

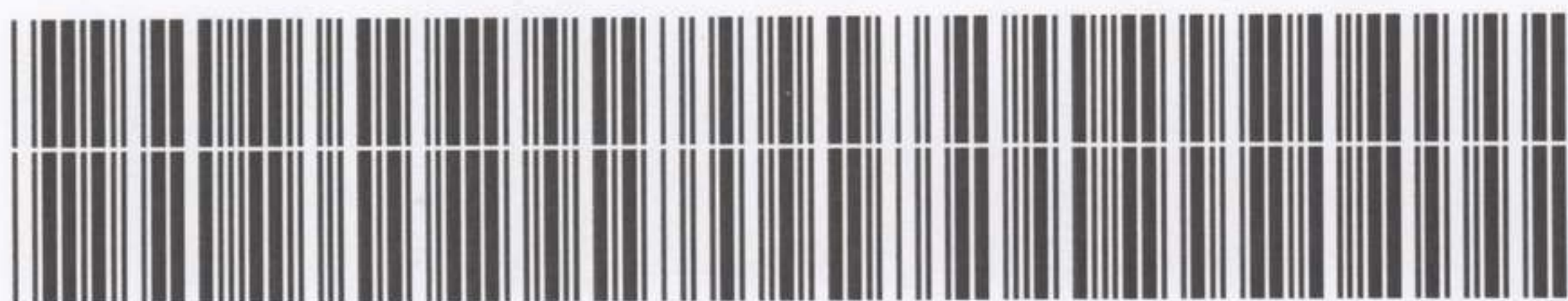
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Engineers

Item number: 14/10/35 Part 1

Title: Headquarters 4th Australian
Divisional Engineers

1 - 3 - December 1918



AWM4-14/10/35PART1

CONFIDENTIAL.

ORIGINAL.
~~DUPLICATE.~~
~~TRIPLICATE.~~

A U S T R A L I A N I M P E R I A L F O R C E .

W A R D I A R Y .

of

HEADQUARTERS, 4th AUSTRALIAN DIVISIONAL ENGINEERS.

for

DECEMBER, 1918.

Signature of Officer compiling.

I. F. S. [unclear]

Lieut. & Adj. t.

4th. Aust. Div. Engrs.

Signature of Officer Commanding. *[Signature]* Major.
Acting C.R.E. 4th AUSTRALIAN DIVISION.

WAR DIARY

or

INTELLIGENCE-SUMMARY.

Army Form C. 2118.

193

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.

DECEMBER, 1918.

(Erase heading not required.)

4th AUSTRALIAN DIVISIONAL ENGINEERS.

| Place | Date | Hour | Summary of Events and Information | Remarks and references to Appendices |
|---------|---------|------|---|--------------------------------------|
| SAINS. | | | <u>Reference Maps - VALENCIENNES 12. 1/100,000. NAMUR 8. 1/100,000.</u> | |
| | 1. | | Engineer Headquarters at SAINS (NAMUR. A.5.15.15.) and the Field Companies with their respective Brigade Groups as follows :- 4th Field Company at SAINS (NAMUR. A.5.15.15.). 12th Field Company at FLAUMONT (VALENCIENNES. L.5.63.55.) 13th Field Company at SIVRY (NAMUR. C.4.20.05.) Each of the Field Companies had a proportion of their Sappers employed on works such as repair of bridges and roads in their Brigade areas, whilst the remainder were engaged in training, (Military and Recreational) whilst a certain portion of each day was set apart for Educational schemes and popular lectures. | |
| | 2. | | C.R.E. (Lieut-Colonel R. J. DYER. DSO) proceeded on 75 days leave to UNITED KINGDOM in lieu of 1914 furlough to AUSTRALIA. Major H. G. TOLLEY. DSO., O.C. 4th Field Coy. A.E. is acting in his stead. | |
| | 3 to 8. | | No change. Routine work in billets. Field Companies making preparations for Educational schemes in new area. | |
| | 9. | | Field Companies send advance parties of Officer and Sapper cyclists to reconnoitre billets and accomodation in new area (See appendix No. 1) C.R.E. and Adjutant visited 13th Field Company at SIVRY. | |
| DINANT. | 10. | | Major H. G. TOLLEY. DSO., proceeded on 10 days leave to NICE. Major R. B. CARR, O.C. 13th Field Coy. A.E. to take over his duties for the period of absence. | |
| | 13. | | The move of the 4th AUSTRALIAN DIVISION to DINANT area commenced. Engineer Headquarters moved by Motor Lorry and was established at DINANT (NAMUR. 3. 90. 18.) by mid-day. The Field Companies moved by march route in their respective Brigade groups. The journey took in all 4 days, staging as per Move Table (Appendix 2) and finally settled down on the 17th instant as under :- | 2 |

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.

193

December, 1918.

(Erase heading not required.)

4th AUSTRALIAN DIVISIONAL ENGINEERS.

| Place | Date | Hour | Summary of Events and Information | Remarks and references to Appendices |
|-------|------|------|--|--------------------------------------|
| | 17. | | 4th Field Company at CHANMONT (NAMUR. H. 4. 35. 73.) 12th Field Company at HASTIERE-PAR-DELA (NAMUR. J. 4. 99. 58.) 13th Field Company at DINANT (NAMUR. K. 3. 90. 22.). | |
| | 18. | | Captain T.A.L. FARR, 13th Field Company proceeded on leave to UNITED KINGDOM, where he remains to undergo an Educational course in LONDON. Major R. B. CARR and Adjutant proceeded to HAM-sur-HEURE to Australian Corps Headquarters to arrange for supplies of R.E. Material. | |
| | 19. | | Captain W.E. POTTS. MC. arrived from BRIGHTLINGSEA (Engineers Training Depot), and was posted to 13th Field Company. | |
| | 20 | | 13th Field Company busy fitting out a cotton Mill in DINANT as a Technical College. Quite a comprehensive scheme has been inaugurated by means of which technical instruction in various mechanical, iron-working, and wood-working branches is being given to 400 tradesmen of the Field Companies and the 13th Aust. Infantry Brigade. | |
| | 24. | | 4th and 12th Field Companies are also assisting the Educational scheme by supplying Brigades (4th and 12th) with instructors and tools, though the facilities are not available to establish workshops etc. Field Companies have been employed on reconnaissances of all bridges in the Divisional area. The complete file will be forwarded with War Diary of January, 1919. | |
| | 25. | | Christmas Day was observed as a holiday. | |
| | 26. | | 19 Other Ranks of early 1915 men from Divisional Engineers proceeded to Australia for repatriation. | |
| | 29. | | Major H. G. TOLLEY. DSO. returned from leave. | |
| | 31. | | No change. The year ended quietly. The heaviest portion of the work during the month of December has been in connection with Education and Demobilisation schemes and Returns. | |

WAR DIARY

Army Form C. 2118.

193

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.

December, 1918.

(Erase heading not required.)

4th AUSTRALIAN DIVISIONAL ENGINEERS.

| Place | Date | Hour | Summary of Events and Information | Remarks and references to Appendices |
|-------|------|------|--|--------------------------------------|
| | 31. | | <p>Appended (Appendix No. 3) are remarks by Major H.G. TOLLEY. DSO., Major R. B. CARR, and Major S. B. COX on reorganisation of Engineer Services. This matter has been the subject of much controversy during the past 12 months and is still one of great interest to all connected with Engineer Service. Many Conferences have been held on the subject.</p> <p style="text-align: right;">I. F. S. Paraldson</p> <p style="text-align: right;">Lieut. & Adjt. for C.R.E. 4th AUSTRALIAN DIVISION.</p> | 3 |

193

W A R D I A R Y.

of

HEADQUARTERS, 4th AUSTRALIAN DIVISIONAL ENGINEERS.

for

DECEMBER, 1918.

List of Appendices.

No.

Subject.

1. Move of forward billeting party.
2. Move Table.
3. Remarks on Engineer reorganisation.
4. Reduction of horse transport.
5. Record of the doings of Div. Engineers during retreat in March, April, 1918., etc.
6. Moves of Div. Engineers during November, 1918.
7. Education.
8. List of Officers of 4th Div. Engineers.
9. Chart shewing periods spent by Engrs in front line &

I. F. S. Macdonald

Lieut. & Adjt.
for C.R.E. 4th AUSTRALIAN DIVISION.

[14/10/35, Part 1]

HQ 4th Aust Div Engrs

Dec 1918

Appendices 1 and 2, and
other papers

HQ 4th AUS.

DIVN. ENGRS.

No. DE 4233DATE 9/12/18

Headquarters,

4th Aust. Div. Engrs.

9th December, 1918.

4th, 12th & 13th Inf. Brigades.
 O's. C. 4th, 12th & 13th Field Coy's A.E.

Could it be arranged for an Engineer Officer and some sapper cyclists to be sent forward under arrangements with your Brigade Billeting Officers to thoroughly reconnoitre your areas and prepare estimates of R.E. Stores required for erecting stables, Recreational Halls, etc.

It is anticipated that there will be much delay in getting stores forward, and it is desirable to submit estimates to Corps at the earliest possible moment.



Major.

Acting C.R.E. 4th AUST. DIVISION.

War Diary for Decr. 1918
 Appendix No 1



C.R.E.,
4th AUSTRALIAN DIVISION.

Fourth Australian Infantry Brigade.
HEADQUARTERS.
10th December, 1918.

Reference your D.E.4233 of the 9th instant.
Capt. W.J.LYNAS, D.S.O., M.C., of this Brigade is already in
FLORENNES acting as Area Commandant. The Engineer Officer and
Sapper cyclists may report to him there as early as you please.
Capt. MINTON, M.C. of the 4th Field Coy. has been
advised as to this.

Brig-General.
Comdg. 4th Aust. Inf. Brigade.



193

MESSAGES AND SIGNALS.

| | | | | | |
|----------------------|------|-------|-----------|--------------------|---------------|
| Prefix | Code | Words | Received. | Sent, or sent out. | Office Stamp. |
| | | | From | At | |
| Charges to Collect | | | By | To | |
| Service Instructions | | | | By | |
| Handed in at | | | Office | Received | |

TO: *664 Australian*

| | | | |
|-------------------|--------------|---------------------|-----|
| *Sender's Number. | Day of Month | In reply to Number. | AAA |
| <i>2292</i> | <i>16</i> | | |

more completed by

main body of

company bill

at

RECEIVED 4th AUS

CIVIL ENGRS

No.

DATE *16/12/18*

2045

| | |
|--------------|----------------------------|
| FROM | <i>4. 3rd Coy. 1st Bn.</i> |
| TIME & PLACE | |

*This line should be erased if not required.

103 002.—John Brown, Ltd.—4117.—4041. Forms 0812.

"A" Form.
MESSAGES AND SIGNALS.

