

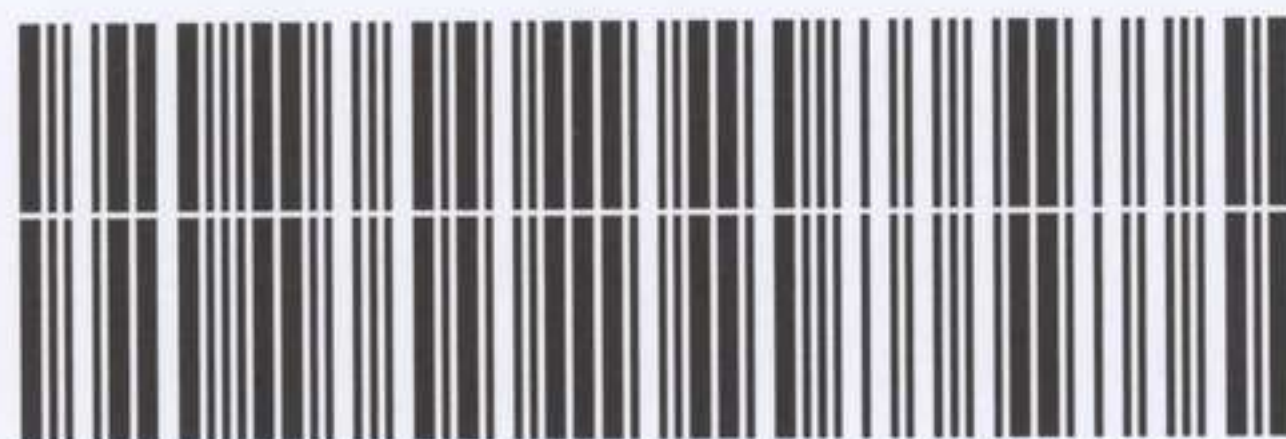
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Railways

Item number: 15/7/4

Title: 6th Australian Broad Gauge Railway
Operating Company

October 1917



AWM4-15/7/4

WAR DIARY

Army Form C. 2118.

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.

or
-INTELLIGENCE SUMMARY-

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																		
Bergues Exchange.	Monday October 1st 1917.		<p>60 Empties ordered for Canal Siding for loading Coal 2;10:17.</p> <p>Traffic Hazebrouck advises Ambulance Train No.2 to load Dosinghem 13:00, 2:10:17 and evacuate Le Treport.</p> <p>Ambulance Train No.24 loaded at Mendinghem, and evacuated Rouen.</p> <p>Ambulance Train No.21 loaded at Dosinghem and Mendinghem, and evacuated Abbeville.</p> <p>Five troops trains left Proven at 9:29, 13:59, 16:30, 19:10 and 23:50 for Borre.</p> <p>A special consisting of 1 Gun, 7 Vans and 1 Brake Van left International Corner at 00:5 for Bergues.</p> <p>Enemy aircraft in vicinity of Bergues Exchange between 22:10 and 23:30 delaying at intervals operations in the Yard.</p> <p>Total Number of trains Bergues Exchange:- North Bound. 19 British. 25 French. Total 44.</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><u>North Bound:-</u></td> <td style="width: 50%; border: none;"><u>South Bound:-</u></td> </tr> <tr> <td style="border: none;">9 Ammunition.</td> <td style="border: none;">2 Loaded.</td> </tr> <tr> <td style="border: none;">5 Troops.</td> <td style="border: none;">27 Empty.</td> </tr> <tr> <td style="border: none;">3 Supplies.</td> <td style="border: none;">(29</td> </tr> <tr> <td style="border: none;">3 Mine Earth.</td> <td></td> </tr> <tr> <td style="border: none;">3 Artillery.</td> <td></td> </tr> <tr> <td style="border: none;">5 Ambulance.</td> <td></td> </tr> <tr> <td style="border: none;">3 Others.</td> <td></td> </tr> <tr> <td style="border: none;">Weather: Fine.</td> <td style="border: none;"><u>44</u></td> </tr> </table>	<u>North Bound:-</u>	<u>South Bound:-</u>	9 Ammunition.	2 Loaded.	5 Troops.	27 Empty.	3 Supplies.	(29	3 Mine Earth.		3 Artillery.		5 Ambulance.		3 Others.		Weather: Fine.	<u>44</u>	
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67/1

WAR DIARY

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Bergues Exchange.	Wednesday Octr 3rd 1917		<p>R.T.O. Bergues advises Ambulance Train No. 30 to load Bandaghem and Dosinghem evacuate Etaples.</p> <p>Ambulance Train No. 25 loaded at Mendinghem evacuated Wimereux.</p> <p>Ambulance Train No. 30 loaded at Bandaghem and Dpsinghem.</p> <p>8 Troop trains ran from Borre to Proven arriving at Proven at 1:35, 6:57, 9:03, 10:15, 12:38 15:24, 18:50 and 23:55.</p> <p>Attached is copy of correspondence in regard to capacity of North Eastern Railway Crane stationed at Bergues Exchange.</p> <p>The total number of trains Bergues Exchange:-</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">North Bound:-</td> <td style="width: 30%;">25 British.</td> <td style="width: 30%;">11 Ammunition.</td> </tr> <tr> <td></td> <td>22 French.</td> <td>7 Troops.</td> </tr> <tr> <td></td> <td><u>47</u></td> <td>7 Supplies.</td> </tr> <tr> <td></td> <td></td> <td>11 Mine Earth etc.</td> </tr> <tr> <td></td> <td></td> <td>5 Artillery.</td> </tr> <tr> <td></td> <td></td> <td>4 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td>2 Material.</td> </tr> <tr> <td></td> <td></td> <td><u>47</u></td> </tr> <tr> <td>South Bound:-</td> <td>27</td> <td>3 Loaded.</td> </tr> <tr> <td></td> <td></td> <td>24 Empty.</td> </tr> <tr> <td></td> <td></td> <td><u>27</u></td> </tr> </table> <p>Weather: Light fall of rain in the morning and dull for the rest of the day.</p>	North Bound:-	25 British.	11 Ammunition.		22 French.	7 Troops.		<u>47</u>	7 Supplies.			11 Mine Earth etc.			5 Artillery.			4 Ambulance.			2 Material.			<u>47</u>	South Bound:-	27	3 Loaded.			24 Empty.			<u>27</u>	
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157

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Bergues Exchange.	Thurs- day. Octr 4th 1917		<p>O.C. 6th Survey Section, R.E. advises O.C. "C" Company 9th Battn C.R.T. is responsible for maintenance of tracks in Bergues Exchange, until further notice.</p> <p>Advice of defects etc at other Stations should be communicated to H.Q. 9th Battn, C.R.T. at Proven.</p> <p>Traffic Hazebrouck advises Ambulance Train No.10 to load Mendinghem at 13:00 evacuate Le Treport.</p> <p>Temporary Ambulance Train 124 to load Mendinghem South Siding 13:00 evacuate Boulogne.</p> <p>Ambulance Train No.21 to load Dosinghem 13:00 evacuate Wimereux.</p> <p>Ambulance Train No.11 to load Dosinghem.</p> <p>Ambulance train No.19 to load Dosinghem, evacuate Wimereux.</p> <p>R.O.D.H.Q. advises 4 trains each consisting of 50 covereds and 2 brake vans to be made up and stored as follows:- 1 Rousbrugge, 1 Rexpoede, 2 Bergues Exchange (1 in yard and 1 in French Sidings) These trains are required by 14:00 on 7:10:17.</p> <p>A train of 39 Vans conveying sick horses left Proven at 12:30 for Borre.</p> <p>6 Troops trains ran from Borre to Proven.</p> <p>5 Foreign engines utilised to work North Bound trains owing to several engines being under repairs and not available.</p> <p>Total number of trains Bergues Exchange:-</p> <table style="margin-left: 40px;"> <tr> <td style="padding-right: 20px;">North:-</td> <td>33 British.</td> <td>18 Mine Earth etc.</td> </tr> <tr> <td></td> <td>13 French.</td> <td>5 Artillery.</td> </tr> <tr> <td></td> <td><u>46</u></td> <td>3 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td>7 Ammunition.</td> </tr> <tr> <td></td> <td></td> <td>4 Troops.</td> </tr> <tr> <td></td> <td></td> <td>4 Supplies.</td> </tr> <tr> <td></td> <td></td> <td><u>46</u></td> </tr> </table> <table style="margin-left: 40px;"> <tr> <td style="padding-right: 20px;">South:-</td> <td>3 Loaded.</td> </tr> <tr> <td></td> <td>18 Empty.</td> </tr> <tr> <td></td> <td><u>21</u></td> </tr> </table> <p>Weather: Windy and cold, with rain in afternoon and evening.</p>	North:-	33 British.	18 Mine Earth etc.		13 French.	5 Artillery.		<u>46</u>	3 Ambulance.			7 Ammunition.			4 Troops.			4 Supplies.			<u>46</u>	South:-	3 Loaded.		18 Empty.		<u>21</u>	
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152

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Bergues Exchange.	Friday Octr 5th 1918		<p>Re position of Q.M.S. (See entry 19:8:17) reply received from Australian Head Quarters that appointment cannot be recommended. R.O.D.H.Q. asked to arrange to have a water column erected at Proven to avoid unnecessary running to International Corner.</p> <p>Owing to sharp curves into Dump at Heidebeke, L.&Y. engines are not in future to work ammunition trains to that place.</p> <p>R.O.D.H.Q. advises a special train conveying 165th Labour Company will run on 6:10:17 from Adinkerque to International Corner, via Proven. Leave Adinkerque 10:55, arrive Proven 12:55.</p> <p>Stock 15 trucks and 1 Coach.</p> <p>Ambulance Train No.19 loaded at Dosinghem. Evacuated Wimereux.</p> <p>Ambulance Train No.28 loaded at Dosinghem. Evacuated Wimereux.</p> <p>Ambulance Train No.23 loaded at Mendinghem. Evacuated Etaples.</p> <p>Troop train traffic heavy at Proven. 7 Loaded trains arriving from Borre, and 2 loaded trains running to Elverdinghe.</p> <p>Total trains, Bergues Exchange:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"> North:- 29 British. 20 French. <u>49</u> </td> <td style="width: 50%;"> 17 Mine Earth etc. 6 Supplies. 5 Troops. 11 Ammunition. 4 Ambulance. 26 Others. <u>49</u> </td> </tr> <tr> <td> South:- 3 Loaded. 25 Empty. <u>28</u> </td> <td> Weather:- Showery and cold during day and night. </td> </tr> </table>	North:- 29 British. 20 French. <u>49</u>	17 Mine Earth etc. 6 Supplies. 5 Troops. 11 Ammunition. 4 Ambulance. 26 Others. <u>49</u>	South:- 3 Loaded. 25 Empty. <u>28</u>	Weather:- Showery and cold during day and night.	
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153

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Bergues Exchange.	Saturday Octr 6th 1917		<p>Traffic Hâzebrouck advises Ambulance Train No.21 to load Dosinghem 10:00, evacuate Wimereux. O.C. R.O.D. Borre advises 4 Tactical Trains (2 for Peslehoek and 2 for Vlamertinghe) will run from Esquelbecq on 8:10:17 as under:-</p> <table border="0" data-bbox="744 723 1971 915"> <tr> <td>Depart Esquelbecq.</td> <td>5:55.</td> <td>9:25.</td> <td>12:25.</td> <td>16:25.</td> </tr> <tr> <td>Arrive Bergues Exc.</td> <td>6:15.</td> <td>9:45.</td> <td>12:45.</td> <td>16:45.</td> </tr> <tr> <td>Depart " "</td> <td>6:30.</td> <td>10:00.</td> <td>13:00.</td> <td>17:00.</td> </tr> <tr> <td>Arrive Proven.</td> <td>7:20.</td> <td>10:50.</td> <td>13:50.</td> <td>17:50.</td> </tr> <tr> <td>Depart " "</td> <td>7:50.</td> <td>11:10.</td> <td>14:30.</td> <td>18:30.</td> </tr> </table> <p>Bergues engines will work the trains from Esquelbecq to Proven, and Borre engines from Proven to destination. Empty stock will return via Borre. A special train conveying General Petain, of the French Army, and a party of Officers left Bergues Exchange at 7:10 for Rexpoede. Ambulance Train No.23 loaded at Mendinghem. Evacuated Etaples. " " " 21 " " Dosinghem. " Wimereux.</p> <p>Total number of trains, Bergues Exchange:-</p> <table border="0" data-bbox="787 1222 1794 1447"> <tr> <td>North:-</td> <td>37 British.</td> <td>20 Mine Earth etc.</td> </tr> <tr> <td></td> <td>13 French.</td> <td>10 Ammunition.</td> </tr> <tr> <td></td> <td><u>50</u></td> <td>5 Troops.</td> </tr> <tr> <td></td> <td></td> <td>5 Supplies.</td> </tr> <tr> <td></td> <td></td> <td><u>10</u> others.</td> </tr> <tr> <td></td> <td></td> <td><u>50</u></td> </tr> </table> <p>South:- 2 Loaded. 18 Empty. <u>20</u></p> <p>Weather: Showery and cold during the day and night.</p>	Depart Esquelbecq.	5:55.	9:25.	12:25.	16:25.	Arrive Bergues Exc.	6:15.	9:45.	12:45.	16:45.	Depart " "	6:30.	10:00.	13:00.	17:00.	Arrive Proven.	7:20.	10:50.	13:50.	17:50.	Depart " "	7:50.	11:10.	14:30.	18:30.	North:-	37 British.	20 Mine Earth etc.		13 French.	10 Ammunition.		<u>50</u>	5 Troops.			5 Supplies.			<u>10</u> others.			<u>50</u>	
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157

