units will be located as follows :-

H.Qrs. Aust. Corps M.T. Column	Shoot 28 - S.14.c.9.4.)
	(BAILLEUL).
Aust. Corps Troops M.T. Coy.	Shoot 36 - B.3.a.4.9.)
	(next Bath Camp)
No. 1 Aust. Div'l M.T. Coy.	METEREN.
No. 2 Aust. Div'l M.T. Coy.	Shoot 28 - S.29.b.0.1.)
	(Bailloul-Armentieres Road)
No. 3 Aust. Div'l M.T. Coy.	DESVRES.
No. 4 Aust. Div'l M.T. Coy.	Shoot 28 - S.3. Central.
No. 5 Aust. Div'l M.T. Coy.	Shoot 36 - B.2.c.2.2.)
	(Bath Camp)

3. For the present 2 Sections of No. 3 Div'l M.T. Company will be detached and will be parked at Sheet 28 - X.24.a.1.5.

4. Army Bde., Aust. F.A., Park Sections, will be attached as follows :-

3rd. A.B., A.F.A., P.S.	to	No. 5 Aust. Div. M.T. Coy.
6th. "	to	No. 2 "
12th. "	to	No. 1 "

5. Actual transfers of lorries will take place as soon as possible by mutual arrangement between Os. C., Div'l M.T. Companies, ensuring however, that the ordinary work and Availability States are not affected.

6. Os. C., Div'l M.T. Companies will report at once when all transfers are complete.

7. Proper handing-over documents will be executed for all clothing, equipment and other W.D. Stores.

*W. H. Tumbrell*

Colonel,

S. M. T. C., Australian Corps.

12/3/18.



AH/148/2.

Reference D.D.S.&T., Second Army, No. T.300, the following are the arrangements for transfer from and to this Corps.

1. Spares of Karrior, Swiss Berna, Commer, Dennis and L.G.O.C. lorries will be transferred with vehicles, but sufficient spares will be retained by Aust. Corps Troops M.T. Coy. for the maintenance of 4 Dennis lorries of Tunnelling Company and Maudslay Store Lorry. No. 3 Aust. Div. M.T. Company will retain sufficient spares for maintenance of Commer Workshop remaining with Unit. All others will be distributed to the various Units to which lorries are being transferred pro-rata.
2. Inter-Unit transfers will be effected as expeditiously as possible but availability must not be affected. Para. 7 of D.D.S.&T's T.300 must be complied with.
3. All vehicles for Inter-Corps transfer will be sent to rendezvous at Sheet 27 - W.4.d.5.8. at a time to be notified later. Each Unit will have a qualified Workshop Officer with vehicles to check over defects, deficiencies and tools, and each Unit receiving vehicles will also have a Qualified Workshop Officer and necessary personnel to check over and take over vehicles. Officers in charge of Convoys will report to Major HARVEY who will be in charge of ~~Rendezvous~~ and whose permission must be obtained before moving out.
4. Lorries being transferred from Australian Corps will be parked at rendezvous facing CAESTRE. Arrangements are being made for lorries that are to be taken over by Australian Corps to be parked facing FLETRE. The road must not be blocked in any way, and a two way passage must be left at all points.
5. Lorries to be transferred and now on detachment, must be received at once.
6. All lorries for transfer are to be at once got ready. A.Fs. W..3346 will be prepared and tool kits checked.
7. Exchange from and to VIII. Corps will be effected tomorrow the 20/3/18. Lorries and personnel will report at rendezvous at 3.p.m.
8. Times of other exchanges will be notified to Units concerned by wire later.

19/3/18.

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

Copy to:-  
H.Q., Corps M.T. Column.  
All Aust. M.T. Units.  
S.M.T.O., II. Corps.  
" VIII. Corps.  
" X. Corps.  
" XXII. Corps.



S.M.T.O.,	II. Corps.	
"	VIII. Corps.	
"	X. Corps.	D.D.S.T., Second Army.
"	XXII. Corps.	No. T.300.
"	Aust. Corps.	
A/S.M.T.O., 2/Army Troops.		S.M.T.O., Aust. Corps.
O.C., Vehicle Reception Park.		No. 148/2.

