

AWM4

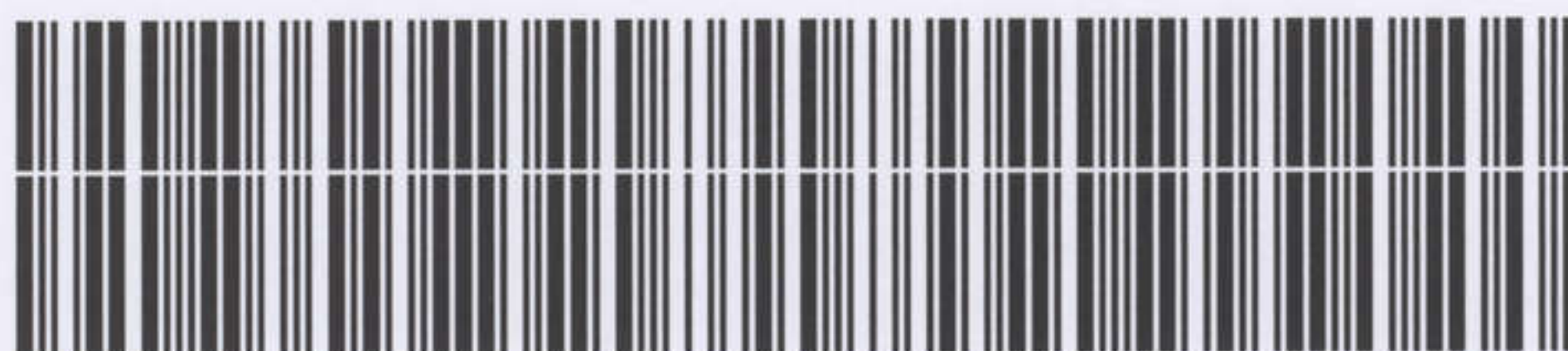
**Australian Imperial Force unit war diaries,
1914-18 War**

Railways

Item number: 15/5/15 Part 2

Title: 4th Australian Broad Gauge Railway
Operating Company

January 1919 Duplicate



AWM4-15/5/15PART2

CONFIDENTIAL.

~~ORIGINAL.~~
~~DUPLICATE.~~
~~TRIPLICATE.~~

4 TH AUSTRALIAN B.G. RLY. O. COY.	
No.
Date.

361

Australian Imperial Force.

WAR DIARY

OF

4th Australian Broad Gauge Railway Pk

FOR

January 1919

Signature of Officer compiling

SA Shyring

Signature of Officer Commanding

M Russell
Capt

WAR DIARY

or

INTELLIGENCE SUMMARY

(Erase heading not required.)

No. 4 Aust. B.G. Rly Op Coy.
Date

361

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices															
<u>DUNKIRK</u>	January 1919		<table border="0"> <tr> <td><u>STAFF.</u></td> <td>Australians.</td> <td>4 Officers.</td> <td>238</td> <td>other ranks.</td> </tr> <tr> <td><u>31.1.19</u></td> <td>Imperials att.</td> <td>3</td> <td>281</td> <td>" "</td> </tr> <tr> <td></td> <td>Total.</td> <td>7</td> <td>519</td> <td>" "</td> </tr> </table>	<u>STAFF.</u>	Australians.	4 Officers.	238	other ranks.	<u>31.1.19</u>	Imperials att.	3	281	" "		Total.	7	519	" "	
<u>STAFF.</u>	Australians.	4 Officers.	238	other ranks.															
<u>31.1.19</u>	Imperials att.	3	281	" "															
	Total.	7	519	" "															
			<p>The personnel of the Coy was affected during the month by W.C.O.'s + men of Imperials being transferred to the newly created Imperial Dock Detachment being sent to base for demobilisation. Demobilisation began to affect the Australian section.</p> <p>Away from Coy. 25 Aust. 21 Impl.</p>																
			<p>In addition sickness was responsible for several men being evacuated to England. Considerable difficulty was being experienced from early in January owing to Imperial troops attached not returning from leave - either overstaying or being demobilised in England.</p>																

WAR DIARY

or

INTELLIGENCE SUMMARY.