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Bergues Exchange	Sunday Octr 7th 1917		<p>Winter time began to-day. At 1:00 Summer time clocks put back one hour. No inconvenience occasioned.</p> <p>Total number of trains, Bergues Exchange:-</p> <table data-bbox="640 674 1983 1165"> <tr> <td colspan="2">North Bound:-</td> <td>32 British.</td> <td>10 Ammunition</td> </tr> <tr> <td></td> <td></td> <td>12 French.</td> <td>5 Troops.</td> </tr> <tr> <td></td> <td></td> <td><u>44</u></td> <td>7 Supplies.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>11 Mine Earth etc.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>6 Material.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>7 Others.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>44</u></td> </tr> <tr> <td colspan="2">South Bound:-</td> <td>2 Loaded.</td> <td></td> </tr> <tr> <td></td> <td></td> <td>22 Empty.</td> <td></td> </tr> <tr> <td></td> <td></td> <td><u>24</u></td> <td></td> </tr> </table> <p>The destinations of the Ammunition trains were:- 5 Swiss Cottage. 3 Peselhoek. 1 Heidebeke. and 1 Rexpoede.</p> <p>Destinations of Mine earth and Macadam trains were:- 3 Peselhoek. 1 Poperinghe. 1 Waayenberg. 1 International Corner. 2 Boesinghe. 1 Kruisdom. 1 Elverdinghe. 1 Vlamertinghe.</p> <p>A special of 32 trucks and 1 brake van conveying sick horses left Proven at 11:55 for Borre.</p> <p>Ambulance train No. 20 loaded at Bandaghem. Evacuated Rouen.</p> <p>" " " 5 " " Dosinghem. " Etaples.</p> <p>5 Troop trains ran from Borre to Proven.</p> <p>Weather: Showery and cold.</p>	North Bound:-		32 British.	10 Ammunition			12 French.	5 Troops.			<u>44</u>	7 Supplies.				11 Mine Earth etc.				6 Material.				7 Others.				<u>44</u>	South Bound:-		2 Loaded.				22 Empty.				<u>24</u>		
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159

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Bergues Exchange.	Monday Octr 8th 1917.		<p>R.O.D.H.Q. requests that 3 trains of covereds be supplied at Zeneghem by 10:00 on 9:10:17. Arrangements made as requested.</p> <p>Traffic Hazebrouck advises:-</p> <p>T.A.T. 124 to load Mendinghem 12:00.</p> <p>A.T. 27 " " " after T.A.T.</p> <p>A.T. 8 " " Dosinghem 12:00.</p> <p>A.T. 34 " " Mendinghem. Evacuate Etaples at 5:25.</p> <p>A.T. 32 " " Bandaghem and Dosinghem. Evacuate Rouen.</p> <p>Four wagons of an Ammunition train derailed at Proven North, two of the vehicles lying on their sides, blocking both lines. Break-down crane ordered out from Bergues Exchange to re-rail the vehicles.</p> <p>In addition to the 4 troop trains tabled ex Esquelbecq (See 6:10:17) 4 troop trains ran from Borre to Proven, 2 from Proven to Elverdinghe, and 1 from Elverdinghe to Proven.</p> <p>Total number of trains Bergues Exchange:-</p> <table border="0" style="margin-left: 40px;"> <tr> <td style="padding-right: 20px;">North Bound:-</td> <td style="padding-right: 20px;">37 British.</td> <td style="padding-right: 20px;">17 Mine Earth &c.</td> </tr> <tr> <td></td> <td style="padding-right: 20px;">12 French.</td> <td style="padding-right: 20px;">9 Ammunition.</td> </tr> <tr> <td></td> <td style="padding-right: 20px;"><u>49</u></td> <td style="padding-right: 20px;">7 Troops &c.</td> </tr> <tr> <td></td> <td></td> <td style="padding-right: 20px;">8 Supplies.</td> </tr> <tr> <td></td> <td></td> <td style="padding-right: 20px;">5 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td style="padding-right: 20px;">3 Others.</td> </tr> <tr> <td></td> <td></td> <td style="padding-right: 20px;"><u>49</u></td> </tr> <tr> <td style="padding-right: 20px;">South Bound:-</td> <td style="padding-right: 20px;">3 Loaded.</td> <td></td> </tr> <tr> <td></td> <td style="padding-right: 20px;">21 Empty.</td> <td></td> </tr> <tr> <td></td> <td style="padding-right: 20px;"><u>24</u></td> <td></td> </tr> </table> <p>Weather:- Fine morning, dull afternoon, and light rain in the evening.</p>	North Bound:-	37 British.	17 Mine Earth &c.		12 French.	9 Ammunition.		<u>49</u>	7 Troops &c.			8 Supplies.			5 Ambulance.			3 Others.			<u>49</u>	South Bound:-	3 Loaded.			21 Empty.			<u>24</u>		
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Bergues Exchange.	Tuesday Octr 9th 1917.		<p>6 Truck loads of sand unloaded in the Section Bergues Exchange - Rexpoede. No.3 Road, South Yard, Bergues Exchange, in possession of Canadian Railway Troops for 4 hours for the purpose of lifting same.</p> <p>Traffic Hazebrouck advises Ambulance Trains Nos 20, 33, and 34 to load at Dosinghem and Ambulance Train No. 22 to load at Raxingh Mendinghem.</p> <p>Owing to difficulty with water supply at International Corner, from to-day until tomorrow night, all engines going going to that place must take sufficient water to be able to work back to Bergues Exchange.</p> <p>Ambulance Train No.8 loaded at Dosinghem, and evacuated Wimereux, and Temporary Ambulance Train No.124 loaded at Mendinghem, evacuated Etaples.</p> <p>4 Troop trains ran from Elverdinghe to Proven, and 3 troop trains from Proven to Elverdinghe.</p> <p>Total number of trains Bergues Exchange:-</p> <table border="0"> <tr> <td>North:-</td> <td>26 British.</td> <td>12 Mine Earth etc.</td> </tr> <tr> <td></td> <td>13 French.</td> <td>8 Supplies.</td> </tr> <tr> <td></td> <td><u>39</u></td> <td>8 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td>4 Ammunition.</td> </tr> <tr> <td></td> <td></td> <td>4 Troops.</td> </tr> <tr> <td></td> <td></td> <td>3 Others.</td> </tr> <tr> <td></td> <td></td> <td><u>39</u></td> </tr> </table> <table border="0"> <tr> <td>South:-</td> <td>2 Loaded.</td> </tr> <tr> <td></td> <td>30 Empty.</td> </tr> <tr> <td></td> <td><u>32</u></td> </tr> </table> <p>Weather: Fine.</p>	North:-	26 British.	12 Mine Earth etc.		13 French.	8 Supplies.		<u>39</u>	8 Ambulance.			4 Ammunition.			4 Troops.			3 Others.			<u>39</u>	South:-	2 Loaded.		30 Empty.		<u>32</u>	
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137

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Bergues Exchange.	Wednes day. Octr 10th 1917.		<p>Enemy aircraft in vicinity of Bergues Exchange 3:00. No delay to traffic.</p> <p>40 Empties supplied to Canal Sidings this morning for loading of coal from barges.</p> <p>Traffic Hazebrouck advises Ambulance Train No.24 to load Mendinghem 4:00 evacuate Etaples, and Ambulance Train No. 4 to load Dosinghem 6:00 evacuate Rouen.</p> <p>Three troop trains ran from Proven to Elverdinghe, and two troop trains from Elverdinghe to Proven.</p> <p>Total number of trains Bergues Exchange:-</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">North Bound:-</td> <td style="width: 20%;">32 British.</td> <td style="width: 20%;">North:-</td> <td style="width: 10%;">10 Ammunition.</td> </tr> <tr> <td></td> <td>14 French.</td> <td></td> <td>5 Troops.</td> </tr> <tr> <td></td> <td><u>46</u></td> <td></td> <td>7 Supplies.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>10 Mine Earth etc.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>9 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>5 Others.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>46.</u></td> </tr> <tr> <td></td> <td></td> <td></td> <td>4 Loaded.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>21 Empty.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>25</u></td> </tr> </table> <p>The number of South Bound trains arriving Bergues Exchange was 27, consisting of 23 empties, 1 leave train, 2 Ambulance, 1 Ration Van (ex Grubhem).</p> <p>Weather: Dull all day.</p>	North Bound:-	32 British.	North:-	10 Ammunition.		14 French.		5 Troops.		<u>46</u>		7 Supplies.				10 Mine Earth etc.				9 Ambulance.				5 Others.				<u>46.</u>				4 Loaded.				21 Empty.				<u>25</u>	
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159

WAR DIARY

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-INTELLIGENCE - SUMMARY-

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Bergues Exchange	Friday Octr 12th 1917		<p>C.R.C.E. advises under date of 11:10:17 that the signal cabin at crossing of Metre Guage and Standard Guage Lines, Les Forts, completed and ready for occupation.</p> <p>60 empty wagons supplied to Canal 7:00 for loading of Coal from barges.</p> <p>Traffic Hazebrouck advises Ambulance Train No. 36 to load at Mendinghem, evacuate Rouen. Ambulance Train No. 21 to load Bandaghem evacuate Etaples, Temporary Ambulance Train No. 124 to load Mendinghem, Ambulance Train No. 33 to load Mendinghem, Ambulance Train No. 4 to load Dosinghem, and Ambulance Train No. 19 to load Dosinghem.</p> <p>Total number of trains Bergues Exchange:-</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: right;">North Bound:-</td> <td style="text-align: right;">29 British.</td> <td style="text-align: right;">North:-</td> <td style="text-align: right;">11 Ammunition.</td> </tr> <tr> <td></td> <td style="text-align: right;"><u>19</u> French.</td> <td></td> <td style="text-align: right;">5 Troops</td> </tr> <tr> <td></td> <td style="text-align: right;"><u>48</u></td> <td></td> <td style="text-align: right;">6 Supplies.</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: right;">11 mine Earth&c</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: right;"><u>15</u> Ambulance.</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: right;"><u>48</u></td> </tr> </table> <p style="margin-left: auto; margin-right: auto;">South Bound:-</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: right;">3 Loaded.</td> </tr> <tr> <td style="text-align: right;"><u>16</u> Empty.</td> </tr> <tr> <td style="text-align: right;"><u>19</u></td> </tr> </table> <p>Weather:- Fine morning, raining afternoon and night.</p>	North Bound:-	29 British.	North:-	11 Ammunition.		<u>19</u> French.		5 Troops		<u>48</u>		6 Supplies.				11 mine Earth&c				<u>15</u> Ambulance.				<u>48</u>	3 Loaded.	<u>16</u> Empty.	<u>19</u>	
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Bergues Exchange.	Saturday. Octr 13th 1917		<p>R.O.D.H.Q. advises French Troop trains for Rexpoede and Waayenberg will run as under:-</p> <table border="0"> <tr> <td>13:10:17.</td> <td>12:00.</td> <td>21:00.</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>14:10:17.</td> <td>11:00.</td> <td>15:00.</td> <td>19:00.</td> <td>20:00.</td> <td></td> <td></td> <td></td> </tr> <tr> <td>15:10:17.</td> <td>00:00.</td> <td>3:00.</td> <td>7:00.</td> <td>11:00.</td> <td>13:00.</td> <td>15:00.</td> <td></td> </tr> </table> <p>The trains will run via Calais and Bourbourg.</p> <p>Traffic Hazebrouck advises Ambulance Train No. 18 to load Mendinghem, evacuate St Omer. Ambulance Train No. 15 to load Dosinghem, evacuate Wimereux. " " " 30 " " Mendinghem, " Rouen.</p> <p>Decided by O.C. that in future if return loads can be found for the engines working the Calais supply trains without the enginemen incurring excessive hours, this must be done, and engines working macadam trains ex Marquise during the afternoon can be returned for the empty trains.</p> <p>Train of French troops due to arrive at Bergues Exchange 12:00, arrived 12:50, and train due at 21:00 arrived 21:30</p> <p>Total number of trains Bergues Exchange:-</p> <table border="0"> <tr> <td>North Bound:-</td> <td>32 British.</td> <td>North:-</td> <td>14 Ammunition.</td> </tr> <tr> <td></td> <td>18 French.</td> <td></td> <td>5 Troops.</td> </tr> <tr> <td></td> <td><u>50</u></td> <td></td> <td>6 Supplies.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>12 Mine Earth &c.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>7 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>6 Others.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>50</u></td> </tr> </table> <p>South Bound:-</p> <table border="0"> <tr> <td></td> <td>2 Loaded.</td> </tr> <tr> <td></td> <td>21 Empty.</td> </tr> <tr> <td></td> <td><u>23</u></td> </tr> </table> <p>The supply trains ran as follows:- 2 Waayenberg. 1 Heidebeke. 1 Rousbrugge. 1 Proven. 2 International Corner.</p> <p>Weather:- Raining all day.</p>	13:10:17.	12:00.	21:00.						14:10:17.	11:00.	15:00.	19:00.	20:00.				15:10:17.	00:00.	3:00.	7:00.	11:00.	13:00.	15:00.		North Bound:-	32 British.	North:-	14 Ammunition.		18 French.		5 Troops.		<u>50</u>		6 Supplies.				12 Mine Earth &c.				7 Ambulance.				6 Others.				<u>50</u>		2 Loaded.		21 Empty.		<u>23</u>	
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Bergues Exchange.	Sunday Octr 14th 0917		<p>At 3:45 a train ex Dosinghem to Bergues Exchange running on a "caution" ticket collided with the rear of a train standing in the Section, Rexpoede - Bergues North. No damage done, but 2 trucks were buffer locked. Delays slight.</p> <p>Traffic Hazebrouck advises:- Ambulance Train No. 24 to load Mendinghem. Evacuate Etaples. " " " 5 " " Dosinghem. " Le Treport. " " " 29 " " Mendinghem " Etaples. " " " 22 " " Bandaghem " Wimereux. " " " 33 " " Dosinghem. " Etaples.</p> <p>R.O.D.H.Q. advises troop trains due to arrive at Bergues Exchange 15:10:17 as under:-</p> <table border="0"> <tr> <td>French.</td> <td>00:00</td> <td>British</td> <td>7:02</td> <td>British</td> <td>11:15.</td> <td>British</td> <td>18:22.</td> </tr> <tr> <td>British.</td> <td>2:22</td> <td>"</td> <td>8:55</td> <td>French</td> <td>13:00.</td> <td>"</td> <td>22:42.</td> </tr> <tr> <td>French.</td> <td>3:00</td> <td>"</td> <td>10:50</td> <td>British</td> <td>14:22.</td> <td></td> <td></td> </tr> <tr> <td>"</td> <td>7:00</td> <td>French</td> <td>11:00</td> <td>French</td> <td>15:00.</td> <td></td> <td></td> </tr> </table> <p>The destination of the British trains will be Proven, and of the French trains Rexpoede or Waayenberg.</p> <p>The French troop trains booked for to-day were late in arriving at Bergues Exchange. No delay was occasioned in despatching the trains from Bergues Exchange to destinations. A train of 2 brake vans and 30 covereds with a load of shell cases was conveyed from Heidebeke, and was despatched South from Bergues Exchange.</p> <p>Total number of trains Bergues Exchange:-</p> <table border="0"> <tr> <td>North Bound:-</td> <td>20 British.</td> <td>North Bound:-</td> <td>7 Troops.</td> </tr> <tr> <td></td> <td>18 French.</td> <td></td> <td>8 Supplies,</td> </tr> <tr> <td></td> <td><u>38</u></td> <td></td> <td>5 Mine Earth &c.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>8 Ambulance.</td> </tr> <tr> <td>South Bound:-</td> <td>4 Loaded.</td> <td></td> <td>7 Ammunition.</td> </tr> <tr> <td></td> <td>22 Empty.</td> <td></td> <td>3 Others.</td> </tr> <tr> <td></td> <td><u>26</u></td> <td></td> <td><u>38</u></td> </tr> </table> <p>Weather: Fine.</p>	French.	00:00	British	7:02	British	11:15.	British	18:22.	British.	2:22	"	8:55	French	13:00.	"	22:42.	French.	3:00	"	10:50	British	14:22.			"	7:00	French	11:00	French	15:00.			North Bound:-	20 British.	North Bound:-	7 Troops.		18 French.		8 Supplies,		<u>38</u>		5 Mine Earth &c.				8 Ambulance.	South Bound:-	4 Loaded.		7 Ammunition.		22 Empty.		3 Others.		<u>26</u>		<u>38</u>	
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162