\*\*\*\*\*

1. Transfers in accordance with the attached schedule are to be made forthwith.
2. One Driver only will be transferred with each lorry.  
S.M.T.O., Australian Corps, will arrange that all the Imperial Drivers transferred to Australian Corps are re-transferred to Imperial Units with the lorries transferred from Australian Corps.
3. S.M.T.O.'s will arrange for the inter-transference of spare parts. These should, as far as possible, be conveyed by the lorries being transferred.
4. Whenever possible, vehicles should be transferred in convoys, with an Officer accompanying them. This Office will hand over the vehicles, obtaining the necessary receipts, thus saving much time and correspondence.
5. Immobile vehicles must be transferred "on paper" and taken on charge by the Units concerned. Repairs will be completed to these immobile vehicles by the Units in whose shops they are at present standing.
6. Transfers to V.R.P. must be completed not later than the night of 22nd. instant.
7. Returns for week ending 23rd. instant must show the transactions completed.
8. Compliance is to be reported not later than the night of 23rd. instant.
9. A list of locations of certain M.T. Units is attached.
10. The following abbreviations have been used in the schedules:

A	Australian.
C.T.M.T.C.	Corps Troops M.T. Company.
D.M.T.C.	Div'l M.T. Company.
A.T.M.T.C.	Army Troops M.T. Company.
A.T.	Army Troops.
V.R.P.	Vehicle Reception Park.
S.S.S.	Signal Sub Section.

Vehicles underlined in red ink are non-standard or old type, and must be sent to the V.R.P.

11. It is to be hoped that, after the above transfers are completed, there will be an absolute absence of recrimination as regards personnel, vehicles and spare parts. This is attainable by each O.C., Units "Playing the Game".

19/3/18.

Sd. A. HERKLOTS, Major.,  
for Brigadier General,  
D.D.S.&T., Second Army.



## LOCATIONS OF M.T. UNITS.

\*\*\*\*\*

U N I T	LOCATION	ADMINISTERED BY
S.M.T.O., II. Corps	Shoot 27 - F.18.d.	II. Corps.
" VIII "	" F.22.Cent.	VIII. Corps.
" X "	ESQUELBECQUE	X. Corps.
" XXII "	MONT NOIR	XXII. Corps.
Australian Corps	FLETRE	Aust. Corps.
A/S.M.T.O., 2/Army Tps.	Shoot 27 - O.20.d.2.0	Army Troops.
H.Q. "B" Corps M.T. Column	Shoot 27 - L.3.a.8.5.	II. Corps.
" "H" " " "	" 28 - A.25.d.10.7	VIII Corps.
" "X" " " "	" 27 - G.17.a.1.2.	X Corps.
" Aust " " "	" 28 - S.14.c.9.4.	Aust Corps.
" "Y" " " "	MONT NOIR	XXII Corps.
No. 2 C.T.M.T.Coy.	Shoot 28NW. G.3.a.3.2.	II Corps.
8 "	" 27 - L.17.c.2.2.	VIII Corps.
10 "	" 27 - C.17.a.1.2.	X Corps.
22 "	" 28 - M.22.a.8.4.	XXII Corps.
Aust "	" 36 - B.8.a.4.9.	Aust Corps.
No. 1 Div. M.T.Coy.	Sht. 20.SW. S.22.a.4.7.	II Corps.
8 "	St Martin au Laort	VIII Corps.
29 "	Sht 26 - G.9.c.6.6.	VIII Corps.
32 "	" 27 - F.21.c.7.7.	II Corps.
33 "	" 28 - H.8.c.0.9.	VIII Corps.
35 "	" 27 - F.27.b.9.9.	II Corps.
37 "	" 28 - M.23.a.1.9.	XXII Corps.
49 "	" 27 - L.32.d.9.9.	XXII Corps.
1/Aust "	METEREN	Aust. Corps
2/ " "	Sht 28 - S.29.b.0.1.	"
3/ " "	DESVRES	"
4/ " "	Sht 28 - S.3.Cent.	"
5/ " "	" 36 - B.2.c.2.2.	"
1/NZ "	" 28 - M.15.a.4.3.	"
"B" Corps Siege Park	Sht 28 - B.19.a.3.8.	II Corps.
"H" "	" 28 - H.2.d.10.0.	VIII Corps.
"X" "	" 27 - ARQUES.	X Corps.
"K" "	" 28 - T.7.d.8.8.	Aust Corps.
"Y" "	" 28 - G.20.c.6.9.	XXII Corps.
4th. A.T.S.C.	St SYLVESTRE CAPPEL	Army Troops.
No. 5 G.H.Q. Res. M.T. Coy.	Sht 36A. D.20.a.2.0.	"
V. R. P.	" 27 - I.30.Central	"



SCHEDULE No. 5 FOR TRANSFER  
OF VEHICLES IN AUSTRALIAN CORPS.

