

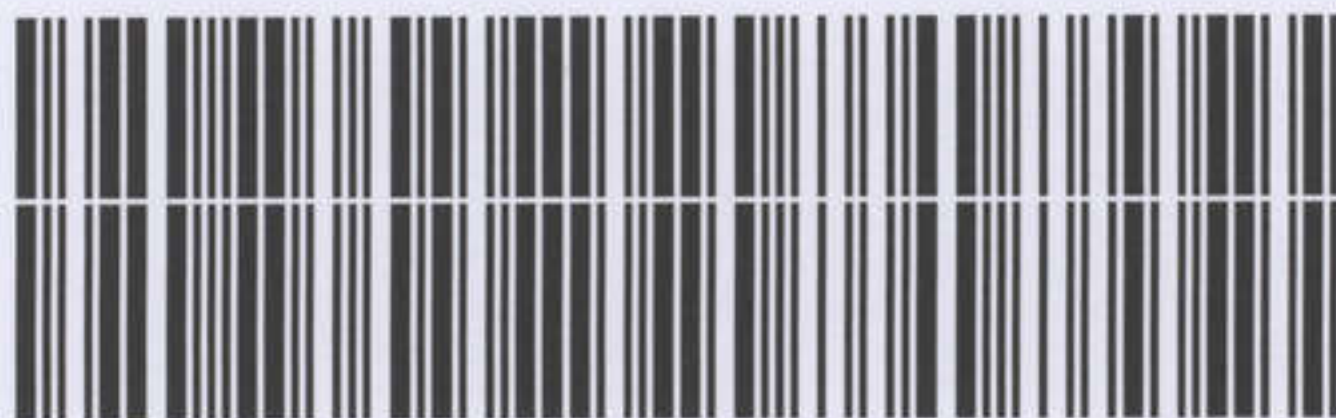
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Railways

Item number: 15/6/18

Title: 5th Australian Broad Gauge Railway
Operating Company

April-May 1919



AWM4-15/6/18

362

5th Aust B.G.R.O. Coy WAR DIARY
 or
Original INTELLIGENCE SUMMARY.
 (Erase heading not required.)

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

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Conchil le Temple.	March 22nd April 30th	22nd th.	<p>Repatriation & Demobilisation Medical Parade.</p> <p>On Wednesday the 22nd. inst. a Medical Parade was held at 10 o'clock. The company was formed up in Platoons outside the Recreation Marquee which was used as a examination room. Each man when called upon was required to give his height, age, colour of hair, and complexion was also noted and entered on Form 536 Repatriation & Demobilisation. He then passed through into another part of the marquee where a Medical Officer (from the Aust. Corps School, Rue) was in attendance. He was required to give particulars (if any) of wounds, injuries and sickness brought about by "Military Service". At 3.30 on the 22nd, Colonel Paget accompanied by Major McMichael arrived to tender on behalf of Major General Cruickshanks his thanks and appreciation of the excellent work performed by this Company. The Company was lined up and a letter conveying the thanks of General Cruickshanks was read by Colonel Paget. Colonel Paget dealt mainly with the excellent work performed by all concerned and wished all a safe return to Australia</p> <p>General Cruickshanks letter of thanks to the members of the 5th. Aust.B.G. R.O.Company.</p> <p>Major Morgan, Officers, N.C.O'S and Men of the 5th. Australian, B.G.R.O.Coy.</p> <p>" On bidding you farewell on the occasion of your return to Australia, it is with a feeling of pride and gratitude that I recall the services that your Company have rendered to me in assuring the all important rail transportation for the Armies in the field. At a most critical stage in the war when the supplies of the Armys' were of vital importance to our forces in their death struggle with the enemy, the personnel of your Company enabled us by assisting our French Allies to successfully ensure the provision of motor power for the Allied Armies and materially assist in bringing about the victorious conclusion of the war. Whether on the long distance main line service or in the forward areas, your work has been equally satisfactory and your devotion to duty in spite of the most arduous and sometimes exhausting conditions has never failed me. You take back with you a record of which you may well be proud, and it is with great pleasure and keen appreciation that I take this opportunity of thanking you for your services. I wish you a happy and successful resumption of your peaceful occupation from which the war has temporarily taken you away.</p> <p>April 20th. 1919. (Signed) S.C. Cruickshank, M.G., D.G.T.</p>	

A70921. Wt. W12839/M1297 750,000. 1/17. D. D & L., Ltd. Forms/C2118/14.

WAR DIARY

Army Form C. 2118.