Army Form C. 2121.
(In pads of 100)

No. of Message.....

| | | | | | | |
|--|-----------|----|------------|-------------|--|-------------------|
| Prefix..... | Code..... | m. | Words..... | Charge..... | This message is on a/c of : Service. | Reed. at m. |
| Office of Origin and Service Instructions. | | | Sent | | | Date..... |
| | | | At..... m. | | | From..... |
| | | | To..... | | | By..... |
| | | | By..... | | (Signature of "Franking Officer.") | |

TO { C.R.E.
H⁴ A.D.

| | | | |
|-----------------------------|---------------------|---------------------|-----|
| Sender's Number. * RB 30 | Day of Month. 16 | In reply to Number. | AAA |
|-----------------------------|---------------------|---------------------|-----|

13th Field Coy arrived Dinant
10.30 aaa Location Sheet
hamur 3. K. 10. 22 aaa

10.30

HO 10.30 4th AUS
DIV. HQ
DATE 16/12/18

From 13th Field Coy AB.
Place
Time

The above may be forwarded as now corrected.

(Z)

Censor.

Signature of Addressor or person authorised to telegraph in his name.

* This line should be erased if not required.

(3796.) Wt. W492/M1647. 650,000 Pads. 5/17. H. W. & V., Ltd. (E. 1187.)

193

"A" Form.
MESSAGES AND SIGNALS.

Army Form C. 2121.
(In pads of 100.)

No. of Message.....

| | | | | | | |
|--|-----------|----|--------|---------|------------------------------------|-----------------|
| Prefix..... | Code..... | m. | Words. | Charge. | This message is on a/c of: | Recd. at.....m. |
| Office of Origin and Service Instructions. | | | Sent | | Service. | Date..... |
| | | | | | | At.....m. |
| | | | | | | To..... |
| | | | | | | By..... |
| | | | | | (Signature of "Franking Officer.") | By..... |

| | | | |
|------|------------------------|-----|----|
| TO { | 13 th Field | boy | ab |
| | CRE | | |
| | 4 th AD | | |

| | | | |
|------------------|---------------|---------------------|-----|
| Sender's Number. | Day of Month. | In reply to Number. | AAA |
| * RB 29 | 15 | | |

| | | | |
|------------------|--------|-------|------|
| 13 th | Field | boy | ab |
| arrived | ONHAYE | 1350 | aaa |
| Location | Shut | hamur | 4 K. |
| 04 87 | aaa | | |

RECEIVED 4th AUS.

DIV. ENDRS

No.

DATE 15/12/18

I.P.S.

| | | |
|-------|-------------------------------|--|
| From | 13 th Field boy ab | |
| Place | | |
| Time | | |

The above may be forwarded as now corrected. (Z) RB Campin

Censor. Signature of Addressor or person authorised to telegraph in his name.

* This line should be erased if not required.

(3796.) Wt. W 492/M1647. 650,000 Pads. 5/17. H. W. & V., Ltd. (E. 1187.)

"A" Form.
MESSAGES AND SIGNALS.

Army Form C. 2121.
(In pads of 100.)

No. of Message.....

| | | | | | | |
|--|-----------|----|------------|---------|------------------------------------|------------------|
| Prefix..... | Code..... | m. | Words. | Charge. | This message is on a/c of: | Reed. at..... m. |
| Office of Origin and Service Instructions. | | | Sent | | | Date..... |
| | | | At..... m. | | | From..... |
| | | | To..... | | | By..... |
| | | | By..... | | (Signature of "Franking Officer.") | |

TO

CR 8.

| | | | |
|------------------|---------------|---------------------|-----|
| Sender's Number. | Day of Month. | In reply to Number. | AAA |
| * <i>C73</i> | <i>14</i> | | |

Location of Coy. HQ: &
Transport Lines
Pisselotte (namer 100,000)
7.4.05.80
Do morrows.
Stoennes (namer 100,000)

HOQRS 4TH AUS.
DIVN. ENGRS.
No.....
DATE *15/12/18*
1237

| | |
|-------|--|
| From | <i>12th Field Coy A & B</i> |
| Place | |
| Time | |

This above may be forwarded as now corrected.

(Z)

Censor.

Signature of Addressee or person authorised to telegraph in his name.

*This line, except **AAA**, should be erased if not required.
Wt. W 3253/P511. 500,000 Pads. 1/18. B. & S. Ltd. (E2383.)

193

Army Form C. 2121.
(In pads of 100.)

"A" Form.
MESSAGES AND SIGNALS.

No. of Message.....

| | | | | | | |
|--|-----------|---|---|---------|----------------------------|------------------------------------|
| Prefix..... | Code..... | m | Words. | Charge. | This message is on a/c of: | Recd. at.....m. |
| Office of Origin and Service Instructions. | | | Sent At.....m. To..... By..... | |Service. | Date..... |
| | | | | | | From..... |
| | | | | | | By..... |
| | | | | | | (Signature of "Franking Officer.") |

| | | | |
|------------------|---------------|---------------------|-----|
| TO { | C.R.E. | H.A.D. | |
| Sender's Number. | Day of Month. | In reply to Number. | AAA |

*

| | | | |
|------------------|------------|--------|------|
| 13 th | Field | bag | A.R. |
| arrived | Pisselotte | 1510 | aaa |
| Location | Sheet | hammer | H.F. |
| 03-19 | aaa | | |

HQ RS 4th AUS.

DIVN. ENGRS.

No. _____

DATE 14/12/18

1600

131R

| | | | |
|-------|------|----|----|
| From | 131R | 70 | AT |
| Place | | | |
| Time | | | |

The above may be forwarded as now corrected. (Z)

Censor. Signature of Addressor or person authorised to telegraph in his name.

* This line should be erased if not required.

Army Form C. 2121
(In pads of 100.)

No. of Message.....

| | | | | | |
|---|-------------|------------|---------|------------------------------------|-----------------|
| Prefix..... | Code.....m. | Words | Charge. | <i>This message is on a/c of :</i> | Recd. at.....m. |
| Office of Origin and Service Instructions | | | | | |
| | | Sent | | <i>Service.</i> | Date..... |
| | | Atm. | | | |
| | | To | | | From |
| | | By | | (Signature of "Franking Officer") | By..... |

TO

Sender's Number

Day of Month

In reply to Number.

AAA

| | |
|--------|-----------------------|
| Move | completed and located |
| 33 | Rue de la Gare |
| DINANT | |

From

Place

Time

The above may be forwarded as now corrected.

(Z)

Censor.

Signature of Addressor or person authorized to telegraph in his name

* This line should be erased if not required.

180

| |
|------------------------------|
| HEADQRS 4 th AUS. |
| DIVN. ENGRS. |
| No. 284179 |
| DATE 12/12/18 |

Copies to be kept

FOURTH AUSTRALIAN DIVISION.

Administrative Instructions issued under 4th Australian Divisional Order No. 154.

RAILHEAD.

1. Railhead for Supplies commencing 13th December will be BEAUMONT changing to FLORENNES at subsequent date which will be notified.

SUPPLIES.

2. Refilling points will be as follows:-

| | | |
|---------|--------------------|---------------|
| "A" Day | 13th Brigade Group | SILENRIEUX. |
| | 12th " " | SIVRY. |
| | 4th " " | SAINS. |
| | Artillery Group | RANCE. |
| "B" Day | 13th Brigade Group | FLORENNES. |
| | 12th " " | SILENRIEUX |
| | 4th " " | SIVRY. |
| | Artillery Group | PHILLIEVILLE. |
| "C" Day | 13th Brigade Group | OMHAYE |
| | 12th " " | FLORENNES |
| | 4th " " | SILENRIEUX. |
| | Artillery Group | CORENNE |
| "D" Day | 13th Brigade Group | DINANT |
| | 12th " " | HASTIERE |
| | 4th " " | FLORENNES |
| | Artillery Group | CORENNE. |

TRANSPORT.

3. Extra Transport will be provided as follows:-

4th Brigade. 1 lorry will report at 7am and 2 lorries at 8 pm on "A" Day and will remain with Brigade Group until night of "C" Day.

12th Brigade. 3 lorries will report at 7 am on "A" Day 2 of which will remain with Brigade Group until night of "C" Day. The remaining lorry will do one trip and will return and report to 4th Bde. H.Q. SAINS by 8 pm on night of "A" Day.

F.T.O.

1 2 1

13th Brigade. 3 lorries will report at 7 am on "A" Day two of which will remain with Brigade Group until night of "C" Day. The remaining lorry will do one trip and will return and report to 4th Brigade H.Q. SAINS, by 8 pm on night of "A" Day.

H.Q. Base. 1 lorry will report at 7 am on "A" Day and will do one trip returning the same night and reporting to 4th Div. Sig. Coy. Sains.

C.P.E. One lorry will report at 7 am on "A" Day and will do one trip returning the same night reporting to Div. Sig. Coy. SAINS.

Signalers. 2 lorries will report at 7 am on "B" Day and remain with units until night of "C" Day.

Div. H.Q. 2 lorries will report at 7 am on "A" Day and remain with unit until night of "B" Day.

Artillery. 3 lorries will report at 7 am on "B" Day and remain with unit until night of "C" Day.

These lorries will be used to convey stores to final destination. Each lorry will be able to do one trip per day. Units will arrange to send forward all stores etc not required on move thus freeing 1st line transport for conveyance of blankets etc for use of men on the march. It is essential that the timetable laid down should be adhered to. Any delay in returning lorries will seriously inconvenience the units following. On completion of move lorries will return on night of "C" Day to their respective M.T. Units. M.T. Drivers will be rationed by Brigades and units to which they are attached.

APPOINTMENT OF
AREA COMDT.
TOWN MAJORS.

4. (a) An Area Commandant will be detailed for the Divisional Area by 4th Aust. Div. Artillery and located at FLORENNES.

(b) Town Majors will be detailed as follows and will proceed forthwith under Brigade arrangements to take up their duties. Names of Officers selected will be wired to this Office.

P.T.O.

UNIT.

| | |
|-------------------------------------|------------------------|
| 4th Edo. will detail Town Major for | PHILLIEVILLE |
| " " " " " | FLORENNES |
| 12th Edo. | WAULSORT |
| " " " " | HASTIERE-LAVOUM. |
| " " " " | HERM ATON |
| 13th Edo. | DINANT |
| " " " " | { ONHAYE } |
| " " " " | { GEREN } |
| 4th "A.M.G. En. | ANSERENNE |
| 4th Div. Arty. | ROSEE |
| " " " " | { CORENNE } |
| " " " " | { FLAVION } |
| " " " " | STAVE |
| " " " " | { BIESMEREE } |
| " " " " | { FURNAUX } |
| " " " " | { HEMETON-SUR-BIERT. } |

(c) 5th Australian Division will relieve Town Majors at the following places:-

| | | |
|------------|-----------|-----------|
| SERENNES | RAMOUSIES | LIESSIES |
| WILLIES | SAINS | SIVRY |
| AVESNELLES | FELLERIES | FLAUMONT. |

On handing over, Town Majors detailed by this Div. will rejoin their units.

- (a) Town Majors will reconnoitre the Area for
- (1) Latrines, Baths, Ablution Sheds, Drying Rooms, Cinema, Recreation and Lecture Halls existing in the Area.
 - (2) Latrines, Baths and Drying Rooms required to complete the equipment of the Area, so that the work may be put in hand and be ready for the troops on or soon after arrival.
 - (3) This information will be forwarded to this office through Group Headquarters as early as possible.

