

PART ONE

Number 17



The Journal of The Royal Australian Corps of Transport

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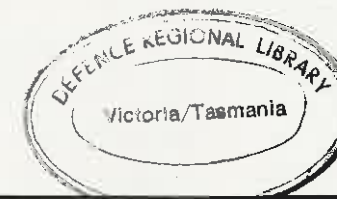
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PAR ONERI

The Journal of The Royal Australian Corps of Transport

Number 17



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COVER

In many instances men of AASC 9th Div were used as infantry at Tobruk. They had been defending the rugged east coast sector of the Tobruk perimeter where it meets the Mediterranean in a series of deep and narrow waddis. The men are manning former Italian concrete posts built at strategic points at the tops of the waddis. Although attack would have been very difficult the AASC vigil has been unceasing. This rugged country has made the constant patrols into enemy territory feats of physical endurance and stamina. Picture shows 3 AASC men looking across a deep waddis towards the enemy lines. 25 SEPTEMBER 41.

This photo was taken from an album originally the property of LTCOL J.A. "Dadda" Watson, DSO, OBE, ED, Commanding Officer 9 Div AASC and now in the possession of your Corps Museum. The Editor acknowledges the loan by the museum.

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FOREWORD

*By Colonel W.L. Fowles
Director of Movements and Transport - Army*

1991 marks the 50th anniversary of the Tobruk siege. It is well that we in the RACT remember the role played by the Australian Army Service Corps elements of the 9th Division in that famous battle (or, more correctly, that series of battles over some eight months).

AASC troops were assigned to defend a sector of the Tobruk perimeter. They also had to perform their usual logistics role for the Division.

It was considered unlikely that the Germans would attack in the AASC sector but, as is often the case in war, the enemy did not do what was expected of him. The AASC found itself having to repulse the main enemy thrust. That they succeeded is a matter both of historical record and of great pride for our Corps as the AASC's successor.

I mention Tobruk here because it illustrates an issue that we could lose sight of if we do not remind ourselves of it every now and then. That issue is our need to train in, and practice, infantry skills.

We wear uniforms because we are soldiers first and movers or drivers or air dispatchers or seamen or whatever second. If our only role was to control and operate transport then there would be little reason for our Corps (or most others) to exist. An Army is only an Army if its soldiers and officers can successfully execute the fundamental skills which are unique to the military. And that includes the capacity to fight as infantry.

The RACT is well placed to train in, and practice, infantry skills.

Most of our Corps is in Land Command and so our collective training is orientated directly to field Army requirements. So is our individual training at the Army School of Transport and elsewhere. Many Corps competitions are based on shooting skills rather than purely transport skills. And it must stay that way.

None of us must lose sight of the thing which makes us unique in the wider Australian transport 'industry' of which we are also a part - our capacity to fight an enemy, and to win.

AUSTRALIAN ARMY ORDER OF AUSTRALIA - MILITARY DIVISION

TO BE AWARDED THE MEDAL OF
THE ORDER OF AUSTRALIA

AUSTRALIA DAY 1991

3801035 WARRANT OFFICER CLASS ONE
MATTHEW CHARLES BURKE

For service to the Army as the Regimental Sergeant Major of the Army School of Transport.



Warrant Officer Class One Matthew Charles Burke enlisted in the Australian Army on 17 July 1971 and was allotted to the Royal Australian Army Service Corps. He was re-allocated to the Royal Australian Army Corps of Transport on its formation on 1 June 1973.

Warrant Officer Burke's duties as Regimental Sergeant Major of the Army School of Trans-

port have been carried out in an exemplary manner. Additional to routine duties expected of all regimental sergeant majors, Warrant Officer Burke has been responsible for the career management of all warrant officers, senior non-commissioned officers and other ranks posted to the unit. This management has involved postings, trade and career courses and advice to the soldiers concerned. He has also provided advice to the senior staff of the unit and to the career advisors of the six corps represented at the Army School of Transport. Warrant Officer Burke's attention to this aspect of his duties has been well beyond that expected of his rank, and has produced outstanding results as evidenced by the unit's high retention rate of highly motivated and well informed soldiers.

Warrant Officer Burke has recognised the importance of maintaining regimental traditions and links with Australian veterans. His organising and hosting of the Rats of Tobruk Association 49th Commemoration of the Siege of Tobruk, at the Army School of Transport, generated significant public interest. In addition he planned, and trained the unit to a very high standard, to receive the Freedom of Entry to the Shire of Seymour at a public parade in Seymour. Both occasions were an outstanding success, bringing great credit to the Army School of Transport and the Army.

Warrant Officer Burke is very well known by, and enjoys considerable respect from, the local community. This is due to his involvement in local sports administration and coaching, participation in Shire festivals and his fund raising efforts, particularly Legacy.

Warrant Officer Burke is held in the highest esteem by all ranks of the Army School of Transport, his superiors within the Royal Australian Corps of Transport and his peers throughout the Army. To his subordinates he represents an example of professionalism and proficiency. He has served in the most senior position within his Corps with distinction, and has brought great credit upon himself, his Corps and the Australian Army.

★★★★★

312487 WARRANT OFFICER CLASS ONE
NORMAN JOSEPH MAHER

For service to the Army and civil community during the Nyngan Flood Disaster.



Warrant Officer Class One Norman Joseph Maher enlisted into the Australian Regular Army on 18 June 1975. On completion of recruit training he was allotted to the Headquarters 27th Company as a driver. In 1979 he completed trade training and was promoted to corporal. Warrant Officer Maher has served with Movement Control Office Canberra and 11th Movement Control Group, Headquarters Field Force

Command, where he was promoted warrant officer class two. In January 1990 he was posted to his current unit, Movement Control Office Liverpool, as a warrant officer class one.

Warrant Officer Maher provided assistance in the Nyngan Flood Recovery task. He was instrumental in establishing the Assistance Office and then managed the subsequent operations which became the focus of the recovery activity. Showing an ability to evaluate all the important facts he quickly came to terms with problems, provided sensible solutions and demonstrated foresight and versatility when dealing with difficult and demanding tasks. He also displayed sensitivity when faced with the many hundreds of difficult

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personal situations at Nyngan. Throughout the entire period at Nyngan, Warrant Officer Maher was known for always being available to provide assistance to those who needed it.

Warrant Officer Maher is a quiet achiever who met the challenge of Nyngan with conspicuous success. He far exceeded the expectations of Rear Admiral Peter Sinclair, AO, RANEM, Special Coordinator for the Premier of New South Wales' Flood Recovery; and in Admiral Sinclair's words, "proved to be one of the leading players in the early phase of the recovery process".

Warrant Officer Maher is an outstanding Warrant Officer, who has brought great credit on himself and the Australian Army.

★★★★★

2135166 SERGEANT ROBERT WILLIAM HICKS



For service to the Army Reserve and the civil community particularly during the Newcastle Earthquake Relief Operation.

Sergeant Robert William Hicks joined the Army Reserve and was allotted to the Royal Australian Army Services Corps on 14 May 1959. He began his service with the 16th Transport Squadron where he has continued to serve since that time.

In his normal duties, responsible for the Squadron's logistics, he has worked tirelessly towards ensuring that the Squadron has at all times the equipment and supplies that it needs to function. He has on many occasions, at his own expense, made many trips to Singleton and Sydney to ensure that his requests for equipment and supplies are processed efficiently and on time. Sergeant Hicks is regularly requested to take over more senior positions to provide continuity when other staff are absent or positions are left vacant. He accedes to these requests readily regardless of the effects it has on his civilian employment and, more recently, his health. In addition Sergeant Hicks goes out of his way to assist and train the logistic staff of the squadron and other units. He has achieved a level of logistic excellence within the unit and has performed his duties with great dedication and loyalty.

Sergeant Hicks was recently responsible for two overseas sub unit deployments to the United Kingdom and New Zealand. In each case they were effected faultlessly and attracted many messages of appreciation. In earlier years he has given selflessly in all aspects of the squadron's activities an example was his prominent involvement in flood relief work during the Maitland Floods. He has always been available on short notice to take on additional activities either of a military nature or support to the civil community. More recently, Sergeant Hicks' involvement in the Newcastle earthquake relief operation was one of outstanding selflessness. Sergeant Hicks remained on duty with the Defence Force relief teams for thirty six hours despite suggestions that he should stand down and attend to his personal affairs; a severely damaged family home.

Sergeant Hicks has for many years served on the executive committee of the Gallipoli Legion Club where he has strived to maintain links between ex-serving and currently serving soldiers. His dedication to this work has greatly enhanced the standing of the Australian Army in the eyes of the Newcastle community.

Sergeant Hicks has personal qualities of selflessness, dedication, loyalty and concern that are an inspiration to all. He is highly regarded by all who know and work with him.



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7 December, 1990

Dear Colonel Mahomed,

I would be most grateful if you could convey the following message to the Representative Colonel Commandant, Royal Australian Corps of Transport, from Her Royal Highness Princess Alice, Duchess of Gloucester.

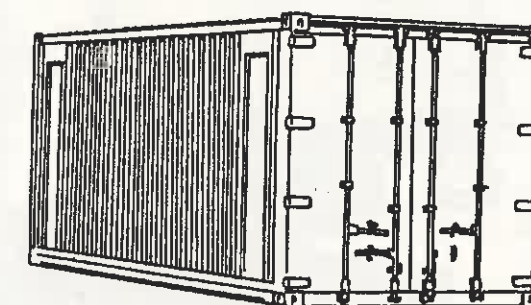
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TO YOU AND ALL RANKS OF THE ROYAL AUSTRALIAN CORPS OF TRANSPORT."

ALICE
COLONEL-IN-CHIEF

Yours sincerely,
Jean Marnell-Scott
Dame Jean Marnell-Scott, D.C.V.O.

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OBITUARY WARRANT OFFICER CLASS ONE LACHLAN McGLASHAN

'Locky' passed away on the 15th November 1990; aged 56, after a tough fight against a terminal illness. A well attended memorial service was held on the 26th November 1990 at which members of the Australian Army Training Team Vietnam, Vietnam Veterans and RACT Associations, plus family and friends, paid their last respects.

Locky gave 25 years service to the Army in both the ARA and CMF. He was also a strong supporter of the RACT Association and up to a year before his death was an office holder.

Locky enlisted on the 5th May 1953 and joined 1 RAR in Korea from May 1954 to May 1955. On his return to Australia he transferred to RAASC as a driver. He subsequently served in that trade in Malaya with 16 Commonwealth Fd Amb from February 1959 to February 1961. He later saw service in Singapore from February 1964 to February 1966. He next overseas service was with the AATT as a Sergeant Clerk from April 1967 to April 1968. His last overseas service was in PNG at the Goldie River Training Depot from April 1971 to March 1973. In Australia he served with many units and at one stage was an instructor at the RAASC Centre.

In March 1973 Locky was promoted to Warrant Officer Class One in his home State of South Australia where he filled an Officer position with HQ 4 Tpt & Mov Gp. He took his discharge in May 1977 but rejoined through the CMF and served from July 1977 to May 1978 with 4 Movt Cont Unit.

Over the years Locky was a great supporter of the RACT Association but had to resign because of ill health in 1989. He was a thoughtful and generous person who fought his illness to the end. He will be remembered by Army and civilian acquaintances alike as a good friend.

OBITUARY PRIVATE FRANCIS JOHN McGRATH RACT PIPES & DRUMS 18 JUNE 1947 - 20 AUGUST 1990

The passing of Private John McGrath on Monday the 20th August 1990 after a period of ill health, brought an untimely end to a career of a highly respected member of the RACT Pipes and Drums.

John joined the Pipes and Drums on the 3rd July, 1985 being immediately accepted by this close family of musicians because of his professionalism and dedication as a soldier/drummer.



His graceful style as both a bass and tennon drummer, were well known throughout the Pipe Band music arena which he had been associated with for some twenty five years.

He was an uncompromising honest, thoughtful and considerate soldier, who attracted the universal respect and admiration of those who worked with him.

His loss robs us all of a friend, comrade and a unique man. To Christine, Scott, Kellie and other members of the family, we give our deepest sympathy.

He will be greatly missed by all the members of the RACT Pipes and Drums.

WREATH LAYING AT INGLEBURN

To commemorate the fall of Greece some fifty years ago, a solemn service of remembrance was conducted by the 6th Division AASC Association at the Divisions memorial at Ingleburn. Ingleburn Camp was the location for the formation and early training of the Division in the second world war.

The service was conducted by the Reverend Allen McLachlan of Sydney, who served with the Division and was captured in Greece.

The Corps was represented by Colonel Ken Duncan the Representative Colonel Commandant of the RACT, with other wreaths being laid by Maj Gen Sir Ivan Doherty



Left to Right - MAJ Gen Sir Ivan Doherty, Brig Gen Stouras, Col K.L. Duncan

CBE, DSO, ED., a former member of the Division and Brigadier General John Stouras, the Greek Military Attache to Australia.



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THE RAASC VIETNAM ASSOCIATION

Author: Mr John Ogden
206 Monohans Road
Cranbourne Victoria
Telephone (059) 966 199

Two years ago on the 5th June 1988 myself and six other
ex-RAASC Vietnam Veterans got together on a cold, wet and
somewhat miserable Sunday afternoon to form what is now
called the RAASC Vietnam Association.

The idea for the Association was born at the Vietnam
Veterans Reunion in Sydney in October 1987. After the
emotional experience of the Reunion, and seeing many of our
mates come out of the woodwork for the first time since their
return from Vietnam, we took it upon ourselves to form this
Association with the intention of trying to maintain contact
with them.

The main purpose of the Association is to keep its members
informed as to what is happening in the Veterans community.
As RAASC was disbanded in 1973 we also realized the need
to keep the memory of the Corps alive for the Vietnam
veterans who fought under its banner.

The guidelines we set down at the beginning still apply. We
are totally non-Political. We are not affiliated with any other
organisation or Association. Our aim is to help and support
any ex-RAASC Vietnam veteran and to keep RAASC alive in
the Vietnam veterans community.

Even though we started off in a slow and awkward way with
seven Committee members we managed to organize a huge
and successful reunion in Melbourne in October 1988. We
now have about two hundred financial members and twelve
Committee members. I am the Association historian on
Vietnam.

As you may expect, an Association such as ours can only
recruit new members if it is known by the veterans. It is our
hope that with your help we can reach those members that
are still in the Defence Forces, or discharged members who
may still receive Par Oneri. We sincerely hope that you will
help us in our quest.

Further information on the Association may be obtained from

Mr Murray Smith
The Secretary
RAASC Vietnam Association
2 Howe Avenue,
North Dandenong, Victoria. 3175.

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LETTERS TO THE EDITOR

3rd MILITARY DISTRICT RAASC/RAC ASSOCIATION

Editor,
Par Oneri,

Whilst reading the 1990 issue of "Par Oneri", I thought it
appropriate to advise the journal of the existence of our
association in 3MD, together with its activities.

Our association has been in existence for approximately 15
years, being amalgamated with the "Officers Association"
about six years ago.

We issue our own newsletter four times per year to near 300
members and cater to them with social functions, Anzac Day
March, Annual Reunion, and golf days, etc.

We also have a welfare fund to give assistance to members
in need.

Following an invitation from the R.S.L. to participate in the
official Anzac Day March, we will be marching as an
association for the first time in 1991 behind our own
association banner.

Our association is open to all serving and ex members of the
AASC, RAASC, RAE (TN) and RACT. Annual subscription is
\$6.

In conclusion, is it possible to have our association placed
on the mailing list for issues of "Par Oneri" to receive a
number of copies.

Regards,
Neville Currie,
President



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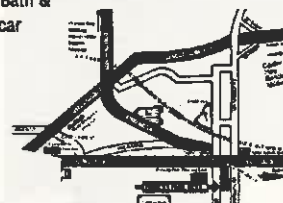
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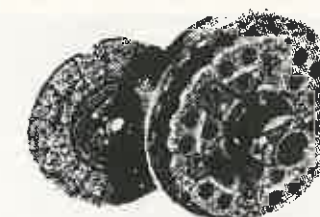
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The radio appointment title for Army air transport support is Pelican. As the only air transport support regiment in the ADF it is appropriate for 1ATSR to be associated with the Pelican. 1ATSR combines both RACT and RAAOC skills to provide a balanced air logistic unit capable of operating with all Army and RAAF fixed and rotary wing aircraft.



The photo shows the Perentie Land Rover in the final stages of descent.

Regimental HQ of 1 ATSR is located on RAAF Base Richmond with the HQ of RAAF Air Lift Group (ALG) and the majority of transport squadrons. Also located at Richmond is 38 Sqn. This squadron operates CC08, Caribou aircraft and comes under the operational control of the Tactical Transport Group (TTG). RAAF Base Richmond is the centre of air transport operations for the ADF with Army operational representation being provided by the Regiment. Negotiations are currently under way at senior levels to strengthen that representation by moving 176 AD Sqn onto the base where it belongs. (How many of you old air dispatchers have heard this before!?)

