

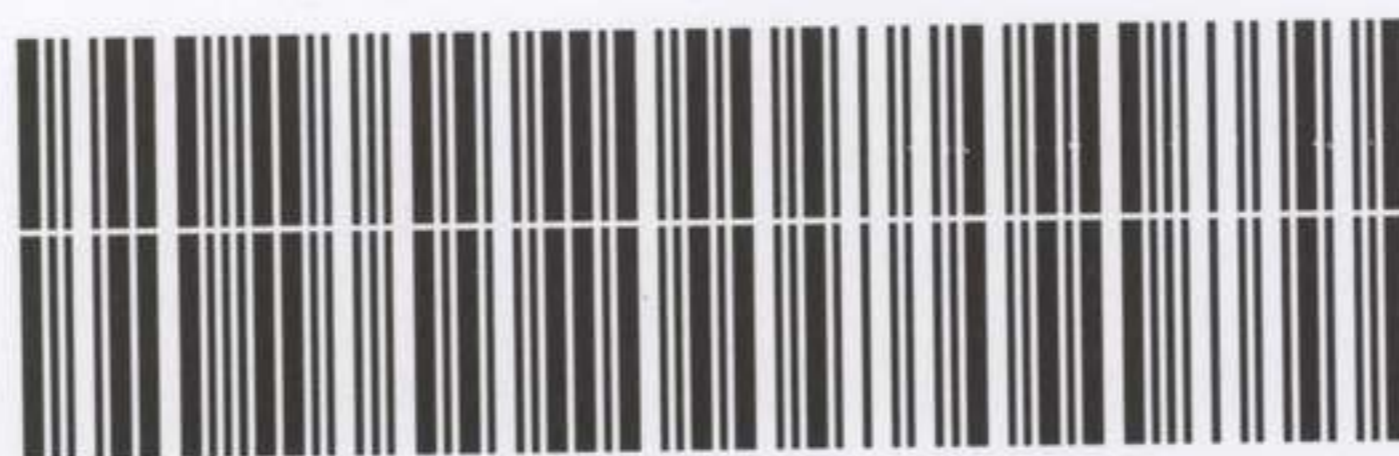
AWM4
Australian Imperial Force unit war diaries,
1914-18 War

Signals

Item number: 22/26/1

Title: Australian Corps HQ Signals
Company Lines Office

June 1918



AWM4-22/26/1

328A

CONFIDENTIAL.

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

Australian Imperial Force.

WAR DIARY

OF

Officer i/c Lines,

No. 1 Aust. Motor Airline Section

~~Australian Corps Signal Company.~~

FOR

JUNE 1918.

Signature of Officer compiling

Ernest B. Stambury Lieut.
O/c Lines
Aust. Corps. Sig. Coy.

Signature of Officer Commanding

J M Grant Capt.
Aust Corps Sig Coy.

WAR DIARY

Army Form C. 2118.

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

or
INTELLIGENCE SUMMARY.

(Erase heading not required.)

3287

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
<u>BERTANGLES</u>	<u>J U N E .</u>		<p style="text-align: center;"><u>AUSTRALIAN CORPS SIGNAL COMPANY.</u></p> <p style="text-align: center;">P A R T I I ***** Construction Diary for June 1918. ----- <u>L I N E S O F F I C E</u></p> <p>1st. No. 1 Aust. Motor Airline Section engaged in erecting and leading in cables from Terminal Pole to Signal Office on the Bertangles - Coisy - Allonville forward route. Catenary Suspension was used in this job, and was found to be quite satisfactory. This class of suspension has the advantage of carrying the cable " bar tight " i.e. without allowing any sag, it also minimises any swaying from wind pressure, two conditions which are very desirable in suspended cable construction. (See diagram attached.)</p> <p>2nd. No. 1 Section continued previous days work. Owing to reserve Divisional Headquarters moving from Allonville to Coisy, a six pair hop-pole xxxx spur from CO - AL route to the Chateau at Coisy was found necessary. No. 2 Aust. Motor Airline Section was put on the work and completed it in one day, a distance of 1000 yards.</p> <p>3rd. For some time past considerable trouble has been caused by traffic using the XXX PTC - LT Hop - Pole route for a dry weather track. On numerous occasions stay wires have been run over by G.S. Wagons and Limbers causing them to become very loose and in some cases broken altogether. The climax was reached today when a Gun limber ran over a wind-stay and snapped the pole off by the head, bringing the route down and interrupting communication to the Division in the Line. The danger of using this track was evident, and on two previous occasions it was brought under the notice of the A.P.M. for action. No action however was taken, with the above result.</p>	

WAR DIARY

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
<u>BERTANGLES.</u>			<p>(Contd)</p> <p>The route was again put in order and barbed wire entanglements placed across the track at both ends. Since then no further trouble has been experienced.</p> <p>No. 1 Aust. M.A.L. Section engaged in maintenance work on the CO-PV route. This is an old French civil, in poor condition. The wires were taken off the French civil bracket and "stacked" on cross arms to increase the clearance across the Poulainville Dump.</p> <p>Maintenance work was continued this morning on the CO-PV route, also on the routes from Amiens Test Hut to Camon. Difficulty has been experienced in keeping the line on this route in working order owing to shell-fire.</p> <p>When the 7th. Corps were in this Area they erected a 7 pair brass sheath cable in a very hurried manner from St. Gratien to Querrieu. This cable was merely suspended on the cross arms of an existing permanent route (60 yards spans) without a suspension wire of any description. Faults have developed of late evidently due to strain on the cable. To overcome the trouble it was decided to put three more arms on the route, and recover the cable, thus substituting 6 pairs open wire for 7 pair cable.</p> <p>This work was commenced this morning by a half section, the other half being engaged in building a test hut at Petit Camon. The need for this has been long felt, situated as it is at the junction of five routes and being in the centre of the Corps Area.</p> <p>Previous days work continued.</p> <p>Previous days work continued.</p> <p>Previous days work continued.</p>	
	3rd.			
	4th.			
	5th.			
	6th.			
	7th.			
	8th.			
	9th.			

