AUSTRALIAN
WAR MEMORIAL

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Referred to by.	Date.	Referred to by.	Date.	Referred to by.	Date.
LEFT ARMY.		SECOND ARMY.			
LEFT CENTRE CORPS.		I ANZAC CORPS.			
LEFT DIVISION.		2 AUST. DIVISION.			
		" ENGINEERS."			

D.1844/9.20.—C.14464.—100M.

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2nd AUST.DIV. ENGINEERS.

MESSAGES AND SIGNALS. No. of Message

Prefix ..... Code ..... m. | Words | Charge

Office of Origin and Service Instructions.

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

This message is on a/c of: ..... Service. (Signature of "Franking Officer.")

Recd. at ..... m. Date ..... From ..... By .....

TO DHQ. 2DHQ B85

Sender's Number.	Day of Month	In reply to Number	AAA
* EYB 37	17/10/16		

5th Field Coy moved off all correct at 9-30 am.

AQ GCS
A B
Q No

From CRE 2nd Aus Div. Engrs
Place
Time 9-40 pm

The above may be forwarded as now corrected. Censor.

(Z) J. Coghlan Capt.
Signature of Addressor or person authorised to telegraph in his name.

Office of Origin and Service Instructions. No. E 304 WORKS 2nd AUSTRALIAN DIVISION

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

a/c of: ..... Service. (Signature of "Franking Officer.")

Recd. at ..... m. Date ..... From ..... By .....

TO

Sender's Number.	Day of Month	In reply to Number	AAA
* E 304	22/10/16	G 486	

The list of position calls was not handed over to relieving unit and as requested is being returned herewith

From CRE
Place 2nd aust Div
Time 8 pm

The above may be forwarded as now corrected. Censor.

(Z) A.A.W. Lt Col RE
Signature of Addressor or person authorised to telegraph in his name.

* This line should be erased if not required.

(4198) Wt. W1 042—M44. 300000 Pads. 12/15. Sir J. C. & S. CRE, 2nd aust. Div.

5th FIELD COY. ENGINEERS.

HQ 5th Aust Field Coy. Engrs

"	17/10/16	8 AM.	Company relieved by 102nd R.E. 23rd Division.
"	"	9.30 AM.	Company moved out to STEENVOURDE and arrived 3.30 PM.
STEENVOURDE	18/10/16	10.15 AM.	Company moved out to NORDPEENE and arrived at 3.30 PM.
NORDPEENE.	21/10/16	8.15 AM.	moved out for NORDAUSQUES. arrived at 3.45 PM.
NORDAUSQUE.	23/10/16	11 AM.	Company moved for AUDRICQUE. where they were entrained at 6 PM. Horse Train moved out at 9.30 AM.

6th FIELD COY. ENGINEERS.

"	18.10.16		Handed over MT SORREL sector to 128th FIELD Coy. R.E. Company moved back to HALIFAX Camp.
"	19.10.16		Completed handing over HILL 60. sector to 3rd LONDON FIELD Coy R.E.
—	20.10.16		Company moved to STEENVOORDE. Billetting area.
—	22.10.16		Company moved to BUYSSCHEURE. " "
—	23.10.16		Move continued to vicinity of BLEUE MAISON.
—	24.10.16		" " TILQUES.
—	25.10.16		Company entrained at ST OMER. Train departed 9.45.am arrived LONGPRÉ 5.45 pm. Entrainment completed in 45 minutes & detrainment 1¼ hours. Company route-marched to VAUCHELLES.
—	26.10.16		Transport & Cyclists left 10. am. for 15th Army Corps Area.

6th Field. Coy. Engrs

AUSTRALIAN WAR RECORDS SECTION
CLASSIFICATION SUB-SECTION
B5447 16/4/17

C.R.E. 2nd Aust Div

The area to which this company no at present allotted may be divided into.

(a) MT. SORREL area from ST. PETER ST to I. 30. 0 inclusive

(b) The CAP from I. 30. 0 to WANGARATTA AVE — exclusive

(c) HILL 60 area from WANGARATTA AVE VERBRANDEN ROAD inclusive

GENERAL SUMMARY

(a) This area is almost entirely under enemy observation and many of the trenches in it can be enfiladed without difficulty. So long as the enemy supply of ammunition does not fail this area will always required a relatively large amount of maintenance. During the greater part of the last one weeks however enemy artillery and trench mortar activity has probably been below normal and very fair progress has been made. The communications from being barely passable have all been graded revetted and duckboarded and there now remains only about 600 yards of front line in bad condition

apart from forward posts, bombing posts and STEWART ST.

