



Series number: AWM26
Control symbol: 52/29 Part 1
DPI: 300

Scan date: 23/09/2016

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" CHIEF ENGINEER." I ANZAC CORPS.

HEADQUARTERS,
1st ANZAC.

155/27.

Sa + Q M. & .

Your memo of 28th July asking
what progress had been
made on Saurage Valley
Tram line. Please refer to
Map 57 D S E 4.

The line has now
reached the old German
line at ~~X~~ 9.d.5.7.

The German line is so
knocked about that we
are taking it up, & relaying
a fresh one, which has
now reached ~~X~~ 9.b.99.20. or
a little further NE.

CHIEF ENGINEER, 1st ANZAC.
No. <u>CE R/A1</u>
Date <u>29.7.16</u>

W. J. J. J. J.
B. J.

C. F. 1st Augae

29/7/16

A4
JUL 29 Recd

HEADQUARTERS,
1st ANZAC.

1st. AUSTRALIAN & NEW ZEALAND ARMY CORPS.

74/42

Headquarters,

29-7-16.

D.A. & Q.M.G.,

1st. ANZAC.



Now that a definite area has been allotted to the 1st. ANZACS, I would draw your attention to the lack of Army Troops Companies R.E. in the Corps. I have no unit whatever at my disposal for Water Supplies, Roads, Corps Lines etc.

Will you kindly apply to the Reserve Army for a Corps complement of Army Troops Coys.

CHIEF
ENGINEER,
1st ANZAC.

No. *CE 8/4*

Date. *29.7.16*

W. J. Stirling

Brig. General,

C.E., 1st. A. & N.Z.A. Corps.

AQ

JUL 29 Recd

1st. AUSTRALIAN & NEW ZEALAND ARMY CORPS.

CHIEF
ENGINEER,
1st ANZAC.

Headquarters,

2-8-16
HEADQUARTERS,
1st ANZAC.

D.A. & Q.M.G.,

1st. ANZAC.

No. RA 8
Date 2-8-16

155/27.

With reference to my 8/8 of 31-7-16,

Para. 3. Trucks on the Decauville line up
Sausage Valley.

C.R.E., 2nd Australian Division has now
26 Decauville Trucks; this number includes 10
trucks supplied to him on 31st. July 1916.

*300 Cyp
Secured me 80 articles
Now want back 48 articles
PB
QHS*

[Signature]

Brig. General,

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

AUG 2 Rec'd

*Danang
mt Q*

AUG 3 Rec'd

*CE Please see 2nd Div. Q 614
d 1/8/16 which shows 31 trucks
held ready 2/8/16 Rel 3/8/16*

HEADQUARTERS,
1st ANZAC.

1ST. AUSTRALIAN & NEW ZEALAND ARMY CORPS.

167/57

CHIEF
ENGINEER,
1st ANZAC.

Headquarters,

5-8-16.

To Major-General Sargeant,

D.A. & Q.M.G.,

Reserve Army.

No. 9/4
Date 5-8-16

RECORDS SECTION
CLASSIFICATION C862/1/9
SUB-SECTION

I enclose road Reconnaissance of the ALBERT - BAPAUME Road which has been drawn up to-day by Captain Whitaker R.E., Field Engineer, 1st. ANZAC after personal inspection.

As matters stand at present, the Enemy's Artillery commands the road from W.24.b.9.0 to POZIERES (Map 57D.SB.4). It would be impossible to use transport vehicles of any description on it during daylight. At night, as soon as the shell holes made during the day had been filled, which would take between one to three hours employing scattered parties. Lorries and horse drawn vehicles could proceed up to the outskirts of POZIERES. As to the roads ^{WITHIN} ~~between~~ the village itself, Capt. Whitaker reports that the Enemy were shelling the village vigourously so that he could not enter it up to One p.m.

From reports of Officers he met, who had come out before the shelling commenced, he considers the various roads within POZIERES would be quite impossible for wheeled vehicles until they had been repaired.

John Lottinier

Brig. General,

C.E., 1st. A. & N.Z.A. Corps.

Copy to D.A. & Q.M.G.
1st Anzac.

5/8/16

AUG 5 Rec'd

*Sum
mt*

*PA
mt.*

167/57

RECONNAISSANCE OF ALBERT - POZIERES ROAD

by Capt. Whitaker, R.E., Field Engineer, 1st. ANZAC Corps.

up to 1 p.m., on 5th August 1916

From ALBERT to about X.14.a.4.2. (Map 57.D.S.E.4), the surface is very good and suitable for all kinds of traffic. The bridge over Communication Trench having been filled in.

From X.14.a.4.2. to X.9.c.4.7., the road has been heavily shelled though the H.E. has not penetrated deep into the road metal. As this stretch of road is usually shelled at night, if used for wheeled traffic, vehicles would be obliged to use strong headlights to avoid the holes.

During the day, any large object on the road is shelled, about a dozen shells having been dropped to-day between 12.30 and 1.30 p.m. round stretcher bearer parties who were proceeding along the road.

From X.9.c.4.7. on to POZIERES, the road surface is not bad, most of the shells having fallen short or over; tree trunks would have to be removed on this section and a few holes filled in. The road is evidently under observation by German Captive Balloon situated in prolongation of line of road. A party of about 100 men is working on road repairs, the N.C.O. having informed me that he had orders to do repairs up to about X.14.a.4.2. (This party is working under the II Corps who have charge of the road). Repairs further up the road should be done by small scattered parties who would take shelter in dugouts during shelling.

As I was ordered to return with my report to C.E., by 2 p.m. I was unable to wait to reconnoitre roads in the village of POZIERES the shelling being very heavy up to 1 p.m.

Australian Infantry Officers who had passed through before the shelling commenced informed me that the streets are very badly cut up and impossible for wheeled vehicles.

Captain, R.E.

AWM 26

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