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
<u>BERTANGLES.</u>				
	10th.		Party engaged ^{burying} bridging the leading in cables at Petit Camon Test and wiring on to Test frame in the hut. XXXXX	
	11th.		Previous days work completed by half section. Remainder of section salvaging permanent airline stores at Querrieu. There is a considerable quantity of permanent airline, in and around Querrieu which cannot be kept in working order owing to shell-fire. We are therefore dismantling the greater portion of it and using it for other routes.	
	12th.		(Party engaged on Salvaging Airline stored at Querrieu.	
	13th.			
	14th.			
	15th.			
	Owing to		shell-fire the French Route from Rivery to PTC and Vecquemont has become in a bad condition. The two linemen at Amiens Test Hut have been unable to cope with the work satisfactorily. They have kept communication through but have not been able to keep the line in through order. A party from No. 1 M.A.L. Section has been engaged today overhauling and regulating this route.	
	16th.		Party overhauling main forward route from CO to Allonville.	
	17th.		Two breakdowns occurred this morning, one on the St. Gratien - Frechencourt Route and the other on the Querrieu - Daours route. Both owing to shell fire. The St. Gratien - Frechencourt was not a serious breakdown, but the other route was rather badly smashed, altogether twelve bays being blown out. It has taken No. 1 M.A.L. Section all day to put both routes in order again. The Querrieu-Daours route carries some of the main lines from Corps to the Bussy Division and also the lateral lines between the Division Artilleries. The Corps Heavy Artillery also have lines on this route connecting with their Brigades. Communication however was not entirely interrupted owing to alternative lines on other routes in nearly every instance.	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
<u>BERTANGLES.</u>			<p>Owing to the difficulty experienced in maintaining Airline through Querrieu due to shell-fire it has been decided to build a switch line route to avoid this village, to divert the St. Gratien - Querrieu -- the Amiens-Querrieu and the Querrieu-Daours routes. The work was commenced today. Material used being salvaged from spare routes in and round Querrieu.</p> <p>Previous days work continued on switch route. In order to strengthen and provide more communication from Corps forward to the right Division in the Corps area, and a 12 pair permanent route has been started from Petit Camon to a point 1200 4000 yards forward. From this point to the Divisional Headquarters two 7 pair lead sheath cables are being buried. Catenary suspension being employed to cross the Somme River. (See attached Aust. Corps Drawing No. 8.)</p> <p style="padding-left: 40px;">avoid</p> <p>Switch route to Querrieu continued.</p> <p>Previous days work continued.</p> <p>Previous days work continued.</p> <p>Half section completing the Querrieu switch route. Half Section engaged on Catenary Suspension over the Somme River on the new 14 pair route to the Right Division.</p> <p>The whole section has been employed today increasing the capacity of the Right Lateral Route from CO pole to Poulainville. The increasing demand for communication to units in this area has rendered this necessary.</p> <p>Previous days work completed.</p> <p>Today an additional anti-aircraft section has moved into the Corps Area and have established themselves where there no open wire routes. In order to connect them with their Headquarters and adjacent A-A machine gun section and the searchlights, an extra arm has been erected</p>	

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Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
<u>BERTANGLES.</u>				
x	26th.		<p>(Contd.) on the C6 Coisy Route and a 2 ^{Pair} spur hop-pole ^{spur.} spur built to the gun position. A full section was employed on the job today.</p>	
	27th.		<p>In order to increase the existing communications forward of the left Division, a hop-pole route carrying 10 pairs has been build from left Divisional Headquarters to connect with the left forward buryat Frechincourt. This work was commenced today by No. 1 M.A.L. Section.</p>	
	28th.		<p>Previous days work continued on the St. Gratien-Frechincourt Route. The switch routes round Querrieu have now been completed. Half No. 1 M.A.L. Section has been employed in erecting a Test Hut at the junction of the four main routes. This hut will be situated approximately 1000 yards from Querrieu village and will therefore be comparitively safe from the shell-fire which Querrieu has recently been receiving.</p>	
	29th.		<p>Previous days work continued on Querrieu Test, and the St. Gratien - Frechincourt route.</p>	
	30th.		<p>Previous days work completed.</p>	

WAR DIARY

OF

AUSTRALIAN CORPS SIGNAL COMPANY (Part 2)

FOR

J U N E 1918.

LIST OF APPENDICES.

- | No. | Subject. |
|-----|---|
| 1. | Appreciation of Signal facilities (Lines) existing in Corps Area at the beginning of June 1918, and the policy adopted for improvement. |

Drawings attached.

APPENDIX I.

Appreciation fo Signal facilities (Lines) existing in Aust. Corps Area at the beginning of June 1918, and policy adopted for improvement.

The main forward routes from Corps Headquarters to Left and centre Divisions are in good condition and of sufficient capacity to carry the traffic required of them.

One weakness however existed on the route from St. Gratien through Querrieu to Bussy-les-Dacours, viz. from Left Division to Centre Division. This weakness lay in the fact that the route ran through Querrieu, which village has been subjected to enemy shell-fire for some time past.

The permanent airline was constantly blown down, interrupting communication to a certain extent and rendering maintenance difficult.

In order to overcome this difficulty, it was decided to build a switch route to divert the whole of the lines away from the village. To do this it was necessary to build 3000 yards of permanent line route, 2000 yards of which would be 32 wires and the remaining 1000 yards, 28 wires.

This route was surveyed and built so as to junction with the main lateral route from Amiens to Querrieu at a point on the Amiens - Querrieu Road approximately 1000 yards from Querrieu.

