

AWM4

Australian Imperial Force unit war diaries, 1914-18 War

AWM4 Class 15 - Railways
AWM4 Subclass 15/7 - 6th Australian Broad Gauge
Railway Operating Company

File number: AWM4/15/7/9

Title: AWM4 15/7/9 - March 1918



RCDIG1006102

WAR DIARY

Army Form C. 2118.

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will be prepared in manuscript.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

Summary of Events and Information			Remarks and references to Appendices
Place	Date	Hour	
Bergues Exchange	Sunday 3rd March 1918.		Census of wagons used for goods traffic taken today shows a total of 690 vehicles on the section. Traffic Hazebrouck advises 44 covereds and 1 coach required at Dosinghem on 6th for loading of a C.C.S. Train to be ready to leave at about 9-00 on 7th for Rosieres. A.I.F. Orders received today provide for the designation of the Company being altered to "60th (6th Australian) Broad Gauge Railway Operating Company. No. of trains Bergues Exchange:- North Bound...11 South Bound.... 8 Total...19 Weather: Dull and cool.
	Monday 4th March 1918.		No. of trains Bergues Exchange:- North Bound.....14 South Bound..... 3 ----- 17 ----- xxxxxx Weather:- Dull, cool, day. Raining in the evening.
	Tuesday 5th March 1918.		A.I.F. Order 1141 of 5/3/18 provides for alteration of designation of unit to "6th Australian Broad Gauge Railway Operating Company. Traffic Hazebrouck advises A.T.16 to load Dosinghem, Mendinghem, and Bandaghem. Evacuates Wimereux. Traffic Hazebrouck advises a C.C.S. will commence loading at Dosinghem at 8-00 on 6th, and depart Dosinghem at 9-00 on 7th. xxxxxx Stock and power to be arranged by Bergues Control. No. of trains Bergues Exchange:- North Bound...11 South Bound...2 Total...13. Weather. Dull in the morning, fine in the afternoon.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange	Wednesday 6th March 1918.		A.D.G.T., 4th Army, advised, in reply to letter, that the number of level crossings on the section are as under:- Crossings protected by gates or barriers, also men on duty.....33) Crossings protected by men on duty only..... 3) Crossings protected by warning boards.....23).....79 Unprotected crossings.....20) No. of trains Bergues Exchange:- North Bound...9 South Bound....4 Total....13 Weather: Fine.	
	Thursday 7th March 1918.		No. of trains, Bergues Exchange:- North Bound..17 South Bound..5 Total...22 North Bound.... 2 Macadam) 4 Material) 2 Troops)....17 9 Miscellaneous.) Weather: Fine.	
	Friday 8th March 1918.		R.O.D.H.Q. advises troop move Boesinghe to International Corner, leaving Boesinghe at midnight on 9th, and 10-00 on 10th. Train to consist of 50 covereds and 2 brakevans. Traffic Hazebrouck advises A.T.20 to load Dosinghem, Mendinghem and Bandaghem. Evacuates Wimereux. No. of trains, Bergues Exchange:- North Bound.....12 South Bound.....10 ----- 22 ----- Weather:- Fine.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices										
Bergues Exchange.	Saturday 9th March 1918-		S.M. Proven instructed that when ambulance trains are being worked from Proven to Mendinghem Hospital Siding on the wrong line, the driver of the train must be issued with a Wrong Line Order. On arrival at the siding, the Guard will inform the Driver when the train is in clear, and he will then instruct the Fireman to deliver the Order to the Blockman at Mendinghem. Summer time came into operation today. At 23-00 (Winter time) all time pieces were put forward one hour. No. of Brains, Bergues Exchange:- <table><tr><td>North Bound.....</td><td>13</td></tr><tr><td>South Bound.....</td><td>7</td></tr><tr><td></td><td>-----</td></tr><tr><td></td><td>20</td></tr><tr><td></td><td>-----</td></tr></table> Weather: Fine.	North Bound.....	13	South Bound.....	7		-----		20		-----	
North Bound.....	13													
South Bound.....	7													

	20													

	Sunday 10th March 1918.		A train of ammunition will run from Waayenberg to Kruisdoorn on 11th, leaving Waayenberg at 8-42. No. of trains Bergues Exchange. <table><tr><td>North Bound.....</td><td>18 (10 troops)</td></tr><tr><td>South Bound.....</td><td>5</td></tr><tr><td></td><td>-----</td></tr><tr><td></td><td>23</td></tr><tr><td></td><td>-----</td></tr></table> Weather; Fine.	North Bound.....	18 (10 troops)	South Bound.....	5		-----		23		-----	
North Bound.....	18 (10 troops)													
South Bound.....	5													

	23													

	Monday, 11th March 1918.		No. of trains Bergues Exchange:- <table><tr><td>North Bound.....</td><td>9</td></tr><tr><td>South Bound.....</td><td>7</td></tr><tr><td></td><td>-----</td></tr><tr><td></td><td>16</td></tr><tr><td></td><td>-----</td></tr></table> Weather: Fine.	North Bound.....	9	South Bound.....	7		-----		16		-----	
North Bound.....	9													
South Bound.....	7													

	16													

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will be prepared in manuscript.			Summary of Events and Information	Remarks and references to Appendices
Place	Date	Hour		
Bergues Exchange	Tuesday		Communication received from O.C., R.O.D.H.Q. in respect to procedure regarding laying in of crossings where light railways cross broad gauge lines.	
	12th March		Traffic Hazebrouck advises A.T.20 to load Dosinghem, Mendinghem and Bandaghem. Evacuates Wimereux.	
	1918.		No.of trains, Bergues Exchange.....North Bound.....13 South Bound..... 5 ----- 18 ----- Weather: Fine.	
	Wednesday		All concerned advised, as per attached, respecting withdrawal of blockmen from block cabin at metre gauge crossing, Les Forts Branch.	
	13th March		All concerned advised that in the case of a train requiring more than one engine to work same from International Corner to stations beyond, the assisting engine must always be attached to the train engine.	
	1918.		No. of trains, Bergues Exchange:- North Bound.....11 South Bound..... 6 ----- 17 ----- Weather: Fine day. Cold and misty, with light rain in the evening.	
	Thursday		Traffic Hazebrouck advises A.T.32 to load Dosinghem, Mendinghem, and Bandaghem. Evacuates Wimereux.	
	14th March		Permission given for Belgian Fettlers to break the South Bound line between Rousbrugge and Rexpoede from 9-00 to 10-00.	
	1918.		No. of trains Bergues Exchange:- North Bound12 (4 sand) South Bound..... 4 ----- 16 ----- Weather: Light rain in the evening. Dull afternoon.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices								
Bergues Exchange	Friday 15th March 1918.		Notice received from A.D.G.T., 2nd Army, that from 13/3/18, all units under 4th Army will come under 2nd Army, General Sir Herbert Plumer having assumed command from that date. A.D.G.T. informed that 10 men who had been employed looking after 5 crossings between Elverdinghe and Boesinghe have been withdrawn without notification. Directions asked for. In meantime all drivers have been warned that crossings are unattended. Traffic Hazebrouck advises A.T.32 to load Dosinghem, Mendinghem, and Bandaghem. Evacuate Wimereux. 82 Imperial men despatched to Audruicq, being urgently required at other R.O.D. depots. <table><tr><td>No. of trains Bergues Exchange:-</td><td>North Bound.....10</td></tr><tr><td></td><td>South Bound..... 5</td></tr><tr><td></td><td>-----</td></tr><tr><td></td><td>15</td></tr></table> Weather: Fine.	No. of trains Bergues Exchange:-	North Bound.....10		South Bound..... 5		-----		15	
No. of trains Bergues Exchange:-	North Bound.....10											
	South Bound..... 5											

	15											
	Saturday 16th March 1918.		A Chinaman was killed at Ondank today. He jumped from a stationary train to directly in front of a moving train on the next line, which train he had not noticed approaching. All concerned advised, as per copy attached, in reference to formation of rakes for mine earth trains. Received copy of circular in respect to supply of loco power for guns on railway mountings. Advice received from R.O.D., H.Q., that it has been decided that when engines when working trains for beyond St.Pol shall come off at St.Pol, and Tachincourt work the trains forward. Early advice to be given to Ligny Control in order that they can arrange power from St.Pol. Line from International Corner and beyond heavily shelled, also the Heidebeke Line. No serious damage occasioned. <table><tr><td>No. of trains Bergues Exchange:-</td><td>North Bound.....11</td></tr><tr><td></td><td>South Bound..... 6</td></tr><tr><td></td><td>-----</td></tr><tr><td></td><td>17</td></tr></table> Weather: Fine.	No. of trains Bergues Exchange:-	North Bound.....11		South Bound..... 6		-----		17	
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	South Bound..... 6											

	17											

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WAR DIARY

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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	Sunday March 17th 1918.		International Corner to Boesinghe heavily shelled. Line broken in three places. No. of trains Bergues Exchange:- <table><tr><td>North Bound.....</td><td>8</td></tr><tr><td>South Bound.....</td><td>6</td></tr><tr><td></td><td><u>14</u></td></tr></table> Weather: Fine.	North Bound.....	8	South Bound.....	6		<u>14</u>	
	North Bound.....	8								
	South Bound.....	6								
	<u>14</u>									
Monday March 18th 1918.		Traffic Hazebrouck advises a special train conveying 34 trucks of road sleepers will run from Machine Gun Farm to Watau on 19th, leaving Machine Gun Farm at about 17-00 No. of trains, Bergues Exchange:- <table><tr><td>North Bound.....</td><td>8</td></tr><tr><td>South Bound.....</td><td>5</td></tr><tr><td></td><td><u>13</u></td></tr></table>	North Bound.....	8	South Bound.....	5		<u>13</u>		
North Bound.....	8									
South Bound.....	5									
	<u>13</u>									
Tuesday March 19th 1918.		At 1-28 during shunting operations at Straffhem Siding, a rake of gravel collided with 2 vans at the end of the siding, damaging and derailling them, and also derailed 5 wagons on the rake. One of the vans in the siding was fitted up as a tyre press, and this press was badly damaged. D.A.D.R.T. advises a troop train from International Corner to Weiltje and return on 21st to convey 450 men. To Leave International Corner at 9-00. Train to consist of 17 covereds. Return train will leave Weiltje at 13-00. Dosinghem engine to work trains. Traffic Hazebrouck advises A.T.32 to load Dosingehm, Mendinghem and Bandaghem. Evacuate Etaples. No. of trains Bergues Exchange:- <table><tr><td>North Bound.....</td><td>12</td></tr><tr><td>South Bound.....</td><td>6</td></tr><tr><td></td><td><u>18</u></td></tr></table> Weather: Fine.	North Bound.....	12	South Bound.....	6		<u>18</u>		
North Bound.....	12									
South Bound.....	6									
	<u>18</u>									

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WAR DIARY

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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.	Wednesday March 20th 1918.		Pay Special ran paying staff at all out depots. Owing to the Canadian Railway Cpy. repairing South Bound line between Dosinghem and International Corner, single line working was in operation on North Bound line from 11-00 to 14-20. No delays occasioned. As a result of heavy enemy shell fire, the yard at Elverdinghe was broken during the evening, and the leave train was consequently stabled at Ondank in lieu of Elverdinghe. Air alarm received Bergues Exchange 21-30. All clear 23-30. No damage. No. of trains, Bergues Exchange. North Bound.....13 South Bound.....4 Total...17 WeatherN Dull morning, fine afternoon.	
	Thursday March 21st 1918.		Traffic Hazebrouck advises at 11-00 a train of 26 covered and 9 trucks, conveying 120th Construction Cpy. from Borre, will arrive Dosinghem 17-35. Traffic Hazebrouck advises that on 24th and 25th a train will leave International Corner for Italy. Stock to be supplied by Bergues. Advice subsequently received that the above move is cancelled. D.A.D.R.T. advises that in view of continued shelling of Elverdinghe, the leave train will, until further notice, run only as far as the first gun spur beyond Ondank. D.A.D.R.T. advises Supply trains for 9st and 35th Division will be sent to Kruisdoorn and Grubbhem respectively. R.T.O. Bergues advises 2 troop trains ex Rexpoede on 23rd, leaving there at 5/45 and 8/30 respectively. Traffic Hazebrouck advises A.T.1 to load Dosinghem, Mendinghem and Bandaghem. Evacuates Wimereux. Bergues district, and practically the whole of the section, was heavily shelled. Line at Boesinghe broken in two places. Air alarm received Bergues Exchange 21/30. All clear 23/30. No delays to traffic. No. of trains Bergues Exchange:- North Bound.....16 South Bound...9 Total 25. Weather: Fine.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange	Friday March 22nd 1918.		All telephonic connections at Bergues Exchange cut at 2-00 owing to a shell which fell near North Box. Lines repaired by signal staff at 8-00. Line at Swiss Cottage Triangle damaged by shell fire at 5-00. Pump house at International Corner struck by shrapnel, but no damage done to machinery. Inspector Willard, Dunkirk, advises move of French troops from Rousbrugge Proven and Rousbrugge - 24 trains - commencing on 23rd instant. Trains to leave Rousbrugge as follows:- 23rd, 3-07; 6-07; 9-07; 12-07; 15-07; 17-47; 21-07. 24th; 00-07; 3-07; 6-07; 9-07; 12-07. Trains to leave Proven as follows: 23rd; 3-57; 6-47; 9-57; 12-57; 15-57; 18-57; 21-57; 24th: 0-57; 3-57; 6-47; 9-57; 12-57. R.T.O. Bergues advises that owing to Adinkerque line being broken by a shell, 3 sand trains ex Ghyvelde on 23rd will run via Bergues Exchange. No. of trains Bergues Exchange: North Bound.....13 South Bound..... 6 ----- 19 Weather: Fine and warm.	
	Saturday March 23rd 1918.		At 11-38 the north neck of triangle at International Corner was struck and broken by a shell. 120th Railway Company, R.E., advised, and repaired executed. Bergues district continues to be shelled by 15.9 inch shells. Borre Control advises that commencing at once the leave train will return empty to Calais immediately after being unloaded at Ondank. No. of trains Bergues Exchange: North Bound.....13 South Bound.....21 ----- 34 (20 troops) Air alarm received Bergues Exchange 22-00. All clear 22-25. Weather: Fine.	

