AUSTRALIAN
WAR MEMORIAL

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AUSTRALIAN WAR MEMORIAL
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83/3

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Subject 3.I. YPRES SALIENT. 4/24 SEPT.1916.

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.DIV.			
		" ENGINEERS."			

D.1844/9.20.—C.14461.—100M.

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2nd AUST.DIV.ENGINEERS.

AUSTRALIAN WAR RECORDS SECTION
819 / 1 / 1
CLASSIFICATION SUB-SECTION

HQ'RS. ROYAL ENGINEERS
No. E60
WORKS
2nd AUSTRALIAN DIVISION

Headquarters,
7th. September 1916.

NOTE ON DECAUVILLE RAILWAY.

The Decauville (60 c.m.) Railway, built by the Canadian Corps, runs from ST. QUINTINS SIDING to KRUISSTRAAT where there is a loop southwards to DICKEBUSCH.

The line is not in good running order, because --

1. Half of it is laid with a light rail of 9 lbs per yard instead of 16 lbs a yard or heavier section.
2. One part of it is ballasted.

It cannot be used to full advantage unless stores, ammunition etc., which it is designed to carry, can be taken direct from the broadgauge line to the place required. It is only of partial advantage if stores have to be reloaded from the light railway on to wagons or lorries.

The Canadian Corps had an extensive programme and lines surveyed to enable R.E. stores to be taken right forward and for ammunition to be taken to batteries without unloading from trucks.

As far as the 2nd. Australian Division is concerned, the principal objects to be obtained from using the railway, are --

1. To take men as far forward as possible to the trenches and bring them back, thus enabling them to arrive fresh and to do really useful work.

The experience of men walking from West of YPRES to the trenches in wet weather in the dark with tools and equipment, proves that they arrive too exhausted to do good work.

Unless working parties are able to do real work on arrival at the trenches, the cost of such works in time and in casualties, is trebled. Recent fighting at POZIERES brought out this point most emphatically.

2. To get R.E. Stores, rations etc., to the furthest possible point forward by mechanical means to save carrying parties. At present wagons can go forward to ST. PETER'S Road within 500 yards of the firing-line on OBSERVATION HILL, but in the winter the roads will not be passable beyond the MENIN Road.
3. To save lorries, wagons etc., on the roads, and thus saving cost not only in petrol, lorries, etc., but in repair of roads, a heavy item in Winter both in men and money.
4. To save loading and unloading parties by having through carriage. For instance, the R.E. Dump is now half-way between a broadgauge railhead and the DECAUVILLE Line. Hence, 5 lorries daily have to be employed to take to the Dump, instead of unloading direct from the railway; wagons again have to be loaded to carry forward, and hence it is not worth while unloading them to the tramline which does not get to the required point. The Dump with its machinery might be moved, or the tramline have a branch as suggested by the Canadian Corps, from CUDERDON Railhead past the Dump to VANCOUVER CAMP; but no action can be taken till the policy of the line is decided.

The use of the line to men and work in the trenches is not sufficiently realised by Administrative Departments behind.

Though a large development of the tramline might be useful, it is assumed that material is limited. The rails (16 lbs per yard) and the sleepers attached are very light, weighing about ~~xxxxxxxx~~ 40 tons per mile, while about 1000 tons of ballast is required per mile. Ballast therefore, is the main difficulty both to obtain and to lay.

Labour can be found by the Division and if required, necessary engineers and personnel for construction and maintenance.

It is not of vast importance whether the Army, Corps or Division finds the personnel, as the various advantages compromise each other.

1. It is proposed that the line be continued (1) from KRUISSTRAAT along the ROULERS Railway, South of YPRES to the cutting near HELLFIRE CORNER, thence either behind CHINA WALL to OXFORD STREET, or that the present light train be used from the Railway cutting.

The laying of this track in the centre of th present broadgauge track would require no ballasting and therefore, the main difficulty would be overcome; nor need the light track prevent the heavy track being used, should it be required, though it is not thought likely that a steam locomotive could proceed so far forward. The VIII Corps to the Northh could also use the same light track up to the cutting.