BILLETING ACCOMMODATION OCCUPIED BY ARMY TROOPS. 5. The following Labour Companies are at present billeted at locations as follows:-

| Company | Location | Strength | Work. |
|-----------------|--------------|----------|-------|
| 173 Labour Coy. | ANTHEE | 390 | Roads |
| 714 " " | ONHAYE | 350 | " |
| 81 " " | PHILLIEVILLE | 380 | " |

These Companies will be left undisturbed in their present Billots.

REINFORCEMENTS. 6. Railhead CHARLEROI.
Aust. Corps Reinf. Camp MARCHIENNES-AU-PONT.
4th Aust. Div. Wing FLORENNES
4th " " Reinf. Staging Depot ANTHEE

- (a) Corps Reinf. Camp will take over all Reinfts. at CHARLEROI and accommodate them, despatching them later by local rail to 4th Aust. Div. Wing which will

which will be established on 17th instant. Thence they will rejoin their units by march route staging when necessary at Div. Reinf. Staging Depot which will be established on arriving in the Area.
(b) Reinforcements received during the move are being held at Corps Reinf. Camp.

LEAVE.

7. (a) Before commencement of move all personnel proceeding on leave for 7 days after the commencement of the move will be sent to the Corps Reinf. Camp at CATILLON. On arrival there, the Senior Officer proceeding each day will organize that day's leave men as a party.
(b) Thereafter from a date to be notified, Leave Trains will run from CHARLEROI. Leave men will proceed by returning Supply Wagons to Div. Wing whence they will be entrained to Corps Reinforcement Camp.

POLICE ARRANGEMENTS.

8. The D.A.P.M. will arrange for Police Personnel to be attached to Groups as follows:-

| | | |
|----------------------|---|-------------|
| 4th Aust. Inf. Bde. | 5 | Other Ranks |
| 12th " " " | 5 | " " |
| 13th " " " | 5 | " " |
| 4th Aust. Div. Arty. | 8 | " " |

This personnel will report to Group H.Q. on the night of 12th instant and rejoin their unit on completion of move.

R.E. STORES.

9. A small distributing centre is being arranged at RANGE from which Latrine Seats and R.E. Stores will be drawn through C.R.E.

SOCK EXCHANGE

10. Sock exchanges will be established at

Baths SIVRY,
FLORENNES (Apply Town Major)

where socks will be available to units during period of the move.

BATHS.

11. Arrangements are being made to establish Baths in the new area as follows:-

| UNIT | LOCATION | REMARKS |
|---|------------------|---|
| 4th Brigade | FLORENNES | Bath Set will be erected under Div. arrangements. |
| 12th " | MASSEBIE, LAVAUZ | Baths (tubs) at building near Railway Station. Water supply - Good. |
| | LAULSORT | Bath Set will be erected under Div. arrangements. |
| { 13th " | DINANT | Baths at Rue St. Florro. In full working order. |
| { A.G. Bn. Artillery | MORVILLE | Baths at old railway station. Water supply - Fair. |
| D.A.C. | BIESMEREE | Set to be erected under Div. arrangements. |
| Clothing Exchange at DINANT. Clothing will be delivered to Baths as required under Div. Arrangements. | | |

193

DIV. COMFORTS
FUND STORES.

DIV CANTEN
OFFICER

MOB. VET. SEC.

SANITATION.

12. No. 59, Rue de la Gare, DINANT.

13. No. 1, Rue d'oglies, BEAULONT. He will move to FLORENNES on change of Railroad.

14. CORENNE.

15(a) Before any billeting area is occupied, the water supply will be examined and the good and bad sources clearly marked.

All water will be chlorinated.

(b) Arrangements will be made at once in each billeting area for the disposal of manure. If farmers will not remove it, it will be closely packed.

HEADQUARTERS,
4th Aust. Div.,
11th December 1918.

W. F. M. S. B. Brown

Major.
for Lieut. Colonel.
A.A. & Q.M.G.
4th AUSTRALIAN DIVISION.

DISTRIBUTION . To all recipients of Divisional Order No. 154.

Extra copies to - "G"
Div. Reinft. Wing.
WAR DIARY.

-----000-----

Headquarters,
4th Aust. Div. Engrs.
11th December, 1918.

O.C. 4th, 15th Field Coy's A.E.

Engineer Headquarters will close at SAINB
at 0800 on 1st instant and re-open at DINANT at 1700
on same day.

HOORS 4th AUS

DIVN. ENGRS

N^o 44179

DATE 11/12/18

for C.A.E. 4th AUSTRALIAN DIVISION.

Lieut. & Adj. t.

WINDY ORDER - HOSCHER

WINDY ORDER - HOSCHER

Army Orders.—November, 1918.

A.O. 342
1918
continued.

| Territorial Force Association. | Cadet unit. | Territorial Force or Volunteer Force unit to which affiliated. | Date of Recognition by Association. |
|--------------------------------|---|--|-------------------------------------|
| Norfolk ... | The Paston School Cadet Corps. | 5th Bn. Norfolk Regt. | 1918. 14th Sept. |
| Worcestershire. | Redditch Cadet Company. | 3rd Volunteer Bn. Worcestershire Regt. | 20th July. |
| York (East Riding). | No. 1 East Yorkshire Cadets, Royal Engineers. | East Yorkshire Volunteer Royal Engineers. | 14th Aug. |
| York (West Riding). | The Selby Cadet Company. | 2nd Volunteer Bn. Yorkshire Light Infantry. | 20th Sept. |

NOTES.—1. The Great Wakering and District Cadet Corps, recognized in Army Order 125 of 1916, has been amalgamated with the 9th Cadet Battalion, Essex Regiment.

2. The Lewisham Cadet Battalion, recognized in Army Order 235 of 1913, is now affiliated to the 20th Battalion, The London Regiment, instead of the 4th London Brigade, Royal Field Artillery, as shown in Army Order 139 of 1915.

3. The St. Pancras Cadet Corps, recognized in Army Order 111 of 1918, is now affiliated to the 19th (County of London) Battalion, The London Regiment, instead of the 1/8th Battalion, County of London Volunteer Regiment.

4. The St. Michael's, Aberystwyth, Cadet Company, Church Lads' Brigade, recognized in Army Order 229 of 1916, was disbanded on 31st May, 1918.

5. No. 5 (Pulsometer) Company, Reading Cadet Battalion, recognized in Army Order 307 of 1918, should read No. 5 (Pulsometer) Engineer Company, Reading Cadet Battalion.

6. The Birmingham Cadet Battalion, Church Lads' Brigade, recognized in Army Order 337 of 1913, has been increased to 8 companies.

7. The Essex Territorial Force Association has withdrawn its official recognition of the 10th Cadet Battalion.

193



FOURTH AUSTRALIAN DIVISION.

Headquarters,
12th December, 1918.

AMENDMENT TO 4th AUST. DIVISIONAL ORDER NO. 154.

1. In serial No. 4, Column 7 for "12.00" read "13.00".
In Serial No. 6, Column 7 for "12.15" read 13.15".
In Serial No. (15) column 5 for "ONHAYE - GERIN" read "GERIN -
WEILEN".
2. ACKNOWLEDGE. ✓

H. F. Watson *capt*

for Lieut-Colonel,
General Staff.
4th AUSTRALIAN DIVISION.

Issued to all recipients of Div. Order No. 154.



SECRET

Copy No. _____

4th AUSTRALIAN DIVISIONAL ORDER NO. 154.Headquarters,
11th December, 1918.Reference Map 1/100,000 EAMUR.

1. The Fourth Australian Division (plus the 104th Army Bde. R.F.A.) will move to the MEUSE Area between the 13th and 17th December (both dates inclusive) in accordance with the attached MOVE TABLE.

2. For the purposes of the move Groups will be composed as under :-

Divl. Artillery Group.

4th Aust. Divl. Arty. (less
S.A.A. Section of D.A.C.
104th Army Bde. R.F.A.
4th Aust. Mob. Vet. Section.
13th Coy. A.A.S.C.

13th Brigade Group.

13th Aust. Inf. Bde.
13th Field Coy. A.E.
4th Aust. Pioneer Bn.
13th Aust. Field Amb.
27th Coy. A.A.S.C.
1 Sub Sect. S.A.A. Sect. of D.A.C.
4th Aust. Div. Sanitary Section.

12th Brigade Group.

12th Aust. Inf. Bde.
12th Field Coy. A.E.
4th Aust. M.G. Bn.
12th Aust. Field Ambulance.
26th Coy. A.A.S.C.
1 Sub-Sect. S.A.A. Section D.A.C.

4th Brigade Group.

4th Aust. Inf. Bde.
4th Field Coy. A.E.
4th Aust. Field Ambulance.
7th Coy. A.A.S.C.
1 Sub-Sect. S.A.A. Sect. D.A.C.
4th Aust. Div. Salvage Coy.

3. Administrative Instructions are being issued separately.

4. Divisional Headquarters will close at SAINS at 09.00 on the 14th December and open at DINANT at the same hour.

5. ACKNOWLEDGE. ✓

Issued at 2pm.
DISTRIBUTION - as per overleaf.

H. F. Watson

per Lieut-Colonel,
General Staff.
4th AUSTRALIAN DIVISION.

(3).

DISTRIBUTION -

* 4th A.I. Bde.
* 12th " "
* 13th " "
* 4th Aust. Div. Arty.
4th Aust. Div. Engineers.
4th Aust. M.G. Bn.
4th Aust. Pioneer Bn.
A.D.H.S.
* 4th Aust. Div. Train.
4th Aust. Div. Sig. Coy.
3rd Aust. M.T. Coy.
A.Q.
D.A.D.V.S.
* D.A.D.C.S.
* D.A.P.E.
Camp Commandant.
Australian Corps.
1st Aust. Division.
5th Aust. Division.
* Maps attached.