Colocated at Richmond with RHQ is 2 Aerial Delivery Equipment Platoon (2 ADE). 2 ADE PI is a small, 11 man, RAAOC platoon tasked with providing the Regiment with first line ADE support. 2 ADE PI can also pack and repair both parachutes and ADE. As a subsidiary task the platoon can also receive, hold and issue combat supplies. RHQ and 2 ADE PI occupy a combined office/hanger complex which was built for the Regiment in 1974. Air-drop and air-land loads are rigged in the RHQ hanger by the Regiment's air dispatch squadrons.

176 AD Sqn located at Penrith, provides the ARA air dispatch element of the Regiment. The squadron has two air dispatch troops, a support troop and a HQ element. These troops provide dedicated detachments to the Parachute Battalion Group (PBG), and the Logistic Support Force (LSF) with logistic support in rigging loads for aerial delivery, DZ/LZ clearance and air terminal tasks. Both the troops are fully committed to rigging tasks for these users and for SASR, 1 Cdo Regt and Regional Force Surveillance Units (RFSU) throughout Australia as well as any other Army unit requiring air logistic support.

Approximately one hour away from Richmond to the South East is the Naval Armaments Depot at Silverwater. This is the home of 177 AD Sqn and 39 ADE Maintenance Platoon (39 ADE Maint Pl). These are the two remaining sub-units of the Regiment. 177 AD Sqn is the ARes air dispatch squadron and

indeed is a direct offshoot of the Army's first air dispatch organization. The squadron boasts two troops, one operational and one training. Many of its members are parachute qualified and this along with their exacting training standards allows them to augment 176 AD Sqn if required.

Who does Land Command turn to for heavy cargo or personnel parachutes? Why, 39 ADE Maint Pl of course! 39 ADE Maint Pl is the Regiment's most recent addition having come under command on 1 July 1989. Previously the unit was a direct command unit of Land Command. The platoon is RAAOC staffed with parachute riggers and storemen. To them falls the task of repairing and repacking heavy cargo parachutes as well as Land Command's allocation of personnel parachutes, 39 ADE Maint Pl is also the Regiment's second line supply for cargo parachutes and ADE. Platoon members can be found wherever Land Command or Special Forces units are operating ensuring that personnel parachutes are correctly maintained and packed and valuable aerial delivery equipment is safeguarded.

RHQ is tasked with several jobs. As well as commanding its sub-units and other attached squadrons and troops (on the brick principle), RHQ also supplies, in time of war, three Air Transport Liaison Sections (ATLS) which help co-ordinate activities at airfields in conjunction with RAAF terminal units. In addition to the tasks listed in the MLW 1.1.3 The Arms and Services, the Regiment also provides the RAAF transport squadrons with support by the provision of airdrop loads and DZ parties to assist with their own training.

A close working relationship exists between 1 ATSR and the RAAF ALG and TTG groups. Air dispatchers and aircrew work together to ensure that urgent supplies dispatched by air reach the user when he wants it and in a usable condition. During May of this year the Regiment combined its five elements for the first time and with airframes and communications provided by RAAF, units embarked on a major logistic supply exercise. The exercise, Ex REGAL WINGS, began with a week of infantry minor tactics (IMT) in the GooNoo State Forest outside of Dubbo. Air dispatchers, riggers, drivers and storemen became infantry soldiers for a week and practiced section formations, ambush drills, living in the field and platoon attacks. RHQ and Sqn NCOs provided both higher control and enemy for the exercise.

Upon completion of the infantry minor tactics phase the Regiment deployed to Dubbo and Parkes airfields with RHQ and support elements of 177 AD Sqn located at 2 Supply Depot Detachment D Dubbo (RAAF). The townsfolk of Parkes turned out en masse to watch Spt Coy 3 RAR with their equipment parachute onto Parkes airfield and secure the perimeter. The Coy was followed onto the airfield by 176 AD Sqn and 39 ADE Maint Pl who commenced rigging and packing tasks for pick up by Caribou and Hercules aircraft of the RAAF. 177 AD Sqn set up their rigging tents at Dubbo and with support from 2 ADE PI rigged loads for dropping onto DZ around Parkes.

Welcome additions at the exercise were two sections of 1 Tpt Sqn, the US 374th Tactical Airlift Wing (3 x C130) and three sections of the 8th Mobile Aerial Port Sqn (MAPS). 1 Tpt Sqn ably cleared dropped stores from various DZs around the exercise area. The US units which are normally based at Clarke Airbase in the Republic of the Philippines and Japan joined with the Regiment and provided two Hercules aircraft and three 11 man rigging teams who worked with the sub-units at Dubbo and Parkes. 8 MAPS is a multi service rigger/dispatcher unit which is the US equivalent of 1 ATSR. The MAPS team was drawn from detachments throughout SE Asia and Japan.

USAF and RAAF aircraft flew sorties between Dubbo, Parkes and Richmond picking up from one location and dropping at another. Dropped loads included 110 Perentie Land Rovers, trailers, DZ clearance vehicles, heavy weapons and miscellaneous loads. 20,000 lbs of stores and equipment were airdropped in four days.

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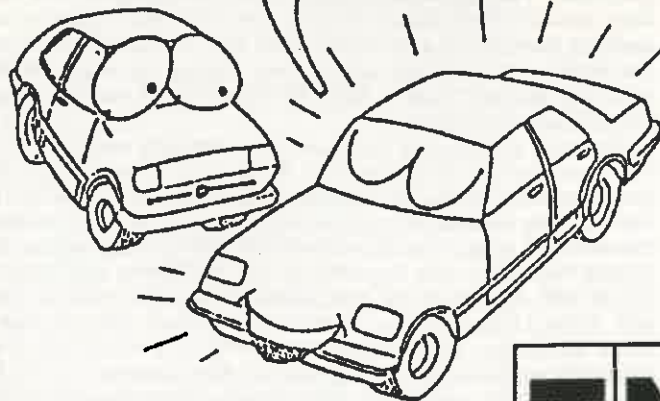
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Regiment has acquired international reputation amongst our allies. A recent visit by a mixed group of Royal Singaporean Air Force and Army personnel used Regimental facilities to practice rigging, loading, dropping and recovery tasks. New Zealanders participating in exercise Short Haul also used the facilities of 1ATSR. An annual occurrence in the air dropping trade is Exercise Bullseye, a competition where the air forces of over sixty countries vie to see who can deliver air drop loads onto a specified point on a DZ. This year the competition was held in Canada and a mixed team of RAAF and 1ATSR personnel contested the event. As defending champions the dispatchers carefully rigged and checked equipment supplied by the Canadians, but after leading the ratings for the first five days the team slipped behind the Americans and was pipped at the post.

As always, be it at home or overseas, 1ATSR lives up to the Corps motto being "Par Oneri with Wings".

OPERATION 'TERMITE MIRAGE'

*By Lieutenant W.A.M. Cowham,
30 Terminal Squadron*

The Question: How do you pack and despatch over 800 tonnes of spare parts for the Mirage fighter in the cheapest and quickest way?

The Answer: Call in the Termites!

Operation 'Termite Mirage' was conceived in a conversation between DMOVT - Air Force and DMOVT - Army. The RAAF had to pack and despatch all the spare parts for the Mirage fighter recently sold to Pakistan, and it was going to cost too much to employ civilians to do it. Did the Army possess a unit that had any experience of this type of operation? Enter 30 Terminal Squadron. It sounded easy enough - all that had to be done was put a lot of stores into ISO containers and send them from Dubbo to Sydney where they would be put on board a ship and sent to Pakistan. 30 Tml Sqn accepted the job, and a reconnaissance team was sent up in July to have a look at the stores. It was at this point that the true enormity of the task was first glimpsed.

Imagine two football fields put side by side. Stretch a Nissen type hut over them, rising to a height of 60 feet above the ground. Into this hut put boxes from floor to ceiling. That was one hut. The stores that had to be packed took up half another hut as well. And not only that - there were five fuselages, 150 external wind fuel tanks ('drop' tanks), ten wings, multitude of weird and wonderful trolleys, and other miscellaneous equipment. Add to this the fact that over half the squadron is on an education course at the same time, and that of the rest, only three have ever done work in a freight shed before, and a few of the headaches that the planning



Loads came in all shapes and sizes. While a large proportion were in boxes, drop tanks provided an interesting packing challenge.

caused may be appreciated.

The Squadron took to the task with a will, and the first team was sent in on 27 July. Familiarization with the equipment took place on the weekend, and operations started for real on 30 July. It was estimated that the entire operation would take six weeks minimum. The concept was relatively simple - most of the freight handlers would work in the shed stuffing ISO containers with the spare parts, and once a container was full, the Sqn's Macks and S-Lines would take them to the Dubbo rail station where they would be craned aboard trains bound for Sydney. Empty ISOs would arrive by rail and would be offloaded into the sheds. The first change occurred the day before the operation started - it was decided that all containers would be brought up and despatched by road under civil contract. The first problem was struck the same day when not enough containers could be found for the job, this problem was eventually solved. Going on equipment tables, the planning figure of 270 ISO containers had been established, but to make sure, an expert from the Australian National Lines came up and spent two days measuring all the cargo. He came up with the figure of 250 containers. At \$1200 per container, this was going to work out to be an expensive operation for the RAAF!



Once an item was in the container, it had to be man handled into position, PTE Dorrans positioning a box, while PTE Siddall directs.

Once there were a few containers on the ground, the soldiers were shaken out and put to work. In the shed, four teams of four soldiers would each work on a container, finding boxes that fitted together and dunnaging out whenever there was a space that couldn't be filled. When a container was full, the 20 tonne forklift (AH 60) would pick it up and position it on an ISO trailer where it would be sent to a container park. A team of four crane operators loaded and unloaded the containers onto the civilian trucks. The Sqn's drivers were kept busy driving the Mack and ISO trailer combinations to and from the shed. As long as enough containers arrived from Sydney, everything looked as if it would go off without a problem.

As usual, just when things begin to look up, a spanner is thrown into the works. In this case, the spanner was the weather. The worst floods for a long time hit Dubbo and central NSW, and operations were suspended for a time as the Sqn was put on standby for Plan Consul. With the soldiers already working a thirteen hour day, to then be put on twelve hours notice to move and so be forced to sit in during the evenings was tough on all (particularly as this happened on a week end), but to the great credit of all the soldiers, a sense of humour was maintained and there were no morale problems of consequence. On the occasions when leave was allowed, everyone made the most of it including the Commercial Hotel.

With the arrival of those that had been on the education course, and the subsiding of the flood waters, work

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proceeded at a ferocious pace, and it was not long before empty containers became scarce. The quality of work had been such that a new estimation of the number of containers required was submitted. It now looked like only 150 containers would be needed. Despite the inexperience of the stuffing teams, they had managed to fit more in one container than had been marked down for two, a fact that prompted the expert from ANL to remark that it was a pity the soldiers couldn't work the docks in Sydney and teach the 'professionals' a thing or two about how to stuff containers. In twenty years of working with ANL, he had never seen work of such a high standard.

Many unforeseen problems were encountered and overcome with the use of some initiative and logical thought by the soldiers, and it was a very pleased Air Force, when the job was finished in four weeks, and not the six that had been envisaged. In total, by saving two weeks in time, and over 100 containers, it was estimated that 30 Tml Sqn saved the RAAF some \$1.2 million. This result was a great reflection on the individual skills, hard work and dedication on the part of the soldiers of 30 Terminal Squadron and the RAAF. Operation 'Termite Mirage' contained a number of very valuable lessons, and provided an enormous amount of unusual training for those involved. It will be very interesting to have a cost comparison with the civilians who are currently packing the second load of spare parts in Melbourne. My money is on 30 Tml Sqn being cheaper and faster.

* LT Cowham graduated from RMC Duntroon in June 1989, after attaining a BSc at ADFA in June 1988. His first posting was to 30 Tml Sqn, where he is the Tp Comd of the Tml Spt Tp.



with representatives from ALG (Flt Lt Dennis Newcombe) and LC Tpt Gp (Maj Steve White), travelled to the ODF at Townsville. During this visit the Bde provided Staff Tables, the exercise sequence of events, movement dates, and an outline order of march for the Exercise.

The DMCA conducted a Movement appreciation and produced a movement plan that was approved by the Force Commander (Comd 3 Bde). At this time the Comd advised that he wished to use SE 90 to test his deployment procedures and timings, and therefore did not want to be restricted by either the timing for D Day, or the detailed order of march (which would be dictated by operational requirements as they unfolded). These particular aspects have been a common criticism of the Defence Movement system for some time, with Movements often perceived as "driving the exercise". It became apparent that SE 90 would provide a good opportunity to look at alternative means of providing movement support that, whilst controlled at the strategic (ADF) level, would most effectively meet the requirements of the Force Commander.

Following consultation with the respective Mode Operators, it was considered viable to provide an "allocation" of transport assets to meet the movement task. This procedure worked as follows:

- The broad allocation of transport assets was based upon Staff Tables and key timings provided by the Force HQ. From this information the Mode Operators allocated transport assets to meet the broad movement task.
- The detailed Order of March was advised by the Force HQ at an O Gp conducted on D-5, at which time MCO TSV, in conjunction with AMS TVL and HMAS Jervis Bay, called for unit DPDS and prepared final and detailed movement tables.
- The detailed movement tables for deployment, in the format provided within the ADFMI, were forwarded by secure fax to HQ ADF (DMCA), within 72 hrs of the Force Orders Gp.

This approach to final order of march and timings is provide advantages over previous procedures as it allows the Force Commander maximum operational flexibility; avoids lengthy amendment action experienced in previous exercises; and more correctly reflects the sequence of events and shortened warning time for a real operational contingency.

The allocation of transport assets requires further explanation. It is not the mere provision of strategic transport resources to a formation. Allocation is arrived at by a detailed appreciation and subsequent movement plan that can only be conducted at ADF level (ie DMCA). Only when it has been proved that the task is possible within the constraints and resources given can a "Macro" approach be undertaken. Additionally there is the requirement for HQ ADF to maintain control over the deployment in progress, and it is essential that the final Orbat and order of march are known by HQ ADF prior to and during the deployment. As circumstances eventuated, SE 90 provided a good example as to why control and

VARIATION ON A THEME - MOVEMENTS ASPECTS OF EXERCISE SWIFT EAGLE 90

By LTCOL P.R. Vercoe RACT

Comd 3 Bde invited DMCA participation in Ex SWIFT EAGLE 90 to ensure ongoing ODF familiarisation with strategic deployment procedures. The exercise was a Combined (AS and NZ) and Joint Exercise conducted in Innisfail, Macrossan and the HRTA during the period Aug - Sep 90. The principle aim of the exercise was to conduct a Services Protected Evacuation (SPE) from a notional offshore island based upon the Innisfail region of Far North Queensland.

Movement tasks involved:

- assembly of southern based elements of the force in Townsville;
- an operational airborne deployment of a 3 RAR Coy Gp to secure the Innisfail airfield;
- deployment of the 1 RAR Bn Gp to Innisfail by C130 aircraft;
- sea movement (HMAS Jervis Bay) of 3 Bde Tac HQ and elements of the 2/4 RAR Bn Gp from Townsville to Innisfail;
- notional sea transport movement of BMA units/stocks - (actual road movement from Townsville to Macrossan) that was addressed as in-AO movement, planned and executed by the JMCC on Force HQ;
- movement of BMA units/stocks by C130 aircraft; and
- redeployment of southern based units from Townsville at the completion of the Exercise.