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or
INTELLIGENCE SUMMARY.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	<p>April 30th & May, 1919.</p>		<p>On the 25th April the Company entrained for Le Havre. The train comprised 28 vans, conveying the personnel of 5th & 6th Railway Companies, departing from Conchil-le-Temple at 10 a.m., arriving at destination at 11 p.m. the same day. During the journey gifts donated by Australian Comforts Funds were distributed to the troops. The night was spent in the vans, and early the next morning the Companies marched to the Australian Base Depot, a distance of approximately 6 kilometres. During the day the troops passed through the cleansing room. Clean underclothes were exchanged, and khakis disinfected; at the same time a medical examination was conducted; the men finally passing through the bath. A general parade was order at 6 p.m. and the Railway troops comprising the 42 Quota were marched to the camp allotted where troops awaiting transport to U.K. are located. The Quota embarked on the steamer "St George" at 2p.m., sailing two hours later on June 1st ^{May}. Motor lorries supplied the transport to the wharf. Whilst at Le Havre the weather with the exception of two fine days, ^{was} very wet; a cold wind combined with the mud making the stay unpleasant. Concerts and stunts were the order of the day. The run across the channel was a much faster trip than our previous one; due no doubt to the fact that we were not compelled to take a zig-zag course such as was necessary in May, 1917 when enemy submarines were very active. Beyond a slightly choppy sea, the voyage was a comfortable one. Dropping the anchor in the sound at Southampton at 23-0 hours; moving up to the Quay at sunrise the next morning, and disembarked without any delay. The troops were marched to the entraining shed, where refreshments were provided by the Navy & Army Canteen Board. Whilst waiting for the train the 5th Company's string band struck up some popular airs. Before boarding the train each man was provided with a bag of rations containing pastry which proved quite a luxury in these "hard times". A fast run was made to Codford which was reached about mid-day; and the troops moved off on the three miles march to the camp allotted, which much to the surprise of all concerned was under canvas. The thoughts of having to sleep on damp ground, together with the fact that plenty of empty huts existed close by, caused the men to adopt an attitude which is not considered in strict accord with military discipline. However, Major General Rosenthal's tactful talk, and sportmanslike manner, soon overcame all difficulties. For the next few days the men were busy with medical inspections, inoculation, clothing exchanges, etc., and the necessary preliminaries for going on furlough, which was to be the final one in U.K. Leave for the Quota commenced on May 9th and terminated on May 22nd. The weather right throughout the 14 days was perfect and the men were unanimous that the leave was spent under the happiest conditions.</p>	

A7092). Wt. W12839/M1297 750,000. 1/17. D. D. & L., Ltd. Forms/C2118/14.

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WAR DIARY
or
INTELLIGENCE SUMMARY.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	May, 1919.		<p>The return special train for Godford left Paddington Station at 7-15 p.m. on 22nd instant, the platform being crowded with relatives and friends of the men. On arrival at camp passes were collected and huts allotted; the Quota having been transferred to No. 6 Camp. The six Railway Companies were disbanded for the purposes of administration, and formed into four Companies according to the Military Districts in which the men enlisted. The main body of the 5th, which was mainly Western Australian became "D" Company., comprising three Officer and 142 N.C.S. men, with Captain Leslie late of the 3rd Light Railway Company in command. A muster parade ordered on the morning of the 23rd proved a satisfactory attendance, the roll call disclosing absentees to the number of 12, the majority of whom reported during the day. Since furlough Lieutenant Hall Educational Officer for the Quota, has been busily engaged in arranging non-military and industrial employment under the A.I.F. Educational Scheme, some 15 men availing themselves of the opportunities. Lectures are being held daily and classes on Railway Technical subjects, Motor Engineering, and Arithmetic have been formed; whilst others are in course of preparation, so that when embarkation takes place everything will be in working order.</p>	

CONSUMPTION

LOCO - STORES

ENGINES ONLY

5TH
AUSTRALIAN B.G.
RLY. O. COY.

