

**AWM4**

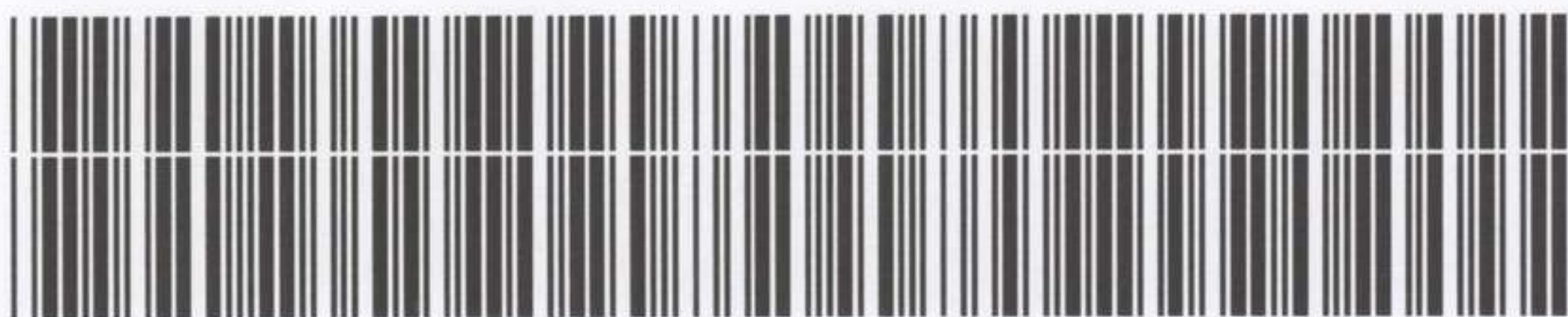
**Australian Imperial Force unit war diaries,  
1914-18 War**

Supplies & Transport

**Item number:** 25/35/1 Part 2

**Title:** 1st Australian Railhead Supply  
Detachment

September 1914 - September 1918 Duplicate



AWM4-25/35/1PART2



WAR DIARY.  
Railway Supply Detachment, 11th Coy., Aust. Army Service Corps.

RAILHEAD SUPPLY  
DETACHMENT.

Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

From  
Commencement  
of the war  
until  
16-9-14.

The Lines of Communication Units of the First Australian Expeditionary Force formed in Australia at the commencement of the War included a Railway Supply Detachment. It was arranged for this Unit to be raised in the Second Australian Military District (New South Wales) and Lieut Milne, then an Officer in the Commonwealth Intelligence Corps and holding the position of Traffic Inspector in the New South Wales Government Railways, was commissioned to form such a Unit.

It was asked that this Unit be recruited in the shortest possible time as it was the intention of the Commonwealth Military Authorities to despatch it to Great Britain as soon as it could be got together.

*Mobilisation  
Store Table  
attached - See  
Appendix No 3.*

*For Nominal  
Roll of original  
members and  
Subsequent  
strengths, staff-  
changes, promotions,  
transfers, casualties  
etc. See Appendix  
No 1.*

17-9-14.  
Formation, Or-  
ganisation and  
training of  
unit until  
embarkation.

The first of the recruits entered the newly-formed Army Service Camp at "The Warren", Marrickville, Sydney, on the 17th September, 1914, and within four days the necessary number of men were forthcoming, specially chosen from the staff of the New South Wales Government Railways, each Branch of that Department being represented.

The Unit was designated the "Railway Supply Detachment, 11th Company, Australian Army Service Corps." The establishment of the Company was laid down as 1 Officer (Captain or Lieut.), 5 Staff-Sergeants and 56 Privates.

The arrangements regarding the immediate despatch of the Unit overseas were subsequently cancelled and the Company thereupon settled down seriously to the work of general training in Army Service drill and duties, musketry, as well as that bearing on the special class of work that it would be called upon to perform in the field.

The equipping of the Unit not being completed in time, it was found impossible to despatch it with the First Australian Expeditionary Force in October, 1914, and it was therefore delayed until the despatch of the Second Australian Expeditionary Force which left the shores of Australia in the following December.

19-12-14.  
Departure of  
Unit from Aus-  
tralia until  
arrival in  
Egypt.

The Unit together with its first reinforcements (three) boarded H.M.T. "Berrima" (No. A.35) in Sydney Harbor about 10a.m. on the 19th December, 1914.

The following table shows the ports of call and the times of arrival and departure during the voyage from Sydney to Alexandria.

	Date.	Arrival.	Departure.
Sydney....	19-12-14	"	2. Op.m.
Melbourne.	21-12-14	4. Op.m.	
"	22-12-14		4. Op.m.
Albany....	28-12-14	7. 0a.m.	
"	31-12-14		8. 0a.m.
Colombo...	13-1-15	10. 0a.m.	
"	15-1-15		9. 0a.m.
Aden.....	23-1-15	8. 0a.m.	
"	24-1-15		5. Op.m.
Suez.....	28-1-15	6. Op.m.	
"	29-1-15		10. 0a.m.
Ismailia.....	30-1-15	9.0a.m.	
"	31-1-15		11. 0a.m.

---1---

-Port Said-



War Diary - R.S.D., 11th A.A.S.C. (Contd.)

Dates and subjects.	Summary of events and information.	Remarks and references to appendices
	<p style="text-align: center;"> <u>Date.</u>      <u>Arrival.</u>      <u>Departure.</u> </p> <p> Port Said 31-1-15      7.30 p.m.  "      1-2-15      5.0.p.m.  Alexandria 2-2-15      8.0 p.m.  ----- </p> <p> The total time occupied by the journey from Sydney to, Alexandria was 46 days.  The balance of the fleet, eighteen ships in all, which formed the Second Australian Expeditionary Force and First New Zealand Expeditionary Force, were picked up at Melbourne and Albany.  Perfect weather prevailed throughout the trip.  While at sea the Company occupied itself in practising Morse and Semaphore signalling; receiving instruction by lecture; rifle drill; First Aid; Ship's Guard; Physical exercises; Sports. In this latter connection the Company more than held its own, winning a majority of the events. Boxing was a sport greatly indulged in.  There were about 1,100 troops on board the "Berrima", mostly composed of small formations such as Light Horse and Infantry details, Engineers, A.A.S.C., and A.A.M.C. units.  Immediately after leaving Sydney Lieut. E.O. Milne appointed three lance-corporals.  An interesting item in connection with the trip was the presence of the Australian Submarine, "A.E.2" (afterwards lost at the Dardanelles), which was towed by H.M.T. "Berrima". </p>	
2-2-15 Arrival at Alexandria and Cairo; training and work performed at Abbassia Camp.	<p> The "Berrima" arrived at Alexandria on the morning of the 2nd February, 1915, and the Unit disembarked and entrained on the morning of the 3rd. After a pleasant trip in the train, the Unit found itself late in the afternoon at Cairo, from where the train proceeded to Abbassia Barracks' Siding, the place of disentrainment. A march of about two miles followed passing through Abbassia Military Barracks, to the newly-formed Australian Camp situated on the desert between the Abbassia Barracks and the beautiful town of Heliopolis.  General training on the desert sands, musketry camp duties, guards, with occasional loading and unloading work at the railway siding, engaged the attention of the Unit during its stay at Abbassia Camp.  On the 23rd March 1916, the O.C. Lieut Milne was promoted to the rank of Captain.  The Second and Third reinforcements joined the Company on the 5th April, 1915. </p>	
23-3-15		
5-4-15		
19-4-17 Departure from Abbassia for Zeitoun Camp; training and work performed Departure for Gallipoli.	<p> On the 19th April the Company was transferred to Zeitoun Camp where Captain E.O. Milne was appointed temporarily to control the details of A.A.S.C., Engineer and Signal Units, i.e. men of those units who, from wounds, sickness or other causes had become detached, and reinforcements about to join their Units, being responsible for all matters relating to their arrival and despatch, training, discipline, pay, rationing, etc. In the administration of these details, Captain Milne was assisted by the Company. </p>	



Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

While still remaining in charge of the A.S.C. Engineer and Signal Details at Zeitoun Camp, Capt. Milne was on the 3rd May, 1915, appointed to the position of Railway Transport Officer, Cairo, and with the assistance of members of the Company, carried out these additional duties until the departure of the Unit to the Gallipoli Peninsula on the 25th June following.

The duties of Railway Transport Officer, Cairo, as the name signifies, involved the supervision and arranging of all transport in connection with the movement of troops, animals, supplies, baggage, etc., which affected Cairo and the surrounding Military Camps.

The Fourth and Fifth reinforcements joined the Company on the 14th May, 1915.

Another work carried out by the Company while at Zeitoun Camp was the supervision, loading, conducting, and delivery to the Base at Alexandria, of all baggage left behind at the Base Camps in Cairo after the Australians and New Zealanders had departed for the Gallipoli Peninsula.

After the landing at Anzac had been made, the members of the Company became very discontented at not having participated in that glorious feat of arms, and with the hope that their despatch might be hastened, they volunteered to go into the infantry. Representations to the authorities had previously been made by Captain E. O. Milne asking that the Unit be sent to Gallipoli immediately, but Colonel Owens, Commanding Lines of Communication, stated that the Unit were doing too valuable a work for them to be sent away at that moment. However, repeated requests had their desired effect with the result that on Saturday, 25th June, 1915, the Company (1 Officer and 66 other ranks) moved out of Zeitoun Camp to Helieh Railway Station en route to Alexandria by train for embarkation.

25-6-15.

Departure for Gallipoli, arrival at Lemnos, arrival at Gallipoli; description of supply system; work performed by Unit; conditions of living. Casualties, sickness. Re-establishment of Unit. Evacuation of Anzac.

The Unit arrived at Alexandria on the night of the 25th June and boarded H.M.T. "Minnewaska" during the early hours of the following morning. The Minnewaska sailed out of Alexandria Harbor on the same day (26th) and two days later, after a pleasant trip, steamed into Lemnos Harbor, rather Mudros Harbor on the Island of Lemnos. The following evening (29th June), one half of the Company with Captain E. O. Milne in charge boarded H.M.S. "Clacton" and left for Anzac, arriving off Anzac Beach in the early hours of the following morning (30th June), the intention being to land that morning. However, our friend the enemy was to have a say in the matter and instead of landing its troops, the "Clacton" was forced to retire out of range of a Turkish battery, known as "Beachy Bill", firing from Olive Grove on the right flank of Anzac. Another attempt was made to disembark about four o'clock that afternoon with the same result and it was then decided to stand off and make the landing under cover of darkness. This was done and by midnight the work of disembarkation was completed, (30-6-15)

The other half of the Company under Warrant Officer Antik embarked on the "Prince Abbas" and left Mudros Harbor on the evening of the 30th June and arrived off Anzac four or five hours later. The disembarkation commenced at Daybreak



Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

next morning (1st July), the troops being transferred from the "Prince Abbas" to lighters which were towed ashore by Naval tugboats. The landing took place without mishap although the lighters were fired on by the aforementioned Turkish battery.

The total strength of the Company at the time of landing was 1 Officer, 65 other ranks.

The Company got busily to work the first day (1st July, 1915) building dugouts and shelters and by the same evening they were more or less respectably housed, the result of their labor being very creditable in view of the fact that the building material available was "officially" nil.

The Unit commenced its work immediately, but before dealing further with this question it will be necessary, in order to better understand it, to give a short description of the system of supplies then in existence at Anzac and the changes in this system that took place subsequently.

Alexandria was the overseas base from which store ships were loaded and despatched to Kephales Harbor, Imbros Island, which is just opposite Anzac Beach, the distance between the two being about 12 miles.

The store ships in this Harbor formed the Advanced Base and Railhead combined from which the supplies were unloaded into barges and towed across to Anzac by Trawlers and Tugboats. There were two supply dumps on Anzac Beach, that of the First Australian Division and the other of the Australian and New Zealand Division. The supplies were sent direct from the store ships to these formations in accordance with each one's requirements. On arrival at Anzac the rations were carried by fatigue parties to their respective dumps which were adjacent to the wharves. From these two dumps the rationing of the whole of the troops in the Anzac Sector took place, the Indian Mule Corps transporting the daily ration as near as circumstances would allow, from which places it would be taken by pack-mule or fatigue party for the remainder of the distance.

to the line

When the plans were drawn up for the August offensive, the intention of which was to make a dash across the narrow neck of land separating Anzac from The Narrows and to capture the latter, the whole question of supplies to meet the new conditions

had to be gone into. It was decided to create a large reserve of rations at Anzac from which the supplies would be taken across the intervening country by pack mules to feed the troops who would have thus advanced to the Narrows side. This system was to be followed until arrangements could be made to create a supply base on the Narrows side of the Peninsula.

The necessary reserves were landed and stacked and Major Izod, who had controlled the despatch of supplies from the store ships in Kephales Harbor, was brought to Anzac as Reserve Supply Officer, in which work he was assisted by Captain E. O. Milne.

The Supply Depot of the First Australian Division was then transferred to Brighton Beach, on the right of Anzac Beach, the supplies for this Depot being furnished from the Reserve Supply Depot at Anzac.

The August offensive having failed, it became



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
	<p>necessary to reconsider the question of supplies. The advance of the forces on the left flank of the Anzac Sector and the junction of these forces with those from Suvla practically freed from direct enemy fire the country lying on the sea side of the Main Ridge, between Ari Burnu, the point at the northern end of Anzac Beach, and No. 3 Outpost, at the northern extremity of Walker's Ridge. The supply Depot of the Australian and New Zealand Division was therefore transferred from Anzac Beach to No. 2 Outpost about two miles to the north.</p> <p>On the arrival of the 2nd Australian Division and the 54th Imperial Division in August, their Depots were similarly dealt with, the former going to Brighton Beach with the First Australian Division and the latter being established on the left with the Australian and New Zealand Division.</p> <p>Rationed with the 5th Division was the 29th Indian Brigade.</p> <p>The supplies were still being brought from the ships in Kephales Harbor, but instead of the rations being sent direct to their respective Divisional dumps, they were sent in bulk in accordance with the demands of the Reserve Supply Officer at Anzac and placed in the Reserve Depots on Anzac Beach. The Divisions thereafter made their demands on the Reserve Supply Officer and their supplies were issued from the Reserve Dumps.</p> <p>This system obtained until about the middle of November when, in accordance with programme, the reserves at Anzac were worked off and the whole of the supply reserve supply work transferred to a spot opposite Walker's Pier on North Beach where a large reserve ration depot had been created. From this time on the rationing of the Divisions was operated from this depot. All that remained on Anzac Beach was the Medical Comfort Store, the Beach Detail Store and a small reserve dump. All rations required for the Anzac Beach detail supply depot were transported by mule wagon from the Walker's Pier Depot.</p> <p>The ultimate intention was to connect Anzac with Suvla by light railway (about 7 or 8 miles) and to land supplies from the store ships in the somewhat sheltered harbor of the latter place, the supplies for Anzac being sent round by rail. By this means the chances of a breakdown in the supply organisation for Anzac would be reduced. A breakdown could easily have occurred under the then existing conditions owing to the ration bages finding it impossible to approach Anzac Beach or for that matter cross the sea in stormy weather. On two occasions had this previously happened when Anzac found its supplies cut off for several days during a particularly stormy period, the wharfage accommodation at Anzac being greatly damaged.</p> <p>The railway scheme was partially carried out, about three miles of light railway being laid, extending from Brighton Beach on the right of Anzac to No. 2 Outpost on the left.</p> <p>Following on the decision to evacuate the Peninsula, the whole scheme was allowed to drop and the system then in force remained until the final evacuation took place.</p>	



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
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The first work that the Unit turned its attention to on arrival at Gallipoli was the building of three large reserve ration dumps. Captain E. O. Milne was placed in charge of this work, the labor being supplied by the Unit with the assistance of the 2nd Australian Depot Unit of Supply and nightly infantry fatigues. The work could only be carried out at night time for two main reasons, viz., because unloading from the ration barges during the day time would cause serious congestion on a narrow strip of beach already overcrowded with traffic and also because it would have to be done under direct enemy observation and would therefore have been subjected to heavy enemy fire thus swelling the already heavy beach casualty list. The interruption which would have taken place from the latter cause alone rendered impracticable the carrying out of the work by day.

No. 1 Reserve Dump was built in Anzac Gully about 150 yards from the Beach. In this narrow Gully a space had to be cleared and levelled entailing much digging and foundation work.

The work of carrying the rations, which had all to be man-handled proved a most arduous task. Each case, some of them, such as those containing bacon, weighing up to say 140 lbs. gross, had to be carried from the end of the pier, a distance of at least 200 yards, the last 100 yards or so up Anzac Gully, mounting on a heavy grade of, say, one in <sup>three</sup> six. The dimensions of this stack when finished measured approximately 25 yards by 10 yards with a height of about 20 feet. The outside walls were constructed with cases of biscuits two cases thick and interlaced on the square principle. The interior was filled with the balance of the commodities: preserved meat, bacon, cheese, sugar, tea, etc., which form the daily ration.

After No. 1 Reserve Dump was completed, No. 2 Dump, similar to No. 1, was built at the right end of Anzac Beach, followed by No. 3 Dump on the left end of the Beach.

The whole of the three dumps were finished in about three weeks.

The Unit were continually engaged on this work night after night, commencing as soon as the barge came alongside the pier, which was generally about 10 p.m. and working until daylight. This heavy and continuous work would have broken down the strongest of men, even under ordinary conditions of life, but here living was of the roughest character; the food was mainly biscuits and preserved meat; sleep during the daytime was almost impossible owing to the extreme heat and the annoyance caused by the presence of millions of persistent and biting flies who took a delight not merely in annoying but attempting to eat alive anyone who attempted to sleep during the daytime. These things were bad enough apart from any other annoyance - they might be termed the "outer-exterior" plagues. To these were, however, added the "inner-exterior" plague in the form of vermin that contributed in no small way to the general discomfort. Enteric fever had also broken out and every man was affected in a greater or lesser degree. All these things had a terribly weakening effect on the men and one by one many of them



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
	<p>fell ill and had to be sent away, with the result that two months or so afterwards found the strength of the Company reduced from 66 to 38 all told, the losses being made up as follows:-</p> <div><div><div><div>Killed..... 1</div><div>Died of Enteric... 1</div><div>Wounded..... 3</div><div>Sick..... 23</div><div>Total..... 28.</div></div></div></div>	
	<p>After the Reserve Ration Dumps were finished the duties of the Company became many and various. They were mainly:-</p> <ul style="list-style-type: none"><li>Receipt and distribution of all supplies received at and issued from the Reserve Supply Dumps on Anzac Beach.</li><li>Assistance in loading of Mule Transport of rations for Divisional Depots.</li><li>Control, distribution and Guarding of Anzac Beach Water Supply..</li><li>Control of Anzac Beach Detail Store.</li><li>Control of Medical Comforts Store.</li><li>Conducting of ration barges to and from Imbros Island.</li></ul>	
	<p>In connection with this latter work it might be mentioned that Warrant Officer Antill was mentioned in despatches for his good work in the salvaging under great difficulty a large quantity of supplies from a barge which had broken away from the trawler towing it during rough weather, the barge itself eventually becoming swamped and sunk.</p>	
	<p>The Unit also supplied clerical assistance to the Headquarters, First Australian Division and to the Reserve Supply Officer</p>	
11-10-15	<p>During the Lone Pine attack members of the Unit gave voluntary assistance in stretcher bearing.</p> <p>On October, 11th, 1915, Captain Milne took over the duties of Major Izod as Reserve Supply Officer owing to the latter Officer having been evacuated ill.</p>	
3-11-15	<p>On 3rd November, 1915, Captain E.O. Milne was appointed to the temporary rank of Major whilst performing the duties of Army Corps Reserve Supply Officer.</p>	
9-11-15	<p>Dating from 9-11-15, Lieut. W. F. Spencer, 1st Australian Depot Unit of Supply, was promoted to the rank of temporary Captain vice temp. Major Milne and appointed to Command the Railway Supply Detachment.</p>	
16-11-15	<p>On 16-11-15 Warrant Officer Antill was attached to the staff of Capt. Littler who was then in charge of the whole of the Water Supply and Distribution in the Anzac Sector.</p> <p>The Water Supply had by this time been placed on every satisfactory footing. A pumping station had been constructed on the Beach by which means the water was pumped from water barges, which were brought from overseas, to a large reservoir with a capacity of 48,000 gallons, situated on the northern side of Anzac Gully at a height of about 200 ft.</p>	<p>above -from-</p>



Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

above sea level. By means of a system of pipes water was thus gravitated or pumped to tanks situated at various points in the sector for distribution.

A large condenser for the condensing of salt water was also constructed but before it was ready for use much of it was destroyed by enemy fire, and following on the decision to evacuate the position, the work of repairing it was not proceeded with.

An artesian boring plant was also given a trial without success.

Warrant Officer Antill's work in this connection consisted of the supervising of all outside arrangements. It was his duty to see that the tanks were regularly filled and that the pipe system was kept in good order. In this latter connection much trouble was experienced towards the end of November during the extremely cold weather owing to water freezing in the pipes and causing them to burst.

For the manner in which he carried out his duties, Warrant Officer Antill earned the high commendation of the O.C. Water, Captain Littler.

Towards the end of November the establishment of the Unit was increased by 2 staff-sergeants, 3 sergeants and 7 corporals and the strength of the men increased to 65. This increase was made to enable the Company to fulfil the extra duties allotted to it when it was given the control of the Anzac Light Railway.

As has been already explained this light railway was to connect Anzac with Suvla and was to be used for the transport of all traffic when the latter place would be made the advanced base instead of Imbros Island. The Unit was to control the traffic and loco working of the line and was to be held responsible for its maintenance. However, long before the scheme had a chance to fully materialise, the evacuation of Anzac was decided upon and further construction of the line was stopped. Three miles of the line had already been completed and was used for the transport of supplies, ordnance stores, R.E. material, ammunition, etc.

About half of the Company at this time was engaged on duties in connection with the railway while the other portion remained on supply work on Anzac Beach and the Walker's Pier Depot. The Unit continued to carry out these duties until the evacuation took place.

For several days before the evacuation the Unit were engaged in the sending away of large quantities of supplies. Of course much had to be left behind of which as much as possible was destroyed. The outside walls of the stacks had, however, to stand, as to have removed them would have given the Turks an idea of what was taking place. Complete arrangements were, however, made for the destruction of those supplies that remained and were duly put into execution by naval parties after the last of the troops had embarked.

On the night of the 16th, soon after dark, about half of the Company with Warrant Officer Antill in charge left the Peninsula from North Beach by steam lighter, boarding H.M.T. "Prince Abbas" when about two miles from the land. The "Prince Abbas" left that evening and arrived at Lemnos Island on

16-11-15.