2. A branch should be run from I.15 Central to the ZILLEBEKE BUND, both for the garrison there and for batteries in the neighbourhood, and if possible prolonged to ZILLEBEKE VILLAGE.

3. As in (1) a branch might be laid along the broadgauge COMINES Railway track, thus avoiding ballast and assisting 1st and 2nd.Divisions.

4. The line from OUDERDOM might be made to VANCOUVER serving R.E. Dump and passing various camps, thus assisting the carriage of working parties.

The amount of material required to replace the 9 lb. rail in the line as already laid, is believed to be about 4 m. and several tons of ballast.

For proposal (1) 2 miles track, ballast for 500 yards.
(2) track and ballast for 700 yards and extension, for 1500 yards.
(3) Track only for 3000 yards.
(4) Track and ballast for 3500 yards.

The most urgent is (1). The line is wanted as early as possible, sothat it is used during the time it can be of the greatest use, i.e. during Winter when carts cannot proceed far, and walking for the men is so difficult.

As regards the traffic control of the line, it is essential that an Officer knowing Divisionalrequirements and familiar with the difficulties of movement in shelled areas, be selected.
He should also be able to induce the various units to take advantage of the railway and induce them to and so save road transport. There is a wide scope for usefulness in the appointment which requires more of an organizing business capacity than of railway experience; a technical adviser can supply the latter.

It may be added that, in the SOMME District, the German tramlines ran in several branches to within a mile of their former front line.
The rail used was about 40 lbs per yard with heavy wooden sleepers, hence no ballasting was required on that soil.,

Lieut.Colonel, R.E.

C.R.E., 2nd. Australian Division.

AUSTRALIAN WAR RECORDS SECTION
C359/2/100.
SUB-SECTION

HEADQUARTERS DIVISIONAL ENGINEERS , 2nd AUSTRALIAN DIVISION.

2 Div HQ
2. B100/

B

2nd AUSTRALIAN DIVISION.

G 32/52

32/52

Reference your G 1/161 of 16th- inst., THE main work in MOUNT SORREL is draining, revetting, and making good the firing line.
Drainage pegs have been put in and progress is being made.
Deep dugouts are being put in off the living trench behind 51.
The portion of the hill is not exposed to view from HILL 60.
Anything south of here is under constant view and therefore new work is liable to bombardment.
Further consideration is being given to the accommodation behind trenches 48 to 51, as the deep living trench made there and from which it was intended to work has been much demolished.
Plan for the new communication trench is attached.

HDQRS. DIVISIONAL ENGINEERS
No. E163
WORKS
2nd AUSTRALIAN DIVISION

18/9/16.

Lt. COLONEL. R.E.
C.R.E. 2nd. Australian Division.

Seen

R. 4.17pm

PA

5th FIELD COMPANY.

"A" Form.

MESSAGES AND SIGNALS.

Army Form C.2121
(in pads of 100).
No. of Message 21/163

Prefix ..... Code ..... m.	Words	Charge	This message is on a/c of:	Recd. at ..... m.
Office of Origin and Service Instructions.				Date
COPY.	Sent		Service.	From
	At ..... m.			
	To		(Signature of "Franking Officer.")	By
	By			

TO { 2nd Aust. Div. ("G")

Sender's Number.	Day of Month.	In reply to Number.	
* EW.269	18	1916	AAA

I heard yesterday that a heavy truck of timber was taken along the Roulers Railway in daylight either for artillery or 29th Division to about I.15.b. If seen this track will be shelled and our light railway there rendered of little use.

(Sgd.) S.F.Newcombe,
Lieut.-Colonel,

From C. R. E., 2nd Aust. Div.
Place
Time

The above may be forwarded as now corrected.

Censor.

(Z)

Signature of Addressor or person authorised to telegraph in his name.

5th FIELD COMPANY.

Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title Pages will be prepared in manuscript.

WAR DIARY
or
~~INTELLIGENCE SUMMARY~~

(Erase heading not required.)

Army Form C. 2118.

