



The Royal Australian Corps of Transport

INTRODUCTION

Supply is of prime importance to an Army in the field. Without it an Army is soon rendered ineffective. History tells us that many a campaign has been lost because of a lack of supplies. To prevent such a situation occurring, the British Army raised a Corps of Waggoners to fulfil this role as early as 1794.

The Royal Australian Corps of Transport (RACT) was formed on 1st June 1973, after an Army Review Committee recommended that a new corps should be formed to provide the Australian Army with a single authority for transport and movement support.

The RACT was formed by the amalgamation of the movements, maritime and terminal functions of the Royal Australian Engineers (RAE) with the road transport, amphibious, water transport and air dispatch functions of the Royal Australian Army Service Corps (RAASC).

The RAASC also had responsibility for the provision of foodstuffs and POL, however, this responsibility was passed to the Royal Australian Army Ordnance Corps (RAAOC) and the RAASC ceased to exist.

Because our Corps has ultimately evolved from the British model, it is worthwhile to take a brief look at the history of the British Army equivalent, the Royal Corps of Transport (RCT).

THE ROYAL CORPS OF TRANSPORT – HISTORY

The first acknowledged predecessors of the RCT were the Corps of Waggoners formed in 1794. This corps lacked cohesion and effective direction because it did not have its own officers but took orders from the Commissariat, a civilian organisation responsible for rations and supplies.

In 1799 the Royal Waggon Corps, later known as the Royal Waggon Train, was formed and for the first time the RCT had its own establishment of officers and soldiers. Between 1808 and 1816, this mounted Corps served with distinction, gaining the battle honours Peninsula and Waterloo, but it was disbanded in 1833, victim to criticism of the Army's mounting costs.

The Crimean War (1854-1856) emphasised the need for a properly organised transport system. In the spring of 1855, a 'Land Transport Corps' was formed to work a tramroad built by Royal Engineers from Balaklava to a camp nine miles inland. In 1856 the new transport corps was redesignated 'The Military Train'.

By 1859, The Military Train had increased to seven battalions. In the years that followed, the Military Train saw intense activity overseas. Two Victorian Crosses were awarded during the Indian Mutiny and the Corps gained two further battle honours - Taku Forts and Peking.

The Army Service Corps, formed from The Military Train in 1869, suffered once again from not having its own officers, receiving direction from the Commissariat and Transport Department.

The Zulu War marked the award of the Victoria Cross to Assistant Commissary J.L. Dalton for gallantry at Rorke's Drift in 1879. In 1881, the ASC was split up and renamed the Commissariat and Transport Corps, with headquarters at Aldershot.

General Sir Redvers Buller, then QMG at the War Office, drawing on his experience in Africa, insisted that supply in transport units should be staffed by officers of high calibre wearing the same uniform and badges as their men. This resulted in the formation, in 1888, of a fully combatant Army Service Corps. For the next 77 years, the supply and transport functions were integrated to provide a faultless service to the Army both in peace and in war.

During the period before the World War 1, the Army Service Corps saw active service in Gambia, Ashanti, the Sudan and South Africa. In recognition of these services, HRH the Duke of Connaught and Strathearn was appointed Colonel of the Army Service Corps. During the 1914-1918 War, the strength of the Corps rose to 330,000 men and 49,000 motor vehicles.

The activities of the Corps during World War II were multifarious. New roles were created requiring tank transporter, amphibian, airborne, air dispatch and maritime units which all added to the growing reputation of the RASC.

In the postwar period a major change came about as a result of a study to rationalise the functions of the Army's logistic services. On 15 July 1965, the RASC was redesignated the Royal Corps of Transport, to be joined by the transportation elements and movement control service of the Corps of Royal Engineers. Its food and fuel supply role was transferred to the Royal Army Ordnance Corps. The new Corps was responsible for all modes of transport and movement control.

The RCT became part of the Royal Logistic Corps (RLC) on April 5, 1993.

RCT Corps Flag, March and Motto

In 1965, on the formation of the Royal Corps of Transport, the new Corps flag was composed of seven stripes of three colours, predominantly blue and white, with the addition of red signifying a partnership with those who came from the Royal Engineers to serve with the new Corps. The Corps badge is placed centrally on the flag.

The Corps March, Wait for the Waggon, had its origin in 1875 at Aldershot, when, for the first time, the Army Service Corps marched past in a review. Later it incorporated a South African folk tune and this version was first played on VJ Day, 15 August 1945.

The motto, Nil Sine Labore, was first adopted in 1892.