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
17-12-15	<p>the following morning. This party went ashore that morning and marched to Sargi which lies on on shores of Mudros Harbor opposite to the village of Mudros. Here a large camp had been created in which most of the Australians from the Peninsula were accommodated.</p> <p>The Balance of the Company under Captain Spencer together with Major Milne left Anzac on the night of the 17th December and joined the first party at Sargi Camp on the afternoon of the following day (18th).</p>	
24-12-15	<p>On the 24th December, 1915, Captain Spencer was transferred to the Australian Bakery section which was then designated the 13th Coy., A.A.S.C. and Major Milne was reappointed to command the Railway Supply Detachment, 11th A.A.S.C.</p>	
<p>30-12-15. Departure from Lemnos and arrival at Alexandria.</p>	<p>The Unit remained on Lemnos Island until 30-12-15 on which date it boarded H.M.T. "Tunisian". The "Tunisian" left Lemnos the same evening and after a fine trip arrived at Alexandria on the 2nd January, 1916.</p>	
<p>2-1-16. Departure from Alexandria for Tel-el-Kebir; Work at Tel-el-Kebir.</p>	<p>The Unit disembarked from the "Tunisian" on the evening of the 2nd January, 1916, and entrained at once, finding itself about 4a.m. next morning (3rd) at Tel-el-Kebir a town which lies between Cairo and Ismailia, about 20 miles from the latter place.</p> <p>A very large camp was created at Tel-el-Kebir and practically the whole of the Australian Forces with the exception of the Australian Light Horse eventually were placed in this camp. It was here that the re-organisation of the Australian Army took place which led to the formation of the 4th and 5th Australian Divisions.</p> <p>Within two or three days of its arrival at Tel-el-Kebir the unit took over a portion of the supply work at the large Supply Depot at that place and remained on this work until the end of January, 1916.</p>	
<p>31-1-16. Departure from Tel-el-Kebir for Moascar. Company organised for working light railways at Ferry Post and Serapeum.</p>	<p>On the 31st January, 1916, the Company entrained at Tel-el-Kebir and proceeded to Moascar which is about two miles on the Cairo side of Ismailia. Here it was organised for its next work, viz., the control of two light railways on the Suez Canal situated at Ferry Post and Serapeum. The Unit was divided into two parties, one to work each line. Warrant Officer Antill was placed in charge of the Serapeum Section.</p>	
<p>3-2-16 Departure from Moascar; work done at both Ferry Post and Serapeum. Alteration in Company establishment &amp; formation &amp; departure of 9th, 10th and 8th Depot Units of Supply.</p>	<p>The Ferry Post Section with Major Milne moved off from Moascar Camp on the 3rd February, 1916, and took over the light railway forthwith. The handing over of the line at Serapeum was delayed for a few days owing to it not being ready for traffic. Warrant Officer Antill's party therefore proceeded to Ferry Post and assisted with the working of the line there until the 14th February, on which date that party moved off to Serapeum to take up its duty at place.</p> <p>Towards the end of February a reconstruction of the Company took place. Its strength and establishment were reduced and from it were formed the 8th, 9th and 10th Australian Depot Units of Supply.</p>	<p>Appendix No 4 - Desert Railway Order No 1.</p> <p>Appendix No 8 Few particulars in connection with Ferry Post &amp; Serapeum Railways.</p>



Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

The designation of the Company was altered to "First Australian Railway Supply Detachment, 11th Company, Australian Army Service Corps." The new establishment was:-

Captain (O.C.)..... 1.  
Lieutenants..... 2  
Sergeants..... 3  
Corporals..... 3  
Privates..... 12.

Total..... 21.

Cope Circular Memo.  
No 20 of 2.3.16  
in connection with  
these changes. See  
Appendix No 5.

A considerable number of promotions in the old Unit resulted from these changes including the advancements to the commissioned rank of:-

Acting Warrant Officer Antill.  
Staff-sergeant Wentworth,  
Staff-sergeant Newman.  
Staff-sergeant McIntosh.  
Staff-sergeant Boles.

These changes dated from the 1st March, 1916, but the four units i.e. the 1st Aust. R.S.D. and the 8th, 9th, and 10th Depot Units of Supply, co-operated in the working of the lines at Ferry Post and Serapeum until the 8th March, 1916, when the three latter Units, commanded by Lieuts. Antill, Wentworth and McIntosh respectively, proceeded to Meascar there to join the 2nd Australian Division of which they were now a part, and await orders for their embarkation for France.

8-3-16

From the 8th March onward, therefore, this history concerns itself with the doings of the First Australian Railway Supply Detachment.

The Unit was divided into two parts, one under Lieut. Newman proceeded to Serapeum to take charge of the line there on the 8th March, the other portion under Lieut. Boles remained at Ferry Post to work that line. Captain E. O. Milne supervised both lines and had his headquarters at Ferry Post.

13-3-16

On 13-3-16 Captain E. O. Milne was promoted to the rank of Major and transferred to the 4th Australian Division to take up the duties of Senior Supply Officer.

17-3-16

On the 17th March 1916, Lieut. C. G. Milne joined the Unit as O.C., having been transferred from the 4th Divisional Train, and on the 21st. idem was promoted to the rank of Captain to complete establishment.

The strength of the newly-constituted Unit was naturally insufficient to cope with the working of both light railways and this difficulty was met by the attachment from other Units of loco. drivers and men with per way experience. The efforts of the Unit's personnel were confined to the general administration of the lines and traffic working.

Ferry Post is situated on the Asiatic side of the Great Bitter Lakes at a point where that stretch of water junctions with that northern portion of the Canal proper. The Ferry Post line commenced at the waterside at this point and ran in a generally easterly direction, mounting on a heavy grade for the first few hundred yards to a



Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

point opposite the Main Ferry Post Supply Depot. It was at this point that most of the traffic was handled.

Leaving the depot the line continued in an easterly direction over fairly level country for a mile or so where the country became undulating the line taking a rather tortuous course and mounting on a fair grade. The highest point was reached about four miles from the Canal Bank, and from this point to the railhead the line descended on a heavy gradient. The total length of the line was about  $5\frac{1}{2}$  miles.

The Serapeum line was situated on the Suez Canal Asiatic side about 10 miles below Ferry Post. As the with the Ferry Post line it commenced on the Canal Bank, the depot being about 600 yards inland. Leaving the depot the line ascended on a heavy grade about threequarters of a mile long. From this point the line pursued a generally easterly course to the railhead, its total length being  $5\frac{1}{2}$  miles.

Both railways were of a 2' 6" gauge that at Ferry Post being laid on steel sleepers and the line at Serapeum on wooden sleepers. From every point of view the wooden sleepers proved to be the most suitable for the sandy desert on which the lines were laid.

The types of locomotives used were the "Hawthorn and Leslie" and "Avonside" petrol locomotives, and they proved very satisfactory for the work required of them. They could with ease attain a speed of 20 miles per hour over a good road, hauling a load of 50 tons nett.

The rolling stock on each line numbered about 25 wagons. The following are the particulars of the rolling-stock used at Serapeum:-

No.	Description.	Tare.	Loading capacity.
6	"D" trucks	$1\frac{1}{2}$ tons	$2\frac{1}{2}$ tons.
5	"B.D." trucks	5 "	5 "
4	"Flat" "	4 "	4 "
1	Refrig. Van.	3 "	$2\frac{1}{2}$ "
3	"B.V" (brake-van)	$2\frac{1}{2}$ "	$2\frac{1}{2}$ "
2	"B.B.V." do.	5 "	5 "
2	Water Tanks	2 "	3 "
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23 total.			
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The provision of telephones and intermediate sidings enabled train working to be carried out in an efficient manner.

Great difficulty was experienced in maintaining the Permanent-way. Especially was this the case at Ferry Post where the sleepers were of steel which sank into the sand when trains passed over the line. A daily fatigue of 50 men were employed on various sections of the line to remedy this trouble but even then derailments were not infrequent. The greatest trouble in this respect was experienced on a very sharp curve on the Ferry Post line known as the Hairpin Bend. The line here was built on a sand embankment. The inner rail, being the lower received most of the weight of the train, and naturally sank improporportionately

--11--

-deeper-



Dates and subjects.

Summary of events and information.

Remarks and references to appendices.

deeper into the sand than the outer rail and notwithstanding the fact that this piece of line received almost daily attention the trouble could not be remedied permanently except by cutting out the curve or by ballasting the line with large quantities of stone, either of which course being inconvenient.

But the greatest trouble of all was caused by sand storms otherwise known as "khamseens" which would blow for perhaps a couple of days and completely cover the line for the whole of its length with sand to a depth of from six inches to two or three feet according to the severity and the duration of the storm. In such cases a large fatigue of perhaps a battalion of men would be called out to clear the line of sand after the storm had subsided and it would be several hours before the line would again be fit for traffic..

The Ferry Post and Serapeum light railways were but two of a large number of such lines which had been built at intervals along the eastern bank of the Suez Canal.. At the time that these lines were administered by the Unit the advanced lines of defence were about 8 to 10 miles inland.

The classes of traffic handled consisted mainly of supplies; water; R.E. materials such as stone for roads, rails for Decauville track; equipment and baggage; mails; canteen goods, etc.

The following is a summary of an average week's work at Serapeum:-

DOWN JOURNEY - Serapeum to Railhead, week ended Friday, 12-5-16.											
Date	No. trains	Stone	R.E. Stores	Sup-plies	Water	Bag-gage	Canteen Stores	YMCA Stores	Mails	Men	Total daily tonnage.
		tons	tons	tons	gals.	tons	tons.	tons	tons	No.	tons.
6th	15	500	25	95	6,000	70	5	5	3	550	703
7th	14	550	10	100	6,000	5	5	.	4	300	674
8th	14	550	15	105	6,000	15	.	.	3	600	688
9th	13	500	.	90	6,000	5	5	.	5	500	605
10th	13	500	.	80	6,000	.	.	10	4	500	594
11th	16	450	40	160	6,000	1400	.	.	3	400	793
12th	12	450	.	90	6,000	5	10	.	3	500	558
Total	97	3,500	90	720	42,000	240	25	15	25	3,350	4,650

Totals: Water, 42,000 gals; general traffic, 4615 tons; Men, 3,350.

26-5-16. On the 26th May, 1916, the line at Ferry Post was handed over to the 276th Coy. of Royal Engineers and the following day the section of the Unit working that line rejoined the other section at Serapeum. The Serapeum line was then handed over to the same R. E. Coy. and the Company then prepared itself for an early departure to France.

5-6-16. The Unit entrained on the 5th June about 4p.m. at Serapeum railway siding, the terminus of a small branch line from the main Ismailia-Suez railway, and arrived-  
France.



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
7-3-16	arrived at Alexandria same evening, embarking about 1 o'clock the following morning (6th) on H.M.T. "Oriana."	
12-6-16	The "Oriana" sailed from Alexandria at sunset on the 7th June, 1916, taking a north-westerly course, passing along the northern coast of the Island of Crete, then due east to within sight of the African coast, from here taking a north-west course to Marseilles. This course was taken in order to better avoid enemy submarines. Discipline on board was very strict. Lifebelts had to be worn continually and for the greater part of the day the troops remained on parade on deck opposite their various boat stations.	
13-6-16. Disembarkation at Marseilles, train journey to Flanders; arrival at Bailleul.	The "Oriana" touched Marseilles on the morning of the 12th June, 1916 and anchored in the harbor about 2.30p.m. Disembarkation commenced the following morning (13th), and the Unit entrained on that evening about 7p.m. at Point L. railway station. Beautiful weather prevailed throughout the train journey to the North and France was seen at its best, resembling one huge garden. The route taken was via Lyons, Dijon, Melun, Versailles, Amiens, Boulogne, Calais and thence to Bailleul, at which place the Unit detrained about 8.30a.m. on 16-6-16, about 60 hours being occupied in completing the journey.	
16-6-16. Unit attached to 4th Divisional Train; work at Merris, Caestre, Nouveau Monde, Saily, Bac St. Maur.	On reporting to the Headquarters of the 1st Anzac Corps, the O.C. received instructions that the Unit would for the time being be attached for duty with the S.S.O., 4th Aust. Divisional Train. The Unit proceeded from Bailleul to Merris on the afternoon of the 16th where they billeted for the night. The following day a portion of the Company with Lieuts Peles and Newman left Merris for Caestre where assistance was given with the supply work of the Headquarters Company of the 4th Australian Divisional Train. A part of the Caestre party was, two or three days afterwards, with Lieut. Boles in charge, sent to Nouveau Monde, near Bailleul, to undertake the work of supplying some of the scattered units of the 4th Australian Division which were billeted in that locality. Captain C.G. Milne with the balance of the Unit remained at Merris and took charge of a small supply dump there, clerical assistance at the same time being rendered to the S.S.O. of the 4th Australian Divisional Train. When later on the 4th Aust. Division went into the line on the Armentieres front, that portion of the Unit which were at Merris proceeded to Saily-sur-la-Lys and Bac St. Maur and took charge of the S.S.O.'s reserve store and Divisional coal dump.	
12-7-16. Departure from Flanders to the Somme front; work at Canaples, Septenville and Senlis as supply section, 4th Aust. Div. Tps. -control-	In July, 1916, the Australians proceeded south in order to take part in the 1st Somme Offensive. The 4th Aust. Divisional Artillery remained in Flanders, however, and the supply section of the Headquarters Company, 4th Aust. Div. Train, remained behind also to supply them. It was therefore arranged for the Unit to undertake the supplying of the 4th Australian Divisional Troops. On 12-7-16, therefore the Company was re-united at	-Merris-



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
<p>Contd. Control of Bray Road-Chalk Pit Pozières tram- way.</p>	<p>Merris where they remained for the night. (On the afternoon of the following day (13th) the Unit proceeded in motor lorries by road, passing through Lill Lillers, St. Pol, Doullens, outside of which town a halt was made for the night, and on the following morning (14th) reached Vignacourt where further instructions were received from Corps to proceed to the village of Canaples.)</p> <p>Working under instructions from Major E. O. Milne, S.S.O., 4th Australian Division, a supply dump on the roadside at Canaples was formed, where the rations drawn from railhead on the 14th were unloaded. The Unit thereupon undertook the issue to all 4th Australian Divisional units who had up till that date arrived from the north, the rations being both issued on the spot or delivered by motor lorry to the Q.M. stores of those units billeted in the district for whom it was not possible to draw rations with their own transport. In due course the Brigade Supply Units fed their own brigades and the Unit carried on with the supplying of the 4th Australian Divisional Troops, the 4th Australian Divisional Artillery, left behind in Flanders, having, in the meantime, been replaced by the Field Artillery of the Lahore Imperial Division.</p> <p>On the 21st July, 1916, the Unit <sup>was</sup> inspected by Major-General Cox, G.O.C., 4th Australian Division.</p> <p>On the 31st July, 1916, the O.C. with 11 other ranks left Canaples and proceeded to Albert by motor lorry and on the afternoon of the next day took over the control of a light tramway running from Bray Road, near Albert, to Chalk Pit, situated near the village of Pozières.</p> <p>This tramway had, of course, been constructed after the First Somme Offensive had commenced, and was used for transporting bombs, small arms ammunition, flares, rum, water, etc., for the front line and for wounded on the return journey.</p> <p>The line commenced at Bray Road Dump, situated on the southern outskirts of the town of Albert, and pursued a generally easterly direction, passing through Becourt Wood and Sausage Gully, from there continuing over the high ground to what was known as Gordon's Dump. On the summit of this high ground the line took a turn to the right and descended to Chalk Pit, a mile or so further on. Chalk Pit was the nearest point to the line that traffic could be transported; from there everything was carried by fatigue parties.</p> <p>It was the intention to connect Pozières with this tramway and with this end in view a Branch line was started commencing at the top of the high ground between Sausage Gully and Pozières, but after a few hundred yards of line had been laid the work had to be abandoned, enemy fire rendering further progress impossible.</p> <p>Trouble continually arose owing to the line being shelled and a company of Pioneers were made available at all times to repair damage thus caused.</p> <p>The trucks, of which there were about 30 in number, were hauled by horses, the animals and drivers being supplied by the division that happened to be in the line at that particular time. A party of infantry were attached as loaders and</p>	



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
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brakesmen, two being allotted to each truck. In places the line was laid on a very heavy grade, where it was necessary to detach the animals from the trucks and gravitate the latter down the steep places.

The following taken from the company's records will give an idea of the amount and nature of work carried out:-

Figures for 24 hours, ended 7a.m., 19-8-16:  
Down Journey, Bray Road to Chalk Pit.

Date	Time Despatched.	No. of Trucks.	Description of traffic.	Weight lbs.	Miles loaded.	Miles Empty.	Remarks.
Aug. 18	8. 0a.m.	2	Water	1,200	1½	6	1 trip only Water Pt. to Chalk Pit.
"	11.30a.m.	9	Engr's material	10,800	18	-	To Becourt Wood
"	2. Op.m.	14	Bombs & Flares	20,000	63	-	To Chalk Pit
"	2.30p.m.	9	Quick Lime	13,440	40½	-	do.
"	5. Op.m.	1	Rations	500	4½	-	do.
"	8.30p.m.	18	Bombs & Flares	25,000	81	-	do.
"	8.30p.m.	1	Sandbags.	1,000	4½	-	do.
"	8.45p.m.	1	Rifle grenades	1,200	4½	-	do.
Aug. 19	4. 0a.m.	15	Empty.			60	For transport of wounded from C.Pit to B'Wood
Total.		70		74,140	217½	66	

Up Journey; Chalk Pit to Bray Road.

Date	Time arrival	No. Trucks	Description of traffic.	Weight lbs.	Miles loaded	Miles empty	Remarks.
Aug. 18	noon	2	Empty Water tins	500	1½	6	
"	1. Op.m.	9	Empty			18	
"	5. Op.m.	14	"			63	
"	5.30p.m.	9	"			40½	
"	8. Op.m.	1	Baggage	700	4½	-	
"	11.30p.m.	20	Empty			90	
Aug. 19.	9. 0a.m.	15	"			60	Not required for wounded.
Total.		70		1,200	6	277½	

While engaged on this work the O.C. was informed by the 1st Anzac Corps that it was the intention to increase the facilities of the line with a view to enabling a greater amount of traffic to be dealt with and a report on the matter with suggestions was asked for.

A report was duly prepared in which the difficulties of the working were explained and putting forward suggestions for remedying same, recommending, amongst other things:-

The immediate provision of intermediate crossings and the ultimate duplication of the line;

Provision of telephonic communication;

Increased staff, rolling-stock and animals.

The recommendations made were duly approved by Corps



Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

and steps were immediately taken to carry them out. The question of the duplication of the line was allowed to stand over as it was decided to subsequently build a heavier line with steam or petrol traction.

A report in connection with this latter question was shortly afterwards asked for which was duly prepared, recommending a better route with easier grades for the new line and making suggestions in connection with the general railway scheme for the district then being considered. Most of the recommendations made were adopted and the work commenced but the Unit returned to Flanders with the Corps before the work was finished.

A number of casualties were inflicted on the tramway staff and several decorations earned by them in the carrying out of their duties. While employed on this work Sergeant Dowell of the Unit received a card of appreciation from Major-General Cox, G.O.C., 4th Australian Division for "Gallant work at Pozieres under heavy shell fire."

5-9-16

The Unit remained in control of the tramway until the 5th September, 1916, when it was handed over to the 1st Canadian Division. On the same morning this section of the Unit left Bray Road and proceeded by motor lorry to Senlis, rejoining for a few hours the balance of the Company whom they had left behind at Canaples, and then continuing their journey in the afternoon to Valdamaison Rest Camp, near the village of Rubempre, at which camp they remained three days. On the morning of the 8th September, 1916, this section of the Company left Valdamaison Rest Camp and journeyed to Flanders with the motor convoy of the 4th Aust. Divl. D.A.P., arriving there on the same evening and reporting at Canberra Camp, situated between the villages of Abeele and Boeschepe on the French side of the Franco-Belgian border.

31-7-16

The section of the Unit under Lieut. Boles, which had remained at Canaples when Capt. Milne's party proceeded to Albert on 31-7-16, continued to supply the 4th Australian Divisional Troops. On the 2nd August, 1916, they moved to the village of Septonville. They remained there until the 10th and then proceeded to Senlis, at which place they continued to supply the same formation while the Division was in the line.

At the beginning of September the Australians in the Somme area moved north again and together with the 4th Australian Division the section of the Company under Lieut. Boles moved north also.

7-9-16

This section left Senlis on 7-9-16 and proceeded to Orville by road where they billeted for the night, the following day continuing to Athieul where they entrained for Flanders, arriving at Godaersvelde, the place of detrainment, early on the morning of the 9th September. From Godaersvelde they proceeded first to Steenvoorde and thence to Reninghelst, where they remained for the night, the following day handing over their supply duties to the Headquarter Supply Section of the 4th Australian Divisional Train and proceeding to Canberra Camp where they rejoined Captain Milne's section who had arrived there two days previously.



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
	<p>At about this time the Unit was detached from the 4th Australian Division and was attached to the 1st Anzac Corps.</p> <p>Congratulatory memos. were shortly afterwards received by Captain Milne and Lieut. Boles from the C.O., 4th Australian Divisional Train, for the good work performed by the Unit whilst attached to that train.</p> <p>During the time that the Unit were in the Somme Sector, Lieut. Newman performed the duties of requisitioning Officer for the 4th Aust. Divl. Train until the beginning of September August. From the 6th to the 16th August he carried out the duties of Water Supply Officer, Sausage Gully. On the 11th September, 1916, this Officer was evacuated sick and was subsequently returned to Australia.</p>	
<p>15-9-16. Departure from Canberra Camp for Boeschepe. Preparation of billeting scheme. Provision of notice boards in area. Traffic control duties. Billeting of Troops.</p>	<p>The next work to be performed by the Unit was the preparation of a billeting scheme for the 1st Anzac Corps billeting area as required by the A.Q.M.G., Colonel Taylor. The Unit left Canberra Camp on the 15th September and proceeded to Boeschepe, where it reported to the Corps Area Commandant, Major Walters at that village.</p> <p>The area allotted to the Corps occupied approximately 20 square miles. Taking the village of Abeele as the centre, it extended to Boeschepe, Reninghelst, Poperinghe, and to the outskirts of Watou and Godaersvelde.</p> <p>The preparation of the billeting scheme involved the visiting of every house, farm, camp, etc. in the area. Information had to be obtained as to the amount of accommodation available for the billeting of troops and animals, note being taken of suitable places for camps, horse lines, watering facilities and roads of access and ingress.</p> <p>The following method was adopted for the carrying out of this work. A section of the area was taken each day. Map tracings of this section was then made and handed to those members of the Company detailed to collect the information who would then scout that particular piece of country, marking on their map tracing the position of the accommodation and making a notebook entry of the name of the householder and full particulars of the accommodation available. At the end of each day this information would be handed in to the Office and the positions of the billets would then be marked on a large map tracing showing the whole of the Corps Area; the rest of the information being shown in a table of reference. By the 30th September, 1916, the billeting scheme was completed and submitted to 1st Anzac Headquarters.</p> <p>The Area was not too well provided for in the way of direction and notice boards and it was made the duty of those detailed to collect the billeting information to note also where direction and notice boards were considered necessary. Those of the Company not directly engaged on the billeting scheme were employed in the preparation and placing in position of these notice boards; providing traffic control for the village of Boeschepe; acting as camp wardens in various camps in the Corps area controlled by the Area Commandant.</p>	

Four horses were available for use by the



War Diary, R.S.D., 11th Coy, A.A.S.C. (Contd).

Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
18-9-16	Unit in connection with the carrying out of their duties whilst attached to the Area Commandant. From the 18th until the 28th September Captain Milne was placed in command of the 1st Canadian Reserve Park vice Lieut. Gresham on leave to the United Kingdom.	
20-9-16	From the 20th September until the 6th October Captain Milne relieved Major Walters as Corps Area Commandant and Town Major Boeschepe. On the latter date Capt. Trouesselot of the 1st Anzac Corps Tunnelling Company was appointed as successor to Major Walters and took up duty on that date.	
9-10-16	On 9th October, 1916, the complete Unit attended the Gas Instruction School and were instructed in the use of the then new Box Respirator. From the 9th until the 26th October the Unit was engaged in the billeting of various Australian and Imperial Divisions in the Corps area. Before soldiers could be sent into the various billets, however, it was necessary that the various billets in the district be again visited as much of the barn accommodation had in the meantime become reduced owing to the farmers laying in their stock of straw and hay as winter food.	
18-9-16	On the 18th October Sergeant Rawson was promoted to the rank of Lieutenant vice Lieutenant Newman, vide 1st Anzac list No. 104 of 21-10-16.	
19-10-16	On the 19th October, 1916, the Unit voted on the Conscription Referendum.	
18-9-16	On 18-9-16 Lieut. Boles was temporarily detached for duty with 1st Anzac and filled the position of Supply Officer, 1st Anzac Reinforcement Camp. He remained at the disposal of 1st Anzac Headquarters until 30-11-16 when he was temporarily detached with 1st Anzac Corps Troops Supply Column, filling the position of Supply Officer to that formation.	
30-11-16	of the 3rd and continuing on the 4th) to Rommes les Camps, Amiens and Mericourt, arriving at the latter during the early hours of the following morning (5th), where the Unit de-trained and proceeded by Motor lorries to the 1st Anzac Reinforcement Camp, Bellevue Farm, which lay between the town of Albert and the village of Meaulte on the Albert-Bray road.	
7-11-16	Two days only were spent at Bellevue Farm, the Unit proceeding to a camp near the destroyed village of Fricourt on the 7th November, 1916.	
9-11-16	On the 9th November, 1916, Captain Milne and 12 other ranks left Fricourt for Montauban and on the 10th commenced the work of supplying the 1st Anzac Advanced Corps Troops, mainly consisting of Heavy and Siege Batteries of artillery. The total of men and animals supplied amounted to approximately 10,000 and 3,000 respectively.	
28-11-16	Of the balance of the Company left behind at Fricourt, one man was detailed for duty with the supply section of the 1st Anzac Corps Troops Supply Column; the others under Lieut. Rawson remained at Fricourt until the 28th November when they received instructions to proceed to Vignacourt there to take up the work of supplying Australian Field Artillery Brigades in rest, the Corps Schools of Instruction and other units in that area, approximating 3000 men and 1000 horses.	With -The-



War Diary, R.S.D., 11th Coy, A.A.S.C. (Contd).

1ST AUSTRALIAN  
RAILHEAD SUPPLY

Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
18-9-16	<p>Unit in connection with the carrying out of their duties whilst attached to the Area Commandant.</p> <p>From the 18th until the 28th September Captain Milne was placed in command of the 1st Canadian Reserve Park vice Lieut. Gresham on leave to the United Kingdom.</p>	
20-9-16	<p>From the 20th September until the 6th October Captain Milne relieved Major Walters as Corps Area Commandant and Town Major Boeschepe. On the latter date Capt. Trousselot of the 1st Anzac Corps Tunnelling Company was appointed as successor to Major Walters and took up duty on that date.</p>	
9-10-16	<p>On 9th October, 1916, the complete Unit attended the Gas Instruction School and were instructed in the use of the then new Box Respirator.</p> <p>From the 9th until the 26th October the Unit was engaged in the billeting of various Australian and Imperial Divisions in the Corps area. Before soldiers could be sent into the various billets, however, it was necessary that the various billets in the district be again visited as much of the</p>	
<p>2-11-16 Departure to Somme front; Bellevue Farm Camp; Fricourt; Supply work at Montauban and Montauban Quarry. Supplying Artillery Brigades and Anzac Schools of instruction at Vignacourt.</p>	<p>On the 2nd November, 1916, the Unit left Boeschepe for Wippenhoek Siding, which lies between the former and the town of Poperinghe, where they entrained, en route for the Somme. Leaving Wippenhoek at 2p.m., the train arrived Calais towards nightfall, proceeding thence the following morning (3rd) via Boulogne, Etaples, Abbeville and Eu, remaining at the latter place during the night of the 3rd and continuing on the following morning (4th) to Rommes les Camps, Amiens and Mericourt, arriving at the latter during the early hours of the following morning (5th), where the Unit detrained and proceeded by Motor lorries to the 1st Anzac Reinforcement Camp, Bellevue Farm, which lay between the town of Albert and the village of Meaulte on the Albert-Bray road.</p>	
7-11-16	<p>Two days only were spent at Bellevue Farm, the Unit proceeding to a camp near the destroyed village of Fricourt on the 7th November, 1916.</p>	
9-11-16	<p>On the 9th November, 1916, Captain Milne and 12 other ranks left Fricourt for Montauban and on the 10th commenced the work of supplying the 1st Anzac Advanced Corps Troops, mainly consisting of Heavy and Siege Batteries of artillery. The total of men and animals supplied amounted to approximately 10,000 and 3,000 respectively.</p>	
28-11-16	<p>Of the balance of the Company left behind at Fricourt, one man was detailed for duty with the supply section of the 1st Anzac Corps Troops Supply Column; the others under Lieut. Rawson remained at Fricourt until the 28th November when they received instructions to proceed to Vignacourt there to take up the work of supplying Australian Field Artillery Brigades in rest, the Corps Schools of Instruction and other units in that area, approximating 3000 men and 1000 horses.</p>	



Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
4-2-17	<p>With regard to the supplying of the 1st Anzac Advanced Corps Troops at Montauban. The supply railhead at this period was at Albert. A metre-gauge railway ran from the supply railhead to Montauban and it was by means of this line that the rations were transported to the supply dump.</p> <p>The S.S.O.'s of the 4th and 1st Australian Divisions were, when their respective Divisions were in the line, responsible for the drawing from railhead and the delivery of the rations for the 1st Anzac Corps Troops advanced dump.</p> <p>The supply dumps for the Australian brigades in the line were also at Montauban Railhead and traffic in the vicinity was, therefore, plentiful, and being under observation by enemy balloons, it was subjected to a fair amount of shelling. When, however, the broad-gauge railway was extended beyond Albert towards Bapaume, a supply railhead was constructed at a point in a ravine through which the line passed, situated between the village of Montauban and Mametz Wood. This railhead was known as "Montauban Quarry". On the 4th February, 1917, the supplying of first line troops was advanced from Albert to Montauban Quarry and the supply dumps at Montauban metre-gauge railhead transferred to Montauban Quarry. Captain Milne's section of the Company proceeded to Montauban Quarry on the 4th February, 1917, and carried on with the supplying of the 1st Anzac Advanced Corps Troops until the 7th of that month when the units supplied by them were transferred to the Divisions drawing at Montauban Quarry Railhead at the time.</p>	
<p>7-2-17. Duties at Mametz and Becourt Woods in connection with timber and fire wood getting. Supply work at Vignacourt.</p>	<p>About this time Mametz Wood and Becourt Wood had commenced to be exploited by the 1st Anzac Corps in order to obtain fascines and props for roads and gun-pits etc., and firewood, and seeing that the work was likely to <del>be of</del> extend over a fair period, in view of the fact that the 1st Anzac Corps was to remain in the Somme Sector throughout the winter, it was decided to place the work on a proper footing. Captain Milne and the section of the Unit with him were, therefore, directed to proceed to Mametz Wood and take charge of the operations there, and Lieut. Boles, who was still on detachment with the 1st Anzac Corps Troops Supply Column was sent to control the operations in Becourt Wood.</p>	
8-2-17	<p>On the 8th February, 1917, Lieut. Rawson and party rejoined the Unit at Mametz Wood, having handed over the supply work at Vignacourt to the 7th Australian Depot Unit of Supply.</p> <p>About 100 woodsmen picked from the Infantry Battalions were attached for duty at Mametz and Becourt Woods. Their work consisted of the falling of trees and the splitting and cutting of the timber into required lengths for gun-pit props and corduroy roads.</p> <p>The Unit built a light railway from the roadside into the wood at Mametz and by means of small trucks pushed by the hand the timber was transported from the scene of the cutting to the roadside and there dumped; from here the distribution took place. When a part of the Wood was cut out another section was taken and the railway taken up and relaid to the to the new spot.</p>	



Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

The Unit itself confined its energies to general control, the making of fascines, the issue of timber and firewood, the manipulation of the trucks and the care of the line.

An infantry fatigue reported daily at Mametz Wood and they were employed in carry firewood, props, and fascines from the cutters to the line, the loading and unloading of the trucks and the loading of wagons at the roadside.

At Becourt Wood the work was confined to the cutting of Pit--props-and-firewood the trees into logs for timber, that part of the trees that could not be utilised in this way, such as the small branches, twisted pieces and short ends, being cut into firewood.

There was a saw-mill controlled by a party of Royal Engineers in Becourt Wood and it was to this mill that the logs were taken and handed over to be sawn for building material, trench boards, etc.

Sleighs drawn by horses were used for the hauling of firewood and small logs to the firewood dump on the roadside or to the mill, but in the case of the large logs, these were secured by chains or ropes and thus dragged to the mill. The Divisional Trains supplied the necessary animals and drivers for this work.

On 3-3-17 Lieut. Rawson was detached for duty with the 5th Army, filling the position of Assistant to R.S.O. Albert.

On 17th March, 1917, when the enemy commenced his retirement in the Somme Sector, Lieut. Boles received instructions from Corps to proceed to Montauban Quarry Railhead and there take charge of the 7th Australian Depot Unit of Supply and to supply Advanced Australian Corps Troops. Two or three days afterwards this Officer proceeded to Bapaume with his party, at which place he formed a new supply dump and continued with the supply of the same formation, the rations going forward by light railway from Montauban Quarry Railhead.

On 21-3-17 Lieut. Rawson rejoined the Unit from detachment with 5th Army and acted as O.C. while Captain Milne was on leave to the south of France - leave dating from 24-3-17.

On 30-3-17 the Unit, with the exception of Lieut. Rawson and four other ranks, proceeded to Bapaume and joined Lieut. Boles and, with that Officer remaining in charge, took over from the 7th Aust. Depot Unit of Supply the duties of supplying the 1st Anzac Advanced Corps Troops. On the same date, Lieut. Rawson and the four other ranks with him, proceeded to Vignacourt and commencing on 1-4-17 supplied the 1st Anzac Instructional Schools and small units in the vicinity, taking over this duty from Lieut. Stevens, O.C. 7th Australian Depot Unit of Supply.

The section of the Company at Bapaume commenced their first issue on 1-4-17. The supply dump at the time was situated on the Albert-Bapaume road near Bapaume railway station. 29 units were supplied on this date representing a strength of 3000 men and 1,000 horses. The supply railhead was at Montauban Quarry and the rations were sent to the supply dump by light railway. The ground occupied by the dump was, however, required for the construction of the broad-gauge railway

3-3-17

17-3-17

21-3-17

30-3-17

Unit proceed  
to Bapaume &  
small section  
to Vignacourt.  
Work of Unit  
at both places.



Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

which was then nearing Bapaume and another supply dump had therefore to be made. The site chosen for the new dump was on the Bapaume-Arras road about 1 kilometre from the town of Bapaume, and the Unit moved to the new position on the afternoon of 1-4-17. Thereafter the rations were drawn from the supply railhead at Achiet-le-Grand, the necessary transport for drawing same being supplied by the units, mainly heavy batteries, that the Company was supplying at the time. Later on motor lorries were attached from 1st Anzac Corps Troops Supply Column and "K" Siege Park, and these remained as the supply column until the 1st Anzac Corps handed over to the 4th Imperial Corps towards the end of May, 1916.

The supply dump of the Bapaume section remained on the Bapaume-Arras road until 7-4-16 when it was moved to a new site near Bapaume railway station at the back of a ruined sugar factory.

Following the German retirement in this area, a great number of troops naturally came into the advanced area and the Unit found its supply strength daily augmented, as illustrated by the following figures:-

Date.	Strength		
	<del>XXXXXXXXXXXXXXX</del>		
1-4-17.....	29	Units	3,000 men.
3-4-17.....	45	"	5,000 "
5-4-17.....	50	"	6,000 "
8-4-17.....	57	"	7,000 "
10-4-17.....	70	"	9,000 "
11-4-17.....	74	"	11,000 "
13-4-17.....	78	"	12,000 "
17-4-17.....	89	"	14,000 "
18-4-17.....	95	"	16,000 "
19-4-17.....	100	"	17,000 "
23-4-17.....	106	"	18,000 "
24-4-17.....	109	"	20,000 "
30-4-17.....	113	"	21,000 "
5-5-17.....	120	"	23,000 "
7-5-17.....	112	"	22,000 "
12-5-17.....	118	"	23,000 "
15-5-17.....	110	"	21,000 "
17-5-17.....	98	"	16,000 "

During the busy period the horse strength averaged between 4,000 and 5,000 animals while the average daily petrol issue approximated 5,000 gallons daily.

On 5-4-17 two separate issues were made, one - and ordinary ration - during the morning and the other, a hard ration, during the afternoon. This was done to enable the units to carry 24 hours' reserve ration.

On 13-4-17 Bapaume was opened as a Supply Railhead and the supplies for the 1st Anzac Advanced Corps Troops were drawn from that railhead as from that date.

On 14-4-17 the packtrain at Bapaume Railhead was heavily shelled and had to be taken to Achiet-le-Grand where it was cleared.

On 15-4-17 Captain Milne returned from leave and received instructions from Corps to carry out the duty of Transport Officer for the column attached to the 1st Anzac Advanced Corps Troops Supply Dump.

On 16-4-17 the dump at Bapaume was heavily

--21--

-shelled-



Dates and subjects  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

shelled, causing horses in wagons to stampede and general disorganisation of the whole dump. In this connection the conduct of two non-commissioned officers of the Unit (Sergeant S. D. Marchant and Corporal G. R. Asprey) came under the notice of 1st Anzac Headquarters and the D. A. A. G. sent the following minute to the O.C.:-

"I am directed to inform you that the  
"Corps Commander wishes you to record his  
"appreciation of the conduct of these N.C.O's."  
Ref. H.Q. 1st Anzac, 97/432, dated 22-4-17.

In connection with the supply work at Bapaume the following personnel, mechanical transport, horses and G.S.wagons were attached to the Unit. The personnel includes, fatigue party, drivers and loaders.

Period.	Men.	Lorries.	Horses.	Wagons.
Week ended 8-4-17	39	-	9	4
do 15-4-17	70	6	9	4
Thereafter.....	116	12	9	4

1-5-17

On 1-5-17 the 1st Anzac Instruction Schools were broken up and Lieut Rawson and party left Vignacourt to rejoin Company at Bapaume.

2-5-17

On 2-5-17 Lieut Rawson and party rejoin Unit, and Lieut Rawson was temp. det. to 5th Army, doing duty as Sect. R.S.O. Bapaume.

9-5-17

On 9-5-17 Captain C. G. Milne, the O.C., left the Unit, having been transferred to the 6th Aust. Divisional Train which was at that time being formed in England. Lieut. Boles was appointed O.C. of the unit vice Captain Milne.

26-5-17  
Designation & establishment of Unit changed. Work of Unit as Rail-head Supply Detachment at Bapaume Rail-head.

4th Imperial Corps Troops Supply Column took over from the unit the supply dump at Bapaume Sugar Factory and the Unit proceeded to Bapaume Supply Railhead to take up Railhead Supply duties, it having been transferred to the 5th British Army, for duty as a Railhead Supply Detachment.

The following is an extract from Australian Imperial Force Orders No. 647, dated 18-5-17:-

"Designation of the 1st Anzac Railway Supply Detachment is altered to '1st Anzac Railhead Supply Detachment' and its establishment is amended to conform with war establishments 'Part VII, 1916.'"

The establishment of a Railhead Supply Detachment is as follows:-

Officer (Captain or Lieut.)... 1  
Staff sergeant or sergeant... 1  
Corporals..... 2  
Lance Corporal..... 1  
Privates..... 14

Total..... 19.

The following is an extract from Routine Orders issued by G.O.C., 1st Anzac Corps, dated 24th May, 1917:-

A.261. COMPLIMENTARY.

"On the transfer of the 1st Australian Railhead Supply Detachment (late 1st Australian Railway Supply Detachment) from 1st ANZAC Corps to Fifth Army, the Lieutenant-

--22--

For Correspondence in connection with this matter see Appendix No 6

See Appendix No 9 for Correspondence in connection with this change.

See Appendix No 7 for Routine Order quoted.  
-General-



War Diary, 1st Anzac Railhead Supply Detachment (Contd.), - late  
1st. Aust. R.S.D., 11th Coy., A.A.S.C.

Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
	<p>"General Commanding wishes to place on record his appreciation of the very valuable services rendered by this unit both in GALLIPOLI and since its arrival in FRANCE.</p> <p>"It has always given him pleasure to hear with what zeal and efficiency this unit has carried out the numerous and varied tasks it has had to perform, and he feels sure that now it is detached from the Corps, it will continue to show the same spirit."</p> <p>From the 26th May until the 6th July the Unit performed the duties of a Railhead Supply Detachment at Bapaume Supply Railhead working directly under the Director of Supply and Transport of, first, the 5th British Army and later on the 3rd Army when the latter took over the area from the former during the month of June, 1917.</p> <p>The Unit worked the supply railhead at Bapaume in conjunction with an Imperial Supply Detachment commanded by Captain Riley and later on, when that Detachment moved away, in conjunction with a similar Detachment commanded by Lieut. Morris.</p>	<p><i>A short sketch of the system of supply for the British Armies in France is at p. 2. Having special reference to Railhead Supply Work.</i></p> <p><i>See Appendix No. 2.</i></p>
26-5-17	<p>On 26-5-17 Lieut. G. H. Rawson, who was in excess of the Unit's establishment, was instructed to report to the 1st Anzac Corps Troops Supply Column for temporary duty.</p> <p>Four formations drew supplies at Bapaume Railhead during the whole of the time that the Unit worked there. Particulars of individual formations are not available at the time this history is being written.</p> <p>The daily issue commenced at 4.30a.m. and the last formation was generally out of the yard by 10.30a.m., one and a half hours being allowed each formation for the drawing of their supplies.</p>	
<p>6-7-17.</p> <p>Departure of Unit for Flanders' front. Railhead Supply work at Steenwerck.</p>	<p>On 6-7-17 the Unit left Bapaume by train and proceeded via Achiet-le-Grand, Candas, Longpre, Abbeville, spending the night of 6-7-17 at Abbeville staying at Abbeville until the night of 7-7-17 and continuing via Etaples, Boulogne and Calais, arriving at the latter on the morning of the 8th. The journey from Calais was recommenced on the night of the 8th and the destination (Steenwerck) was reached during the early hours of the 9th.</p> <p>Steenwerck at that time was in the area of the Second Army and was the most advanced railhead, being situated between Bailleul and Armentieres. After a few days the Unit took over the railhead from No. 8 Railhead Supply Detachment.</p> <p>The formations drawing at Steenwerck at the time were the Australian 1st Anzac Corps Troops, The New Zealand Division and the 2nd and third Australian Divisions, representing approximately a total of 75,000 men and 25,000 horses. About 1,500 men were also fed as a detail by the Railhead Supply Officer.</p>	
<p>26-7-17</p> <p>Unit leaves Steenwerck for Caestre - work at Caestre.</p>	<p>The Unit worked Steenwerck Railhead until 26-7-17 on which date they proceeded to the Railhead at Caestre. Caestre at this time was a very busy railhead. At the time of the arrival of the Unit it was supplying the 10th Corps Troops, the 47th Division, and the Second Army</p>	<p>-Troops-</p>



1ST AUSTRALIAN  
RAILHEAD SUPPLY  
DETACHMENT  
DEPT. OF DEFENSE  
WAR DIARY, 1st Anzac Railhead Supply Detachment, (Contd.).

Dates and subjects.	Summary of events and information.	Remarks and references to appendices.																																																
	<p>Troops, the latter in detail averaging a strength of 25,000 men.</p> <p>The Unit remained at Caestre until 30-8-17 working the supply railhead in conjunction with No. 9 Railhead Supply Detachment, commanded by Captain Pallin, the R. S. O. During the time the following formations were supplied from Caestre Railhead:-</p> <table><thead><tr><th>Formation.</th><th>from</th><th>Dates.</th><th>to.</th></tr></thead><tbody><tr><td>10th Corps Troops.....</td><td>27-7-17</td><td>13-8-17</td><td>inc.</td></tr><tr><td>Second Army Troops (Detail)...</td><td>26-7-17</td><td>30-8-17</td><td>"</td></tr><tr><td>47th Division.....</td><td>27-7-17</td><td>14-8-17</td><td>"</td></tr><tr><td>1st Australian Division.....</td><td>9-8-17</td><td>10-8-17</td><td>"</td></tr><tr><td>8th Division.....</td><td>21-8-17</td><td>25-8-17</td><td>"</td></tr><tr><td>7th Division.....</td><td>4-9-17</td><td>14-9-17</td><td>"</td></tr><tr><td>5th Australian Division.....</td><td>15-8-17</td><td>21-9-17</td><td>"</td></tr><tr><td>16th Division.....</td><td>16-8-17</td><td>21-9-17</td><td>"</td></tr><tr><td>4th Australian Division.....</td><td>22-9-17</td><td></td><td>only.</td></tr><tr><td>1st Australian Division.....</td><td>23-9-17</td><td>30-9-17</td><td>inc.</td></tr><tr><td>41st Division.....</td><td>24-9-17</td><td>29-9-17.</td><td>"</td></tr></tbody></table>	Formation.	from	Dates.	to.	10th Corps Troops.....	27-7-17	13-8-17	inc.	Second Army Troops (Detail)...	26-7-17	30-8-17	"	47th Division.....	27-7-17	14-8-17	"	1st Australian Division.....	9-8-17	10-8-17	"	8th Division.....	21-8-17	25-8-17	"	7th Division.....	4-9-17	14-9-17	"	5th Australian Division.....	15-8-17	21-9-17	"	16th Division.....	16-8-17	21-9-17	"	4th Australian Division.....	22-9-17		only.	1st Australian Division.....	23-9-17	30-9-17	inc.	41st Division.....	24-9-17	29-9-17.	"	
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41st Division.....	24-9-17	29-9-17.	"																																															
15-9-17	<p>On the 15th September, according to reliable information, the largest number of rations ever packed on one train section was dealt with at Caestre Railhead. It consisted of 50 trucks in all, containing Forage, Oils and 70,000 men's rations.</p>																																																	
30-7-17.	<p>At the request of the D.D.S.&amp;T., Second Army one clerk from the Unit was detached for duty with Second Army Headquarters at Cassel, filling the position of coal clerk to the D.A.D.S. until 5-1-18 when he rejoined the Unit.</p>																																																	
4-9-17.	<p>As from 4-9-17, Lieut. B. J. Boles, the O.C. was transferred to the 2nd Australian Divisional Train, the vacancy being filled by Lieut. F. A. Antill, late O.C. 9th Australian Depot Unit of Supply and a member of the original Railway Supply Detachment, having, as previously mentioned herein, been transferred as O.C. 8th A.D.U.S. when he first attained the commissioned rank in March, 1916.</p>																																																	
12-9-17	<p>From 12-9-17 until 28-9-17 Lieut. Antill temporarily filled the position of Railhead Supply Officer at Ebblinghem whilst the permanent Officer at that Railhead was on leave.</p>																																																	
30-9-17 Unit leaves Caestre for Dickebusch; Work of Unit at Dickebusch.	<p>On the afternoon of 30-9-17 the Unit left Caestre and proceeded by motor lorries to Dickebusch, taking over the Supply Railhead at that place on the same afternoon from No. 7 Railhead Supply Detachment.</p> <p>Dickebusch lies off the Bailleul-Ypres road about 3 miles from the latter place. Having been under enemy fire since 1914, the village of Dickebusch has been almost totally destroyed.</p>																																																	
1-10-17	<p>Dating from 1-10-17 Sergeant Marchant was promoted to the rank of Lieutenant and transferred to the 2nd Australian Divisional Train.</p>																																																	
7-10-17.	<p>From 7-10-17 until 17-10-17, the O.C., Lieut. Antill was on leave to Paris, being relieved by Captain Clarke, A.S.C.</p> <p>One feature in connection with the work at Dickebusch railhead was that owing to its proximity</p>																																																	

--24--



# War Diary, 1st Anzac Railhead Supply Detachment (Contd.).

Dates and subjects.