UNIT CONCERNED							*****										FINALLY HAVING.					
Item	Corps	Name of Unit	Originally had				Corps	TRANSFERS TO				AND RECEIVES FROM		No. of 3-ton.	No. of 30cwt.	Make	No. of 3-ton.	No. of 30-cwt	Total No.			
			Makes of lorries	No. of 3-ton.	No. of 30-cwt	Total No.		Unit	Make	No. of 3-ton.	No. of 30-cwt	Corps	Unit							Make		
K.1.	A	A CTMTC	Dennis Dennis	7 30		37	XXII	VRP 1 NZDMTC	Dennis Dennis	7 30		II XXII XXII A. A. A.	28 AFABPS 242 " 22 CTMTC 5 ADMTC 6 AAFABPS 12 "	Daimler Daimler Daimler Daimler Daimler Daimler	2 1 9 7 15 3		Daimler	37		37		
K.2.	A	3 ADMTC	Daimler Commer Daimler	46 37		86	II	32 DMTC	Commer	37		II	32 DMTC	Daimler	37		Daimler	83	3	86		
K.3.	A	4 ADMTC	Dennis Thorny Daimler Peerless	1 55 37		86	A.	VRP 5 ADMTC	Dennis Peerless	1 27		II	1 DMTC	Thorny.	28		Thorny Daimler	83	3	86		
K.4.	A	5 ADMTC	Peerless Daimler Karrrier Daimler	39 7 37		86	XXII A.	22 CTMTC A. CTMTC	Karrrier Daimler	37 7		XXII A.	49 DMTC 4 ADMTC	Peerless Peerless	17 27		Peerless Daimler	83	3	86		
K.5.	A	3 A.AFA BPS.	Dennis Dennis L.G.O.C.	10 5		16	VIII XXII	VRP HQ.H.SAP 1 NZDMTC	Dennis L.G.O.C. Dennis	10 1 5		II VIII VIII X XXII XXII XXII XXII	DMTC 33 DMTC 37 DMTC 10 CTMTC 22 CTMTC 1 NZDMTC 242 AFABPS 49 DMTC VRP.	Peerless " " " " " " "	1 4 1 3 1 1 2 2 1		Peerless	16		16		
K.6.	A	6 A.AFA BPS.	Daimler Daimler	15		16	II A.	HQ.B.SAP A.CTMTC	Daimler Daimler	15	1	XXII	49 DMTC	Peerless	16		Peerless	16		16		
K.7.	A	12 A.AFA BPS.	S.Berna Daimler	13 3		16	VIII A.	8 CTMTC A.CTMTC VRP	S.Berna Daimler S.Berna	6 3 5		XXII	NZDMTC	Peerless	16		Peerless	16		16		
K.8.	A	104 Tun Coy.	Dennis Maudslay	3 1		4	VIII	33 DMTC	Maudslay	1			VRP	Dennis	1		Dennis	4		4		
				336	11	347				194	1				195			338	9	347		



appendix 13.

APPENDIX. 13  
1101.

1. Officers and vehicles as follows are detailed for special duty with Army on 25/3/18:-

Capt. H.S.Cusack	No. 5. A.D.M.T.Coy.
Lieut. S.W.Johnston	1. "
Lieut. W.D.Davie,	2. "
Lieut. H.A.Perkins	2. "
Lieut. O.T.Robertson	5. "
=====	
No. 1. A.D.M.T.Coy.	20 lorries.
2. "	30 "
5. "	45 "
Aust. C.T.M.T.Coy.	5 "
	<u>100</u>

2. Vehicles will rendezvous on BAILLEUL - ARMENTIERES Road, head of column at Sheet 36 - B.8.a.7.7., at 5a.m. and will proceed to Embussing Point on DRANOUTRE - LOCRE Road at Sheet 28 - M.29.a.5.9. travelling via NEUVE EGLISE and DRANOUTRE, and will be drawn up at this point ~~xx~~ by 6.a.m. facing North.

3. The convoy of 100 lorries from Australian Corps will be met at Embussing point by 100 lorries of VIII Corps, making a total of 200 lorries which will be under the command of Senior Officer.

