

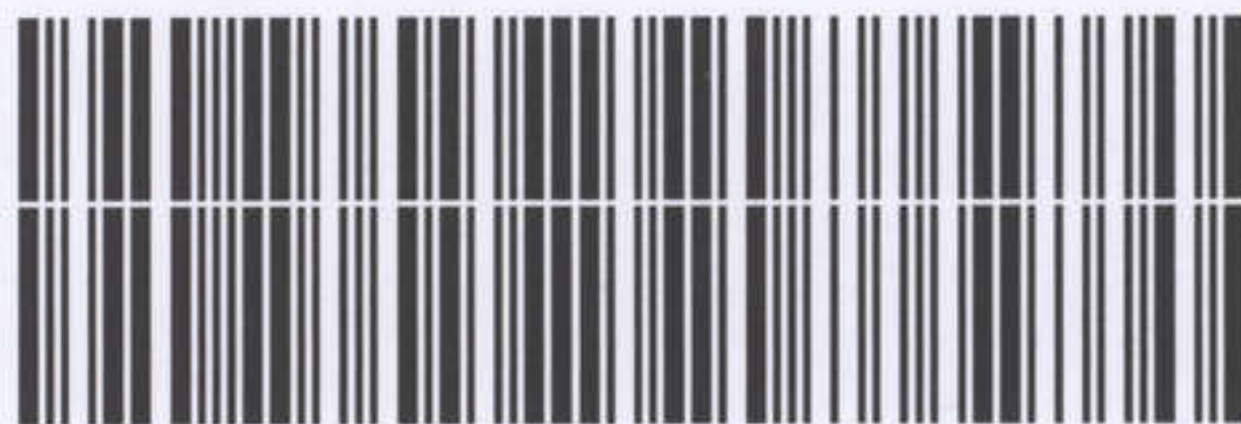
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Railways

Item number: 15/7/2

Title: 6th Australian Broad Gauge Railway
Operating Company

August 1917



AWM4-15/7/2

WAR DIARY

or

~~INTELLIGENCE-SUMMARY.~~

(Erase heading not required.)



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.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	Aug 3rd 1917		<p>Headquarters R.O.D. Train is garaged in No 8 Road, Bergues Exchange.</p> <p>A special train, engine and van, departed from Proven 12.30pm conveying General Nash, inspecting line between that Station and Bergues Exchange. The line throughout in very bad repair.</p> <p>Arrangements made with "Traffic, Hazebrouck" to accept five trains of Mine Earth daily for re-ballasting of Line throughout the Section.</p> <p>Nord Engine derailed at South End of Bergues Exchange at 2.45 owing to bad repair of permanent way, rerailed at 4.20, no serious delays occasioned.</p> <p>The 1st Canadian Construction Cpy, and 10th Cpy R.E. arrived at Rexpoede to-day to undertake repairs to permanent way, both living trains garaged in C in C Siding at Rexpoede.</p> <p>Arrangements made with International Corner to have all engines arriving and departing from that Depot with traffic to take water to relieve congestion at Bergues Exchange.</p> <p>The total number of trains run to-day were:</p> <p style="padding-left: 20px;">British Traffic 20 French traffic 21. Total 41 trains.</p> <p style="padding-left: 20px;">19 trains were despatched on to Nord Line from Bergues Exchange.</p> <p>All engines must take water at International Corner to relieve congestion at Bergues Exchange. Proven and International Corner advised.</p> <p>Traffic, St.Omer advises A.T.31 to load Bandaghem 8.00, 4-8-17. Evacuated Calais.</p> <p>A French Troop train runs daily between Waayenberg and Bergues Nord.</p> <p>A.T.9 arrived at Bergues Exchange and despatched to Swiss Cottage.</p> <p>Heavy rain has fallen all day.</p>	
	Aug 4th 1917		<p>Station Master, Rexpoede reported at 2.0am North Bound Line between that Station and Rousbrugge unfit to run over, line under water in places and ballast washed away. Single line working introduced between these Stations on South Bound Line at 2.30am. Ordinary double line working resumed at 17.25.</p> <p>A French engine was derailed at 1.30 at points leading into No 1 Sidings Bergues Exchange, rerailed at 2.40, derailment due to bad repair of permanent way.</p> <p>The 295th Railway Company, R.E. arrived at Bergues Exchange to-day to assist in repairs to permanent way. Train stabled in the French Sidings.</p> <p>Total trains run to-day were:-</p> <p style="padding-left: 20px;">British Traffic 20. French traffic 20. Total 40</p>	

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	Aug 4 th 1917.		<p>16 trains were despatched on to the Nord Line from Bergues Exchange. A.T.31 loaded at Bandaghem and left for Calais. Pay Special ran round District. A.T.22 arrived at Bergues Exchange 15.30 and sent on to Dosinghem. A.T.27 arrived at Bergues Exchange at 21.25 and stabled in the yard. Rain continues to fall.</p>	
	Aug 5 th 1917		<p>Good progress being made with repairs to the permanent way. Traffic continues heavy, particularly for French Railheads at Waayenberg and Heidebeke. The total trains to-day were:- British Traffic 26 French Traffic 19. Total 45. In addition 16 trains were despatched from Bergues Exchange to Nord Lines. Traffic, St. Omer advises a train of troops will leave Rexpoede at 10.47 on 6:8:17 for Swiss Cottage. A.T.28 loaded at Mendinghem and left at 9:12 for Borre. A.T.22 loaded at Dosinghem and evacuated to Boulogne via Proven and Borre, departing from Proven at 12:20. A.T.27 which had been stabled overnight at Bergues Exchange left at 13:50 for Mendinghem. The weather conditions to-day have improved.</p>	
	Aug 6 th 1917		<p>North Bound Line between Bergues and Rexpoede occupied by Construction Company at 7:0am, single line working introduced between these two stations on South Bound Line at 8:0am, double line working resumed at 18:28. A French engine was derailed on North Bound Line between Rousbrugge and Bandaghem South at 13:0, single line working introduced at 13:15, engine rerailed and double line working resumed at 15:0, derailment due to bad repair of permanent way. Directions received to work Ambulance train No, 21 now garaged at Bergues Exchange to Dosinghem for loading. Heavy traffic consisting of Coal and Metal is now being loaded from barges at Bergues Canal for despatch over our lines, 70 trucks loaded to-day.</p>	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	Aug 7th 1917		<p>Total trains to-day:- British Traffic 20. French 16. Total 36. In addition 16 trains were marshalled and despatched from Bergues Exchange to Nord Line. A.T. 15 loaded at Bandaghem departed via Proven and Borre. A.T. 3 loaded at Dosinghem and departed via Proven and Borre for Boulogne. A.T. 18 arrived at Bergues Exchange and was garaged in North Yard. 71 Imperial men R.O.D. men were sent to Audruicq, the arrival of the Australian Company creating a surplus of men. The weather conditions are now fine.</p> <p>Four trains of Mine Earth were unloaded between Bergues Exchange and Rousbrugge on North Bound Line by Construction Company. Single Line working introduced on North Bound Line between these Stations at 15:35; unloading completed and double line working resumed at 18:0. R.O.D. engine 1002 tender wheels derailed on Waayenberg Line near Mendinghem at 13:35 rerailed at 14:20, derailment due to bad repair of permanent way. Several trains of French troops were moved from Bergues to Waayenberg to-day. No delays occasioned to same. The total trains to-day were:- British traffic 17. French traffic 18. Total 35. In addition 17 trains were marshalled and despatched from Bergues Exchange TO Nord Line. A.T. 12 arrived Bergues Exchange 6:10 and stabled in North Yard. A.T. 48 (French) arrived Bergues Exchange 9:20 and stabled in North Yard. The weather conditions continue fine.</p>	
	Aug 8th 1917		<p>Ambulance Train No. 18 garaged in Bergues Exchange ordered to load at Bandaghem to-day and Ambulance Train No. 12 to load at Dosinghem. Five trains of Mine Earth were unloaded at Bergues Exchange and different points in the Section. Traffic is heavy to-day: a large quantity of material and ammunition arriving for the French Army at Waayenberg and Heidebeke.</p>	

