AUSTRALIAN
WAR MEMORIAL

Series number: AWM26
Control symbol: 117/16
DPI: 300

Scan date: 23/09/2016

This item is provided for private research purposes only. If you desire to use this material for publication or any other purpose you may only do so with the permission of the copyright holder.

Printed on acid free paper

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

File No. .....

COMMONWEALTH OF AUSTRALIA.

WAR MUSEUM LIBRARY.

11/16

RECORD. FILE OF PAPERS.

NOT TO BE TAKEN AWAY.

Subject 4.6. SOMME WINTER. 23 DEC-8 JAN. 1917.

Referred to by.	Date.	Referred to by.	Date.	Referred to by.	Date.
RIGHT ARMY.		FOURTH ARMY.			
CENTRE LEFT CORPS.		I ANZAC CORPS.			
		" CHIEF ENGINEER."			

D.7344/9.20.—C.14461.—100M.

This File must be Kept Intact.

CHIEF ENGINEER 1st ANZAC CORPS.

Date and Hour

Policy

INFORMATION

3. Organisation of Front and Support Lines.

(a) Plans have been made (vide Defence Scheme, Appendix "C") for organising the Front and Support Lines, taking the front as it is at present. If Salient in N.20.d. is captured modifications will be made.

(b) Existing trenches are to be used as far as possible, new ones only being dug where the present trenches cannot be made to suit.

(c) In some cases the present Front Line is being turned into the Support Line, and a new line dug in front.

(d) Trenches which will not be wanted are to be discarded and blocked up, and any material in them will be used for the new trenches.

(e) The Support Line should be from 80 to 100 yards in rear of the Front Line and there should be communication trenches betweenthe two at least every 200 yards.

(f) GUEUDECOURT is to be used as a Strong Point, garrisoned only by Machine Guns.

See next page

Date and Hour	Work Done. INFORMATION

※ A new trench dug in N.20.d. running parallel to N.20.3. for a distance of 400 yards; average depth 3 ft. 2 Communication Trenches have been put in to drain this to the rear.

× New trench has been constructed from N.26.a.5½.8. to N.26.a.3.0., a distance of 400 yards; average depth 3 ft.

T heads have been constructed at N.20.d.9.9½. N.19.b.60.45., N.19.b.6.5. and N.19.b.42.52.

Jumping Off trench N.20.c.7.8. to N.20.d.1.2. is completed, total length 350 yards.

Front Line System now has 1205 yards of duck-boarding.

Front Line trench has been cleaned out and deepened throughout.

Drainage of whole Front System is being continued with.

※ FLINDERS SUPPORT

× This will serve as a Communication Trench from Reserve to Front Line.

FRONT AREA
FRONT AND SUPPORT LINES

FRONT AREA
RESERVE LINE

FRONT AREA
ACCOMS FOR BNS IN INTERMEDIATE & SECOND LINES.

FRONT AREA
COMMUNICATIONS

FRONT AREA
MACHINE GUN POSITIONS

FRONT AREA
DUG OUT ACCOMMODATION

COMMUNICATIONS

Date and Hour

Policy

INFORMATION

4. The Reserve Line will run from the right up POSSUM Reserve to N.26.c.6.5. thence across to HAY RESERVE connecting up with the Division on the left near FACTORY CORNER.

This Line is to be the Main Line of Defence.

It will be a continuous trench with certain parts of it made into strong areas.

The garrison of it will be furnished by the Reserve Companies of Battalions in the Line.

Part of the garrison will be in dug-outs in rear (in the SUNKEN ROAD N.26.c.).

This Line will be well wired.

100 rounds of ammunition and one days rations for each man in the Front System will be stored at points in the Reserve Line.

Date and Hour	Policy ~~INFORMATION~~

The first work to be concentrated on is to "save" the trenches, by revetment & duck-boarding.
The only revetment at present available is sandbags which can be used to prevent the trenches actually falling in until other revetting material comes to hand.
Duck-boards are being put down first of all in short lengths, for the garrison to stand on, the gaps between being gradually filled up.

