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Reference	IOR/L/MIL/5/787
Title	'Railways - Mesopotamia and L of C [Lines of Communication] Policy'
Date(s)	18 May 1917-21 Dec 1917 (CE, Gregorian)
Written in	English in Latin
Extent and Format	1 file (100 folios)
Holding Institution	British Library: India Office Records and Private Papers
Copyright for document	Open Government Licence

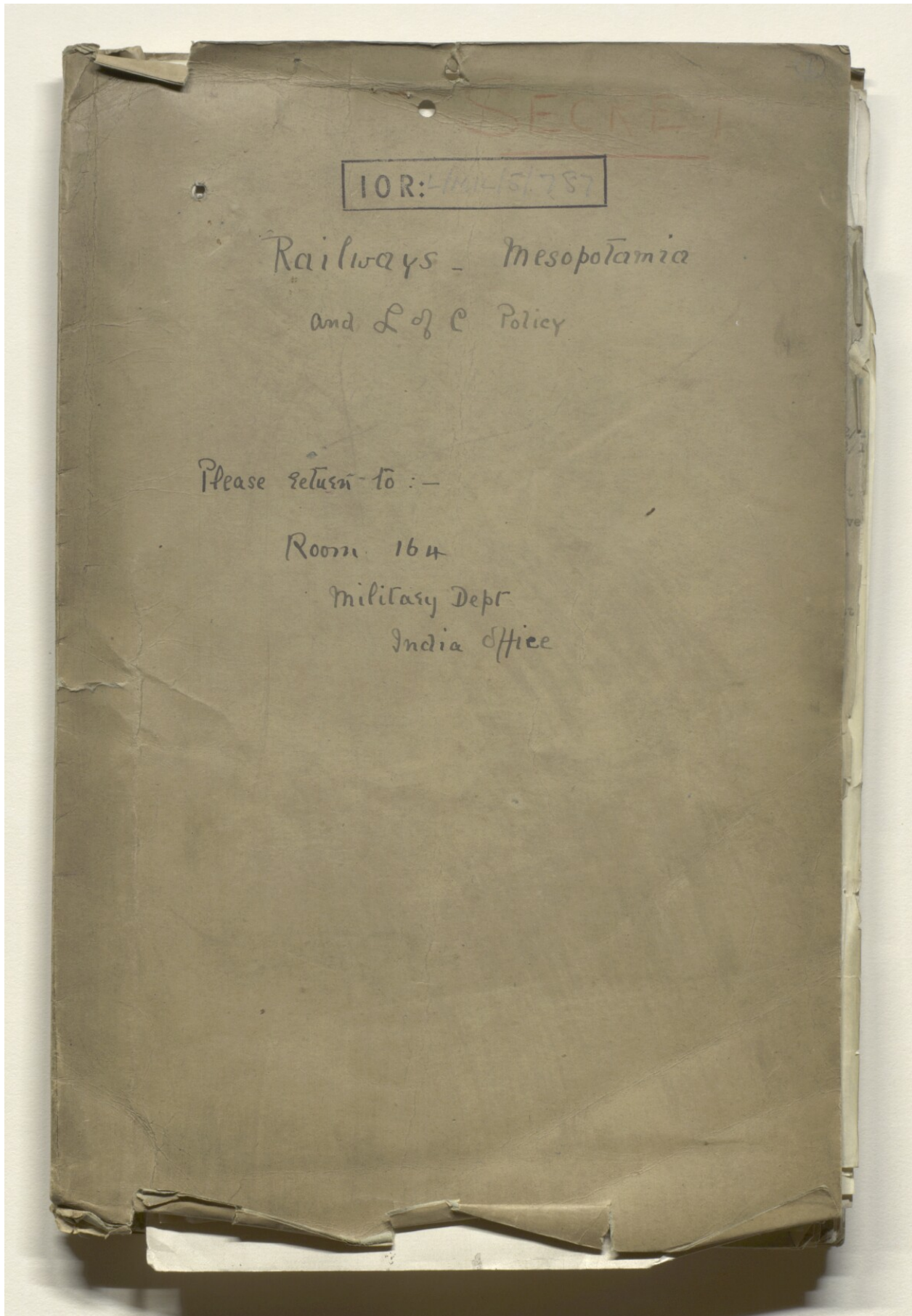
About this record

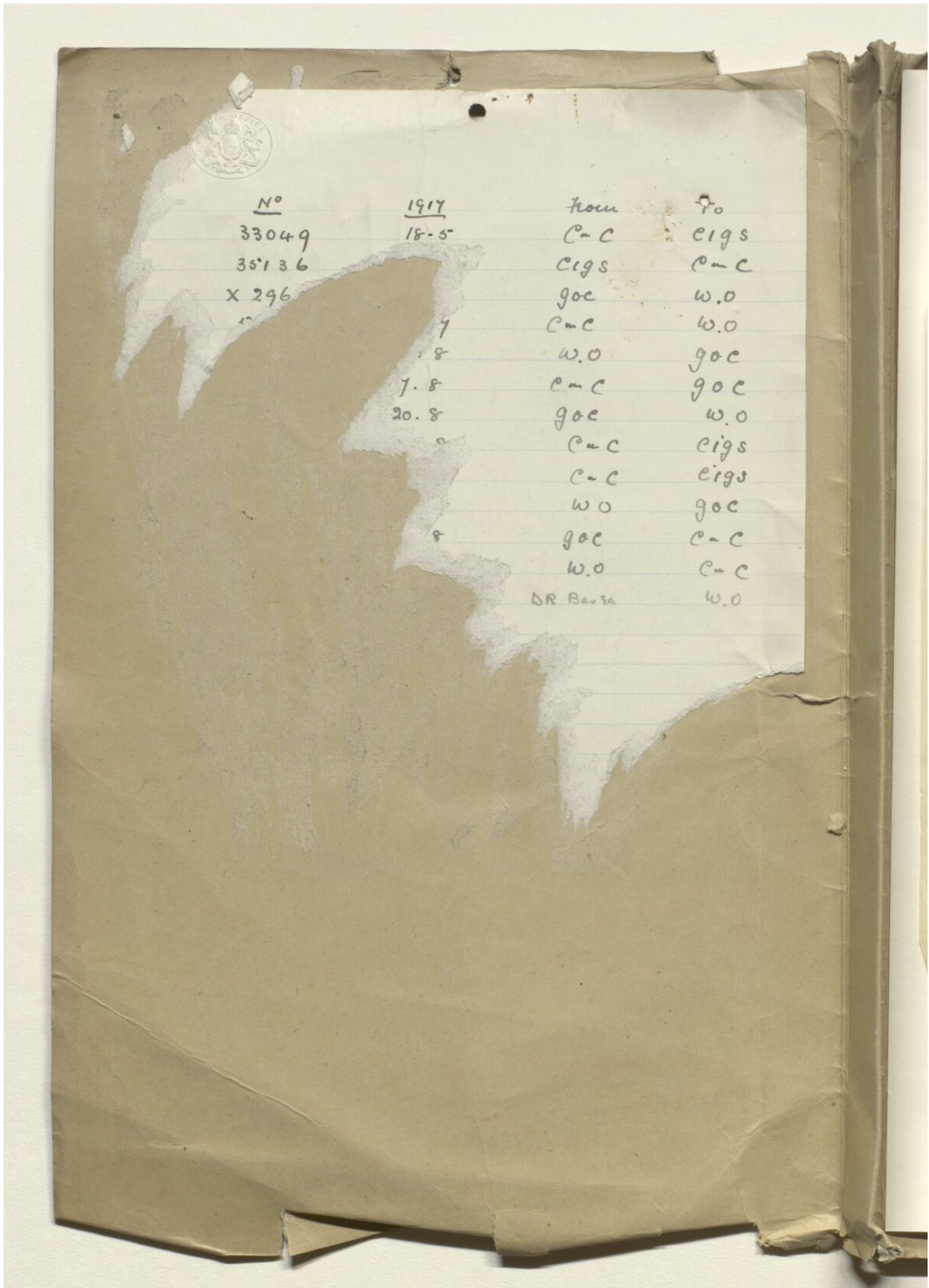
The file, marked secret, contains correspondence and notes regarding rail and river transportation for the Mesopotamian campaign during the First World War. The papers cover a number of matters, including:

- Strategic considerations of the use of rail and river communications
- Supply of railway materials, rolling stock, and personnel to Mesopotamia [Iraq] from India, other parts of the British Empire, and allied territories
- Problems with unloading and shipping congestion at Basra
- Progress of railway construction, including weekly reports from the General Officer Commanding or Director of Railways to the War Office, starting from August 1917
- Capacity estimates (for troops, food, ammunition, and materials) and efforts to increase it
- Complaints of shortages of railway stock and personnel in India due to the demand in Mesopotamia
- Preparations for a commission, led by Sir Henry Francis Edward Freeland, to be sent to review rail and river transportation in Mesopotamia
- Questions of flooding and damming of the Tigris and Euphrates rivers.

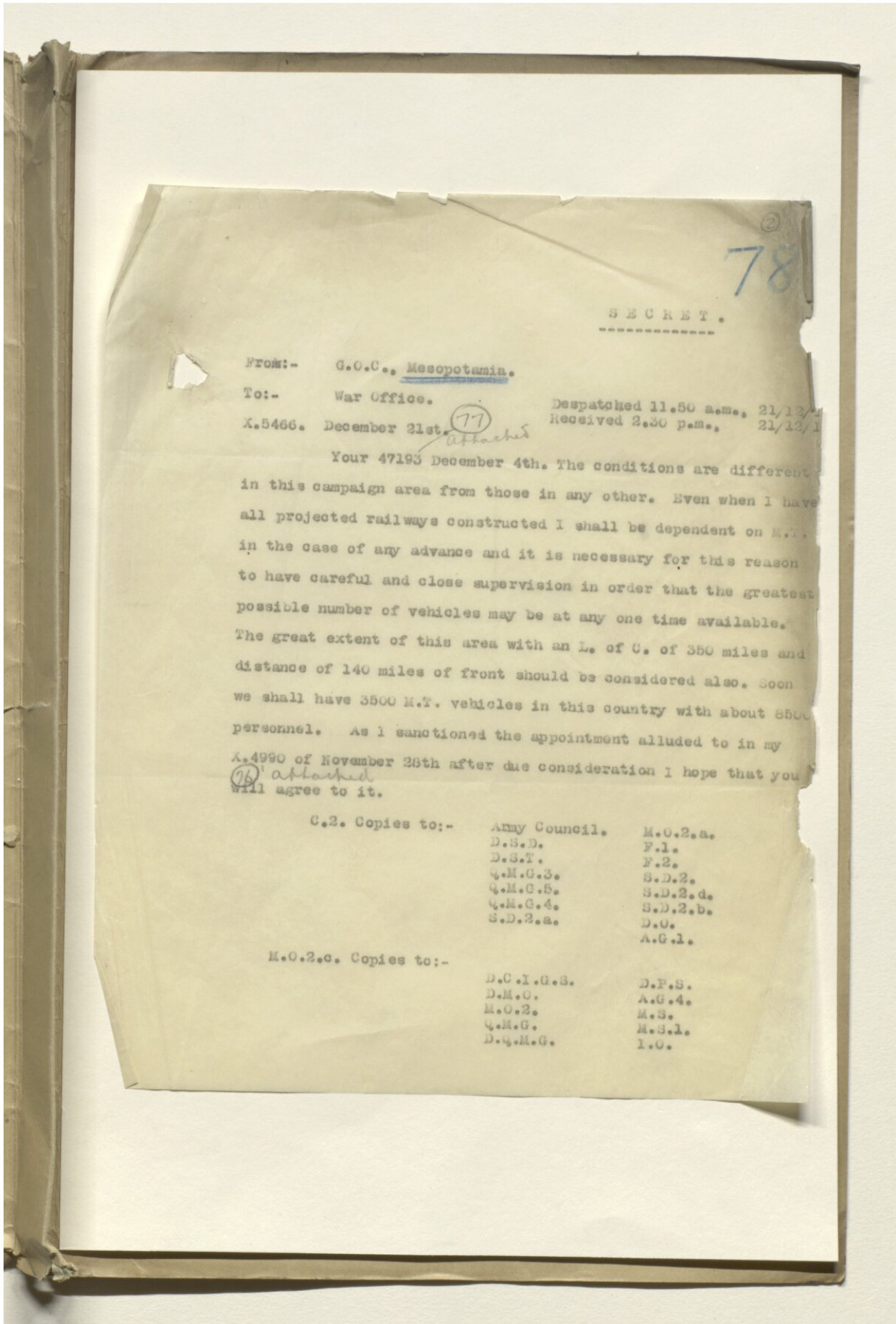
Correspondents include: the Commander-in-Chief, India; the Chief of the Imperial General Staff; the General

Officer Commanding, Mesopotamia; the War Office; the Director of Railways, Mesopotamia; the War Section, Army Department, Government of India; and Major General Sir Henry Francis Edward Freeland.





<u>N°</u>	<u>1917</u>	<u>From</u>	<u>To</u>
33049	18-5	C-C	Cigs
35136		Cigs	C-C
X 296		goe	W.O
	7	C-C	W.O
	8	W.O	goe
	7.8	C-C	goe
	20.8	goe	W.O
		C-C	Cigs
		C-C	Cigs
		W.O	goe
	8	goe	C-C
		W.O	C-C
		DR Barza	W.O



78

SECRET

From:- G.O.C., Mesopotamia.

To:- War Office.

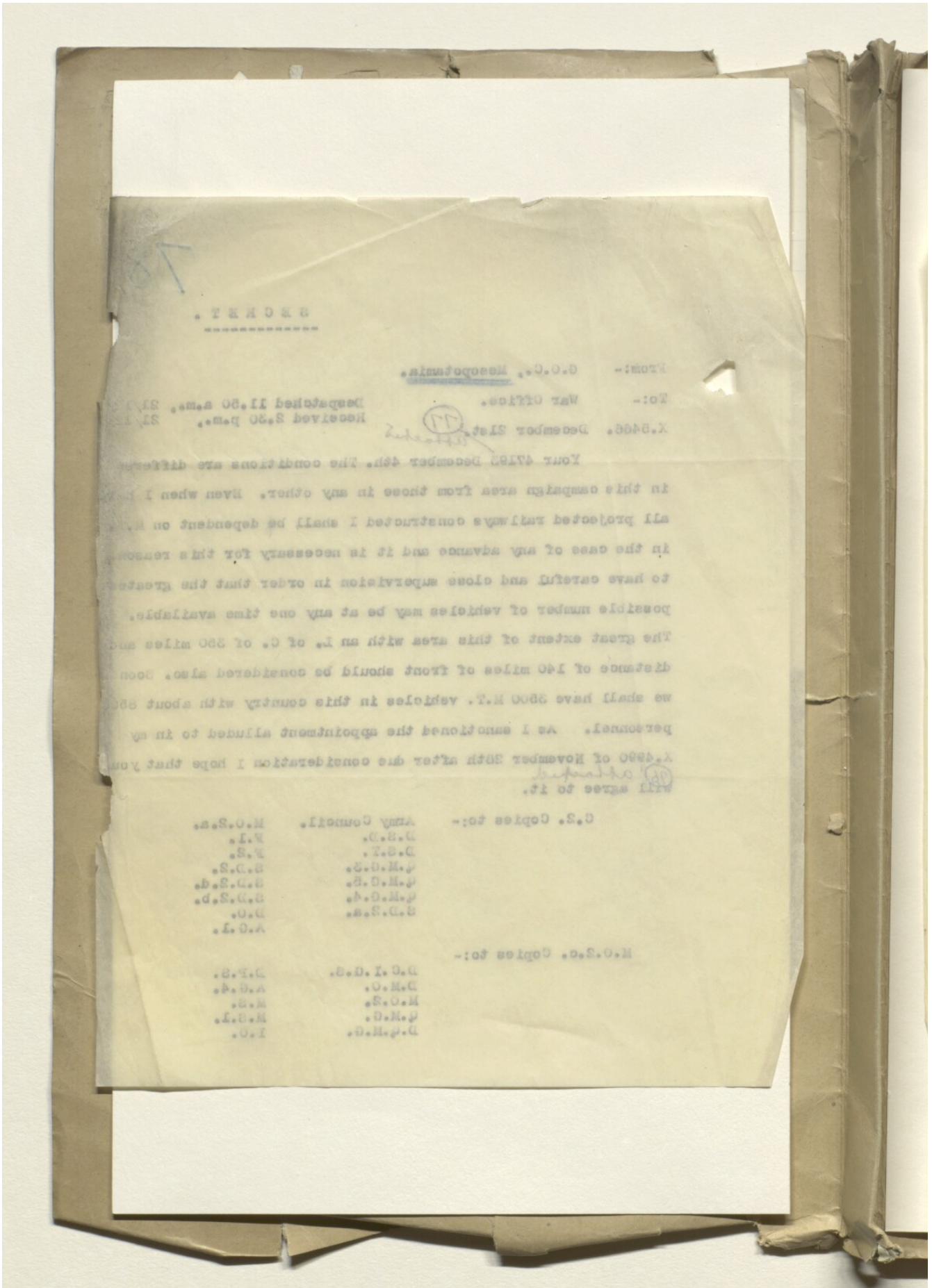
Despatched 11.50 a.m., 21/12/1918
Received 2.30 p.m., 21/12/1918

X.5466. December 21st. ⁽⁷⁷⁾ attached

Your 47193 December 4th. The conditions are different in this campaign area from those in any other. Even when I have all projected railways constructed I shall be dependent on M.T. in the case of any advance and it is necessary for this reason to have careful and close supervision in order that the greatest possible number of vehicles may be at any one time available. The great extent of this area with an L. of C. of 350 miles and distance of 140 miles of front should be considered also. Soon we shall have 3500 M.T. vehicles in this country with about 8500 personnel. As I sanctioned the appointment alluded to in my X.4990 of November 28th after due consideration I hope that you will agree to it.

- C.2. Copies to:-
- | | |
|---------------|----------|
| Army Council. | M.O.2.a. |
| D.S.D. | F.1. |
| D.S.T. | F.2. |
| Q.M.C.3. | S.D.2. |
| Q.M.C.5. | S.D.2.d. |
| Q.M.C.4. | S.D.2.b. |
| S.D.2.a. | D.O. |
| | A.G.1. |

- M.O.2.c. Copies to:-
- | | |
|------------|--------|
| D.C.I.G.S. | D.P.S. |
| D.M.G. | A.G.4. |
| M.O.2. | M.S. |
| Q.M.G. | M.S.1. |
| D.Q.M.G. | I.O. |



SECRET

From: - G.O.C., Mesopotamia.

To: - War Office.

X.8486. December 21st.

Your letter of 14th December is received. The conditions are discussed in this campaign area from those in any other. Even when I have all projected railways constructed I shall be dependent on the in the case of any advance and it is necessary for this reason to have careful and close supervision in order that the greatest possible number of vehicles may be at any one time available. The great extent of this area with an L. of C. of 250 miles and distance of 140 miles of front should be considered also. You we shall have 3800 M.T. vehicles in this country with about 500 personnel. As I mentioned the appointment allowed to in my X.4890 of November 28th after due consideration I hope that you will agree to it.

3. Copies to:-

- M.O.S.S.
- N.I.
- S.S.
- S.C.S.
- S.D.S.d.
- S.D.S.p.
- D.O.
- A.O.I.
- Army Council.
- D.S.C.
- D.S.T.
- P.M.G.S.
- P.M.G.S.
- P.M.G.S.
- D.S.S.S.

M.O.S.S. Copies to:-

- S.T.C.
- A.G.d.
- M.S.
- M.S.I.
- I.O.
- D.C.I.D.S.
- D.M.O.
- M.O.S.
- P.M.G.
- D.P.M.G.



33411
44

SECRET. 77

From:- War Office. Despatched 8.15 p.m.,
To:- C.-in-C., India. 4. 12. 17.
Repeated Mesopotamia.

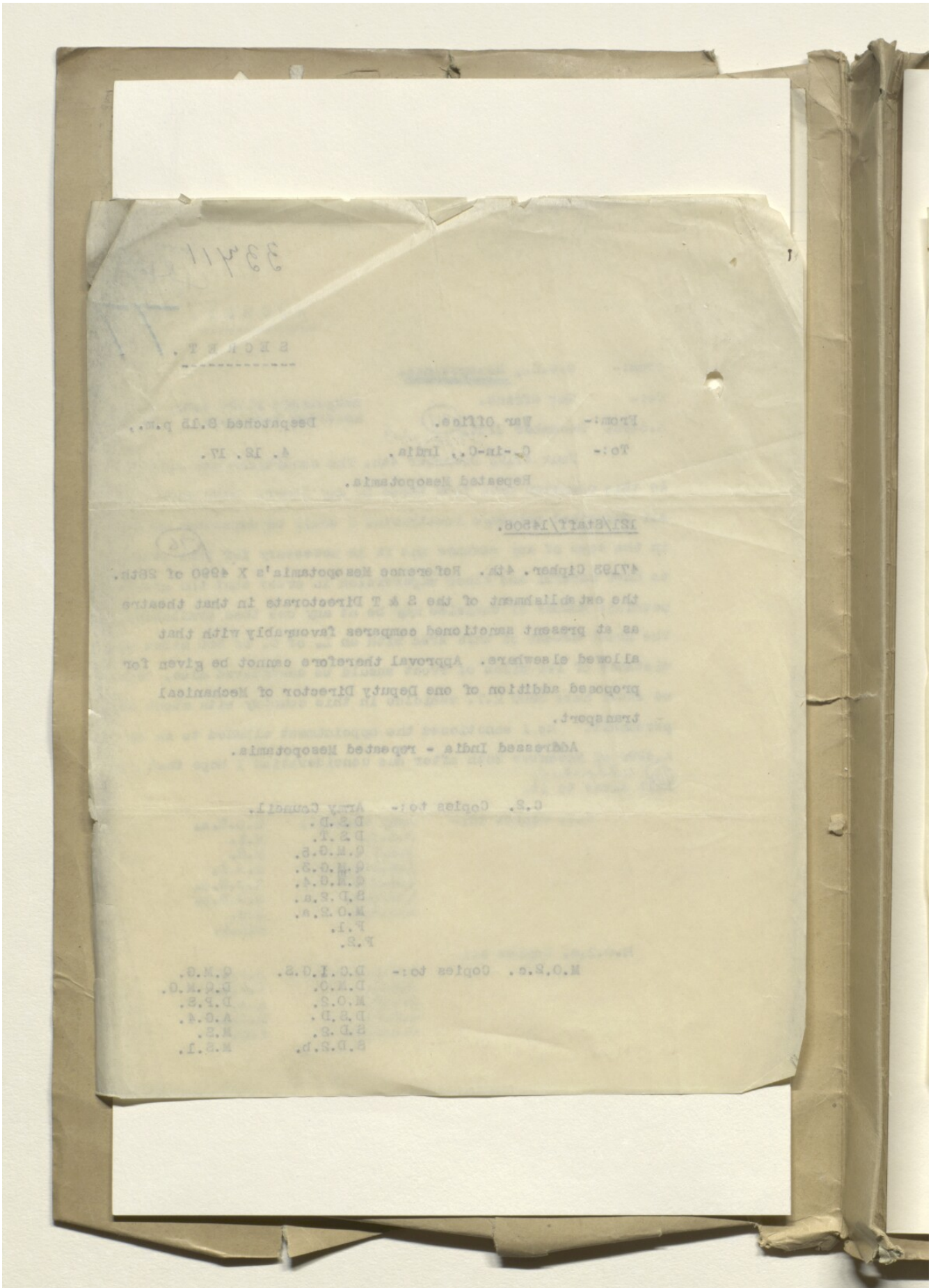
121/Staff/14506.

47193 Cipher. 4th. Reference Mesopotamia's X 4990 of 28th. the establishment of the S & T Directorate in that theatre as at present sanctioned compares favourably with that allowed elsewhere. Approval therefore cannot be given for proposed addition of one Deputy Director of Mechanical transport.

Addressed India - repeated Mesopotamia.

C.2. Copies to:- Army Council.
D.S.D.
D.S.T.
Q.M.G.5.
Q.M.G.3.
Q.M.G.4.
S.D.2.a.
M.O.2.a.
F.1.
F.2.

M.O.2.c. Copies to:- D.C.I.G.S. Q.M.G.
D.M.O. D.Q.M.G.
M.O.2. D.P.S.
D.S.D. A.G.4.
S.D.2. M.S.
S.D.2.b. M.S.1.





SECRET.

From:- Major General Friesland, Aden.

To:- G.O.C.-in-C., Egypt.
Repeated War Office.

Despatched 2 p.m., 2nd December, 1917.

Received 10 p.m., 2nd December, 1917.

F.7.

Please transmit following to Sir William Willcocks and forward his reply by et telegraph to me care of Cox & Co., Bombay, repeating care of C.-in-C., India. Begins. "I should be much obliged if you would reply by telegraph through the C.-in-C., Egypt, shortly to the following questions in confirmation of recent discussion bearing in mind time at our disposal before next flood.

1. Do you think that risk of damage to railway communications from heavy flood is more imminent in neighbourhood of Baghdad than below Amara.

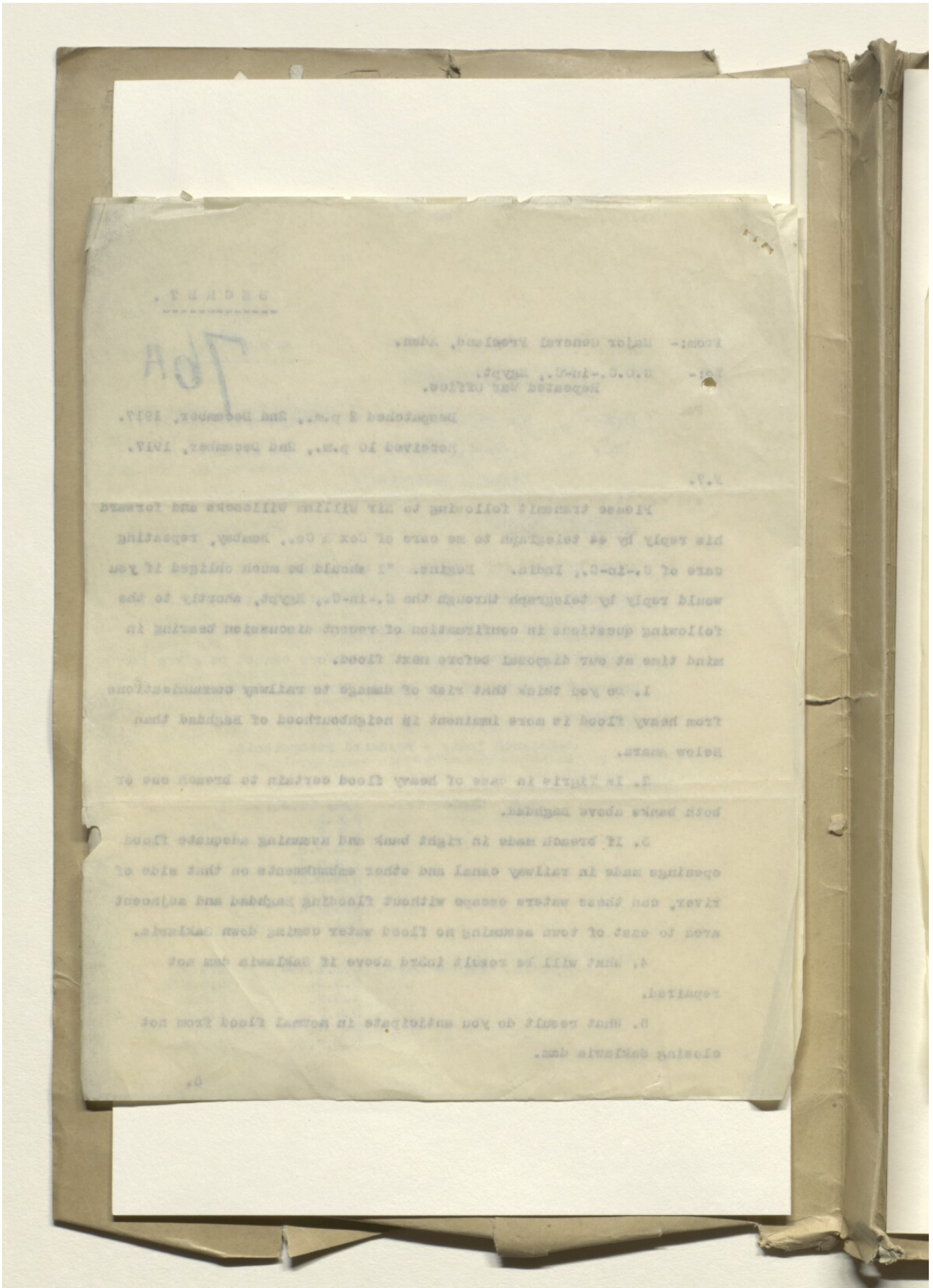
2. Is Tigris in case of heavy flood certain to breach one or both banks above Baghdad.