D. D. & L., London, E.C.
(A8004) Wt. W1771/Mr 31 750,000 5/17 Sch. 52 Forms/Cat18/14

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	Aug. 9th 1917		<p>French Ambulance train No.48 garaged at Bergues Exchange ordered to Waayenberg for loading at 14:0.</p> <p>The total trains run were:- British Traffic 24. French 22. Total 46.</p> <p>In addition 23 trains were marshalled and despatched to Nord Lines. A.T.21 loaded at Dosinghem and evacuated to Boulogne via Proven and Borre. A.T.4 (French) arrived and stabled at Bergues Exchange. The weather continues fine.</p> <p>Heavy loading continues at Bergues Canal from barges. 60 trucks required for loading at 5:0 this morning. A large number of ammunition trains arriving to-day for Swiss Cottage, Elverdinghe, and Waayenberg. Single line working was instituted between Rousbrugge and Bandaghem South, on South Bound Line at 14:00 owing to North Bound Line being under repairs. Ordinary working was resumed at 17:15.</p> <p>Total trains run to-day were;- British Traffic 23. French Traffic 17. Total 40.</p> <p>In addition 27 trains were marshalled and despatched from Bergues Exchange to Nord Line. A.T.4 sent from Bergues Exchange to Mendinghem, loaded there, and evacuated Boulogne via Borre. A.T.8 and A.T.21 arrived Bergues Exchange and garaged in North Yard. A.T.48 sent to Ghyvelde. Loaded there and evacuated South via Bergues Exchange. A.T.12 despatched to Dosinghem. Weather is fine to-day.</p>	
	Aug 10th 1917		<p>The North Bound Line between Rousbrugge and Bandaghem South is in possession of Construction Company from 13:0 single line working in operation on the South Bound Line between these two stations.</p> <p>At 15:10 to-day a train consisting of 50 vehicles and hauled by two engines (viz G.C. & L.&Y.) conveying Construction Company R.E. in crossing over from South Bound to North Bound Line at Bandaghem South spread the road, in consequence of which the two engines and several</p>	

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	Aug 10 th 1917		<p>Trucks were completely derailed, and fouled both North and South Bound Main Lines. A diverting line was immediately laid from the North Bound Line around the derailment which enabled traffic to be worked through on the North Bound Line under single line working. Considerable difficulty was experienced in re-railing the G.C. Engine which had partly overturned, however, the engines and vehicles were all re-railed and ordinary working resumed at 5-0am on the 11th instant. No serious delays were occasioned through this derailment due to the promptness in keeping^{laying} the temporary diverting line.</p> <p style="padding-left: 40px;">The total trains worked to-day were:- British traffic 22. French Traffic 15. Total 37 trains 15 trains were marshalled at Bergues Exchange and despatched to Nord Line. A.T. 8 and A.T.28 sent from Bergues Exchange to Dosinghem. A.T.26 and A.T.30 arrived at Bergues Exchange and garaged in North Yard. The weather to-day is fine and clear.</p> <p>The length of line worked and controlled for the week was 32.6 Kilometres. The line from Mendinghem to Waayenberg is under Belgian Control and from Heidebeke Junction to Heidebeke Station French control. At both Waayenberg and Heidebeke Stations R.O.D. Station Masters and Staff are stationed, who supervise and check all traffic hauled by R.O.D. engines arriving and departing from these two points. No serious delays were occasioned to traffic during the week although great difficulty was experienced in dealing with traffic due to the line at different points being in the hands of Railway Construction Companies, who were employed reballasting and strengthening the Line. Good progress is being made with the erection of a new Camp. The construction of a new road-way has also been undertaken by Captain James, which, when completed will connect the New Camp with the main high road to Bergues and Dunkirk. At present no road-way exists which may be used by Motors or lorries journeying to and from this Camp to main high-way with the result that the motor cars have to remain garaged on the footpath of the main road. A considerable quantity of Mine Earth and Ashes will be necessary for the building of this road, as the ground is very marshy and undrained. The general health of the Camp is good, no serious cases of sickness or casualties have occurred during the week.</p>	
	Aug 11th 1917		<p style="padding-left: 40px;">French Ambulance Train No.32 garaged at Bergues Exchange ordered to proceed to Waayenberg for loading at 14:00 to-day. Five trains of Mine Earth were unloaded in Marshalling Yard at Bergues to re-ballast lines.</p>	

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			<p>The total number of loaded trains run were:- British traffic 21. French traffic 15. Total of 36 trains. 24 trains were marshalled at Bergues Exchange and despatched to the Nord Line. A.T.26 despatched from Bergues Exchange to Dosinghem. A.T.30 despatched from Bergues Exchange to Mendinghem. Rain fell this afternoon.</p>	
	Aug 12th 1917		<p>The two Imperial N.C.O's in charge at Waayenberg were replaced by two Australian N.C.O's to-day. North Bound Road between Rexpoede and Rousbrugge in possession Canadian Construction Company from 7am until 15:00, single line working in operation on South Bound Line during this time. Very heavy loading from barges at Bergues Canal to-day 120 trucks required for coal and metal loading. The total trains run to-day were:- British Traffic 22. French traffic 15. Total 37. In addition 21 trains were marshalled at Bergues Exchange and despatched to Nord Line. A.T. 17 arrived at Bergues Exchange and despatched to Mendinghem. Loaded at Mendinghem and evacuated Etaples via Borre. A.T.26 loaded at Dosinghem and evacuated Etaples via Borre. The weather is fine to-day.</p>	
	Aug 13th 1917		<p>The line from Bergues Exchange to Proven taken over by Captain James as from to-day 6am. French Ambulance Train No.38 garaged at Bergues Exchange ordered to Waayenberg at 14:00 to-day. Traffic has not been quite so heavy to-day, the traffic in ammunition trains having decreased. A further quantity of Mine Earth was unloaded at Rexpoede and Rousbrugge to-day. Several trains of French Troops were moved to-day.</p>	