Issued at 4pm
1918

MOVE TABLE - ISSUED WITH 4th AUST. DIV. ORDER NO. 154.

| Serial No. | Date. | Formation. | From | To | Route | Remarks. |
|------------|-----------|----------------------|--|--|---|---|
| 1. | 13th Dec. | 13th Bde.Group. | SIVRY | BOUSSU - SILENRIEUX | SIVRY Sta. - RENLIES | To be clear of SIVRY by 11.00. |
| 2. | " | 12th Bde.Group. | FLAUMONT | SIVRY | VERGNIES - ERPION - FELLERIES - CLAIRFAYTS | Not to enter SIVRY before 11.15 |
| 3. | " | 4th Div.Arty. Group. | RAMOUSIES | RANGE - FROIDCHAPELLE | EPPE - SAUVAGE MONTBLIART. | |
| 4. | 14th | 13th Bde.Group. | BOUSSU - SILENRIEUX | FLORENNES - ST. AUBIN - HEMPTINNE - JAMAGNE. | via PHILIPPEVILLE | To be clear of PHILIPPEVILLE by 12.00 - 13.00 |
| 5. | " | 12th Bde.Group. | SIVRY | BOUSSU - SILENRIEUX | SIVRY STA. - RENLIES | To be clear of SIVRY by 11.00 |
| 6. | " | 4th Div.Arty. Group. | FROIDCHAPELLE | PHILIPPEVILLE - VODECEE - VILLERS LE GAMBON. | VERGNIES - ERPION - CERFONTAINE - SENZEILLE - PHILIPPEVILLE | Not to enter PHILIPPEVILLE before 12.15 13.15 |
| 7. | " | 4th Bde.Group. | SAINS | SIVRY | Any. | Not to enter SIVRY before 11.15. |
| 8. | " | 4th Div.H.Q. | SAINS | DINANT | Any | |
| 9. | 15th | 13th Bde.Group. | FLORENNES - ST. AUBIN - HEMPTINNE - JAMAGNE. | HASTIERE LA VAUX - ON HAYE - GERIN - WEILLEN - FALAEN. | FLORENNES - ROSEE. | To be clear of ROSEE by 11.00 |
| 10. | " | 12th Bde.Group. | BOUSSU - SILENRIEUX | FLORENNES - ST. AUBIN - HEMPTINNE - JAMAGNE. | via PHILIPPEVILLE. | Not to enter PHILIPPEVILLE before 11.30. |

P.T.O.

(2).

| | | | | | |
|-----|-----------|--------------------------------------|-----------------------|---|---|
| 11. | 15th Bde. | 4th B.A. Group. | PHILIPPEVILLE | ROSEE sub area | Not to enter ROSEE before 11.15 & to be clear of PHILIPPEVILLE by 11.30 (11.15) |
| 12. | " | 4th Bde. Group. | SIVRY | BOUSSU - SILENRIEUX SIVRY STA. - RENLIES - VERGNIES - ERPION. | |
| 13. | 16th | 13th Bde. Group. | HASTIERE LA VAUX etc. | DINANT | To be clear of HASTIERE LA VAUX by 11.00. |
| 14. | " | 12th Bde. Group. (less 4th E.B. Bn.) | FLORENNES etc. | HASTIERE LA VAUX - via ROSEE MAULSORT. | Not to enter HASTIERE LA VAUX before 11.15 & be clear of FLORENNES by 11.00. |
| 15. | " | 4th M.G. Bn. | FLORENNES etc. | ONHAYE - GERIN via ROSEE. GERIN - WEILEN | To move as ordered by 12th Bde. Group. |
| 16. | " | 4th Bde. Group. | BOUSSU - SILENRIEUX | FLORENNES Sub-Area. via PHILIPPEVILLE. | Not to enter FLORENNES before 11.15 |
| 17. | 17th | 4th M.G. Bn. | ONHAYE & GERIN | ANSERENNE via DINANT | |

SR

We must indent
for 2 days rations
to be drawn on
"A" day.

Nothing will be
drawn on "B" day

Rations will be
drawn on "C" Day
on 13th Bde dump at
ONHAYE - thence

193

off 13th Bde
probably at
Dinant

150

No. 3. 1578

Headquarters,
4th AUSTRALIAN DIVISION.
3rd December, 1918.

HEADQ RS 4TH AUS.
DIVN. ENGRS.
No. 204192
DATE 4/12/18

4th Aust. Inf. Bde.
12th " " "
15th " " "
4th Aust. Div. Artillery.
C.R.E.

The Divisional Commander desires that reconnaissances of the winter area allotted to the Division (i.e., the MEUSE AREA) be completed as soon as possible.

Group Commanders should arrange, in consultation with the formations now occupying areas which have been allotted to them, to send forward any necessary parties of Engineers etc. who may be required in the preparation of billets, recreation grounds, training grounds etc. in order that these preparations may be as well advanced as possible when the time comes to move into the areas.

It is proposed to hold a conference at an early date to finalize the arrangements and to go into further details of the organisation of the education and recreation of the troops during the winter.

M

A. H. Watson

Captain,

G.S., 4th AUSTRALIAN DIVISION.

SECRET.

Copy No. 111111FOURTH AUSTRALIAN DIVISION.Headquarters,
2nd December, 1918. S 4TH AUS.WARNING ORDER.Reference Sheet NAMUR.

1. The Fourth Australian Division (plus the 104th Army Brigade R.F.A.) will move to the NEUSE Area at an early date.
2. For the purposes of the move, Groups will remain as at present constituted.
3. A move table (provisional) and map (to Groups only) are attached for the purpose of enabling the necessary reconnaissances of the new area and routes thereto to be made forthwith by Group Commanders.
4. Detailed orders will be issued later.
5. ACKNOWLEDGE. ✓

H. F. Watson

Lieut-Colonel,
General Staff.

4th AUSTRALIAN DIVISION.

Issued at 4/10 pmDISTRIBUTION:

| | |
|-----------------|----------------------|
| 4th A.I. Bde. | 4th A.D. Signal Coy. |
| 12th A.I. Bde. | 3rd M.T. Coy. |
| 15th A.I. Bde. | 'AQ'. |
| 4th A.D. Arty. | DAPM. |
| 4th A.D. Engrs. | DADVS. |
| 4th A.M.G. Bn. | DADOS. |
| 4th A.Pion. Bn. | Camp Comdnt. |
| 4th A.D. Train. | AUST. Corps. |
| S.S.O. | 1st AUST. Division. |
| A.D.H.S. | |

FOURTH AUSTRALIAN DIVISION.

M O V E M E N T A B L E (Provisional)

| <u>Date.</u> | <u>Formation.</u> | <u>From.</u> | <u>To.</u> | <u>Remarks.</u> |
|--------------|-------------------|---------------|--|------------------------|
| "A" DAY | 13th Bdo. Group. | SIVRY | BOUSSU-SILENRIEUX | - |
| " | 12th Bdo. Group. | FLAUMONT | SIVRY | - |
| " | Artillery " | RANCUSIES | RANCE-FROIDCHAPELLE | (via SIVRY) |
| "B" DAY | 13th Bdo. Group. | SILENRIEUX | FLORENNES-ST. AUBIN- HEMPTINGE-JAMAGNE. | (via PHILIPPEVILLE) |
| " | 12th Bdo. Group. | SIVRY | SILENRIEUX | - |
| " | Artillery " | FROIDCHAPELLE | PHILIPPEVILLE-VODECCE- VILLERSLE CAMBON. | - |
| " | 4th Bdo. Group. | SAINS | SIVRY | - |
| " | Div'l. H.Q. | SAINS | DINANT. | - |
| "C" DAY | 13th Bdo. Group. | FLORENNES | HASTIERE LA MAUX, ONHAYE, GERIN, WEILLER, FALAEN. | - |
| " | 12th Bdo. Group. | SILENRIEUX | FLORENNES | - |
| " | Artillery. " | PHILIPPEVILLE | ROSEE, FLAVION, MORVILLE, etc. | - |
| " | 4th Bdo. Group. | SIVRY | SILENRIEUX. | - |

P.T.O.

MOVE TABLE (Continued).

| <u>Date.</u> | <u>Formation.</u> | <u>From.</u> | <u>To.</u> | <u>Remarks.</u> |
|--------------|------------------------------------|----------------|--------------------------------|-----------------|
| D DAY | 13th Bde. Group. | ONHAYE, &c. | DINANT. | - |
| " | 12th Bde. " (Loss 4th M.G. Bn.) | FLORENNES | HASTIERE LA VAUX, VAULSORT. | - |
| " | 4th M.G. Bn. | FLORENNES | ONHAYE-GERIN | - |
| " | 4th Bde. Group. | SILLENRIEUX | FLORENNES | - |
| E DAY | 4th M.G. Bn. | ONHAYE & GERIN | ANSEREMME. | Via DINANT. |

Army Form C. 2121
(In pads of 100.)

No. of Message.....

| | | | |
|-----------------|--------------|--------------------|-----|
| TO | | - 66 West Corp | |
| Sender's Number | Day of Month | In reply to Number | AAA |
| ED 850 | 16 | | |

| | | |
|---|--|------------------------------------|
| From | G R 6 Lt. Aust. Div. | |
| Place | | |
| Time | | |
| The above may be forwarded as now corrected. | | |
| | (Z) | I. P. S. Maletson Lieut. & Adj. |
| Censor. | Signature of Addressor or person authorised to telegraph in his name | |
| * This line should be erased if not required. | | |

Army Form C. 2.21
(In pads of 100.)

No. of Message.....

| | | | |
|------------------|---------------|---------------------|-----|
| TO | | 68 Art Corps | |
| Sender's Number. | Day of Month. | In reply to Number. | AAA |
| ED 852 | 18 | | |

| | | | |
|--|-----------------|--|--|
| From | 2706 of 1st Div | | |
| Place | | | |
| Time | | | |
| The above may be forwarded as now corrected. | | (Z) | |
| Censor. | | Signature of Addressee or person authorized to telegraph in his name | |
| Order No 1895 Wt W9097 | | 4th. Aust. Div. Engrs. | |

"A" Form.
MESSAGES AND SIGNALS.

Army Form C. 2121
(In pads of 100.)
No. of Message

| | | | | | | | | |
|--|------|----|-------|--------|--|------------------------------------|----|--|
| Prefix | Code | m. | Words | Charge | This message is on a/c of: Service. Date From By | Reed. at | m. | |
| Office of Origin and Service Instructions. | | | | | | Sent | | |
| | | | | | | At | m. | |
| | | | | | | To | | |
| | | | | | By | (Signature of "Franking Officer.") | | |

TO

68 Aust Corps

| | | | |
|------------------|---------------|---------------------|-----|
| Sender's Number. | Day of Month. | In reply to Number. | AAA |
| * ED 847 | 14 | | |

Change locations and
D. E. H. R. DINANT
4th Fd Co SIVRY
12th Fd Co SILENRIEUX Area
13th Fd Co FLORENNES Area

| | | |
|-------------|-------|------|
| From | Place | Time |
| 68 Aust Div | | |

| | | |
|--|-----|---|
| The above may be forwarded as now corrected. | (Z) | Signature of Addressor or person authorised to telegraph in his name. |
| | | |

* This line, except AAA, should be erased if not required.

"A" Form
MESSAGES AND SIGNALS.

Army Form C. 2121
(In pads of 100.)
No. of Message

| | | | | | | | | |
|--|------|----|-------|--------|--|------------------------------------|----|--|
| Prefix | Code | m. | Words | Charge | This message is on a/c of: Service. Date From By | Reed. at | m. | |
| Office of Origin and Service Instructions. | | | | | | Sent | | |
| | | | | | | At | m. | |
| | | | | | | To | | |
| | | | | | By | (Signature of "Franking Officer.") | | |

TO

68 Aust Corps

| | | | |
|------------------|---------------|---------------------|-----|
| Sender's Number. | Day of Month. | In reply to Number. | AAA |
| ED 849 | 15 | | |

Change locations and
4th Fd Co SILENRIEUX Area
12th Fd Co FLORENNES Area
13th Fd Co ONHAYE Area

| | | |
|-------------|-------|------|
| From | Place | Time |
| 68 Aust Div | | |

| | | |
|--|-----|---|
| The above may be forwarded as now corrected. | (Z) | Signature of Addressor or person authorised to telegraph in his name. |
| | | |

* This line should be erased if not required.