SCALE
20
10



COAL - TONS

LUBRICATING OIL
GALLONS



2
CONSUMPTION - LOCO STORES ENGINES ONLY

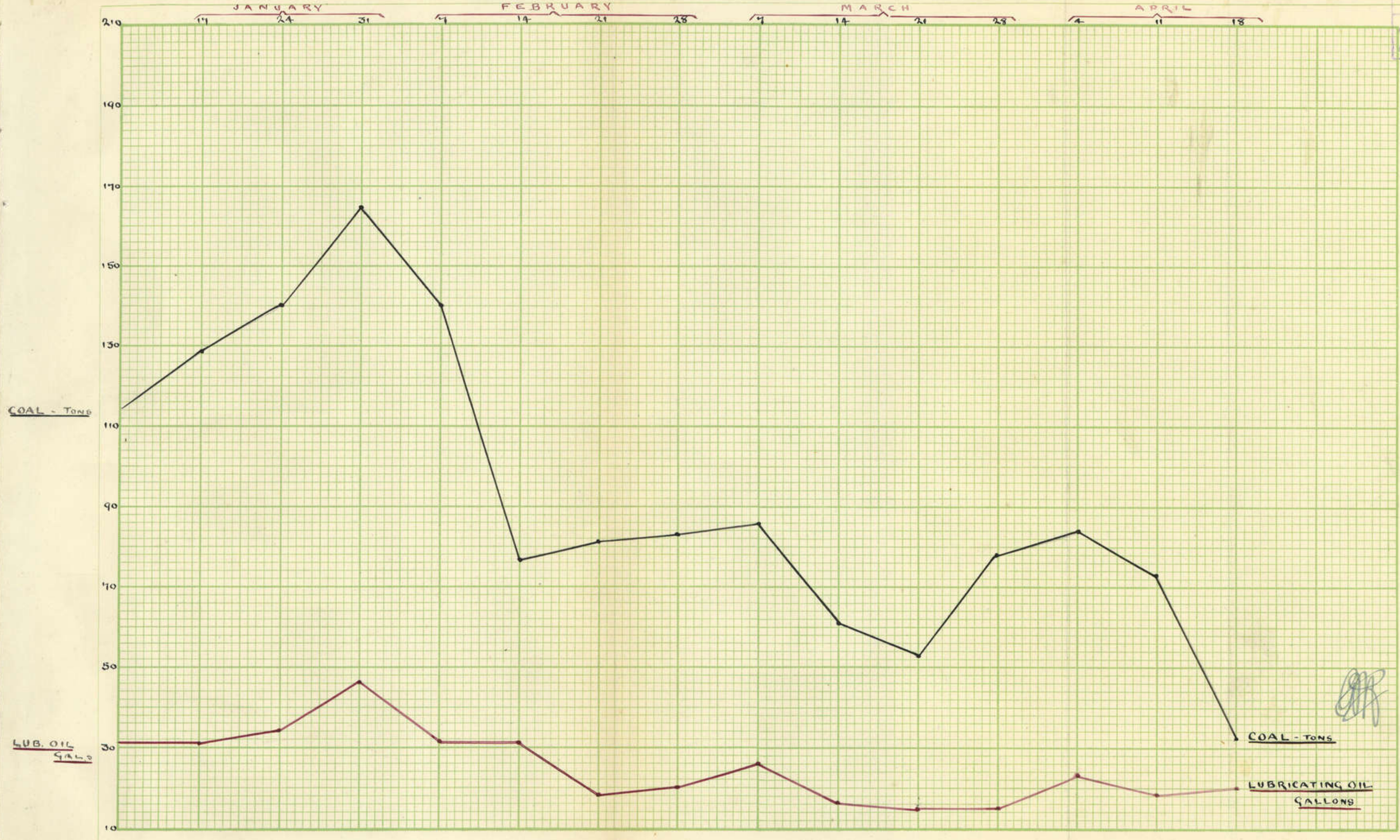
5 TH
AUSTRALIAN R.G.
RLY. D. 907.
No
Date



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CONSUMPTION - LOCO STORES ENGINES ONLY

5 TO
AUSTRALIAN B.O.
REV. U. 001
No
Date



TOTAL LOADED WAGON KILOMETRES

5TH
AUSTRALIAN B.G.
RLY. O. COY.

SCALE
3000
to
□



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2
TOTAL LOADED WAGON KILOMETRES

5TH
AUSTRALIAN B.G.
REV. O. COY.
No
Date



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TOTAL LOADED WAGON KILOMETRES