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			<p>The total trains run were:- British traffic 14. French traffic 17. Total 31 trains. In addition 23 trains were marshalled at Bergues Exchange and despatched to Nord Line. A.T. 25 arrived Bergues Exchange and was despatched to Dosingham. A.T. 30 loaded at Mendinghem and evacuated Etaples via Proven and Borre. 27 Imperial R.O.D. staff despatched to Audruicq. Fine weather to-day.</p>	
	Aug 14th 1917.		<p>Ambulance Trains Nos. 25 and 30 arrived and garaged at Bergues Exchange awaiting instructions from "Traffic, Hazebrouck". Six trains of Mine Earth arrived at Bergues Exchange for use of Railway Construction Company throughout the Section. Four of these trains were unloaded in Marshalling Yard, Bergues Exchange. Traffic generally to-day is heavy. The total trains run to-day were:- British traffic 17. French traffic 16. Total 33 trains. In addition 25 trains were marshalled and despatched from Bergues Exchange to Nord Line. Major Newman left for Proven to take charge there. A.T. 30 sent to Dosinghem at 18:00 to load and evacuate Etaples via Borre 15:8:17. Instructions issued by O.C. that Loco Stores required by Proven and International Corner will be supplied in future by Loco Bergues. Rain fell to-day.</p>	
	Aug 15th 1917		<p>Ambulance train No. 25 despatched at 15:18 for loading at Bandaghem and Mendinghem. Ambulance trains Nos 38 and 29 arrived to-day and were worked through to Mendinghem also Nos. 24 and 28 to Dosinghem. A large number of French and British ammunition trains were put through to-day. 40 trucks of Coal were loaded at Bergues Canal from barges for Loco Depot, Bergues Exchange.</p>	

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			<p>the total number of trains run to-day were:- British traffic 19. French traffic 17. Total of 36 trains. In addition 27 trains were marshalled at Bergues Exchange and despatched to the Nprd Line.</p> <p>Lieut (Hon Major) Newman took up duty at Proven. A.T. 38 loaded at Mendingham. Evacuated Etaples via Borre. A.T. 25 loaded at Bandaghem and Mendingham. Evacuated Boulogne via Borre. Lieut Dunningcliff W. (R.O.D., R.E.) sent to International Corner for duty. Very heavy rain has fallen throughout the day.</p>	
	Aug 16th 1917.		<p>Owing to heavy rain and wind last night all telephone connections North of Rexpoede are out of order. At 7:0 this morning all wires repaired and put in order at 18:10. Temporary Ambulance Train No. 126 and A.T. 27 and 29 arrived Bergues Exchange and worked through to Mendingham for loading. Heavy trains of French and British material constituted the bulk of traffic handled to-day. The total trains hauled were:- British traffic 20. French traffic 18. Total of 38 trains. In addition 23 trains were marshalled at Bergues Exchange and despatched to Nord Line. Ambulance Trains Nos 26, 30, 28, and 24 arrived Bergues Exchange and sent to Dosinghem for loading. A.T. 28 evacuated to Le Treport via Borre. A.T. 29 " " Etaples " " A.T. 126 " " Etaples " " Notice issued that drivers of R.O.D. engines are not to wear caps other than F.S. Caps. Intermittent showers have fallen throughout the day.</p>	
	Aug 17th 1917		<p>100 wagons loading at Bergues Canal to-day with coal and metal. This is exceptionally heavy loading at this point. One train of Mine Earth was unloaded at 11 am to-day by Construction Company on North Bound Line between Bergues Exchange and Rexpoede.</p>	

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WAR DIARY

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	Aug 18th 1917		<p>Traffic for French Railheads at Waayenberg and Heidebeke continues heavy. Several trains of French Troops were also moved to-day to Waayenberg.</p> <p>The total number of trains run to-day were:- British Traffic 23. French traffic 21. Total 44 trains.</p> <p>In addition 24 trains were marshalled at Bergues Exchange and despatched to Nord Line, including 2 troop trains ex Waayenberg.</p> <p>A.T. 25 worked from Bergues Exchange to Bandaghem, and A.M.T. 38 to Dosinghem. A.T. 12 arrived Bergues Exchange and stabled in North Yard. A.T. 4 loaded at Mendinghem and evacuated Le Treport via Borre. A.T. 25 and 38 loaded Bandaghem evacuated Rouen via Borre. The weather continues fine.</p>	
	Aug 19th 1917		<p>Ambulance train No. 21 arrived this morning and was despatched to Dosinghem for loading. Heavy traffic for Railheads at International Corner and Proven continues to arrive.</p> <p>The total number of trains hauled to-day were:- British Traffic 25. French traffic 18. Total of 43 trains.</p> <p>In addition 23 trains were marshalled at Bergues Exchange and despatched to Nord Line including 3 troop trains.</p> <p>A.T. 12 worked from Bergues to Dosinghem and evacuated Boulogne via Borre. A.T. 26 arrived Bergues Exchange. Census taken of Goods Rolling Stock throughout the Section. R.O.D. Borre directs that no Borre engines be worked through to Heidebeke unless by special permission from Borre Control. German aircraft round Bergues with the result that work in yard was suspended at intervals between 22:00 and 24:00 Recommendation submitted by O.C. to D.A.G. Australian H.Q. for the appointment of a Q.M.S. Instructions issued to all concerned that Guards are to assist in shunting and marshalling of trains at wayside stations. The weather conditions to-day are fair.</p>	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange.	Aug 20th		<p>A train of <u>50</u> wagons of coal now on hand at Bergues Loco, diverted to Merris to-day.</p> <p>Traffic at Proven Station is heavy to-day, troops entraining at that point.</p> <p>The total number of trains hauled to-day were:-</p> <p style="padding-left: 40px;">British Traffic 26. French Traffic 15. Total of 41 trains.</p> <p>In addition 21 trains were marshalled at Bergues Exchange and despatched to Nord Line.</p> <p>Traffic, Hazebrouck advises Ambulance train No. 21 to load at Mendinghem.</p> <p>Head Quarters advise 40 vans required at Waayenberg 21:8:17 for loading French Troops, two trains.</p> <p>Ambulance train No 29 arrived at Bergues Exchange.</p> <p>Ambulance Train No 15 loaded at Mendinghem and evacuated Rouen via Borre.</p> <p>One 15" French Gun conveyed from Waayenberg to Rezpoede.</p> <p>Ambulance train No. 26 sent to Dosinghem, loaded there, and evacuated Boulogne.</p> <p>Weather conditions are fine to-day.</p>	