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OR ~~INTELLIGENCE~~ SUMMARY.

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Bergues Exchange.	Monday Octr 15th 1917.		<p>R.O.D. Staff placed in charge of crossing of Metre and Broad Guage Lines at Les Forts, thereby relieving G.R.O.E's staff who have been working the signals. The running of the troop trains booked for to-day was as under:-</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Due at</th> <th style="text-align: center;">Arrd at.</th> <th></th> <th style="text-align: center;">Due at.</th> <th style="text-align: center;">Arrd at.</th> </tr> </thead> <tbody> <tr> <td>French.</td> <td style="text-align: center;">00:00</td> <td style="text-align: center;">1:57.</td> <td>French.</td> <td style="text-align: center;">11:00</td> <td style="text-align: center;">16:33</td> </tr> <tr> <td>British.</td> <td style="text-align: center;">2:22</td> <td style="text-align: center;">1:44.</td> <td>British.</td> <td style="text-align: center;">11:15</td> <td style="text-align: center;">12:28</td> </tr> <tr> <td>French.</td> <td style="text-align: center;">3:00</td> <td style="text-align: center;">11:40</td> <td>French.</td> <td style="text-align: center;">13:00</td> <td style="text-align: center;">18:36</td> </tr> <tr> <td>French.</td> <td style="text-align: center;">7:00</td> <td style="text-align: center;">15:18</td> <td>British.</td> <td style="text-align: center;">14:22</td> <td style="text-align: center;">15:35</td> </tr> <tr> <td>British.</td> <td style="text-align: center;">7:02</td> <td style="text-align: center;">7:22</td> <td>French.</td> <td style="text-align: center;">15:00</td> <td style="text-align: center;">6:17 on 16th.</td> </tr> <tr> <td>British.</td> <td style="text-align: center;">8:55</td> <td style="text-align: center;">10:45</td> <td>British.</td> <td style="text-align: center;">18:22</td> <td style="text-align: center;">19:48</td> </tr> <tr> <td>British.</td> <td style="text-align: center;">10:50</td> <td style="text-align: center;">10:28</td> <td>British.</td> <td style="text-align: center;">22:42</td> <td style="text-align: center;">22:45</td> </tr> </tbody> </table> <p>Ambulance Train No. 22 loaded at Bandaghem, evacuated Wimereux. " " " 29 " " Mendinghem, " Etaples. " " " 33 " " Dosinghem. " Etaples.</p> <p>Attached is copy of correspondence respecting the laying in of diamond crossings where standard and metre guage lines cross.</p> <p>A sick horse special consisting of 46 wagons and 1 brake van, loaded at Proven for Borre. Staff at Bergues Exchange paid to-day. Total number of trains Bergues Exchange:-</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"> North Bound:- 25 British. 17 French. <u>42</u> </td> <td style="width: 50%;"> North Bound:- 11 Ammunition. 16 Troops. 6 Supplies. 6 Mine Earth etc. 3 others. <u>42</u> </td> </tr> </table> <p style="margin-left: 40px;">South Bound:- 3 Loaded. <u>28</u> Empty. <u>31</u></p> <p>Weather:- Fine.</p>		Due at	Arrd at.		Due at.	Arrd at.	French.	00:00	1:57.	French.	11:00	16:33	British.	2:22	1:44.	British.	11:15	12:28	French.	3:00	11:40	French.	13:00	18:36	French.	7:00	15:18	British.	14:22	15:35	British.	7:02	7:22	French.	15:00	6:17 on 16th.	British.	8:55	10:45	British.	18:22	19:48	British.	10:50	10:28	British.	22:42	22:45	North Bound:- 25 British. 17 French. <u>42</u>	North Bound:- 11 Ammunition. 16 Troops. 6 Supplies. 6 Mine Earth etc. 3 others. <u>42</u>	
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Bergues Exchange.	Tuesday Octr 16th 1917.		<p>Traffic Hazebrouck advises 3 troop trains for Proven will leave Arneke at 10:00, 11:00 and 12:00 to-day. Empty stock to be handed over to R.O.D. Borre. Station Master, Proven advises 12 vans of troops and material will load there for Calais 17:10:17, and will be despatched with empty supply train.</p> <p>Engine No. 3781 derailed in Macadam Siding, Heidebeke, at 18:50. Engine was to be utilised to work a troop train from Heidebeke. Another engine was sent to Heidebeke to work the troop train. Break-down crane despatched from Bergues Exchange to re-rail the engine.</p> <p>Ambulance Train No. 25 loaded Mendinghem. Evacuated Wimereux.</p> <p>" " " 34 " Dosinghem. " Etaples.</p> <p>" " " 36 " Mendinghem. " Wimereux.</p> <p>3 Troop trains were despatched from Proven to Boesinghe, and 3 to Elverdinghe, and 3 troop trains from Boesinghe to Proven, and 2 from Elverdinghe to Proven.</p> <p>Pay Special ran paying staff at the Out Stations.</p> <p>2 Troop trains left Heidebeke at 13:30 and 21:00 South Bound via Bergues Exchange.</p> <p>Total number of trains Bergues Exchange:-</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">North Bound:-</td> <td style="width: 25%;">26 British.</td> <td style="width: 25%;">North:-</td> <td style="width: 25%;">6 Ammunition.</td> </tr> <tr> <td></td> <td>17 French.</td> <td></td> <td>10 Troops.</td> </tr> <tr> <td></td> <td><u>43</u></td> <td></td> <td>6 Supplies.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>9 Mine Earth etc.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>6 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>6 Material.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>43</u></td> </tr> </table> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">South Bound:-</td> <td style="width: 25%;">3 Loaded.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>25 Empty.</td> <td></td> <td></td> </tr> <tr> <td></td> <td><u>28</u></td> <td></td> <td></td> </tr> </table> <p>Weather: Fine.</p>	North Bound:-	26 British.	North:-	6 Ammunition.		17 French.		10 Troops.		<u>43</u>		6 Supplies.				9 Mine Earth etc.				6 Ambulance.				6 Material.				<u>43</u>	South Bound:-	3 Loaded.				25 Empty.				<u>28</u>			
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167

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Bergues Exchange	Wednesday 17th 1917.		<p>R.O.D.H.Q. advises that all traffic for the A.D.L.R. 5 Boesinghe must travel via Peselhoek and not via International Corner.</p> <p>80 Empty wagons ordered to be at Canal Sidings 18:10:17 for the loading of Coal from barges.</p> <p>Ambulance Train No. 21 loaded at Dosinghem, evacuated Wimereux.</p> <p>A large French Gun was conveyed from Straffhem to Bergues Exchange and despatched South from there.</p> <p>A troop train left Heidebeke at 18:40 South Bound via Bergues Exchange.</p> <p>Total number of trains Bergues Exchange:-</p> <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;">North Bound:-</td> <td style="padding-right: 20px;">22 British.</td> <td style="padding-right: 20px;">North Bound:-</td> <td>5 Troops.</td> </tr> <tr> <td></td> <td>14 French.</td> <td></td> <td>6 Supplies.</td> </tr> <tr> <td></td> <td><u>36</u></td> <td></td> <td>11 Mine Earth &c.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>4 Ammunition.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>4 Material.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>6 Others.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>36</u></td> </tr> </table> <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;">South Bound:-</td> <td>4 Loaded.</td> </tr> <tr> <td></td> <td>20 Empty.</td> </tr> <tr> <td></td> <td><u>24</u></td> </tr> </table> <p>Weather: Fine.</p>	North Bound:-	22 British.	North Bound:-	5 Troops.		14 French.		6 Supplies.		<u>36</u>		11 Mine Earth &c.				4 Ammunition.				4 Material.				6 Others.				<u>36</u>	South Bound:-	4 Loaded.		20 Empty.		<u>24</u>	
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WAR DIARY

Army Form C. 2118.

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~~INTELLIGENCE SUMMARY~~

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																																																																							
Bergues Exchange.	Thursday. Octr 18th 1917.		<p>R.C.D.H.Q. advises French Troop Trains will run as follows:-</p> <table border="0"> <tr> <td>19:10:17.</td> <td>Load at Kruisdorn</td> <td>5:00.</td> <td>Depart Bergues</td> <td>9:00.</td> </tr> <tr> <td>"</td> <td>"</td> <td>"</td> <td>"</td> <td>12:15.</td> </tr> <tr> <td>20:10:17.</td> <td>"</td> <td>"</td> <td>"</td> <td>10:00.</td> </tr> </table> <p>Nord will supply T.U. for the first train. Stock of second train to consist of 46 Covereds and 2 first class coaches, and stock for third train to be 35 covereds and 2 first class coaches.</p> <p>80 empty wagons ordered for Canal Sidings 19:10:17 for the loading of Coal from Barges.</p> <p>Ambulance Train No. 29 loaded at Bandaghem. Evacuated Abbeville.</p> <table border="0"> <tr> <td>"</td> <td>"</td> <td>12</td> <td>"</td> <td>Mendinghem.</td> <td>"</td> <td>Etaples.</td> </tr> <tr> <td>"</td> <td>"</td> <td>27</td> <td>"</td> <td>Dosinghem.</td> <td>"</td> <td>Le Treport.</td> </tr> </table> <p>Troop trains South Bound ran as under via Bergues Exchange.</p> <table border="0"> <tr> <td>7:00</td> <td>ex Proven.</td> </tr> <tr> <td>7:00</td> <td>ex International Corner.</td> </tr> <tr> <td>11:00</td> <td>ex Proven.</td> </tr> <tr> <td>14:36</td> <td>ex Heidebeke.</td> </tr> <tr> <td>16:55</td> <td>ex Heidebeke.</td> </tr> </table> <p>Enemy aircraft round Bergues Exchange from 19:35 to 20:55. Working in the yard interrupted at intervals. No serious delays to traffic.</p> <p>Total number of trains Bergues Exchange:-</p> <table border="0"> <tr> <td>North Bound:-</td> <td>24 British.</td> <td>North:-</td> <td>5 Troops.</td> </tr> <tr> <td></td> <td>15 French.</td> <td></td> <td>6 Supplies.</td> </tr> <tr> <td></td> <td><u>39</u></td> <td></td> <td>9 Mine Earth.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>5 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>14</u> Others.</td> </tr> <tr> <td>South Bound:-</td> <td>8 Loaded.</td> <td></td> <td><u>39</u></td> </tr> <tr> <td></td> <td>12 Empty.</td> <td></td> <td></td> </tr> <tr> <td></td> <td><u>20</u></td> <td></td> <td></td> </tr> </table> <p>Weather:- Rain during early hours, but fine afterwards.</p>	19:10:17.	Load at Kruisdorn	5:00.	Depart Bergues	9:00.	"	"	"	"	12:15.	20:10:17.	"	"	"	10:00.	"	"	12	"	Mendinghem.	"	Etaples.	"	"	27	"	Dosinghem.	"	Le Treport.	7:00	ex Proven.	7:00	ex International Corner.	11:00	ex Proven.	14:36	ex Heidebeke.	16:55	ex Heidebeke.	North Bound:-	24 British.	North:-	5 Troops.		15 French.		6 Supplies.		<u>39</u>		9 Mine Earth.				5 Ambulance.				<u>14</u> Others.	South Bound:-	8 Loaded.		<u>39</u>		12 Empty.				<u>20</u>			
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WAR DIARY