MOVEMENT PLANNING

Movement planning commenced with conferences at LHQ in February and May 1990. In June, LtCol Paul Vercoe (on loan from DMOVT-A) and WO1 Peter Evans from DMCA, together

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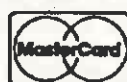
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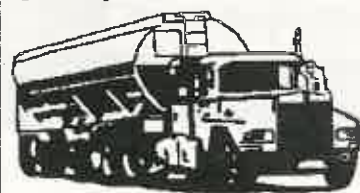
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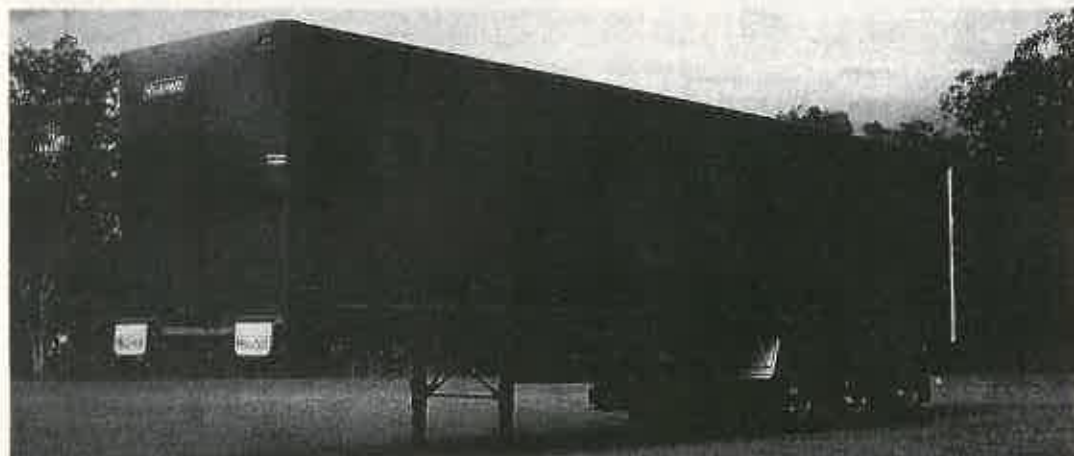
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allocation of strategic movement assets must be retained by the CDF. The planned allocation of C130 aircraft to the Exercise was curtailed by a higher priority ADF task (support to the Gulf Task Force), with the on-line availability of C130 ranging from five to two aircraft at various stages of the air deployment.

A further area of change was the content and issue of the ADF Movement Instruction, which for SE 90 contained far less detail than any previously issued examples. Responsibilities were broadly stated within the ADFMI, - eg provision of MC within the ASA, provision of air transport support etc, however the instruction did not tell addressees how to perform their responsibilities. This approach had been advised to and accepted by the respective agencies and operators prior to commencement of the exercise.

As a flow on from the method of allocating strategic transport assets, the ADFMI was produced without Movement Tables as annexes. The Movement agencies and mode operators (ALG and Fleet HQ) were informed of the transport assets allocated and the time frame over which the move was to be conducted. Little benefit was seen in promulgating the broad Staff Table data on which the Movement plan had been prepared, when the Order of March would not be determined until the Force Commander's O Gp on D-5. A blank movement table, agreed to in format by the mode operators, was provided as a guide.

A further benefit to be derived from the ADFMI format devised for SE 90 was the fact that, without Force ORBAT or timings in annexes, the instruction did not contain classified information and could be distributed as a Restricted document.



CONCLUSION

Overall, movements support to Exercise SWIFT EAGLE 90 was effective and successful. Maximum flexibility was provided to the Force Commander, and the Force was deployed within the time frame specified (despite the loss of planned C130 capacity). This is not to say, however, that this approach can be taken as doctrine for all strategic movement. There is no set template for Movement planning and procedures, and each scenario will need to be addressed separately to determine the degree of management required by the Movements staff. Broad allocation of transport assets may not be possible when dealing with disparate units or formations from a multitude of locations as experienced in Ex K89.

Whilst the approaches used this year are not seen as the panacea to Movement problems of the past, the exercise did serve a purpose in showing that there is a degree of flexibility available within the guidelines provided by doctrine, and that each set of circumstances needs to be addressed individually to determine an optimum solution to a given problem. The key is provided within the first Principle of Movement - "Movement will be centralised to the highest level at which it can be adequately exercised".

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Balance as per Bank Statement:	S1	\$1,004.89
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	I1	\$11,089.70
	I5	Nil
		\$23,884.78
Less unrepresented cheques		\$ 190.00
		<u>\$23,694.78</u>

DETAILS:

Balance B/F	New Account	Nil
Plus Receipts		\$14,163.66
Plus Interest		\$ 1,093.81
Plus Investment		<u>\$10,000.00</u>
		<u>\$25,257.47</u>

Less Expenditure* \$ 1,544.00

\$23,694.78

Less FDT/FID/Cheque Book \$ 17.77

Total \$23,694.78

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National Australia Bank A/C 21-3989	\$ 1,608.45
Total	<u>\$25,303.23</u>

*Major items of expenditure included:

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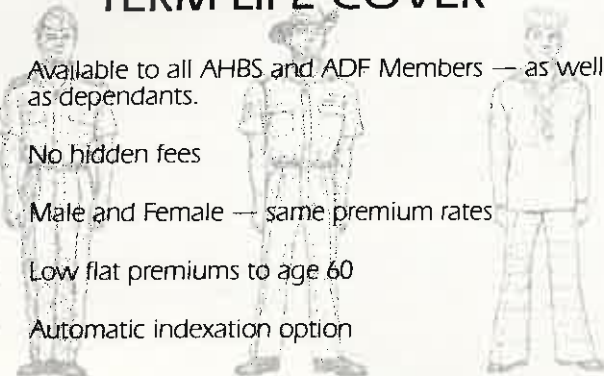
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WHY BECOME AN ECN 274 - OPERATOR SPECIALIST VEHICLE (A view from 85 and 158 Transport Troops)

If you are currently filling an ECN 109 position you've probably considered becoming an ECN 274, Operator Specialist Vehicle (Op Spec). If you have then you've taken the first step toward having one of the professional and rewarding careers offered by the RACT. A career that gives the more skilled and competent transport operators the chance for more responsibility, more time on the road and the opportunity to see most parts of Australia, not just those contained in military training areas.

Soldiers in the 274 stream are just what the title implies, operator specialists. They are experienced drivers who have demonstrated an above average ability to competently handle large articulated vehicles. They must prove this by completing a six week Operator Specialist Vehicle Course at the Army School of Transport. On completion members are usually posted to 85 Tpt Tp in Moorebank, Sydney. If they receive a recommendation they may be posted to 158 Tpt Tp in Puckapunyal. Members also have the option of various Log Comd Line Haul positions across Australia after completing a posting in one of these troops.

In the 274 stream you can expect to drive your prime mover and trailer approximately 35,000 kilometres per year. Most of the large tasks are through New South Wales, Victoria and Queensland, although there are several others in the Northern Territory, Western Australia and South Australia every year. Occasionally this varies, for example in 1989 most of the work was through Queensland and the Northern Territory.

You will be carrying loads from rations to armoured vehicles and as a Private driver you will be responsible for at least several hundred thousand dollars worth of equipment. You may also gain your road train endorsement or bulk fuel qualification and become an experienced single and double articulated vehicle operator, depending on your performance in the troop. The equipment you are likely to operate is the International Harvester SF 2670 (S Line) with integrated sleeper, a Cummins diesel engine and a 20 speed Spicer gear box. Accessories include a radio cassette, CB radio and air conditioning. There are a variety of trailers, the most common being the 12.5 metre, 30 tonne triaxle Fruehauf/Maxicube cargo trailer and the Haulmark 49 tonne tank/plant low loader trailer with winch, which will be introduced in 1991. Other equipment includes trailer dolly converters and 32,000 litre bulk liquid trailers. An unloaded road train or a low loader combination are worth approximately \$200,000.00 each. The value of loads you will carry varies but could often include valuable equipment such as APC's or tanks. As you can see, as an Op Spec you will be given considerable responsibility.

Those people who apply for the 274 trade usually want to get somewhere in the Army and the chances for promotion and promotion courses are good if you have the ability. There are a total of 37 LCPL/CPL and four SGT ECN 274 positions available throughout 85 Tpt Tp, 158 Tpt Tp, AST and the Defence Line Haul Service in Brisbane, Sydney, Melbourne and Adelaide. Once you've had a posting to an ECN 274 position, you can choose to return to the 109 trade and you can change back again in the future. With two trade qualifications you will be eligible for both ECN 109 and 274 positions, which increases your career options. Pay for ECN 274 is level four, unless you are posted to 158 Tp and qualify as an ECN 274-2, when you will receive pay level five.

85 and 158 Troops are Land Command units, so you will be expected to be physically fit and capable of passing both BFT and CFT. You will also be expected to maintain a good standard of basic field soldier skills. You must be prepared to spend at least three months per year away on three to six week exercises, and additional time on one to two week

tasks. As a single soldier this gives you back your Rations and Quarters charges, and all members are paid Field Allowance.

If you are married you will spend a good deal of time away, so you should speak to your wife about this before considering the trade. Like other Land Command units you also get Short Leave and Arduous Duty Leave.

The ECN 274 is expected to be professional at all times, not only by superiors but also by the civilian population, since he is regularly in the public eye and must operate his equipment very well for the safety of all road users. Some soldiers will not want the extra responsibility that comes with being an Op Spec. If you are a person who would like to work under the close supervision of an NCO at all times, or want a 9 to 5 garrison job, you should forget this trade. If you want to increase your driving skills and are prepared for a posting to a busy Land Command Troop, it is worth a careful look. Remember that you will be expected to be a Land Comd soldier first in addition to your skills as a long distance specialist heavy haulage driver.

If you are interested in a career as an Operator Specialist Vehicle, you can apply for a course through your unit. The courses are six weeks long and are held at the Army School of Transport at Puckapunyal. There are five courses planned for 1991, starting in February and the course panel is put out by DMOVT-A in Canberra. If you apply make sure you can pass a BFT and CFT. If you are an NCO, unless you are prepared to relinquish rank, there is no point in applying at the present time since the trade has the NCO's it requires.

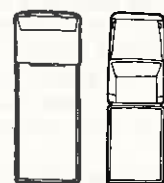


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Triple Road Train carrying a section of Unimogs on EX KANGAROO'89

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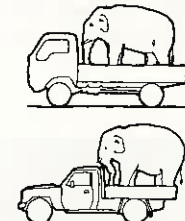


Of course, it's unfair to compare our brand new 4WD Canter 2.25* tonne truck with your trusty 1-tonne runabout or even your 2-tonne conventional truck. But

seriously, have you ever considered the real advantages of using a 4WD Canter for both the light and heavy work on your farm?

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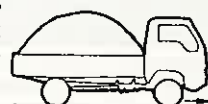


And, of course, you have all the advantages of

Mitsubishi heavy-duty four wheel drive, so your 4WD Canter can carry that payload wherever your trusty runabout can go.

Four wheel drive is engaged through a 2-speed transfer box, operated by a single lever. The front wheel hubs can be locked manually for 4x4 driving, or disengaged to freewheel in 2WD, reducing wear and tear.

A limited slip differential is fitted to the rear axle as standard equipment, providing optimum traction to both wheels, essential for work in slippery and sandy conditions.



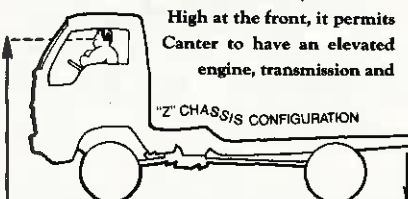
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It also allows for a higher cab-over, giving the special advantage of greater visibility. Plus



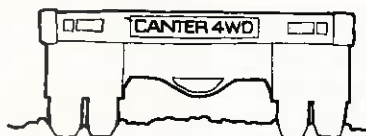
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front and rear track that makes it at home in all conditions from outback desert track to slippery forest roads.

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Canter - It Commands Respect

REGIMENTAL MARCH - "WAIT FOR THE WAGON"

The original Corps March was "Wait for the Wagon", the origin of which as a tune is very obscure. A great deal has been written on the subject in the R.A.S.C. Journal and elsewhere, the result being a division of opinion as to the composer between George F. Knauff, who is said to have written the tune in 1858, and a certain R. Bishop Buckley, and Englishman who went to the United States in the late 1830s or early 40s. The following extract is taken from "Our Family Songs and those who Made them", by Henry Holt, which was published in America in 1881.

"The two fortunate things in this renowned and familiar bit of jargon are the melody and the name of Phillis. Phillis suggests all that is sweet-scented in the wayside blooming, and the wagon bumps along through the music like the hay-cart over the country road. The music was composed by R. Bishop Buckley, who was born in England in 1810. He came to the United States and organized Buckley's Minstrels in 1834, of which he was the most attractive feature. He died in Quincy, Massachusetts, in 1867.

The story of the adoption of this tune as the Regimental March is well known by now, but must be included to make the story complete; for this purpose a quotation is given from "Fifty Years of Army Music", by Lieut-Colonel J. Mackenzie-Rogan:

"The Sultan of Zanzibar was visiting this country in 1874, and one of the ceremonies arranged for him was review on a large scale in Long Valley, Aldershot. All available men were ordered to be on parade. it was a bright, warm day and we had the usual clouds of dust in the famous valley. Field-Marshal the Duke of Cambridge was present, and after the Royal Salute, he and the Sultan inspected the troops.

"It had not been customary, as far as I am aware, for the A.S.C. to march past at reviews, but on this day the Duke, being asked by his Chief of Staff if they should do so, gave an affirmative reply, and added that the cavalry bands should play for them as they came by, the Chief of Staff asked what tune should be used for their March Past. The Duke replied: "Tell the Bands to play "Wait for the Wagon".

This march continued in use until 1945, although there is considerable evidence to show that, at one time soon after 1900, the march also included some sixteen bars of "Begone, Dull Care", now the Regimental March of the Royal Corps of Signals. By 1945, however, it was generally agreed that the present march was too short, and that the continued repetition of so short a subject was monotonous.

The Director of Supplies and Transport, Major-General Kerr, put work on a new march in hand, and the executive work was carried out by Colonel C.J. Williams, then Assistant Commandant, R.A.S.C. School, Aldershot, and the Bandmaster, Mr J.F. Dean.

Three alternatives faced them. Either the length of the present tune could be increased by composition on it, or by selection of another tune to add to it, or a new march could be composed altogether.

Fortunately, no attempt was made to compose an already completed tune, and the second method was finally agreed upon. Under Colonel Williams' guidance, and as a result of extensive research and considerable labour by Mr Dean, the new march was born. In the new march, a South African folk tune, the "Trek Song", was added to the original "Wait for the Wagon". Eventually, after submission to and approval by the Royal Military School of Music, it was played at Kensington Palace Barracks by the Corps Band on VJ Day, 15th August, 1945, to a large audience of senior officers of the Corps.

The Colonel-in-Chief, His Royal Highness The Duke of Gloucester, was in Australia, and therefore the March had to be sent to him for final approval. This was notified in Army Order 36 of 1948, the original title of "Wait for the Wagon" being retained, and its final form as now played, comprising:

The Regimental Call, The Trek Song; Wait for the Wagon, in this order.

Numerous sets of words have been written for the Corps March, and three of those are given below, all of which were written for the original tune of "Wait for the Wagon."

First the so-called original words, given in the "Song-Book", which was published by Macmillan and co., in 1866 as "An Old English folk Tune," Although the words appear to be typically American Middle West:

Will you come with me, my Phillis dear
To yon blue mountain free,
Where blossoms smell the sweetest?
Come rove along with me.
It's every Sunday morning, when I am by your side,
We'll jump into the wagon, and all take a ride.
(Refrain) Wait for the wagon, wait for the wagon,
Wait for the wagon, and we'll all take a ride.
Where the river runs like silver
And the birds they sing so sweet
I have a cabin, Phillis dear,
And something good to eat.
Come listen to my story, I will relieve my heart
So jump into the wagon and off we will start.
(Refrain)
Do you believe, my Phillis dear,
Old Mike, with all his wealth,
Can make you half as happy
As I with youth and health.
We'll have a little house, a horse, a pig, a cow,
And you will mind the dairy while I take the plough,
(Refrain)
Your lips are red as poppies,
Your hair so silk and neat,
All braided up with dahlias
And hollyhocks so sweet,
It's every Sunday morning, when I am by your side,
We'll jump into the wagon, and all take a ride.
(Refrain)
Together on life's journey
We'll travel till we stop,
And if we have no trouble,
We'll reach the happy top.
Then come with me, my sweet Phillis, my dear, my lovely
bride,
We'll jump into the wagon, and all take a ride.
(Refrain)

Secondly, a set of words written by the Rev. M. de B. Scott, which appeared in the A.S.C. Journal of November, 1906 and was said to have been contributed by "Brutum Fulmen"

There's a soldier known to all of us
(You've heard of him, of course)
Who drives a transport wagon
And rides a hairy horse;
From the old-time Royal Wagon Train
To Army Service Corps,
We've found him indispensable
An always to the fore
(Refrain as before)
With dubbin, soap and beeswax
And elbow-grease to aid
Me shows his pair in harness
The smartest on parade;
A useful man is he no doubt
And so will always be,
A soldier smart in blue and white,
The driver A.S.C.
(Refrain)
And then, of course, we can't forget
The privates of the Corps;
Supply men, knights of ink and pen,
With books and brains galore;
The baker in his bake-house

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And the man who deals with meat,
Like saddlers, wheelers, farriers,
All make the Corps complete.

(Refrain)

The ration meat, the ration bread,
The forage and the straw,
And biscuits, coal or candles
We give you by the score;
Come not to us for canvas tents,
Or cooking pots and pans,
But hidden treasure mysteries
Of meat and metal cans

(Refrain)

In transport barracks or supply
Our work we never shirk,
Our motto when translated means,
"Gain naught without hard work."

