

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

Engineers

**Item number:** 14/2/2

**Title:** Chief Engineer, 1st ANZAC Corps

September 1917



AWM4-14/2/2



# WAR DIARY

Army Form C. 2118.

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
Hazebrouck.	1/9/17	2pm	Demonstration of monorail at 2nd.Army Workshops for G.O.C. 1st.Anzac Corps. Arrangements made for C.R.E. C.T. 1st.Anzac to provide additional hutting for Corps when taking over Headquarters Camp of Second Corps.	
Hazebrouck	2/9/17	11/30 am	Demonstration of monorail at 2nd.Army Workshops attended by CE's of 2nd.3rd. 13th.(British) Corps and Chief Engineer 2nd. Anzac Corps.	
Hazebrouck.	3/9/17.	9am 2pm. 5pm	Attended Conference held by Corps Commander reference to taking over Second Corps Area.Instructed to prepare a scheme for tunnel dugouts for Corps. Visited Busseboom RE Workshop and Dump. Met CE 2nd.Corps at his Headquarters, and discussed taking over new area. Personally received Handing Over Report.	
Hazebrouck.	4/9/17.	9/30am	Visited Chief Engineer 2nd. Army at Army Headquarters. S.O.R.E. 1st.Anzac commenced to take over from Chief Engineer 2nd.Corps. S.O.R.E. 2nd.Corps left for England on leave. The request for Adjutant to CRE 2nd.Corps Troops to remain for a few days to assist on the taking over was refused.	
Hazebrouck. Hoograaf.	5/9/17 "17	9a.m. 12 Noon	Left Hazebrouck for Second Corps Area. Arrived Hoograaf and took over Corps Front East of YPRES from the Second Corps. Front runs from J.2.Central to J.14.d.9.8. (Map 28 1/10,000 N.W.) on the South. The 25th. Division were in line. The question of Advanced roads and water, supplies, tramlines etc. had not received much attention and there were no roads beyond the HOOGE Crater. Headquarters of the 1st.Anzac Corps only had arrived and no troops. After discussing the question with G. & Q. of this Corps, it was decided to run a circular plank road round BELLEWAARDE LAKE below BELLEWAARDE RIDGE, to run a tramline north of the lake towards WESTHOEK, also a tramway south of the MENIN ROAD towards GLENCORSE Wood. Duckboard tracks and mule tracks were also decided upon. All these lines are shewn on a plan which accompanies this diary. In order to provide labor for this large program, the Pioneers and Field Companies of the 1st. and 2nd.Australian Divisions were ordered up with their respective C.R.E's. The four Army Troops Companies RE and two Labor Companies handed over by 2nd.Corps were placed	
	to 18/9/17			



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Hoograaf.	5/9/17 to 18/9/ 17		<p>under the orders of CRE 1st. Anzac Corps Troops (Lieut. Col. E. J. H. Nicholson, DSO. A.E.)</p> <p>The works to be carried out were allocated as follows:</p> <p>Acting CRE 47th. Division (Lt. Col. Matthews DSO RE) was given the Northern tramline from Cambridge Road round Bellewaarde Lake to J.7.c.4.7., also the Southern Mule track from HALFWAY HOUSE to J.13.a.9.2. These works were additional to the ordinary Divisional works.</p> <p>Lieut. Col. Martyn, DSO, AE; CRE 1st. Australian Division took over with his Engineers and Pioneers, the Southern half of the BELLEWAARDE Circular Road and Southern tramline, the monorail running from HOOGE Crater towards GLENCORSE WOOD, also certain dugouts etc.</p> <p>C.R.E. 2nd. Australian Division (Lieut. Col. J. M. C. Corlette AE), with his Field Companies and Pioneers was given charge of the construction of the Northern half of the BELLEWAARDE Circular road, and several other lesser items of work.</p> <p>C.R.E. 1st. Anzac Corps Troops (Lt. Col. E. J. H. Nicholson DSO, AE) with three Army Troops Companies and Labor Companies undertook the maintenance of all roads east of the D.G.T. line, i.e. a line running due south of the LILLE GATE. He also undertook construction of ZILIEBEKE-BIRR X ROAD, a loop round BIRR X ROAD from the MENIN into CAMBRIDGE road and several sections of of duckboard tracks and mule tracks which are shewn on accompanying map.</p> <p>I have to mention here that the 25th (British) Division was relieved in the Front line by the 47th. (British) Division a couple of days after the taking over of the Area by this Corps.</p> <p>Forward Water supply was placed in charge of Major F. W. Lawson AE with 133 AT Company RE to assist him together with 150 rank and file of a Labor Company.</p> <p>A large dump was opened at Dickebusch and a forward reserve dump at KRUISSTRAAT.</p> <p>Lieut. A. McP. Greenlees was appointed in charge of dumps including the BUSSEBOOM RE Workshops and Dump.</p> <p>At the time of writing (18th. September) practically all the works mentioned and shewn on accompanying map have been completed, or are sufficiently advanced to be utilised.</p> <p>The BELLEWAARDE Circular plank road is built on a 20 ft formation with side and cross drains, and 10 ft plank roadway on firm longitudinal.</p> <p>Mule tracks also are given a 20' width of formation as these will probably be converted into plank roads as time permits.</p> <p>The whole terrain consists of a mass of shell craters and as the German liquid gas clings in these craters for 24 hours or more, we have had more men knocked out by this gas than by shell fire, which practically never ceases.</p> <p>Arrangements for road maintenance during the coming offensive have been made. Small dumps of metal or planks are placed at every 100 yards along roads, and larger dumps at every 1000 yards.</p> <p>The whole of the roads have been divided into sections under Officers with suitable detachments.</p>	