3. If breach made in right bank and assuming adequate flood openings made in railway canal and other embankments on that side of river, can these waters escape without flooding Baghdad and adjacent area to east of town assuming no flood water coming down Saklawia.

4. What will be result in3rd above if Saklawia dam not repaired.

5. What result do you anticipate in normal flood from not closing Saklawia dam.

6.





2.

6. Do you recommend that left bank of Tigris above Baghdad should be deliberately breached in order to minimise danger to railway Baghdad to Samarra Baghdad to Peluja Baghdad to Museyib.

7. Under our assuming conditions given in 4th above is there any risk of a breach in left bank of Tigris between Baghdad and Kut and can it be avoided.

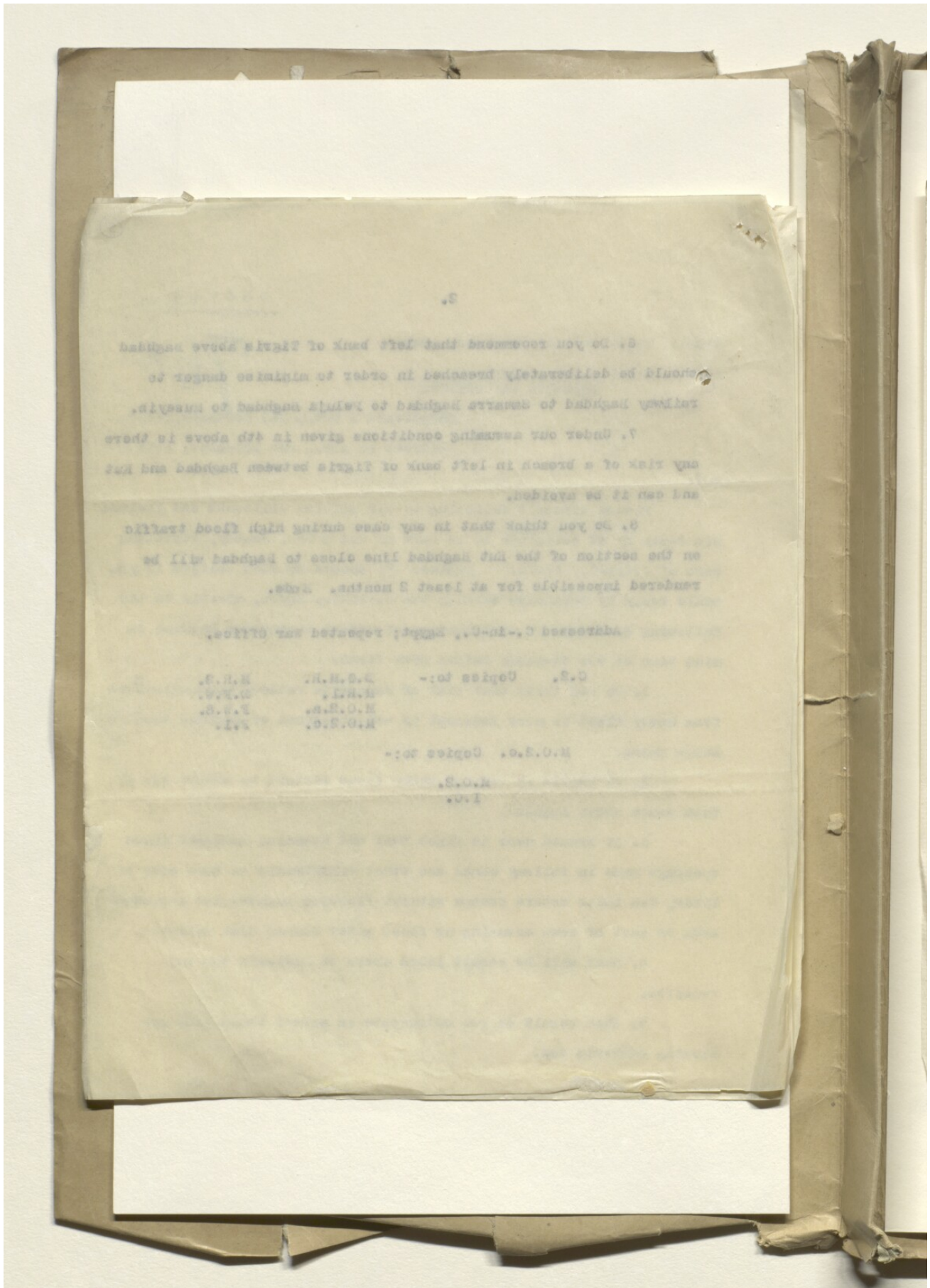
8. Do you think that in any case during high flood traffic on the section of the Kut Baghdad line close to Baghdad will be rendered impossible for at least 2 months. Ends.

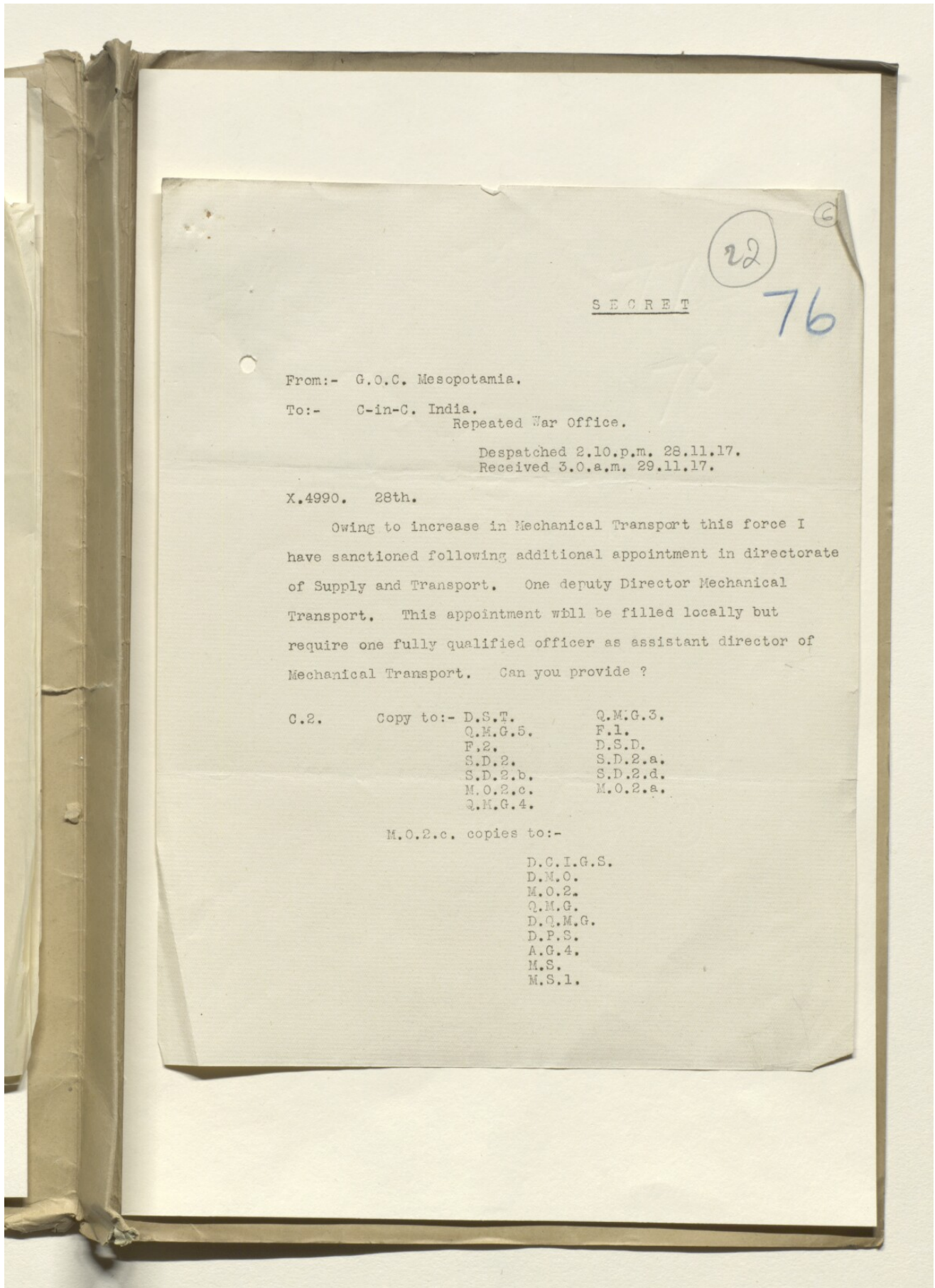
Addressed C.-in-C., Egypt; repeated War Office.

C.2. Copies to:-
D.C.M.R. M.R.3.
M.R.1. D.F.W.
M.O.2.a. F.W.8.
M.O.2.c. F.1.

M.O.2.c. Copies to:-
M.O.2.
I.O.

5





SECRET

From:- G.O.C. Mesopotamia.

To:- C-in-C. India.
Repeated War Office.

Despatched 2.10.p.m. 28.11.17.
Received 3.0.a.m. 29.11.17.

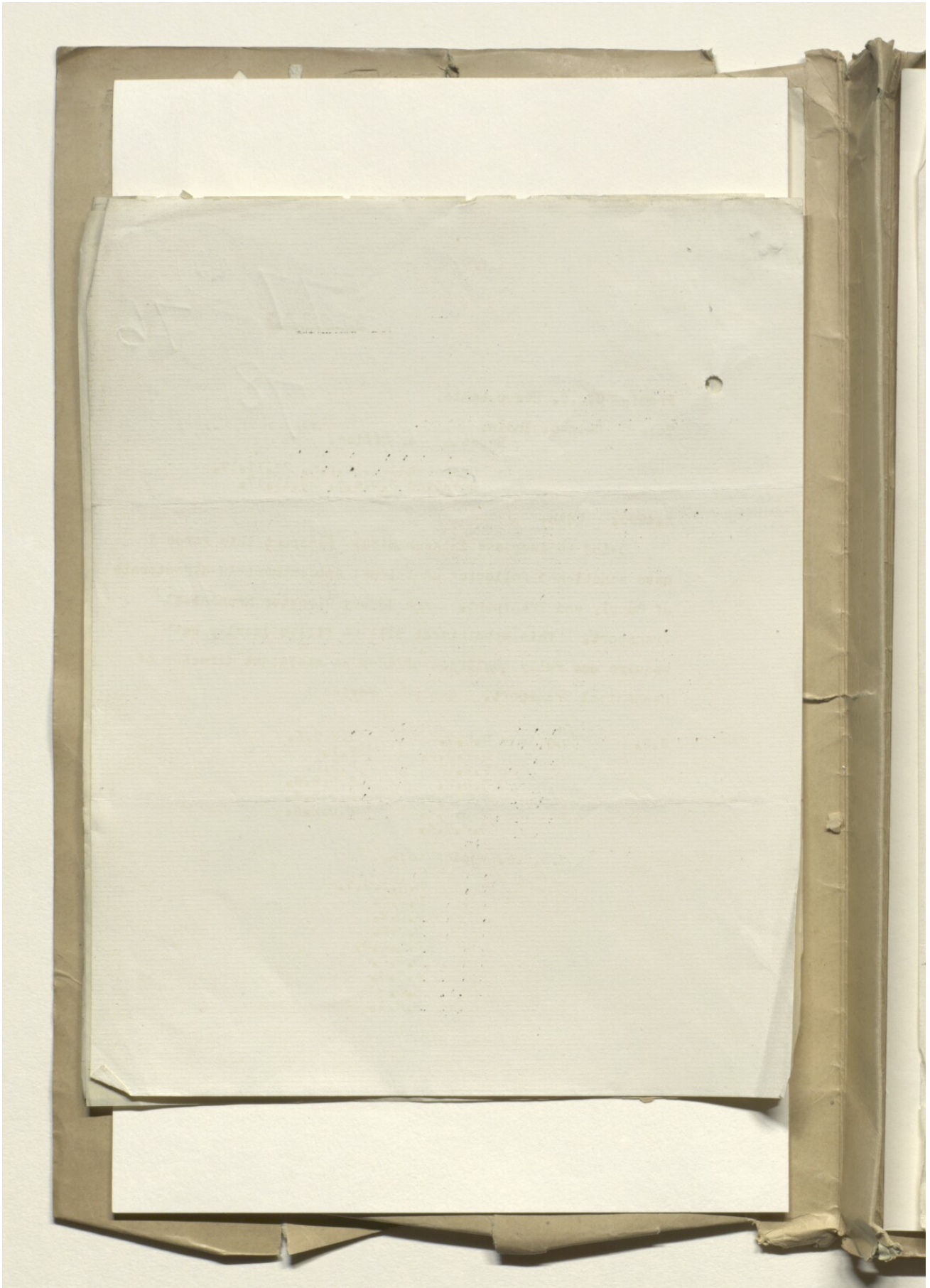
X.4990. 28th.

Owing to increase in Mechanical Transport this force I have sanctioned following additional appointment in directorate of Supply and Transport. One deputy Director Mechanical Transport. This appointment will be filled locally but require one fully qualified officer as assistant director of Mechanical Transport. Can you provide ?

C.2. Copy to:- D.S.T. Q.M.G.3.
Q.M.G.5. F.1.
F.2. D.S.D.
S.D.2. S.D.2.a.
S.D.2.b. S.D.2.d.
M.O.2.c. M.O.2.a.
Q.M.G.4.

M.O.2.c. copies to:-

D.C.I.G.S.
D.M.O.
M.O.2.
Q.M.G.
D.Q.M.G.
D.P.S.
A.G.4.
M.S.
M.S.1.





L of C
Mesopotamia.

SECRET.

Operations.

75

To : C. in C., A.H.C., India.

From C.I.G.S., War Office.

Despatched at 8.10 p.m.
14.12.17.

47961 cipher.

Your 84221 of 12th December.

Please convey to Freeland following :- Begins -
Reference paragraph 1 of your instructions you will furnish
copy to Commander -in- Chief India reporting direct to me.
Reference paragraph 7, you will report direct to Government
of India, furnishing copy to me.

Reference paragraph 6, developments in the Turkish theatre
of operations, together with the knowledge that the enemy's
railway system has not made the progress anticipated, render
necessary a revision of the size of the forces forming the
basis of your enquiries .

Your report should be based therefore on the alternative
assumptions :-

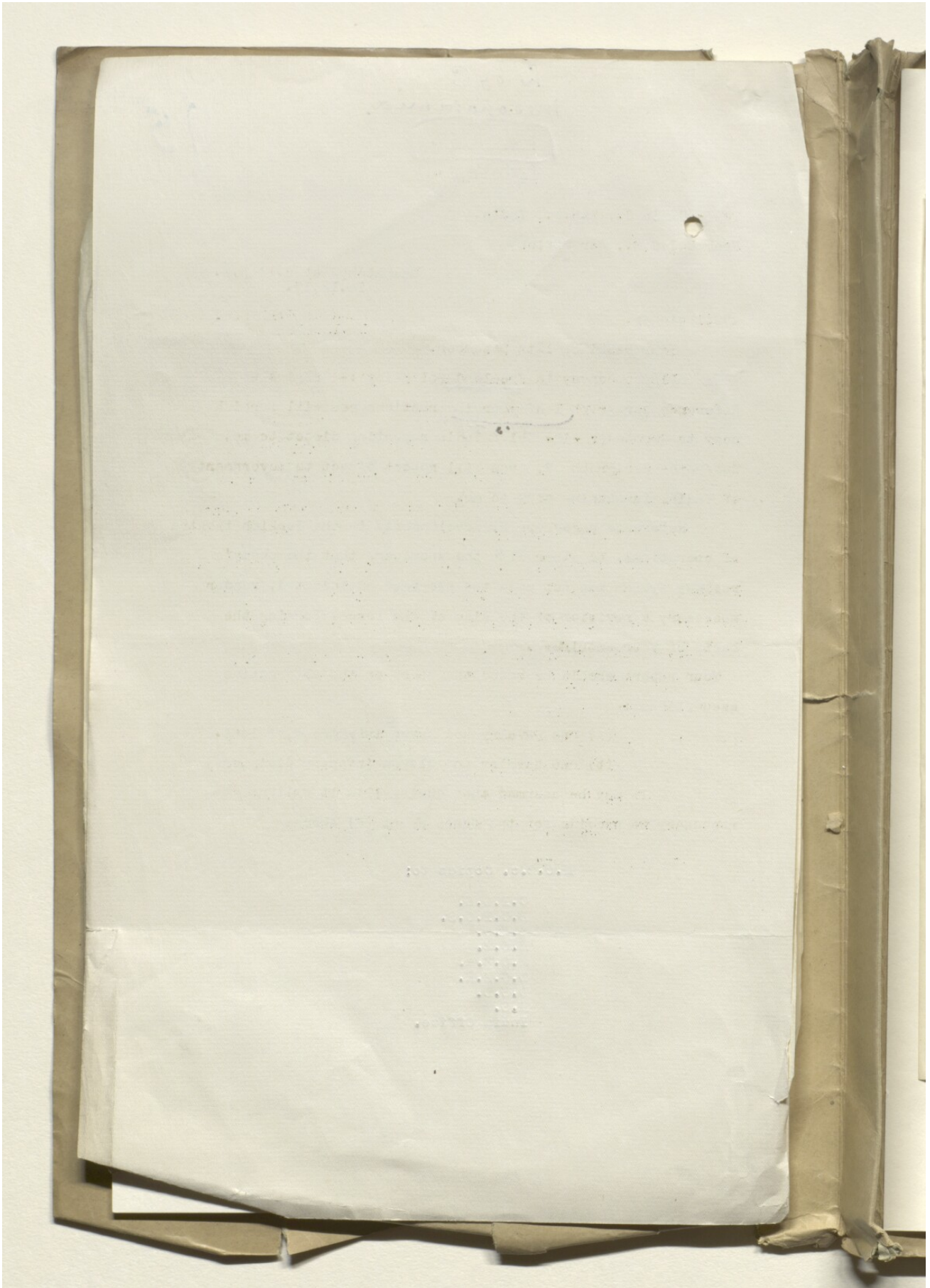
(A) One Cavalry and seven infantry divisions.

(b) One Cavalry and eleven infantry divisions.

It may be assumed that during 1918 it will not be
necessary to provide for the force as at (B) above.

M.O.2.c. Copies to:

C.I.G.S.
D.C.I.G.S.
D.M.C.
M.O.2.
M.O.2.a.
D.G.M.R.
D.S.D.
M.S.
India Office.





OPERATIONS.

S E C R E T.

74 (8)

From:- C.in C.India.

Despatched 12/12/17 10.0.p.m.

To:- C.I.G.S.

Received 13/12/17. 6.30 a.m.

84221.

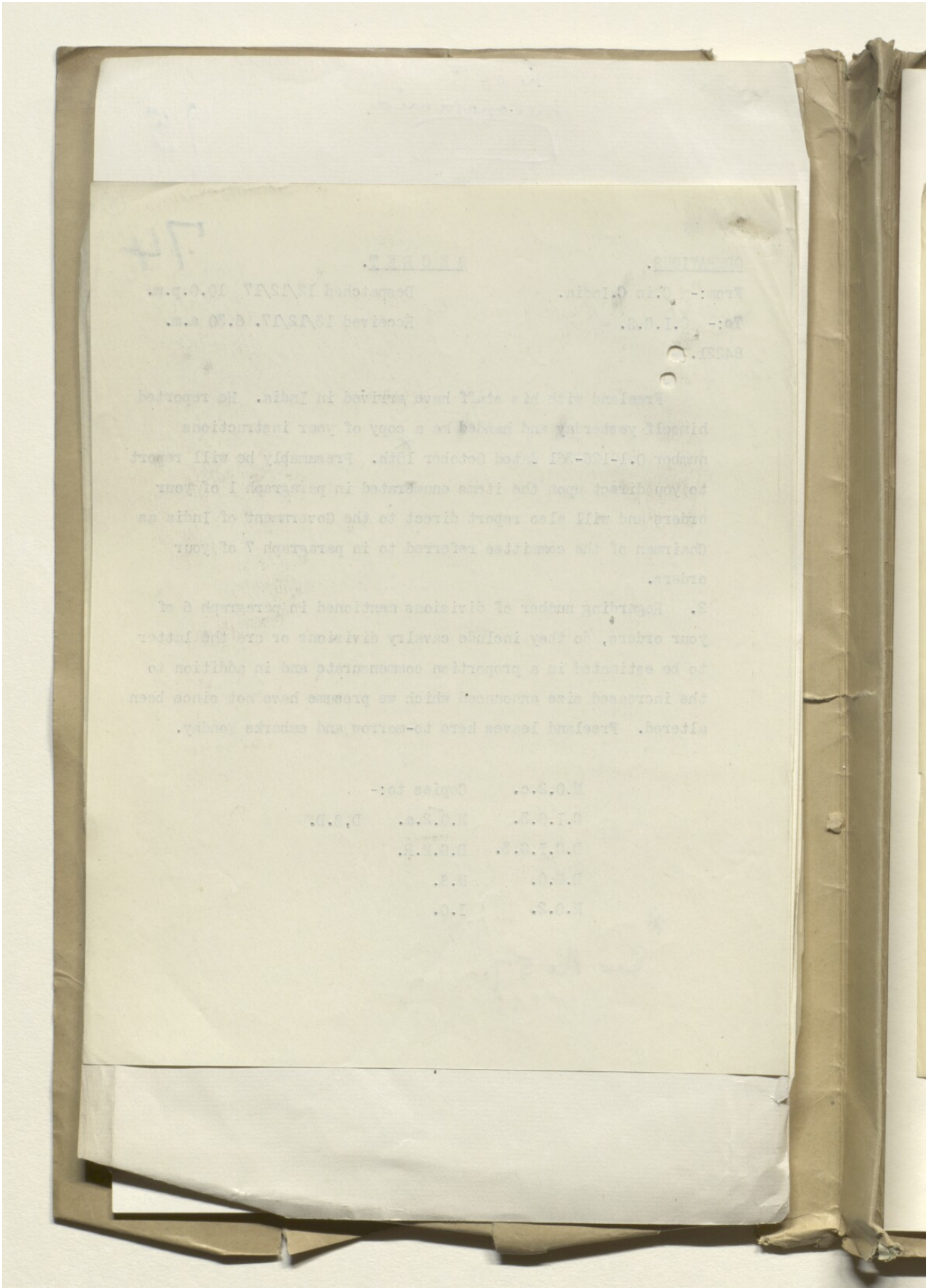
Freeland with his staff have arrived in India. He reported himself yesterday and handed me a copy of your instructions number O.1-126-361 dated October 18th. Presumably he will report to you direct upon the items enumerated in paragraph 1 of your orders and will also report direct to the Government of India as Chairman of the committee referred to in paragraph 7 of your orders.

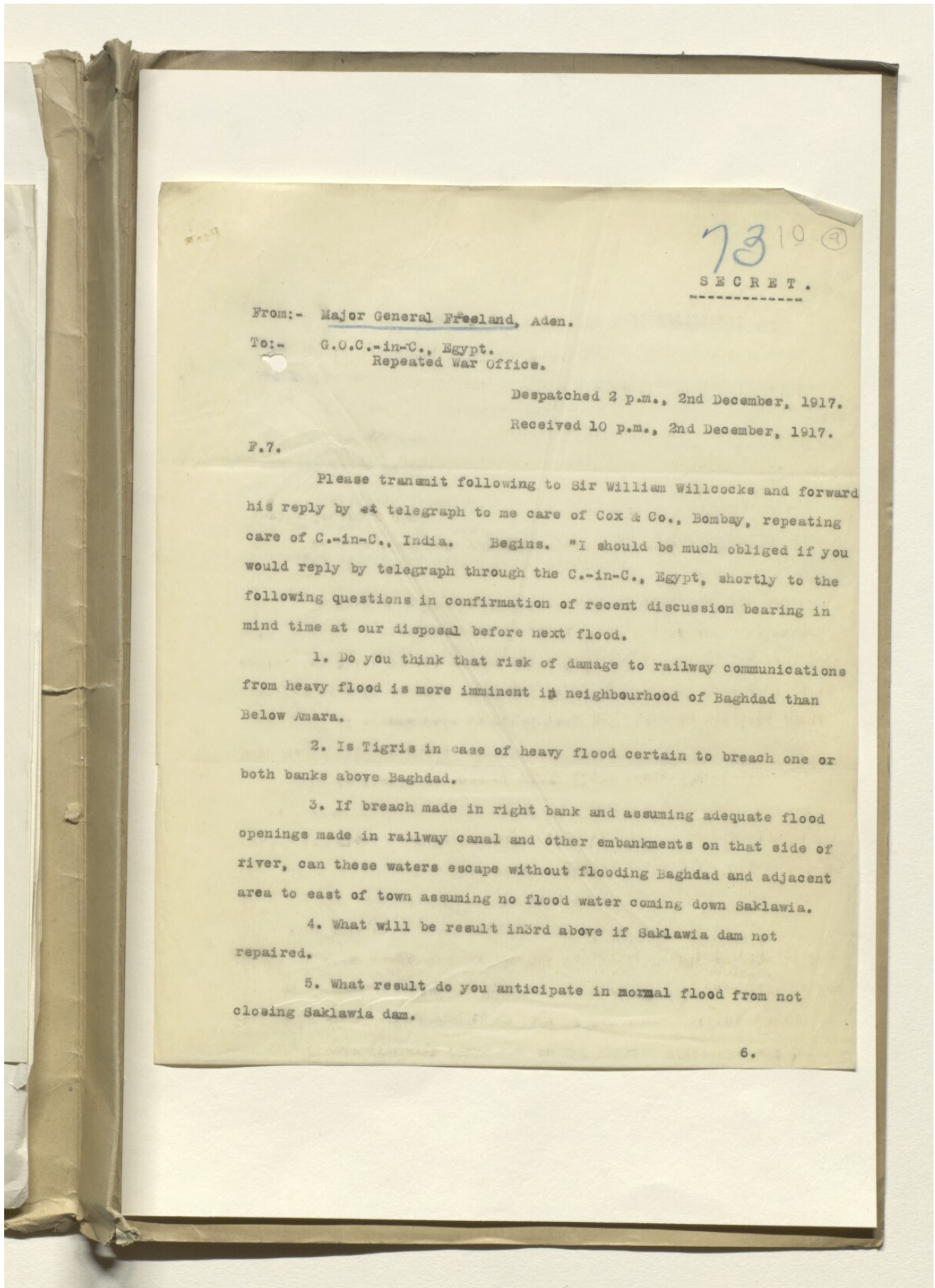
2. Regarding number of divisions mentioned in paragraph 6 of your orders, do they include cavalry divisions or are the latter to be estimated in a proportion commensurate and in addition to the increased size announced which we presume have not since been altered. Freeland leaves here to-morrow and embarks Monday.

