

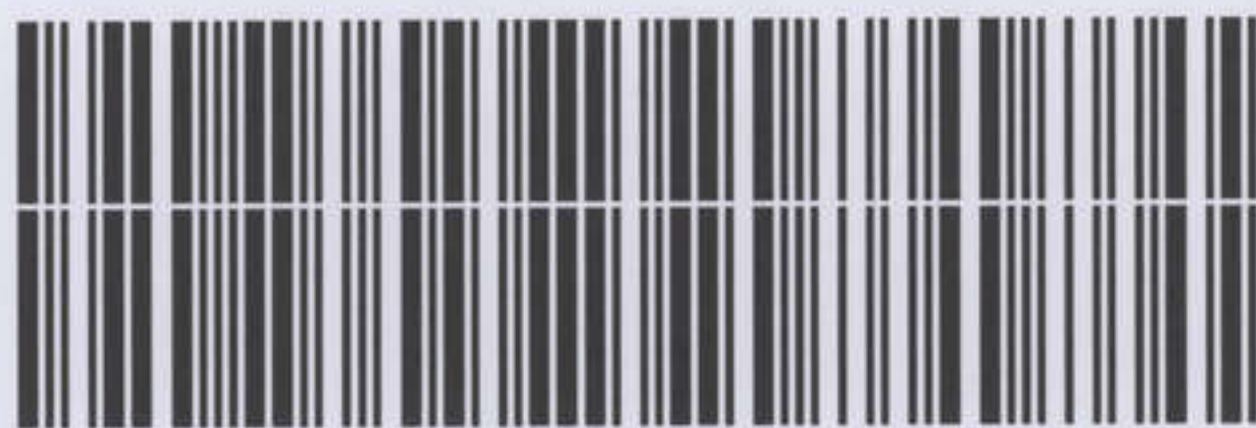
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Railways

Item number: 15/6/9

Title: 5th Australian Broad Gauge Railway
Operating Company

July 1918



AWM4-15/6/9

18,000-12/1 -8723

CONFIDENTIAL.

ORIGINAL.
~~DUPLICATE.~~
~~TRIPPLICATE.~~

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

362

Australian Imperial Force.

WAR DIARY

OF

5th Aust. B.G. Rly. Co. Co.

FOR

July 1918

Signature of Officer compiling

Signature of Officer Commanding *[Signature]*

5 TH
 AUSTRALIAN ARMY Form C. 2118.
 MIL. D. COY.
 No.
 Date

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WAR DIARY
 or
 INTELLIGENCE SUMMARY.

9(1)

(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
AUDRUICQ, FRANCE.	31 July 1918.		<p><u>WEATHER.</u> This has been very unsettled. In the latter half of the month considerable rain fell, and a wet period similar to the unfortunate experience of last year appears to be commencing.</p> <p><u>HEALTH.</u> A slight improvement is noted.</p> <p>The average daily sick parade to the camp doctor was 3.26 as against 5.9 for the previous month. The absence of a number of men on leave must be reckoned in any comparison.</p> <p>The number of men entered to Hospital was 4; whilst 5 men marched in, two of these being men who had entered hospital in U.K. when on leave.</p> <p>The A.A.M.C. orderly had 778 attendances - which included 78 dressings, treatment for Eyes, ears & throats 24, and feet 22.</p> <p>An application was made through the C.O. Rly Units for dental treatment from our own service at Le Havre base, instead of the British at Calais. The Staff Office, Australian Dental Services advised (4/7/18) that they were seeking the approval of the Surgeon-General for a dental staff to visit the various Australian Railway Coys. Such an arrangement would be much appreciated by this Unit.</p>	

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WAR DIARY or INTELLIGENCE SUMMARY.

(Erase heading not required.)