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Remarks and
references to
Appendices

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange	Sunday 24th March 1918.		Traffic Hazebrouck advises A.T.38 to load Railhock, evacuate St. Omer. Then to load Mendinghem and Bandaghem, evacuate again St. Omer. Traffic Hazebrouck advises as R.R. 00-30 that T.A.T.16 will arrive Bergues 8-00, and is to be worked to Mendinghem, and handed over to Belgians. Also advised French A.T.3 will arrive Bergues 7-50, 25-3-18, and is to be forwarded to Waayenberg for loading at 12-25. Troop movement - 14 trains - to Proven and Rousbrugge ex Doullens, on 25th. Trains will be due to arrive at Proven at 4-47; 7-47; 10-47; 13-47; 16-37; 19-47 and 22-47. They The trains for Rousbrugge will be due at 3-31; 6-31; 9-21; 12-31; 15-21; 18-31 and 21-31. No. of trains Bergues Exchange: North Bound.....10 South Bound.....16 ---- 26 ---- Weather: Fine.	
	Monday 25th March 1918.		No.4 C.C.S. will move from Dosinghem on 26th for Vecquemont. Train to leave Dosinghem at 23-43. Stock to consist of 34 covereds, 12 high sides, 1 flat, 1 coach, and 2 brakes. Shelling of Bergues district commenced again today, but no damage was done. No. of trains Bergues Exchange:- North Bound.....10 South Bound..... 8 ----- .18 (7 troops) Weather: Dull, windy and cool.	
	Tuesday March 26th 1918.		Two roads at Boesinghe broken by shell fire at 11-30. Repaired by 120th Rly. Cpy at 15-00. Two wagons also damaged. Traffic Hazebrouck advises that the Adinkerque line has been broken by shell fire, and any traffic the Belgians may require to work over R.O.D. lines is to be carried. Traffic Hazebrouck advised at 00-05 that two personnel trains will load at Elverdinghe, and depart from Bergues Exchange at 14-55 and 15-55 respectively. Destination Aubigny. Also that a T.U. train will load at Wannebecq, departing from Bergues Ex. at 18-05. Destination Savt. Traffic Hazebrouck advises A.T.26 to load Mendinghem and Bandaghem. Evacuates St.Omer. No. of trains Bergues Exchange. North Bound....19 South Bound..15 Total..34 (15 troops). Weather: Fine, though a slight breeze was blowing.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange	Wednesday March 27th 1918.		Line between Shap Junction and Crombeke Road blown up by shell at 7-00. Repairs effected by 12-00. In meantime, traffic was diverted via Remy. No. of trains Bergues Exchange: North Bound.....10 South Bound.....10 ---- 20 (4 Ambulance) ---- Weather: Dull and cool.	
	Thursday March 28th 1918.		Communication (as per attached) received from C.O. Australian Railway Companies respecting promotion within the Australian Companies. R.T.O. Bergues advises a Belgian Ambulance train will arrive Bergues Exchange 8-00, 29th, and is to be worked to Waayenberg to be loaded, and to return ex Waayenberg 12-00. Traffic Hazebrouck advises Chinese Labour Company will move from Hoymille on 29th, and 20 covered vans are required at 16-00 on 29th to go forward by R.C.L. 6. No. of trains Bergues Exchange: North Bound....13 South Bound.... 4 ---- 17 (9 troops) ---- Weather: Fine Dull cool day. Light rain in the evening.	
	Friday March 29th 1918.		O.C., R.O.D. Borre, advises Leave Special is cancelled until further notice. Stock to be garaged at Rousbrugge. Traffic Hazebrouck advises move of 12th C.C.S. from Mendinghem on 30-3-18 to Longpre, to depart Bergues Exchange at 15-00. Stock to consist of 25 covered, 20 high sides, 2 flats and 1 coach. Belgian Regulatrice advises that commencing 30th, a Belgian ambulance train will run daily, arriving Bergues Exchange 8-00, and leave Waayenberg loaded at 12-00. Traffic Hazebrouck advises A.T.26 to load Mendinghem, Bandaghem and Arneke. Evacuate Calais. Sourant received from French for 6 trains to load at Proven on 31-3-18 and 1-4-18. Destination Savy and Tinoques. No. of trains Bergues Exchange: North Bound...9 South Bound...7 Total 16. Weather: Dull morning, rain during afternoon and evening.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange.	Saturday 30th March 1918.		Received copy of commendation from Brig. General Crookshank S.D.A. for working of Transportation services "during recent trying services". Copy enclosed. No. of trains, Bergues Exchange: North Bound.....12 South Bound.....11 ----- 23 ----- Weather: Dull, with a few light showers.	
	Sunday 31st March 1918.		Report submitted by O.C. to O.C.R.O.D.H.Q. as to the estimated staff required to work the French line from Coudekerque to Adinkerque. The O.C. inspected the line today prior to submitting report. No. of trains Bergues Exchange: North Bound.....11 South Bound.....11 ----- 22 (5 troops) ----- Weather: Fine.	

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			MARCH 1918. ----- Heavy shelling of the district during the month, especially in the Boesinghe, Elverdinghe and International Corner areas. At Boesinghe the line was broken more than 20 times. However, no material damage was done. Heavy traffic in sand, mine earth&c. to the new ammunition dump being constructed at Watau. Towards the end of the month, troop traffic was very heavy consequent on the enemy's offensive in the direction of Cambrai. Troops were rushed to that place, and troops were also brought from that district for rest. The traffic for the month, as compared with the 2 preceding months, was as under:- <table border="1"> <thead> <tr> <th rowspan="3">Month.</th> <th colspan="3">North Bound</th> <th colspan="6">South Bound</th> </tr> <tr> <th colspan="3">Trains</th> <th colspan="2">Traffic</th> <th colspan="2">Trains</th> <th colspan="2">Traffic</th> </tr> <tr> <th>British</th> <th>French or Belge.</th> <th>Total</th> <th>Loaded trucks</th> <th>Empty trucks</th> <th>By R.O.D.</th> <th>Handed to Nord</th> <th>Loaded trucks</th> <th>Empty trucks</th> </tr> </thead> <tbody> <tr> <td>March</td> <td>346</td> <td>23</td> <td>369</td> <td>2,980</td> <td>3,199</td> <td>304</td> <td>226</td> <td>4,556</td> <td>6,776</td> </tr> <tr> <td>February</td> <td>301</td> <td>8</td> <td>309</td> <td>8,128</td> <td>1,688</td> <td>273</td> <td>230</td> <td>5,891</td> <td>5,807</td> </tr> <tr> <td>January</td> <td>383</td> <td>44</td> <td>427</td> <td>11,239</td> <td>1,154</td> <td>355</td> <td>320</td> <td>6,209</td> <td>7,468</td> </tr> </tbody> </table> The general health of the troops remains very good.	Month.	North Bound			South Bound						Trains			Traffic		Trains		Traffic		British	French or Belge.	Total	Loaded trucks	Empty trucks	By R.O.D.	Handed to Nord	Loaded trucks	Empty trucks	March	346	23	369	2,980	3,199	304	226	4,556	6,776	February	301	8	309	8,128	1,688	273	230	5,891	5,807	January	383	44	427	11,239	1,154	355	320	6,209	7,468	
Month.	North Bound				South Bound																																																									
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BERGUES EXCHANGE.

MARCH, 1918.

Traffic showed a decided improvement, practically no increase on R.O.D. lines, the increase taking place due to work over Nord Lines. Thirty seven enginemen were examined by the Nord Representative, and all succeeded in passing the practical test over Nord lines. Sixteen engines were transferred to other depots, a greater number to the Somme area, thus leaving 14 Baldwin 2-8-0 type on hand as stabled engines. Bergues was called upon to assist Borre detachment to a considerable extent in troop movements, and not having suitable engines in our own allotment, the Baldwin 2-8-0 type were used. The first move commenced on 8th. March, when we despatched 8 Baldwins, each engine being manned by two sets of enginemen and guards, so that there would be one set always resting at Borre Depot. The working was light engine to Borre, thence British Troop trains Borre to St. Pol, Ligny, Doullens and Mondicourt, returning with loaded and empty troop trains to Borre. The kilometres worked each round trip was 140 to 206, and the time on duty averaged 20 hours each trip. Between 21st. March and the end of the month, a greater amount of work was done on the Nord Railways, at some times as many as 20 engines were on southern working at the one time, and it was never known when the engines would return. On 26th. March, engine No. 1438, Baldwin 2-8-0 type worked a train of 51 loaded vehicles, comprising a Casualty Clearing Station and Personnel from Bergues as hereunder:

Engine No. 1438, Baldwin 2-8-0 type. Enginemen on duty at 21-45 on 25-3-18.

Dep. Bergues 3-19 26-3-18.

Arr. Vecquemont 16-30 "

Dep. Vecquemont 13-35 27-3-18. After shunting ammunition and ambulances for 21'50".

Arr. Amiens 5-10 28-3-18. Engine turned into loco at 6-30. Engine coaled and men rested for 12 hours.

29-3-18. Engine out of loco at 9-0.

Dep. Amiens 15-38 "

Arr. Tachincourt 3-25 30-3-18. Engine into loco at 3-30 and out again at 13-10.

Dep. Tachincourt 13-30 " 40 empties.

Arr. Zeneghem 20- 5 "

Dep. Zeneghem 22- 0 "

Arr. Bergues 23-40 " Men relieved on arrival.

Kilometrage worked 557.

363

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.)

Summary of Events and Information

Remarks and
references to
Appendices

BERGUES EXCHANGE.

MARCH, 1918.

After arrival at Vecquemont with Casualty Clearing Station, word was received by the O.C. of the C.C.S. to be ready to evacuate. Engine was reversed and attached to the C.C.S. One and a half tons of coal was carried in bags a distance of 100 yards to coal engine. After standing several hours, two ammunition trains worked by French engines arrived. No room was available for unloading to motor wagons. The Officer in command of ammunition asked for required shunting to be carried out. The other two French engines departed, one with the C.C.S. and the other light engine, thus leaving engine No. 1433 to perform all shunting until 13-35 on 27-3-18. The Fireman, who was an acting Driver, performed the driving whilst the Driver acted as Shunter. No station staff was available. The engine crew were on duty 58 hours before being released in loco at Amiens. All necessary work such as cleaning the fire and tool disposals had to be performed by the enginemen. On 19th. March, a Midland engine propelled 40 trucks of mine earth from Proven to Straffhem, and collided with motor transport vehicles at the dead end, causing seven vehicles to be derailed. Repairs, other than of an ordinary nature, were not effected during March at it was anticipated we would be exceptionally busy at any unknown time, and all available engines would be required. With this end in view, we worked on the repairs accordingly. During the latter end of month, commencing 21 st. March, enemy 15" shells began to fall in close proximity to the loco yard. A portion of one shell, weighing 5 pounds, fell in the centre of the yard, within a few feet of where several men were working. This fragment fell about 500 yards from where the shell exploded.

APRIL, 1918.

April proved to embody the busiest week on record, a total of 31,830 kilometres were run for week ending 25th. April. This was due to the increase in Nord working, and the movements of Troops to and from Flanders sector, combined with the working of Refugee and Ambulance trains. Sand trains were worked regularly daily from Coudekerque to Outreau, near Boulogne. Four trains were the daily standing order, although three trains daily was the maximum run. There was a considerable increase in foreign engines entering the depot, necessitating increase in coal issues. On one occasion, the 24 hour issue of coal amounted to 225 tons. Enginemen's time increased to an average of 75 to 80 hours per week, in some instances as much as 90 hours per week were worked. The ground staff was totally inadequate to carry out the coaling operations, so Chinamen were used for the 3 shifts, and proved to be unsuitable labour. Borre depot was evacuated, and several of their engines were sent to Bergues for stabling, and as all stabled engines were transferred to Bergues total, an increase to 51 engines was attained,

15

To be made up to and for Saturday in each week

No. of Report 42

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.
(b) Rationed by Unit.

60th Austn Broad Gauge
Railway Operating Company.

at In the Field.

3:3:18.

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	Total	Total	Riding	Horses		Mules	Guns, showing description	Ammunition wagons	Machine guns	Aircraft, showing description	Mechanical				Trailers	Motor Bicycles		Bicycles	Motor Ambulances				
						Heavy Draught	Light Draught						Large	Small	Wheeled	Wheeled						Motor Cars	Tractors	Trucks, showing description	Trucks, showing description
Effective Strength of Unit	3	291	(a)																						(a) Includes detachments as follows:- 1 Off & 8 B.R. Mautort. 30 O.R. with Light Railway Detachments. 3 O.R. at Boulogne.
Details by Arms attached to Unit as in War Establishment		1	(b)																						(b) 1 O.R. with 35th Austn B.G.R.O. Cpy.
TOTAL	3	292																							
War Establishment	3	267																							
Wanting to complete (Detail of Personnel and Horses below.)																									
SURPLUS (Detail of Personnel and Horses below.)																									
† Attached (not to include the details shown above)	2	(c)																							(c) A.S.C.M.T.
Attached for Rations only	3	(d)																							(d) From 35th Austn B.G.R.O. Cpy.
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	3	297																							

* 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	Regtl. Number	Rank	Name	Corps	Date	Nature of casualty, or name of unit from or to which transferred.	Date of being struck off or coming on the return.	Remarks
LEAVE.								
			1 Paris Leave	24:2:18.				
			4 " "	25:2:18.				
			1 U.K.	27:2:18.				
			3 Paris	3:3:18.				
DETACHMENT.								
125	Spr		Kelly G.S.	60th Austn	To R.O.D. Mautort.	24:2:18.		
1357	2/Cpl		Milford G.H.	"	" 35th Austn B.G.R.O.	Cpy 27:2:18		
247	Serget		Wassall J.	"	" School of Cookery Calais	3:3:18.		
REJOINED UNIT.								
			2 Rejoined Unit	ex Paris Leave.	23:2:18.			
			1 " "	" " "	24:2:18.			
			1 " "	" Sick	"			
			3 " "	" Paris	"	26:2:18.		
			3 " "	" " "	"	28:2:18.		
			4 " "	" " "	"	1:3:18.		
			1 " "	" Sick	"	2:3:18.		
			5 " "	" Paris	"			
ATTACHED.								
8562	Pte		Dettmar H.L.		From Base Details Havre	2:3:18. A.M.C. Detail		
					as per A.I.F. Order No. 1093 of	1:2:18.		
STRENGTH.								
1507	L/Cpl		Allen B.	60th Austn	Transferred from 2nd Batt	26:2:18.		
SICK.								
51	Fitter		Dalton F.	60th Austn	To Hospital	25:2:18.		
45	Sapper		Cox W.L.K.	"	"	27:2:18.		