M.O.2.c.	Copies to:-
C.I.G.3.	M.O.2.a. D.S.D.
D.C.I.G.3.	D.G.M.R.
D.M.O.	M.S.
M.O.2.	I.O.

*

See No 57.





7310 (9)
SECRET.

From:- Major General Ffeeland, Aden.

To:- G.O.C.-in-C., Egypt.
Repeated War Office.

Despatched 2 p.m., 2nd December, 1917.

Received 10 p.m., 2nd December, 1917.

F.7.

Please transmit following to Sir William Wilcocks and forward his reply by ~~at~~ telegraph to me care of Cox & Co., Bombay, repeating care of C.-in-C., India. Begins. "I should be much obliged if you would reply by telegraph through the C.-in-C., Egypt, shortly to the following questions in confirmation of recent discussion bearing in mind time at our disposal before next flood.

1. Do you think that risk of damage to railway communications from heavy flood is more imminent in neighbourhood of Baghdad than Below Amara.

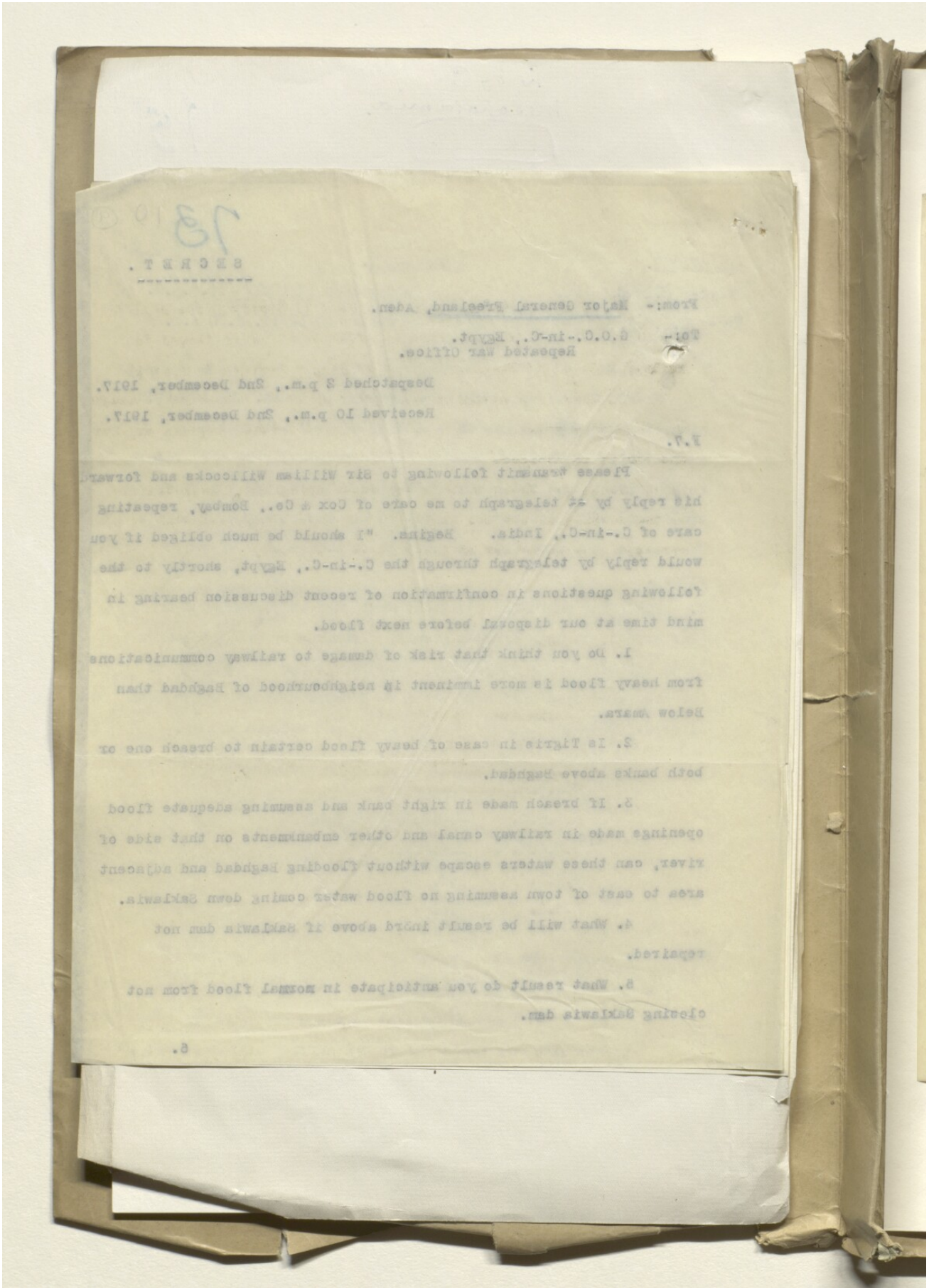
2. Is Tigris in case of heavy flood certain to breach one or both banks above Baghdad.

3. If breach made in right bank and assuming adequate flood openings made in railway canal and other embankments on that side of river, can these waters escape without flooding Baghdad and adjacent area to east of town assuming no flood water coming down Saklawia.

4. What will be result in3rd above if Saklawia dam not repaired.

5. What result do you anticipate in normal flood from not closing Saklawia dam.

6.





10

2.

6. Do you recommend that left bank of Tigris above Baghdad should be deliberately breached in order to minimise danger to railway Baghdad to Samarra Baghdad to Peluja Baghdad to Museyib.

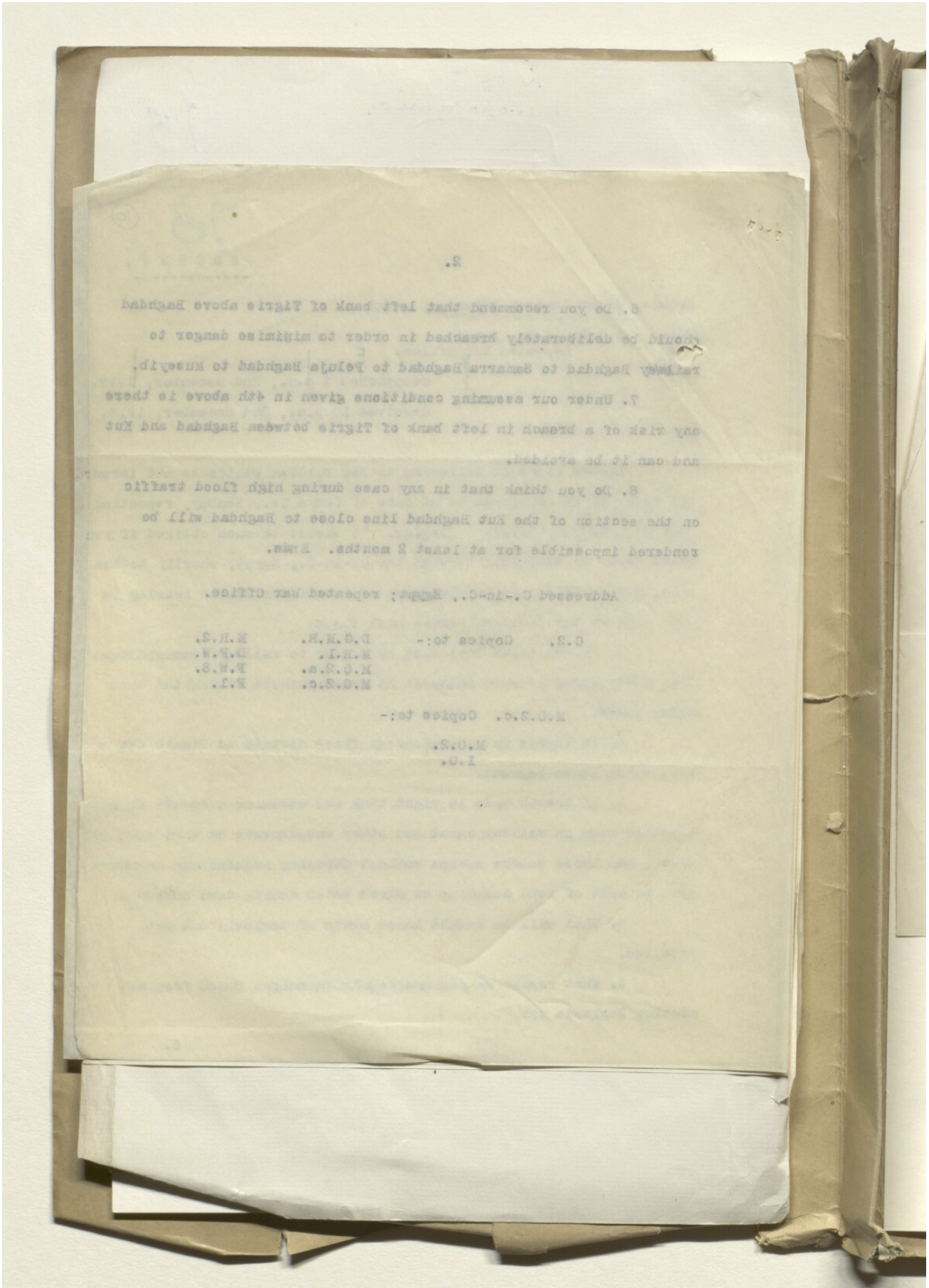
7. Under our assuming conditions given in 4th above is there any risk of a breach in left bank of Tigris between Baghdad and Kut and can it be avoided.

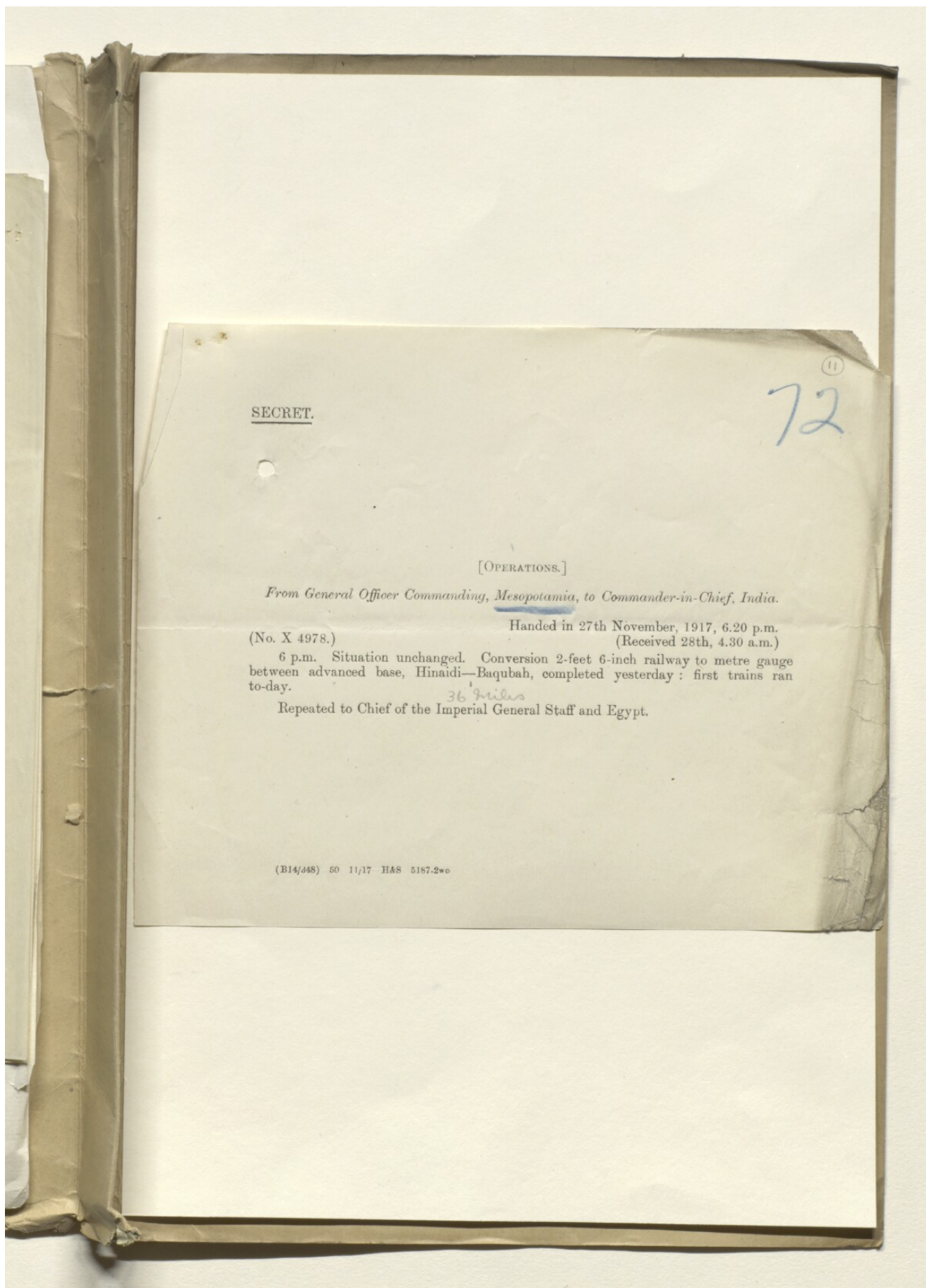
8. Do you think that in any case during high flood traffic on the section of the Kut Baghdad line close to Baghdad will be rendered impossible for at least 2 months. Ends.

Addressed C.-in-C., Egypt; repeated War Office.

C.2. Copies to:-
D.G.M.R. M.R.2.
M.R.1. D.F.W.
M.O.2.a. F.W.8.
M.O.2.c. F.1.

M.O.2.c. Copies to:-
M.O.2.
I.O.





SECRET.

72 (11)

[OPERATIONS.]

From General Officer Commanding, Mesopotamia, to Commander-in-Chief, India.

Handed in 27th November, 1917, 6.20 p.m.

(Received 28th, 4.30 a.m.)

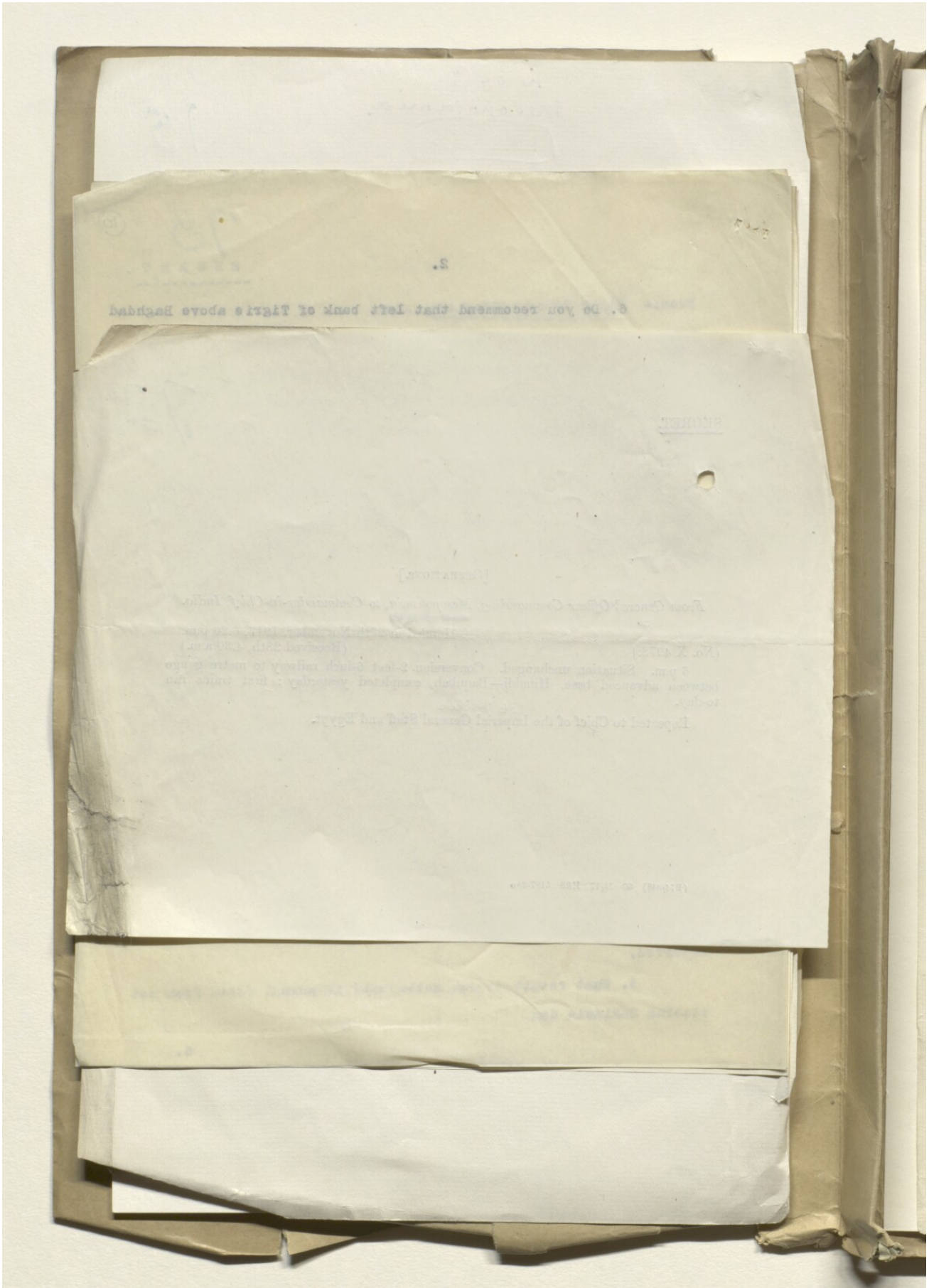
(No. X 4978.)

6 p.m. Situation unchanged. Conversion 2-feet 6-inch railway to metre gauge between advanced base, Hinaidi—Baqubah, completed yesterday: first trains ran to-day.

36 miles

Repeated to Chief of the Imperial General Staff and Egypt.

(B14/448) 50 11/17 HAS 5187.2wo





(12)

S E C R E T. 71

From :- Railways, Baghdad.

To :- War Office.

X.4962 26th.

Handed in 4.15 p.m. 26 Nov. 1917.
Received 1.20 a.m. 27 Nov. 1917.

Progress report week ending November 24th Basrah-
4 1/2 miles — Qurnah Railway. Linking of Basrah Nahr-Umar section not
yet started. Thessalia now placed discharging permanent
way material.

3 1/2 miles — Hinaide Baqubah metre gauge conversion. Formation
completed and rails linked to mile 33. Four girders erected
on Basrah Dialha high level bridge and remaining nine girders
now at bridge site. Line opened to Conyngham's post
station at mile 24 for traffic.

4 3/4 miles — Baghdad Feluja standard gauge extension. Formation
complete to mile 26. No further linking done. Sufficient
material to link another six miles has been collected at site
and linking will now recommence.

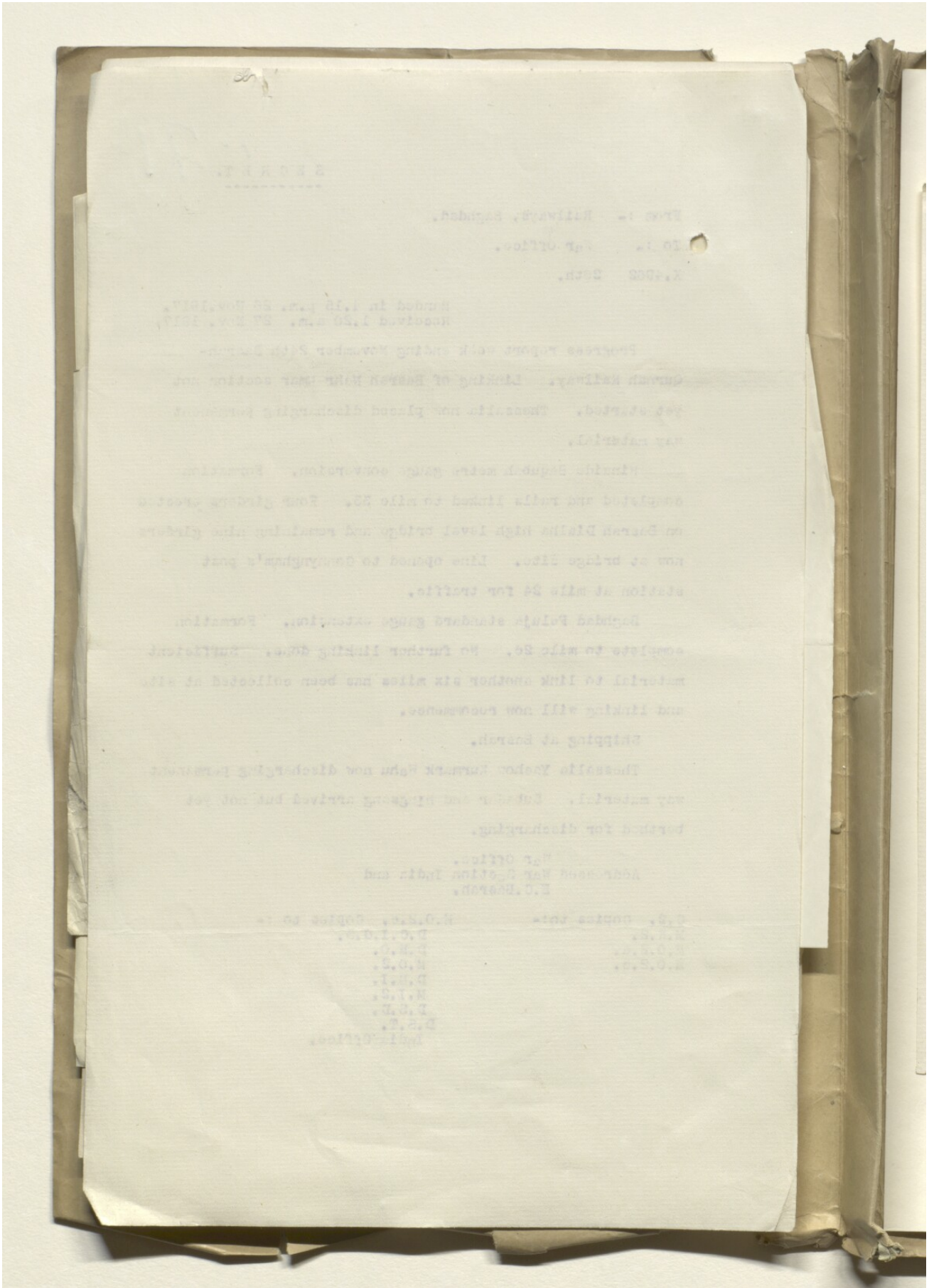
Shipping at Basrah.

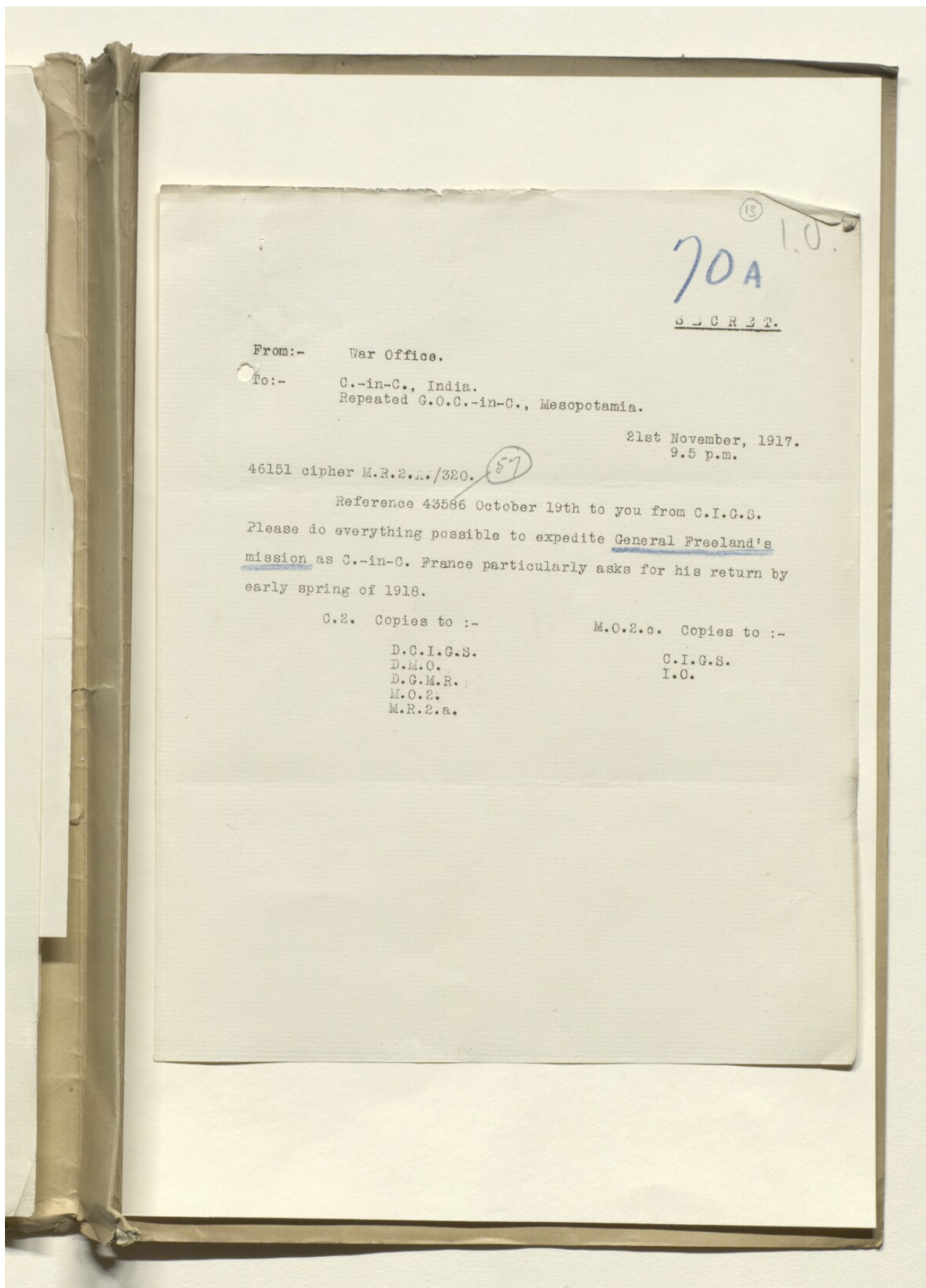
Thessalia Yachow Kurmark Wahu now discharging permanent
way material. Subadar and Hingsang arrived but not yet
berthed for discharging.

War Office.
Addressed War Section India and
E.C. Basrah.

C.2. Copies to:-
M.R.2.
M.O.2.a.
M.O.2.c.

M.O.2.c. Copies to :-
D.C.I.G.S.
D.M.O.
M.O.2.
D.M.I.
M.I.2.
D.S.D.
D.S.T.
India Office.





13
70A I.O.
SECRET.

From:- War Office.
To:- C.-in-C., India.
Repeated G.O.C.-in-C., Mesopotamia.

21st November, 1917.
9.5 p.m.