FOURTH AUSTRALIAN DIVISION.

Location of Units.

193

Reference Map : NAMUR 1/100,000.

| Unit. | 13th Dec. 1918. | 14th Dec. 1918. | 15th Dec. 1918. | 16th Dec. | 17th Dec. |
|-------|-----------------|-----------------|-----------------|-----------|-----------|
| | SAINS | DINANT | DINANT | DINANT | DINANT |

Divisional Headquarters.

DIV. ARTILLERY GROUP.

4th Aust. Div. Artillery H.Q. }

10th A.F.A. Brigade.

11th

104th Army Bde. R.F.A.

4th Aust. D.A.C. (less S.A.A. Section.)

14th A.A.S.C.

4th Aust. Hb. Vet. Section)

FROIDCHAPELLE
AREA.PHILIPPEVILLE
AreaROSEE AREA
(H.Q. ANTHEE CHATEAU.

4th Brigade Group.

4th Aust. Inf. Bde. H.Q.

13th Battalion.

14th "

15th "

16th "

4th A.L.T.H. Bty.

4th Field Coy. A.E.

7th Coy. A.A.S.C.

4th Field Ambulance.

1 Sub-Sect. S.A.A. Sect. D.A.S.

4th Aust. Div. Salvage Coy.

SAINS

SIVRY

SILENRIEUX
AREA

FLORENNES AREA.

12th BRIGADE GROUP.

12th Aust. Inf. Bde. H.Q.

45th Battalion.

46th "

48th "

13th A.L.T.H. Bty.

12th Field Coy. A.E.

27th Coy. A.A.S.C.

12th Aust. Field Ambulance.

1 Sub-Sect. S.A.A. Sect. D.A.C.

SIVRY

SILENRIEUX
AREAFLORENNES
AREAWAULSORT AREA
(H.Q. WAULSORT).

P.T.O.

(2).

| Unit. | 13th Dec. | 14th Dec. | 15th Dec. | 16th Dec. | 17th Dec. |
|------------------------------------|------------|------------|-----------|----------------|------------|
| 13th BRIGADE GROUP | | | | | |
| 13th Aust. Inf. Bde. H.Q. | | | | | |
| 49th Battalion. | SILENRIEUX | FLORENNES | ONHAYE | DINANT | AREA |
| 50th " | AREA | AREA. | AREA | (H.Q. DINANT). | |
| 51st " | | | | | |
| 13th A.L.T.M. Bty. | | | | | |
| 13th Field Coy. A.E. | | | | | |
| 4th Aust. Pioneer Bn. | | | | | |
| 13th Field Ambulance. | | | | | |
| 28th Coy. A.A.S.C. | | | | | |
| 1 Sub-Section S.A. Sect. D.A.C. | | | | | |
| 4th Aust. Sanitary Section. | | | | | |
| 4th Aust. B.C. Bn. | SIVRE | SILENRIEUX | FLORENNES | ONHAYE | AN SERENGE |
| C.R.E. | SAINS | AREA | AREA | AREA | |
| 4th Aust. Div. Sig. Coy. | " | DINANT | DINANT | DINANT | DINANT |
| 4th Aust. Div. Train. | " | " | " | " | " |
| A.D.H.S. | " | " | " | " | " |
| RAILHEAD. | BEAUMONT | BEAUMONT | BEAUMONT | BEAUMONT | |
| 4th Ayst. Div. Reinforcement Wing. | AVESNES | AVESNES | AVESNES | AVESNES | FLORENNES |
| D.A.D.O.S. | SALES | DINANT | DINANT | DINANT | DINANT |
| D.A.P.E. | DINANT | " | " | " | " |
| D.A.D.V.S. | " | " | " | " | " |
| Div. Claims Officer. | SAINS | " | " | " | " |
| Div. Paymaster. | DINANT | " | " | " | " |
| Div. Comforts Fund Officer. | " | " | " | " | " |
| Div. Canteen Officer. | BEAUMONT | BEAUMONT | BEAUMONT | BEAUMONT | FLORENNES. |

As at 13.00 each day.

P. H. Lewin
 Brigadier-General,
 Commanding 4th AUSTRALIAN DIVISION.

[14/10/35 , Part 1]

HQ 4th Aust Div Engrs

Dec 1918

Appendix 3 : Remarks on

Engineer reorganisation

War diary for December 1918
Appendix No 3

Headquarters,
4th Aust. Div. Engrs;
17th December, 1918.

C's. C. 4th, 12th & 13th Field Coy's A.E.

Reference attached. Will you please give
your opinion.
It is anticipated that the C.E.C. will call
a Conference to discuss the opinions put forward.

HDQRS 4TH AUS.
DIVN. ENGRS.
No. 264266
DATE 17/12/18

I. F. Muldrew
Lieut. & Adj.
for C.E.C. 4th AUSTRALIAN DIVISION.
B.F. 28/12

193

FORWARD JOURNEY.

IDENTITY SLIP.

ven up at

Port of Arrival in England.

111757 Rank

nt
n
s

RETURN JOURNEY.

IDENTITY SLIP.

ven up at

Port of Departure from England.

111757 Rank

ent
n

Enclosed are forwarded you letters of invitation from the Countess of Harrowby, and the G.O.C., A.I.F. desires that one of these letters be attached to each Leave Warrant issued to Officers proceeding on leave to the United Kingdom.

Arthur L. Hume

Can Major.
D.A.A.G.
4th AUSTRALIAN DIVISION.

CHIEF ENGINEER, AUSTRALIAN CORPS.

No.

13th December, 1918.

HQ QRS 4TH AUS.
DIVN. ENGRS.

No. 264266

DATE 15/12/18

C.R.E. 1st Aust. Div.
 C.R.E. 2nd Aust. Div.
 C.R.E. 3rd Aust. Div.
 C.R.E. 4th Aust. Div. ✓
 C.R.E. 5th Aust. Div.
 C.O. 1st Aust. Pioneer Battln.
 C.O. 2nd Aust. Pioneer Battln.
 C.O. 3rd Aust. Pioneer Battln.
 C.O. 4th Aust. Pioneer Battln.
 C.O. 5th Aust. Pioneer Battln.

It has been suggested that the opinion of C.R.E.'s and others should be obtained on certain matters connected with the Engineer Services during the War. It is suggested that these opinions should be given at once, while the incidents are fresh in the minds of all. A series of questions has therefore been prepared, in which the opinion of Engineer Officers might prove of great value in the reorganisation which must inevitably take place after the War.

In giving opinions, Officers should endeavour to look at the whole question in a very broad minded light, and from a broad national standpoint. This applies particularly to the question of Pioneers and all Officers, both Engineer and Pioneer Officers, should endeavour to give a free and unbiased opinion devoid of all jealousy between Engineers and Pioneers, and to stick to facts and decide the question from the point of view of the common good or efficiency of Engineer Services. All communications will be treated as strictly confidential. Biased opinions are of very little value and are very unlikely to affect the general issue.

It is left to C.R.E.'s and Pioneer Battalion Commanders as to whose opinions they will obtain, and whether they render a consolidated report or separate ones, but in any case everything should be sent in to this Office in Type to facilitate perusal.

In replying to questions the pros and cons should be fully discussed and actual examples should be given wherever possible, and experiences in Gallipoli, Pozieres, Messines &c should be briefly stated to support opinions and statements made.

The opinions of as many Officers as possible should be obtained, and on Pioneer questions particularly those of Officers who have had experience of both Engineers and Pioneers.

PERSONNEL.

1. Is the existing organisation of Engineer Services satisfactory?

2. Assuming that the present system of Field Companies and Pioneer Battalions is retained, what additions or alterations would you suggest in the organisation and personnel?

3. If you consider a new organisation is desirable, what organisation do you suggest?
4. What provision would you make for Corps Troops in the organisation?
5. Should the C.R.L. be a Commanding Officer as at present, or should the Staff and Regimental duties be ~~xxx~~ separated?

II. EQUIPMENT.

1. If present organisation of Engineers and Pioneers is retained, what changes in equipment, technical or otherwise, do you suggest?
(b) What changes in vehicles do you suggest?
(c) What Mechanical transport do you suggest?
2. Is the present system of allotting Pontoons to Companies satisfactory?
3. If you consider a new organisation in personnel necessary, what changes in vehicles and equipment do you consider necessary, including mechanical transport.
4. Should bicycles be retained, and if so, how many provided the present system is retained?

III. USE OF ENGINEERS AND PIONEERS IN THE FIELD.

1. Should the C.R.L. have complete control of Pioneer Battalions as regards (a) work (b) discipline?
2. What do you consider the best method of employment of Engineers in (a) Offensive operations (b) defensive ~~operations~~ operations particularly as regards co-operation with the arms?
3. As a rule Pioneers are employed on separate work and are not under the control of the Field Company Commander in charge of the Sector of Defense. Is this satisfactory?
4. Should Pioneer Battalions be considered in the same category as Engineers, where it comes to the question of actual fighting? i.e. should they be employed only when absolutely necessary, or should they be regarded as a Divisional Reserve of Infantry?
5. What was the original idea of the uses of Pioneers in this War, when first formed? Is there any direct evidence to show why and how Pioneer Battalions were formed?
6. Should Engineers and Pioneers be employed on Corps work in the line when their Divisions are out of the line? If not, why not?
7. What is your opinion in regard to the uses of Light Railways and Trench Trams, and their control?

8. Was the system of detaching Pioneer Battalions and Field Companies from Divisions for Light Railway Work satisfactory to all concerned?

9. Do you consider it necessary to provide certain definite Units as Corps Troops so as to relieve the Divisional Troops, and to allow them to have proper rest?

IV ENGINEER STORES.

1. What do you consider the best method of organising the handling of Engineer Stores?

2. Are you in favour of Divisional Workshops, or should there be one Central Corps Workshops?

3. Should there be a separate personnel for running Workshops to avoid calling on Divisions for men?

4. What transport should be provided for handling Engineer Stores, and who should control it?

V INTERIOR ECONOMY.

1. Should Sappers receive more pay than an Infantry man?

2. Would it be beneficial to have proficiency pay for certain tradesmen to encourage them to keep their trades?

3. What do you consider would be the best arrangement for cooking for Field Companies and Pioneer Battalions?

4. Should Cooks receive extra pay?

5. Should Drivers receive more pay than Sappers, as at present?

VI PEACE ORGANISATION.

1. What do you consider would be a suitable peace organisation after the war, and how would you expand it for war?

2. Assuming that the proposed organisation differed from the present, and Pioneer Battalions and Tunnelling Coys. ceased to exist as such, how would you absorb them so as to preserve their Espirit de Corps and War Honours during Peace?

VII. MISCELLANEOUS.

Any points that Officers require to raise not dealt with in any of the above.

A. A. Martin

Lieut. Col.
A/Chief Engineer, AUSTRALIAN CORPS.

193

ENGINEER REORGANISATION.