Awards

Listed below are the Officers and Soldiers of the Corps and its predecessors awarded the Victoria Cross or the George Cross:

Farrier M. Murphy, VC	2 nd Bn Military Train	15 Apr 1858	Azimghur
Private S. Morley, VC	2nd Bn Military Train	15 Apr 1858	Azimghur
Asst Commissary J.L. Dalton VC	Commissariat and Transport Dept	22 Jan 1879	Rorke's Drift
2LT A.C. Herring VC	ASC attached 6 th Bn Northhamphshire Regt	23 Mar 1918	Montage Bridge
Private R.G. Masters, VC	ASC attached 141 Fd Ambulance	09 Apr 1918	Bethune
Driver J. Hughes	387 Company RASC	27 Mar 1946	Hong Kong

The Predecessors of the RCT

Listed below, in chronological order, are the predecessors of the Royal Corps of Transport

1794	Corps of Waggoners
1799	The Royal Waggon Corps
1802	The Royal Waggon Train
1855	The Land Transport Corps
1856	The Military Train
1869	The Army Service Corps
1881	The Commissariat and Transport Corps
1888	The Army Service Corps
1918	The Royal Army Service Corps
1965	The Royal Corps of Transport

The Corps Colours

The colours of the RASC were white, blue and gold. White symbolised the silver (or white) facings of the Military Train, the blue symbolised the uniforms worn by its predecessors and gold, the Commissariat. On formation of the RCT, the gold was replaced by scarlet which represented the Royal Engineers.

The RCT Regimental March

The march tune was the Royal Army Service Corps 'Wait for the Waggon'.

THE ROYAL AUSTRALIAN CORPS OF TRANSPORT - HISTORY

The history of military transport Corps in Australia paralleled the British experience in line with our colonial origins, the main exception being that Australia's early evolution was based on state militias until Federation. The following passages, which are compiled from extracts from Mr Neville Lindsay's book *Equal to the Task, Volume 1, The Royal Australian Army Service* explains the origins of the Royal Australian Corps of Transport's predecessor Corps.

A military supply and transport system existed in Australia from the arrival of the First Fleet in 1788. As a strategic military penal station, in a territory devoid of agriculture or infrastructure, the Botany Bay settlement was launched to operate initially on government stores and transport services. Although Governor Arthur Phillip called for increasing self-sufficiency, the colony and its inhabitants remained "on the stores" for decades. Other Commissariat depots were established throughout the emerging colonies as the need arose and each had their own administration reporting directly to the Board of Treasury in London. This system continued until 1828 when the structure was reorganised into a Stores Branch and a Transport Establishment. The Stores Branch was responsible for provisions, forage, fuel, candles and oil for light while the Transport Establishment was responsible for land and water transport.

Throughout the 1850s through to the 1870s, the burden of running the colonies resulted in their neglect by the Imperial Treasury. This resulted in the run-down of the Imperial garrisons and convict establishments which in turn led to a commensurate reduction in the Commissariat. After the withdrawal of the garrisons in 1870, the Imperial Commissariat was also withdrawn. However, this did not mean the end of Commissariats in the colonies as the administration of each colony retained them. As the various colonies raised their own militias, the role of the Commissariats evolved from supporting both military and civilian personnel to supporting purely the military organisations.

THE ROYAL AUSTRALIAN ARMY SERVICE CORPS (RAASC)

The history of the RAASC began in Australia in 1886 when Victoria raised an Ordnance, Commissariat and Transport Corps of Victoria. This Corps was militia and continued until 1889 when the ordnance functions of the corps were dropped and it was redesignated as the Commissariat and Transport Corps of Victoria. New South Wales followed suit and on the 1st January 1891 the Commissariat and Transport Corps of NSW was formed.

The Army Service Corps was formed in England in 1888 and in NSW on the 23rd November 1893. Shortly after, Victoria followed NSW and late in 1895 retitled their Commissariat and Transport Corps to the Victorian Army Service Corps. After Federation (1st January 1901) the Australian Army Service Corps (AASC) was formed.

World War I

The AASC saw service in WWI at Gallipoli, in Europe with the British Expeditionary Force, Egypt and with the ANZAC divisions in France. In all areas, men of the AASC provided an invaluable service to the fighting troops and the Corps was well commended for its efforts. Out of a total of 331,781 men of the AIF who embarked in Australia for overseas; 9,735 were AASC personnel. A total of three officers and 38 other ranks were killed in action, four officers and 57 other ranks died of wounds and a further 16 officers and 593 other ranks were wounded in action, 34 were gassed.

Between the Wars

During the period 1919 - 1939, the AASC did not rate particularly highly in military minds and consequently was reduced to a few militia units. The regular compliment of these units consisted mainly of small cadres of regular quartermasters and warrant officers of the Australian Instructional Corps. In 1933 a decision was made to mechanise the AASC and by 1938 the Corps was equipped with Chevrolets, 30 cwt for second line work and 3 ton for third line. The total AASC MT vehicles in 1939 was approximately 100.

Prior to World War II, the AASC was prepared neither in numbers nor equipment for war time tasks and was largely untrained in almost every aspect of its specialist functions. Units possessed few vehicles and most of these were out of date and unsuitable. Equipment was at a premium. There were no depots for supplies, only inadequate drillhalls and makeshift buildings. Furthermore, there were no specialist units to bake bread, kill and distribute meat, hold supplies in cold storage, receive and distribute petroleum, oils and lubricants.

Food supply platoons, workshops and laboratories had yet to be raised; farms and petroleum storage farms were units of the future as were air maintenance and amphibious companies (air supply and the use of amphibians had not even been envisaged at this stage). Not only were none of these units raised on the Australian Order of Battle, but there were no specialists on strength to man them if there had been. Finally, to top it all off, there was a serious deficiency in trained AASC Officers. This was the state of the AASC when, on 3rd September 1939, England declared war on Germany and World War II commenced.