46151 cipher M.R.2.A./320. (57)

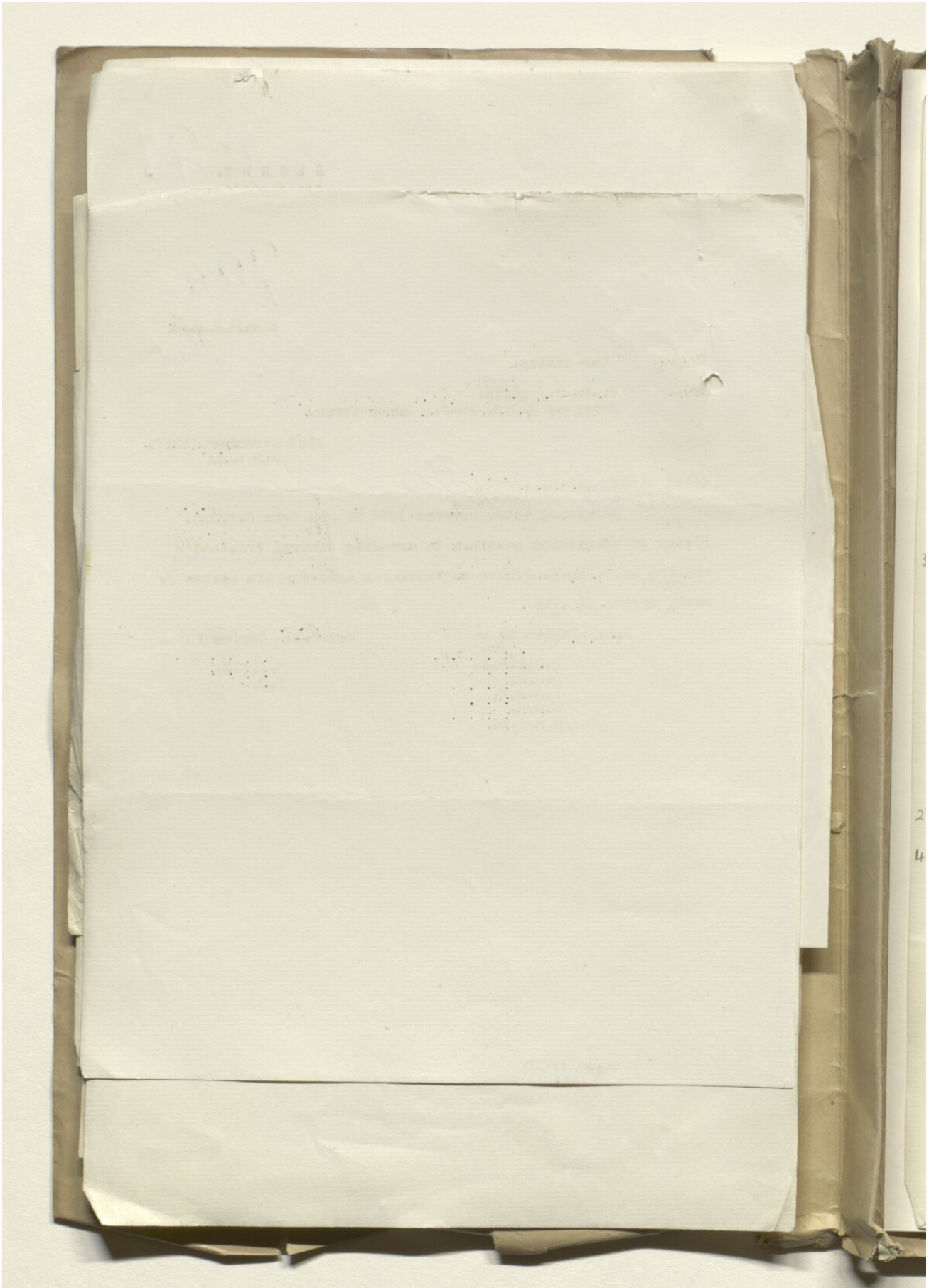
Reference 43586 October 19th to you from C.I.G.S.
Please do everything possible to expedite General Freeland's mission as C.-in-C. France particularly asks for his return by early spring of 1918.

C.2. Copies to :-

D.C.I.G.S.
D.M.O.
D.G.M.R.
M.O.2.
M.R.2.a.

M.O.2.c. Copies to :-

C.I.G.S.
I.O.





(14)

70

SECRET.

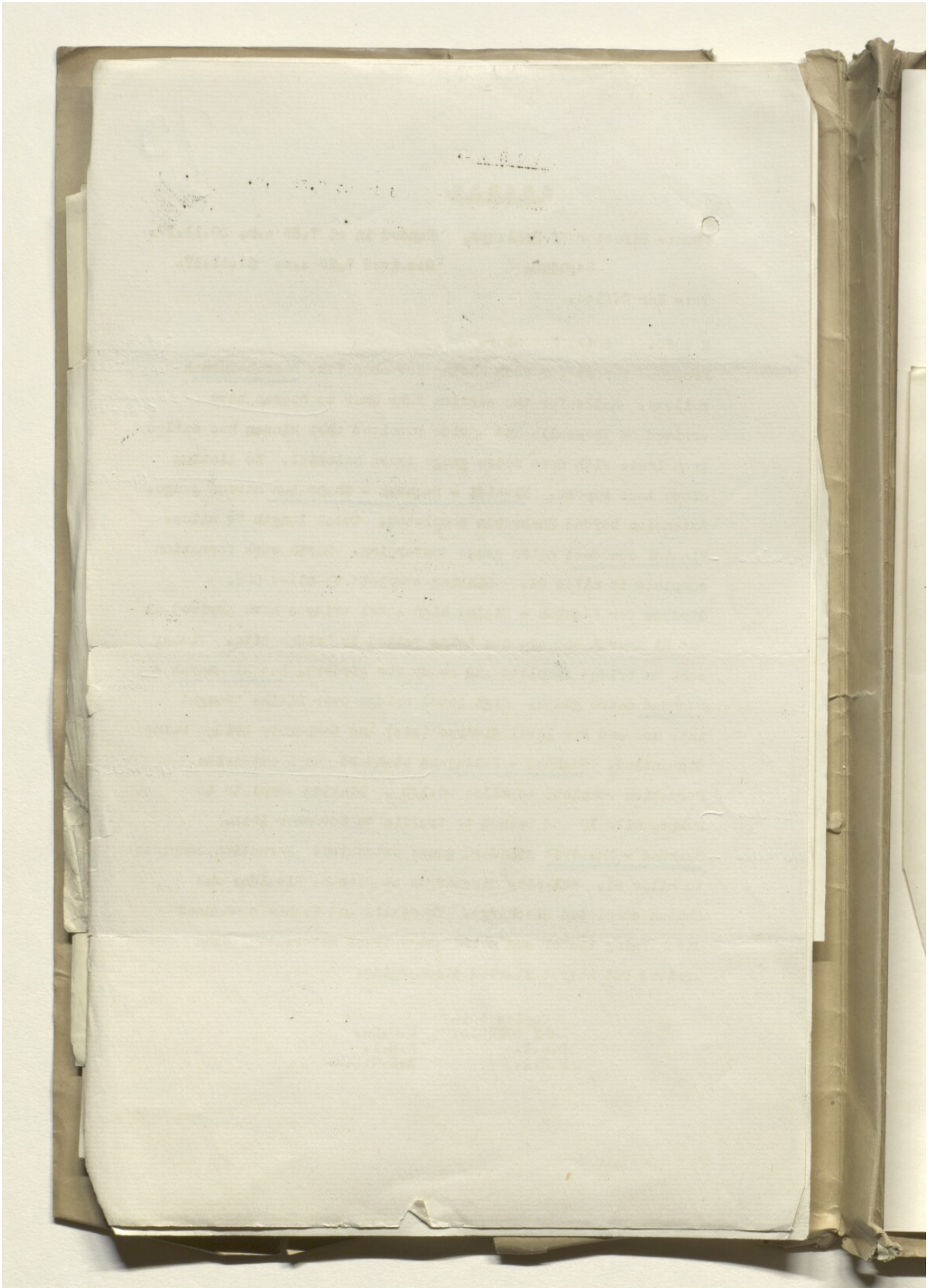
From:- Director of Railways, Handed in at 7.35 a.m. 20.11.17.
Baghdad, Received 5.20 a.m. 21.11.17.

To:- War Office.

X 4855. 20th. November.

Progress report for week ending November 7th. Basrah-Qurnah - ^{Total} ~~43 miles~~ ^{length} ~~20 miles~~ ^{of track} arrived on Thessalia and advice received that Hinson has sailed from India with more metre gauge track material. No linking since last report. Hinaidi - Baqubah - Shahraban narrow gauge. ^{61 miles} Extension beyond Shahraban completed. Total length $7\frac{3}{4}$ miles. ^{36 miles} - Hinaidi ^{Bakuba} aqueduct metro gauge conversion. Earth work formation complete to miles 34. Linking complete to miles $20\frac{3}{4}$. Girders for Baqubah - Dialha high level bridges have arrived at Kut El Amarah and are now being railed to bridge site. Timber work on bridge complete and ready for girders. Kut El Amarah - ^{105 miles} Baghdad metro gauge. High level bridge over Dialha brought into use and low level ^{diversion} diverse (sic) and temporary bridge being dismantled. Baghdad - Falluja standard gauge extension. ^{43 miles} Formation complete to miles $25\frac{1}{3}$. Linking complete to ^{22 miles} Nukhta mile 18 and opened to traffic on November 15th. ^{40 miles} - Baghdad - Musaiyib standard gauge extension. Formation complete to miles $9\frac{3}{4}$. Shipping discharges at Basrah. Risaldar and Chusun completed discharge. Thessalia and Yachow commenced discharging timber and metre gauge track material. Wahd arrived but not yet started discharging.

Copies to:-
ARMY COUNCIL. M.O.2a.
D.S.T. M.R.1.
M.R.2. A.D.G.M.R.





SECRET.

15
69

[OPERATIONS.]

From General Officer Commanding, Mesopotamia, to Commander-in-Chief, India.

(No. X 4784.)

Handed in 15th November, 1917, 4.50 p.m.

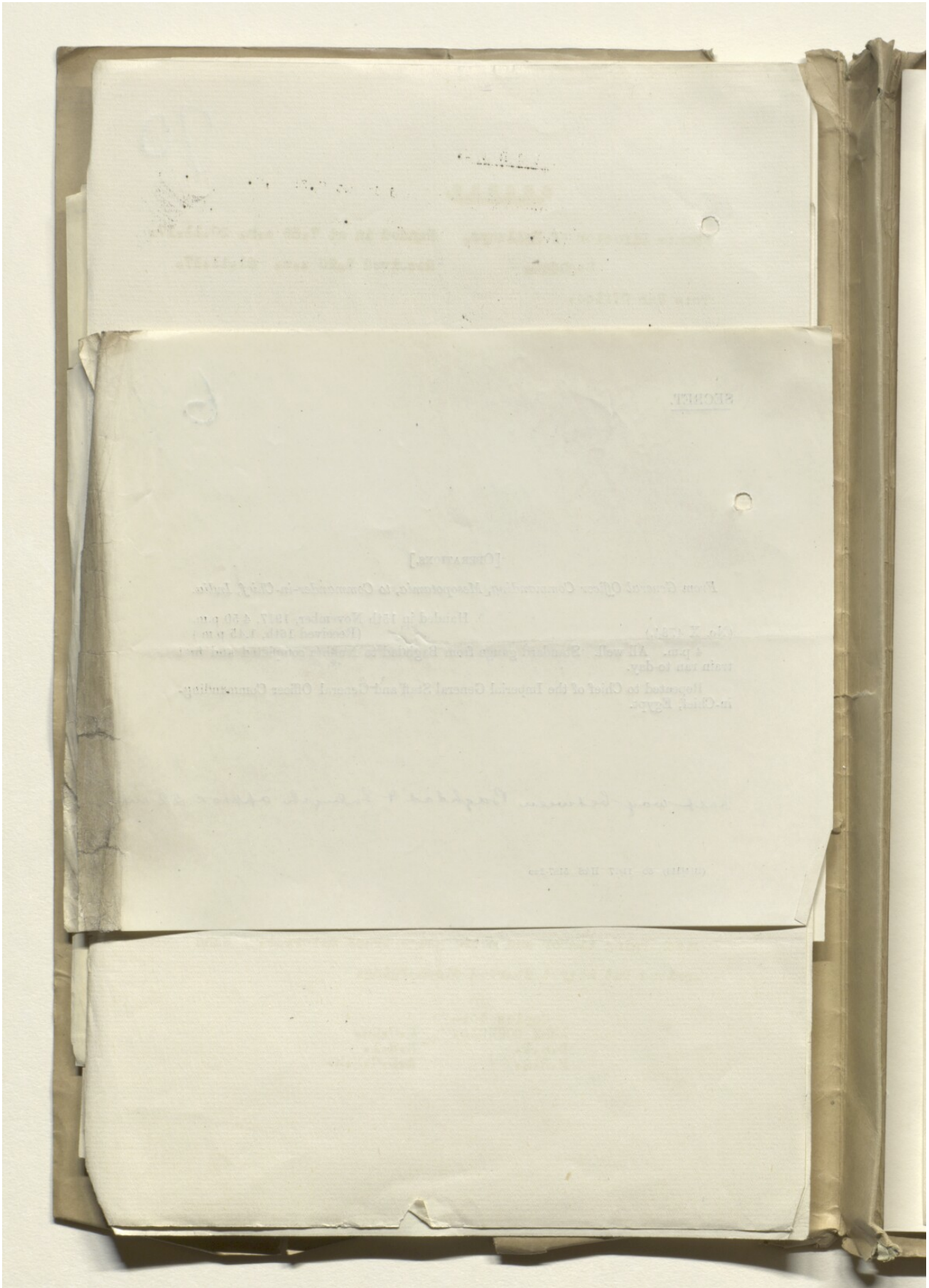
(Received 16th, 1.45 p.m.)

4 p.m. All well. Standard gauge from Baghdad to Nukhta completed and first train ran to-day.

Repeated to Chief of the Imperial General Staff and General Officer Commanding-in-Chief, Egypt.

Half way between Baghdad & Sulaybiyah approx 22 miles.

(B14/348) 50 11/17 H&S 5187-2wo





SECRET.

68 (16)

From:- G.O.C.,
Mesopotamia.

Despatched 3.30 p.m. 12/11/17.
Received 8.15 a.m. 13/11/17.

To:- War Office. Repeated India
and I.G.C. Basra.

X. 4724. November 12th.

Progress Report Week Ending November 10th.

Total lengths
43 miles

Basra - Qurnah Railway. Section Basra, to

NAHRUMAR not yet linked owing to non-arrival of rails from India during October.

6 miles

HINAIDI - BAQUBAH - SHAHRABAN narrow gauge.

Length of extension beyond SHAHRABAN now increased to 7 miles. Embankment complete mile 5 and a half. Linking complete mile 5.

3 miles

HINAIDI - BAQUBAH. Metre gauge conversion.

Formation complete mile 31 gravel linking complete mile 21 timber work on piers of DIALAH high level bridge at BAQUBAH completed. Girders received at BASRAH and now on way up river.

4 1/2 miles

FELUJA extension standard gauge. Formation

complete mile 24 1/2. Linking complete to mile 16 1/2. Linking progress delayed owing to material not coming up river from Basrah fast enough.

40 miles

MUSAIYIB extension standard gauge.

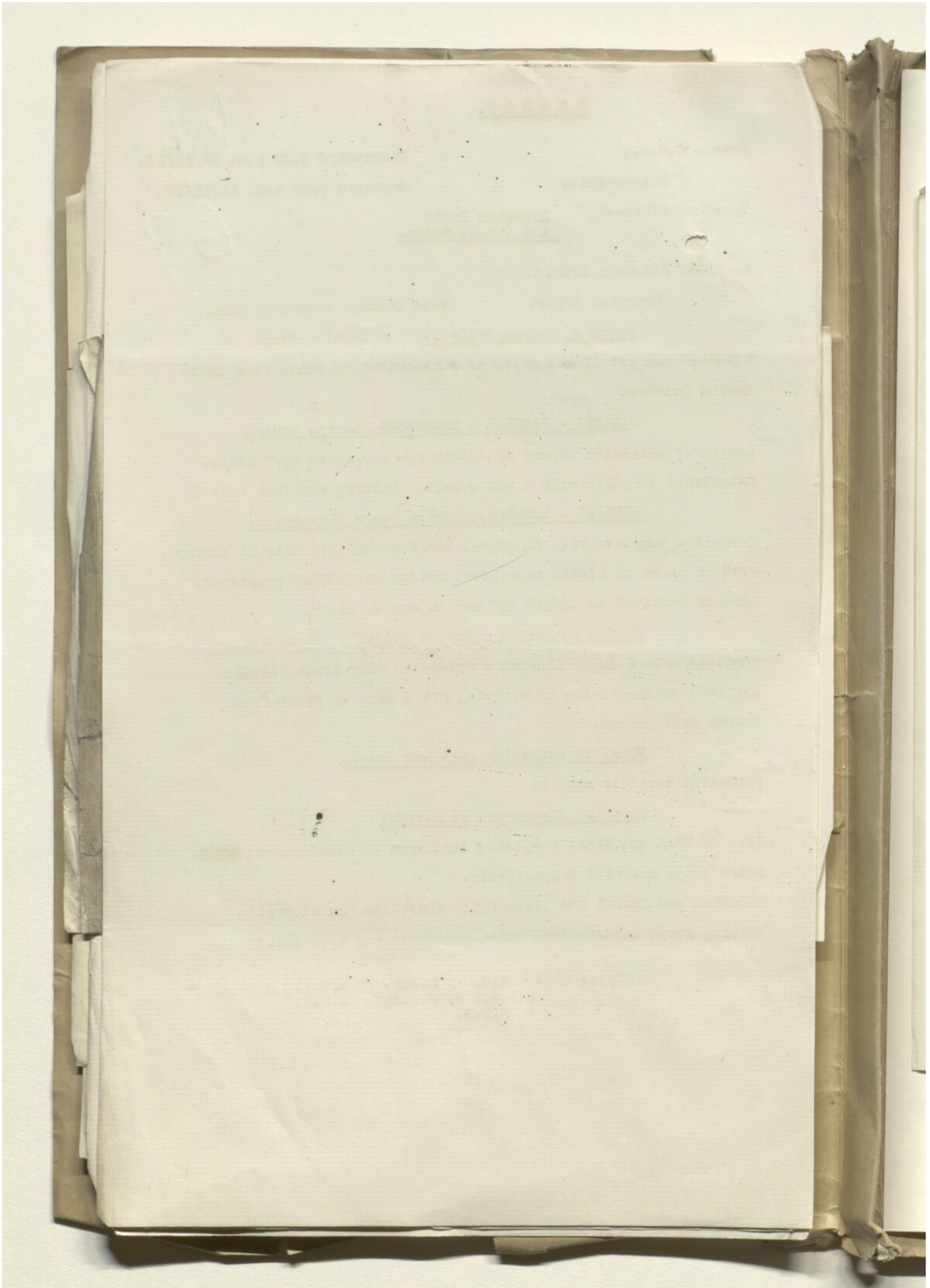
Formation complete mile 9.

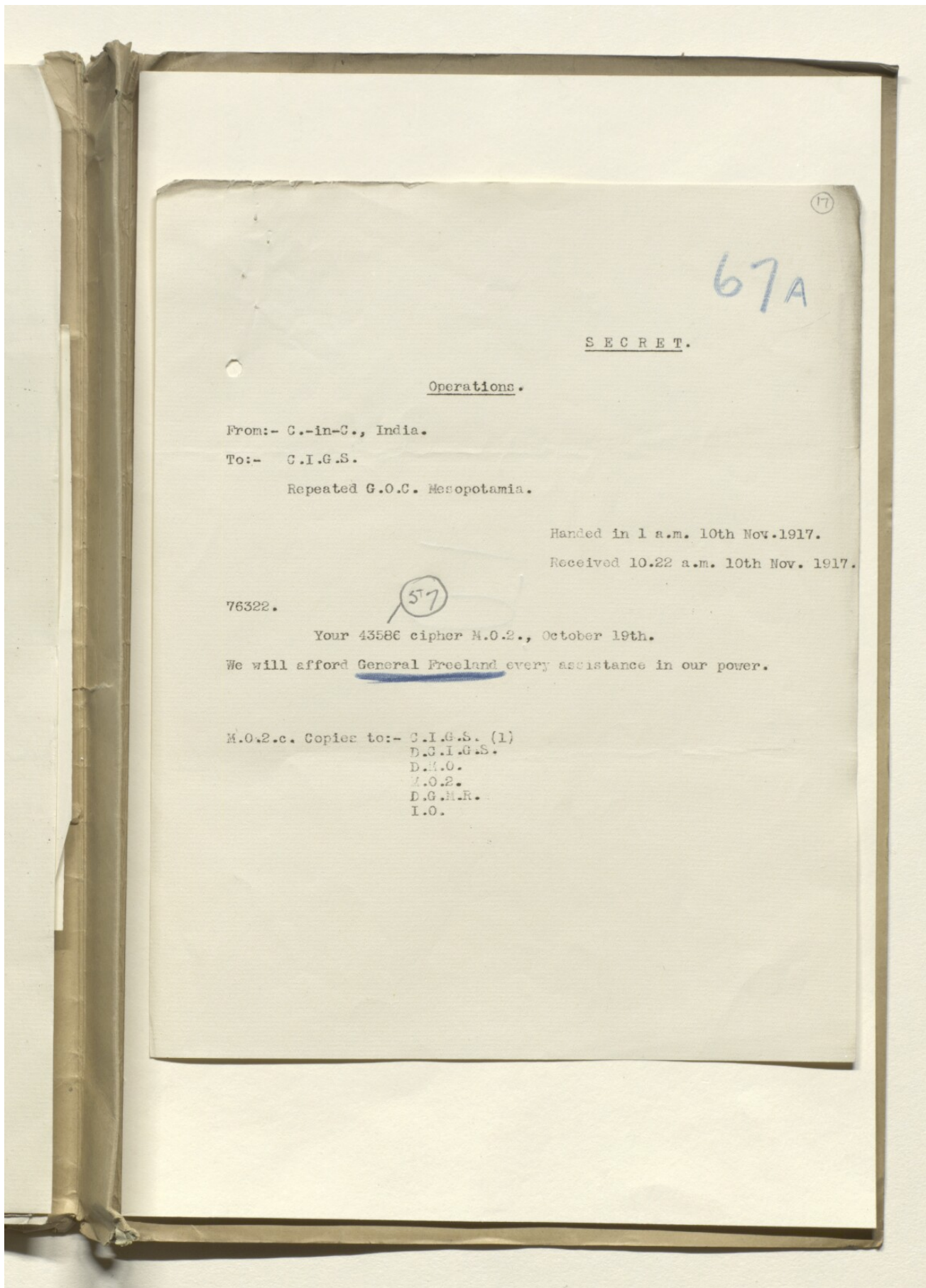
Shipping discharges at Basrah.

Isle of MULL and SHUJA completed discharge of standard and ~~metre~~ metre gauge material respectively.

RISALDAR and CHUSAN now discharging miscellaneous stores. Rolling stock and standard gauge permanent way material.

Copies to:- A.C. M.R.2. M.R.1.
A.D.G.M.R. M.O.2a. D.S.T.
S.R.1.





17
67A
SECRET.

Operations.

From:- C.-in-C., India.

To:- C.I.G.S.

Repeated G.O.C. Mesopotamia.

Handed in 1 a.m. 10th Nov. 1917.

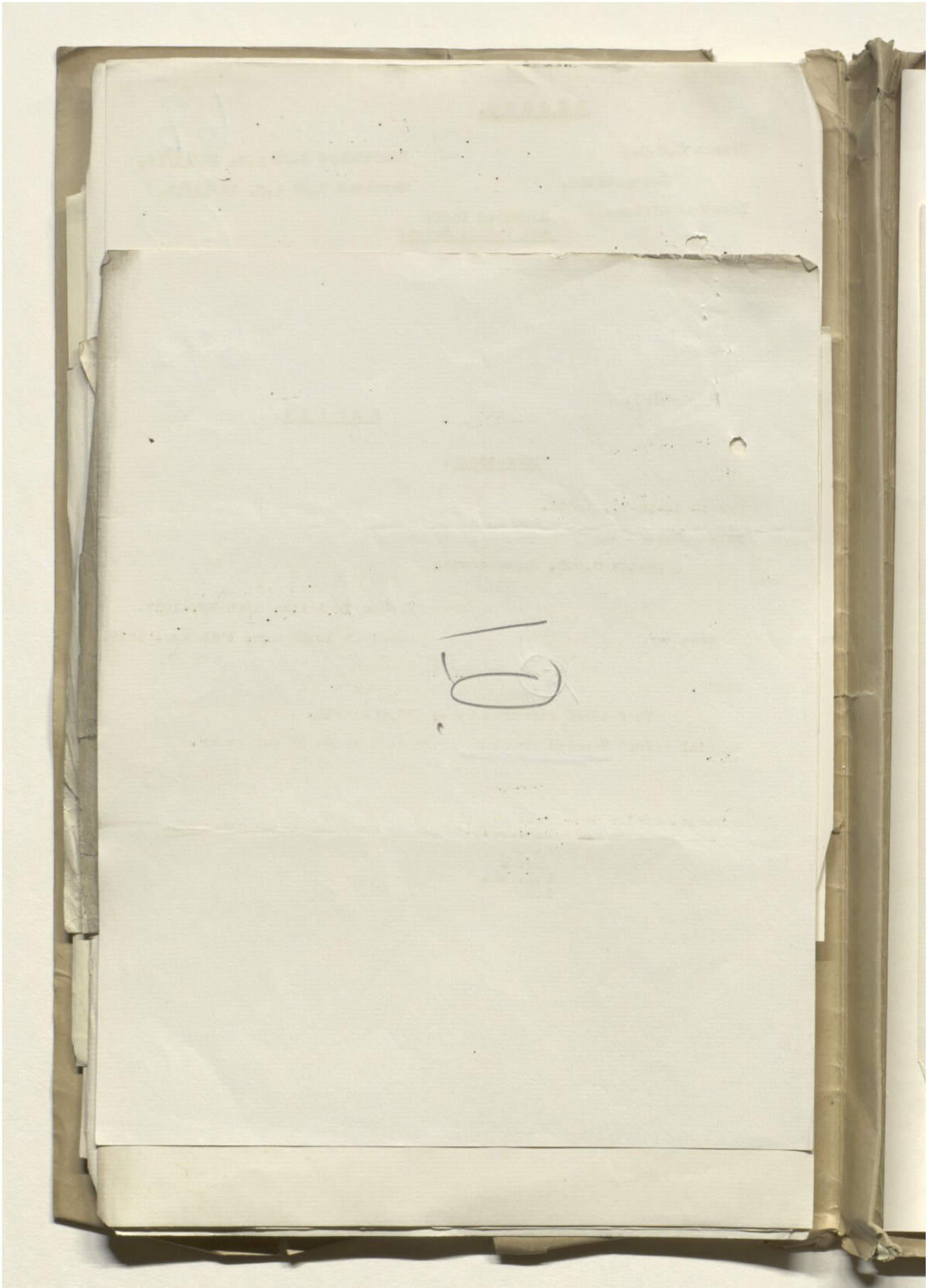
Received 10.22 a.m. 10th Nov. 1917.

76322.

(577)
Your 43586 cipher M.O.2., October 19th.

We will afford General Freeland every assistance in our power.

M.O.2.c. Copies to:- C.I.G.S. (1)
D.S.I.G.S.
D.M.O.
M.O.2.
D.G.M.R.
I.O.





(13)

67

S E C R E T.

From :- G.O.C.in C., Mesopotamia Expeditionary Force.
To :- C. in C., India. Repeated I.G.C., Basra and War Office.
Handed in 3.40 p.m. 9th November, 1917.
Received 11.45 p.m. 9th November, 1917.

X.4674.

x
Your 75755 November 7th.

It is noted that 10 miles of metre gauge track will be sent at end of November. Instead of additional 2,000 tons standard gauge in December allotment as proposed by you I should prefer a further 10 mile metre gauge to be used for additional sidings and crossing stations. This is the track referred to in railways letter No.G/500/1289 October 28th to Munitions.

C.2. Copies to :-

M.R.2.
M.R.1.
D.G.M.R.
S.R.1.