Summary of events and information.

Remarks and references to appendices.

to the line (the Passchendaele Offensive was in progress at the time) the reserve of supplies kept on hand was reduced to a minimum, supplies exceeding that minimum being sent to No. 2 Field Supply Depot at Caestre. The reason for this was that it was considered undesirable to have a large quantity of supplies too near the line well within range of enemy fire.

A considerable amount of night-time bombing by enemy aeroplanes took place during the Unit's stay at Dickebusch and on one occasion (15-10-17) several bombs were dropped on and around the railhead, destroying two trucks and considerably damaging the permanent-way. The railhead was also subjected to intermittent shelling.

The following shows formations which drew from the railhead and the dates of drawing:-

## Formation.

## Dates.

	from	to.	
1st Australian Division.....	1-10-17	10-10-17	inc.
2nd Australian Division.....	1-10-17	10-10-17	"
4th Australian Division.....	11-10-17	23-10-17	"
5th Australian Division.....	11-10-17	25-10-17	"
1st Australian Division.....	24-10-17	9-11-17	"
2nd Australian Division.....	26-10-17	9-11-17	"
49th Division (British).....	10-11-17	26-11-17	"
66th Division ".....	10-11-17	24-11-17	"
New Zealand Division.....	26-11-17	15-12-17	"
30th Division (British).....	27-11-17	15-12-17	"

15-12-17.  
Unit leaves  
Dickebusch and  
proceeds to  
Steenwerck;  
work at Steen-  
werck.

The Unit stayed at Dickebusch until 15-12-17 on which date they handed over the railhead to No. 8 Railhead Supply Detachment and in accordance with instructions proceeded to Steenwerck and took over the Supply Railhead there on the same afternoon from No. 8 Railhead Supply Detachment, the Unit making its first issue on the following morning (16).

Two Divisions and the 1st Anzac Corps Troops were drawing at Steenwerck Railhead at this time but this was increased by one Division on 31-12-17. From 31-12-17 until 25th March four formations were supplied from which date it was reduced by one and from the 1st April until the date of the Unit's departure two more divisions came on the strength making a total of five formations drawing daily.

The following are particulars of formations drawing at Steenwerck Railhead while the Unit were in charge:-

## Formation.

## Dates.

	From	To.	
1st Anzac Corps Troops (from 1-1-18 known as Australian Corps Troops.....	15-12-17	4-4-18	inc.
3rd Australian Division.....	15-12-17	5-3-18	"
2nd Australian Division.....	15-12-17	30-1-18	"
57th Division (British).....	31-12-17	14-2-18	"
1st Australian Division.....	31-1-18	27-2-18	"
38th Division (British).....	15-2-18	31-3-18	"
4th Australian Division.....	28-2-18	25-3-18	"
2nd Australian Division.....	6-3-18	5-4-18	"
25th Division (British).....	31-3-18	5-4-18	"
34th Division (British).....	1-4-18	5-4-18	"
19th Division.....	2-4-18	5-4-18	"

The strength of the Railhead Details fed by the  
--25--  
-Railhead-



War Diary, 1st Australian Railhead Supply Detachment (Contd).

Dates and subjects.	Summary of events and information	Remarks and references to appendices.
	Railhead Supply Officer approximated 1,500 men.	
1-1-18 Designation of Unit altered to 1st Aust. Railhead Supply Detachment.	As from 1-1-18 the 1st and 2nd Anzac Corps were broken up, the New Zealanders being transferred to the 22nd Corps, and the Australians being formed into one Corps designated "The Australian Corps". In consequence of this change the word "Anzac" was deleted from the Unit's designation and "Australian" substituted; the Unit thereafter being known as "1st Australian Railhead Supply Detachment".	
11-1-18.	Dating from 11-1-18 Lieut. F. A. Antill, O.C., was promoted to the rank of Captain.	
29-1-18.	On 29-1-18 Captain Antill proceeded on leave to the United Kingdom and was relieved by Lieut. J. Bell, A.S.C. Captain Antill returned to duty on 13-2-18.	
	Steenwerck Railhead was subjected to little or no shelling or bombing on the part of the enemy which is a matter for surprise, seeing that it was situated so near to the line, which since 1914 was within five miles and before the Offensive at Messines in June, 1917, considerably nearer. Notwithstanding the presence of a large Corps Engineer Depot, the supply railhead, which during the morning hours was one mass of transport, apart from railway traffic, the work was allowed to proceed day after day practically without interruption. The town of Steenwerck, containing several thousands of inhabitants, enjoyed the same freedom from enemy attention, and this seemed all the more incomprehensible when towns further in the back area were heavily shelled, such as Hazebrouck and Bailleul and even small villages as Merville and Estaires. A shell or two were fired on Steenwerck Railhead occasionally. On one occasion while the Unit were in charge (Sunday, 10-3-18) two shells landed in the railhead yard causing some casualties but no serious damage was done. Had they so wished the enemy could have made the town and railhead at Steenwerck untenable.	
6-4-18 Unit proceed to Somme front. Work at Vignacourt.	The Unit remained at Steenwerck until the beginning of April and when the Australian Corps moved south when the Great German Offensive of March, 1918 began, the Unit followed. Steenwerck Railhead was handed over to the 3rd Railhead Supply Detachment on 5-4-18 and on the following day, 6-4-18, the Unit entrained, their destination being Abbeville, at which place they arrived after a little delay on the road on 9-4-18.	
10-4-18	From Abbeville the Unit received instructions to proceed to Vignacourt, where they duly reported on the 10th and took over the Supply Railhead after the issue on the 11th from No. 3 Railhead Supply Detachment. Until this period Vignacourt had not been availed of largely as a supply railhead. When the Germans advanced towards Amiens, however, a great deal of work was thrown upon Vignacourt and the surrounding railheads, and at the time when the Unit took over Vignacourt Railhead there was much to do in the way of improvement. In the first place traffic arrangements were very bad	-and-



# War Diary, 1st Australian Railhead Supply Detachment, (Contd.).

Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

and one of the first things the Unit did was to remedy this trouble. The existing arrangement was for all traffic to enter and leave the Railhead by for the one gate which was not large, and the road of approach, not being wide, caused much congestion with ~~the~~ the traffic. However, it was found that by removing a piece of the railway fence at the other end of the railway yard where a crossing had been constructed having an outlet on to the road running alongside the railway line, another entrance to the station yard could thus be created. This plan was acted on. "In" and "Out" notice boards were painted and placed in position as a guide to drivers, and arrangements were made with the Town Major Vignacourt for the proper control of traffic at Vignacourt Railhead by Traffic Police.

The facilities for the storing of supplies were also very bad and insufficient. Most of the railhead reserve rations stood in the open, the more important lines being accommodated in a railway truck at the entrance to the railway yard where the detail issue to Railhead Units took place and bulk issues to Divisions were made. This arrangement was very unsatisfactory and steps were taken by the Unit to provide the railhead with proper storing accommodation. The result was that two "Nissen" Bow Huts were constructed, one to be used as a detail issue store and the other for medical comforts, and a large store for accommodating the reserve supplies was in course of construction when the Unit left Vignacourt. Dunge made with fascines were laid down for the accommodation of a large forage stack and a piece of road leading thereto was about to be commenced at the time the Unit left Vignacourt.

The following formations were supplied by the Unit whilst at Vignacourt:-

Formation.	Date.	
	from	To.
Aust. Corps Troops M.T.Coy.	12-4-18	8-5-18 inc.
4th Australian Division....	12-4-18	23-4-18. "
2nd Australian Division....	12-4-18	30-4-18 "
3rd Australian Division.....	12-4-18	23-4-18 "
66th Div. Artillery.....	14-4-18	only
47th Division.....	30-4-18	19-5-18 inc.
18th Division.....	6-5-18	14-5-18 "
3rd. Corps Troops M.T.Coy..	7-5-18	19-5-18 "

The strength of the railhead details fed by the Railhead Supply Officer was, when the Unit first took over Vignacourt, very heavy, mounting as high as 13,000 men daily. This strength for Railhead Details was unusual and was brought about owing to many Units becoming detached from their own formations when the retirement in March took place. By the 20th April, however, this strength was considerably reduced, thereafter averaging about 3,000 men daily.

The railhead also supplied Casualty Clearing Stations and Field Ambulances in the district with medical comforts.

Included in the rations issued from Vignacourt Railhead were those for Indian Troops, Chinese Labor Corps, ~~and~~ a small number of Americans and French Troops and a few French Civilians.



# War Diary, First Australian Railhead Supply Detachment (Contd).

Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

19-5-18

Unit leave Vignacourt and proceed to Ailly-sur-Somme. Work at Ailly-sur-Somme.

On the morning of the 19th May, 1918, the Unit received instructions to proceed to Ailly-sur-Somme Railhead (which had been allotted to the Australian Corps) and taken over the Railhead Supply duties at that place from the 41st Railhead Supply Detachment who were to replace the Unit at Vignacourt. This move was carried out on the same afternoon (19th).

20-5-18.

The Unit made its first issue at Ailly-sur-Somme on 20-5-18.

There were no special features in connection with the work at the new railhead. The yard accommodation was not great and when more than three sections were dealt with it was generally necessary for the fourth section to stand outside the yard until one of the sections had been cleared and then make a special shunt to place the fourth section into position for unloading. Delays sometimes took place in making this shunt owing to want of engine power but these were not frequent.

The station goods shed, a spacious building, provided ample accommodation for all the railhead stocks with the exception of forage and oils which in the first place were dumped in the goods yard. and later on, however, the hay, oils and petrol were transferred to a new site about half a mile from the railhead on the road between Ailly-sur-Somme and St. Sauver. The reason for this was that, being of an inflammable nature, it was considered desirable as a precautionary measure against enemy bombing, to remove these commodities to a point some distance from the railhead itself.

The following formations were supplied by the Unit whilst at Ailly-sur-Somme railhead:-

Formation.	From	To.
5th Australian Division.....	20-5-18	31-5-18
Aust. Corps Troops, inc. about 1,500 Chinese.....	20-5-18	9-6-18
4th Australian Division.....	20-5-18	21-5-18
3rd Australian Division.....	21-5-18	27-6-18
4th Australian Division.....	1-6-18	30-7-18
37th Division.....	7-6-18	12-6-18
22nd Corps Troops.....	8-6-18	15-7-18
58th Division (inc. 1000 Indians).....	13-6-18	18-6-18
47th Division (inc. 1800 Indians).....	19-6-18	12-7-18
9th Corps Troops.....	19-7-18	30-7-18
2nd Canadian Division.....	31-7-18	4-8-18
5th Australian Division.....	31-7-18	3-8-18
Canadian Corps Troops.....	1-8-18	3-8-18
4th Australian Division.....	4-8-18	9-8-18
1st Australian Division.....	7-8-18	9-8-18
Cavalry Corps Troops.....	8-8-18	9-8-18
1st Cavalry Division.....	9-8-18 only.	

The Railhead details at Ailly-sur-Somme approximated 2000 British, 1400 French, 500 Chinese and a small number of U.S.A. Troops.

On the 19th June the strength of the Units drawing at Ailly-sur-Somme Railhead totalled 106,000 men - a record day for the Unit.



War Diary, 1st Australian Railhead Supply Detachment, Contd.

Dates and subjects.	Summary of events and information.	Remarks and references to appendices.
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9-8-18.

Unit leave Ailly. Following on the Fourth Army's successful offensive sur Somme and of 8th August, 1918, all formations in the Ailly-proceed to Rail-sur-Somme area moved forward, and the Unit received orders on the afternoon of the 9th August to wind up business at Ailly-sur-Somme and proceed at once to the railhead at Corbie which was to be opened up for supplies on the following day, 10-8-18. The railhead stocks at Ailly were forthwith handed over to a representative from D. D. S. & T. Fourth Army and within two hours of the receipt of the order the Unit was on its way, per motor lorries, to the new railhead.

The Unit commenced its first issue at Corbie Railhead on the following morning (10-8-18) at 6 o'clock, the formations being the 1st, 2nd, and 4th Australian Divisions, drawing at 6a.m., 7.30a.m. and 9a.m., respectively. To these were added on the following day (11-8-18) the 3rd and 5th Australian Divisions also 2,500 British and 1,200 French Troops drawing as details from the R.S.O.

11-8-18

It is interesting to note that on this day for the first time in the history of the Australian Army in France, the whole of its 5 infantry divisions drew together at the same railhead.

On the 13th the 17th Imperial Division was also supplied at this railhead, making six Divisions in all. Another record was created on this date. The work of supplying the whole six Divisions, drawing with horse transport, was completed within 5 hours. The first issue commenced at 6a.m. to the 1st Australian Division; the 3rd Australian Division followed at 6.45a.m.; the 2nd at 7.30a.m., the 5th at 8.15a.m., the 4th at 9a.m. and the 17th Imperial Division at 9.45a.m., the last of the transport being out of the yard at 11a.m.

The excellent accommodation with which Corbie Railhead is amply provided admitted of the work being carried out in such a short time. The railhead yard is about 500 yards long with accommodation for trains on either side, which enabled the six sections to be placed in position for unloading, plenty of space being available in the yard itself for the manoeuvring of the horse transport. At this time the distance from the front line at the nearest point was about five miles and well within range of enemy shell fire and the main reason for the speeding up of the issue was to avoid trouble from this source. The work, however, proceeded undisturbed.

The six sections dealt with on 13-8-18 comprised sixty trucks.

As at Ailly-sur-Somme, the station goods shed was used for the accommodation of the railhead stocks and for the reasons previously explained the hay, forage and oil dumps were made at some distance from the railhead itself.

Several improvements were carried out by the Unit at Corbie Railhead such as the provision of notice and directions boards, and it was also instrumental for the making of a new road of entrance to the railhead by means of which the working of the transport was much expedited.



War Diary, 1st Australian Railhead Supply Detachment, (Contd).

Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

As the attack of the Fourth Army developed during the months of August and September, 1918, Corbie and the surrounding country gradually changed from an advanced area and became part of the Fourth Army back area and the units who remained in this vicinity and who, up till that time, had been drawing rations from the Australian Corps (6th Aust. M. T. Coy.), the 9th Corps, the 3rd Corps and the R. S. O. Villers Bretonneux, were attached to the Railhead at Corbie for rations when the Corps in question moved into advanced positions and the railhead at Villers Bretonneux was closed for supplies. These changes took place on and about the 12th September, 1918. Corbie thus became a railhead for Army Troops in that area and a special ration pack (Section 89) was provided for the supply of these details.

On 13-9-18 the number of units fed at Corbie Railhead in detail totalled approximately 100 units with a strength of 9,000 including French Troops, Chinese Labor Companies and Prisoner of War Labor Companies. Several of these units were stationed in the outlying districts and had no transport of their own for the drawing of rations and arrangements were made for the delivery of supplies where necessary, motor lorries being attached to Corbie Railhead for that and other work. One unit, the 4th Army Salvage Coy., was quartered at Warvillers which lies between Amiens and Corbie Roye and distant from Corbie about 40 kilometres by road. This is quoted as a small sidelight on supply work as evidence of the complex nature of the work at periods like the one in question when a large army must be fed and the campaign is one of constant movement.

In order to economise principally in transport, all Units with a strength of under 70 were rationed on only 3 days of the week, two days' rations being drawn on Monday, three days' on Wednesday, and two again on Saturday.

On 12-9-18 the large reserve ration dump of the Australian Corps, situated at La Neuville, near Corbie, was handed over by that Corps to the Fourth Army and was taken on charge by the R. S. O. Corbie. This dump contained three days' rations for the Australian Corps (290,000 men's rations and 70,000 horse rations) and was created to meet any emergency that might arise where rations would be required at short notice such as in case of a rapid advance taking place, loss of supplies owing to enemy action, a possible breakdown of the supply system, the feeding of a civilian population in any territory that might be hurriedly evacuated by the enemy or any other unusual situation that might arise at a critical time. On the same date a similar reserve dump was handed over by the 3rd Corps to the Fourth Army and shortly afterwards this dump was also taken on charge by the R.S.O. Corbie; this dump was situated at Bonnay, a village on the Ancre River about 5 kilometres to the north-east of Corbie.

Another work carried out by the Unit about this time was the transferring to Corbie of the

-railhead-



War Diary, 1st Australian Railhead Supply Detachment, (Contd.).

Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

railhead stock that remained on hand at Villers Bretonneux when that railhead was closed for supplies on 12-9-18. Villers Bretonneux lies to the south of Corbie about ten kilometres. The transference of the stock was spread over a period of several days, as much as possible being cleared daily, a receipt being given for each day's transactions on a Supply Demand Note (Form No. 3326, for sample see enclosure No. 37 of Appendix No. 2) and taken on charge at Corbie in the ordinary way as explained in Appendix No. 2. Certain commodities naturally accumulated at Corbie and such lines were correspondingly stopped on the Supply Train until the stocks became sufficiently reduced. The same system applied to the Australian Corps Reserve Dump at La Neuville, the stocks here being transferred to Corbie as opportunity offered with the exception of forage which was issued on the spot. At the time of writing (4-10-18) much of the stock on this dump remains to be cleared, and when this work is finished the intention is to deal similarly with the Reserve Dump at Bonney. Much of the forage at the latter dump has already been issued.

On 24-9-18 Corbie became a railhead for the issue of medical comforts. Medical Comforts are issued only to Hospitals, Casualty Clearing Stations and Field Ambulances, and are demanded on Army Form No. 183 (sample attached, see enclosure No. 48 of Appendix No. 2).

The following is a list of medical comforts maintained at Corbie Railhead.

Potted Meat.....	260 tins.	Cornflour.....	6 cases.
Sausage.....	400 lbs.	Mixed Herbs.....	98 lbs.
Dried Milk.....	500 lbs.	Cocoa Powder.....	500 lbs.
Dried Peas.....	1 sack.	Tapioca.....	3 sacks.
Bott. Fruit.....	20 cases.	Whisky.....	12 cases.
Claret.....	6 "	Champagne.....	12 cases.
Lemons (to be turned over)...	6 "	Assorted Soups.....	12 "
Vinegar.....	96.. 96 bottles.	Port Wine.....	12 "
Benger's Food.....	6 cases.	Cocoa & Milk.....	12 "
Pearl Barley.....	12 "	Coffee and Milk.....	12 "
Calves Foot Jelly..	3 "	Sardines.....	20 "
Baking Powder.....	6 cases.	Essence of Chicken..	6 "
Ess. of Mutton.....	6 "	Herrings in Tomatoes	12 "
Oxo Extract.....	6 "	Brandy.....	20 cases.
Sparklets.....	3 "	Roast Fowl.....	12 "
Milk (unsweetened)..	40 "	Tinned Rabbit.....	6 "
Sage.....	3 sacks.	Tinned Fruit.....	10 cases.
Lime Juice Cordial..	12 cases.	Oatmeal.....	12 "
Fancy Biscuits.....	25 "	Ox Tongue.....	10 "
Soda Water.....	500 bottles.	Stout.....	12 "
Ale.....	12 cases.	Salmon.....	10 "
Cornflour.....	6 "	Arrowroot.....	6 "

While on the subject it may be of interest to quote a list of the commodities dealt with in an ordinary day's work at a railhead. Here is a list of the items appearing on the Corbie Railhead stock sheet for 4-10-18:-

Iron rations (a reserve ration carried by the soldier, composed of a 12-oz tin of preserved meat, 1 lb biscuits,



# War Diary, 1st Australian Railhead Supply Detachment, (Contd.).

Dates and  
subjects.

Summary of events and information.

Remarks and  
references to  
appendices.

2 oz sugar and  $\frac{1}{2}$  oz of tea.).

Biscuits.	Preserved Meat.
Bread.	Pork & Beans. (tinned)
Flour.	Meat & Vegetable (tinned)
Rice.	Bacon.
Oatmeal.	Margarine.
Frozen Meat	Tea
Sugar	Cheese.
Jam.	Dried Fruits.
Potatoes.	Onions.
Condensed Milk (Sweet- ened & unsweetened).	Salt.
Dried Milk.	Pepper.
Tobacco.	Mustard.
Cigarettes.	Matches.
Lime Juice.	Rum.
Pickles.	Preserved Vegetables.
Pea Soup.	Sauce.
Straw.	Cheese Cubes.
Hay.	Bran.
Oats.	Coarse Salt (for animals).
Wood.	Linseed (for animals).
Coke.	Coal.
Candles (Paraffin)	Charcoal.
Candles Sigs (for special artillery use.	Solution "G" (used for dis- infecting dead bodies).
Petrol "A" (for Flying Corps & Tanks).	Formaldehyde (disinfectant)
Methylated Spirit	Min. Burning Oil.
Carbide	Petrol "T" for ordinary purposes.
Chloride of lime (dis- infectant).	Grease
Wood Preserving Oil. (for cleaning of guns, wag- ons, lorries etc.).	Cresol (disinfectant).
Lub. Oil Heavy (for gear boxes etc).	Bleaching Powder ) For purifying Clarifying Powder) water.
American lorry lub. oil.	Whale Oil (Trench feet preventive).
Vacuum lub. )	Lamp Wick.
Mobil "A" )	Car Oil.
Mobil "B.B." )	Cycle oil.
Gaster Oil )	Steam Cylinder lub. oil.
	Castrol. lub oil.
	Zeta lub oil.

## Indian Rations.

Dhal (split peas)  
Atta (Indian flour)  
Ghi (Indian Butter)  
Gur (Indian Sugar)  
Mixed Spices.

## Chinese rations.

Nut Oil.  
For Prisoners of War.  
Mellin's Meal.

At the beginning of September, 1918, it was decided to grant six months' furlough to all ranks in the Australian Army who left Australia in 1914 to enable them to visit their homes in that country. Those who wished it could take two and a half months in the United Kingdom instead of the trip to Australia.

Captain Antill, O.C., and 12 other ranks in the Unit were affected by this order, and, with the exception of one who decided to accept the latter privilege, all accepted the trip to Australia. Two members of the unit left the detachment on 15-9-18 as the Unit's quota in the first batch; five left to accompany the second batch on 25-9-18, and the balance of 1 Officer and 5 other ranks are set down for despatch with the third party which will leave at an early moment (4-10-18).



## WAR DIARY

OF

FIRST AUSTRALIAN RAILHEAD SUPPLY DETACHMENT.

