

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

Engineers

**Item number:** 14/10/21

**Title:** Headquarters 4th Australian  
Divisional Engineers

October 1917



AWM4-14/10/21



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.)

Headquarters, 4th Aus. Divn. Engineers.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
	<u>1917.</u>			
DICKEBUSCH (Smythe's Camp.)	1st.Oct. to 9th.Oct.		The Division was relieved by the 1st Aus. Divn. on 29th and 30th September, 1st and 2nd. October. D.H.Q. moved out to STEENVOORDE on 2-10-17. Engineer Headquarters, 3 Field Com- panies and Pioneer Battalion remained in the forward area and were employed on the following works,- 4th Field Company, hutting and general work at Corps Workshops; 13th Field Company, assisting Corps Heavy Artillery in preparation of Gun positions, platforms, etc; 12th Field Company and 4th Pioneer Battalion laying a plank road from WESTHOEK to the main HOOGE road and repairing plank roads and duckwalk tracks in the vicinity of WESTHOEK.	
YPRES RAM- PARTS.	10th.Oct. to 11th.Oct.		C.R.E. and Adjutant arranging details re taking over works from 2nd Aus. Div. Engrs., provision of stores, etc. The 4th Div. Engrs. relieved 2nd Div. Engrs. at midnight 10/11th October. Engineer Headquarters moved to YPRES on 11-10-17.	
	11th.Oct. to 23rd.Oct.		Routine work in line,- <u>12th and 13th Field Companies</u> were employed with the two Brigades holding the line. A duckwalk track for each Brigade sector was laid to THAMES WOOD and DE KNOET FARM (see Appendix II). The work of laying this track was very difficult owing to the shortage in forward areas of stores, heavy shelling, and wet and boggy ground. The Div. front was wired by Infantry Garrisons assisted by Field Companies. Reconnaissances were made for and wells opened up for use. 13th Field Company erected R.A.P. near BRICK KILN and	Appendix II  ABD



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			and 12th Field Company commenced work on R.A.P. at ST. JOSEPHS. Working parties were arranged for direct by Field Companies with their respective Brigades.	
			4th Field Company were employed erecting R.A.P. near FREZENBERG, laying duckwalk track from R.A.P. to YPRES-ROULERS Railway, erecting bunking at Infantry Barracks YPRES, and erecting Div. Baths near LILLE GATE, YPRES.	
			4th Pioneer Battalion were engaged repairing, draining, and widening roads in vicinity of ZONNEBEKE, and from ZONNEBEKE to BROODSEINDE.	
			General.- Casualties for period 11/10/17 - 24/10/17 shewn in Appendix III	
			Strength at 27-10-17 shewn in Appendix IV	
			Details of casualties since arrival in France shewn in Appendix V.	
			List of members of 4th Div. Engrs. awarded decorations or mentioned <del>in dispatches</del> for good work since June 1917 shewn in Appendix VII	
			Establishment of a Field Company increased by 10 Sappers (D.A.G., A.I.F. 31/358)	
			Establishment now 7 Officers, 220 O.R's.	
			Notes on Working Parties, Appendix VIII	
			Remarks on Operations at Zonnebeke appendix IX	
			A6945 Wt. W11422/M1160 350,000 12/16 D. D. & L. Forms/C.2118/14.	

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Headquarters, 4th Aus. Divn. Engineers

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices																																
			<p><u>Supply of R.E. Stores.</u>- When the Div. took over no dumps existed beyond BIRR X ROADS. It was decided after reconnoitring the Div. front to send supplies via the main YPRES-ZONNEBEKE Road to the outskirts of the latter place and to form a rear dump near FREZENBERG. ZONNEBEKE was to be fed from FREZENBERG by horsed transport and FREZENBERG from Corps dump by motor lorry. This proposal could not be carried out owing to the extremely heavy traffic on the road. In order to avoid congestion at Corps Dump a dump was formed at POTIJZE using mechanical transport. Horsed transport as under reported nightly at hours varying from 12 midnight to 2 p.m. and carried forward one load of stores from POTIJZE and <del>Corps</del> Corps Dump at KRUISSTRAAT to ZONNEBEKE.</p> <p><u>Appendix VI</u></p> <table><thead><tr><th></th><th><u>Pontoon Waggon.</u></th><th><u>R.E.Limbers.</u></th><th><u>G.S.Waggon.</u></th></tr></thead><tbody><tr><td>4th Field Co.</td><td>3</td><td>2</td><td>-</td></tr><tr><td>12th " "</td><td>3</td><td>2</td><td>-</td></tr><tr><td>13th " "</td><td>3</td><td>1</td><td>-</td></tr><tr><td>A.A.S.C.</td><td></td><td></td><td>20</td></tr><tr><td>D.A.C.</td><td></td><td></td><td>5</td></tr><tr><td>4th Pioneer Bn.</td><td></td><td></td><td>4</td></tr><tr><td colspan="3"></td><td>Total 43 vehicles.</td></tr></tbody></table>		<u>Pontoon Waggon.</u>	<u>R.E.Limbers.</u>	<u>G.S.Waggon.</u>	4th Field Co.	3	2	-	12th " "	3	2	-	13th " "	3	1	-	A.A.S.C.			20	D.A.C.			5	4th Pioneer Bn.			4				Total 43 vehicles.	<p>Appendix X</p>
	<u>Pontoon Waggon.</u>	<u>R.E.Limbers.</u>	<u>G.S.Waggon.</u>																																	
4th Field Co.	3	2	-																																	
12th " "	3	2	-																																	
13th " "	3	1	-																																	
A.A.S.C.			20																																	
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			Total 43 vehicles.																																	

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OF  
INTELLIGENCE SUMMARY.

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Headquarters, 4th Aus. Divn. Engineers.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
OUDERDOM	24th.Oct.		4th Div. relieved by 1st Aus. Div. <del>H.</del> H.Q. moved to Scottish <del>mine</del> Camp. 12th Field Co. moved to RENINGHELST.	
OUDERDOM	25th.oct.		In billets at Scottish Camp.	
BOMY.	26th.Oct.		E.H.Q. moved by motor lorry to BOMY. Mounted personnel by road to BLARINGHEM thence to BOMY. Colonel ELLIOTT granted furlough to ENGLAND; Major H. G. TOLLEY, D.S.O., took over duties of G.R.E.	
	27th.Oct.		12th Field Company entrained for WIZERNES and marched from there to RUPIGNY.	
	28th.Oct. to 31st.Oct.		Headquarters and 2 Companies Pioneers billeted at VERCHIN. 4th Field Company maintaining tramway from WESTHOEK to ZONNEBEKE. 13th Field Company erecting stables and huts in forward areas under C.E's orders and assisting on maintenance of tramway to ZONNEBEKE. 2 Companies Pioneers employed on maintenance of plank roads in vicinity of WESTHOEK. 12th Field Company and Pioneers (less 2 Companies) training and erecting and repairing baths at MATRINGHEM, BOMY. and LISBOURG; rifle ranges at HEZECQUES, MATRINGHEM, and COYECQUE. Materials for this work was drawn from No. 4 R.E. Park LILLERS and 1st Army Workshops BETHUNE. Owing to lack of transport and shortage of stores, progress on these works was somewhat slow. <del>Material drawn and issued</del> <i>Sketch of Horse shelter attached from 27th to 31st October, 1917, shown on appendix I.</i>	

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*appendix I*  
*A. Hedow Capt & Adj*  
*for CRE 4th Aus Div*



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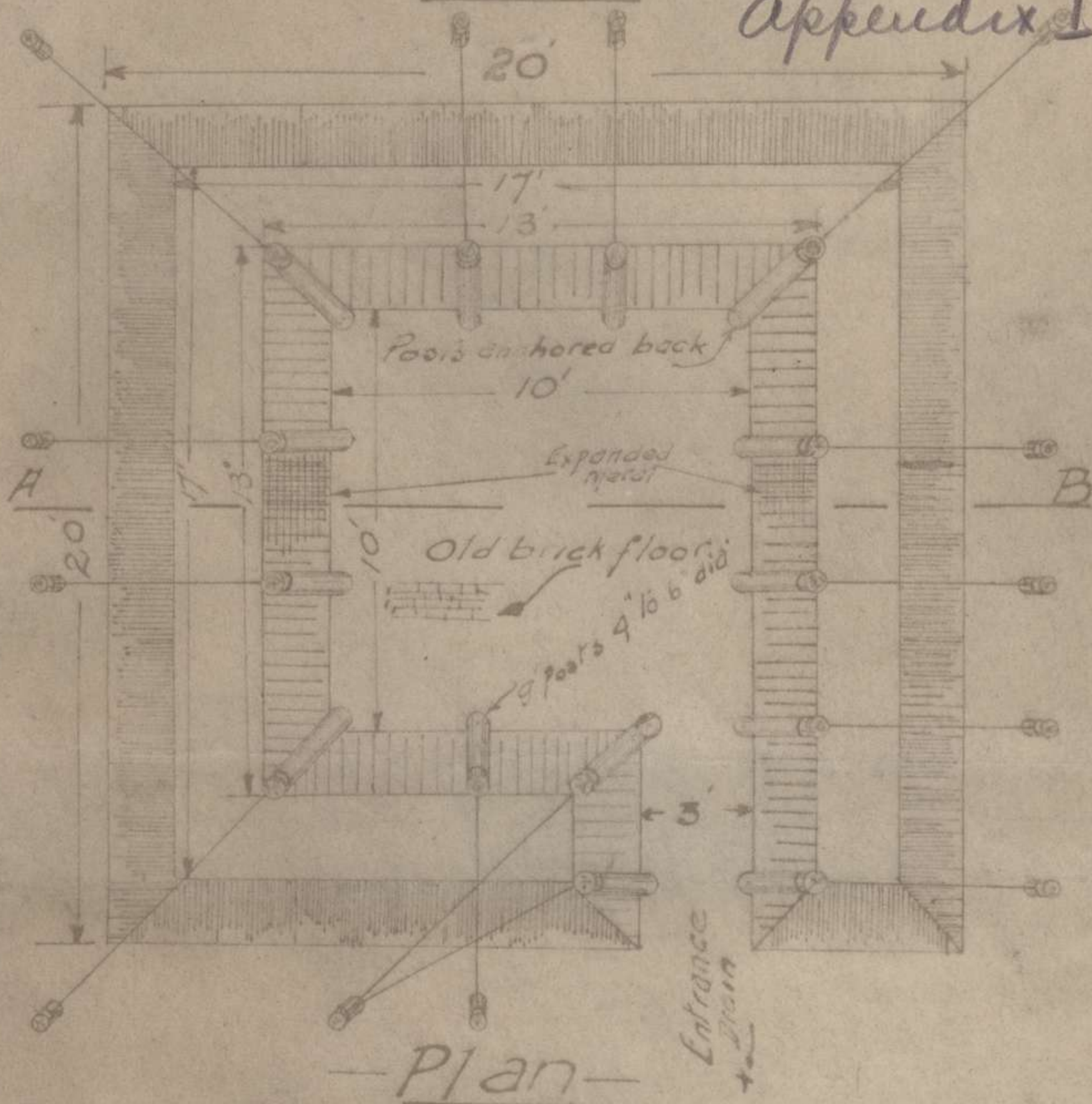
6

