

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

Engineers

**Item number:** 14/28/15

**Title:** 9th Field Company, Australian  
Engineers

September 1918



AWM4-14/28/15



**CONFIDENTIAL.**

ORIGINAL.  
DUPLICATE.  
TRIPLICATE.



Australian Imperial Force.

**WAR DIARY**

OF

Ninth Field Company, Australian Engineers.

FOR

SEPTEMBER, 1918.

Signature of Officer compiling

*John B. ...*  
MAJOR,  
O.C. 9th FIELD COY.  
AUST. ENGRS., A.I.F.

Signature of Officer Commanding

*Robert B. ...*  
MAJOR,  
O.C. 9th FIELD COY.  
AUST. ENGRS., A.I.F.



9TH  
AUSTRALIAN  
FIELD COMPANY.

# WAR DIARY

or

## INTELLIGENCE SUMMARY.

(Erase heading not required.)

9TH  
AUSTRALIAN  
FIELD COMPANY.

Army Form C. 2118.

No. ....  
Date .....

140

Instructions regarding War Diaries and Intelligence  
Summaries are contained in F. S. Regs., Part II  
and the Staff Manual respectively. Title pages  
will be prepared in manuscript.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Shut 62. c. G. 16. c. 90 95.	1/9/18		One section constructing 2 bridges at FEUILLÈRES crossing for motor lorries to make two-way route. Remaining three sections salvaging material and constructing 3 bridges for motor lorry route N E from FRISE. Weather - Unsettled, visi. fair.	POD
	2/9/18		Work on bridges at FEUILLÈRES and FRISE crossings continued as yesterday. Weather - Unsettled, visi. poor.	POD
	3/9/18		Bridges at FEUILLÈRES completed. Work on bridges at FRISE continued. Major G. Brake - Brockman, M. C. proceeded to U.K. on duty. Weather - Dull, visi. fair.	POD
	4/9/18		Two sections constructing bridges at FRISE crossing, & 2 sections salvaging material for same. Weather - Sunny, visi. good.	
	5/9/18		Bridges at FRISE crossing completed, thus making route for traffic up to 3-ton motor lorries across river and canal. Weather - Wet, visi. poor.	
H. 11. a. 5. 5.	6/9/18	7am	Whole Company moved to (Shut 62c) H. 11. a. 5. 5. One section improving accommodation at Divisional Headquarters. Reconnaissance made of crossings over River SOMME from H. 11. c. to I. 28. b. Report attached. Weather - Morning mist. Sunny, visi. good.	NO 1
J. 27. d. 2. 3	7/9/18	7am	Whole Company moved to JS 27. d. 2. 3. Reconnaissance of crossings over River COLOGNE at MARQUAIS and BUIRE. Repairs to bridge at I. 33. d. 3. 5. Painting and erecting sign boards at road crossings in Divisional Area. Weather - Sunny, visi. good.	1



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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Shut 62.c.8.8 I. 27.d. 2.3	8/9/18		Reconnaissance for accommodation, water supply & R.E. material in area. Copy of report attached. Dry weather tracks for horse transport marked out S of road between I. 19.c. 75. 33 and I. 19.d. 83. 40. to avoid heavily shelled part of road. Erecting troughing and pumps for horse watering points at I. 28.c. 2.2. and I. 32.d. 9.5. Bridges being built at BUIRE Crossing to take cavalry in single file. Weather - Wet, heavy wind, visi. poor.	No 2
	9/9/18		Bridges at BUIRE Crossing completed. Painting & erecting Sign boards as before. Horse watering points at I. 28.c. 2.2. and I. 32.d. 9.5. = 75% completed. Reconnaissance for accommodation, water supply and R.E. material continued. Reports attached. Weather - Showery, visi. poor.	No 3
	10/9/18		Painting & erection of Signboards continued. Horse watering points at I. 28.c. 2.2. and I. 32.d. 9.5. completed. Weather - Unsettled, visi. fair.	
I. 21.c. 8.8	11/9/18	10. am	Whole Company moved to I. 21.c. 8.8. One section repairing Huts &c. at Divisional Headquarters. Remainder of Company improving Camp. Weather - Rain & wind, visi. poor.	
	12/9/18		One section working at Divisional Headquarters. Remainder of Company resting. Weather - Rain & wind.	



WAR DIARY

Army Form C. 2118.

INTELLIGENCE SUMMARY.

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No. 3  
Date 3  
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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Stut 620 I. 21. c. 8.8	13/9/18.		Three Sections employed improving Divisional and Brigade D.Q.s, securing huts in HALLE (4th Brigade) Area, establishing horse watering points & making sanitary appliances. Constructing bomb-proof revetments round Horse-Lines. One Section resting. Weather - Unsettled, vis. fair.	
	14/9/18		Work continued as yesterday. Reconnaissance made of Stutting in HALLE Area. Report attached. Weather - Dull, vis. fair.	No 4
	15/9/18		Whole Company resting. Weather - Sunny, vis. good.	
	16/9/18 } 18/9/18 }		Work continued in HALLE Area as before. Inter-Section Cricket matches have been played during the afternoon. Weather fair.	
	19/9/18		Squad, Section & Company drill and inspections. Weather - Fair.	
	20/9/18		Two Sections employed on work in HALLE Area as previously. Two sections on Lewis Gun training, Squad and Section Drill & Engineer training. Weather - Changeable.	
	21/9/18 } 23/9/18 }		Constructing sheds & fittings, & repairing roofing on existing sheds at No 6. Diggers Road, PERONNE, for Divisional Kit Stow. Squad, Section & Company Drill, Rifle exercises, Gas Drill, & Engineer training. Weather - Showery.	



WAR DIARY

Army Form C. 2118.

INTELLIGENCE SUMMARY.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Sheet 62 <sup>c</sup> I.21.C.8.8	24/9/18		Squad, Section & Company Drill. Lewis Gun Instruction. Work on Dig. Kit Store at Peronne continued. Weather dull.	
—do—	25/9/18		Coy Parade, Musketry Instruction. Sections on siting of trenches, S.P.s. etc. 21 of last reinforcements to Coy. transferred to Infantry Batts of 9th Brigade, A.D.D. as follows: 5 to 33rd Battalion. 6 to 34th Battalion. 10 to 35th Battalion.	
—do—	26/9/18		Weather — cloudy. Company Sports. Weather — sunny.	
—do—	27/9/18		Company Resting.	
		6pm.	Sir Joseph Cook, Minister for Australian Navy and Sir Arthur Conan Doyle called at camp & addressed the men.	
		8/30pm.	Whole Coy. moved forward to Sheet 62 <sup>c</sup> E.16.C.3.2 & bivouaced. Weather — cloudy.	
E.16.C.3.2	28/9/18		Reconnaissance made for water supply in area. Casualties — 1 O.R. wounded. Weather — Raining.	
—do—	29/9/18	8am.	Headquarters and 3 Sections moved forward to Sheet 62 <sup>c</sup> — F.16.a.9.5; transport & remaining Section stayed at E.16.C.3.2. No. 1 Section working on water supply in VILLERS FANCON Area. 1 Officer and party went out to reconnoitre	



WAR DIARY

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OR  
INTELLIGENCE SUMMARY.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
Shut 62.C E.16.C.3.2 and F.16.a.9.5	29/9/8		<p>St. Quentin Canal for Water Supply. Improving accommodation at 9 Bde. H.Q.</p> <p>On the morning of the 29th, the 3rd Australian Division were to have passed through Americans, and the 9 Field Coy. A.E. with 9th Inf. Bde Group who were in reserve. But the attack did not go in accordance with programme as Americans failed to hold on to objective. The Officer &amp; party detailed to explore Canal, anticipating that attack was successful, went to rendezvous &amp; was met by the enemy. The party managed to withdraw with one casualty only. The Coy. remained in reserve with Brigade Group exploring forward areas for water supply, erecting notice boards, etc. The Coy. had quite a trying time as the bivouac was under shell fire all day.</p> <p>Casualties. 2 O.R. Wounded. 2 O.R. Wounded (Gas).</p> <p>Weather - unsettled.</p>	<p>Remarks and references to Appendices</p> <p>RB</p>
-do-	30/9/8		<p>Improving accommodation at Bde &amp; Blk H.Q. Reconnaissance for water supply in LEMPIRE and RONSSOY. One Section on water supply in VILLERS FANCON area.</p> <p>Weather - fair.</p>	<p>Remarks and references to Appendices</p> <p>RB</p>



9TH  
AUSTRALIAN  
FIELD COMPANY.

No. 6  
Date

Instructions regarding War Diaries and Intelligence  
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# WAR DIARY

Army Form C. 2118.

## INTELLIGENCE SUMMARY.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
			<u>Honours and Rewards</u> <u>The Military Cross</u> Lieut. H. G. Witcombe. 8/8/18.	
			<u>The Military Medal.</u> 10014 L/cpl. Wilson, J. J. C. 8/8/18 9926 L/cpl. Miller, H. W. 8/8/18 9859 Sgt. Dearman, E. C. 22/8/18.	
				JB



b.A.

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## WAR DIARY

OF

Ninth Field Company, Australian Engineers.

FOR

SEPTEMBER, 1918.

## LIST OF APPENDICES.

- | No. | Subject.   |
|-----|--|
| 1.  | Reconnaissance of Crossings over RIVER SOMME from H.11.c. to I.23.b.                                   |
| 2.  | Reconnaissance of accommodation, water supply, R.E. material, etc. in PERONNE Area.                    |
| 3.  | -do- -do-  |
| 4.  | -do- in HALLE AREA.  |
| 5.  | List of Bridges built by Coy. during 3rd Battle of SOMME during operations from 25/8/18 to 17/9/18.    |
| 6.  | Survey of month's events by Officer Commanding.  |
| 7.  | Notes on Transport and C.Q.M.Ss. work for month.   |
| 8.  | Section Officers' Report on reconnaissance of Xings over RIVER SOMME, Buire, Marquaix, etc.            |
| 9.  | Section Officer's Reports, C.R.Es. Instructions, and Brigade Operation Orders for period 27-30/9/1918. |
| 10. | Strength and Sick Parade Charts.   |
- 

B



Location	Length	Width	Span	Remarks
H. 12 b. 15.65. Ommiecourt N°1.	24 1/2'	7 1/2'	3' 8"	Trestle Piers. Girders + /10'x10' + 2/8'x4' R.S.J's.
do. N°2.	39 3/4'	7 1/2'	17', 17 1/2'	3 Trestles (centre one on brick pier) Girders 3/10'x10' and 4/8'x4' R.S.J's.
H. 12 b. 25.60. } N° 1 <sup>a</sup>	165'	10'	16'	2 <sup>nd</sup> Track junctioning with main track 90' of handrails required. 2 new trestles required (1 needs repairing). Superstructure gone from 4 bays. If bridge is repaired it would make a 2 way track
H 12 b 25.50 } Ommiecourt N°3	44 1/4'	9 1/4'	3/12'	Brick abutment Brick pier 3 1/2' wide in centre. Trestle + end log. Girders, 1 <sup>st</sup> span 12. 80lbs steel rails. Other two spans 3/18'x12" R.S.J's
H 12. b 25.50 } N°3 b	66'	9 1/2'	6/11'	4/12x12 Girders - trestles 4 legs good order.
H 17 b. 9.1	69'	2 3/4'	5 Bays	Bearers 7" diam. 15" centres. Supported on 4 2 legged trestles. Good order.
H. 17 d. 9.3.				Single file bridge floating at surface - no use.
H 24 2. 3.8.	79'			Single file foot bridge Leads to barrel pier footbridge; last span of which is broken
H 24 d 7 9.	68 1/2'	12'	6'	2 Boats + 4 barrels available for repair. Trestles 3/8"x8" legs. Bearers 3/8"x8" timber and 4/7x3 1/2" R.S.J's. For 60 fdrs and M.T. Good order.

APPENDIX:



Location	Length	Width	Span	Remarks
H. 24 d. 8. 9.				Pontoon Bridge Two Pontoons + 1 Trestle. Good order.
H 24 b. 7. 3	286 1/2'	9'		For 60 pdrs and M.T. 3 lengths of hand rail required
I 19a 3. 6	14'	15'		Material Stacked close 100/8x3 and 6x3 R.S. 15' stack of 8x8 baulks
I 19a 3. 6 } to I 19c 1. 2 }				Single file track with footbridges Good Order.
I 19 c. 1. 2	75'			Footbridge built on piers erected for heavy bridge. Width of piers 20'
I 25 b. 0. 2 } I 26 c. 3. 0 }				Single file footbridges + track across Somme
I 33a 2. 0				Good order
I 33d 3. 8.	27 1/2'	8'	1	Single file footbridge 3 bays completed. Driven piles Timber on site to complete.
I 33 b. 2. 5	36'	7 3/4'		Wheel guides + hand rails to be repaired. All traffic Good Order.
I 33a 9. 9.	60'	10'		Clear Span 27' All Traffic Good Order
do.	60'	9'		2 Parallel bridges in good order. All traffic.
I 28c 3. 9.	33'	10'	2	do. do. do.
I 28a 8. 2	20'			For M.T. Good order. Heavy bridge under construction along with
I 28b 8. 3.				Railway Bridge demolished
I 29a 1. 7	32 1/2'			Brick Railway Arch
I 29b 2. 7	57'			Railway Bridge demolished
I 27. c. 3. 3.				do. do. do.
				Footbridge requires repairs.