It was decided to establish a test station at this junction and withdraw the linesmen at present stationed at Querrieu, to man it. Thus ~~removing~~ removing both men and routes from Querrieu.

The work will be completed by the end of the month. A section of the diversion is at present in use and has been found to work very satisfactorily inasmuch that trouble on this route has been entirely eliminated.

Communication to the Right Division and units on the right of the Corps Area could not be regarded as sufficient or satisfactory. One hop-pole route of 6 pairs and a 7 pair bury being all that existed to satisfy the requirements of Corps to Division and other units in that varea, and those of the Corps Heavy Artillery to their Brigades.

In order to strengthen and increase the capacity in this direction a 12 pair permanent route has been built from Petit Camon to a point 4000 yards forward (as far forward as it was deemed airline would be safe).

From this point two 7 pair lead sheath cables were buried finishing at the Right Divisional Headquarters.

This was designed and built to satisfy present requirements and also with a view to providing for the future.

Communication to the right of the Corps Area is now quite satisfactory.

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APPENDIX I. Sheet 2.

SEARCHLIGHT COMMUNICATION.

A system of communication for searchlights working in conjunction with the anti-aircraft defences has been built.

Each light in the area has been connected with Searchlight Headquarters.

This has been done by erecting as far as possible direct routes of "Black and White" airline.

Most of the routes are single pair. (See attached Aust. Corps Signal Company Drawing No. 12.

ATTACHED DRAWINGS.

Aust. Corps Drawing No. 8.

CATENARY SUSPENSION.

This drawing shows the type of suspended cable construction at present used by Aust. Corps Signals.

Dimensions are shown in the table.

This type of construction has the advantage of keeping the cable absolutely level, i.e. does away with sag, at the same time reducing the swaying due to windage to a minimum. No strain whatever is exerted on the cable.

Aust. Corps Signal Company Drawing No. 9.

CIRCUIT DIAGRAM TANK BDE.

Australian Corps Signal Company Drawing No. 10

CIRCUIT DIAGRAMS showing connections between Corps and Divisions.

Aust. Corps Signal Company Drawing No. 11.

TERMINAL RACK FOR TEST POINTS.

This drawing shows the type of Terminal Rack made and used by the Aust. Corps Signal Company in all test points.

The need for uniformity of system in this regard is undoubted.

Each route leading into the test is wired on to a separate strip having the name of the route painted on the top.

Any line on any route may be switched over to any other route by means of the "jumper" wire which comes off the terminals through the guide hooks to the required position.

This keeps the rack neat and orderly and enables the jumpers to be traced easily.

A big advantage is also found in being able to get at the back of the rack in order to tighten up the terminals which loosen owing to weather changes.

Aust. Corps Signal Company Drawing No. 12

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AUST. CORPS SIGNAL COMPANY DRAWING No. 12.

CIRCUIT DIAGRAM OF SEARCHLIGHT COMMUNICATIONS.

AUST. CORPS SIGNAL COMPANY DRAWING No. 13.

CIRCUIT DIAGRAM OF ANTI-AIRCRAFT COMMUNICATIONS.

AUST. CORPS SIGNAL COMPANY DRAWING No. 14.

GRAPH SHOWING

MILEAGE AND PETROL CONSUMPTION
OF SIGNAL LORRIES AND BOX CARS
OF No. 1. AUST. M.A.L. SECTION.

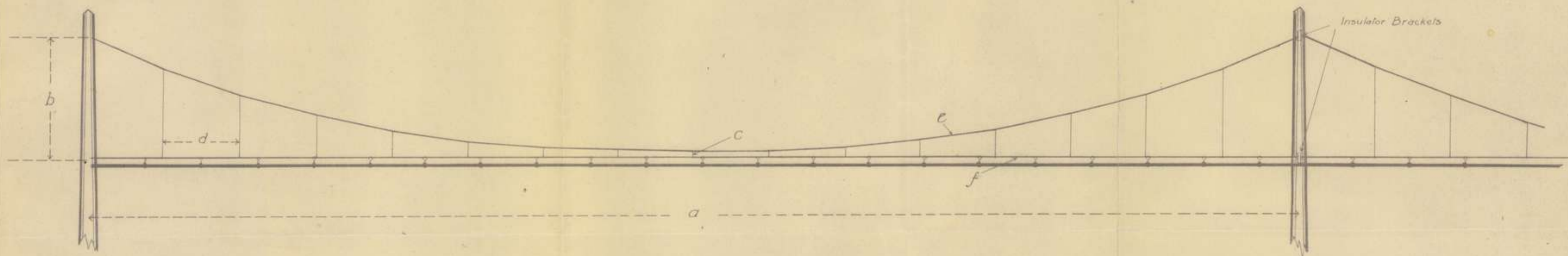
Ernest P. Stoenberg Lieut,
O. C., No. 1. AUST. M. A. L. SECTION.
AUSTRALIAN CORPS SIGNAL COMPANY.

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CATENARY SUSPENSION

AUST. CORPS SIG. COY		
DRAWING N ^o 8		
LINES OFFICE 14-6-18		
Drawn by <i>W.A.A.</i>	Checked by <i>S.P.C.</i>	
Particulars of Amendment	Date	Initial