—

The policy as regards front & support lines is generally as follows -
On the right GREASE TRENCH will be the support line & a new front line (already partly dug) prepared in front of it.
The same will be done on the left with regard to GIRD SUPPORT Trench.
In the centre & round the Guinea Salient existing trenches are being used.
WHALE, PETROL & BISCUIT will become front line trenches & OILY, FLINDERS & CHEESE Road Support trenches.

Date and Hour	Work Done. INFORMATION
24.12.16.	Maintenance work on existing trenches has become very heavy owing to the very wet weather experienced. Revetment has become imperative both in old works and in any new work. A new trench was cut from N19b 82 to N19b 5½5 but it collapsed almost immediately. The urgency of the matter was represented to Corps and on about 20th instant the supply of material received at Rail Head showed its first increase and since then the supply has been excellent. The following trenches are being revetted first – 350ft has been completed to date. Right Bde Left Bde Grove Trench N20/5 FROST TRENCH N19/1 PRICE TRENCH N19/4 Support trenches will have to be revetted as labour and material become available The Salient in N20d came into our hands on night 17/18 instant the Bosch having evacuated. The SUNKEN ROAD is now being held as part of the front line and is being made into a Strong Point – four of the six dugouts found there have already been connected up underground. A new trench is projected in this part of the line from N20d 30½

FRONT AREA RESERVE LINE

FRONT AREA (BECOME FOR BDE IN INTERMEDIATE & SECOND LINES.

FRONT AREA COMMUNICATIONS

FRONT AREA MACHINE GUN — POSITIONS

FRONT AREA DUG OUT — ACCOMM

COMMUNICATI

Date and Hour	INFORMATION
	to join up with PRICE TRENCH but work on this has been held up until more pressing revetment has been completed. New Front Line – Remarks above in regard to necessity for revetment apply to the new proposed works in front of GREASE TRENCH and in front of the Left Brigade. Experiments are now being made with a trench with very sloped sides. If the trench stands without revetment the system will be applied to all new works. GUEDECOURT has so far not been touched. The place has been consistently shelled by the enemy day and night and consequently it has been practically impossible to get to it overland with material or supplies. It has therefore been decided to approach underground through an extension of NICHOLSONS TUNNEL. Supports – A deep dugout to accommodate at least one company as a support to GREASE TRENCH has been commenced at N27a 73 – at date two entrances and about 10 ft. of drive have been completed.

FRONT AREA RESERVE LINE

FRONT AREA ACCOMS FOR BNS IN INTERMEDIATE & SECOND LINES.

FRONT AREA COMMUNICATIONS

FRONT AREA MACHINE GUN POSITIONS

FRONT AREA DUGOUT ACCOMMODATION

COMMUNICATION

Date and Hour	Work Done. [illegible] INFORMATION
	HAY RESERVE has been cut and duckboarded for a distance of 300 yards, has been fire-stepped and traversed; average depth 6 ft.
24.12.16	Work is being confined at present to construction of strong points one in POSSUM RESERVE and one in HAY RESERVE. It has become necessary to reset the present trenches and about 150 yards have already been put in. Wiring the line has been deferred as it is not desired to attract attention until deep dugouts are more advanced. Three new deep dugouts are well in hand and two old GERMAN ones are being cleaned out and improved.

FRONT AREA RESERVE LINE

FRONT AREA BECOMES FOR BNE IN INTERMEDIATE & SECOND LINES.

Date and Hour	Policy INFORMATION

Accomodation for Battalions in the Intermediate & Second lines is being prepared as under -

BULLS TRENCH & Dug outs in N 31 b 1/2 Batt.
GAP " 1/2 Batt.
SWITCH " 1 1/2 "

It is intended to lay a fluid accomodation for at least 1/2 Batt. in & N. of FLERS. The Tunnel in S 12 b will eventually hold up to 1 Batt.

All that is being attempted at first is to make shelters proof against weather only. For this cupolas are largely used.

