

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

Engineers

Item number: 14/8/12

Title: Headquarters 2nd Australian
Divisional Engineers

September 1917



AWM4-14/8/12

Confidential

Original



WAR DIARY

or

month of September 1917.

Sheet 1.

Army Form C. 2118

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

INTELLIGENCE SUMMARY

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
RENESCURE (NORD)	1st 5th		Nothing to record. C.R.E. received orders from Chief Engineer 1st Anzac to proceed to 2nd Corps H.Q. HOOGGRAAF, near YPRES, for purpose of meeting C.R.E. 25th British Division re holding the front there and to consult with C.E. and C.R.E. 1st Aust. Div. as to certain preparatory works required for operations in contemplation. Informed that a plank road had to be constructed around BELLEWAARDE LAKE in rear of BELLEWAARDE RIDGE, in order to facilitate movement of Heavy Artillery, immediately following an advance on the front.	None
YPRES.	7th		With C.E. 1st Anzac and C.R.E. 1st Aust. Div. made reconnaissance of road in early morning. In meantime 2 Companies of 2nd Pioneer Battalion ordered to proceed to this area for work. An advance party of officers from that unit arrived at KRUISSTRAAT about midday. They made reconnaissance of road in afternoon and started work on night 7th/8th. Night work considered advisable as road partially under observation and within easy gun-range of the enemy. Road to be single-way track of 3 inch beech slabs 10 feet long, laid on 4 longitudinal runners sunk flush in formation, nailed at each crossing with 6-inch nails. Formation to be 18 feet wide between ditches. Planks for road lorried up along MENIN Road to vicinity of BIRR Cross Roads at night. This road frequently shelled back as far as HELL FIRE CORNER.	None
	8th		C.R.E. with C.R.E. 1st Aust. Div. established H.Q. at KRUISSTRAAT (H.18.c.8.2. Sheet 28.) 5th and 7th Field Companies and remaining 2 Companies of the 2nd Pioneer Battalion arrived from RENESCURE, all quartered in vicinity of KRUISSTRAAT, the last at SWAN CHATEAU.	None
	10th		6th Field Company arrived from RENESCURE and quartered near KRUISSTRAAT. 5th Field Company employed under C.R.E. 1st Anzac Corps Troops, altering billets in DICKEBUSCH. 7th Field Company employed under C.R.E. Division improving track and establishing and building Divisional Quartermaster's store and Re-filling Points, also making forward shelter accommodation in YPRES.	None
	12th		C.R.E. with Major Harris and Captain Waddell made reconnaissance of forward area including front line trenches of WESTHOEK Ridge. Communication in area poor - one bad duckboard track from MENIN Road through CHATEAU Wood up to BELLEWAARDE Ridge; practically nothing else. Area bare of works necessary for preparation for further advance. Decided duckwalk track through CHATEAU Wood requires to be very much improved and extended to as near WESTHOEK as possible, and a second duckwalk track required if time permitted, from point on plank road under construction, where it bends round N. of BELLEWAARDE Lake, up to WESTHOEK Ridge. Divisional Ammunition dump with shelters required near junction of plank road with CAMBRIDGE Road, which runs off in a northerly direction from MENIN Road at BIRR CROSS Roads. Also R.A.P. required in each of 2 battalion sectors on WESTHOEK Ridge, and Advanced Collection station on BELLEWAARDE Road to be improved and accommodation increased. Brigade Ammunition dumps with protection to be established in rear of WESTHOEK Ridge.	None

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WAR DIARY

Sheet 2.

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or Headquarters, 2nd Aust. Divisional Engineers

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~~INTELLIGENCE SUMMARY~~

(Erase heading not required.) month of September 1917.