Scale 1/4 inch = 1 foot



Method of Terminating and Straining Suspension

Scale 1/2 inch = 1 foot

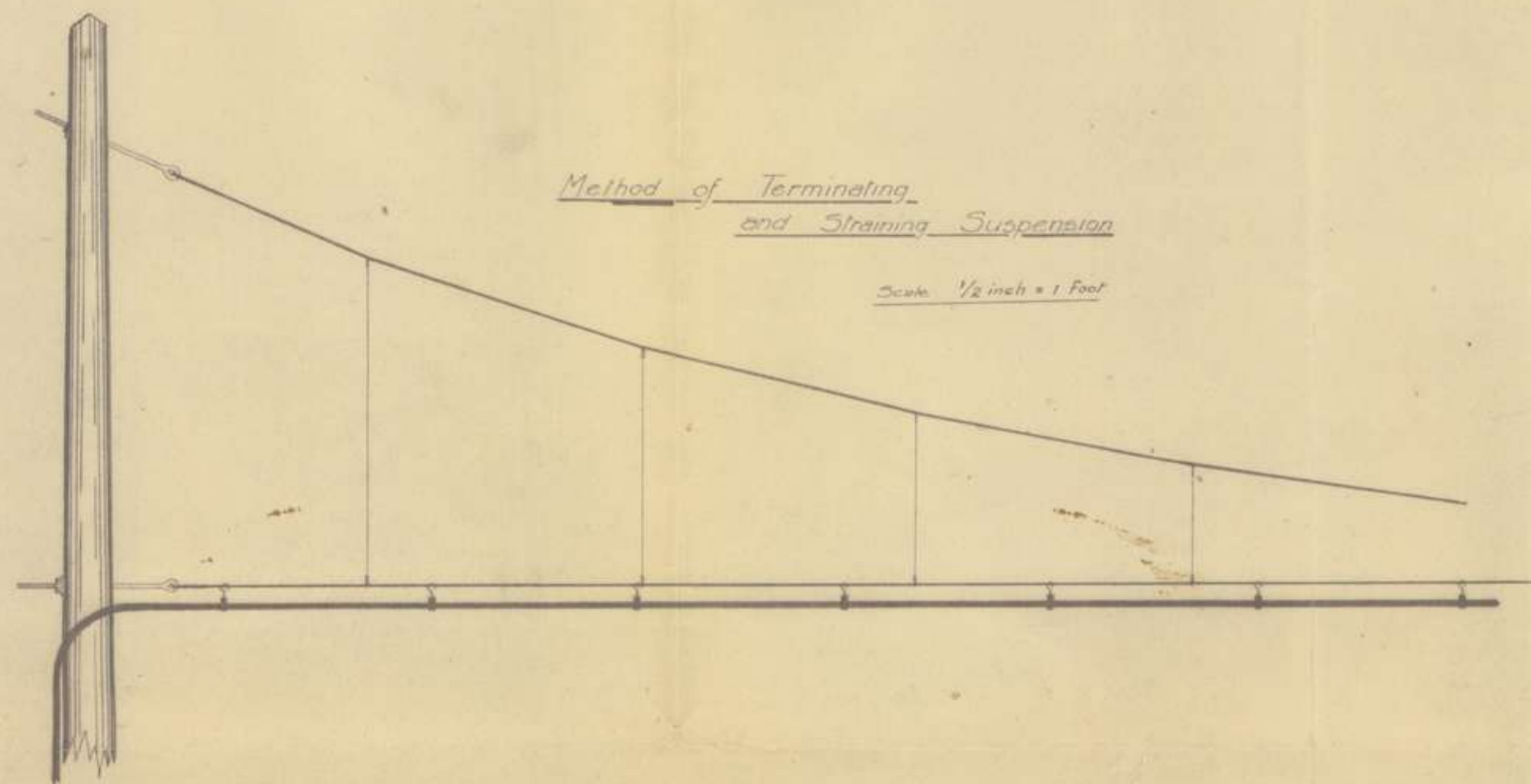


Table of Dimensions

a	Length of Span	Up to 60 yds
b	Distance between Suspension Wires at the Pole	6'-6"
c	Length of Centre Martingale	3'
d	Distance between Martingales	4'-0"
e	Top Suspension Wire (Stranded)	7/16 Gauge
f	- do -	- do -

Note: Dimensions B, C are constant for any length of Span

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APPENDIX

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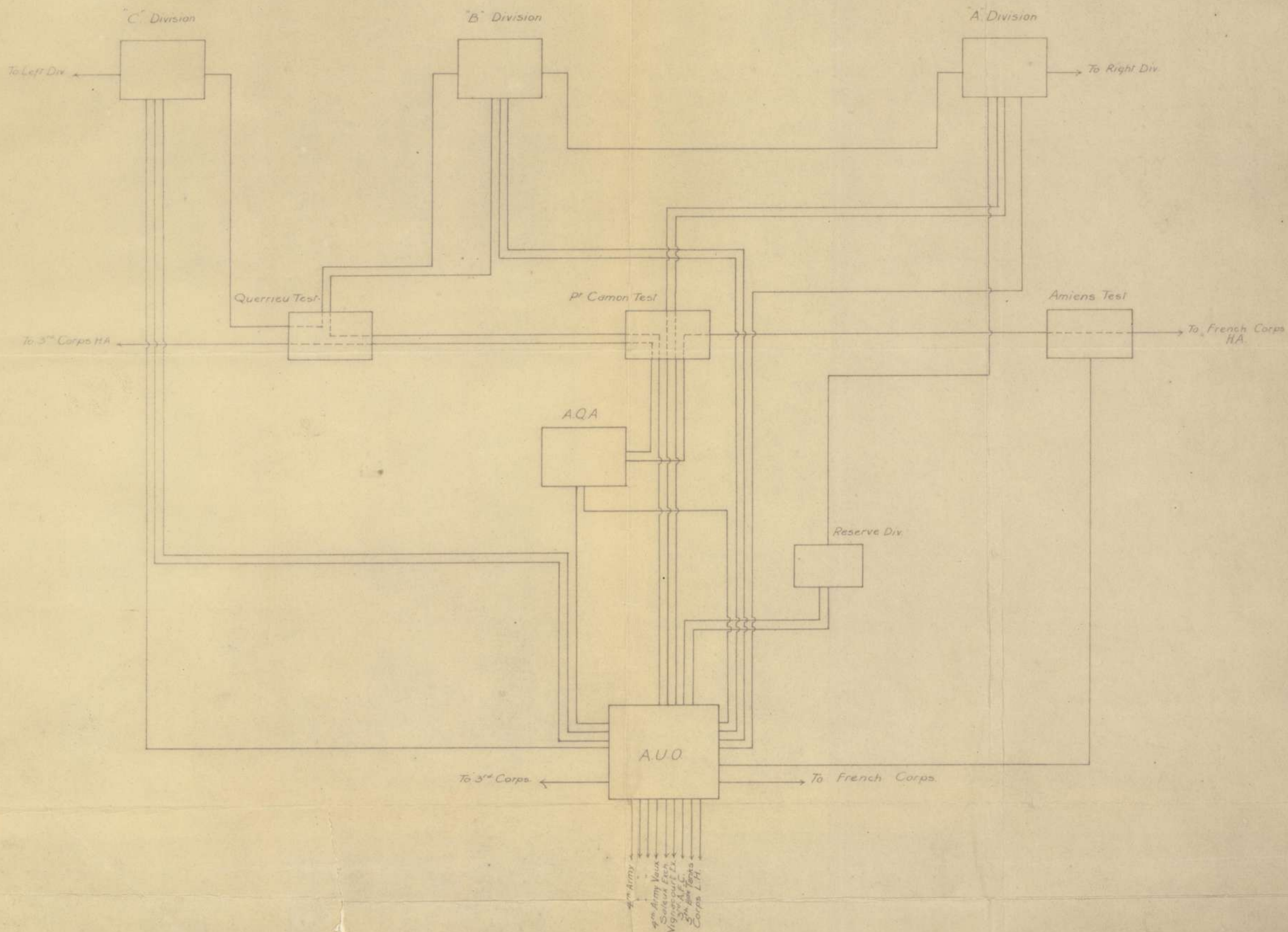
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AUST. CORPS SIG CO.	
DRAWING N ^o 10	
LINES OFFICE 17-6-18	
Drawn by - G.S.M.	Checked by S.S.S.
Particulars of Amendment	Date Initial