5th Field Coy Engineers

123

VOLUME XI

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
BEAUVAL	6/9/16	4.15PM	Company moved out for Doullens arrived at 6.20 PM. and entrained. Train moved out at 9.20PM for HOUPOUTRE.	
HOUPOUTRE	6/9/16	3.30AM	Unloaded vehicles and guided company to BOESCHEPE.	
BOESCHEPE	7/9/16	6.30AM	Bar from D.H.Q. to take Field Company Officers to YPRES to go over line (Lt Burnell and Wilks had reported two days previous and taken over 5th F.C. section)	
BOESCHEPE	8/9/16	1PM	moved out to back Billets. Two sections moved right out to YPRES same afternoon.	
YPRES	9/9/16	9AM	N.C.O.'s over portions of work that they will be working on.	
YPRES.	10/9/16 to 30/9/16	-	Trench Warfare and ordinary work. Revetting, draining and maintaining.	(5th Brigade raid by 18th Battalion 29/9/16 at 2AM, not success.

W A Henderson Major.
O.C. 5th. Fd. Engrs.

2449 Wt. W14957/M90 750,000 1/16 J.B.C. & A. Forms/C.2118/12.

DAILY STRENGTH RETURN

5 Field Eng Bty

UNIT	ESTABLISHMENT PERSONNEL OFF	O.R.	TOTAL	HORSES	MULES	ATTACHED PERSONNEL OFF	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.	5	191	196	18	58	—	Nil	—			

10/9/16

2nd Div. Engrs.

W A Henderson Major.
O.C. 5th Engrs.
A.I.F.

2nd Div Engrs

September 11 Engr

5-Inds to Engr B17

DAILY STRENGTH RETURN

ESTABLISHMENT PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
	5	196	201			

ATTACHED PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
	—	—	Nil	—		

5th Div. Engrs

2nd Div Engrs

3 Field Coy Engrs
B17

DAILY STRENGTH RETURN.

ESTABLISHMENT PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A. I. F.	5	191	196	18	58	3 O.R. Sick to 3d Amb 2 O.R. transferred to 7th F.C. R.E.

ATTACHED PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A. I. F.			Nil			

1/9/16

2nd Div. Engrs

5th Field Coy Engrs B11

DAILY STRENGTH RETURN

ESTABLISHMENT PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.	5	191	196	18	58	

ATTACHED PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.	-	2	2	4	-	2 O.R. Divl Train 4 Heavy Draught Divl Train

13/9/16

Major,
O.C. 5th Engrs.
A.I.F.

2nd Div. Engrs.

5 Tida bay Eng BTY

DAILY STRENGTH RETURN

ESTABLISHMENT PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.	5	190	195	18	58	1 O.R. to Hospital

ATTACHED PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.		2	2	4		

14/9/16

John G. Burnell p.p. Major,
O.C. 5th Engrs.
A. I. F.

2nd Div. Engrs

5 Fuld by hand
B1

DAILY STRENGTH RETURN

ESTABLISHMENT PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.	5	195	200	18	58	4 O.R. from Hospital.

ATTACHED PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.	-	2	2	4	-	

15-9-16

W A Henderson Major,
O.C. 5th Engrs.
A I F

2nd Div. Engrs

5 Fuld by hand
B1

DAILY STRENGTH RETURN

ESTABLISHMENT PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
	5	191	196	18	58	1 OR from Details

ATTACHED PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
	-	2	2	4	-	

15/9/16

5th Div. Engrs.

2 Div. Engrs.

DAILY STRENGTH RETURN

5 Field Coy Engrs B1

ESTABLISHMENT PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.	5	197	202	18	58	2 O.R. from Hospital.

ATTACHED PERSONNEL

UNIT	OFFRS	O.R.	TOTAL	HORSES	MULES	REMARKS
5TH. ENGINEERS A.I.F.	-	2	2	4	-	

17/9/16

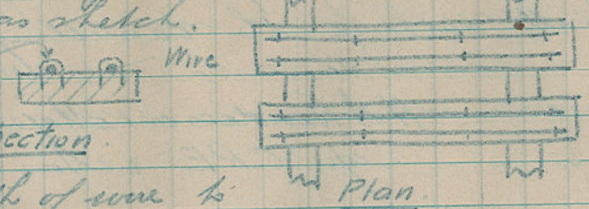
W A Henderson Major,
O.C. 5th Engrs.
A.I.F.