World War II

In World War II, the AASC saw service on all fronts. The best remembered is the role played by the AASC in supporting the 9th Australian Division in the defence of Tobruk. It was there that General Morsehead ordered the AASC to form an infantry battalion thereby authorizing its soldiers to draw bayonets. The AASC could not provide a mortar company and subsequently provided four AASC companies which were utilized as infantry. One of these companies served on the eastern edge of the defence perimeter for six months without relief, thereby giving them the distinction of gaining the longest, continuous period of service on frontline duty in the Siege of Tobruk. Later, these same troops distinguished themselves in the Battle of El Alamein (1942) where, performing their normal Corps role, they sustained the 9th Australian Division throughout that momentous operation. Today, the former home of the RACT at Puckapunyal bears the name Tobruk Barracks.

Post World War Two.

At the end of World War II, AASC units formed an integral part of the British Commonwealth Occupation Forces (BCOF) in Japan (1946-1955). On 31st December 1948 the Corps was honoured with the Sovereign's bestowal of the prefix 'Royal' thereby altering the name of the AASC to that of the RAASC.

Many regular soldiers of the Corps served in Korea (1950-54) and the Malayan Emergency (1955-57). During the Australian commitment to South Vietnam The RAASC provided two RAASC Company Headquarters, three transport platoons, two supply platoons, one petroleum platoon and a detachment from an air dispatch company.

THE TRANSPORTATION SERVICE RAE (RAE (Tn))

In 1942, a joint services decision was made that Army would be responsible for the supply and operation of small watercraft and in September of that year, the Directorate of Water Transportation (Small Craft) RAE, was formed. This decision occurred because of the necessity to maintain troops, widely dispersed, in various localities and to which access was difficult, particularly in New Guinea. The problems of finding trained manpower and suitable equipment for the task were enormous, for the Navy had first call on such resources. Nevertheless, by the end of World War II, Army operated some 500 various types of small craft (including sailing ships) of which 200 were landing craft.

Associated with water transport were docks operating units which had been established in April 1942. By the end of the war, these units were located in nearly all operational areas in the South West Pacific and had handled over seven million tons of military cargo.

A Directorate of Rail Transportation was formed at the outbreak of World War II, but because of the need for close cooperation between rail and road, it soon became the Directorate of Rail and Transportation.

On 6 August 1945 the Australian Army Transportation Corps (AATNC) was formed by the amalgamation of existing road, rail, water transport and dock operating units. The Corps was shortlived, for on 7 April 1947 the units, with the exception of road, reverted to the RAE and became the Transportation Service RAE, or RAE (Tn). The road transport function reverted to the RAASC.

From 1947 RAE (Tn) continued to train personnel for water transport and port operations. The latter training was expanded to include all terminals. Training was also provided for officers and all ranks for employment in the Movements organization. Railway expertise was maintained through a Supplementary Reserve unit until its disbandment in the late 1960's.

THE ROYAL AUSTRALIAN CORPS OF TRANSPORT (RACT)

The RACT was formed on 1 June 1973, when the road, transport, air dispatch and postal functions of the RAASC were amalgamated with the water transport, terminal and movement functions of the RAE (Tn). The RACT is responsible for the movement of the Army, its equipment and personnel, including removals, using all modes of transport available, in Australia and overseas, in peace and in war.

Role. The role of the RACT is to control and operate Army owned surface transport, other than unit transport, and to provide movement control, terminal, postal and Army, aspects of air logistic support to the Army.

Ceremonial aspects

The Corps Badge

The RACT badge is a seven pointed Federation Star incorporating the Royal Cypher which was common to both the RAE and RAASC badges. Encircling the Royal Cypher is a circlet containing the name, Royal Australian Corps of Transport. This is enclosed by a laurel wreath and the Corps motto 'Par Oneri'.



The Corps Motto

The Corps Motto "PAR ONERI" means "Equal to the Task"

The March

The RAASC March Tune 'Wait for the Waggon' has been retained. This tune had its origin in 1875 at Aldershot, UK. On this occasion a review was held in honour of the Sultan of Zanzibar and the Army Service Corps was ordered to march past by the Commander-in-Chief, His Royal Highness the Duke of Cambridge (prior to this, the ASC had not marched past at reviews). When the Duke was told the ASC had no march tune, he instructed the band to play 'Wait for the Waggon'.

When the Corps had expanded in size, the tune was too short for the numbers marching past, making repetition of verse and chorus monotonous. In 1945 a South African folk tune, 'Vat Jou Goed en Trek, Ferreria' ('Pack your things and Trek, Ferreria') or 'the Trek Song' was added, and was first played at Kensington Barracks by the RASC Band on VP Day, 14 August 1945. It was approved by the Colonel-in Chief, His Royal Highness, the Duke of Gloucester and was officially notified in Army Order No 36, 1946.