The rhythm of this song, I know
Is not without a flaw;

"Tis but a hasty tribute to
The Army Service Corps.

(Refrain)

Third, we have a rather more up-to-date version written by
Major J.C. Mackie, R.A.S.C., in Cairo in March, 1933.
Will you come, my lads, and fill us up

With petrol, water, oil?

The motto of our Corps is
"There is nothing without toil,"

So swing the starting handle before you get inside,
Then jump into the wagon, and we'll all take a ride.
(Chorus) Wait on the wagon, wait on the wagon,

Wait on the wagon, and we'll all take a ride.

When we're running on the level

Our sparks should be advanced;

On hills with a spark retarded

Our running is enhanced

Don't listen to us knocking, or labouring too much

But change down (not forgetting to use the double clutch)

Don't think that when you fill us up,

To make about the shed,

We can't run half so snappy

Till groomed as well as fed.

We've ninety different oilers, you'll find them if you seek,
And if you mind the oiling we'll promise not to squeak.

(Chorus)

Your lips may sometimes redden

The atmosphere around,

When punctures have been frequent

Through flat tyres on rough ground.

It's every Friday morning the pressures should be tried

So pump up the old wagon and then take a ride.

(Chorus)

Together on life's journey,

We'll travel till you drop,

Together for the last time

At the graveside we shall stop;

Another in the driver's seat, with you for once inside,

We'll take you in the wagon for your last slow ride.

(Chorus)

One verse, in translation from the original Afrikaans has
been found for the Trek Song, and this is:

Pack your things and trek, Ferriers,

Johnny with a wooden leg,

Pack your things and trek, Ferriers,

Johnny with a wooden leg,

Turn, turn all on the one side,

Turn, turn all on the one side,

Turn, turn all on the one side,

Johnny with the wooden leg.

*The preceding article on "Wait for the Wagon" was taken
from the July 1960 edition of "The RAASC Digest. There
was no author acknowledged but it is believed to have
been reproduced from "The Waggoner"

- Editor.

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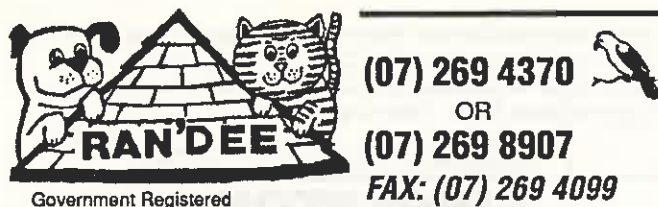
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by LT .I.M. Borham

"Whatever you can do
or dream you can
begin it.

Boldness has genius, magic
and power in it.
Begin it now."

- Goeth

Within the Army Training System there is provision for Adventurous Training, aims of which is to develop individual and group qualities required in battle. The characteristics of such training should be that it is challenging and adventurous, it should provide definite and realistic objectives and develop and test leadership, it should foster a team spirit and confidence in others, and encourage initiative and imagination. Outward Bound achieves all of this and much more.

Outward Bound was founded in Britain during the Second World War in 1941 by Dr Kurt Hahn, initially to train young British seamen to survive in demanding circumstances and subsequently to develop in all individuals "... an enterprising curiosity, undefeatable spirit, tenacity in pursuit, readiness for sensible self denial and above all compassion."

The philosophy and structure of the Standard Courses are similar regardless of location. I attended the Victorian Standard Course - 'The Overlander' - which follows a totally mobile concept tracing the path of the Snowy River from the mountains to the sea.

The course began on arrival at the Base Camp where fifty-five participants from all over Australia and New Zealand were divided into four groups, each with a cross section of ages and abilities, personal and occupational backgrounds. With our instructor we then set about developing the skills and team work that would assist us in our journey ahead.

The first afternoon was filled with equipment issues, introductory exercises, ropes confidence courses and settling into the program. The two and a half days of initial training began each morning at 5.30 a.m. with exercises, a run and swim followed by duties and maintenance projects. We were responsible for preparing and cooking all meals and for the cleanliness of toilets, showers and grounds. We weeded gardens, maintained grounds and prepared expedition rations for later use; all before breakfast.

Group involvement and assistance to others were major themes of the early period as communication and understanding began to develop. We all shared limited tent space and a varied and demanding programme of briefings and activities kept us returning for a change of clothes, writing materials and equipment. Personal organisation was essential to make the most of each activity period.

The rope and log obstacles of the Ropes Confidence Course demonstrated that physical prowess alone would not assure success. Determination, perseverance and concentration played major roles, along with Commitment and courage.

We worked in groups of three, one on the obstacle, and two as catchers, providing occasional support and encouragement. The purpose was to increase our confidence in ourselves and our peers, in dealing with unusual physical challenges and to promote group cohesion and co-operation for the expedition ahead.

Lectures on first aid, bush navigation, snakes and spiders, and fire safety provided valuable information for the course, and helped to set the scene for the expedition. Preparations for the twenty-one day expedition followed comprehensive briefings on the likely route, the food available and the re-supply points. We were responsible for determining the group menu, selecting appropriate foods, and bagging these for later distribution to re-supply points along with the clothing and equipment needed for different activities.

Development of group problem solving skills was an important part of the course and the communication programme helped to outline some of the essential techniques for presenting ideas and viewpoints on a variety of issues, from navigational problems to interpersonal relationships. An initial session led to discussion of variables in a communication setting which the speaker should control and circumvent. Later sessions on expedition gave us the opportunity to talk in a formal five minute presentation.

The expedition began on day four. We were transported out to Charlottes Pass, arriving late in the morning. The first days hiking took us across the open alpine country to the top of Mt Kosciusko and down to camp above Bogong Creek. The open country simplified navigation, as landforms were readily identifiable and easily related to the map. This gave us an excellent opportunity to develop basic skills of navigation.

The following day we collected our first food drop at Dead Horse Gap then hiked off into the Cascade Range, with five days supplies. This was the beginning of the major training expedition, designed to develop organisational social and practical skills. In the first two days the instructor played a significant role in guiding and advising us, but as individuals within the group gained mastery and confidence of these skills, the instructor began to leave more of the decision making to the group. She continued however to reflect the groups actions and decisions for the consideration and evaluation.

Midway through this initial expedition we stopped for a rest to review and carry out further training. We also gave the first of two five minute talks in the effective communication programme. During this period, instruction in medical evacuation techniques helped to emphasize the isolation of the group and the need for everyone to act cautiously and responsibly in the interests of their own and others' welfare. Carrying a bush stretcher through difficult terrain was seen to be plain hard work rather than an heroic deed. Other instruction included practical first aid sessions with instruction in bandaging and the avoidance and treatment of snake and spider bites. From here we were off again, climbing to the top of The Pilot, then hiking east for two days to the Snowy River.

These two days saw us all taking an increasing role in determining our progress. We made decisions about route finding and learnt to live with and correct our mistakes. The final descent to the river was navigationally difficult, and it tested our growing confidence and skills.

At Phillips Creek we picked up the second food re-supply and our first clothing re-supply, and our river equipment, including canoes and safety gear. Initial training in river skills, C.P.R., safety techniques, paddling strokes, and in water-proofing food and equipment, preceded our departure for the one and a half day journey to the junction of the Snowy River and Little River. This placid section of the river allowed for the gradual acquisition of new skills.

The canoes and river equipment were left at the river while we hiked up to the top of the Little River Gorge. The gorge drops 300 metres to the river below, and it was along the top of the gorge that we practised our abseiling and rock climbing. For most, these climbs and abseils posed the most formidable moments of commitment during the course, and presented some interesting personal insights and challenges.

Early the next morning, we descended, with our gear, from top to bottom of the 300m gorge and then followed the Little River back to its junction with the Snowy River. This descent took the best part of a day utilising four large abseils and three flying foxes. The flying foxes were set up to transport the rucksacks down the steep rockfaces. The whole exercise emphasised the importance of team work and co-operation, whilst at the same time an exciting exhilarating experience in itself. From the base of the descent the trip downstream was a lightweight journey with minimal food and equipment and we negotiated waterfalls and pools, and hopped from boulder to boulder along the rough river bed. Progress being so slow, it was necessary to make an unscheduled camp site on the

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rocky platforms lining the river.

At the junction we received another food drop and set out for three days canoeing. This journey saw us taking even further responsibility for setting and achieving our daily goals, and for choosing the route through rapids. The fast flowing waters of the Snowy were at a level high enough to provide much excitement as we manoeuvred our canoes through the rapids. The waterproofing of the packs was given a thorough testing during this phase of the river trip as a few crews found themselves and their packs floating down the river on occasions. Some rapids were too rough or complicated so it was necessary to carry the canoes and gear around the rocks into the pool below. These obstacles slowed progress and meant that some days on the river were long, however we arrived at our destination, Jackson's Crossing, on time.

The program at Jacksons Crossing included a half day caving session in a small cave system, which by its nature of being a very different environment provided a unique, challenging and exciting activity. Following this was two days and three nights alone on Solo. Solo was a complete contrast to the previous weeks of constant action and left a solitude to be filled by our thoughts and reflections. With minimal food, no watch, no reading material apart from our personal journal, plus water, shelter and our personal clothing, we were left in defined camp sites to contemplate our experiences, our successes and failures, and our future on the course and at home. For me this would have had to have been one of the most valuable experiences of the course.

Final expedition was the next major challenge of the course. Each group of fourteen was divided in half, and specific responsibilities for leader and deputy leader were assigned by the instructor. A briefing outlined the general purpose of the expedition and presented the safety network of checkpoints throughout the expedition area. The group planned its own route using the checkpoints as guides. Selecting a route that was challenging given the capacities of the people in the group. Along with route plans we also prepared another segment of food supplies. The three and a half days expedition were designed as an opportunity to implement with relative independence, many of the technical and inter-personal skills we had learnt during the previous weeks. The conditions and situations encountered presented numerous tests of physical, organisational and social understanding. Some groups successfully completed the challenge they had set themselves, others had to curtail their aims. We found that many of the decisions made early in final expedition had significant consequences in the latter stages.

The expedition concluded on the morning of the twenty-fifth day of the course. Our rucksacks were swapped for running shoes and after a briefing each individual set off on the last fourteen kilometres to the coast and along Ninety Mile Beach to finish our adventure where the Snowy River flows into the ocean. The run was a final opportunity for individuals to extend themselves personally, in contrast to the predominately group based involvement of final expedition.

The rest of the afternoon was then spent reviewing the experiences and decisions of final expedition and the course. The final group session asked us all to share our perceptions about major strengths and weaknesses of ourselves and the other people in the group. It was a challenging presentation that demanded perceptiveness and sensitivity, and enabled us to match our ideas about ourselves with those of others. A relaxed concluding dinner was held near the beach at Cape Conran that evening.

The following morning we each received a certificate of attendance and a small badge of the Blue Peter flag. The flag is flown by all ships outward bound from harbour and was presented to us on the basis of having honoured the pre-course commitment to the three training conditions of Outward Bound: to try everything to the best of our ability, to help others as much as possible, and not to partake of alcohol or tobacco or other unprescribed drugs during the course.

When I initially began Outward Bound I was filled with the usual nervous anticipation of not knowing what to expect. When asked why I was going I replied "For the challenge and to help find some direction in my life". Looking back on the course, I remember the fear of the unknown, the excitement of the challenge, the pain of physical exertion and the exhilaration of achievement. Outward Bound has given me the opportunity to take a long look at who I am and where I'm going. It has not only given me direction but shown me that there are no limitations. I have returned more confident, more understanding, more in control and more alive.

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UNIQUE UNIMOGS AT THE ARMY SCHOOL OF TRANSPORT

By CAPTAIN GRAHAM CLARKE

Many members of the Corps would be unaware of a unique variant of the Mercedes Benz Unimog Truck that is now being used at the Army School of Transport. This is the Dual Cabin version shown in the photograph.



*Driver: CPL Houston, Passenger: CPL Lucaci, L: BDR Burnett, M: CPL Gale, R: CPL O'Connor
 Instructors at the Army School of Transport with their Dual Cab Unimog*

After many years of teaching soldiers to drive Studebakers, Internationals, Mercedes and so on, by the traditional method of one student to one instructor, a significant breakthrough has been made.

The machinery which brought about this breakthrough ground into action back in 1986, when W02 Barry Brown, then posted to the Army School of Transport, used lateral thinking to overcome the very manpower intensive instructor/student ratio used when teaching truck driving. He felt it would be better in the initial stages of teaching to increase the number of students per vehicle, as is done with light vehicles. This is easily achieved with Landrovers, with one student at the wheel and three more in the back, but trucks posed a problem.

After discussions with the School's then Chief Driving Instructor, WO1 Joe Clapham, who also saw merit in the suggestion, W02 Brown met with Mercedes Benz representatives in Melbourne. At that stage, Mercedes had been supplying the standard variant Unimog to the Army for some three years. In his discussions with Mercedes, W02 Brown discovered that a dual cabin version was already in production and being supplied to several civilian organizations. The civilian version had an extended cabin, housing a bench seat that seated three people.

Armed with the means to see his idea come to fruition, W02 Brown submitted the idea to the Army Suggestion Scheme in March 1986. The Board saw the value and obvious improvement in efficiency of the idea, approved it and awarded W02 Brown a payment.

Shortly after, Development staff from HQ Training Command visited the School to assess the likely benefits to the Army. They concluded that there would be a number of advantages including:

- A saving in demonstration and introductory driving time leading to either a reduction in course duration, or an increase in student driving practise.
- Consistency in the demonstration and commentary given by an instructor to his group.
- A possible increase in student learning by the observation of peer performance.
- A reduction in the amount of repetitive instruction given

by an instructor, enabling more time to be allocated to other tasks.

In 1988 Mercedes supplied a trial vehicle to the School, which passed all tests with flying colours.

In September 1989, almost four years after W02 Brown suggested the idea, the first of six dual cabin Unimogs were delivered to the School. There to receive the keys from Mr Bernt Schlickum, Managing Director of Mercedes Benz Australia, were the School's Commanding Officer Lieutenant Colonel Rob Regan and W02 Brown, who had travelled down from 4 Transport Squadron for the occasion.

The six dual cabin Unimogs are currently used in the first four weeks of the six week ECN 109 Driver Course, where their inherent advantages of consistency of demonstration and commentary, increased student learning by observation of peer performance, reduced repetitive instruction, and, most of all, efficiency of teaching are most valuable.

The dual cabin Unimogs have now been in service for twelve months, and the Senior Instructor of Transport Wing, Major Rex Rowe says "The dual cabin Unimogs have proved their worth in getting maximum benefit out of the instructors' time. Most students benefit from observing their peers, so even when not actually behind the wheel, they are still learning. The other advantage is that in the initial stages of the course, fewer vehicles are required, which naturally means a saving on fuel and vehicle wear and tear".

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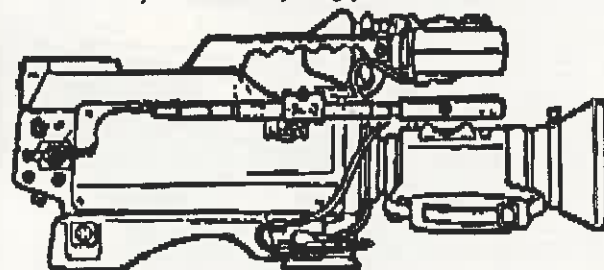
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HISTORY OF CAMELS WITH MILITARY FORCES

*an Essay by
LT Cameron Purdey*

Introduction

The camel has had an important role to play throughout the history of desert warfare. These veritable ships of the desert, during various campaigns over the centuries, have provided the means of transporting men and supplies across great distances to their destination on the field of battle. As an animal, the camel has a much maligned past of ugliness, ill temper, biting, spitting, kicking and a streak of stubbornness that defies even the most patient of people. Yet there is no doubt that the camel has proved time and again its usefulness in combat operations - a usefulness that has tended to become hidden behind the glories of the horsed cavalry and mounted infantry.

Campaigns of Note (or Notoriety!)

As an asset to the combat arms, the camel has proved remarkably adaptable, being used as transport for supplies and medical services, as cavalry and mounted soldiery by the Arabs and for reconnaissance patrols in World War One. In fact, one of the earlier instances of the involvement of camels was as mounts for Arab archers in the Battle of the River Phygus in 190 BC. The Arabs, naturally enough, as the nomadic inhabitants of the deserts, used camels as one of the major forms of transport in everyday life as well as in the continual inter-tribal wars.

The Romans, upon invading Sinai and Palestine, used mounted camels until their retreat from these provinces centuries later. Another invader of these areas, Napoleon Bonaparte, used camels for transporting men and supplies throughout his Egyptian Campaigns of 1798-1799. When Napoleon uttered his immortal words "soldiers consider that from the summit of these pyramids forty centuries look down on you," he obviously decided to heed his own words and used the desert carthorse of forty centuries - the camel.