Place	Date Sep.	Hour	Summary of Events and Information	Remarks and references to Appendices
YPRES	12th		Battle dump of R.E. stores to be accumulated near Brigade Ammunition dumps. The carrying out of these works allotted to 6th Field Company.	} <i>Que</i>
	13th		100 infantry attached permanently to each Field Company for work.	
	15th		850 yards formation, 600 yards planking, of the plank road completed. 2 Companies of Pioneers only employed on this work hitherto. In order to speed up work Pioneers ordered to concentrate on formation only, until junction effected with formation being made by 1st Pioneers from the other end, and 7th Field Company made responsible for planking and for transporting necessary planks on to job. Chief difficulty regulating rate of progress is getting planks from where dumped on MENIN Road to where required on job. Planks dumped indiscriminately on MENIN Road between HELL FIRE CORNER and BIRR CROSS ROADS - transported to job by G.S. wagons. All this has to be done under frequent heavy shell fire. Before work started on road it was anticipated that, of the length of the road, approximately 2,500 yards, the 1st Division may be expected to complete about 1,500 yards, and this Division only 1,000 yards, the difference in progress anticipated being attributable to the fact that the formation through CHATEAU Wood followed the old road formation, which was in fairly good order and would not require very much work.	
	19th		Formation of road, as reported junction made with that of 1st Division at 1,370 yards from start. Planking had reached 984 yards to night of 18th. Work still slow owing to difficulty in keeping up supply of planks. Light Railway terminus alongside road but in spite of every effort we have not been able to obtain supply by railway, which would have immensely facilitated and expedited work. On night 19th 1,200 yards planking completed when work ceased. Owing to operations impending on early morning of 20th it is not anticipated that work can be continued. Still about 600 yards planking required to complete surface of soft formation up to CHATEAU Wood and then about 230 yards of old road formation through CHATEAU Wood which is fairly hard. It was hoped to have had this road completed by the 20th, which was the date fixed, this Division more than fulfilled the estimate of progress, but the 1st Division were much behind. Pioneers have up to date about 50 casualties on the job. Other preparatory works being carried out by 6th Field Company, in preparation for attack timed for morning of 20th, were, by dint of strenuous efforts on the part of Major Harris and the 6th Field Company, brought satisfactorily near completion. Divisional Ammunition dump completed. A moderate quantity of R.E. stores taken to battle dumps. Brigade ammunition dumps established. R.A.P. and Advanced Collecting post completed. Orders regarding dispositions for attack are incorporated with this diary. Dispositions of Engineers and Pioneers for the operations is in accordance with the General Staff Memorandum on the subject S.S. 145, inasmuch as the Field Companies and Pioneers are detailed entirely as Divisional Troops; Field Companies have permanently attached infantry.	<i>Que</i> Appendix A. <i>Que</i> 2

WAR DIARY


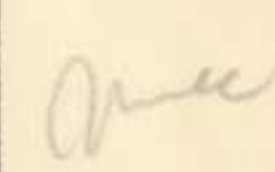
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INTELLIGENCE SUMMARY

(Erase heading not required.)

for month of September 1917.

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YPRES.	19th		They are not to be sent forward to carry out works until word has been received from the Brigade Commanders concerned, in the meantime being kept fairly well back where they will probably not be under heavy shell fire. They are detailed to specific jobs; and not in any case used in small details to go forward with attacking troops. Moreover, Pioneers are left in the hands of the C.R.E. for the purpose of improving communications, such as roads and tracks forward, as early as possible after the objectives have been taken.	 
	20th		<p>Operations entirely successful, all three objectives having been captured and held. Arrangements for using Engineers and Pioneers worked out very satisfactorily. In each case the works were completed, although the road connection from plank road up to WESTHOEK was only just passable to wheel traffic during the night 20th/21st owing to boggy nature of part of the ground which had to be crossed, and would have required much improvement for anything like heavy traffic. However, it satisfactorily opened up a route for pack transport.</p> <p>The system of having permanently attached infantry proved its value during the operations, as well as during the preparatory work. This system enormously increased the work amount of work which could be carried out by Field Companies. Infantry are capable of from 2 to 3 times as much work as the ordinary casual parties supplied daily; it is therefore an economical system since it requires less men to get work done, than would be required with the system of daily changing parties. It also results in less frequent applications for infantry assistance from Brigade Staffs for all and sundry works, often required at unexpected and inconvenient hours, and therefore tends towards smoother working and less tendency to irritation. All Field Company Commanders are unanimous in the opinion that this system is of the very greatest value and tends to very much higher effectiveness in the use of engineers.</p> <p>The system provided for during the operations of having an officer as Communicating centre at rear Brigade H.Q. proved very satisfactory. This officer could pass information backwards and forwards between C.R.E. and advanced Brigade headquarters, where Engineer liaison officers were attached; could also give parties, going up to work, further instructions as to what was required, and should a miscarriage of arrangements take place, was in a position to rectify any derangement quickly. The whole operations were so uniformly successful, and all arrangements worked so smoothly that the system was perhaps not put to so severe a test as would have been, had the objectives not been taken as anticipated, but it is thought that it is in just such circumstances, the non-fulfilment of the pre-arranged scheme, that the system of having the engineer parties held in reserve, and of having an intermediate station with an engineer officer, and also engineer officers with each advanced Brigade H.Q. would have proved most valuable, for it would have been possible under these circumstances to have made fresh dispositions of the engineer parties, to meet the altered circumstances, whereas when the engineer parties go forward with, or</p>	