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Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
AUDRUICQ, FRANCE.	31 July 1918.		<p><u>DISCIPLINE.</u> For "being in Paris without authority" a Corporal driver was "Reprimanded" This N.C.O. was out learning the roads, which did not cover the line to Paris.</p> <p>For "Disobeying a lawful command given by superior officer" a sapper was awarded 3 days F.P.No.2.</p> <p>Apart from these minor breaches of discipline, the conduct generally of the men has been excellent.</p> <p>As the men are more extensively employed on their own work, the irksomeness of military restrictions is minimised, and the general standard of conduct improves.</p> <p>During the month Capt. Morgan presided over a Court of Inquiry "to investigate and fix responsibility for damage to rolling stock in X Area A.O.D. yard on 28th ult." Apart from Capt. Morgan presiding at the Court, this Unit was not concerned.</p> <p>Capt. Morgan was also President of Court of Inquiry on the 16th inst., and Lieut. Bolton was a member of the Court. This concerned "illegal absence and deficiencies in kit" of an R.E. Sapper.</p> <p><u>PROMOTIONS & TRANSFERS.</u> No. 4232 Corp. A.A.Horan was promoted to the rank of Sergeant as from 14/5/18. Authority D.A.G. A.I.F. 151/35/17 of 20/7/18.</p> <p>The reinforcements which arrived from England at the end of last month</p>	

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WAR DIARY
or
INTELLIGENCE SUMMARY.

(Erase heading not required.)



Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Audruicq, FRANCE	31 July 1918.		<p>- were transferred on the 12th inst., 13 men going to the 2nd Light Gauge Coy, and 10 to the 4th Broad Gauge - on the 19th another man went to the 4th Coy.</p> <p>On the 31st four men marched in transferred from 1st Aust. L. G. Rly Op. Coy.</p> <p><u>STRENGTH.</u> The four men with the 45th Siege Battery returned to Unit Headquarters on the 25th inst., the Battery being withdrawn from the line. On the 27th and 29th idem the men attached to the R.O.D. at Courthorpe and with the 10th R.E.Co. returned. One man who had been attached to R.O.D. at St Omer marched in through Base Hospital on 27th.</p> <p>Strength of Unit at end of month :- Audruicq 4 Officers 231 men. St Omer 31. Calais 6. Men to Rouen and Marseilles are on Audruicq strength.</p> <p><u>HOTCHKISS GUN.</u> Through R.O.D. H.Qrs one of these guns has been received. This was indented for so that members of the Coy could be trained in its use. Lieut. Johnston and the N.C.Os who recently completed a course at the Australian Corps School will instruct in the use of this weapon.</p> <p><u>MEN OVER 50 YEARS.</u> Under circular instructions from the C.O. Aust. Rly Units dated 1st inst. a list of men in this Coy who state their ages to be 50 and over was returned.</p>	

D. D. & L., London, E.C.
(A7883) Wt W809/M1672 50,000 4/17 Sch 52a Forms/C/2118/14

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WAR DIARY or INTELLIGENCE SUMMARY.

(Erase heading not required.)

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																				
AUDRUICQ. FRANCE.	31 July 1918.		<p style="text-align: center;">/</p> <p>- Twenty eight men were shown on this list, and the following is a summary:-</p> <table style="margin-left: auto; margin-right: auto;"> <tr><td>1</td><td>-</td><td>born</td><td>1853</td></tr> <tr><td>5</td><td>-</td><td>"</td><td>1862</td></tr> <tr><td>3</td><td>-</td><td>"</td><td>1864</td></tr> <tr><td>10</td><td>-</td><td>"</td><td>1867</td></tr> <tr><td>9</td><td>-</td><td>"</td><td>1868</td></tr> </table> <p>The oldest man is Sapper W. Longford who won the M.M. for conspicuous bravery and devotion to duty in extinguishing a burning dump of 18 pounder shells at Brielen on January 3rd this year.</p> <p><u>MEN ENLISTED KXKZ 1914.</u> In reply to C.O. Rly Units letter of 8-7-18 five men were advised as having enlisted in 1914.</p> <p><u>N.C.O. REINFORCEMENTS.</u> The C.O. RLY UNITS advised 9-7-18 that a notification had been received by A.I.F. HQrs from Defence Dept. Melbourne, that action has been taken to ensure that no more N.C.Os be appointed to substantive rank in the monthly draft of reinforcements for Railway Units from May 1918.</p> <p>This information is very satisfactory, as the arrival of N.C.Os as reinforcements naturally creates considerable dissatisfaction among men who have been with the Unit since its inception, and whose work entitles them to every consideration in the way of promotion.</p>	1	-	born	1853	5	-	"	1862	3	-	"	1864	10	-	"	1867	9	-	"	1868	
1	-	born	1853																					
5	-	"	1862																					
3	-	"	1864																					
10	-	"	1867																					
9	-	"	1868																					

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WAR DIARY
or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

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5TH
AUSTRALIAN ARMY
G.L.Y. O. COY.