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Bergues Exchange	Aug 21st 1917		<p>Ambulance train No.29 now garaged at Bergues Exchange ordered out for loading at Dosinghem at 13:00, evacuated Boulogne.</p> <p>40 trucks loading with Coal at Bergues Canal to-day from Barges.</p> <p>Two trains of 45 vehicles each were loaded with French Troops at Waayenberg to-day for despatch to Nord Line via Bergues Exchange.</p> <p>The total trains run to-day were:-</p> <p>British Traffic 23. French Traffic 14. Total of 37 trains.</p> <p>In addition 16 trains were marshalled and despatched to Nord Line, including two troop trains from Waayenberg.</p> <p>Ambulance Train No.12 arrived Bergues Exchange.</p> <p>Reply to letter from R.O.D., Headquarters, stated average daily consumption of Coal at Bergues Exchange is 60 tons per day, and the maximum storage capacity is 30,000 tons, and 300 tons per day could be unloaded.</p> <p>Fine weather prevails to-day.</p>	
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Bergues Exchange	Aug 22nd 1917.		<p>Ambulance train No.3 worked through to Dosinghem for loading.</p> <p>Two trains of Mine Earth were unloaded on South Bound Line between Bandaghem and Rexpoede by the Canadian Construction Company to-day. No delay occasioned to traffic. The total number of trains run to-day were:- British Traffic 21. French Traffic 12. Total of 33 trains. In addition 16 trains were marshalled at Bergues Exchange and despatched to Nord Line including two troop trains ex Waayenberg.</p> <p>Ambulance Train No.26 arrived at Bergues Exchange and worked to Mendinghem. Ambulance train No.21 loaded at Mendinghem and evacuated Rouen via Borre. Ambulance Train No.24 worked from Bergues Exchange to Bandaghem, loaded there, and evacuated Rouen via Borre. Ambulance Train No.12 worked from Bergues Exchange to Dosinghem, loaded there, and evacuated Rouen via Borre.</p> <p>In regard to re-inforcements (See entry 31:7:17) further communication sent to D.A.G., A.I.F., H.Q., France. O.C. pointed out he has taken charge of an R.C.D. Detachment, and present strength is over 600, and it is desired to have Australians at the most important positions. Ruling also requested as to whether Imperial men could be transferred temporarily on the strength to make one large Australian Railway Unit.</p> <p>Director of Transportation advises 42nd Divisional Artillery will be moved on 25:8:17 from 3rd to 5th Army Area. Entrainment will be carried out at Baupaume and Albert. Detraining stations will be Proven and Godewaersvelde.</p> <p>The Weather continues fine.</p>	

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Bergues Exchange	Aug 23rd 1917		<p>A train of Mine Earth was unloaded in Proven Railway Yard to-day to be used for ballasting permanent way at that Station.</p>	
			<p>The traffic for French Railheads to-day was heavy consisting of Ammunition and material trains.</p>	
			<p>The total number of trains run to-day were:-</p>	
			<p>British traffic 20. French traffic 16. Total of 36 trains.</p>	
			<p>In addition 20 trains were marshalled and despatched to Nord Line including two troop trains ex Proven.</p>	
			<p>Ambulance Train No. 26 despatched from Mendinghem to Remy.</p>	
			<p>Ambulance train No.30 arrived at Bergues Exchange.</p>	
			<p>Ambulance Train No. 3 arrived at Bergues Exchange and was worked to Dosinghem.</p>	
			<p>R.O.D., Borre directs that engines working troop trains from Borre to Proven and returning empty via Bergues must take water at International Corner.</p>	
			<p>In response to request from R.O.D. H.Q., return submitted shewing 3 Merryweather Pumps on the section: 2 being used at Loco Sheds, Bergues Exchange for drainage, emergencies, and break-down of duplex pump. The other pump is used at Camp, Bergues Exchange to pump water from engine tender to Cook-House tanks, and is available in case of fire etc. A pump is also stationed at Dosinghem to pump water from Tender to Camp.</p>	
			<p>The weather continues fine.</p>	

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Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange.	Aug 24th 1917.		<p>French Ambulance Train No. 39 arrived and worked to Waayenberg for loading. 50 Empties supplied to Bergues Canal for Coal loading from barges. Two trains of Mine Earth unloaded in yard at Bergues Exchange this morning. Traffic has eased off to-day. The total trains run to-day were:-</p> <p style="padding-left: 20px;">British Traffic 16. French traffic 14. Total of 30 trains.</p> <p style="padding-left: 20px;">In addition 24 trains were marshalled at Bergues Exchange and despatched to Nord Line including 3 Material Trains from Heidebeke, Waayenberg and Ondank.</p> <p>Ambulance Train No. 29 arrived at Bergues Exchange and was worked forward to Mendinghem.</p> <p>Ambulance Train No. 24 arrived at Bergues Exchange.</p> <p>Ambulance Train No. 3 loaded at Dosinghem, evacuated Rouen via Borre.</p> <p>Orders issued that enginemen must not exceed the speed limits laid down by R.C.E's.</p> <p>Communication received from D.A.G., A.I.F., in reply to letter from O.C. that the correct designation of the Company is "60th (Australian) B.G.R.O.Cpy, and that no other is to be used. Hitherto the designations which have been used since shortly after arrival in England have been "60th Company (Aust) Railway Operating Division, Attached Royal Engineers, a "60th Company (Aust) R.O.D., R.E., or "60th Company, R.O.D., R.E.,</p> <p>The length of line controlled and worked for the week was 32.6 Kilometres. Good progress has been made by the Construction Companies in repairing and ballasting the line throughout the Section. Ordinary speed running has been resumed, viz, 15 miles per hour, with the exception of section between Rexpoede and Rousbrugge, where a speed of 10 miles per hour is still being maintained. Good work has been done by staff at Bergues Marshalling Yard in dealing with traffic, North Bound, and marshalling and despatching of trains to Nord Line. Good progress continues to be made with the new Camp, further huts having been completed and occupied. The roadway for vehicular traffic is well forward and nearing completion. The average tonnage of each loaded train hauled was 675 tons and unloaded 340 tons. The general health of the Camp remains good, no serious cases of sickness having occurred. The traffic to the Nord Line consisting mainly of empty vehicles containing returning from Railheads to loading stations, Calais etc. Sand empties are returned to Ghyvelde, and mine earth empties to Bethune.</p> <p style="padding-left: 20px;">The weather to-day is dull and cold.</p>	

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.