In reply to 41/335/2, herewith remarks by
Major H.G. TOLLEY. DSO, Acting C.R.E. 4th Aust. Div.

- PERSONNEL. -

1. NO. It has never been satisfactorily settled as to how the various Units doing Engineer work, which have originated in this War, should be controlled. The work done by the Engineers and Pioneers is so much alike that it is now impossible to define their special duties. The Tunnelling Companies under Corps control are not satisfactory from a Divisional aspect either and in trench warfare where deep dugouts take an important part in Engineer work, there is always friction over the supply of materials and working parties between the Tunnelling Companies and Divisional Units.

I think that the Pioneers, Tunnellers and Field Companies should all be amalgamated and be under the direct control of C.R.E.

As it is now, Field Company Commanders acting in liaison with Brigades, very often do not know what works are being done in the Brigade Sector.

2. The Field Company Sections should be increased by 25 men each of the following trades, - Miners 8, axemen 4, ditchers 10, general road repairers or labourers 7. Tailors should be reduced to 1 per Company, and three surveyors added. A box car and Motor cycle with side car, five road wagons with two H.D. should be added and the R.E. Limbers cut out; the pontoon transport handed over to a Divisional Park with mechanical traction in place of horses.

3. The Pioneers, Tunnellers and Field Companies should be reorganised into four Companies as shown on attached diagrams and trade lists, and be under the control of the C.R.E. who should combine the positions of C.O. and S.O. Division with an increased staff as shown on attached diagram.

The pontoon bridging equipment as now carried by the Field Companies should be concentrated into a Divisional park and moved about by mechanical traction. The C.R.E. should allot the bridging equipment during operations to Companies as best suits the tactical conditions.

The C.R.E. should have a Workshops Lorry fitted with Circular Saw bench, lathe, drilling machine and forge, and conduct a Divisional Workshops. He should also control the camouflage work of the Division and so ensure that the available stores of material be fairly apportioned to the various arms of the service.

The "four Company" basis makes provision for assistance to the Divisional Units, especially to the Artillery, and, in a lesser degree to the A.S.C., and Medical branches.

4. The C.R.E. Corps Troops should also have a "four Company" formation, each to be a specialist Company -

- (a) Workshop and Water Supply.
- (b) Road, with special quarrying equipment, steam rollers and Foden Lorries.
- (c) Light Railway Construction and Operation.
- (d) Hutting, C.C.S., Aerodrome, etc., Construction and Electrical work.

5. YES with a Major to assist and do the G work.

- EQUIPMENT. -

1. See Personnel (2).
(b) " " "
(c) " " "

2. NO.

193

3. See attached diagrams.
4. YES - 3 for Headquarters and 3 per section - 15.

- USE OF ENGINEERS AND PIONEERS IN THE FIELD. -

1. (a) YES.
(b) YES.
2. (a) In trench warfare a Field Company should be attached to each Brigade in the Line, an Engineer Officer acting as Liaison Officer on Brigade Staff, the whole of the work and R.E. Stores of the sector being under the Company control.
If the offensive operations are of open warfare one Company should take charge of all the reconnoitring on the Divisional front and carry out all urgent work, the other Companies being held in reserve in readiness to push forward to clear roads, establish water points and erect bridges. Of course the general intelligence available will control the disposition of Field Companies.
(b) In defensive operations a Field Company should be allotted to each Brigade in the Line and be under the direct orders of the Brigade Commander.
3. The Field Company Commander should have absolute control, of all Engineer work in his Brigade sector. The present system is most unsatisfactory. There is an overlapping of work, congestion of traffic and working parties and the Company Commander is often ignorant of what is being done.
4. Pioneers should not be called upon to fight except in cases of extreme gravity. The working value of a Pioneer Battalion is at least 300% superior to an Infantry Battalion and is too valuable for consolidation to risk serious deterioration in working ability.
5. Primarily as a reserve fighting Unit and secondly as a Labour Unit.
6. YES, provided Camps are more or less immune to shell fire, but working hours should not exceed 6 hours and at least 25% of the men should be given leave daily.
7. Light Railways and trench tramways were not made use of nearly enough in trench warfare. The Light Railways should be under Corps control, but the general scheme of lay-out should be under Army direction so that in the case of alteration of Corps Boundaries, the alterations necessary to supply the new areas can be smoothly adjusted. All push truck tramways should be under the control of C.R.E.
8. No. It upset any general policy of developement and the Pioneer and Engineer Units lost touch with the Infantry Units.
9. See Personnel (4) and Use of Engineers (6).

- ENGINEER STORES. -

1. The present arrangement for handling stores direct from Base to Corps and then to Divisional Dumps and then to Brigade or Field Company Dumps worked well. Some control should be exercised over Divisional Dumps by Corps to ensure that incoming Divisions have a reasonable supply of materials to carry on with. Stores should not be rationed from Base according to number of Divisions on a Corps front, but in accordance with the works policy of the Corps.

193

2. Each Division should have small Workshop and Saw-milling plant.

3. Corps should have a Workshop on present lines, personnel to be found by C.R.E. Corps Troops, not by attachment from Field Companies.

4. All transport for handling stores should be under Engineer control. C.R.E. and Field Companies should ~~have--be~~ ~~under~~ have transport as set out in attached diagrams.

- INTERIOR ECONOMY. -

1. NO. Sappers have better living conditions, more interesting work, and not quite as much danger.

2. NO, but extra good men who are appointed L/Cpls should receive extra pay.

3. Each Section of a Field Company should have a small collapsable cooking stove as designed by the 5th Army San. Section, and dixies.

4. NO.

5. YES, under present conditions, but if rustless steel or nickel metal work was supplied in the harness sets, the work would be so greatly reduced and so much more attention given to the condition of the animals that the Drivers would have no more work than the Sappers and consequently should not have more pay.

- PEACE ORGANISATION. -

1. The chief aim of a Peace organisation should be to train senior Officers and W.O's in administrative work and co-operation of arms.

All tradesmen and Section Commanders can be obtained from civilian sources for war purposes. They have a wider experience and more initiative than barrack trained men to deal with emergencies.

Three months training, provided a proper selection of men and Section Commanders is made in the first place, will make for effecient but not showy Engineer Units.

Now that Railways are being nationalised throughout the Empire and Water Supply, Survey, and Harbour work is more or less under Government control, special inducements ~~shou~~ should be offered to the Engineers in those Services to do three weeks annual encampment.

2. The Pioneer Battalion would be perpetuated in the 4th Field Company and the Tunnellers in one of the Corps Troops Companies.

- PROPOSED FIELD COMPANY ESTABLISHMENT. -

- TRADE LIST. -

1931

| | |
|---------------------------------|-----|
| Drivers Horse R.E. | 26. |
| Shoeing and Carriage Smiths. | 5. |
| Farriers, Corpls and Sergeants. | 1. |
| Axemen. | 24. |
| Blacksmiths. | 4. |
| Building Contractors. | 5. |
| Boiler Makers. | 4. |
| Butcher. | 1. |
| Bricklayers and | 16. |
| Masons. | 8. |
| Cabinet-makers. | 4. |
| Carpenters and Joiners | 32. |
| Bridge Carpenters. | 4. |
| Clerks. | 3. |
| Concreters. | 8. |
| Coopers. | 4. |
| Drainers and Ditchers. | 24. |
| Draughts- (Architectural. | 2. |
| men. (Mechanical. | 2. |
| (Survey. | 5. |
| Engine (Steam, Field. | 4. |
| (Steam, Loco. | 4. |
| Drivers. (Internal Combustion. | 8. |
| Electricians. | 8. |
| Firemen. | 8. |
| Fitters. | 16. |
| Harness Makers and Saddlers. | 1. |
| Labourers. | 85. |
| Motor Drivers. | 4. |
| Painters. | 4. |
| Signwriters. | 4. |
| Pattern Makers. | 2. |
| Plasterers. | 2. |
| Platelayers. | 16. |
| Plumbers and Gasfitters. | 8. |
| Riggers. | 4. |

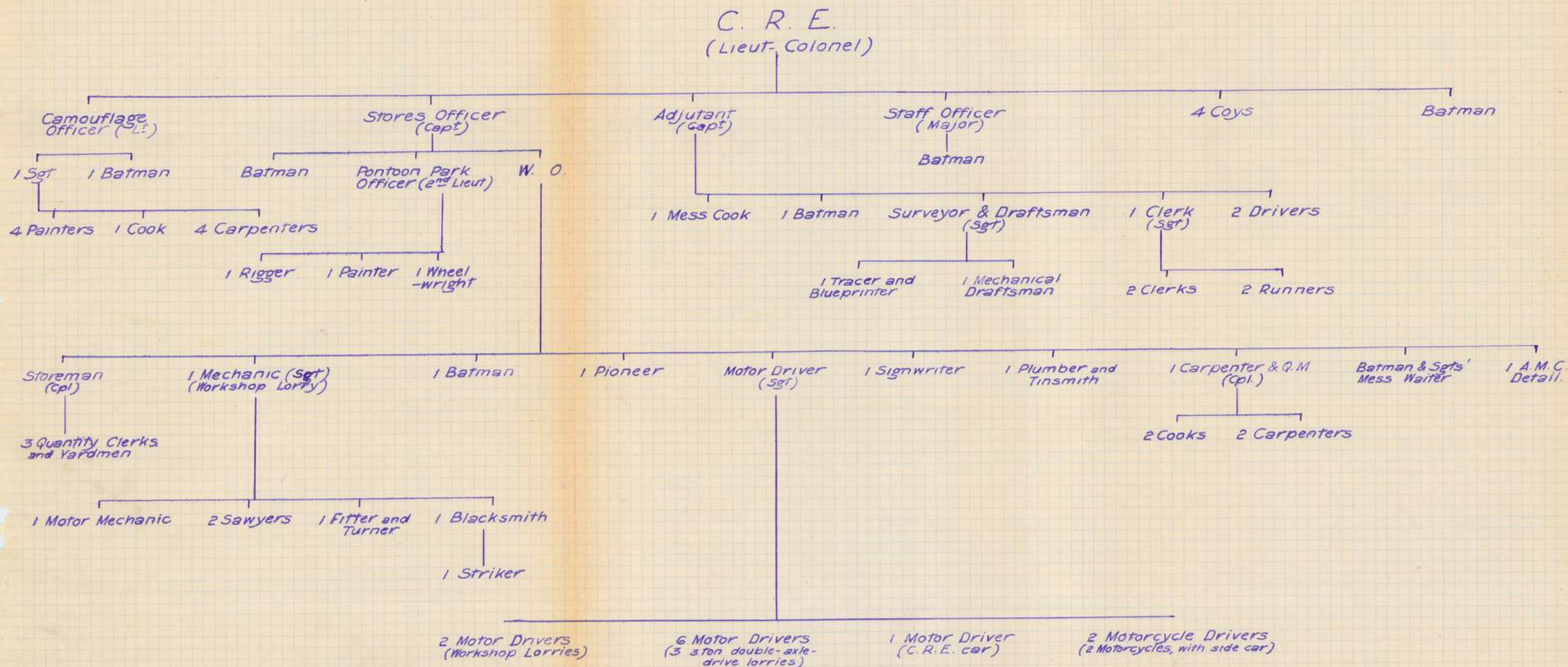
(continued) -

| | |
|--|------|
| Spallers. | 16. |
| Sawyers. | 8. |
| Shoemakers. | 2. |
| Slaters. | 2. |
| Storeman. | 1. |
| Surveyors. | 5. |
| Signallers. | 2. |
| Tailors. | 1. |
| Tinsmiths, including white & Coppersmiths) | 8. |
| Wheelwrights. | 1. |
| Tunnellers. | 32. |
| Attached. R.A.M.C. | 3. |
| Total Officers. | 14. |
| " Other Ranks. | 441. |

Horses Riding. 17.
 " Draught. 16.
Heavy Draught. 14.