* 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 8 1/2 x 11, to be attached when necessary. These sheets to be carefully numbered and the number of attached sheets to be noted here.

Date of Despatch

To be made up to and for Saturday in each week

No. of Report 43

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.
(b) Rationed by Unit.

6th Austn Broad Gauge
Railway Operating Company.

at In the Field.

10.3.18.

Date.

DETAILS.	*Personnel		Animals		Guns and transport vehicles										REMARKS			
	Officers	Other	Horses		Mules	Guns, showing description	Ammunition wagons	Machine guns	Aircraft, showing description	Mechanical				Trailer	Motor Bicycles	Bicycles	Motor Ambulances	(Number of Acting W.O.'s and N.C.O.'s included in effective strength to be shown in this column.)
			Riding	Draught						Lorries, showing description	Trucks, showing description	Tractors	Motor Cars					
Effective Strength of Unit	3	291																(a) Includes detachment as follows:-
Details by Arms attached to Unit as in War Establishment	1	1																1 Off & 8 O.R. at Mautort.
																		30 O.R. with Light Hvy Cpy.
																		3 O.R. at Boulogne.
																		1 O.R. with 4th Austn B.G.R.O.Cpy.
																		2 O.R. with cookery schools.
TOTAL	3	292																(b) A.M.C. Detail.
War Establishment	3	267																(c) A.S.C.M.T.
Wanting to complete (Detail of Personnel and Horses below.)																		(d) From 4th Austn B. G.R.O.Cpy.
SURPLUS (Detail of Personnel and Horses below.)																		
† Attached (not to include the details shown above)	2	(c)																
Attached for Rations only	3	(d)																
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																		

* 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 10:3:18.

Remarks *

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.

LEAVE.

2338
2736
215

Spr
Cpl
A/Sgt

Verney W.C.
Walker J.W.
Smith J.G.H.

60th Austn.
"
"

To Paris.
" U.K.
" " "

3:3:18.
6:3:18.
8:3:18.

SICK.

2346
163
3853

Spr
Ftr
2/Cpl

Munro W.
Norton A.G.B.
Gillett C.

6th Austn.
"
"

To Hospital
" "
Admitted whilst on Leave

4:3:18.
9:3:18.

to 2nd A.A.H. Southall,
7:2:18. Discharged 19:2:18.
Granted balance of leave.
Marched in to No. 1 Command
Depot, Sutton Veny, 22:2:18.

DETACHMENT.

11920

L/Cpl

Burnside A.J.

6th Austn

To Cookery School. Proven 5:5:18.

REJOINED UNIT.

245
52
5087
40
2346
165
225

2/Cpl
A/Cpl
Spr
Cpl
Spr
2/Cpl
Spr

Ward U.W.
Darcy J.
Terry C.E.
Close H.
Munro W.
O'Toole P.
Thompson E.G.

6th Austn
"
"
"
"
"
"

ex Paris Leave. 3:3:18.
" " "
" " "
" " "
" Hospital. 5:3:18.
" " 6:3:18.
" "

* 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

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 H.)

RETURN showing numbers (a) Effective strength of Unit.
(b) Rationed by Unit.

6th Austn Broad Gauge Railway Operating Company at In the Field.

17:3:18.

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	Tractors	Lorries, showing description	Trucks, showing description		Trailers	Motor Bicycles	Bicycles	Motor Ambulances		
			Riding	Draught	Heavy Draught	Pack	Large					Small	Wheeled										Wheeled	Motor Cars
Effective Strength of Unit	3	289	(a)																					(a) Includes Detachments as follows:- 1 Off & 8 C.R. at Mautort. 30 O.R. with Light Rly Cpys. 1 O.R. at Marquise. 1 O.R. with 4th Austn B.G.R. O.Cpy. 1 O.R. at Cuckery School.
Details by Arms attached to Unit as in War Establishment																								(b) A.M.C. Detail
TOTAL	3	289																						
War Establishment	3	267																						
Wanting to complete (Detail of Personnel and Horses below.)																								
SURPLUS (Detail of Personnel and Horses below.)																								
†Attached (not to include the details shown above)	2	2	(c)																					(c) A.S.C.M.T.
Attached for Rations only			(d)																					(d) From 4th Austn B.G.R. O. Company.
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																								

* 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

2015

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	17:3:18.		
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.
LEAVE.					
89	Spr	Gribble A.E.	6th Austn	To Paris	12:3:18.
12	Sgt	Barnes A.G.	"	"	"
84	Cpl	Goldthorpe J.A.	"	"	"
226	Spr	Thompson H.F.	"	"	"
101	"	Hayes A.T.	"	"	"
	Capt	James W.	"	" U.K.	13:3:18.
73	Cpl	Foster W.H.	"	" Paris	15:3:18.
TRANSFERS.					
1381	2/Cpl	Summers F.N.	6th Austn	To 4th Austn B.G.R.O.M.Cpy	12:3:18.
1333	"	Carbine J.A.	"	"	"
DETACHMENT.					
74	A/Sgt	Fox G.	6th Austn	From R.O.D. Henlogne to R.O.D. Marquise.	20:2:18.
186	"	Ray A.	"	"	"
223	"	Tennant C.M.	"	"	"
SICK.					
156	Sgt	McIntosh C.A.	6th Austn	To Hospital	11:3:18.
19	Ftr	Berry S.	"	"	13:3:18.
6999	Spr	Larkin A.J.	"	"	16:3:18.
STRENGTH.					
2945	Spr	Weedon W.L.C.	6th Austn.	Ex A.A.S.C. 9th D.U.S.	10:3:18.
2946	"	Weedon T.H.	"	"	"
REJOINED UNIT.					
238	Spr	Veryney W.C.	6th Austn	Ex Paris Leave	10:3:18.
74	A/Sgt	Fox G.	"	" R.O.D. Marquise	11:3:18.
186	"	Ray A.	"	"	"
31	T/Sgt	Baylis C.W.	"	" Paris Leave	12:3:18.
130	Sgt	Knight C.	"	"	"
26	"	Brissett J.O.A.	"	"	"
247	"	Wassall J.	"	" Cookery School Calais.	14:3:18.
14942	Spr	Henderson J.	"	" United Kingdom Leave	15:3:18.
PROMOTION.					
7264	Tpy/Ftr	Millett H.T.	6th Austn	To be Fitter from 6:3:18 vice No. 259 Ftr Workman J.O. evacuated 6:12:17.	

*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.

To be made up to and for Saturday in each week

No. of Report 45

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. 6th Austn Broad Gauge
(b) Rationed by Unit. Railway Operating Company.

In the Field.

24.3.18.

Date

DETAILS.	*Personnel		Animals					Guns and transport vehicles										REMARKS					
	Officers	Other Ranks	Horses				Mules	Guns, showing description	Ammunition wagons	Machine guns	Aircraft, showing description	Horsed				Mechanical		Trailers	Motor Bicycles	Bicycles	Motor Ambulances	(Number of Acting W.O.'s and N.C.O.'s included in effective strength to be shown in this column.)	
			Riding	Draught	Heavy Draught	Pack						Large	Small	Wheeled 4	Wheeled 2	Motor Cars	Tractors						Lorries, showing description
Effective Strength of Unit	3	261																					(a) Includes Detachments as follows:-
Details by Arms attached to Unit as in War Establishment		1																					1 Off. & 8 O.R. at Mautort. 30 O.R. with light Rly. Optm.
																							1 O.R. at Marquise.
																							1 O.R. with 4th Austn B.G.R.O. Cpy.
																							1 O.R. with Cookery School.
TOTAL	3	262																					(b) A.M.C. Details.
War Establishment	3	267																					
Wanting to complete (Detail of Personnel and Horses below.)																							
SURPLUS (Detail of Personnel and Horses below.)																							
† Attached (not to include the details shown above)	2	(a)																					(c) A.S.C.M.T.
Attached for Rations only	3	(d)																					(d) From 4th Austn B.G.R.O. Cpy.
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	3	297																					

* 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

222

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	Regtl. Number	Rank	Name	Corps	Nature of casualty, or name of unit from or to which transferred.	Date	Date of being struck off or coming on the ration return.	Remarks *
LEAVE.								
164	Spr		Orr H.E.A.	6th Austn.	Leave to Paris.	23:3:18.		
195	2/Cpl		Rootes C.O.	"	"	"	"	
103	"		Higgins J.J.	"	"	"	"	
56	Cpl		Donald J.A.	"	"	"	20:2:18	Whilston
34	Spr		Burton W.	"	"	"	10:2:18	detachment.
SICK.								
20	G.S.M.		Birt A.J.L.	6th Austn.	To Hospital.	17:3:18.		
TRANSFER.								
169	Spr		Palmer M.J.	6th Austn	To Headquarters Austn Rly Cpy	20:3:18.		
REJOINED UNIT.								
89	Spr		Gribble A.E.	6th Austn.	Ex Paris Leave	18:3:18.		
12	Sgt		Barnes A.G.	"	"	"	"	
84	Cpl		Goldthorpe A.J.	"	"	"	"	
6990	Spr		Larkin A.J.	"	" Hospital.	"	"	
226	"		Thompson H.F.	"	" Paris Leave.	19:3:18.		
101	"		Hayes A.T.	"	"	"	"	
2736	Cpl		Walker J.W.	"	" U.K.	22:3:18.		
73	Cpl		Foster W.H.	"	" Paris	"	"	
156	Sergt		McIntosh C.A.	"	" Hospital.	23:3:18.		
REJOINED DETACHMENT.								
56	Cpl		Donald J.A.	6th Austn.	Rejoined No. 3 Rly Cpy R.M.R.E.	ex Paris Leave.	26:2:18.	
34	Spr		Burton W.	"	Rejoined No. 3 Rly Cpy R.M.R.E.	ex Paris Leave.	15:2:18.	
TAKEN ON STRENGTH.								
4200	Dvr		Sillis J.S.	6th Austn.	From 7th Battery A.F.M.A.	23:3:18.		
26265	Spr		Scully J.J.	"	" " " Cpy	"	"	
2194	Spr		Rawson J.R.	"	" 6th Field Engrs	5:3:18.		

* 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 46

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. (b) Rationed by Unit. 6th Australian Broad Gauge Railway Operating Company. at In the Field.

31:3:18.

Date.

DETAILS.	*Personnel		Animals						Guns and transport vehicles										REMARKS						
	Officers	Other Ranks	Horses			Mules			Guns, showing description	Ammunition wagons	Machine guns	Aircraft, showing description	Horsed				Mechanical		Trailers	Motor Bicycles	Bicycles	Motor Ambulances	(Number of Acting W.O.'s and N.C.O.'s included in effective strength to be shown in this column.)		
			Riding	Draught	Heavy Draught	Pack	Large	Small					Wheeled 4	Wheeled 2	Motor Cars	Tractors	Lorries, showing description	Trucks, showing description							
Effective Strength of Unit ...	3	291																							(a) Includes Detachment as follows:-
Details by Arms attached to Unit as in War Establishment ...	3	291																							1 Off & 8 O.R. at Mautort, 18 O.R. with Light Rlys, 1 O.R. with R.O.D. Marquise, 1 O.R. at 4th A.B.G.R.C. Cpy.
																									(b) A.M.C. Detail.
TOTAL ...	3	292																							
War Establishment ...	3	267																							
Wanting to complete (Detail of Personnel and Horses below.)																									
SURPLUS (Detail of Personnel and Horses below.)																									
†Attached (not to include the details shown above) ...	2	(0)																							(c) A.S.C.M.T.
Attached for Rations only ...	3	(0)																							(d) From 4th Austn B.G. Rly Opg Cpy.
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 ...	3	297																							

* 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

2453

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.

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		31:3:18.			
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	
156	Sergt	McIntosh C.A.	6th Austn.	To Hospital.		27:3:18.			
REJOINED DETACHMENT.									
215	Cpl A/Sgt	Smith J.G.H.	6th Austn.	ex U.K. Leave		24:3:18.			
REJOINED UNIT.									
215	Cpl A/Sgt	Smith J.G.H.	6th Austn	ex D.A.D.L.R.		24:3:18.			
8	Spr	Baillie C.	"	" R.O.D. Audruicq.		(From D.A.D.L.R.			
200	2/Cpl	Schneider H.G.	"	" " " "		" " to R.O.D.			
158	Cpl	McMahon P.F.	"	" " " "		" " Audruicq			
170	Spr	Parsons W.F.	"	" " " "		" " 18:3:18)			
24	"	Brand L.H.	"	" " " "		" " "			
22	" A/2/2Cpl	Blackshaw E.	"	" " " "		" " "			
35	2/Cpl	Byrne D.	"	" " " "		" " "			
25	Spr	Brett T.	"	" " " "		" " "			
36	"	Carr C.W.	"	" " " "		" " "			
48	Sergt	Summins W.P.	"	" " " "		" " "			
192	Spr	Richardson W.J.	"	" " " "		" " "			
11920	L/Cpl	Burnside A.J.	"	" Cookery School Proven		25:3:18.			
262	Cpl	Ray A.	"	" Hospital		26:3:18.			
164	Capt	James W.	"	" U.K. Leave		29:3:18.			
103	Spr	Orr H.E.A.	"	" Paris		30:3:18.			
103	2/Cpl	Higgins J.J.	"	" " "		" " "			
195	"	Rootes C.C.	"	" " "		" " "			
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.									