The British used camels extensively on a variety of campaigns - the Afghan War in 1839, the Crimea War of 1854 and Abyssinia in 1867. However their inexperience with the animals resulted in ill-treatment with the loss of 70,000 camels in the Afghan War and similar casualties in Crimea where the camels, used to the desert climate could not tolerate the appalling conditions and cold of the area.

Despite these setbacks, the British continued to experiment. In 1864 General Gordon wrote "If the Expeditionary Force, and I ask for no more than 200 men, does not come in ten days, the town may fall" The force of Egyptian/Sudanese troops sent to relieve him was mounted on camels. Camels were also employed in the Sudan and in active operations against the Kahlif in 1898-1899.

British Camel Corps

The first efforts to have a standing camel force resulted in the forming of the British Camel Corps in Sudan in 1907. Keen to overcome past difficulties the Camel Corps work was tackled in earnest resulting in more thorough training and treatment for the animals. In 1913, this culminated in a manual, Camel Corps Training, being produced.

The foundation of such a Corps ensured a higher level of training that was to have its benefits not ten years after the formation of the Camel Corps. The first benefit was long range patrols, reconnaissance reports and map checks that the Corps conducted prior to World War One - information that proved invaluable later on.

Formation of the Imperial Camel Corps

Turkish involvement in the Middle East during 1914-1918 only gave the Camel Corps more opportunities to excel. With the ANZAC defeat at Gallipoli the Turks were pressing towards Cairo. The Corps had been involved in suppressing the Senussi tribesmen around the Nile Delta. With the

formation of the ANZAC Mounted Division and subsequent defence of Egypt a composite horse/camel column had been raised in January 1916. This force was placed under the command of LTCOL C.L. Smith VC and operated on the right flank during the Battle of Romani in August 1916. This mounted column proved to be the forerunner of the Imperial Camel Corps.

The Imperial Camel Corps was officially raised on 19 December 1916 and placed under the command of BRIG GEN Smith VC. Smith was an experienced officer in mounted warfare having seen service with the Somali Mounted Infantry and Sudan Camel Corps. He was to remain in command until the unit was disbanded in July 1918. The Corps fought in a brigade strength (the Imperial Camel Corps or ICC) and consisted of four battalions. These battalions were recruited from the following:

- 1st Battalion - from the Australian Infantry Brigades after Gallipoli
- 2nd Battalion - British soldiers from various sources
- 3rd Battalion - from the Australian Light Horse Regiments
- 4th Battalion - a combined Australian/New Zealand battalion of light horse reinforcements.

In addition the Brigade had a machine gun squadron of eight Vickers machine guns, a Hong Kong/Singapore artillery battery comprising six 9 pdr mountain guns and a veterinary section. With a total strength of 2,800 personnel, the ICC could place 1,600-1,800 rifles into the front line.

The ICC had begun training in August of 1916 before being brought together in December to begin operations. The standard camel for the ICC rider came from the area between Assouan on the Nile Delta and Port Soudan on the Red Sea. Only male camels were used since mixed sexes caused problems and under Islamic rule, sterilization of animals was forbidden.

As a mount in the desert, the camels proved extremely hardy, being able to travel for five days without drinking whilst carrying food for itself as well as rations and water for its rider. The supply problems were therefore minimized. However the camels could not be used the same way as mounted infantry, ie dismounting close to the enemy or leaving horses nearby for a quick retreat. They were, rather, infantry with a rapid mode of transport. Once dismounted, the cameliers were committed as ordinary infantry.

Into Battle

The ICC's first major engagement was at the Battle of Magdhaba on 22-23 Dec 1916. Although a baptism of fire, the ICC fought extremely well, playing an important part in the envelopment of the Turkish position and ultimate victory. Under the impressive leadership of BRIG GEN Smith VC, the ICC had proved itself to be a formidable fighting force and the value of the new Brigade as an addition to the regiments of horse was demonstrated.

The ICC was soon fighting again in the engagement at Rafa on 9 Jan 1917. Again, the ICC fought gallantly against a formidable enemy defensive position. MAJ H. Huddleston lead three companies in a savage bayonet charge which dislodged the enemy, taking 224 prisoners in the process. This charge, along with an advance by the New Zealand Mounted Regiment led to the collapse of enemy resistance.

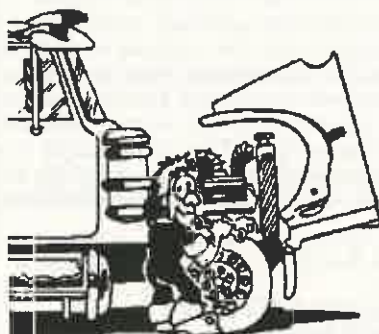
While the ICC had little to do with the first Gaza battle during March 1917, in the second (April 1917) it was involved in some heavy fighting which resulted in 345 casualties. For the deciding battles around Gaza and Bersheba, the ICC was held in reserve on the left flank at Bersheba and saw only limited fighting. They therefore missed seeing their comrades in the light horse charge into history. However, in the breakthrough after Bersheba, the 3rd Battalion ICC (under command LTCOL De Lancy Forth) was involved in some heavy fighting around Tel El Khuweilfe.

The Imperial Forces drove towards Jerusalem with the ICC taking part in most of the fighting, notably at Bald Hill, west of Jaffa. The 1st, 2nd and 4th Battalions of the Brigade

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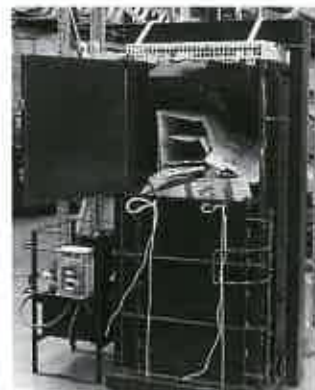
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also took part in the raid on Amman in March 1918. The 4th Battalion under LTCOL Mills distinguished itself in some heavy fighting, however, the raid was a failure resulting in 46 killed and 290 wounded. The 1st Battalion (LTCOL Langley) was soon after involved in the defence of Musallabeh where a strong Turkish attack was stoutly resisted and the Turks left behind 170 dead.

Es Salt and the End of the ICB

The last operation that the ICB was involved in was the raid on Es Salt during early May 1918. The Brigade was on the left flank of the raid and saw little fighting. Upon withdrawal, it was decided to disband the ICB into light horse regiments. With the increased pace of the campaign the camels were being outmarched by the faster horses. As a unit the ICB had proved itself, however with the desert left behind its usefulness was reduced and its formation into light horse would provide greater flexibility for the Imperial Forces. The Australians from the Brigade formed the 14th and 15th Light Horse Regiments (5th Light Horse Brigade) and saw considerable service until the end of the war.

Camels in other Roles

As well as providing a fighting arm, camels were extensively used as transport throughout the campaign. The Camel Transport Corps alone used over thirty thousand camels in moving supplies up to the troops of the eastern force of the army. Camels were also used in the medical services for transporting wounded soldiers.

Detachments of the ICB were sent to all parts of Sinai and Palestine on regular patrols to places such as Baharia, Bakhla, Kharga and Mt. Sinai. Two companies of camels marched to Akaba in July 1918 and joined up with COL T.E. Lawrence (the famed Lawrence of Arabia) before trekking back to Bersheba. Detachments of the ICB also patrolled Northern Sinai while the rest of the Brigade was on operations. In fact, the ICB has the distinction of being represented by various detachments in more areas of the Middle East than any other body of troops in the campaign.

Conclusion

The advent of motorised transport has seen the decline of the camel behind and on the battlefield (as well as the horse). However the camel has played its part, albeit small, in the conduct of war and showed itself in many campaigns to be an asset to an army. This was borne out by the outstanding results of the ICB which was not only due to the quality of leadership in the Brigade but the way in which the animals were handled. The camel had many behind the scenes roles which are seldom remembered alongside the exploits of the light horse regiments. In fact its most brilliant results were probably the long distance patrols which could not have been accomplished had they been on horseback.

The Imperial Camel Corps a justifiably proud reputation and perhaps their motto could be "veni, vidi, vici" - we came, we saw, we conquered.

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26 TPT SQN MASCOT/EMBLEM

26 Tpt Coy was raised in August 1964 in Wacol Qld, to bring under command existing RAASC units in that area. The unit was warned for service in Borneo and later saw service in South Vietnam.

When 26 Tpt Coy returned from South Vietnam it redeployed to Puckapunyal where, on 1 Jul 71 it amalgamated with the Puckapunyal based 25 Tpt Coy to form 26 Tpt Coy, RAASC. In June 1973 it was renamed 26 Transport Company, Royal Australian Corps of Transport, and subsequently 26 Tpt Sqn.

The need for a mascot for 26 Tpt Coy was first addressed in June 1974. The first problem was - what sort of mascot? It was agreed that the mascot had to be something unusual and yet, something pertaining to transport. Many ideas were put forward, but none met the requirements, until somebody saw the light - a Camel - the ideal mascot for a Transport Company.

Several problems were encountered immediately, it seemed there wasn't a great deal of material pertaining to camels to be found in Puckapunyal. The main requirement at that stage was a photograph or a drawing of a camel, however the problem was solved when somebody purchased a certain brand of American cigarettes.

Moves were then made in the direction of unit flags, vehicle motifs and most important of all - the actual mascot.

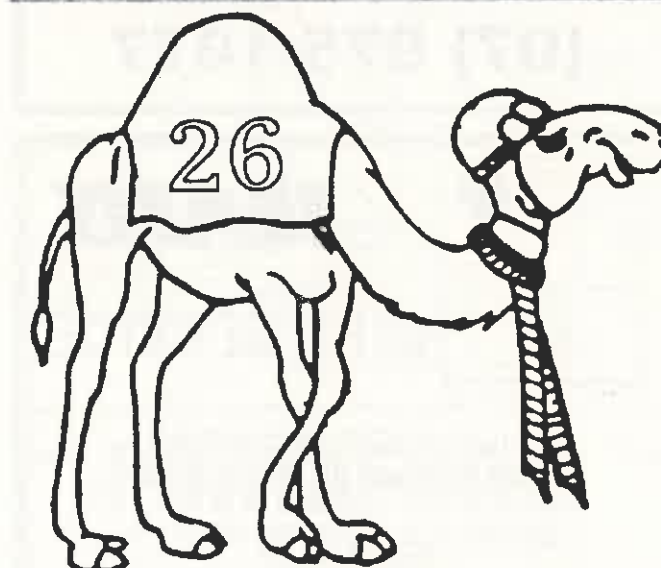
Enquiries were made by the OC, Major Alcock whilst in Alice Springs carrying out a reconnaissance for an exercise. He discovered that a large sum of money was required to purchase a camel and as a result a mascot was not acquired. However at the end of 1974 a handover parade was conducted between the outgoing OC and Major David Allen. The highlight of this occasion was the appearance on the parade of a borrowed camel. This was the first occasion on which the Company's informal mascot was formally displayed.

It was not until 1985 that 26 Tpt Sqn managed to obtain its actual mascot. In September the OC Major Bob Andrae organized training aimed at capturing permanent mascots for the Squadron. The activity was successful and for the remainder of the year a keen interest was taken in the care and taming of four wild, young camels caught in Central Australia, of which two were later sold. Of the remaining two, the bull MA 0267 PTE Ashsharq Ila Al Yathooq (which translates from Arabic to "Equal to the Task") or simply "Vernon", was enlisted as the unit mascot on 8 July 1986. Vernon excelled in his military career and on 9 June 1989 was promoted to LCPL on a formal parade by the Commander Land Command Transport Group - Colonel Peter White. The cow, Penny, is currently living with Vernon as his dependent in their comfortable Married Quarter adjacent to the excellent recreational facilities afforded by the Squadron's Camel Club.

Vernon and Penny are believed to be the descendants of an original 128 Indian Camels imported in 1865/66 by Sir Thomas Elder of the Elder South Group, to be used in the development of the overland telegraph, the Adelaide to Alice Springs railway and the transcontinental railway. Camels also had a military history, Napoleon used them to carry infantry in the Far East and British Infantry marched on camels to the relief of Khartoum. The British and Australian Imperial Forces were resupplied by large numbers of camels in the Middle East during World War One. In the battle of Beersheba some 7000 camels were used. The AIF raised an infantry brigade mounted on camels in 1916 which served in Egypt, the Sinai Peninsula and Palestine. This force consisted of 1210 Australians recruited from light horse regiments and infantry from Gallipoli, 981 British and 370 New Zealanders. In 1918 the Camel brigade was disbanded as the campaign moved North away from sandy terrain and two Australian light horse regiments were raised to replace it.

Since Vernon's enlistment, he has provided many appearances at District Community fetes and fairs and is a popular

attraction with children and parents alike. Whether Vernon is displaying his style of crack drill during a ceremonial parade, representing the Squadron at community events around Australia or even down at the Camel Club having a few drinks with the boys, he is an accepted part of the unit adequately fulfilling his duties as mascot. And yes, Vernon still only has one hump.



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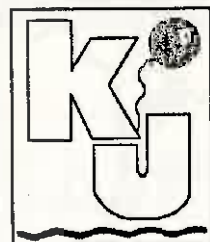
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HQ 26 TPT SQN WORKSHOP

The present 26 Tpt Sqn Wksp was formed on 1 Dec 89 after the disbandment of 18 Tpt Sqn and the transfer of some of those assets to 26 Tpt Sqn. 18 Tpt Sqn Wksp was amalgamated with the existing 26 Tpt Sqn Wksp to form the new workshop. This unit currently comprises of 43 personnel; 27 in Sydney and 16 in Puckapunyal with the Sydney element being further split with 23 men in Randwick and 4 men co-located with 85 Tpt Tp at Moorebank. The dispersal of the unit presents problems such as difficulty of command and control and unproductive travel time between locations, however by now we are becoming adept at managing within these constraints. In the present financial climate we have no choice! The workshop is commanded by a Capt OC located in Sydney with a WO2 ASM in each location.

The workshop supports a heavy vehicle dependence, which includes among other vehicles, 45 International S-line primemovers, 39 Mack variants, 66 12.5 triaxle trailers, there is a dependency of over 200 vehicles belonging to three transport troops, squadron headquarters and the workshop. To support these vehicles, there are 19 vehicle mechanics plus all the ancillary tradesmen and support staff. The workshop also operates two repair parts accounts, each containing over 1000 different line items and which are bulky enough to fill six medium sized trucks.

Due to the third line role of the squadron, we have a unique method of operating when on exercise, especially during line haul operations. This usually involves covering large distances and dispersing the workshop over large areas. On Ex K89, for example (18 Tpt Sqn Wksp was under command HQ Katherine, Mt. Isa, Townsville and Brisbane, and at any one time other elements supporting vehicle convoys moving between these locations. The workshop members spent from a minimum of three months to a maximum of over four months on Ex K89. Many of us spent over three months of that time in Mt. Isa.

The workshop currently has two emblems, one for each element. Upon amalgamation it was decided to carry over the old 18 Tpt Sqn Wksp emblem rather than adopt the existing workshop emblem. This was done to maintain something of the old 18 Tpt Sqn Workshop spirit, at least until the last of the "old" 18 Tpt Sqn Wksp personnel march out.

The Sydney emblem consists of a pig dressed in overalls and carrying a spanner, superimposed over the RAEME crest and only that it came into being as a result of the drivers tagging the workshop members as "pigs" during the very early 1980's. The name stuck and the "Pink Pig" social club complete with emblem was born sometime through Ex K81. The original emblem was a "cute" looking pig which was not fitting, so the current emblem was redesigned in 1987 to be more aggressive. The workshop at that time also decided that a mascot was required, so a pig was acquired and kept at the 85 Tpt Tp compound. Due to health requirements and the time spent looking after it, the workshop members ate it for Christmas the first year. After the demise of the pig, a pink galah simply called pig was acquired as the new mascot. It fitted in well, often accompanying the workshop on exercise, however was eventually run over by a Mack truck (driven by an 86 Tpt Tp driver!). The Sydney workshop element now has a second galah also called pig, which has so far survived - even despite being sucked out of a landrover at 100 km/h and been dragged along by the slip stream for 200m.

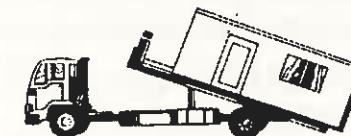
The original 26 Tpt Sqn Wksp emblem was designed in the early 1970's and is still shown on the Puckapunyal workshop elements vehicles today. It consists of two hexagonal nuts between two bricks and derives from the adage that the only way to make a camel go faster is to hit it between the legs with two bricks. In 1983 a new emblem was designed incorporating a number of aspects relevant to the workshop. It consists of a bulldog representing the Mack trucks, a broken wheel for the repairs to vehicles, a cockroach to represent the RAAOC members, a camel to represent the squadron and a

soldier holding two bricks which derives from the previous emblem.