From

CBE

To

OC  
99 3<sup>140</sup> Aug

Date

29-18 191

May we have a short report  
on how things stand - One  
Loring will report to you  
at 6.30 A.M. tomorrow for duty  
during day - does this suit  
your arrangements - please  
reply by runner tonight

G. H. Deane Adj. G.  
for C. B. E. 3rd Aust. Div.

Date : : 19





CRC  
3 Aust Div

Bridges duplicated between  
Feuilleries and Feur and now  
being used.

Bridge over canal at Trise  
completed. 3 other bridges require  
rebuilding at this "through-way."

Bridge at Cappy repaired.

*W. B. B. B.*

MAJOR,  
O.C. 9th FIELD COY.  
AUST. ENGRS., A.I.F.

To CRC.

Would like the ferry  
from 8 am instead of 6.30.

Cappy Route open to Field Artillery  
columns. Motor lorries  
use bridge across lock completed  
which is being used for  
communication to Udon River  
Crossing between G12d61 & H70 35  
will be well inland tomorrow &  
will not be open for Field Artillery  
till following day for account of  
difficulty in procuring material  
required.  
At Feuilleries we have completed  
duplication of Bridges for Motor lorries.  
10.30 pm  
2/9/18  
*W. B. B. B.*



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NINTH FIELD COMPANY AUSTRALIAN ENGINEERS.

9TH  
AUSTRALIAN  
FIELD COMPANY.

7/9/18.

C.R.E., 3rd Aust. Division.

REPORT ON RECONNAISSANCE OF XINGS OVER RIVER SOMME.

-R-----

Crossing, Marquaix-Hamelet : Culvert to carry motor transport at Sheet 62c, K.14.c.6.3 - in good order.

At K.20.b.3.8 : Bridge to carry 3-ton motor lorries. Span 14'. Has not been demolished. Northern abutment of this bridge is in good order and the Southern abutment in fair condition.

At K.20.b.9.4 : The road at fork has been rendered impassable for traffic by a road mine making a crater of approx. 60' diameter, and 15' deep, the whole width of the road. A deviation has been constructed through farm-houses to carry horse and motor traffic in dry weather. By demolishing adjoining houses the crater could be filled in.

Xing at Buire from J.23.c.1.1 to J.34.a.5.6 : A total of 170' of bridging carrying horse traffic over marshy ground has been demolished. Material, with the exception of decking, is near site. The gaps demolished are as follows:- 20', 40', 40', 35', 35'.

MAJOR,  
O.C. 9th FIELD COY.  
AUST. ENGRS., A.I.F.

8



C.R.E., 3rd Australian Division.

9/9/18:

Reconnaissance Report - TINCOURT-BUSSU-Mt.St.QUENTIN Area.

The following is copy of Section Sergeant's report:-

<u>WATER - Source of supply.</u>	<u>Location.</u>	<u>Condition of supply.</u>	<u>Remarks.</u>
Spring.	J.29.a.4.7	Good.	Water carts may be filled here.
do.	J.24.a.4.0	do.	Water carts may be filled and horses watered. 3rd Fld.Coy.A.E. is installing hand pump to supply filling point reservoirs. Pumping plant had been installed to supply hospital, horse watering, and water cart filling reservoirs, also horse troughing at J.17.d.8.0, camp at J.18.a.1.3 and overflow reservoir at J.16.b.6.3 (4-in.main). Plant is now beyond repair, but pipe line is in fair condition. Horses only. 30' of troughing installed.
River.	J.23.d.9.6	do.	100' deep - requires 1 scoop. Method of raising - windlass.
Well.	J.13.a.4.2	Fair.	do.
do.	J.18.d.8.6	do.	do.
Bore.	J.13.a.8.3	?	Pump and engine and system out of working order.
River.	Mt.St.Quentin Area.		Source of supply for this area.

HUTTING  
ACCDN.

J.13.d.8.9 Six Nissen Huts in bad condition.  
 I.21.a.5.0 do. occupied by Field Ambulance.  
 J.14.b.7.9 Two Nissen Huts occupied by Balloon Section.

DEEP D.Os.

I.22.d.9.6 One deep dugout containing 6 X 6 chambers - 2 entrances. Head cover varies from 10' (minimum).  
 I.24.d.3.6 One small dugout - one entrance - head cover approx. 30'.  
 J.13.c.8.8 do. do.

R.E.MATERIAL.

J.21.a.8.7 40 coils French barbed wire.  
 I.16.b.4.5 Bridging material (no decking). 5 X 8  
 Doingt Rlwy. Large quantity of heavy bridging timber, i.e. 8 X 8, 20' lengths, and 7 X 3 decking; quantity of heavy and light rails.

sd/ E.C. Dearman, Sgt.

Map location of horse watering point at COURCELLES-CATIGNY King mentioned in to-day's report is J.32.d.9.5.

McL.

*[Signature]* Captain,  
 9th Field Coy. A.E.  
 (O.C. absent on duty).



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NINTH FIELD COMPANY, AUSTRALIAN ENGINEERS.

APPENDIX

9TH  
AUSTRALIAN  
FIELD COMPANY

10/9/18:

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C.R.E., 3rd Australian Division.

The following is copy of Section Sergt's  
Reconnaissance Report:-

<u>Hutments.</u>				
<u>Location.</u>	<u>Number.</u>	<u>Description.</u>	<u>Condition.</u>	<u>Occupied by.</u>
I.16.c.20.45.	1.	Malthoid hut, mess room & kitchen.	Good.	Canadians.
I.16.c.10.80.	5.	Nissen huts.	Bad.	1st Aus.M.G.Bln.
I.16.d.90.85.	5.	Wooden huts (30 men each)	Fair.	3rd Army Bde.A.F.A.
do.	13.	Nissen huts.	Good.	do.
I.21.a.90.15.		Huts to hold 80 men.	do.	1st Aust.Divn.
do.	3.	Sheds on Rly. line - to hold 24 men each.	do.	do.
I.8.b.50.80.	2.	Brick tunnels in bed of old canal.	do.	Unoccupied. <i>will accommodate about 200.</i>
* I.15.d.95.97.	1.	Pump and well.	Pump in bad condition.	
I.26.b.4.6.	2.	Deep dugouts. 6 men each. Require cleaning.	Fair.	
I.26.a.8.4.	1.	Large cellar. 30 men. 10' head cover.	Good.	
I.20.a.5.5.	8.	Small deep dugouts. 4 men each. Full of rubbish. Entrances small.	Fair.	
I.19.c.10.50.	4.	do.	do.	
I.13.d.7.6.	1.	Cellar. 8 men. 5' head cover.	Good.	
I.19.d.5.6.	1.	Cellar. 6 men.	do.	
I.13.c.6.4.	3.	Small dugouts. Concrete top. 3 men each.	do.	

HALLE. Village affords accommodation for 1st D.H.Q., C.R.E.,  
M.G.Bln.H.Q., M.V.S. and 2 Coys. Pioneers, in houses, cellars  
and small shelters.

St. RADEGONDE. Cellars and small shelters in village at present unocc-  
upied. Accommodate 100 men.

I.13.d.1.8. Quarry off Railway Line. Small shelters and dugouts.  
At present occupied by a Coy. of 2nd Div. Pioneers.

<u>Water.</u>		<u>Source of supply.</u>	<u>Remarks.</u>
I.26.d.8.8.	Well.	Hand driven piston pump. 8" bore.	Good condition. Water good.
I.14.c.1.4.	Creek.	Suction hand pump.	Trough for 20 horses.

<u>R.E.Material.</u>			
I.19.a.4.8.	100 pcs. 10 X 8 X 16 timber.	20 pcs. round timber 8" dia. 14' lengths.	
	30 R.S.Js. 8 X 3½ - average length 18½'.		
I.26.a.5.0.	30 pcs. timber 8 X 8 X 12.	20 pcs. 6 X 6 X 12.	
	40 pcs. 3 X 9 X 12.		
I.27.c.2.6.	50 rolls malthoid.	100 mining sets.	Both good condition.
I.27.c.2.6.	20 bunks.		
I.26.a.6.7.	Portable steam engine suitable for driving saw-mill.		
	Appears to be in good order.		
I.19.c.1.3.	Footbridge to BIACHES and FLANCOURT.		

McL.

*[Signature]*  
O.C. 9th FIELD COY.  
AUST. ENGRS. A.I.F.



## NINTH FIELD COMPANY, AUSTRALIAN ENGINEERS.

C.R.E., 3rd Australian Division.



Report:-

The following is copy of Section Sergeant's Reconnaissance

Location.	Number.	Type.	Condition.	Occupied by.
<u>Hutments and Shelters.</u>				
I.30.b.7.2.	9.	Nissen bow.	Bad.	16th B.A.C., R.H.A.
do.	1.	do.	do.	Third A.M.G. Bln.
do.	5.	do.	do.	Unoccupied.
I.30.d.9.8.	2 (stables).	C.I.	Fair.	6th Aust.T.M.Bty.
	(30 horses).			
I.30.b.5.2.	2.	Nissen bow.	Bad.	5th & 6th Aust.T.M.Btys.
do.	6.	do.	do.	C.R.E., 3rd Aust.Divn.
do.	3.	do.	do.	Unoccupied.
do.	2.	do.	do.	5th & 6th Aust.T.M.Btys.
I.30.b.4.9.	16.	do.	do.	41st Bln., A.I.F.
do.	3.	do.	do.	Unoccupied.
do.	6.	do.	do.	10th Aust.Fld.Amb.
do.	2.	Sq. timber	Fair.	41st Bln., A.I.F.
		(60 men each).		
do.	1.	C.I. for 20 men.	Bad.	do.
do.	1.	Timber hut	Fair.	do.
		(acc. 20 men).		
I.30.b.9.5.	1.	Dugout 6 men.	Good.	do.
I.24.c.4.4.	2.	Cellars 40 men.	do.	3rd Aust.D.H.Q.
do.	1.	C.I. stable.	do.	do.
		(30 horses).		
do.	4.	Nissen bow.	do.	do.
do.	1.	Acc. 60 men.	Bad.	do.
I.23.c.1.4.	1.	Nissen bow.	do.	Unoccupied.
do.	2.	45 men each.	do.	do.
O.4.d.7.4.	3.	Sq. timber	Good.	5th Aust.DAC. & 54th Bln.
		(30 men each).		
do.	5.	Sq. timber	Bad.	do.
		(30 men each).		
do.	5.	Nissen bow.	Good.	do.
O.4.a.3.2.	1.	Sq. timber.	do.)	Unoccupied but reserved for
do.	1.	Nissen bow.	do.)	8th A.F.A.Bde.
do.	5.	Deep d.os.	do.)	Total accdn. for 100 men.
I.29.c.5.5.	17.	Nissen bow.	do.)	
I.36.a.5.5.	15.	do.	do.	11th A.I.De.
do.	2.	Stables.	do.	Unoccupied.
I.36.b.5.5.	25.	Nissen bow.	do.	11th A.I.Bde. Transport.
do.	2.	Sq.huts 120 men.	do.	3rd Aust.D.A.C.
do.	4.	Stables 200 horses.	do.	do. & 11th A.I.B. Tnsprt.
do.	8.	Nissen huts.	do.	11th A.I.Bde.

Water Supply.

O.3.b.8.1.	Ample for horses in SOMME RIVER - approach good but trough and pump required.
I.24.c.4.3.	Well about 40' water - 10' of water - 5' diameter - partly bricked - suitable for horses, and for men after treatment - would supply 100 men.
I.23.c.0.0.	Ample for horses in COLOGNE RIVER - good approach but trough and pump required.
I.36.a.5.5.	Stand-pipe in course of repair on main road - water point COLOGNE RIVER. Trough and pump required. Sterilising plant <del>required</del> on site.
I.36.d.5.5.	Horse trough - pump required.



## SUMMARY OF BRIDGING OPERATIONS 25/8/18 to 17/9/18.

Refce. No. Map Refce.	Length. f.r.	Nature (Pontoon, Trestle &c.)	Load.	Date of comple- tion.	Unit. Responsible.	REMARKS shewing whether in replacement of demolition, improvement of existing etc.
<u>SHEET 62 D.</u> L.33.c.1.9.	96'	Pontoon.	F.A.	25/8/18.	9th. Field Coy. A. E.	Emergency route for artillery and Ambulances.
L.33.a.85.30.	75½'	Pontoon.	Foot traffic.	do.	do.	For walking wounded.
L.28.c.35.05.	21'	80-lb. rails across lock. Sgle span.	3-ton lorries.	do.	do.	Replacing demolition.
L.22.a.50.40.	25'	Timber trestle, two spans, RSJ roadbearers.	3-ton lorries.	26/8/18.	do.	do. do.
L.22.a.55.60.	36'	do.	do.	do.	do.	do. do.
L.22.a.55.65.	28'	do.	do.	do.	do.	do. do.
<u>SHEET 62 C.</u> G.25.b.38.42.	44½'	Double Pontoon with crib pier.	F.A.	28/8/18.	do.	do. do.
G.25.b.0.6.	20'	Timber Trestle, RSJ roadbearers.	3-ton lorries.	do.	do.	do. do.
do.	26'	do.	do.	do.	do.	do. do.
<u>SHEET 62 D.</u> L.30.a.55.75.	34'	do.	do.	do.	do.	do. do.
L.30.a.45.85.	37'	do.	do.	do.	do.	do. do.
<u>SHEET 62 C.</u> G.14.b.30.95.	39'	Timber trestle.	Foot traffic.	do.	do.	do. do.