The Corps plan is to hold SWITCH TRENCH as a series of strong points, but as the Corps plan for this has not yet been submitted it is hard to decide where to commence accomodation for the garrison. As soon as the plan is received accomodation will only be made ready inside what will be the strong areas.

Accomodation for one full battalion will be required by the Left Brigade in the SWITCH LINE, as no dug out accomodation is at present available in that neighbourhood

Date and Hour	Work Done. INFORMATION
	In BULLS TRENCH dug-outs are almost completed to accommodate approximately 1 Company. DELVILLE VALLEY Trench; accommodation approximately ½ Company. × In SWITCH TRENCH, accommodation for approximately ½ Battalion, cupolas being largely used. In GAP TRENCH progress has been made to provide accommodation for ½ Battalion. Duckboards in BULLS, GAP and SWITCH Trenches have been lifted and trenches drained.
24.12.16	× At present being used as Div. Collecting Station The existing system has not been altered materially. BULLS ROAD tunnels have been extended accommodation now being available for another twenty men. DELVILLE VALLEY Tunnels have made Good Progress - Accommodation now available for 300 men. NICHOLSONS TUNNEL is joined to SWITCH TRENCH and with two small breaks to GAP TRENCH. SWITCH TRENCH - 275 yards practically put in.

FRONT AREA
ACCOMMODATION FOR BDE IN INTERMEDIATE & SECOND LINES.

FRONT AREA
COMMUNICATIONS

FRONT AREA
MACHINE GUN POSITIONS

Date and Hour	Work Done. [redacted]
	5450 yards of Intermediate and Second Line communications have been duckboarded. FLARE AVENUE near its junction with CHEESE LANE has been deepened and drained. No overland routes have been constructed since the Division went into the Line. Two routes are at present in use; their approximate location is shewn on Map attached.
24.12.16	FLARE ALLEY has been discarded for the time in favour of an overland duckboard track which now runs to BULLS ROAD. This was necessary to get material forward to the front trenches, FLARE ALLEY having become impassable in wet weather. A few short stretches that had been revetted and drained can still be used. This track has not been shelled to date. An extension along PILGRIMS WAY and to HAY RESERVE is in hand. ~~FORAGE~~ COCOA LANE from PILGRIMS WAY towards CHEESE ROAD has been revetted for 80 yards. FORAGE & FATIGUE ALLEYS are being revetted. GROVE AVENUE not yet touched. A new communication trench from GREASE TRENCH has been commenced.

FRONT AREA COMMUNICATIONS

FRONT AREA MACHINE GUN POSITIONS

FRONT AREA DUG OUT ACCOMMODATION

SUPPORT COMMUNICATIONS

152/80

1st AUSTRALIAN & NEW ZEALAND CORPS.

Headquarters,

24 - 12 - 16.

AUSTRALIAN WAR RECORDS SECTION
C841/1/7
CLASSIFICATION SUB-SECTION

Proposed Reliefs for Pioneer Battalions.

On or about Jan. 1st.

1. 2nd Pioneer Battalion takes over from 5th Pioneer Battalion.

2. 1 Coy. 5th Pioneer Battalion to C.R.E. Circuit for roads.

   1 Coy. " " " " C.R.E. Defences.

   C.R.E. Circuit and C.R.E. Defences will thus each be reduced by one Company.

3. 2 Coys. 5th Pioneers to Franvillers for rest, arriving there 2nd inst.

4. 2 Coys. 1st Pioneers to Franvillers for rest, arriving there 2nd inst.

On or about 13th Jan.

1. 2 Coys. 5th Pioneers from Franvillers interchange with 2 Coys. under C.R.E's Circuit and Defences.

2. 2 Coys. 1st Pioneers at Franvillers interchange with 2 Coys. on forward work.

On or about 24th Jan.

1. 2 Coys. 5th Pioneers from Franvillers return to work under Circuit(?) and Defences.

2. 2 Coys. 1st Pioneers rejoin 2 Coys. in forward area.

3. 2 Coys. 4th Pioneers to Franvillers,) Leaves C.L.R. 2 Coys. short.