# — SKETCH OF 2 HORSE SHELTER —

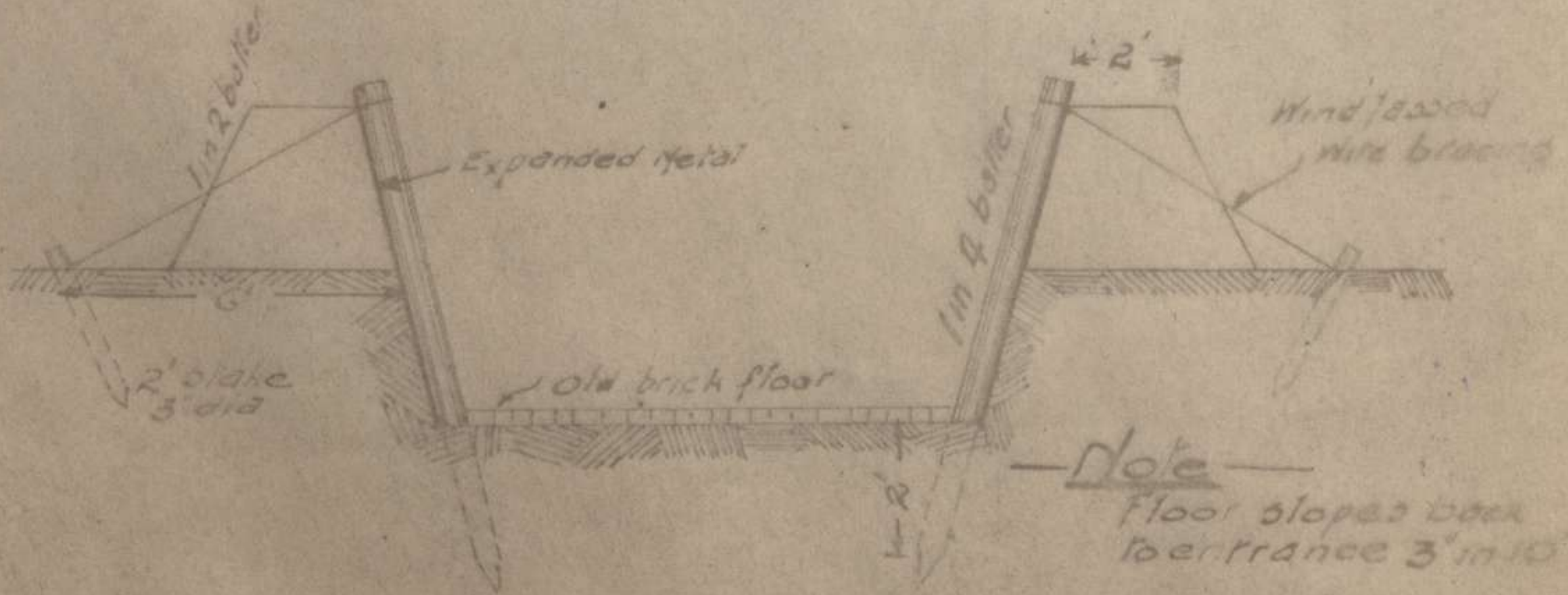
— 4<sup>th</sup> Field Coy Pattern —

— Scale 4" to 1" —

Appendix I



— Plan —



— Section at AB —

— Note —

Floor slopes down to entrance 3" in 10'



To accompany War Diary October 1917

Duckboard Track	=====
Mule Track	-----
Light Railway	=====
Trench Tramway	-----
Foot Path	-----
Divisional Boundary	-----
Brigade Boundary	-----









Effective Strength Return Appendix IV  
(See attached)

4<sup>th</sup> Aus Div Engrs.

27.10.17

UNIT.	ACTUALLY WITH UNIT.		SICK		ON COMMAND TEMP. DETACHED SCHOOLS, ETC.		TOTAL STRENGTH		WAR ESTAB.		REQUIRED TO COMPLETE		EXCESS OVER ESTAB.	
	OFF	O.R.'s	OFF	O.R.'s	OFF	O.R.'s	OFF	O.R.'s	OFF	O.R.'s	OFF	O.R.'s	OFF	O.R.'s
Headquarters	4	11	-	-	1	2	5	13	3	10	-	-	2	3
4 <sup>th</sup> Id Coy	5	162	-	-	1	27	6	189	7	220	1	31	-	-
12 <sup>th</sup> Id Coy	5	174	-	-	3	31	8	205	7	220	-	15	1	-
13 <sup>th</sup> Id Coy	6	171	-	6	1	24	7	201	7	220	-	19	-	-
	20	518	-	6	6	84	26	608	24	670	1	65	3	3

APPENDIX. 4



## STRENGTH RETURN, ON COMMAND, ETC.

Appendix IV

4TH AUS DIV. ENGRS.

27.10.17

NATURE OF WORK	H. QRS		4TH F.D. COY		12TH F.D. COY		13TH F.D. COY	
	OFF	O.R's	OFF	O.R's	OFF	O.R's	OFF	O.R's
1st Anzac Workshops	1			13		13		14
E. M. M.; M. B. Bay				5		4		5
Attached A.A.S.C.				1		1		1
Detention				1				
Furlough U.K.		1	1	7	2	1	1	1
2nd Army T.M. School								1
12th Aus Inf Bde								1
Engs H.Q. - Cooks, Clerks						1		1
2nd Army Cooking School		1						
2nd Army Workshops						2		
Pontoon Park.						1		
Hospital					1	8		
TOTALS.	1	2	1	27	3	31	1	24



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(Appendix V.)

4th AUS. DIVISION ENGINEERS.-----DETAILS OF CASUALTIES SINCE ARRIVAL IN FRANCE.-----  
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Unit	Reg. No.	Rank	Name	Place	Date	Remarks
4th Fd.Co.	33	Spr	Paton.	F.Fleurbaix	3-7-16	Wounded.
" " "	3001	"	Dadsey.	T.	"	"
" " "	4037	"	Critchley.	E.	"	"
12th " "	5437	Cpl	Fleming.	W.Vierstraat	10-7-16	"
13th " "	5738	L/Cpl	Dalziel.	C.R.Albert	23-7-16	"
" " "	5157	Spr	Davis.	W.C.	"	"
" " "	7179	"	Wales.	H.	"	"
" " "	3144	"	Shuttleworth.	A.C.	"	"
" " "	5515	"	Taylor.	C.R.	"	" remaining with unit.
" " "	3712	"	Taylor.	W.R.	27-7-16	Wounded.
" " "	742	"	Stow.	A.	"	"
" " "	5556	"	Connolly.	E.A.	"	"
" " "	5540	"	Gare.	I.E.	"	"
" " "	1997	Sgt	Stedman.	F.	28-7-16	Killed.
" " "	2136	Cpl	Gammon.	C.	29-7-16	Shell Shock.
" " "	3381	Spr	Harrison Smith	L.H.	31-7-16	Killed.
" " "	1924	"	Olsen.	G.N.	"	"
" " "	1490	"	Barnes.	J.A.	"	Wounded.
" " "	3276	2/Cpl	Crabbe.	J.	"	" slightly and shell shock
" " "	4585	Spr.	Clinton.	J.	"	Shell shock
" " "	5696	"	Baxter.	J.H.	"	Slightly wounded remain. w/unit.
" " "	173	"	Lawrence.	D.S.	"	" " "
" " "	323	Sgt	Cole.	G.B.	3-8-16	Wounded.
" " "	4278	Spr	Wilson	P.	"	Shell shock remain w/unit
" " "	4932	"	Ray.	K.G.	4-8-16	Wounded
" " "	3243	"	Nottage.	N.G.	"	Shell shock remain w/unit.
" " "	5161	"	Noonan	W.D.	"	" " "
" " "	5696	"	Baxter.	J.H.	"	Wounded.
" " "	1880	"	Pearce.	L.W.	"	"
" " "	5122	Sgt	Brown.	D.G.	5-8-16	"
" " "	5161	Spr	Noonan.	W.D.	"	Killed.
" " "	1822	"	George.	S.W.	"	Missing.
" " "	252	"	Jenkins.	P.A.	"	Wounded & severe shell shock.
" " "	4135	"	Bamlack.	W.	"	Wounded remaining with unit.
4th Fd.Co	4095	"	Renforth.	G.La Bois selle	3-8-16	Killed
" " "	2170	"	Hardmann.	C.L.S.	"	"
" " "	2751	"	Hurst.	A.V.	"	Wounded.
12th " "	5956	Lt.	Smith.	G.Tara Hill	"	Shell shock.
" " "		Spr	Callow.	A.L.	"	Wounded.
4th " "		Lt.	Dunsden.	C.E.La Bois-selle	9-8-16	Killed.
" " "		Capt	Riddell.	C.C.	"	Wounded.
12th " "	5062	2/Cpl	Edge.	R.J.	11-8-16	"
" " "	2990	Spr	Candy.	A.	"	" remaining with unit
4th " "	5167	"	Hooper.	A.E.	"	wounded.