WAR DIARY

Sheet 4.

Army Form C. 2118 80

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or 2nd Aust. Div. Engineer Headquarters.
INTELLIGENCE SUMMARY

(Erase heading not required.) month of September 1917.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
YPRES	20th		or	
	23rd		immediately following the assaulting troops, and the operations do not proceed as hoped for, it is impossible then to regain control of the engineer parties in order to alter the disposition. Field Companies and Pioneer Battalion of this Division relieved by those of the 4th Aust. Division. The disposition on relief by 4th Division:- Field Companies - one in reserve with a section at BUSSEBOOM on trench model, one on hutting and one with Corps Heavy Artillery. One Company of Pioneers attached to Corps Heavy Artillery.	Free
	24th		Pioneers had fully about 700 yards Light tramway from junction with the Light Railway near BELLEWAARDE Bend up towards WESTHOEK. This line was subsequently extended by the engineers of the 1st Aust. Division.	Free
	25th		3 Companies of the 2nd Pioneers started on completion of the BELLEWAARDE Circuit Road. Pioneers completed 250 yards of new planking and restored about 150 yards of formation.	
	26th		4th and 5th Australian Divisions made an attack and gained all their objectives, bringing their front line to the foot of BROODSEINDE Ridge. Chief Engineer very anxious that BELLEWAARDE Road be completed as early as possible. The rate at which planks can be got on the job is still the regulating factor. In order to expedite work and simplify the job for the Pioneers, Major Harris, 6th Field Company was given the duty of delivering planks to job; Pioneers only responsible for improving formation and putting down planks.	
	27th		On night 26th/27th the 7th Field Company were given orders to take in hand the section of road through CHATEAU Wood, about 230 yards long, and to work continuous shifts until complete. Pioneers given similar orders to complete their section up to CHATEAU Wood, by working continuously so far as supply of planks would allow. 7th Field Company reported completion of their section by 8 a.m., about 200 yards being planked and 30 yards metalled. (A very good effort) Pioneers at this time still had about 200 yards to complete and practically no supply of planks on job - they, however, finished during the afternoon. Information received that this Division, in next operation, would not be in same sector, but would take over the section between its original left boundary and the YPRES-ROULERS Railway, at present held by the 3rd British Division. This news rather disappointing after having done so much work in the area, more especially as in the new area practically nothing has been done. There are no roads at all, and practically no works worth the name. All communications required will have to be made in readiness for the next operations, which are expected to take place about the 3rd or 4th of October.	Free

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Sheet 5.

WAR DIARY

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or Headquarters, 2nd Aust. Divl. Engineers. INTELLIGENCE SUMMARY

(Erase heading not required.) month of September 1917.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
YPRES	28th		<p>C.R.E. called on C.R.E. 3rd British Division in YPRES to ascertain what work is in progress and what requires to be done.</p> <p>7th Field Company started work on Dry weather track from BELLEWAARDE Road towards SANS SOUCI running approximately up the centre of the new area. About 750 yards of practicable track made during the day. Commenced getting supplies of duckboards up to CAMBRIDGE Road in preparation for extending tracks into new area. One double duckboard track has to be constructed in each brigade sector.</p> <p>7th Field Company will be responsible for track in right sector, 6th Field Company for that in the left, and 5th Field Company responsible for getting up supplies of duckboards as far forward as possible. 20 G.S. wagons being detailed from the Divisional Train for work of transport.</p>	<p><i>[Handwritten signature]</i></p> <p><i>[Handwritten signature]</i></p>
	29th		<p>Work started on laying duckboard track, and improving existing track in left sector - CAMBRIDGE Road towards WESTHOEK Ridge; most of this latter was single duckboard track and in very bad condition.</p>	
	30th		<p>A bomb dropped during the day on a platoon of 2nd Pioneers causing 20 deaths.</p> <p>C.R.E. made reconnaissance in forward area. Work proceeding satisfactorily on duckboard tracks. Duckboards being transported by G.S. wagons during the night up to as far as SANS SOUCI.</p> <p>Aeroplane bomb, during last night, caused 9 casualties among Pioneers in their camp and 5 in 5th Field Company, also among horses and mules.</p> <p><i>[Handwritten signature]</i></p> <p>Lt. Colonel, C.R.E. Second Australian Division.</p> <p><i>[Circular stamp: 3rd ENGINEERING SECTION, 2nd AUSTRALIAN DIVISION, 1917]</i></p>	
<p>1875 Wt. W593/826 1,000,000 4/15 J.B.C. & A. A.D.S.S./Forms/C. 2118.</p> <p>57</p>				