4. 2 Coys. 2nd Pioneers to Franvillers,) Leaves R.Div. 2 Coys. short.

On or about February 4th.

1. 2 Coys. 4th Pioneers exchange with 2 Coys forward.) do. do.

2. 2 Coys. 2nd Pioneers exchange with 2 Coys. forward.) do. do.

A/Q. Rec'd 25/12 cut boots

1399 attached 26/12 Rec'd

Lieut. Col., R. E.
a/C. E. 1st A. N. Z. A. C.

CHIEF ENGINEER, I. ANZAC.
93/21

1st AUSTRALIAN & NEW ZEALAND ARMY CORPS.

Headquarters,
25 - 12 - 16.

C. E. 4th Army,

The 19th Prisoner of War Company have been ordered by 4th Army to send certain tradesmen to join the 48th Prisoner of War Coy.

The 19th P. of W. Coy. is solely employed in the Corps Workshops and Dump, and skilled workmen are employed at their own trade with very successful results. Also artisans from other Coys. have been drafted to the 19th P. of W. Coy. for this purpose.

Under the circumstances can permission be obtained for this Corps to retain all the skilled workmen who are employed at their trades.

A copy of the organization of the Company is attached for your information.

(Sgd) [illegible]
for Brig. General,
C. E. 1st A. N. Z. A. C.

19th PRISONER of WAR COMPANY.

This Company will work in ANZAC R. E. Workshops under orders of Officer-in-Charge.

The skilled workmen to be employed at their own trades.

The men must be carefully and tactfully handled so the maximum amount of work is got out of them.

The idea must be fostered that it is a privilege to work at their own trades and on skilled work. Slackers to be turned out, and put on more disagreeable and arduous work.

Each man will wear a metal brassard with No. of Coy. Trade and Company Number stamped on.

Organization

Company to be divided into 4 Sub-Companies, each consisting of four sections.

Sections will be numbered from 1 to 16.

In Nos. 4, 8, 12, and 16 sections (Headquarters) only, a certain number will be retained in camp for necessary duties, the remainder being tacked on to suitable working parties.

The different tradesmen will be collected in the allotted sections and will work and billet together.

Each Sub-Company to be commanded by a Senior German N.C.O. with an Interpreter.

Each Section to be commanded by an Under Officer or Sergeant.

Sections will be worked under permanent N. C. O's detailed by 1st Sussex A. T. Coy. R. E.

Men may be moved from one section to another if it is for the benefit of the shops.

Brig. General,
C. E. 1st. A. N. Z. A. C.

1ST AUSTRALIAN & NEW ZEALAND ARMY CORPS.

AUSTRALIAN WAR RECORD SECTION
CLASSIFICATION
SUB-SECTION

CHIEF ENGINEER, 1st ANZAC.
167/104

Headquarters,

25 - 12 - 16.

"Q" 1st ANZAC.

Reference yours of the 23 - 12 - 16. The proposed roads forward of the boundary to which the Roads Officers will be responsible are shewn in red on the attached 1/40,000 map.

As these roads both lead into the left divisional area, it is for consideration whether the GINCHY to GUEDECOURT Road should not be diverted further to the East to follow more or less the line of the original track through T.1.b., T.2.a., and N. 32 .c.a. and b. B. G. G. S. agrees with this.

This road has already been constructed (as a 9' sleeper track) as far as T.7.d.2.9.

The FLERS Road is practically completed up to the Army Roads Boundary.

Assuming that the XIV Corps under-take the reconstruction of the Road from GINCHY to LES BOEUFS the construction of a lateral road from FLERS to LES BOUEFS will probably be advisable.

All these roads will have to be constructed by the formations in the forward area as the permanently available corps labour will presumably be transferred to the Army Roads Board. The latter will, it is assumed, complete both "A" and "B" Roads up to the forward boundary as shewn in blue on the map.

The temporary labour at present employed on the METZ - MONTAUBAN and CIRCUIT Roads should be made available for forward work if required.

work map.