4. The whole convoy will transport personnel of 13th. Aust. Infantry Brigade to HERMAVILLE Area, proceeding via MONT ROUGE - MONT NOIR + METEREN - Sheet 27. P.30.a.2.4. - HAZEBROUCK - St VENANT - LIILERS - St. POL, to Debussing point on St. POL - ARRAS Road, head of column TINGUES.

5. Return route will be communicated later.

6. Each lorry will carry ladder and sufficient petrol for 250 miles - drivers will carry two days rations.

7. Attention is directed to S.M.T.O., Australian Corps, No. AH/1101 dated 3/2/18.

24/3/18.

Copy to:- H.Qrs. Aust. Corps M.T. Col. No. 1. A.D.M.T.Coy.  
Capt. H.S.Cusack. 2. "  
Lieut. S.W.Johnston. 5. "  
Lieut. W.D.Davie. Aust. C.T.M.T.Coy.  
Lieut. H.A.Perkins.  
Lieut. O.T.Robertson.

NOT.

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



## Appendix 14.

1101.

Reference my 1101 of 24/3/18, the following amendments and additions are notified and action will be taken accordingly:-

Cancel para. 4 and insert:-

"4. The whole convoy will transport personnel of 13th. Aust. Infantry Brigade at BEAUMETZ Area, proceeding via MONT ROUGE - MONT NOIR - METEREN - Sheet 27.P.30.a.2.4. - HAZEBROUCK - St VENANT - LILLERS - St POL. On arrival at St. POL Officer i/c convoy will report to Town Major, and if no cancellation instructions are issued, convoy will proceed via ROELLECOURT - MAIZIERES - AVESNES LE COMTE - BAVINCOURT, to Debussing point at BEAUMETZ, head of column facing East."

Cancel para 5. and insert:-

"5. Convoy will return via SIMENCOURT - GOUY - BAVINCOURT, to neighbourhood of St. POL and will park for night of 25/26th. inst. Billeting arrangements will be made with Town Major, St. POL, lorries returning to Units on 26th. by same route as on forward journey".

25/3/18.

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

Copy to:- H.Qtrs. Aust. Corps M. T. Col.  
Capt. H.S.Cusack.  
Lieut. S.W.Johnston.  
Lieut. W.D.Davis.  
Lieut. H.A.Perkins.  
Lieut. O.T.Robertson.  
No. 1. A.D.M.T.Coy.  
No. 2. "  
No. 5. "  
Aust. C.T.M.T.Coy.



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

appendix 15

1. Officers and vehicles, as under, are detailed for the transportation of 2 Battalions, 8th. Aust. Infantry Brigade, and Div'l Units of 5th. Australian Division, from vicinity of KEMMEL to GODEWAERSVELDE, on 26/3/18.

XXII. Corps	- 1 Officer	25 lorries.
"K" Siege Park	- 3 Officers	63 lorries.
		<u>88</u>

"K" Siege Park will also detail one Senior Officer in command.

2. 25 lorries detailed by XXII. Corps and 19 lorries of "K" Siege Park (total 44 lorries), will rendezvous with head of column at Sheet 28 - N.20.b.9.5., facing North West, at 10.30.a.m.

44 Vehicles of "K" Siege Park will rendezvous with head of column at Sheet 28 - N.21.d.3.1., facing North East at 10.30.a.m.

3. Convoys will proceed via KEMMEL - LA CLYTTE - RENINGHELST - ABEELE - STEENVOORDE Road - to Debussing point, head of column at sheet 27 - K.35.d.Central.

4. Return route for lorries of XXII. Corps: - STEENVOORDE - turn in STEENVOORDE - ABEELE Road - thence to Park.

5. Return route for vehicles of "K" Siege Park: - STEENVOORDE - Cross Roads at Sheet 27 - P.30.a.2.4. - CAESTRE - thence to Park.

6. Last 15 lorries of "K" Siege Park will pick up personnel of Labour Companies at Australian Corps Re-inforcement Depot on CAESTRE - FLETRE Road at Sheet 27 - W.4.c.1.9., where guides will meet column and direct to destination.

25/3/18.

DISTRIBUTION :

1 Copy to S.M.T.O., XXII. Corps.  
1 " 5th. Aust. Division.  
1 " Aust. Corps "Q".  
1 " B.G., H.A., Aust. Corps.  
4 copies "K" Siege Park.

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



appendix 16.

Officer Commanding,  
H/Qtrs. Aust. Corps M. T. Column.  
\*\*\*\*\*

MOVEMENT ORDER.