(Erase heading not required.)

4TH
AUSTRALIAN B.G.
RLY. O. COY.

No. _____

Date _____

Army Form C. 2118.

361

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dunkirk			<p><u>Working conditions</u></p> <p>The staff - particularly the main line enginemen have been under very high pressures - which condition of affairs has gradually increased since armistice - the principal cause being the opening up of evacuated territory - transport of supplies to Allied Armies, transport of supplies for Belgian and French civil populations combined with heavy troop trains and demobilisation trains. It has been quite common for enginemen to be on the footplate for 40 hours at a stretch without relief and 100 hours per week was a usual turn of duty. To relieve this "living wagons" were attached to a certain number of engines and two crews allotted - one crew sleeping while the other crew worked alternating 12 hour shifts. Thus the staff have been working, besides to various depots in France such as Abbeyville - Legny - Boullens etc. - as far as Namour Liege Turcoing and Cologne. In fact Bpl Connelly A No. 1557 worked a train from Dunkirk direct to Cologne handling a handed over German engine which was temporarily on our strength. It was no uncommon thing for an engine and van to be away 12 to 17 days at a time.</p>	

Printed and Published by the War Department, London, E.C. 4. (20340) W1 W3300/P713 750,000 3/18 2/288 Form C2118/10.

3
WAR DIARY

or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

4 TH AUSTRALIAN B.G. RLY. D. COY.
No.
Date

Army Form C. 2118.

361

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dunkirk	January 1919		<p>With the heavy demands on engine power to deal with the rush conditions coaling of engines to full capacity and speed in coaling created a big labour problem. Some time back a 3 ton second hand steam crane was installed but whilst mechanically effective man power caused trouble. Such personnell were drawn from Imperial Area employment companies but owing to being "low category men" and under constant withdrawals for demobilisation it was sometimes a case of "all hands to the shovels" to get engines into traffic.</p> <p>At last things became almost hopeless and finally the Base Commandant gave permission for German P.O.W. to be utilised right throughout the 24 hours in 3 shifts - the company supplying guard and accepting responsibility for night working. They were powerful willing workers and even with crane breakdowns no trouble was thereafter experienced in handling engines even though the larger French type took 10 tons in a bunker and 4 or 5 might be waiting in line.</p>	

WAR DIARY

or

INTELLIGENCE SUMMARY.

(Erase heading not required.)

4TH
AUSTRALIAN B.G.
RLY. CO. COY.

No.
Date

Army Form C. 2118.

361

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

Summary of Events and Information

Remarks and references to Appendices

Bankert

January
1919

Winter Conditions.

A severe frost and cold snap were seemed likely to cause trouble but fire buckets were in readiness and suitably placed near and around engines saved freezing of injectors and hose bags - and bursting of pipes. Very little trouble was therefore experienced. The big turntable was the principal problem - no less than eleven (11) firebuckets having to be kept going night and day for some days to prevent the circular track from icing over and the centre bearing from freezing. These conditions added to heavy traffic and long hours on the road made things none too easy for all concerned.

Condition of Engines

Repairs and washing out (once every 7 days) were kept well in hand. For washing out the tender was filled from the floor hydrants and the Merryweather pump suction hose dropped into the tender - a good water supply at 50 lb per sq inch being obtained. Winter conditions made this work very hard on the personnell employed thereon.

WAR DIARY

or

INTELLIGENCE SUMMARY.

(Erase heading not required.)



Army Form C. 2118.

361

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dunkerque	January 1919		<p><u>Health of Unit</u> Generally speaking the health of the Unit was none too good in these hours - winter weather and long spells away on living wagon trains living on tinned rations did not tend to the best interests of the company and a deal of sickness has manifested itself since the Armistice threw such heavy demands onto us.</p> <p><u>Educational Scheme</u> As the men are working long irregular hours nothing of a practical nature has been done.</p> <p><u>Comments</u> As this is the only Unit working in liaison with the French railwaymen we do the LOCO power section in a depot in which the whole of the traffic staff are French and the station itself under French control. Interpreters are necessary to the working both for hourly demands and official correspondence.</p>	

WAR DIARY

or

INTELLIGENCE SUMMARY.