The Corps Colours

The Corps colours blue, white and scarlet reflect both the RAASC and RAE associations. Each of these colours represents the various aspects of the Corps' history:

Blue represents the early uniforms worn by our predecessors,

White represents the facings of the military train and also our mounted background, and

Scarlet represents the amalgamation of the RAE(Tn) service

The Corps Flag

The RACT Flag is based on the RCT flag. It incorporates the Corps' colours and has the RACT Badge on both sides.

The Corps Banner

The RACT Banner is red with gold embroidery. It has HRH Princess Alice's cypher on the obverse and the RACT badge on the reverse. The Banner is housed in the Army Logistic Officers' Mess at Bandiana.



Presentation of the Banner

In 1981, the then Chief of the General Staff gave approval for the RACT to be granted a banner following a visit to Australia by HRH Princess Alice.

On Saturday 4 June 1983, at Puckapunyal, the RACT was presented with its Banner. It was received from the Governor General of Australia, Sir Ninian Stephen, who presented it on behalf of Princess Alice.

The picture below shows the handing over of the banner to the Banner Ensign, 2LT M. Mackay, following the consecration, blessing and dedication. In the foreground are the drummers of the RACT Pipes and Drums. Adjacent to the Chaplains is the Director of Transport, COL G. Christopherson. On the left and right hand sides of the painting are the guard commander, LTCOL B. Goodes and the Colonel Commandant, COL P. Blyth, respectively. The guards depicted are No. 4 Guard, the Army School of Transport Guard, and the left flank of No. 3 Guard, the Logistic Command Guard.



Painting by Joe Attard depicting RACT Banner presentation. The work hangs in the Army Logistic Sergeant's Mess, Bandiana.

The Lanyard

As the Corps was formed by amalgamation, it was first Australian Army Corps to receive approval to wear the braided lanyard. The lanyard is blue and scarlet - blue representing the RAASC and the scarlet, the RAE (Tn) Service.

RACT Honorary Appointments

The RACT Colonel-in-Chief. From 1977 to 2004, the RACT Colonel-in-Chief was Her Royal Highness Princess Alice, Duchess of Gloucester. She was born Alice Christabel on 25th December 1901, the third daughter of the 7th Duke of Baccleuch and Queensberry.

She was married on 6th November 1935 (as Lady Montague-Douglas Scott) to Prince Henry, Duke of Gloucester, third son of King George the 5th. They had two children; HRH Prince Henry Andrew Frederick, born on 18th August 1941 and accidentally killed on 28th August 1972, and HRH Prince Richard Alexander Walter George, Duke of Gloucester, born 26th August 1944.

HRH Prince Henry, Duke of Gloucester, the Colonel-in-Chief for the British RASC and RCT since 1947, died on 10th June 1974. He had been unwell for some years, during which time his duties had been performed by Princess Alice. She was formally appointed Colonel-in-Chief of the RCT on 8th February 1975, and was appointed Colonel-in-Chief for the RACT in June 1977. Sadly, Princess Alice died on 29 October 2004, aged 102 years. As yet, a new Colonel-in-Chief has not been appointed.

Her full title was: **HRH Princess Alice, Duchess of Gloucester, GCB, CI, GCVO, GBE, Grand Cordon of Al Kamal .**

GCB	The Most Honorable Order of the Bath, Dame Grand Cross
CI	The Imperial Order of the Crown of India
GCVO	The Royal Victorian Order, Dame Grand Cross
GBE	The Most Excellent Order of the British Empire, Dame Grand Cross

Representative Colonel Commandant. The Representative Colonel Commandant is appointed from one of the Colonel Commandants. The Head of Corps (HOC) will recommend a retired officer to DOCM-A who will make the selection and appointment.

The Representative Colonel Commandant is the Colonel-in-Chief's representative in Australia. The Representative Colonel Commandant is also a member of the RACT Corps Committee, at which he/she represents the collective viewpoint of the Colonels Commandant. He/She also performs ceremonial and other duties as requested by the HOC as well as performing the duties of Colonel Commandant within their Region.

Colonels Commandant. Colonels Commandant are retired Corps Officers who 'provide a link between the old and the new'. Their function is to advise or assist COs and OCs within their respective regions on such matters as:

- ❖ Esprit de Corps
- ❖ Civil/Military links by the Corps;
- ❖ Affiliations and Alliances with other Corps; and
- ❖ Corps customs and memorials

RACT MEMORIAL WALL

The RACT Memorial Wall's purpose is to provide an enduring and appropriate memorial to members of the Royal Australian Corps of Transport and its predecessor corps who have died on active service. It is a place where present and former members of the Corps may reflect on those who have passed honourably before them and in whose memory they themselves intend to serve with honour.

The Memorial Wall was first dedicated on April 1983 at Tobruk Barracks, Puckapunyal, the then home of the Corps. It was rededicated at Gaza Ridge Barracks, South Bandiana, on 30th May 1998. These pages outline the wall's history from its inception until its rededication at the Corps' new home.

PUCKAPUNYAL

Inception

The RACT Memorial Wall consists of Victorian bluestone recovered after roadworks in City Road, Melbourne, in 1982. Some 20 tonnes of stone were donated by the Victorian Country Roads Board after a request by Colonel R.K. (Bob) Mair, MBE, RL, the driving force behind the Memorial Wall's construction at Puckapunyal.