5 TH AUSTRALIAN B.B. RLY. O. COY.

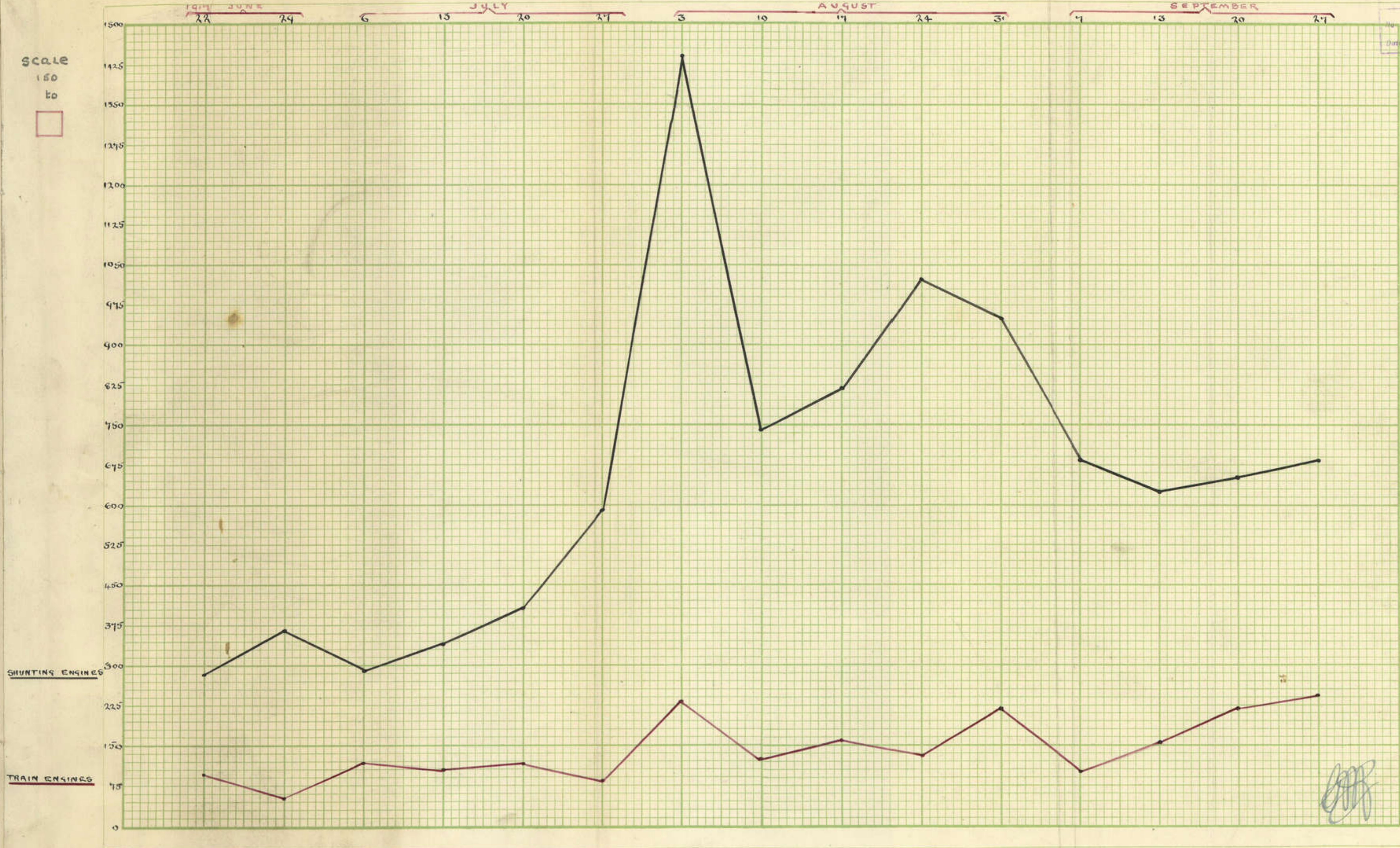


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ENGINE HOURS

5TH
AUSTRALIAN B.G.
RLY. O. COY.

SCALE
150
to
□



ENGINE ² HOURS

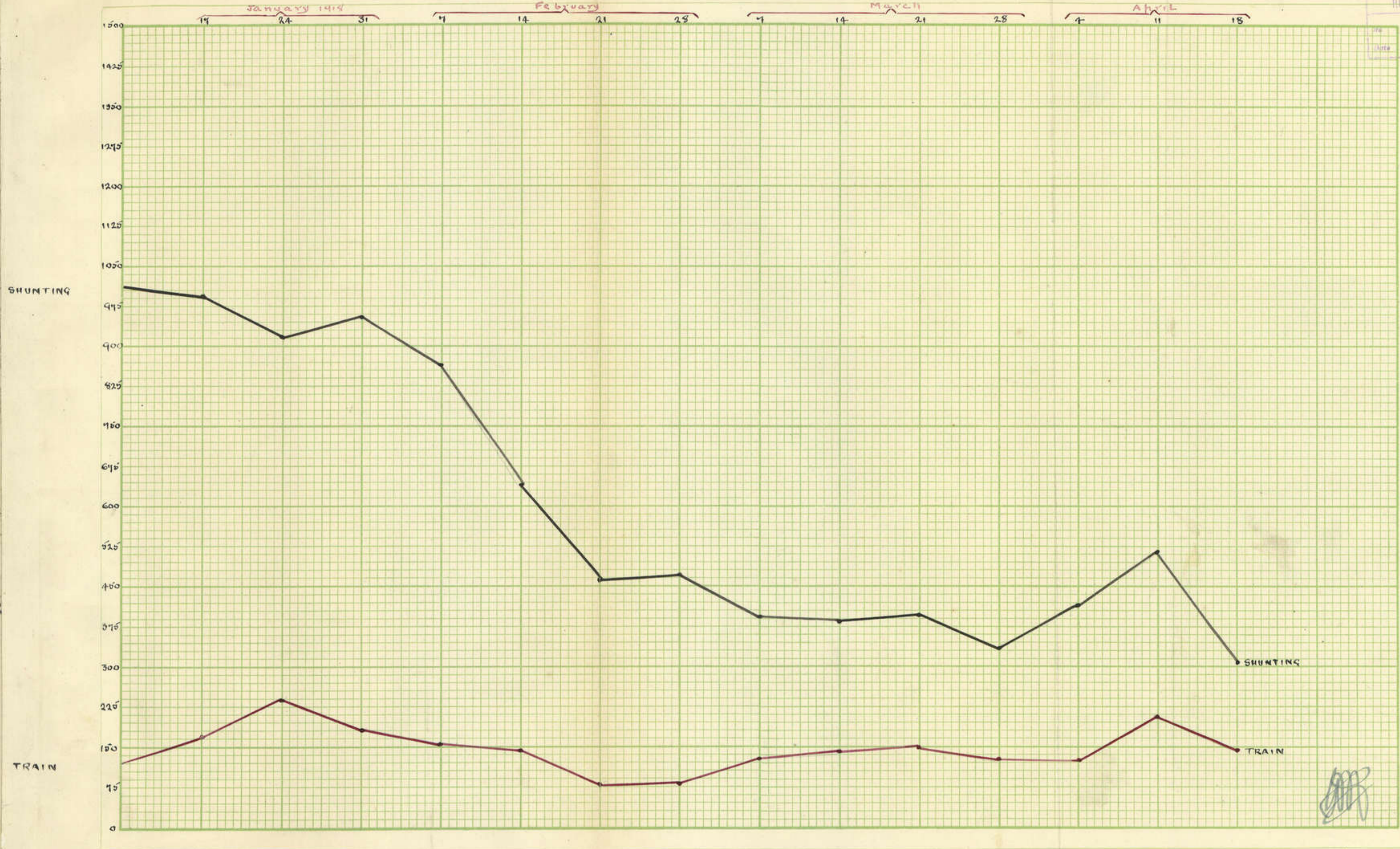
5TH
AUSTRALIAN D.R.
REV. O. COY.