The 3rd. Australian Divisional M. T. Company will be transferred to IIIrd. Army and will move by road to LUCHEUX Area on 26th. inst. with full Echelons.

The 3rd. Australian Division, less Artillery, will draw rations from CAESTRE on 24/25 and 26th. inst.

Railhead in IIIrd. Army, commencing 27th. inst., will be notified later.

The 3rd. Australian Divisional Artillery will draw rations from LILLERS on 25th. and St. POL on the 26th. Further directions will be notified later.

Rations drawn on 26th. inst. will be carried on Supply lorries for consumption on 28th.

25/3/18.

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



## Appendix 17

Officer Commanding,  
H.Qtrs. Aust. Corps M. T. Column.  
\*\*\*\*\*

1185.

1. 5th. Australian Division (less Artillery), accompanied by H.Qtrs. and 3 Sections of No. 5. Aust. Div. M.T. Company, will be transferred by rail and road on the 27th. inst. from Second to Third Army Area.
2. Railhead of 5th. Aust. Division will remain at BRULOOZE until 28th. inst. when rations for 30th. will be drawn. Railhead for 29th. inst. will be WARLINCOURT.
3. No. 5. Aust. Div. M.T. Company (less 2 Sections) will move by road to new area on 28th. inst., under Divisional arrangements and will park for night of 28th. inst. at POMMERA.
4. ROUTE:- MERVILLE - St VENANT - LILLERS - St POL - PREVENT - DOULLENS - POMMERA.
5. 11 lorries will carry full complement of S.A.A. - no other ammunition to be taken.
6. 1 Workshop and 1 Store lorry, also 2 motor cycles, will remain with 2 Sections.
7. 2 Sections remaining in this area will locate at Sheet 28, M.24.c.9.9. Completion of movement and new location to be notified to this Office.
8. Marching-Out States will be rendered to this Office, and Marching-In States to O. C., Column to which Units reports.

27/3/18.

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



302

SECOND ARMY Intelligence,  
XXXXXXXXXXXXXXXXXXXX

(ID) 1941.

A recent case which occurred in the First Army area of a German aeroplane landing in a field at 2-30 in the morning without interference, although there was a sentry within 1,000 yards of the place of landing, points to the necessity for increased vigilance in this regard.

In this case, the aviators, four in number, were able to set fire to their machine and proceed undisturbed to a neighbouring farm. It is obvious, therefore, that had they been accompanied by any person whom it was intended to employ as an agent, he would have had no obstacle placed in his way in the first stage of his mission.

Will you please XXXX arrange to have orders given, not only to the Intelligence Police but to all other troops, that in case of an unexpected landing at unusual hours and in unusual places of any aircraft, the matter should be the subject of immediate attention on the part of any troops in the neighbourhood. They should satisfy themselves that the aeroplane is one of ours or an allied machine, and that the crew are the persons they pretend to be. It is, of course, possible that the Germans might use an allied machine for this purpose.

Sgd. R.J. Drake, Lt. Col.,  
General Staff,  
for S. G. I.

S.H.2. (b)  
21/5/18.

(2)

Australian Corps "I".  
XXXXXXXXXXXXXXXXXXXX

I.S. 35.

For information and necessary action.

Sgd. R. Fitzgerald, Capt.,  
for Major Gen., General Staff.

(3)

Ig.  
Australian Corps,  
24/5/18.

1st. Aust. Division. G.O.C., R.A., Aust. Corps.  
2nd. " B.S.H.A., Aust. Corps.  
3rd. " "A" Branch, Aust. Corps.  
A.P.M., Aust. Corps.  
Camp Commandant, Aust. Corps.

H.Q., Aust. Corps  
16/243.

Forwarded for information and necessary action.

XXX Sgd. H.A. Hian, Major  
Gen. Staff, Aust. Corps.

Copies to:- All Offices on Corps H.Q..

(4)

Officer Commanding,  
H.Qtrs. Aust. Corps H. T. Col.,  
"A" Siege Park.  
XXXXXXXXXXXXXXXXXXXX

For information and action, please.

25/5/18.

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



appendix 19.

Major C. J. Goddard, D.S.O.,  
Aust. Corps Reinforcement Depot.

\*\*\*\*\*

AC/3.

1. The M. T. Personnel at present located at Australian Corps Reinforcement Depot will move by March Route to Camp at M.24.c.9.2., Sheet 28, on 30th, inst.
2. Two lorries of "K" Siege Park will report before 10.a.m. on 30th. inst. and will transport Kits and Camp Equipment to new location. These lorries will remain attached to M. T. Reinforcements for instructional purposes.
3. Motor car will report to Major Goddard at Australian Corps Reinforcement Depot at 10.a.m. on 30th. inst. for duty as required.
4. Completion of move to be reported to this Office.