Date of Despatch

March 1st 1918.....27 Engines Stabled at Bergues.

Engine No	Type	Class	Received	From	Sent	To	Why sent	Remarks.
826	0-6-0	G.E.			1-3-18	Gombremetz		
1290	"	Belge 25			23-4-18	Audruicq		
1351	2-8-0	Baldwin						
1352	"	"						
1354	"	"						
1355	"	"						
1362	"	"						
1426	"	"						
1427	"	"						
1435	"	"						
1436	"	"						
1437	"	"						
1438	"	"						
1440	"	"						
1442	"	"						
1667	"	G.C.	1-3-18	Audruicq	4-3-18	Marquise		
1824	"	"	5-3-18	"	7-3-18	Audruicq		
1895	"	"	1-3-18	"	3-3-18	Borre		
1706	0-6-0	L.&Y.			29-3-18	Bergues		
1724	"	"			21-3-18	Candas		
1725	"	"			21-3-18	"		
1726	"	"			21-3-18	"		
1728	"	"			13-3-18	Tachincourt		
1729	"	"			21-3-18	Candas		
1731	"	"			21-3-18	"		
2306	"	G.W.			2-3-18	Meaukte		
2457	"	"			2-3-18	"		
2566	"	"			2-3-18	"		
2580	"	"			2-3-18	"		
3416	"	L.&N.W.						

March 31st 1918.....14 Engines Stabled.

March 1st 1918.....25 Engines.....Bergues.

Engine No	Type	Class	Received	From	Sent	To	Why sent	Remarks.
61	0-4-0	Baldwin						
89	"	"						
1706	0-6-0	L.&Y.	29-3-18	Stable				
2707	"	Midland						
2719	"	"						
2721	"	"						
2722	"	"						
2724	"	"	6-3-18	Audruicq				
2727	"	"						Dosingham
2729	"	"						
2739	"	"						
2740	"	"						"
2744	"	"						"
2745	"	"						
2746	"	"						
2748	"	"						
2750	"	"						
2757	"	"						"
2759	"	"						
2760	"	"	6-3-18	Audruicq				"
2766	"	"						
2786	"	"	6-3-18	"				
2834	"	Belge 30						
2956	"	" 32.0						
3586	"	" " "						
2971	"	" " 5						
3185	"	" " "						
3457	"	" " "						
3744	"	" " "						

March 31st 1918.....29 Engines.

APPENDIX

2nd March 1918. APPENDIX

363
From:- O.C. R.O.D. Bergues.

To:-

Chinese Labour Company. International Corner to Merville. 3:3:18.

A Chinese Labour Company will entrain at International Corner to-morrow, Sunday, 3rd instant, for Merville. Train to run as under:-

International Corner.	Dept.	12:26.
Bergues Exchange.	Arr.	13:30.
"	Dept.	14:00

Train to consist of 18 covereds, 1 flat, and 2 brakes, to be provided from International Corner.

Engine power to be arranged by Control Office.

Special attention to be given to the loading of troops and despatch of train to time.

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

2nd March 1918.

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

To:-

Troop Movement ex Elverdinghe. 4-3-18.

A troop train from Elverdinghe to Weiltje and return will run on Monday the 4th instant, as follows:-

Elverdinghe.	Dept	6:00
Reigersburg	pass.	6:30
St Jean.	pass	6:40
Weiltje	arr.	6:50

The return train to be in position at Weiltje at 21:00 and remain until all troops are entrained, thence to Elverdinghe.

Train to consist of 16 vans and 2 brakes, Engine power to be provided by Dosinghem.

Troop train after the outward journey to be stabled at Weiltje and engine returned to International Corner. The engine to work the return train ex Weiltje to leave Dosinghem at 20:00.

Special attention to be given to the running of these trains.

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

Copy.

626

DRT/1746/2. ✓

DGT/2532/4.

D. L. R.
_____Level Crossings. Light Railways - Broad Gauge.

With reference to your No.252 of 24/2/18 to D.D.G.T.(3), forwarding a copy of a joint circular issued by you and the C.R.C.E., which indicates the procedure to be followed regarding Light Railways crossing Broad Gauge lines: it has become evident that the problem of providing adequate safety precautions, where Light Railways cross Broad Gauge main lines, is one of too great a magnitude to be left for local solution.

2. When in future it is contemplated to take Light Railways across Broad Gauge main lines, and after the matter has been discussed locally with the A.D.G.T., will you please submit a plan to C.R.C.E. for his approval before putting the work in hand.

3. In order to economise in personnel and material, it is advisable to make these crossings, where possible, in the vicinity of existing Broad Gauge block-posts.

(Sgd) S. D'A. Crookshank, B.G.
a/D.G.T.

5th March 1918.

O/C., R.O.D., Det,
Bergues.

ROD/88.

For information and necessary action..

*Original with
near diary*

H.Qrs., R.O.D.,
APO. S.49.
11.3.18.
RMS.

KRM pvi
Lt-Col, R.E.,
for O/C., R.O.D.,



APPENDIX

RAILWAY OPERATING DIVISION.

Bergues Exchange.,

5th March 1918.

Move of C. C. S. ex Dosinghem, 7th March 1918.

A. C. C. S. will commence loading at Dosinghem at 8.30 a.m. on the 6th inst. and depart Dosinghem at 9 a.m. on the 7th instant.

The train to consist of 1 coach., 44 covered vans, and one flat. The flat to be loaded at Proven and attached to the train at that station.

Arrive Bergues Exchange at 10.5am, and depart at 11.30 a.m., destination Rosieres.

The stock and power to be arranged by Bergues Control.

(Sgd) J W Johnson 2nd Lieut.
for Captain. C/C. R. O. D.

To *Control*



JOINT CIRCULARAPPENDIX

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 :-

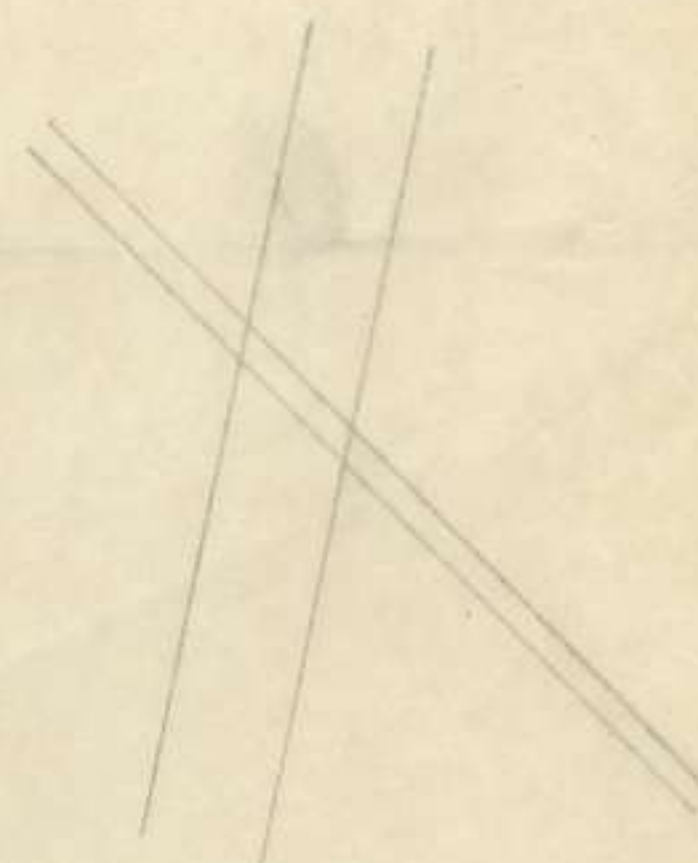
90° , 75° , 60° , 45° .

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..

APPENDIX

SECRET.

DRT/356.

NOTES ON SUPPLY OF LOCOMOTIVE POWER FOR GUNSON RAILWAY MOUNTINGS.

1. The arrangements for the working and local movement of Heavy Artillery on Railway Mountings are laid down in Joint Circular issued by D.TN, and C.R.C.E. on 28/7/17.
2. With the possible employment of larger numbers of such guns, it is desirable to define more clearly who is responsible for providing locomotive power.
3. Para (111) of the circular quoted above refers to movements to be effected by French or Belgian traction. It will, however, often be necessary, even on lines which are worked by the French (either Nord or French Railway Sappers) for the British Army to supply locomotive power.
In these cases, the loco. power will be provided by the R.O.D. at the request of the R.C.O. - this request being made in the manner indicated in para (11) of the joint circular.
4. In order that the O.C. R.O.D. may be in a position to arrange the distribution of his engines to meet these demands the R.C.O. should warn the O.C. local R.O.D. Detachment of any likely demands.
The D.R.T. will also arrange to notify O.C., R.O.D. and C.R.C.E. of any considerable concentration of Heavy Artillery on Railway Mountings in any particular area.

(Sgd) ?
for Director of Railway Traffic.

G.H.Q.
13th March 1918.

Copies to:- D.D.G.T, (i)
" (iii)
C.R.C.E.
O.C., R.O.D.
A.Ds.G.T. (i) (iii) (iv) (v)
Traffic, Hazebrouck Area.
" Bethune "
" Arras "
" Albert "
" Peronne "

APPENDIX

13-3-18.

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

To:= Control Office, Bergues.
 Loco Bergues.
 C.S.M. Stone, Yard Master, Bergues.

Commencing on and from 10am Thursday 14th March, and until further notice, the blockmen now doing duty at the block cabin, Metre Guage Crossing, Les Fortes Branch, will be withdrawn. The position of the fixed signals at this point, will be set to indicate "line clear" to all traffic passing over the metre guage line, and "on" or danger position to all broad guage traffic. The block cabin will be locked, and when it is necessary for a train or engine to pass over the broad guage line, the guard or shunter in charge of the engine or train will direct the driver to stop at the fixed signal, he will then go forward, and if no train or engine is in sight on the metre guage line, he will place the signals protecting that line, to the "on" or danger position, and then work his train over the crossing; immediately his train or engine has cleared the crossing, he will again place the signals at the danger position on the broad guage line, and at the "all clear" on the metre guage line. This working applies to all trains travelling in the forward direction and also return journey on the Broad Guage Line. The key of this box will be kept in the block cabin at Bergues North, and the guard or shunter in charge of the train working to Les Fortes must not depart from Bergues without first obtaining this key. The regular times at which trains on the metre guage line pass this crossing are as follows:-

To Bergues 7.0 15.30. To Rexpoede 8.30 18.0
 Please note, and see that all the staff concerned are thoroughly conversant with the directions as laid down above.

Point Clips have been placed on the switch leading into No 6 Road (South End) North Bound Sidings, Bergues, where at present a French Gun train is garaged. These clips must not be removed until such time when the above train is cleared from this siding, or, when specially directed by Control Office. Please advise all concerned.

Sgd...J.W.Johnson, Lt for O.C.
 R.O.D. Bergues.

ROD 11/

O.C., R.O.D. Detachment,
Abancourt.

Main Line Working.

Ref. your A.B. 350/ of 31/1/1918 -

" It has been decided that ~~your~~ engines when working trains for beyond St. Pol shall come off at St. Pol, and Tachincourt work the trains forward.

An early advice should be given to Ligny Control in order that they can arrange power from St. Pol."

H.Q., R.O.D.,
14/3/1918

Shearman
Captain, R.E.
for O.C. R.O.D.

Copy to O.C., R.O.D. Detachment, Tachincourt
do Maroeuil
do Audruicq
do Borre
do Bergues
do Merris
do Verquigneul

Note:- Blargies or Tachincourt engines should never be worked beyond an exchange sidings, but should return home first means.

Control

arrange accordingly

H. E. Cochran Ld

16.3.18



16.3.18.

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

To: Control.
-----Mine earth wagons.

The following is issued for your guidance, and attention please:

"Six rakes of "W.D" stock are being formed for the mine earth traffic from the Verquigneul area, in order that there may be a regular supply of return empties to properly maintain the service.

The under frames of these wagons are being painted red, and a "V" in white inside a red circle, is being painted on the sides of the wagons, thus: (V)

This is to obviate the transfer of the wagons to the stone and other similar services, when, due to conditions of distribution and unloading, the rakes are unavoidably broken up.

Will you please see that as far as possible the rakes are returned intact to the Verquignuel area, and in the event of ~~odd~~ red painted wagons getting detached, arrange that they are not loaded but are kept and returned to the Verquignuel area with the next rake of empties."

Harry Cockram Lt.
Actg. O.C. R.O.D. Bergues.



SECRET.

19.3.18.

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

To: *Control*TROOP MOVEMENT.

A Troop train will run as under on March 21st. from International Corner to Weiltje and return.

International Corner	dep.	9:00	o'clock.
Elverdinghe.....	pass.	9:20	"
Rugersburg.....	"	9:50	"
St. Jean.....	"	10:00	"
Weiltje.....	arr.	10:10	

Weiltje.....	dep.	13:00	"
St. Jean.....	pass.	13:10	"
Rugersburg.....	"	13:20	"
Elverdinghe.....	"	13:50	"
International Corner	arr.	14:10	"

Stock to consist of 17 covereds and 2 brakes to be taken out of reserve stock at Swiss Cottage.

Dosingham engine to work train from International Corner to Weiltje and to remain there for the return working.

Special attention to be given to the working of this train.

R. E. Brockman Lt.
Actg. O.C. R.O.D. Bergues.



RAILWAY OPERATING DIVISION-ROYAL ENGINEERS.STN. 481.Programme of Special Traffic - ^{20th} 19th. March, 1918.

 A special train conveying 34 trucks of Road Sleepers from Machine Gun Farm to Watou will run as under on 19th instant:-

Machine Gun Farm	dep	17.40
Poperinghe	arr	18.00
	dep	18.05
Proven	pass	18.50
Watou	arr	<u>19.00</u>

O.C.Poperinghe to provide stock and arrange power.
 Poperinghe engine will work through to Watou.