FOR

From 17-9-14 until

191

## LIST OF APPENDICES.

- | No. | Subject.   |
|-----|--|
| 1   | Nominal Rolls of original members, Strengths, Staff-changes, Promotions, Transfers, Casualties, etc.   |
| 2   | A short account of the system of supplies for the British Armies in France, describing in particular the work of a Railhead Supply Detachment.         |
| * 3 | Copies of Mobilisation Store Table and correspondence in connection with formation of Unit.  |
| * 4 | Desert Railway Order No. 1 of 8-2-16.  |
| * 5 | Circular Memorandum No. 20 issued by 1st Anzac Q, dated 2-3-16.  |
| * 6 | Letter bringing under notice exemplary conduct of Sergt. Marchant, S. D., and Cpl. Asprey G. R., and note of appreciation from 1st Anzac Headquarters. |
| * 7 | Routine Order No. 50 dated 24-5-17 containing appreciation of services of Unit on the occasion of its transfer from Corps to Army.                     |
| * 8 | A few particulars in connection with Ferry Post and Serapeum Desert Railways.  |
| * 9 | Letter and wire from 1st Anzac Headquarters in connection with alteration of Unit's designation and establishment, dated 23-5-17.                      |

\* Attached to original



# APPENDIX No. 1.

APPENDIX 1

of

War Diary, Railway Supply Detachment, 11th Coy. A.A.S.C.

Nominal Rolls, Strengths, Staff-Changes,  
Promotions, Transfers, Casualties, etc.

Nominal roll of Original Unit who left Australia on 19-12-14.

Reg? No.	Name	Rank.	Reg. No.	Name	Rank.
	Milne E. O.	Lieut.O.C.	2613	Hawkins A.	Pte.
2552	Antill F. A.	Sgt.Major.	2579	Hazell F. T.	"
2553	Berland W.	St.Sgt.	2581	Hughes C.	"
2554	Newman C. L.	St. Sgt.	2583	Lovegrove R. J. C.	"
2555	Tough W. A.	St. Sgt.	2582	James G. B.	"
2556	Wentworth H. C.	St. Sgt.	2584	Lowe H. J.	"
2557	Acott B. W.	Pte.	2611	Lynham L. P.	"
2558	Ahrenfeld R. B.	"	2585	Marchant S. D.	"
2559	Aldridge W. J.	"	2586	Masters F. G.	"
2560	Andrews E. O.	"	2574	Marion E. F. J.	"
2561	Asprey G. R.	"	2614	McDonald E.	"
2562	Bell A. E.	"	2587	Matthews H. E.	"
2563	Boles B. J.	"	2588	McIntosh C. D.	"
2564	Brown H. B.	"	2589	Merkell C. R.	"
2565	Bruce R.	"	2590	Miller C. S. W.	"
2566	Bult H. C.	"	2591	Murray R. L.	"
2567	Cook A. J.	"	2592	Nash R. G. J.	"
2612	Cook C. F.	"	2593	Nightingale F. T.	"
2568	Dick J.	"	2594	Perwood H. O.	"
2569	Dowell W. H.	"	2595	Paull J. C.	"
2570	Downes G.	"	2596	Perkins F.	"
2571	Egan J. C.	"	2597	Preece H. C.	"
2572	Fenton H. V.	"	2615	Pull H. A. E.	"
2573	Foran J. D.	"	2598	Rawson G. H.	"
2575	Gilmartin F. D.	"	2599	Reed H. P.	"
2576	Grimes G. T.	"	2600	Robertson O. C.	"
2577	Hanson W. E. C.	"	2601	Rushworth W.	"
2578	Hardcastle E. G.	"	2602	Samuels V. O.	"
2580	Henry F. J.	"	2603	Sedgwick E. H.	"
			2604	Smith H. W. C.	"
			2605	Turk C. W.	"
			2606	Turner J.	"
			2607	Weaver H. K.	"
			2608	Wootton V. C.	"
			2609	Worland S. T.	"
			2610	Yeomans H.	"

Company Order No. 16 - 20-12-14.

## APPOINTMENTS:-

The following appointed lance-corporals from above date:-

No. 2583 Pte. Lovegrove, R. J. C.  
No. 2588 Pte. McIntosh C. D.  
No. 2590 Pte. Miller C. S. W.

APPOINTMENT:- Company order No. 3 - 28-1-15.

Promoted to rank of Lance-corporal, No. 2579, Pte. Hazell F. T.

## RESIGNATION OF RANK.

No. 2583, Lance-corporal Lovegrove, reverts to rank of Private as from 25-2-15, at his own request.

## PROMOTION.

Lieut. E. O. Milne, C.O., promoted to Captain, dating from 23-3-15.

## TAKEN ON STRENGTH.

No. 5571, Private Jenkins, D. T., 2nd Reinforcement.  
5572, Pte. Vandenheede S. C., 3rd Reinforcement.  
These men taken on strength 5-4-15.



PROMOTION. No. 2563, Private Boles, B. J., promoted lance-corporal from 19-4-15.

TAKEN ON STRENGTH. 15-5-15.  
No. 5696, Pte. Watt J., 4th Reinforcement, taken on strength.

Appt. as R.T.O. As from 3-5-15, Capt. Milne is appointed Railway Transport Officer, Cairns.

No. 2552, Company Sergt. Major Antill F. A. - during the occupancy by the O.C. position of R.T.O. Cairns, will take the acting rank of Warrant Officer as from 20-5-15 in order that administration and training may be properly carried on.

No. 2556, Staff Sergt. Wentworth H. C. is appointed to acting rank of Sergt. Major as from 31-5-15.

No. 2588, L.Cpl., McIntosh C. D. is appointed to acting rank of Staff Sergt (without pay) from 31-5-15.

Transfer. No. 2568, Private Dick J. is transferred to the Camp Police, with effect as from 21st May, 1915.

Taken on Strength. No. 5816, Private Heaps E. K., 5th reinforcement, taken on strength 22-5-15.

Transfer to Escort. No. 2597, Pte. Preece H. A., is transferred to escort returning to Australia at his own request. 10-6-15.

Promotion. No. 2569 Pte. Dowell W. is promoted to the rank of Lance-corporal as from 27-6-15.

The following is taken from information supplied weekly on Army form B. 213:-

B. 213 No. 1, Week ended 4-7-15.

Strength: 1 Officer, 65 other ranks.  
No. 2614, Pte. McDonald E. evacuated sick.

B. 213 No. 2, Week ended 11-7-15.

Strength 1 Officer, 64 other ranks.  
No. 2610, Pte. Worland S. T., evacuated - wounded., 7-7-15.

B. 213 No. 3, Week ended 18-7-15.

Strength 1 Officer 63 other ranks.  
No. 2571, Pte. Egan J. C., evacuated sick, 18-7-15.

B. 213, Week No. 4, Week ended 25-7-15.

Strength 1 Officer 63 other ranks.

B. 213 No. 5, Week ended 1-8-15.

Strength: 1 Officer, 59 other ranks.  
No. 2586 Pte. Masters F. G. evacuated sick., 26-7-15.  
No. 2559 Pte. Aldridge W. J. " " 28-7-15.  
No. 2607 Pte. Weaver H. K., killed in action, 28-7-15  
No. 2574 Pte. Marion E. F. J. evacuated sick - died Alexandria 9-8-15.

B. 213 No. 6 Week ended 8-8-15.

Strength 1 Officer 59 other ranks.

B. 213 No. 7, Week ended 15-8-15.

Strength 1 Officer 58 other ranks.  
No. 2583, Pte. Lovegrove R. J. C. evacuated sick, 15-8-15.

B. 213 No. 8, Week ended 22-8-15.

Strength 1 Officer 56 other ranks.  
No. 2594 Pte. Northwood H. O. evacuated sick, 18-8-15.  
No. 2603 Pte. Sedgwick E. H. evacuated sick, 22-8-15.



APPENDIX

B.213, No. 9, Week ended 28-8-15.

Strength 1 Officer, 52 other ranks.  
 No. 2554, Staff Sergt. Newman evacuated sick, 23-8-15.  
 No. 2581 Pte Hughes C. evacuated sick, 24-8-15.  
 No. 2612 Pte. Cook C. F., evacuated sick, 26-8-15.  
 No. 5572 Pte. Vandenheede S. C., evacuated sick, 29-8-15.

B.213 No. 10, Week ended 4-9-15.

Strength 1 Officer, 49 other ranks.  
 No. 2591, Pte. Murray R. L., wounded and evacuated 29-8-15.  
 No. 2610, Pte. Yeomans evacuated sick, 3-9-15.  
 No. 2587, Pte. Matthews, evacuated sick 3-9-15.

B.213, No. 11, Week ended 11-9-15.

No. 2573 Pte. Foran J. D., evacuated sick, 9-9-15.  
 No. 2580, Pte. Henry F. J., evacuated sick 10-9-15.  
 No. 2602, Pte. Samuels V.O., evacuated sick 11-9-15.  
 No. 2583, Pte. Lovegrove, rejoined Unit from hospital, 10-9-15.  
 Strength, 1 Officer, 47 other ranks.

B.213 No. 12, Week ended 18-9-15.

Strength 1 Officer, 47 other ranks.  
 No.

B.213 No. 13, Week ended 23-9-15.

Strength 1 Officer, 43 other ranks.  
 No. 2583 Pte. Lovegrove R. J. C. to hospital, sprained ankle, 19-9-15.  
 No. 5816, Pte. Heaps H. K., evacuated sick, 19-9-15.  
 No. 2596, Pte. Perkins, F. evacuated sick, 21-9-15.  
 No. 2577, Pte. Hansen W. H. evacuated sick, 24-9-15.  
 No. 2588 Acting S.Sergt. McIntosh C. D. apptd. Staff. Sergt. vice  
 No. 2554, S.Sgt. Newman C.L. to hospital.

B.213 No. 14, Week ended 2-10-15.

Strength 1 Officer, 41 other ranks.  
 No. 2562 Pte. Bell A. E. evacuated sick 26-9-15.  
 No. 2567, Pte. Cook A. J., evacuated sick, 27-9-15.  
 No. 2606, Pte. Turner J., evacuated sick 1-10-15.  
 No. 6976 Pte. McCarthy S. G., reinforcement, taken on strength 30-9-15.  
 No. 7121 Pte. Murtagh F. P. D., do do 30-9-15.  
 No. 2564, Pte. Brown H. B. transferred to 1st Divisional Headquarters.

B.213 No. 15, Week ended 9-10-15.

Strength 1 Officer, 42 other ranks.  
 No. 2602 Pte. Samuels V. O. rejoined Unit from hospital, 3-10-15.

B.213 No. 16, Week ended 16-10-15.

Strength 1 Officer, 42 other ranks.

B.213 No. 17, Week ended 23-10-15.

Strength 1 Officer, 41 other ranks.  
 No. 2582 Pte. James G. B. to Observation Hospital.

B.213 No. 18, Week ended 30-10-15.

Strength 1 Officer, 45 other ranks.  
 No. 2582, Pte. James G. B. rejoined Unit from Observation Hosp., 30-10-15.  
 No. 2554, S.Sgt. Newman C. L. rejoined Unit from hospital 29-10-15.  
 No. 2612, Pte. Cook C. F. do do 29-10-15.  
 No. 2571, Pte. Egan J. C. do do 29-10-15.  
 No. 2588 S.Sgt. McIntosh C. D. reverts to supernumary S.Sgt, 29-10-15.

B.213 No. 19, Week ended 6-11-15.

No. 1510, Pte. Witter J. H. transferred to Unit from 1st Battn.A.I.F.  
 on 30-10-15 and allotted No. 2616, vice Weaver deceased.  
 No. 2573, Pte. Foran J. D. rejoined Unit from hospital, 6-11-15.  
 Strength, 1 Officer, 47 other ranks.

B.213 No. 20, Week ended 13-11-15.

Capt. Milne E. O. granted temp. rank of Major while carrying out  
 duties of O.C. Army Corps Reserve Supply Depot, Anzac, and sec-  
 onded, dated 1-11-15, list No. 8, Promotions, of 3-11-15,  
 Anzac H.Q.  
 Lieut. Spencer W. F. 1st Australian Depot Unit of Supply, promoted  
 Captain temp. vice Milne promoted temp. dated 9-11-15, List.  
 --3--  
 -No. 9-



No. 9, Promotions, etc., Army Corps, 9-11-15.  
Strength, 1 Officer 47 other ranks.

B.213 No. 21, Week ended 20-11-15.

Strength: 1 Officer, 48 other ranks.

No. 1342, Pte. Dewey, S. C., transferred from 4th Battalion, A.I.F. and allotted Reg. No. 2617, 13-11-15.

B.213 No. 22, Week ended 27-11-15.

Strength: 1 Officer, 48 other ranks.

No. 2602, Pte. Samuels V. O. evacuated wounded, 24-11-15.

No. 553, Pte. Foran D. T. transferred from 8th Battalion, A.I.F. and allotted reg. no. 2618, 22-11-15.

B.213 No. 23, Week ended 3-12-15.

Strength: 1 Officer, 48 other ranks.

No. 2563 L.Cpl. Boles promoted Staff Sergeant, 3-12-15.

No. 2588 Sup. Staff Sgt. McIntosh C. D. promoted Staff Sgt. 3-12-15.

2611, Pte. Lynham L. P. promoted Sergt. 21-11-15.

No. 2569, L.Cpl. Dowell W. H. promoted Sergt. 3-12-15.

No. 2592, Pte. Nash R. G. B. promoted Sergt. 3-12-15.

No. 2579 L.Cpl. Hazell F. T. promoted corporal, 3-12-15.

2590 L.Cpl. Miller promoted corporal, 3-12-15.

No. 2585, Pte. Margant S. D. promoted Corporal, 3-12-15.

2598 Pte. ~~Margant~~ <sup>Margant</sup> S. D. promoted Corporal 3-12-15.

No. 2608 Pte. Wootton V. C. promoted corporal 3-12-15.

No. 2560 Andrews E. O. promoted corporal 3-12-15.

No. 2612, Pte Cook C. F. promoted corporal 21-11-15.

No. 2616 Pte. Witter J. re-allotted reg. No. 1644.

No. 2617 Pte. Dewey S.C. do. 1342.

No. 2618, Pte. Foran D.T. do. 553.

B.213 No. 24, Week ended 11-12-15.

No. 7266 Pte. Johnson A. N., reinforcement, taken on strength 7-12-15.

No. 7411, Pte. Twentymen R.E.S., reinforcement, do 7-12-15.

No. 1147 Crook E. L. transferred from 16th Battalion, 5-12-15.

No. 2420 Pte. McKinley T. J. transferred from 13th Battn. 5-12-15.

No. 2679 Pte. Scott F. transferred from 15th Battn. 5-12-15.

No. 749 Pte. Lingard R. G. C. transferred from 13th Battn. 5-12-15.

No. 991 Pte. Shuttlewood T. C. transferred from 20th Battn 25-11-15.

No. 819 Watt O. transferred from 4th A.L.H. Regt. 6-12-15.

No. 2573 Pte. Form J. D. evacuated sick 10-12-15.

Strength: 1 Officer, 53 other ranks; attached 2 other ranks.

B.213 No. 25, Week ended 18-12-15. - Lemnos.

Strength 1 Officer, 52 other ranks, attached 31 other ranks.

No. 2605 Turk, C. W. evacuated sick 14-12-15.

B.213 No. 27, Week ended 25-12-15. Lemnos.

Strength 1 Officer, 55 other ranks.

No. 2578, Pte. Harcastle E. evacuated sick, 19-12-15.

No. 553, Pte. Foran D. T. to hospital 22-12-15 (eye abrasions).

The following men transferred to Unit for duty on Anzac Light Railway are retransferred to their respective Units and Unit reverts to its former establishment, the N.C.O.s surplus to establishment remaining as supernumary.

No. 1036 McLaren R. S. to 2nd L. H. Regt. 23-12-15.

No. 1128 Weedman G. H. do.

No. 1052 Wells R. do.

No. 1012 Dawson R. do.

No. 1017 Edwards W. do.

1100 Burslem R. H. do.

No. 1106 McLean H. W. do.

No. 540 Mills C. H. do.

No. 1147 Crook E. L. to 15th Battn A. I. F. 23-12-15.

No. 598 McAskell H. to 12th Battn. A. I. F. 23-12-15.

No. 935 Couston A. to 10th Battn. A. I. F. 23-12-15.

No. 145 Woods G. D. T. to 10th Battn. A. I. F. 23-12-15.

No. 576 Pte. Possingham to 12th Battn. A. I. F. 23-12-15.

No. 443 Murray C. to 7th A. L. H. 23-12-15.

No. 1901 Capper A. W. to 18th Battn A.I.F. 23-12-15.

No. 186 Leech M. to 22nd Battn A.I.F. 23-12-15.



B.231 No. 27, Week ended 25-12-15 (Contd).

No. 1075 Harris L. to 23rd Battn. A.I.F.	23-12-15.
No. 855 Eyre H. to 20th Battn.	23-12-15.
No. 868 Gollan A. to 19th Battn A.I.F.	23-12-15.
No. 2028 Bruce Robt. to 24th Battalion AIF.	23-12-15.
No. 3 Abramovitz A. to 27th Battalion AIF.	23-12-15.
No. 991 Shuttlewood T.C. to 20th Battn. A.I.F.	23-12-15.
No. 1222 Delver E. to Field Bakery, 13th A.A.S.C.	23-12-15.

B.23 No. 28, Week ended 1-1-16 - S.S.Tunisian.

Strength 1 Officer, 56 other ranks.  
 Capt. Spencer W., 11th A.A.S.C. transferred to 13th A.A.S.C. 24-12-15.  
 Major Milne H.O. O.C. Reserve Supplies, Anzac to 11th A.A.S.C. as C.O.  
 24-12-15.  
 No. 553 Pte. Foran D. T. rejoined Unit from hospital 28-12-15.

B.213 No. 1, Week ended 3-1-16. Tel-el-Kebir.

Strength 1 Officer, 56 other ranks.  
 No. 2679 Pte. Scott F. retransferred to 15th Battn. A.I.F. 6-1-16.  
 No. 2609 Worland S. rejoined Unit from hospital 6-1-16.  
 No. 2587 Matthews H. E. do. 6-1-16.  
 No. 2573 Pte. Foran J. D. evacuated to hospital 6-1-16.  
 No. 2608 Cpl. Wootton V.C. evacuated sick 3-1-16.  
 No. 7636 Pte. Lloyd G.A., reinforcement, taken on strength 5-1-16.  
 No. 7627 Pte. Lowe G. do. 5-1-16.

No. 2 B.213, Week ended 15th January, 1916. Tel-el-Kebir.

Strength 1 Officer, 61 other ranks.  
 No. 2583 Pte. Lovegrove R. J. C. rejoined Unit from hospital, 9-1-16.  
 No. 2610 Yeomans H. do. 11-1-16.  
 No. 2580 Henry F. J. do. 11-1-16.  
 No. 5816 Heaps E. K. do. 12-1-16.  
 No. 2603 Pte. Sedgwick E. H. do. 14-1-16.

B.213 No. 3, Week ended 23-1-16. Tel-el-Kebir.

Strength 1 Officer, 66k other ranks.  
 No. 7626 Pte. Lloyd G. rejoined Unit from hospital, 16-1-16.  
 No. 7866 Pte. Arnold A. G., reinforcement, taken on strength, 21-1-16.  
 No. 7867, Pte. Parsons F. H. do. 21-1-16.  
 No. 2605 Pte. Turk C. W. rejoined Unit from hospital, 21-1-16.  
 No. 2608 Cpl. Wootton V. C. do. 21-1-16.

B.213 No. 4, Week ended 29-1-16, Tel-el-Kebir.

Strength 1 Officer, 66 other ranks.

B.213 No. 5, Week ended 5-2-16, Ferry Post and Moascar.

Strength 1 Officer, 65 other ranks.  
 No. 2571 Pte Egan J. C. evacuated sick, 5-2-16.

B.213 No. 6, Week ended 12-2-16, Ferry Post.

Strength, 1 Officer 65 other ranks, artisans attached, 12.

B.213 No. 7, Week ended 20-2-16. Ferry Post and Serapeum.

Strength 1 Officer, 63 other ranks; artisans attached 17.  
 No. 2573, Pte. Foran J. rejoined Unit from hospital 14-2-16.  
 No. 2598, Cpl. Rawson G. H. evacuated sick, 18-2-16.  
 No. 103, Pte. Sullivan J. do. 18-2-16.  
 No. 1342, Pte. Dewey S. C. do. 18-2-16.

B.213 No. 8, Week ended 26-2-16, Ferry Post and Serapeum.

Strength 1 Officer, 66 other ranks, artisans attached, 18.  
 No. 2571, Pte. Egan J. C. rejoined Unit ex hospital, 20-2-16.  
 No. 2598, Cpl. Rawson G. H. do. 22-2-16.  
 No. 1342, Pte. Dewey S. C. do. 21-2-16.  
 No. 2430, Pte. McKinley T. J. transferred to 13th Battalion, 22-2-16.  
 No. 103, Pte. Sullivan, rejoined Unit ex hospital, 22-2-16.

B.213 No. 9, Week ended 4-3-16. Ferry Post and Serapeum.

Strength, 3 Officers, 18 other ranks. Attached 11 O.R.



B.213 No. 9 (Contd.). Week ended 4-3-16, Ferry Post and Serapeum.

No. 42 Pte. Richardson P.H. transferred from 1st Aust. F.Amb. 10-2-16.  
 No. 197 Pte. Waite E. J. transferred from 17th Battn. 9-2-16.  
 No. 1818 Pte. King W.W. transferred from 17th Battn to R.S.D. 9-2-16.  
 No. 2125 Pte. Cousins W. transferred from 1st Battn to R.S.D. 10-2-16.  
 No. 2945 Pte. Weedon W. do. 10-2-16.  
 No. 2946 Pte. Weedon T. H. do. 10-2-16.  
 No. 658 Tpr. Park J. trans. from 13th L. H. Regt. to R.S.D. 1-3-16.  
 No. 2552 Sgt. Mjr. Antill F.A. ) Appointed 2/Lieuts, dated 1-3-16, 11th  
 No. 2556 S.Sgt. H.C. Wentworth ) A.A.S.C.R.S.D. A.I.F. List No. 31, 29-2-  
 No. 2592 Sgt. Nash R. G. B.  
 No. 2579 Cpl. Hazell F. T.  
 No. 2612 Cpl. Cook C. F.  
 No. 2606 Cpl. Wootton V.C.  
 No. 5571 Pte. Jenkins D.T.  
 No. 2603 Pte. Sedgwick E. H.  
 No. 1930 Pte. Fegan W. W.  
 No. 2576 Pte. Grimes G. T.  
 No. 2610 Pte. Yeomans H.  
 No. 42 Pte. Richardson P. H.  
 No. 197 Pte. White E. J.  
 No. 1502 Pte. Andrews J.

Transferred from R.S.D.,  
 11th Coy. A.A.S.C. to 8th  
 Australian Depot Unit of  
 Supply, 1st March, 1916.

No. 2566 Pte. Bult H. C.  
 No. 1644 Pte. Witter J.  
 No. 2609 Pte. Worland S. T.  
 No. 103 Pte. Sullivan J.