Colonel Mair requested approval for the Memorial Wall's construction through the then Commanding Officer of the Army School of Transport, Lieutenant Colonel W.L. (Win) Fowles. The Corps Director, Colonel G.J. (Geoff) Christopherson and the Corps Committee granted speedy approval and work commenced in 1982.

Construction

Colonel Mair enlisted the services of the then recently retired Mr Frank Gasparini as stonemason. Mr Gasparini designed the Wall in conjunction with the Corps and decided how the bluestone would be cut. Colonel Mair then prevailed upon the Melbourne City Council to prepare the stone to Mr Gasparini's specifications.

The President of the RACT Museum, Major R.C. (Bob) Senior arranged delivery of the cut stone to the site at Tobruk Barracks by 26 Transport Squadron, then based at Puckapunyal.

Most members of the Corps in Puckapunyal at the time were involved either directly or indirectly in the Wall's construction. So were members of other corps, in particular 21 Construction Squadron, Royal Australian Engineers, whose Red Rooster logo can still be seen stencilled lower left at the rear of the wall.

The stonemason commenced construction in February 1983. He lived in the RACT Sergeants' Mess at Tobruk Barracks and completed the major stonework around the end of March 1983.

Features

All the badges, as well as the lettering and the plaque, were provided by Colonel Mair in an extraordinarily generous gesture which further demonstrated his personal commitment to the project. The eight-spoke wheel, manufactured by Sergeant "Rocket" Reid at the Army School of Transport Workshops, includes the hub from a World War 1 horse-drawn GS wagon.

The bronze badges of the RACT and its predecessor corps, together with the words "In Memoriam" in bronze were then affixed along with the plaque at the Wall's base which reads "Dedicated 25th April 1983."

Dedication

For administrative reasons which did not emerge until after the badges and plaque were cast, the dedication had to be held at 0730 hours on Wednesday 13th April 1983 and not on Anzac Day as first anticipated. The plaque at the base is thus 12 days out but, after agreement between Colonel Mair and Lieutenant Colonel Fowles, it was decided that correction was not practical and that the date difference would provide a source of comment for future students of Corps historical minutiae.

Colonel R.T. (Tim) Frost, then the Colonel Movements and Transport at Headquarters Logistic Command, officiated at the dedication, representing the Corps Director. The Parade Commander was Major B.J. (Brian) Hollins, then Second in Command of the School. The Parade Regimental Sergeant Major was Warrant Officer Class One E. F. (Ted) Baulch, then the RSM of both the School and the Corps. Chaplains Heydon (Anglican), Toms (Roman Catholic) and Watson (Protestant Denominations) performed the blessing.

Official guests were; Colonel Mair, Colonel D.J. Mealey (Commander of the Puckapunyal District Support Group), Mr. A.A Stobart (Senior Vice President of the RSL in Victoria), Lieutenant Colonel W. Fowles, Lieutenant Colonel J.B. Menzies (Movements and Transport Division of HQ Logistic Command) and Lieutenant Colonel R.M. Reynolds (Commanding Officer, 3rd Transport and Movement Group).

Most importantly, over 300 staff and students of the Army School of Transport and other Puckapunyal units were in attendance.

The first Anzac Day ceremony at the Royal Australian Corps of Transport Memorial Wall was held at 0445 hours on Monday, 25 April, 1983.

BANDIANA

Relocation

With the formation of the Army Logistic Training Centre and the disbanding of all corps directorates in 1997, the then Corps Director, Colonel R.T. (Rob) Regan, CSC, together with the Corps Committee, decided to relocate the Memorial Wall to the Corps' new home at Gaza Ridge Barracks.

The Wall's individual stones were photographed, numbered and carefully dismantled in November 1997 under the guidance of Lieutenant Colonel A.D (Adrian) Overell, the Corps Deputy Director, in conjunction with the Defence Estate Offices in Puckapunyal and Albury/Wodonga.

The new memorial area based on a Tobruk theme was designed by Lieutenant Colonel Overell, together with the Defence Estate Office, who managed the wall's reassembly in its new home after Transport Wing moved it from Puckapunyal to South Bandiana in December, 1997.

Rededication

The Memorial Wall was rededicated on 30th May 1998 at a ceremony which was part of the Corps' 25th Anniversary celebrations. Official guests at the rededication included the Head of Corps, Brigadier W. (Bill) Traynor, AM; the Area Commander, Colonel I.R. (Ian) Lillie, CSC; the Representative Colonel Commandant of the RACT, Colonel P.R. (Peter) Florance; and the Colonel Commandant of the RACT in the Southern Region, Colonel D. (David) Ford, CVO, GM.

Colonel Mair and Colonel Fowles (now Colonel Commandant of the RACT in the Queensland Region), both present at the original dedication in 1983, also attended the rededication.

The blessing was performed by Chaplains Fleming and Kendall, while the ceremony was directed by Lieutenant Colonel B.N. (Bruce) Grant.

About 100 attended the ceremony, including an RACT contingent from 26 Transport Squadron and Transport Wing at Puckapunyal. The parade was under the control of Warrant Officer Class One S.J. (Steve) Hunter, the Regimental Sergeant Major of both the Army Logistic Training Centre and the Corps.

