

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

Railways

Item number: 15/7/12

Title: 6th Australian Broad Gauge Railway
Operating Company

January 1919



AWM4-15/7/12

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.

January
Original

WAR DIARY

or

~~INTELLIGENCE SUMMARY.~~

(Erase heading not required.)

6th Australian Broad Gauge Railway Operating Coy.

Army Form C. 2118.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Heule.	Wednesday 1st. Jany 1919.		The 2nd Company having now taken over the working at Courtrai, the 6th Company and Living Train was removed to Heule, where the train was garaged and the men given rest. Heule is a small station at a distance of 4 Kilometres south of Courtrai. Fine weather prevails.	
Heule.	Thursday, 2nd. Jany, 1919.		Heule, resting. Weather Conditions, fine.	
Heule.	Friday, 3rd Jany, 1919.		Heule, resting. Weather conditions, fine.	
Heule.	Saturday, 4th Jany, 1919.		Heule, resting. Weather conditions, fine.	
Heule.	Sunday, 5th Jany, 1919.		Heule, resting. It is with much regret that the first death in the Unit, has to be recorded today. Driver, Cpl. J. Darcy, who had been loaned to R.O.D.R.E. Depot Outreau, whilst travelling between Boulogne and Charleroi on duty, was accidentally killed at a point near Valenciennes.	
Heule.	Monday, 6th Jany, 1919.		Heule, resting. Weather fine and much colder.	
Heule.	Tuesday, 7th Jany, 1919.		Heule, resting. Weather fine and cold.	
Heule.	Wednesday 8th Jany, 1919.		Heule, resting. Fine mild weather.	
Heule.	Thursday, 9th Jany, 1919.		Heule, resting. Fine weather.	
Heule.	Friday, 10th Jany, 1919.		Heule, resting. Fine weather with heavy frost this morning.	

WAR DIARY

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Railway Operating Company.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Heule.	Saturday, 11th Jany,	1919.	Resting. Today, the R.O.D.R.E. Depot at Bergues Exchange asked for assistance from our Company upon Loco, Traffic, and Mechanical staff being required. 120 men were despatched to Bergues at once. On arrival at Bergues, owing to the general knowledge of Nord Lines of the train crews of this Company, 10 sets (each set consisting of driver, fireman, guard) were despatched to Dunkirk R.O.D. Depot for train working over French Main Lines. It is with regret that another death of a member of the Company has to be recorded today; Cpl. H. Sinclair, after a short illness, died of natural causes at No 62 C.O.S. Courtrai. Weather conditions fine and mild.	
Heule.	Sunday, 12th January, 1919.		Resting. Dull weather prevailing.	
Heule.	Monday, 13th January, 1919.		The remainder of Company with Living Train left Heule for Bergues at 11.00 hours today, arriving at Bergues at 16.00 hours. On arrival at Bergues the Living train was garaged in the "French" Sidings. Captain W. James, O.C. Company, promoted to Temporary Major, List No 433, A.I.F. Orders, 12.1.19. Fine weather today.	
Bergues Ex.	Tuesday, 14th January, 1919.		All of the Running and Mechanical Staff are now employed assisting the R.O.D.R.E. Depot here, in addition, 2 Foreman and 6 Shunters are working in the Marshalling Yard, and 2 Controllers in Control Office. Fine weather today.	
Bergues Ex.	Wednesday, 15th January, 1919.		Most of Company are now being fully employed, particularly the Mechanical Staff, a large number of engines being out of repair at this Depot. Fine weather today.	
Bergues Ex.	Thursday, 16th January, 1919.		Four Train Crews employed at Depot today. Fine weather prevails.	
Bergues Ex.	Friday, 17th January.		Three Train Crews employed today at Depot. The weather conditions continue fine and mild.	

WAR DIARY

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Ex.	Saturday 18th		January, 1919. Six Train Crews employed at Depot today, Weather fine and clear.	
Bergues Ex.	Sunday, 19th		January, 1919. Four Train Crews employed at Depot today. Mild, fine weather today.	
Bergues Ex.	Monday, 20th		January, 1919. Four Train Crewse employed today. Weather cold with heavy frost this morning.	
Bergues Ex.	Tuesday, 21st		January, 1919. Three Train Crews employed today. Weather conditions dull and mild.	
Bergues Ex.	Wednesday, 22nd		January, 1919. Six Train Crews employed today. Weather m fair and mild.	
Bergues Ex.	Thursday, 23rd		January, 1919. Three Train Crews employed at Depot. Weather conditions clear and frosty.	
Bergues Ex.	Friday, 24th		January. 1919. Four Train Crews employed at Depot today. Fine weather.	
Bergues Ex.	Saturday, 25th		January, 1919. Five Train Crews employed at Depot. Weather fine and clear.	
Bergues Ex.	Sunday, 26th		January, 1919. Four Train Crews employed at Depot. Snow falling today, and weather turning cold.	
Bergues Ex.	Monday, 27th		January. 1919. Three Train Crews employed at Depot. Instructions were received today from R.O.D.n.Q. for the 6th Company to proceed to Roulers and release Nol Company, they being required for salvage work on Light Railways. Snow still falling, weather conditions cold.	

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Army Form C. 2118.

or
INTELLIGENCE SUMMARY. 6th Australian, Broad Gauge Railway Operating Company.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Heule, Bergues Ex. Roulers.	January. 1919.		<p>During this month the Company went into rest for the first time since arriving in France; however this was not for long, as assistance with Running and Mechanical Staff was asked for by the R.O.D. R.E. Depot, Bergues Exchange. The men as asked for were despatched to Bergues, where excellent work was done, the Train Crews, owing to their knowledge of "Nord" running, being mostly employed working trains over the French Lines from Bergues Exchange and Dunkirk. Good work was also done by the Mechanical Staff, one instance of the work accomplished being as follows:- Engine No 709, (T.class type, N.S.W. Govt Railways) had been marked as being beyond repair by the R.O.D. R.E. Mechanical Staff at Bergues, owing to extensive mechanical boiler defects; this engine was examined by the Sergeant Boiler Maker on taking up duties at Bergues, and in four days had repairs completed, and engine ready for traffic. Single line prevails on Section, Gordon House-Roulers and Roulers-Menin Branch, the line from Roulers to Courtrai is double track; the lines generally are in good upkeep and condition. The traffic passing over the Section is normal, and consists of British and French Supply Trains and civilian traffic ex Ostend and Bruges. The station staff at Iseghem are busily employed dealing with civilian traffic arriving at that station, the number of trucks handled for one day being 120, this consisted mainly of coal. Seven engines were taken over from the 1st Company, these engines are mainly employed as shunting engines and working local traffic. The Loco Depot was established at Inglemunster, this station, owing to the water supply, being most suitable for watering and washing out, and also for coaling purposes. Water is also obtainable at Roulers, and is pumped through the medium of "Mereweather" pumps to water column. With the exception of the two deaths as mentioned, the general health of the Company has been good. Good work is being done by the Train Crews loaned to the R.O.D.R.E. Depot at Outreau, large dumps are being moved from back to forward areas areas, the crews being chiefly employed working trains from Boulogne to Mons, Charleroi, Liege, Namur, and Herbesthal (german border) The system of working these trains is as follows:- an engine is allocated to two train crews, the living van being attached to the engine; when a train is worked forward, the crews relieve each other every 8 hours en-route, and as engines and crews are sometimes away from their "Home" Depot as long as 10 days, this system of working is good, as it does not entail train crews working long, exhaustive hours.</p>	
			Shanties	