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices		
Bergues Exchange.	Friday Oct 19th 1917		<p>North Bound Line between Rexpoede and Rousbrugge in possession of Canadian Construction Company from 9:45 to 12:00 for the purpose of giving attention to the Line.</p> <p>40 empty wagons ordered for Canal Sidings 20:10:17 for the loading of Coal from Barges.</p> <p>A sick horse special consisting of 45 wagons and 1 Brake Van loaded at Proven for Neufchatel, via Borre.</p> <p>Troop trains South Bound arrived at Bergues Exchange as follows:-</p> <p style="padding-left: 40px;">6:50 ex Proven. 7:45 ex Proven. 10:17 ex Heidebeke. 10:23 ex Proven. 11:47 ex Heidebeke. 13:10 ex Proven.</p> <p>Total number of trains Bergues Exchange:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> North Bound:- 26 British. 16 French. <u>42</u> </td> <td style="width: 50%; border: none;"> North Bound:- 6 Ammunition. 7 Supplies. 14 Mine Earth &c. 8 Material. 7 Others. <u>42</u> </td> </tr> </table> <p style="padding-left: 40px;">South Bound:- 10 Loaded. 17 Empty. <u>27</u></p> <p>Weather: Fine.</p>	North Bound:- 26 British. 16 French. <u>42</u>	North Bound:- 6 Ammunition. 7 Supplies. 14 Mine Earth &c. 8 Material. 7 Others. <u>42</u>	
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Bergues Exchange.	Saturday.		Circular issued by O.C. regarding Ambulance Trains reads as under:- Bergues. AMBULANCE TRAINS. 20:10:17.	
	Oct 20th 1917		"Commencing 6:0a.m. to-day (October 20th 1917) Ambulance Trains from Bandaghem Mendinghem, and Dosinghem	
			will now return when loaded via BERGUES EXCHANGE. Special attention must be given to the working of these trains, and it is essential for them to run to time. The staff at Bandaghem, Mendinghem, and Dosinghem, must keep in touch with the Hospital Authorities, and advise Bergues Control Office, when the commence loading, and the approximate time loading will be completed".	
			Ambulance Train No. 19 loaded at Dosinghem. Evacuated Wimereux, via Bergues Exchange. " " " 6 " " Mendinghem- " Etaples. " " " " " " 26 " " Dosinghem. " Rouen. " " "	
			Enemy aircraft round Bergues District between 20:20 and 21:50. Aerial torpedo dropped near on Metre Guage Line near Bergues Nord Station. Traffic slightly delayed at Bergues Exchange.	
			Total number of trains, Bergues Exchange:- North Bound:- 25 British. North:- 5 Ammunition. 9 French. 4 Troops. <u>34</u> 6 Supplies. 7 Mine Earth &c. 5 Ambulance. South Bound:- 10 Loaded. 7 Others. 19 Empty. <u>34</u> <u>29</u>	
			Weather: Fine.	

168

WAR DIARY

Army Form C. 2118.

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or
INTELLIGENCE SUMMARY.
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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices				
Bergues Exchange.	Sunday Octr 21st 1917		<p>Directions given that engines working Ambulance Trains should run engine first. If necessary engines can be turned by running round the triangle at Mendinghem Apex and Proven, or the triangle at International Corner.</p> <p>Traffic Hazebrouck advises:-</p> <p>Ambulance Train No. 34 to load Dosinghem, evacuate Etaples. " " " 36 " " Mendinghem, " Wimereux. " " " 12 loaded Bandaghem, evacuated Wimereux.</p> <p>Enemy aircraft round Bergues Exchange delayed shunting operations at intervals between 20:50 and 22:10.</p> <p>Number of trains, Bergues Exchange:-</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"> North Bound:- 20 British. 14 French. <u>34</u> </td> <td style="width: 50%;"> North Bound:- 7 Ammunition. 7 Supplies. 6 Mine Earth &c. 4 Troops. 4 Ambulance. 6 Others. <u>34</u> </td> </tr> <tr> <td> South Bound:- 6 Loaded. 15 Empty. <u>21</u> </td> <td></td> </tr> </table> <p>Weather:- Fine.</p>	North Bound:- 20 British. 14 French. <u>34</u>	North Bound:- 7 Ammunition. 7 Supplies. 6 Mine Earth &c. 4 Troops. 4 Ambulance. 6 Others. <u>34</u>	South Bound:- 6 Loaded. 15 Empty. <u>21</u>		
North Bound:- 20 British. 14 French. <u>34</u>	North Bound:- 7 Ammunition. 7 Supplies. 6 Mine Earth &c. 4 Troops. 4 Ambulance. 6 Others. <u>34</u>							
South Bound:- 6 Loaded. 15 Empty. <u>21</u>								

(A9475) Wt W2358/P360 600,000 12/17 D. D. & L. Sch. 52a. Forms/C2118/15.

WAR DIARY

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues	Monday		Traffic Hazebrouck advises the following:-	
Exchange.	Octr		Temporary Ambulance Train No. 124 to load Mendinghem. Evacuate Etaples.	
	22nd		Ambulance train No. 15 to load Mendinghem. Evacuate Etaples Wimereux.	
	1917.		" " " 19 " " Dosinghem. " Rouen.	
			" " " 27 " " " " Etaples.	
			" " " 9 " " " " "	
			" " " 29 " " Bandaghem 23:10:17. Evacuate Rouen.	
			" " " 33 " " Mendinghem " " Wimereux.	
			60 Empty wagons ordered for Canal Sidings 23:10:17 for loading of Coal from barges.	
			South Bound troop trains ran as follows:- Leave train 11:58 ex Proven. Specials 14:25, 15:05, and 15:30 ex Waayenberg: 18:08 and 18:42 ex Heidebeke.	
			Enemy aircraft in vicinity of Bergues Exchange between 19:10 and 21:00. No delays to traffic	
			Total number of trains Bergues Exchange:-	
			North Bound:- 23 British. North:- 9 Ammunition.	
			15 French. 8 Supplies.	
			<u>38</u> 7 Mine earth &c.	
			7 Ambulance.	
			South Bound:- 9 Loaded. 7 Others.	
			17 Empty. <u>38</u>	
			<u>26</u>	
			Weather:- Dull.	

170

WAR DIARY

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																																																		
Bergues	Tuesday		R.O.D. Borre advises 2 troop trains from St. Jean to Esquelbecq on 25:10:17 as under:-																																																			
Exchange.	Octr		<table border="0"> <tr> <td></td> <td>Arr Proven</td> <td>9:30.</td> <td>Dep Esquelbecq</td> <td>12:00</td> </tr> <tr> <td></td> <td>Dep "</td> <td>9:40.</td> <td>Arr Bergues.</td> <td>12:20.</td> </tr> <tr> <td>1st train.</td> <td>Arr "</td> <td>10:30.</td> <td>Dep "</td> <td>12:30.</td> </tr> <tr> <td></td> <td>Dep Bergues</td> <td>10:50.</td> <td>Arr Proven.</td> <td>13:30.</td> </tr> <tr> <td></td> <td>Arr Esquel.</td> <td>11:10.</td> <td>Dep "</td> <td>--</td> </tr> <tr> <td></td> <td>Arr Proven</td> <td>16:50.</td> <td>Dep Esquelbecq</td> <td>19:30.</td> </tr> <tr> <td></td> <td>Dep "</td> <td>17:00.</td> <td>Arr Bergues.</td> <td>19:50.</td> </tr> <tr> <td>2nd train.</td> <td>Arr Bergues</td> <td>17:50.</td> <td>Dep "</td> <td>20:00.</td> </tr> <tr> <td></td> <td>Dep "</td> <td>18:10.</td> <td>Arr Proven.</td> <td>20:50.</td> </tr> <tr> <td></td> <td>Arr Esquel.</td> <td>18:30.</td> <td>Dep "</td> <td>--</td> </tr> </table>		Arr Proven	9:30.	Dep Esquelbecq	12:00		Dep "	9:40.	Arr Bergues.	12:20.	1st train.	Arr "	10:30.	Dep "	12:30.		Dep Bergues	10:50.	Arr Proven.	13:30.		Arr Esquel.	11:10.	Dep "	--		Arr Proven	16:50.	Dep Esquelbecq	19:30.		Dep "	17:00.	Arr Bergues.	19:50.	2nd train.	Arr Bergues	17:50.	Dep "	20:00.		Dep "	18:10.	Arr Proven.	20:50.		Arr Esquel.	18:30.	Dep "	--	
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	23rd																																																					
	1917																																																					
			Borre will supply engine power and work the trains throughout. The same stock will be used for both trains.																																																			
			30 empty wagons ordered for Canal Sidings 24:10:17 for loading of coal from barges.																																																			
			8 troop trains North Bound from Bergues Exchange ran to Proven (Leave Special), Brielen, Kruisdom (2), Waayenberg (2), Proven (2).																																																			
			Troop train traffic continues to be brisk at Proven, there being 2 trains from Borre to Proven, 5 trains from Proven to Boesinghe, and 3 from Boesinghe to Proven.																																																			
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			13 Empty.																																																			
			<u>19</u>																																																			
			Weather: Light showers with a strong breeze.																																																			

WAR DIARY

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Bergues Exchange.	Wednes day. Octr 24th 1917		<p>Notice issued to staff as to the necessity for lamps being placed on the rear of trains, several cases having occurred recently of trains running without tail lights.</p> <p>Ambulance Train No. 34 loaded Mendinghem. Evacuated Rouen.</p> <p>" " " 4 " Dosinghem. " Etaples.</p> <p>Troop trains dealt with at Proven were 1 ex International Corner, 2 to Boosinghe, 2 to Elverdinghe, and 1 to Borre.</p> <p>R.O.D.H.Q. advise a British troop train will leave Adinkerque for Hazebrouck via Bergues on 25:10:17 leaving Waayenberg at 12:52. Engine to be supplied to work the train from Waayenberg to Bergues Exchange.</p> <p>R.O.D.H.Q. advise 4 troop trains on 25:10:17 ex Audruicq to Proven:-</p> <table border="0"> <tr> <td>Audruicq. Dep</td> <td>13:49</td> <td>15:49.</td> <td>18:49.</td> <td>21:59.</td> </tr> <tr> <td>Bergues Exe arr</td> <td>16:22.</td> <td>18:22</td> <td>21:22.</td> <td>0:32.</td> </tr> </table> <p>Empty stock to be returned to Merris via Bergues Exchange.</p> <p>Total number of trains Bergues Exchange:-</p> <table border="0"> <tr> <td>North Bound:-</td> <td>23 British.</td> <td>North:-</td> <td>9 Ammunition.</td> </tr> <tr> <td></td> <td>18 French.</td> <td></td> <td>7 Troops.</td> </tr> <tr> <td></td> <td><u>41</u></td> <td></td> <td>6 Supplies.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>6 Mine Earth &c.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>13 Others.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>41</u></td> </tr> <tr> <td>South Bound:-</td> <td>6 Loaded.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>26 Empty.</td> <td></td> <td></td> </tr> <tr> <td></td> <td><u>32</u></td> <td></td> <td></td> </tr> </table> <p>Weather: Dull day, Rain and strong wind at night.</p>	Audruicq. Dep	13:49	15:49.	18:49.	21:59.	Bergues Exe arr	16:22.	18:22	21:22.	0:32.	North Bound:-	23 British.	North:-	9 Ammunition.		18 French.		7 Troops.		<u>41</u>		6 Supplies.				6 Mine Earth &c.				13 Others.				<u>41</u>	South Bound:-	6 Loaded.				26 Empty.				<u>32</u>			
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Bergues Exchange	Thursday Octr 25th 1918		<p>R.O.D.H.Q. advise move of 2 Infantry Battalions, Proven to Audruicq on 27:10:17.</p> <table border="0"> <tr> <td>Proven.</td> <td>Dep.</td> <td>9:00.</td> <td>12:20.</td> </tr> <tr> <td>Bergues Exc</td> <td>Arr.</td> <td>9:50.</td> <td>13:10.</td> </tr> <tr> <td>"</td> <td>Dep</td> <td>10:30.</td> <td>13:50.</td> </tr> </table> <p>Traffic Hazebrouck advises Ambulance Train No. 20 to load Dosinghem, evacuate Wimereux. Traffic Hazebrouck advises 1 train of 200 sick horses will run from International Corner on 27th and another train on 29th for Neufchateau. 50 Empties ordered for Canal Sidings for 26:10:17 for loading of coal from barges. Troop trains from St Jean to Esquelbecq were late in arriving in the District, arriving at Proven at 11:28 and 21:46 instead of as booked at 9:30 and 16:50. Ambulance Train No. 20 loaded at Dosinghem evacuated Wimereux. " " " 33 loaded at Bandaghem " " 5 Troop trains loaded at Proven for Borre, and 2 trains ran from International Corner to Proven. Enemy aeroplanes about Bergues Exchange from 19:50 to 21:30. Work interrupted at intervals. No serious delays occasioned Total number of trains Bergues Exchange:- North Bound:- 24 British. North:- 14 Ammunition. 21 French. 8 Troops. <u>45</u> 7 Mine Earth &c. 6 Supplies. 10 Others. <u>45</u></p> <p>The ammunition trains were consigned as follows:- 5 Heidebeke. 2 Peselhoek. 3 Swiss Cottage. 1 Waayenberg. 1 Klein Leyselle. 1 Pocklington. 1 Westenhoek.</p> <p>Weather:- Rain and wind during day. Fine night.</p>	Proven.	Dep.	9:00.	12:20.	Bergues Exc	Arr.	9:50.	13:10.	"	Dep	10:30.	13:50.	
Proven.	Dep.	9:00.	12:20.													
Bergues Exc	Arr.	9:50.	13:10.													
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172

