

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

Supplies & Transport

**Item number:** 25/14/30

**Title:** 1st Australian Divisional Train

April 1917



AWM4-25/14/30

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.

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
BECOURT. WOOD.	14	17	Took over command of Train (temporarily) from Lieut Col. J. F. March com. on leave.	
J. W.	24	17	Railhead for Artillery, in rest areas, remained at Albert, supplies being conveyed by horse transport to BRESLE, and <del>by</del> motor transport to BEHENCOURT. Supplies for Infantry Brigades in rest areas were conveyed from EDGEHILL RAILHEAD by horse transport to BRESLE and DERNINCOURT. & thence to MONTAUBAN.	
J. W.	3	17		
BECOURT WOOD	4	17	Railhead changed to BAZENTIN for Infantry on 4 <sup>th</sup> April. The Infantry Brigades having all moved forward by 5 <sup>th</sup> April, BAZENTIN remained as RAILHEAD until 8 <sup>th</sup> April. Other troops still drew supplies from ALBERT RAILHEAD. The 1 <sup>st</sup> & 2 <sup>nd</sup> A.F.A. Brigades having moved forward to BAPAUME on 6 <sup>th</sup> & 5 <sup>th</sup> inst. Supplies were sent forward by motor lorries. The remaining troops in back area still being fed from BECOURT, to which place supplies were drawn by horse transport from ALBERT RAILHEAD. On 8 <sup>th</sup> April both ALBERT & BAZENTIN closed as RAILHEADS.	
J. W.	to	8		

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
<p>BECOURT NOOD [Signature]</p>	<p>4/4/17 8:417</p>		<p>for supplies for 1<sup>st</sup> Aust Division. Transport requirements during the forward move were particularly heavy, and on 4<sup>th</sup> April, the standing order for 15 G.S. wagons and pairs from the Train, and 20 G.S. wagons and pairs from D.A.C. for road work, for CORPS, was cancelled, thus releasing wagons urgently required. The roads beyond BAZENTIN leading to BAPAUME were found to be impassable, with wheeled vehicles heavily laden, and convoys had to come back, as far as LA BOISELLE, and there join main road for BAPAUME. The shortage of horses, and sick horses, was found to be a serious handicap, the Train as a whole being unable to move forward until the Infantry move was completed and wagons returned to BECOURT. No 4 Coy moved to new site on main CAMBRAI road near FREMICOURT on 8<sup>th</sup> inst.</p>	
<p>BAPAUME [Signature]</p>	<p>9/4/17</p>		<p>Sd. Orders &amp; remaining companies of train moved up to-day</p>	

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BAPAUME JH	9/4/17		to new camp site on main BAPAUME - CAMBRAI road near FREMICOURT. The site previously chosen on main BAPAUME - PERONNE road was found to be in another Divisional area. The new site is very clean, in an open paddock, and in 1 <sup>st</sup> Aust Div area. Railhead for 1 <sup>st</sup> Aust Div supplies opened at BAPAUME today	
BAPAUME JH	10/4/17 12 <sup>to</sup> 4/17		Pack trains arrive at no certain time, at BAPAUME railhead, necessitating some slight congestion at first, which gradually wore off, as things became more settled	
BAPAUME JH	13/4/17		Train arrived at RAILHEAD in good time today, and transport arrangements were very satisfactory. Lieut Col Hansh C.M.G. C.O. of Train, returned from leave this evening, and resumed command of the Train.	

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BAPAUME	14.4.17	24.4.17	<p><i>Return from</i>                      Resumed command of Train on 10 days leave. The site for the 4 companies of Train, is one mile west of FREMICOULT off the main BAPAUME-CAMBRAI Road, and is most satisfactory. The <del>site</del> site is undulating open country, (grass land) each company being quite separate, with plenty of ground to allow horses to be put out to grass, and swam about loose, areas for this purpose being lined in. Horses water at BANCOURT, <math>\frac{3}{4}</math> mile distant. Refilling points (dumps) for each Bde and Div Cosps, is 200 yards from the Train camp site, and well off the main Road thus not interfering with main traffic. Railhead is at BAPAUME for all loads of Divs. Supplies are drawn from Railhead by Train Transport to Refilling points, and thence to units. Quartermasters stores - after which the supplies are taken to loads in firing line by 1<sup>st</sup> Line Transport under Regt arrangements. The condition of the horses is excellent, but great difficulty is experienced in obtaining remounts, the Train at present being 18 H.D. horses short, and have been so for some considerable time. This is serious <sup>when</sup> <del>started</del> the Div moves as a whole, as it practically means the Train is short of authorized spare animals -</p>	

*9.11.17*

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
BAPAUME	14. 4. 17 24. 4. 17 25. 4. 17 30. 4. 17		<p>The health of men is very good - The condition of wagons and harness satisfactory and the Train is <sup>at short notice</sup> ready to take "the field" and carry out all duties required of them - Supplies satisfactory - Discipline of Train very good -</p> <p>Division, has moved out of the line and been relieved by the 11<sup>th</sup> Imperial Div<sup>n</sup>. <del>11<sup>th</sup> Div<sup>n</sup></del>, and are at present held in Reserve in vicinity of BAPAUME -</p> <p>with the exception of the Artillery who still remain in <sup>the</sup> line - Three companies of Train, have moved further back on BAPAUME-PERONNE Road one mile south of BAPAUME - BAPAUME still remains Railhead for the Division</p>	
			30. 4. 17	<p>F. J. [Signature]</p> <p>OC 1<sup>st</sup> Australian Division</p>