No.
Date

Form C. 2118.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices												
AUDRUICQ, FRANCE.	31 July 1918.		<p style="text-align: center;">AUST. CORPS SCHOOL) FRANCE. A further party of N.C.Os will attend the School for a course to start on the 17th August. The following have been selected:-</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td>No.914</td> <td>C.S.M.</td> <td>Appleby F.W.</td> </tr> <tr> <td>848</td> <td>"</td> <td>Howe E.L.</td> </tr> <tr> <td>959</td> <td>Sergt</td> <td>Scott H.C.</td> </tr> <tr> <td>871</td> <td>"</td> <td>Stormon E.W.</td> </tr> </table> <p><u>RAILWAY WORKING.</u></p> <p><u>Oil Issues.</u> For record attached is a copy of R.O.D. Hqs Circular C.22 of 19-1-18 showing oil issue allowances for Main Line and Shunting Engines.</p> <p><u>Coal.</u> Samples of this are being collected, in accordance with suggestion from Lieut. Anderson of Aust. W.R. Subsection, and will be despatched to the Museums Collecting Depot, France.</p> <p>At the present time considerable trouble is being experienced by the drivers and firemen with the coal now in use, which is mainly of French origin. This coal is very fine and cakes badly. It is not suitable for use in English engines which are without the Rocker and Dump Grates found in the French engines.</p> <p>In using this coal it is necessary to puddle it with water from the tender. When fired it requires considerable pricking, and this continual opening of the firebox</p>	No.914	C.S.M.	Appleby F.W.	848	"	Howe E.L.	959	Sergt	Scott H.C.	871	"	Stormon E.W.	
No.914	C.S.M.	Appleby F.W.														
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WAR DIARY
 or
 INTELLIGENCE SUMMARY.

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5 TO Army Form C. 2118.
 AUSTRALIAN B.G.
 RLY. O. 60Y.
 No
 Date

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
AUDRUICQ, FRANCE.	31 July 1918.		<p>- is not good for the tubes. The smoke box soon fouls, and when the fire has to be cleaned the time and labor occupied is considerable.</p> <p><u>REGULATION SPEED.</u> For record it is noted that the Regulation Speed over the Nord Railways in War Time is 30 Kilometres per hour. Circular 180 of R.O.D. R.E. Audruicq dated 19-6-18 reminds drivers of this.</p> <p><u>Company's Operations.</u> For the month 27 drivers have signed up as knowing the roads, and have been working out from this depot on "Booked turns". Eleven men are engaged in learning roads.</p> <p>A copy of the road card signed by the men is attached. This shows the lines which they claim a knowledge of and over which they are now working.</p> <p>Since the 13th inst. a party of 12 men have been absent at Marseilles where they had brought a number of engines from Rouen for shipment. Owing to the boat being delayed they have had to stand by the engines as guard.</p> <p>Another trip was done to Rouen, and the report of the Officer in charge of the party is attached herewith.</p> <p>The party of Fitters are still engaged at Calais assembling engines.</p>	

A6945 Wt. W11422/M1160 350,000 12/16 D. D. & L. Forms/C./2118/14.

WAR DIARY
 or
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5TH Army Form C. 2118.
 AUSTRALIAN B.G.
 RLY. O. COY. 382
 No
 Date

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
AUDRUICQ/ FRANCE.	31 July 1918.		<p>- Cleaners are supplied to this depot, but most other fatigues, except our own requirements - have been discontinued.</p> <p>With the number of men on leave, detachment at St Omer and Calais - and at Marseilles - men working trains and learning roads from this depot - the Unit is more completely occupied than it has been for some months.</p> <p>On the / 30th inst. 6 sets of engine men were sent to Ligny for the purpose of meeting demands due to heavy troop movements.</p> <p><u>LEAVE.</u> During the month 62 men were granted leave to U.K. and 29 to Paris.</p> <p><u>CLASSIFICATION.</u> All ranks have been classified into the positions or gradings under the new Establishment, in accordance with instructions received from Lt Col. Hancox.</p>	

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WAR DIARY
or
INTELLIGENCE SUMMARY.

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5TH
AUSTRALIAN B Army Form C. 2118.
RLY. O. COY.