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Appendix V

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Unit	Reg. No.	Rank	Name		Place	Date	Remarks
4th Fd. Co.	2830	Spr	Lynch	J.J.	La Boisselle	11-8-16	Shell-shock
12th " "	3179	Spr	Paul	C.	"	12-8-16	Killed
" " "	3092	"	Osbourne	M.L.	"	13-8-16	Wounded
4th " "	4141	"	Stokes	W.J.	"	"	Killed
" " "	2278	"	McBride	R.W.	"	14-8-16	Wounded
" " "	3909	"	Anderson	G.H.	"	"	"
13th " "	2623	"	Cross	A.	"	"	Killed
" " "	4187	"	Kerr	V.V.	"	"	"
" " "		Capt	Mirams	J.H.	"	"	Wounded, died 19-8-16
" " "		Lt.	Matheson	C.	"	"	Wounded.
" " "	6099	Spr	Sandridge	D.T.	"	"	"
" " "	6086	"	Futcher	F.	"	"	"
" " "	80	L/C	Guy	J.A.	"	"	"
" " "	6453	Spr	Brown	J.D.	"	"	"
" " "	4438	"	Wishart	C.B.	"	"	"
" " "	5510	Cpl	March	H.G.	"	"	Missing
" " "	252	L/C	Jenkins	P.A.	"	"	Shell-shock, rmd on duty
" " "	4247	Spr	Mynoll	H.	"	"	Wnd. rmd on duty
4th " "	5607	"	McCubbin	D.	"	15-8-16	Wounded
" " "	4031	"	Bennett	G.	"	"	"
" " "	4051	"	Liddy	E.	"	"	"
12th " "	7163	"	Lester	T.	"	"	Wnd. rmd on duty
" " "	3786	"	Smithwick	C.L.	"	"	" " " "
" " "	4157	"	Friend	S.O.	"	"	Killed
" " "	3640	"	Etheridge	C.J.	"	"	"
" " "	1880	"	Dufton	W.	"	"	Wounded
" " "	5642	"	Goode	C.T.	"	"	Shell-shock
" " "	378	2/C	Stewart	D.C.	"	"	Wnd. rmd on duty
13th " "	3573	Spr	Marshall	H.	"	"	Wounded
" " "	1839	"	Arkins	S.W.R.	"	2-9-16	"
4th " "	2161	L/C	Darby	A.R.	"	28-8-16	Killed
12th " "	5064	Spr	Ford	W.J.	"	1-9-16	Wnd. rmd on duty
" " "	5965	"	Gray	H.G.	"	"	Shell-shock, rmd. on duty
13th " "	6092	"	Keegan	E.	"	"	Wounded
4th " "	4152	Cpl	Cogle	J.	"	31-8-16	Killed
" " "	4133	2/C	McNiel	A.	"	"	"
" " "	2301	Spr	McKay	G.	"	"	Wounded.
" " "	4112	Cpl	Burn	T.K.	"	"	"
" " "	4055	Spr	O'Brien	R.	"	"	"
" " "		Lt	Minton	J.P.	"	2-9-16	"
" " "	4082	Sgt	Graham	D.	"	"	"
" " "	3465	Spr	Brain	B.	"	"	Wnd. died of wnds.
" " "	4113	"	Burns	C.H.	"	"	Wounded
" " "	4149	"	Armytage	G.M.	"	"	"
" " "	4143	"	Trehearne	V.	"	"	"
" " "	2205	"	Wade	A.	"	"	"
" " "	4148	"	Wood	F.G.	"	"	"
" " "	332	"	Kay	S.	"	"	"
" " "	2177	"	Lorking	F.	"	"	"
" " "	4043	"	Heath	V.R.	"	"	"
" " "	4304	"	Smith	J.E.	"	"	"
" " "	4064	"	Wright	E.D.	"	"	"
" " "	1889	Cpl	Butcher	T.D.	"	"	"
" " "	4105	L/C	Wemyss	J.	"	"	"
" " "	4098	Spr	Sherman	C.	"	"	"
" " "	1183	L/C	Donnolly	G.A.	"	"	Wnd. died of wnds.
" " "	4086	Spr	McLean	J.	"	"	Wounded
" " "	4126	"	Jones	E.R.L.	"	"	"
" " "	4029	"	Bain	I.McD.	"	"	Killed
" " "	7172	"	Sutherland	J.	"	"	"
13th " "	323	Sgt	Cole	G.B.	"	1-9-16	Wounded.



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Unit	Reg. No.	Rank	Name	Place	Date	Remarks
13th Fd. Co	5152	Spr	McIntosh G.	La Bois-	2-9-16	Killed.
" " "	4278	"	Wilson P.	" selle	"	Wounded
" " "	6168	"	Brown N.H.	"	"	"
" " "	1715	"	Sappings F.E.H.	"	"	"
" " "	7182	"	Wiltshire S.R.	"	"	"
" " "	14107	"	Bone W.H.	"	"	"
" " "	5163	"	Rowley J.	"	"	"
" " "	1839	"	Arkins T.W.R.	"	"	"
" " "	6472	"	Leavers R.E.	"	"	Killed
" " "	3303	"	White G.	"	"	Wounded.
" " "	3518	"	Valentine T.L.	"	"	"
" " "	6971	"	Cross W.H.	"	"	"
" " "	3402	"	Males H.G.	"	"	"
12th " "	1654	"	Hawkins G.S.	"	3-9-16	Wnd.rmd.on duty
13th " "	2311	"	Svanborg F.A.	"	2-9-16	" " " "
" " "	7049	"	Marr W.P.	"	3-9-16	Wounded.
" " "	5443	"	Kings. H.E.	"	"	"
" " "	2652	L/C	Roberts G.E.	"	"	"
4th " "	4034	Spr	Carew J.	"	2-9-16	"
" " "	4042	"	Hay K.	"	"	Shell-shock
" " "	5586	"	McKinley W.K.	"	"	"
" " "	2205	"	Wade A.	Ypres	18-9-16	Wounded
12th " "		Lt	Carrick R.S.	"	22-9-16	"
4th " "	7378	Spr	Smith G.A.	"	12-19-16	Killed
" " "	3156	"	Williams L.H.	"	24-9-16	Wounded & died
12th " "	241	Sgt	McMillan J.L.	"	27-9-16	"
" " "	5078	Spr	Lawry J.L.	"	1-10-16	Wnd.rmd.on duty
" " "		Lt	Crabb E.C.	"	6-10-16	Wounded
4th " "	5965	Spr	Legge A.M.	"	12-10-16	"
" " "	1938	"	Harrett H.W.L.	"	"	" & died
13th " "	5151	"	Ford B.	"	16-10-16	"
" " "	5716	Dvr	Morgan H.H.	Longueval	6-11-16	"
4th " "	2287	Spr	Phillips S.N.	"	15-11-16	"
13th " "	2650	"	Roberts T.M.	"	17-11-16	Killed
" " "	469	"	Saunders G.	"	"	Wounded
12th " "	3376	"	March H.W.	"	20-11-16	Killed
" " "	5426	"	Baird T.	"	"	Shell-shock, died.
13th " "	7148	"	Chapman P.	"	24-11-16	Wounded
" " "	6101	Sgt	Spence J.M.	"	27-11-16	"
4th " "	2797	Dvr	Shaw A.P.	"	1-12-16	"
13th " "	1865	Spr	Fare A.E.	"	4-12-16	Killed
" " "	7746	"	Waites T.	"	"	Wounded
4th " "	5593	"	Smith F.H.	"	6-12-16	Killed
" " "	1906	"	Overend R.	"	"	"
" " "	8180	"	Thurygill A.R.	"	"	"
" " "	6155	"	Read F.	"	"	Wounded & died
" " "	9510	"	Burdett J.	"	"	Killed
" " "		Cap	Mills C.F.	"	"	Wounded
" " "	7191	Dvr	Phillips F.	"	"	Wounded & died
" " "	4090	Spr	Parish J.T.	"	"	Wounded
" " "	4114	L/C	Carpenter G.	"	"	"
12th " "	3118	Dvr	Smithwick V.E.	"	9-12-16	Killed
" " "	2485	"	Hicks C.W.	"	"	"
" " "	5072	"	Jones L.G.	"	"	Wounded
" " "	2274	"	Middleton A.H.	"	"	"
" " "	4672	"	Gray R.T.	"	"	"
13th " "	5125	Spr	Marsh W.	"	10-12-16	"
4th " "	4032	Cpl	Bruce O.	"	18-12-16	Killed
" " "	4026	L/C	Agnew C.O.	"	"	Wounded
" " "	4052	Spr	McGuire W.	"	21-12-16	Killed
Headquarters		Lt.C.	Elliot G.C.E.	Pommiers	28-12-16	Evac.Sick
				Redoubt		
12th Fd. Co	378	Cpl	Stewart D.C.	Bull's Run	11-1-17	Wnd.rmd.on duty
" " "	1865	Spr	Edwards R.	"	"	" " " "
" " "	5089	"	Urquhart J.	"	"	" " " "
" " "	5442	"	Jones J.E.	"	"	Wounded & died