— HEADQUARTERS ESTABLISHMENT —

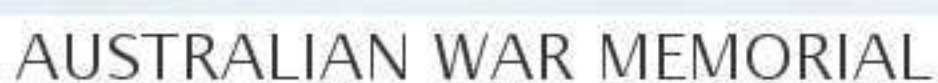
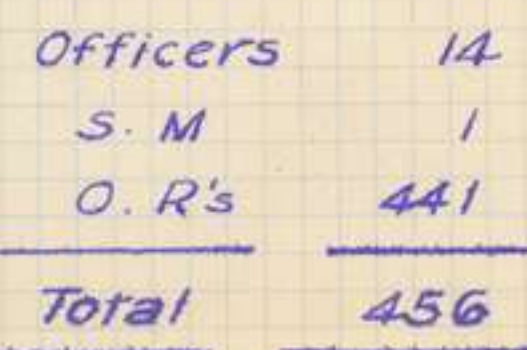
for C. R. E.



HDQRS 4th AUS.
DIVN. ENGRS.
No. _____
DATE 31/12/18

| | |
|--------------|-----------|
| Lt Col | 1 |
| Major | 1 |
| Captains | 2 |
| Lieut | 1 |
| 2nd Lieut | 1 |
| W. O. | 1 |
| O. R's | 63 |
| <u>Total</u> | <u>70</u> |

for 4 Companies to Division
Two to be commanded by Lieut-Colonels
" " " " " Majors



193

ENGINEER REORGANISATION.

In reply to 41/335/2, herewith remarks by
Major R. B. CARR, O.C. 13th Field Coy. A.E.

- PERSONNEL. -

1. NO. The two separate organisations are most undesirable considering the similarity of work done by the Aust. Engineers and Pioneers. If two different Units are going to work satisfactorily in co-operation there must be a clearly distinct line drawn between the different classes of work the two have to perform and under active service conditions this is difficult if not almost impossible to arrange. There is consequent overlapping, more especially as Pioneers have, at times, worked under instructions of "G" Division and not through C.R.E.

I have often been asked by Brigadiers "What work is being done at -----?" (mentioning a place in the Brigade Sector) and have been in the unfortunate position of having to say "I know nothing about it."

In open warfare there is not sufficient work for both Engineers and Pioneers.

2. I suggest that the establishment of a Field Company be as below. This allows for the provision of details on H.Q., etc, which it has been found necessary to maintain in the field. It is based on the assumption of an increase in the establishment of Sappers, the provision of a Cooker for the Company (Sappers, 4 Sections) and the cutting out of separate cooking arrangements in Sections, also for the handing over of the Pontoon Bridging Equipment.

COMPANY HEADQUARTERS.

| | <u>Mounted</u> | <u>Dismtd.</u> | <u>Horses.</u> |
|---------------------|----------------|----------------|------------------|
| Major. | 1 | | 2. |
| Captain. | 1 | | 1. |
| Supernumerary Offs. | 2 | | 2. |
| C. S. M. | | 1 | |
| C.Q.M.S. | 1 | | 1. |
| Sergeant. | | 1 | |
| * Second Corporals. | | 2 | |
| Q.M. Storeman. | | 1 | |
| Bootmaker. | | 1 | |
| Tailor. | | 1 | |
| Canteen Storeman | | 1 | |
| Runner. | | 1 | |
| Sappers. | | 2 | |
| @ Cooks. | | 4 | |
| Batmen. | | 4 | |
| Sanitaryman. | | 1 | |
| Groom (O.C.) | 1 | | 1. |
| Total. | 4 Off. | 20. | 7 Riding Horses. |
| | 2 O.R. | | |

* One for Postal work, one Assistant to Q.M.S.

@ One for Officers, one for Sgts, two for Company.

A. M. C. (attached) 2.

TRANSPORT SECTION:

| | | |
|--------------------|---|----|
| Transport Officer. | 1 | 1. |
| " Sergeant. | 1 | 1. |
| Farrier Sergeant. | 1 | 1. |
| Corporal. | 1 | 1. |
| Second Corporals | 3 | 3. |
| Shoeing Smith | 1 | 1. |
| Wheelwright. | 1 | |
| Saddler. | 1 | |
| Batman. | 1 | |
| Cook. | 1 | |
| Sanitaryman. | 1 | |

TRANSPORT SECTION (continued)

| | <u>Mounted.</u> | <u>Dismtd.</u> | <u>Horses.</u> |
|----------------------|-----------------|----------------|----------------|
| Drivers for vehicles | 21 | 34 | 41 |
| " for pack animals | | 4 | 4 |
| " Spare. | 2 | 2 | 4 |
| Grooms. | | 2 * | |

Total 1 Off. 13.
32 O.R.

Total 1 Officer, 45 O.R's, 8 Riding Horses, 4 Pack, 45 L.D.

* For Captain, Transport Officer, 2 Supy. Officers' horses.

VEHICLES.

| | | | | | |
|-------------|---------|---------------------|--------------|-------|---------|
| Tool Carts. | Limbers | G.S. Wagons | G.S. Carts | Carts | Cooker. |
| | | | Water Spring | | |
| 4 | 5 | 2 | 2 | 1 | 1 |
| | | 1 (A.S.C. attached) | | | |

FOUR SECTIONS EACH ;-

| | <u>Mounted.</u> | <u>Dismtd.</u> | <u>Horses.</u> |
|------------------|-----------------|----------------|----------------|
| Officer | 1 | | 1 |
| Sergeant. | | 1 | |
| Corporals | | 2 | |
| Second Corporals | | 4 | |
| Sappers. | | 50* | |

Total. 1 57 1.

* It might be advisable to add 2 to this - 1 as Tool Cart Storeman and the other for sanitary duties.

Total Company.

| | <u>Officers.</u> | <u>O. R's.</u> | <u>Riding Horses</u> | <u>Pack Horses</u> | <u>L.D.</u> |
|--------------------|------------------|----------------|----------------------|--------------------|-------------|
| H. Q. | 4 | 22 | 7 | | |
| Transport Section. | 1 | 45 | 8 | 4 | 45 |
| Four sections. | 4 | 228 | 4 | | |
| Totals | 9 | 295 | 19 | 4 | 45. |

3. I think that 4 Field Companies each with an absolute minimum of 200 Sappers available for work would be sufficient to carry out and supervise all work in an average Divisional area and that a Pioneer Battalion is unnecessary.

It is not a question of what the Pioneers have done in this War for undoubtedly they have done a very great deal of most useful work. They were not, I think, originally intended as a skilled Unit whereas our Pioneers are now highly skilled, a lot of their men being equal to a good many of the Sappers. This means almost the equivalent of seven Field Companies per Division which is too much and out of all proportion to the number of fighting men in the Division. On the peninsula there were no Pioneers only three Field Companies per Division and a vast amount of work was done by them with Infantry labour and I do not remember any serious complaints of shortage of skilled men for supervising etc. By having four Field Companies and no Pioneers a higher standard could be maintained in the matter of tradesmen in the Field Companies. If the four Field Companies were found insufficient, a Labour Company per Brigade or a Labour Battalion per Division could quickly be formed from Infantry reinforcements.

193

4. I suggest that Corps Troops be composed of specialist Companies (only) e.g. (a) A Workshop Company (to include E. & M. personnel) (b) A Water Supply Company (to include Boring personnel) (c) A Road Construction Company (d) A Light Railway Construction Company (e) A Light Railway Operating Company. (f) If considered necessary, a Concrete Construction Company, also one or more A. T. Companies.

As far as C.R.E. is concerned I should think the present arrangements satisfactory except that a Major 2nd i/c an Assistant Adjutant (Stores Officer) be added to C.R.E., H.Q.

-- EQUIPMENT. --

1. (a) The bridging equipment of the Companies should be parked and attached as a Section to C.R.E. Headquarters. They should be drawn by F.W.D. Lorries. With Divisions in the Line these Lorries could be used by C.R.E. for stores. If Pontoons were required by Companies they could be attached from C.R.E. as necessary. During periods of trench warfare pontoon wagons could be attached to Companies for transport of stores.

(b) Pontoon and trestle wagons should be withdrawn from Companies as suggested above. Companies should have a Cooker an extra G.S. Wagon, an extra G.S. Limber and an extra Water-Cart.

(c) All C.R.E. Transport should be mechanical and should include a Box Car for each Field Company to attached as required. Australian Field Companies should not be dependent on Mechanical Transport on account of bad roads in AUSTRALIA. Two Motor Bicycles and side cars would be invaluable in each Field Company.

2. NO. See answers to (b) and (c) above.

3. Answers to (b) and (c) above cover this.

4. Ten bicycles per Field Company quite sufficient.

- USES OF ENGINEERS AND PIONEERS IN THE FIELD. -

1. I think the C.R.E. should have full control of the Pioneers if they are retained. Unity of Command won the war.

2. (a) With three Field Companies and Pioneer Battalion the principles laid down in S.S. 145 are generally satisfactory.

(b) A Field Company should be allotted to each Brigade Sector and O.C. Field Company should have full control of all work in that area. He must be in a position to discuss all work in the sector with the Brigadier.

4 and 5. -----

6. There is no reason why Engineers and Pioneers should not be employed on Corps work when Divisions are out of the Line provided the work is not being carried out under shell fire. Men must have nerve rest and also should not be required to march long distances to their work. They have a "rough enough spin" when their Divisions are in the Line and are entitled to an easy spell when Divisions are out.

7. Trench tramways properly used are invaluable. My first experience with Tramways was at FLEURBAIX where a light "push" line was laid down from "road" head (where stores could be delivered by Lorry and Horse Transport). This was laid right up to within ten yards of the front line breast work and ran along the whole Divisional front practically in the front Line. This line was used every night for Engineers, stores

ammunition and rations and was a Godsend to the Infantry and all concerned. This was entirely in the hands of the Field Company.

On the SOMME 16/17, with the Light Railways under Corps control a very useful system was run ~~through~~ though it was probably well into February, 1917, before they helped to cut down ammunition and ration parties.

Out of Corps control there seems to be a tendency to get an elaborate system of Light Railways too far back to be of any material use to the men in the front line.

Light track (9 Lbs) should be available for Divisions so that they can get lines laid as quickly as possible from "road head" to as near the front line as is advisable. This line should be located so as to be possible of improvement for the taking of the Corps Locos. It should be the job of the Corps Light Railway Construction Company to connect these Divisional tracks with Broad Gauge R. H'd with all speed.

