

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

Tunnelling & Survey

Item number: 16/2/24

Title: 1st Australian Tunnelling Company

December 1918



AWM4-16/2/24

354

18,000-12/1 -8723

CONFIDENTIAL.

ORIGINAL.

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Australian Imperial Force.

WAR DIARY

OF

1st Australian Tunnelling Company

FOR

DECEMBER 1918

Signature of Officer compiling

*W. G. W. Bridges
Capt AE*

Signature of Officer Commanding

*W. G. W. Bridges
1st Aust Tunn Co Capt AE*

DECEMBER 1918

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.

INTELLIGENCE SUMMARY.

(Erase heading not required.)

1ST AUSTRALIAN TUNNELLING COMP.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Marbaix	1 ST		Fine & frosty. Nos 1, 2 & 4 Sections mine reconnaissance	
Namur St 8			No 3 Section quarrying stone at HESTRUD Nam. 8.48.85.42.	
3E. 48.95.	2 ND		Dull but fine & mild weather	
	3 RD		Weather: Raining & mild. Sections busy removing Land Mines and other types of explosive charges. To effect this purpose thorough and extensive reconnoitring of all roads, railways, canals bridges and culverts was carried out.	
	4 TH		Weather: Raining & mild.	
	5 TH		Weather: Fine & mild.	
	6 TH		Weather: Fine & mild.	
	7 TH		Cold wet weather. 2 offs. 35 other ranks from No 4 Section examining CHARLEROI-BRUSSELS railway line; an engine, carriage and 2 trucks being placed at their disposal by Belgian Railway Authorities.	

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(Erase heading not required.)

1ST AUSTRALIAN TUNNELLING COMPANY

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A

Summary of Events and Information

Remarks and references to Appendices

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Marbaix Namur 8 3.E. 4895	8 TH		Weather changes to fine & mild. No 1 Section moves north and east to GEMBLoux Brussels. Sh6. 6I.3085. No 2 Section moves north to SOMBREFFE Brussels. Sh6. 6H.30.29.	
Chatelet Namur 8 2.G. 3085.	9 TH		Weather: fine, dull & mild. Company Headquarters moves to CHATELET. Namur. Sh8. 2.G.30.85. No 4 Section moves to NIVELLES Brussels. Sh.6. 5.D. 9020. No 3 Section still quarrying at HESTRUD. Nam.8. 4B.8542.	
	10 TH		Party from Company H.Q. removed mine from road bridge at MONT SUR HEURE Namur Sh8. 2E 8076 also a mine from railway bridge at 2E.7878. No 4 Section carries out extensive examination of railway lines for mines; many signs of preparation for laying mines found but no loaded mines discovered. numerous shafts on line NIVELLES STN Bruss. 5.D. 92. to GENAPPE STN 5F.43. there are 370 trucks of ammunition, explosive & salvage near BAULERS Brussels 5E.4034. Every bridge on line from BAULERS 5E.1030. to SENEFFE 6.D.11.37. recessed	

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

1st AUSTRALIAN TUNNELLING COMPANY

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Chatelet Namur 8 2G. 30.85.	10 TH		for charges but not loaded. Numerous mines unloaded on line from NIVELLES 5D.92. to LUTTRE 6E.5590. Rails and sleepers removed from NIVELLES 5D.92. - FLEURUS ^{Nam. 8.} 1G.5279 line leaving formation only. Railway line from BAULERS 5E.1030. to BRAINE L'ALLEUD 4E.5122. prepared for mines but none laid.	
	11 TH		Weather: mild and dull	
Lambusart Namur 8 1.G. 67.50.	12 TH		Raining. Company Headquarters moves from Chatelet to Lambusart at 7am. Search of railway lines (with GEMBLoux, Brussels Sh. 6. 6I. 30.85. AND NIVELLES Bruss. Sh. 6. 5D.92. as centres of operation) being carried out but no loaded mines discovered.	
	13 TH		Raining. Party of other ranks returning from leave and hospital rejoin after having been much delayed owing to lack of	

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(A7883) Wt. W203/M1672 350,000 1/17 Sch. 52a Form C/2118/4

DECEMBER 1918

WAR DIARY

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or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

1ST AUSTRALIAN TUNNELLING COMPANY

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Lambusart Namur 8 I.G. 6750.	13 TH		railway transport between LE CATEAU locality and CHARLEROI - this stretch of country being thickly mined, many of these mines were unloaded and rendered harmless as has been shown; nevertheless a great number exploded, totally wrecking railways and bridges.	
	14 TH		Weather dull and warm. No 3 Section moves to ARSIMONT Namur. Sh8. I.H. 7012.	
	15 TH		Weather continues mild.	
	16 TH		Raining. Weather has been consistently dull with leaden skies but not cold.	
	17 TH		Short glimpse of sunshine, mild. Order issued for party of 5 from No 4 Section to proceed to STAVELOT WA NAMUR, HUY, LIEGE and SPA to search for mines.	

DECEMBER 1918

WAR DIARY

Army Form C. 2118.

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INTELLIGENCE SUMMARY.

(Erase heading not required.)

1st AUSTRALIAN TUNNELLING COMPANY

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Lambusart	18 TH		Heavy showers. Mild temperature. M ^{RS} S. ANDERSON M.C. on Special leave	
Namur 8 I.G. 6750	19 TH		Weather clears and continues mild	
	20 TH		Raining hard. No 3 Section moves to JAMBES Namur 5 th 8 I.K. 6049	
	21 ST		Entire Unit engaged on completion of Demobilisation Forms; especial care being taken that each man understands the questions asked on the Form before he answers same. These particulars are taken by an Officer so giving every individual an impression of the importance of this matter. Suspicious looking leads in tunnel on Stavelot (Marche 2 L. 0768.) - Malmedy railway prove to be harmless wires embedded in mortar.	
	22 ND		Mild day - heavy rain at night. A football team picked from this Company plays an Association Rules match against a Belgian team at Lambusart; keen game result a draw, score 2 all.	
	23 RD		Raining; cold wind blowing. No 2 Section moves to VIEILLE MAISON NEAR	

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1ST AUSTRALIAN TUNNELLING COMPANY

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Lambusart	23 RD		SOMBREFFE - Brussels S ^{NO} 6 G.H. 4045	
Namur 8 I.G. 6750.	24 TH		Fine clear morning. Snowing: the first heavy fall of the season on Xmas Eve.	
	25 TH		Xmas Day Duck and pudding provided as extras for the dinner of every man. Cdd day - fairly severe. Football team from Company plays another match against Belgian team and has a good win - Score 7 to nil. Association rules.	
	26 TH		Boxing Day. Colder: temperature about freezing.	
	27 TH		Bitter cold wind blowing. Chaplain the Rev. P. Baker marched out to A.I.F. Headquarters for transport duty ex attachment	
	28 TH		Raining. Entire Unit obtaining particulars for filling in of Demobilisation, Repatriation and Education forms.	

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APPENDIX

WAR DIARY

OF

1ST AUSTRALIAN TUNNELLING COMPANY A.E.

FOR

DECEMBER

1918

LIST OF APPENDICES.

No.	Subject.
1.	Weekly Company Reports.
2.	Company Orders
3.	Evacuations and Rejoined from Hospital.
4.	Officers and Other Ranks to and from Instructional Schools.
5.	Special Reconnaissance Reports from Section Commanders.

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Appendix No. 1

APPENDIX 1

EST. AUSTRALIAN TUNNELLING COMPANY A.E.

Headquarters 5-12-18

To/

From C.O. Ist. Australian Tunnelling Company A.E.

(a) Report for Week ending 4-12-18

MINE SEARCHING

Reconnaissance has been made of the following roads and canals including all bridges, culverts etc., along same for Mines and Traps without result. All locations taken from Hamur sheet 8 1/100,000.

IF.26.30. to EF.25.94. EF.25.94. to EF.00.95.
 CHATELET - GILLY to F.G. line.
 " - MONTIGNIES - SUR-SAMBRE.
 LE CAPINAIRE to FLEURUS FLEURUS to SART ALLET.
 CHATELET to LE ROUX. PRESLES to LE ROUX.
 CHATELET to AISBAU
 Canal Sth. Bank including Bridges from PORT-DE-DOUP to TERGNER.
 Canal Nth. Bank " " " CHATELET to TAMINES.
 3D.65.45, and 3D.76.42. shafts inspected - Charges already removed.
 3D.22.52. - 3 shafts - these had not been charged
 3D.22.56. - 5 shafts - " " " " "
 3C.95.64. - No trace of charge at Xroads - preparation for charge under 2 culverts - no charges found.
 3D.08.42. - No trace of shafts found.
 3D.20.40. - 4 shafts at Xroads.
 CATILINEAU to TAMINES and CHATELINEAU to PIRONCHAMPS (both rds.)
 2G.26.85. to 2G.00.71. 2G.25.85. to 2G.28.68.
 Bridge at 2G.26.85. chambred - no charge found.
 Bridges at 2G.25.84. and 2G.20.70. chambred - no charges found.
 2G.29.87. to 2G.00.79. 2G.20.70. to 2G.28.68.
 FLEURUS towards RANSART to F.G. line.
 " past HEPPIGNIES " "
 " to WANFERCIES BAULET and KRUISINE.
 WAINAGE, LAMBURART, KEUMIER to TAMINES.
 Filled in 4 shafts 12 to 15 feet deep at abutments of steel Bridge crossing canal at 2E.90.91.