CIRCUIT DIAGRAM

— SHEWING CONNECTIONS BETWEEN —
CORPS AND DIVISIONS



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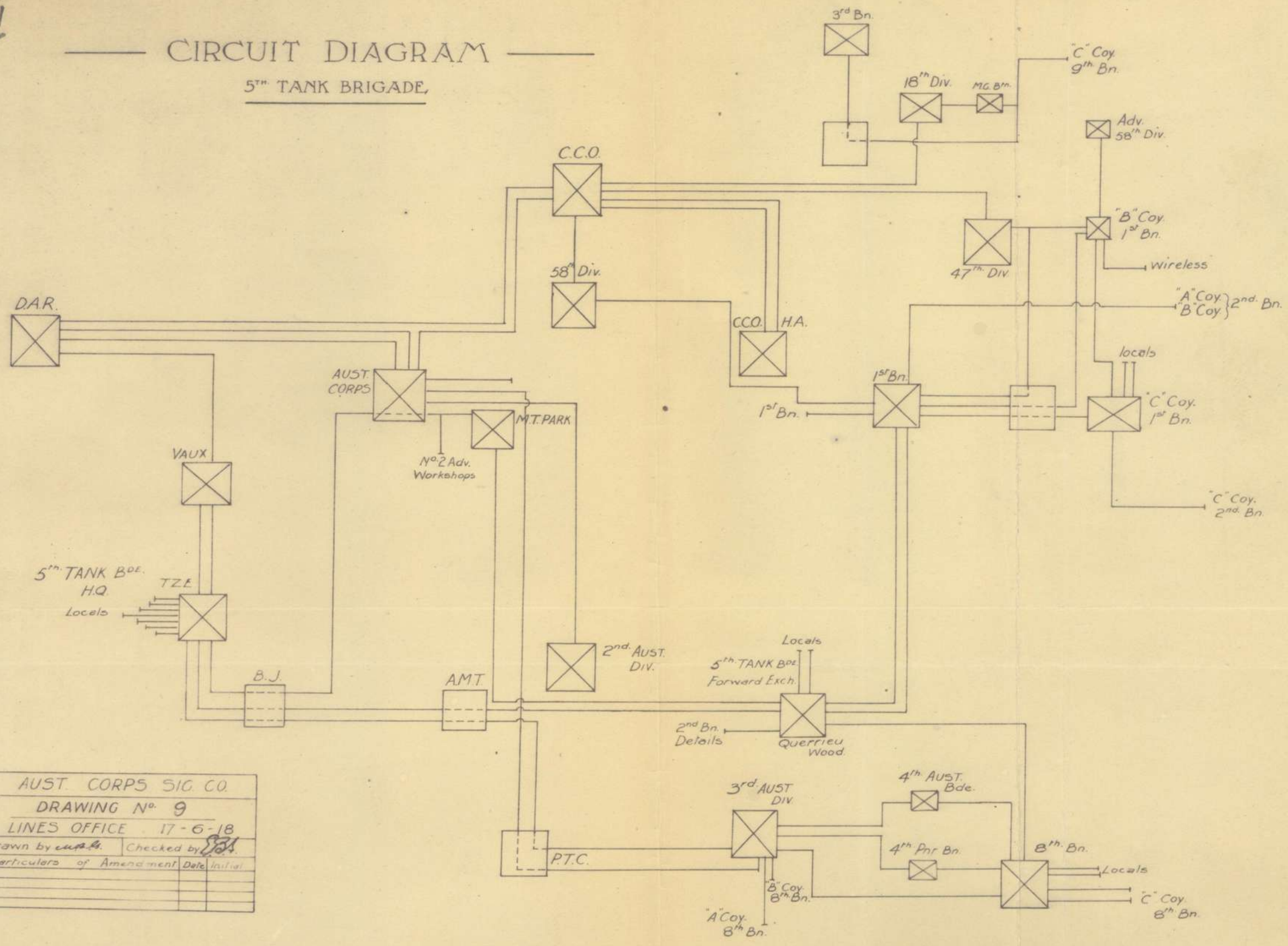
APPENDIX