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85 TRANSPORT TROOP - THE ROAD RUNNERS

The 85th Transport Troop has a long and varied history, with known records dating back to 1944. The 2/85th Transport Platoon was formed in Queensland in 1944, however was disbanded on the 6th November 1945. The platoon at that time consisted of 2 officers, 94 other ranks and a total of 50 vehicles.

The platoon was again resurrected in the early 1960's for service in South Vietnam with 26 Transport Company RAASC from Dec 1967 - Oct 1971. The unit was designated as a 2nd line transport platoon and provided both manpower and vehicle support to the Task Force Maintenance Area located at Nui Dat. The composition of the platoon varied whilst serving in South Vietnam with up to 2 Officers, 104 other ranks and 54 vehicles.

The vehicles consisted of:

- 5 ton GS Dumps,
- 5 ton GS Cargo,
- 5 ton Water Trucks,
- Spray Trucks,
- Tank Transporters,
- Truck 3/4 ton, and
- Truck Garbage

85 Transport Platoon was the largest platoon in the Army at that time.

As can be seen by the range of vehicles the tasks were varied and included troop movement, working closely with the engineers for the construction of roads and bridges, the movement of general stores within the area of operations, movement of plant equipment and the highly specialised task of garbage collection. Being a very large platoon within the Task Force Maintenance Area, 85 Transport Platoon were often called upon to carry out additional tasks such as patrols within the Base Area of operations, provide protection parties and a Ready Reaction Force of up to platoon strength.

The platoon returned to Australia in 1971 and was allocated to 18 Transport Company RAASC located at Randwick, New South Wales.

At this early stage 85 Transport Platoon were known as the Road Runners for obvious reasons. During service in Nui Dat the Road Runner was often the target for attack for the local engineer units artists, with differing results.

Upon return to Australia 85 Transport Platoon were redesignated a 3rd line transport unit and issued with the well known Diamond Reo's.

The Reo's were introduced into the Australian Army in February 1969 as the Army's general heavy haulage transporters, and served with 86 Transport Platoon in South Vietnam. With both the change of role and a new modern fleet of vehicles, 85 Transport Platoon were quickly tasked throughout Australia moving stores for Logistic Command. The platoon were now specialising in long haul operations. In this new role the Road Runner was a very apt title.

Tasking throughout Australia continued into the late seventies with the platoon earning a reputation both within the Army and the civilian transport industry. Up until 1978 the drivers of the platoon were paid level 6 (operator specialist). With the incentive of the high pay level the majority of the platoon were ex NCO's who had relinquished their rank in order to be posted to 85 Transport Platoon.

In 1978 with the reorganisation of the Army, the platoon was retitled a troop and the drivers were reduced to pay level 4. The troop continued its 3rd line role with the Diamond Reo's until July 1989 when they were replaced with the International SF 26 70 Prime mover and triaxle 12 metre trailer.

Exercise Kangaroo 89 (K89) proved the worth of both the new series of vehicles and the troop in general. 85 Transport Troop was responsible for the deployment of stores into the exercise area and the redeployment of stores to several locations including Perth, Brisbane and Sydney. With the new

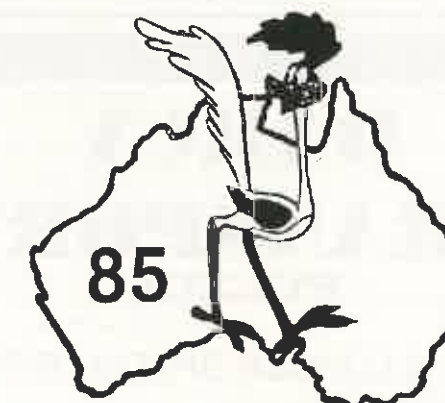
vehicles road train operations were now viable and by the completion of the redeployment phase of K89, proved to be a success. During K89 another major event in the troops history occurred, that of the disbandment of HQ 18 Transport Squadron. The troop continued tasking under command of HQ 26 Transport Squadron and were re-allocated to 26 Transport Squadron in January 1990.

Presently 85 Transport Troop is manned with 2 Officers, 75 other ranks, 36 Prime movers, 65 trailers and 5 Dolly converters (with 12 more on order). The troop is capable of road train operations and also has a capacity for Bulk Liquid Operations of both fuel and water. A typical driver of 85 Transport Troop is responsible for a prime mover and two trailers and can be qualified to operate a road train and Bulk Liquid Fuel Tanker. Members of the troop are absent from their home locations for up to six months per year.

1990 has been a very busy year and has seen the troop conduct two road train courses combined with the movement of various M113's for 2 Cavalry Regiment from Holsworthy to Tindal. Other tasks for the year have included the movement of ammunition and general stores for Logistic Command and the movement of various equipments for Land Command. Up until Sep 90 the troop had moved approx 4000t of stores and travelled 500,000 Kms.

The drivers of the troop are not only required to perform their trade, they must also fulfil the all corps requirements of Land Command soldiers and as such, most of the troop completed 2 weeks at Land Warfare Centre recently. It is most likely that if the ODF was deployed in Australia that the troop would carry many of the stores to their destination, especially for the LSG.

85 Transport Troop or the Road Runners, have established themselves as a vital asset to the Army and recent tasks asked of the troop have shown the members to be "Equal to the Task."



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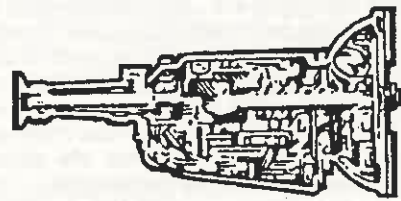
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86 TPT TP HISTORY

86 Tpt PI was raised in Puckapunyal on 1st Jul 60. The PI served in the Vietnam War as part of 5 RAASC Coy, 1 LSG at Vung Tau before returning to Australia in March 1972 to become part of 26 Tpt Coy which had been moved from Wacol to Puckapunyal in the previous year. The PI was equipped with 33 Mk V 5 ton International cargo trucks, 10 tippers (subsequently transferred to 87 Tpt PI) and had a strength of 75 personnel.

As part of 26 Tpt Coy, 86 PI was initially involved in supporting the RAASC Centre with training. The Platoon began to develop third line support capabilities by 1974 in Exercise Kangaroo 1 at Shoalwater Bay and during Exercise Column Caper in 1975 as part of the 9 Tpt Column.

In June 1978, 86 PI was re-titled 86 Tpt Tp, as part of 26 Tpt Sqn. The early 80's saw dramatic changes to the Tp - the first female soldier joined in February 1981 and on the 18 August 1982 the first 8 tonne Mack trucks were introduced.

By 1983 the transformation to Macks was complete and the Troop's role within 1 LSG (ODF) was formalised to include increased involvement as third line support for the LSG, a role it fulfills to this day. It was also during this time that the carriage of M113 was successfully trialled.

86 Tpt Tp has taken part in many exercises during the 1980's. The largest of these was Exercise Kangaroo 89 during which the Tp was employed extensively between Darwin, Katherine, Mr. Isa and Brisbane.

The Tp currently operates 39 Mack Trucks and is organised into three sections of cargo, one fuel and a combined section of water and dumps, which carries some of the engineer support tasking previously fulfilled by the now disbanded 87 Tpt Tp. The Tp strength currently stands at 70 personnel.

The emblem used by 86 Tpt Tp is one of a rearing cobra of flaming wheels with the motto: "Hell On Wheels." The emblem dates back to the Troop's service in South Vietnam, and was designed by one of the drivers in the then 86 Tpt PI in 1970. There are a number of stories behind the choice of a wheeled cobra; the first being that it represents the platoon's ability to strike swiftly across the country; another is that the Cobra was an anathema to the Vietnamese - a hellish demon - and the platoon as going to give them hell...on wheels! Whilst the cobra has undergone its share of modifications over the years, it is still worn with as much pride as it undoubtedly was in Vung Tau.



87 TPT TP EMBLEM HISTORY

87 Platoon was raised in Melbourne in 1958 under the command of HQ 28 Coy, now Broadmeadows Log Bn. No permanent exercises personnel were ferried to Bandiana to

pick up vehicles. Consequently, painting unit emblems on the doors of vehicles was discouraged.

1964 saw a requirement for unit vehicles due to the raising of 25 Coy in Puckapunyal. However unit emblems were still forbidden.

Between 22 Apr 66 and 19 Apr 67, 87 Tpt PI served in South Vietnam. Because of security reasons unit emblems were not allowed on the doors, but other methods of recognition were used. These included The Orange Peel Club and the 4 Inch Spanner Club. These items were to be carried by the members of 87 Tpt PI, the penalty for being caught without was drinks all round. The main duty in Vietnam was transporting supplies from Vung Tau to Nui Dat, many of the vehicles had drivers from 87 PI riding shotgun.

Although 87 was an "independent" Tpt PI, it did come under the umbrella of HQ 1 Coy. HQ 1 Coy was unique in that all RAASC units serving in SVN in 1966-67 were replaced as "units", where as the replacement units (5 Coy and its Platoons) stayed in SVN and the men were rotated.

87 PI did not consist wholly of "Teaspoons" (CL Tipper Trucks), 4 and 5 Sections were equipped with "Normal" trucks (International MK3).

F2 (International) Tippers also saw service in Vietnam and on return to Australia the F2 was the main vehicle in 87 Tpt PI. The Mack Tipper was introduced into service in the early 80's.

In Oct 71 HQ 25 Coy was replaced by HQ 26 Coy which had also seen service in SVN. By 1972 87 Tpt PI came under control of 26 Tpt Coy along with 86 and 158 Tpt pls. During this period the PI emblem was believed to be a brown beaver with large white buck teeth, with a load of dirt on its tail. This was placed on engine cowls and doors. When camels were introduced in 1974 (basic brown camel), they were painted on the outside of trucks. Penants were also popular (flown from aerials). In 1976 the emblem changed to a camel with a tilt hump and a cigarette hanging from his mouth.

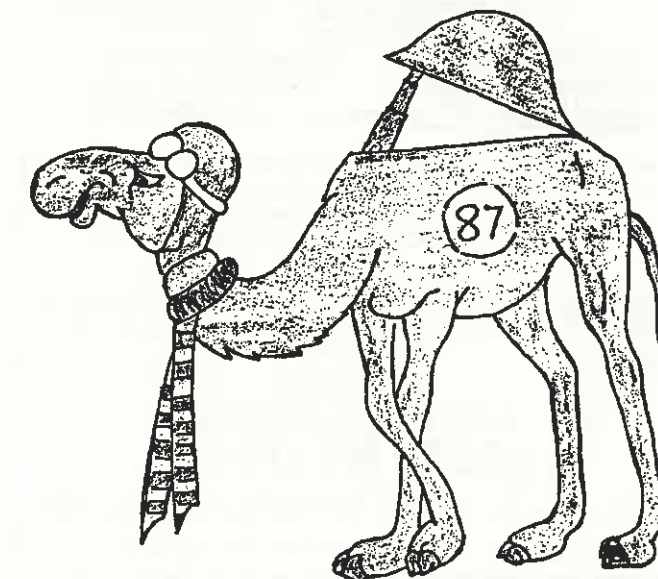
When the Mack Truck was introduced to the unit, the camel got wise and gave up the cigarette and replaced it with a scarf and goggles. This remained the emblem until disbandment.

87 Tp participated in Exercise Kangaroo 89 between 17 June and 31 August 89. K89 was the troops last exercise during which it moved 43000 tonnes of material over 500,000 km, with their camel proudly displayed on the truck.

87 Troop disbanded on 31 Aug 89 and was struck from the Order of Battle on 30 Nov 89.

All the memorabilia and emblems are displayed in the Camel Club at Puckapunyal for guests to enjoy.

The troop still maintains a very active and well supported Vietnam veterans' association.



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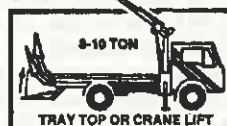
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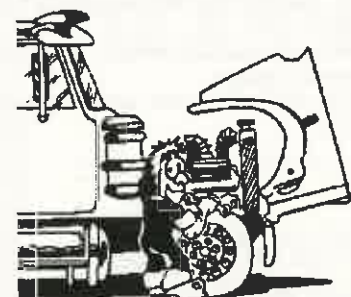
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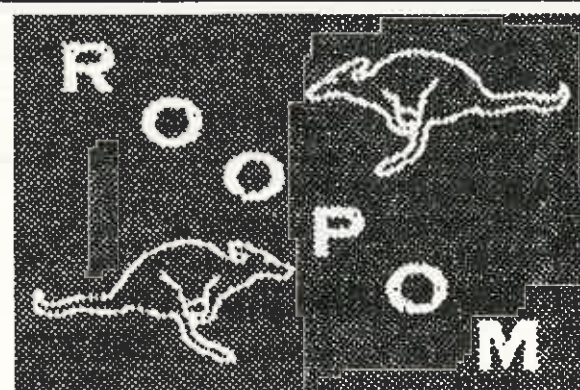
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HISTORY OF 158 TRANSPORT TROOP

The origins of motorized transport in the Australian Army extend back to 1933 when it was introduced to replace horse transport. Eight years later 20 Reserve Motor Transport was raised in Seymour who operated three tonne lorries. It is to this unit that the history of 158 Transport Troop can be traced back.

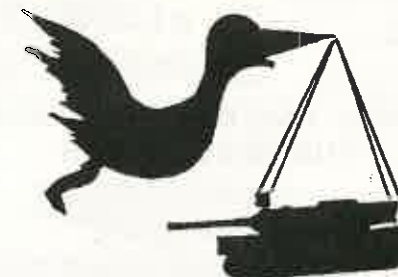
Since becoming 158 Transport Platoon on 1 July 1960, four different types of prime movers and trailers have been used to move tanks and plant. The troops role is the transportation of tanks but they carry all types of vehicles and other specialist loads including trains, small buildings and Paval guns. To move this equipment the push/pull "Diamond T" prime mover towing the 1950's design "Steelweld" 60 Tonne tank transporter was used until 1971. This combination required two prime movers, one on the front pulling, the other on the rear pushing to move the load. The "Federal2" was also used until 1971.

These vehicles were replaced by the "Leyland" Contractor and in 1989 the "International" S-Line SF2670. The 35 tonne "Stecco" low bed plant transporter trailer was brought into service in 1970, the trial "Drake" hydraulically expanding tank/plant trailer in 1988 and the "Fruehauf" standard 12.5 metre 30 tonne cargo trailer in 1989. Trials are now being conducted for the procurement of a "Haulmark" 55 tonne tank/plant trailer with winch.

Drivers in the troop are amongst the most experienced and skilled in the Army. In order to obtain a posting to 158 Transport Troop drivers must pass a six week Operator Specialist course and be recommended for service with the troop based on above average driving ability. Without a recommendation drivers would normally be required to spend time in 85 Transport Troop to gain further experience. Drivers in 158 Transport Troop are paid pay level five once they gain their trade endorsement as Operator Specialist level two (274-2), which allows them to operate over dimensional double articulated vehicles and conduct winching and recovery tasks.

The Troop's motto is "We Deliver Anywhere" and this is represented by the Troop's emblem of a stork carrying a tank. As a stork delivers a baby everywhere so too does the Troop.

In the long term it is likely that 158 Transport Troop, or elements of it may move to the Northern Territory. This would see the Troop moving loads across demanding terrain in all conditions and the full utilization of the troops long range capabilities.



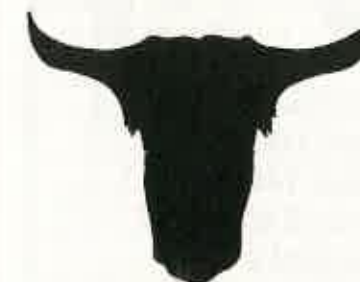
HISTORY OF UNIT EMBLEMS - 15 TPT SQN

Submitted by Major Chris Anstey

1. On 1 February 1988, 15 Tpt Sqn came under Command of HQ 9 Tpt Regt and as a consequence changed its role from second line to third line transport. An early direction from the units new CO, Lt Col Bob Andrae, was to find an appropriate unit was that the emblem was to be in keeping with units new

role and represent a beast of burden. The unit OC at the time, Maj Nigel Christie accepted the task and in his subsequent endeavours was ably supported by his 2IC, Captain Carl Mills. As the Squadron HQ decided upon a unit emblem, each Troop was in turn tasked to find a suitable sub unit emblem based on either role or location. The end results of the great emblem chase are given below.