Owing to high degree of exposure to Enemy observation and, on the extreme right especially, absence of rear accommodation to which the garrison might be withdrawn in a bombardment, the construction of deep dug outs as rapidly as possible is a vital necessity.

(b) Defence of this area depends on two posts in the gap and on machine guns on MT SORREL, OBSERVATORY RIDGE and near KNOLL FARM. The weakness of this position is further dealt with under WORK IN PROGRESS.

(c) The right of this area and the forward works to the left of the railway cutting are under close observation from HILL 60. Defence of the area is also liable to be seriously hampered by lack of concealed approaches from the rear. At the same time however it is possible for supporting troops to live much closer to the forward lines than is the case in (a)

Owing to the scarcity of dug outs in this area there is little doubt that the garrison would suffer severely in the event of a heavy bombardment

PRESENT CONDITION: (3)

(a). All forward trenches except 500 yards of front line already referred to are in pretty good condition. (Note. — This does not include old abandoned trenches such as KIRBY ST, rear half of HEDGE ST, C SAP or DEEP LIVING TRENCH on Mt SORREL or forward sapo and STEWART ST). Of the rear works HALIFAX ST is revetted with sand bags and therefore unstable and THE BELT is very patchy.

(b) FOSSEWAY is impassable forward of a point about 50 yards west of SQUARE WOOD.

X trench ditto below a point about 150 yards from SQUARE WOOD. GAP TRENCH is in the hands of 2nd PIONEER BAT. who will no doubt be reporting as to this.

(c) FRONT LINE and COMPANY ST rapidly being made good. Our front line right of Railway Cutting consists of sand bag treated work only.

DIAGONAL fairly good but requires better revetment: THE NYE is good behind the DIAGONAL but is barricaded further forward: NOSRAC ST is fairly good at present but requires A framing: JOHNSON ST is useless forward of the barricade across RAILWAY CUTTING near LARCH WOOD and is not worth reclaiming on the old alignment.

(4)

MARSHALL WALK is useful when things are quiet but can hardly be reckoned with on in times of stress unless traversed.

BENSHAM ROAD is very useful but enemy trench mortars have it well registered. An alternative route along old road to junction of ALLEN ST and METROPOLITAN LEFT is therefore being opened up.

METROPOLITAN RIGHT and LEFT and DEEP SUPPORT TRENCH are all very bad at present. ALLEN and SWIFT STS are good as also are VERRET RIDE and ZILLEBEKE SWITCH.

CHISHOLM ST is at present impassable in daylight.

WANGARATTA ST — very unstable.

WORK IN PROGRESS

(a) Improvement of HALIFAX ST and ST PETER STS and THE BELT, also of front line wherever it is not properly revetted.

Deep Dug Outs in CANADA ST and D Sap and also in WINNIPEG ST between

DAVIDSON ST and HEDGE ST.

In addition the Pioneers are laying a Duckboard track overland from Sanctuary Dump to LIVING TRENCH.

(b) No work is in progress here except revetment of CAPTRENCH which is being carried out by the Pioneers.

This trench was originally dug to form a direct communication to MT SORREL and a defence line to cover the Gap more effectively than can be done from Close Reserve. It was to have been connected with X Trench at about I.29.b.0.4 with a forward branch to WANGARATTA AVE and an extension to FOSSEWAY by means of a trench already dug from X Trench to FOSSEWAY via KNOWLE FARM. The 1st Division however preferred to connect by means of a direct extension of FOSSEWAY (above its old alignment) and carried this to within about 60 yds of SQUAREWOOD. It is difficult now to say what is the best thing to do after so much work has been put into FOSSEWAY but a deviation from present end of new revetment (in the latter were run up the spur in a south westerly direction it

might still fit in well the original scheme without bringing any unnecessary new work under enemy observation

(c) Reconstruction of CHISHOLM ST.

Improvement of METROPOLITAN RIGHT and COMPANY ST to form support line

Improvement of DIAGONAL with the same object.

Reconstruction of RENNIE ST (including trench 47 11) near the DUMP.

New Communication trench to connect BENSHAM RD with ~~Junction~~ Junction of METROPOLITAN LEFT with ALLEN ST.

WORK WHICH REQUIRES TO BE DONE

(a) Complete work in progress and then strengthen forward capo- especially F.G.H and J.

Revet STEWART ST.