## SHEET 62 C.

G.14.b.20.75.	80'	Timber trestle.	Foot traffic.	28/8/18.	9th. Field Company A. E.	Replacing demolition.
G.14.c.95.78.	82'	do.	do.	do.	do.	do. do.
G.16.c.70.40.	45'	do.	do.	do.	do.	do. do.
do.	45'	Timber trestle, RSJ and timber roadbearers.	3-ton lorries.	29/8/18.	do.	do. footbridge.
G.16.c.60.25.	32'	Timber trestle.	Foot traffic.	28/8/18.	do.	do. demolition.
do.	32'	Wooden beam roadbearers, single span.	3-ton lorries.	30/8/18.	do.	do. footbridge.
G.16.c.55.20.	29'	Timber trestle.	Foot traffic.	28/8/18.	do.	do. demolition.
do.	29'	RSJ roadbearers using old abutments.	3-ton lorries.	30/8/18.	do.	do. footbridge.
G.22.a.40.70.	43'	Timber trestle.	Foot traffic.	28/8/18.	do.	do. demolition.
do.	43'	RSJs., timber, 2 bays with crib pier.	3-ton lorries.	31/8/18.	do.	do. footbridge.
G.23.b.9.3.	30'	Timber trestle.	Foot traffic.	29/8/18.	do.	do. demolition.
G.24.c.2.9.	87'	do.	do.	do.	do.	do. do.
G.18.b.3.1.	26½'	do.	do.	do.	do.	do. do.
do.	26½'	Timber trestle & RSJs.	3-ton lorries.	1/9/18.	do.	do. footbridge.
G.12.d.7.5.	48'	Timber trestle.	Foot traffic.	29/8/18.	do.	do. demolition.
do.	48'	Timber trestle & RSJs.	3-ton lorries.	3/9/18.	do.	do. footbridge.
G.12.d.85.65.	28'	Timber trestle.	Foot traffic.	29/8/18.	do.	do. demolition.
do.	28'	Timber trestle & RSJs.	3-ton lorries.	4/9/18.	do.	do. footbridge.



SHEET 62 C.

G.12.d.95.95.	64'	Timber trestle.	Foot traffic.	29/8/18.	9th. Field Company A. E.	Replacing demolition.
do.	64'	Timber trestle & RSJs.	3-ton lorries.	5/9/18.	do.	do. footbridge.
H.8.d.95.50.	25'	Sgle. span, timber structure.	do.	3/9/18.	do.	To make two-way route.
H.8.d.85.60.	60'	2 span timber structure with crib pier.	do.	do.	do.	do. do.

19th. September 1918.  
RVD.

*L. MacLachlan*  
MAJOR,  
O.C. 9th FIELD COY.  
AUST. ENGRS., A.I.F.

APPENDIX.

18



140

SECRET

Headquarters

33-34-35th Battalions.

9th A.L.F.M. Battery.

Composite Tank Coy. (Capt. Hall thro' 16th Tank Bn)

9th Fld Coy

HEADQUARTERS  
NINTH INFANTRY BRIGADE

27 SEP. 1918

B.M. NO. 33/35.  
A.I.F.

1. Great importance is attached to the protection of Tanks against Anti-Tank defence guns and land mines. Special details of Scouts and Lewis Gunners must be told off to precede Tanks crossing a sky-line or "topping a rise" in the vicinity of suspected Anti-Tank guns. This will be under arrangements to be made by Battalion Commanders with Tank Commanders.

2. Similarly, a detail of Engineers is required to ensure that the Tank lines of advance are cleared of land mines. This will be arranged also by O.C. "composite" Tank Company direct with 9th Field Coy.

Brigade H.Q.  
27.9.1918.

*J. A. Green*  
Major  
Brigade Major  
9th Australian Infantry Brigade.





SECRET.

THIRD AUSTRALIAN DIVISIONAL  
ENGINEERS.

COPY NO. 5

27th. September 1918.

ENGINEER INSTRUCTION No. 29.

Map Ref: Sheet WIANCOURT 1:20,000.

1. On a day to be notified, the 3rd. Australian Division, with the 5th. Australian Division on its right, will advance to the RED Line, consequent on the II American Corps capturing the Green Line.

2. The 11th. Infantry Brigade Group will attack on the right, the 10th. Infantry Brigade Group on the left, the 9th. Infantry Brigade Group being in reserve.

3. Red. Green and Brown Lines, and Divisional and Brigade Boundaries, are shown on attached tracing, - also Blue and Yellow Roads.

4. Field Companies will be with their Brigade Groups, and will move under their orders, 9th. Field Coy. with 9th. Brigade Group, 10th. Field Coy. with 10th. Brigade Group, and 11th. Field Coy. with 11th. Brigade Group.

5. WORK.10th. and 11th. Field Coys.

One Section each assisting Group Artillery across trenches and wire.

One Section each - accommodation for Brigade and Battalion H.Q., including searching for mines, and booby traps.

One Section each on urgent repairs to Roads, Signboarding and reconnaissances for water supply in each Brigade area.

One Section Coy. reserve.

9th. Field Coy.

2 Sections in Reserve for Group requirements.

A strong officers' party to make early examination and report on possibility of installing pumping plant for horse watering in ST. QUENTIN Canal Tunnel about A.16.c. or 22.a. - and afterwards to establish C.R.E. Report Centre. This party to report at C.R.E. H.Q. F.26.c.8.8. at Zero 1 hour, with 2 bicycles.

Remainder of Coy. C.R.E.'s Reserve.

6. ROADS.

The Blue and the Yellow Roads will be developed by Corps to Green Line, but wheeled traffic, on these roads on and after Z day, except for Artillery, Signals and Road Material, will be prohibited until further notice.

The 11th. Field Coy. will be responsible for the continuation of the Yellow Road through A.24.b.3.8. LORMISSET to B.9.d.8.2. In reports this road will be called "Yellow Extension".

The 10th. Field Coy. will be responsible for the continuation of the Blue Road through B.1.c.0.2., B.8.a.0.5., B.9.b.2.2. - called "Blue Extension".

In both cases the aim should be to make the roads passable for single motor lorries, as far forward as possible, as early as possible. Extensive repairs necessary to be reported.

7. REPORT CENTRE will be established for C.R.E. at 11 a.m. at A.16.c.0.6., by the 9th. Field Coy. party detailed for tunnel reconnaissance. Motor cyclist will report to party at A.16.c.0.6. at 11 a.m. and will take back party's report, party remaining until relieved in charge of report centre. Bicycles to be used to supplement motor cyclist. Reports on state of roads and on water supply urgently required.

P.T.O.



140 140

2.

8. WATER SUPPLY.

show -

Samples for testing to report centre. Reports to

- (a) Supplies immediately available.
- (b) Supplies developable, with time and material required.

An effort must be made to have all water points discovered or put in order guarded by sappers until relieved.

9. SUPPLIES OF STORES.

2 Pontoon Wagons per Coy. will come under Capt. PAYNE, 10th. Field Coy. on 28.9.18, and will be loaded with various stores and parked on that day at a point as far forward as convenient. On Z day teams will be sent to wagons at 10 a.m. and two mounted N.C.Os. report to C.R.E. H.Q. for instructions, ready to take advantage of overland tracks. Wagon loading will include a small number of pumps, tanks and windlasses.

10. TRANSPORT AREA.

An area has been allotted for Divisional Engineer transport in E.19, and as much Company transport as possible should be concentrated here to relieve brigade group areas.

Drinking Water - E.13.b.4.9. chlorinated at supply.  
Horse troughs - E.13.a.4.3., E.13.b.4.9., E.14.b.5.6.

11. ACKNOWLEDGE (Field Coys. only)

Major.-  
A/C.R.E. Third Australian Division.

DISTRIBUTION.-

- 1. "G". 3rd. Aust. Division.
- 2. "A.Q". "
- 3. C.E. Australian Corps.
- 4. C.E. 27th. American Division.
- 5. 9th. Field Co.
- 6. 10th. do.
- 7. 11th. do.
- 8. 3rd. Pioneer Battalion.
- 9. 9th. Inf. Bde.
- 10. 10th. " "
- 11. 11th. " "
- 12-14. War Diary.
- 15. Spare.



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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.		From	
			To		(Signature of "Franking Officer.")	By	
			By				
TO { 9th F. Coy.							
Sender's Number.		Day of Month.		In reply to Number.		A A A	
* RD2		28					
1. Ref. Engineer Instruction No 29, the C.R.E. report centre will be established not necessarily exactly at A16C06, but a dugout or sheltered position in the vicinity should be chosen and a blue water supply flag erected - say within 500x. At A16C06 place large notice, which has been prepared and will be handed to party tomorrow morning.							
If circumstances prevent the Tunnel Reconnaissance being carried out before 11am, then it will follow that the Field Coy of the 3rd Aus Div will be correspondingly delayed starting their tasks, and there will be no need of a report centre. During such delay the party should establish itself in some suitable place and report whereabouts to C.R.E. at F26C86.							
After allowing for 2 sections for 9th Brigade group, and for the work detailed for 9th F. Coy in my Engineer Instruction 29 + 30, it would appear that approximately one section will remain							
From				The above may be forwarded as now corrected.			
Place				(Z)			
Time				Censor.			
				Signature of Addressor or person authorised to telegraph in his name.			

\* This line should be erased if not required.



753,000. W 2183 - M539. H. W & V., Ltd. 6/16.



## NINTH AUSTRALIAN INFANTRY BRIGADE ORDER No. 54.

Ref: WIANCOURT 1/20,000.  
623. and 620. 1/40,000.

27th September 1918.

1. In conjunction with the action of Corps on our right and left, the HINDENBURG Line between BELLOCOURT and VENDEUILLE will be breached by the II American Corps on a day and at a time to be notified later.
2. Consequent upon the above penetration, the 5th Australian Division on the right and the 3rd Australian Division on the left are to exploit the success Eastwards from the GREEN Line to the RED Line. (Map showing GREEN and RED Lines has been issued to units concerned).
3. Boundaries, routes and bivouac area are as shown on map already issued excepting inter-brigade boundary which is a straight line running from A.15.central to B.4.central.
4. The operation of the 3rd Australian Division will be carried out by the 12th Australian Infantry Brigade Group on the right, 10th Australian Infantry Brigade Group on the left and 9th Australian Infantry Brigade Group in reserve.
5. The 9th Aust. Inf. Bde. Group will be composed as under:
  - 9th Aust. Inf. Bde. Group
  - less Tent Sub-divisions of 9th Aust. Field Ambulance
  - plus 3rd Army Field Artillery Brigade
  - Reserve H.G. Coy. (23rd A.M.G. Coy.)
  - Two Sections 16th Tank Battalion.
  - 11th A.M.G. Coy. is attached to operate with this Group.
6. Units will move from present area in accordance with March Table issued herewith.
7. Method of attack. The preliminary attack on the HINDENBURG Line on the Divisional front is being carried out by the 108th American Regiment on the right, the 107th American Regiment on the left and the 105th American Regiment in reserve, the line being held by the 106th American Regiment.
  - (i) The 10th and 11th Aust. Inf. Bde. Groups will move from their bivouac areas on "Z" day in sufficient time to reach the original jumping-off line, shown in BROWN, by 9.0 a.m.
  - (ii) The 9th Aust. Inf. Bde. Group will follow the 10th Aust. Inf. Bde. Group. Details concerning distances and formations will be notified later.
  - (iii) The attacking Brigades will advance from the BROWN Line at 9.0 a.m., passing through the 106th American Regiment and will cross the Canal tunnel in open warfare formations and so advance to the GREEN Line.
  - (iv) The 105th American Regiment will follow in rear of the 9th Aust. Inf. Bde. Group for the purpose of exploiting to the RED Line North of LE CATELET.
  - (v) The advance from the GREEN Line will be preceded by Whippet Tanks and will commence at 11 a.m., being pushed forward to the RED Line which will be organized as a line of defence with outposts beyond.
  - (vi) Movement of troops and pack animals throughout the whole of the forward march will be off the roads unless absolutely unavoidable.
8. (i) Artillery. The protective barrage on the GREEN Line will cease at about 9.20 a.m. After completion of the protective barrage on the GREEN Line the 3rd Army Field Artillery Brigade will move to join the 9th Aust. Inf. Bde. Group at a time and place to be notified later.



# 24 APPENDIX

(ii) Heavy Artillery, under Corps arrangements, will continue the bombardment of forward selected areas and strong points (which will be shown on maps to be issued), and will be employed as under:

- (a). From 11.0 a.m. all fire will be East of grid line between B.19. and 20.
- (b). From 12 noon East of grid line between B.20. and 21.
- (c). From 1.0 p.m. East of grid line between B.21. and 22.
- (d). From 2.0 p.m. East of RED Line.

(iii) 3rd Army Field Artillery Brigade will notify this Headquarters of requirements in personnel for making tracks through wire and constructing crossings over trenches.

(iv) The Reserve Company of the Machine Gun Battalion will move with this Brigade Group but will maintain close liaison with the 10th Aust. Inf. Bde. Group for the purpose of strengthening the left flank if necessary.

9. Engineers. 9th Field Coy. A.E. will move with this Brigade Group and will be available for such special duties in the forward area as the C.R.E. may allot.