WAR DIARY

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~~INTELLIGENCE SUMMARY~~

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																												
Bergues Exchange.	Saturday. Octr 27th 1917.		<p>Enemy Aircraft round Bergues District from 00:30 to 2:00. Traffic stopped at intervals, but no delays to trains took place.</p> <p>Traffic Hazebrouck advises Ambulance Train No. 12 to load Mendinghem, evacuate Abbeville. Ambulance Train No. 26 to load Mendinghem, evacuate Wimereux. Ambulance train No. 14 to load at Dosinghem, evacuate Etaples.</p> <p>Ambulance Train No. 27 loaded at Bandaghem, evacuated Etaples.</p> <p>" " " 24 " " Mendinghem. " Wimereux.</p> <p>" " " 25 " " Mendinghem. " "</p> <p>Traffic Hazebrouck advises 4 Artillery Trains will run for Proven and International Corner are due to arrive Bergues Exchange as under to-day:-</p> <p>1. T. 67 arrive Bergues Exchange 6:40 for Proven.</p> <p>2. T. 70 " " " 9:40 " International Corner.</p> <p>3. T. 73 " " " 12:40 " " "</p> <p>4. T. 52 " " " 15:40 " Proven.</p> <p>The artillery trains for Proven and International Corner were late in arriving at Bergues Exchange, arriving Bergues Exchange at 11:38. 14:24. 18:55. and 22:00.</p> <p>R.O.D.H.Q. advises one troop train will leave Kruisdon 5:30 on 28:10:17. Stock of 30 covereds 17 flats and 1 coach supplied by Bergues Exchange.</p> <p>60 empty wagons ordered for Canal Sidings 28:10:17 for loading of coal.</p> <p>The two troop trains ex Proven to Audruicq (see entry 25:10:17) left Bergues Exchange to time.</p> <p>A sick horse special consisting of 28 covereds and 2 brakes left International Corner at 14:25 South Bound via Bergues Exchange.</p> <p>In addition to the four trains shewn above 6 other troop trains wz were dealt with at Proven, viz, 3 to Boesinghe, 1 to International Corner, 2 from Boesinghe, and 1 from International Corner</p> <p>Total number of trains Bergues Exchange:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">North Bound:-</td> <td style="width: 20%;">29 British.</td> <td style="width: 30%;">North:-</td> <td style="width: 10%;">6 Ammunition.</td> </tr> <tr> <td></td> <td>15 French.</td> <td></td> <td>6 Troops.</td> </tr> <tr> <td></td> <td><u>44</u></td> <td></td> <td>6 Supplies.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>10 Mine Earth &c.</td> </tr> <tr> <td>South Bound:-</td> <td>12 Loaded.</td> <td></td> <td>5 Ambulance.</td> </tr> <tr> <td></td> <td>18 empty.</td> <td></td> <td>11 Others.</td> </tr> <tr> <td></td> <td><u>30</u></td> <td></td> <td><u>44</u></td> </tr> </table> <p>Weather: - Fine.</p>	North Bound:-	29 British.	North:-	6 Ammunition.		15 French.		6 Troops.		<u>44</u>		6 Supplies.				10 Mine Earth &c.	South Bound:-	12 Loaded.		5 Ambulance.		18 empty.		11 Others.		<u>30</u>		<u>44</u>	
North Bound:-	29 British.	North:-	6 Ammunition.																													
	15 French.		6 Troops.																													
	<u>44</u>		6 Supplies.																													
			10 Mine Earth &c.																													
South Bound:-	12 Loaded.		5 Ambulance.																													
	18 empty.		11 Others.																													
	<u>30</u>		<u>44</u>																													

WAR DIARY

Army Form C. 2118.

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.

or
~~INTELLIGENCE SUMMARY.~~

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																												
Bergues Exchange.	Sunday 28th 1917.		<p>Request made to R.D.E. to provide for the R.O.B. staff at Proven protection from hostile aircraft.</p> <p>Traffic Hazebrouck wires Ambulance Train No. 18 to load Bandaghem, evacuate Etaples.</p> <p>Ambulance Train No. 36 loaded at Dosinghem, evacuated Wimereux.</p> <p>" " " 19 to load Mendinghem 29:10:17.</p> <p>" " " 27 " " Dosinghem. 29:10:17.</p> <p>60 empty wagons ordered for Canal Sidings 29:10:17 for loading of coal.</p> <p>The troop train ex Kruisdorn was late loading and consequently did not leave Heidebeke until 9:20.</p> <p>A sick horse special of 35 covereds and 2 brakes left International Corner at 13:57 South Bound via Bergues Exchange.</p> <p>Troop trains were despatched from Heidebeke via Bergues Exchange as follows:-</p> <p style="padding-left: 40px;">7:24. 10:30 13:33.</p> <p>Enemy aircraft in vicinity of Bergues Exchange between 21:00 and 22:00. No delays to traffic.</p> <p>Total number of trains Bergues Exchange:-</p> <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;">North Bound:-</td> <td style="padding-right: 20px;">29 British.</td> <td style="padding-right: 20px;">North:-</td> <td>10 Ammunition.</td> </tr> <tr> <td></td> <td>14 French.</td> <td></td> <td>6 Supplies.</td> </tr> <tr> <td></td> <td><u>43</u></td> <td></td> <td>9 Mine Barbh&c.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>4 Ambulance.</td> </tr> <tr> <td style="padding-right: 20px;">South Bound:-</td> <td style="padding-right: 20px;">7 Loaded.</td> <td></td> <td>4 Troops.</td> </tr> <tr> <td></td> <td>22 Empty.</td> <td></td> <td>10 Others.</td> </tr> <tr> <td></td> <td><u>29</u></td> <td></td> <td><u>43</u></td> </tr> </table>	North Bound:-	29 British.	North:-	10 Ammunition.		14 French.		6 Supplies.		<u>43</u>		9 Mine Barbh&c.				4 Ambulance.	South Bound:-	7 Loaded.		4 Troops.		22 Empty.		10 Others.		<u>29</u>		<u>43</u>	
North Bound:-	29 British.	North:-	10 Ammunition.																													
	14 French.		6 Supplies.																													
	<u>43</u>		9 Mine Barbh&c.																													
			4 Ambulance.																													
South Bound:-	7 Loaded.		4 Troops.																													
	22 Empty.		10 Others.																													
	<u>29</u>		<u>43</u>																													
			<p>Weather: Fine.</p>																													

WAR DIARY

Army Form C. 2118.

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.

~~INTELLIGENCE SUMMARY~~

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																																				
Bergues Exchange.	Tuesday	Octr	Traffic Hazebrouck advises a Special of 200 Sick Horses will leave International Corner at 13:30 on 31:10:17 for Neufchatel.																																					
		30th	Traffic Hazebrouck advises:-																																					
		1917	Ambulance train No.15 to load Dosinghem. Evacuate Etaples. " " " 22 " " Mendinghem. " Wimereux.																																					
			Pay Special consisting of engine and van ran throughout the section, and the staff at all out Depots were paid.																																					
			Enemy aircraft round Bergues District between 21:00 and 23:50. Working in yard suspended at intervals, but no delays to trains were occassioned.																																					
			Total number of trains, Bergues Exchange:-																																					
			<table border="0"> <tr> <td>North Bound:-</td> <td>19 British.</td> <td>North:-</td> <td>7 Ammunition.</td> </tr> <tr> <td></td> <td>17 French.</td> <td></td> <td>5 Supplies.</td> </tr> <tr> <td></td> <td><u>36</u></td> <td></td> <td>12 Mine Earth, macadam &c.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>7 Ambulance.</td> </tr> <tr> <td></td> <td></td> <td></td> <td>5 Others.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>36</u></td> </tr> <tr> <td>South Bound:-</td> <td>15 Loaded.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>18 Empty.</td> <td></td> <td></td> </tr> <tr> <td></td> <td><u>33</u></td> <td></td> <td></td> </tr> </table>	North Bound:-	19 British.	North:-	7 Ammunition.		17 French.		5 Supplies.		<u>36</u>		12 Mine Earth, macadam &c.				7 Ambulance.				5 Others.				<u>36</u>	South Bound:-	15 Loaded.				18 Empty.				<u>33</u>			
North Bound:-	19 British.	North:-	7 Ammunition.																																					
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			7 Ambulance.																																					
			5 Others.																																					
			<u>36</u>																																					
South Bound:-	15 Loaded.																																							
	18 Empty.																																							
	<u>33</u>																																							
			Weather: Light rain, with heavy wind during the day. Fine evening.																																					

(A9175) W: W2358/P362 600,000 12/17 D. D. & L. Sch. 82a. Forms/C2118/15.

178

WAR DIARY

Army Form C. 2118.

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.

~~INTELLIGENCE SUMMARY~~

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																																
Bergues Exchange.	Wednes- day. Octr 31st 1917.		<p>30 empties ordered for Canal Sidings for 1:11:17 for the loading of Coal.</p> <p>Traffic Hazebrouck advises:-</p> <p>Ambulance Train No. 33 to load Mendinghem, evacuate Rouen.</p> <p>" " " 16 " " Dosinghem. " Wimereux.</p> <p>" " " 30 " " Mendinghem. " Etaples.</p> <p>" " " 27 " " Bandaghem. " Wimereux.</p> <p>Circular issued in respect to reducing of train lights Bergues Exchange (copy attached)</p> <p>Permission given for Canadian Construction Company to have possession of South Bound Main Line from 6:00, 1:11:17. Double line working to be maintained, the North Bound Main Line and North Bound Loop being utilised until the work is completed.</p> <p>A sick horse special of 27 covereds and 1 brake van left International Corner at 13:30 for Neuchatel via Bergues Exchange.</p> <p>Two troop trains were loaded at Heidebeke and Waayenberg, leaving those places at 8:48 and 10:00 respectively, South Bound via Bergues Exchange.</p> <p>Total number of trains Bergues Exchange:-</p> <table data-bbox="763 1165 2075 1533"> <tr> <td>North Bound:-</td> <td>21 British.</td> <td>North:-</td> <td>8 Ammunition.</td> </tr> <tr> <td></td> <td>18 French.</td> <td></td> <td>7 Supplies.</td> </tr> <tr> <td></td> <td><u>39</u></td> <td></td> <td>8 Mine Earth &c.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>16</u> Others.</td> </tr> <tr> <td></td> <td></td> <td></td> <td><u>39</u></td> </tr> <tr> <td>South Bound:-</td> <td>5 Loaded.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>21 Empty.</td> <td></td> <td></td> </tr> <tr> <td></td> <td><u>26</u></td> <td></td> <td></td> </tr> </table> <p>Weather: Fine.</p>	North Bound:-	21 British.	North:-	8 Ammunition.		18 French.		7 Supplies.		<u>39</u>		8 Mine Earth &c.				<u>16</u> Others.				<u>39</u>	South Bound:-	5 Loaded.				21 Empty.				<u>26</u>			
North Bound:-	21 British.	North:-	8 Ammunition.																																	
	18 French.		7 Supplies.																																	
	<u>39</u>		8 Mine Earth &c.																																	
			<u>16</u> Others.																																	
			<u>39</u>																																	
South Bound:-	5 Loaded.																																			
	21 Empty.																																			
	<u>26</u>																																			

661

WAR DIARY

Army Form C. 2118.

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.

OR
~~INTELLIGENCE--SUMMARY--~~

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues			<u>O c t o b e r 1917.</u>	
Exchange.			<p>During the month the traffic has increased considerably, the number of North Bound trains being:-</p>	
			<p style="text-align: right;">802 British.</p>	
			<p style="text-align: right;">504 French.</p>	
			<p style="text-align: right;">Total.....<u>1306</u></p>	
			<p>as compared with:-</p>	
			<p style="text-align: right;">647 British.</p>	
			<p style="text-align: right;">364 French.</p>	
			<p style="text-align: right;"><u>1011</u></p>	
			<p>during the previous month September.</p>	
			<p>The traffic consisted principally of Mine Earth, Macadam, Ammunition, and Ambulance Trains. Proven was very busy with troop trains between Elverdinghe and also Borre.</p>	
			<p>The health of the men continues to be very good.</p>	
			<p>The trains despatched to the Nord consisted mainly of empty wagons being returned</p>	
			<p>from Rail-heads. During the latter portion of the month Ambulance trains from Bandaghem,</p>	
			<p>Mendinghem, and Dosinghem, which previously travelled via Borre, were despatched via</p>	
			<p>Bergues Exchange.</p>	

180

To be made up to and for Saturday in each week

FIELD RETURN.

Army Form B. 213

No. of Report 24

(To be furnished by all arms, services, and departments (except A.S.C. units) to the A.G.'s Office at the Base in accordance with Field Service Regulations, Part II.)

RETURN showing numbers (a) Effective strength of Unit. 60th (Australian) Broad Gauge Railway Operating Company. In the Field.

28th October 1917. Date.

DETAILS.	*Personnel		Animals				Guns and transport vehicles										REMARKS (Number of Acting W.O.'s and N.C.O.'s included in effective strength to be shown in this column.)						
	Officers	Other Ranks	Horses			Mules	Guns, showing description	Ammunition wagons	Machine guns	Aircraft, showing description	Horsed			Mechanical				Motor Bicycles	Bicycles	Motor Ambulances			
			Riding	Draught	Heavy Draught	Pack					Large	Small	Wheeled 4	Wheeled 2	Motor Cars	Tractors					Lorries, showing description	Trucks, showing description	Trailers
Effective Strength of Unit ...	2	249																	1				
Details by Arms attached to Unit as in War Establishment ...																							
TOTAL ...	2	249																	1				
War Establishment ...	3	266																					
Wanting to complete (Detail of Personnel and Horses below.)	1	17																					
SURPLUS (Detail of Personnel and Horses below.)																							
†Attached (not to include the details shown above) ...																							
Attached for Rations only		2																					
Civilians Employed with and Accompanying the Unit																							
‡Detached from and struck off effective strength of own Unit																							
‡Detached from but retained on effective strength of own unit																							
TOTAL RATIONED ...	2	251																					

* Blank columns to be used for W.A.A.C. Natives or as may be required.

† In the case of field ambulances, hospitals or depots, the number of patients are to be included here, the names being shown in A.F.A. 36. ‡ These details to be enumerated by arms.