(b) Reconnaissance has been made of the following railways including all bridges, culverts, sidings etc., for Mines and Traps without result.

2F.00.39 to 2E.95.93. Bridge at 2F.01.98.
 Bridge at 2F.03.99. 2F.03.99. to 1E.12.35.
 JUMET Railway Station 1E.12.35. to 1E.68.34.
 2F.18.88. to 1E.61.21. 2F.99.81. to 2E.77.93.
 2E.77.93. to ROUX Stn. 1E.69.00. to 1E.55.12.
 Overhead Bridge 2E.77.93. - 4 shafts 12 feet deep - no charge.
 Railway triangle at LA SAMBRE station including Railway Works.
 CHATELINEAU to GILLY
 CHATELINEAU Railway Yard - 2 Tracks of shells and 2 of explosives, 3 nose-caps and 2 signal lights found.
 LAMBASART to RANSART - Ammunition Train at Military siding.
 LAMBASART - GILLY to F.G. line.
 VIRSVILLE to junction at 1E.68.88. also 1E.58.88 to JUMET Stn.
 All bridges of these 2 lines had excavations in abutments - but no charges. Excavations do not interfere with stability of Bridges.
 VIRSVILLE to JUMET Stn. RANSART to LODELINSART.
 From Glass Works at IF.54.35. to junction with main line near CHATELINEAU 2G.22.88.
 E. end MONTIGNIES - SUR - SAMBRE to TAMINES Stn. through CHATELINEAU. 2G.20.88. to 2G.20.68.

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continued. LA SAMBRE Stn. to 2E.87.40.
 MARCHIENNE AU PONT Stn. and yards, also tunnel connecting
 MARCHIENNE AU PONT with secondary system of yards and sidings.
 IE.70.20. - large siding
 2E.77.93. - shafts found - not charged.
 RANSART through FLEURUS to ST AMAND.
 TAMINES through LAMBASART and FLEURUS to P.G. Line - no mines
 but 2 Trucks containing ammunition and explosives found about
 1 mile N.W. of FLEURUS.
 IE.54.13. to FONTAINE L'EVÊQUE Stn. 2D.93.88. at IE.49.10.
 found close timbered shaft - no charge.
 2E.40.93. found 3 close timbered shafts 20 to 40 feet deep in
 large railway embankment - no charges found. Recommended to have
 spoil for filling same delivered by railway trucks.
 Junction at LA SAMBRE Stn. to entrance to tunnel at 2E.05.49.
 (c) In the following cases explosives have been removed as shown.
 2E.25.02. - 1 shaft 3 galleries 7 - 8 inch shells.
 1 " 7 - 8 " "
 Building opposite CHATELINAU Stn. 1,120 lbs. Perditite.
 3D.54.33. - 2 shafts 4 - 12 inch shells.
 2D.95.50. - 3 shafts at Bridge 40 - 6 " "
 3 " " Tunnel mouth. 100 - 6 " "
 From Tunnel 100 - 6 " " &
 2,200 lbs Perditite.
 Tunnel Entrances 12,000 " "
 2D.62.45. - Munition Dump - 10 Trucks required to remove same -
 Bulk of explosives consist of Hand Grenades and Shell
 2C.62.88. - Fuses cut - windlass required to remove charge.
 3D.10.45. - 1 shaft 24 - 6 inch shells &
 550 lbs. Perditite.
 2N 2D.30.15. - Bridge 3,500 " "
 2D.40.14. - shaft at Bridge - Boxes of explosives found no
 charge inserted.
 2D.90.50. - Draw Bridge over Lock 250 lbs. Perditite.
 WHIR " 450 " "
 In one pier detonators withdrawn by H.C.O. who was
 slang in a rope but he could not remove the charge.
 Railway Bridge near Tunnel 900 lbs. Perditite.
 From Tunnel 50 - 8 inch shells &
 10,000 lbs. Perditite.
 Road Bridge crossing canal at 2E.74.38. 4 shafts found contain-
 ing 27 - 77 O.M. shells &
 670 lbs. Perditite and T.H.T.
 9 - shells & 56 lbs. Perditite.
 3D.08.82. - removed 6 detonators and 550 lbs Perditite
 2D.23.10. - " 6 " 13 - 6 inch shells and 250 lbs.
 PERDITE (job not complete - shaft make- PERDITE
 ing a lot of water)
 2E.25.02. - Shaft 7 - 6 inch shells .
 2D.95.50. - Tunnel and Bridge 55 - 6 " "
 14 - 9 " "
 250 lbs. Perditite.
 Loaded 1 Railway Truck with 140 6 inch shells and
 7,000 lbs explosives - 3 more trucks required to
 shift balance.
 Removed from shafts on line towards LANDELIES
 55 - 12 inch mortar shells.
 10 - 6 " shells.
 Removed from shaft N.E. of Tunnel
 120 - 6 inch shells.
 10 - 12 " mortar shells
 700 lbs. explosives.
 2E.20.02. - 4 shafts at KROADE fuse and leads cut.

c) c'tinued. 22.88.56. - 4 mines found and charges removed from bridge abutments

81 slabs of Perdite

300 lbs " H.E.

On abatement CHARLEROI end, shaft 20 ft. deep - 15 Minenwerfer shells found - will be removed later.

Total Shells removed.

610 - 6 inch shells, 64 8 inch shells, 69 - 12 inch shells, 14-9 inch shells, 27 - 77 Centimetre shells and 9 other shells.

Total weight of Explosives removed.

40,846 lbs.

also 81 slabs of Perdite.

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QUARRYING.

No.3. section engaged in quarrying road metal near 4B.90.22.

MOVEMENTS.

Company moved to MARBAIX 3E.48.90. on 28-11-18.

No.1. section moved to CHATELET 2G.35.85. on 30-11-18.

No.3. section moved to HESTRUD 4B.90.32. on 30-11-18

No.4. section moved to MARVHIENNES AU PONT 2E.80.87. on 30-11-18

STRENGTH.

81 Officers. 543 other ranks.

A. E. ...

Major A.E.
C.O. 1st. Australian Tunnelling Company A.E.

WEEK ENDING 11/12/18.

Employed by. Controller of Mines, 4th Army.

ROADS. RECONNAISSANCE ALL STREETS CHATELET 2.G.32.83. & CHATELINAU 1.G.25.00;
 All roads, FOSSE 2.I.37.74. to TAMINES 1.H.3.2. - No mines.
 All roads FOSSE 2.I.37.74. to LE ROUX 2.H.43.70. - No mines.

WELLS. N I L.

BRIDGES. RECONNAISSANCE: All bridges FOSSE to TAMINES, and FOSSE to LE ROUX. -
 No mines.

MISCELLANEOUS. SHAFTS: 4 charges removed and filled at 2.E.20.02; 1 filled at
 2.E.25.02; 3 filled at 2.E.33.18. - No sign of fuse or leads; 2 filled
 at 3.E.77.90.

Railways. 600 yards AISEMONT Station to TAMINES 1.H.3.2. - No mines.
 5½ Miles of railroad removed by enemy FOSSE 2.I.25.71. - TAMINES
 Section. Light train placed at disposal of Unit for reconnaissance
 of railroad CHARLEROI - BRUSSELS via MARCHIENNE AU PONT - NIVELLES -
 WATERLOO, - this railroad prepared for mines - only 1 charge laid.
 NIVELLES Station, BRUSSELS sheet, 5.E.04.21. to GENAPPE Station, 5.F.40.
 30. - No mines, shafts filled.
 BAULERS (Brussels Sh.) 5.E.10.29. SENEFFE 6.D.10.37. - No charges laid
 recesses prepared.
 NIVELLES 5.E.04.21. to LUTRE 6.E.55.09. - Unloaded mines only.
 NIVELLES 5.E.04.21. to FLEURUS, (NAMUR Sh.8) 1.G.53.79. - Railway disman-
 tled by enemy.
 BAULERS 5.E.10.29. BRAINE L'ALLEUD 4.E.51.22. - Prepared for mines, no
 charges laid.
 VILLERS LA VILLE (Brussels Sh). 5.G.36.03. to FLEURUS (NAMUR Sh). 1.G.53.
 79. - No mines.
 BRUSS. 6.G.76.07. to 6.H.71.58. - No mines.
 GEMBLOUX station Yard, (BRUSS) 6.I.30.85. - No mines.
 GEMBLOUX (BRUSS) 6.I.30.85. to MONT ST. GUIBERT 5.H.35.65. - No attempt to
 lay mines.
 OTIGNIES (BRUSS) 4.G.81.10. to MONT ST. GUIBERT 5.H.35.65. - No attempt
 to lay mines.
 LIMLETTE 4.G.82.22. to COURT ST. ETIENNE 5.G.80.79. - No attempt to lay
 mines.
 LOUVAIN to COURT ST. ETIENNE - Prepared for mines, no charges laid.
 GASTUCHE (BRUSS) 4.H.80.85. - Large shell dump.
 GEMBLOUX (BRUSS) 6.I.30.85. to RHISMES (BRUSS) 6.J.53.06. - No mines.

(NAM). 2.E.38.48. 2 charges, leads shewing - not withdrawn.
 3.D.95.67. - No mines or traces.
 3.E.70.88. - No mines or traces.