Lieut. Colonel, R. E.
a/ C. E. 1st A. N. Z. A. C.

D.D.W.S.

Reference your M/F 424
of 21/12/16.
This matter is now in
hand.

24/12/16

CHIEF
ENGINEER,
L. of C. [illegible]
24/11/21

Rec'd at Thurgaie D.D.W.S.
21-12-16

AUSTRALIAN ... RDS SECTION
A1029 2 19.
CLASSIFICATION SUB-SECTION
CHIEF ENGINEER, 1st ANZAC.
327/126

C. R. E. "A" Roads,
1st A.& N.Z.A.C.
27/12/16.

Chief Engineer,
1st A.& N.Z.A.C.

On the 10th December the 37th Battalion Royal Fusiliers was taken off these roads; this reduced the permanent labour by 400 men. The 24th Battalion A.I.F. (temporary labour) up to this date were engaged on drainage and cutting back of banks throughout the whole area; their labour strength was 300 men. This Battalion took over the section previously worked by the 37 Royal Fusiliers, and on the 23rd inst. was relieved by the 26th Battn. A.I.F. whose total labour strength is 250, hence the labour supplied for maintenance is still further reduced. Three hundred men, temporary labour, are required that the drainage work shall be completed, and so lighten the labour of maintenance.

The off loading and loading party at New Fricourt Stone Dump was, up to the 23rd inst., provided by the 3rd Battn. A.I.F., and the number of men for the 24 hours provided by them was 105, this being the minimum number of men ~~provided~~ for 24 hours with which this dump can be worked efficiently. This work has now been taken over by the 3rd Battn. A.I.F., who relieved them on that date, and 50 is the greatest number of men they can supply, hence delay is caused to trains and lorries cannot be worked to the best advantage. Will you please supply me with a party for this work whose minimum strength is 100 men.

C.R.E. Corps Trps 1 Anzac
300 " A
200 " Circuit-
400 " LONGUEVAL to GINCHY
100 " Sleper track
200 " LONGUEVAL - FLERS

C.R.E. 1st Anzac

Lieut. R.E.,
C.R.E. "A" Roads,
1st A. & N.Z.A.C.

1st. AUSTRALIAN & NEW ZEALAND ARMY CORPS.

1st A. CORPS 536

CHIEF ENGINEER, 1st ANZAC. 60/23

Headquarters,
27 - 12 - 16.

O. C. 258th Tunnelling Coy.

Can you expedite construction of Signal Test Dugout at YORK Trench. Kindly acknowledge receipt of this, and report what action you are taking.

Major, A. E.
for C. E. 1st A. N. Z. A. C.

II

CE

C.E. 1 ANZAC.

Orders have been given to hurry on the work at this dugout. Other work will be slightly delayed by placing more men on this work.

28/12/16 W.A. Pope Major RE. OC. 258th Tunnelling Coy RE.

3

CHIEF ENGINEER, 1st ARMY.

CE

1st ANZAC CORPS. D.E. Huts & tents.

PROPERTY DISTRIBUTION RETURN

.....AUSTRALIAN DIVISION.

NOTE For details showing the letter under which stores are to be classed, see overleaf "V" Area.

Class	Description & Origin	LOCATION - Reference should be made to the 1/40,000 map. For areas not covered by the 1/40,000 map refer to the 1/80,000 map	Particulars of Exact Location.	Remarks.
F.J	hut 45'x12' wood + felt.	E. 5. C. 2.2.	Near Belle Vue Farm.	1st Divisional Salvage Corps
F.J	Rear to 10'x12', wood + corrugation.	E. 5. C. 2.2.		
F.J	2 Sectional huts, 40'x 20', Officers personnel wood + corrugation	E 4.D.8.5.	Albert Hospital.	5th Casualty Clearing Station
F.J	1 Cooks Shelter, 20'x10' wood + corrugation.	do	do	
F.J	2 Stables (200 horses) 150'x30', wood, wire netting and felt	E. 5.C.8.8.	opposite Belle Vue Farms.	1/1st South Midland Mobile Vet. Sec. 48th Div. 3rd Corps.
F.J	11 Anzac Shelters 20'x15', wood + tarpaulin.	do	do	
F.J	8 Anzac Shelters	E 5.C.7.7	Near Belle Vue Farm.	48th Divisional Salvage Corps.