(Erase heading not required.)

4TH
AUSTRALIAN B.G.
RLY. Q. COY.

No.

Date.

Army Form C. 2118.

361
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Instructions regarding War Diaries and Intelligence Summaries are contained in F. S. Regs., Part II. and the Staff Manual respectively. Title pages will be prepared in manuscript.

Summary of Events and Information

Remarks and references to Appendices

Place Date Hour

Dunkirk
January
1919

The French authorities make up the trains and then the French control telephones its demands for POWER for trains waiting at ----- for ----- giving the load, time ex depot and marche number. We would provide the engine and crew - the French as Guard - put the engine against the shed signal into the yard - telephone French signal cabin "Engine ready for such a train" and the minute engine went into the yard it was out of our hands. French engines worked into our depot and therein the French train crews had their own quarters.

At the shed there are a certain number of French personnell including a loco officer. He works in liaison with our control and the French engines are mutually assigned to certain trains or "demands". We supply necessary coal oil and stores to the French under signature submitting monthly receipts & statements to the proper authorities.

There is always a "Liaison Sgt Major on duty speaking French fluently - who translates correspondence

7

WAR DIARY

or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

4TH
AUSTRALIAN B.G.
RLY. Q. COY.

No. _____
Date _____

Army Form C. 2118.

361

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

Summary of Events and Information

Remarks and references to Appendices

Dunkirk
January
1919

and who was able to assist the Opc in dealing with matters on the spot.
In the Control Office was always a clerk able to talk to French Control and in the shed and yard itself a most decided Esperanto - neither French or English has grown up which suffices for necessary inter personnel working, without having to recourse to the Interpreters.

German Engines.

Several German engines handed over under Armistice conditions were worked into this depot by Belgian & German crews - the latter bearing papers from the Inter allied commission protection their property and persons. These men were rationed and sent back first available train.

Generally speaking the engines were all of good design and several of them were put into traffic and worked by the company. Principal types were 4-6-0 2-6-0 and 0-8-0 type with one 0-10-0 type.

D. D. & L., London, E.C.
(10340) Wt W5300/P713 750,000 3/18 E 2688 Forms/C2118/16.

WAR DIARY

or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

4TH
AUSTRALIAN B.G.
REV. Q. COY.

No.
Date.

Army Form C. 2118.

361

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Dunkirk	January 1919		<p>In nearly every case engines were equipped with Walchaert Valve gear - superheater - feed water heater - all of the larger type having one injector and a feed pump.</p> <p>The lubrication of axle boxes - cylinders and valves was by <u>sight feed mechanical</u> lubricator from the cab.</p> <p>One point noticed was the use of mud hole doors instead of taper brass plugs for washout holes.</p> <p>The fireboxes of the newer type were of steel - also the boiler tubes. Steam sanding was common as was also a type of smoke preventer in the firebox.</p> <p>Cabs were roomy and comfortably fitted and in cases were fitted with steam heaters for the engine crew's food.</p> <p>One outstanding feature was the light design of parts as compared with British + other R.O.S. engines.</p> <p>Owing to copper shortage iron pipes were in great use but were not satisfactory in preventing leaky joints and steam blows. (Appendices are available for reference in original diary)</p>	

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army

Broad Gauge Line (or Depot) *Dunkerque* *Month* ending *January* 191*9*

4TH
AUS. RAILIAN B.S.
RLY. O. CO. 361

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week. Month	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under Light Repairs. (G)	Daily Average Number of Engines under Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
<i>Wood Belgian R.O.D. Dunkerque</i>	<i>59</i>	<i>59</i>	<i>50</i>	<i>9</i>	<i>-</i>	<i>84.76</i>	<i>15.27</i>	<i>-</i>	<i>26958</i>	<i>7881</i>	<i>628</i>	<i>9500</i>	<i>6506</i>	<i>5387</i>	<i>2356</i>	<i>1130</i>