No
Date

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(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Audruicq, France.	31 July 1918.		<p>Notes by 2nd LIEUT. R. KAY.</p> <p><u>ENGINES OPERATED - 2-8-4 Baldwin Type.</u> This type is in use in Australia, and is precisely the same in design, except for the Walchaert Gear. They gave good results whilst new. The English built engines although more costly at the start, have given much better results and certainly stand more rough usage, and when well worn the men appear to get through with them much better than the above noted make.</p> <p>The Baldwin Axle Boxes are a good design as far as the Oil Keep goes, and can easily be repadded without having to lift the engine, and would in my opinion be a first class box if fitted with axle box lids.</p> <p><u>Engine Ash Pans.</u> The Belgian (type 32) 0-6-0 have a space left in the bottom of ash pan for dropping the ashes out. Under ordinary conditions there is no means of checking the fire temporarily to prevent blowing off, and firing has to be regulated much more so, than with an engine provided with ash pan doors. A dump grate is provided and placed at the front end of fire box and operated from the cab with a wheel and slow screw. I find after being in use for some time the connections in ash pan become warped, and the result is Dump Grate will not come into position until connections are straightened and adjusted.</p>	

D. D. & L., London, E.C.
(A7883) Wt. W209/M1672 350,000 4/17 Sch. 52a Forms/C/2118/14

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WAR DIARY
or
INTELLIGENCE SUMMARY.
(Erase heading not required.)

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5TH Army Form C. 2118.
AUSTRALIAN B.G.
RLY. O. COY.
No.
Date

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
AUDRUICQ, FRANCE.	31 July 1918.		<p>- We have in use in Australia rocking bars for fire grate, which are very easy to operate with the use of a lever in cab, and I believe with the use of hopper ash pans the door of which could be made to operate from the engine cab would be of great advantage here where engine pits are very scarce.</p> <p><u>QUARTERMASTER'S REPORT for MONTH.</u></p> <p>General condition of Unit as to clothing satisfactory.</p> <p>Although drawing from Base direct (Calais) gave little delay in procuring supplies, no hardships were incurred thereby.</p> <p>Quality of goods received is satisfactory.</p> <p><u>Rations.</u> Specimen menu attached.</p> <p>Scale of rations for bread and meat remains the same avoiding actual shortage by a very small margin. The supply of tinned biscuits and tinned meat in lieu is plentiful.</p> <p>Considerable trouble is experienced owing to the irregular hours of duty of the enginemen, all of whom have to take 48 hours rations each time they go on duty</p>	
A6945 Wt. W11422/M1160 350,000 12/16 D. D. & L. Forms/C./2118/14.				

WAR DIARY
or
INTELLIGENCE SUMMARY.

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5TH
AUSTRALIAN B.G.
RLY. COY.

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(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
AUDRUICQ, FRANCE.	31 July 1918.		<p>Fresh vegetables are short, but purchases from Reg. Funds A/c make up for this.</p> <p><u>Fat.</u> 386 lbs were collected and sent to Base realising the sum of 26-2-1 which goes into the Reg. Funds.</p> <p><u>Accommodation.</u> The men were transferred into huts on the 20th inst. - 40 men to each Hut. A number have provided themselves with stretchers. Each Hut has been formed into two messes for dining purposes and forms and tables provided.</p> <p><u>Clothing Issues.</u> Braces 19. Breeches 15. Boots 47 prs. Hats 27. Jackets 16. Overalls 12. Puttees 5. Socks 40 prs. Shirts 35. Trousers 15. Towels 28. Underpants 22.</p> <p><u>Bathing.</u> The R. E. Baths are open daily, and the men make full use of them. Each man is required to attend once monthly, but most take the bath weekly or more often.</p>	
			A6945 Wt. W11422/M1160 350,000 12/16 D. D. & L. Forms/C./2118/14.	

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WAR DIARY
or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

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Army Form C. 2118.
5TH
AUSTRALIAN B.G.
RLY. O. COY.
No
Date