No. 2552 S.Sgt. Berland W.  
 No. 2611 Sgt. Lynham L. P.  
 No. 2560 Cpl. Andrews E. O.  
 No. 2595 Pte. Paull J. C.  
 No. 2613 Pte. Hawkins A.  
 No. 553 Foran D.T.  
 No. 2575 Pte. Foran J. D.  
 No. 2582 Pte. James G. B.  
 No. 2945 Pte. Weedon W.  
 No. 2946 Pte. Weedon T. H.  
 No. 7266 Pte. Johnson A. H.  
 No. 5816 Pte. Heaps E. K.  
 No. 5696 Pte. Watt J.  
 No. 2580 Hec. Henry F. J.  
 No. 2126 Pte. Cousins W.

Transferred from R.S.D.  
 11th Coy. A.A.S.C. to 8th  
 Australian Depot Unit of  
 Supply, 1st March, 1916.

No. 2588 S.Sgt. McIntosh C. D.  
 No. 2555 S.Sgt. Tough W. A.  
 No. 2590 Cpl. Miller C. S. W.  
 No. 2565 Pte. Bruce R.  
 No. 2599 Pte. Reed H. P.  
 No. 2600 Pte. Robertson O. C.  
 No. 7411 Pte. Twentymen R. E. S.  
 No. 6976 Pte. McCarthy S. G.  
 No. 2615 Pte. Hull A. E.  
 No. 7626 Pte. Lloyd G. A.  
 No. 7627 Pte. Lowe G. W.  
 No. 2604 Pte. Smith H.W.C.  
 No. 2601 Pte. Rushworth W.  
 No. 2605 Pte. Turk C.W.  
 No. 658 Pte. Park J.  
 No. 1818 Pte. King W.W.  
 No. 2571 Pte. Egan J.C.

Transferred from R.S.D.  
 11th Coy. A.A.S.C. to 10th  
 Australian Depot Unit of  
 Supply, 1st March, 1916.

No. 2585 Cpl. Marchant, S.D. ) Promoted Sergeants, R.S.D.  
 No. 2598 Cpl. Rawson G.H. ) 11th Coy. A.A.S.C., 1-3-16.  
 No. 2561 Pte. Asprey G.R. Promoted Corporal R.S.D., 11th A.A.S.C. ) 1  
 No. 2570 Pte. Downes G. do ) 3  
 No. 2593 Pte. Nightingale F.T. do ) 16.  
 No. 801 Pte. Hartup H.C. trans. to 3rd. Battn. 29-2-16.  
 No. 7121 Pte. Murtagh F.E.D. trans. to 15th Co. A.A.S.C. 1-3-16.  
 No. 1342 Pte. Dewey S.C. transferred to 56th Battn, A.I.F., 2-3-16.  
 No. 7867 Pte. Parsons F.H. transferred to 4th A.D.U.S. 4-3-16.  
 No. 7866 Pte. Arnold A.G. transferred to 4th A.D.U.S. 4-3-16.  
 No. 2722 Pte. Gallagher F.C. transferred to 1st Battalion, 9-11-15.



B.213 No. 10, Week ended 11-3-16, Ferry Post and Serapeum.

Strength 3 Officers, 20 other ranks; attached 25 other ranks.  
 No. 2586 Pte. Masters F. G. rejoined Unit from Hospital, 7-3-16.  
 No. 2591 Pte. Murray R. L. do. 7-3-16.  
 No. 2596 Pte. Perkins F. do. 7-3-16.  
 No. 2602 Pte. Samuels V.O. do. 11-3-16.  
 No. 2554 S.Sgt. Newman C.L. promoted 2/Lieut. 7-3-16.  
 No. 2563 S.Sgt. Boles B. J. promoted 2/Lieut. 7-3-16.  
 No. 2552 2nd Lieut. Antill F.A. transferred to 6th A.D.U.S. as O.C.  
 No. 2556 2nd Lieut. Wentworth H. C. transferred to 9th A.D.U.S. as O.C.

B.213 No. 11, Week ended 18-3-16, Ferry Post and Serapeum.

Strength 3 Officers, 20 other ranks; attached 25 other ranks.  
 Capt Milne E.O. promoted Major and transferred to 48th Australian Division as S.S.O., 13-3-16.  
 HM Lieut. Milne C.G. transferred from 4th Aust. Div. Train to R.S.D. as O.C., 17-3-16.  
 No. 2575 Pte. Gilmartin F. D. transferred to 4th Aust. Div. Train. 13-3-16.  
 No. 1321 Pte. Spencer L. A. trans. from 4th Battn to R.S.D., 17-3-16

B.213 No. 12, Week ended 25-3-16, Ferry Post and Serapeum.

Strength, 3 Officers, 19 other ranks, attached 26 other ranks.  
 No. 2561, Cpl. Asprey G.R. evacuated to hospital (sprained ankle) 24-3-16.  
 Capt. Milne C.G. promoted Captain, 21-3-16, A.I.F. Order List No. 42.  
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B.213 No. 13, Week ended 1-4-16, Ferry Post and Serapeum.

Strength 3 Officers, 17 other ranks; attached 25 other ranks.  
 No. 2583 Pte. Lovegrove R.J.C. to hospital (crushed finger) 23-3-16.  
 No. 2589 Pte. Merrell C. R. to hospital sick, 25-3-16.  
 No

B.213 No. 14, Week ended 8-4-16, Ferry Post and Serapeum.

Strength 3 Officers 18 other ranks, attached 31 other ranks.  
 No. 2583 Pte. Lovegrove R.J.C. rejoined Unit from Hospital 5-4-16.  
 No. 2589 Pte. Merrell C.R. do. 3-4-16.  
 No. 2586 Pte. Masters F. G. to hospital sick, 5-4-16.

B.213 No. 15, Week ended 15-4-16, Ferry Post and Serapeum.

Strength, 3 Officers 17 other rank, attached 30 other ranks.  
 No. 2572 Pte. Fenton E.V. to hospital, severed toe, 11-4-16.

B.213 No. 16, Week ended 22-4-16, Ferry Post and Serapeum.

Strength 3 Officers, 19 other ranks, attached, 27 other ranks.  
 No. 2586 Pte. Masters F.G. rejoined Unit from hospital, 16-4-16.  
 No. 2009 Pte. Clarke E.E. transferred to R.S.D. from 3 Oth Battn.

B.213 No. 17, Week ended 29-4-16, Ferry Post and Serapeum.

Strength, 3 Officers, 19 other ranks; attached 29 other ranks.

B.213 No. 18, Week ended 6-5-16, Ferry Post and Serapeum.

Strength Officers 3, other ranks, 19; attached other ranks, 29.  
 No. 2561 Cpl. Asprey G.R. Rejoined Unit ex hospital, 30-4-16.  
 No. 2584 Pte. Lowe H.J. to hospital, crushed finger, 1-5-16.

B.213 No. 19, Week ended 13-5-16, Ferry Post and Serapeum.

Strength 3 Officers, 19 other ranks; attached 30 other ranks.  
 No. 2009 Pte. Clarke E.E. trans. from R.S.D. to 14th Co. A.A.S.C. 4th Aust. Div. Train, 4-5-16.  
 No. 2584 Pte. Lowe H.J. rejoined Unit ex hospital, 6-5-16.

B.213 No. 20, Week ended 20-5-16, Ferry Post and Serapeum.

Strength 3 Officers, 19 other ranks; attached 32 other ranks.

B.213 No. 21, Week ended 27-5-16, Serapeum.

Strength 3 Officers, 20 other ranks.  
 No. 2594 Pte. Northwood rejoined Unit from Australia through A.A.S.C. Details, Tel-el-Kebir.

B.213 No. 22, Week ended 3-6-16, Serapeum.

Strength 3 Officers, 20 other ranks.



Appendix No. 1 of War Diary, 1st Aust. R.S.D. (Contd.).

APPENDIX

B.213 No. 23, Week ended 11th June, 1916. At Sea.  
No return rendered.

B.213 No. 24, Week ended 18-6-16. - Merris.  
Strength 3 Officers, 20 other ranks.

B.213 No. 25, Week ended 25-6-16. Merris.  
Strength, 3 Officers, 20 other ranks.

B.213 No. 25, Week ended 2-7-16. Merris.  
Strength 3 Officers, 20 other ranks.

B.213 No. 27, Week ended 9-7-16. Sailly.  
Strength 3 Officers, 20 other ranks.

B.213 No. 28, Week ended 16-7-16. Canaples.  
Strength 3 Officers, 20 other ranks.

B.213 No. 29, Week ended 23-7-16. Canaples.  
Strength 3 Officers, 20 other ranks.

B.213 No. 30, Week ended 30-7-16. Canaples.  
Strength 3 Officers, 20 other ranks.

B.213 No. 31, Week ended 6-8-16 - Senlis and Albert.  
Strength, 3 Officers, 20 other ranks.

B.213 No. 32, Week ended 13-8-16. Senlis and Albert.  
Strength 3 Officers, 20 other ranks.

B.213 No. 33, Week ended 20-8-16, Senlis and Albert.  
Strength 3 Officers, 19 other ranks.  
No. 2596 Pte. Perkins F. evacuated to hospital sick, 20-8-16.

B.213, No. 34, Week ended 27-8-16. Senlis and Albert.  
Strength 3 Officers, 19 other ranks.

B.213 No. 35, Week ended 3-9-16, Senlis and Albert?  
Strength 3 Officers, 19 other ranks.

B.213 No. 36, Week ended 10-9-16, Canberra Camp.  
Strength 3 Officers, 19 other ranks.

B.213 No. 37, Week ended 17-9-16, Boeschepe.  
Strength 2 Officers, 19 other ranks.  
Lieut. Newman C. L. to hospital 11-9-16.

B.213 No. 38, Week ended 24-9-16, Boeschepe.  
Strength 2 Officers, 19 other ranks.

B.213 No. 39, Week ended 1-10-16, Boeschepe.  
Strength 2 Officers, 19 other ranks.

B.213 No. 40, Week ended 8-10-16. Boeschepe.  
Strength 2 Officers, 20 other ranks.  
No. 2596 Pte. Perkins F. rejoined Unit from hospital, 8-10-16.

B.213 No. 41, Week ended 15-10-16, Boeschepe.  
Strength 2 Officers, 20 other ranks.

B.213 No. 42, Week ended 22-10-16, Boeschepe.  
Strength 2 Officers, 20 other ranks. Attached 1 Off. 4 O.R.

B.213 No. 43, Week ended 29-10-16, Boeschepe.  
Strength, 3 Officers, 19 other ranks.  
No. 2598 Sgt. Rawson, Unit, promoted to 2/Lieut? vice Lieut. Newman evacuated sick. Promotion dating from 18-10-16.

B.213 No. 44, Week ended 5-11-16, near Albert.  
Strength 3 Officers, 19 other ranks.  
Lieut. Boles B.J., Unit, temp. attached for duty with 1st Anzac  
18-9-16.



Appendix No. 1 of War Diary, 1st Aust. R.S.D. (Contd.).

B.213 No. 45, Week ended 12-11-16, Montauban and Fricourt.  
Strength 3 Officers, 19 other ranks.

B.213 No. 46, Week ended 19-11-16, Montauban and Fricourt.  
Strength 3 Officers, 19 other ranks.

B.213 No. 47, Week ended 26-11-16, Montauban and Fricourt.  
Strength 3 Officers, 19 other ranks; attached 18 other ranks.

B.213 No. 48, Week ended 3-12-16, Montauban and Vignacourt.  
Strength 3 Officers, 19 other ranks; attached 22 other ranks.  
No. 728 Pte. Briscoe F. J. transferred to R.S.D. from 1st Anzac  
Entrenching Battalion, 30-11-16.  
No. 2602 Pte. Samuels V. O. to hospital sick, 27-11-16.  
Lieut. Boles B.J. temp. detached to 1st Anzac Corps Troops Supply  
Column.

B.213 No. 49, Week ended 10-12-16, Montauban and Vignacourt.  
Strength 3 Officers, 18 other ranks attached 28 other ranks.  
No. 2558 Pte. Ahrenfeld R. B. to hospital with burned feet, 7-12-16.

B.213 No. 50, 17th December, 1916, Montauban and Vignacourt.  
Strength 3 Officers, 18 other ranks, attached 28 other ranks.

B.213 No. 51, Week ended 24-12-16; Montauban and Vignacourt.  
Strength 3 Officers, 18 other ranks; attached 28 other ranks.

B.213 No. 52, Week ended 31-12-16, Montauban and Vignacourt.  
Strength 3 Officers, 18 other ranks; 28 other ranks attached.

B.213 No. 1, Week ended 7-1-17, Montauban and Vignacourt.  
Strength 3 Officers, 18 other ranks; att. 33 O.R. 8 H.D. horses.

B.213 No. 2, Week ended 14th Jan, 1917, Montauban and Vignacourt.  
Strength 3 Officers, 18 other ranks; attached 28 other ranks.

B.213 No. 3, Week ended 21-1-17, Montauban and Vignacourt.  
Strength 3 Officers, 18 other ranks; attached 27 other ranks.

B.213 No. 4, Week ended 28-1-17: Montauban and Vignacourt.  
Strength 3 Officers, 18 other ranks; attached 28 other ranks.

B.213 No. 5, Week-ended Special return as required by 3rd Echelon.

Strength	Other ranks...	18	Medical classification	"A" Class	23
	do attd.	5		"T.B."	-
				"P.B."	-
	Total	23		Total	23

B.213 No. 6, Week ended 4-2-17: Montauban Quarry and Vignacourt.  
Strength 3 Officers, 17 other ranks; attached 28 other ranks.  
No. 749 Pte. Lingard R. G. C. transferred to 45th Battn, 3-2-17.

B.213 No. 7, Week ended 11-2-17 - Mametz Wood.  
Strength 3 Officers, 17 other ranks; attached 31 other ranks.

B.213 No. 8, Week ended 18-2-17 - Mametz Wood.  
Strength 3 Officers, 17 other ranks; attached 43 other ranks.

B.213 No. 9, Week ended 25-2-17 - Mametz Wood.  
Strength 3 Officers, 17 other ranks; attached 43 other ranks.

B.213 No. 10, Week ended 4-3-17 - Mametz Wood.  
Strength 3 Officers, 17 other ranks; attached 43 other ranks.

B.213 No. 11, Week ended 11-3-17 - Mametz Wood.  
Strength 3 Officers, 17 other ranks; attached 68 other ranks.  
Lieut. Boles B. J. reattached from 1st Anzac C.T.S.C., 13-2-17.

B.213 No. 12, Week ended 18-3-17, Mametz Wood.  
Strength 3 Officers, 17 other ranks; attached 67 other ranks.



Appendix No. 1 of War Diary, 1st Aust. R.S.D. (Contd.).

- B. 213 No. 13, Week ended 25th March, 1916 - Mametz Wood.  
Strength 3 Officers, 17 other ranks: Attached 70 other ranks.  
Lieut. Rawson G.H. Attd. R.S.O. Albert 3-3-17, det. 21-3-17.  
Lieut. Rawson Artillery Supply Officer, Vignacourt, 29-11-17 to 7-3-17.  
Lieut. Boles to Corps Troops Advanced Heavy Art. - Supply Officer  
17-3-17.
- B. 213 No. 14, Week ended 1-4-17 - Bapaume and Vignacourt.  
Strength 3 Officer, 17 other ranks.
- No. 15 B. 213, Week ended 8-4-17 - Bapaume and Vignacourt.  
Strength 3 Officers, 17 other ranks; attd. 39 other ranks; 9 horses.
- B. 213 No. 16, Week ended 15-4-17 - Bapaume and Vignacourt.  
Strength 3 Officers, 17 other ranks; attached 70 O.R., 9 horses.
- B. 213 No. 17, Week ended 22-4-17 - Bapaume and Vignacourt.  
Strength 3 Officers, 18 other ranks; attd. 116 O.R., 9 horses.
- B. 213 No. 18, 29-4-18 - Bapaume and Vignacourt.  
Strength 3 Officers, 18 other ranks; attd. 116 O.R., 9 horses.
- B. 213 No. 19, Week ended 7-5-18 - Bapaume and Vignacourt.  
Strength 3 Officers, 18 other ranks; attached 114 O.R., 9 horses.
- B. 213 No. 20, Week ended, 14-5-17 - Bapaume and Vignacourt.  
Strength 2 Officers, 17 other ranks; attached 111 O. R., 8 horses.  
Captain Milne C. G. transferred to 6th Australian Divisional  
Train, 9-5-17.  
No. 1321, Pte. Spencer, transferred to 6th Australian Divisional  
Train, 9-5-17.
- B. 213 No. 21, Week ended 20-5-17.- Bapsame.  
Strength 2 Officers, 17 other ranks; attached 111 O.R., 8 horses.
- B. 213 No. 22, Week ended 27-5-17 - Bapaume Railhead.  
Strength 2 Officers, 17 other ranks.
- B. 213 No. 23, Week ended 2-6-17 - Bapaume Railhead.  
Strength 2 Officers, 17 other ranks.  
The designation of 1st Anzac Railway Supply Detachment is altered  
to 1st Anzac Railhead Supply Detachment and its establishment is  
amended to conform with War Establishments Part VII, 1916 - A.I.F.  
Orders, 1st Anzac Corps No. 647 of 18-5-17.  
No. 324B. Pte. Luede A. R. transferred from 5th Battn. 30-5-17.  
Br-213-No. 2593 Pte. Murray R. L. to hospital sick, 29-5-17.
- B. 213 No. 24, Week ended 10-6-17, - Bapaume Railhead.  
Strength 2 Officers, 17 other ranks.
- B. 213 No. 25, June 17, 1918 - Bapaume  
Strength, 2 Officers, 17 other ranks;  
Lieut. Rawson G. H. temp. detached to 1st Anzac Corps Troops Supply  
Column, 17-6-17.  
No. 3748 Pte. Forsaith E. H. J. temp. det. to 1st Anzac C.T.S.C. 17-6-17.
- B. 213 No. 26, Week ended 24-6-17. Bapaume.  
Strength 2 Officers, 18 other ranks; 1 Off. detached temp.  
No. 2532 Pte. Lacey P. N. transferred from 1st Anzac C.T.S.C. 20-6-17.  
Ent. Battn.
- B. 213 No. 27, Week ended 1-7-17 - Bapaume Railhead.  
Strength 2 Officers, 18 other ranks; 1 Off. supernumary and detached.
- B. 213 No. 28, Week ended 8-7-18 - Steenwerck Railhead.  
Strength 2 Officers, 18 other ranks; 1 Off. supernumary and detached.
- B. 213 No. 29, Week ended 15-7-17 - Steenwerck Railhead.  
Strength 2 Officers, 18 other ranks; 1 Off. supernumary and detached.
- B. 213 No. 30, Week ended 22-7-17, Steenwerck Railhead.  
Strength 2 Officers, 18 other ranks; 1 Officer supernumary and detd.



- B.213 No. 31, Week ended 29-7-17, - Caestre Railhead.  
Strength 2 Officers, 18 other ranks, 1 Off. supernumary and detached.  
No. 2584 Pte. Lowe H. J. to hospital sick. 28-7-17.
- B. 213 No. 32, Week ended 5-8-17 - Caestre.  
Strength 2 Officers, 18 other ranks, 1 Off. supernumary and detached.  
No. 2584 Pte. Lowe H. J. rejoined Unit from hospital, 30-7-17.  
No. 2594 Pte. Northwood H. O. temp. det. to D.D.S.&T. 2nd Army, 30-7-17.
- B.213 No. 34, Week ended 12-8-17 - Caestre Railhead.  
Strength 2 Officers, 18 other ranks; 1 Off. supernumary and det.
- B.213 No. 35, Week ended 19-8-17, - Caestre Railhead.  
Strength 2 Officers, 19 other ranks; 1 Off. supernumary and det.  
No. 2591 Pte. Murray R. L. rejoined Unit from hospital 15-8-17.
- B. 213 No. 36, Week ended 26-8-17 - Caestre Railhead.  
Strength 2 Officers, 19 other ranks; 1 Off. supernumary and detached.
- B. 213 No. 37, Week ended 2-9-17 - Caestre Railhead.  
Strength 3 Officers, 18 other ranks; 1 Off. supernumary and detd.  
1 Officer awaiting instructions.  
Lieut. Antill F. A. transferred to R.S.D. as O.C. from 8th A.D.U.S  
Vice Lieut. Boles, 26-8-17.  
Lieut Boles B. J. transferred to 2nd Australian Divisional Train 2-9-17  
No. 2585 Sgt. Marchant S. D. to A.S.C. Officers' School Le Havre 2-9-17  
No. 2570 Cpl. Downes G. to hospital sick 30-8-17, returned to unit 2-9-17.
- B.213 No. 38, Week ended 9-9-17 - Caestre Railhead.  
Strength 2 Officers, 20 other ranks; 1 Off. supernumary and detd.  
No. 2125 Pte. Cousins W.S. transferred to Unit from 8th A.D.U.S. 26-8-17.
- B.213 No. 39, Week ended 16-9-17 - Caestre Railhead.  
Strength 2 Officers, 20 other ranks; 1 Off. supernumary and detached.  
Lieut. Antill O.C. temp. to Ebblingham as R.S.O.  
No. 2125 Pte. Cousins W.S. to Ebblingham (Batman to Lieut. Antill).
- B.213 No. 40, Week ended 23-9-17 -m Caestre Railhead.  
Strength 2 Officers, 20 other ranks; 1 Off. supernumary and detached.
- B.213 No. 41, Week ended 30-9-17, - Caestre Railhead.  
Strength 2 Officers, 20 other ranks; 1 Off. supernumary and detached.  
No. 2585 Sgt. Marchant S.D. rejoined Unit from A.S.C. School, 27-10-17.
- B. 213 No. 42, Week ended, 7-10-17 - Dickebusch Railhead.  
Strength 2 Officers, 19 other ranks; 1 Off. Supnry. & detc. 1 O.R. Attd.  
No. 2585 Sgt. Marchant S. D. promoted to 2/Lieut and transferred to 2nd Australian Divisional Train. 1-10-17.  
No. 8683 Pte. C. Mann temp. Attd. R.S.D. from 6th A.D.U.S. 1-10-17.
- B. 213, Week Ended 14-10-17, No. 43, - Dickebusch Railhead.  
Strength 2 Officers, 19 other ranks; 1 off. superny. & det. 1 O.R. attd.
- B. 213 No. 44, Week ended 21-10-17 - Dickebusch Railhead.  
Strength 2 Off. 19 O.R., 1 Off. supnry. and det. 1 O.R. attd.
- B. 213 No. 45, Week ended 28-10-17 - Dickebusch Railhead.  
Strength, 2 Officers, 18 other ranks; 1 Off. supnry. and det. 1 O.R. attd.  
No. 2591 Pte. Murray R.L. to hospital sick, 26-10-17.
- B.213 No. 46 4-11-17, Dickebusch Railhead.  
Strength, 2 Officers, 18 other ranks; 1 Off. supnry. & det. 1 O.R. attd.
- B.213 No. 47, Week ended 11-11-17, Dickebusch Railhead.  
Strength: 2 Off. 18 other ranks; 1 Off. spnry. and det; 1 O.R. attd.
- B.213 No. 48, Week ended 18-11-17, Dickebusch Railhead.  
Strength 2 Off. 18 other ranks; 1 Off. Supnry and det. 1 O.R. attd.
- B.213 No. 49, Week ended 25-11-17, Dickebusch Railhead.  
Strength 2 Officers, 18 O.R., 1 Off. Supnry. and det; 1 O.R. attd.