Firestep FRONT LINE where required and WINNIPEG ST and one front of WINNIPEG ST.

Provide deep dugouts in front of WINNIPEG ST near ST PETER and WELL STS and Complete system started between DAMASK and HEDGE Sts. Complete CANADA ST- LIVING TRENCH system.

When duckboard track from SANCTUARY DUMP to LIVING TRENCH is completed construct a light tramway between the same points either on or near the duckboards. Construct some small forward tunnels with shafts for LEWIS GUN emplacements in NO MANS LAND.

(b) Complete GAP TRENCH to X trench and FOSSEWAY with connection to WANGARATTA AVE.

(c) Extend dug out accommodation. In this connection it is considered that the possibilities of the DUMP have not been at all fully exploited. The ground there should be easily drained and cover proof against any projectile is obtainable for a comparatively large garrison.

Complete CHISHOLM ST and road cut from BENSHAM RD to ALLEN ST. Complete METROPOLITAN RIGHT and COMPANY AVE as rapidly as possible to form second holding line.

Traverse MARSHALL WALK.

Repair WANGARATTA AVE.

Improve BENSHAM RD. THE DIAGONAL NOSRAC ST. and complete work in progress in RENNIE ST and trench 47.

MISCELLANEOUS.

Roads leading to (a) sector are in very bad condition especially OBSERVATORY RIDGE ROAD and the branches to SANCTUARY and SORREL DUMP. The latter may be dispensed with when the duckboard track to LIVING TRENCH is completed, but the other two require considerable improvement either by metal or Corduroy. Metal would be required on OBSERVATORY RIDGE ROAD and tracks are quite unsuitable as a substitute.

The erection of screens to stop enemy observation on VERBRANDEN ROAD is strongly recommended.

As regards dumps. SANCTUARY DUMP is well sited but suffers from proximity of heavy trench mortars and living trenches.

SORREL DUMP might be pushed much further forward by bridging over ZILLEBEKE R. SWITCH and some minor improvements to KNOLL ROAD.

JACKSON DUMP is well sited and its position is apparently not known to the enemy.

In order to make the revetment more durable some 4"x1" timber

has been put up to for longitudinal bracing. This should be screwed to studs of A frames as near the top as possible.

The problem of drainage now presents no difficulties except in the front line near ST. PETER ST and in a short length of GAP TRENCH and even ~~there~~ in these localities the difficulties can be overcome.

Major
OC 6th Field Coy. A.E.

16.10.16

C.R.E 2nd Aust. Div.

AUSTRALIAN WAR RECORDS SECTION
B547/6/49
CLASSIFICATION 3RD SECTION

In reply to your [illegible] I beg to point out that this unit is not now carrying out any works in connection with the REDAN tunnel system and that consequently the 2nd Canadian Tunnelling Co. may be able to supply later information than mine which is as follows:

(a) SIZE:- If the original scheme is proved feasible, the system will include (apart from drain tunnels) about 500 yards of 5ft x 2ft 6in tunnel.

(b) CAPACITY IN MEN:—

I have no definite information on this point. My own opinion however is that the system should provide living accommodation for at least one Battalion HQ and the Company in support of the right sub-sector, less one platoon in the BELT (covering the gap).

If a sufficient area with suitable head cover can be found it is considered that the garrison of STAFFORD and the BELT might also have living accommodation in the tunnel system.

To summarise, this means providing dug outs to accommodate as nearly as possible 1100 people, and there is little doubt that this can be done, but head cover may in many places be only six to eight feet. However this is probably counterbalanced by the concealment.

In addition to residents, the completed system would for a short time accommodate at least as many men again, or in other words a battalion at fighting strength.

(C) DRAINAGE

There is no reason so far to believe that drainage cannot be effected at all points in the system by means of tunnels leading out to the northern slope of OBSERVATORY RIDGE. Probably at least three of these drains will prove to be necessary, but they will have the advantage of being available as alternative concealed approaches to the system.

Major
O.C. 6th Field Coy. A.E.

AUSTRALIAN WAR RECORDS SECTION
B 549/6/307
CLASSIFICATION SUB-SECTION

18.[illegible].16

From 6th [illegible]
To 128th Field Cy R.E.

While employed on the Sector which is being taken over by you today this Company has been responsible for the following :-

1. Supervision of all new work by Div. Artillery in the Divisional Area. This includes charge of a small dump just inside LILLE GATE, which consists mainly of cupolas and timber.