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CIRCUIT DIAGRAM

5TH TANK BRIGADE



AUST. CORPS SIG. CO.	
DRAWING N ^o 9	
LINES OFFICE 17-6-18	
Drawn by <i>carls</i>	Checked by <i>[Signature]</i>
Particulars of Amendment Date Initial	

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APPENDIX

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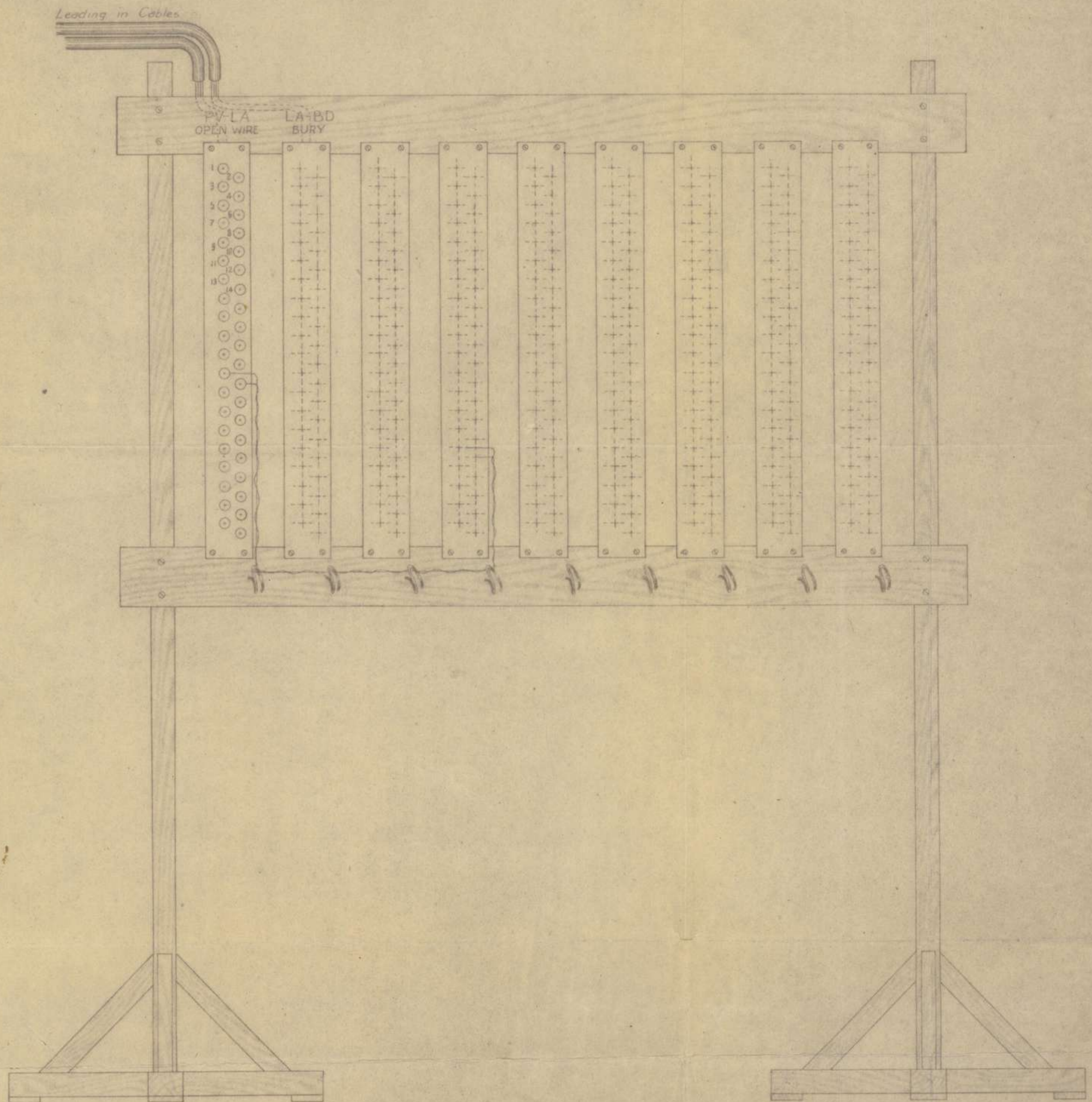
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TERMINAL RACK FOR USE IN TEST POINTS

AUST. CORPS SIG. COY.		
DRAWING N° 11		
LINES OFFICE		20 6 18
Drawn by <i>W. M. H.</i>	Checked by <i>S. B. S.</i>	
Particulars of Amendment	Date	Initial