CASUALTIES. N I L.

GENERAL REMARKS.

Movements. Headquarters moved to CHATELET on 9th inst. No. 1 section
 moved to GEMBLOUX on 8th. inst. No. 2 section moved to SOMBREFFE on
 8th. inst. No. 3 section remained at HESTRUD. No. 4 section
 moved to NIVELLES on 9th inst.

STRENGTH. 20. Officers, 535 Other Ranks.

DISTRIBUTION

S.M. 4th Army 2 copies
 C.R.E. Aust. Corps. 1 copy
 Office 1 "
 War Diary 3 "

W. J. ...
 for Major A.E.
 Commanding Officer. 1st Aust. Tunn. Coy. A.E.

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EXPLOSIVE CHARGES. The following have been removed or rendered harmless:-

Description.	No.	Type	Location Shs. NAM.8 & BRUSS.6.	Approx. weight. Lbs.
Land Mines.	-	-	-	-
Delay Action Mines.	1	15.5-9" shells.	NAM.2.E.27.57.	15- 5.9" shells.
Traps.	-	-	-	-
Demolition Charges. Including Road & Railway Charges.	22	4 under Road 12 under Tunnel.	NAM.2.E.20.02. " 3.E.87.90.	16 - 6" shells. 7000 lbs. & 11-6" shells.
		2 " Roads	" 2.E.38.48.	650 lbs.
		2 " Road	" 2.E.80.76.	8 - 5.9" shells.
		1 " Rly.	" 2.E.78.78.	220 lbs. & 11-5.9" shells.
		1 " Rly.	BRUSS,6.E.36.44.	2 - 5.9" shells.
Explosives removed from or found in magazines.	24	Loaded with 4.2" shells.	AISEMONT.	24 Wagons of shells.
	544 Cases	6 & 5.9" " Belgian Powder Factory.	NAM.2.G.7075.	29,300 lbs. (removed to Coal Mines).
	27	Loaded with shells & explosives.	GEMBLoux. (BRUSS)6.I.3085.	27 wagons.
	50	Munitions.	BRUSS.5.H.35.68.	50 wagons.

Wm J. G. ...
for Major A.E.

C.O., 1st Aust. Tunnelling Coy. A.E.

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Appendix No. 1

APPENDIX 1

1ST AUSTRALIAN TUNNELLING COMPANY A.E.

WEEKLY REPORT.

WEEK ENDING 18/12/18.

Employed by : Controller of Mines, 4th Army.

ROADS. N I L.

WELLS. N I L.

BRIDGES. N I L.

MISCELLANEOUS. Railways. GEMBOUX, BRUSS. 6 I 30.85. to JEMEPPE, NAM. 1.H.
 93.40. - No mines.
 GEMBOUX, BRUSS. 6.I.30.85. to PERWEZ, BRUSS. 5.J.
 75.52. - No mines.
 VILLERS LA VILLE 6.G.40.95. to BOITSFORT, BRUSS.
 3.E.88.55. - No mines.
 COURT ST. ETIENNE BRUSS. 5.G.80.78. to GENAPPE,
 BRUSS. 5.F.40.30. - No mines.

CASUALTIES. N I L.

GENERAL REMARKS. The whole Unit engaged on filling up of Demobilisation, Educational and Repatriation Forms.

Movements. No. 3 Section to ARSIMONT, NAM. 1.H.70.12., 14th inst. Party proceeding to STAVELOT, MARCHE 2.L.07.68., for unloading of mines, from No 4 Section.

2005-9" shells, 200 - 77mm. shells, 25 stick grenades being removed from Marie LAMBUSART, NAM. 1.G.67.50.

STRENGTH. 20 Officers. 536 Other Ranks.

EXPLOSIVE CHARGES; the following have been removed or rendered harmless:-

N I L.

W. J. W. Brown Capt. A.E.

A/Commanding Officer.

DISTRIBUTION:-

Controller of Mines,	2 copies.
C.R.E., Aust. Corps.	1 "
Office	1 "
War Diary.	3 "

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WEEKLY REPORT

WEEK ENDING 25/12/18.

EMPLOYED BY:- Controller of Mines, 4th Army.

ROADS. N I L.

WELLS. N I L.

BRIDGES. N I L.

MISCELLANEOUS. Railways. STAVELOT Marche 2.L. 0768; tunnel about 1 mile from STAVELOT. Suspicious looking leads proved to be harmless wires embedded in mortar.

CASUALTIES. N I L.

GENERAL REMARKS. Entire Unit engaged in filling in Demobilisation and Repatriation Forms. & Education forms

Movements. No. 3 section to JAMBES, Namur 1.K.6049. 20th inst. No. 2 section to VIEILLE MAISON, BRUSS. 6 H. 4046. (near SOMBREFFE) 23rd inst.

STRENGTH 21 Officers 528 Other Ranks.

EXPLOSIVE CHARGES. The following have been removed or rendered harmless:-
 N I L.

W. J. ...

Captain A.E.

A/Commanding officer.

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C.of M., 4th Army.	2	Copies.
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Appendix No 3

Major J.S. Anderson M.C.
Commanding Officer
1st Australian Tunneling Company A.F.

In the Field.
11/12/18.

Orders for 11/12/18.

HONORABLE REWARDS.

The following extract from 1st Divisional Routine Orders is published for information of all ranks:-

Under authority delegated by His Majesty the King, the Corps Commander has awarded the following decorations:-

MILITARY MEDAL

No.	Rank	Name	Company	Regiment
105	Serjt.	FIELD S.H.	1st Tunneling Coy.	Aust. Ingra
2421	Corp.	IVINS J.		do
3662	"	ARMSTRONG P.		do
6397	L/Cpl.	WRIGHT T.		do
262	Sapper	WELLS S.H.		do
323	"	WELLS H.		do
264	"	WELLS J.		do
318	"	WELLS T.H.		do
2556	"	WELLS G.		do
3364	"	WELLS J.H.		do
734	"	WELLS J.H.		do

J. Stanger Lieut. R.E.

Appendix No. 2. APPENDIX 2

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COMPANY ORDERS

by, Capt. W. J. McBride M.C.
A/Commanding Officer
1st Australian Tunnelling Company A.M.

In the Field
16/12/18.

Orders for 17/12/18.

CONGRATULATORY. The following letter from General W.H. Birdwood, is published for the information of all ranks:-

Headquarters
Fifth Army
B.E.F. France
11th December 1918.

"My dear Anderson,

I write a line to congratulate you very heartily upon the distinction conferred upon you and on our Australian Tunnelling Companies in the terms of the Commander in Chief's special Order of the Day of the 4th December. I so fully realise how well you have deserved this honour, and none have done better work than our tunnellers. It has always been a source of regret to me that it is more or less the fate of all the Tunnelling Companies in France not to receive perhaps all the recognition they have deserved. Working, however, on every front, as they do, often makes it extremely difficult for their work to be fully appreciated - a fate, too, which I always think applies to scattered Units like Railway Companies, etc. Being scattered, too, as you are, it is a great sorrow to me not to have seen so much of you as I should personally have wished to do, and I am glad to have this opportunity now of writing to wish you a happy Christmas, and may many a happy and prosperous New Year be before you all on your return to Australia!

Yours sincerely,
(sd) W.H. Birdwood.

DEMOBILISATION. The following copy of Memo, from A.A.G., A.I.F., is published for the information of all ranks:-

Headquarters A.I.F.
Care Fifth Army
9th December 1918.

Circ. Memo. DAG, AIF, No. 19/12/18.

1. The Department of Defence advises that if they so desire men who enlisted in one Military District but whose homes or relatives are resident in another way, when returned to Australia, be disembarked and discharged in the Military District in which their homes are situated or in which their relatives live.

2. This will be done on the understanding that the Defence Department is not liable for the expense of the transfer of the men later on to the District in which they enlisted.

(sd) H.B. WINTER, Lieut. Col.
A.A.G., A.I.F.

J. Sawyer Lieut. A.M.

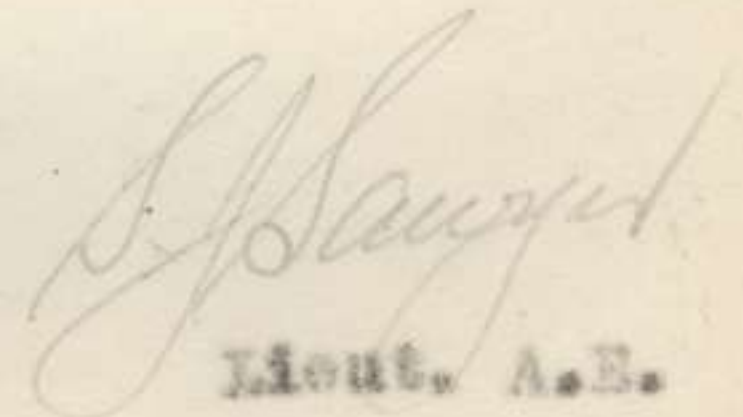
Appendix No 2

ADDENDUM TO COMPANY ORDERS FOR 17/12/18

by

Headquarters
16/12/18.Capt. W. J. McBride M.C.
A/Commanding Officer
1st Australian Tunnelling Coy. A.E.COMFORTS. A consignment of 795 packets of cigarettes has been received from the Overseas Club and distributed as under:-

	Strength.	Packets.
Headquarters	71	125
No. 1 Section	108	189
No. 2 Section	100	175
No. 3 Section	80	140
No. 4 Section	94	166



Lieut. A.E.