5th Field Coy R.E. By 2.

In the AUSTRIAN RECORDS SECTION
CLASSIFICATION 863-2/98 SUB-SECTION

To C.R.E 2 Aus Div

I have noticed that the metal expand on the duckboards has worn completely thro' in places and is now a danger instead of a help to the men. I would advise that these duckboards be prepared in the yard before they come out here in the following manner. Have quantities of 17°8 gauge wire cut in length to equal the width of duckboards & have them (the wire) secured with good strut staples to the boards as sketch.



Section.

Plan.

One length of wire to each slat would probably suffice but two would be much better.

W.A Henderson Major.
O.C 5 Field Co R.E

16/9/16

5th Infy Bde. In the Field

By

To C.R.E 2 Aus Div

(1) re Deep Dugouts in New Byland St. Lovers Walk & off Vigo St. — I have seen Gen Holmes and he approves of positions but does not think that the continuous shifts can be arranged. I am going to see the Battalion Commanders + Gen Holmes together and see if it can be arranged by bringing in some of the people in ~~rear~~ the Battalion in rear.

(2) I have arranged to get all trenches marked and routes made clear. Three boards I hope to have up to night.

(3) re O.P. Steele is to go round the line with Col Cohen this evening to decide positions etc. Steele will report direct to you.

W.S. Henderson Major
O.C. 5th Field Co

16/9/16

2nd Aust Div Engrs

6th FIELD COMPANY.

Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title Pages will be prepared in manuscript.

WAR DIARY
or
INTELLIGENCE SUMMARY

6th Field Coy Engineers A.I.F.

(Erase heading not required.)

Army Form C. 2118.

135

VOLUME V

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
MONTRELET	3.9.16		Company marched from MONTRELET to LONGUEVILLETTE.	Map. LENS. 11
LONGUEVILLETTE	5.9.16		Company marched from LONGUEVILLETTE to DOULLENS and entrained at 8 pm	"
PROVEN	6.9.16		Company detrained at PROVEN (BELGIUM) at 6 30 am & marched to billets at WIPPENHOECK	Map. 5A HAZEBROUCK.
YPRES.	8.9.16		Three sections marched to YPRES and took over works from the DURHAM R.E's of 4th British Division. Brigade on our right:- 1st AUSTRALIAN. Brigade. Brigade on our left :- 86th British "	
YPRES.	20.9.16		2/Lieut. RENSHAW. HC taken on strength to complete establishment.	

AUSTRALIAN WAR MEMORIAL RECORDS SECTION CANBERRA CLASSIFICATION SUB-SECTION
B741 5/5/47

18.9.16

CRE 2nd Aust. Div.

There are two alternative practicable routes for main communication trenches from MOUNT SORREL locality towards LAKE ZILLEBEKE.

(a) Roughly from 30 A 5.1 via 30.A.0.½, 29.6.5.2, between BATTERSEA and KNOLL FARMS to KNOLL ROAD at about 23.C.3.1

This trench if made defensible would abolish the gap and T heads from it might be held without interference to traffic. Drainage would not be difficult.

(b) from DAVISON STREET at about 24.D.2.1 along southern slope of OBSERVATORY RIDGE below RUDKIN HOUSE and thence towards BATTERSEA FARM. This also could be drained but does not serve MOUNT SORREL locality so well as (a) and would be under observation from HILL 60 at a number of places.

I would not recommend using THE BELT as you appear to suggest from your reference 30.A.0.6. It is very low lying and its position is accurately known by the enemy.

FOSSE WAY forward of BATTERSEA FARM is hardly worth saving.

If foregoing information is not sufficient I could go up this evening to ascertain any further points if notified in time.

H.C. Harris Major
OC 6th Field Co. R.E.