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
AUDRUICQ, FRANCE.	31 July 1918.		<u>SPECIMEN MENU FOR JULY.</u>	
			Sunday. Breakfast - Preserved Meat : Bread : Tea. Dinner - Roast Meat & Veggies : Plum Pudding. Tea - Bread : Butter : Jam : Cheese : Tea.	
			Monday. Breakfast - Bacon : Bread : Tea. Dinner - Roast & Boiled Beef Veggies : Rice Pudding. Tea - Bread : Margarine : Jam : Cheese : Tea .	
			Tuesday. Breakfast - Bacon : Bread : Tea . Dinner - Stew : Rice Custard. Tea - Bread : Margarine : Jam : Tea.	
			Wednesday Breakfast - Bacon : Bread : Tea. Dinner - Roast & Boiled Mutton Veggies : Stewed Fruit & Custard. Tea - Bread : Margarine : Jam : Cheese : Tea.	
			Thursday-Breakfast - Bacon : Bread : Tea . Dinner - Potato Pie : Rice. Tea - Bread : Margarine : Jam : Cheese : Tea.	
			Friday - Breakfast - Bacon : Bread : Tea. Dinner - Meat Pie : Veggies : Jam Tart. Tea - Bread : Margarine : Jam : Cheese : Tea.	
			Saturday-Breakfast- Cold Ham Pickles - Bread - Tea. Dinner - Roast & Boiled Mutton Veggies : Rice. Tea - Bread : Margarine : Jam : Cheese : Tea.	

WAR DIARY

OF

5th Australian B. G. Railway Op. Coy.

FOR

J U L Y 191 8.

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

LIST OF APPENDICES.

No.	Subject.
1.	Road Card - as signed by our drivers.
2.	Instruction forms and Journals issued to drivers.(5)
3.	Cop Oil Issue Circ. C.22 R.O.D. HQrs.
4.	2nd Lieut. Kay's Report Rouen trip.
5.	<i>Strength Graph</i>

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APPENDIX 1.2

I hereby certify that I have a thorough knowledge of the roads signed below:-

AUDRUICQ Via HAZEBROUCK BERQUETTE	AUDRUICQ BETHUNE NOEUX	AUDRUICQ BOULOGNE Via CALAIS	AUDRUICQ HAZEBROUCK	AUDRUICQ ST POL	AUDRUICQ ZENEHEM	CALAIS DUNKERQUE Via GRAVELINES
AUDRUICQ DUNKERQUE Via BOURBOURG	AUDRUICQ CALAIS	AUDRUICQ DUNKERQUE Via WATTEN CAPPENE	ST POL AUBIGNY	AUDRUICQ BERQUES Via BOURBOURG	AUDRUICQ BERQUES Via WATTEN CAPPENE	ST OMER BERQUETTE Via ARQUES
AUDRUICQ LIGNY	AUDRUICQ ABBENVILLE	ST POL DOULLENS Via CANDAS	ST OMER BOULOGNE Via HESDIGNEUL	AUDRUICQ HERSIN BARLIN	<div style="border: 1px solid black; padding: 5px;"> <p>5 AUSTRALIAN G.G. FLY. COY.</p> <p>No</p> <p>Date</p> </div>	
ST POL ETAPLES Via MONTREUIL						

(1)



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APPENDIX

2.

3

R.O.D. 49.

RAILWAY OPERATING DIVISION - ROYAL ENGINEERS.

..... *Detachment.*
..... 1918.

To Driver.....

Fireman.....

Time and date on duty.....

With.....days' rations.

With Engine No..... Type.....

You will proceed to..... taking train of
..... tons from.....

to..... Marche No.....

Train will be standing at.....

Guard will join.....

At.....

Pilot will be supplied at.....

.....
Signature of N.C.O. in Charge.

Time, date and depot booked off duty.....

Time, date and depot booked on duty.....

Supplied with.....days' rations at.....COY.
(booking off depot).

.....
Signature of N.C.O. in Charge.

5TH
AUSTRALIAN E.G.
PLY. & COY.
No.....

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LOCO RUNNING OFFICE

..... Coy Rank..... Name.....
..... duty at..... to work train to.....

5 TH
AUSTRALIAN B.G.
RLY. C. COY.
at.....
Date.....
O.S.M.

TRAINMENS' RELIEF SLIP

Engine.....
Depot.....

REQUIRES (a line to be drawn
through items not required)

- Relief for enginemen
- Relief for guard
- Coal
- Water
- Fresh engine due to failure or other causes.

On arrival at.....
Handed in at.....
Time.....

Signed.....
Sent forward to.....
Time.....

5 TH
AUSTRALIAN B.G.
RLY. C. COY.
No.....
Date.....

APPENDIX

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HEAD OFFICE.....