10. Aircraft. Contact aeroplanes will fly over the forward area at times to be notified later. Positions of advanced troops will be indicated by flares, discs and groups of rifles. A Popham Panel will be displayed at this Headquarters. Arrangements for ammunition dropping by aeroplanes will be arranged by Divisional Headquarters if possible.

11. Communications. One main signal route will be erected and maintained by Divisional Signal Company, viz, RONSSOY - BLUE ROAD - BONY - YELLOW ROAD - MT ST MARTIN - RUE NEUVE - BELLEVUE - VALLEY - B.O.c. central. Communications within the Brigade will be in accordance with the schemes already outlined to Battalion Signal Officers.

12. Prisoners. Prisoners when captured will not be despatched to rear by independent units but will be retained under guard at places selected by Battalions until orders as to their disposal are received from Brigade H.Q.

13. Synchronization. Synchronization of watches will be carried out on the afternoon and evening of "Y" day.

14. Administrative Instructions will be issued separately.

ACKNOWLEDGE.

*J. J. A. M.*

27th September 1918.

Major  
Brigade Major.

## DISTRIBUTION

Copy No. 1-2 Brigade H.Q.	Copy No. 12 24th Coy. A.A.S.C.
3 33rd Battalion.	13 11th A.M.G. Coy.
4 34th Battalion.	14 23rd A.M.G. Coy.
5 35th Battalion.	15 9th Field Coy. A.E.
6 9th A.L.T.M. Bty.	16 9th Aust. Field Amb.
7 10th Aust. Inf. Bde.	17 Bearer Division.
8 11th Aust. Inf. Bde.	18 3rd Aust. Division.
9 3rd Aust. M.G. Bn.	19 14th Aust. Inf. Bde.
10 D.A.P.M.	20 105th American Inf. Regt.
11 16th Tank Bn.	21-23 War Diary.
	24 File.



SECRET.

## OPERATION INSTRUCTION, SERIES "E", No. 1.

(in continuation of 9th Aust. Inf. Bde. Order No. 54 of 27.9.18).  
28th September 1918.

1. HEAVY ARTILLERY.

- (i) Corps Heavy Artillery are carrying out the following Programme on 27th instant and succeeding days:-
- (a) Counter-battery work.
  - (b) A rolling barrage in depth along the whole Corps front.
  - (c) Concentrations on the HINDENBURG trench systems along the whole Corps front.
  - (d) Brigade concentrations on specially selected targets.
  - (e) Bombardment of selected positions and strong points.
  - (f) Heavy harassing fire on communications, roads and trench systems generally.
  - (g) Wire cutting.

(ii) The object of this preparation is chiefly to complete the demoralisation of the enemy and secondly to destroy his defences to the utmost extent possible.

(iii) From the cessation of the protective barrage on the GREEN Line on Z day, Heavy Artillery will engage selected targets to the East of that line.

(iv) From 11.0 a.m. no Heavy Artillery will fire West of the grid line between B.1. and B.2. except on the enemy strong point at LORMISSET Farm in B.13.b. where fire will be maintained until 11.15 a.m.

(v) From 11.15 a.m. no targets will be engaged West of the grid line through B.2.central.

(vi) From 11.45 a.m. no fire will be delivered West of grid line through B.2. and B.3.

(vii) From 12 noon no fire West of grid line through B.3.central.

(viii) From 12.30 p.m. no fire West of grid line between B.3. and B.4.

(ix) From 1.0 p.m. no fire West of grid line through B.4.central.

(x) From 1.30 p.m. no fire West of grid line between B.4. and B.5.

(xi) From 2.0 p.m. fire will be East of grid line B.5.cent.

(xii) In the foregoing areas, bombardment will take place on targets which have been selected including BEAUREVOIR Line and village.

(xiii) Notwithstanding (vi), fire will be maintained on the ridge in T.20.a. & b. throughout the operation.

2. CAVALRY.

(a) If the tactical situation permits, the 5th Cavalry Bde. will move out through the Right Division and operate in an Easterly and North-Easterly direction. No cavalry will move through the RED Line prior to 2.0 p.m.

(b) The following signals will be employed by the cavalry-  
A WHITE star bursting into RED on a parachute, fired from 1½" Very pistol, meaning - "Advanced troops of cavalry are here".

3. ARMoured CARS.

(a) Armoured cars will move by the YELLOW Road as far as the GREEN Line, and thence by the most suitable routes, and will operate East and North-East against the main ROHAIN-ST.QUENTIN railway systems.

(b) These armoured cars will be marked WHITE RED & WHITE, similar to the Tanks to be employed, and will be accompanied by Whippet Tanks.

4. WHIPPET TANKS.

(a) The action of "A" Coy. (8) Whippet Tanks, attached to Division, will be to operate against BEAUREVOIR Village and ridge



from the South-East.

(b) Instructions should be issued to ensure that all troops are made aware of this operation in order that our Tanks may not be mistaken for enemy Tanks.

(c) The Tank of the Section Leader flies a GREEN flag, with the number of the Section thereon. The following signals will be employed by all types of Tanks -

Tricolour flag - "Tank returning to refill".

(RED WHITE & BLUE)

Diagonal flag (YELLOW & RED) "Broken Down".

#### 5. ROADS.

(a) The BLUE Road is allotted to the 9th Australian Infantry Brigade Group.

(b) This road will be marked by BLUE notice-boards.

(c) East of the BROWN Line from Zero to 9.0 a.m. no traffic, except urgent signal traffic and Engineers and Pioneers repairing roads, will be permitted.

(d) Preference will be given to American troops on all roads up to Zero hour as far as the BROWN Line.

6. HEADQUARTERS. During the advance Brigade Headquarters will move along the line E.12.c.9.5.- F.17.a.3.1.- A.15.c.5.9. and A.12.b.3.0. and at each of these points Report Centres will be established.

7. AIRCRAFT. Aircraft units will be working on the Corps front on "Z" day as under -

(a) 3rd Squadron A.F.C.

(i) Markings. Rectangular black panels 1 foot by 1 foot on both lower planes about 3 feet from fuselage.

(ii) Roles. Contact Patrols.

Counter-attack patrols.

Dropping smoke bombs.

(b) 8th Squadron R.A.F.

(i) Markings. Black bands on under side of tail.

Roles. Co-operation with Tanks.

Reporting of location and progress of Tanks.

Engaging of anti-tank guns with H.G. fire and bombs.

(c) Eight single-seater Army Squadrons. will be employed on low altitude attacks on enemy organizations and troops. These machines will not carry any distinctive markings.

#### Contact Patrols in Second Phase.

The 3rd Squadron A.F.C. will watch and report on progress of troops of the 3rd and 5th Aust. Divisions during our advance from the GREEN Line to the RED Line.

All the normal means of indicating the positions of our troops will be used by both the 3rd and 5th Aust. Divisions during the advance when our contact machines sound the call on the Klaxon or fire a white Very light.

Contact patrol machines will fly over the RED Line along the whole Corps front at Zero plus 10 hours.

#### Counter-attack Patrols.

(i) From Zero onwards counter-attack machines will be constantly in the air with the object of observing hostile concentrations or abnormal movement.

(ii) In the event of an enemy concentration indicating a counter-attack, the counter-attack aeroplane will signal this information to the artillery by wireless. In the case of a counter-attack actually developing a WHITE parachute flare will be fired by the aeroplane in the direction of the troops moving for the impending counter-attack, for the information of the infantry.



3.

Smoke Bombing.

In order to cover the advance of the 3rd and 5th Aust. Divisions up to the GREEN and from the GREEN Line towards the RED Line, arrangements have been made with 15th Wing R.A.F. for smoke bombs to be dropped to deny the enemy observation from the high ground still in his possession at various stages of the battle.



Major  
Brigade Major.

DISTRIBUTION.

Copy No. 1-2	Brigade H.Q.	Copy No. 9	23rd A.M.G. Coy.
3	33rd Battalion.	10	9th Field Coy. A.E.
4	34th Battalion.	11	Bearer Division.
5	35th Battalion.	12	File.
6	9th A.L.T.H. Bty.	13-15	War Diary.
7	11th A.M.G. Coy.		



BATTLE INSTRUCTION, SERIES "E", No.2,

(in continuation of 9th Aust. Inf. Bde. Order No.54 dated 27.9.1918).

28th September 1918.

1. MOVE TO BROWN LINE

(a) The Brigade will move forward from the bivouac area to the BROWN Line, heads of columns crossing the LEMPIRE Road in F.10.a. & c as follows:

35th Battalion (right) and 34th Battalion (left) at 9 a.m.  
33rd Battalion 500 yards in rear of 35th and 34th Bns.  
9th A.L.T.M. Battery will move with 33rd Battalion.  
11th and 23rd A.M.G. Coys. and 9th Field Coy. A.E. will move 500 yards in rear of 33rd Battalion.

(b) Frontages whilst crossing the BROWN Line are allotted as follows:

35th Battalion A.13.a.  
34th Battalion A.7.c.

2. MOVE FORWARD FROM BROWN LINE.

(a) 35th and 34th Bns. will move forward from the BROWN Line at 10.0 a.m. keeping in close touch with the rear of the 10th A.I. Bde. which will be in front. Other units of the Brigade Group will follow in rear at a distance of 1,000 yards from 35th and 34th Bns.

(b) Frontages in the HINDENBURG Line are allotted as follows:

35th Bn. A.15.a.  
34th Bn. A.9.c.

3. MOVE FORWARD FROM HINDENBURG LINE

(a) 35th and 34th Bns. will move forward from the HINDENBURG Line to LE CATELET Line starting at 11.0 a.m.

(b) Frontages in LE CATELET Line are allotted as follows:

35th Bn. A.17.a.  
34th Bn. A.11.c.

(c) On reaching this line the Brigade will be disposed as follows:

35th and 34th Bns. LE CATELET Line.  
33rd Battalion HINDENBURG Line, A.9.d.  
11th & 23rd A.M.G. Coys. & 9th ALTMBty. A.8.d.

4. SUBSEQUENT MOVEMENT.

The subsequent movement and employment of the Brigade depend upon the situation and will be carried out under orders which will be issued as the situation develops. Later in the day, however, it is intended to occupy the BEAUREVOIR Line with 35th Bn. in B.7.d. and 34th Bn. in B.8.a., whilst 33rd Bn. will remain in reserve in A.12.c. & d.

11th and 23rd A.M.G. Coys. will be prepared to move forward to the vicinity of A.12.a. & b. and A.6.d.

Information concerning the movement of 10th A.I. Bde. will be forwarded to Brigade H.Q. by 35th and 34th Bns.

5. TANKS.

(a) A "composite" Company of Tanks will assemble in "Z" COPSE, F.17.c., and will be prepared to move forward with the Brigade.

(b) Tanks are allotted to units as follows:

35th Battalion 2.  
34th Battalion 2.

Two Tanks will be in support and two in reserve.



# APPENDIX.

(c) Tanks will not come under the orders of Battalion Commanders until ordered to do so by Brigade H.Q.

## 6. ARTILLERY.

3rd Army Brigade A.F.A. will assemble in an area selected in rear of the BROWN Line immediately after the first phase. 3rd Army Bde. A.F.A. will then prepare to advance with the Brigade to assist in any operation which may be ordered.

Major  
Brigade Major

## DISTRIBUTION

Copy No. 1-2	Brigade H.Q.	Copy No. 12	11th A.M.G. Coy.
3	33rd Battalion.	13	23rd A.M.G. Coy.
4	34th Battalion	14	9th Field Coy. A.E.
5	35th Battalion	15	9th Aust. Field. Amb.
6	9th A.L.T.M. Bty.	16	Bearer Division.
7	10th A.I. Bde.	17	3rd Aust. Division.
8	11th A.I. Bde.	18	14th Aust. Inf. Bde.
9	3rd Aust. M.G. Bn.	19	105th American Inf. Reg.
10	16th Tank Bn.	20-22	War Diary.
11	3rd Army Bde. A.F.A.	23	File.



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MARCH TABLE to accompany 9th Aust. Inf. Bde. Order No. 54.

Serial No.	Date	Unit.	From	To	Route	Starting pt.	Time.	Remarks.
1918.								
1.	Sept. 26	H.Q. 9th A.I. Bde.	MONT ST. QUENTIN.	No. 9 Area.	BUSSU - TEMPLEUX la FOSSE - VILLERS-FAUCON - ST. EMILIE (B. 24. central).	I. 22. d. 7. 7.	-	H.Q. opens No. 9 Area at 11.0 a.m.
2.	Sept. 27.	33rd Bn.	ST. RADEGONDE	"	-do-	do.	8.15 p.m.	
3.	"	34th Bn.	MONT ST. QUENTIN.	"	-do-	do.	8.30 p.m.	100 yards between unit and its transport.
4.	"	35th Bn.	CLERY.	"	-do-	do.	8.45 p.m.	
5.	"	9th A.L. T.M. Bty.	MONT ST. QUENTIN.	"	-do-	do.	9.5 p.m.	
6.	"	9th Fld. Coy. A.E.	QUINCENCE.	"	-do-	do.	9.15 p.m.	150 yards between Sections
7.	"	Bearer Division.	HALLE.	"	-do-	do.	9.30 p.m.	
8.	"	23rd Aust M.G. Coy.	BUIRE.	"	LONGAVESNES - VILLERS-FAUCON.	J. 10. c. 6. 1.	10 p.m.	100 yards between Sections
9.	"	11th Aust M.G. Coy.	"	"	-do-	do.	10.20 p.m.	do.