Scale 2 Inches = 1 foot

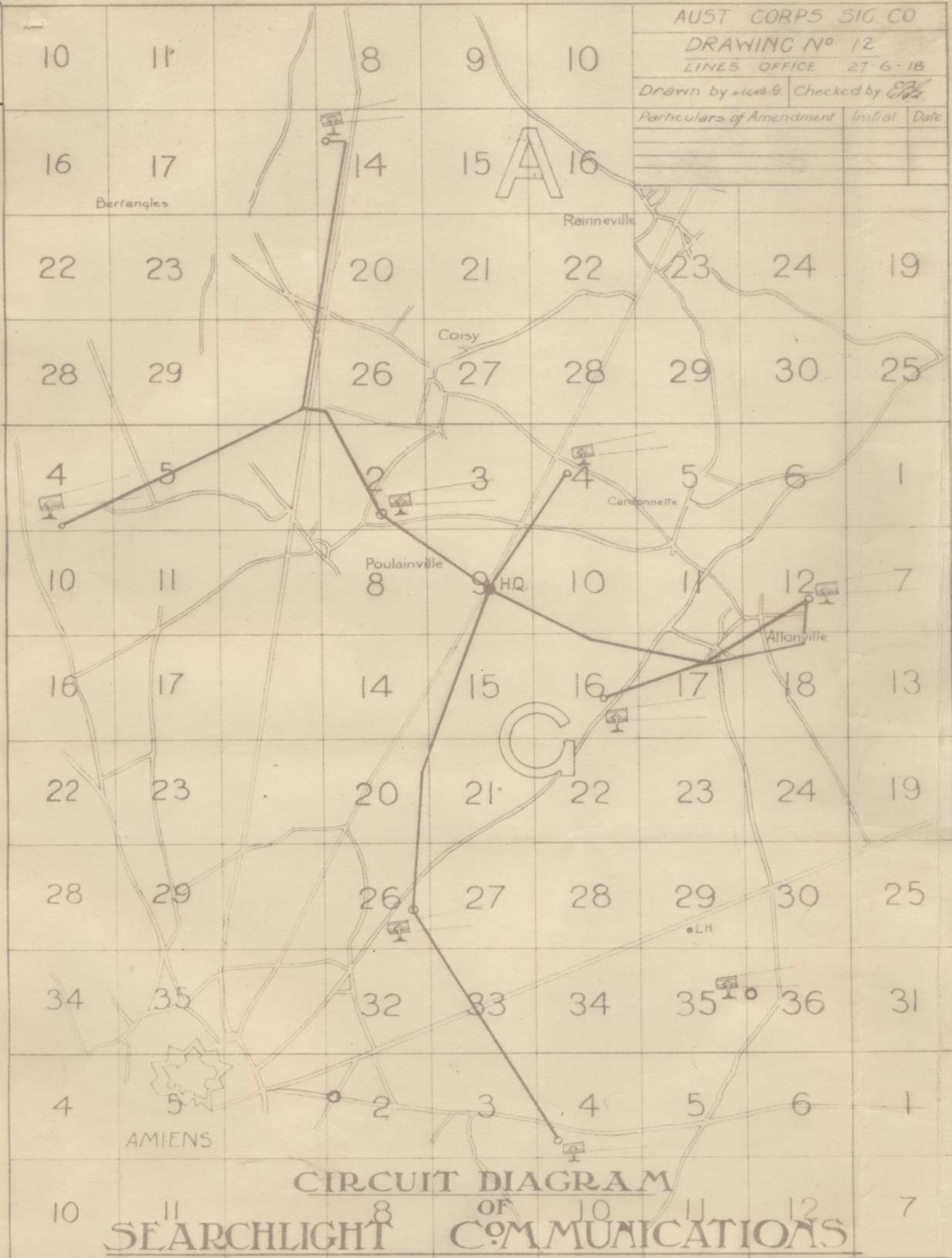


APPENDIX

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AUST CORPS SIG. CO

DRAWING No 12

LINES OFFICE 27-6-18

Drawn by *[initials]* Checked by *[initials]*

Particulars of Amendment Initial Date

Particulars of Amendment	Initial	Date

Portion of Sheet 62D

Scale. 1:40,000.

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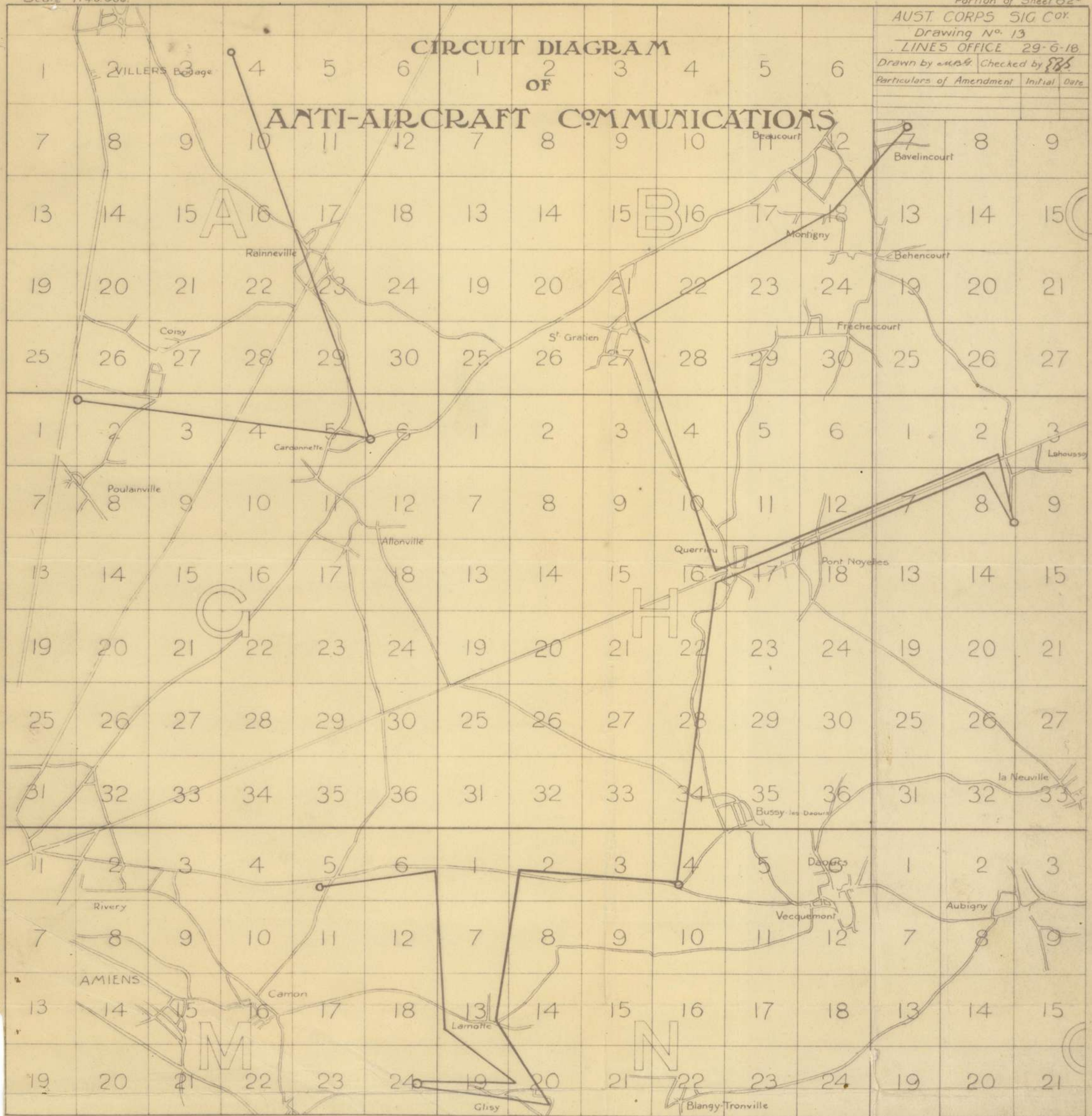
Scale 1:40,000