Date.	Wagon No.	From	To	Time order received

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Eng. kilos. run ; Train eng. (loads)		; Train eng. (empties)		; Assisting		; Light		Time shunting	hrs.	mins.
Assisted Engine No.	Tender No.	Driver		(R.O.D. or French)				between	and	
Assisted Engine No.	Tender No.	Driver		(R.O.D. or French)				between	and	
Assisted by Engine No.	Tender No.	Driver		(R.O.D. or French)				between	and	
Shunting performed at			hrs.	mins. for (a)						
Shunting performed at			hrs.	mins. for (a)						
Piloted between		and				by				
Piloted between		and				by				

STORES STATEMENT					DETAILS OF KILOMETRES RUN					
	On Engine when taken over	Drawn	Used	On Engine when handed over	Time of departure	Whether Loads, empties assisting, or light	From	To	Time of Arrival	Kilometres
Coal		at								
do.		at								
Oil (engine)		at								
do. do.		at								
Oil (pump)		at								
do. do.		at								
Oil (cylinder)		at								
do. do.		at								
Oil (super-heater)		at								
do. do.		at								
Waste		at								
do.		at								

Foreman's Signature _____

Particulars of Repairs required to be entered in the Repair Book at the depot. A special report to be made of any mishap.
 NOTE (a)—This refers to shunting performed for authorities other than the British Army. A statement signed by the representative of the authority for whom the shunting is done is to be obtained and attached to this journal.

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OIL ISSUES.

Main Line Engines

lbs per 100 Kilometres.

Class of Oil.	0-6-0 Tender.	0-6-0 Tank.	2-6-2 Tank.	2-6-0 Tender.	0-8-0 Tender.	2-8-0 Tender.	4-6-4 Tank.
Engine	2	1 $\frac{1}{4}$	1 $\frac{1}{2}$	2 $\frac{1}{4}$	2 $\frac{1}{4}$	2 $\frac{1}{2}$	2 $\frac{1}{4}$
Valve	1 $\frac{1}{2}$	1	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	
Super ^{Htr}	1 $\frac{1}{2}$			1 $\frac{1}{2}$		1 $\frac{1}{2}$	1 $\frac{1}{2}$
Osmolin W'house Bke only.	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
Paraffin	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
Rape	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$

Shunting Engines

lbs per 24 Hours working

Class of Oil.	0-6-0 Tender.	0-6-0 Tank.	2-6-2 Tank.	0-6-2 Tank.	0-4-0 Tank.
Engine	3	2	3	3	2
Valve	2	2	2	2	1 $\frac{1}{2}$
Super ^{Htr}	---				
Osmolin W'house Bke only.	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	
Paraffin	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$
Rape	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$



Each main line engine to carry spare bottle of oil.

Copy of R.O.D. H.Qrs Circular C.22 19-1-18.

[Handwritten signature]

4

362
O.C.

R.O.D.R.E.

APPENDIX 4 7

AUDRUICQ.

In accordance with instructions L.D. 23/4 of 25/7/1918. I proceeded to Rouen on the 26/7/1918, entraining at 22.09 and arriving at Petit Quevilly at 16.15 hours on Sunday 28/7/1918.

I overhauled the engines on the 29/7/1918 and made arrangements for departure the following morning. We left Petit Quevilly at 10.15 hours on the 30/7/1918 and arrived at Seigneville at 20.40 hours where the engine crews were booked off at 21.15 hours and signed on the following morning at 31/7/1918 at 7.35 hours. A few minor repairs were effected and the Marche left Seigneville at 9.15 hours and arrived at Audruicq at 16 hours.

Six engines were worked in Steam the numbers being as follows:- No. 774, 2895, 1371, 2306, 2578, and 3468. Three engines dead Nos. 127, 235, and 6359.

Attached please find list of repairs.

A French Pilot and Guard were supplied from Petit Quevilly to Audruicq. There is nothing of Special interest to report and the trip was worked satisfactorily.

1/8/1918.

Blay 2/LIEUT.
5th. Australian B.G.R.C. Coy.

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

4 362 LIST OF REPAIRS REQUIRED.

APPENDIX 4 8

Engine No. 1371.

R. & L. Slide bars require Driver's attention. Running warm.
R.H. trailing sand pipe to set on rail and tighten up.
Union nut of ~~delivery~~ pipe on bottom of R.H. clack box to pack.
L.H. leading bogie box running warm.
R. & L.H. driving boxes running warm requires drivers attention.
Intermediate draw gear to shorten.
Air cylinder gland of Westinghouse donkey piston to pack blowing.
R.H. piston packing blowing slightly.

Engine No. 3568.