(22) Extract from 133 Coy's return dated 9/1/17.

Chief Engineer, AUSTRALIA [illegible]

A. CORPS NG

L 35

Sequence No.....

File No.....

Title of File.....Operations

Originated from.....No.....

Date.....

-- Subject. --

General Reconnaissance

P.A.....

AUSTRALIAN WAR RECORDS SECTION
CLASSIFICATION SUB-SECTION
C5/11 3/6

CHIEF ENGINEER, ANZAC.
203/10

1st AUSTRALIAN & NEW ZEALAND ARMY CORPS.

Anzac

Headquarters, 2 - 1 - 17.

HEADQUARTERS, ANZAC.
181/21.

Headquarters, 1st ANZAC.

Reference your 38/21, the following has now been received from C. R. E. 1st Aus. Div.

"With reference to your 203/10 of 25th ulto. regarding "observation post at T.1.d. for 4th Field Survey Company. "The O. C. 2nd Field Coy. reports as follows :-

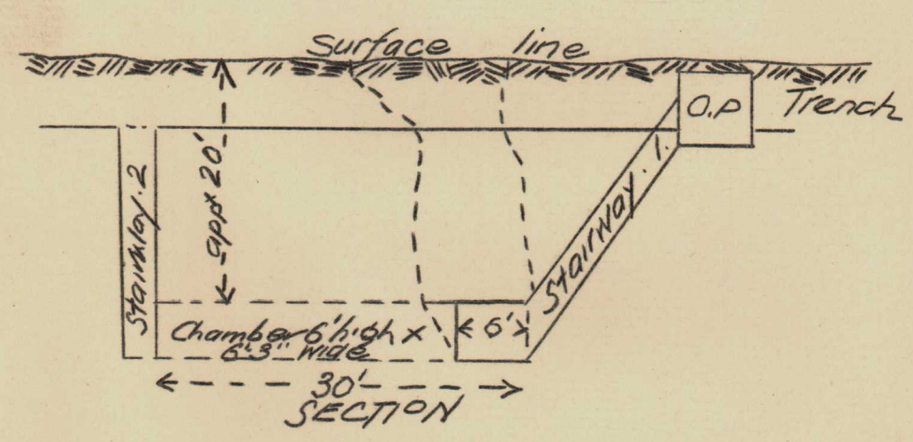
"When taken over No. 1 Stairway had been completed "and stairway No. 2 required two steps to complete. "The face at No. 1 had fallen in and since the "commencement continual falls have occurred until "at present time, the ground has broken away "to the very surface where it shows a hole some "nine feet in diameter. On one occasion it was "flooded with water from the shell holes on top "and one set collapsed. To date, only six "feet of progress has been made with chamber, "but having now struck chalk face progress will be "more rapid."

Major, A. E.
for C. E. 1st A.N.Z. A. C.

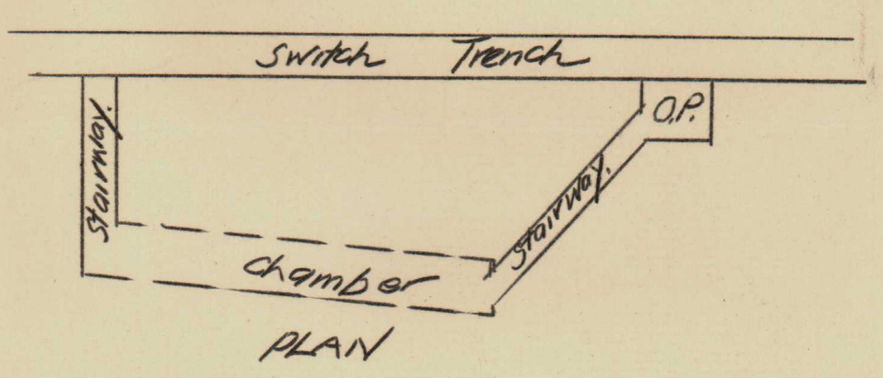
JAN 3 Rec'd

pa
9/1

HEADQUARTERS,
1ST ANZAC.
181/21.