C.H.E. Second Australian Division.

1st Colonel.

Handwritten signature

20th

2nd Brigade combined, also some police and other.
velocitous power, during last night, caused a considerable amount of trouble in the camp and in
discrepancies being complained of by G.A. machine during the night as to the same sound.
C.H.E. made considerable progress in the night. Work proceeded satisfactorily on the ground track.
A pump flooded during the day on a stream of the ground and the ground was covered so that
condition.

28th

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work started on the ground track, and the ground track was done in the night - ON BRIDGE
of the ground.

Work was done on the ground track. 30 G.A. machine being started from the ground track for work
the night, and 2nd Brigade combined was started for the night as to the ground track as to
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during the night as to the ground track. Work was done on the ground track as to the ground track
2nd Brigade combined started work on the ground track from the ground track as to the ground track
work was done in the night.

1st

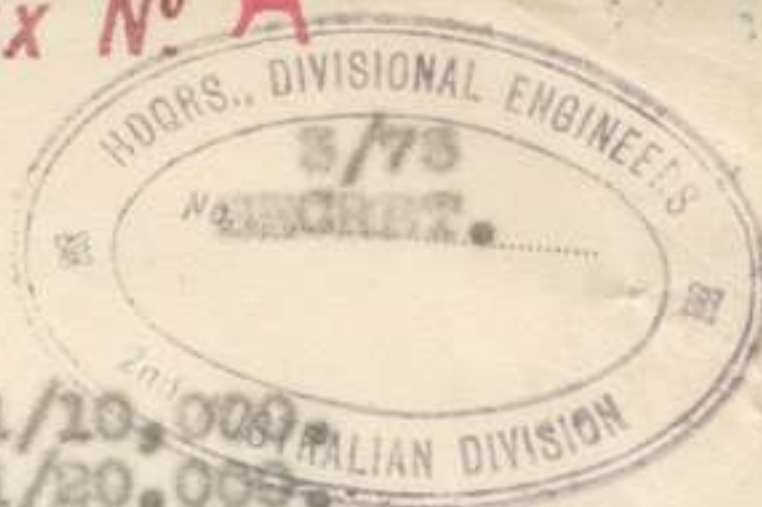
C.H.E. settled on C.H.E. 2nd Australian Division in 1st to be started with work in the night and

Page	Date	Hour	Summary of Events and Information	References to Remarks and
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will be prepared in manuscript
and the same should be prepared. This page
summarises the combined in 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th 101st 102nd 103rd 104th 105th 106th 107th 108th 109th 110th 111th 112th 113th 114th 115th 116th 117th 118th 119th 120th 121st 122nd 123rd 124th 125th 126th 127th 128th 129th 130th 131st 132nd 133rd 134th 135th 136th 137th 138th 139th 140th 141st 142nd 143rd 144th 145th 146th 147th 148th 149th 150th 151st 152nd 153rd 154th 155th 156th 157th 158th 159th 160th 161st 162nd 163rd 164th 165th 166th 167th 168th 169th 170th 171st 172nd 173rd 174th 175th 176th 177th 178th 179th 180th 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SECOND AUSTRALIAN DIVISION.Divisional Engineer Order No. 20.

Reference Maps: BECHLAERE Sheet 1/10,000.
Sheet 28. N.W. 1/20,000.



INFORMATION 1. (a) On the 28th instant the Second and Fifth Armies advanced their lines.