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## Appendix V 14

Unit	Reg. No.	Rank	Name		Place	Date	Remarks
12th Fd. Co	4259	Spr	Goodwin	E.J.	Bull's Run	11-1-17	Wounded
13th " "	4313	"	Suter	H.C.	Longueval	13-1-17	"
" " "	5139	"	Washington	E.M.	"	"	"
12th " "	2241	"	Congdon	S.L.	"	28-1-17	"
" " "	5462	"	Welsh	T.	"	"	" & rmd on duty
13th " "	2311	"	Svanborg	F.G.	"	3-2-17	Wounded
4th " "	4137	Sgt	Park	J.A.	Bazentin	4-2-17	"
" " "	2272	Spr	Matthews	F.G.	"	"	"
13th " "	5159	"	Hope	S.	Longueval	10-2-17	"
12th " "	6477	"	Nogel	W.	Bull's Run	11-2-17	"
" " "	5056	"	Carson	W.G.	"	20-2-17	"
13th " "	5527	"	McKenzie	J.	Longueval	11-2-17	"
" " "	2311	"	Svanborg	F.G.	"	4-2-17	Died of wounds
" " "	477	"	Oakley	H.J.	"	28-1-17	Wounded
" " "	3449	"	Wardley	T.W.	Vaulx	30-3-17	Killed
" " "	116	2/C	Smith	C.G.	"	31-3-17	"
" " "	6103	Spr	Barber	L.	"	31-3-17	Wounded
" " "	10905	"	Young	J.P.	"	"	" & died
" " "	7255	"	Templeton	J.	"	"	"
" " "	6476	Dvr	McGowan	D.	"	"	Wnd. rmd. on duty
" " "	3150	Spr	Hill	T.R.	"	2-4-17	Wounded
4th " "		Lt.	Twidgen	G.	"	7-4-17	Killed
" " "	4163	2/C	Horne	H.W.	"	"	Wounded
" " "	7155	Spr	Crabtree	F.	"	"	"
13th " "	1276	L/C	Shepperd	J.M.	"	"	Killed
" " "	6289	Spr	Finn	C.A.	"	"	"
12th " "		Lt	Little	G.T.	Noreuil	11-4-17	Wounded
" " "	5070	Spr	Hunt	W.K.	"	"	"
13th " "	4281	"	Youlton	T.	Bapaume	16-4-17	"
12th " "	7034	Dvr	Dunn	H.M.	Watts	28-5-17	"
" " "	5428	Spr	Bartlett	J.	Lines	4-6-17	"
13th " "	597	Sgt	Ray	L.G.	Ploeg-	"	"
4th " "	4112	Cpl	Burn	T.R.	steert	2-6-17	Killed
13th " "	323	Sgt	Cole	G.B.	"	7-6-17	Wounded
" " "	14872	Spr	Marshall	V.D.	Messines	9-6-17	Killed
" " "	4438	"	Wishart	C.B.	"	7-6-17	Wounded
" " "		Lt	Stewart	M.G.	"	8-6-17	Wounded
" " "		"	Best	J.F.C.	"	"	" & rmd. duty
" " "	4341	Spr	Sacks	S.C.	"	"	Killed
" " "	14485	"	Hays	K.B.	"	"	"
" " "	1629	"	Ray	S.L.	"	"	Wounded
" " "	4247	"	Mynott	H.	"	"	"
" " "	1371	Cpl	Austin	H.	"	"	"
" " "	15542	Spr	Willshire	L.H.	"	"	" & rmd. duty
" " "	5163	"	Rowley	J.	"	7-6-17	Wounded " "
" " "	15615	"	Long	R.H.	"	9-6-17	" " "
12th " "	16170	"	Barrett	B.	"	"	Killed
4th " "	6275	"	Lumley	T.C.	"	10-6-17	Wounded
12th " "	4238	L/C	Redman	G.	"	"	Shell-shock
13th " "	3155	Spr	Mungomery	L.D.S.	"	"	Wounded
" " "	6240	2/C	Collins	M.H.	"	"	Killed
Headquarters	6669	Spr	Gordon	K.	"	11-6-17	Wounded
4th Fd. Co.	14955	"	Murphy n	T.R.	"	"	Wounded rmd. duty
12th " "	13256	Pte	Bennett	C.	"	"	Shell-shock, rmd. on duty
" " "		AMC			"	"	
" " "	6071	Spr	Grundell	P.	"	"	Wnd. rmd. on duty
13th " "		Lt	Norman	E.P.	"	"	Wounded
" " "	3987	Sgt	McDonald	A.	"	"	Killed
" " "	1552	L/C	Jones	C.J.	"	"	"
" " "	7120	2/C	Streater	J.	"	"	Wounded
" " "	7951	L/C	Tetlow	J.	"	"	"
" " "	1636A	Spr	Scott	E.H.	"	"	" & died
" " "	6497	"	Morrison	A.	"	"	"
" " "	7170	"	Wales	A.	"	"	"
" " "	16682	Dvr	Trewin	R.T.	"	"	"



Unit	Reg. No.	Rank	Name		Place	Date	Remarks
4th Fd. Co	1346	Spr	Kembrey	J.W.	Messines	14-6-17	Wnd.rmd.at duty
12th " "	15475	"	McGee	C	"	22-6-17	" " " "
" " "	2991	2/C	Cox	E.C.	"	29-6-17	Wounded
" " "	6244	Spr	McLaren	P.A.	Ploeg-steert	4-7-17	"
13th " "	3488	"	Manning	J	Romarin	5-7-17	"
4th " "	14055	"	Bridges	T.	Ploeg-steert	"	"
" " "	4185	Sgt	Wallis	H.B.	"	"	"
13th " "	7173	Spr	Simpson	F.	"	7-7-17	"
4th " "	15248	"	Shonter	P.M.	"	10-7-17	"
" " "	4126	"	Jones	E.R.L.	"	"	Killed
" " "	14961	"	Wilder	H.W.	Hill 63	"	"
12th " "	14507	"	Sproll	F.R.	Ploeg-steert	"	Wnd.rmd.to duty
4th " "	4174	"	Nurse	A.E.	"	11-7-17	Killed
" " "	14954	"	Millikin	R.S.	"	"	Wounded
12th " "	886	"	McCarthy	J.	"	13-7-17	Killed
" " "	6011	"	Grundell	P.	"	"	"
4th " "	6485	"	Tozer	V.H.	Wulverghem	7-8-17	Wounded
" " "	4026	Cpl	Hill	R.H.	"	8-8-17	Killed
" " "	4058	"	Seaward	G.	"	9-8-17	Wounded
" " "	4031	L/C	Bennett	G.E.	"	"	"
13th " "	14859	Spr	Forrester	D.	"	"	"
12th " "	6979	"	Meahan	R.L.	"	"	Wnd.rmd.on duty
4th " "	4106	"	Williams	G.M.	"	11-8-17	Killed
" " "	4229	Cpl	Young	D.	"	10-8-17	Wounded
" " "	4597	Spr	Weinberg	W.A.	"	"	"
" " "	4099	"	Stanley	J.	"	"	"
" " "	6157	"	Strong	A.W.	"	"	Wnd.rmd.at duty
" " "	86	L/C	Greenwood	H.	"	"	" " " "
13th " "	5158	"	Freer	F.A.	"	18-8-17	Wounded
12th " "	16192	Spr	Dwyer	C.	"	17-8-17	Accdent.injured.
4th " "	86	L/C	Greenwood	H.	"	19-8-17	Wounded
" " "	15054	Spr	Forster	F.	"	"	"
13th " "	94	"	Balfe	B.O.	"	17-8-17	Accdent.injured
" " "	5125	"	Marsh	W	"	29-8-17	Wounded
4th " "	4026	"	Agnew	C.O.	Ypres-	23-9-17	"
" " "	A2295	"	McKail	J.C.	"	"	"
" " "	4070	Cpl	Brown	J.	"	24-9-17	"
" " "	4206	Dvr	Robinson	H.B.	"	"	"
" " "	595	Spr	Westmacott	J.W.	"	25-9-17	"
" " "	6489	"	McLavin	J.M.	"	"	"
12th " "	2235	"	Black	R.M.B.	"	"	"
4th " "	"	Lt.	Wilkinson	N.R.	"	26-9-17	Killed
" " "	14992	Spr	Wray	R.A.	"	"	"
" " "	6430	"	Daley	J.P.	"	"	"
" " "	4129	L/C	Mawson	E.A.	"	"	"
" " "	14954	Spr	Milliken	R.S.	"	"	Wounded
12th " "	15313	"	Golding	S.A.	"	27-9-17	"
13th " "	6475	"	McAndrew	G.W.	"	26-9-17	Killed
" " "	595	Cpl	Cameron	E.H.	"	"	"
" " "	16243	Spr	Wolfenden	E.C.	"	"	Wounded
" " "	"	Cap	Park	R.	"	"	Killed
" " "	14101	Spr	Potts	F.R.	"	"	Wounded
4th " "	6157	"	Strong	A.W.	"	27-9-17	Wnd.rmd.on duty
Headquarters	3319	L/C	Wicks	G.T.	"	28-9-17	Killed
"	15800	Dvr	Buxton Knight	F.	"	"	Wounded
"	1983	"	Brown	A.	"	"	"
4th Fd. Co	7285	Spr	Emery	W.J.	"	30-9-17	Killed
" " "	16988	"	Isherwood	D.	"	"	Wounded
12th " "	4829	Dvr	Longmore	T.A.	"	29-9-17	"
" " "	"	Lt	Little	G.T.	"	2-10-17	"
" " "	3112	Dvr	Sutherland	D.	"	27-9-17	"
" " "	13958	"	Fisher	N.	"	"	"
4th " "	15737	Spr	Smith	S.M.	"	30-9-17	Shell-shock
13th " "	15703	"	Downing	G.A.	"	2-10-17	Wounded
12th " "	10971	"	Hihett	R.T.	"	6-19-17	"
" " "	3	W.O.	Thomson	A.	"	28-9-17	Wnd.rmd.at duty