SECTION



PLAN

CHIEF ENGINEER, 1st ANZAC.

C.E. 2/1/17

To note.
No action will be taken until orders arrive from G.H.Q.
Kindly return.

"Q" 1/Anzacs
noted. This will seriously interfere with work on forward water supply and light Railways unless these working parties are replaced.

AQ Please see C.E.'s remarks

1/1 1.1.17

seen 2/1/17

SECRET

1st AUSTRALIAN & NEW ZEALAND ARMY CORPS.

CHIEF ENGINEER, 1st ANZAC. 57/17

Headquarters,
4 - 1 - 17.

"Q" 1st ANZAC.

Herewith copy of Engineer Order No. 14.

Will you please issue the necessary detailed orders for movement as per para. 3 on date as soon after completion of divisions' relief as possible.

Major, A. E.
for C. E. 1st A.N.Z.A.C.

CHIEF ENGINEER, 1st ANZAC.
247/116

1st AUSTRALIAN & NEW ZEALAND ARMY CORPS.

Headquarters,

4 - 1 - 17.

"Q." 1st. A. N. Z. A. C.

With reference to your No. 155/135 of 31 - 1 - 1917

I am of opinion that a Cour of 40 feet wide on one side of a line is preferable in every way to one of 20 feet on either side. From actual experience I find that 40 feet is ample to permit a lorry backing in to the line with ease, and leaving ample space for lorries to pass in front of it. It can also turn into the road with lorries on either side of it without any difficulty.

Referring to the 70 feet Cour you mention. My experience has been that a cour of this width is only used in between two parallel railway lines. The 70 feet allows a line of lorries to back in to either line, and still gives ample room in the centre for the lorries to pass.

Brig. General,
C. E. 1st A. N. Z. A. C.

FIRST AUSTRALIAN & NEW ZEALAND ARMY CORPS.

CHIEF ENGINEER, 1st ANZAC. 248/17

Headquarters,

5th. January 1917.

D.D.M.S., 1st ANZAC. No. 201/2 Date 6/1/17

D. D. M. S.

1st. A.N.Z.A.C.

Experimental Decauville Ambulance Truck.

An experimental decauville ambulance truck has been sent up to Corps Light Railways at QUARRY today. Please arrange for an A.A.M.C. Officer to give it a thorough trial.

It should be pointed out to him that it is only very roughly constructed. If the general design is approved the final trucks will contain additional improvements, including:-

Spring buffers,

Spring draw-bars,

Improved angle iron frame,

Better finished work.

We are able to procure the springs for the buffers and draw-bars locally.

W.B. Sheldon

Captain. R.E.

for C. E., 1st. A.N.Z.A C.

Copy to Corps Light Railway.

P.A. 23/1/17.

SECRET

CHIEF ENGINEER, 1st ANZAC.
57/16

1st AUSTRALIAN & NEW ZEALAND ARMY CORPS.

Engineer Order No. 13 31 - 12 - 16

-by-

Lieut. Col. C. R. Dobbs, R. E., Acting Chief Engineer, 1st A.N.Z.A.C

oOo

1. 20th Army Troops Coy. R. E. now in this Area will rejoin Second Army on January 7th, 1917.

2. All arrangements for this move will be made by "Q" Fourth Army.

3. C. R. E. Corps Troops will arrange to take over the work of the detachment of the Company employed under him at Mametz on Hutting.

4. O. C. ANZAC R. E. Workshops will arrange to take over from detachment employed at the Workshops.

5. C. R. E. Corps Troops, and O. C. Corps Workshops will submit a statement showing details of the work done by the respective detachments while employed in this Area.