Appendix No. 2.

APPENDIX 2

354

COMPANY ORDERS.

By

Capt. W. J. McBride M.C.
A/Commanding Officer
1st Australian Tunnelling Company A.S.

In the Field
17/12/18.

Orders for 18/12/18.

SPECIAL ORDER
OF THE DAY.

The following copy of a special order of the day by Field Marshall Sir Douglas Haig K.T., K.G.B., G.C.V.O., K.C.I.B., published 4/12/18, to which the letter from General Birdwood to Major Anderson, which was published in Company Orders for 17/12/18, referred, is shown hereunder for the information of all ranks:-

"A large number of men are now being withdrawn from tunnelling companies for urgent work at home.

Before they leave the country I wish to convey to the controllers of mines and to all ranks of tunnelling companies, both Imperial and Overseas my very keen appreciation of the fine work that has been done by the tunnelling companies throughout the last four years.

At their own special work, Mine Warfare, they have demonstrated their complete superiority over the Germans, and whether in the patient defensive mining, in the magnificent success at Messines, or in the preparation for the offensives of the Somme, Arras and Ypres, they have shown the highest qualities both as Military Engineers and as fighting troops.

Their work in the very dangerous task of removing enemy traps and delay action charges, on subways, dugouts, bridging, roads, and the variety of other services on which they have been engaged has been on a level with their work in the mines.

They have earned the thanks of the whole army for their contribution to the defeat of the enemy. Their fighting spirit and technical efficiency has enhanced the reputation of the whole Corps of Royal Engineers and of the Engineers of the Overseas Forces.

I should like to include in the appreciation the work done by the Army Mine School and by the Australian Electrical & Mechanical Mining & Boring Company.

(Sd) D. HAIG P.M.
Commander in Chief
British Armies in France

G.H.Q.
4th December 1918.

TRANSFERS. The following transfers will take effect as from 16/12/18:-

5810	Sapper	Wilkin C.E.	from No. 3	to No. 4	section
356	"	Flynn P.	"	"	No. 2 section
3577	"	Common T.	"	"	No. 1 section.

S. J. [Signature] Lieut. A.S.
Adj. & Q.M., 1st Aust. Tunnelling Coy. A.S.

COMPANY ORDERS.

by.

Appendix No. 2

Capt. W. J. McBride M.C.
A/Commanding Officer
1st Aust. Tunnelling Company A.S.

In the field
20/12/18.

Orders for 21/12/18.

CLOTHING ETC. A.I.F. Order No. 1476 published hereunder for information

of all ranks:-
CLOTHING & REQUISITES ON EMBARcation TO AUSTRALIA:- Every man on
embarkation to Australia should have in his possession the following
serviceable articles:-

Badges, Hat	1.	Holdall	1.
" Collar	2.	Housewife	1.
Bags, Kit, Universal	1.	Jackets, Cardigan	1.
Bags, Kit, Gen	1.	Jackets, Service Dress	2. (X)
Boots, Ankle brown prs.	1.	Leggings, prs.	1. (X)
Braces prs.	1.	Leaves, leather pr.	1.
Brush, Hair,	1.	Pattens, prs.	1.
Brush shaving	1.	Razor.	1.
Brush, tooth	1.	Shirt, Flannel	2.
(X) Breeches, M.S. prs.	2.	socks, prs.	2.
" " " "	2.	singlets	2.
Cap Comforter	1.	Strap chin	1.
Disc. Identity	1.	Soap, piece	1.
Drawers prs.	2.	suit, Working	1.
Greasecoat	1.	Swels	2.
Hat, G.S.	1.	Titles "Australia"	4.
Hat white	1.		

(X) Mounted Service only.

(X) When working suits are available only one each of these should be in possession.

Author. D.A.G..A.I.F., 43/298 of 18.12.18.

VENEREAL DISEASE. Troops are again warned that the prevalence of Venereal Disease among the German troops who have recently been occupying the towns and villages now falling to us, has been very great.

J. Sawyer Lieut
A.E.

Appendix No. 2

1ST AUSTRALIAN TUNNELLING COMPANY A.E.

COMPANY by ORDERS

Captain W. J. McBRIDE, M.C.
A/Commanding Officer
1st Australian Tunnelling Company A.E.

In the Field
24/12/18.

Orders for 25/12/18.

HONORS & REWARDS. In publishing the following Honors and Awards, the Commanding Officer wishes to add his congratulations to those of the Field Marshall Commanding in Chief, who awarded same under authority delegated by his Majesty the King.

These awards appeared in 1st Divisional (B.E.F.) Orders No. 95 dated 18/12/18, copy of which is shown hereunder :-

"SECOND BAR TO THE MILITARY MEDAL"

"Capt. O.H. WOODWARD M.C. 1st Tunn. Coy. Aust. Engrs.

"THE MILITARY CROSS"

Lieut. S.J. SAWYER, 1st Tunn. Coy. Aust. Engrs.
Lieut. A.S. THOMSON do do

"THE DISTINGUISHED CONDUCT MEDAL"

No. 144 S.Sgt. H.B. HUTCHINSON, 1st Tunn. Coy. Aust. Engrs.

(Auty. - IX Corps No. HR/728 dated 16/12/18).

W. J. McBride A.E.

APPENDIX NO. 3

IST. AUSTRALIAN TUNNELLING COMPANY A.E.

Evacuations and Rejoined frm Hospital for Month of December 1918:-

Ist. Week

To Hospital	7 Other Ranks
Rejoined from Hospital	2 Other Ranks

2nd. Week

To Hospital	7 Other Ranks
Rejoined from Hospital	5 " "

3rd. Week.

To Hospital	13 Other Ranks
Rejoined from Hospital	3 " "

4th. Week.

To Hospital	10 Other Ranks
Rejoined from Hospital	1 " "

APPENDIX NO. 4.1ST. AUSTRALIAN TUNNELLING COMPANY A.E.

Officers and Other Ranks to and from Instructional Schools.

- 7-12-18 Lieut.P.JONES and 2 Other Ranks to Australian Corps P.& R.T.
School "RUE"
- 25-12-18 Lieut.P.JONES and 2 Other Ranks rejoined from Australian
Corps P.& R.T. School "RUE"
- 19-12-18 Lieut.CLAYTON C.H.J. rejoined from R.E. School "ROUEN"
- 28-12-18 2 Other Ranks to Australian Corps P.& R.T. School
"BARBENCON"

Appendix No 5
(COPY)No. 2 Section
1/12/18.C.O.,
1st Aust. Tunnelling Company A.E.
-----WORK REPORT FOR 30/11/18 & 1/12/18.

- 3.D.65.45.) near DONS TIENNES: excavations for charges had been already filled
3.D.7642) in. Both places had notices to the effect that mines had been removed by 409th Coy.R.E.
- 3.D.22.52. 3 shafts here already filled in; according to civilian information these had not been charged.
- 3.D.22.56. 5 shafts here already filled in; according to civilian information these had not been charged. One shaft was excavated to solid bottom.
- 3.C.93.64. No traces of charges at Cross Roads. Evidence of preparation for charges under 2 culverts; the enemy withdrew the charges before retiring (Civilian information). Civilians also state that the locality has been previously inspected by an English Officer.
- 3.D.08.42. No trace of shafts or preparation for same.
- 3.D.30.15. About 3,500 lbs. explosives removed and destroyed. At second bridge at about 2.D.40.14. some boxes of explosives ~~exists~~ found on site and shafts in progress; no places charged.
- 3.D.90.50. Drawbridge over lock, about 250 lbs. explosive removed.
Weirbridge, about 450 lbs. explosives removed. In 1st pier detonators were withdrawn by N.C.O. who was slung in a rope, but he could not remove the charge.
Railway Bridges, near tunnel. About 900 lbs. explosives removed. Charges ~~were~~ in centre pier and in shafts in approaches not yet withdrawn.
Tunnel. About 50 - 8" shells and 10,000 lbs explosives removed. Large quantity of shells and explosives to be removed.
- 3.D.20.40. 4 Small shafts at Cross Roads; no trace of explosives or fuse found
- 3.D.55.35. "T" Roads in STREE; 3 shafts here not yet investigated.
- 3.D.10.85. Cross Roads; 2 shafts to be investigated.
- 2.D.24.08. "T" Roads; 1 shaft to be investigated.

(Sd) D.YATES, T/Capt.A.E.
No. 2 Section.

(COPY) *Appendix No 5*

No. 3 Section
1/12/18.

C.O.,
1st Aust. Tunnelling Coy.

This Section is located at Sh. NAMUR 8.
1/100,000, 4.B.90.42.

Work commenced this morning; tools are
short, but 244th R.C.C. promises more.

Explosive is available and the beat of it
is satisfactory.

Regarding a landing stage at which lorries
can back in at the same level, I have not yet located any
suitable timber to construct same and the position is such that
no stage, central to all positions, can be erected.

At present we are breaking at a number of
points all of which lorries can back in and load.

(sd) R.B.HINDER, Captain A.E.
C.O., No. 3 Section.

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Appendix No 5.
(COPY)No.4 Section
1/12/18.

C.O.1

1st Australian Tunnelling Company A.E.

Reconnaissance Report, NAMUR Sheet 8.