Golden Ash Tree

A golden ash tree was also planted adjacent to the Memorial Wall at its new site. The original tree had been planted at the old Royal Australian Army Service Corps Centre at Puckapunyal in 1960, when Colonel (then Lieutenant Colonel) Mair was the Centre's Commanding Officer. This tree was moved to Tobruk Barracks in early 1982 when the old RAASC Centre was demolished to make way for the Donovan Joynt, VC, Sporting Club. The Memorial Wall at Tobruk Barracks in Puckapunyal was later constructed in the shade of the transplanted tree. While it was not practicable to move the original golden ash yet again, the new tree provides an appropriate backdrop to the Memorial Wall in its new resting place.

Conclusion

The RACT Memorial Wall now reposes, fittingly, in the Memorial Gardens at Gaza Ridge Barracks alongside memorials to the members of the other services corps with whom the RACT works so closely in peace and war.



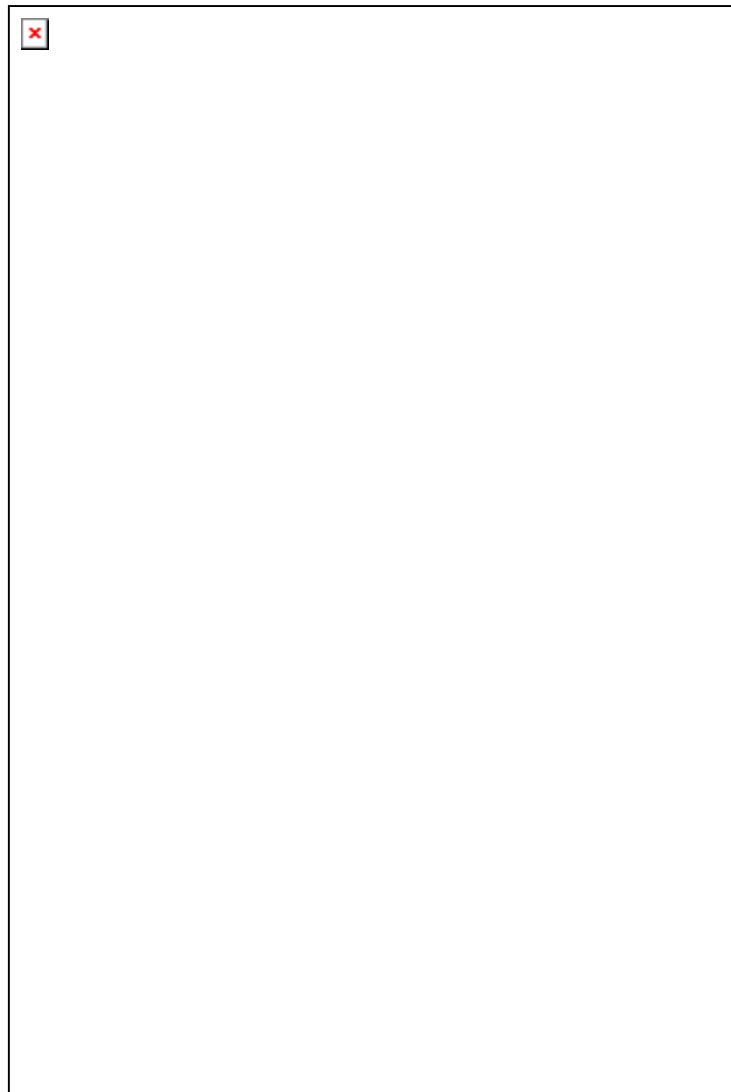
The RACT Memorial Wall at Bandiana

OFFICIAL HISTORY OF THE RACT

In 1997 the RACT Corps Committee realised that although a young Corps, the RACT had no official record of it's history. Under the leadership of Colonel Rob Regan as Head of Corps and Colonel Win Fowles as the representative Colonel Commandant, a project was launched to write a book that captured the history of the RACT. Through consultation and assistance with the Army History Unit, Dr Albert Palazzo was engaged to research and write the history of the RACT from it's inception in 1973 to 2000. This book was published in 2001.