APPENDIX



8. AREA STONES: A very small number of trench shelters for fighting troops will be available after midday to-day at S.A.A. A.R.P. E.22.b.O.7. Their allotment to units is being arranged by Staff Captain who is reconnoitring new area to-day. Shelters will not be erected till after dark.

9. AMMUNITION:

A. R. P. - Artillery	Sh. 62C - E.28.a.O.O.
A. R. P. - S. A. A. & Grenades	Sh. 62C - E.22.b.O.7.
S. A. A. Section	Sh. 62C - E.21.Central.

10. SUPPLIES: RAILHEAD - TINCOURT.

Div. Train Headquarters - Sh. 62C - K.10.d.2.9.

24th Coy. A.A.S.C. - " - TINCOURT. with

supply re-filling points at Train Coy. lines.

Further particulars as to supply arrangements will be notified. Units must ensure that Brigade Headquarters and Train Headquarters are advised immediately of changes in location of C.M. Stores and transport lines.

11. WATER: Water carts will be taken forward full. Units will draw water for drinking and cooking purposes, and water their horses at the following points:-

Drinking Water:

J.5.a.2.2. ) Standpipe - TEMPLEUX-la-FOSSE for

D.28.d.8.6. ) 9th Brigade and M.G. Bn.

All water will be chlorinated at source of supply.

Horse Troughs:

D.28.d.8.6. ) Troughs TEMPLEUX-la-FOSSE for 9th

J.5.a.2.2. ) Brigade and M.G. Bn.

E.24.b.O.5. - Deep well - C.R.E. arranging trough.

Water points are under construction at :-

E.15.v.O.5. - E.21.c.O.3. -

E.27.c.8.6. - E.24.c.O.5.

Horses will not be sent to water in groups of more than 50 at one time. An Officer will superintend all watering.

Units will advise Brigade Headquarters of number of tins in possession on arrival in bivouac on night of 27/28th instant.

12. VETERINARY: Third Australian Mobile Veterinary Section will be located at Sh. 62C - J.27.d.2.4.

13. BILLETING: Arrangements have been made for billeting parties to report to Staff Captain at E.22.b.O.7. at 11 a.m. to-day.

14. BRIGADE DUMP: All spare kits, surplus baggage, packs etc., will be dumped at Brigade Dump, PERONNE, under charge of Lieut. RICHARDSON, 33rd Battalion.

*W. Gale*

Lieut.

Staff Captain.

Ninth Australian Infantry Brigade.

27/9/1918.

DISTRIBUTION:

Copy No. 1-2	Bde. Hqrs.	No. 8	11th A.M.G. Coy.
3	33rd Bn.	9	23rd A.M.G. Coy.
4	34th Bn.	10	9th Field Coy. A.E.
5	35th Bn.	11	9th Field Ambulance
6	9th A.L.T.M. Bty.	12	Bearer Division.
7	24th Coy. A.A.S.C.	13	3rd Aust. Division.
		14-16	War Diary
		17	File.



## ADMINISTRATIVE INSTRUCTIONS

ISSUED WITH 9th AUSTRALIAN INF. BDE. ORDER No. 54.

1. PERSONNEL: A party of one N.C.O. and 10 men will be detailed by 34th Battalion to report at A.R.P. at E.22.b.0.7. at 3.0 p.m. 27-9-18. for detonating work. Party will be detailed from Battalion nucleus, and will carry 24 hours rations.
2. TRAFFIC CONTROL: The D.A.P.M. assumed responsibility for Traffic control in "B" Divisional Area from 10.0 a.m. 25-9-18. Traffic personnel of 27th American Division will work under orders of D.A.P.M., 3rd Australian Division.

Notice boards will be placed on all traffic routes by D.A.P.M. E

H. T. Roads

H.T.

M. T. Roads

M.T.

3. BATTLE STRAGGLERS: Battle Straggler Posts will be located as follows
- (a) Prior to ZERO Hour Battle Straggler Posts will be :-  
E.30.c.1.9. - E.24.a.9.2. - E.18.d.4.5.
- (b) At ZERO Hour First Phase Battle Straggler Posts will be :-  
Sh.62C - F.26.d.4.0 - F.21.c.4.8. - F.15.d.7.7.
- (c) At ZERO Hour Second Phase, Battle Straggler Posts will move  
Sh.62B - A.16.d.9.8. - A.11.a.3.4. - A.5.d.3.9.
- Battle Straggler Collecting Station:
- (a) For First Phase: E.24.a.9.3.
- (b) For second Phase: F.27.c.3.8.

4. PRISONERS OF WAR: Prisoners will be escorted to Brigade Headquarters where they will be taken over by D.A.P.M. and escorted to Divisional P.O.W. Cage - F.27.c.3.8.; thence to Corps P.O.W. Cage - K.10.Central.

5. BRIGADE NUCLEUS: During operations Brigade Nucleus will be accommodated in Divisional Reinforcement Wing. Nucleus will include all personnel who enlisted in 1914, and are desirous of returning to AUSTRALIA on 6 months' furlough. Nucleus will report at 3rd Australian Divisional Wing by 27th instant.

24 hours rations will be carried.

6. TRANSPORT: Advance parties for fixing lines can be sent during daylight. About 30 pack saddles will be available for the Brigade and will be distributed when received.

Baggage wagons from Train are reporting to units at 8 a.m. 27-9-18.

Area for transport lines is being reconnoitred to-day in vicinity of - Sh. 62C - D.24.d. - D.30.b. - E.19.c. - E.25.a.

Each Battalion will detail a mounted man from transport Section to report to Brigade Transport Officer at Brigade Headquarters at 2.0 p.m. to-day to proceed to reconnoitre new transport lines. Man will return, and act as guide during move to-night - 27/28th instant.

7. DISPOSAL OF DEAD: Divisional Burials Officer - C/- Third Australian Pioneer Battalion Headquarters. Burials will, as far as possible, be carried out in the undermentioned Cemeteries, or sites selected by Divisional Burials Officer. Burial Returns will be rendered to Div. Burial Officer daily.

C E M E T E R I E S.

TOR BOIS FARM Cemetery	Sh. 62C	F.11.b.
LEMPIRE British "	"	F.15.a.8.3.
ROSNY Communal "	"	F.21.b.3.7.
ST. EMILIE British "	"	E.24.b.8.9.
SAULCOURT Communal "	"	E.9.b.5.1.

(P. T. O.)



140

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			Service.	Date .....
			At .....	m.		From .....	
			To .....		(Signature of "Franking Officer.")	By .....	
			By .....				

TO

Sender's Number.	Day of Month.	In reply to Number.	
* R.D. 1	27		AAA

- (1) Please arrange to unload water supply stores on long herewith.
- (2) 2 Ponton wagons per Coy, <sup>including 9th</sup> will remain behind tonight and will report at your QUINCONCE camp tomorrow to pick up loading. They will then come under command of Capt Payne with 7th Coy, and will move forward to a point to be notified until required.
- (3) Please have one 400 gall tanks erected at M.D.S. STEMLIE E246 (3 big Messer huts built in ground), Not at American ADS, tomorrow morning, 28<sup>th</sup>.  
2 400 gall tanks and horse troughs (improved) at a convenient position in E 27.

From	CRE		
Place			
Time			

The above may be forwarded as now corrected.

(Z)

Censor.

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



140  
Ninth Field Company, Australian Engineers.

23/9/18:

C.R.E., 3rd Aust. Divn.

The following is copy of Section Officer's report on  
WATER SUPPLY:-

"1/400-gln. tank has been erected on stand at Main Dressing Station at F.19.a.2.6.

A reconnaissance has been made of the area E.27 and no water is available in this square. However, a village well was discovered on main road at E.28.a.7.3: the pump is not in working order, and the wheel requires to be cleaned out.

Tanks and troughing were not dumped in E.27 as no water was available - they are now at 9th F.C.E. Wagon Lines, E.16.a.2.0.

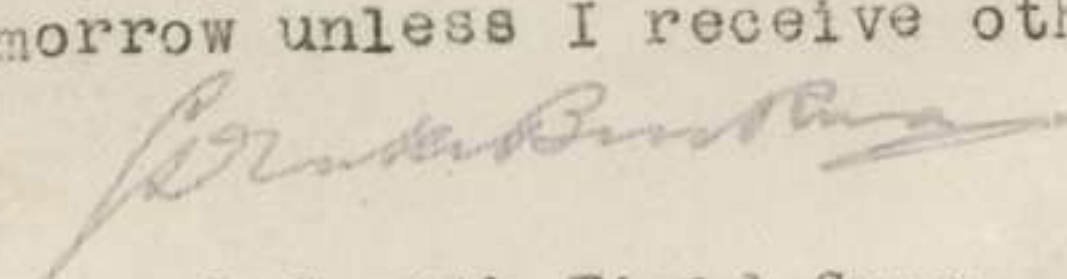
By cleaning out well at E.28.a.7.3, water should be available. Pump may be repaired after reconnaissance has been made of bottom of well.

The water power-plant in VILLERS-Faucon is not sufficient to supply the demand at present as two other plants in the area have broken down. Great congestion exists and a fresh supply is urgent."

sd. J. Harding, Lieut.

I propose carrying on with trying to make a water point at E.28.a.7.3 to-morrow unless I receive other instructions.

McL.

  
O.C. 9th Field Comp.,  
Australian Engineers.

Major,



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(878) Wt. W8811/M2754 (E. 1851) 25,000 Pads. 10/17. M. & B., Ltd.

Army Form C348  
(Pads)

MEMORANDUM.

From <i>C.R.E.</i>	To <i>OC</i>
Date. <i>29/9/18</i> 191	<i>9th Div</i>

*Lt. Culan's party is  
being recalled to H.Q.  
Please arrange to take  
same — one casualty  
Sapper C Treely bullet  
through right shoulder.*

*Gf. Deane H*



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APPENDIX.

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Prefix <i>Sm</i>	Code <i>dep</i>	Words <i>12</i>	Received	Sent, or sent out	Office Stamp
Charges to Collect			From <i>STJ</i>	At <i>2</i> m.	
Service Instructions.			By <i>indones</i>	To	
Handed in at <i>SETI</i>			Office <i>415p</i>	Received <i>5pm</i>	
TO <i>9th 24th Coy this 9th Ade</i>					
*Sender's Number		Day of Month	In reply to Number		
<i>RD730</i>		<i>29</i>			<i>AAA</i>
<i>Reports</i>		<i>to CRE HQ</i>	<i>726C88</i>		
<i>until</i>		<i>further notice</i>			
FROM		<i>CRS</i>			
TIME & PLACE					
*This line should be erased if not required					
G * B. 7800. Wt. W14832/M1523 100.000 9/17 (E330). Forms C/312*					



33<sup>rd</sup> 34<sup>th</sup> 35<sup>th</sup> T.S.M.  
 11<sup>th</sup> + 23<sup>rd</sup> M.G. Coy.  
 9<sup>th</sup> F. Coy. Engs  
 9<sup>th</sup> T. M.B.

Please send two good reliable  
 runners with beavers for  
 Operation Orders which are  
 being prepared. The Brigadier  
 directs that this be done.

A. Hargreaves  
 9<sup>th</sup> Bde. Lg. Off.

24/9/18  
 a. 45



Third Australian Divisional Engineers

30.9.18

9th Field Coy

10th "

11th "

The following is the loading of the 5  
pontoon wagons at present parked at L.L. Coy

E9 2 - 100 gallon tanks not up  
4 - Gun windlasses with frames  
4 - Buckets for windlasses

E55 1 - 50 gallon tank not up  
3000 - Sandbags

2 - Pumps with handles  
2 - lengths Suction hose  
2 - lengths Delivery hose  
20lb - Nails 4"  
20lb - Nails 6"  
10lb - Nails 1 1/2"  
Pick & Shovels

E56 2000 - Matchwood

1 - 400 gallon tank  
3000 - Sandbags

E102 6/12' lengths wooden horse troughs  
9 rolls Matchwood  
3 Sandbags or Dogsbikes  
1 large Pulley block  
1 Coil chain for windlass  
Pick & Shovels

E103

1950 Sandbags

1 - 50 gallon tank not up  
2 - Pumps with handles  
2 - lengths Delivery hose  
1 - length Suction hose  
20 - Shuts Can Iron  
1 - Wooden windlass & 1 Stave  
Pick & Shovels

These are distributed between wagons  
about 150 Shovels (British)  
60 Pick & Shovels (British)

W. Deane River List for CRE  
3rd and Division



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

TO { 9th Field Coy 33 Bn 23 Aug 41  
34 Bn 11 Aug 41  
35 Bn 9 A.L. Turkey

Sender's Number. Day of Month. In reply to Number. AAA  
Bn 28 29 -

9th is intended to withdraw the Brigade for operations elsewhere and 11th Aug 41 is attached to 10th A.S. Bde for these operations and all Bns, 9 A.L. Turkey, 23 Aug 41 and 9th Field Coy A.E. will be prepared to move forthwith.

From	9th A.L. Bde
Place	9.25/p
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.  
Order No. 1625. Wt. W3253/ P 511. 27/2. H. & K., Ltd. (E. 2634).

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

TO { 9th Field Coy

Sender's Number. Day of Month. In reply to Number. AAA  
Bn 35 30 -

9th will not be required to move until further orders.

From	9th A.L. Bde
Place	6 am
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.  
Order No. 1625. Wt. W3253/ P 511. 27/2. H. & K., Ltd. (E. 2634).