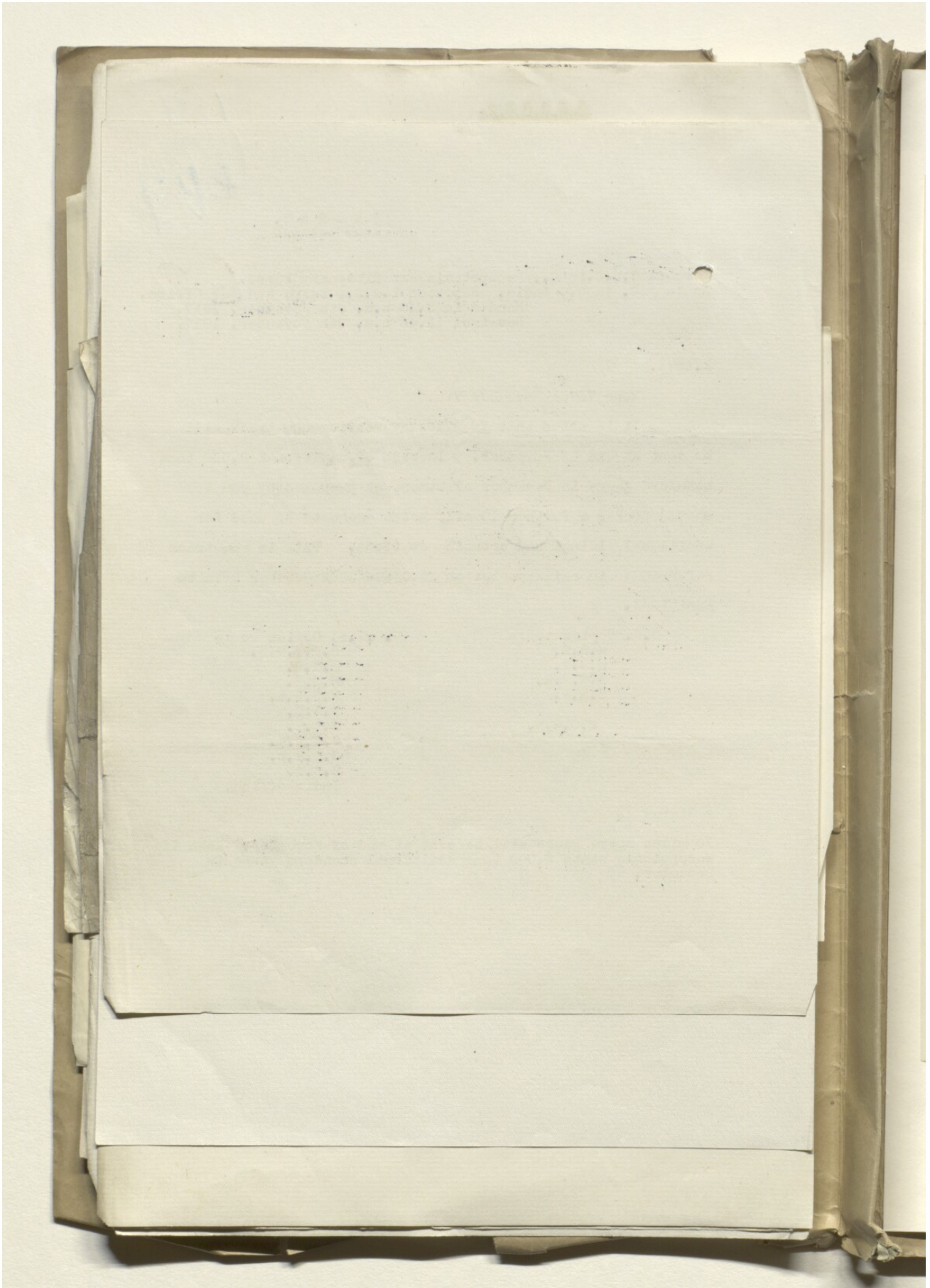
M.O.2.c.

M.O.2.c. Copies to :-

D.C.I.G.S.
D.M.O.
M.O.2.
M.O.2.a.
D.S.D.
S.D.2.
S.D.2.a.
S.D.2.b.
D.S.T.
India Office.

x States :-

10 miles metre gauge will be sent at end of November. Asks if Mesopotamia wants 2,000 tons additional standard gauge in December.





66. (19)

SECRET

6th November 1917.

5.0 p.m.

From:- C.I.G.S.

To:- C.in C. India
Repeated G.O.C. Mesopotamia.

44800.

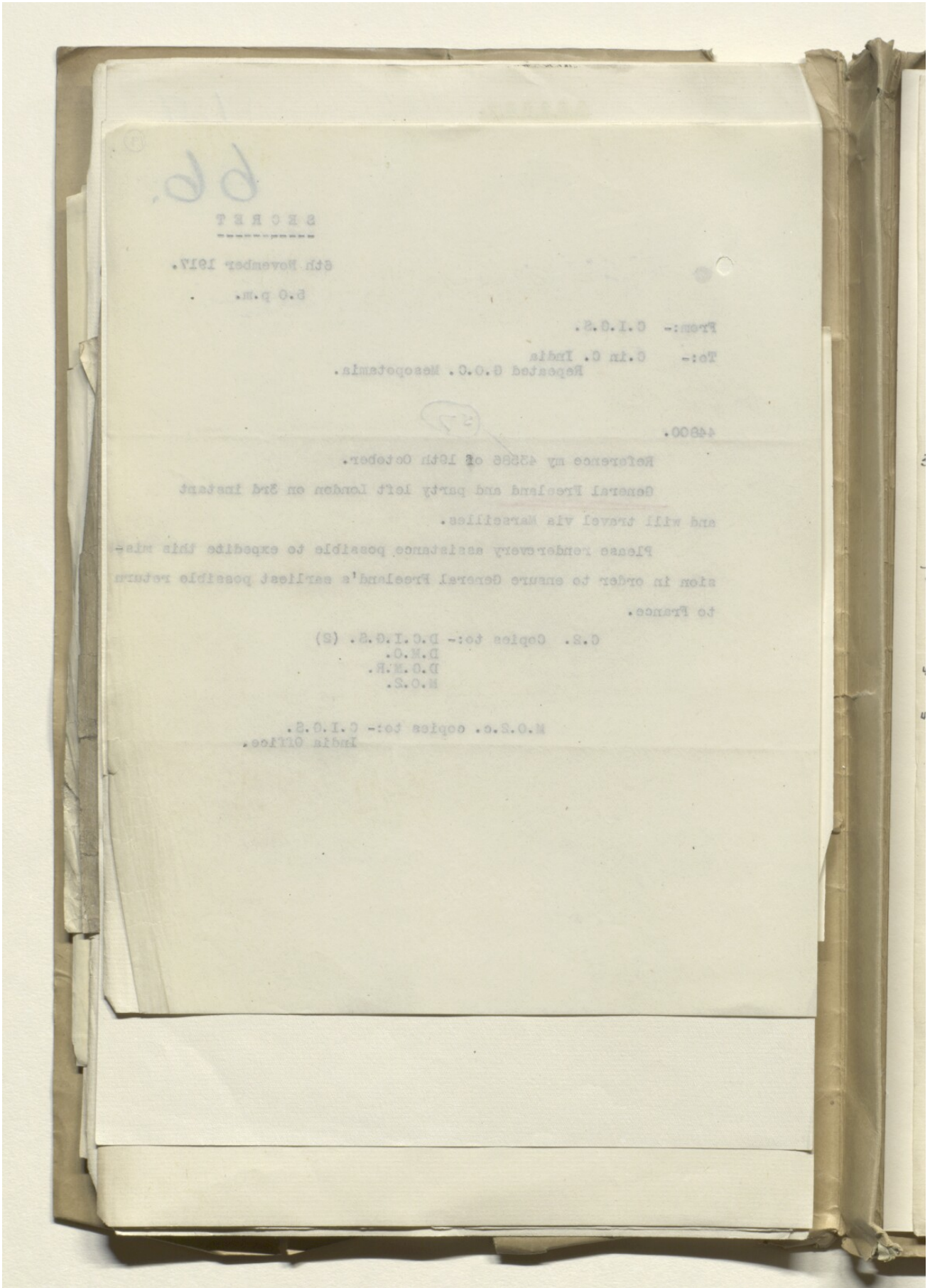
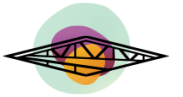
Reference my 43586 of 19th October.

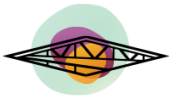
General Freeland and party left London on 3rd instant
and will travel via Marseilles.

Please render every assistance possible to expedite this mission in order to ensure General Freeland's earliest possible return to France.

C.2. Copies to:- D.C.I.G.S. (2)
D.M.O.
D.G.M.R.
M.O.2.

M.O.2.c. copies to:- C.I.G.S.
India Office.





"D"
Railways

66⁽²⁰⁾

S E C R E T.

Despatched 5.20 p.m. 5/11/17
Received 11 a.m. 6/11/17.

From:- G.H.Q. Mesopotamia.
To:- War Office.
repeated India and Basrah.

X4600 5th November.

Progress report for week ending November 3rd.

Total lengths

43 miles - Basra Qurnah Railway. No linking done material not yet available. Hinaidi Baqubah metre gauge conversion.

36 miles

Formation completed miles 13. Linking completed miles 10 $\frac{3}{4}$. Diahla Baqubah High level bridge 7 trestles erected. Advice received that girders for this bridge left India on

36

25

61 miles

October 29th. Hinaidi Baqubah Shahroban narrow gauge. Extension

beyond Shahroban. Survey completed. Formation completed miles 3. Linking completed mile 1. Total length of extension will be 762 miles. Baghdad Fallujah extension. Embankment

43 miles

miles 23 $\frac{3}{4}$. Linking complete miles 12.

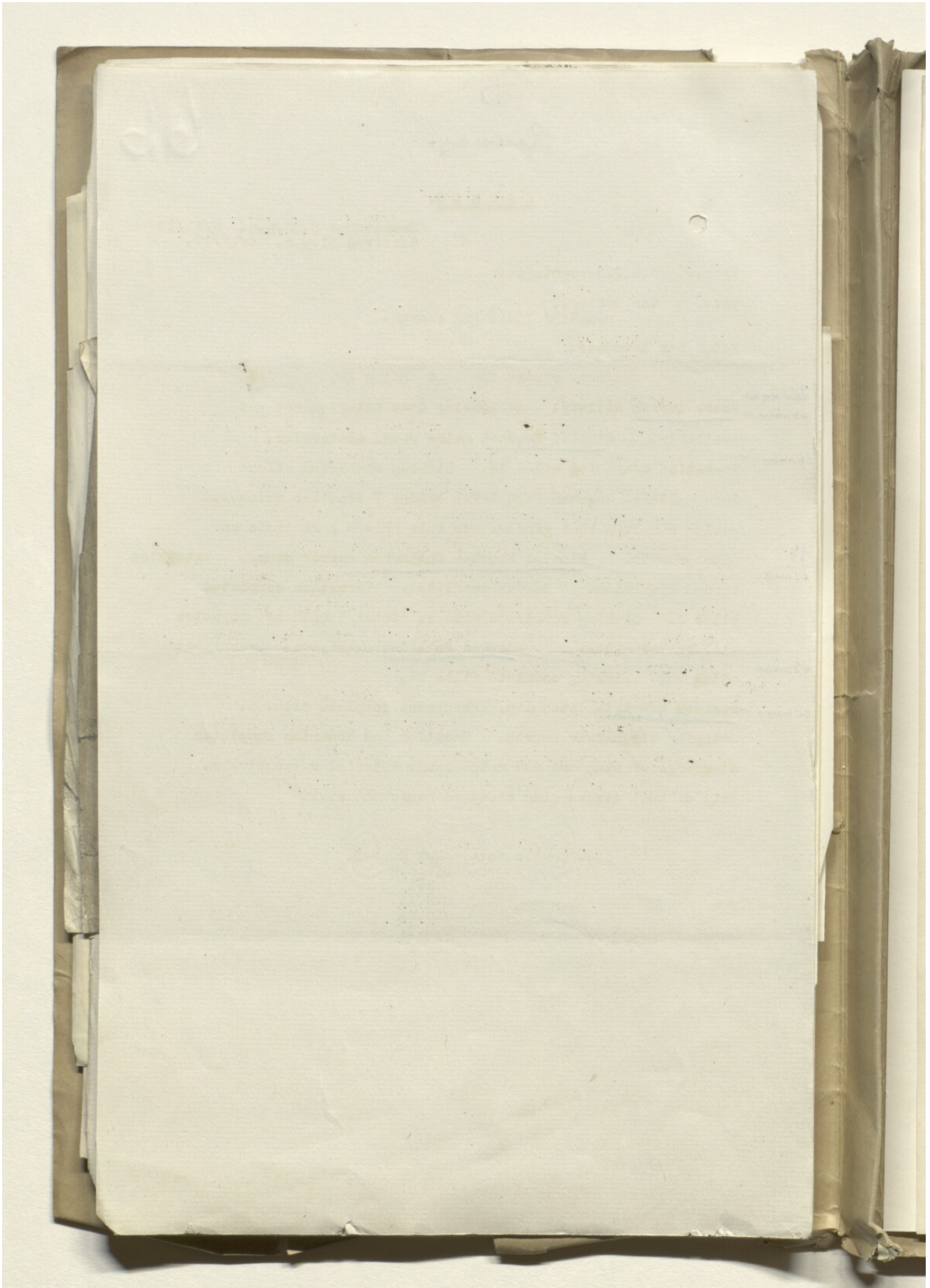
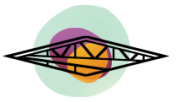
40 miles

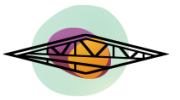
-Baghdad Musaiyb extension, embankment complete miles 8.

Shipping discharges Basrah. Scottier and Kumuning completed discharge of standard and metre gauge material respectively.

Isle of Mull discharging standard gauge material.

C.2. Copies to:- ARMY COUNCIL
D.G.M.R.
M.R.1
M.R.2A
M.O.2A
D.S.T.





"D"
Railways

(21)
65

SECRET.

From : Railways, Baghdad.

To : War Office.

Repeated War Section Simla, and I.C.C. BASRA.

Desp. 6.10 p.m. 2nd Nov. 1917.

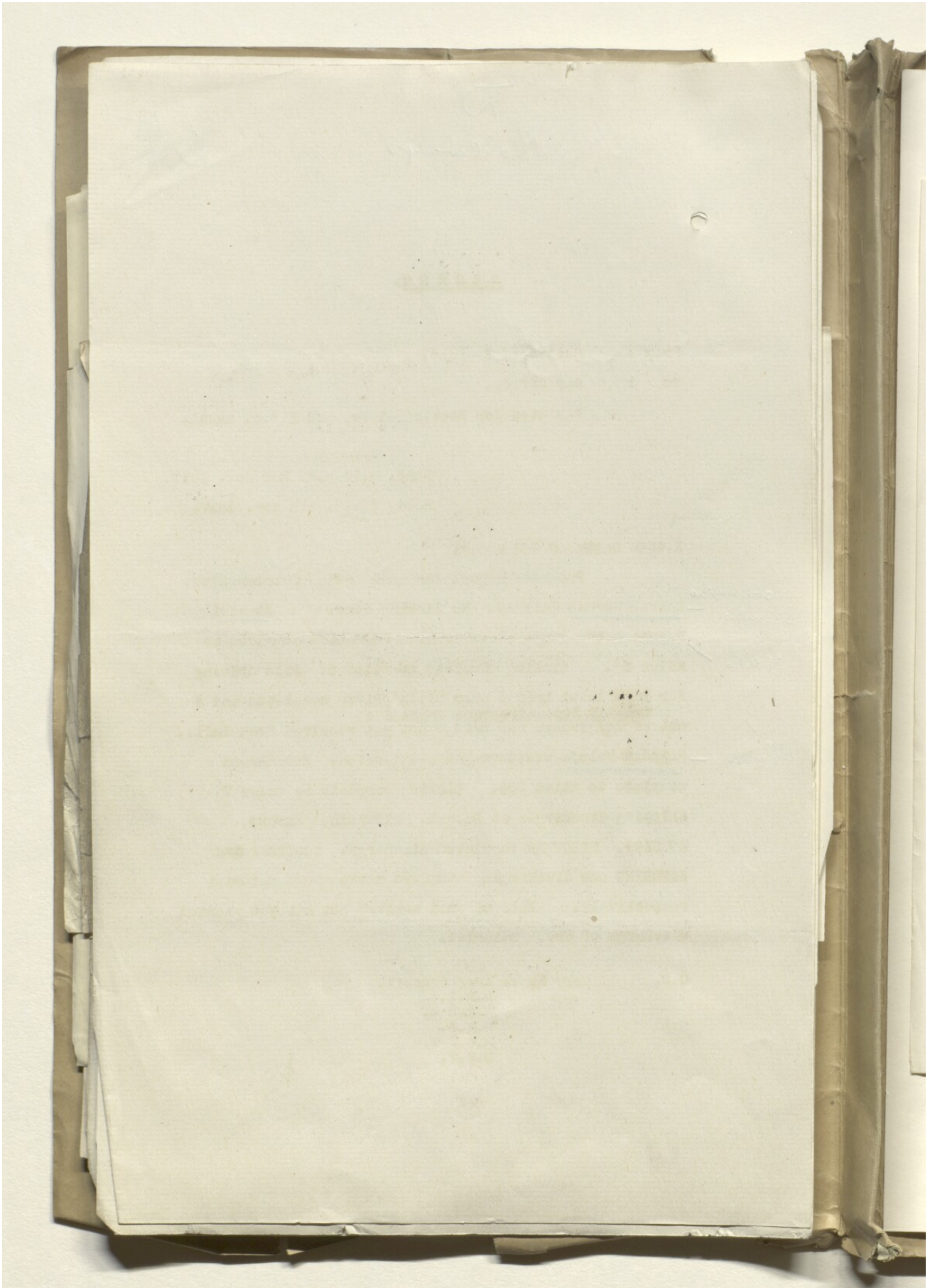
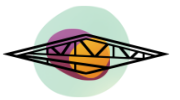
Recd. 3.a.m. 4th Nov. 1917.

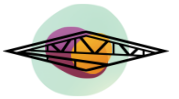
X.4548 November 2nd 6 p.m.

Progress report for week ending October 27th.

Total lengths
4 3/4 miles — Basrah Qurnah Railway. No linking done. Hinaidi
Baquba metro gauge conversion. Formation complete to
3 1/2 miles — miles 5 1/2. Linking complete to miles 5. Pile driving
for high level bridge over Dialha River completed and 3
trestle Superstructure erected :
out of 14/girders for bridge not yet received from India.
4 1/2 miles — Baghdad Feluja standard gauge extension. Embankment
complete to miles 23 1/2. Linking complete to miles 7.
Shipping discharges at Basrah. FRIENFELS. KEPONG.
KUISANG. HISCUMNA completed discharge. SCOTTIER and
KAMUNING now discharging standard metre gauge material
respectively. Isle of Huli arrived but not yet started
discharge of track material.

C.2. Copy to :- Army Council.
M.R.1.
M.R.2 a.
M.R.3.
M.O.2 a.
D.S.T.





SECRET.

29/10/17.

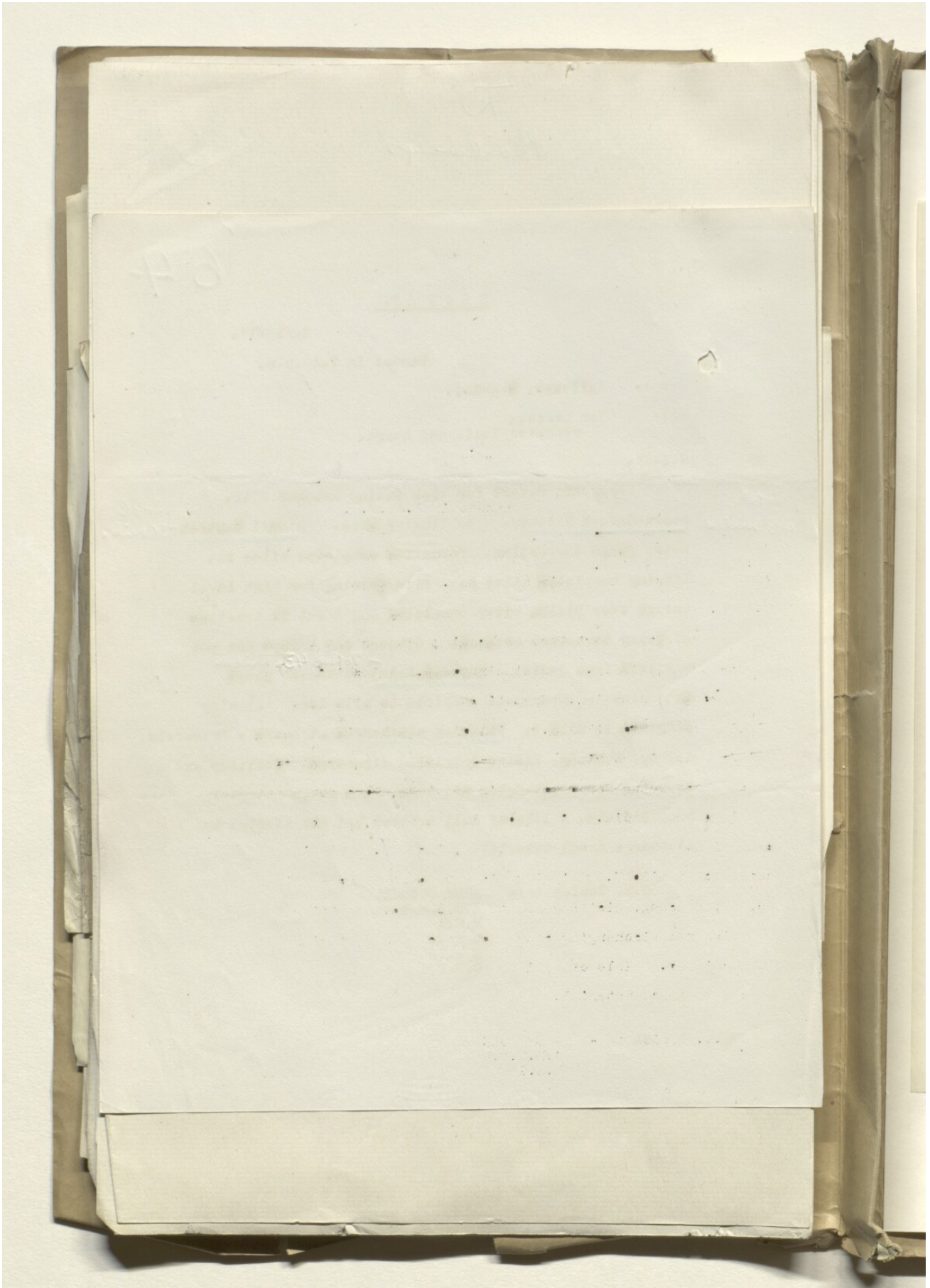
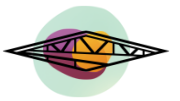
Handed in 7.30 p.m.

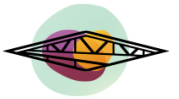
From:- Railways, Baghdad.
To:- War Office.
repeated India and Basra.
X.4465.

Progress report for week ending October 27th.

Total 43 miles Basra-Qurnah Railway. No linking done. *Total 36 miles* Hindi Baqubah - metro gauge conversion. Formation completed miles $5\frac{1}{2}$. Linking completed miles 5. Pile driving for high level bridge over Dialha river completed and 3 out 14 trestles of super structure erected. Girders for bridge not yet received from India. *Total 43 miles* Baghdad Foluja standard gauge extension. Embankment complete to mile $23\frac{1}{2}$. Linking complete to mile 7. Shipping discharges at Basra - Friefels, Kepong, Kunsang, Histna completed discharge. Scottier and Kamuning now discharging standard metre gauge material respectively. Talc of Mull arrived but not started to discharge track material.

C.2. Copies to:-
ARMY COUNCIL
A.D.G.M.R.
M.R.1
M.R.2
M.C.2A
D.S.T





Mesopotamia
Railways

(23)

63

SECRET.

From :- Railways, Baghdad.
To :- D.R.R.

24.10.17.

X. 4388.

62
Your 43421 cipher M.R.2.a./274.

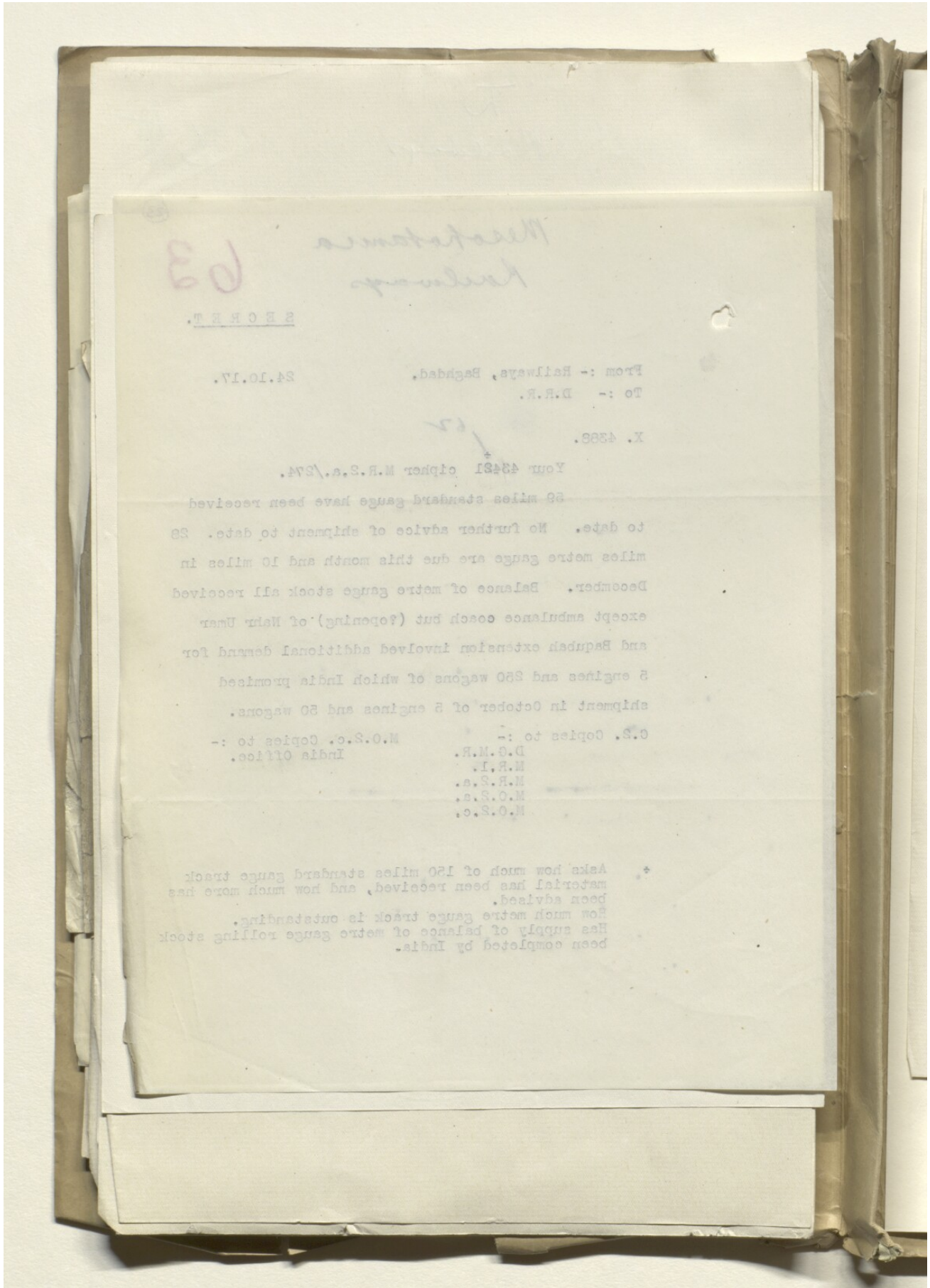
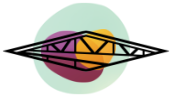
59 miles standard gauge have been received to date. No further advice of shipment to date. 28 miles metre gauge are due this month and 10 miles in December. Balance of metre gauge stock all received except ambulance coach but (?opening) of Nahr Umar and Baqubah extension involved additional demand for 5 engines and 250 wagons of which India promised shipment in October of 5 engines and 50 wagons.