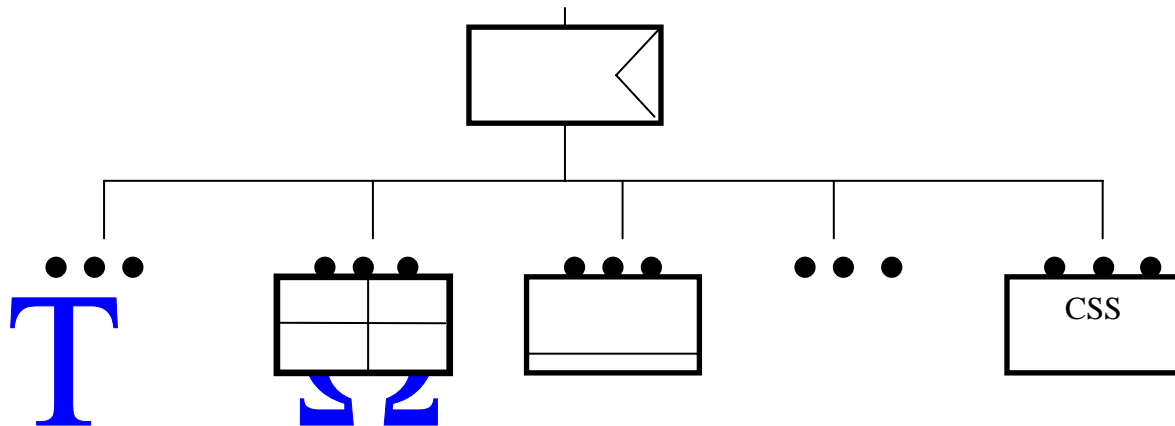
Research for the book was severely hampered by a lack of documentary data. With the demise of the Directorate of Movements and Transport – Army in 1997, many documentary records were lost. This dearth of information meant that Dr Palazzo had to rely on personal contributions and recollections from serving and retired members of the Corps. To avoid a repeat of this dilemma, the RACT Corps Committee instituted Annual Unit History Reports. These reports are to be submitted by RACT units and sub-units as a means of collecting appropriate data and information to assist research for future editions of the RACT's history.

Copies are available from SO2 Corps at Bandiana on (02) 6055 4544.



RACT UNITS

The basic RACT capability brick is the transport, air dispatch, terminal or water transport section or movements or postal detachment. At 2nd line or brigade level, transport sections are part of a Transport Platoon, part of the larger Transport Company which in turn, is part of a larger Combat Service Support Battalion (CSSB). RACT sections and platoons are deployed as part of a Combat Service Support team (CSST). The form and nature of the CSST will depend on the organisation of the parent CSSB and the nature of the mission. An example of a generic CSST is shown below:



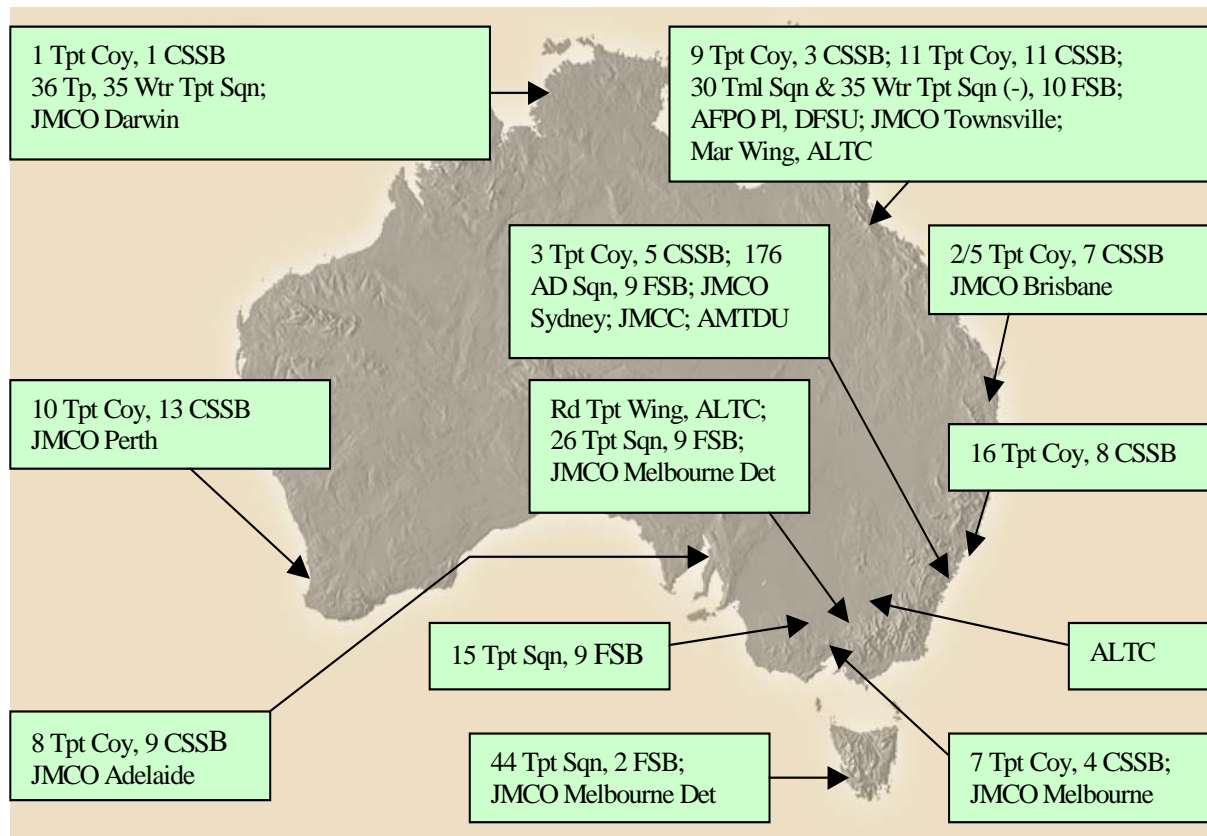
At 3rd line or force level, the grouping of RACT elements is determined according to the nature of the parent Force Support Battalion. However, in general, the various RACT sections are grouped into the respective RACT Squadron:

- Road Transport Sections belong to a Transport Squadron
- Air Dispatch Sections belong to an Air Dispatch Squadron
- Terminal Sections belong to a Terminal Squadron
- Water Transport sections belong to a Water Transport Squadron

Within the Movements trade, elements are organised into seven Joint Movement Control Offices (JMCOs) located in each State capital as well as Townsville. These JMCOs belong to Joint Movement Group (JMov Gp). Depending on the requirement, JMCOs can be organised into detachments. JMCOs provide to movement support to the units in their respective geographic area for exercises and operations. The Joint Movement Control Centre (JMCC) is the deployable element of the JMov Gp.

The postal stream is centred in the AFPO Platoon of the Deployed Forces Support Unit based in Townsville. The AFPO Platoon deploys AFPOs in support of operations and major exercises.

Location of RACT Elements, Sub-Units and Units



RACT TRADES

Road Transport.

The road transport trade consists of personnel allocated to the ECNs 109 (Driver), 274 (Operator Specialist Vehicle) and 381 (Supervisor Transport).

ECN 109. A Driver (Dvr) is an Australian Regular Army (ARA) or Army Reserve (AR), RACT soldier, who operates and manages Army B vehicles in combat, combat support and combat service support roles, by day and by night, on all forms of roads and off-road as required, carrying a variety of loads including cargo, personnel and dangerous goods (DG). The Dvr may be required to drive a variety of specialist B vehicles such as fuel and water tankers. An ECN 109 CPL commands a Transport Section of at least five vehicles and nine drivers.

ECN 274. An Operator Specialist Vehicle (OP SPEC VEH) is an ARA or AR, RACT soldier who operates and manages heavy articulated Army B vehicles, in combat support and combat service support roles, by day and night, on a variety of first class and second class road systems as required. The OP SPEC VEH first qualifies as an ECN 109-2. The OP SPEC VEH may be required to load and unload a vehicle and its associated equipment with a payload up

to and including 55 tonnes. OP SPEC VEH may be employed to drive heavy articulated vehicles including Bulk Liquid Fuel Tankers (BLFT), Semi-trailers, Road Trains and Tank/Plant Transporters.

ECN 381. A Supervisor Transport (SPV TPT) is an ARA or AR RACT NCO or WO2 who manages and supervises the tasking of road transport assets in combat, combat support and combat service support roles. A SPV TPT also conducts driver training, assessment and licensing. A SPVR TPT may also be employed in an operations room or plans cell at Brigade or Formation level to provide specialist trade technical knowledge relating to management and operations of road transport for distribution management. The SPV TPT may be required to command a number of vehicles and personnel up to the equivalent of a transport squadron, including a variety of specialist Army B vehicles such as fuel and water tankers.

Water Transport

An ECN 218 Marine Specialist (MARINE SPEC) is an ARA or AR, RACT soldier who operates and manages Army watercraft in combat service support roles, by day and night, on inland and coastal waterways and open seas. The MARINE SPEC may be required to undertake the loading and unloading of the vessel. A MARINE SPEC is first qualified as an ECN 109-1 Driver

Terminal

An ECN 218 Cargo Specialist (CARGO SPEC) is an ARA or ARZ, RACT soldier, who receives, processes, stages, manifests and on-forwards stores and equipment at multi-modal transshipment points in support of ADF operations. These tasks are conducted by day and night, in combat support and combat service support roles in all weather conditions. The CARGO SPEC operates vehicles and rigging equipment with a payload up to and including 50 tonnes. The CARGO SPEC is first qualified as an ECN 109 Driver.

Air Dispatch

An ECN 099 Air Dispatcher (AD) is an ARA or AR, RACT soldier who packs, rigs, loads/unloads and dispatches stores and equipment for air movement (including air drop, airland and helicopter external lift) and who manually dispatches cargo from aircraft while in flight. The Supervisor Aerial Delivery (SAD) may also be employed as a Project Officer Aerial Delivery (POAD) and conduct airdrop and external lift trials once POAD qualified. An AD is first qualified as an ECN 109 Driver.

Movements

An ECN 035 Operator Movements (OP MOV) is an ARA or AR, RACT soldier, who plans, coordinates, executes, controls and monitors the operational and strategic movement of personnel and equipment of the ADF.

Postal

Operator Postal (OP POSTAL) is not a trade as such. Rather, it is a stream that is available to soldiers from all other RACT trades. The stream is also available to soldiers from non-RACT trades but in order to be trained and employed as an OP POSTAL, they must first Corps transfer to the RACT in one of the RACT trades and complete a minimum of 12 months OJE in that trade before being eligible to be streamed as an OP POSTAL. Soldiers employed as an OP POSTAL are responsible for providing the ADF mail service in support of ADF exercises and operations. They are responsible for the receipt and dispatch of service and civilian mail into and out of an AO; the sale of postage stamps and Postpak products; the distribution of Service newspapers and where civilian infrastructure allows, the sale and payment of money orders, speed mail services, banking services.