HQ 15 Tpt Sqn



Unit Emblem - HQ 15 Tpt Sqn

2. The unit emblem is the head of a working bullock. Appropriately it is a hard working and patient beast that nevertheless has been known to display a degree of aggressive energy when provoked. During the pioneering days of Bendigo and other principal means of transport for all supplies required by the early

settlements. As such, the bullock has found an important niche in the regions local history.

14 Tpt Tp

3. Bendigo based 14 Tpt Tp selected as their emblem the head of a Chinese Dragon in recognition of the towns Chinese connections. In its heyday as a gold mining centre, Bendigo had a very large Chinese population that is still well represented in the community today. Each year the longest Chinese Dragon in the Southern Hemisphere winds its way down Bendigo's main street



Sub Unit Emblem - 14 Tpt Tp

as part of the Easter Parade. Certain members of the Troop saw the emblem as having additional significance, as the unit vehicles always seemed to be "dragon" something.

128 Tpt Tp



Sub Unit Emblem - 128 Tpt Tp

4. 128 Tpt Tp, based in Horsham and Stawell, chose a Tipping Dray as their emblem. Being the Corps' only Tipper Troop, the dray, which was used extensively in support of local construction tasks during the last Century, was considered to be a logical choice. An example of an old Tipping Dray is currently being reconstructed by unit members and should soon be displayed in front of the Horsham depot.

Wksp Tp

5. The Squadron Wksp Tp selected a fractured piston as its emblem. There is little doubt that it symbolises the role that the Workshops plays in repairing unit vehicles, while at the same time reflecting the age old RAEME complaint of being "Piston Broke".



Sub Unit Emblem - 15 Tpt Sqn Wksp Tp

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The female bird lays a large 'clutch' of eggs. Both of the parent birds equally share the incubating of the eggs and rearing of the young to maturity. That cooperation and coordination is as important in ensuring the propagation of the Emu species as it is in ensuring that 8 Transport Squadron is 'Equal To The Task'.

AN UPDATE ON YOUR CORPS SHOP

By now you all should have seen a copy of the latest Corps Shop Catalogue. If not, give us a ring and we'll get one to you through the post. Those of you who have sighted the catalogue will note an expansion in the range of products and services being offered by the Shop. With your continued support, we will go from strength to strength.

Sales in 1990 have improved markedly due to a large increase in the number of runners and pushbikes being sold through the Shop. A lot of interest has also been shown in electrical goods, watches, berets and DPCU rank and brazzards. If you've got any bright ideas on what we should sell, please pass them on and we'll take them on board.

Operating times have been changed to allow greater access to the Shop, but if you can't make it during work hours give us a ring and we may be able to arrange a special time. The Shop also has an answering machine for those times when the Manager 'really must go'. Don't be bashful about leaving messages on the machine; just leave your name and number and we'll get back to you as soon as possible.

By the time this update goes to press, the Mobile Corps Shop visit to a number of RACT headquarters and units on the Eastern Seaboard would have been conducted. The primary aim of the visit was to increase the awareness of the services and products offered by the Shop. Those of you who are not fortunate enough to be posted to the Puckapunyal area, can still purchase goods and have them delivered, we can advise you of the means available.

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26 TPT SQN SOLDIER OF 1990 PTE D.A. LEE

The 1990 26 Transport Squadron 'Soldier of the Year' is 23 year old PTE Damien Lee of 85 Tpt Tp.

PTE Lee joined the ARA in 1986 and completed his basic training at 1 RTB where he was allotted to the RACT. He gained his ECN109 on the basic drivers course at AST early in 1987 before being posted to 26 Tpt Sqn.

PTE Lee has been posted to 87 Tpt Tp and is now posted to 86 Tpt Tp. Whilst in 86 Tpt Tp PTE Lee gained additional codes for the Mack with both ISO and 34ft Semi Trailers, M113 vehicle loader, Clark 2.5t forklift, then completed the 3/89 Operator Specialist course (ECN 274). He showed the necessary requirements to be panelled and complete a Subject One for CPL course in Puckapunyal. PTE Lee continued to serve in 86 Tpt Tp for the majority of Exercise Kangaroo 89, before being posted to 85 Tpt Tp as an ECN 274 driver.

1990 has seen PTE Lee develop into a very mature reliable soldier. He has demonstrated a very dedicated and professional approach to all military duties ranging from acting as a convoy commander for several vehicles to section 21C at all corps skills training at LWC. PTE Lee sets very high standards and is a good example of the professional RACT driver of today's Army.

The above qualities have earned PTE Lee the award of 26 Tpt Sqn 'Soldier of the Year'.



RACT MOVEMENTS PROJECT TEAM PROVIDES DCP SUPPORT TO MALAYSIAN SERVICE CORPS

Three members of the RACT were recently in Malaysia conducting Movements training for the Malaysian Armed Force. Major Peter Ferguson, from DMOVT-A, WO1 Paul O'Brien, Army School of Transport and WO1 John Atkinson, HQ 3 MD, were based at the Malaysian Service Corps School at Taiping, approximately 70 km south of Butterworth. They provided the training support and advice under the Defence Co-operation Programme (DCP). The team ran a four week Movement Officers' Course in conjunction with the MSC School staff, preparing a package for a short course for junior soldiers and provided advice on the implementation of an updated Movements system for the Malaysian Army.

The picture shows the team in discussions at the Malaysian Service Corps Directorate prior to the commencement of the training, with MAJ Peter Ferguson standing, WO1 John Atkinson fourth from left and WO1 Paul O'Brien (sitting) extreme right.



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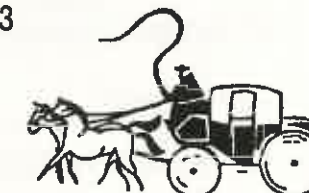
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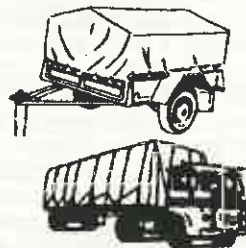
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RMC DUNTROON GRADUATION

Staff Cadet's from the Royal Military College, Duntroon, marched from the parade ground on Tuesday, 11 December to begin military careers as commissioned officers.

The parade culminates up to 18 months intense leadership training at the college for the 126 graduates.

Prime Minister, Mr Bob Hawke, inspected the parade and presented the Sword of Honour and the Queen's Medal to the two top Staff Cadets.

Rehearsing for the Graduation Parade is Staff Cadet Angela McCarthy, 24, from Camden, NSW. She was commissioned as a lieutenant into the Royal Australian Corps of Transport and takes up an appointment with Ashgrove Logistic Company, Enoggera, Qld. She received the RSL Prize presented to the graduate gaining highest marks in Staff Duties.



EMPLOYERS JUMP ON BANDWAGON FOR ARMY RECRUITMENT DRIVE

Civilian employers have agreed to help the ARes element of the Royal Australian Corps of Transport in a bid to recruit more Army Reserve officer candidates, following a recent seminar presentation in Sydney.

Last month the ARes (RACT) launched an innovative recruitment drive directed at employers in an attempt to rectify a critical officer shortage within the Corps.

Senior executives from a number of transport oriented companies, including large employer Conaust Limited Division of P & O, were invited to Victoria Barracks in Paddington for a presentation which explained the benefits of their staff joining the Corps Reserve.

"The employers had welcomed the prospect of their junior management gaining outside experience in the army transport environment as well as receiving valuable officer training during the 18-month commissioning course".

"The seminar placed particular emphasis on the leadership training and management skills taught during the course, and it was clearly seen as a benefit by the civilian employers," Lieutenant Colonel John Moore said.

"They were enthusiastic about the concept and agreed to encourage their personnel to consider the course and support them if they were selected."

Vacancies for RACT junior officers currently exist in Sydney and any person or employer interested should contact (02) 339 3279 after 5pm on Mondays.

Army Reserve Officers can be accepted through either the Officer Cadet Training Unit or as Direct Entry Officers.



At the ARes (RACT) presentation at Victoria Barracks were (from left to right):

Captain Trevor Smith, Conaust Ltd. Division of P & O
Captain Mike Miller, RACT officer and Master at St. Andrews Cathedral School
Warren Southward, Manager Operations and Marketing NORWIN,
Colonel Peter White, Commander of Land Command Transport Group, and
Brigadier Amos, Chairman of the Committee for Employer Support to the Reserve Forces.

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GENERAL REVIEWS 9TH TRANSPORT SQUADRON

by Lieutenant R.C. Hamburger

On Friday 30 November 1990, the 9th Transport Squadron, 29th Combat Supplies Platoon and 1st Divisional Postal Unit conducted a formal parade to mark the completion of another very busy training year for all units. The Officer Commanding 9th Transport Squadron Major Brian Calder, was the Parade Commander, while Captain Tony Anetts, Officer Commanding 29th Combat Supplies Platoon was Parade 2IC. The parade was hosted by the Commander Divisional Transport, Lieutenant Colonel Brian Hollins and reviewed by the Commander 1st Division, Major General A.J. Fittock, AM.

At the conclusion of the parade Major General Fittock presented several awards and commendations to soldiers of the units. The Officer Commanding's Award for the Most Professional Soldier is made to the soldier who throughout the year has best demonstrated the qualities of technical proficiency in his trade, all arms skills and a responsible and reliable performance as a soldier. The Award was presented to Craftsman Norman Davis of Workshop Troop.



CFN Davis receives his commendation from Maj Gen Fittock. CFN Davis also received the OC's award for most professional soldier.

Lance Corporal Michael Williams of Headquarters Troop was presented the Craftsman Squadron Sergeant Major's Award for the Most Proficient Junior Non Commissioned Officer. The Award recognises the Junior Non Commissioned Officer who has best demonstrated those qualities expected of a junior leader, including the technical proficiency in his trade and all arms skills, whilst showing excellence in leading those soldiers for whom he is responsible.

Two commendations were also presented by Major General Fittock. Firstly, a Land Commander Australia Commendation, which was awarded to Craftsman Norman Davis of Workshop Troop. The citation read:

"Your Officer Commanding has brought to my attention your meritorious service as the Metalsmith in the Workshop Troop of the 9th Transport Squadron.

You have been responsible for the design and manufacture of a number of innovative improvements to the Squadron's B Vehicle Fleet. Your dedication and professional approach to this task has been of the highest order. By your initiative and perseverance, you have directly contributed to the improved operational capability of the Operational Deployment Force.

Your efforts bring much credit to you, your unit and



SGT Reindl receives his commendation from Maj Gen Fittock.

your Corps and I commend you for your outstanding achievements which are in keeping with the finest traditions of the Australian Army".

Major General Fittock then presented his own commendation, a Commander 1st Division Commendation to Sergeant Jeffrey Reindl of Headquarters Troop.

The citation read:

"I, commend you on the dedication and professionalism you have displayed in your capacity as a Troop Sergeant with the 9th Transport Squadron. Your exemplary leadership and instructional ability have contributed positively to the Squadron. In addition, your initiative and thorough preparation ensured the readiness of the Squadron to respond at short notice with Defence Aid to the Civil Community following Cyclone Aivu in 1989. I also note your contribution to the Squadron's Military Skills Team. In every regard, your service satisfies the demands and traditions of the Royal Australian Corps of Transport.

Major General Fittock also presented the badge of Captain rank to the Officer Commanding 1st Divisional Postal Unit, Ken Jackson, who accepted the Prescribed Service Officer Commission and takes up his new appointment as a Career Adviser at the Soldier Career Management Agency (SCMA) in 1991.



LCPL Williams receives his award as the most proficient JNCO.

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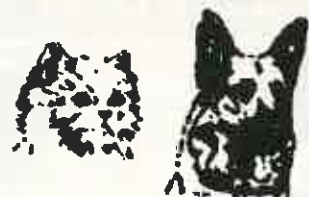
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THE LETTER FROM HOME - 'A MAJOR FACTOR IN MORALE'

Who delivers the mail to the soldier in the field?, or for that matter, what organization in the Army is responsible for the mail and postal services in peace and war? The answer is simple. It is the responsibility of a small RACT organization known as the Army Postal Service (APS).

The Army Postal Service (APS) was formed during the Second World War and was known as the Brigade Postal Unit.

Over the years the APS has undergone many changes, not only in name but also in Corps. In 1959, the Brigade Postal Unit became 1 Div Postal Unit within the Royal Australian Engineers (RAE). On the 10th Dec 1965, the responsibility for the APS was transferred to the Royal Australian Army Service Corps (RAASC). In 1968, the unit was renamed and reformed as 1 Communication Zone Postal Unit (1 CommZ Postal Unit) located at Randwick NSW. During this period, Detachment 1 CommZ Postal Unit was established in South Vietnam. It provided four Australian Forces Post Offices (AFPO) at, Saigon (AFPO 1), Vung Tau (AFPO 3), Nui Dat (AFPO 4) and Phan Rang (AFPO 5).

In April 1968, the North Queensland Area Postal Unit was raised to operate the Townsville MILPO. In January 1970, 1 CommZ Postal Unit was relocated to Townsville where it was tasked to conduct the training of postal clerks (ECN 077) for reinforcement to South Vietnam. On 1st Dec 1971, North Queensland Area Postal Unit was disbanded and 1 CommZ Postal Unit was then tasked to operate Townsville.

1 Div Postal Unit as it is today, was raised in 1973 upon the disbandment of the RAASC and the raising of the Royal Australian Corps of Transport.

1 Div Postal Unit current manning is as follows:

OC	WO1 L.J. Hart
WO Postal	WO2 D.J. Pushmann
Postal Agent	SSgt P.R. Terrell
Spv	Sgt M.S. Rigby
Postal Clerk	Cpl R.W. Ashlin
"	Cpl M. Singh
"	LCpl S.C. Lehmann
"	Cpl J.S. Kekewick
Driver	Pte D.R. Bretherton

Unit training is conducted for all personnel by way of operating the Townsville MILPO. Field training is conducted in conjunction with other unit major training activities throughout the year.

Clerk Postal ECN 077 courses are conducted by 1 Div



Mail is very important to us all, but especially to those who are away from home or family. The Divisional Postal Unit strives to ensure that the morale of the force is maintained by providing an efficient and effective postal service to the soldier.

Postal Unit each year. These courses are Trg Comd courses and details are notified through TCI Ops. Course Data Sheets and employment details are held by DMOVT-A.

1 Div Postal Unit has conducted many activities within the community over the years by operating AFPO's at local shopping centres, schools and during the Queen's Birthday Festival held in Cooktown each year. The most recent activity was in conjunction with the Australia Post release of the ANZAC Tradition Series of stamps. This involved past and present members of the APS who set up and manned temporary AFPO in most capital cities as well as Townsville.

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30 TERMINAL SQUADRON EMBLEMS

The design, history and traditions of the emblems of 30 Terminal Squadron and its troops vary greatly but all symbolise, in differing tones, the strengths of a unit with a long and proud history. The mainstay of such tradition is embodied in the TERMITE - an arachnid insect which symbolises the tenacity, determination and industrious nature of our soldiers.

History of the Termite

30 Terminal Squadron has for many years not only adopted the TERMITE as the units' official emblem, but has also adopted it as a nickname. The origins of the TERMITE are sadly no longer known. It was, however, in existence during the 1960's.

It is believed that the TERMITE nickname originated in much the same manner as did the term "Digger". Often, the application of a nickname is synonymous with the vision of people performing in a manner difficult to describe. This invokes in us a need to describe that activity in other than standard terminology. This application of colloquial and/or colourful language is a tradition steeped in the Australian psychi. To the uninitiated, the sight of many soldiers in a frenzy of activity whilst conducting terminal operations, would present a confusing spectacle - not unlike the intensity with which insects go about their laborious tasks. Alternatively, it could be that TERMITE was simply chosen because it is an acronym of the word "terminal."



In 1972 the unit designed and applied for approval, through the CGS, to wear a Unit Shoulder Patch to be worn on bush jackets as shown in the example. This design was much akin to that displayed on the unit plaque but included the new terminology "Transportation" and "TRACT", as the change over from RAE to RACT was imminent.

The design for the patch was formulated by CPL Mike (Butch) Parkinson (now WO2) and the then SSM, WO2 Frank Reid (now Major). Although the design was initially deemed "inappropriate for an Army unit" on the grounds that "Termites were destructive creatures", the patch was formally approved for the unit by the CGS in 1973/74.

The current emblem, as depicted, changed from that of the insect as a whole to that of a termite's head somewhere around 1976/77. A shoulder patch bearing this new design was also introduced, and was worn on the then dress of the day, overalls. The reason for this change is unclear and it is not known if formal approval was sought for the wearing of this new patch design.

68 Terminal Support Troop

The 68 Terminal Support Troop emblem, the Rebel Flag, was first adopted in 1976 by CPL Bob Wise (now WO2). At the time, 68 Troop comprised only seven soldiers and was commanded by SGT Ralph McCloy (now WO1).