The front line now held runs approximately as shown on the attached map.

(b) On a day to be communicated later the Second Army is to continue its advance. The Fifth Army will co-operate.

The front of the Second Army has been extended to the North by the inclusion of the front of the one Corps. This front was taken over by Second ANZAC Corps on 28th instant.

INTENTION. 2. The next step in the operations is to be the establishment of the First ANZAC Corps on the line MOORDENDHOEK - BROODSEINDE, the Second ANZAC Corps continuing the line to ABRAHAM HEIGHTS.

The final Corps objective is shown in the attached map in BLUE.

TROOPS. 3. (a) On the front of the First ANZAC Corps the First Australian Division will attack on the right and the Second Australian Division on the left.

The Third Australian Division (Second ANZAC Corps) will be on the left of the Second Australian Division. Corps and inter-divisional boundaries are shown in BLACK on map.

(b) On the Second Australian Division front the attack will be made by the 6th and 7th Aust. Inf. Brigades, the 6th on the right and 7th Brigade on the left. Two battalions of each brigade will be detailed to attack the BLUE line.

The Second Aust. Inf. Brigade will be on the right of the 6th Aust. Inf. Brigade and the 11th Aust. Inf. Brigade will be on the left of 7th Aust. Inf. Brigade.

STAGES. 4. The operation will probably be effected in two stages, the first stage being the capture of the RED line shown on the map.

CO-OPERATION of ENGINEER UNITS. In these operations the 6th Field Company will co-operate with the 6th A.I. Brigade and the 7th Field Company with the 7th A.I. Brigade. 5th Field Company will be in reserve.

LOCATION of H.Q.	5. 2nd Aust. Div. Advanced H.Q.	YPRES Ramparts.
	6th A.I. Brigade " H.Q.	probably SANS BOUCI.
	7th A.I. Brigade " H.Q.	DW.26.c.1.3.
	6th & 7th A.I. Bde. Rear H.Q.	I.12.c.3.3.
	6th A.I. Brigade Hdqrs.	RAILWAY WOOD DUGOUTS.
	C.R.E. -----	Advanced Divl. H.Q.
	6th Field Company, A.E.	
	7th " " A.E.	
	8th " " A.E.	

WORKS 7. PREPARATORY. Two duckboard tracks are being laid, one for each brigade sector approximately as shown on map attached.

A dry weather track available for light wheel transport as shown on attached map.

Track for guns from main WESTHOEK-ZONNEBEKE Road from near J.3.c.2.9. to D.26.b.3.0. (Instructions received from C.E.)

Opening up main WESTHOEK-ZONNEBEKE Road from about ANZAC House as far forward as possible.

Provision of bridges over ALBANIA BEKE at crossing of WESTHOEK-ZONNEBEKE Road and of dry weather track.

80
WORKS
(Continued)

track.

7. Pushing forward essential R.S. stores to about J.2.a.7.6.

OPERATIONS.

- (a) After the capture of the 2nd objective Communication trenches are to be cut through the crest of the ridge between the 1st and 2nd objectives, one north of BROODSEINDE and one south. Approximate location shown on map.

These are required to permit troops to cross the ridge without being exposed on the skyline.

Field Company Commanders will arrange with their respective brigades for the construction of these as soon as the situation permits.

- (b) Strong Points: Instructions will be issued later if any strong points are required to be constructed.
- (c) Tracks suitable for pack-transport are to be opened up and marked as soon as possible one for each brigade sector. These should avoid the village of ZONNEBEKE.

Field Companies concerned will make necessary arrangements to get these through as early as possible. These tracks to connect to existing tracks at the most suitable points.

- (d) The main WESTHOEK-ZONNEBEKE Road is to be opened up as far forward as possible so as to be passable to light wheel traffic. As a first step it is to be made passable to pack animals and then for wheel traffic up to the Brick Kiln Yard junction D.27.b.2.2.. Thence a pack animal track is to be run round the south of the pond to join the ZONNEBEKE - BROODSEINDE Road N.E. of ZONNEBEKE.

Second only in priority to the above, the Road from the WESTHOEK-ZONNEBEKE Road at D.27.d.3.5. to D.27.a.6.2. is to be opened up for wheel traffic so as to connect up with dry weather track now being pushed up to the latter point.

The whole of the work detailed in this paragraph will be the duty of the 2nd Pioneer Battalion.