2. Operation and maintenance of small petrol electric generating set in Ramparts for lighting Bde HQ. Signal Office etc. Petrol is obtained at an average rate of 2½ tins per day through the staff Captain. The engine is by no means in good condition, but has run surprisingly well during the last three or four weeks. A number of spares are required particularly sparking plug, carburettor parts and larger balls for inlet valve. The sparking plug should be easy to obtain but the others are not.

3. Bridge demolition patrol in connection with bridges 11 to 19 inclusive over YPRES Canal. I have had one section familiarised with the bridges and charges so that all bridges could be blown by us on short notice, but I have not treated this matter seriously for the following reasons :-

(a) The canal is not an obstacle unless heavily wired

(b) Some of the crossings included are simply earth banks across the canal and the charges calculated for destroying them under

the scheme which I took over are ridiculously low

(c) The bridges included in the scheme by no means include all crossings

(d) Some of the demolition schemes were in my opinion unsatisfactory.

The crux of the matter however is (a)

With the concurrence of the CRE I have simply maintained the demolition schemes as they existed which requires a two man patrol to tour the bridges twice per day.

I tried to get some guncotton in air tight tins, as some of the charges are deteriorating, but was not successful.

[illegible] Maple
OC 6th FCAE

7th FIELD COY. ENGINEERS.

	16/10/16		No 3 Section moved to back area
	16/10/16	9pm	Balance of unit moved to St Lawrence area
	17/10/16		
St Lawrence Camp	18/10/16		Preparing wagons for move
	19/10/16	8.30am	Moved to STEENVOORDE area and billited at WINNEZEELE
WINEZEELE	21/10/16	9am	Moved to ARNEKE area and billited NOORDPEENE
NOORDPEENE	22/10/16	9am	" " BLEUE MAISON (WATTEN) and billeted
BLEUE MAISON	23/10/16	2.15am	" " ARQUES via ST OMER
ARQUES	25/10/16	8.30am	Entraining commenced at ARQUES. 1 OR injured during loading.
		10.29am	Trained moved out
ST RICQUER	25/10/16	10pm	Detrained and moved to billets at FAMECHON (SOMME)

7th Field Coy. Engrs.

SAM/EF.

Confidential.

Monday, 16th October, 1916.

7th Field Coy. Australian Engineers. 2 Dw

YPRES. No. 3 Section moved to back area.

SUMMARY OF WORK REPORTS.

			Saps.	Inf.
CROSS TRENCH. I.24.d.9.7.	Oct.	9th Revetting & Digging	3	24
	"	10th Excavating & Revetting.	3	18
	"	11th ditto	3	10
	"	12th ditto	3	13
	"	13th ditto	3	10
	"	14th ditto	2	6
	"	15th Excavating		4
	"	16th " & Revetting	2	14
VANCOUVER. I.24.d.8.3.	"	9th Revetting & Digging	5	30
	"	10th Excavating & Revetting.	5	20
	"	11th ditto	7	28
	"	12th ditto	7	31
	"	13th ditto	7	30
	"	14th Revetting	3	11
	"	15th Excavating	1	8
	"	16th " & Revetting	3	12
NEW TOR TOP. I.24.d.4.6.	"	9th Revetting & Digging	3	30
	"	10th Excavating & Revetting	2	25
	"	11th ditto	2	24
	"	12th Duckwalk path	1	12
	"	13th Excavating & Revetting	2	12
	"	14th Excavating	1	3
	"	15th "	1	8
	"	16th " & Revetting	2	15
CRAB CRAWL I.24.d.5.3.	"	9th Revetting Digging & Paths	4	42
	"	10th Revetting	4	21
	"	11th Excavating & Revetting	3	21
	"	12th ditto & O.P.	5	25
	"	13th Excavating & Revetting	5	13
	"	14th ditto	6	5
	"	15th Excavating	5	8
	"	16th " & Revetting	2	14
GOUROCK ROAD I.24.b.3.5.	"	9th Hurdling	1	15
	"	10th "	1	4
	"	11th "	1	7
	"	12th "	1	5
	"	13th Deepening trench, task	2	8
	"	15th Hurdling, task	1	8
	"	16th "	1	8
TRAMWAY SANCTUARY WOOD I.24.b.1.2.to I.24.d.0.2.1.	"	9th 150 yds cleared	2	40
	"	10th 150 " "	2	24
	"	11th 100 " "	1	24
	"	12th 100 " picketed 60 yds sleepered.	1	24
	"	13th 20 " picketed 35 yds sleepered.	1	7
	"	15th Picketing sleepering & ballasting.	1	37
	"	16th ditto	1	20

SUMMARY OF WORK - Continued.