Signature of Commander.

Date of Despatch.

APPENDIX

For information of the A.G.'s Office at the base.

Officers and men who have become casualties, been transferred or joined since last report.

Place In the Field.

Date 23rd October 1917.

Regtl. Number	Rank	Name	Corps	Nature of casualty, or name of unit from or to which transferred.	Date of being struck off or coming on the ration return.	Remarks *
<u>STRUCK OFF STRENGTH.</u>						
193	Spr	Rodgers J.D.	60th Rly Opg Company.	Contused Head.	29:9:17	Evacuated England.
<u>DEPARTURE ON DETACHMENT.</u>						
187	W.O.	Read S.C.	"	To Mautort	26:10:17	
<u>TAKEN ON STRENGTH.</u>						
156	Sergt	McIntosh C.A.	"	From England ex Hospital	22:10:17	Rejoined Unit.
<u>RETURNED FROM HOSPITAL.</u>						
227	2/Opl	Thompson J.J.	"	Heart trouble	22:10:17	
248	Spr	Weekes J.L.H.	"	Diarrhoea.	23:10:17	
<u>PROMOTIONS.</u>						
46	L/Opl (8/-)	Cresswell W.H.	"	To 2nd Corpl	25:10:17	Vice Wakeling R.
207	Spr (8/-)	Shepherd K.	"	To Lee Corpl	do	Cresswell W.
1930	Spr	Fegan W.W.	"	To Corporal	do	Verney T.
166	Spr	Owen H.	"	To Cpl and retain rank of A/Sergt	do	Harrison S.
191	Spr	Rice J.	"	do do	do	Parsons W.F.
REVERTING TO ORIGINAL RANKS FROM DATES OF TRANSFERS AS PER D.A.A.G. Anzac Section 86940. 8/10/17.						
6458	Sapper	Paulsen A.W.	"	To Corpl	1:8:17.	
9098	"	White J.L.	"	To Bombdr (L/Opl)	4:8:17.	
4272	"	McGloin F.J.	"	To L/Cpl	3:8:17.	
8853	"	Gillett C.	"	To Gnr (L/Cpl)	9:8:17.	
2736	"	Walker J.W.	"	To Corpl	23:8:17.	
8185	"	Clementson J.	"	" "	10:9:17.	
10586	"	Williams S.B.	"	To L/Cpl	6:10:17.	
1325	"	Lee P.H.L.	"	To Driver.	3:8:17.	Also under A.I.F. Order No. 785.

* State whether absence is of a permanent or temporary nature, adding, in the case of casualties from wounds or disease any available information for communication to the relatives.

The perforated sheet is not to be used to record casualties; additional sheets, preferably foolscap, to be attached when necessary. These sheets to be carefully numbered and the number of attached sheets to be noted here.

APPENDIX

281

For information of the A.G.'s Office at the base.

Officers and men who have become casualties, been transferred or joined since last report.

Place In the Field. Date 7th October 1917.

Regtl. Number	Rank	Name	Corps	Nature of casualty, or name of unit from or to which transferred.	Date of being struck off or coming on the ration return.	Remarks *
<u>STRUCK OFF STRENGTH.</u>						
239	2/Cpl	Wakeling R.	60th B.G.	Rly Transferred to Opg Company. England.	14:9:17	Rheumatism
<u>RETURNED FROM HOSPITAL.</u>						
66	Corpl	Evans E.	do.	Rigors etc.	1:10:17	
<u>TAKEN ON STRENGTH.</u>						
10586	L/Op1	Williams S.B.	do.	17th (Anzac) L. Rly Opg Cpy.	6:10:17	
<u>REVERSION.</u>						
10586	L/Cpl	Williams S.B.	do.	To Sapper	6:10:17	
<u>PROMOTION.</u>						
219	Sapper	Stumbles W.W.	do.	To Sergeant.	1:10:17	Vice Sergt Pettiet W.G. to C.S.M.

* State whether absence is of a permanent or temporary nature, adding, in the case of casualties from wounds or disease any available information for communication to the relatives.
 The perforated sheet is not to be used to record casualties; additional sheets, preferably foolscap, to be attached when necessary. These sheets to be carefully numbered and the number of attached sheets to be noted here.

To be made up to and for Saturday in each week

No. of Report 22

FIELD RETURN.

Army Form B, 213

(To be furnished by all arms, services, and departments (except A.S.C. units) to the A.G.'s Office at the Base in accordance with Field Service Regulations, Part II.)

RETURN showing numbers (a) Effective strength of Unit. 60th (Australian) Broad Gauge at In the Field. 14th October 1917. Date.
 (b) Rationed by Unit. Railway Operating Company.

DETAILS.	Personnel			Animals				Guns and transport vehicles							REMARKS (Number of Acting W.O.'s and N.C.O.'s included in effective strength to be shown in this column.)				
	Officers	Other Ranks		Horses			Mules	Guns, showing description	Ammunition wagons	Machine guns	Aircraft, showing description	Mechanical							
				Riding	Draught	Heavy Draught	Pack					Large	Small	Horsed		Tractors		Motor Bicycles	Bicycles
												Wheeled ⁴	Wheeled ²	Motor Cars	Trailers				
Effective Strength of Unit	2	250																1	
Details by Arms attached to Unit as in War Establishment																			
TOTAL	2	250												2				1	
War Establishment	2	266																	
Wanting to complete (Detail of Personnel and Horses below.)	1	16																	
SURPLUS (Detail of Personnel and Horses below.)																			
† Attached (not to include the details shown above)	2																		
Attached for Rations only																			
Civilians Employed with and Accompanying the Unit																			
‡ Detached from and struck off effective strength of own Unit																			
‡ Detached from but retained on effective strength of own unit																			
TOTAL RATIONED	2	252																	

* Blank columns to be used for W.A.A.C. Natives or as may be required.

† In the case of field ambulances, hospitals or depots, the number of patients are to be included here, the names being shown in A.F.A. 36. ‡ These details to be enumerated by arms.

Signature of Commander.

Date of Despatch.

APPENDIX

For information of the A.G.'s Office at the base.

Officers and men who have become casualties, been transferred or joined since last report.
In the Field.

Place _____

Date 14th October 1917.

Regtl. Number	Rank	Name	Corps	Nature of casualty, or name of unit from or to which transferred.	Date of being struck off or coming on the ration return.	Remarks *
<u>STRUCK OFF STRENGTH.</u>						
104	2/Cpl	Hill F.W.	60th B.G.R.O. Cpy.	To England ex Hospital.	22:9:17	
<u>ADMITTED TO HOSPITAL.</u>						
179	C.S.	Pettiet W.G.	"	N.Y.D.	11:9:17	Mendinghem Hospital.
66	Corpl	Evans E.	"	Debility.	8:10:17	Wormhoudt Hospital.
165	2/Cpl	O'Toole P.	"	Gonorrhoea	8:10:17	do.
<u>REJOINED FROM HOSPITAL.</u>						
7322	Sapper	Styles C.H.	"	D.G.T.Base Depot.	5:10:17	
<u>TAKEN ON STRENGTH.</u>						
197	2/Cpl	Rule H.	"	From England ex Hospital.	8:10:17.	Rejoined Unit.
1840	Pte	Walpole W.	"	3rd Battn	8:10:17.	
6562	"	Redman C.W.	"	3rd Battn	8:10:17.	
6155	"	Johnson C.E.	"	3rd Battn	8:10:17.	
4835	"	Rynards A.G.	"	30th Battn	8:10:17.	
6462	"	Bowron W.F.	"	4th Battn	8:10:17.	

* State whether absence is of a permanent or temporary nature, adding, in the case of casualties from wounds or disease any available information for communication to the relatives.
The perforated sheet is not to be used to record casualties; additional sheets, preferably foolscap, to be attached when necessary. These sheets to be carefully numbered and the number of attached sheets to be noted here.

APPENDIX 98/12

To be made up to and for Saturday in each week

No. of Report 23

FIELD RETURN.

Army Form B. 213

(To be furnished by all arms, services, and departments (except A.S.C. units) to the A.G.'s Office at the Base in accordance with Field Service Regulations, Part II.)

RETURN showing numbers (a) Effective strength of Unit. 80th (Australian) Broad Gauge Railway Operating Company. at In the Field. 21st October 17. Date.
 (b) Rationed by Unit.

DETAILS.	*Personnel			Animals				Guns and transport vehicles							REMARKS (Number of Acting W.O.'s and N.C.O.'s included in effective strength to be shown in this column.)								
	Officers	Other Ranks		Horses		Mules		Guns, showing description	Ammunition wagons	Machine Guns	Aircraft, showing description	Horsed				Mechanical			Motor Bicycles	Bicycles	Motor Ambulances		
				Riding	Draught	Heavy Draught	Pack					Large	Small	Wheeled ⁴		Wheeled ²	Motor Cars	Tractors				Lorries, showing description	Trucks, showing description
Effective Strength of Unit ...	2	247																1					
Details by Arms attached to Unit as in War Establishment ...																							
TOTAL ...	2	247																1					
War Establishment ...	3	266																					
Wanting to complete (Detail of Personnel and Horses below.) ...	1	19																					
SURPLUS (Detail of Personnel and Horses below.) ...																							
†Attached (not to include the details shown above) ...																							
Attached for Rations only ...		2																					
Civilians Employed with and Accompanying the Unit ...																							
‡Detached from and struck off effective strength of own Unit ...																							
‡Detached from but retained on effective strength of own unit... ...																							
TOTAL RATIONED ...	2	249																					

* Blank columns to be used for W.A.A.C. Natives or as may be required.

† In the case of field ambulances, hospitals or depots, the number of patients are to be included here, the names being shown in A.F.A. 36.

‡ These details to be enumerated by arms.

Signature of Commander.

Date of Despatch.

APPENDIX 187

For information of the A.G.'s Office at the base.

Officers and men who have become casualties, been transferred or joined since last report.

Place In the Field. Date 21st October 1917.

Regtl. Number	Rank	Name	Corps	Nature of casualty, or name of unit from or to which transferred.	Date of being struck off or coming on the ration return.	Remarks *
<u>ADMITTED TO HOSPITAL.</u>						
4835	Sapper	Rynards A.G.	60th B.G.R.O. Company.	N.Y.D.	17:10:17	Wormhoudt Hospital.
243	"	Weekes J.L.H.	"	N.Y.D.	17:10:17	do.
1840	"	Walpole W.	"	N.Y.D.	17:10:17	do.
<u>PROMOTIONS.</u>						
18	L/Cpl	Bell T.	"	To Corporal	16:10:17	Vice Torazzi M.F. invalided.
266	Sapper	Barker J.	"	To Lance Corpl	do.	Vice Bell T to Corpl.
143	Sapper	Masters A.L.	"	To Sapper Fitter 8/- p.d.	do.	Vice Barker to L/Cpl
16976	Sapper	Green J.	"	To Sapper Blacksmith 8/- per day.	do.	Vice Lowe A.H. Invalided.
127	XX2/Cpl	Kemlo G.	"	To A/Sergt.	do.	Without pay.

* State whether absence is of a permanent or temporary nature, adding, in the case of casualties from wounds or disease any available information for communication to the relatives.

The perforated sheet is not to be used to record casualties; additional sheets, preferably foolscap, to be attached when necessary. These sheets to be carefully numbered and the number of attached sheets to be noted here.

Vbb ENDIX 981

RAILWAY OPERATING DIVISION.

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

Bergues and Poperinghe Gauge Line (or Depot) Week ending October 4th 1917

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).
32.6	22	22.28	19.71	2.57	Nil	88.46	11.54	Nil	5504	3491	119	1810	1342 1/4	469 3/4	358 1/4	152 1/2

(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.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
26.385 3/4	Nil	372 3/4	175	37	25.801

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

* Includes 69 1/2 hours for 261st Coy R.E.

BREAKDOWN CRANES.

	Number of Breakdown Cranes.
B. Dosinghem Calais engines	158
Audruicq "	10 1/2
Bethune "	2 1/2
Verquigneul "	2
C. Nord engines	37
	1

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.	
36	98	178	140	76	---	25	553	551

(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.										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.						
964	-----	3868	467	243	-----	3992	-----	-----	9534	160.592 R.O.D
---	-----	39	-----	-----	-----	3312	-----	-----	3351	9.489 Etat

ARMY PRINTING AND STATIONERY SERVICES. B. 397. 20000. 9/17.

APPENDIX

Belge

RAILWAY OPERATING DIVISION.

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

Bergues and Poperinghe

Gauge Line (or Depot)

Week ending October 11th 1917.

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).
32.6	26	24	22.29	1.71	Nil	92.87	7.13	Nil	5701	3575	118	1926	1771½	474¼	526	223½

(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.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
25.801	570	543	462¾	139¾	25.225½

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

* Includes 62¼ hours for 261st Coy. R.E. BREAKDOWN CRANES.

B. Dosinghem 229½
Yser Pump 180
Verquigneul 27¾
Calais eng 5¼
Audruicq " 5¼
261st Coy R.E. 15

Number of Breakdown Cranes.
1

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.	
36	97	174	140	78	Nil	27	552	

C. Nord engines

(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.						
R.O.D. 1681	144	4360	1300	508	Nil	3009	Nil	Nil	11.002	175.488
Etat 16	Nil	Nil	Nil	Nil	Nil	2070	2	Nil	2.088	5.785
Belge										

RAILWAY OPERATING DIVISION.

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

Bergues and Poperinghe. Gauge Line (or Depot) Bergues. Week ending 18th October 1917.