Portion of Sheet 62°

CIRCUIT DIAGRAM OF

ANTI-AIRCRAFT COMMUNICATIONS

AUST. CORPS SIG COR.		
Drawing No. 13		
LINES OFFICE 29-6-18		
Drawn by	Checked by	
Particulars of Amendment	Initial	Date



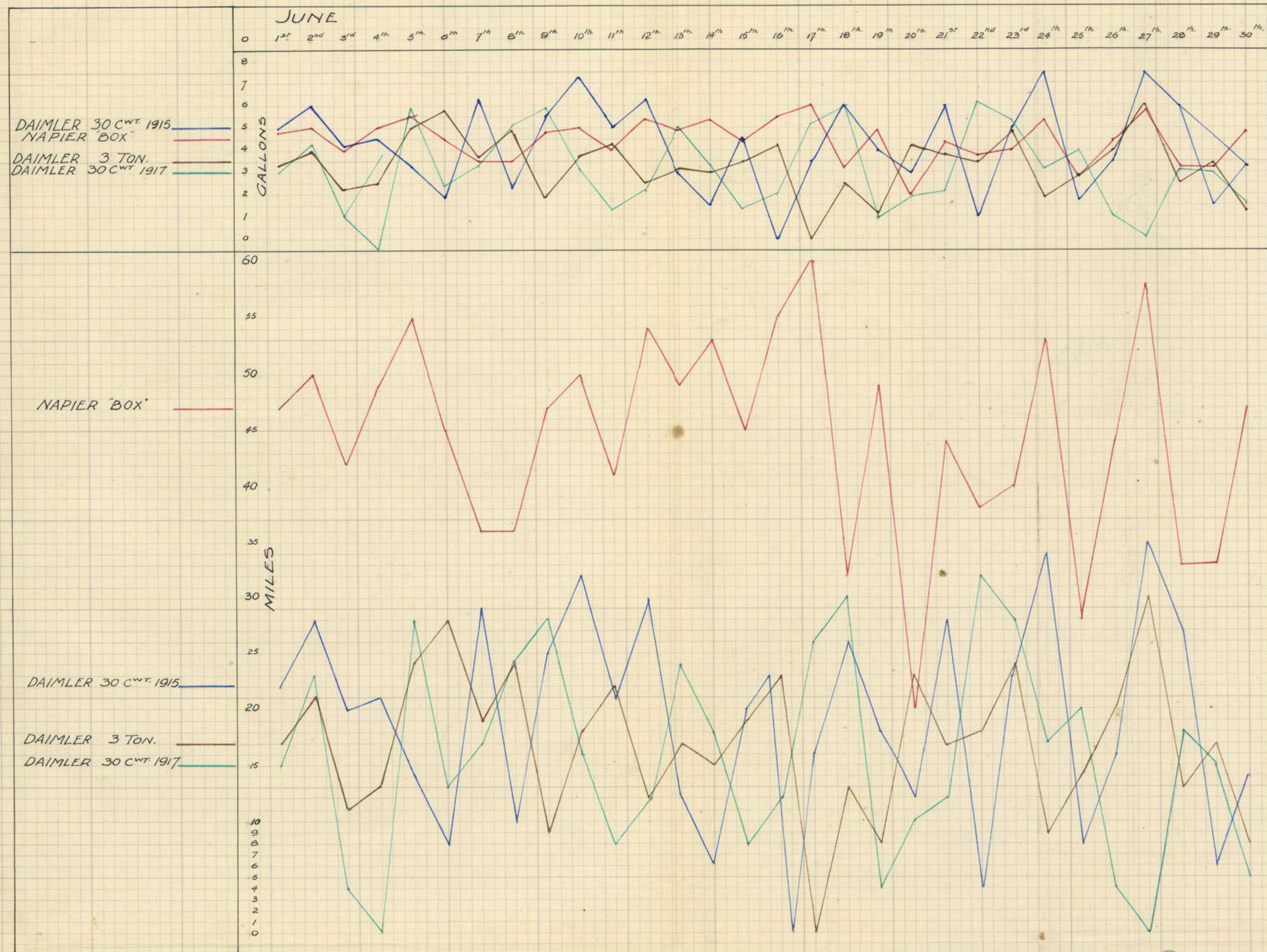
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APPENDIX

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GRAPH SHEWING
 MILEAGE and PETROL CONSUMPTION
 of LORRIES attached to No 1 MAL. SECTION
 AUST. CORPS SIG. COY.



James B. Stankiewicz Ltens.
 A.C. No 1 MAL.

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APPENDIX