Herewith reconnaissance report of areas as under:-

No. 1 Party, Lieut. Manton:-

Examined Railway Line, starting from 2/F. 00.39.
Examined bridge at 2.E.95.93. This was prepared for mining on Northern abutment. 6 excavations made. These have been rebuilt with cement, bricks and mortar, and from civilian statements the charges were removed.

Bridge at 2.F.01.98. - no signs of mining.

Road bridge over Railway Line at 2.F.03.99. - clear.

Then followed main line as far as 1.F.12.35 and en route examined 7 bridges which were all clear of enemy mines.

Examined JUMET railway station and sidings and found no trace of enemy mining. Then followed line from 1.F.12.35 to 1.F.68.34. and examined en route 2 Overhead Bridges which disclosed no sign of enemy mining. Then examined main road from 1.F.26.30. to 2.F.25.94. and thence back to 2.F.00.95. En route examined all Cross Roads and found no sign of enemy mining.

No. 2 Party, Lieut. Justice:-

Examined main line from 2.F.18.88 to 1.F.26.58.61.21.
En route examined 5 main bridges and crossings and all intermediate bridges, culverts and Railway yards and sidings. Could find no sign of enemy mining.

No. 3 Party, Lieut. Plummer:-

Examined Main Line from 2.F.99.81. to 2.E.77.93.
En route examined all bridges, Railway Stations and yards and found no sign of any enemy mining.

No. 4 Party, S/Sergt. Hutchinson:-

Examined Main Line from 2.E. to 77.93, to and including ROUX Station and Line from 1.E.69.00 to 1.E.55.12 and then back to main Main Road to point of commencing. En route, examined all bridges and culverts. At Overhead Bridge at 2.E.77.93 found 4 shafts 12 ft. deep with drives 6 to 8 ft. long. No sign of demolition charges. These will be filled.

No. 5 Party, Sergt. Batey:-

Examined Railway triangle and Railway works and line at SAMBRE Station but could discover no sign of enemy mining.

No. 6 Party, Sergt. Kearns:-

Will be included in report of 2/12/18 as party not yet returned in time for despatch.

(sd) O.H. WOODWARD, Capt. A.E.
O.C., No. 4 Section.

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C.O., 1st Aust. Tunnelling Coy.

Report on Reconnaissance of Area

(NAMUR Sheet 8, 1.G.2. to 2.H.2.1).

NORTH OF CANAL.
(Rlys. including Bridges)

East end on MONTIGNES - SUR - SAMBRE to TAMIENES Station through CATELINEAU:- No mines.

Roads, (including Bridges).

CATELINEAU to TAMIENES and CATELINEAU to PIRONCHAMPS (both roads):- No mines.

Canal, (N. bank including Bridges)

CATELET to TAMIENES:- No mines.

SOUTH OF CANAL.
Rlys (including Bridges).

2.G.20.88. to 2.G.20.68. (Sidings included): No mines.

Roads, (including Bridges).

2.G.26.85 to 2.G.00.71. No mines, but bridge at 2.G.26.85. chambered but no explosive found.

2.G.25.85. to 2.G.28.68. No mines, but bridge at 2.G.25.84. and 2.G.20.70. chambered (3' X 2'6" approx).

2.G.29.87. to 2.G.00.79.: No mines.

2.G.20.80. to 2.G.28.68.: No mines.

Although bridges mentioned above as being chambered, there was no indication of charges having been inserted. Local inhabitants state this work ceased with hostilities.

(Sd) J. Bowry, T/Capt.
O.C., No. 1 Section.

No 4 Section
2/12/18.

C. O.,
1st Australian Tunnelling Coy.

Reconnaissance Report.

No. 1 Party. Sergt. Kearns.

Examined Main Railway Line from La Sambre Station 2.F. 87.40. and could find no trace of enemy mining. There are no bridges or culverts on this Section of the Line.

At Road Bridge crossing the Canal at 2.E.74.38. found 4 shafts about 4' X 4' X 9' deep. Opened 3 of these shafts and found the following explosives:-

27 Shells, brass cases and projectiles complete, about 77 centimetre shells.

6 cwt. mixed high explosive, Perdite and yellow T.N.T? slabs.

These mines were to be fired 1 electric and 1 ordinary Safety fuse, series. 2 detonators in each series.

No. 4 Shaft, removed 9 shells and 1/2 cwt. H.E.

These shafts were filled in by the party.

No. 2 Party. S/Sergt. Hutchinson. MARCHIENNE AU PONT.

Examined Railway Station / and all yards connected with it also examined Railway tunnel about 200 yards long which connects MARCHIENNE AU PONT with Secondary System of yards and sidings. In none of the above were signs of enemy mining visible.

Also re-examined more carefully large siding at 1.E.70.20. and found no trace of enemy mining.

No. 3 Party, Corpl. McIntosh.

2.E.77.93.

*filled in shafts & galleries at
filled (Sd) shafts H. Woodward Capt.*

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Appendix No 5.
(COPY)No. 2 Section
2/12/18.C.O.
1st Australian Tunnelling Coy. A.E.

WORK REPORT FOR 2/12/18.

2.E.25.02. Cross Roads. - 1 Shaft 10' deep and 3' Galleries. 7 - 8" shells removed. Another shaft to be investigated and both to be filled.

3.D.54.33. 2 shafts found which contained 2 - 12" shells in each, these were removed and shafts filled in.

2.D.95.50. The following to be removed:-
40 - 6" shells, from 3 shafts at bridge.
100 - 6" shells, from 3 shafts at tunnel mouth.

5 shafts on railway between tunnel and LANDELIES to be investigated.

The following were removed today:-

R.R.

100 - 6" shells)
2,200 lbs. explosive) from tunnel.

12,000 lbs. explosive, removed from above tunnel entrances.

2.D.62.45 Explosives reported by Burgomestre (THUIN).
Balance of Munition Dump left by the enemy, which will take approx. 10 trucks to remove. No mines or traces of same found.
Bulk of explosives consist of hand-grenades and shells.

3.C.62.88. It is impossible to remove charges without timber and windlasses.
Fuses (both time and electric) have been cut and in my opinion charges can safely be left in situ until necessary gear is obtained.

3.D.10.45. Cross Roads. One shaft about 13' deep and 3' cuddy, removed 550 lbs explosives and 24 - 6" shells and filled shaft. Second shaft cleared to charge which will be removed tomorrow.

2.D.25.10. "T" Roads. 1 shaft only; charge partly removed.

(Sd) D. YATES T/Capt.
C.O., No. 2 Section.

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Appendix No. 5A

(COPY)

No. 1 Section
2/12/18.C.O.,
1st Australian Tunn. Coy. A.E.Report on Reconnaissance of Area
NAMUR Sheet 8. 1.G., 2.G., 2.H., 2.I.NORTH OF CANAL.RAILWAYS (including Bridges). CHATELINEAU - GILLY. No mines.
Railway yard CHATELINEAU (all lines). 2 trucks of shells and 2
of explosives, 3 nose caps and 2 signal lights.LAMBASART - RANSANT, Train of ammunition standing in Military
Siding.

LAMBASART - GILLY, as far as Section boundary. No mines.

ROADS. (including bridges). CHATELET - GILLY (as far as boundary), No mines.
CHATELET - MONTIGNIES-SUR-SAMBRE. No mines.
LE CAPINAIRE station to FLEURUS. No mines.
FLEURUS - SART ALLET. No mines..SOUTH OF CANAL.ROADS. (including bridges). CHATELET - PRESLES. No mines
CHATELET - LE ROUX. No mines.
PRESLES - LE ROUX. No mines.
CHATELET - AISBAU. No mines.CANAL. (S. Bank including bridges). ^{de Loup Tergne} PONT NEUF - FERGUES. No mines.About $\frac{1}{2}$ ton of Perdite was removed from a building opposite
the CHATELINEAU Station. Packets were broken open and the
contents well scattered and covered with earth.NOTE. The trucks of ammunition, and also the train mentioned in para. 1
require further examination, additional labour is however required
for this.(Sd). J. BOWRY, T/Capt.
O.C., No 1 Section.No. 4 Section.
3/12/18.

C.O., 1st Aust. Tunnelling Coy.

Reconnaissance Report - NAMUR Sheet.

No. 1 Party, Lt. PLUMMER. Examined Main Railway Line from VIESVILLE Station
1.E.89.85. to Junction at 1.E.69.88. and thence back to JUMET
Station. All bridges on this Section had excavations in abut-
ments to receive demolition charges, but no sign of charges.The excavations in no way interfere with the
stability of the bridge.No. 2 Party, Sgt. BATEY. Examined Main Railway Line from VIESVILLE Station
1.E.89.85. to JUMET Station 1.F.14.33. Found no sign of enemy
mining.No. 3 Party, Sgt. BROADHEAD. Examined Main Railway Line from RANSANT
Station to LOBELINSART Station and found no trace of enemy mining.No. 4 Party, Lieut. JUSTICE. Examined Main Railway Line from Glass Works at
1.F.54.35. to Junction with Main Line near CHATELINEAU at 2.G.22.
88. Found no trace of enemy mining operations.(Sd) O.H. WOODWARD, Capt. A.E.
O.C., No. 4 Section.Sd
3/12

(copy)

Appendix No. 5 APPENDIX 5

No. 4. Section
4-12-18

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To/
CO 1st. Aust. Tunn. Coy. A.E.,

RECONNAISSANCE REPORT.