LIAISON.

8. Os.C. 8th and 7th Field Companies will detail liaison officers with their respective brigades at advanced Brigade H.Q.

O.C. 8th Field Company, Major REID will be located at 8th and 7th Brigades Rear Headquarters, Railway Wood and will act as a communicating centre.

Liaison Officers with 8th and 7th Brigades advanced H.Q. will pass messages back through Major REID.

Any parties moving up to commence work should report to the Engineer Liaison Officer at their respective advanced Brigade headquarters.

In the case of the 2nd Pioneers they should report to the Liaison Officer at 6th Brigade Advanced H.Q.

All parties returning after completion of work should similarly report and also to Major REID at rear Brigade H.Q.

LOCATION OF ENGINEER PARTIES, and PIONEERS.

9. Engineer parties required for operations will be located in the vicinity of I.12.central.

Pioneer Battalion will be located near Rifle Farm.

RUNNERS. Each Engineer Liaison Officer will have with him runners who know the whereabouts of Major REID and at Rear Headquarters and of their own Company Engineer parties.

Os.C. 8th and 7th Field Companies will detail runners, who know where to find their advanced Brigade headquarters, to be with Major REID.

O.C. 2nd Pioneer Battalion will detail runners, who know the location of the battalion, to be with Major REID.

O.C. 5th Field Company will detail runners to work between advanced Div. H.Q. and rear Brigade H.Q., and various Company H.Q.

O.C. 2nd Pioneers will detail runners ^{to beat} C.R.E's. disposal to work between advanced Div. H.Q. and the Battalion.

SENDING UP OF PARTIES FOR WORK: 10. Liaison Officers will arrange with respective Brigade Commanders when to send back for Engineer parties to go forward and will send out the necessary orders to parties.
Liaison Officer with 6th A.I. Brigade will send back to Major REID when Pioneers can be moved forward to commence work. Major REID will give the necessary instructions to the Pioneers to move up and report to Liaison Officer 6th Brigade Advanced H.Q. for final instructions.

REPORTS. 11. Reports of progress should be sent back to C.R.E. for information of G.O.C. as frequently as possible.

MAINTENANCE OF ROADS & TRACKS. 12. Field Companies will arrange to maintain duckboard tracks serving their own brigade sector.
2nd Pioneer Battalion will be responsible for keeping open the dry weather track back to WESTHOEK and that part of the WESTHOEK-ZONNEBEKE Road within the divisional area.
C.R.E. 4th Aust. Div. has been detailed by C.E. to maintain the dry weather track from the rear up to WESTHOEK Ridge.

RECONNAISSANCES. 13. Os.C. Field Companies will have reconnaissances made for wells in the vicinity of ZONNEBEKE and arrange to make any suitable ones made available when possible.

A C K N O W L E D G E.

McClintock

Lt. Colonel,
C.R.E. Second Australian Division.

DISTRIBUTION.

- 1 Chief Engineer 1st ANZAC.
- 2 "G" 2nd Aust. Div.
- 3 5th A.I. Brigade.
- 4 6th A.I. Brigade.
- 5 7th A.I. Brigade.
- 6 C.R.E. 1st Aust. Div.
- 7 O.C. 5th Field Coy.
- 8 O.C. 6th Field Coy.
- 9 O.C. 7th Field Coy.
- 10 G.O. 2nd Pioneer Bn.
- 11 File.
- 12 War Diary. ✓

SECOND AUSTRALIAN DIVISION.Addendum to Divisional Engineer Order No. 20.

October 2nd. 1917.

Para. 7.COMMUNICATION TRENCHES.

6th and 7th Aust. Inf. Brigades have been detailed to find the men necessary to dig the communication trenches in their respective brigade sectors.

Os.C. 6th and 7th Field Companies will therefore make arrangements direct with respective brigades regarding the construction of these trenches, and for taking over the necessary working parties.

STRONG POINTS.

Two Strong Points are required - one in each brigade sector. Each to accommodate one platoon. Location of that in the right brigade sector will be D.22.d.8.2. - garrison found by 6th A.I. Brigade. That in the left brigade sector at D.22.b.90.35. - garrison found by 7th A.I. Brigade.

Os.C. 6th and 7th Field Companies will make necessary arrangements with their brigades for taking over the respective garrisons, and, so far as possible to give them some preliminary instruction beforehand.