- B.213 No. 50, Week ended 2-12-17, Dickebusch Railhead.  
Strength 2 Officers, 18 O.R., 1 officer super. and det. 1 O.R. attd.
- B. 213 No. 51, Week ended 9-12-17, Dickebusch Railhead.  
Strength 2 Officers, 18 O.R., 1 Off. super. and det. 1 O.R. attd.  
Steenwerck
- B.213 No. 52, Week ended 16-12-17, Dickebusch Railhead.  
Strength 2 Officers, 18 O.R., 1 Off. supnry. and det; 1 O.R. attd.
- B.213 No. 53, Week ended 23-12-17 - Steenwerck Railhead.  
Strength 2 Officers, 19 O.R. 1 Off. supnry. & det. 1 O.R. attd.  
No. 2591 Pte. Murray R. L. rejoined unit from hospital 19-12-17.
- B. 213 No. 54, Week ended 30-12-17 - Steenwerck Railhead.  
Strength 2 Officers 18 other ranks; 1 Off. supnry. and det. 1 O.R. attd.  
No. 2586 Pte. Masters F. G. to hospital sick - 27-12-17.
- B.213 No. 152, Week ended 5-1-18 - Steenwerck Railhead.  
Strength 2 Officers, 17 other ranks; 1 Off. supnry. & detd. 1 O.R. attd  
No. 2561, Cpl. Asprey E. R. to hospital sick, 1-1-18.  
No. 2594 Pte. Northwood H. O. rejoined unit from D.D.S.&T. 4th Army  
5-1-18.
- B. 213 No. 2, Week ended 12-1-18 - Steenwerck Railhead.  
Strength 2 Officers, 17 O.R.; 1 Off. supnry. and det.; 1 O.R. attd.
- B.213 No. 3, Week ended 20-1-18 - Steenwerck Railhead.  
Strength 2 Officers, 16 O.R.; 1 Off. supnry. and det., 7 O.R. attd.  
No. 2587 Pte. Matthews H. E. to hospital sick - 14-1-18.  
No. 3748 Pte. Forsaith E. H. J. rejoined unit from Aust Corps Troops  
Supply Column - 20-1-18.
- B.213 No. 4, Week ended 27-1-18 - Steenwerck Railhead.  
Strength 2 Off. 17 O.R.; 1 Off. supnry. and detd. 7 O.R. attd.  
No. 2587 Pte. Matthews H. E. rejoined Unit from hospital 21-1-18.  
Lieut. Antill F. A. promoted to Captain as from 11-1-18 - A.I.F. Orders  
List No. 285 of 18-1-18.
- B.213 No. 5, Week ended 3-2-18 - Steenwerck Railhead.  
Strength 2 Off. 16 O.R., 1 Off. supnry and det. 7 O.R. attd.  
No. 2587 Pte. Matthews H. E. to hospital sick 3-2-18.  
No. 2594 Pte. Northwood H. O. to hospital 3-2-18.  
No. 2580 Pte. Henry F. J. transferred to 1st Aust. R.S.D. from 20th Coy.  
A.A.S.C. 2nd Div. Train. 30-1-18.
- B.213 No. 6, Week ended 10-2-18. Steenwerck Railhead.  
Strength 2 Off. 16 O.R.; 1 Off. supnry. and det. 6 O.R. attd.
- B.213 No. 7, Week ended 17-2-18 - Steenwerck Railhead.  
Strength 2 Off. 15 O.R.; 1 Off. supnry. and det. 6 O.R. attd.  
No. 2580 Pte. Henry F. J. to hospital sick 14-2-18.
- B.213 No. 8, Week ended 24-2-18 - Steenwerck Railhead.  
Strength 2 Officers, 17 other ranks; 1 Off. supnry. & det. 6 O.R. attd.  
No. 2561 Cpl. Asprey G. R. rejoined unit from hospital 23-2-18  
No. 2586 Pte. Matthews H. E. rejoined Unit from hospital 23-2-18.  
No. 2562 Pte. Bell A. E. transferred to Unit from Base 24-2-18.
- B.213 No. 9, Week ended 2-3-18. Steenwerck Railhead.  
Strength 2 Off. 19 O.R.; 1 Off. supnry. and det. 1x 5 O.R. attd.
- B.213 No. 10, Week ended 10-3-18 - Steenwerck Railhead.  
Strength 2 Off. 20 O.R. 1 Off. supnry. and det. 5 O.R. attached.
- B.213 No. 11, Week ended 17-3-18 - Steenwerck Railhead.  
Strength 2 Off. 22 O.R.; 1 Off. supnry. and det. 5 O.R. attd.  
No. 2606 Pte. Turner J. transferred to Unit from Base 12-3-18.
- B.213 No. 12, Week ended 24-3-18 - Steenwerck Railhead.  
Strength 2 Off. 20 O.R.; 1 Off. Supnry. and det. 4 O.R. attd.  
No. 8888 Pte. Mann C. returned to 6th A.D.U.S. 20-3-18.  
No. 2532 Pte. Eacey P. N. evacuated sick 22-3-18.



## Appendix No. 1 of War Diary, 1st Aust. R. S. D. (Contd.)

1st AUSTRALIAN  
RAILHEAD SUPPLY  
DETACHMENT  
No. ....  
Date .....

213 No. 13, Week ended 31-3-18 - Steenwerck.

Strength 2 Off. 19 O.R.; 1 Off. supernary. and det.; 3 O.R. attd.  
No. 2587 Pte. Matthews H. E. to hospital 28-3-18.

B. 213 No. 14, Week ended 7-4-18 - Abbeville.

Strength 2 Off. 19 O.R.; 1 Off. Supernary. and det.  
No. 2586 Pte. Masters 2586 rejoined unit from hospital 6-1-18 (Not previously promulgated).

B. 213 No. 15, Week ended 14-4-18, Vignacourt Railhead.

Strength 2 Off. 18 O.R.; 1 Off. supernary. and det.  
No. 2569 Sgt. Dowell W. H. struck off strength - returned to Australia 14-4-18.  
No. 2561 Cpl. Asprey G. R. promoted Sergeant vice Dowell to complete establishment.

B. 213 No. 16, Week ended 21-4-18, Vignacourt Railhead.

Strength 2 Officers, 20 other ranks; 1 Off. supernumary and detached  
No. 2594 Pte. Northwood H. O. rejoined unit from hospital, 18-4-18.  
No. 2602 Pte. Samuels V. O. transferred from Base to Unit, 18-4-18.

B. 213 No. 17, Week ended 28-4-18, Vignacourt Railhead.

Strength 2 Off. 20 O.R.; 1 Off. supernumary and detached.

B. 213 No. 18, Week ended 5-5-18, Vignacourt Railhead.

Strength 2 Off. 20 O.R.; 1 Off. supernumary and detached.

B. 213 No. 19, Week ended 12-5-18, Vignacourt Railhead.

Strength 2 Off. 20 O.R.; 1 Off. supernumary and detached.  
No. 2561 Sgt. Asprey G. R. promoted staff sergeant to complete estab.  
Bxx213xWaxx22 13-5-18.

No. 2589 Pte. Merrell C. R. promoted lance corporal to complete establishment, 13-5-18.

B. 213 No. 20, Week ended 19-5-18, Vignacourt Railhead.

Strength 2 Officers, 20 O.R.; 1 Off. supernumary and detached.

B. 213 No. 21, Week ended 26-5-18 - Ailly-sur-Somme Railhead.

Strength 1 Off. 18 O.R.  
No. 3748 Pte. Forsaith E. H. J. to hospital (Burns).  
Lieut. Rawson G. H. struck off strength. Taken on strength of 6th Aust. M. T. Coy. vide A.I.F. list No. 330 of 14-5-18.  
No. 2256 Pte. Brennock W.T. transferred to Aust. Ordnance, 22-5-18.

B. 213 No. 22, Week ended 2-6-18, Ailly-sur-Somme Railhead.

Strength 1 Off. 18 other ranks.

No. 23 B. 213, Week ended 9-6-18, Ailly-sur-Somme Railhead.

Strength 1 Off. 18 other ranks.

24

B. 213 No. ~~16-6-18~~, Week ended 16-6-18, Ailly-sur-Somme Railhead.

Strength 1 Off. 18 other ranks.

B. 213 No. 25, Week ending 23-6-18, Ailly-sur-Somme Railhead.

Strength 1 Off. 19 O.R., attd: 16 O.R. (working party) 2 for instruction  
No. 3748 Pte. Forsaith E. H. J. rejoined Unit from Hospital, 17-6-18.

B. 213 No. 26, Week ending 30-6-18, Ailly-sur-Somme Railhead.

Strength 1 Off. 18 O.R., Att'd: 18 O.R. (16 working pty, 2 instruction.  
No. 2584, Pte. Lowe M. J. transferred to Australian War Records Section as Asst. Photographer, with rank of Sergeant., 28-6-18.

B. 213 No. 27, Week ending 7-7-18, Ailly-sur-Somme Railhead.

Strength 1 Off. 18 O.R. Attached 24 O.R. (16 working party; 1 for instruction, 7 from 55th R.S.D.).

B. 213 No. 28, Week ending 14-7-18, Ailly-sur-Somme Railhead.

Strength, 1 Off. 18 O.R., Attached: 24 (16 working party, 1 for instruction, 7 from 55th R.S.D.).



# APPENDIX

B. 213 No. 29, Week ending 21-7-18, Ailly-sur-Somme Railhead.  
 Strength 1 Officer, 19 O. R. - 22 other ranks (16 fatigue party, 1 for instruction 5 from 55th R.S.D.).  
 No. 2587, Pte. Matthews H. E. rejoined unit from A.S.C. depot, 19-7-18.

B. 213 No. 30, Week ended 27-7-18, Ailly-sur-Somme Railhead.  
 Strength 1 Officer, 19 other ranks 23 attached (17 fatigue party; 1 for instruction; 5 from 55th R.S.D.).

B. 213 No. 31, Week ended 4-8-18, Ailly-sur-Somme Railhead.  
 Strength 1 Officer 20 other ranks, 17 attached (16 fatigue party, 1 for instruction).  
 No. 1559, Pte. Dale E. L. transferred to 1st. Aust. Railhead Supply Detachment from 6th Aust. M. T. Coy., 31-7-18.

B. 213 No. 32, Week ended 11th August, Corbie Railhead.  
 Strength 1 Officer 20 other ranks - 18 other ranks attached (17 as fatigue party, 1 for instruction).

No. 33 B. 213, Week ended 18th August, 1918, Corbie Railhead.  
 Strength 1 Officer 20 other ranks - attached 61 other ranks as fatigue party and guards and 1 for instruction.

B. 213 No. 34, Week ended 25th August, 1918, Corbie Railhead.  
 Strength 1 Officer 20 other ranks; attached 18, 17 fatigue party, 1 from S. & T. 4th Army,

B. 213 No. 35, Week ended 1-9-18, Corbie Railhead.  
 Strength 1 Officer 20 other rank; attached 18 (17 fatigue party 1 from S. & T.).

B. 213 No. 36, Week ended 8th September, 1918.  
 Strength 1 Officer 20 other ranks. Attached 18 (17 fatigue party, 1 from S. & T. 4th Army).

B. 213 No. 37, Week ended 15th September, 1918., Corbie Railhead.  
 Strength 1 Officer 17 other ranks; attached 18 (17 fatigue party, 1 from S. & T. 4th Army).

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 No. 2580 Pte. Henry proceeded on leave to U.K. and there admitted  
 Br-213-No. to hospital, enteric fever.  
 No. 2593 Cpl. Nightingale F. T.) Returned to Australia for six months  
 No. 2602 Pte. Samuels V. O. ) furlough - 1914 men - 15-9-18.

B. 213 No. 38 Week ended 22-9-18, Corbie Railhead.  
 Strength 1 Officer 17 other ranks - attached 40 other ranks (16 fatigue party, 16 men guard duties, 1 from S. & T. 4th Army, 3 lorries and 6 lorry drivers, 1 G. S. wagon and 2 H.D. horses, 1 H.T. driver).  
 No. 2594 Pte. Northwood H. O. promoted to temp. Corporal as from 15-9-18 vice Cpl. Nightingale F. T. ret'd. to Australia.

B. 213 No. 39, Week ended 29th September, 1918, Corbie Railhead.  
 Strength 1 Officer, 12 other ranks; attached 40 other ranks ( 16 fatigue party, 16 guard duties, 1 from S. & T. 4th Army, 6 lorry drivers, 1 H. T. Driver, 3 lorries, 1 G. S. Wagon 2 H. D. horses)

No. 2589 Lance Cpl. Merrell	) Returned to Australia
No. 2562 Pte. Bell A. E.	) on six months furlough
No. 2583 Pte. Lovegrove R. J. C.	) for 1914 men.
No. 2587 Pte. Matthews H. E.	) 24-9-18 .
No. 2596 Pte. Perkins F.	)

-B. 213 No. 40-



1. AUSTRALIAN RAILHEAD SUPPLY DETACHMENT.	
No. ....	
Date .....	

A P P E N D I X      No. 2.

of War Diary of

FIRST AUSTRALIAN RAILHEAD SUPPLY DETACHMENT.

SUBJECT. A short account of the system of supplies for the British Armies in France, describing in particular the work of a Railhead Supply Detachment.

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List of Enclosures.

- \* 1. Chart shewing manner in which supplies are ordered from and despatched from Supply Bases daily to Supply Railheads.
- \* 2. Chart shewing distribution of Supplies from Railhead to Front Line.
- \* 3. Waybills from Supply Bases for Sections 15, 129, 99 & 55 arriving to 21 at Ailly-sur-Somme on 20-6-18.
- 22. ✓ Ration Scale, (extract from Army Ration Pamphlet).
- 22A. ✓ Method adopted at Railhead for arriving at issue figures for a Formation drawing.
- \* 23 to 27. Extracts from book used in Railhead Supply Office shewing commodities received on Supply Train, issued to formation and shortages or remains on pack. Figures for 20-6-18.
- \* 28 to 32. Form No. 3317, Demands of Formation Supply Officers on R. S. O. Ailly-sur-Somme Railhead for 20-6-18.
- \* 33. Form A.B.55, indent for rations from 166th Chinese Labor Co. on R.S.O. Ailly-sur-Somme, 20-6-18.
- \* 34 to 35. Army Forms 3714, Summary of Detail Issues at Ailly-Sur-Somme on 20-6-18.
- \* 36. Army form No. 3227, Advanced Store Supply Note, used by R.S.O. Ailly-Sur-Somme on 20-6-18.
- \* 37 to 43. Army Form No. 3226, Advanced Store Demand Notes issued by R.S.O. Ailly-sur-Somme on 20-6-18.
- \* 44. Army Form No. 3186, Railhead Stock Sheet used at Ailly-sur-Somme Railhead on 20-6-18.
- \* 45 to 46. Army Forms Nos. 3226, Demand Notes on Ailly-sur-Somme Railhead received on 20-6-18.
- 47. Fuel Statement.

\* These enclosures are with original copy of history



War Diary of 1st Australian Railhead Supply Detachment.

**SUBJECT:** A short description of the system of supplies for the British Armies in France, describing in particular the work of a Railhead Supply Detachment.

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The main intention of this Appendix is to describe in detail the duties of the 1st Australian Railhead Supply Detachment and the system in dealing with supplies at Railhead. A short outline, however, will be given shewing the system and organisation of the supply services from the Supply Bases to the Front Line.

Each British Army in France has its own Supply organisation controlled by the Deputy Director of Supply and Transport at Army Head Quarters.

The whole of the British Army in France is, for supply purposes, organised in separate sections which are numbered, one section generally being allotted to each Divisional, Corps, or Army formation in the field. Each such formation carries the same section number permanently or until such time that the Supply Directorate for tactical or other reasons think fit to make an alteration.

Practically the whole of the supplies for the British Army are received from overseas and the main supply bases, of which there are generally two or three for each Army, are therefore situated on the coast at ports nearest to or most suitable for the area in which each particular Army is operating.

Enclosure No. 1 shews by chart the manner in which supplies are ordered from and sent up daily from the Bases to the Railheads, and Enclosures No. 2 shews how the distribution takes place from the railhead until the rations reach the men in the line.

In order to obtain a fuller idea of the work of the 1st Australian Railhead Supply Detachment copies of the Railhead Accounts for one day (20th June, 1918) have been prepared and are enclosed. The railhead administered by the Unit at this time was Ailly-sur-Somme, which is situated on the main line from Paris to Boulogne about 5 miles to the north of Amiens. This railhead is situated in the area of

the Fourth British Army.

The supply bases of the Fourth Army are as follows:-

No. 1 Base Supply Depot:

(Fresh Meat; potatoes; preserved meat  
Bulk Forage Train)..... Le HAVRE.

No. 2 Base Supply Depot

(Petrols and oils in bulk; section  
Bread Pack)..... ROUEN.

Section Bread Packs; Bulk Fuel Train..... DIEPPE.

No. 1 Advanced Supply Depot

(Groceries)..... ABANCOURT.

Train Regulating Station.

Distribution and waybiling to various  
Sections of Forage, Petrol, Oils, and Fuel,  
received on bulk trains from Base Supply  
Depots. Marshalling and despatch of Section  
trucks to Railheads..... Romescamps.

Each Section is packed daily in accordance with instructions received from time to time by the Base Supply Officers from the Deputy Director of Supply and Transport at Army Headquarters on the basis of the anticipated requirements of the formations on the day that the Sections will arrive at Railhead.

Trucks of supplies carry a distinctive label bearing the Section number, the color being white with black numbering, and cannot therefore become confused with trucks carrying material for other branches of the service.

Waybills giving full particulars of the commodities packed



Appendix No. 2 of War Diary, 1st Australian Railhead Supply Detachment (Contd).

APPENDIX 2  
1st AUSTRALIAN RAILHEAD SUPPLY DETACHMENT

accompany the Section Pack Trains. These waybills are made out by the Base Supply Office in triplicate, there being a consignee's portion which is duly receipted by the Railhead Supply Officer and forwarded to the D.D.S.&T. of the Army with the daily accounts; the consignor's portion which is likewise receipted and returned to the Base from whence it came; and the Carrier's portion which is kept on hand at the Railhead for reference. The Carrier's portions of waybills for commodities arriving at Ailly-sur-Somme Railhead on 20-6-18 are enclosed, (see enclosures Nos. 3 to 21 inclusive).

The following shows the formations drawing supplies at Ailly-sur-Somme Railhead on 20-6-18 and the times allotted to each for drawing:-

4th Australian Division.....	from 6. 0a.m. till 7.45a.m.
6th Aust. M.T.Co. (C.Troops)....	" 7.45a.m. " 9.40a.m.
22nd Corps Troops.....	" 9.40a.m. " 10. 0a.m.
3rd Australian Division.....	" 10. 0a.m. " 11.30a.m.
47th Division (British).....	" 11.30a.m. " 1. 0p.m.
Railhead Details (from store)...	" 8.30a.m. " 10.30a.m.

Supply trains are timed to arrive at railhead in ample time for the commencement of issue and little trouble is experienced owing to trains arriving late. Delays naturally occur at times but these are generally unavoidable for reasons such as derailments or enemy bombardment or bombing.

The duties of the 1st Australian Railhead Supply Detachment are allotted as follows. This distribution of duties is, of course, when necessary broken away from to meet special features of the work at different railheads:-

Establishment:

Railhead Supply Officer and O.C.....	Captain.
Staff Sergeant or Sergeant.....	1.
Corporals.....	2.
Lance Corporal.....	1.
Issuers..... <i>St. Clerk (Privates)</i>	12
Cook..... <i>do</i>	1
Batman..... <i>do</i>	1
Total.....	1 Off. 18 O.R.

Duties.

<u>Office.</u>	O.C.....	Railhead Supply Officer.
	Staff Sgt.....	Clerk. Office Supervision. Preparation of issue figures for Formations; clerical work in connection with issue.
	Private.....	Preparation of Railhead Stock Sheet (form 3186).
	Private.....	Clerical work in connection with Railhead Detail issue and minor returns.
<u>Yard.</u>	Corporal.....	General Yard Supervision. In charge of issuers; Responsible for clearing of train; transport.
	<i>Lance Corporal</i> 3 Privates....	<i>Responsible for clearing of train; transport.</i> Grocery issuers.
	Private.....	Hay issuer from train and dump.
	" .....	Oats do do do.
	" .....	Oil do do do.
	" .....	Bread do do do.
	" .....	Meat do do do.
	" .....	Receiver of dripping and empty returns.
	Corporal )	Issue of shortages to Formations, i.e. when
	Private )	insufficient rations are packed on train.
<u>Dump and Details.</u>		Issues to Railhead Detail Units; receipt of grocery, bread & meat remains from train; keeping of Railhead Reserve stock book.
	Private.....	Cook.
	Private.....	Batman.

It is left to the discretion of the Railhead Supply Officer



as to how the duties of his Detachment are distributed. It must, therefore, be understood, that the system set out in these pages is that followed by the 1st Australian Railhead Supply Detachment only, although in the essential it does not differ with that followed by other detachments.

The Officer responsible for the drawing of supplies from Railhead on behalf of a formation is the Supply Column Officer. He with his clerk arrives at the railhead within an hour or so from the time of drawing and receives from the Railhead Supply Office a copy of the waybills for his section together with instructions as to what bread, fresh meat, vegetables or other variable commodity he may take. The Supply Column then prepare a set of issue figures for each of the brigades, etc. of which the formation is composed, working on the system as shown in enclosure No. 22a of this appendix. The clerk in the Railhead Supply Office, working on the same system, also prepares a set of figures for the whole of the formation, which should agree with the sum total of the brigade etc. figures prepared by the Supply Column. The Railhead Clerk, having satisfied himself that the issued figures prepared are correct, hands a list of them to the Corporal in charge of the issuers in the yard together with a copy of the waybill for the section concerned, who gives to each issuer particulars of the contents of the truck from which he will issue together with the issue figures for those particular commodities. The issuer enters these figures in a small book provided him for the purpose and thus knows whether the commodities on the train will be insufficient or surplus. The issue then commences, the brigades etc. drawing direct from the train in prearranged order, the transport generally being motor lorries, horse transport being used in exceptional circumstances such as during bad weather when the roads are impassable by mechanical transport or when, for other reasons it is inexpedient to use the latter.

The duty of the issuers on the train is to see that the contents of the trucks are as waybilled; to see that the commodities drawn by the formation are in accordance with the issue figures; and in the case where commodities are surplus on the train to see that the correct amount remains after the issue to the formation is finished. He must also report any shortage in commodities or other irregularity such as deteriorated or badly-packed supplies.

Enclosures 23 to 27 inclusive are extracts from a book kept in the Railhead Supply Office which shows as an initial record particulars of issues made to Formations. In the "Dump" column are shown any train shortages which can be completed from the Railhead stocks. A list showing these commodities is handed to the Corporal in charge of the Railhead Dump and he makes the issue to the Formation accordingly. For shortages not available at Railhead the Formation must go elsewhere, either to a Field Supply Depot (which depots are situated at certain suitable points in the Army area) or to another railhead, the R.S.O. first ascertaining where the necessary commodities are available and then handing to the Formation an Advanced Store Demand Note with instructions to collect the shortages from the Field Supply Depot or Railhead mentioned thereon. Copies of Demand Notes used in connection with the issue from Ailly-sur-Somme Railhead on 20-6-18 are enclosed (See enclosures No. 37 to 43 inclusive).