No. 1. Party :-

Examined main Railway Line from road crossing at IE.54. 13. to FONTAINE L'EVEQUE Stn. 2D.93.98.

At IE.49.10. found close timbered shaft 4 feet by 4 feet by 12 feet deep.

At 2E.40.93. found 3 close timbered shafts 4 feet by 4 feet and from 20 feet to 40 feet deep in large railway embankment. These 4 shafts were clear and showed no sign of demolition charges. They in no way interfere with the stability of the line, being between the 2 sets of lines. It would be a long task to fill same and as they are closely box - timbered it would be advisable to have spoil for filling delivered by railway trucks.

No. 2. Party :-

Filled in 4 shafts 4 feet by 4 feet by 12 to 15 feet deep at abutments of steel bridge crossing canal at 2E.90.91.

No. 3. Party :-

Examined main railway line from junction at LA SAMBRE Station, to entrance to tunnel at 2E.05.49. here joining up with No. 2 Section 1st. Australian Tunnelling Company. At railway bridge crossing canal at 2E.28.58. near ~~MANDELIERE~~ LANDELIES found enemy mines. At abutment nearest LANDELIES removed 4 mines containing 81 slabs of Perdite, 4 - 75 lb tins of H.B..

On abutment nearest CHARLEROI found shaft about 20 feet deep with 15 Minnenwerfer Shells, in bottom, with board over 1 row. This mine will be more carefully examined and reported on later,

Sgd. O.H. Woodward Capt.
O.C. No. 4. Section.

No. 1. Section
4-12-18

C.O. 1st. Aust. Tunn. Coy. A.E.

Report on Reconnaissance of area (Namur Sheet 8 IG., 2G., 2H., 2I.) North of canal.

Roads (including bridges)

VELAINE to boundary N.W.

FLEURUS N.E. to boundary

Bridges between CHATELET and CHATELINAU (near Lock) were mined but the charges had been removed by the Hun after the signing of the Armistice.

Lt. Thompson and party have not returned to Section H.Q. Expected to - day

Sgd. J. Bowry T/Capt. A.E.
O.C. No. 1. Section

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APPENDIX 5

Appendix No. 5
(COPY)

No. 2 Section
4/12/18.

G.O.,
1st Aust. Tunnelling Company.A.E.

WORK REPORT FOR 4/12/18.

2.D.95.50.

Loaded 1 Railway Truck with:- 140 - 6" shells
7,000 lbs explosives.
Will require 3 more trucks to remove all explosives.

Removed from shafts on line towards LANDELIES:-
55 - 12" Mortar shells
10 - 6" Shells.

Shafts N.E. of Tunnel; removed:-

120 - 6" Shells
10 - 12" Mortar shells
700 lbs. explosives.

One more shaft in LANDELIES still to be investigated.

2.E.20.02.

4 Shafts at Cross Roads being uncovered, Fuse and leads in each.

2.E.25.02.

One shaft excavated to depth of 10 ft. - 7 - 8" shells removed
and 2 detonators. Shaft yet to be filled.

(Sd) D.YATES, T/Capt. A.E.
O.C. No. 2 Section.

Appendix No 5

(Copy)

No. 2. Section
5-12-18To C.O.
Ist. Australian Tunnelling Company A.E.WORK REPORT FOR 5-12-18

- 2D.95.50. Shaft at LANDELIES left for No.4. Section. Arranged with French authorities for Locomotive and 3 Trucks to report at LANDELIES Station at 09.00 to-morrow to collect explosives at tunnel.
- 2E.20.02. 4 Shafts. Each Shaft time fuse, electric leads and 4 6 inch shells. 3 Emptied and refilled. One shaft yet to be fixed.
- 2E.25.02. Shaft filled : job completed.
- 2E.33.18. 3 Shafts here appear to have been filled in recently - no sign of fuse or leads.
- 2E.38.48. 2 Charges here not yet withdrawn as leads still show.
- 3D.95.67. No Mines or traces of same found in this area.
- 3E.87.90. Tunnel charges already removed. Shifted from tunnel mouth to rail level for transport. 7,000 lbs explosives & 11 - 6 in. Shells
- 3E.77.90. 2 Shafts apparently recently filled : no leads or fuses.
- 3E.70.88. No Mines or traces of same found.

D.Y. 9/12

Sgd. D. Yates T/Captain A.E.
O.C. No. 2. Section

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APPENDIX 5

Appendix No. 5

1ST. AUSTRALIAN TUNNELLING COMPANY A.E.

Headquarters
5-12-18

To/
O.C.No.1.Section,

Owing to Lorry shortage and the difficulty of rationing you, until Dump is established at CHALEROI it is not yet advisable to move to GEMBOUX. Make an Officer's reconnaissance of the railways on the LOUVAIN end of your Sector, working from the northern end of the sector back towards CHATELET and NAMUR.

Side-Car herewith to assist in this work.

R.T.O'S. CHALEROI and NAMUR will grant you every facility for travelling on passenger trains CHALEROI, NAMUR, GEMBOUX, OTTIGNIES, LOUVAIN circuit. Please get in touch with R.T.O. CHALEROI. *W. J. M. Davis* Captain A.E. For C.O. 1st. Australian Tunn. Coy.

1ST. AUSTRALIAN TUNNELLING COMPANY A.E.

Headquarters
5-12-18

To/
O.C.No.4.Section,

Owing to Lorry shortage and the difficulty of rationing you, until Dump is established at CHALEROI it is not yet advisable to move to NIVELLES. Make an Officer's reconnaissance of the railways on the BRUSSELS end of your sector, working from the northern end of the sector back to CHALEROI.

The R.E.O. will grant you every facility for travelling on passenger trains travelling over the main lines from CHALEROI to BRUSSELS. Please get in touch with R.T.O. CHALEROI.

W. J. M. Davis Captain A.E.
For C.O. 1st. Australian Tunn. Coy. A.E.

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(COPY) Appendix No. 5

APPENDIX 5

No. 1 Section
5/12/18.

C.O.,
1st Aust. Tunnelling Coy.

Report on Reconnaissance of Area
NAMUR Sheet 8, 1G, 2G, 2H, 2I.

NORTH OF CANAL. All streets of the towns of CHATELET and CHATELINEAU were searched but no trace of Mines were discovered.

SOUTH OF CANAL.

Railways, (including Bridges). 600 yards of AISEMONT Station to TAMINES.
No. Mines The portion of the TAMINES - DINANT Rly. from FOSSES to a point 600 yards S. of AISEMONT Station was removed by enemy 2½ years ago. 24 wagons laden with 4.2" and 5.9" enemy shells found at AISEMONT. Several wagons were examined but nothing of a dangerous character was found.

Roads, (including Bridges). All roads and bridges from FOSSES to TERMINES examined but no mines discovered.

Roads and bridges from FOSSES to LE ROUX examined. No mines.

There is a Belgian owned Powder Factory at 2.G. No. 75. which has been used by the enemy for storage purposes. At present the Factory contains:-

Cases.	Weight	
224	11,200 lbs.	Chloratsprengstoff
20	1,600 "	Ammoniak salpeter -sprengstoff
300	16,500 "	Trinitrotolmol.

The proprietor stated arrangements had been made for the removal of these explosives, to the neighbouring coal mines.

(Sd) J. BOWRY, T/Capt.
O.C. No. 1 Section.

No. 4 Section
5/12/18.

O.C., 1st Aust. Tunnelling Coy. A.E.

Reconnaissance Report.

Lieut. JUSTICE'S Party. Re-examined enemy D.A. Mine at bridge crossing Canal at 2.E.27.57. The shaft was 4½' X 2½' X 24' deep from Rail level and 17' back from abutment. The charge consisted of 15 - 5.9" shells, one on which was detonated - this was removed by Lieut. Justice and immediately thrown into back-water of canal. It appeared to be the usual acid nose-cap, but no risk was taken in careful examination. Later the 15 shells were removed and everything rendered safe.

Balance of Section on Bath Parade.

(Sd) O.H. WOODWARD, Capt. A.E.
O.C., No. 4 Section.

No. 2 Section.
6/12/18.

C. O., 1st Aust. Tunnelling Coy. A.E.

WORK REPORT FOR 6/12/18.

2.D.95.50. Explosives from tunnel, bridges and shafts loaded on 3 trucks and left at HERUPE Siding.

2.E.20.02. Fourth Shaft filled.

2.E.38.48. One shaft; 350 lbs. explosives removed and 2 electric detonators removed; shaft filled.

Second shaft. 300 lbs. explosives and 1 electric detonator removed.

Second shaft. 300 lbs. explosives removed. shafts filled.

(Sd) D. Yates, T/Capt. A.E.

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Appendix No. 5
 1ST AUSTRALIAN TUNNELLING COMPANY A.E.

Headquarters
 5/12/18.

Controller of Mines
 Fourth Army.

Hereunder copy of Work Report for 3/12/18
 rendered by Officer Commanding No. 1 Section,-

No. 1 Section
 3/12/18.

C.O.,
 1st Aust. Tunnelling Coy.

Report on Reconnaissance of Area
 NAMUR sheet 8, 1G, 2G, 2H, 2I.

NORTH OF CANAL.