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).
32.6	26	26	23.29	Nil	Nil	89.57	10.43	Nil	5265	3226	142	1772	1551 $\frac{3}{4}$	435 $\frac{1}{4}$	504	153 $\frac{1}{2}$

(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.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
25225 $\frac{1}{2}$	300	522 $\frac{1}{2}$	233 $\frac{1}{4}$	54	24715 $\frac{3}{4}$

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

A. Ex Bergues Canal. 13.10.17. * Includes 70 $\frac{3}{4}$ hours for 261st Co. R.E.

B. Dosinghem 211 $\frac{3}{4}$
 Verquigneul engs. 10
 Calais " 9 $\frac{3}{4}$
 Audruicq " 1
 Canadian Con Coy 3 $\frac{3}{4}$

BREAKDOWN CRANES.

Number of Breakdown Cranes.
1

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.	
36	97	175	142	80	Nil	23	553	551

(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. Courants Mils	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.	Total.						
Nil	2659	52	3057	978	464	Nil	3767	Nil	Nil	10977	173703
Nil	Nil	Nil	Nil	39	Nil	Nil	2764	Nil	Nil	2803	7507

ARMY PRINTING AND STATIONERY SERVICES. B. 397. 20000. 9/17.

APPENDIX

191

RAILWAY OPERATING DIVISION.

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

~~Bergues and Poperinghe~~ Gauge Line (or Depot) ~~Bergues~~ Week ending ~~25th October 1917~~.

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, 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).
32.6	26	26	23.43	Nil	Nil	90.11	9.89	Nil	5339	2865	125	2285	1372	463½	452½	121

(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.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
24715¾	482	466¼	265¾	60	24405¾

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

* Includes 84 hours for 261st Coy R.E.

BREAKDOWN CRANES.

	Number of Breakdown Cranes.
A. Oct 20. 126) From	
Oct 21. 250) Bergues	
Oct 22. 106) Canal ex	
	Dunkirk.
B. Dosinghem	185¼
Yser Canal	40
Proven	12
Verquigneul	10
Borre	7
Can. Con Coy.	5
Calais.	4½
Boulogne.	2¼
C. Nord engines.	

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.	
35	97	276	140	81	Nil	19	548	544

(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.										Total LOADED Wagon kilometres.
BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	
Coop. Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
1814	186	2897	457	584	Nil	3871	Nil	Nil	9809	163031
Nil	Nil	Nil	526	Nil	Nil	3256	Nil	Nil	3782	10145

ARMY PRINTING AND STATIONERY SERVICES. B. 397. 20000. 9/17.

APPENDIX

192

TABLE FOR CONTROL GRAPHS.

1. Trains.
2. Totals.
3. Tonnage.

Weeks ending.	1.									2.				3.					
	Ambulance.	Ammunition.	Troops.	Supplies.	Macadam.	Sand.	Mine Earth.	R.E. Material.	Various.	Total empty.	Total loaded.	Total North Bound.	Total South Bound.	GRAND TOTAL.	Total tonnage empty	Total tonnage loaded.	Total tonnage North.	Total tonnage South.	Grand Total Tonnage.
1917.																			
Aug. 9th	29	53	42	19	19	20	45	29	8	120	264	241	143	384	42,000	134,550			176,550.
" 16th	31	41	37	21	17	31	52	21	13	141	265	251	155	406	49,350	145,900			195,250.
" 23rd	30	46	31	22	25	23	45	23	9	154	254	238	170	408	53,900	125,750			179,650.
" 30th	27	31	36	22	21	8	42	16	10	131	213	204	140	344	45,850	118,250			164,100.
Sep 6th	15	14	31	20	26	8	38	12	20	111	184	165	130	295	38,850	100,800			139,650.
" 13th	25	15	37	22	26	9	36	22	22	85	214	186	113	299	29,750	116,650			146,400.
" 20th	29	34	43	35	40	11	49	22	32	161	295	266	190	456	56,350	163,150			219,500.
" 27th	36	69	39	36	46	8	41	26	37	153	338	307	184	491	53,550	191,600			245,150.
Oct 4th	33	60	51	44	23	2	49	16	39	168	317	298	187	485	58,800	178,650			237,450.
" 11th	40	68	43	37	31	2	64	24	27	172	336	318	190	508	60,200	187,900			248,100.
" 18th	49	49	65	41	24	6	42	22	25	163	323	296	190	486	57,050	195,250			252,300.
" 25th	49	60	64	41	22	7	30	26	27	148	326	275	199	474	51,800	185,250			237,050.

APPENDIX 193

Week ending.	Train Kilos.	Light Kilos.	Shunting Kilos.	Total Kilos.	Mord Kilos.	Total engines last day of week.	Kilos per engine.	Train engine hours	Train kilos per hour	Total coal for engines only.	Lbs coal per kilo	Coal received weekly.	Coal stock on hand.	Total Oil.	Engine oil Kilos per pint.	Troops.	Ambulance.	Supplies.	Construction.	Foreign Traffic.	Total Loaded wagons.	Loaded wagon Kilos.
1917. July 27th	6535	1044	3752	11331	-	24	472	1735	4.36	-	-	2742	21231	-	-	793	454	2677	34	3614	7572	95.903
Aug 3rd	7544	1485	2880	11909	-	22	541	2068	4.36	300	56.24	247	24899	138	10.78	347	267	2345	112	3287	6358	109.468
" 10th	7124	1780	3768	12672	-	21	603	1778	5.00	330	58.33	346	24121	129	12.27	940	147	3594	268	4838	9787	145.163
" 17th	7065	1225	3928	12218	-	20	610	1444	5.74	361	66.19	1010	24186	133	11.48	320	261	4488	236	3812	9117	137.429
" 24th	6609	1215	3318	11142	-	19	581	1227	6.37	330	66.34	1890	24619	118	12.87	1079	121	4018	221	3854	9293	132.180
" 31st	5991	1171	3384	10546	-	18	586	991	7.22	337	71.57	1160	24927	121	10.98	1332	128	3960	260	3518	9197	129.916
Sept 6th	5140	932	3446	9518	-	20	475	761	7.97	275	64.71	2052	25486	97	12.26	478	132	3516	274	2980	7380	111.913
" 13th	5240	1243	3668	10151	-	21	483	750	8.64	264	58.25	423	25521	98	13.08	1210	148	2304	169	2568	6399	108.645
" 20th	8620	1251	3728	13599	-	21	647	1321	7.47	381	62.37	1210	25481	158	10.75	910	222	4835	268	3747	9982	170.921
" 27th	9193	1590	3480	14263	-	21	679	1508	7.15	451	70.67	1530	26386	198	9.06	1163	135	4833	601	2457	9189	156.823
Octr 4th	9114	1810	3758	14682	-	22	667	1342	8.14	358	54.61	---	25801	153	12.07	964	243	3907	467	7304	12885	170.081
" 11th	9449	1926	3794	15169	-	24	632	1771	6.42	526	77.67	570	25225	223	8.50	1841	508	4360	1300	5081	13090	181.273
" 18th	8633	1772	3482	13887	-	25	555	1552	6.70	504	81.29	300	24716	154	11.34	2711	464	3057	1017	6531	13780	181.210
" 25th	8329	2285	3706	14320	-	25	572	1372	7.73	453	70.70	482	24406	121	14.79	2000	584	2897	983	7127	13591	173.176

APPENDIX

194

363

APPENDIX

195

O.C. R.O.D.

E.R. 6090.

I understand that there has been some correspondence between the O.C., 118th (Rly) Company R.E. and Capt. James, O.C. R.O.D. Detachment, Bergues, regarding the lifting capacity of the North Eastern Railway Crane which has been detailed for work in the Bergues neighbourhood.

The O.C. 118th Company has written a letter, a copy of which I attach (given below). I entirely agree with him that this crane should not be allowed to lift weights beyond the machine's official capacity, and shall be obliged if you will issue instructions accordingly.

G.H.Q.
29th Sept. 1917.

(Sgd) David Lyell.
C.R.C.E.

O.C. R.O.D. Det
Bergues.

M.E.
No. W.L. 467.

N.E.R. Crane.
=====

Reference to your letter respecting above crane. This machine's ~~lifting~~ capacity is officially given below:-

- 5 tons at 19'0" radius, unpacked.
- 15 tons at 19'0" radius, packed.

On the face of this, I cannot allow the crane to go beyond these limits.

(Sgd) L.V. Morgan, 2/Lieut.
for Captain. R.E.
O.C. 118th Railway Co. R.E.

No. 1 Railway Depot.
September 24th 1917.

O.C.
R.O.D. Detachment,
Bergues.

ROD 24/1.10.

For information and guidance.

(Sgd) G.S. Bellamy.
Capt. R.E.
for O.C. R.O.D.

Hqrs. R.O.D.
APO, S.10.
1st October 1917.

363

COPY

APPENDIX

196 ✓

O.C. R.O.D.

E.R. 6090

I understand that there has been some correspondence between the O.C. 118th (Rly) Company R.E. and Capt. James, O.C. R.O.D. Detachment, Bergues, regarding the lifting capacity of the North Eastern Railway crane which has been detailed for work in the Bergues neighbourhood.

The O.C. 118th Company has written a letter, a copy of which I attach. (given below). I entirely agree with him that this crane should not be allowed to lift weights beyond the machine's official capacity, and shall be obliged if you will issue instructions accordingly.

G.H.Q.
29th. Sept. 1917.

(Sgd). David Lyell,
C.R.C.E.

O.C. R.O.D. Det.
Bergues.

M.E.
No. WL. 467.

N.E.R. Crane.

Reference your letter respecting above crane. This machine's capacity is officially given as :-

5-tons at 19'0" radius, unpacked.
15-tons at 19'0" radius, packed.

On the face of this, I cannot allow the crane to go beyond these limits.

No. 1 Railway Depot,
Sept. 24th 1917.

(Sgd). L.V. Morgan, 2/Lieut.
for Captain, R.E.
O.C. 118th Railway Co. R.E.

O.C. R.O.D. Detachment,
BERGUES.

ROD. 24/1-10

For information and guidance.

*4/2 coe man
plan note of return cap
2-10-17*

H.Q. S.O. SIO,
1st October, 1917.

Capt. R.E.
for O.C. R.O.D.

G. Beatty
(Signature)

*Noted
H. E. Lockman
3.10.17*


362

197

APPENDIX

"C" Form MESSAGES AND SIGNALS. No. of Message.....

Army Form C. 2123.
(In books of 100.)

Prefix.....	Code.....	Words.....	Received	Sent, or sent out	Office Stamp
		£ s. d.	From.....	At.....	
Charges to collect			By.....	To.....	
Service Instructions.				By.....	

Handed in at..... Office..... m. Received..... m.

TO *OC 8th Bn Coy*

*Sender's Number	Day of Month	In reply to Number	AAA
<i>6275</i>	<i>7</i>		

*No trains for personnel
now required this evening
any other info please refer
to the H&S staff (11) 9-0
and OC 8th Bn Coy*

*transport (5)
9-0*

copy

FROM _____

PLACE & TIME _____

* This line should be erased if not required.
(R8670) Wt. w. 7496-M857 250,000 Pads. 10/16 H&S (E436.) Forms/C.2123/3.



APPENDIX

198

363

Chief Railway
Construction
Engineer.
E.R. 5941.
11/10/17.

O.C., R.O.D.

With reference to D. TN's letter 1667 of the 8th inst. The signal cabin at crossing of Metre and Standard Gauge Lines, LES FORTS, is now completed and ready for occupation.

Will you please inform me when your signalmen will be prepared to relieve my men, who are now operating the signals;

(Sgd) R.F. Morkin.
Major, R.E.

For Chief Railway Construction Engineer.

G.H.Q.
11th October 1917.

Copy to:- D.TN.
2nd Lt Horler.

C.R.C.E.

D.TN/1667.

Your E.R. 5941 of 2/10/17.

The R.O.D. will take over the working of this crossing as soon as a hut is provided.

Please arrange for this hut in communication with the O.C., R.O.D.

(Sgd) V. Murray. B.G.
Director of Transportation.

G.H.Q.
8-10-17.

O.C.
R.O.D. Detachment,
Bergues.

ROD 20/9-10.

For information with reference to my ROD 20/5-10.

Sgd G.S. Bellamy.
Capt. R.E.
for O.C. R.O.D.

Hqrs. R.O.D.
APO. S.10.
9th October 1917.

O.C.
R.O.D. Detachment.
Bergues.

ROD, 20/5-10.

Ref: attached.

I have asked for a hut to be provided for the Blockman, and as soon as this has been erected I shall be obliged if you will take over the working.

(Sgd) K.R.N. Speir.
Major, R.E.
for O.C. R.O.D.

Hqrs. R.O.D.
APO. S.10.
5th October 1917.

363

JOINT CIRCULAR

APPENDIX

by the

DIRECTOR OF LIGHT RAILWAYS & THE CHIEF RAILWAY CONSTRUCTION ENGINEER.

1. In future the C.R.C.E.'s Department will be responsible for laying in all diamonds where Standard Gauge and 60 c.m. lines cross.

2. The responsible R.C.E. will consult with the A.D.L.R. and O.C., R.O.D. Detachment concerned, regarding the protection, if any, which is required for either line. When this has been decided upon, any derails required on the 60 c.m. line will be arranged for by the A.D.L.R., but any signalling and or interlocking required will be arranged for by the Signalling Officer attached to the C.R.C.E.'s Department.

4. All diamond crossings of Broad Gauge over 60 c.m. will in future be supplied by the C.R.C.E. Department.

A.Ds.L.R. have at present a few such crossings in stock, and these may be obtained from them on requisition. The angle of the diamonds at present stocked by Light Railways is 75. Arrangements are now being made to stock at AUDRUICQ diamonds of the following angles:-

90 75 60 45

both right and left hand of the last three, thus:-

Right hand.

Left hand.

5. Endeavour should be made to align the track in such a manner as to make it possible to introduce one of these angles. The track which has been first laid, should if possible, be permitted to remain on its existing alignment so as to cause a minimum of interference with traffic. Where both lines are being constructed at the same time, the A.D.L.R. and R.C.E. concerned should decide how the crossing is to be effected with the minimum amount of work for both parties. Where the Broad Gauge track is being laid on a pre-existing French or Belgian formation, the alignment of the Broad Gauge should in no circumstances be altered.