29/3/18.

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

Copy to:-

O. C., Australian Corps Reinforcement Depot.



Return of Battle Casualties for Month of  
March, 1918.

\*\*\*\*\*

appendix No. 20.

AC/85/1.

P E R S O N N E L.

Officers.			Other Ranks.		
Killed.	Wounded.	Gassed.	Killed.	Wounded.	Gassed.
-- Nil --			3.	14.	-

V E H I C L E S.

Totally destroyed.	Repaired in Field.	Evacuated.
1. M/Cycle.	7. Lorries.	1. Lorry.

1/4/18.

*H. H. Turnbull* Colonel,  
S.M.T.O., Australian Corps.



Appendix 21.

MECHANICAL TRANSPORT.

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

The following abbreviations are used,  
 L. 3 ton and 30 cwt lorries. C. Caterpillars.  
 P. Four wheel drive " A. Ambulances.

NUMBER OFF ROADS.					
Establishment.	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.
1026.L	86.L	56.L	17.L	159.L	577.L
105.A	8.A	7.A	3.A	18.A	
62.F	-	-	-	-	-
36.C	2.C	3.C	-	5.C	-

Number of serviceable lorries available and not being used...290.

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

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.	...55.
" " ,	Corps "	...129.
		<u>184</u>

8/3/18.

*L. P. ...*  
 Colonel.,  
 S.M.T.O., Australian Corps.



Appendix 22

MECHANICAL. TRANSPORT.

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

The following abbreviations are used,  
 L. 3 ton and 30cwt lorries. C. Caterpillars.  
 F. Four wheel drive " A. Ambulances.

Establishment.	NUMBER owing to accidents shell fire minor causes.	OFF ROADS. owing to overhaul.	Awaiting spare parts.	Total number not available for duty.	Average No used daily.
A.	B.	C.	D.	E.	F.
988.L.	70.L.	33.L.	12.L	128.L	590.L.
105.A.	6.A.	10.A.	2.A.	18.A.	
66.F.	1.F.	-	-	2.F.	
36.C.	1.C.	1.C.	-	2.C.	

Number of serviceable lorries available and not being used...283. Number of cars awaiting spare parts.....1.

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.....52.  
 " " , Corps " .....97.

16/3/18.

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



Appendix 23

MECHANICAL TRANSPORT.

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

The following abbreviations are used:-

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

Establishment.	NUMBER owing to accidents shell fire minor	OFF owing to overhaul.	ROADS. Awaiting spare parts.	Total Number not available for duty.	Average Number used daily.
A.	B.causes.	C.	D.	E.	F.
1032.L.	107.L.	33.L.	27.L.	167.L.	616.L.
105. A.	10.A.	11.A.	2.A.	23.A.	-
66. F.	1.F.	-	-	1.F.	-
36. C.	-	1.C.	-	1.C.	-

Number of serviceable lorries available and not being used...	XXX. 249.	Number of cars awaiting spare parts.....	---nil---
---	--------------	--	-----------

PROST 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.	58.
" " Corps "	143.

23/3/18.

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



Appendix 24

# MECHANICAL TRANSPORT.

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The table below shows the situation of M. T. in the Corps for week ending 29th. March, 1918.

The following abbreviations are used:-

L. 3-ton and 30-cwt. lorry.  
F. Four wheel drive.

C. Caterpillars.  
A. Ambulances.

Establish- ment.	NUMBER OFF ROADS,		Total Number		Average Number used daily.
	owing to accidents shell-fire minor causes.	owing to overhaul. spare parts.	Awaiting not available for duty.		
<u>A.</u>	<u>B.</u>	<u>C.</u>	<u>D.</u>	<u>E.</u>	<u>F.</u>
625.L.	77.L.	33.L.	16.L.	126.L.	374.L.
40.A.	2.A.	1.A.	-	3.A.	
36.F.	2.F.	-	-	2.F.	
24.C.	1.C.	1.C.	-	2.C.	

Number of serviceable lorries  
available and not being used.....125.

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

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.	54.
" " Corps "	42.
Total.	96.

30/3/18.

*W. J. T. M. B. J.*  
Colonel,  
S.M.T.O., Australian Corps.