## Appendix V

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Unit	Reg. No.	Rank	Name	Place	Date	Remarks
12th Fd. Co	14050	Spr.	Cooksley C.H.	YPRES	28-10-17	Wnd. rmd. at duty
" " "	56	"	Bradshaw N.	"	8-10-17	Injd. " " "
" " "	3068	Cpl.	Easy A.	"	5-10-17	Wnd. rmd. at duty
" " "	2352	Spr.	Ede S.	"	8-10-17	K.I.A.
" " "	14085	"	Lane G.	"	"	Wnd in neck
4th. Fld Co	4213	"	Crawford S.J.	"	11-10-17	K.I.A.
" " "	2845	"	Clery A.	"	"	K.I.A.
" " "	16090	"	Jackson J.W.	"	"	K.I.A.
" " "	4211	"	Toohey D.J.	"	"	Wounded
" " "	16786	"	Field V.	"	"	Wounded
13th. Fld Co	8176	Dvr.	Risbey G.H.	"	"	Acc. Injd.
" " "	4037	Spr.	Sowter S.	"	12-10-17	K.I.A.
12th. Fld Co	3765	"	Brown J.S.	"	"	Wounded
" " "	3068	Cpl.	Easy A.	"	13-10-17	Wnd. rmd at duty
" " "	2525	Sgt.	Wilkinson E.	"	12-10-17	" " " "
" " "	2532	Spr.	Kennedy A.P.	"	"	" " " "
" " "	5632	T.2/Cpl.	Button J.N.	"	13-10-17	Wounded
" " "	6733	Dvr.	Oliver F.	"	"	"
" " "	3068	T.Cpl.	Easy A.	"	15-10-17	"
" " "	5368	T.2/Cpl.	Edwards R.	"	"	"
13th. Fld Co	7314	L/Cpl.	Wickens H.G.	"	14-10-17	K.I.A.
" " "	6168	L/Cpl.	Brown N.H.	"	16-10-17	K.I.A.
" " "	4991	Sgt.	Raine T.W.	"	"	Gassed
" " "	5223	Dvr.	Boundy A.W.	"	18-10-17	Acc. Injury
12th. Fld Co	14105	Spr.	Beames H.H.	"	"	Wnd. rmd. at duty
" " "	149	L/Cpl.	Burton A.J.	"	19-10-17	Wounded
" " "	5069	Dvr.	Hart B. B.D.	"	"	K.I.A.
13th. Fld Co	5068	Spr.	Howarth H.C.	"	17-10-17	K.I.A.
" " "	5495	"	Matheson W.	"	18-10-17	Wounded
4th. Fld Co		Lieut.	Lewis H.C.A.	"	19-10-17	Wnd. rmd at duty
" " "	7315	Spr.	Wilson H.L.	"	19-10-17	" " " "
" " "	6157	"	Strong A.W.	"	"	Wounded
" " "	4136	"	Murray J.D.	"	15-10-17	Gassed
13th. Fld Co	3670	"	Reid E.	"	19-10-17	Wounded
" " "	2903	"	Sayers G.L.	"	"	"
" " "	14130	"	Osborn C.J.	"	"	"
" " "	3680	"	Baker W.H.	"	"	"
4th. Fld Co	4218	Dvr	FitzPatrick J.P.	"	20-10-17	"
12th. Fld Co	6178	Spr	Owen W.	"	"	"
13th Fld Co	6106	Sgt.	Clark S.	"	"	"
" " "	5154	Cpl.	Collyer S.	"	"	"
" " "	7745	Spr.	Waites R.H.	"	"	"
12th. Fld Co	10942	Spr.	Ranken H.L.	"	21-10-17	"
4th. Fld Co	4041	Dvr	Foster W.	"	"	K.I.A.
" " "	14538	"	Cole A.H.	"	"	K.I.A.
12th. Fld Co	5095	Spr.	Widdy A.L.	"	19-10-17	Wounded
" " "	5463	Sgt.	Whitehead T.W.	"	20-10-17	Slightly Wounded
13th. Fld Co	2555	C.Q.M.S.	Steele R.G.	"	21-10-17	Wnd. rmd at duty
" " "	16676	Spr.	Pollard W.F.	"	"	Wounded
" " "	15624	Dvr.	Harris C.H.	"	"	Gassed
" " "	14506	"	Carter J.L.	"	"	"
4th. Fld Co	6163	"	Watts A.J.W.	"	17-10-17	"
" " "	4089	Spr.	Monument C.E.	"	23-10-17	"
" " "		Lieut.	Lawrence D.S.	"	24-10-17	Wounded
" " "	4061	2/Cpl.	Whettam H.E.	"	"	K.I.A.
" " "	15311	L/Cpl	Greenaway J.F.	"	"	Wounded
13th. Fld Co	14525	Spr.	Lowman R.H.	"	27-10-17	Wnd. rmd at duty
4th. Fld Co	5603	Dvr.	Harrison W.E.	"	25-10-17	Gassed
12th. Fld Co	3879	Spr.	Montgomery W.J.	"	31-10-17	Wounded



## Appendix VI

NOTES ON DIVISIONAL CONFERENCE.

It was freely acknowledged that the Field Companies worked on the right lines in assisting the Infantry in the assault. The following comments were made and more or less adopted as guides to future ~~policy~~ <sup>policy</sup>.

(1). TAPES. Lighter tapes should not be used as they break easily and blow away, whereas the service tapes being heavier are more likely to retain their positions. Stakes painted what at the tops should be sent up to the front line before the assault, and the runner routes forward should be staked out as well as taped as soon as possible. The runners in future are to be trained to re-erect all stakes knocked over. (I think that in future assaults every effort should be made to connect Coy H.Q's to Battalion H.Q's before the covering barrage lifts. It will lessen casualties. In order to do this it is suggested that the Officer attached to the assaulting Battalion should detail parties of two men each with rolls of tape and an illuminated Coy sign to go forward immediately a Battalion H.Q's has been selected. The Officer should have two men and a senior N.C.O. with him, the former to replace casualties, and carry the Battalion H.Q's illuminated sign and tapes to connect Battalion H.Q's back to old front line and the latter to replace the Officer in case of a casualty.

(2). WIRE. It was laid down that the assaulting troops should protect themselves with an entanglement immediately after the final objective has been reached. (In recent operations the 5th Aus. Divn. erected a double apron fence which undoubtedly saved the day.) The wire should be put out 100 yards in front of the final objective. This will give the troops a chance of securing cover from hostile barrages by moving forward. It is thought that concertina wire is too cumbersome to carry forward. Omitting it the following stores are required to make a double apron fence of 80 yards,-

9 coils barbed wire	=	9 man loads.
21 long screw pickets	=	5 do do
44 short screw pickets	=	5 do do

These stores should be got up to the front line before the night of the assault and parcelled out in man loads and the loose end of the barbed wire should be wrapped around with a sandbag. At least 50% surplus stores should be sent forward and in calculating carrying parties to rush stores forward with the last wave add 20% to allow for casualties.

(3). LIASSON. Much closer liasson between the Field Companies, Staff Captain, and the Divisional Pack Transport Train is necessary. It is the duty of the first mentioned unit to push forward tracks both for animals and men. The Staff Captain is responsible for establishing ration and S.A. ammunition dumps well forward. He should have a daily conference with an Engineer Officer as to condition of tracks, extension of tracks proposed, and possible positions for dumps. A perusal of Brigade operations map showing barraged areas will be of great assistance in helping to select dump sites. The D.P.T.T. should receive a daily report on condition of tracks and the extensions proposed to be carried out in the ensuing 24 hours. While it is highly undesirable to collect rations, S.A. ammunition and R.E. material all in one dump, it is thought that the dumps should not be more than 50 yards apart, the one series of direction boards will then do for all the dumps.



(2)

## appendix VI

(4). TRACKS. If possible mule tracks and duckboard tracks should be kept well apart from each other to avoid congestion of traffic. Switch tracks can be laid from the duckboard tracks to dumps. All newly laid duckboard tracks should be camouflaged by shovelling earth lightly over them and switches to dumps should be most carefully sited so as not to advertise the dumps.

(5). DECAUVILLE TRAMWAYS. With the approach of winter tramways will have to be more relied upon to push stores forward and evacuate casualties. Light tramways are taxed to their utmost in supplying the artillery and road making units and no assistance can be expected from them for line troops. Last winter's experience proves conclusively that the best way to ballast push-track tramways is to lay them on double duckboards. A good overland track is provided for the line troops and is easily repaired and maintained.

(6). NOTICE BOARDS. The name or colours of a unit holding a portion of the line should never be erected. It only leads to confusion when another unit relieves it and erects another sign-board and fails to remove the old one. The unit should be known as ~~RIGHT CENTRE~~ RIGHT CENTRE or LEFT BATTALION, BLUE LINE BATTALION. etc.