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3 ENGINE HOURS

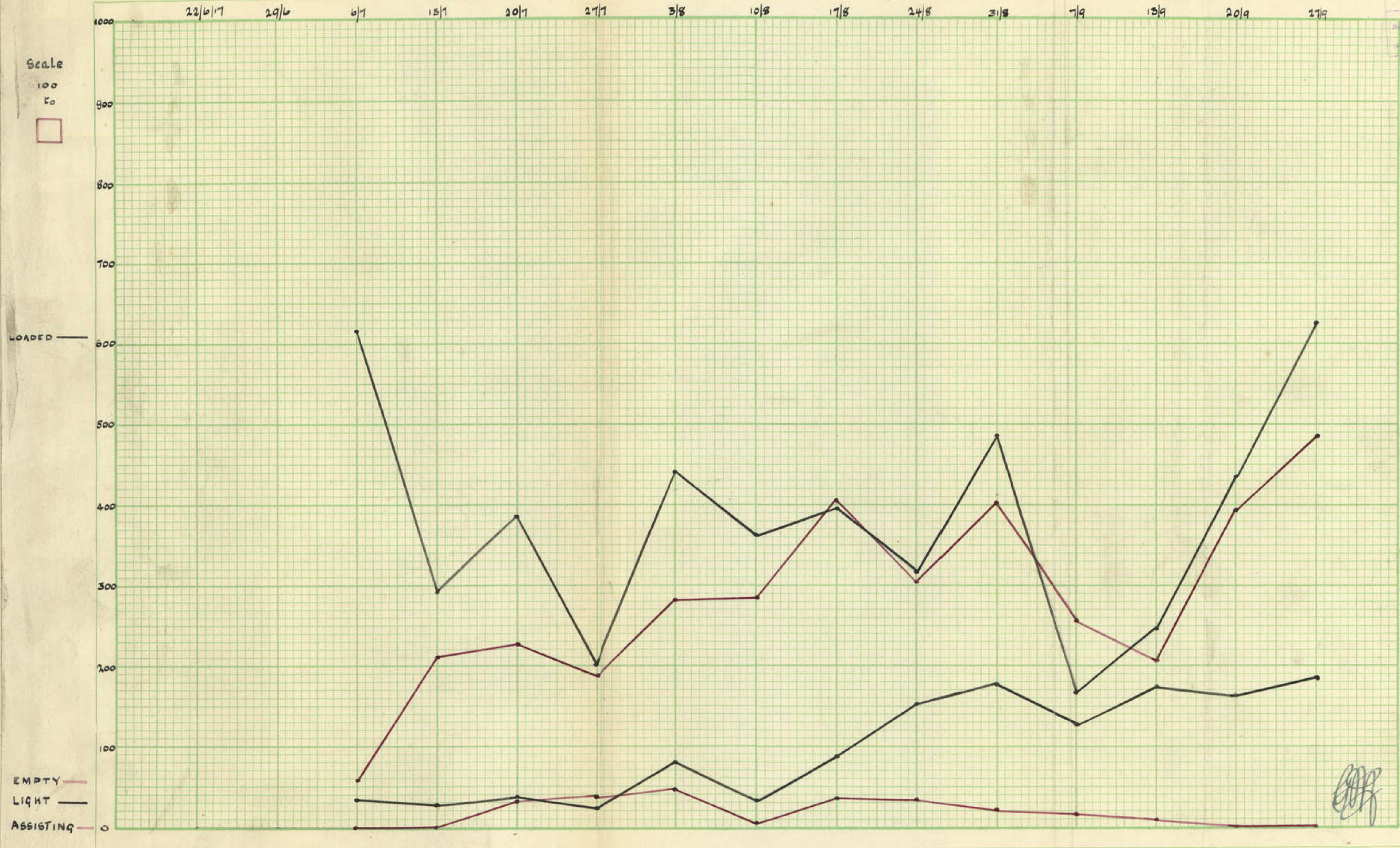
5TH
AUSTRALIAN B.G.
REX. O. COY.



ENGINE KILOMETRES

LOADED - EMPTY - LIGHT - ASSISTING.

5th
AUSTRALIAN I.D.
PLV. D. 007.