APPENDIX.

39  
40



MEMORANDUM.

From

CRE

To

609th Field  
Coy.

Date 31-8-18 191

What is the situation  
with regard to bridges  
at Trize & Denillères  
are either capable of  
taking field arty

G. Deane Adj.:

for C. R. E. 3rd Aust. Div.

Date : 19

APPENDIX.

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31/8/18.

C. R. E.  
3rd Aust. Div.

Bridges at Trize and Denillères

In reply to your memo  
Field Artillery can cross  
at Denillères.

Only foot traffic can  
cross at Trize.

31/8/18.

G. Deane



~~Start Camp at Terie~~  
~~at rise only away from~~  
~~for the conference~~

66 7  
 98 2



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REPORT ON THE ST. QUENTIN CANAL.

1. SOURCES OF SUPPLY.

This canal was built to connect the canalised river ESCAUT with the SOMME Canal, which it joins at ST. SIMON. It then continues south to meet the SAMBRE - OISE Canal at FARGNIER (west of LA FERRE), and the OISE - AISNE Canal south-west of CHAUNY.

In its upper reaches north of ST. QUENTIN the Canal is supplied with water from three sources.

- (a) The ESCAUT river at LE BOSQUET. North of this point the Canal merges into the ESCAUT Canal.

(NOTE ON THE ESCAUT. - This river rises at 62B., A.18.d. and flows past GUY and LE CATELET to near VENDHUILLE and thence north alongside the Canal till it is itself canalised at LE BOSQUET. East of the "Sources de l'ESCAUT" there is the so-called Canal des TORRENS, shown running through an artificial cutting from east of BEAUREVOIR. It is not navigable, and the cutting seems intended to contain one of the "riots" or torrents common in the CAMBRAI area in wet weather. The banks are solid and strengthened by masonry at points. It is reported to be 2 to 3 metres wide and 2 metres deep when full. Soft ground must be looked for along the ESCAUT near LE CATELET.

- (b) The sources du Souterrain or springs issuing from the Canal Bottom in the BELLICOURT- VENDHUILLE Tunnel.

- (c) A Canal feeder which enters the canal at LESDINS and supplies it with water from the OISE River, and from the NOIRIEU stream (above LESQUIELLES). The feeder syphons under the OISE Canal and is regulated by a dam at VADENCOURT. It is also known as the RIGOLE DE L'OISE (or DU NOIRIEU). For 14 kilometres of its course from the OISE to LESDINS it runs underground. At LESDINS it is 10 metres wide and 2.2 metres deep. At other points it is from 6 to 8 metres wide, and from 1.2 to 1.8 metres deep. These measurements do not include the sloping banks.

2. DESCRIPTION OF THE CANAL.

The flow of water is from north to south. The difference in water level, amounting to 9 metres, between BELLICOURT and the ST. QUENTIN bridge is allowed for by five locks (all below LESDINS).

South of BELLICOURT the Canal emerges at RIQUEVAL from the long tunnel into a cutting, which gradually decreases in depth on approaching RIQUEVAL Farm bridge at G.22.d.

(Note. Along both sides of the Canal a bank has been thrown up to a height of about 10 ft. at the tunnel entrance decreasing towards RIQUEVAL Farm bridge).



## APPENDIX.

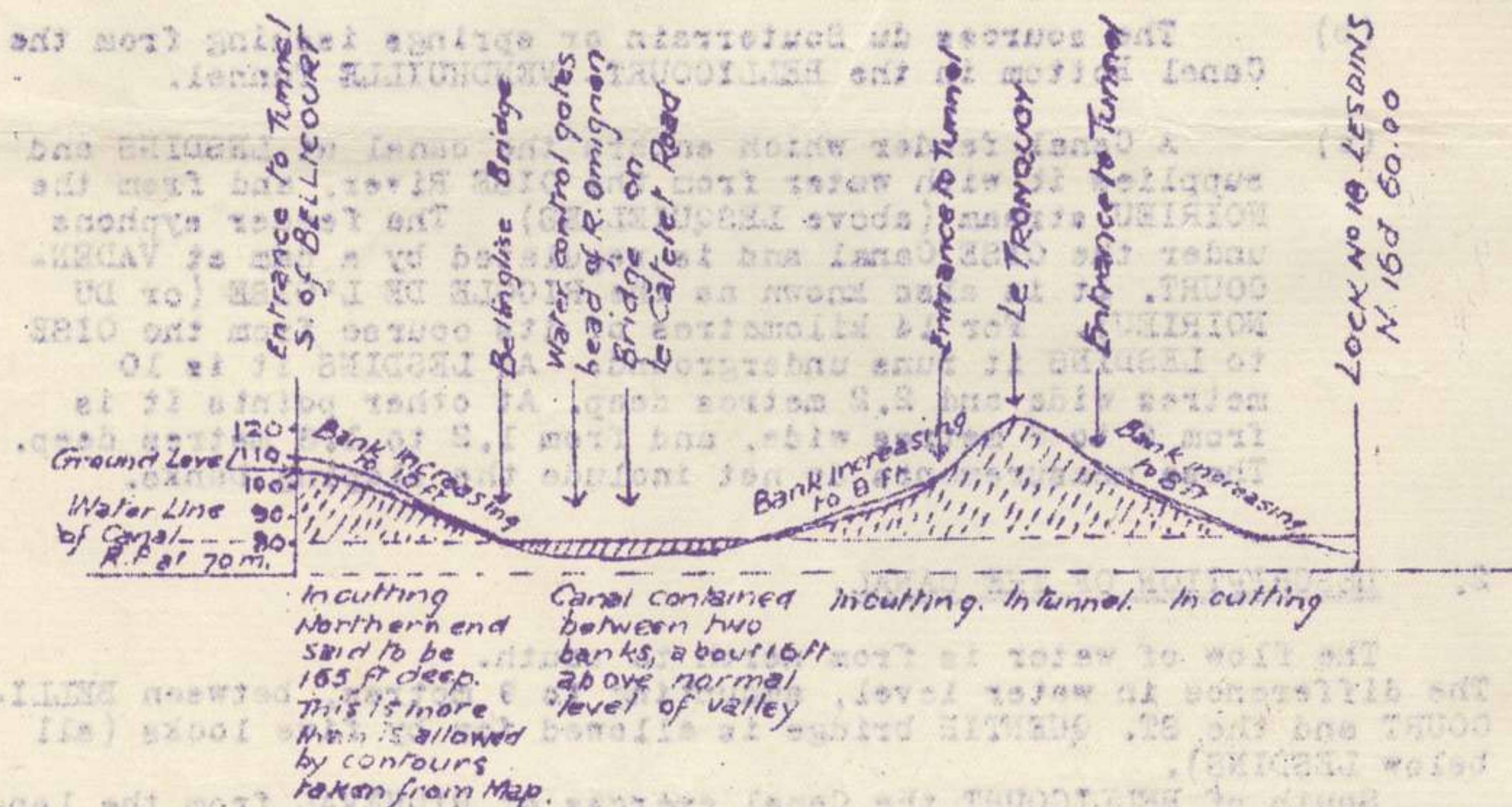
-- 2 --

Thence onwards the Canal is contained between banks as far as the LEHAUCOURT Bridge. At BELLENGLISE these banks are 16-17 feet above the normal water level of the area. The maximum height is at the control gate by which water is let through a sluice into the OMIGNON Valley.

Southwards from the LEHAUCOURT Bridge the Canal enters an ever-deepening cutting till it disappears into a tunnel under the LE TRONQUOY Ridge. The Canal re-emerges in a cutting which gradually decreases in depth till it reaches N.16.a.5.9.6. Thence southwards past the LESDINS Bridge as far as N.22.d. the water is practically flush with the adjacent country. Towards the OMISSY Bridge the Canal is slightly banked up, i.e., it runs between dykes as it approaches each lock. It is above the level especially of the SOMME marshes on its eastern side.

An ideal longitudinal section of the canal is given in Sketch 1.

NOTE. At both ends of the tunnel, banks have been thrown up along the sides of the canal to maximum height of 10 and 6 feet at the northern and southern ends respectively.



### 3. DIMENSIONS OF THE CANAL.

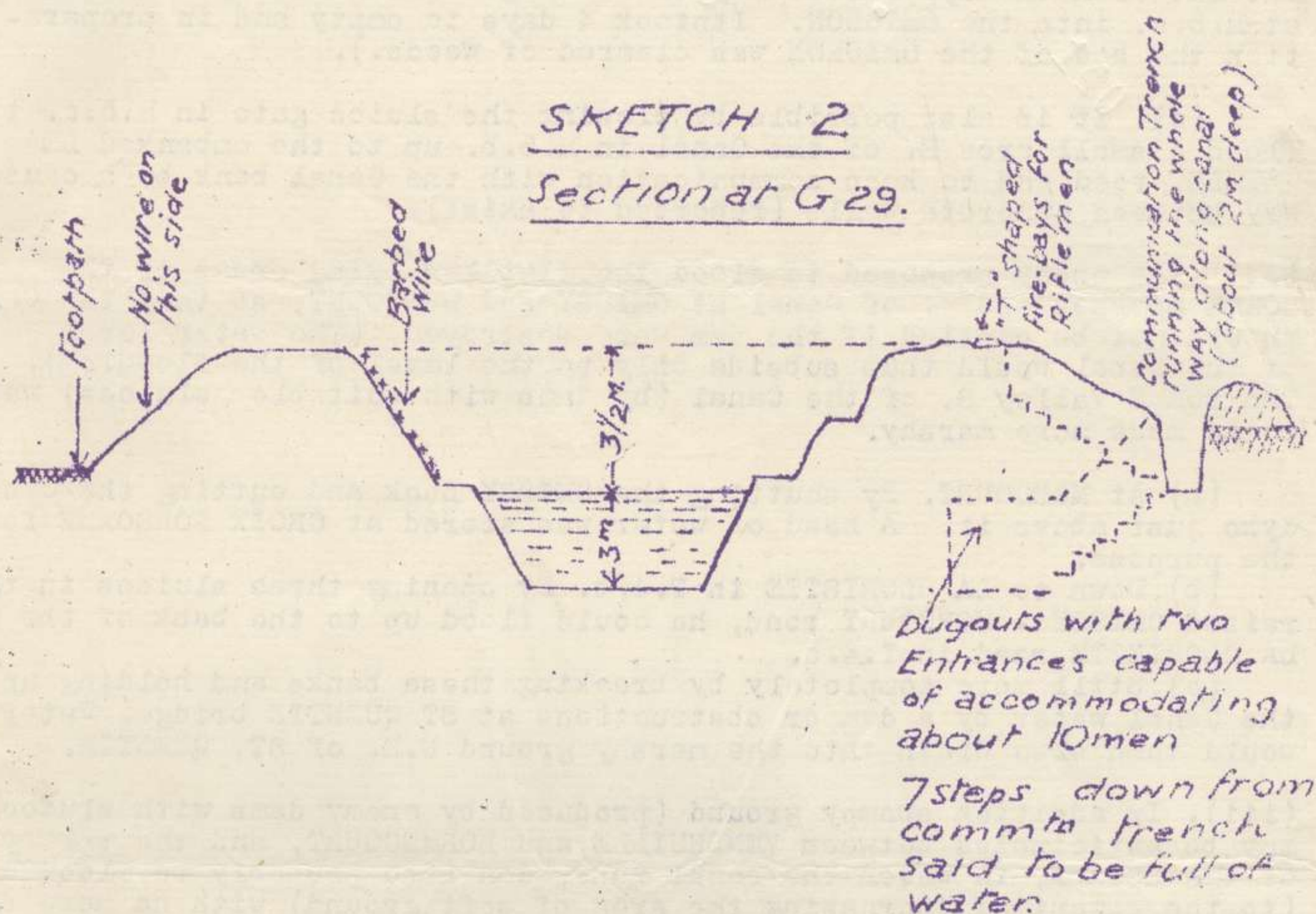
Average width at surface 59 feet.  
 " " at bottom 32 feet.10"  
 Depth 6½ feet.

There is a towpath on both banks in the cuttings and on one side at least in the tunnels. The locks can hold barges 35 m. long by 5 m. wide. A latitudinal section of the Canal cutting at G.29, north of BELLENGLISE seems to be as given in Sketch 2.



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#### 4. PO SSIBILITIES OF FLOODING.

To preserve the Canal as a front line obstacle, the enemy proposed according to a captured scheme of defence, to carry out the following work (since executed).

(i) The locks at MORCOURT and LESDINS were blocked up with cement and sacks full of sand. Further obstructions were provided for by sinking barges loaded with sand and cement, e.g. at the entrances of the tunnel. In each tunnel two dams were to be built and others on each side of BELLENGLISE to prevent the whole Canal being emptied, should the banks be destroyed at BELLENGLISE.

(a) Note.— The enemy made three cuts closed by coffer dams in the W. bank near BELLENGLISE (according to a captured map at M.5.a. 1.7, M.5.a.3.5. and G.34.d.5.7.). At M.5.a. the 80 metre contour touches the Canal, the normal water level of which is 83.72 metres. But by these cuts only a local flooding in G.34.d., M.4.b.5.a. is possible, as the 85 metre contour closely approaches the Canal. The enemy recognises that this local flooding on W. side of the Canal soon drains away and cannot be regarded as a permanent obstacle. (Note.— The area so flooded nearly coincides with the thin belt of W. of the Canal.).