In the "Remains" column of the enclosures mentioned at the commencement of the preceding paragraph are shown the commodities which should remain on the various Sections after the issues are finished. A list showing these commodities is also prepared and handed to the Corporal in charge of the Railhead Dump and it is his duty to see that the actual remains brought in from the train to the store are in accordance with the list. It is very important that a complete check of the remains from the sections should be made as therein lies the main secret in keeping the railhead stocks correct. If insufficient attention is paid to this question shortages in the stock are sure to arise. Of course, shortages must necessarily take place from time to time owing to rations perhaps being short loaded at the base or stolen during the train journey or transport to the Railhead Dump. By thoroughly checking every article that comes into the store shortages can easily be detected and followed up at the time resulting often in the irregularity being rectified on the



1st AUSTRALIAN  
SUPPLY  
DETACHMENT  
APPENDIX 2

spot. In any case the reason for the shortage can generally be traced and credit taken for it in the usual way. The knowledge that a complete check is taken of all remains from the train must naturally impose upon all concerned the necessity for taking every care with supplies passing through their hands.

The Corporal in charge of the Railhead Dump keeps a stock book in which are recorded particulars of all issues made from the dump and receipts from the train. He makes up the book every day after the issue is finished, adding to the actual stock figures for the previous day the amounts received from the train, and subtracting therefrom the amounts issued from the dump, thus arriving at the figures for the stock on hand as it should be. He then checks his stock and enters in below the book-stock figure the actual stock, allowing two lines for showing surpluses and deficiencies. The stock book is then taken to the Office and the figures checked with stock figures shown on the bottom line of the Railhead Stock Sheet (form No. 3186, copy attached, see Enc. No. 44). The two sets of figures, after taking into calculation any surpluses or deficiencies in stock that may have arisen during the day's work, ought to agree otherwise one figure or the other must be incorrect and such must be rectified before the Stock Sheet is allowed to leave the Railhead for Army with the daily returns. By working on this system it is found that clerical errors on the Railhead Stock Sheet are practically unknown.

The Railhead stocks are personally checked twice per week by the Railhead Supply Officer when he must give the following certificate on the Stock Sheet:-

"I certify that I have to-day personally checked the  
"railhead stocks and that they are as shown hereon."

An Officer from the Army Investigation Department visits the railhead periodically for the purpose of checking the Railhead stocks.

The Railhead Detail Issue Store issues direct to Units situated in the railhead area. It is against the policy of the Army Headquarters for a large detail issue to take place at Railhead for obvious reasons. The number of Units drawing in detail at the railhead is therefore reduced to a minimum.

The Railhead detail Units submit their demand for rations on an indent form No. A.B.55, a sample is attached (see enclosure No. 33), also a copy of the detail summary for 20-6-18 (enclosures Nos. 34 & 35). This Summary is forwarded to Army every day with the returns together with the detail indents for the day.

The Strength of the details drawing at Railhead on 20-6-18 was as follows:-

British Troops.....	1,473.
French Troops.....	1,249
Chinese Troops.....	465.
	-----7-----
Total.....	3,187
	-----

Advanced Store Supply Note. When a Railhead, Reserve, or Field Supply Depot have occasion to send supplies to each other, an Advanced Store Supply Note is issued which accompany the supplies. These Notes are made out in triplicate, the original and duplicate are sent with the supplies and the triplicate copy is forwarded to Army with the daily returns as a voucher to cover the issue. The receiving Depot signs on the back of the duplicate copy as having received the supplies and returns it to the issuing Depot, and the representative of the issuing Depot signs on the back of the original copy as having delivered the supplies and hands it to the receiving Depot. A copy of an Advanced Store Supply Note (Form No. 3327) used on 20-6-18 is attached (See enclosure No. 36).

The Railhead Stock Sheet is a statement of all supply transactions made at Railhead for each day. It is compiled daily and together with all covering vouchers for the issues and receipts is forwarded to Army Headquarters daily. A copy of the Railhead Stock Sheet (Form 3186) is attached (see enclosure No. 44). The following will show how this stock sheet is compiled:-



Appendix No. 2 ~~Way~~ Diary, 1st Australian Railhead  
Supply Detachment (Contd.).

1st AUSTRALIAN  
APPENDIX 2  
DETACHMENT

Line 1. Remains..... Stock on hand at end of previous day's issue.

Line 2. Per Section 15) Show amounts received on Sections as per  
" 3. do. 129).... waybills (enclosures 3 to 21 inclusive.  
" 4. do. 99)  
" 5. do. 55)  
" 6. " R.S.O. Vignacourt) Shews commodities demanded on other  
" 7. " do Flixecourt) Depots on form (3226, (see enclosures  
" 8. " do La Folie..) 37 to 43 inclusive).  
" 10. Total Receipts.

Line 11 To 4th Aust. Divn..) Issue figures to formations as per enclos-  
" 12 To 6th Aust. M.T. Co.) ures Nos. 23 to 27 inclusive, and Forms  
" 13 do. Chinese att.) No. 3317 (enclosures Nos 28 to 32 in-  
" 14 To. 22nd. Corps....) clusive).  
" 15 To 3rd Aust. Divn..  
" 16 To 47th Division...)  
" 17 To Details..... Issues made to Railhead Detail Units as  
per enclosure No. 35.  
" 18 To French Troops... Issues made to French Troops as per  
enclosure No. 34.  
" 19 To. 166 Chinese Lab- Issues made to 166th Chinese Labor Coy.  
or Company..... as per A.B. 55 (enclosure No. 33).  
" 20 To. R.S.O. Vignacourt) Issues made on demand from Vignacourt  
" 21 To. R.S.O. Saleux..) and Saleux (see enclosures Nos. 45 & 46).  
(Commodities supplied to "Reserves",  
" 22 Reserves Geranflor (Geranflor on Advanced Store Supply Note  
(Form 3327, see enclosure No. 36.  
" 23 Total Issues.  
" 24 Surplus..... Particulars of surpluses that have arisen  
during the day's issue.  
" 25 Deficiency..... Particulars of deficiencies that have  
arisen during the day's issue.  
Bottom Remains..... Particulars of stock on hand after finish  
Line. of day's issue.

Dripping. Great attention is paid by the Army authorities to this question and every encouragement and facility is offered to units with a view to securing the return of as much of this commodity as possible. The dripping is securely packed in oil drums of tins and labelled with the units name; it is then handed to the supply officer who in turn brings it to Railhead where it is weighed and a bulk receipt on a printed form worded as follows is handed to the supply officer or his representative. Payment for dripping is at the rate of 35 centimes per lb:-

FOURTH ARMY.

Book No. 762  
Form No. 37

To O.C. (Supply Officer) 4th Australian  
Infantry Brigade.

Certified that 375 lbs. net of dripping were handed in from  
you Unit... on the 20th. June, 1918.

The amount due for this at 35 centimes a lb. is Frs. 131-25.

Date 20-6-18

(Signed) F. A. Antill (Rank) Capt.

(An Officer at railhead to be nominated  
by the Army).

To E.F.C.

Please pay \_\_\_\_\_ the sum of  
(in words) \_\_\_\_\_ for payment of the above.  
Date \_\_\_\_\_ (Signed) \_\_\_\_\_ (Rank) \_\_\_\_\_  
Comdg.

This will only be paid by the E.F.C. if signed by the O.C. of Unit.

Received the sum of \_\_\_\_\_

Date \_\_\_\_\_ (Signed) \_\_\_\_\_ (Rank) \_\_\_\_\_

for O.C.

This must be signed by an Officer.

It will be seen from the above that by presentation of the Railhead receipt at an Expeditionary Force Canteen the Supply Officer can the



Appendix No. 2 of War Diary, 1st Australian Railhead  
Supply Detachment (Contd.).

1ST AUSTRALIAN  
RAILHEAD SUPPLY  
DETACHMENT  
APPENDIX 2

amount due, the Expeditionary Force Canteen being reimbursed in due course for the amount represented in the Receipts held by them.

About 250 receptacles averaging 50 lbs each are received at Ailly-sur-Somme weekly (June, 1918) i.e. about 50,000 lbs per month. When the accumulation of dripping at Railhead is sufficient to make a complete truck load it is despatched to the Army By-Products Depot.

**Empty Receptacles.** All petrol cases and tins, oil drums, grocery cases, bags of all descriptions, etc. that are issued from railhead must when empty be returned to railhead for despatch to the base from which they came. In the case of Petrol cases and tins these must be returned case for case and tin for tin with the number issued, i.e. if a demand is made by a formation for 1,000 galls. of petrol before this quantity will be issued the R.S.O. must ensure that

125 eight-gallon cases and 500 tins have been returned. If the formation cannot do this they must submit a statement shewing why it is not possible to do so and this statement is forwarded to the Army for their action in the matter. Special attention is paid to the question of the return of petrol cases and tins on account of their high cost and limited supply; a petrol case is valued by the Army at 4s-9d and a petrol tin at 2s 4d, at least these were the amounts quoted some time ago when the Army decided to charge formations for all petrol cases and tins that fell short of the percentage required at that time to be returned to Railhead.

On the back of Form No. 3317 (see enclosures Nos. 28 to 32) Formations drawing at Railhead must sign for returnable empties and when returned to Railhead the Railhead Supply Officer checks and gives a receipt for them. An empty receptacle account is kept at Railhead in which all receptacles issued and returned are entered and a bi-monthly return containing this information is forwarded to Army.

**Return Shewing Pack Strength and Feeding Strength.** Information is sent daily to Army shewing feeding strength and pack strength of formations drawing at Railhead. In different Armies this information is furnished in different forms. The following, however, shews in a summarised form the information that is required; the figures are those for 20-6-18, the accounts for which day are enclosed:-

Formation.	Section No.	Pack type Men.	Strength Men	Minus or Plus	Hay Pack Type	Oats Pack Type	Strength of animals	Minus or Plus.
4th Aust. Divn.	15	27000	26507	+ 493	90000	108000	10641	Hay lbs - 7314. Oats lb -1630
6th Aust.M.T.CO. de Chinese att. 22nd Corps Troops	129	39000	33002 1825 2428	* -1442 AFTER ALLOWING FOR DETAIL STRENGTH.	39000	45000	4712 461	Hay lbs - 7227 Oats lb -10257
3rd Aust. Divn.	99	22000	21478	+ 522	61000	77000	6672	Hay lbs -1054 Oats lb +8929.
47th Division.	55	15000	16227	-1227	34000	38000	3734	Hay lbs -1191 Oats lb -1450
Rld. Details French " " " " " " Chinese " " " " " "	Fed off Section 129		1473 1249 465				138 45	
Total		103000	104654	-1654	224000	268000	26403	Hay lbs -16786 Oats lb - 4408

Other information submitted with the above return is advice re-



regarding prospective changes in formations' strengths; requests for alteration to pack types; requests for special commodities to be sent on packs or for stoppage of certain lines of supplies for one, two, or more days or until further notice, governed by the amount of those supplies on hand in the Railhead Depot or the formations' requirements.

**Fuel Statement.** A daily return showing particulars of Wood, Coal, Coke, Charcoal, received and issued is forwarded to Army Headquarters. See Enclosure No. 47 for fuel statement sent to Army on 20-6-18 from railhead at Ailly-sur-Somme.

The foregoing practically covers the whole of the work of a Railhead Supply Detachment in France. In different Armies the system of work and the returns rendered might slightly differ.

As mentioned in the commencement of this Appendix practically the whole of the supplies for the British Army in France are brought from overseas. Certain supplies are, however, purchased locally, there being two special departments created for that purpose viz: The Central Purchase Board and the Special Purchase Board, the principal lines purchased being hay, straw, green forage and fresh vegetables. When formations receive these supplies they are issued in conjunction with those from the Supply Bases the Supply Railhead at which the respective formations draw are apprised of these issues or rather the issues are made under the direction of the Railhead Supply Officer in accordance with Army instructions. These supplies are either trucked to the railhead, sent by motor lorry or arrangements are made with the formation to draw them at one of the Dumps of the Purchase Boards. The Railhead Supply Officer must render a return of all such supplies received and issued. This return is forwarded to Army on the 7th, 14th, 21st and the last day of the month.

After the rations leave Railhead they are distributed in the manner shown in Enclosure No. 2, being transported to what are known as refilling points or dumps situated in places suitable where the distribution is made to the quartermasters of the Units. In the case of rations for the Front Line, The quartermasters of the infantry battalions draw the rations at the Brigade refilling point where they are loaded on wagons of the 2nd line transport (horse). This ration is for consumption by the men in the line two days hence, the food for the following day already being in hand. The rations remain on the wagons of the 2nd line transport until the following day when they are taken to the battalion quartermaster's store from where they are distributed by the first line (battalion) transport to the Company Cook Houses. Here the food is prepared for the men in the line and carried to them by fatigue parties.

Each man carries a reserve ration for one day. This is called the iron ration, consisting of Biscuits 1 lb, preserved meat, 12 oz., tea  $\frac{1}{2}$  oz., sugar 2 ozs. He is not allowed to consume this ration without authority. The supply situation say at 10a.m. on 20-6-18 would therefore be as follows:-

On the man.....	The Iron Ration.
On the man or in the Cookers.....	Food for 20-6-18.
On the Second Line Transport (Brigade A.S.C. Wagons) or being placed in Battalion Q.M. Stores.....	Food for 21-6-18.
On the Supply Column or being loaded at Railhead.....	Food for 22-6-18.
On the train at Regulating Station or en route to railhead.....	Food for 23-6-18.

It will thus be seen that two days' reserve of rations is always carried to meet any eventuality that may arise.



RATION SCALE.

APPENDIX 2

The following shows the ration scale in force for 20-6-18, the date for which the accompanying copies of accounts are compiled:-

Section 1.-- British and Dominion Troops in Army and Cavalry Corps areas, referred to as Field Ration:-

(a) Normal Ration:-

x {	Fresh or Frozen Meat.....	1 lb.	
x {	or		
	Preserved Meat.....	9 ozs.	
	Bread.....	1 lb.	
x {	or		
	Biscuit.....	10 ozs.	
	Rice.....	1 oz.	
	Oatmeal. (Thrice Weekly).....	2 ozs.	
	Bacon.....	4 ozs.	
	Butter (Thrice Weekly).....	2 "	
	Cheese.....	2 "	
	{ Fresh Vegetables (when obtainable).....	8 "	
	{ or		
	{ Dried Vegetables.....	2 "	
	Jam.....	3 "	
	Tea.....	1 "	
	{ Sugar.....	3 "	
	{ or		
	{ Sugar (when sweetened condensed milk is issued).....	2 1/2 "	
	Condensed Milk.....	1 "	
	Salt.....	1/4 "	
	Pepper )	1 "	
	Mustard )	100 "	each.
	Pickles.....	1 "	
	Tobacco & Cigarettes (once per week for smokers only).....	2 "	
	Matches..... (three times a fortnight).....	1 box.	
	Lime Juice (On recommendation of Medical Officer).....	1/60 gall.	
	Rum (At the discretion of the General Officer Commanding, on the recommendation of the Medical Officer. Issues may be made concurrently with the Pea Soup or Oxo authorised for men in the trenches, but must be restricted to bona-fide rum drinkers).	1/64 gall.	

x. The daily Meat and Bread Ration for all British and Dominion Troops in France will normally be made up as follows:-

(i) Meat Ration.

- 60% Frozen Meat.
- 25% Preserved Meat.
- 15% Meat and Veg. rations (3 days out of 7).
- 15% Pork and Beans (4 days out of 7).

(ii) Bread Ration.

- 75% Bread.
- 25% Biscuit.

Full bread ration may be drawn for patients in hospital.

(b) Equivalents.

Frozen Meat... 1 lb.	=	Preserved Meat.....	9 ozs.
		or M.&V. ration.....	1 tin.
		(which includes Veg. ration.).	
		or Pork & Beans.....	2 tins.
1/2 Bread..... 1 lb.	=	Biscuit.....	10 ozs.
		or Flour.....	
		or Rice.....	
		or Oatmeal.....	

1/2 Flour, Rice or Oatmeal is only issuable against Bread portion or ration. No flour or oatmeal is to be issued in lieu of Rice.



## APPENDIX

NDIX 2  
RAILHEAD SUPPLY  
DETACHMENT.

(c) Substitutes.

Frozen Meat.....	1 lb.	=	Rabbits.....	1 lbs.
			(including allowance for skins).	
Preserved Meat.....	1 oz.	=	Sardines or small fish...	1 oz.
			or tinned herrings.....	2 ozs.
			or Veal Loaf.....	1 oz.
Bacon.....	4 oz.	=	Cambridge Sausage.....	4 oz.
			or Roast Sausage.....	6 ozs.
Condensed Milk (Unsweetd)	1 oz.	=	Dried Milk.....	oz.
Cheese.....	1 oz.	=	Veal Loaf.....	1 oz.
			or Mincemeat.....	1½ ozs.
Tea.....	½ oz.	=	Coffee (when authorised).	1 oz.
Potatoes.F.Veg.....	1½ oz.	=	Oranges.....	one.
Potatoes.....	2 ozs.	=	Chestnuts (fresh).....	1 oz.
			or Chestnuts (dried)....	oz.
Pickles.....	1 oz.	=	Sause.....	oz. (Fluid)
			or Chutney.....	1 oz.

Note. Instructions will be issued from time to time as to what proportion of the various substitutes may be issued against the normal ration..

The ration pamphlet contains also a Scale of increase to the Normal ration (to be issued on the authority of the Quarter-Master-General). The list, however, is too comprehensive to be quoted here. The principal increase which is affected by the accompanying accounts is that for men in tranches, the increase in this case being:-

Tea..... 1 oz)  
Sugar..... 1 oz)

Pea Soup.....2 ozs.	}	These commodities may be drawn
or Oxo Cubes.two		twice weekly during winter
(or Chocolate &		months, or <u>daily</u> during severe
(Cocoa..... $\frac{1}{2}$ oz.		weather, on authority of Army
(and Condensed Milk 1 oz)		Commanders.
or Cocoa & Milk tin	)	

Other scales of rations contained in the Ration Pamphlet are:-

"Lines of Communication" ration.

**Cape Coloured Personnel.**

Chinese Laborers.

Egyptian Labor Corps.

Fijians.

### Indian Personnel.

Kaffir Personnel.

Prisoner of War Companies (German).

Issues on repayment to Allied Troops.

The iron ration consists of:

Preserved Meat.....	12	ozs.
Biscuit.....	1	lb.
Tea.....	$\frac{1}{2}$	oz.
Sugar.....	2	ozs.



(Page 2) APPENDIX 2

Ration Scale (Continued).

FORAGE.

(a) Normal Ration:-

	Oats. lbs.	Hay. lbs.
Horses, heavy draught, classified as such by the Director of Remounts.....	15	14.
All Officers chargers and other horses of over 15 hands and $\frac{1}{2}$ inch.....	10	11
Cobs and other Officers charges.....	8	11
Mules of 15 hands and upwards employed on heavy draught work.....	10	11
Mules, small.....	8	10

The ration scale for all commodities is subject to alteration from time to time by the Quartermaster-General.

Owing to certain commodities at times not being available at the base for reasons such as scarcity or being unprocureable, the ration scale is not always adhered to. Butter for instance has for the past eighteen months been replaced by Margarine, while the Prok & Bean ration at the time of writing (June, 1918) not been packed on the Supply Trains for six months or so. Oatmeal is another commodity that has been coming up from the base irregularly during the past few months and then only a one-ounce ration instead of two ounces.



Method Adopted at Railhead for Arriving at Issue Figures  
for a formation drawing.

For demonstration purposes the figures of the 4th Australian Division for the 20th June, 1918, have been taken. See enclosure No. 29 for this Division's demand (Form No. 3317) and enclosure No. 23 for the figures of rations issued by the R. S. O.:-

<u>Strength of men</u>	<u>Strength of animals.</u>		
	<u>H o r s e s</u>		<u>Mules.</u>
	<u>Heavy</u>	<u>Light.</u>	
26,507	736	9,675	230

Men's rations.

Divide strength by 4 and the result will be the bacon issue in lbs  
" bacon figure by 2 do do cheese do.  
" cheese do 2 do do Rice, Milk & Oatmeal do.  
" Rice do 2 do do tea do.  
Add cheese and rice figures together to arrive at Jam figure and  
Sugar figure when unsweetened milk is issued  
Add Cheese and Tea figure together to arrive at Sugar figure when  
Sweetened milk is issued.

Strength  
4) 26,507 =  
2) 6,627 = 6627 lbs of bacon  
2) 3,313 = 3,313 lbs of cheese.  
2) 1,657 = 1,657 lbs of Rice, Milk & Oatmeal (1/2 issue).  
828 = 828 lbs - 5 lbs (short drawn on a/c iron rats) +  
60 lbs (extra trench issue) = 883 lbs tea.  
3,313 + 1,657 = 4,970 lbs of Jam.  
3,313 + 828 = 4,142 lbs Sugar - 19 lbs (short drawn on a/c iron  
rations) + 324 lbs (extra trench issue) = 4,447 lbs.  
Salt @ 1/4 oz. issue = 414 lbs; 400 lbs issued (5 bags x 80 lbs.).  
Pepper and Mustard is sent up on pack train from the base in  
complete cases which contain sufficient of these commodities to  
cover the issue for two or three days. The issue of pepper and  
mustard for 20-6-18 was included in complete cases issued pre-  
viously.

Fresh Meat available.....15,875 rations (lbs) available.  
M.&V. rations, 15% of strength. 3,976 "  
Balance in preserved meat minus  
192 rations short drawn on a/c  
of iron rations issued..... 6,464 "

Bread available..... 19,850 rations (lbs).  
Balance of rations in biscuits, i.e. 6657 rations = 4161 lbs.  
minus 956 lbs (including 144 lbs on a/c iron rations drawn)  
shortdrawn = 3,205 lbs net issue.

Vegetables issued:

Potatoes..... 6,920 lbs= 13,840 rations @ 8 ozs.  
Onions..... 1,320 lbs= 2,640 " @ 8 ozs.  
Dried Veggies.... 720 lbs= 5,760 " @ 2 ozs.

Total veg. rations issued. 22,240 rations.  
Veg. rations short issued. 4,267 "

Total. 26,507.

Fresh Vegetables are sent up from the base as they are available.  
Senior Supply Officers of formations are allowed to buy fresh  
vegetables locally to make up any difference between the issues  
from railhead and the full vegetable issue of 8 Ozs. per man.



Method adopted at Railhead for arriving at issue figures  
for a formation drawing.

1ST AUSTRALIAN  
RAILHEAD SUPPLY  
DEPT. CURRENT.

Continued.

Forage.

Hay.

736 H.D. horses @ 14 lbs per horse.....	10,304 lbs.
9,675 L.D. horses @ 11 lbs per horse.....	106,425 lbs.
230 Small mules @ 10 lbs per animal.....	2,300 lbs.

.....	119,029 lbs.
Minus amount short drawn.....	4,027 lbs.

<u>Net Hay issue.....</u>	<u>115,002 lbs.</u>
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Oats.

736 H.D. horses @ 15 lbs per horse.....	11,040 lbs.
9,675 L.D. horses @ 10 lbs per animal.....	96,750 lbs.
230 Small Mules @ 8 lbs per animal.....	1,840 lbs.

<u>Full Oats issue.....</u>	<u>109,630 lbs.</u>
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Oils and Petrol etc. are issued in accordance with the require-  
ments of the formation.