Borre,
 15.30., 18th, March, 1918.

 Acknowledge receipt by 'phone to Borre Control,
 thus:- STN. 481 received.

Sent to:- O.C.Poperinghe, O.C.Bergues, S.M.Proven, S.M.Vlamertinghe, Peselhoek W.
 Crombek Rd. Borre Control.



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

21.3.18.

To:

Troop Movement ex International Corner, 24th. and 25th. March '18.

Troop Movements will be carried out on the 24th. & 25th. inst. from International Corner; train will run to same table on each date: i.e.

24th. March 18.

International Cnr.	commence loading	19:00	23rd. instant
"	depart.....	1:30	24th. "
Bergues	arrive.....	2:35	" "
"	depart.....	3:25	" "

25th. March '18.

International Cnr.	commence loading	19:00	24th. instant
"	depart.....	1:30	25th. "
Bergues	arrive.....	2:35	" "
"	depart.....	3:25	" "

Stock to consist of 1 coach, 20 covereds, 10 flats, and 1 K.A.G. on each train. Trains to be marshalled at Bergues, with brake power on every third vehicle. Engine power to be provided by Loco Bergues.

Every attention to be given to the loading and despatching of trains as tabled.

R. E. Blackman Lt.
Actg. O.C. R.O.D. Bergues.



363

Secret

R.O.D.
BERGUES.

No.1 Canadian Railway Construction Battalion are moving from INTERNATIONAL CORNER to TARANTO on 23rd and 24th inst. The following stock will be required:-

2 trains of 1 coach, 24 covereds, 6 tombereaux

G.H.Q. have given as Marches H.T.3 on 24th and 25th ex BERGUES to LONGEAU forward by Marche H.V.4. 6 hours will be ^{necessary} ~~given~~ for entraining.

As this is a move to ITALY every three trucks must have a brake. Will you arrange please ?

Just train to have 1 K.K.T.

Traffic Office,
HAZEBROUCK AREA,
March 21st, 1918.

NGM WATSON
Lieut. for
A/A.D.R.T.

*Received per post
12/30 24/3/18*



22.3.18.

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

APPENDIX

To:

*Control Office*French Troop Trains will run as under, 23rd. March '18.
=====

Rexpeode	...	dep.	5:45 o'clock.	6:20.
Bergues	...	arr.	6:00 "	6:40
"	...	dep.	6:37 - "	7:40
Calais	...	arr.	8:16	

Stock to consist of one 1st. coach, 47 covereds and 2 brakes, and to be supplied by Bergues Control. This train will return as under:

Calais	...	dep.	9:43 o'clock.
Bergues	...	arr.	11:40 "
Rexpeode	...	arr.	12:10 "

4 loads

A second train to consist of one 1st. coach, 25 covereds and 2 brakes, and with exception of the coach will be supplied by the French, and will run as under:

4 flats.

Rexpeode	...	dep.	8:45 o'clock.	11:45
Bergues	...	arr.	9:00 "	12:15
"	...	dep.	9:37 - "	
Calais	...	arr.	11:16 "	

The coach will be provided by Bergues Control. The train will return as under:

Calais	...	dep.	13:03 o'clock
Bergues	...	arr.	14:50 "
Rexpeode	...	arr.	15:20 "

Special attention is to be given to the above trains to ensure punctuality.

French officers at Rexpeode required 18 flat wagons on first train

H. E. Lockman, Lt.
Actg. O.C. R.O.D. Bergues.

Informed that they could not be put on first train would be supplied on second train

N° 491

SECRET

DUNKERQUE LE 22 MARS 1918

TRANSPORTS TACTIQUES FRANCAIS

Le 23 Mars 1918, les transports tactiques français
suivant auront lieu :

1° REXPOEDE - CALAIS avec arrêt à Marck - I A, 40 M plus
7 M placés le 22 à midi à Rexpoede
Bergues dép. 6.37) A 179/Z 76
Marck 7.54 - 59 ()
Calais arr 8.21
Le matériel sera fourni par les W.

2° CALAIS - EXPOEDE - Même matériel moins les 7 M.
Embarquement à 9 h. 00
Calais dép. 9.43) Z 117/A 120
Bergues arr. 11.40)

3° REXPOEDE - CALAIS - I A, 25 M
Bergues dép. 9.37) A 215/Z 112
Calais arr. 11.16)
Dunkerque fournira les 25 M qu'il enverra suivant
marche A 52.

4° CALAIS - REXPOEDE - Même matériel plus 7 M placés le
22 à 12 h.
Embarquement 12 h. 30
Calais dép. 13.03) Z 157/A 158
Bergues arr. 14.50)

L'INSPECTEUR PRINCIPAL

WILLARD



(SECRET).

22.3.18.

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

To: *Control.*

Entrainment of troops from Proven and Rousbrugge. Route via Coudekerque, Calais, Boulogne etc. 23rd. 24th. March '18.

EX ROUSBRUGGE 23rd. MARCH '18.

	HT 4.	HT 7.	HT 10.	HT 13.	HT 16.	HT 19.	HT 22.
Commence Loading	0:00	3:07	6:07	9:07	12:07	15:07	18:07
Rousbrugge dep.	3:07	6:07	9:07	12:07	15:07	18:07	21:07
Bergues arr.	3:42	6:42	9:42	12:42	15:42	18:42	21:42
dep.	4:19	7:19	10:19	13:19	16:19	19:19	22:19
	3185	3386	3185	3586	3586	3185	3744

EX ROUSBRUGGE 24th. MARCH '18.

	HT 1.	HT 4.	HT 7.	HT 10.	HT 13.
Commence Loading	21:00	0:00	3:07	6:07	9:07
Rousbrugge dep.	0:07	3:07	6:07	9:07	12:07
Bergues arr.	0:42	3:42	6:42	9:42	12:42
dep.	1:19	4:19	7:19	10:19	13:19
	3516	3185	3586	3185	

EX PROVEN 23rd MARCH '18.

	HT 8.	HT 11.	HT 14.	HT 17.	HT 20.	HT 23.
Commence Loading	1:00	4:30	8:07	11:57	15:57	19:57
Proven dep.	3:57	7:45	11:57	15:57	19:57	23:57
Bergues arr.	4:42	8:32	12:42	16:42	20:42	24:42
dep.	5:19	9:09	13:19	17:19	21:19	25:19
	3744	3185	1354	1354	1354	1354

EX PROVEN 24th. MARCH '18.

	HT 2.	HT 5.	HT 8.	HT 11.	HT 14.
Commence Loading	31:57	0:57	3:57	6:57	9:57
Proven dep.	0:57	3:57	6:57	9:57	12:57
Bergues arr.	1:42	4:42	7:52	10:42	13:42
dep.	2:19	5:19	8:09	11:19	14:19
	1354	1354	1354	1354	

Stock will be provided by the Nord Cpy. Bergues engines to work trains from Bergues to Proven and Rousbrugge and return.

Nord engines to work trains from and to Exchange Sidings.

Special attention must be given to these trains to ensure punctuality and good working throughout.

*Who advised.**Control**Loco**Sgt. Proven**Sgt. Rousbrugge**C. S. M. Elliott**Sgt. Hall**Chef de Traction } Bergues Ex.**" } Gare**" } Foreman.*

H. L. L. L. L.
 Lt.
 Actg. C.O. R.O.D. Bergues.

* Empty in position at loading
 Stations

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S E C R E T

COURANT 810 bis.

APPENDIX

43

N° 489

36 trains - Densité 24/24

Embarquement à ROUSSBRUGGHE à partir du 23 mars 0 h.
 PROVEN -----d°----- 1 h.
 PESELHOCK -----d°----- 2 h.

1ère DESTINATION : MERICOURT

Acheminement via Bergues, Coudekerque, Bourbourg, Fontinettes
 pour les trains en provenance de Rousbrughe &
 de Proven.
 via Borre, St Omer, Fontinettes, Abbeville, pour les
 trains en provenance de Peselhoeck.

N° d'échelon nement	Gares d'em- barquement	Marches	Dates	Heures de départ		Observations
				Bergues	Borre	
I	Rousbrughe	HT 4	23/3	4.19		Tous les M.V.
2	Proven	HT 5		5.19		T.U. nécessaires
3	Peselhoeck	HT 6			5.53	au courant seront
4	Rousbrughe	HT 7		7.19		livrés aux Anglais
5	Proven	HT 8		8.09		à Borre pour Peselhoeck
6	Peselhoeck	HT 9			8.33	et à Bergues pour
7	Rousbrughe	HT 10		10.19		Rousbrughe & Borre
8	Proven	HT 11		11.19		DESTINATAIRES :
9	Peselhoeck	HT 12			11.53	
10	Rousbrughe	HT 13		13.19		MM.
11	Proven	HT 14		14.19		Guerber
12	Peselhoeck	HT 15			14.53	St Leloup
13	Rousbrughe	HT 16		16.19		Renault
14	Proven	HT 17		17.19		Géneau
15	Peselhoeck	HT 18			17.53	Garfunkel
16	Rousbrughe	HT 19		18.59		Daguisy
17	Proven	HT 20		20.19		Grellier
18	Peselhoeck	HT 21			20.53	Brissac
19	Rousbrughe	HT 22		22.19		Delatte
20	Proven	HT 23		23.19		Quelton
21	Peselhoeck	HT 24			23.53	Lamart
22	Rousbrughe	HT 1	24/3	1.19		Naepels
23	Proven	HT 2		2.19		Chef Dépôt B.Ech.
24	Peselhoeck	HT 3			2.53	Piot
25	Rousbrughe	HT 4		4.19		Labbe
26	Proven	HT 5		5.19		Major Word
27	Peselhoeck	HT 6			5.53	ROD Bergues Ech.
28	Rousbrughe	HT 7		7.19		Bergues Echange
29	Proven	HT 8		8.09		Bergues
30	Peselhoeck	HT 9			8.33	Dunkerque
31	Rousbrughe	HT 10		10.19		Loon
32	Proven	HT 11		11.19		Bourbourg
33	Peselhoeck	HT 12			11.53	Gravelines
34	Rousbrughe	HT 13		13.19		Pont d'Oye
35	Proven	HT 14		14.19		Marck
36	Peselhoeck	HT 15			14.53	Borre

Hazebrouck
 Ebblinghem
 St Omer
 Audruicq
 Pont d'Ardres

24

APPENDIX

SECRET.

R O D

 Bergues

I attach ... *1* copies of Entrainment Programme and Table "D" for the move of the 35th Division from Second Army to Fifth Army on March 23rd and 24th, 1918.

Please acknowledge receipt.

Traffic Office,
 HAZEBROUCK AREA,
 March 22nd, 1918.

J. Marvick
 Captain for
 A/A.D.R.T.

Copies to :

D.D.R.T.(F), G.H.Q.
 Second Army.
 Fifth Army
 A.D.G.T., Second Army
 A.D.G.T., Fifth Army.
 Traffic Albert.
 Traffic Arras Area
 11 Corps
 35th Division
 R.T.O. ROUSBRUGGE
 R.T.O. PROVEN
 R.T.O. PESELHOEK
 R.O.D. BERGUES
 R.O.D. BORRE
 D.A.D.R.T. TEN ELMS (for information)
 D.A.D.R.T. HAZEBROUCK (for information)
 Commission Regulatrice.

APPENDIX

MOVE OF 35th DIVISION.

From SECOND ARMY
Entraining Stations:

A. ROUSBRUGGE
B. PROVEN
C. PESELHOEK

To FIFTH ARMY
Detraining Stations:

A. MERIGOURT
B. EDGE HILL
C. CORBIE

Train Nos. by stations.			Serial Numbers	Date March	Marche	Time dep.	Due arrive at destination.		
A.	B.	C.					A.	B.	C.
1			3520. 25. 26. 27. 21a	23rd	HT. 4	3.15			
	2		3530. 35. 36 37. 31a	"	HT. 5	3.45			
		3	3510. 15. 16. 17. 11a	"	HT. 6	4.00			
4			3521.	"	HT. 7	6.15			
	5		3531.	"	HT. 8	6.45			
		6	3511.	"	HT. 9	7.00			
7			3522.	"	HT. 10	9.15			
	8		3532.	"	HT. 11	9.45			
		9	3512.	"	HT. 12	10.00			
10			3587. 22a.	"	HT. 13	12.15			
	11		3501. 05.	"	HT. 14	12.45			
		12	3513.	"	HT. 15	13.00			
13			3508. 90. 09a	"	HT. 16	15.15			
	14		3588. 32a. 09. 03.	"	HT. 17	15.45			
		15	3586. 75. 12a. 13a.	"	HT. 18	16.00			
16			3523a. 82. 77	"	HT. 19	18.15			
	17		3533a. 83. 78	"	HT. 20	18.45			
		18	3581. 76. 04a.	"	HT. 21	19.00			
19			3523.	"	HT. 22	21.15			
	20		3533.	"	HT. 23	21.45			
		21	3504.	"	HT. 24	22.00			
22			3560. 72.	24th	HT. 1	0.15			
	23		3554. 72d.	"	HT. 2	0.45			
		24	3540. 71.	"	HT. 3	1.00			
25			3551. 72a.	"	HT. 4	3.15			
	26		3502. 70. 75a	"	HT. 5	3.45			
		27	3541. 71a.	"	HT. 6	4.00			
28			3552. 72b.	"	HT. 7	6.15			
	29		3573a.	"	HT. 8	6.45			
		30	3542. 71b.	"	HT. 9	7.00			
31			3553. 72c.	"	HT. 10	9.15			
	32		3573b.	"	HT. 11	9.45			
		33	3543. 71c.	"	HT. 12	10.00			
		34	3544. 71d.	"	HT. 13	13.00			

Trains from ROUSBRUGGE and PROVEN run via BERGUES and

those from PESELHOEK via BORRE.

Traffic Office,
HAZEBROUCK AREA,
March 22nd, 1918.

H. Harris
Captain for
A/A.D.B.T.

APPENDIX

MOVE OF 35th DIVISION.

Table "D".