6. O. C. 20th Army Troops Coy. R. E. will furnish a Marching Out State to Chief Engineer, 1st A.N.Z.A.C.

Lieut. Col. R. E.
a/ C. E. 1st A. N. Z. A. C.

Copies to :-
"Q" 1st ANZAC.
C.R.E. 1st Aus. Div.
C.R.E. 2nd Aus. Div.
C.R.E. 4th Aus. Div.
C.R.E. 5th Aus. Div.
C.R.E. Corps Troops,
C.R.E. Circuit,
C.R.E. R.G.T.
C.R.E. "A" District,
C.R.E. Defences,
O. C. Corps Light Railways,
O. C. ANZAC R. E. Workshops,
O. C. 20th A. T. Coy. R. E.

1st AUSTRALIAN & NEW ZEALAND ARMY CORPS.

SECRET

Engineer Order No. 14 4 - 1 - 17

GENERAL STAFF 1ST AUSTRALIAN DIVISION Date 4.1.17 S/20H7

CHIEF ENGINEER, 1st ANZAC. 5/1/17

-by-

Brig. General A. J. de Lotbiniere, C. B., C. S. I., C. I. E.
Chief Engineer.

1. Reliefs.

On the completion of the relief of the 1st Aus. Div. by the 4th Aus. Div., the following changes in distribution of Field Coys. will take place :-

(a) The 12th Field Coy. now at Vignacourt will relieve the 2nd Field Coy. in line.

(b) The 2nd Field Coy. will take over work and billets from 12th Field Coy. at Vignacourt.

(c) 13th Field Coy. will relieve 1st Field Coy. in line.

(d) 4th Field Coy. will take over work and quarters of 13th Field Coy. in "S" Area under C.R.E. Corps Troops.

(e) 1st Field Coy. will take over work and quarters of 4th Field Coy. on hutting in Left Divisional Area.

2. Taking Over.

In each case O. C's Field Coys. are to send an Officer to take over full particulars of work from the Company they are releiving before the latter moves.

3. Move.

(a) Change over is to be effected so that there is no hiatus in the work in the front line.

(b) Detailed orders for movement will be issued by "Q" of the Corps.

4. C. R. E's.

Lieut. Col. Martyn, D. S. O. will continue to act as C. R. E. Left Division until further orders.

Captain Reid, R. E. 13th Field Coy. will carry on duty as C. R. E. Defences in the absences of Lieut. Col. G. C. E. Elliott, D. S. O.

Brig. General,
C. E. 1st A. N. Z. A. C.

Copy to "Q"
C.R.E. 1st Aus. Div.
C.R.E. 2nd Aus. Div.
C.R.E. 4th Aus. Div.
C.R.E. 5th Aus. Div.
C.R.E. Back Areas
C.R.E. Corps Troops,
C.R.E. Circuit,
C.R.E. Defences,
O. C. 12th Field Coy.

MESSAGES AND SIGNALS. No. of Message

Prefix ..... Code ..... m. | Words | Charge | This message is on a/c of: Service. | Recd. at ..... m. Date ..... From ..... By .....

Office of Origin and Service Instructions.

Sent At ..... m. To ..... By .....

(Signature of "Franking Officer.")

TO: DDMS 1st Anzac
Corps ~~Light~~ Railway

Sender's Number.	Day of Month.	In reply to Number.	AAA
* 280/76	5 Jan		

An experimental decauville ambulance truck has been sent to QUARRY today consigned to Corps Light Railway aaa Arrange for a AMC Officer to give it a trial run aaa This Officer to get into touch with O.C. 2 L R aaa Adds DDMS 1st Anzac repeated Corps Light Railway

D. D. M. S.,
1st ANZAC.
No. 60/76
Date 6/1/17

From CE 1st Anzac

Place

Time 11.40pm

The above may be forwarded as now corrected.

Censor.

(Z) C H Sheldon
Signature of Addressor or person authorised to telegraph in his name.

Capt RE

* This line should be erased if not required.

750,000. W 2186—M569. H. W. & V., Ld. 6/16.

AWM 26.