As the Troop was considered to be a pack of rebels by the Squadron hierarchy at the time (and still is), CPL Wise



decided that the Confederate flag was a most appropriate effigy for the Troop. The original flag was made by Bob's wife and was first raised at Berrim Point, Nelsons Bay. The CO of the Regiment at the time, LTCOL S.M. Hurst upon seeing the flag whilst on an evening inspection tour, liked it so much that he instructed the Troop to officially adopt it as their emblem.

69 Terminal Troop

In 1978, CPL Wise returned to the Squadron and presented the flag to the Regiment Headquarters where it hung proudly until some three to four years ago. Some enterprising members of 68 Troop decided to liberate the flag and it now hangs in pride of place in the 68 Troop office. The design of the 68 Troop logo, as depicted, is based on the Confederate flag and on the rebel theme of the Troop.



Historically, 69 Troop has never had an official emblem, but had in the past used a symbol depicting a W-36 CASE Forklift. Early in 1990, LT Dave Buller reviewed the CASE symbol and deemed it inappropriate. A more appropriate symbol which would better describe the operational capability of the troop was needed.

Soldiers from 69 Troop are coded on a wide range of MHE, including both cranes and forklifts, which operate in rough terrain and in a wide variety of harsh conditions. To best describe his soldiers' abilities and working conditions whilst maintaining the Squadron theme of industrious insects, LT Buller chose a similar arachnid insect - the scorpion. With its claws replaced by forklift tynes and its tail symbolising the boom of a crane with hook attached, the scorpion epitomises his soldiers' ability to survive harsh conditions.

72 Terminal Troop

The Troop motto "Termites With Sting" was included to keep in line with both the TERMITE theme and his own troops' adopted symbol. Shown is the 69 Troop emblem and motto.

The emblem for 72 Troop was contrived from a variety of sources. It appears that SGT Alan Rankmore, who was the Troop Sergeant in the early 1980's, owned a large carpet snake which was adopted by the Troop as an unofficial mascot. Although SGT Rankmore is no longer with the Troop, the mascot lives on (but not literally).

In April 1989 P(TE Will, a member of the Troop, completed an Illustrators Course before corps transferring to RASV. As a part of the course, PTE Will was required to create some



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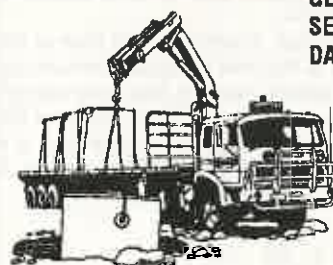
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mock-up drawings. He chose to design an emblem for 72 Troop which is shown. The carpet snake forms the basis for the emblem. The snake is coiled around a hard hat which is the standard head dress for a working TERMITE soldier. A map of Australia completes the emblem and indicates that the Troop operates across the continent.

As a motto, 72 Troop chose "We Lift the Weight," which epitomises the work of the soldiers not only in the Troop but in the Squadron as a whole.

Conclusion

The emblems of 30 Terminal Squadron and its Troops serve as a reminder to our soldiers of our heritage as an industrious and hard working unit with unique capabilities. They symbolise our soldiers character and are a source of esprit-de-corps which many will agree, is the heart of any unit such as our own.

CGS PRESENTATION

**221467 Corporal Raymond John Smith
Royal Australian Corps of Transport**

CPL R.J. Smith was recently presented with a CGS Commendation. The commendation reads as follows:

I commend you for your loyalty, dedication to duty and high standards which you have consistently displayed for almost six years whilst driver for the General Officer Commanding Logistic Command.

Your appointment has demanded consistently long and irregular hours at considerable personal sacrifice. You have established a high reputation for a cooperative and courteous manner. You have displayed considerable initiative and plan-ning ability, attention to detail, safe driving skills, tact, loyalty and confidentiality.

Your sustained high performance of duty in this appointment involving, as it has, a high exposure to the general comm-unity, has brought credit to yourself, your Corps, and the Australian Army.

**H.J. COATES
Lieutenant General
Chief of the General Staff**



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RESIGNATIONS/RETIREMENTS

The following Corps members have separated since June 1990 after 20 years plus ARA service to the Corps and the Army.

We wish them well in their future endeavours.

MAJ G.M. Allen
CPL A.P. Buxton
WO2 R.L. Calcott
CPL J.W. Cross
MAJ J.W.D. Croxon
SGT R.P. Cook
SGT PP.B.W. Crook
SGT R.W. Davis
LTCOL P.R. Daymond
WO1 A.J. Forrester
WO2 M.N.S. Hope
WO1 F.J. Harvey
WO2 M.R. Haines
WO2 J.A. Lowson
SGT D. Marshall
SGT J. Miller

MAJ B.J. Maffescioni
WO1 P.J. McCloy
WO2 S.J. Moore
WO2 D.A. Miller
CAPT R.J. Osborne
PTE K.J. Ryan
CPL R. Skelly
MAJ R.M. Southwell
CAPT B.M. Smith
SGT W.R. Stevenson
WO1 C.A. Streat
LTCOL W.A.R. Trusselle
SGT G. Theckston
LTCOL A.C.G. Welburn
WO1 H.G. Zaffino

CORPS DINING OUT NIGHT

by WO2 L.R. Mengel

The Royal Australian Corps of Transport Sergeants' Mess held its Corps Dining Out Night for 1990 on Friday 16th November. This successful evening was attended by 173 Corps members, including several British exchange members.

The highlight of this event was the dining out of the RSM-ARMY; WO1 K.S. Wendt OAM BEM; on his retirement from a long and distinguished career. Members dined out on Retirement or PSO included:

WO1 K. Jackson
WO1 P. McCloy
WO1 C. Streat
WO1 H. Harvey
WO1 A. Forrester
WO2 S. Moore
WO2 M. Hope
WO2 M. Haines
WO2 C. Smith
Sgt D. Marshall
Sgt R. Cook
Sgt P. Crook

PSO
Retirement
Retirement
Retirement
Retirement
Retirement
Retirement
Retirement
Retirement
Retirement
Retirement
Retirement

WO1 P. McCloy RSM LC Tpt Gp presented the Mess with a wooden, to scale, working model of a 110 Landrover and Trailer.

Next years Corps Dining Out Night is forecast to be held on Friday 25th October, 1991. All enquiries should be directed to WO2 L.R. Mengel (Mess Secretary) on 057-937530. PAR ONERI.



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GENERAL OFFICER COMMANDING COMMENDATION

On 19 Sep 90, the General Officer Commanding Training Command, Major General R.S. Buchan, AO MC presented his Commendation to CPL A.T. Ratcliffe, Restorer of the RACT Museum. The Commendation reads:
"It has been brought to my attention your display of dedication and professionalism as the restorer of the Royal Australian Corps of Transport Museum. You have had a long association with the museum, and since your posting to the Army School of Transport, you have carried out your duties displaying significant enthusiasm.

You are a quiet achiever, frequently working for the museum in your own time. You have also been instrumental in a number of significant fundraising activities for the museum, as well as raising two thousand dollars for Legacy by swimming non-stop for 13.6 kms in the Puckapunyal Pool. This was a fine and determined effort for a worthy cause.

Your attention to detail and professionalism in restoring duties at the museum have brought high praise to the museum and the Army School of Transport. You have brought great credit upon yourself, your Corps and the Australian Army.

Signed by
R.S. Buchan
Major General
General Officer Commanding
Training Command



CPL Arthur Ratcliffe receives congratulations from MAJ GEN R.S. Buchan, while MAJ David Niven looks on

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RETIREMENT TO GREENER PASTURES

The RACT Corps Museum had great pleasure in accepting two new pieces of equipment for the outdoor vehicle display area. The equipment in question was a Pettibone Forklift and Austin Weston Crane. The Commanding Officer 10 Terminal Regiment, LTCOL Mick Cullen, handed over the equipment to the President of the Museum, MAJ David Niven. Also present at the ceremony was the Commanding Officer/Chief Instructor Army School of Transport, LTCOL Jeff Wilkinson, Regimental Sergeant Major Army School of Transport, WO1 Matt Burke, Operations Officer 10 Terminal Regiment, MAJ David Bucholtz and Regimental Sergeant Major 10 Terminal Regiment, WO1 Graham Hogden.

The Pettibone and Austin Weston have had a long and illustrious career with the "Termites" since their introduction to service in 1966/1967. This particular Pettibone or 'Bone' as it is affectionately known has spent its entire service with 30 Terminal Squadron. As with all old equipment when age does weary them and the years condemn; they must retire - the "Bone" and Austin Weston can now gracefully retire to the Corps Museum where they will be treated with TLC.

Some of the features of the Pettibone Rough Terrain Forklift are:

- two wheel, four wheel or crab drive available;
- wading up to a depth of 1.5 metres (with minimal preparation);
- telescopic and oscillating forks; and
- speeds up to 60 kph.

Features of the Austin Weston are:

- lift capacity 20,000 lbs;
- length of boom retracted 5.9 metres, extended 8.13 metres;
- weight 18940 kgs;
- used in Logistic Over The Shore (LOTS) operations for midstream transfer of cargo from LCM 8 to LARC V or as a means of trans-shipment between land modes; and
- speed up to 41 kph.

The Museum is proud to accept such donations, so if your unit has any equipment earmarked for retirement please contact the Museum and offer it to us. Remember, this is the only way that the Corps Museum can maintain our heritage; without your support the Corps history will be lost.



LTCOL Mike Cullen hands over the Pettibone to the Corps Museum President MAJ David Niven

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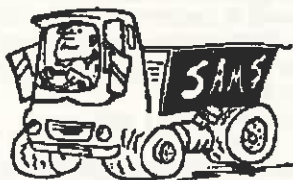
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Exhaust emissions - the price of conspicuous consumption

The price of conspicuous consumption World-wide products are being delivered faster. Road, rail, sea and air transport ignore national boundaries. Money changes hands electronically. We all crave never-ending supplies of consumer goods.

The price we pay for conspicuous consumption includes exhaust emissions such as sulphur, nitrogen oxides, soot particulates and hydrocarbons...threats to people and to our natural environment.

All share an obligation

"All four pollutants are contained in diesel engine exhaust emissions," says Lennart Palmqvist, truck and bus planning manager for Volvo Australia Pty. Ltd.

"As road transport accounts for 91 billion tonne - kilometres of Australia's domestic freight task (1987 - 88 figures), we must all share the obligation to reduce the grammes of pollutants emitted per tonne-kilometre of freight carried," he continued.

"If we can achieve a reduction of only one gramme per tonne-kilometre, then road freight will have lowered exhaust emissions by 91,000 tonnes...over 2,000 semi-trailers with all up weights of 45 tonne.

"But to realize that shared obligation there must be active co-operation between all parties involved.

"All parties' means truck drivers and transport operators; primary producers and resources companies; manufacturers and distributors; oil companies and fuel suppliers; professional truck drivers and driver trainers; road builders and traffic planners; our three levels of government; the mass media and the consumers who constitute the general public," he concluded.

What has Volvo done?

Every organisation is responsible for the environmental effects of its products and manufacturing processes.

The imperative is to cut the volumes of carbon dioxide and freon escaping to the atmosphere. The levels of air and noise pollution must fall. The scourge of acid rain must be eliminated.

For decades Volvo's trucks have become increasingly reliable. While the number of trucks and the volume of freight have increased, diesel fuel consumption has fallen.

As a measure of environmental efficiency, the grammes of pollutants per tonne-kilometre are falling.

Forty years ago a Volvo diesel engine used 55 litres of fuel to deliver one tonne over a distance of 1000 kilometres.

Today that figure is 35 litres, and reliable estimates indicate that it will be as low as 25 litres by the mid-1990s.

In the past ten years Volvo has reduced by half the noise emitted by its vehicles.

You need two 1990 Volvo engines running side by side to equal the noise from one 1981 truck.

People see and smell diesel engine exhausts.

In Europe Volvo's Cityfilter reduces emissions of particulates by 80 per cent, hydrocarbons by at least 60 per cent and carbon monoxide by at least 50 per cent.

Cityfilter also means that diesel exhausts will be free of smoke and smell under most driving conditions.

What can others do?

Truck and bus drivers can make personal contributions by using driving techniques that make correct use of the vehicles entire driveline, lower fuel consumption and reduce maintenance costs, all of which means less pollution.

Banish concentrations

When trucks and buses are forced to stop once every kilometre for 10 kilometres, the emission of nitrogen oxides and fuel consumption double.

Road networks and traffic controls must keep pace with the rate at which Australia's road transport needs increase. Concentrations of pollutants are created when road transport is immobilized in stop-start traffic.

Innovate for efficiency

Transport operators must continue to innovate and introduce more efficient ways of moving road freight from place to place.

The outstanding example from the 1980s is the B-double trailer combination, which has delivered 50 per cent productivity gains offset by 20 per cent rises in costs.

Two B-doubles do the work of three semi-trailers. More significantly, the B-double emits fewer grammes of pollutants per tonne-kilometre of payload carried.



New Volvo NL10 6 x 4 bonneted truck in linehaul application. As a measure of environmental efficiency grammes of pollutants per tonne-kilometre are falling.

Reduce the price, now

"But the age of excuses is long past. Action now is the only thing that counts," says Volvo's Lennart Palmqvist.

"All parties to our road transport systems must make individual and collective commitments to create a better transport environment in which to work.

"Only through willing, active co-operation can we reduce the exhaust emissions component of the price we pay for conspicuous consumption," he concluded.



New Volvo FL6 4 x 2 distribution truck. In the past ten years Volvo has reduced by half the noise emitted by its vehicles.

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Airport 85 Motel is a lovely white double brick structure set in lush tropical gardens of palms, ferns and banana trees. The 24 airconditioned units offer every modern comfort and convenience, with pleasant outlook over the landscaped gardens. A recently opened Restaurant is available for guests who require breakfast or an evening meal - good home style meals at very reasonable prices.

Your hosts, Roy & Julie Bannister, were nominated for the Queensland Tourism Awards last year after only 7 months at the Motel, for their hospitality and friendliness; whilst they did not win the award the fact that the nomination was accepted for judging and they were invited to the presentation night is, in itself, a major achievement in such a short time. Naturally, they are very proud of their motel and particular their staff who are encouraged to be friendly and helpful to all guests, which ensures that guests are made to feel welcome and relaxed in a homely atmosphere. As a result of Roy and Julie's efforts to give good "old fashioned" service, their motel is now one of the busiest and most popular motels in Brisbane. Airport 85 Motel is also the only Motel accepted by Qantas "Great Rates" publication having had to pass inspections etc., it is also the preferred Motel for Air Vanuatu, Air Niugini and is highly thought of by Australian and Ansett Airlines who frequently book their passengers into the Motel. Because Roy and Julie take particular care of their guests the Department of Education (State and Federal) exclusively use the Motel to overnight students and unaccompanied minors. For additional convenience and service, a courtesy Limo operates between 8am and midnight to transfer guests to and from the Airport, once again the only motel to offer such luxury transportation.

Whilst the Motel is centrally located, it is a quiet, peaceful area off the main thoroughfare, assuring guests of a restful night's sleep. Each unit comprises of Queen size bed, divan, tea and coffee facilities, direct dial ISD/STD phones, refrigerators, air conditioning etc. Bus and Train services a short 2 minutes away gives easy access to the city which is approximately 15 minutes away. Day tours can be arranged to either the Sunshine or Gold Coast areas in luxury coaches collecting guests from the Motel and returning them back at the end of the day.

A few minutes walk away or if you prefer to just relax, take a swim in the sparkling pool or enjoy the refreshing spa.

Every effort is made to ensure your stay at Airport 85 Motel is enjoyable and relaxing, from Brisbane's friendliest welcome to departure.

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The Company also manufactures the "Site Safe" for the storage of valuable equipment on building sites. This building is also suitable for the storage of dangerous goods (such as chemicals and flammable liquids), and for the safekeeping of company archives, away from the main premises.

In the final stages of development is a "fold-down" portable building, which is seen to have enormous potential in Australia and overseas. One obvious application is in disaster areas, where there is a need for emergency medical, administration, and living accommodation. For all Commander portable buildings designed for accommodation, including the fold-down version, construction is similar. The base frame is a strong and completely independent structure fabricated from steel hollow sections. Walls and roof comprise 0.6mm Colorbond® steel enclosing a 50mm core of expanded polystyrene for acoustic and thermal insulation. Flooring is 15mm structural plywood. The buildings are designed to conform to the requirements of statutory authorities regarding fire performance, electrical wiring, and plumbing.

The "Site Safe" is of all steel construction, with a 3mm plate as the floor. Cast iron wheels keep the building off the ground and allow it to be moved readily.

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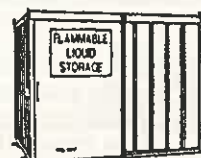
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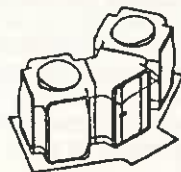
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