UNIT	Serial Numbers	DESCRIPTION
DIVISIONAL UNITS	3501	Divisional Headquarters
	3502	Headquarters R.A.
	3503	Headquarters R.E.
	3504	19th Northumbrian Fusiliers (Pioneers) less 1 Company, 1 Cooker and teams.
	3504a	1 Company, 1 Cooker and team of 19th Northumbrian Fusiliers (Pioneers)
	3505	H.Q. and No. 1 Section Signals.
	3508	"D" Company 35th Machine Gun Battn.
	3509	Divisional Employment Company.
	3509a	H.Q. 35th Machine Gun Battn.
104 INFANTRY BRIGADE	3510	Brigade Headquarters
	3511	17th Battn. Lancs. Fusiliers less 1 Company, 1 Cooker and teams.
	3511a	1 Company, 1 Cooker and Teams of 17th Battn. Lancs. Fusiliers.
	3512	18th Battn. Lancs. Fusiliers less 1 Company, 1 Cooker and Teams.
	3512a	1 Company, 1 Cooker and Teams of 18th Battn. Lancs. Fusiliers.
	3513	19th Battn. D.L.I. Less 1 Company, 1 Cooker and teams.
	3513a	1 Company, 1 Cooker and Teams of 19th Battn. D.L.I.
	3515	Brigade Signal Section.
	3516	"A" Company, 35th Machine Gun Battn.
	3517	Brigade Trench Mortar Batty. (Light)
105 INFANTRY BRIGADE	3520	Brigade Headquarters.
	3521	15th Battn. Cheshire Regt. less 1 Company, 1 Cooker and Teams
	3521a	1 Company, 1 Cooker and Teams of 15th Battn. Cheshire Regt.
	3522	15th Battn. Sherwood Foresters less 1 Company, 1 Cooker and Teams,
	3522a	1 Company, 1 Cooker and Teams of 15th Battn. Sherwood Foresters.
	3523	4th Battn. North Staffs. less 1 Company, 1 Cooker and Teams.
	3523a	1 Company, 1 Cooker and Teams of 4th Battn. North Staffs.
	3525	Brigade Signal Section.
	3526	"B" Company, 35th Machine Gun Battn.
	3527	Brigade Trench Mortar Batty. (Light)
106 INFANTRY BRIGADE	3530	Brigade Headquarters.
	3531	17th Battn. Royal Scots less 1 Company 1 Cooker and Teams
	3531a	1 Company, 1 Cooker and Teams of 17th Battn. Royal Scots.
	3532	12th Battn. H.L.I. Less 1 Company, 1 Cooker and Teams.
	3532a	1 Company, 1 Cooker & Teams of 12th H.L.I.
	3533	13th Bn. H.L.I. less 1 Coy. 1 Cooker & Tea
	3533a	1 Coy. 1 Cooker & Teams of 13th Bn. H.L.I.
	3535	Brigade Signal Section.
	3536	"C" Company 35th Machine Gun Battn.
	3537	Brigade Trench Mortar Batty (Light)

APPENDIX

APPENDIX

(2)

UNIT.	Serial Numbers	Description.
157th Brigade R.F.A.	3540 3541 3542 3543 3544	Brigade Headquarters. "A" Battery. "B" " "C" " "D" "
159th Brigade R.F.A.	3550 3551 3552 3553 3554	Brigade Headquarters. "A" Battery. "B" " "C" " "D" "
DIVISIONAL AMMUNITION COLUMN.	3570 3571 3571a 3571b 3571c 3571d 3572 3572a 3572b 3572c 3572d 3573a 3573b	Headquarters Div'l Ammn. Column. No. 1 Section D.A.C. less 4 G.S. Wagons, 16 Limbered Ammn. Wagons and Teams. 1 G.S. Wagon, 4 Limbered Ammn. Wagons and Teams of No. 1 Sect. D.A.C. - do - - do - - do - - do - - do - - do - No. 2 Section D.A.C. less 4 G.S. Wagons, 16 Limbered Ammn. Wagons and Teams. 1 G.S. Wagon, 4 Limbered Ammn. Wagons and Teams of No. 2 Sect. D.A.C. - do - - do - - do - - do - - do - - do - $\frac{1}{2}$ S.A.A. Section. $\frac{1}{2}$ S.A.A. Section.
DIVISIONAL TRAIN.	3575 3575a 3576 3577 3578	Headquarters Divisional Train. H.Q. Company DIVISIONAL Train. No. 2 Company Divisional Train. No. 3 " " " No. 4 " " "
DIVISIONAL ENGINEERS.	3581 3582 3583	203rd Field Company R.E. 204th Field Company R.E. 205th Field Company R.E.
MEDICAL UNITS.	3586 3587 3588	105th Field Ambulance. 106th Field Ambulance. 107th Field Ambulance.
VETERINARY UNITS.	3590	45th Mobile Veterinary Section.
TRENCH MORTAR BATTERIES.	3591 3592	"X" Trench Mortar Battery. "Y" Trench Mortar Battery.

Troop movements, 25th March 1918.

@@@@@@

Detrainment of troops and material will take place at Rousbrugge and Proven tomorrow the 25th inst as shown hereunder:-

ROUSBRUGGE.

		<u>T.64.</u>	<u>T.67.</u>	<u>T.70.</u>	<u>T.73.</u>
Bergues Exc.	arr.	3-42	6-42	9-42	12-42
" "	dept.	3-57	6-57	9-57	12-57
<i>Proven</i> Rousbrugge.	arr.	4- ⁴⁷ 31	7- ⁴⁷ 31	10- ⁴⁷ 31	13- ⁴⁷ 31

		<u>T.52.</u>	<u>T.55.</u>	<u>T.58.</u>
Bergues Exc.	arr.	15-32	18-42	21-42.
" "	dept.	15-47	18- ⁴⁷ 57	21-57.
<i>Proven</i> Rousbrugge	arr.	16- ³⁷ 21	19- ⁴⁷ 31	22- ⁴⁷ 31

PROVEN.

		<u>T.63.</u>	<u>T.66.</u>	<u>T.69.</u>	<u>T.72.</u>
Bergues Exc	arr.	2-42	5-42	8-32	11-42
" "	dept.	2-57	5-57	8-47	11-57
<i>Proven Rousbrugge</i>	arr.	3- ³¹ 47	6- ³¹ 47	9- ²¹ 37	12- ³¹ 47

		<u>T.51.</u>	<u>T.54.</u>	<u>T.57.</u>
Bergues Exc	arr.	14-32	17-42	20-42
" "	dept.	14-47	17-57	20-57
<i>Proven Rousbrugge</i>	arr.	15- ²¹ 37	18- ³¹ 47	21- ³¹ 47

Special attention is to be paid to the unloading of the troops and material and the empty troop trains returned to Bergues Exchange without delay as they are urgently required by the Nord Coy. Engine power will be provided by Bergues Control.

.....Lieut.
For O/C R.O.D. Bergues Exchange.

Control

In connection with the above inquiries are to be made from 1st on arrival at Bergues Exchange whether he knows road via St. Omer, Arras, etc. + Bergues.

25.3.18.

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

To:

Control OfficeMovement of 4th. C.C.S. ex Dosinghem, 26.3.18.
=====

The fourth C.C.S. and the Advanced Medical Stores will entrain at Dosinghem, 25th. instant as under:

HT 1

Dosinghem	dep.	... 23.11:43	25.3.18.
Proven	pass.	... 23.11:52	"
Bergues	arr.	... 0.12:42	26.3.18.
"	dep.	... 1.22	"

Stock to consist of 34 covered vans, 12 high sides, 1 flat, one 1st. class coach, and 2 brakes.

Engine power to be provided by Bergues Exchange.

Special attention is to be given to the working of this train.

Boulogne directed
to provide pilot for
Boulogne to Vecquem.
Actg. O.C. R.O.D. Bergues.
(Pl Wells) 16/55



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621

O. C.,
6th Aust. B.G.R.O. Coy.

HEADQUARTERS AUSTRALIAN RAILWAY COMPANIES.	
No.	3/6
Date	27/3/18

It has been decided for purposes of promotion that the Australian Railway Operating Companies should be divided into two sections, B.G.R.O. Coys. and L.R.O.C. The next regimental A.I.F. List will show them in this manner.

For your information.

B. H. Hancox Major.
C.O. Aust. Railway Coys.



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Control Bergues Sec

APPENDIX

RAILWAY OPERATING DIVISION - ROYAL ENGINEERS.

STN. 499.

Secret.

Courant No:-. Entrainment at Proven, Peselhoek, Hopoutre and Gaestre, 28th and 29th, March, 1918.

Date	Entraining Station			Borre		St. Pol	Marche
	Empties arr:		Train dep:	arr:	dep:	arr:	No:
28th. March	12.00	Gaestre	15.25	15.30	15.39	18.41	HT.66
	11.00	Proven	14.40	16.30	16.39	19.41	HT.67
	12.00	Hopoutre	15.50	16.35	16.44	19.46	HT.67bis
	13.00	Peselhoek	16.20	17.30	17.39	20.41	HT.68
	15.25	Gaestre	18.25	18.30	18.39	21.41	HT.69
	14.40	Proven	18.00	19.30	19.39	22.41	HT.70
	15.50	Hopoutre	18.50	19.35	19.44	22.46	HT.70bis
	16.20	Peselhoek	19.20	20.30	20.39	23.41	HT.71
	18.25	Gaestre	21.25	21.30	21.39	0.41	HT.72
	18.00	Proven	20.40	22.30	22.39	1.41	HT.73
	18.50	Hopoutre	21.50	22.35	22.44	1.46	HT.73bis
	19.20	Peselhoek	22.20	23.30	23.39	2.41	HT.74
	21.25	Gaestre	0.25	0.30	0.39	3.41	HT.51
	20.40	Proven	0.00	1.30	1.39	4.29	HT.52
	21.50	Hopoutre	0.50	1.35	1.44	4.34	HT.52bis
	22.20	Peselhoek	1.20	2.30	2.39	5.29	HT.53
	0.25	Gaestre	3.25	3.30	3.39	6.41	HT.54
	0.00	Proven	2.40	4.30	4.39	7.41	HT.55
	0.50	Hopoutre	3.50	4.35	4.44	7.46	HT.55bis
	1.20	Peselhoek	4.20	5.30	5.39	8.41	HT.56
	3.25	Gaestre	6.25	6.30	6.39	9.41	HT.57
	2.40	Proven	6.00	7.30	7.39	10.41	HT.58
	3.50	Hopoutre	6.50	7.35	7.44	10.46	HT.58bis
	4.20	Peselhoek	7.10	8.20	8.39	11.41	HT.59
	6.25	Gaestre	9.25	9.30	9.39	12.29	HT.60
	6.00	Proven	8.40	10.30	10.39	13.41	HT.61
	6.50	Hopoutre	9.50	10.35	10.44	13.46	HT.61bis
	7.10	Peselhoek	10.20	11.30	11.39	14.29	HT.62
	9.25	Gaestre	12.25	12.30	12.39	15.41	HT.63
	8.40	Proven	12.00	13.30	13.39	16.29	HT.64
	9.50	Hopoutre	12.50	13.35	13.44	16.34	HT.64bis
29th. March	10.20	Peselhoek	13.20	14.30	14.39	17.41	HT.65
	12.25	Gaestre	15.25	15.30	15.39	18.41	HT.66
	12.50	Hopoutre	15.45	16.30	16.39	19.41	HT.67
	13.20	Peselhoek	16.20	17.30	17.39	20.41	HT.68
	15.25	Gaestre	18.25	18.30	18.39	21.41	HT.69
	15.45	Hopoutre	18.45	19.30	19.39	22.41	HT.70
	18.25	Gaestre	21.25	21.30	21.39	0.41	HT.72
	18.45	Hopoutre	21.45	22.30	22.39	1.41	HT.73

Stock for Proven and Peselhoek will be worked up from Bergues by arrangements made by Bergues Control.

Stock for Gaestre and Hopoutre will be worked up from Borre by arrangements made by Borre Control.

All trains will leave Borre via the New Avoiding Line.

Borre Control to arrange to work trains from Proven and Peselhoek to Borre.

All trains will be worked from Borre to St. Pol by R.O.D. engines.

If Bergues have available any large class engines, these should be used to work through from Bergues with the empties, stand by the train, during loading, and work forward via Borre to St. Pol. Due notice to be given to Borre Control so that it will not be necessary to turn out the engines from Borre to the entraining point to work these trains.

Borre,
18.15. 27th. March, 1918.

Acknowledge receipt by 'phone to
Borre Control, thus:- STN. 499 received.

Sent to:- Inspecteur de l'Exploitation, Chef de Depot, Chef de Gare,
O.C. Bergues, O.C. Peselhoek, O.C. Poperinghe, O.C. Abeule,
O.C. Ligny, O.M. Morris, S.M. Hazebrouck, Y.M. Borre, S.M. Gaestre, S.M. God
S.M. Remy, S.M. Proven, Peselhoek West, Crombeke Rd., Train Reporters
Hazebrouck and Berguette, Borre Loco, Borre Control, A. M. M. M.

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N° 506

SECRET

DUNKERQUE LE 27 MARS 1918

Courant W C.D.

22 trains - Densité I6 x 24

Embarquement : Caestre II trains à partir du 28 mars à 12 h.
Hopoutre II trains à partir du 28 mars à 12 h.

DESTINATIONS : DOULLENS & MONDICOURT

Acheminement : via Borre, Bif. de Ballenden, Berguette, St Pol

N° d'ém chelon nement	Gares d'em barquement	Marches	Dates	Heures de départ de Borre	Observations
1	Caestre	HT 66	28/3	15.49	
2	Hopoutre	HT 67bis		16.59	
3	Caestre	HT 69		18.49	
4	Hopoutre	HT 70bis		19.59	
5	Caestre	HT 72		21.49	
6	Hopoutre	HT 73bis		22.59	
7	Caestre	HT 51	29/3	0.49	
8	Hopoutre	HT 52bis		1.49	
9	Caestre	HT 54		3.49	
10	Hopoutre	HT 55bis		4.49	
11	Caestre	HT 57		6.49	
12	Hopoutre	HT 58bis		7.59	
13	Caestre	HT 60		9.39	
14	Hopoutre	HT 61bis		11.19	
15	Caestre	HT 63		12.49	
16	Hopoutre	HT 64bis		13.49	
17	Caestre	HT 66		15.49	
18	Hopoutre	HT 67bis		16.59	
19	Caestre	HT 69		18.49	
20	Hopoutre	HT 70		19.49	
21	Caestre	HT 72		21.49	
22	Hopoutre	HT 73		22.49	

L'envoi des M.V. aux deux chantiers de Caestre et d'Hopoutre se fera via BORRE.