(7). WORKING PARTIES. Every working party supplied by the Infantry should have written instructions instructing them to whom to report, where, at what time, tools required, and nature of work. Engineer Officers must check instructions to make sure that they have the right party. In the case of a party being so much under strength as to make it impossible to complete the work in hand an immediate report must be made to Brigade or Division as the non-completion of the work might jeopardise the success of operations. Wherever possible, the Engineer Officer should send guides to the H.Q.'s of the Battalions supplying parties.



NOTES ON 4th AUS. DIV. CONFERENCE. 1-11-17.TRAINING.

(3) Anti-Gas Shell Arrangements. The D.G.O. will visit all units and thoroughly explain to them the types of gas used, their effects, and methods to combat them.

(4) Instructions to be given in revetting, improvement of approaches, C.T's, Dugouts, etc. As the Division will probably be returning to an entrenched front, the Field Companies want to not only thoroughly instruct their personnel in the repair, maintenance, and drainage of trenches, and the construction of accommodation, latrines, etc., but want to instruct the Officers and N.C.O's of the Infantry Brigades on the general principles. Too much stress cannot be laid on the necessity for drainage and good batirs; for winter occupation while it is highly desirable to secure a good field of fire, it is just as important to site the trenches to secure good drainage. The organisation of carrying parties for laying overland duck-walks, method of repairing tracks, best types of tracks, etc., should be discussed. The type of dugouts to be adopted cannot be decided upon until the locality is known, but it is suggested that at least one O.R. in each section should be instructed in the use of the compass and Abney level in doing underground surveys.

(6) Overcoming hostile wire. It was suggested that various bridging expedients may in future be adopted, and Field Companies should be in a position to advise Brigades as to the best type of stores for assaulting troops to carry and make arrangements for same to be supplied to Battalions.

(9) Concealment of trenches, dugouts, etc. Complaints were made that Pioneers and Sappers were too fond of laying trenches out mathematically correct. Every effort should be made to eliminate even shadow patches as they showed up so distinctly on aeroplane photographs. Where old abandoned trench works were being reclaimed it was thought that by careful camouflage the new work could be entirely screened. Where regular camouflage is not available much can be done by leaving old hurdles, debris, etc., hanging over trenches.

ADMINISTRATIVE.

(1) Loss of stores, water bottles, etc., in front areas. The wastage of stores is most noticeable and it is not only putting the Empire to an enormous expenditure, but is threatening our future operations with disaster, as many of the stores cannot be replaced. It must be impressed on all ~~xxxxx~~ units to take greater care of their equipment, and Pioneers and Sappers must be made to salvage stores when returning from work, for unlike the Infantry they are not burdened with rifles and equipment. It should be impressed on all ranks that rifles, etc. deteriorate very rapidly when left out in the weather, and that every effort should be made to salvage them immediately and hand them into a depot under covrr, not to throw them into an open salvage dump.

(2) Removal of tents, trench shelters, etc., from forward areas. Many complaints have been made that the above stores have been removed from camp areas and incoming units have suffered. This practice gives the Division a bad reputation and most drastic action will be taken against offenders in the future. Complaints have also been made of billets being left in a filthy condition, Units must leave cleaning up parties behind under an Officer and hold him personally responsible for thoroughly cleaning up. The fact that the camp was dirty when taken over does not relieve a unit of this responsibility.



## Appendix VI

(4) Provision of bootmakers kit for each Company. Provision of mending materials for repairing gum-boots should be maintained. It is thought that Pioneers and Sappers run less chances of trench feet by wearing ankle boots into the line and changing into gum-boots when they return to camp.

GENERAL.

(3) Dumping of gear. It is proposed to form a Divisional Dump under the supervision of D.A.D.O.S. at which all stores not likely to be required in winter warfare may be dumped, such as pontoons, bicycles, etc. One Divisional guard would then protect everything and so save personnel. Units should submit lists of stores they propose to dump by 4th inst.

(4) Fires in billets. The precautions as set out in orders against fires should be posted up in every billet, and a most ~~careful watch be kept to ensure that the orders are carried out.~~ careful watch be kept to ensure that the orders are carried out. Attention is drawn to the responsibilities of C.O's.

(5) Transport. No effort must be spared to improve the condition of horses by thorough grooming. Harness and vehicles must be overhauled and kept bright, and in good condition. The G.O.C. will personally inspect all the transport of the Division and take drastic action against unit commanders in cases where laxity is evident.

2/11/17

(Signed) H. TOLLEY, Major,  
Act. C.R.E. 4th AUS. DIVISION



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Appendix VII

HONOURS AND AWARDS.      OFFICERS.

Name		Company	Rank	Particulars of Honour or Award	Authority
Riddell.	C.C.	12th Field Company	Major	D. S. O.	4th Aus. Div. R.O. 1587, 6-7-17
Norman.	E.P.	13th Field Company	Lieut.	Military Cross	" " " " " "
Tolley.	H.G.	4th Field Company	Major	D. S. O.	1st Anzac Corps R.O. 452, 31-10-17
Minton.	J.P.	4th Field Company	Lieut.	Military Cross	" " " " " "
Adapt					



HONOURS AND AWARDS.

OFFICERS.

Appendix VII 193

Name	Company	Rank	Particulars of Honour or Award	Authority
Dow. A.H. Lewis. H.C.A.	H.Qrs. 4th Aus. Div. Engrs 4th Field Company	Capt. Lieut	Congratulatory Card. " "	4th Div. Headquarters memo. 18-10-17 " " " "

*J. G. D.*



## HONOURS AND AWARDS.

## OTHER RANKS.

Appendix VII 193

Number	Rank	Name	Company	Particulars of honour or award	Authority
4091	Sergeant	Pirie. W.J.	4th Field Company	D. C. M.	1st Anzac Corps R.O. 452, 31-10-17
5447	T/Cpl	Nelson. E.J.	13th Field Company	Military Medal	4th Aus. Div. R.O. 1557, 6-7-17
6979	Sapper	Meehan. R.L.	12th Field Company	" "	" " " " " "
5163	L/Cpl	Rowley. J.	13th Field Company	" "	" " " " " "
10935	Sapper	Lupton. J.L.	12th Field Company	" "	2nd Anzac R.O. 1336, 29-8-17
7174	T/2nd Cpl	Smith. W.A.	13th Field Company	" "	4th Aus. Div. R.O. 406, 14-10-17
6016	Sapper	Johannson. H.W.	12th Field Company	" "	" " " " " "
8885	T/2nd Cpl	Coillett. F.H.	13th Field Company	" "	" " " " " "
4036	Sapper	Colbert. A.	4th Field Company	" "	" " " " " "
6622	L/Cpl	Merrotsky. A.L.	13th Field Company	" "	" " " " " "
6283	Sapper	Bartrop H.	13th Field Company	" "	" " " " " "
3908	Corporal	Wills. W.H.	13th Field Company	" "	" " " " " "
4166	Corporal	Mackay. A.	4th Field Company	" "	" " " " " "
5738	2/Cpl	Dalziel. V.C.	13th Field Company	" "	1st Anzac Corps R.O. 453, 31-10-17

Medal

APPENDIX. 7

23



## HONOURS AND AWARDS.

## OTHER RANKS.

Appendix VII

193

Number	Rank	Name	Company	Particulars of honour or award	Authority
4212	L/Cpl	Kinrad. H.C.	4th Field Company	Congratulatory Card	Div. H.Q. memo, 18-10-17
4227	Sapper	Stephenson. O.	4th Field Company	" "	" " " "
2355	Sapper	Trubi. G.	13th Field Company	" "	" " " "
2635	Sapper	Livsey. O.S.	13th Field Company	" "	" " " "
7179	L/Cpl	Wales. H.	13th Field Company	" "	" " " "
14111	L/Cpl	Potts. F.A.	13th Field Company	" "	" " " "
5151	Sapper	Ford. B.W.	13th Field Company	" "	" " " "
15311	L/Cpl	Greenaway. J.F.	4th Field Company	" "	" " " "
4166	Corporal	Mackay. A.	4th Field Company	" "	" " " "
4036	Sapper	Colbert. A.	4th Field Company	" "	" " " "
6016	Sapper	Johannson. H.W.	12th Field Company	" "	" " " "
7174	2/Cpl	Smith. W.A.	13th Field Company	" "	" " " "
8885	2/Cpl	Coillett. F.H.	13th Field Company	" "	" " " "
6622	L/Cpl	Merrotsy. A.L.	13th Field Company	" "	" " " "
6283	Sapper	Bartrop H.	13th Field Company	" "	" " " "
3908	Corporal	Wills W.H.	13th Field Company	" "	" " " "
15311	Spr(T/Cpl	Greenaway. J.F.	4th Field Company	" "	1st Anzac Corps R.O. 454, 31-10-17

Adm Capt

APPENDIX 'I'

24



NOTES ON THE CO-OPERATION OF INFANTRY AND ENGINEERS.

1. The average amount of work done by an Infantry Working Party is seldom more than one-third, and frequently not more than one-fourth of what is really an honest hour's work.

There are exceptions to this, but I think most R.E. Officers who have had much experience of working parties will agree that this is a fair statement.

2. The small amount of work done is not due at all to physical incapability.

This is shown very clearly by seeing what the men can, and will, do in a sudden emergency, or when specially called upon by an exceptionally capable Infantry Officer who is really keen on getting a job done.

3. The work that is accomplished is sometimes done grudgingly.

It is often regarded by Officers and men as a sort of extra fatigue, and that time so spent is considered by them, more or less, as time wasted.