The necessary Engineer and carrying parties for above strong points will be found by the 6th and 7th Field Companies.

At ZERO hour the above garrisons and engineer parties will be assembled ready at BELLEWAARDE FARM.

LOCATION
OF H.Q.

6th Field Company, A.E.	H.Q.	I.14.b.5.8.	} Sheet 28.
7th Field Company, A.E.	"	I.14.a.4.5.	
5th Field Company, A.E.	"	H.21.b.2.8.	

McCarthy

Lt. Colonel,
C.R.E. Second Australian Division.

Distribution as for D.E. Order No. 20.

Warran
SECOND AUSTRALIAN DIVISIONAL ENGINEERS.

Appendix

11

WORKS HAND OVER



5th Field Company (Left Brigade Sector).

- (1) Responsible for maintenance of duckboard track from BELLEWAARDE CIRCUIT ROAD to WESTHOEK RIDGE.
- (2) Repairing SMITH Road, from WESTHOEK towards ANZAC. This will be a very important road, work by night only as it is under observation. Require at least 200 men nightly. Reported passable to Artillery on morning of 22nd as far as HANEBEEK. More work being done night 22nd/23rd. Will require a lot of work to make good for wet weather.
- (3) Pushing forward R.E. Stores required by Brigades.
- (4) Reconnaissance Concrete dugouts.
- (5) Reconnaissance old German tramways to ascertain condition and material available for salvage.
- (6) Communication trench from WESTHOEK forward. Not much done owing to lack of labour.

7th Field Company (Right Brigade Sector).

- (1) Communication Trench WESTHOEK forward - nearing completion - duckwalks laid across worst sections of ground.
- (2) Maintenance duckwalk track from near HOOGE towards WESTHOEK.
- (3) Commenced formations for light tramway on morning of 23rd. from behind WESTHOEK forward.
- (4) Dry weather track.
- (5) Reconnaissances of concrete dugouts and old tramways. Miscellaneous works for Brigades.

6th Field Company (In reserve).

- (1) Widening RIFLE FARM Track sufficient for horse transport.
- (2) Work at KRUISSTRAAT Dump - making latrines, notice boards, box culverts etc.
- (3) Miscellaneous jobs.

2nd Pioneer Battalion.

- (1) Constructing road from BELLEWAARDE Bend to WESTHOEK. Very important to get this advanced as rapidly as possible. At present it is possible to get wheeled transport through while weather is fine. Only earth formation at present. Propose to prepare for planking and light tramway. Tramway material being pushed forward to near BELLEWAARDE Bend.

*Amended
C.R. 7/46*

DUMPS.

KRUISSTRAAT DUMP H.18.d.2.2. is ~~new~~ most forward organised dump. Controlled by Lieut BURNELL, 2nd Div. Engineers. He arranges for forwarding R.E. Stores by lorry and G.S. wagon. He will remain unless otherwise desired by incoming divisions. A quantity of R.E. Stores have been dumped along the MENIN Road between HELLFIRE CORNER and HOOGE. There is a considerable amount of 9 lb tramway track stacked between HOOGE and BIRR CROSS Roads. There is also a fair amount of beech planking and fascine along the road.

ACTON DUMP H.22.a.2.6. Only used for local requirements.

TRANSPORT.

Lieut BURNELL arranges with C.E. for M.T. and G.S. wagons as required. Guides should always be provided to pick up transport at KRUISSTRAAT Dump.

M.T. can get up to HOOGE.

G.S. wagons to BELLEWAARDE bend, and with light loads along earth road now being formed to WESTHOEK and thence to HANEBEEK at night.

GENERAL

Field Coys should if possible be located forward of YPRES FOR forward work. Will have to arrange for improvised accommodation mostly.

Great deal of work required improving communications and pushing forward supply of R.E. Stores and tools as near front line as possible.

Said to be a good deal of sniping forward of WESTHOEK in daylight.

Shelling frequent between WESTHOEK and BELLEWAARDE, also CHATEAU WOOD and back of BELLEWAARDE Ridge.

MENIN ROAD also shelled a good deal from HELLFIRE CORNER to HOOGE.

Wm. Corbett

22/9/17.

Lt-Colonel,
C.R.M.E. Second Australian Division.