(b) The enemy built a dam across the OMIGNON at M.4.b. If this dam and the coffer dams at BELLENGLISE were destroyed the upper reach of the Canal would drain into the already marshy OMIGNON Valley. As the breach would be large it would take only half a day to empty and the OMIGNON would be sufficiently swollen to obstruct our lateral /



## APPENDIX.

- 4 -

communications. (Before the war to drain the Canal for repairs water was let out from the upper reach by the lock gates and through the sluice at M.5.a. into the OMIGNON. It took 4 days to empty and in preparation the bed of the OMIGNON was cleared of weeds.).

(c) It is also possible by closing the sluice gate in M.5.a. to flood a small area E. of the Canal in M.5.b. up to the embanked LE CATELET road and to keep communication with the Canal bank by a causeway between concrete walls (reported to exist).

(ii) The enemy proposed to flood the flat low-lying areas of the SOMME marshes and W. of Canal at OMISSY and BROCCOURT, so that the Canal should not be emptied if the dam were destroyed. (The water level of the Canal would thus subside only to the level of the flooding). The SOMME Valley S. of the Canal (by dams with suitable sluices) was to be made more marshy.

(a) At MORCOURT. By shutting the OMISSY Lock and cutting the Canal dyke just above it. A head of water was stored at CROIX FONSOMME for the purpose.

(b). Down to LA GLORISTIE in T.4.b. By opening three sluices in the raised OMISSY - MORCOURT road, he could flood up to the bank of the LA GLORISTIE road in T.4.c.

(c). Still more completely by breaking these banks and holding up the Canal water by a dam or obstructions at ST QUENTIN bridge. Water would then also drain into the marshy ground N.E. of ST. QUENTIN.

(iii). In addition swampy ground (produced by enemy dams with sluices) may be anticipated between VENDHUILLE and HORMECOURT, and the valley of the ESCAUE, in which the canal runs, can also probably be flooded (to the extent of increasing the area of soft ground) with no more difficulty than further South. The soft ground west of the Canal between OSMUS Wood and Canal Wood is also defended by thin belts of wire. There are 5 or 6 sluices at VENDHUILLE filled up with concrete.

## 5. THE TUNNELS.

As originally designed in 1769 the Canal was to run by a direct underground tunnel over 13 kilometres long from LE TRONQUOY to VENDHUILLE. A million francs were spent on making a gallery from LE TRONQUOY to NAUROY, but this scheme was abandoned in 1802 and work was carried on as now with only two isolated tunnels at LE TRONQUOY and BELLICOURT. Napoleon visited the RIQUEVAL Section in 1810.

NOTE. - When abandoned this original tunnel was 4 metres broad by 12 metres high. Signs of a few ventilating shafts are reported to remain about MAGNY and ETRICOURT, and a staircase down to water-level near NAUROY in G.12.c; the enemy made efforts to find it but failed. A recent report however, by the deputy of ST. QUENTIN gives the line of an old souterrain BELLICOURT - NAUROY - ETRICOURT - LEHAUCOURT - LE TRONQUOY, with an entrance near BELLICOURT square. This souterrain 40 m. deep, was discovered in 1880, when the wells of NAUROY Sucrerie were being dug. From these wells the BELLICOURT exit and the vicinity of LESDINS Sucrerie can be reached. The Deputy thinks it is likely the enemy found it and cleared it for use, as it forms a shelter 7 kilometres long, and 3 metres high and broad. He says the LE TRONQUOY part was much worked on by thousands of Russian and Rumanian prisoners. (This last probably refers to the known southern tunnel at LE TRONQUOY).

The BELLICOURT Tunnel runs for 5.7 kilometres at a depth underground varying from 15 to 20 metres. It is 10 m. wide at the top by 20 metres at water level, and strongly built of masonry. A towpath runs all along the eastern side and another along at least part of the tunnel on the west side. There are reported to be air holes every 300 metres



- 5 -

and also chambers cut in the walls.

Early in 1918 there were 25 barges in the tunnel north of the BELLICOURT block in G.16.a. used for billets: according to recent prisoners these barges are now broken up or sunk. There are foot-bridges across the water bed.

Prisoners in 1917 stated that there were four or five approach galleries about 30 metres apart with entrances (30 or 40 steps down) on the W. side of the road about G.10.c.3.5. The location of these lateral galleries is fixed by captured German maps which show a gallery from G.10.c.7.6. to exit at G.10.c.1.6. and other entrances at G.10.c.75.45., G.16.a.80.85., G.10.a.70.25 and G.10.a.84.53. of galleries leading down to the tunnel. Some of these are discernible on photographs. The German map also shows 3 galleries into the Canal cutting just south of RIQUEVAL - exits at G.16.b.1.3., G.16.b.18.23 and G.16.d.22.88. (in addition a prisoner reports another exit in a cellar of a villa at G.10.2.30.55, and that the shaft at G.10.c.45.60, has an exit on the BELLICOURT Road)

These galleries are confirmed by maps and by a prisoner of an Electric Power Company whose engine was in one of the chambers cut in the east wall of the tunnel at BELLICOURT.

No German map is available for the main length of the tunnel north of BELLICOURT to near VENDHUILLE. According to prisoners' statements in 1917 there were 15 underground galleries leading from the GOUY - BELLICOURT Road into the tunnel. These would enable to enter or leave the tunnel unobserved. As far as can be gathered from a recent prisoner, he emerged from one of these lateral galleries close to the GOUY - BELLICOURT Road at G.22.c. There is little trace of such exit on photographs as they are camouflaged with brush wood. According to a prisoner there are about 9 such galleries from the tunnel between BELLICOURT and BONY.

Apart from the air shafts shown along the tunnel, there is a series of dugouts cut into the east bank of the long spoil heap which runs above ground over the line of the tunnel. It does not seem likely that these dugouts lead down into the tunnel, as the latter is 15 to 50 metres below.

It is possible that there are also galleries leading west from the tunnel to exits shown along the HINDENBURG support line.

NOTE. - (In case of an attack by our troops across the GOUY - BELLICOURT tunnel, it would be of the most extreme importance (a) for the HINDENBURG support line to be garrisoned throughout the length running from A.9.d. - 15.b. and d. - 21.b. and d. - 27.b. and d. - 33.b. and d. - 39.b. and 10.c; (b) for the dugouts along the top of the tunnel to be mopped up (c) for the entrance along the GOUY - BELLICOURT road to be searched for and guarded. These measures would be necessary in order to prevent the enemy from emerging from the tunnel in rear of our men and cutting them off.)

There is a block ("SPUNDWAND") at each entrance of the tunnel. These blocks are described by a prisoner as thick ferro-concrete, containing an upper chamber over the waterway with a platform. The blocks are provided with slits for two machine guns to command the entrance of the tunnel; also with a ventilating shaft containing an electric fan. The centre block in G.4.c. under BELLICOURT appears to be similar, but with no machine gun openings. The blocks fill the entire tunnel from the water level to the roof, and are passed by means of a door on the tow path (see sketch below). There is a large concrete machine gun nest at S. entry to tunnel at N.W. corner of the cutting (G.15.a.7.6.), and there are other M.G. emplacements here to enfilade the open canal.

For BELLICOURT and the RIQUEVAL tunnel

## II. The LE TRONQUOY Tunnel.

This tunnel runs for 1.1 km. at LE TRONQUOY under Hill 127. On the ground above the tunnel passes the LEHAUCOURT - LES DINS road on an embankment gradually dwindling towards each end of the tunnel.



## APPENDIX.

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There are reported to be 30 chambers cut in the walls of the tunnel at regular intervals and connected by a passage. Barges here are also said to have been used for billets and ammunition.

A captured German map (1/5,000) gives accurately the lateral galleries to this tunnel. Entrances are marked at N.2.d.05.30, N.2.d.35.15, N.9.a.03.58 and N.9.a.3.3. of four short galleries leading into the tunnel. These entrances coincide with holes or dugouts clearly visible on photographs. No tracks lead up to these, and it is probable they are only used as emergency exits. In addition map also shows a long lateral gallery with entrance (from a dugout known to exist) in FLECHE WOOD, N.3.c.4.7. and leading to the tunnel at N.8.b.5.3. and further W. exit in a trench dugout at N.8.b.2.3. near TRANCHE WOOD.

This map confirms previous prisoners' statements describing the tunnel as having 6 lateral galleries branching east at intervals of 200 yards. There is also apparently a communication from above by shafts 20 feet by 10 feet.

### III. The BELLENGLISE Galleries.

#### (a) MAGNY Tunnel.

A captured German map shows a tunnel running from the eastern edge of the wood in G.36.a. to the northern outskirts of BELLENGLISE at G.35.c.25.85., with another entry from the BELLICOURT road at G.35.b.10.13.

The prisoners of the Electric Power Coy. mentioned above described this tunnel in Feb., 1918 as 1½ metres broad and 2 metres high, with 4 additional exits in BELLENGLISE close to Church at G.34.d.90.85, G.35.c.08.53, G.35.c.10.75 and G.35.c.14.72. These galleries enter the main tunnel at about G.35.c.25.85. A prisoner could also locate one at G.35.a.10.33, which led to the Starkstrom Kommande Station supplying electric light to the tunnel. This last named location is doubtful.

It is certain that the tunnel goes further east than the point marked on the map (G.35.b.) and that it emerges near MAGNY. In February 1918 prisoner could not definitely locate it, but it was near the cross roads at H.25.a.30.25. A Pioneer prisoner states that on September 18th 1918 his company and an infantry regiment used this tunnel from MAGNY. The entrance is apparently about H.31.a.6.8 (where photographs show a dugout in a trench) and the tunnel, which is not quite straight, runs for over 2 kilometres via BELLENGLISE to about 100 yards of the canal. It is revetted with wood, and there are a series of 16 dugouts as well as a trench tramway, inside the tunnel. Traffic is facilitated by switch tunnels which are also provided with dugouts.

Prisoner in Feb. 1918 stated that the tunnel contained a dressing station, canteen and a kitchen. One battalion was quartered here in reserve and at least another could be put in. There were several air shafts and an electric fan.

(b) In addition, a previous prisoner stated that there were at BELLENGLISE two straight approach galleries to the Canal about 35 m. apart with entrances on W. side of road at G.34.d.95.90. The galleries were 40 m. long, 1.8 m. high and 1.2 m. broad, revetted with wooden frames.

#### 6. QUARRIES.

The Quarry in G.16.d. contains important accommodation for troops, including, in the northern face, a gallery capable of holding at least a battalion. This gallery has three entrance shafts and 3 large rooms. There are also 2 large dugouts in the W. face side by side and several in the eastern face, probably capable of holding a large number of men. They are used to be two anti-aircraft machine guns



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emplaced near the dugouts in the W. face. The North-eastern corner contained a large dugout, then used as Regimental Battle H.Q. There was a Battalion H.Q. in the dugouts shown on the 1/10,000 map at G.22. b.55.85.

NOTE. - This quarry is of great tactical importance. Its garrison is undoubtedly intended to attack our troops in flank should they succeed in crossing the Canal tunnel south of BELLICOURT. Its importance is referred to in the HINDENBURG defence scheme.

## 7. BRIDGES.

Bridges exist as indicated on the maps and fully described in topographical reports. In addition, there are many footbridges at short intervals along the Canal.

The bridges occur at narrowings of the Canal, and are raised about 3 to 4 metres above the water level. They are nearly all fixed iron bridges on stone foundations, many as at BELLENGLISE and LEHAUCOURT having two spans (20 metres long). The PONT de RIQUEVAL at G.22.d., however, is of solid masonry, and so is the ST. QUENTIN Bridge (double-arched, with stone pier in centre of Canal). In addition there are bridges over the river SOMME E. of the Canal at ST. QUENTIN, MORCOURT and ROUVROY.

## 8. PRESENT CONDITION OF CANAL.

The Canal is now practically empty between the locks in HONNECOURT and from the lock in S.13.d. to the northern end of the tunnel near LE CATELET. South of the lock, in S.13.d. to VENDHUILLE the water consists mainly of small pools. The bottom appears very muddy. The existence of bridges over the channel E. of the Canal N. of VENDHUILLE without corresponding bridges over the Canal itself would indicate that the bed is passable for foot traffic at certain points.

## 9. TRENCHES: The SIEGFRIED Stellung.

The enemy chose the line of the Canal to take advantage of the latter as a natural obstacle. But there is much evidence that from BELLICOURT to ST. QUENTIN the original scheme was not quite maintained. He at first chose the E. bank as his main line of resistance and proceeded to sink shafts at frequent intervals from the top of the east bank to connect with dugouts which would again connect with a circulating trench running under the lee of the bank. A support line was planned 150 yards behind this on the higher ground. Then, perhaps because the dugouts filled with water draining from the Canal, he abandoned the bank itself as his main line; the shafts were replaced by small fire bays at intervals, connected with the circulating trench (in recent photographs these fire bays appear neglected). He was now obliged to draw back his line to higher ground, in order to command ground otherwise dead.

This probably explains the series of holes, apparently purposeless, visible in some parts between the east bank and the present main HINDENBURG line. They represent the dugouts of a projected line not carried out (work was on the usual SIEGFRIED line principle, starting first on the dugouts).

Captured German secret maps of February, 1917 show in detail the HINDENBURG line as projected on that date, and as since executed.

The Canal obstacle was enhanced by wire on the inner side of the bank and by felling the trees and leaving the stumps interlaced with wire. The bridges are ready mined and the approaches defended by machine guns.