RAILWAYS (including Bridges). RANSART through FLEURUS to Section Boundary,
 (Line impassable for traffic) ~~///mines~~. owing to explosion
 of an ammunition train at FLEURUS). No mines.

TAMINES through LAMBASART, and FLEURUS to Section Boundary,
 (3 trucks, 2 containing ammunition and explosives about 1 mile
 N.W. of FLEURUS) No mines.

ROADS (including Bridges). FLEURUS to RANSART (as far as Section Boundary)
 No mines. FLEURUS past HEPPIGNIES (as far as boundary)
 No mines.
 FLEURUS to WANPERCEE BAULET and KEUMIER. No mines.
 WAINAGE, LAMBUSART, KEUMIER, TAMINES. No mines.

SOUTH OF CANAL.

Lieut. Thomson and party left for new position for 2 days, to
 do far end of area.

Should have present area finished by 5th. inst. and may be
 ready on the 6th. inst.

(sd) H. BOWRY. T/Capt. A.E.
 O.C., No. 1 Section.

H. Bowry
 Adj. & Q.M., 1st Aust. Tunneling Coy. A.E. Lieut. A.E.

(COPY) *Appendix No. 5* 28/35O.C.,
1st Australian Tunn. Company.

Will you please arrange with the Railway
Authorities to send an Officer and small party by train to STAVELOT
(MARCHE 2.L). STAVELOT is just south of SPA on the German
Frontier.

5/12/18.

(Sd) L.?.HILL Lt.Col. R.E.
C.of M. 4th Army.(COPY) . *Appendix No. 5*C.of M.

Reference conversation.

It has been reported by an influential resident of
STAVELOT that the tunnel east of STAVELOT Station has been mined
and that the mines have not been withdrawn.

It is moreover reported that the electric ignition
for this mine was to be controlled from STAVELOT and MALMEDY Station.

Can you send someone to examine the tunnel in question.

2nd Army H.Q.
6/12/18.(SD) ? GOSWOOD (?) Capt.
for A.D.G.T. (II)

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Appendix No 5
(COPY)No. 1 Section
6/12/18.C.O.,
1st Australian Tunnelling Coy.A.E.
-----Report on Reconnaissance of Area
NAMUR Sheet 8, 1G, 2G, 2H, 2I.

✓ All private lines in vicinity of CHATELET and CHATEL-
INEAU searched, but no mines found.
This completes the above area.

✓ R.T.O., CHARLEROI has been interviewed, and parties
will move off on 7th inst. to search lines in new area
allotted to this Section.

(Sd) J.BOWRY, T/Capt.
O.C., No. 1 Section.1ST AUSTRALIAN TUNNELLING COMPANY A.E.
-----Headquarters
7/12/18.Controller of Mines
Fourth Army.
-----Copy of report received from O.C., No.1 Section
herewith.

✓ Parties of No. 4 Section are engaged on searching
the Northern part of Area allotted to them, and are travelling
over railways by arrangement with the French Railway Author-
ities. No report has yet been received from them.

J. Bowry
Adj. & Q.M., 1st Aust. Tunnelling Coy.A.E. Lieut.A.E.

Appendix No. 5 APPENDIX 5
(COPY)

No. 1 Section
9/12/18.

354
C.O.,
1st Aust. Tunnelling Coy. A.E.

WORK REPORT FOR 9/12/18.

The following Lines have been searched:-

- ✓ LIMLETTE to COURT ST. ETIENNE.
- ✓ OTTIGNIES to MONT ST. GUIBERT.
- ✓ MONT ST. GUIBERT to GEMBLOUX.

No attempt has been made to mine these lines or bridges. At MONT ST. GUIBERT there are 50 tracks of munitions also a number of shells in the siding. The civilians have been tampering with the charges for the purpose of lighting fires. I am having these shells
✓ loaded into tracks put there for that purpose, so as to avoid danger. Shells in the cabin at Cross Roads at GASTUCHE mentioned in report for 8th inst. have been examined and are O.K.

GEMBLOUX STATION YARD. A complete search was made of the yards but no trace of mines discovered.

There are 26 wagons lying in the yard containing shells of various sizes and 1 wagon loaded with Perdite and miscellaneous material. These tracks were examined but nothing unusual was discovered.

(Sd) J. BOWRY, T/Capt. A.E.
O.C., No. 1 Section.

No. 4 Section.
8/12/18.

C.O.
1st Aust. Tunnelling Coy.

RECONNAISSANCE REPORT FOR PERIOD 7/12/18 - 8/12/18

Acting on your Order of 6/12/18 re. reconnaissance of Railway Line between CHARLEROI and BRUSSELS arrangements were made with R.T.O., CHARLEROI and an engine and carriage placed at our disposal.

Party under Lieut. PLUMMER. left CHARLEROI at 08.00, 7/12/18 and proceeded to BRUSSELS via MARCHIENNE AU PONT - NIVELLES - WATERLOO.

Particular attention was paid to Section as far North as LINKEBECK which was on boundary of area to North.

As far North as NIVELLES the bridges had been prepared for mining but no sign of demolition charges could be seen. The excavations in abutments etc. were not sufficiently large to interfere with the stability of bridge.

Near OBAIX - BUZET two shells 5.9" were removed from shaft in centre of line. These had ordinary nose caps.

All bridges and vital points throughout length of line were inspected.

Party returned to MARCHIENNE AU PONT at 10.00 on 8/12/18.

(Sd) O.H. WOODWARD, Capt. A.E.
O.C., No. 4 Section.

Appendix No. 5
(COPY)

No. 1 Section
9/12/18.

C.O.,
1st Australian Tunnelling Coy.

Report on Reconnaissance of Railways, for 8th inst.
Area (N.W. Europe Sht.1 & Part of 4) N.9,10,11 & 12. and Part of
M.9,10,11 & 12.

LOUVAIN to COURT ST.ETIENNE:- This line has been searched from Northern Boundary to LIMELETT. On every bridge, culvert and Road crossing shafts have been sunk. Some are still open but do not contain charges. Others have been filled in by Belgian Railway employees.

From information received from Belgian Railway Authorities the enemy had not laid any charges in any of these shafts.

At GASTUCHE (N.W. Europe 9.M.93. approx) there are a number of large calibre shells in the cabin at road crossing. I will have these examined,

The Station Master at GEMBLoux has asked me to make a search of all wagons at present in the yard as he has been given instructions not to move a wagon until this has been done. Parties will commence on this yard on the morning of the 9th inst.

(sd) J. BOWRY, T/Capt.
O.C., No.1 Section.

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Headquarters
1st Aust. Tunnelling Coy.
10/12/18.

C.O., 1st Aust. Tunnelling Coy. A.E.

As per your instructions Corpl. J. THORN and party proceeded to the Road Bridge at MONT SUR HEURE (NAMUR Sh. 8. 1/100,000. E.E.80.76) and removed 8-5.9" shells from shafts on both sides of bridge approach, the shells were undetonated and have been placed in a field near the road.

The two holes that contained the shells have been filled in and the road is now safe for traffic.

A mine was located near the Railway Bridge crossing the river L'Heure at 28.78.78., a shaft 4ft X 3ft. and 12ft. deep contained the following :-

- 150 lbs. "Perdite"
- 11 - 5.9 in. Shells (not detonated)
- 23 Slabs "Perdite (approx 70 lbs)

The explosive was removed and placed in a field. No soil was available to fill in the shafts, but boards have been placed over the opening, rendering it safe for foot traffic.

In the central brick pier of the bridge were 3 charges, each containing approximately 98 lbs. "Perdite. These charges have been removed and the bridge rendered safe.

Sgd. S.J.Sawyer Lieut. A.E.

No. 4 Section
10/12/18.

C.O., 1st Aust. Tunnelling Coy.

RECONNAISSANCE REPORT FOR 10/12/18.
Ref. Map. N.W. Europe Sheet 1.

No. 1 Party, Lieut. PLUMMER.

Examined Railway Line from NIVELLES Station to GENAPPE Station on Main NIVELLES - LOUVAIN Line. No sign of enemy mines could be seen. There were numerous shafts in the line but these were being filled in by the Belgian Railway Authorities. There are 300 trucks containing mixed ammunition, explosives and S.A.A. on the line about a mile due East of junction at BRAULERS. There is a gap of about 1 mile and then another string of 70 trucks of Salvage material.

No. 2 Party, Sergt. BATEY.

Examined Main Railway Line from BRAULERS Junction to SENEFFE. En route all bridges had recesses for demolition charges but these had not been placed in position. Several shafts had been unloaded along the route. The shells and demolition charges were well removed from the line and the shafts filled in.

No. 3 Party, Corpl. McINTOSH.

Examined Main Railway Line from NIVELLES Station to LUTTRE Station. En route found numerous mines which had been unloaded. Charges etc. remove from railway, and shafts filled in. The track on line from NIVELLES to FLEURIS Station has all been uplifted and there is at present only the Railway formation.

No. 4 Party, Lieut. JUSTICE.

Examined Main Railway Line from BRAULERS Junction to ERKEN BRACKEL (BRAINE L'ALLEUD) Station. Railway Line had been prepared for mines at frequent intervals but no charges had been laid.

(Sd) O.H. WOODWARD Capt. A.E.
O.C., No. 4 Section.

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APPENDIX ⁵

Appendix No 5
(COPY)

No. 2 Section
10/12/18.

O.C.,
1st Aust. Tunn. Coy. A.E.