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week. Month	Received during week. Month	Used during week. Month	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week. Month
<i>B. 383. 15</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>7. 10</i>	<i>376. 5</i>
<i>C. 100. 10</i>	<i>4457. 15</i>	<i>2365. 10</i>	<i>490. 10</i>	<i>1448. 0</i>	<i>254. 5</i>

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

* Includes _____ hours for _____
BREAKDOWN CRANES.
 Consumption Coal & Oil per Kilo
 Coal 60.96 lbs.
 Oil .29 lbs.
 Number of Breakdown Cranes.
Nil.

PERSONNEL STATISTICS.

Have a look the other side for this.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	
/	/	/	/	/	/	/	/	/

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING WEEK. *Month.*

BRITISH MILITARY TRAFFIC.									Total LOADED Wagon kilometres	
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.	Prisoners of War Journaliers. i.e. Huns. Bossches Square heads etc.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.		Total Number of Wagons.
<i>602</i>	<i>-</i>	<i>12166</i>	<i>-</i>	<i>186</i>	<i>26</i>	<i>1123</i>	<i>-</i>	<i>139</i>	<i>14242</i>	<i>859231</i>

Personnel Statistics Month Ending Jan'y 1919

361

Skilled Effectives						Unskilled Non-Effectives			Effectives
Repairs	Shed	Running	Ground	Reserve	Total	Regimentally Employed	Leave etc	Total last Day	
51	52	175	27	-	305	91	72	45	94

PERSONNEL STATISTICS									
Total Number of (A) Men (B) Women (C) Children (D) Horses (E) Mules (F) Pack Animals (G) Dogs (H) Pigeons (I) Other (J) Total									
(A) Men									
(B) Women									
(C) Children									
(D) Horses									
(E) Mules									
(F) Pack Animals									
(G) Dogs									
(H) Pigeons									
(I) Other									
(J) Total									
[Faint handwritten data and notes, including 'Total' and '1123']									

Squadron, Troop, Battery or Company	Regt. No.	Rank	Name	Place and Date of offence	Offence	By whom reported and Names of Witnesses	Initials of Officer Comdg. Company, &c.	Punishment awarded	Signature of Officer by whom ordered and date of award	Date of Entry in Conduct Sheet	Remarks
	2329	Sapper	Bates L/S	17-1-19	W.O.A.S. Lunkirk Failing to report at Victoria Station from 6-30 a.m. 18/1/19 to 6-30 a.m. 21/1/19	Documentary		3 days J.P. No 2.	28/1/19		Forfeits 3 days pay R.W.
	1546	Sapper	Benson S.	11-1-19	W.O.A.S. Lunkirk Absent without leave from duty from 9 a.m. 17/1/19 until 9.30 p.m. 11/2/19	Com. Short Documentary Lanthes S.		3 days J.P. No 2.	11/2/19		Forfeits 3 days pay R.W.
	3135	Sapper	Patrick Sg.	21/1/19	W.O.A.S. Longmore Conduct prejudicial to good order & military discipline i.e. smoking on parade	Sgt Farrell		Admonished 21-1-19			

4TH AUSTRALIAN B.T. BLY. D. Coy.
 No.
 Date

361

[Handwritten signature]

N.B.—A horizontal line should be drawn the whole length of the Return after each day's offences are entered.

Corps 4th Australian Broad GaugeRailway Operating Coy.**Offence Report** (*Field Service only.*)

Army Form B. 200

361

Week ending 9/1/19.

(In pads of 50.)

Squadron, Troop, Batty, or Company	Regt. No.	Rank	Name	Place and Date of offence	Offence	By whom reported and Names of Witnesses	Initials of Officer Comdg. Company, &c.	Punishment awarded	Signature of Officer by whom ordered and date of award	Date of Entry in Conduct Sheet	Remarks
4th Aust. B.G.R.O. Coy.	1467	Spr	LAMB, W.	Field. 14.1.19.	W.O.A.S. Failing to report at Victoria Station from 6.30 a.m. 14.1.19 until 6.30 a.m. 16.1.19.	Documentary.	E.H.S.	3 days F.P. No.2.	E.H. Skyring Lieut. 18.1.19.	18 19	Forfeits 2 days pay. R.W.
	Total forfeiture 5 days. Entd P.B.272733/70.										