It is suggested that the only way to get any real and lasting improvement, is to do everything possible to change the attitude of mind which most Infantry Officers, N.C.O's and men have at present towards their work.

The following is proposed as a basis of the methods to be employed to effect the change -

- (a) The phrases "R.E. Fatigue" and "R.E. Working Parties" should be abolished.

By this it is meant that they should be really abolished and disciplinary action taken against anybody using the phrases.

- (b) Working parties should never be detailed to work with the ----- Field Coy., or with Lieut.----- R.E.

They should be detailed, for example -

"Captain Brown with "A" Company, 25th N.F. will start work tomorrow on deepening and revetting Christmas Avenue. Work to start at 9 a.m. daily, The 26th Coy, R.E. will provide technical assistance."

Captain Brown must then arrange direct with the Subaltern of the Field Coy. for extra tools, material to be carried to the site, etc.

- (c) Parties must always be detailed as Units and never as 100 men, 150 men, etc.

Of course the number of men which any Unit can provide for a working party must be considered and it is believed that we should see a large increase in the proportion of men available for work if only the Officers got the right spirit.



- (d) Only in very exceptional circumstances should the Platoon Commander not be with his Platoon and it should be clearly understood that it is the Platoon Officer and Company Commander that are doing the job, and that the R.E. are only assisting with the technical work, when such assistance is required.
- (e) Work for 3 or 4 days ahead (a week if possible) should be decided on beforehand, and a certain Company told off to undertake a definite job.

A meeting should be arranged beforehand, at least a day before the work starts at which the Company Commander will explain to the Officer and senior N.C.O's the work they are going to do.

Each Platoon should be allotted a section of the work and an estimate should always be made of the time required to finish the job.

The R.E. Officer should be at this meeting and provide all necessary sketches, etc. (with copies for the Infantry Officers) and should agree with the Infantry Officers as to what part of work must be done with R.E. assistance.

- (f) The Company should work steadily at this job until it is completed, and if this Company has to have a day off for inspection, baths, etc., another company should not be put on to the work except in most urgent cases.
- (g) Battalion Commanders should be responsible for the work of their Companies, and visit the work periodically.
- (h) Specially good pieces of work should be commended in Battalion orders or even in Brigade or Divisional Orders, and Officers and N.C.O's, made to realize that recommendations for promotion could be won by distinction in this branch of their profession.
- (i) When the job is finished, the trench, dugouts, etc., should be given a name associated with the Battalion which has done the work.
- (j) Occasional lectures should be given to the men to emphasize such points as:-

- (1) The increased danger of ill-kept trenches.
- (11) The value of numerous well-kept communication trenches from a tactical point of view.
- (111) The why and wherefore of various details of trench construction.
- (1V) The cost of the material used by the Infantryman. The price of a dug-out, or section of fire-trench, etc., should be worked out and it should be explained how money is saved for the nation when a job is done quickly.
- (V) "Working is fighting because it baffles the enemy." One of the strongest ideas one has to combat is: "I came out here to fight not to sling mud about." This is one of the greatest impediments to getting Infantry to work, and they must be taught that in these days, slinging mud about is a very necessary part of the fighting.



- (k) New work to improve the defence system is not the only task in trench warfare; there is the more uninteresting, though never ceasing, duty of keeping trenches, entanglements, dug-outs, etc., in a proper state of repair and sanitation. "A stitch in time saves nine" hardly expresses the economy of labour in the timely attention to damage in trenches. One additional holdfast to a revetment or 5 minutes pumping each morning may save a whole fire bay or a dug-out from subsequent collapse. Newcomers very often do not start soon enough on the up-keep of their trenches, and old occupants are only too inclined to cease troubling because "they are getting out soon." It should be a point of honour that trench systems are handed over in proper order, just as it is that a Battalion should have no stragglers on the march.



PLANK ROADS.

1. Plank roads should only be constructed, (1) where it is necessary to provide an entirely new traffic route, or (2) to make an existing pave or metalled road wide enough for two-way traffic. It is always preferable to repair an old metalled or pave road than to overlay it with planks. No plank road should be laid with a steeper gradient than 1 in 30. Single loop systems of roadways with one-way traffic cannot be too vigorously condemned. One well placed shell disorganises the whole of the traffic and allows the enemy to inflict ~~the~~ heavy casualties on the transport approaching the break in the road. All roads should either be wide enough for two-way traffic or should have bye-passes 30 yards in length at intervals not exceeding 200 yards, and in the latter case extra bye-passes should be provided opposite batteries for dumping ammunition, opposite R.E. dumps, water points, R.A.P.'s, etc. A double plank track can be laid almost as fast as a single with loops, for the amount of progress is always limited by the supplies of planks delivered, not the labour available to lay them. It is most exceptional for a shell to so destroy a double plank roadway as to completely block traffic, and stores can be delivered at roadhead thrice as fast on a double as on a single road and be dumped actually at the head of the work, and so eliminate carrying parties. Formations for plank roads should only be made as the planking progresses, and too much stress cannot be ~~laid~~ laid on the necessity for providing a firm foundation <sup>in</sup> which the bearers are embedded and on which the ~~bearers~~ <sup>planks</sup> should firmly rest. To secure a firm base, a proper system of drainage is essential, and yet in recent operations no organised system was discernable, and most of the plank roads were floating in mud and entailing immense labour in upkeep. Drains should be so graded and constructed as to keep the water level where possible at least 2' below the level of the decking. Four longitudinal bearers should be used for single plank roads and seven for double roads, the centre bearer being 12" wide. In the latter type a slight camber is desirable as the maximum traffic gravitates towards the centre and has a tendency to dish the road, thereby rendering drainage impracticable. Field Companies are not economical units to use on road work. A Pioneer Battalion working in shifts will lay 400 yards of double track per day on ground full of shell craters unless it is swampy; then it is necessary not only to first drain it, but excavate the mud and fill in with firmer earth, construct culverts and in addition to longitudinal bearers lay, X sectionally, sleepers under the bearers. The rate of progress will then be halved. On firm ground with only odd shell holes 800 yards could be laid per day. Gravel beams, at least 6" x 4", should be firmly spiked both sides of the road. When offensive operations have gone ahead and it is desired to maintain the road in good order 5" of broken metal and screenings should be placed on the planks, otherwise the planks will wear through in a few months. Every convoy of motor lorries or wagons should be made to carry two planks per vehicle, so that temporary repairs can always be carried out rapidly. Small dumps of cavalry bridges might be made near any badly shelled portions of a road so as to facilitate hasty repairs. Well constructed plank roads will carry motor lorries, Holt tractors, and all guns but 6" naval. No unit should be allowed to make a dump anywhere alongside the road without the permission of the road repair patrol, as there is a general tendency to block drains up.



2. Mule tracks. Opinions as to methods of construction vary considerably, but it is generally conceded that there is such demand for other stores that it is impossible to supply stores for making any timber type of track during offensive operations, and that when the operations have quietened down, roads, tram-lines, and overland duckwalk tracks render mule transport over boggy ground unnecessary. During the operations good results were achieved by filling in holes to a width of 10 or 12 feet and in swampy places laying duckwalks, logs, or brushwood hurdles, crossways and covering them with a few inches of dirt. Loops should be made at each dump so that pack trains cannot have any excuse for dumping stores in the wrong place. Various types of duckwalks and slabs with slats nailed across at 12" intervals have been tried, but require too much maintenance. Routes were well staked out and tapes stretched between. They proved of great help at night, but stakes must not exceed 18" in ~~xxxxxx~~ height, otherwise some of the pack loads get caught on them, especially screw pickets and duckwalks.
3. Trench board tracks for men. These tracks were invaluable. In consolidating after an advance it was found best to level off the ground and lay single duckboards thereon, laying them where the ground was boggy on any timber that could be salvaged in the locality. Where ridges are being crossed a trench 3' deep should be cut, so that men using the track do not show up on the sky line. As soon as the track is as far forward as practicable, steps should be taken to raise the duckboards on trestles from 6" to 1' above the ground, and another track laid at least 4' away and preferably 20 to 40 yards away, so as to prevent congestion of traffic. Stakes, white topped, and plain wire as a barrier to mules, should be provided along the tracks and direction boards and notices prohibiting mules to use the track erected. In selecting routes for overland tracks, main roads, pill-boxes, mule tracks, and batteries should be avoided wherever possible, and although it takes longer to lay tracks across swampy valleys, there is less likelihood of them being destroyed. In preparing for offensive operations it was found much better to provide two single duckboard tracks for up and down traffic than a ~~xxxxxx~~ double duckboard two-way traffic track. All duckwalks should be covered with wire before issue from workshops, and a lattice of 10 B.W.G. with a 4" to 6" mesh stapled on proved to be the only lasting covering used last winter. Expanded metal, wire netting, etc., wears out very quickly. Duckwalks should be made of hardwood only, and the slats should have minimum dimensions of 3" x 1". Forward duckwalk tracks should be constructed by the Field Coy's attached to Brigades, with the assistance of large Infantry parties. Quick progress aids consolidation and lessens casualties.
4. Marking of tracks. Companies were connected by tapes to Battalions and Battalions to tracks leading to Brigades and proved most useful. Previous to an offensive white-topped stakes should be sent well forward, and on the night after the advance the taped lines should also be staked at 20 to 40 yards interval, and signboards erected as tapes soon get destroyed. The Infantry runners should re-erect all stakes and signboards displaced by shell fire.
5. Assistance received from light railways was nil.
6. Not nearly ~~xxxxxx~~ enough use was made of tramways, owing to lack of police, the side stepping of Divisions, insufficiency of materials, and labour. Unless a whole Field Coy with a permanent Infantry party of 100 men, or a Pioneer Battalion is available to lay a tramline, it should not be attempted during offensive operations, as it will not be of assistance. On the other hand a tramline pushed rapidly and well forward is of