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

6th COMPANY, RAILWAY OPERATING DIVISION (AUSTRALIAN).
No.
Date

Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange.	Aug 25th 1917.		<p>French Ambulance Train No. 26 arrived at Bergues Exchange to-day, and was worked forward to Waayenberg for loading.</p> <p>Ambulance Train No. 39 now garaged at Waayenberg loaded and despatched to-day.</p> <p>Four trains of British Troops detrained at Proven to-day.</p> <p>The number of loaded trains run to-day were:-</p> <p>British Traffic 18. French traffic 15. A total of 33 trains.</p> <p style="padding-left: 40px;">2 Ambulance. 4 Ammunition. 4 Supplies. 13 Mine Earth, Sand, etc. 1 Material. 9 Troops.</p> <p style="text-align: center;"><u>33</u></p> <p>In addition 21 trains were marshalled at Bergues Exchange and despatched to Nord Line, including 2 trains of troops ex Poperinghe.</p> <p>Ambulance Train No. 29 loaded at Mendinghem and evacuated Wimereux.</p> <p>The weather to-day is fair.</p>	

(A9475) Wt W2358/P360 600,000 12/17 D. D. & L. Sch. 52a. Form C/2118/19.

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6th COMPANY,
RAILWAY OPERATING
DIVISION
(AUSTRALIAN).
No
Date

Army Form C. 2118.

WAR DIARY
OF
~~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
Bergues Exchange.	Aug 26th 1918		<p>Traffic worked forward to-day consisted mainly of Ammunition and material.</p> <p>The total trains hauled to-day were:-</p> <p>British Traffic 22. French Traffic 9. Total trains 31.</p> <p>In addition 18 trains were marshalled at Bergues Exchange and despatched to Nord Line.</p> <p>Ambulance Train No. 3 arrived at Bergues Exchange.</p> <p>Ambulance Train No. 30 worked from Bergues Exchange to Bandaghem and evacuated Rouen, via Borre.</p> <p>Ambulance Train No. 24 worked from Bergues Exchange to Dosinghem and evacuated Etaples, via Borre.</p> <p>Ambulance Train No. 4 arrived at Bergues Exchange.</p> <p>Fine weather to-day.</p>	

(A9475) Wt W2358/P360 600,000 12/17 D. D. & L. Sch. 52a. Forms/C2118/15.

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WAR DIARY

or
~~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.

6th COMPANY,
RAILWAY OPERATING
DIVISION
(AUSTRALIAN).
No.
Date

Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange.	Aug 27th 1918.		<p>Ambulance Trains Nos 3, 4, 28, and 126 arrived this morning and were worked through to Mendinghem and Dosinghem for loading to-day.</p> <p>Traffic for French Railheads at Waayenberg and Heidebeke heavy to-day.</p> <p>The total trains run to-day were:-</p> <p>British Traffic 20. French Traffic 14. Total 34 trains.</p> <p>In addition 17 trains were marshalled and despatched from Bergues Exchange to Nord Line.</p> <p>Ambulance Train No. 28 arrived at Bergues Exchange and worked to Dosinghem.</p> <p>Ambulance Train No. 3 worked from Bergues Exchange to Dosinghem.</p> <p>" " " 4 " " " " " Mendinghem.</p> <p>Ambulance Train No. 18 arrived at Bergues Exchange.</p> <p>" " " 27 " " " "</p> <p>15 R.O.D. men, who had made application for transfer to Line Regiments, in response to notice issued, were despatched to Audruicq No. 1 Loco Depot.</p> <p>The weather to-day is stormy and squally, and heavy rain has fallen.</p>	

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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.

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

6th COMPANY, RAILWAY OPERATING DIVISION (AUSTRALIAN)
No.
Date

Army Form C. 2118.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange	Aug 28th 1917		<p>French Ambulance Train No. 4 and British Ambulance Trains Nos 18, 30, and 27, arrived and were garaged at Bergues Exchange this morning.</p> <p>One train of Mine Earth unloaded at Rousbrugge to-day on North Bound Line.</p> <p>Three trains of Mine Earth arrived at Bergues Exchange, and were garaged in Siding.</p> <p>Construction Company unable to handle same to-day.</p> <p>The total trains run to-day were:-</p> <p style="padding-left: 40px;">British Traffic 20. French Traffic 11. Total 31 trains.</p> <p style="padding-left: 40px;">In addition 18 trains were marshalled at Bergues Exchange, and despatched to Nord Line.</p> <p>Ambulance Train No. 30 arrived at Bergues Exchange.</p> <p>Ambulance Train No. 4 loaded at Mendinghem, evacuated Abbeville.</p> <p>Ambulance Train No. 3 loaded at Dosinghem, evacuated Etaples.</p> <p>Weather is still unsettled, and rain falling.</p>	

(A9475) Wt W2358/P360 600,000 12/17 D. D. & L. Sch. 52a. Forms/C2118/15.

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6th COMPANY,
RAILWAY OPERATING
DIVISION
(AUSTRALIAN).
No
Date

Army Form C. 2118.

WAR DIARY
OR
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
Bergues Exchange.	Aug 29th 1917.		<p>Ambulance trains Nos 18, 30, and 27 ordered to Dosinghem, Mendinghem, and Bandaghem for loading to-day.</p> <p>Two trains of Mine Earth were unloaded in Marshalling Yard, Bergues Exchange, this morning.</p> <p>Two trains of French troops loaded at Heidebeke and worked forward to Nord Line, Bergues Exchange.</p> <p>The total number of trains hauled to-day were:- British traffic 16. French traffic 16.</p> <p>Total trains 32. In addition 17 trains were marshalled at Bergues Exchange, and despatched to Nord Line including two troop trains ex Waayenberg and Heidebeke.</p> <p>12 Imperial R.O.D. men despatched to Audruicq.</p> <p>Ambulance train No. 19 arrived at Bergues Exchange.</p> <p>Ambulance train No. 27 loaded Mendinghem. Evacuated Boulogne.</p> <p>Ambulance Train No. 28 loaded Dosinghem. Evacuated Etaples.</p> <p>D.A.G., A.I.F., under date of 27:8:17 re reinforcements state that the question of completion of Railway Companies in France to establishment is under consideration: that no further transfers to Railway Companies will be allowed, and that approval cannot be given for the transfer of Imperial personnel to Australian Railway Company.</p> <p>Rough, stormy weather prevails to-day.</p>	

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.

OR
~~INTELLIGENCE SUMMARY~~

(Erase heading not required.)