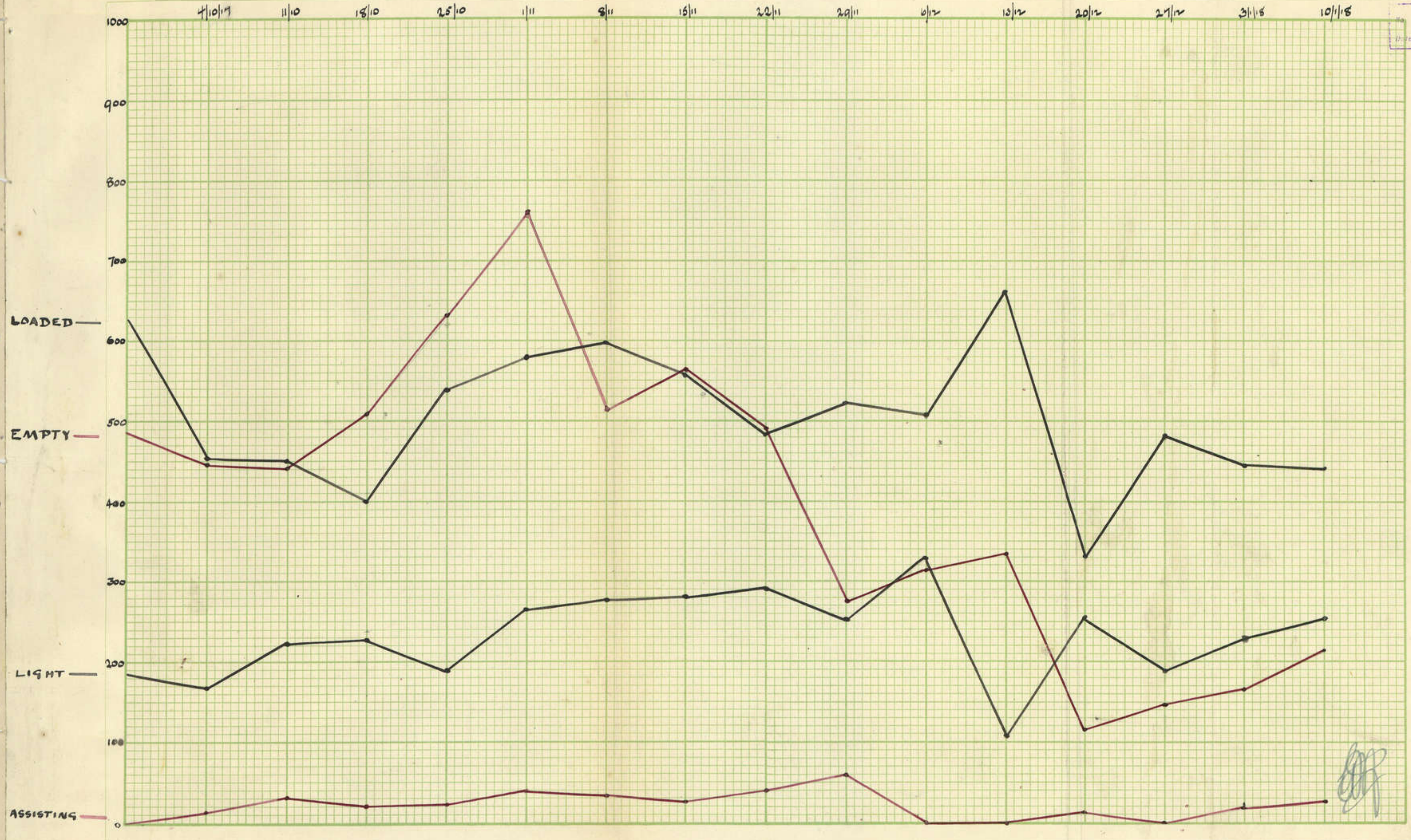


MIDLAND LINE, PESELHOEK-STJULIEN, BELGIUM.