C.2. Copies to :-

D.G.M.R.
M.R.1.
M.R.2.a.
M.O.2.a.
M.O.2.c.

M.O.2.c. Copies to :-
India Office.

* Asks how much of 150 miles standard gauge track material has been received, and how much more has been advised.
How much metre gauge track is outstanding.
Has supply of balance of metre gauge rolling stock been completed by India.



Mesopotamia
Railways

SECRET

From :- Railways, Baghdad.
To :- D.R.R.

X. 4383

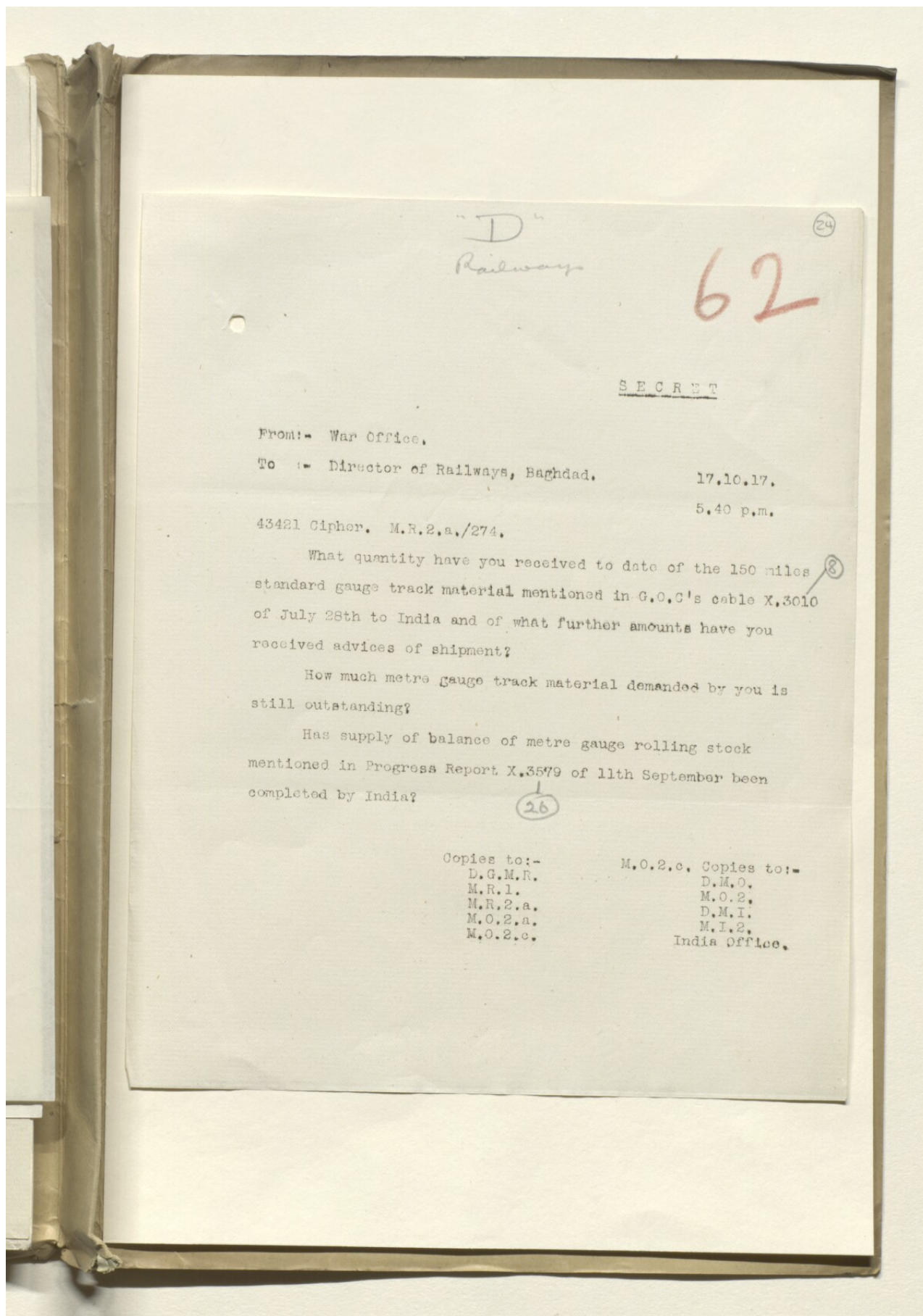
Your letter M.R.S.A. 204.

80 miles standard gauge have been received to date. No further advice of shipment to date. 80 miles metre gauge are due this month and 10 miles in December. Balance of metre gauge stock all received except ambulance coach but (opening) of Hahr Umar and Baghdad extension involved additional demand for 5 engines and 800 wagons of which India promised shipment in October of 5 engines and 80 wagons.

D.S. Copies to :-
D.G.M.R.
M.R.I.
M.R.S.A.
M.C.S.A.
M.O.S.C.

M.O.S.C. Copies to :-
India Office

Asks how much of 150 miles standard gauge track material has been received, and how much more has been advised.
How much metre gauge track is outstanding.
Has supply of balance of metre gauge rolling stock been completed by India.



"D"
Railways

24

62

SECRET

From:- War Office.

To :- Director of Railways, Baghdad.

17.10.17.

5.40 p.m.

43421 Cipher. M.R.2.a./274.

What quantity have you received to date of the 150 miles standard gauge track material mentioned in G.O.C's cable X.3010 of July 28th to India and of what further amounts have you received advices of shipment?

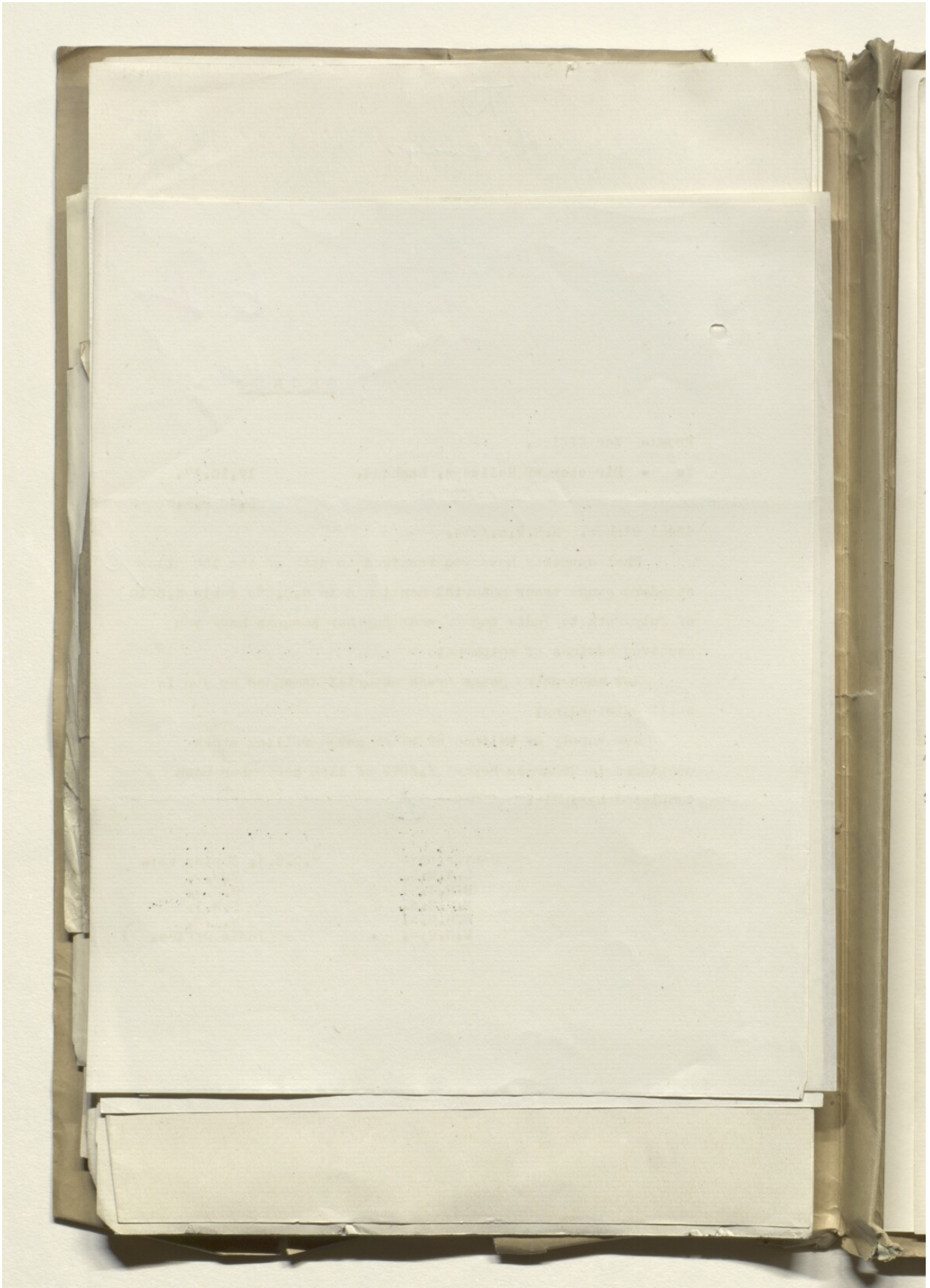
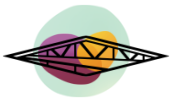
How much metre gauge track material demanded by you is still outstanding?

Has supply of balance of metre gauge rolling stock mentioned in Progress Report X.3579 of 11th September been completed by India?

26

Copies to:-
D.G.M.R.
M.R.1.
M.R.2.a.
M.O.2.a.
M.O.2.c.

M.O.2.c. Copies to:-
D.M.O.
M.O.2.
D.M.I.
M.I.2.
India Office.





Rys - Mesopot

(25)

61

S E C R E T.

From:- C.O.C. Mesopotamia.

22/10/17.

To:- War Office.

repeated India and Basrah.

X. 4346.

Progress report for week ending October 20th.

Total 43 miles - Basrah-Qurnah Railway. Linking from Nahr Umar to Qurnah completed. Total linked during week $14\frac{1}{2}$ miles. Section opened to traffic on October 21st Gurnatah pontoon bridge over Euphrates complete. Assafiyah pile bridge girder erection in progress. All other bridges Basrah to Qurnah complete and opened for motor traffic as well.

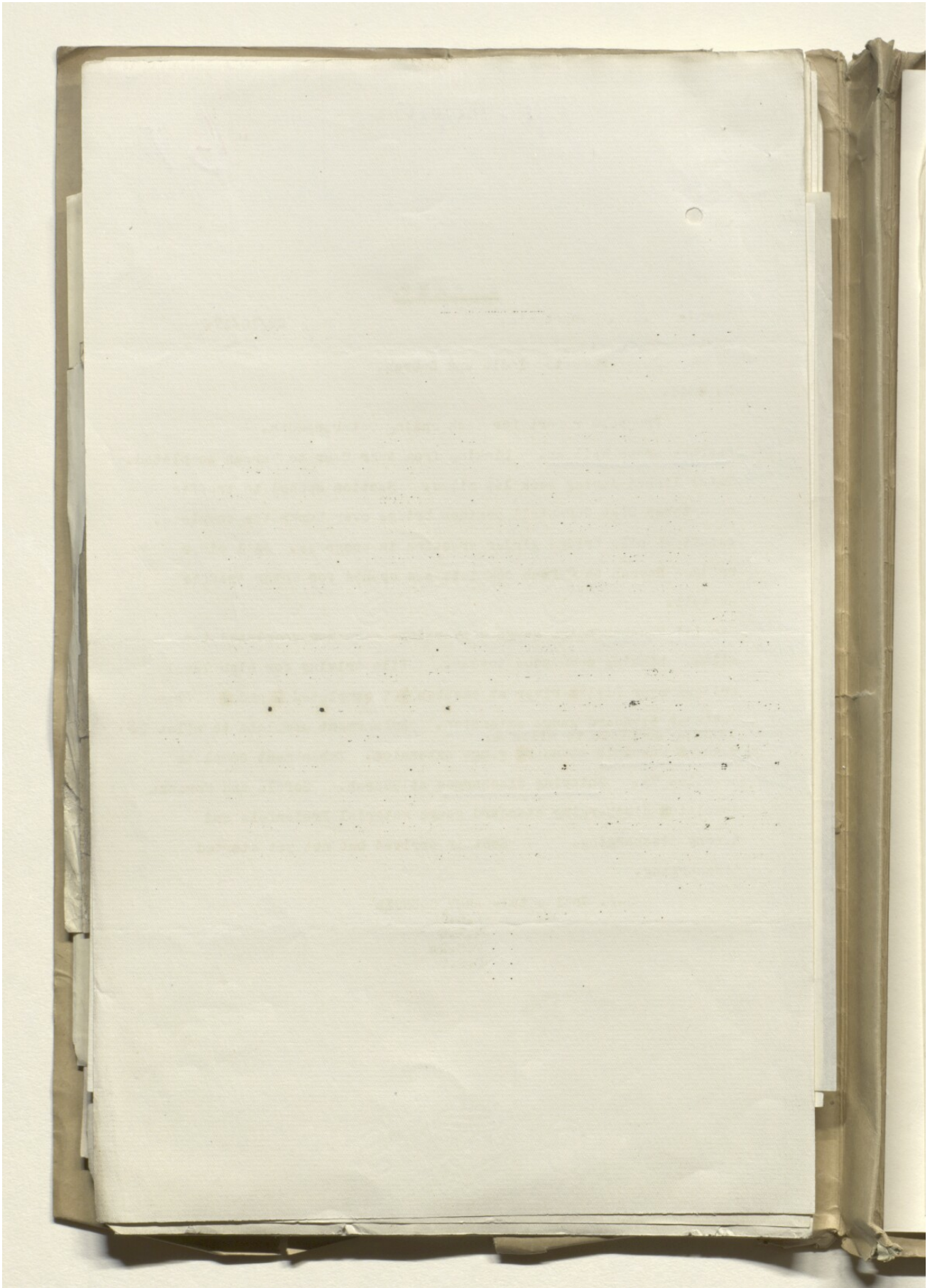
Total 36 miles - Hindidi Bagdadh metre gauge conversion. Former completed two miles. Linking commences to-day. Pile driving for high level bridges over Dialha river at Baqubah 50% completed Baghdad

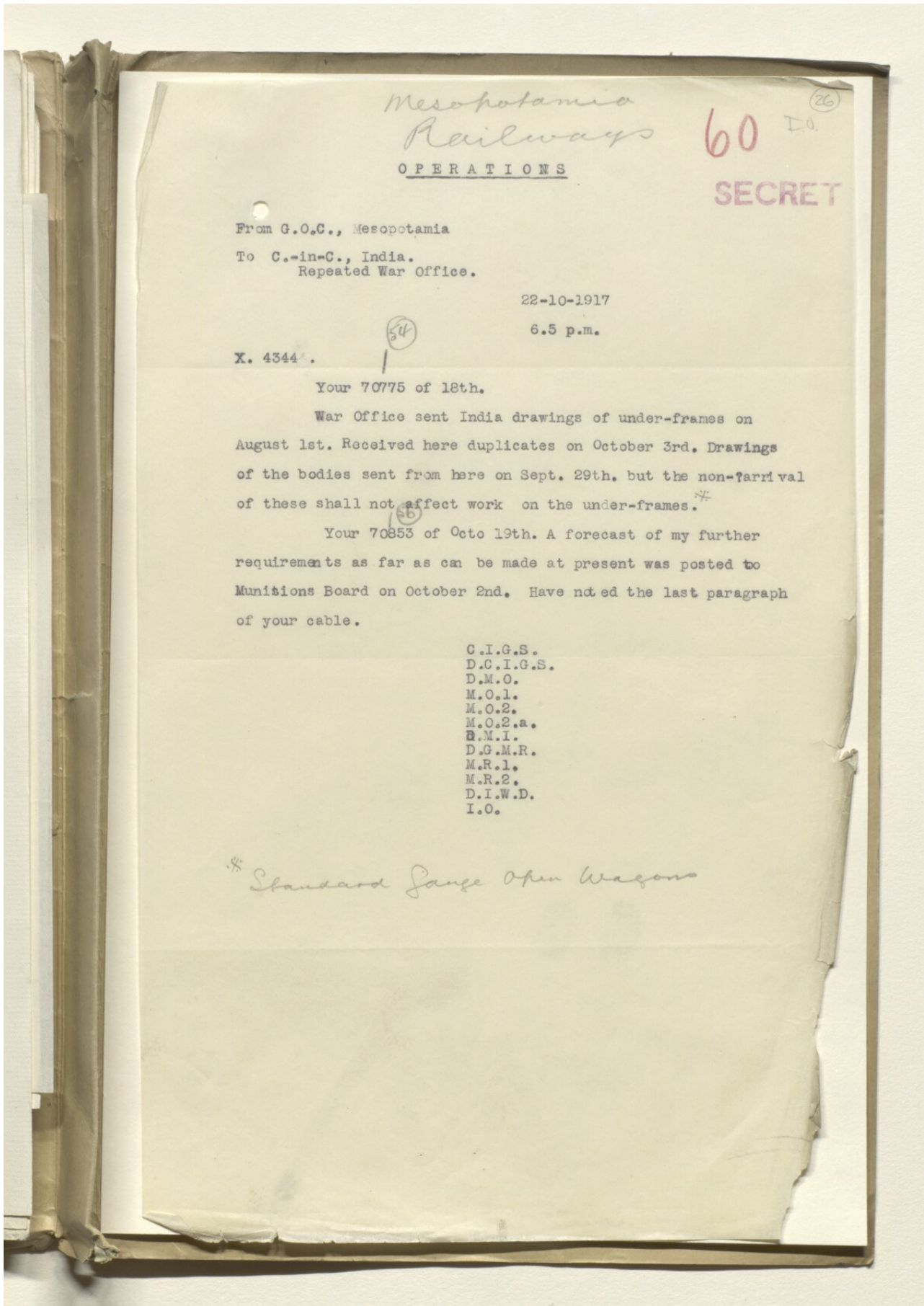
Total 43 miles approx - Fallujah standard gauge extension. Embankment complete to miles 22. Linking complete to miles 2.

Total 40 miles - Baghdad Musaiyib standard gauge extension. Embankment complete to miles $7\frac{1}{2}$. Shipping discharges at Basrah. Sofala and Koranna complete & discharging standard gauge material Freienfels and Kepong discharging. Scottir arrived but not yet started discharging.

C.2. Copies to:- ARMY COUNCIL

S.R.1
M.R.2
M.O.2A
D.S.T





*Mesopotamia
Railways*
OPERATIONS

60
26
I.O.
SECRET

From G.O.C., Mesopotamia
To C.-in-C., India.
Repeated War Office.

22-10-1917
6.5 p.m.

X. 4344. ⁽⁵⁴⁾

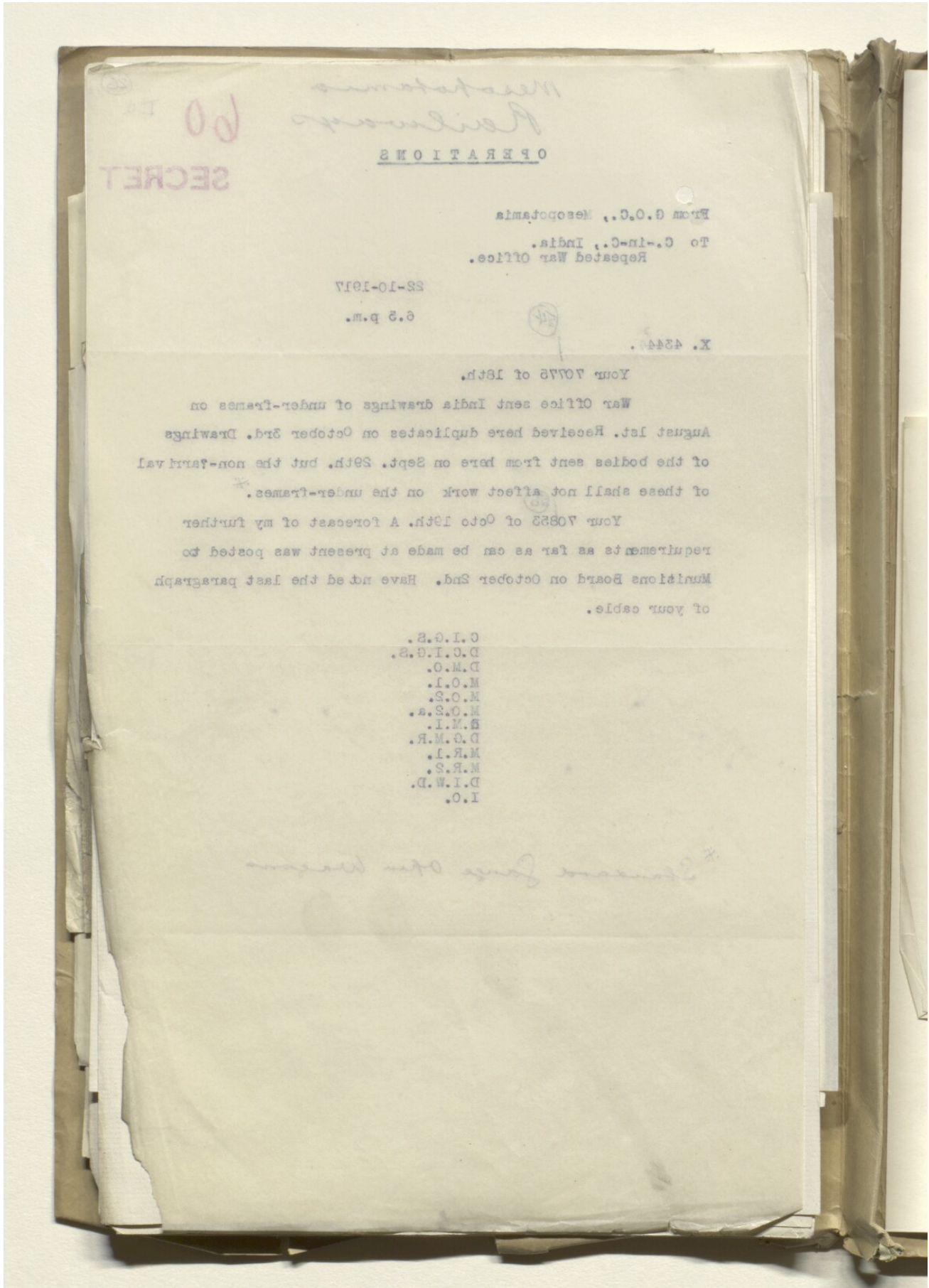
Your 70775 of 18th.

War Office sent India drawings of under-frames on August 1st. Received here duplicates on October 3rd. Drawings of the bodies sent from here on Sept. 29th, but the non-arrival of these shall not affect work on the under-frames.*

Your 70853 of Octo 19th. A forecast of my further requirements as far as can be made at present was posted to Munitions Board on October 2nd. Have noted the last paragraph of your cable.

- C.I.G.S.
- D.C.I.G.S.
- D.M.O.
- M.O.1.
- M.O.2.
- M.O.2.a.
- B.M.I.
- D.G.M.R.
- M.R.1.
- M.R.2.
- D.I.W.D.
- I.O.

* Standard Gauge Open Wagons



SECRET

OPERATIONS

From G.O.C., Mesopotamia
To G.-in-C., India.
Repeated War Office.

22-10-1917
6.2 p.m.

X. 4344.

Your 7078 of 18th.

War Office sent India drawings of under-frames on
August 1st. Received here duplicates on October 3rd. Drawings
of the bodies sent from here on Sept. 29th. but the non-frame val
of these shall not affect work on the under-frames.
Your 7082 of 10th 1917. A forecast of my further
requirements as far as can be made at present was posted to
Munitions Board on October 2nd. Have not ed the last paragraph
of your cable.

- I.O.
- D.I.W.D.
- M.R.S.
- M.R.I.
- D.G.M.R.
- E.M.I.
- M.O.S.A.
- M.O.S.
- M.O.I.
- D.M.O.
- D.C.I.G.S.
- C.I.G.S.

General Staff of the War



SECRET.

(27)

59.

[OPERATIONS.]

From General Officer Commanding, Mesopotamia, to Chief of General Staff, India.

(No. X 4342.)

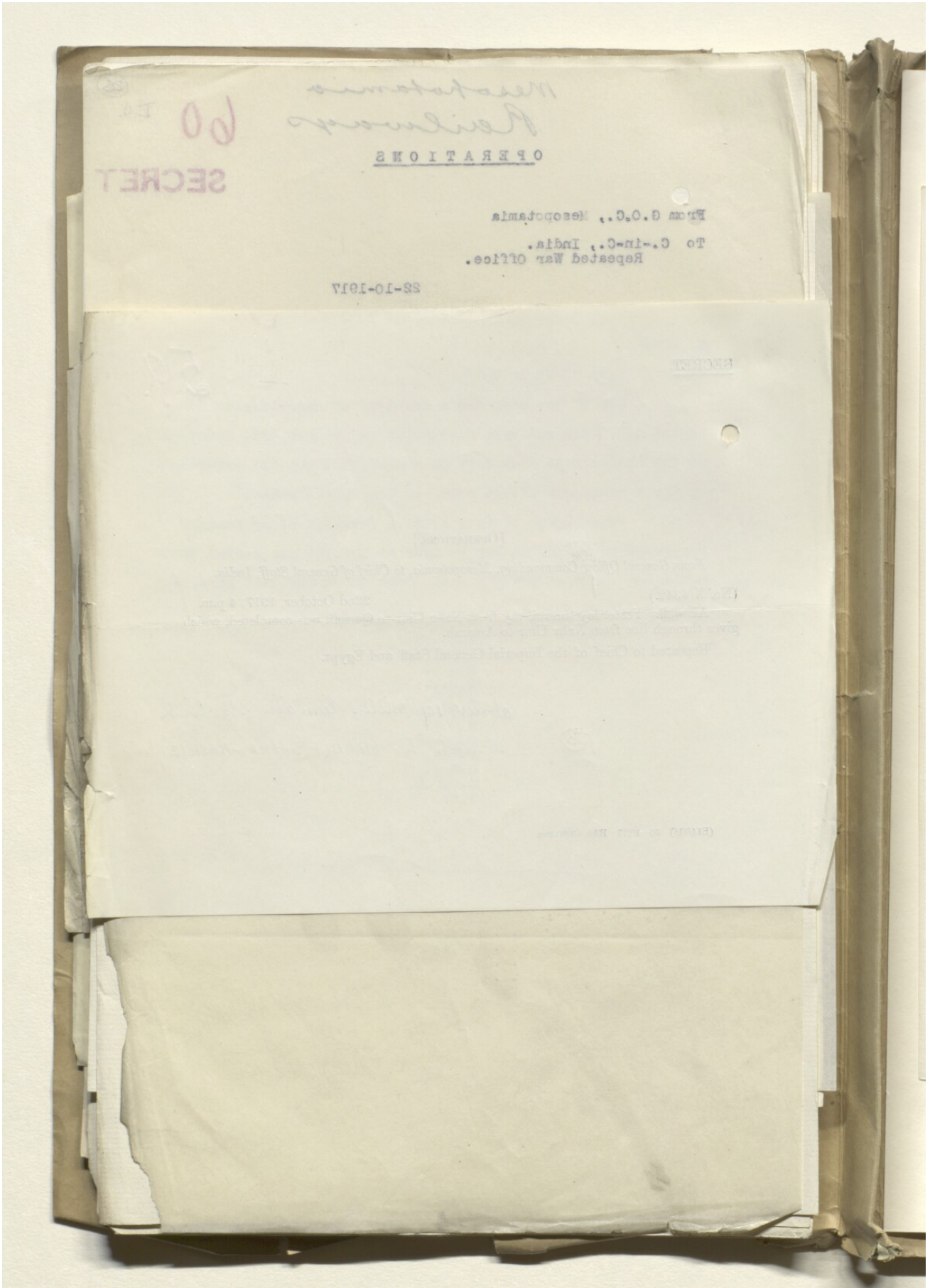
22nd October, 1917, 4 p.m.