immense assistance in carrying R.E. stores, rations, S.A.A., and for evacuating wounded and salvaged equipment, etc. Ballasting is essential but it has been found to take too long to ballast with broken brick even when passing through demolished villages. The following course of construction is recommended. A survey should first be made and grade stakes inserted at 20 yards interval. Each Division should have a tramline. A plan of survey should be submitted to Corps and approval be asked for construction, for it is useless to commence work and then find that the line will be out of the Divisional area owing to the Division side stepping. On approval being granted stores should be accumulated before work is started, as the enemy always shells tramlines in course of construction heavily, and speed is essential. The stores should consist of double duckboards made of hardwood with slats of minimum dimensions of 3" x 1 1/2" for ballasting, 20lb. rails with steel ties, 2" dogspikes, 1 ton petrol engine, 10 flat topped braked trucks, sufficient right and left switches to provide loops at 1/4 mile intervals, and heavy timbers to bridge any ~~bees~~ that may be on the route. The formation should not be made until the duckboards and rails are ready to be laid. The width of formation should not be less than 8', drains should be cut on each flank, and box culverts inserted where necessary. Only firm soil should be used in making the formation and where the ground is rather soft X bearers should be laid under the ends of the duckboards. Where tramlines are in full view of the enemy, or subject to indirect machine gun fire, cuttings 3' deep should be made. Steel ties should be placed near the end of each set of rails, but the ends of rails should be dogspiked to the duckboards and not fishplated, otherwise a shell will displace several lengths of rails. A line laid on these principles will carry one ton loads per truck and the duckwalks will not only furnish an overland track for men but a mule track for hauling trucks. One mule will haul two loaded trucks on any gradient up to 1 in 30. Nine pound rails should only be used as spur lines off light railways to serve individual batteries or R.A.P.'s.

8. Communication trenches were cut through the tops of hills to keep men off the sky-line. They were mostly narrow, and not revetted. A few were widened and single duckboards placed along the bottom. C.T.'s to the front line only advertised the position of posts and led to casualties, while roads and tracks, where there was cover from view, proved much more useful than C.T.'s and it was possible to more or less avoid barraged areas and so reduce casualties. Front line trenches were not made, but troops were disposed in shell holes in depth, and a few sandbags for each post for revetting purposes were used. Trenches in the present system of offensive operations, except as C.T.'s over ridges, are not desirable. There was no labour available to carry stores forward and erect shelters for front line troops. Reserve and support battalions made a few corrugated iron and cupola dugouts, but of a very temporary nature. No Sappers were available for supervision. Battalion and Coy H.Q.'s generally established themselves in pill-boxes. Entanglement stores were sent forward in each attack, but not used until night-fall. In the event of an attack being held up on a flank wiring should be put out under <sup>cave</sup> machine and Lewis gun fire to deny the flank to the enemy. Otherwise the wiring was left until night-fall and a double apron fence erected not less than 70 yards and up to 100 yards in front of the front line of posts. This helped to give the garrison room to move forward and escape hostile barrages.

9. Engineer officers ~~xxxxxx~~ made a careful study of the terrain behind the front line and viewed as much of the objectives as possible, and by a study of aeroplane photographs and maps decided on the scheme of communications in a general way before the attack. If arrangements could be



made for some of the Officers to accompany F.O.O. and search the forward terrain with glasses it might be of great assistance. Identifying pill-boxes and other prominent points shown on aero-plane maps is of great assistance and the information if time permits should be handed on to assaulting Battalions. Divisions handing over a sector should supply all Infantry Brigades and Field Companies with maps shewing areas subject to heavy shelling by the enemy. Had this information been available, several tracks, which were made, would have been located elsewhere and would not have been rendered useless.

10. Engineer Companies made a reconnaissance of all ground captured and located and surveyed the pill-boxes as attacks advanced. This information was immediately conveyed to Brigades, and Headquarters for the various units were assigned, and Brigades were greatly assisted in making their dispositions. It is very difficult to fix the positions gained accurately but much can be accomplished by noting what prominent points are not likely to be obliterated by shell fire, and carefully explaining their positions in relation to the lines of the objectives to every Officer and senior N.C.O. of the assaulting units. Any roads but those lined by trees, or made of pave, woods, farmhouses, etc., should not be relied upon as guides, but moats, cemeteries, churches, etc., should be drawn attention to.
11. The Pioneer Battalion has a marked deficiency of N.C.O.'s of paid ranks in the drivers, and would be able to improve their transport service considerably by the provision of 2 Corporals, and a Farrier Sergeant. The Field Companies should have their surveyors increased from two to six and tailors reduced from four to one. There should be a further increase of 10 carpenters, 2 signwriters and 3 tinsmiths, as about 15 men of the above trades are generally detached for duty at Corps Workshops. As it gives Pioneer and Engineer unit commanders an opportunity of sending their nervy ~~weak~~ men away, it is good policy to supply the workshops with men, but it leaves the Field Companies too short handed in the line *with the present establishment.*
12. Attachment of Infantry to R.E. and Pioneer Units. The maximum value of an R.E. Company cannot be obtained unless a party of 100 Infantry is attached for the whole period of duty in the line. Infantry so attached live under better conditions, take interest in the work, and do at least double the amount of work, that temporary parties do. The R.E. can formulate a definite policy of work and carry it through, whereas in recent operations works were held up at a most critical moment by lack of parties. Pioneer units do not work well with Infantry attached as they cannot give the same supervision as R.E. Companies, and Pioneer Officers are fully employed organising their own men.

*W. Lolley Major*  
*A/C.R.E. 4<sup>th</sup> A.D.*  
*7-11-17*



ENGINEER ORDER, No. 2.

by

Lt.-Col. G.C.E. ELLIOTT, D.S.O., R.E.C.R.E. 4th. Aus. Divn.In the Field.10-10-17.

The following procedure will be adopted for supplying R.E. stores from the 12th inst.

## SYSTEM.

- (1) Stores will be fed forward by lorry to rear Divn. dumps. ~~xxxxxxxxxxxxxxxx~~ in vicinity of FREZENBURG D.25. centrally thence to advanced Divn. dump, Railway crossing D.26.b.9.5., by horsed transport; thence by pack troops to Coy dumps (to be selected by Field Coy's in line); thence, if required further forward, by carrying party.

REQUISITIONS  
FOR STORES

- (2) Requisitions will not be needed for stores from Coy dumps. Requisitions for stores from Divn. dumps must be signed by an Officer of Engineers, Pioneers, Inf. Bde. H'qrs., or Bde. Cmdr, in case of Artillery. Stores will not be issued from the Corps dump at KREISSSTRAAT except on the signature of C.R.E., Adj't., or Field Coy Cmdrs, 4th Aus. Divn. Engrs.

MECHANICAL  
TRANSPORT

- (3) Will be arranged by C.R.E. with C.E. 1st. ANZAC.

HORSED  
TRANSPORT

- (4) The following transport will be made available for work under C.R.E.
- |                  |                                     |
|------------------|-------------------------------------|
| Each Field Coy,- | 2 Pentoon Waggon,                   |
|                  | 1 Trestle "                         |
|                  | 3 R.E. Limbers.                     |
| 4th Divn. Train, | 18 G.S. Waggon commencing 12-10-17. |
- Transport from Engineers will be requisitioned for, as far as possible, the day before it is required.

PACK  
TRANSPORT

- (5) Pack animals will be made available as under-  
Each Field Coy,- 12 animals  
Six animals of the 4th Field Coy will be allotted for work to 12th Field Coy and six to 13th Field Coy. The O's C, 12th & 13th Field Coy's will be responsible for forming and stocking Coy dumps in their Bde areas, and for keeping in touch with Inf. Bde. H'qrs. in regard to requirements for Engineer stores for the Bde. The pack troops will work under the orders of the O.C. Field Coy to which they are allotted, and will as far as possible, draw stores for advanced Divn. dump. Reports showing quantity, class of stores, and location of dumps will be furnished daily and immediately on completion of days work by the Officer or N.C.O. i/c Coy Pack Troops direct to O.C. Field Coy concerned, and C.R.E. 4th Aus. Divn.

## PACKSADDLERY

- (6) Packsaddles as under are available at Engrs Headquarters,-
- |                  |          |
|------------------|----------|
| 12th Field Coy,- | 18 sets, |
| 13th " "         | 18 "     |



Appendix ~~X~~

(2)

LOADERS &  
DUMP STAFFS

- (7) a. Eight (8) men (Inf) will be allotted to each Field Coy Pack Troop as loaders. 64 men (Inf) will be available as loaders for horsed transport. These parties will report for work on the 12th inst.
- b. Lts. CARRICK & MINTON will take charge of horsed transport and work in two shifts. They will each have an N.C.O. (to be detailed by O.C. 4th Pioneers) as an assistant.
- c. O.C. 4th Pioneers will provide 2 N.C.O.'s and 2 privates to take charge of Divn. dumps. These men will live at dumps.

10-10-17.

Lieut.-Colonel,  
C.R.E. 4th. Aus. Division.

Copies to -

4th Field Coy  
12th " "  
13th " "  
4th Pioneer Battalion  
C.E. 1st. Anzac  
G. 4th Aus. Divn.  
Q. 4th " "  
4th Inf. Bde.  
12th " "  
13th " "  
4th Div. Artillery  
O.I/c KRUISSTRAAT R.E. Dump.