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2
ENGINE KILOMETRES

5 TH
AUSTRALIAN B.G.
LIEUT. O. COY.

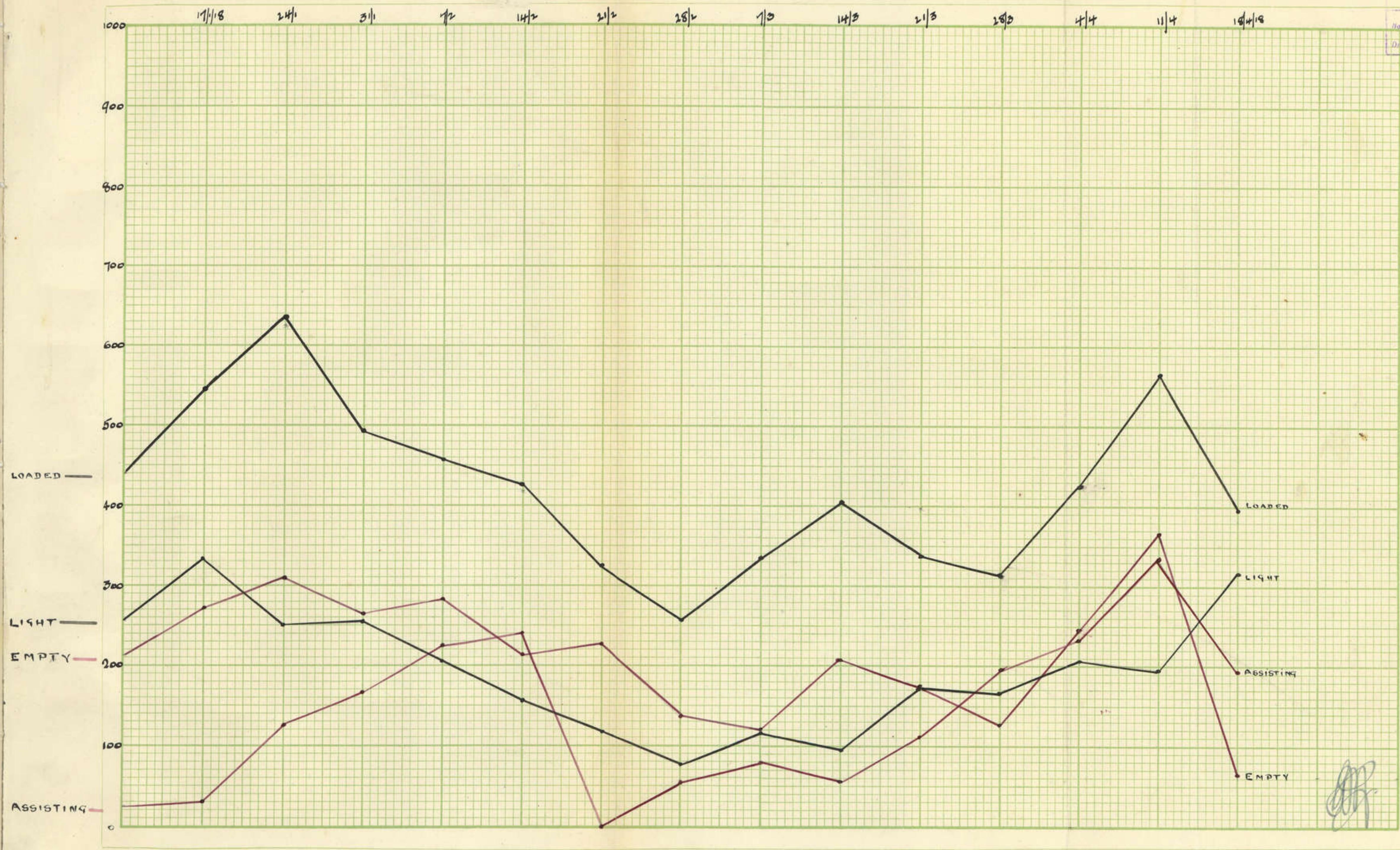


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ENGINE ³ KILOMETRES

5TH
AUSTRALIAN B.G.
R.L.Y. O. COY.

No. _____
Date _____



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TRAFFIC STATISTICS - LOADED WAGONS

5 TH AUSTRALIAN B.G.
REV. O. GOV.

Scale
200
to
[]