Après débarquement les M.V. seront retournes à Hazebrouck qui régulera au départ de la Bif. de Ballenden, suivant instructions qu'elle recevra.

L'INSPECTEUR PRINCIPAL
WILLARD

DESTINATAIRES :

(Les mêmes que ceux du Courant P.S. Note 505)



N° 505

SECRET

DUNKERQUE LE 27 MARS 1918

Courant W PS

I7 trains - Densité I6 x 24

Embarquements : Proven 8 trains à partir du 28 mars à 12 h.
 Peselhoeck 9 trains à partir du 28 mars à 13 h.

DESTINATIONS : SAVY & TINCQUES

Acheminement : via Borre, Bif. de Ballenden, Berguette

N° d'échelon nement	Gares d'embarquement	Marches	Dates	Heures de départ de Borre	Observations
I	Proven	HT 67	28/3	16.49	
2	Peselhoeck	HT 68		17.49	
3	Proven	HT 70		19.49	
4	Peselhoeck	HT 71		20.49	
5	Proven	HT 73		22.49	
6	Peselhoeck	HT 74		23.49	
7	Proven	HT 52	29/3	1.39	
8	Peselhoeck	HT 53		2.39	
9	Proven	HT 55		4.39	
10	Peselhoeck	HT 56		5.49	
11	Proven	HT 58		7.49	
12	Peselhoeck	HT 59		8.49	
13	Proven	HT 61		11.09	
14	Peselhoeck	HT 62		11.39	
15	Proven	HT 64		13.39	
16	Peselhoeck	HT 65		14.49	
17	Peselhoeck	HT 67		16.49	

L'envoi des M.V. aux deux chantiers de Proven et
 Peselhoeck se fera via BERGUES ECHANGE.

Après débarquement, les M.V. seront retournés à Hazebrouck
 qui réglera au départ de la Bif. de Ballenden suivant instruc-
 tions qu'elle recevra.

L'INSPECTEUR PRINCIPAL
 WILLARD

DESTINATAIRES :

MM. Guerber	Major Word
Ct Leloup	ROD Bergues E.
Abraham	Bergues Echange
Piot	Bergues
Renault	Dunkerque
Geneau	Esquelbecq
Garfunkel	Arneke
Bied Charreton	Cassel
Daguisy	Hazebrouck
Grellier	Borre
Brisson	
Delatte	
Quelton	
Lamart	
Naepels	
Chef dépôt B.E.	

APPENDIX

CHEMIN DE FER DU NORD.

DUNKERQUE. LE 28 MARS 1918.

SECRET.11^e INSPECTION PRINCIPALE

Courant W. C.D. (suite)

N^o 507

8 trains - Densité 16 x 24

Embarquement : Caestre 4 trains à partir du 29 Mars à 18 h.
Hopoutre 4 trains à partir du 29 Mars à 18 h.

DESTINATIONS : DOULIENS & MONDY-COURE.

Acheminement : via Borre, Bif. de Bâ lenden, Berguette, St-Fol

No d'ém- barquement	Gares d'em- barquement	Marches	Dates	Heures de départ de Borre	Observations
23	Gode	HT 51	30/3	0.49	
24	Hopoutre	HT 52		1.49	
25	Gode	HT 54		3.49	
26	Hopoutre	HT 55		4.49	
27	Gode	HT 57		6.49	
28	Hopoutre	HT 58		7.59	
29	Gode	HT 60		9.39	
30	Hopoutre	HT 61		11.19	

L'envoi des M.V. aux deux chantiers de Caestre et d'Hopoutre se fera via Borre.

L'INSPECTEUR PRINCIPAL,

VILLARD.

DESTINATAIRES.

M.M.	Guerber	Major Wörd
	St Leloup	ROD Bergues E.
	Abraham	Bergues-Echange
	Picot	Bergues
	Renault	Dunkerque
	Geneau	Esquelbecq
	Garfunkel	Arneke
	Bied Charreton	Caspol
	Daguiny	Hazebrouck
	Grellier	Borre
	Brisson	Thiennes
	Delatte	Steenbecques
	Quelton	Lamart
	Maepels	de Beaucheno
	Dunkerque	



N° 512

SECRET

DUNKERQUE LE 29 MARS 1918

Courant W 860

II trains - Densité I6 x 24

Embarquement : Proven 6 trains à partir du 3I mars à 6 h.
Peselhoeck 5 trains à partir du 3I mars à 6 h.

Destinations : SAVY & TINCQUES

Acheminement : via Borre, Bif. de Ballenden, Berguette

N° d'échelonement	Gares d'embarquement	Marches	Dates	Heures de Départ de Borre	Observations
I	Proven	HT 61	3I	II.09	
2	Peselhoeck	HT 62	MARS	II.39	
3	Proven	HT 64		13.39	
4	Peselhoeck	HT 65		14.49	
5	Proven	HT 67		16.49	
6	Peselhoeck	HT 68		17.49	
7	Proven	HT 70		19.49	
8	Peselhoeck	HT 71		20.49	
9	Proven	HT 73		22.49	
10	Peselhoeck	HT 74		23.49	
II	Proven	HT 52	Ier Avril	I.39	

L'alimentation du courant 860 sera assurée au moyen des matériels T.U. garés sur la ligne Hazebrouck - Proven et provenant des courants D.A. & C.G.

Après débarquement ces II matériels seront acheminés sur St Venant pour servir aux embarquements du courant 861.

L'INSPECTEUR PRINCIPAL

DESTINATAIRES :

WILLARD

mm; Guerber
Ct Leloup
Abraham
Renault
De Beauchêne
Geneau
Bied Charreton
Garfunkel
Daguisy
Brisson
Delatte
Lamart
Major Word
Hazebrouck
Borre
Steenbecque
Thiennes

C O P Y.

HEADQUARTERS,
AUSTRALIAN
RAILWAY COMPANIES.D. G. T.
28th March 1918.

G. H. Q.

To all Directorates.

No.
Date 29.3.18

The Field Marshal, Commanding in Chief, has desired me to express to all Units and all ranks of the Transportation Services his appreciation of the work done by them during the recent trying circumstances.

While all have done well, he desires to specially refer to the good work done by the Railway Traffic and Light Railway Directorates in the movements of troops, and to the Chief Engineer's Departments in the demolitions, made often at considerable risk in front of the enemy.

Sgd. S.D.A. Crookshank.

Brig. Gen.

D.G.T.

6th Aust. B.G.R.O.Coy.



391.

Reference my circular letter No: 391 dated 26.2.18.

On and from March 6th, 1918 new timings for the leave train services between the Front and CALAIS will be brought into operation.

The service between LUMBRES, DESVRES, SAMER and BOULOGNE remains unchanged.

LEAVE TRAIN "A" To and from CALAIS.

<u>To CALAIS. (P.W.)</u>			<u>From CALAIS. (W.P.)</u>		
ELVERDINGHE	Dept.	6.35	CALAIS	Dept.	15.10
INTERNATIONAL			WATTEN	Arr.	15.58
CORNIER	"	6.51	ST OMER.	Arr.	16.15
PROVEN	Arr.	7.05	"	Dept.	16.50
"	Dept.	7.13	CAESTRE	Arr.	18.04
POPERINGHE	Arr.	7.37	GODEWAERSVELDE	Arr.	18.24
"	Dept.	7.40	ABEELE	Arr.	18.34
ABEELE	Dept.	7.56	POPERINGHE	Arr.	18.50
GODEWAERSVELDE	Dept.	8.06	"	Dept.	18.59
CAESTRE	Dept.	8.26	PROVEN	Arr.	19.23
ST. OMER	Arr.	9.48	"	Dept.	19.30
"	Dept.	10.13	INTERNATIONAL	Dept.	19.44
WATTEN	Dept.	10.31	CORNIER		
CALAIS	Arr.	11.20	ELVERDINGHE	Arr.	20.00

LEAVE TRAIN "B" To and From CALAIS.

<u>(E.B.)</u>			<u>(S.A.)</u>		
<u>To CALAIS.</u>					
STEENWERCK	Dept.	15.41	VLAMERTINGHE	Dept.	14.55
BAILLEUL	Dept.	15.48	POPERINGHE	Dept.	15.11
STRAZELLE	Dept.	16.00	ABEELE	Dept.	15.26
HAZEBROUCK	Arr.	16.11	GODEWAERSVELDE	Dept.	15.36
			CAESTRE	Dept.	15.55
			HAZEBROUCK	Arr.	16.10
<u>(E.B.)</u>					
HAZEBROUCK	Dept.	16.23			
EBBLINGHEM	Dept.	16.46			
ST. OMER	Arr.	17.08			
"	Dept.	17.43			
WATTEN	Dept.	18.00			
AUDRUICQ	Dept.	18.20			
CALAIS	Arr.	18.50			

Contd. over :-

- 2 -

LEAVE TRAIN "B"

To and from CALAIS.

From CALAIS.

(B.E.)			
CALAIS.		Dept.	10.20
AUDRUICQ		Arr.	10.48
WATTEN		Arr.	11.08
St. OMER.		Arr.	11.25
"		Dept.	12.00
EBBLINGHEM		Arr.	12.29
HAZEBROUCK		Arr.	12.50
(B.E.)		(A.S.)	
HAZEBROUCK	Dept.	HAZEBROUCK	Dept.
STRAZELLE	Arr.	CAESTRE	Arr.
BAILLEUL	Arr.	GODEWAERSVELDE	Arr.
STENINWERCK	Arr.	ABBELE	Arr.
		POPERINGHE	Arr.
		"	Dept.
		VLAERTINGHE	Arr.

Traffic Office,

HAZEBROUCK AREA.

3rd March, 1918.

d. Cowen.
Lieut. Colonel,

A.D.R.T.

Copies to D.D.A.F. (F), G.H.Q.
 A.D.G.F., Fourth Army.
 A.D.G.F., First Army.
 A.D.R.T. (N), CALAIS.
 Traffic, BOULOGNE.
 D.A.D.S.A.F. and R.F.O's.
 O.C., R.O.D., BORRE.
 O.C., R.O.D., MERIS.
 O.C., R.O.D., BERGUES.

Fourth Army.
 First Army.
 Corps and Divisions.
 R.C.E's II and III.
 Administrative Commandant,
 Fourth Army Railheads.

RAILWAY OPERATING DIVISION - ROYAL ENGINEERS.

STN. 450.

TRAIN ARRANGEMENTS.

Commencing 5th. March, and cancelling the timings shown in STN.453, the Leave Train workings will be as follows:-

	arr:	dep:	arr:	dep:
Calais	-	10.20	-	15.10
Audruicq	10.48	10.50		
Watten	11.08	11.10	15.58	16.00
St. Omer	11.25	12.00	16.15	16.50
Ebblinghem	12.29	12.30		
Bif. de Vallon Cappel			17.32	
Hazebrouck	12.50"A"	13.00		
Borre	13.09"E"	13.11	17.55"E"	18.00
Caestre	13.14	13.16	18.04	18.06
Godewaersvelde	13.34	13.36	18.24	18.26
Abeele	13.44	13.46	18.34	18.36
Remy	13.50	13.51	18.40	18.41
Poperinghe	14.00	14.10	18.50	18.59
Vlamertinghe	14.25	-		
Crombeke Road			19.09	
Proven			19.23"E"	19.30
International Corner			19.44	19.46
Elverdinghe			20.00	-
Train No:	B.E.		W.P.	
Train No:	P.V.		E.B.	
	arr:	dep:	arr:	dep:
Elverdinghe	-	6.35		
International Corner	6.49	6.51		
Proven	7.05"E"	7.13		
Crombeke Road	7.27			
Vlamertinghe			-	14.55
Poperinghe	7.37	7.40	15.06	15.11
Remy	7.49	7.50	15.19	15.20
Abeele	7.54	7.56	15.24	15.26
Godewaersvelde	8.04	8.06	15.34	15.36
Caestre	8.24	8.26	15.54	15.55
Borre	8.30"E"	8.50	15.59 "E"	16.01
Hazebrouck			16.10 "B"	16.23
Bif. de Vallon Cappel	9.12			
Ebblinghem			16.44	16.46
St. Omer	9.48	10.13	17.08	17.43
Watten	10.29	10.31	17.58	18.00
Audruicq			18.18	18.20
Calais	11.20	-	18.50	-

NOTES:- "A" attach, "B" detach, Steenwerck portion. "E" change engines.

RCL.12 will run 20 mints. later ex
Mont des Cats in following timing:-

Mont des Cats	dep	15.40
Caestre	arr	16.05
	dep	16.15
Borre	arr	16.20
	dep	17.03

RBL.44 will run 10 mins. later ex
Mont des Cats in the following timing:-

Mont des Cats	dep	16.00
Borre	arr	16.30
	dep	16.53

Advanced Ambulance train will run as
formerly, i.e., 15.05 from Ypres.

No.2 Turn (first set) ENGINE WORKINGS. H.Y. Line.

Borre	dep	13.11
Vlamertinghe	arr	14.25
	dep	14.55
Borre	arr	15.59

then as formerly.

No.3 Turn (last set) will now be-

Proven	dep	7.13
Borre	arr	8.30

/continued overleaf.

APPENDIX

S.T.N.460 (continued).

383

Engine Workings - Nord.

With reference to STN.454, the Nord workings will now be as follows:-

<u>No. H.1.</u>	Borre	dep	8.50	(Train Arrives 8.30)
	Calais	arr	11.20	
		dep	15.10	Leave train.
	Borre	arr	17.55	

Via Avoiding Line in each direction.
For intermediate timings see first sheet of this notice.