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Bergues Exchange.	Aug 30th 1917		<p>French Ambulance Train No. 4 worked to Waayenberg this morning for loading.</p> <p>A French Engineers Living train arrived at Bergues Exchange to-day, and was worked through to Elverdinghe, and garaged at that Station until further notice.</p> <p>The total trains run to-day were:-</p> <p>British Traffic 15. French traffic 13. Total of 28 trains.</p> <p>In addition 16 trains were marshalled at Bergues Exchange and despatched to Nord Line, including three troop trains ex Waayenberg and Heidebeke.</p> <p>Ambulance Train No. 20 arrived at Bergues Exchange and went on to Mendinghem to load.</p> <p>Ambulance train No. 18 loaded at Dosinghem. Evacuated Etaples.</p> <p>Notice received from Director of Transportation, G.H.Q. that the 59th Divisional Artillery, will be moved from 3rd Army to 5th Army on 3:9:17. Entraining Station will be Peronne, and detraining stations Hopoutre and Proven.</p> <p>Bad weather sandikens continues, rain having fallen throughout the day.</p>	

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6th COMPANY,
RAILWAY OPERATING
DIVISION
(AUSTRALIAN).
No
Date

Army Form C. 2118.

WAR DIARY

OR
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
Bergues Exchange.	Aug 31st 1917		<p>The North Bound Line between Rexpoede and Rousbrugge occupied by the Canadian Construction Company from 8:00 to 15:00 to-day, single line working in operation on South Bound Line between these points.</p> <p>60 empties supplied to Bergues Canal for Coal and Metal loading from Barges to-day.</p> <p>Two "A.L.G.P." trains (French Artillery) were worked from Proven to Nord Line, via Bergues Exchange this morning.</p> <p>A train of British Troops arrived at 4:30 ex Blargies for Adinkerque, worked to Waayenberg by our engine and train crew, thence to destination by Belgian engine and train crew.</p> <p>French Ambulance Train No. 34 arrived at Bergues Exchange, and was garaged awaiting instructions.</p> <p>R.T.O. Bergues Nord Station advised at 21:30 that Re-inforcement train for Proven and Poperinghe had arrived at Bergues Nord, and French engine had been detached. An engine was immediately despatched and train hauled to destination.</p> <p>The total trains hauled to-day were:- British Traffic 13. French Traffic 15. Total 28 trains.</p> <p>In addition 20 trains were marshalled at Bergues Exchange and despatched to Nord Line, including four trains of material.</p> <p>Several bombs were dropped by hostile aircraft in close proximity to railway line and Block Cabin at Bandaghem. None No damage done to railway line.</p> <p>Notices received from R.O.D., Borre that:</p> <p>(1) On 1:9:17 covered vans (conveying 100 sick horses) will be attached to Empty Supply train at Proven for conveyance to Borre.</p> <p>(2) On 2:9:17 a special troop train will run from Hazebrouck to International Corner.</p> <p>Ambulance Train No. 26 arrived at Bergues Exchange.</p> <p>In further reference to Re-inforcements (see entry 29:8:17) O.C. suggested to D.A.G., that Australian Authorities be cabled to obtain re-inforcements, stating that over 1000 applied for this Company. The class of men required are enginemen and or traffic men. Traffic men have not been sufficient in number hitnerto, resulting in Loco men doing traffic duties.</p> <p>The weather to-day is fine.</p>	

(A9475) Wt W2358/P360 600,000 12/17 D. D. & L. Sch. 52a. Form C. 2118/15.

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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 5:8:17.

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 *
<u>STRUCK OFF STRENGTH.</u>						
134	Sapper	Lewis C.L.	60th Austn Rly Company.	To England ex Hospital.	1:8:17	Previously shewn to Hospital.
70	"	Fizjames A.	"	"	28:7:17	"
123	"	Jones W.H.	"	"	30:7:17	"
98	Corpl	Harrison S.	"	"	1:8:17	"
197	2/Cpl	Rule H.	"	Away from Unit 3 months.	25:7:17	Left in England when Unit embarked
<u>TEMPORARY TRANSFERS.</u>						
111	Sapper	Huntley P.G.	60th Austn Rly Cpy.	120th Cpy.R.E.	1:8:17.	Temporary.
190	2/Cpl	Reynolds C.J.	"	"	"	"
259	Sapper	Workman J.O.	"	295th Cpy.R.E.	"	"
243	"	Wardman F.C.	"	"	"	"
158	Corpl	McMahon P.	"	R.O.D. Borre	"	"
35	2/Cpl	Byrne D.	"	"	"	"
36	Sapper	Carr C.W.	"	"	"	"
170	"	Parsons W.	"	"	"	"
<u>TAKEN ON STRENGTH.</u>						
12018	Pte	McMahon J.	60th Austn Rly Company.	9th Field Amb.	30:7:17	No altered to 281.
14991	"	Conlon W.	"	14th " "	2:8:17	" " " 281
14569	"	Medwin R.H.	"	" " "	2:8:17	" " " 283
6456	Cpl	Paulsen A.W.	"	17th A.A.S.C.	1:8:17	" " " 284
1930	Pte	Fegan W.W.	"	8th D.U.S.	2:8:17	" " " 285
9098	Bombdr	White J.L.	"	104th How Bgde	4:8:17	" " " 286
4272	L/Cpl	McGloin F.J.	"	2nd Anzac Cyclist Battn	3:8:17	" " " 287
4114	Pte	Gillick F.W.	"	" " "	3:8:17	" " " 288
<u>RETURNED FROM LEAVE.</u>						
273	Sapper	Lee P.H.	60th Aust R.Cpy.	Leave.	1:8:17.	
124	2/Cpl	Jupp J.C.	60th Aust R.Cpy	Excema	29:7:17	From Local Hos
<u>REJOINED FROM HOSPITAL.</u>						
124	2/Cpl	Jupp J.C.	60th Aust R.Cpy	Excema	29:7:17	From Local Hos
233	2/Cpl	Tyson W.H.	"	Rheumatism	30:7:17	" " "
<u>REVERSIONS.</u>						
284	Corpl	Paulsen A.W.	60th Aust R.Cpy.	To Sapper	1:8:17.	
286	Bombdr	White J.L.	"	"	4:8:17.	
287	L/Cpl	McGloin F.J.	"	"	3:8:17.	

* 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.

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 12:8:17.