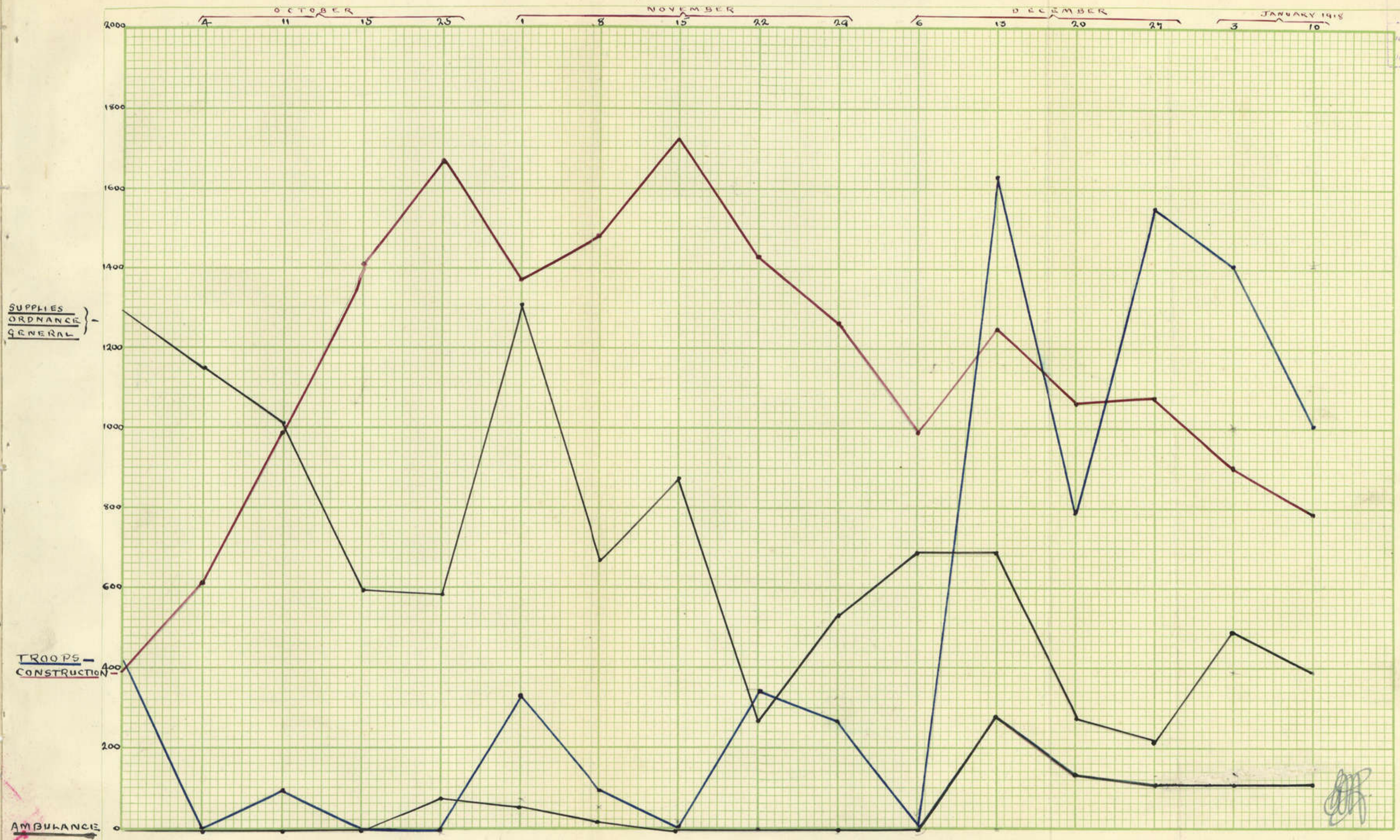


CONSTRUCTION *
 SUPPLIES ORDNANCE GENERAL *
 TROOPS *
 * MAINLY AMMUNITION
 * SAND-STONE-MINE BATH

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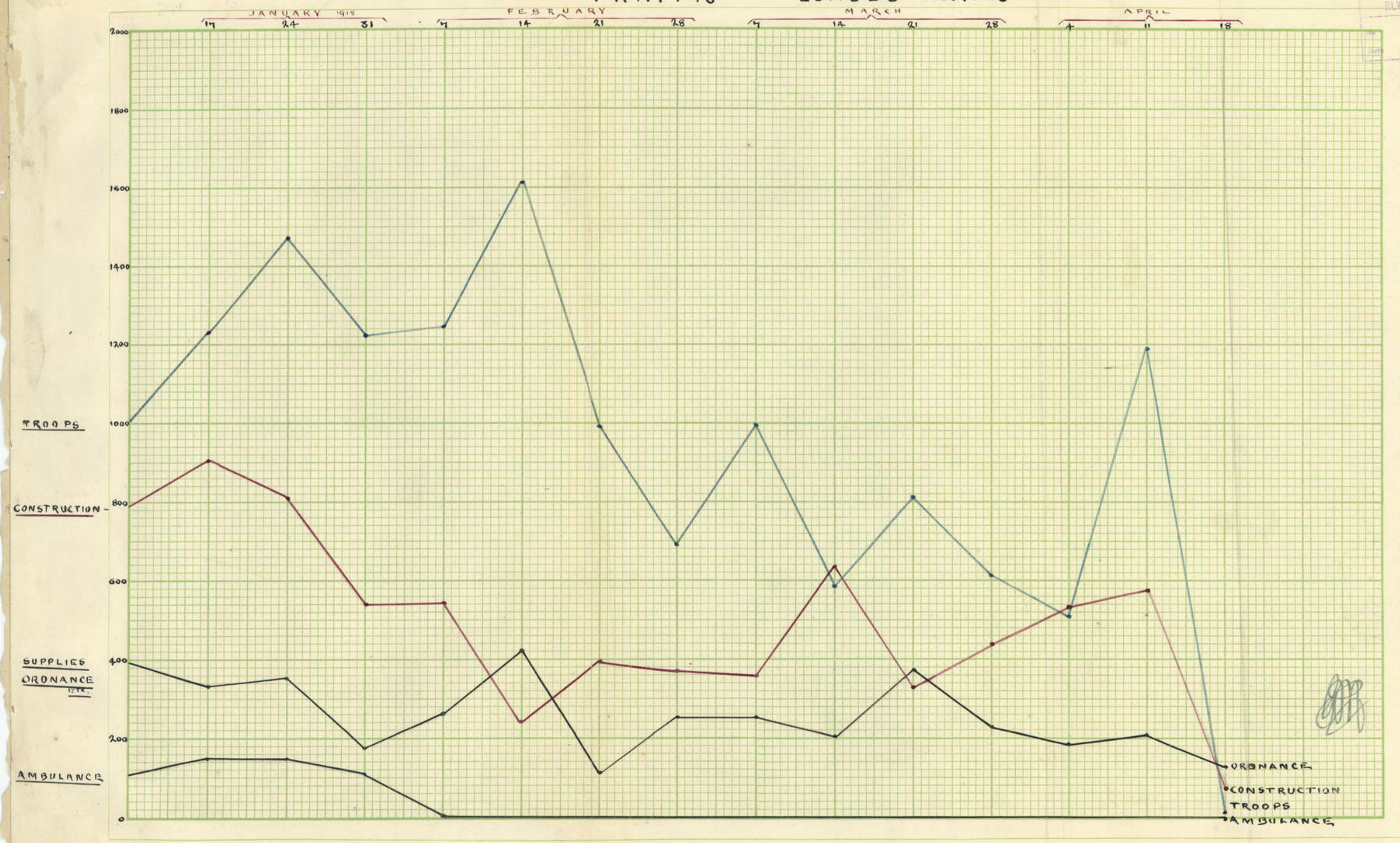
TRAFFIC - LOADED WAGONS

5TH
AUSTRALIAN B.G.
RELY. O. COV.



TRAFFIC - LOADED WAGONS

6TH
AUSTRALIAN B.B.
PL. O. GOV.



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