I cannot see any necessity for Light lines in rear of B.G.R.H'd.

8. -----

9. Only specialist Companies as suggested in para. 4 (Personnel).

- ENGINEER STORES. -

1. The present system with slight modifications seem satisfactory. Two alterations seem necessary though they are the provision of a Stores Officer on C.R.E., H.Q. and Mechanical Transport under absolute control of C.R.E. for stores. There should be sufficient personnel on C.R.E., H.Q. to run Divisional Dumps.

2. One Central Corps Workshop is sufficient (It is a necessity)

3. Corps should have a Workshop Company and should under no circumstances call on men from Divisions.

4. See reply to question 1. (Equipment)
C.R.E. should have a light touring car, a motorcycle and side car, a box car for each Field Company, F.W.D. Lorries sufficient to draw the Field Companies Bridging Equipment.

- INTERIOR ECONOMY. -

1. Under Active Service conditions, NO.

2. NO.

3. For Field Companies a Cooker should be provided for the Sappers - there have been very few occasions on which Sapper Sections have been separated. At the same time sufficient dixies should be provided for two Sections to be detached and Drivers would need separate cooking arrangements so that 12 dixies at least should be carried.

The need for two water-carts has often been felt owing to Sappers and Drivers bivouacing a long way from each other

Ample Cooks should be allowed for on establishment as otherwise it means drawing men from Sections for the work, and the working strength of a Section should not be less than 50 and N.C.O's.

4. I do not think Cooks should be paid extra.

193
1

5. NO. I strongly favour a standard rate for all rank and file.

- PEACE ORGANISATION. -

1. From a Field Company there should be little alteration. It would be necessary to maintain all skilled men at lease.

2. Assuming the above organisation (3 Personnel) of four Field Companies per Division., a Field Company could be ~~formed~~ formed out of each Pioneer Battalion. This should be sufficient to preserve the Espirit de Corps and War Honours of the Unit.

The A.T. Company, Tunneling Companies and A.E.M.M. & B. Company could form the basis of the Corps Troops Companies suggested in 4.(Personnel).

- MISCELLANEOUS. -

1. Do away with the rank of Lance-Corporal. If a man is worth a stripe he is worthy of extra pay.

ENGINEER REORGANISATION.

In reply to 41/335/2, herewith remarks by
Major S. B. COX, O.C. 12th Field Coy. A.E.

- PERSONNEL. -

193

1. I am of the opinion that the existing organisation of Engineers Services is not entirely satisfactory for reasons stated in the following clauses.

2. Increase strength of Field Companies as in para. 3.

3. The general opinion is that a Field Company as at present constituted is too small and should be increased by 100 Sappers. This would practically double the working strength as it is seldom possible to turn out more than 25 working sappers per Section. A section of from 50 to 60 strong with corresponding increase in N.C.O.'s should be much more efficient than at present.

I would also suggest that the following Officers be included in the establishment, -

1. Transport Officers (Subaltern)
2. Supernumerary Officers (Subaltern)

If the second in command is to be responsible for transport, it is impossible for him to be "au fait" with the work of the Company.

I am of the opinion that if Field Companies are increased in strength as indicated, they would be of ample strength to carry out all the work required under normal conditions and the separate organisation of Pioneers could be dispensed with.

I would also suggest that 1 Officer (Subaltern) and a Section of Sappers (say 30 Other Ranks) be included on C.R.E.'s establishment for the purpose of running dumps and looking after supplies &c., instead of drawing men from Field Companies as at present.

4. With regard to Corps Troops, I would recommend the formation of 5 A.T. Companies, each of these Companies to be specialists and to be organised for work as follows,-

- (a) Roads Company.
- (b) Workshops Company (to embrace Elec. and Mech. Section of E. & M. Coy.)
- (c) Boring and Water Supply Company (to embrace Boring Section of E. & M. Coy.)
- (d) Light Railway Company (Operating and construction)
- (e) Stores Supply and Dumps Company.

Additional personnel for working with Roads Company &c to be supplied with "B" class men (Infantry) who are unfit for work in forward area.

These men should come directly under C.R.E. Corps Troops for administration and work.

5. The general opinion is for C.R.E. to remain Commanding Officer as at present.

- EQUIPMENT. -

1. If the present organisation is retained, I am of the opinion that very little change is necessary. The following is a list of additions and deletions suggested, -

ADDITIONS.

| | |
|--------------------------------------|-----|
| Braces Carpenters Ratchet with bits | 4. |
| Brushes Writing Sable large. | 4. |
| " " small. | 4. |
| Carborundum Wheel 6". | 1. |
| Hammers Claw. 24 Oz. | 12. |
| Rules 4-fold G.S. | 24. |
| Saws Ripping. | 4. |
| " Tenon. | 2. |
| Shears Tinmans Snips. | 4. |
| Pipe screwing Stocks and dies up) | |
| to 2")Set | 1. |
| Pipe Vice. | 1. |

193
1

ADDITIONS (continued)

| | |
|--------------------------------|-----|
| Vices Bench 3" Jaws. | 4. |
| Cutters Pipe up to 2" Set. | 1. |
| Saws Hack. | 3. |
| " " Blades. | 42. |
| Tape steel band 100 yds. | 1. |
| Brushes Paint Sash Tool No. 8. | 4. |
| " " " " No. 4. | 4. |
| Dogs R. & S. 10". | 96. |
| Levels pocket Mark 2. | 3. |
| Lifting Jacks small) | |
| (Bottle type)) | 4. |

DELETE.

| | |
|-----------------------------|-----|
| Grindstone (Headquarters) | 1. |
| Saws folding complete. | 4. |
| Dogs R. & S. 12". | 48. |
| Clinometer Pendant. | 5. |
| The whole of Section 15 B.) | |
| except Binoculars) | |

(a) I would also suggest that each Field Company be provided with the following additional transport, -

1 Single Tool Cart.
1 (half) G.S. Limber.

These could be coupled together to be used for carrying tools, technical stores, Lewis Guns, etc., and Supernumerary Officers Kits at present carried in G.S. Wagon.

(b) Five (5) Motor Lorries to be included on C.R.E.'s establishment (1 Lorry to be fitted up with work bench, lathe, etc.) These to be utilised for hauling pontoon wagons when on the march, and at other times for transporting stores &c. This would dispense with 54 animals (18 each Field Company).

2. I would recommend that pontoons come under C.R.E. and a Divisional Pontoon Park be established. The wagons could then be made available to Field Companies for transporting stores &c. Tool Cart horses could be used for this purpose.

3. In the event of Field Companies being increased in strength as suggested in para. 3 (Personnel), I would advocate that one additional G.S. Wagon be allotted to each Field Company in addition to the Tool Cart and half-limber as included in sub-para. (a) (Equipment). This would suffice to carry additional picks and shovels &c, and equipment required by extra personnel.

The following is a list of additional tools required on account of increased personnel, -

| | |
|----------------|-----|
| Shovels, R.E. | 50. |
| Picks. | 25. |
| Kettles Camp) | |
| (oval)) | 12. |

4. The present number of bicycles appear to be considerably in excess of actual requirements. I would suggest that the number be reduced to 10 (2 per Section and 2 H.Q.)

- USES OF ENGINEERS AND PIONEERS IN THE FIELD. -

1. The general opinion is that C.R.E. should have complete control.

2. The question of employment of Engineers in offensive and

193
and defensive operations is such an extensive one that it is impossible to lay down any hard and fast rules without first knowing the conditions. For instance, the nature of the work in connection with MESSINES, PASCHENDAELE, 8th August (SOMME) &c., all differed very considerably.

3. I am of the opinion that the only satisfactory way of working is for the Pioneers to be responsible to the Field Company Commander in charge of the Sector.

During the long period of trench warfare in my old Division (3rd) the Pioneers were allotted to Field Companies and were entirely responsible to Field Company Commanders for work done. The system worked most satisfactorily. Three Companies of Pioneers were used in this way and the other Company was employed as Headquarters Company on various jobs.

During the last stages of the fighting, particularly from BRAY onwards, the Pioneers were used almost exclusively as Infantry.

4. I am of the opinion that Pioneers should not be included in the same category as the Engineers. Engineers are mainly composed of skilled tradesmen and are consequently difficult to replace, and they should therefore be regarded as specialists and should be reserved for such special work as may come along. The same thing does not apply to Pioneers.

5. No information available.

6. Yes. Corps work invariably means work well in rear of the front line and consequently the men get a spell from the heavy shelling and the change is really as beneficial as a rest. Furthermore the men are more contented when they have definite work to do.

7. I am of the opinion that the advantages of a good system of light railways and trench tramways have not been fully appreciated.

On such systems as I have had opportunity of studying there has been much to be desired as regards operation, and there has seldom been sufficient co-operation between the Light Railway people and the Division in the Line.

I would strongly recommend that on Corps we have a specially trained Light Railway Operating and Construction Company. This Company should control and operate the Lines as far forward as is possible with Steam Locos, and from that point onward facilities should be given and materials made available for the Field Companies to extend the Lines right on to the Forward area, so as to facilitate getting up rations, stores, ammunition, etc., This would cut out a great deal of the work of horsed transport and also avoid large carrying parties.

MESSINES afforded a very good example of the advantages and savings to be effected by the use of Light Railways and trench Tramways, both before and after the stunt, but this system was by no means perfect.

Had a supply of Light Railway material been made available to Division during the October, 1917 show (forward of YPRES) the roads could have been relieved of a very great proportion of the traffic, and there would have been a very considerable decrease in casualties, apart from the fact that the great problem of getting up supplies would have been practically solved.

8. No information on this subject.

9. No. Clause 6 also deals indirectly with this.

- ENGINEERS STORES. -

1. A special A.T. Company to be responsible for all stores up to Divisions. C.R.E.'s Stores Section to run Divisional Dumps as indicated in para. 3 (Personnel).
2. I am of the opinion that under normal conditions Divisional Workshops are undesirable on account of their rendering the Divisions less mobile. Corps Workshops should suffice, providing that there is close co-operation between Corps and Divisions.
3. Yes - as provided for by A.T. Company under para. 4 (Personnel).
4. The Lorries provided ~~for~~ under para. 2 (Equipment) to be used for this purpose under the direction of C.R.E. Divisions.

- INTERIOR ECONOMY. -

1. I am in favour of a flat rate.
2. The average tradesman will prefer to work at his own trade invariably and I am of the opinion that the proficiency pay is unnecessary.
I would however advocate that Lance Corporals should receive 1/- per day extra.
3. The present system is more or less wasteful particularly as regards fuel and a Field Cooker would be advantageous when the Company is together but in case of detachments it would be necessary to have the Section cooking utensils. The advantage of a Field Cooker would be particularly felt during long periods of marching.
4. Cooks should only receive the same pay as Sappers. They certainly have longer hours but they can be frequently relieved.
5. I am of the opinion that Drivers should receive additional pay on account of their longer hours and extra responsibility. They are certainly not immune from danger on account of aerial bombing.