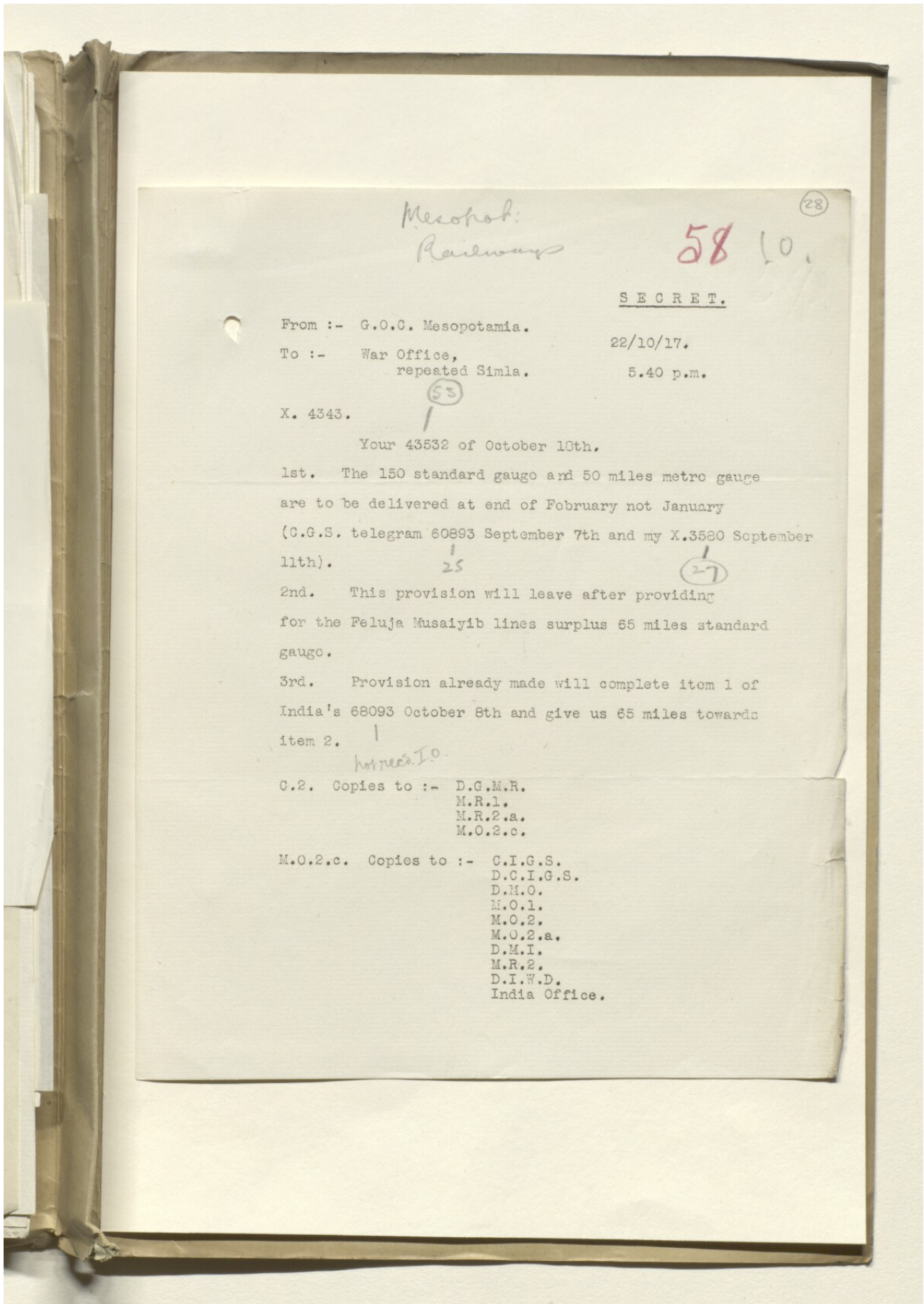
All well. Yesterday the railway from Nahr Umr to Qurnah was completed, which gives through line from Nahr Umr to Amarah.

Repeated to Chief of the Imperial General Staff and Egypt.

*about 19 miles remain to link
up with the MAGIL - BASRA - NASRIE line*

(B14/348) 50 10/17 H&S 5080-2wo





Mesopotamia
Railway

(28)

58 10.

SECRET.

From :- G.O.C. Mesopotamia.

22/10/17.

To :- War Office,
repeated Simla.

5.40 p.m.

X. 4343.

(53)

Your 43532 of October 10th.

1st. The 150 standard gauge and 50 miles metro gauge
are to be delivered at end of February not January
(C.G.S. telegram 60893 September 7th and my X.3520 September
11th).

25

(27)

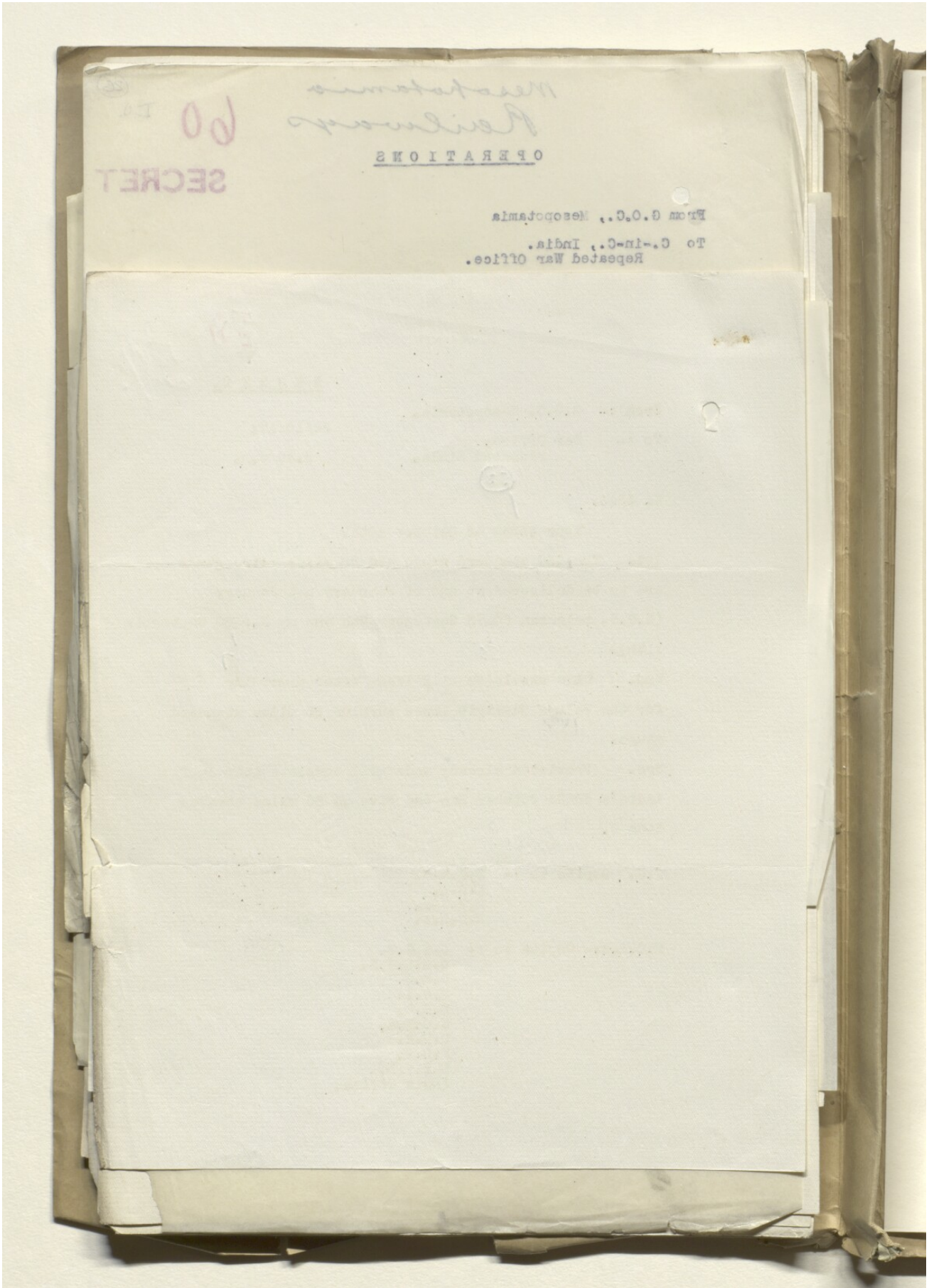
2nd. This provision will leave after providing
for the Feluja Musaiyib lines surplus 65 miles standard
gauge.

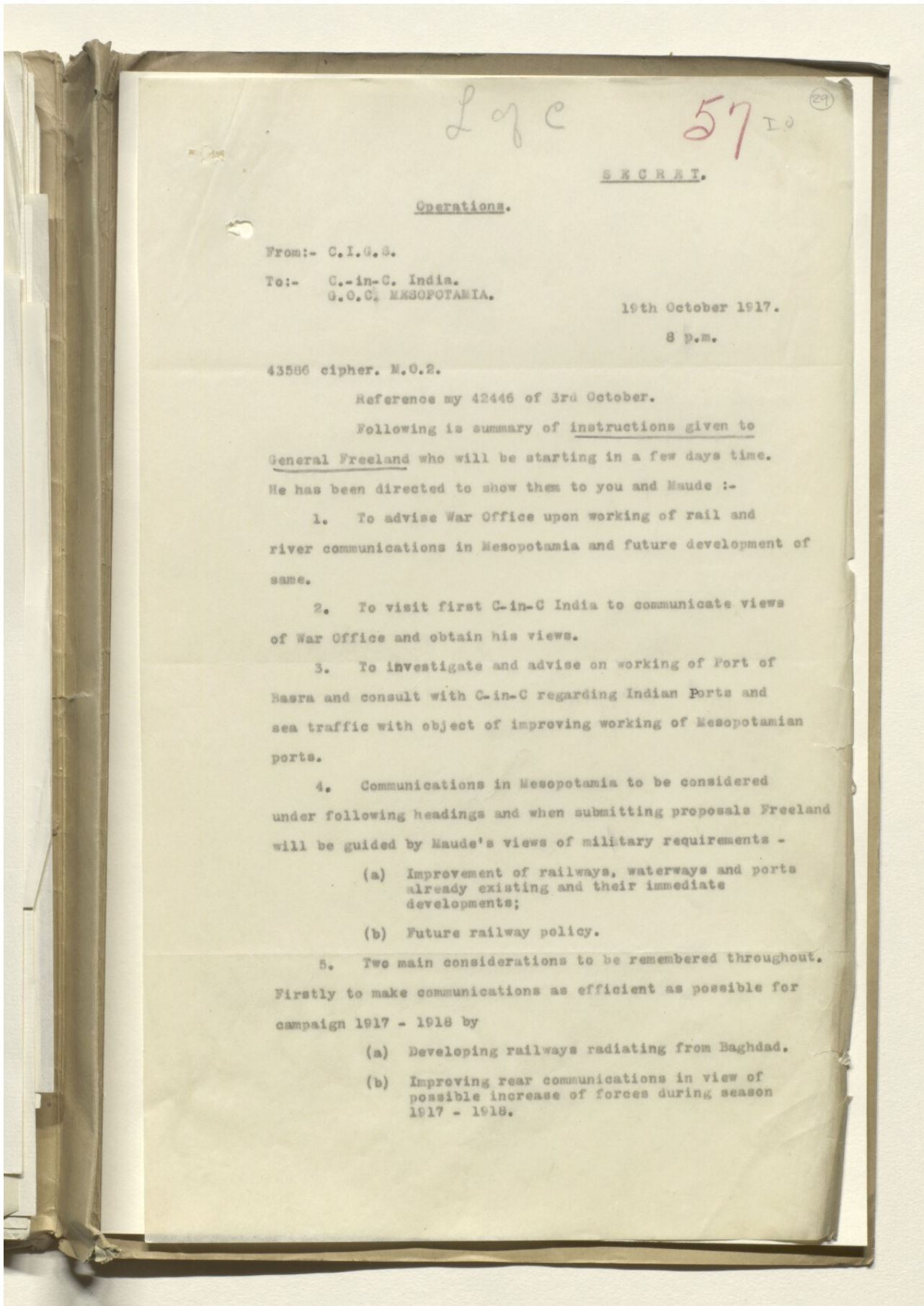
3rd. Provision already made will complete item 1 of
India's 68093 October 8th and give us 65 miles towards
item 2.

not recd. I.O.

C.2. Copies to :- D.G.M.R.
M.R.1.
M.R.2.a.
M.O.2.c.

M.O.2.c. Copies to :- C.I.G.S.
D.C.I.G.S.
D.H.O.
M.O.1.
M.O.2.
M.O.2.a.
D.M.I.
M.R.2.
D.I.W.D.
India Office.





L of C

57

(29)

SECRET.

Operations.

From:- C.I.G.S.
To:- C.-in-C. India.
G.O.C. MESOPOTAMIA.

19th October 1917.

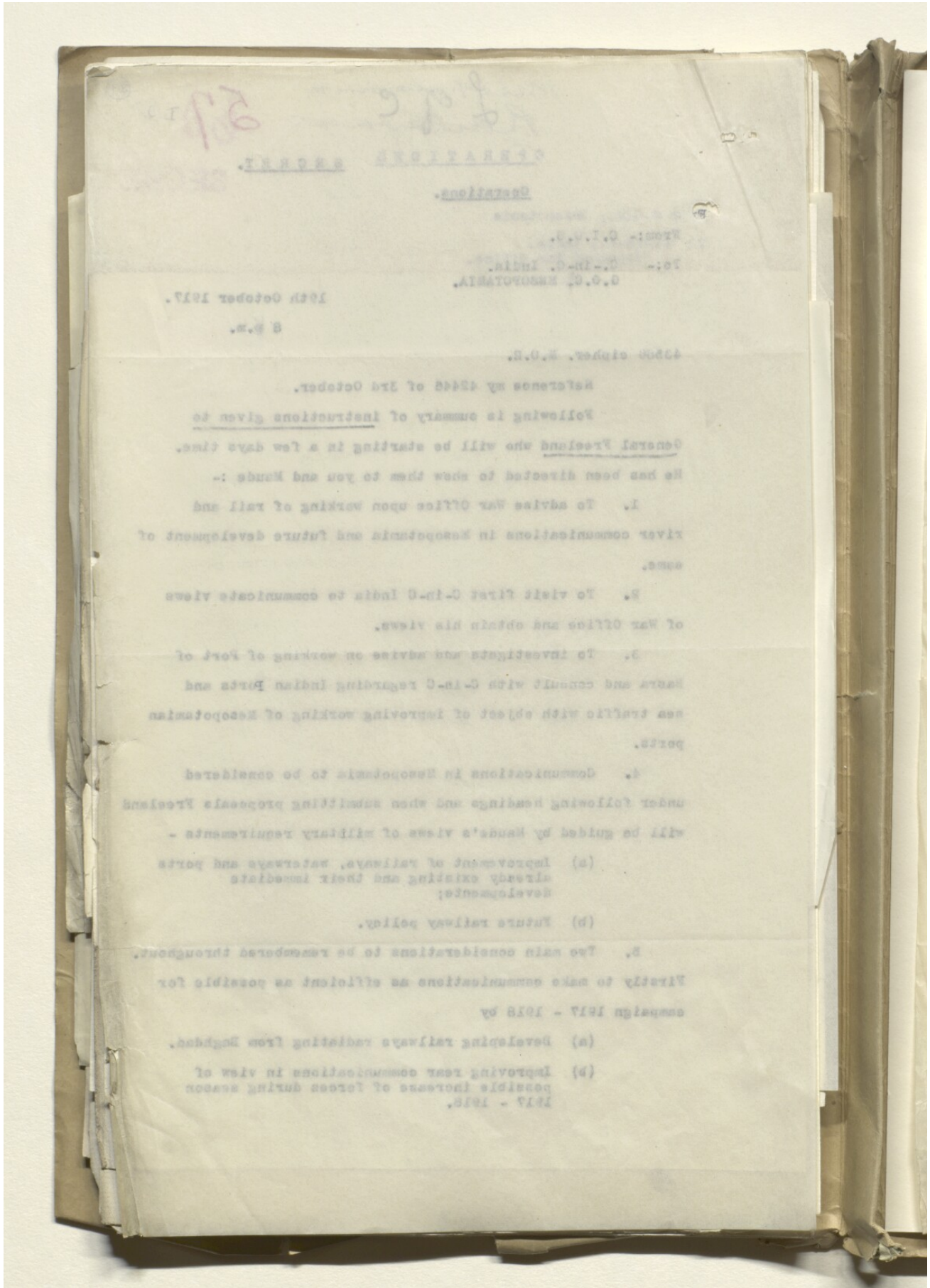
8 p.m.

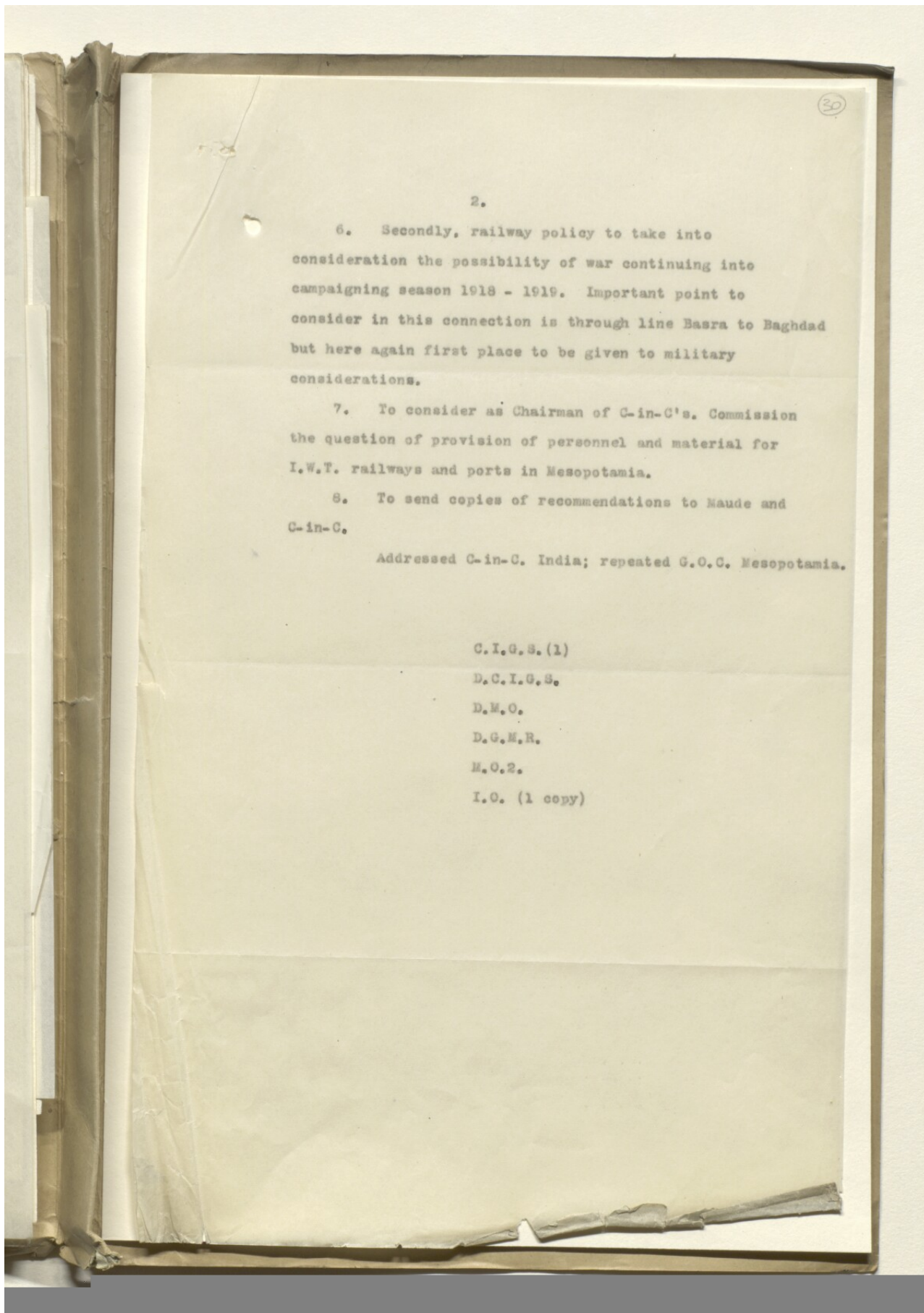
43586 cipher. M.O.E.

Reference my 42446 of 3rd October.

Following is summary of instructions given to General Freeland who will be starting in a few days time. He has been directed to show them to you and Maude :-

1. To advise War Office upon working of rail and river communications in Mesopotamia and future development of same.
2. To visit first C-in-C India to communicate views of War Office and obtain his views.
3. To investigate and advise on working of Port of Basra and consult with C-in-C regarding Indian Ports and sea traffic with object of improving working of Mesopotamian ports.
4. Communications in Mesopotamia to be considered under following headings and when submitting proposals Freeland will be guided by Maude's views of military requirements -
 - (a) Improvement of railways, waterways and ports already existing and their immediate developments;
 - (b) Future railway policy.
5. Two main considerations to be remembered throughout. Firstly to make communications as efficient as possible for campaign 1917 - 1918 by
 - (a) Developing railways radiating from Baghdad.
 - (b) Improving rear communications in view of possible increase of forces during season 1917 - 1918.





2.

6. Secondly, railway policy to take into consideration the possibility of war continuing into campaigning season 1918 - 1919. Important point to consider in this connection is through line Basra to Baghdad but here again first place to be given to military considerations.

7. To consider as Chairman of C-in-C's. Commission the question of provision of personnel and material for I.W.F. railways and ports in Mesopotamia.

8. To send copies of recommendations to Maude and C-in-C.

Addressed C-in-C. India; repeated G.O.C. Mesopotamia.

C.I.G.S. (1)

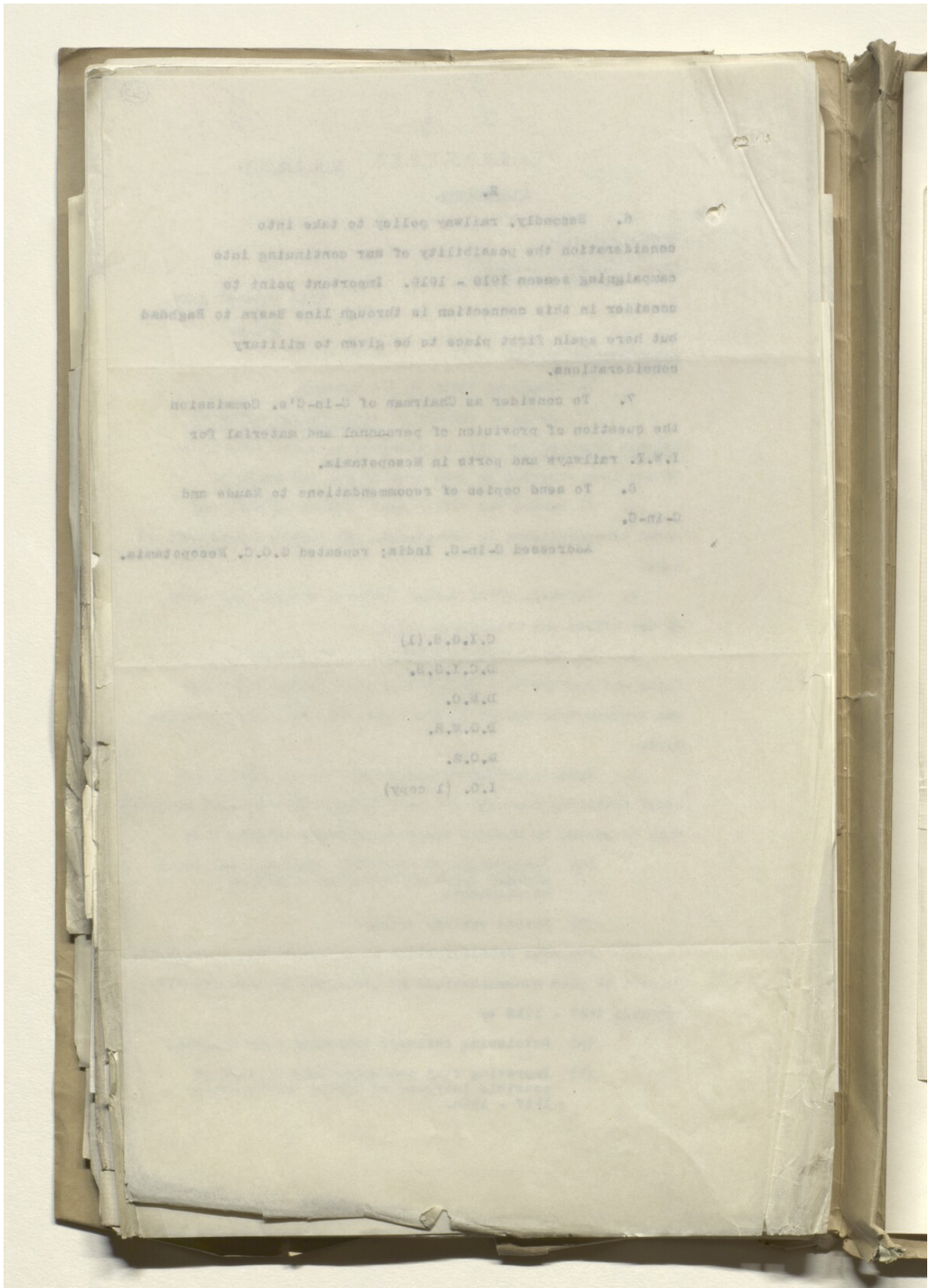
D.C.I.G.S.

D.M.O.

D.G.M.R.

H.O.2.

I.O. (1 copy)





56⁽³¹⁾

SECRET .

OPERATIONS .

From:- C.-in-C., India
To:- G.O.C., Mesopotamia.
Repeated War Office.