2449 Wt. W14957/M90 750,000 1/16 J.B.C. &amp; A. Forms/C.2118/12.

P.T.O.



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Hoograaf	5/9/17 to 18/9/17 Continued		<p>A sub-park of lorries will be kept in reserve at suitable centres. All lorries carry road repair materials and every two lorries have a repair crew of 6 men told off to accompany them. Arrangements to send information of shell craters to the lorry groups have been made. Mounted Police and Cyclists will patrol the roads and give early information of all damage done.</p> <p>As regards pushing on the advanced roads and tramlines:- this work has been placed under CRE Corps Troops with ample labor and a detailed scheme has been drawn up. Endeavors are being made to get road and tramline materials as far forward as possible.</p> <p>For front line work, duckwalks, fascines and wire are being got forward and the two CRE's of Front Line Divisions have each prepared a scheme of work to be carried out immediately the first objective is secured.</p>	
Hoograaf.	19/9/1917 to 30/9/1917.		<p>During this period two battles have been fought, those of 20th. and 26th. September 1917. In each case the whole of our objectives have been captured.</p> <p>Throughout the period 19th-27th. all Army Troops Coys. in forward areas, Pioneers and Field Coys. of the Reserve Divisions, which were 1st. and 2nd. Australian Divisions, have been employed in pushing forward roads, tramlines, mule tracks duckwalks and water supplies. The country we are passing over is one sea of shell holes which are filled with water in the valleys. Our roads therefore, when crossing valleys, are floating. We put down a foundation of fascines, hurdles etc, and laid planking on these. The original country roads in the battle zone have totally disappeared in many cases, but as a rule we try to follow these lines of road, and some road metal is found in the shell holes, and the local people when making the roads must have selected the best lines, i.e. as far as solidity of ground was concerned.</p> <p>As a rule the greater portion of our forward roads must be built of planking as this means quicker work and we could not get sufficient metal up for metal roads.</p> <p>In order to illustrate the work done by the Field Coys. and Pioneers of the 1st. Anzac, during the month of September, I attach a map of the Corps Area shewing in colors all roads, water supply, duckboards, tracks, mule tracks and tramlines constructed. It must be <del>remember</del> remembered that every yard of these works was carried out under heavy shell fire, which again and again destroyed sections of the work. Our casualties from gas and shell fire during the month amongst the Sappers and Pioneers working as Construction parties must have amounted to 550 at least.</p>	

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SHEET N°28 N.E.1 & 3.N.W.4.  
[Parts of]



## LEGEND

Light Railways	completed	—
Do	proposed or under construction	- - -
Tramways	completed	—
Do	proposed or under construction	- - -
Roads	Planked	—
Do	Plank completed	—
Do	do proposed or under construction	- - -
File Tracks	completed	—
Do	proposed or under construction	- - -
Dryweather Track for Horse Drawn Vehicles	completed	—
Infantry Tracks	completed	—
Do	proposed	- - -
Artillery Roads	completed	—
Do	proposed	- - -