Hope to start work reports tonight. Working parties very scanty.

13. 9. 16

From O.C. 6th Field Coy A.E.
To C.O. 18th Batt.

AUSTRALIAN WAR RECORDS SECTION
CLASSIFICATION B 195/5/47 SUB-SECTION

Corrugated iron available at various dumps as follows:-

GORDON HOUSE DUMP — 100 sheets
ZILLEBEKE DUMP — 150 —

The iron at SANCTUARY DUMP has been sent up for use in CRABS CRAWL and new comm. trench north of TOR TOP tonight, so please don't take that or our nights work will be seriously disorganised.

For 70 yds of trench you will require 70 sheets of corrugated iron.

A few BW concertinas at every back dump.

W. Harris Major
O.C. 6th Field Coy AE

DIST. B SECTION
CLASS SUB-SECTION
5 45 5 4

13.9.16

From OC 6th Field Co AE
To Staff Capt. 5th AI Bde

Will you please arrange for party of 100 infantry with complement of officers etc to report to Lieut CALCUTHRIST or representative at north end of BUND at 7.30 pm. tonight to improve forward communication on Right of 18th Bn Sector.
No tools required at rendezvous.
Last nights party of 80 was cut down to 47. In this connection I beg to point out that unless the best possible use is made of the short time now remaining before bad weather sets in the forward defence area will be almost impassable in winter. The working parties at present being supplied are far too small considering the urgency and amount of work to be done.

W C Harris Major
OC 6th Field Co AE

AUSTRALIAN WAR MEMORIAL
RES SECTION
B 545/6/18
CLASSIFICATION
SUB-SECTION

16.9.16

CRE 2nd Aust Div

Re proposed C.T. to trench 48 the only parts which present any difficulty are of course the reentrant ~~xxxx~~ running up in a northerly direction from SQUARE WOOD and ARMAGH HOUSE, particularly the former which is waterlogged now at ground level. In these places it would be inadvisable to carry the trenches deeper than 3 or 4 feet which would of course render low breastworks obligatory. It is considered however that the advantages to be derived from having a defensible communication across the gap outweigh the disadvantages of breastworks.

That portion of the trench shown in blue running forward to BATTERSEA FARM is now dug to about duckboard level, and if the scheme be approved I would recommend that the Pioneers be started at once on the revetment of this, which will also be of use in the proposed reclamation of "X" Trench. They could also go on at once with the partly dug section between KNOLL FARM and "X" Trench, but this will require deepening and a few side drains before being revetted.

(2)

The portion of "X" trench proposed to be utilised as part of the new C.T. will require very little work to be made serviceable.

The forward portion on the western slope of Mt. SORREL which is shown in blue represents roughly the existing flanks of the Mt SORREL locality covering the gap.

About half of the portion shown in red would have a good field of fire and there should be little difficulty in sapping forward to form T heads and eventually a new front line. When the latter is attained a number of mine sets dug outs should be constructed at once on the spurs.

McHarrie Major
OC 6th Field Co AE

CLASSIFICATION SUB-SECTION

18. 9. 16

From OC. 6th Field Coy A.E.
To OC 2nd Can. Tunneling Coy

Re yours of yesterday. I have asked C.R.E. to supply the carpenters you asked for at once.

As we can apparently use more 5ft x 2ft 6 in sets than you are able to supply it would greatly facilitate your organisation of work if you could inform me daily as to the number of sets you can give me. We can use anything up to 150 sets per day as soon as it becomes available.

Could you also let me have a rough sketch to answer attached query from CO of our right battalion?

Major
RC Harris
OC 6th Field Coy AE

AUSTRALIAN CLASSIFICATION B545/6/48 SUB-SECTION

18. 9. 16

Recd. Corrdie

C.R.E. 1st Coy AE

Your section will be relieved at 8 pm. tonight by 2 sections of No 3 section with infantry. Your rations will be forwarded at the billets here. Please send some one down to look after them if you consider it necessary.

I hear the sides of the drain are beginning falling in still more and that they are not yet revetted. This work must be pushed on with — if it had been done yesterday there would be less work and no need to work in the rain.