(Signed) David Lyell.
Colonel.
Chief Railway Construction
Engineer.

(Signed) G.H. Harrison.
Brig. General.
Director of Light Railways.

G.H.Q.

11th October 1917.

363

APPENDIX

200

D.TN. 1667.

E.R. 5941.

D.TN.

HEAVY REPAIR M.T. WORKSHOPS.
(COUDEKERQUE DEPOT).

The grade crossing of the Standard Gauge Line leading to the above shops and the Metre Gauge S.N.C.V. Line is now protected by signals and will be ready to go into operation on the 6th instant at 12 noon.

The signalling protection is by means of semaphores placed on Standard Gauge Line 100 feet from centre of diamond in each direction, - on the S.N.C.V. line placed 60 feet and 100 feet from centre of diamond in each direction, as shewn on attached plan No, R.S.E. 9. The indications given are:-

Semaphore Arms - "Horizontal" and at night a "Red Light" - Danger - "Stop".

Semaphore Arms - "Raised to 45 above the horizontal" and at night a "green light" - Crossing clear "Proceed".

Signals are operated from a lever machine and so interlocked that conflicting signals cannot be cleared.

Will you please arrange to take over the operation of this plant by providing Signalmen.

I will operate on the 6th and thereafter until your men take over.

Two plans R.S.E. 9 attached hereto.

(Sgd) David Lyell.
Chief Railway Construction Engineer.

G.H.Q.
2nd October 1917.

Copy to R.C.E. Comms.
W/Lt Horler.

Ebclos:- Two plans R.S.E. 9.

See entries 12.10.17 & 15.10.17

263

APPENDIX

201

214

13.10.17.

From: O.C. R.C.D. Bergues.

To: Yardmaster Stone, Rexpoede, Rousbrugge, & Waayenberg

French troop trains for Rexpoede and Waayenberg will run at the undermentioned times and dates:

		<u>Depart Bergues.</u>
October	13th.	12:00
"	"	21:00
"	14th.	11:00
"	"	15:00
"	"	19:00
"	"	20:00
"	15th.	00:00
"	"	5:00
"	"	7:00
"	"	11:00
"	"	13:00
"	"	15:00

These trains will run via Calais and Bourbourg.

R. C. D. Bergues. O.C.



363

APPENDIX

Capt. James.
~~Control Office, Bergues.~~

French troop trains for Rexpoede and
Waayenburg will run as under -

	<u>Depart Bergues</u>
October 13th	12-00
	21-00
" 14th	11-00
	15-00
	19-00
	20-00
" 15th	00-00
	3-00
	7-00
	11-00
	13-00
	15-00

The trains will run via Calais and Bourbourg
and should, therefore, be reported from Bourbourg.

W.R. Spurr

Hqrs. R.O.D.
13th October, 1917.

for O.C. Major, R.E.
R.O.D.

7 c m s - w w

French troop trains.A. October 19th.

Load up at Kreuzdoom 5-00am

Dep. Bergues 9-00am

Nord will supply T.U. train.

B. October 19th.

Load up at Kreuzdoom 9-30am

Dep. Bergues 12-15

R.O.D. to supply 46 covereds
2 first class coaches

If R.O.D. cannot supply, arrange with M. Zeud.

C. October 20th.

Load up at Kreuzdoom 7-30am

Dep. Bergues 10-0am

R.O.D. to supply 35 covereds
2 first class coaches

If R.O.D. cannot supply, arrange with M. Zeud.

*Fib*Hqrs. R.O.D.
18-10-17.Copy to - Capt. James.
Lt. Johnson.

APPENDIX 204

Inspection principale
n° 200

~~Secret~~

Transports tactiques w
le 25 Octobre

Dunkerque, le 25 Octobre 1917

Borre à Wignomes et Arques - Audruicq à Bergues. Echange

X
X
X
X
X
X
X

Le 20 Octobre 1917

N°	Date	Type de train	Journées des M. V.					Acheminement des matériels à charge					Observations	
			Provenances	Destinations	Marches	Heures		Heure d'embarq	Provenances	Destinations	Marches	Heures		
						départ	arrivée				départ	arrivée		
1		TTP	Berquette	Borre	T 66	4.14	4.50		Borre	Wignomes	HT 10	9.53	11.05	Après débarquement: à envoyer en garage à Bergues
2		TTP	fourni par les soins de m. Jarfunktel						Borre	Arques	HT 9	8.33	9.28	à envoyer à Audruicq (voir échange) par marche HT 10 pour faire l'élément 4
3		TTP	" " " " " "						Borre	Arques	HT 12	11.53	12.48	à envoyer à Audruicq (voir échange) par marche HT 13 pour faire l'élément 5
4		TTP	Arques	Audruicq	HT 10	10.29	11.39	12.50	Audruicq	Bergues Ech	T 2	13.49	16.22	à envoyer en garage à Mervin
5		TTP	Arques	Audruicq	HT 13	13.39	14.39	14.50	Audruicq	Bergues Ech	T 4	15.49	18.22	à envoyer en garage à Mervin
6		TU	" " " " " "						Borre	Arques	HT 6	5.53	6.48	à envoyer à Audruicq par marche HT 11 pour faire l'élément 9
7		TU	" " " " " "						Borre	Wignomes	HT 11	10.53	12.05	à envoyer en garage à St Omer, St Omer puis à Audruicq de manière à faire arriver à 18.30 pour l'élément 11
8		TU	" " " " " "						Borre	Wignomes	HT 14	13.53	15.05	à retourner en garage à Mervin
9		TU	Arques	Audruicq	HT 11	11.29	12.29	15.30	Audruicq	Bergues Ech	T 7	18.49	21.22	à retourner en garage à Mervin
10		TU	fourni par les soins de m. Jarfunktel						Borre	Arques	HT 21	20.53	21.48	à retourner en garage à Mervin
11		TU	Wignomes Borre	Audruicq	HT 17	18.03	18.39	18.50	Audruicq	Bergues Ech	T 10	21.59	0.32	à retourner en garage à Mervin

matériel de l'élément 7 envoyé en garage à Mervin par Wignomes

Inspection principale
Willard

- m m Guibert
- Deloup
- Bonne
- Sabaune
- Renaud
- Erôt
- Goussan
- Jarfunktel
- Maillard
- Moye word
- Daigny
- Brisson
- Lemant
- Quetton
- Warpels
- Gares Calais
- Koepfhauch
- Audruicq
- Borre
- Renssars
- Abblingham
- Castel
- Arques
- Esquelles
- Bergues
- Bergues Ech
- Dunkerque
- Borre
- Arques
- Wignomes

363

363

APPENDIX

205

24.10.'17.

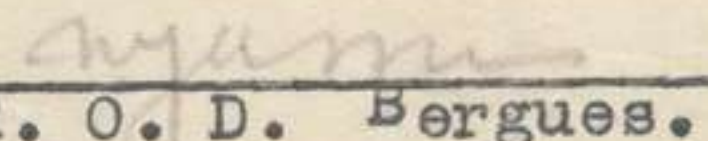
From: O.G. R.O.D. Bergues

To: S.M. Waayenberg

It has been brought under notice that during the night time, trains are arriving at Bergues without lamps being on the rear of the train. This is a **very** serious matter and is no doubt due to trains leaving here during the earlier hours without lamps.

All concerned are notified that lamps must be provided or some precaution taken to prevent the rear of the train being unprotected. If necessary when the engine driver has a lamp on each buffer one must be utilised for the rear of the train, but the guard must deliver the lamp to the driver on arrival at Bergues.

Heidebeck and Waayenberg must examine trains after being made up to see that lamps are provided.

 O.C.
R. O. D. Bergues.



363

APPENDIX

207

From:- O.C. 60th Australian R.O.D. Company, BERGUES

To :- *S/M. Waayenburg.*

FRENCH TROOP TRAINS OCTOBER 31st 1917.

1. Kruisdoom to Pont d'Oye

To depart from Kruisdoom at 8-30.

To leave Bergues Exchange at 10-47 in the direction of the Nord.

1 carriage, 34 covereds and 13 flats.

R.O.D. to supply stock.

2. Waayenburg to Calais.

To depart from Waayenburg at 9-30.

To leave Bergues Exchange at 11-37 in the direction of the Nord.

Type T.U.

Nord will supply stock.

Bergues Exchange

my arrival Capt
O.C. R.O.D. Det. Bergues Ex



263



APPENDIX

209

Bergues.
31.10.17.

Reducing of Train Lights. Bergues Exchange.

The following directions will come into operation at Bergues Exchange at once.

"Immediately a train arrives at Post "Y" from the Nord lines, the front engine lamps will be put out. It should also be understood that immediately the train is placed in the sidings the rear lamps will be put out by R.O.D.

In the same way the rear lamps of trains from the R.O.D. Lines must be put out by the Guard immediately the trains are in the sidings".

All concerned must see that the above direction is carried out.

Sgd. W.James. O.C.
R.O.D. Bergues.

363

214

209

APPENDIX

RAILWAY OPERATING DIVISION,
ROYAL ENGINEERS.

SECRET.

S.T.N.218.

Train Arrangements.

Troops - Esquelbecq to Brielen and Vlamertinghe,
and Dirty Bucket Corner to Watten, and Vlamertinghe to
St. Omer.

Special trains will convey troops as under on the 8th
instant:-

Type of Train		Loaded	Loaded	Loaded	Loaded
		T.T.	T.T.	T.U.	T.U.
Esquelbecq	dep	5.55	9.25	12.25	16.25
Bergues	dep	6.30	10.00	13.00	17.00
Proven	arr	7.20	10.50	13.50	17.50
	dep	7.50	12.10	14.30	18.30
Peselhoek	arr	8.27	11.47		
Brielen	arr	9.00	12.20		
Poperinghe	arr			15.15	19.15
	dep			15.20	19.20
Vlamertinghe	arr			15.35	19.35
Train No:		101	102	105	106

Train No:		Loaded	Loaded	Loaded	Empty.
		107	108	109	106a
Dirty Bucket Corner	dep	11.05	14.25		
Reigersberg	pass	11.35	14.55		
Asylum	pass	11.45	15.05		
Vlamertinghe	dep			19.35	21.35
Poperinghe	arr	12.09	15.29		
	dep	12.10	15.30	19.50	21.50
Borre	arr	13.00	16.20	20.40	22.40
	dep	13.23	16.43	21.03	23.00
Merris	arr				23.20
St. Omer	arr			21.58	
Watten	arr	14.49	18.09		
Marche No:		A.275	A.25	A.77	A.235

Note - "A" - To set down Midland Pilotmen.

Trains 101 & 102, after detrainment, will be worked to
Dirty Bucket Corner to form train 107 and 108.

Train 105 will form Train 109 on the return journey.

The Specials will be worked to Proven by Bergues engines,
and will be taken over there by Borre engines and men. Midland
Pilotmen will be picked up at Peselhoek and will work through the
Midland line with the trains, detraining and entraining there, and
will be set down at Poperinghe on the return journey. (See Note "A")

At Borre the Nord will take over the trains for Watten
and St. Omer, and the empty train for Merris will be worked through
by R.O.D. engine and men, returning afterwards to Borre.

Borre Control to see that engines and men are at Proven
to take over the trains there.

O.C., A.R.O.D. Peselhoek to arrange for pilotmen for
the trains running on the Midland line.

SEE OVER -

210 APPENDIX

Secret.Train Arrangements (Continued).

S.T.N.218.

Troops - Arneke to Dirty Bucket Corner.

Special trains conveying troops from Arneke to Dirty Bucket Corner will run as under on the 8th inst:-

Marche No.		A.126	A.156
Type of Train		T.T.	T.T.
Arneke	dep	12.30	15.40
Borre	arr	13.06	16.16
	dep	13.30	16.40
Remy	pass	14.10	17.20
Crombeke Rd.	pass	14.30	17.50
Peselhoek	arr	14.37	17.57
Dirty Bucket Corner	arr	15.10	18.30
Train No.		103	104
Train No		103a.	104a.
Dirty Bucket Corner	dep	17.05	20.25
Reigersberg	pass	17.35	20.55
Asylum	pass	17.45	21.05
Poperinghe	arr	18.09	21.29
	dep	18.10	21.30"A"
Borre	arr	19.00	22.20
	dep	19.20	22.40
Merris	arr	19.40	23.00
Marche No.		A.90	A.231

Note:- "A"- to set down Midland Pilotmen.

Trains Nos. 103 and 104 will be loaded, and trains No. 103a and 104a will be empty.

R.O. D. Engines will work the loaded trains from Borre, and the empty trains to Merris, returning to Borre immediately the empty stock has been disposed of.

O.C., A. R.O.D., Peselhoek to provide pilotmen over the Midland Line. These will be picked up at Peselhoek, and will be set down at Poperinghe on the return journey (see note "A").

BORRE CONTROL to provide power.
-----Troops - Ouderdam to Ebbilinghem, 8th and 9th inst.

On the 8th and 9th instant the undermentioned trains will each convey about 2,000 all ranks from Ouderdam to Ebbilinghem.

O.C. Ouderdam to see that at least 55 "Covereds" are available on these trains for the conveyance of the troops.

Trains R.B.L. 22 and R.B.L.18.

BORRE,

18.00, 6th. October, 1917.

Sent to:- A.D.R.T.II., Inspecteur de l'Exploitation, Chef de Depot, S.M. Hazebrucck, Chef de Gare, Borre, Y.M. Borre, S.M. Caestre, S.M. Godewaersvelde, O.C. Abeele, S.M. Remy, O.C. Poperinghe, S.M. Proven, O.C. A.R.O.D., Bergues, O.C. A.R.O.D., Peselhoek, S.M. Vlamertinghe O.C., C.R.O.D. Merris, Borre Loco. Borre, Control
-----Acknowledge receipt by 'phone to BORRE CONTROL thus:-
S.T.N.218 received.