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*
<u>TAKEN ON STRENGTH.</u>						
2915	Sapper	Pettiet A.J.	60th Austn	1st Pion. Battn	5:8:17.	New Regtl No 283.
x6438	Driver	Ainsworth J.A.	Rly Company.	17th A.A.S.C.	5:8:17	" " 290
10645	Driver	McCarren F.J.	"	869th A.S.C.	5:8:17	" " 291
15944	Sapper	Williams B.S.	"	3rd Div. Trn.		" " 292
3505	Sapper	Hassett T.P.	"	A.A.M.C.A.G.B.D.	6:8:17	" " 293
11914	Sapper	Boyle A.H.	"	55th Battn.	8:8:17	" " 294
12043	Sapper	Power J.G.	"	9th Field Amb.	1:8:17	" " 295
8853	Gunner	Gillett O.	"	" " "	1:8:17	" " 296
5242	Sapper	Blake A.V.	"	2nd D.A.C.	9:8:17	" " 297
98	Sapper	Dunne T.P.	"	15th Field Co.	10:8:17	" " 298
4096	Driver	Roberts C.A.	"	Engineers.		" " 299
3631	Driver	Shackley T.H.	"	1st Tunnelling Company.	9:8:17	" " 300
3631	Driver	Shackley T.H.	"	12th Field Co.	11:8:17	" " 300
3631	Driver	Shackley T.H.	"	Engineers.		" " 300
3631	Driver	Shackley T.H.	"	" " "	11:8:17	" " 300
<u>STRUCK OFF STRENGTH.</u>						
75	Sapper	Fox M.F.	60th Austn	To England ex Hospital.	:8:17	Previously shown to Hospital.
140	Sapper	Malligan E.	"	"	5:8:17	"
<u>TEMPORARY TRANSFERS.</u>						
25	Sapper	Brett T.	60th Austn	R.O.D. Audruicq	7:8:17	Temporary
182	"	Price W.J.	Rly Opg Cpy.	"	"	"
192	"	Richardson W.J.	"	"	"	"
200	2/Cpl.	Schneider H.G.	"	"	"	"
265	Sapper	White W.	"	"	"	"
<u>REVERSIONS.</u>						
290	Driver	Ainsworth J.J.	60th Austn	To Sapper.	5:8:17.	
291	"	McCarren F.J.	Rly Opg Cpy.	"	"	
296	Gunner	Gillett O.	"	"	9:8:17.	
299	Driver	Roberts C.A.	"	"	11:8:17.	
300	Driver	Shackley T.H.	"	"	11:8:17	
<u>TO HOSPITAL.</u>						
231	Corpl.	Torazzi	60th Austn	To No 35 Hospital, Calais.	7:8:17	Temporary.
			Rly Opg Cpy.			

* 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.

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 19:8:17.

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 *
<u>ADMITTED TO HOSPITAL.</u>						
227	2/Opl	Thompson J.J.	60th Austn B.G. Opg Cpy.	N.Y.D.	11:8:17	Wormhoudt Hosp
239	2/Opl	Wakeling R.	"	N.Y.D.	14:8:17	" "
113	Sergt	Hynes A.T.	"	Influenza	14:8:17	Mendinghem "
<u>TAKEN ON STRENGTH.</u>						
16976	Sapper	Green J.	60th Aust B.G. Field Co. Engrs	Le Havre.	15:8:17	New No. 301
1298	Driver	Williams D.E.	"	12th Field Amb	17:8:17	: " 302
<u>PROMOTIONS.</u>						
302	Driver	Williams D.E.	60th Aust B.G. Rly Opg Cpy.	Promoted to 2nd Corporal	17:8:17.	Vice Wood H. 2/Opl

* 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.

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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 26;8:17.

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 *
<u>STRUCK OFF STRENGTH.</u>						
113	Sergt	Hynes A.T.	60th Austn B. G. Rly Opg Cpy	Trench Fever.	15:8:17	To England ex Hospital
<u>ADMITTED TO HOSPITAL.</u>						
183	2/Cpl	Provest A.J.	60th Aust B.G. Rly Opg Cpy.	N.Y.D.	25:8:17	Wormhoudt
293	Sapper	Hassett T.P.	"	N.Y.D.	25:8:17	"
<u>TAKEN ON STRENGTH.</u>						
12045	Pte	Poole W.	60th Austn B.G. Rly Opg Cpy.	9th Field Amb	21:8:17	New No. 303
14948	Spr	Henderson J.W.	"	7th Field Co. Engineers.	22:8:17	" " 304
2736	Corpl	Walker J.W.	"	14th Field Co. Engineers.	23:8:17	" " 305
2360	Pte	Mallugan M.	"	3rd Pioneer Battn.	25:8:17	" " 306
<u>REVERSION.</u>						
305	Corpl	Walker J.W.	60th Austn B.G. Rly Opg Cpy.	To Sapper	23:8:17.	
<u>PROMOTION.</u>						
279	Sapper	Wilson W.C.	60th Austn B.G. Rly Opg Cpy.	To 2/Opl.	23:8:17	Vice Guider W.E. (No 91) struck off strength.

* 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 Destruction

26

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Bergues and Poperingne

Gauge Line (or Depot)

Week ending August 3rd

1917

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under or awaiting Light Repairs. (G)	Daily Average Number of Engines under, or awaiting Heavy Repairs (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
32.6	22	22.4	20.57	-----	-----	91.3	8.7	-----	4334	2536	674	1485	2068	360	299½	138

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes..... hours for.....

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
23205¾	2474	308½	418½	53½	24899¼

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.

Number of Breakdown Cranes.
1

418½ to Merris.
44½ to Nord.
9 to French Construction Engines.

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	
38.57	129	211.73	153.70	43.71	15.42	14.43	606.56	656

(Includes Bergues, Rexpoede Rousbrugge and Proven)

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING WEEK.

BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres.
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
347	-----	2345	112	267	-----	3287	-----	-----	6358	109468

APPENDIX

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RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Bergues and Poperinghe Gauge Line (or Depot)..... Week ending August 10th 1917.

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under Light Repairs. (G)	Daily Average Number of Engines under Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assisting.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
32.6	21	21.71	20.29	-----	-----	93.46	6.54	-----	4472	2306	346	1780	1778	471	330½	129

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes..... hours for.....

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
24899¼	346½	340½	734*	50*	24121¼

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

*302 Merris
 375 Zeneghem
 2 Audruicq
 50¼ International Gor.
 4¼ Tachincourt.

BREAKDOWN CRANES.

Number of Breakdown Cranes.
1

*23 Nord
 27 French Construction Engine.

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	
45.14	118.14	232.85	158.13	47.58	18	14.71	634.55	675.

Includes Bergues, Rexpoede Mousbrugge and Proven.

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING WEEK.

BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres.
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
940	-----	3594	268	147	-----	4838	-----	-----	9787	145163

APPENDIX

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RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Bergues and Poperingne Gauge Line (or Depot) Week ending August 17th 1917.

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under Light Repairs. (G)	Daily Average Number of Engines under Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
32.6	20	20.28	19.03	-----	-----	93.84	6.16	-----	4185	2722	158	1225	1444	491	360 ³ / ₄	133

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes..... hours for.....

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
24.121 ³ / ₄	1010	377 ³ / ₄	497 ¹ / ₂	70	24-186

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

B. To Dosingham 95 Tons.
Merris Strazeele 400
Inter Corner, 2¹/₂
C. Nord engines 45 tons
31st French Co, Heidebeck 25 Tons.

BREAKDOWN CRANES.

Number of Breakdown Cranes.
1

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	
39	110	197	142	66	10	19	582	590

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING WEEK.										
BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres.
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
320	-----	4488	236	261	-----	3812	-----	-----	9117	137.429.