Pte STODDART has been instructed to locate all existing dug outs in vicinity of RED DRAIN and HALIFAX ST. Please give him any information you possess especially re location of MG post and OP.

RC Harris Major

AUSTRALIA
B545 | 7 | 307
CLASSIFICATION SUB-SECTION

From. OC 6th Field Coy
To 5th Aust Inf Bde H.Q.

I regret to have to report very little progress on tunnels and deep dug outs at OBSERVATORY RIDGE and MOUNT SORREL owing to repeated failures of the permanent infantry parties requested to report. At MT SORREL yesterday we had no infantry assistance from 1 pm until 3 a.m. this morning and I do not yet know whether or at what time any parties reported this morning.

At OBSERVATORY RIDGE (REDAN locality) the 7 p.m. relief did not report last night.

As this work is of a most urgent character, and will save more lives in proportion to actual man labour expended than any other class of work in our area I would recommend that an example be made of any man who may have been instructed to do this work and failed to report.

I have to report further

(1) Of last nights carrying party of 1 Officer 3 N.C.O's and 40 men a party of 12 men disappeared almost immediately after reporting, and a further 3 were dismissed on account of sickness at about the same time.

(2) Of this mornings party of 3 N.C.O's and 30 men (requested) only 17 including 2 N.C.O's reported. Of these 1 Sgt and 8 others refused to work after 10 a.m. stating that he had received different instructions to the standing arrangement of 6 hours actual work.

An obvious result of (1) is (a) that Mt SORREL DUMP is much larger than usual today, thus possibly attracting notice and endangering the lives of tonights parties.

(b) Insufficient materials were carried up for todays work if todays parties had been up to strength.

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

AUSTRALIAN INTELLIGENCE SECTION
CLASSIFICATION
B545/8/177

23.9.16

From. O.C. 1st Field Co. A.E.
To C.R.E. 1st Aust. Div.

Work done to-date by or under the supervision of this Company is briefly as follows:—

1. Adam Tunnel System:- Previous workings drained and continued by about 150 feet of 5'x2'-6" and 38 ft of 4'x2' galleries. 1 Artillery OP in connection with system complete. 1 13'x6'-6" dug out practically complete and a second started. Permanent party having now arrived it is hoped to make much more rapid progress. ~~The~~ majority of labour will be employed on increasing dug-out accommodation and extending main gallery westward under track on south side of OBSERVATORY RIDGE ROAD. A detailed survey of area is now being made and it is hoped that complete proposals may be ready for submission to you in two days.

2. Mount SORREL locality:—

During the week that we have been on this area the work done has been limited in both scope and quantity. Three & four deep dug outs started by 1/1st Field Co. are being continued by permanent shifts of sappers and sporadic infantry assistance, but owing to water troubles are still only about one third complete. It is hoped that the dug outs will be drained after connecting up by a small tunnel opening to the rear, but this cannot be made until the dug outs are nearly complete.

Communication trenches in rear of 43 and 50 have been reopened with considerable trouble, graded and about 100 yards of revetment placed. Progress is very slow here owing to the difficulties of carrying out daily work and at the same time avoiding observation. A duckboard track has been laid from CANADA ST. to road near SORREL DUMP, and a second one along an alternative route is being laid tonight

The front line of the whole right subsector has been surveyed and pegged for drainage.

RIGHT of MT SORREL :- As a communick and temporary front line covering the gap a trench 520 yards long had been dug from about I.30 a.5.2 to FOSSE WAY. Trenches averages 4'-6" deep x 2'-6" wide but about 200 yards have been deepened and widened to take "A" frames. The work of revetting this has now been handed over to the Pioneers and as they progress it is intended to employ Infantry parties to keep the trench ahead of them ready to receive "A" frames.

CENTRE SUB-SECTOR :- While employed here we cleaned out WINNIPEG ST from CRAB CRAWL to TIGER ST. ditto CRAB CRAWL plus starting revetment made and pegged a path from SANCTUARY DUMP to CRAB CRAWL and dug new TOR TOP to about 6 feet deep & ~~2'~~ 3ft wide (average).