N.B.—A horizontal line should be drawn the whole length of the Return after each day's offences are entered.

(1118) W4961/P582 30000 2/18 N.P.A. (2630)

Forms
B. 200
9

361

AUSTRALIAN IMPERIAL FORCE.
REPATRIATION PRECEDENCE ROLL.

Unit

No. of Division

**Officers,*
**Warrant & N.C.O.'s,*
**Gunners, Sappers & Privates.*
**Strike out two lines not required.*

Corrected up to

.....

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.
No.	Reg. No.	Rank.	Initials.	Surname.	Year of Enlistment.	Married or Single.	Employment assured.	Ear-marked for duty.	Why struck out.	Remarks.

W.L. For Column 10 use abbreviations thus—S=Sick; E=Employed; E.R.=Early Repatriation; etc., etc.

With reference to R. O. D. Form 44, I regret being unable to give full figures.

The copies were unfortunately lost when coming over from France, and although I have written for duplicates, they have not been forwarded.

W.K.

361

4th Aust B. of R.O. Coy

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Broad

Gauge Line (or Depot)

Dunkirk

Month

Week ending

Jan

191*9*

361

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under or awaiting Light Repairs. (G)	Daily Average Number of Engines under, or awaiting Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
									31986	8872	849	12385				

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes..... hours for.....
BREAKDOWN CRANES.

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

Number of Breakdown Cranes.
<i>Nil.</i>

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING *Week. Month.*

BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
<i>645</i>	<i>-</i>	<i>16373</i>	<i>-</i>	<i>235</i>	<i>-</i>	<i>1448</i>	<i>-</i>	<i>151</i>	<i>18852.</i>	<i>1088088.</i>

4th Aust B. G. R. O. Day R.O.D. 44

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Broad Gauge Line (or Depot) *Dunkirk* Month *Feb* Week ending *Feb* 1919

361

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under or awaiting Light Repairs. (G)	Daily Average Number of Engines under or awaiting Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
									33196	6221	467	6275				

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes hours for

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.

Number of Breakdown Cranes.
<i>Nil</i>

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING WEEK.

BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
<i>3196</i>	<i>-</i>	<i>8717</i>	<i>-</i>	<i>392</i>	<i>-</i>	<i>965</i>	<i>-</i>	<i>42</i>	<i>13312</i>	<i>931503.</i>

4th Aust B. G. R. O. Day R.O.D. 44.

RAILWAY OPERATING DIVISION.

361

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Broad Gauge Line (or Depot) *Dunkirk* Month *March* Week ending *March* 1919.

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under or awaiting Light Repairs. (G)	Daily Average Number of Engines under, or awaiting Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
									47510	8382	1215	12034				

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes hours for

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.

Number of Breakdown Cranes.
<i>Nil</i>

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING Week <i>Month</i> .										Total LOADED Wagon kilometres
BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
<i>1668</i>	<i>-</i>	<i>14715</i>	<i>-</i>	<i>285</i>	<i>-</i>	<i>520</i>	<i>-</i>	<i>-</i>	<i>17188</i>	<i>1,553,519</i>

4th Aust. B. G. R. O. Coy R.O.D. 44

RAILWAY OPERATING DIVISION.

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Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Broad Gauge Line (or Depot) *Dunkeith* Month *April* 1919

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under Light Repairs. (G)	Daily Average Number of Engines under Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
									14870	2513	103	4046				

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes hours for

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.

Number of Breakdown Cranes.
<i>Nil</i>

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING WEEK. *Month*

BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometreg
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
<i>6270</i>	<i>-</i>	<i>3157</i>	<i>-</i>	<i>104</i>	<i>-</i>	<i>147</i>	<i>-</i>	<i>-</i>	<i>9678</i>	<i>572782</i>