APPENDIX

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Bergues and Poperingne Gauge Line (or Depot) Week ending August 24th 1917

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under Light Repairs. (G)	Daily Average Number of Engines under Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
32.6	19	20.28	18.18	-----	-----	89.64	10.36	-----	4094	2353	162	1215	1227	414 $\frac{3}{4}$	330 $\frac{1}{4}$	118 $\frac{1}{2}$

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

* Includes hours for

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
24186	1890	339 $\frac{3}{4}$	1099 $\frac{3}{4}$	17 $\frac{1}{4}$	24-619 $\frac{1}{4}$

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

BREAKDOWN CRANES.	
	Number of Breakdown Cranes.
Merris Strazeele 600 tons	
Mendinghem	400 "
Dosinghem engs	15 $\frac{1}{4}$ "
Verquigneul "	10 "
Borre engs	2 $\frac{1}{2}$ "
International C	2 "
C. Nord engines,	17 $\frac{1}{4}$ "

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	
38	109	190	149	74	1	24	585	596

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING WEEK.

BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres.
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
1079	-----	4018	221	121	-----	3854	-----	-----	9293	132180

APPENDIX 76

RAILWAY OPERATING DIVISION.

Weekly Return of Broad and Metre Gauge Lines and Depots worked by British Army.

Bergues and Poperinghe

Gauge Line (or Depot)

Week ending August 31st 1917

LOCOMOTIVE STATISTICS (Separate Statistics for Petrol Tractors).

Length of Line Worked. Kilometres.	Total Number of Engines on last day of week.	Daily Average Number of Engines.	Daily Average Number of Engines in Steam.	Daily Average Number of Engines under or awaiting Light Repairs. (G)	Daily Average Number of Engines under, or awaiting Heavy Repairs. (H)	Percentage of Engines in Steam to Total.	Percentage of Engines under, or awaiting Repairs.	Percentage of Engines Available but not in Steam.	TOTAL ENGINE KILOMETRES.				TOTAL ENGINE HOURS.		CONSUMPTION OF LOCO. STORES (by Engines only).	
									Loaded.	Empty.	Assist-ing.	Light.	Train Engines.	Shunting Engines.	Coal (tons).	Lubricating Oil (gallons).
32.6	18	18.43	16.11	-----	-----	87.41	12.59	-----	3553	2377	61	1171	990 $\frac{3}{4}$	423	337 $\frac{1}{2}$	120 $\frac{1}{2}$

(G) Including Washouts. (H) Engines requiring attention at C.M.E. workshops. Give individual engine numbers.

STOCK AND CONSUMPTION OF R.O.D. COAL (Tons).

Stock on Hand at beginning of week.	Received during week. (A)	Used during week.	Sent R.O.D. Detachments. (B)	Sent other Units. (C)	Stock on Hand at end of week.
24,619 $\frac{1}{4}$	1160	348 $\frac{1}{2}$	441	62 $\frac{1}{2}$	24,927 $\frac{1}{2}$

(A), (B), and (C)—In the case of Coal received from or sent to other Units or Detachments give details.

B.

300 Merris Strazeele
 15 Verquigneul engines
 95 Dosinghem "
 4 $\frac{1}{2}$ Bethune "
 1 $\frac{1}{2}$ International C "
 25 Yser Pumping Station.

BREAKDOWN CRANES.

Number of Breakdown Cranes.
1

PERSONNEL STATISTICS.

DAILY AVERAGE NUMBER OF PERSONNEL. (F)								TOTAL STRENGTH on last day of week. (F)
Repairs.	Shed Duties.	Running.	Ground Staff.	Employed. (D)	Reserve.	Others. (E)	Total.	
38	106	188	148	78	1	20	579	567

441
 37 $\frac{1}{2}$ Nord engines.
 25 31st French Coy. Heidebeck.

(D)—Includes Q.M.S. and Assistants, Cooks, Orderlies. (E)—Includes Sick in Quarters, in Hospital, on Leave, in Detention. (F)—Includes all R.O.D. personnel, men of other Units attached for transfer to R.O.D. and men of other Units attached for Railway Work, but not Batmen, Chauffeurs, R.A.M.C. Orderlies, etc.

TRAFFIC STATISTICS.

TOTAL NUMBER OF LOADED WAGONS CONVEYED DURING WEEK.										
BRITISH MILITARY TRAFFIC.					Trains Journaliers.	French Military Traffic.	Belgian Military Traffic.	Civil Traffic.	Total Number of Wagons.	Total LOADED Wagon kilometres.
Troops.	Reinforcements and Remounts.	Supplies, Ordnance and General Traffic.	Construction Traffic.	Ambulance Trains.						
1332	-----	3960	260	128	-----	3517	-----	-----	9197	129,916.

ARMY PRINTING AND STATIONERY SERVICES. B. 397. 20000. 9/17.

APPENDIX

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APPENDIX

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NOTICE.

To all concerned.

On and from 6: 0 a.m. Monday, August 13th, 1917,
the Bergues to International Corner Line, inclusive, will be
controlled by Captain James, O. C., 60th Company (Australians),
R. O. D., R. E., and will be administered by him from Bergues.

Lieut, R. E.,

O i/c Detachment.

BERGUES.
12/8/17.

APPENDIX

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Bergues.
13-8-17.

The following material was in Break-Down Van No.10 when the 60th
Company took charge.

One 30 ton.....	Hydraulic Jack Traverser.
Two 20 ton.....	Screw Jack "
Two 10 ton.....	" " "
Two 12 ton.....	Screw bottle jack.
Four.....	Ramps.
Five.....	Handles for jacks.
One 1 ton.....	Chain blocks.
Two.....	Stilton Wrenches.
One 4 ton.....	Short screw jack.
One.....	Cross cut saw.
Four.....	Side sets.
Four.....	Steel bars.
Five.....	Shovels.
Three.....	Picks.
One.....	Hand Hammer.
Two.....	Cold chisels.
Two 7 lbs & 14 lbs.....	Flogging hammers.
Four.....	Acetylene Gas Lights
Twelve 8 x 8 3ft.....	Hard wood wedges.
One.....	Axe.
One.....	Trolley.
One.....	Ladder.
One.....	Steel Wire Tow Rope.
One 8 x 8 x 6ft.....	Piece of hard wood.
Fifteen.....	Sprags.
Twelve.....	Detonators.
One 3 ft.....	Piece of steel rail.
Three 1" x 20ft.....	Hemp rope.
One.....	Bench and locker.
One.....	Small cupboard.
Three sets.....	Shelves and bales.
One 2".....	Shark jaw spanner.
One 12".....	Clyburn wrench.
Three.....	Pick Handles.
One 6" VKE, ,.....	Vice.