MM Lt.-Col Major

7th FIELD COMPANY.

Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title Pages will be prepared in manuscript.

WAR DIARY
or
INTELLIGENCE SUMMARY
(Erase heading not required.)

Original

Army Form C. 2118.

148

SEPTEMBER 1916

VOLUME IX

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Albert	1-9-16	10 am	Company moved to WARLOY.	
Warloy	2-9-16	10 am	" " " VADENCOURT.	
VADENCOURT	3-9-16	10 am	" " " AMPLIER via TOUTENCOURT - PUCHIEVILLERS - MARIEUX - SARTON. ORVILLE	
			arrived 6 pm. Billeted. Reinforcements received.	
AMPLIER	5-9-16	7 pm	Drivers - Nos 1 & 2 Sections moved to AUTHIELE.	
"	5-9-16	8.30 pm	Nos 3 & 4 Sections " " "	
AUTHIELE	5-9-16	8.30 pm	Entraining Commenced. Completed 11.40 pm.	
GODESWAERSVELDE	6/9/16	6 am	detrained & moved into billets.	
"	9/9/16	morning	Training - rifle exercises carried out.	
"	10/9/16	10 am	moved to G13.d.2.3 between RENINGHELST AND VLAMERTINGHE. and took over camp from 2nd Field Company.	

ASSIT... SUB-SECTION

EXTRACT

FROM Subsequently compiled brief history of 7th Field Coy, A.E.

WAR DIARY OF ..... FOR September 1916. PAGE 27.

BANGALORE TORPEDOES.

Training included extended experiment with French Bangalore Torpedoes and gear, culminating in a demonstration in effectiveness, suitability and comparison with ordinary pipe torpedo.
For the prupose of these experiments 50 yards of wire, 8 yard wide was erected at BALMART, half on wooden and half on corkscrew pickets. In general the French Torpedo was found effective in clearing a track 16 to 18' wide for the length of the torpedo, through the wire (2½lbs of amonal to foot run of torpedo). The pipe (2" - 1½ lbs per foot per foot run) was effective in clearing a track at least 12' wide through the wire. Both were more effective against wooden or corkscrew pickets. The general conclusion and recommendation was that the French Torpedo, though very useful in special conditions, was too complicated and had too many parts to get lost for use in average active service conditions. The pipe was declared simple and efficacious and incolving not a great deal more of the personal equation.

2nd SIGNAL COMPANY.

From Q.

SIGNALS. No. Date. 7/9/16 2nd AUSTRALIAN DIVISION.

HEADQUARTERS, 1ST ANZAC. 134/20.

HEADQUARTERS 2nd Australian Division 68/207

To 2nd Aust Div:

Could you please arrange for 9 men to be attached from 1st Anzac Cycling Pln to this Coy as Messengers.

Attached is a nominal roll of men who were with this Unit previously, & who are well acquainted with the duties required of them.

R W Goldsbury

O.C. 2ND AUST. DIV. SIGNAL COMPANY

8th Sept 1916

1st Anzac A.

Forwarded. It is requested that these men be made available

A Aa

SEP 9 Recd

9/9/16

Brigade Major Australia

HEADQUARTERS, 1ST ANZAC. 175/165

SECRET. G37/94

AUSTRALIAN WAR RECORDS SECTION C4125/8/38 CLASSIFICATION SUB-SECTION

2ND.. AUST. DIV. SIGNALS.

SCREENING BUZZERS.

INSTRUCTIONS.