L.H. front cylinder cover joint to make.
Steam pipe to make.
L.H. gauge glass broken.
R.H. back cylinder cock wont shut.
Intermediate draw gear to shorten.
Stay blowing bad in fire box.

Engine No. 2306.

R.H. feed water hose to change.
L.H. big end brass to close.
Both piston glands to pack.
Bolt wanted in cylinder cock handle.
L.H. sight feed glass to renew.

Engine No. 2578.

Both injectors to examine wont work dry.
Application spindle on steam brake to pack.
L.H. front cylinder cock joints to examine.

Engine 2895.

Left leading tender box to remetal.
Left intermediate box requires bolt to keep.
Intermediate draw gear to shorten.
2 Fire bars wanted.



262

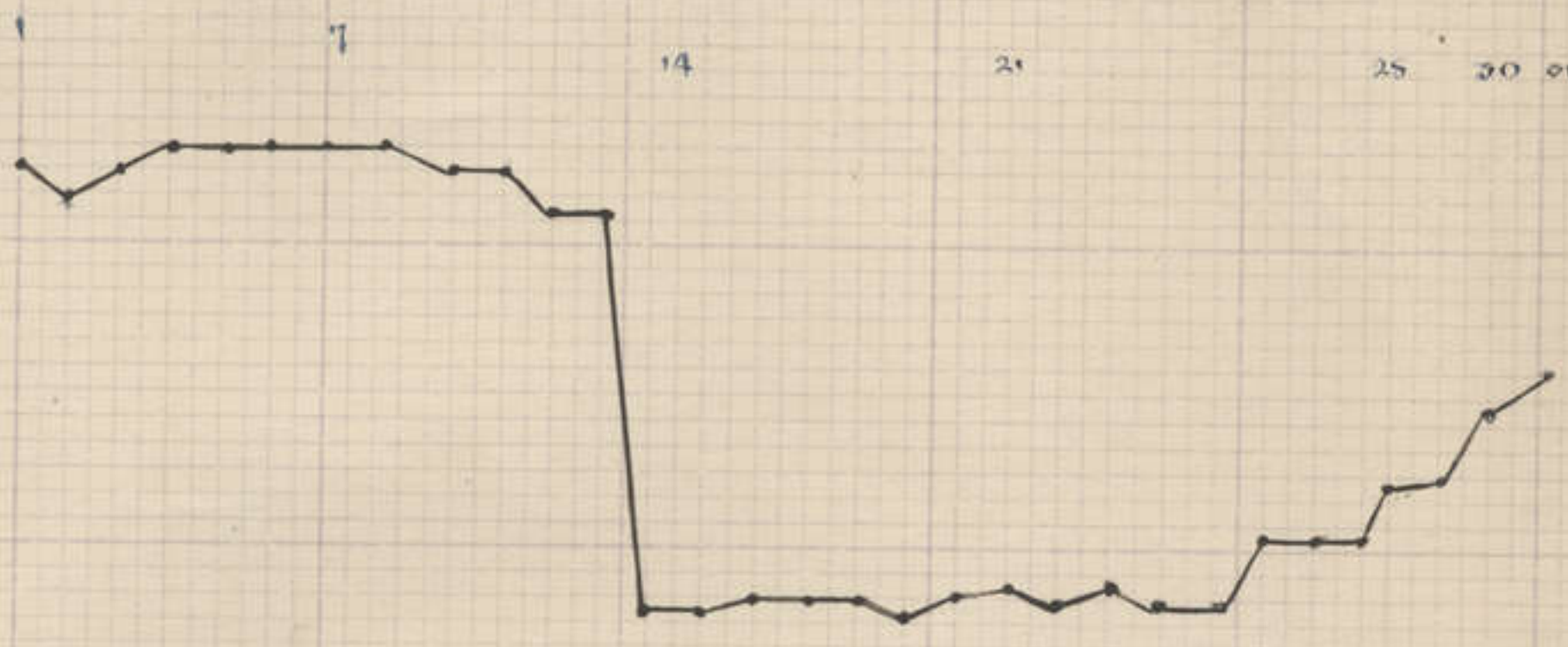
5th AUST. B. G. RAILWAY OP. COY.

APPENDIX 5.9

STRENGTH - JULY 1918.

Day of month ---
Scale 55

50
45
40
35
30
25
20
15
10
5
100
95
90
85
80
75
70
65
60
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20
15



HQrs - Audruica —————

Detached - —————

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

No.
Date



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