			Saps.	Inf.
LOVERS' WALK. I.24.d.6.9.	Oct.	9th Thickening & Revetting.	1	20
	"	10th Revetting	2	20
	"	11th "	2	15
	"	12th Thickening & Revetting.	2	20
	"	15th Revetting	1	20
	"	16th " (	1	20
VIGO STREET & EXTENSION. I.24.d.6.9.	"	9th Preparing for, & Revetting.	2	40
	"	10th Reveditto	2	16
	"	11th Deepening trench	2	15
	"	12th Revetting & Deepening	4	35
	"	13th Blowout cleaned out	2	14
	"	15th Hurdling & clearing	3	30
	"	16th ditto	2	24
WARRINGTON AV. & EXTENSION. I.24.b.6.4.to I.24.d.8.9.	"	9th Hurdling & preparation	6	45
	"	10th " & clearing	7	29
	"	11th ditto	8	43
	"	12th ditto	8	40
	"	13th ditto	6	30
	"	14th ditto	6	14
	"	15th ditto	6	33
	"	16th ditto	6	31
CARRYING.	"	9th 1 truck-load	1	20
	"	10th 2 truck-loads	1&2	20&12
	"	11th 2 " "	1	20
	"	12th 2 " "	1	20
	"	13th 2 " "	1	20
	"	15th 6 " "	1	14
	"	16th 8 " "	1	20
BOND STREET. I.18.c.2.5.	"	9th Fixing screens	5	50
	"	10th Revetting & screening	5	50
	"	11th ditto	5	40
	"	13th Revetment screens	5	50
	"	14th ditto	5	50
	"	15th ditto	5	50
	"	16th ditto	5	10
LEINSTER ST. I.17.a.0.0.	"	9th Revetting	4	40
	"	10th "	5	40
	"	11th " & Cupola dugouts.	5	52
	"	13th ditto	5	64
	"	14th ditto	5	65
	"	15th ditto	5	52
	"	16th ditto	5	64
ROSLYN STREET I.17a.3.7: to I.17d.4.2.	"	9th Revetting	4	20
	"	10th "	6&4	20&20
	"	11th "	5&5	20&32
	"	12th "	4&6	
	"	13th " & dugouts	5&14	12&40
	"	14th Frames & duckwalks	3&10	20&40
	"	15th Revetting & duckboard-ing.	10& 3	40&25
	"	16th " & dugouts.	3&10	21&40
FRONT LINE DUMP.	"	9th Repairing carrying etc.	5	6
	"	10th Miscellaneous.	2	6
	"	11th Carrying	1	6
	"	12th Loading	9	
	"	14th Carrying	3	5
	"	16th Carrying	3	22
WELLINGTON CRESENT.	"	9th Duckwalks	8	20

SUMMARY OF WORK - Continued.

				Saps.	Inf.
REGENT ST WEST	Oct. "	9th	Revetting	6	10
DEEP DUGOUT BIRR X ROAD I.17.b.2.8.	"	9th	Revetting	2	10
	"	10th	"	2	10
	"	11th	Drainage	2	10
	"	12th	Revetting	2	
	"	13th	Drainage	2	10
DAVIDSON ST DUGOUT.	"	9th	Clearing & Fixing sets	2&3	8&12
	"	12th	6 sets	3	12
SANCTUARY DUMP to NEW TORR TOP I.24.d.4.6.	"	9th	Duckwalks	1	12
	"	11th	" & carrying	6	30
	"	13th	Carrying	5	15
	"	14th	Duckwalks-laying	5	30
	"	15th	- - - - - - - - -	1	
NEW BYDAND ST.	"	10th	Ventilation	2	7
	"	13th	Blowouts	2	7
FORT STREET I.24.d.0.7.	"	10th	Clearing & deepening.	2	18
	"	11th	ditto	2	20
	"	13th	ditto	2	21
	"	14th	Clearing	8	
	"	15th	"	1	5
	"	16th	Repairing	2	5
BORDER LANE I.24.b.1.1½.	"	10th	Revetting	2	5
	"	11th	"	2	14
	"	12th	"	2	15
	"	14th	"	2	15
	"	15th	Thickening & Excavating	2	15
	"	16th	" & revetting	1	10
HILL STREET & C.H.Q. I.24.b.3.1½ to I.24.b.5.5.	"	10th	Revetting	2	5
	"	11th	"	2	
	"	12th	"	2	5
	"	13th	"	2	5
	"	14th	Dugout complete	2	5
	"	15th	- - - - - - - -	2	5
TRAM EXTENSION	"	10th	Laying track	4	10
	"	11th	"	5	10
FRONT LINE I.17.b.2.8.to I.18.d.3.0.	"	10th	Renovating	2	
	"	11th	"	2	
	"	12th	"	2	
	"	13th	"	3	
	"	14th	"	2	
	"	15th	"	2	
	"	16th	"	2	
MAPLE LODGE.	"	10th	Timbering M.G.D'out	4	8
	"	11th	Miscellaneous	4	12
	"	12th	Clearing fall	3	11
STAFFORD STREET.	"	10th	Cleaning drains	2	8
	"	11th	Placing bricks in D.O.	3	12
	"	12th	Changing posn.of Ps	4	12
DUGOUTS NR.RLY&	"	11th	Erecting frame etc.	1	4
	"	12th	ditto	1	4
	"	13th	ditto	1	4