Reference Map. - ZILLEBEKE 28.N.W.4 and N.E.3.(parts of)

Screening buzzers are installed at the following places in 2nd Aust. Div. Area:-

	BUZZER.	EARTHS.
No.1	I.24.b.4½.5	(I.24.b.3.6 (I.24.b.8½.½
No.2	I.24.d.6.4	(I.24.d.9.6½ (I.24.d.7.2½
No.3	I.30.b.6.8½	(I.24.d.6.1 (I.30.b.2½.5½
No.4	I.30.a.8½.2½	(I.30.a.9¼.4 (I.30.c.7.9½

Battalion Signal Officer of Centre Battalion in the line is responsible for Buzzers Nos. 1 and 2, and Battalion Signal Officer of right Battalion in line for Buzzers Nos. 3 and 4. These Battalion Signal Officers will report daily at 8 a.m. to Brigade Signal Officer that the apparatus is in working order. In the event of any instrument getting out of adjustment, it will be sent to Brigade Signal Officer for repairs. New cells will also be supplied by Brigade Signal Officer.

Buzzers are to be kept working, except when instructed in writing by Brigade Signal Officer to be switched off.

In the event of Battalions responsible for Buzzers being relieved, the apparatus, together with these instructions, are to be handed over to Battalion Signalling Officer of relieving Battalion.

Relieved Battalion Signal Officer is to report to Brigade Signal Officer that he has handed over Brigade copy of these instructions to be passed to relieving Brigade Signal Officer.

Brigade Signal Officer of Brigade in line is to report at 6 p.m. every Wednesday to O.C.,Signals as to how sets are working.

These instructions are not to be taken further forward than Battalion Headquarters.

(Sgd.) R.H.GOOLD, Major,
O.C.,2nd Aust.Div.Sig.Coy.

SECRET

Position of Jamming Buzzers
2nd Aust. Div. Area
Guide G. of 16/9/16

S.P.17

WOOD

Gourock Road

Maple Street

Vince Street

Lovers Walk

SANCTUARY

Warrington Avenue

Bydand Ave.

Border Lane

Fort Street

Hill St.

Bombing Post

Bombing Post

Cross Trench

Vigo St.

Winnipeg St.

Vancouver Ave.

Top. Top.

Sanctuary Wood Dump

Signallers Dugout

Stafford St.

Observatory Ridge

St Peters Street

Redan

Halifax Extension

Davison

Kirby St.

Winnipeg Street

Hedge St.

Belt

Rudkin House

ARMAGH WOOD

SORREL

Armagh House

MOUNT

Halifax Trench

RIDE

GREEN JACKET

BUZZER

BUZZER

BUZZER

BUZZERS shewn thus E

EARTHS " " E E

COPSE

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K

L

M

18.9.16.

Pigeon Case at L.22.a.5.7

1. Visited farm where pigeons were stated to have risen. ~~They are~~
Pigeons were kept at this farm, but in accordance with military regulations.
They were not carrier pigeons.

2. Owner of farm, FLEURBAAI, Henri, 33, Chemin d'Abeele, showed us his authorisation to keep pigeons, which we found quite in order.

3. Corpl. BISHOP informed us that, contrary to statement in our hands, he was not a pigeon expert.
He did not think it necessary to make a report, but his officer wished him to do.

14

[P.T.O.

2. 18.9.16

as he was under the impression that no civilian was allowed to keep pigeons of any sort.

Conclusion.

We are of the opinion that there is no ground for suspicion and no irregularities of any sort.

H. M. Bromwich.
N. H. Schneider.

16

2 Aust ASC

Attached please find list of all Signal Offices stationed within danger zone of this Divisional area, giving map location and unit at present in occupation.

The delay in compiling this return was caused by some of the Artillery Stations only recently being decided.

22/9/16
Rec. 6.15 pm.

P M Ford
OC 2 Aust Sig Sec

MES

No. of Message

Code ... m. | Words

Service Instructions

Office of ... Recd. at ... m.

Date

At ... m.

To ...

By ... (Signature of "Franking Officer.") From ... By ...

TO 2nd Aust Div

Sender's Numb.r.	Day of Month.	In reply to Number.	AAA
* Ay.B.66	23rd	G.456	

List of Position calls was
handed over to Relieving Division

2 Copies

R9.15 a.m.

From 2nd Aust Div Signal Coy.

Place

Time

The above may be forwarded as now corrected.

(Z)

Censor. Signature of Addressor or person authorised to telegraph in his name.

* This line should be erased if not required.

AWM26