WORK REPORT FOR 9/12/18 & 10/12/18.
Map. H.W. Europe Sh. 1 & Part of 4.

Searched double Railwayline from VILLERS LA VILLE (11.M.35.95) to
FLEURUS (11.M.40.20), and single line from 11.M.95.75 to LIGNY (11.M.50.
35). No. mines or traces of same found.

(sd) D. YATES T/capt. A.E.
O.C., No. 2 Section.

Appendix No. 5.

(COPY)

No. 1 Section
10/12/18.C.O.,
1st Australian Tunnelling Coy. A.E.

WORKS REPORT FOR 10/12/18.

Line from GEMBOUX to JEMEPPE and Siding. - Nothing unusual discovered.

A party proceeded to MONT ST. GUIBERT to load shells mentioned in report 9/12/18. 1210 shells of various sizes were loaded into three trucks brought up for that purpose.

This area will be completed on 12th inst.

(Sd) J. BOWRY, T/Capt. A.E.
O.C., No. 1 Section.

Appendix No. 5.
(COPY)

No 1 Section.
11/12/18.

C.O.,
1st Aust. Tunnelling Coy. A.E.

WORK REPORT FOR 11/12/18.

Railway from GEMBLOUX to a point 3 kilos. ahead of the Station of RHISMES (Section Boundary) also sidings searched for mines but none were discovered.

There are 4 wagons lying in the yard at ST. DINIS BENNE Station, containing shells, explosive and detonators. The detonators are strewn about the floor of the wagon and are in their present condition a source of danger. A party will be sent out in the morning to remove same.

The siding at RHISMES contains 50 wagons laden with ammunition which is guarded, and was not examined on that account. Guard had instructions to keep everyone away.

(Sd) J. BOWRY. T/ Capt. A.E.
C.O., No. 1 Section.

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(COPY)

Appendix No 5

No. 1. Section
12-1218

C.O. 1st. Aust. Tunn. Coy.

APPENDIX 5

I have to advise that all Railway Lines within 4 miles radius of this centre have been carefully examined and nothing further can be added to my report of 10-12-18.

To-day opportunity was taken of giving Section a Bath.

Sgd. O.H. Woodward Captain A.E.

Appendix No 5.
(COPY)

No. 1. Section
12-12-18

C.O. 1st. Australian Tunnelling Company A.E.

WORKS REPORT FOR 12-12-18.

✓ Railway from GEMBOUX to PERWES and on to Section boundary was searched but no mines found.

A party was sent to St. Denins Bovesse Station to collect detonators which were lying on the floor of a waggon containing explosive. The detonators were put into boxes and placed in waggons free from explosives

This completes the Railways and branch Lines in this area.

Sgd. J. Bowry T/Captain A.E.

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APPENDIX 5

(COPY) *Appendix No 5*

No 2 Section.
SOMBREFFE
14/12/18.

C.O.,
1st Aust. Tunnelling Coy. A.E.

WORK REPORT FOR 14/12/18.

Map. N.W. Europe Sheet 1 & Part of 4.

Searched B.G. double Railway Line
from VILLERS LA VILLE 11.M.35.95. to BOITSFORD 9.L.65.85.
Also double line from COURT ST. ETIENNE 10.M.50.55. to GENAPPE,
10.L.88.23.

No mines were found on either of these
lines.

(Sd) J.H. Bate Lieut.
for C.O., No. 2 Section

msd

Appendix No 5
(COPY)

Headquarters
14-12-18

C.O. Ist. Australian Tunnelling Company A.E.

I have to report that on the
13th. instant the Secretary of the Maire of LAMBUSART called at the Office
to inform me that a number of German Shells were stored in the cellar
at the Maire and said he would like them removed to a place of safety
as they were a danger owing to the large number of children in the
village. I visited the Maire with him and ~~we~~ found the following
Shells :-

(Approx)	2005.9"	Shells in carriers
"	200 77mm	" " "
"	25	Stick Grenades.

Also at a farmhouse on the outskirts of the village there was a quantity of British F.A. Ammunition (reported to have been left by a battery of Canadian Field Artillery). The Secretary would like these moved from the farmhouse, as the civilians are stealing the Brass Charge containers, and this may bring about a serious accident to the persons concerned.

At another house in the village I was shown 4 German Light Trench-Mortars and 4 Ammunition Carts (Hand). The secretary stated that the Germans had left a note at the Maire asking for these Guns to be handed over to the Allies when they arrived in the Village. I would suggest that the Ammunition, be taken charge of by the Salvage ~~People~~ of the 4th. Corps.

section

Sgd. S.J. Sawyer Lieut. A.E.

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Headquarters
23/12/18.

Controller of Mines
Fourth Army.

Hereunder copy of Report rendered by Capt. O.H. WOODWARD, O.C., No. 4 Section, who carried out reconnaissance detailed in your 28/35 dated 15/12/18:-

STAVELOT
21/12/18.

C.O.,
1st Australian Tunnelling Coy. A.E.

I have to advise that I have carried out the reconnaissance as detailed in your memo of 17/12/18 and C. of M. 4th Army, memo No. 28/35 of 15/12/18.

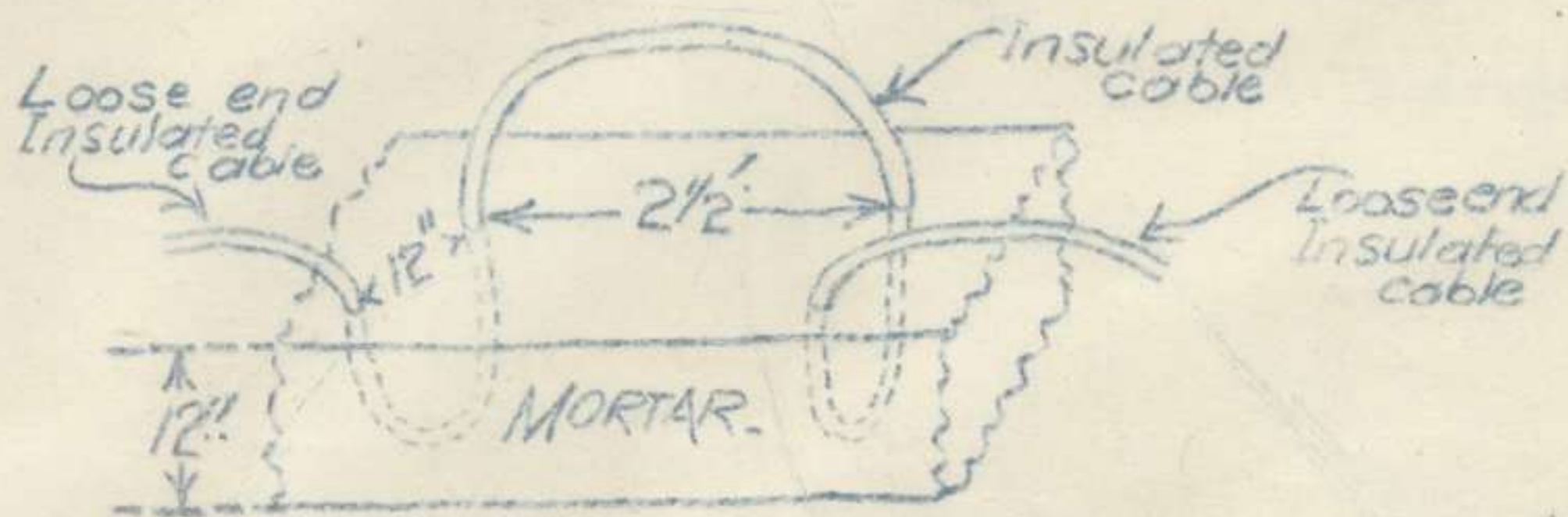
On arrival at STAVELOT I got into communication with a member of the Railway Staff at that station. It was this individual who had reported the existence of the supposed mine in the railway tunnel distant about 1 mile from STAVELOT on the STAVELOT - MALMEDY Railway Line.

This morning the Official conducted the party to the site of the supposed mine. It was situated at the spot where the Belgians had blown the tunnel in 1914, as could be plainly seen by the junction of the new brickwork and the old masonry arch.

An examination of the supposed lead shewed them to be embedded in mortar and situated at the spring of the arch.

On removing about 1 foot deep of mortar (which had evidently been the site where the mortar had been mixed for repair work) the whole of the leads came away intact and shewed that it had only been a loose wire embedded in the mortar.

It was certainly misleading and at first sight distinctly seemed like a set of leads



Sketch of Block of Mortar removed.

The tunnel was carefully examined as well as the line to the German Border, over which the party crossed at 10.20 hours.

(Sd) O.H. WOODWARD Capt. A.E.
O.C., No. 4 Section.

[Signature]
Lieut. A.E.
Adj. & C.M., 1st Aust. Tunnelling Coy. A.E.



(COPY).

Appendix No. 5

3 Section
 1st Aust. Tunn. Coy.
 30/12/18.

The C.O.,
 1st Aust. Tunn. Coy.

Work Report month ending 31/12/18.

1360 Tons of stone broken and spawled at HESTRUD
 Quarries.

NAMUR-MARCHE)
 NAMUR-HUY) Railway lines are reported free from mines.
 NAMUR-DINANT)

(Sd) R.B.HINDER, Capt.A.E.
 O.C. No.3 Section.