SUMMARY OF WORK - Continued.

				Saps.	Inf.
WINNIPEG STREET.	Oct.				
	"	12th	Excavating		3
	"	15th	"	2	15
	"	16th	" & Revetting	2	20
HALFWAY HOUSE.					
	"	12th	Coffee stall	2	
	"	14th	"	1	5
	"	15th	" & carrying	3	10
	"	16th	"	2	5
YEOMANRY POST.					
	"	12th	Cutting entrance sap	4	12
SIGNAL DUGOUTS.					
	"	13th	Erection	1	4
	"	14th	Excavating & draining		
	"	16th	Preparation for Erctn.	1	
N. of BUND.					
	"	13th	Collecting matl.etc	4	6
OBSERVATION POST.	"	16th	Constructing	2	

Raid Oct. 12th 2 sappers accompanied raiding party, and three charges exploded.

(Signed) E.Webb.

Capt. ~~Major~~ A.E.

SAM/EF.

Confidential.

Saturday, 21st October, 1916.

7th Field Coy. Australian Engineers. 9-Div

WINEEZEELE. Moved to ARNEKE Area and billeted NOORDPEENE.

PROGRAMME OF WORK.

Trench.	No.of men By night.	By day.	Estimated amount in yards daily
LEFT BATTALIONS IN THE LINE.			
I.18.4.to I.18.1.(68-71)	30		6-8 yds revetting &
	15		widening (parapet)
I.17.2.to I.17.4.(72-74)	30		Dugouts 2 per week. 6-8 yds parapet thickening & revetting.
LEFT BATTALION OUT OF THE LINE.			
Bond Street	50		Revetting & repairs 20 yards.
Leinster Street	40		Revetting & duckboarding 15 yards.
Roslyn Street	40		Revetting & duckboarding 12 yards.
Leinster Street	36		Dugouts 6 per week
Roslyn Street	20		Dugouts 6 per week
Regent Street West	20		Revetment & repairs 10 yards.
Ration Dump.	12		Carrying & unloading material
RIGHT BATTALION IN THE LINE.			
Warrington Avenue	10		6 yds revetting & repairs.
Warrington Avenue Extensn	25	10	as above.
Co.H.Q.		5	Cupola Dugouts
Cross Trench	12	6	Digging & revetting 12 yards.
Vancouver	8	8	Digging & revetting 8 yards.
RIGHT BATTALION OUT OF THE LINE.			
Courodk Rd	15		4 yds revetting & draining
Tramway	40		20 yds Formation & piles.
Lovers walk	20		4 yds revetting & parapet.
Vigo Street	20		4 yds revetting.
Vigo St. Extension	20		4 yds revetting & lowering.
Border Lane & Hill St.	15		Repairs, parapet etc.
Carrying Party	20		As required by sapper supervising.
New Tor Top	8	8	Digging & Revetting 10 yds.
Crab Crawl	8	8	Digging & revetting 6 yds.
Duckwalk From dump to Crab Crawl		8	Placing boards 30 yds per dy.
Winnipeg Street			
Crab Crawl to Tor Top	15	6	Digging & revetting 10 yds.

PROGRAMME OF WORK - Continued.

Winnipeg Street.			
Torr Top to Crab Crawl	8	3	Dugout & revet 6 yds.

(Signed) E. Webb.

Capt. A.E.

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