The HINDENBURG line as projected in 1917 was based on principles of defence since obsolete. It was executed on these principles even up to March, 1918, perhaps because the enemy felt reliance on its unusual strength and that it could not be attacked.



The front line was provided with concrete dugouts at 40 or 50 yards interval: the captured maps show all the machine guns in the front and support lines, and the artillery not disposed in depth.

Modifications must now be expected in these directions.

But even for the HINDENBURG line the enemy was careful to keep a series of forward positions to deny observation and in 1918 did much work on outpost lines. These were strongly elaborated between PONTRUET and the bastion of the HINDENBURG Line enclosing the city of ST. QUENTIN.

Where the natural obstacle of the Canal is lacking, i.e. at the long tunnel between VENDHUILLE and BELLICOURT and the shorter LE TRONQUOY tunnel, the enemy organised particularly strong and well wired trenches in the form of a slight salient. The wire is particularly strong, the forward belt being in the form of triangles characteristic also of the DROCOURT - QUEANT line.

E. of VENDHUILLE the HINDENBURG line is drawn well back from the Canal and goes north past LA TERRIERE to rejoin the Canal at BANTOUZELLE. In this sector, also, the wire is of similarly strong character.

At BANTOUZELLE the system crosses the Canal, runs N.W. to MOEUVRES and QUEANT - now in our hands.

#### Work before March, 1918.

From January, 1918 a considerable amount of work was noticed on outpost lines, e.g. much wiring and work on trenches was done near OSSUS WOOD and in the PONTRUET - THORIGNY - ST. QUENTIN area. In the latter area there appeared a considerable number of wired-round strong points.

There was much activity on the repair of roads, the making of new military roads, especially at ITANCOURT and to the Canal bridges. New tramways were built and the enemy increased his footbridges and causeways and made several bridges for heavy traffic.

#### Recent work.

Since we again approached the HINDENBURG Line work on that system has not been so conspicuous as might be expected. On the 15th Sept. photographs showed various new lengths of trench: across the ridge E. of BELLENGLISE from G.29.c. to G.36.c., across KNOBKERRY RIDGE from G.24.c. to G.30.b.; from NAUROY at G.11.d. across the RIQUEVAL ravine and BELLICOURT ridge to the tunnel at A.22.c. (with some gaps): in A.22.c.d.: along the LE CATELET - BELLICOURT road in A.11.c.16.b.; and along the Canal north of VENDHUILLE. Since then no new trenches have appeared but activity and work on trenches is visible, especially at BONY and BELLENGLISE. The work done has been noticeably slight in the LEHAUCOURT - LESDINS - ST. QUENTIN area. In general, however, the HINDENBURG Line was ready before and remained in good condition: the wire is excellent.

Little or no work has been recently done on back lines behind the HINDENBURG Line, e.g., the LE CATELET - NAUROY - MAGNY Line, a single trench with dugouts, not very heavily wired, and on the MASNIERES - BEAUREVOIR line, which is more heavily wired and consists of front and support trenches. Behind this is the WALINCOURT - AUDIGNY line, mostly merely traced.

On the other hand, the enemy evidently does not wish us to approach too close to the HINDENBURG Line, and he did a good deal of work on various outpost lines, e.g., GILLEMONT Farm - QUENNEMONT Farm. In particular the FLESNOY - FAYET Ridge was strongly organised with new trenches and considerable belts of wire.



Survey of events during the month of September, 1918.

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The Company was employed mostly on bridging until the 15th Sept. and from the 15th to 27th was in rest, that is, about 3 Sections were training and 1 was employed on various Divisional works of no very particular nature.

On 27th Sept. the Coy. moved forward with 9th Aust. Infantry Brigade Group for an offensive operation in conjunction with an American Division. Brigade was in reserve and was to exploit gains made, but as the Americans failed to hold the ground gained, the 3rd Australian Division had its plans altered which resulted in alterations to work of Field Company. We were well forward with Brigade Group and as the work allotted to us was in enemy country could not be carried out owing to situation. We made temporary homes for Brigade and Battalions and explored the forward areas for water supply.

Although we were able to do little in accordance with programme we were fully employed and as the line had not advanced as was expected, we came in for a considerable amount of shell-fire.

One Section was on water supply in the Transport Area and did excellent work in securing a vast improvement to existing facilities in a few days.

It seems to me that a Field Coy. cannot be used to best advantage in moving in an Inf. Bde. Group as the moves are too frequent to allow of engineer work of any dimension being carried out; again, it is necessary to move without transport which means that tools are either not available at all or in insufficient quantities to carry on with work

(GDB/McL).

*B. B. B. B.*  
MAJOR,  
O.C. 9th FIELD COY.  
AUST. ENGRS., A.I.F.

02



9TH AUSTRALIAN FIELD COMPANY.	
No. ....	51
Date .....	50

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NINTH FIELD COMPANY, AUSTRALIAN ENGINEERS.

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Notes on work of Mounted Section and C.Q.M.S. during the  
month of SEPTEMBER, 1918.

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- |               |   |  |
|---------------|---|--|
| FORAGE SUPPLY | - | Satisfactory.  |
| ANIMALS       | - | Picqueted in the open during the month:<br>in good condition.<br>1 L.D. horse evacuated during the month<br>and up to date has not been replaced.<br>Casualties - Nil. |
| MILEAGE       | - | Approximately 1348 miles.  |
| WORK          | - | It has been rather an easy month for transport<br>due to two week's rest and training.   |
| VEHICLES      | - | In good condition.   |
| HARNESS       | - | In good condition.   |
- 

C.Q.M.S's. WORK.

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- |               |   |  |
|---------------|---|--|
| RATION SUPPLY | - | Supply has been good with <del>some</del> exceptions.      |
| CLOTHING      | - | Supply of new articles satisfactory.                       |
| ECONOMY       | - | 148 lbs. FAT returned to railhead for despatch<br>to Base. |
- 

McL.

B13

✓

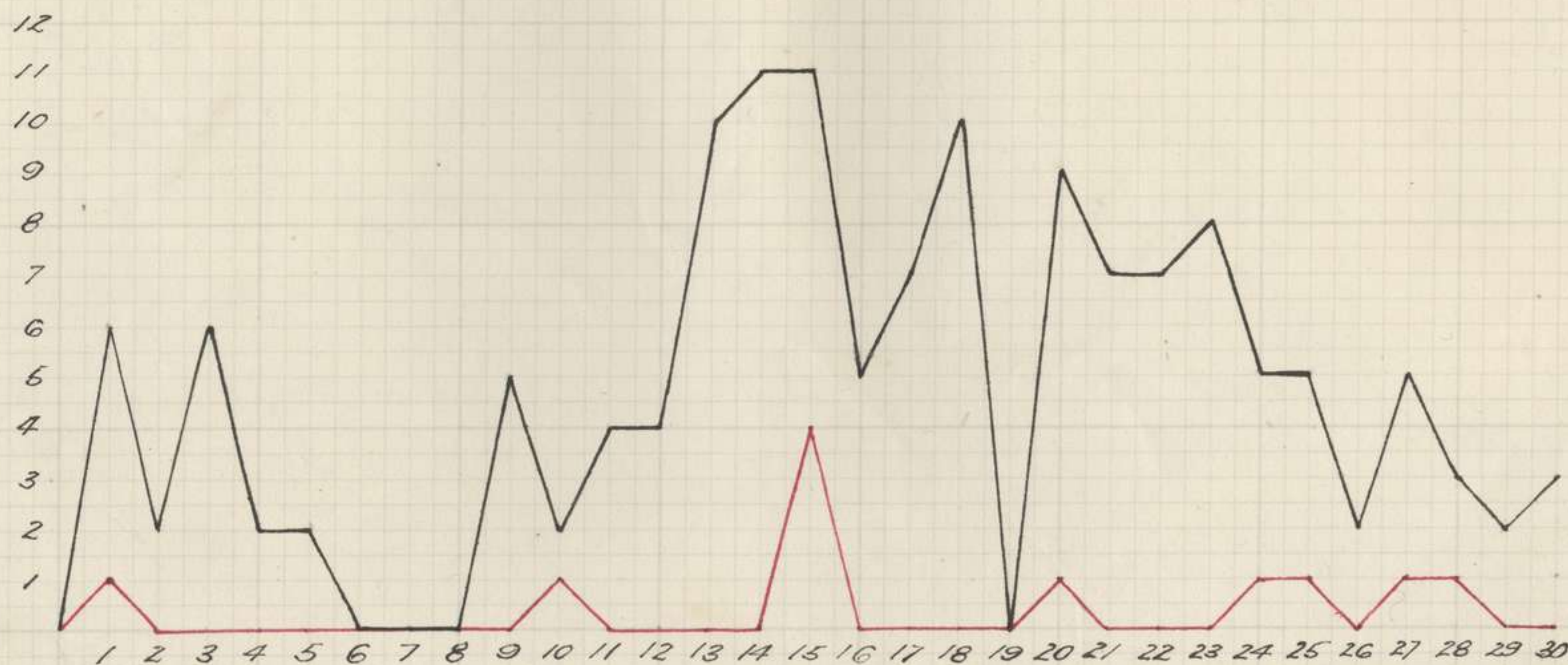


9<sup>TH</sup> FIELD CO<sup>Y</sup> AUS<sup>TRLN</sup> ENGRS.

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— CHART SHOWING —  
— STATE OF SICK PARADE FOR MONTH OF SEPTEMBER. —  
— Hospital Admissions in Red —

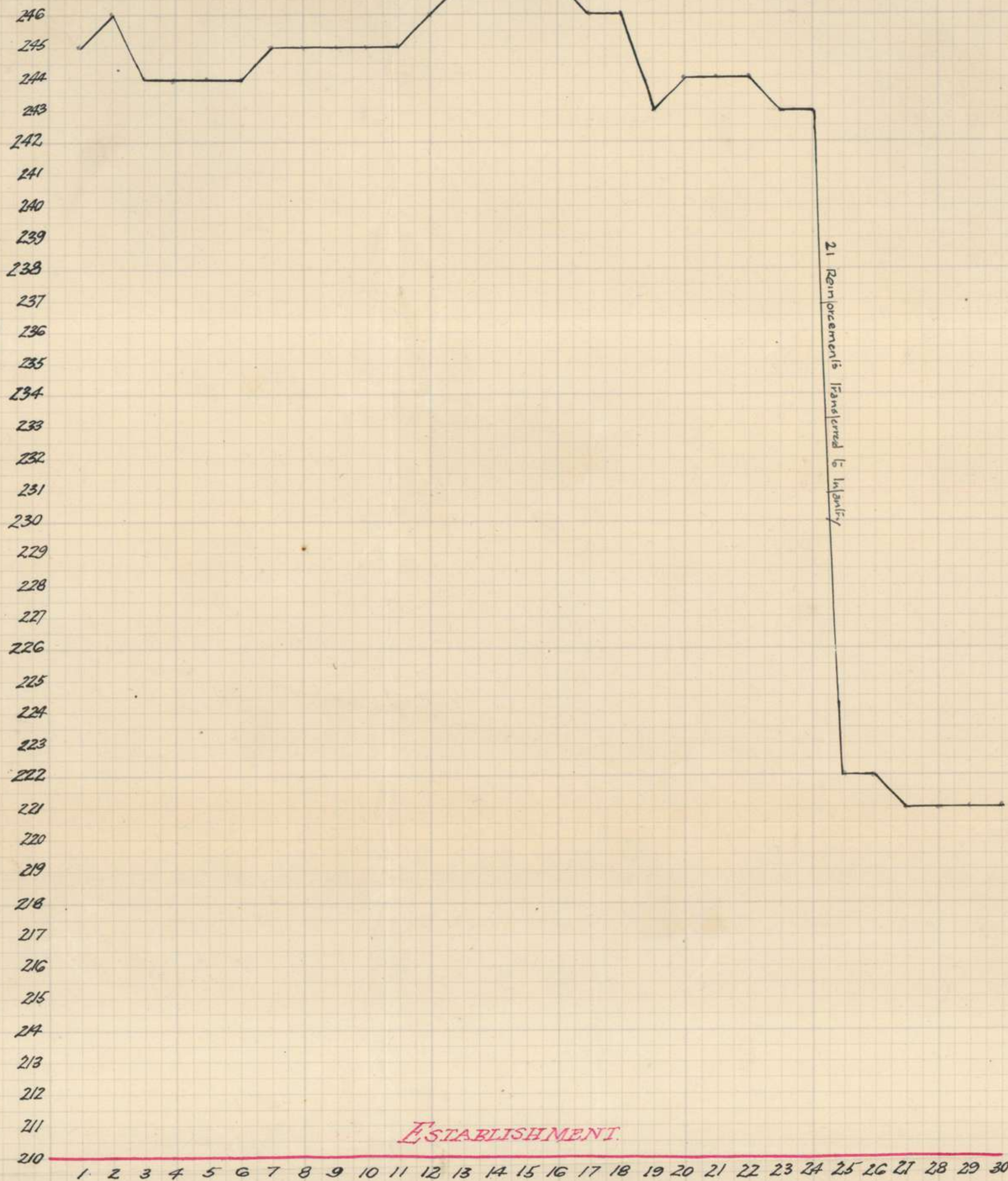


APPENDIX.

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— CHART SHOWING —

— COMPANY STRENGTH FOR SEPTEMBER —

9<sup>th</sup> FIELD Coy. AUSTRALIAN ENGRS.