<u>No. H.2.</u>	Borre	dep	13.01	Leave train
	Calais	arr	18.50	
		dep	10.20	next day.
	Borre	arr	13.09	

Via Hazebrouck in each direction.
For intermediate timings see sheet 1. of this notice.

Borre.,
16.00, 2nd. March, 1918.

Acknowledge receipt by 'phone to Borre Control, thus:-
STN. 460 received.

Sent to:- Inspecteur de l'Exploitation, Chef de Depot, Chef de Gare,
O.C. Bergues, O.C. International Corner, O.C. Poperinghe, O.C. Abbeele, O.
O.C. Calais, Y.M. Borre, S.M. Hazebrouck, S.M. Gaestre, S.M. Gode., S.M. Remy,
S.M. Vlanertinghe, Cronbeke Road, Peselhoek W., S.M. Proven, O.C. Peselhoek,
Borre Loco, Borre Control, ADRT.2.

Service Instructions

By
 Handed in at Office m. Received m.

TO Adm Berques

* Sender's Number. 670 Day of Month. 2nd In reply to Number. 550 AAA

Trains arranged for
 all ranks leave Elsdunghie
 6 hrs for Wieltje
 on 4/3 return train
 to be in position
 Wieltje 21 hrs 4/3
 and remain until all
 troops are entrained for
 Elsdunghie added 1st
 Div Q/ reptd all
 concerned

Badit
 Ten Elms

FROM
 PLACE & TIME

* This line should be erased if not required.
 (3966.) Wt. W528/M1970. 100,000 Pads. 5/17. H.W. & V., Ltd. (E. 1213.)

363

By
 Handed in at Office m. Received m.

TO Adm Berques

* Sender's Number. 18262 Day of Month. 3rd In reply to Number. 670 AAA

Refce my
 now increased to
 all ranks acc
 of departure as before

Daadt Ten Elms

FROM
 PLACE & TIME

* This line should be erased if not required.
 19629) Wt528/M1970. 300,000 Pads. 4/17. M.C. & Co., Ltd. (E1213.)

APPENDIX

61

1200
30

1200
30
400

363

Handed in at HK By Wm Office HK Received 11/19/41

TO ROD Berques

* Sender's Number.	Day of Month.	In reply to Number.	AAA
123	4		
Send AT 16 to load DOHNGHEM at 9.00 then Mendingham and Bardaghem and Evacuates Wimmerers added ROD Berques repld all concerned			
Traffic Hazebruck			
143924 Vandone			
Copy			
FROM			
PLACE & TIME			

* This line should be erased if not required.
19629) W1528/M1970. 300,000 Pads. 4/17. M.C. & Co., Ltd. (E1213).

Handed in at HK By Wm Office HK Received 11/19/41

TO ROD Berques

* Sender's Number.	Day of Month.	In reply to Number.	AAA
123	8		
Send AT 20 to load Dosinghem at 9.00 then Mendingham and Bardaghem and evacuates ^{Wimmerers} Staples added ROD Berques repld all concerned			
Traffic Hazebruck			
Hazebruck instructed Send to Wimmerers			
Copy			
FROM			
PLACE & TIME			

* This line should be erased if not required.
19629) W1528/M1970. 300,000 Pads. 4/17. M.C. & Co., Ltd. (E1213).

APPENDIX

363

62

363

APPENDIX

63

By.....
 Handed in at.....Office.....m. Received.....m.
 TO OC RO Bynes
 *Sender's Number. 78250 Day of Month. 8 In reply to Number. AAA
 Train accommodation arranged
 for 9th inst as
 follows. aaa 2000 all
 ranks leave Boesinghe at
 10.00 for Intnl Corner
 1750 all ranks leave
 Boesinghe at midnight 9th
 10th for Intnl Corner
aaa Repld all concerned
 See diary
 for correct
 information
 FROM DART
 PLACE & TIME Tenblom
 * This line should be erased if not required.
 19629) Wt528/M1970. 300,000 Pads. 4/17. M.C. & Co., Ltd. (E1213).

By.....
 Handed in at.....Office.....m. Received.....m.
 TO OC RO Bynes
 *Sender's Number. 78251 Day of Month. 8 In reply to Number. AAA
 Refce my 78250 the
 train for 2000 will
 run at 10 hrs
 on 10th not tomorrow
aaa The other train
 as stated aaa Repld
 all concerned
 Copy
 FROM DART
 PLACE & TIME Tenblom
 * This line should be erased if not required.
 19629) Wt528/M1970. 300,000 Pads. 4/17. M.C. & Co., Ltd. (E1213).

363

TO R.D. Bergues

* Sender's Number.	Day of Month.	In reply to Number.	AAA
<u>R280</u>	<u>8</u>		
<u>Assume time</u>	<u>9th March</u>		
<u>at 11 pm</u>	<u>clocks</u>		
<u>to put forward one</u>			

FROM R.D. Bergues
PLACE & TIME for

* This line should be erased if not required.
19629) Wt. 528/M1970. 300,000 Pads. 4/17. M.C. & Co., Ltd. (E1213).

Service Instructions

TO R.D. Bergues

By City

Handed in at City Office 11.10 m. Received 11.10 m.

* Sender's Number.	Day of Month.	In reply to Number.	AAA
<u>426</u>	<u>12th</u>		

Send AT 20 to load
Dunstable at 9.00 then
Mendips and Blandings and
Evacuation Wimmera addressed
R.D. Bergues reptd all
Concerned

Traffic Hazebrook Area
20.00

FROM copy
PLACE & TIME

* This line should be erased if not required.
(3366.) Wt. 528/M1970. 100,000 Pads. 5/17. H.W. & V., Ltd. (E. 1213.)

APPENDIX

363

To.....		From.....	
By.....		(Signature of "Franking Officer.") By.....	
TO	R O D Bergues		
Sender's Number.	Day of Month.	In reply to Number.	AAA
Send AT 20 to load Doyingham at 9-0 hrs. then Ellendingham and Bandageham AAA evacuates Wimeruse Addressed R O D Bergues Rept. all concerned			
From	Tfc Haybrick Area		
Place			
Time	20/00		
The above may be forwarded as now corrected. (Z)			
Censor.	Signature of Addressor or person authorised to telegraph in his name.		
* This line should be erased if not required.			
(18965.) Wt. W12952/M1294. 187,500 Pads. 1/17 M.C. & Co., Ltd. (E. 818.)			

erg 4/6

363

2721 16/05
2766
2766 16/05

363

APPENDIX

363

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

TO } *Red Berque*

Sender's Number.	Day of Month.	In reply to Number.	AAA
* <i>695</i>	<i>21-3-18</i>		

*Send A J 1 from
Blendique to load
Doxinghem at 8 o
then Mendinghem + Bandaghen
evacuates Wimmercaux*

*Doxinghem + loco advised
23/30*

From	
Place	
Time	

AKG

The above may be forwarded as now corrected. (Z)

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

* This line should be erased if not required.

(18965.) Wt. W12952/M1294. 187,500 Pads. 1/7. M.C. & Co., Ltd. (E. 818.)

Service Instructions

To

By

Handed in at

Office

Received

TO

* Sender's Number.

Day of Month.

In reply to Number.

AAA

Send at 1 from BLENDQUE
to load DOSINGHEM at
8.00 then MENDINGHEM and
BANDAGEHEM and Evacuates
WIMEREUX Added to drt
Stones reptd all concerned

Copy

FROM

PLACE & TIME

2fc Hazebrouck
10.00

* This line should be erased if not required.

(3366.) Wt. W528/M1970. 100,000 Pads. 5/17. H. W. & V., Ltd. (E. 1213.)

Service Instructions

To

By

Handed in at

Office

Received

TO

* Sender's Number.

Day of Month.

In reply to Number.

AAA

my wire 683 re
move of first GAZELLE
WOLF and move is
now postponed and added
all concerned

2fc Hazebrouck

Chief de Gare 11/30 am 23rd

Copy

FROM

PLACE & TIME

* This line should be erased if not required.

(3366.) Wt. W528/M1970. 100,000 Pads. 5/17. H. W. & V., Ltd. (E. 1213.)

363

APPENDIX

69

Service Instructions

10 of 2 adds
 Handed in at HK Office 6:25 p.m. Received 7:15 p.m.

TO

ROD Berques

* Sender's Number.

683

Day of Month.

21

In reply to Number.

AAA

Move of first SAZELLE WOLF
 on 23rd and 24th BOXLEY
 TO TARANTO (clear) aaa commence
 entraining each day 1800 Dep
 midnight forward from DARLINGTON by
Marche HT3 at 3:22 on
24th and 25th respectively aaa
Marche on PLM HV4 aaa
 each train consists 1 coach
24 covered 6 tombereaux and
 one KKT truck on first
 train for pile-driver aaa added
RTO International Corner DADRT Ten
Elms 1st Can. Rly Constr
Battn 2nd Corps repld ROD
Berques RTO Berques 2nd Army
"Q" Traffic GHQ

FROM

PLACE & TIME

Traffic Hazebrouch

* This line should be erased if not required.

(3966.) Wt. W525/M1970. 100,000 Pads. 5/17. H. W. & V., Ltd. (E. 1213.)

£ s. d.

From

At

Charges to collect

By

Service Instructions.

To

By

Handed in at HK

Office 4:50 p.m.Received 12:10 m.

TO

ROD Berques

* Sender's Number

792

Day of Month

23

In reply to Number

AAA

Send AT38 from Argues to
 load Railhack at 7:30 aaa
 evacuates Stomer aaa after evacuation
 send it to load Mendinghem
 soonest possible then Bandaghem aaa
 evacuates again at Stomer added
DADRT Stomer repld all concerned

Traffic Hazebrouch

Copy

FROM

PLACE & TIME

* This line should be erased if not required.

(B8970) Wt. w. 7493-M357 250,000 Pads. 10/16 H&S (E436.) Forms/C.2123/3.

APPENDIX

70

Charges to collect _____
 Service Instructions _____
 At _____ m.
 To _____
 By _____

Handed in at HK Office 0.40 m. Received 11.18/2 m.

TO ROD Berques

*Sender's Number 896 Day of Month 26 In reply to Number AAA

AT 26 from Blendacques loads
Manderghem at 10.00 then Bandaghem
aaa evacuates Spamer

Tfc Hazebranch

Copy

FROM _____
 PLACE & TIME _____

* This line should be erased if not required.
 (B8970) Wt. w. 7493-M857 250,000 Pads. 10/16 H&S (E436.) Forms/C.2123/3.

Charges to collect _____
 Service Instructions _____
 At _____ m.
 To _____
 By _____

Handed in at HK Office 1.55 m. Received 2.30 m.

TO ROD Berques

*Sender's Number 882 Day of Month 26 In reply to Number AAA

Amend my 881 entraining
times are now WINDERMEKE
11.30 and 12.30 WIMMERBEKE
13.00 trains leave DARLINGTON
14.55 HT66 15.55 HT67
18.05 HT69 Addon and
report recipients of 881

copy

FROM _____
 PLACE & TIME _____

* This line should be erased if not required.
 (B8970) Wt. w. 7493-M857 250,000 Pads. 10/16 H&S (E436.) Forms/C.2123/3.

363

APPENDIX

71

Charges to collect
Service Instructions.
From.....
By.....
At.....
To.....
By.....
Handed in at..... Office 12:50 p.m. Received 1:52 p.m.

TO

ROD Beynes

*Sender's Number

881

Day of Month

26

In reply to Number

AAA

More of one CANNET LENTIL
on 26 personnel train
commence to load WINDERMERE
8:45 and 9:45 Transport
train 8:30 at WINNEBEGE
Destination of Personnel train
EXNING and Transport train
MELTON Trains leave DARLINGTON
12:00 13:00 Personnel train
14:00 transport train
Added 2 Army 2 Cps
32 Gun Desert Tank Plns
Tfc Avernes repta Tfc fks
Rod Beynes

FROM

PLACE & TIME

Tfc Hylk

* This line should be erased if not required.

(B8970) Wt. w. 7493-M857 250,000 Pads. 10/16 H&S (E436.) Forms/C.2123/3.

Charges to collect
Service Instructions.
From.....
By.....
At.....
To.....
By.....
Handed in at..... Office 11:20 p.m. Received 12:30 p.m.

TO

ROD Beynes

*Sender's Number

971

Day of Month

25

In reply to Number

AAA

23rd OCELOT SNAKE
21 covered and one
flat beds at DARLINGTON
afternoon of 29th at time
to be arranged with RTO
and leaves on RSL 6 for
Eastington via Tavistock
aaa added Condit Dunkirk
RTO Beynes Repta Tfc Calais
Tfc Abbeville Rod Beynes

Abbeville

Calais

Copy

FROM

PLACE & TIME

Tfc Hylk

* This line should be erased if not required.

(B8970) Wt. w. 7493-M857 250,000 Pads. 10/16 H&S (E436.) Forms/C.2123/3.

APPENDIX

33

Charges to collect		From.....	At.....m.
Service Instructions. <i>Priority</i>		By.....	To.....
Handed in at <i>HR</i>		Office <i>10:35</i> am.	Received <i>11:06</i> am.
TO	<i>LOD Berques</i>		
*Sender's Number <i>9</i>	Day of Month <i>29</i>	In reply to Number	AAA
<i>Send</i>	<i>AT26</i>	<i>to</i>	<i>load MENDINGHAM</i>
<i>at</i>	<i>9:00</i>	<i>BANDAGEHEM and ARNEKE</i>	
<i>aaa</i>	<i>evacuates</i>	<i>at</i>	<i>CALAIS added</i>
<i>DAART</i>	<i>Stonzi</i>	<i>repld</i>	<i>all concerned</i>
<i>Traffic Hazebrouck</i>			
<i>Copy</i>			
FROM			
PLACE & TIME			

* This line should be erased if not required.
(B 8070) Wt. w. 7135—M357 250,000 Pads. 10/16 H&S (E436.) Forms/C.2123/3.