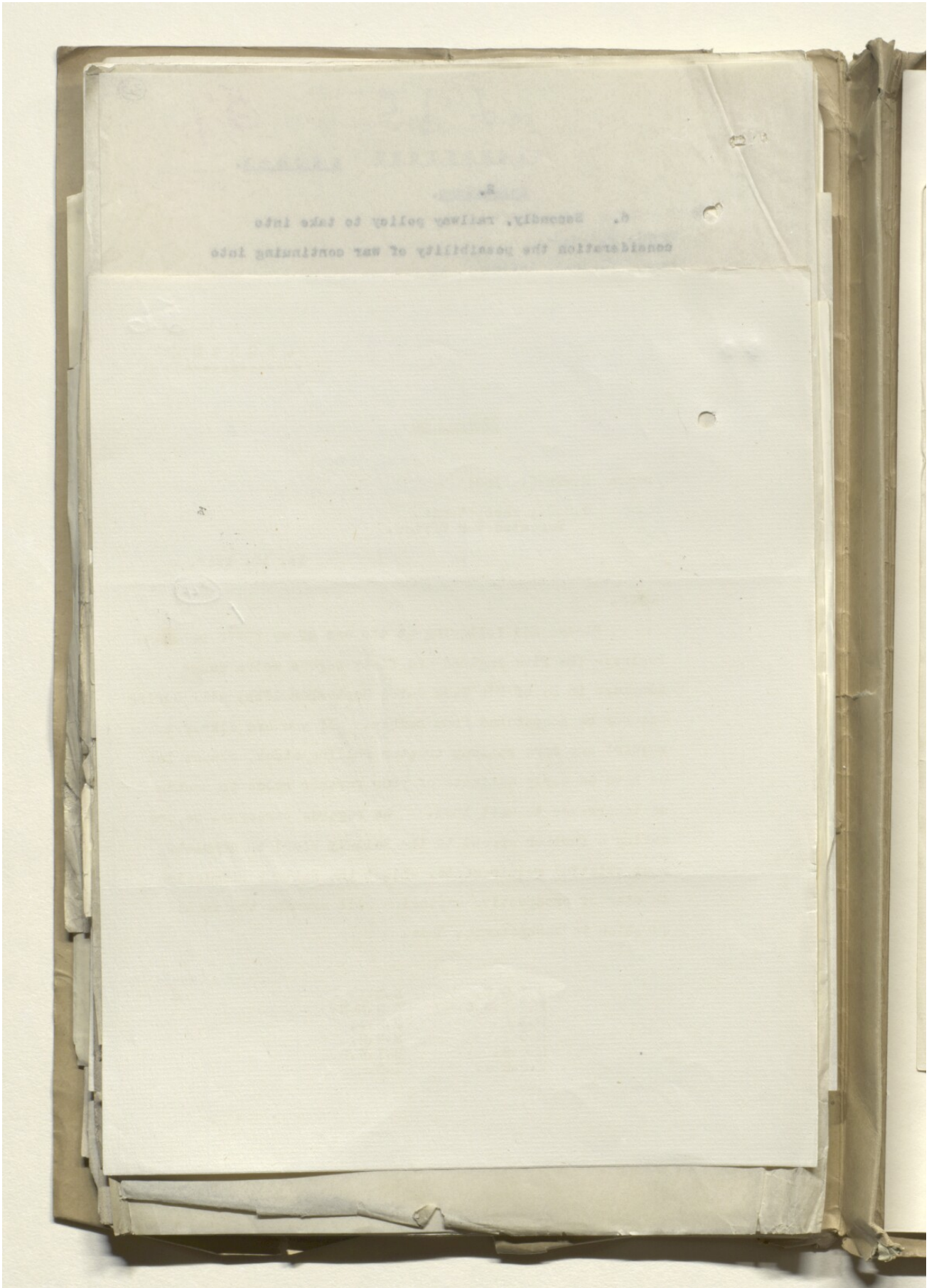
19. 10. 1917.

70553.

Please add following at the end of my 70775 of 18th.
Begins:- The five engines and fifty wagons metre gauge demanded in D. of R's T.32 dated September 13th, will during October be despatched from Bombay. If you are likely to require any more railway tractor rolling stock, please let us have an early estimate of your further needs to enable us to arrange to meet them. As regards personnel we are making a further appeal to the Railway Board to complete your existing requirements, whilst the Railway Commission in view of prospective expansion will examine the whole question in Mesopotamia. Ends.

C.I.G.S.	D.M.I.
D.J.I.G.S.	D.G.M.R.
D.M.C.	M.R.1.
M.O.1.	M.R.2.
M.C.2.	D.I.W.D.
M.O.2.a.	I.C.

Hubert's Com





L9C

32
55

SECRET.

From :- G.O.C. Mesopotamia.

To :- C. in C. India.
repeated War Office.

12/10/17.

X.4169.

43

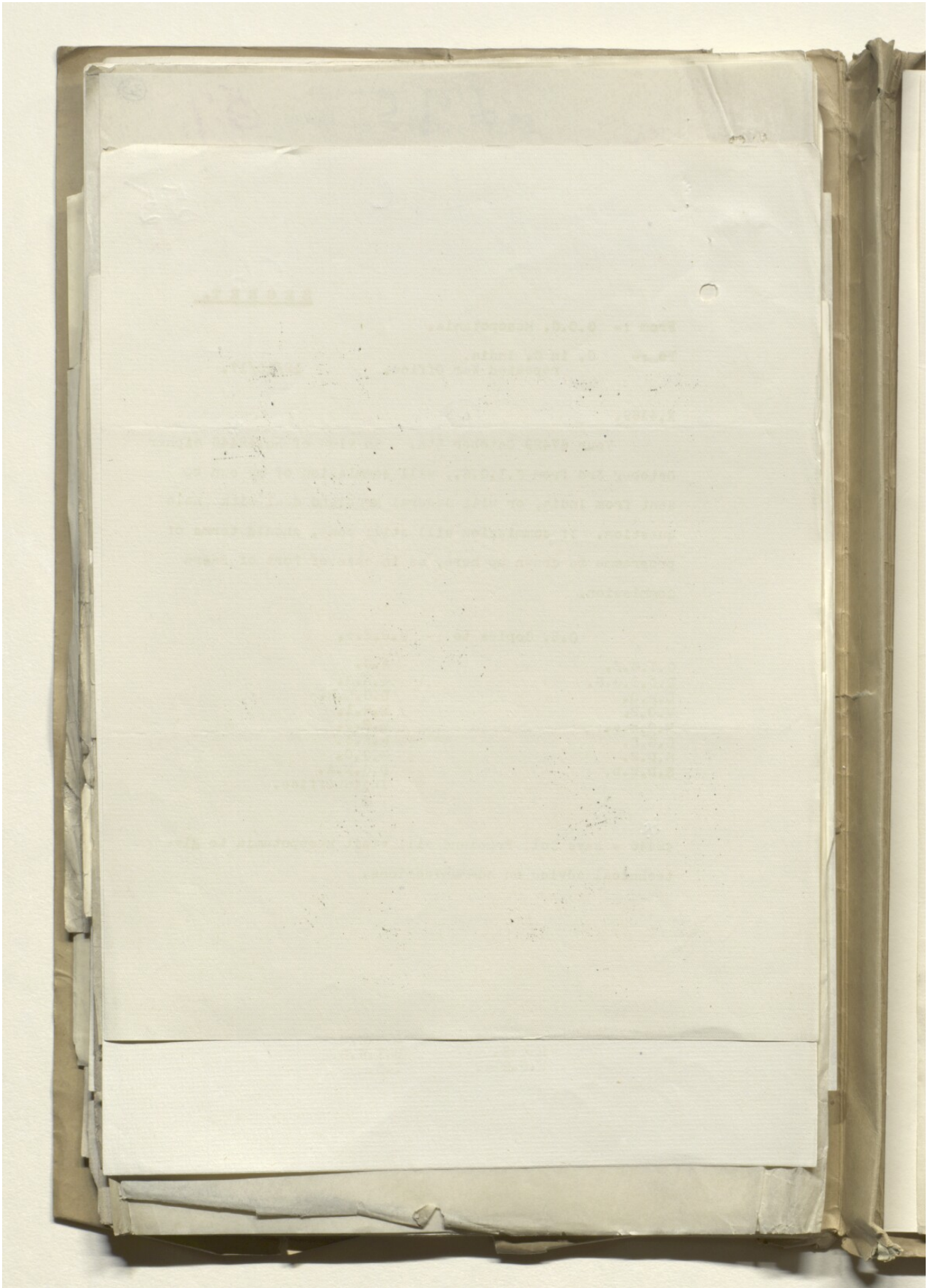
Your 67429 October 5th. In view of No.42446 cipher
October 3rd from C.I.G.S., will commission of my own be
sent from India, or will General Freeland deal with whole
question. If commission will still come, should terms of
programme be drawn up here, as in case of Port of Basra
Commission.

C.2. Copies to :- M.O.2.c.

C.I.G.S.
D.C.I.G.S.
D.M.O.
M.O.2.
M.O.2.a.
D.S.D.
S.D.2.
S.D.2.b.

A.G.
Q.M.G.
D.G.M.R.
M.R.1.
M.R.2.
M.R.3.
M.G.O.
D.G.M.A.
India Office.

*
42446 - says Col. Freeland will visit Mesopotamia to give
technical advice on communications.





55

54.

S E C R E T .

Operations.

From:- C-in-C., India.

To:- G.H.Q., Mesopotamia.
Repeated War Office.

18.10.17.

70775 cipher.

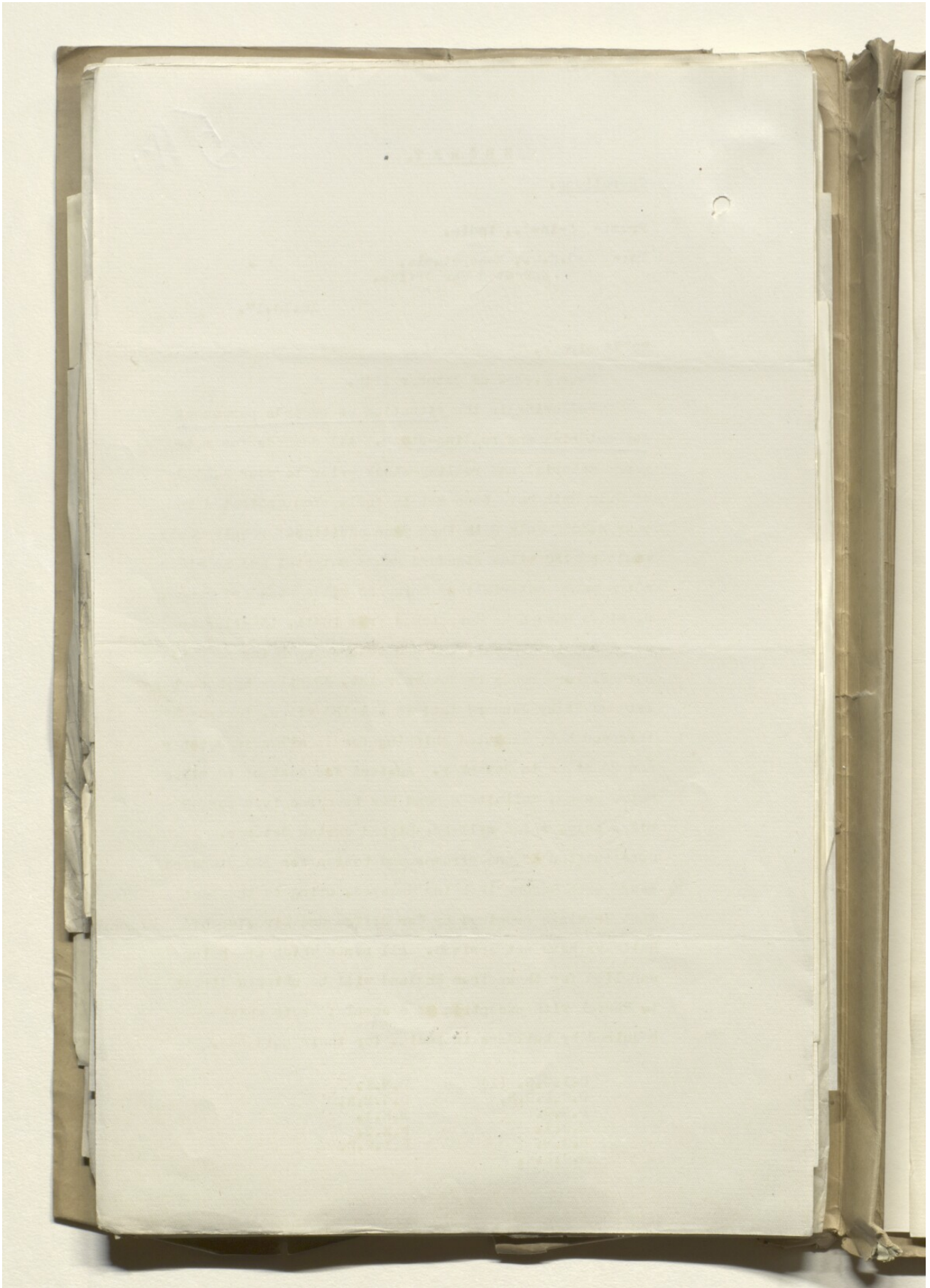
Your X.4152 of October 11th.

Following is the situation as regards permanent way material and rolling-stock. All demands for metre gauge material and rolling-stock prior to your X.3010 of July 28th have been met in full. You estimated in your X.3010 July 28th that your additional requirements would be 150 miles standard gauge material and 50 miles metre gauge material; of this 150 miles standard gauge, 61 miles have been despatched from India, 13 miles are now ready in Karachi, and endeavours are being made to have 21 more ready by November 1st, 30 miles by December 1st and 25 by January 1st; in all 150 miles. Towards this you have allotted shipping for 11 miles in October and 20 miles in November. Against forecast of 50 miles metre gauge, definite demand has been received for 40 miles only, which will be shipped during October. Construction of underframes and bodies for 150 standard gauge open wagons is being delayed, owing to the fact that drawings promised by War Office and Director of Railways have not arrived. All parts which are being supplied for these from England will be shipped direct to Basrah with exception of 6 complete sets which are required by builders in India, for their guidance.

C.I.G.S. (1)
D.C.I.G.S.
D.M.O.
M.O.1.
M.O.2.
M.O.2.a.

D.M.I.
D.G.M.R.
M.R.1.
M.R.2.
D.I.W.D.

8





34

53

S E C R E T.

From:- War Office.

To:- G.O.C.-in-C., Mesopotamia, repeated C-in-C. India.

18.10.17.

43532 cipher. *not recd I.O.*
M.R.2.A/276.

Your X 4152 October 11th-12th. As regards provision of track, presume 150 miles standard gauge and 50 miles metre gauge which India can deliver at Basrah by end of January, vide their 60893 ⁽²⁸⁾ September 7th, will provide for Baghdad-Bakuba metre gauge and for Feluja and Musaiyib standard gauge lines and will leave about 50 miles over for possible advance.

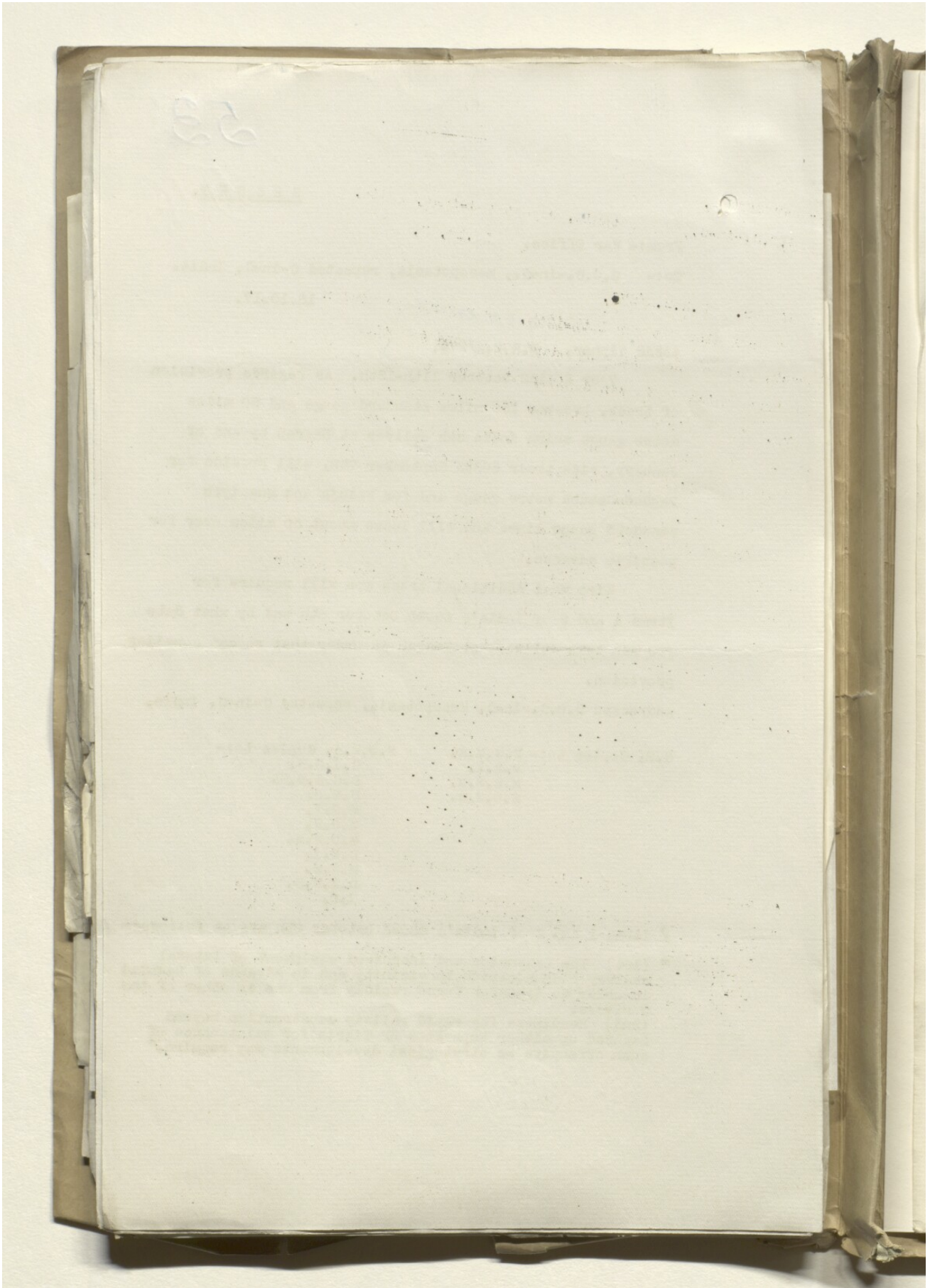
Wire what additional track you will require for Items 1 and 2 of India's 68093 October 8th and by what date you can take delivery at Basrah in order that we can consider provision.

Addressed G.O.C.-in-C. Mesopotamia, repeated C-in-C. India.

C.2. Copies to:-	D.G.M.R.	M.O.2.c. Copies to:-
	M.R.1.	C.I.G.S.
	M.R.2.a.	D.C.I.G.S.
	M.O.2.c.	D.M.O.
		M.O.1.
		M.O.2.
		M.O.2.a.
		D.M.I.
		M.R.2.
		D.I.W.D.
		I.O.

Items 1 and 2 of India's 68093 October 8th are as follows:-

- " (1st) The extension and increased equipment of lateral railway communication in vicinity and in advance of Baghdad in order to transfer force rapidly from one to other of the 3 rivers.
- (2nd) Readiness for rapid railway construction beyond Baghdad up either Euphrates or Tigris for maintenance of such offensive as strategical developments may require."





52

S E C R E T.

20/Labour/142.

From:- War Office.

To :- C. in C. India.

16th October, 1917.

6.25 p.m.

43348 cipher A.C. 12.

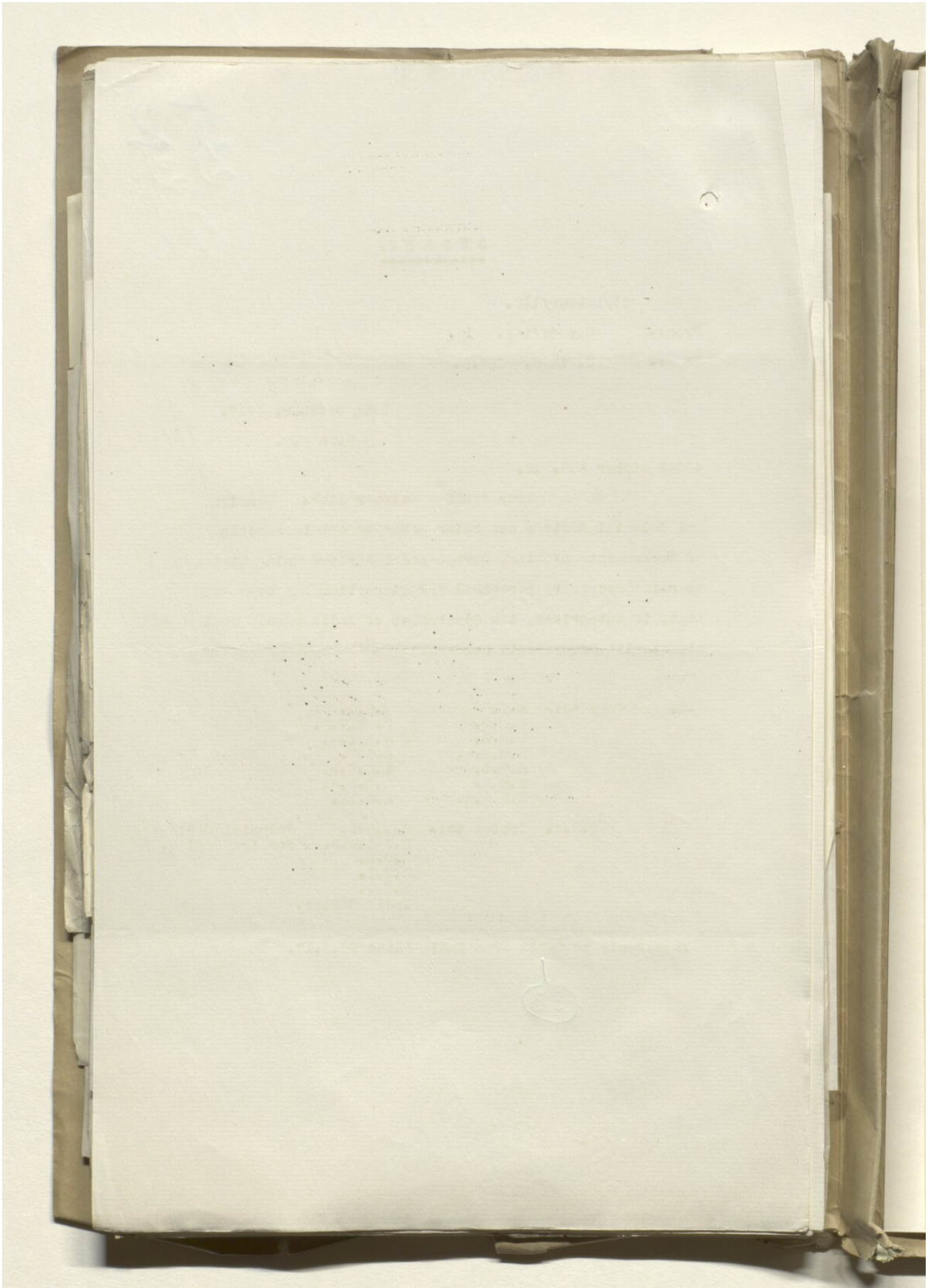
Your 68982^x October 11th. Foreign
and Colonial Offices are being asked to obtain sanction
of Governments of Siam, Borneo and Federated Malay States
to raise necessary ^{Railway} personnel and suggestion has been made
that, if authorized, the Government of India should deal
direct with Governments concerned.

C.2. Copy to:- A.C. M.R.1.
D.M.O. D. I.W.D.
M.R.2. S.R.1.a.
M.O.2.a. A.G.7.
A.G.1. S.D.2.b.
S.D.2. M.O.2.c.
S.D.2.d. A.G.12.

M.O.2.c. Copies to:- C.I.G.S. Colonial Office
D.C.I.G.S. Foreign Office.
M.O.2.
D.M.I.
M.I.2.
India Office.

^x Asks reply to 64852 from India dated 25.9.17.

33





51.10.

36

S E C R E T

From:- Director of Railways Baghdad

To:- War Office

X 4227 October 15th 6 p.m.

Progress report for week ending October 13th. Basrah
Qurnah railway. 1st train crossed Euphrates bridge at Qurnah
on 13th. Gurmat Ali bridge good progress made with cross sleep-
oring and decking and all girders in position. Shafi temporary
pile bridge 50% girders in position. Minor bridges made good
progress. Linking from Nahr Umar to Qurnah total $6\frac{3}{4}$ miles *
completed. Total during week $6\frac{3}{4}$ miles.

Total
length

43

x is
about
18 miles
to

Baguba extension 2 foot 6 inches. Earthwork completed
to Shahraban mile 27.7. Linking done to mile 26. Line was
completed to Shahraban on 14th.

25-

Total length 25 m finished.

Hinaidi Baguba metre gauge. Earthwork in hand. Baquba
high level bridge over Dyala piling commenced.

36

Baghdad Peluja standard gauge. Embankment complete to
mile 21.

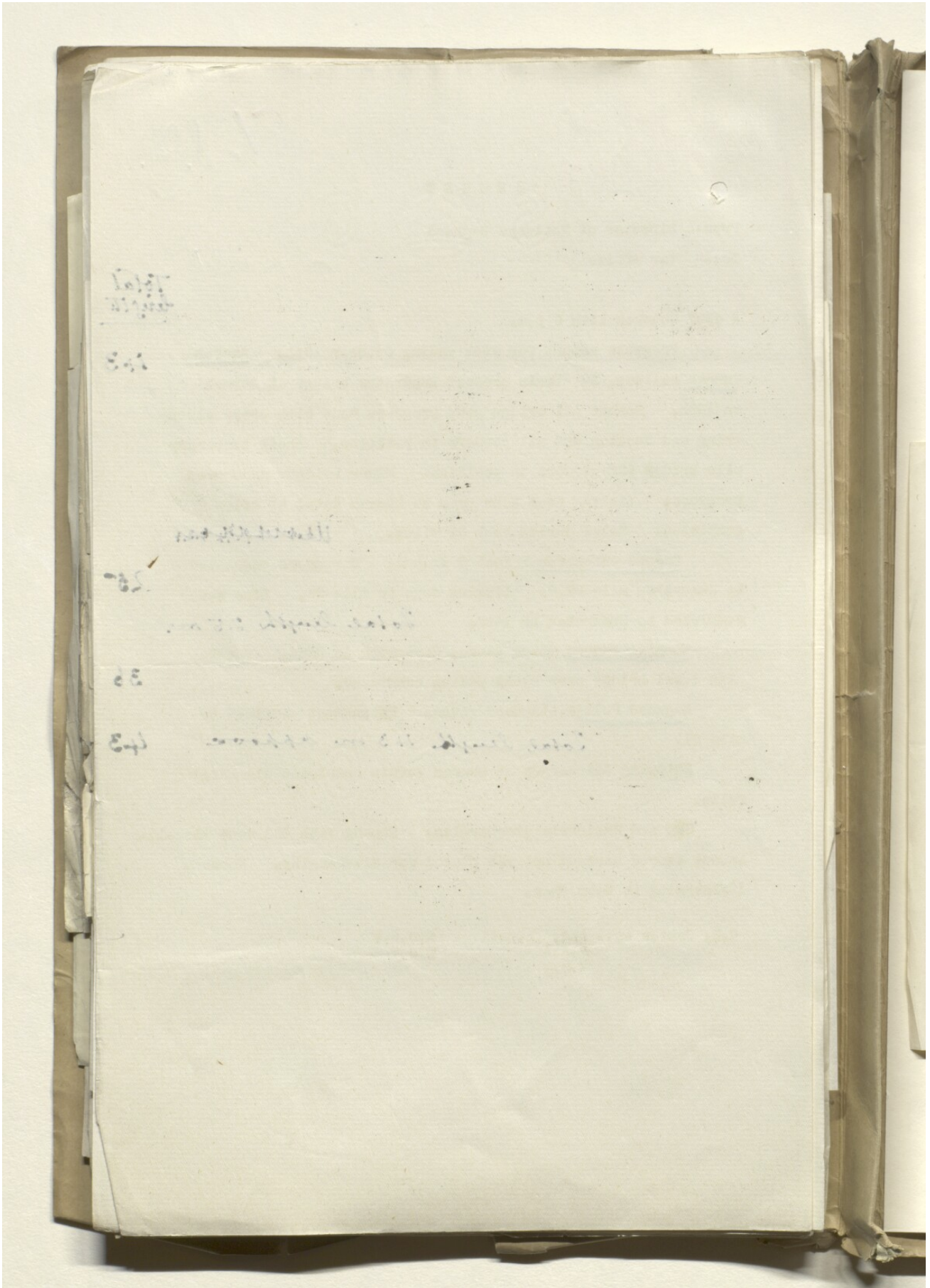
Total length 43 m above

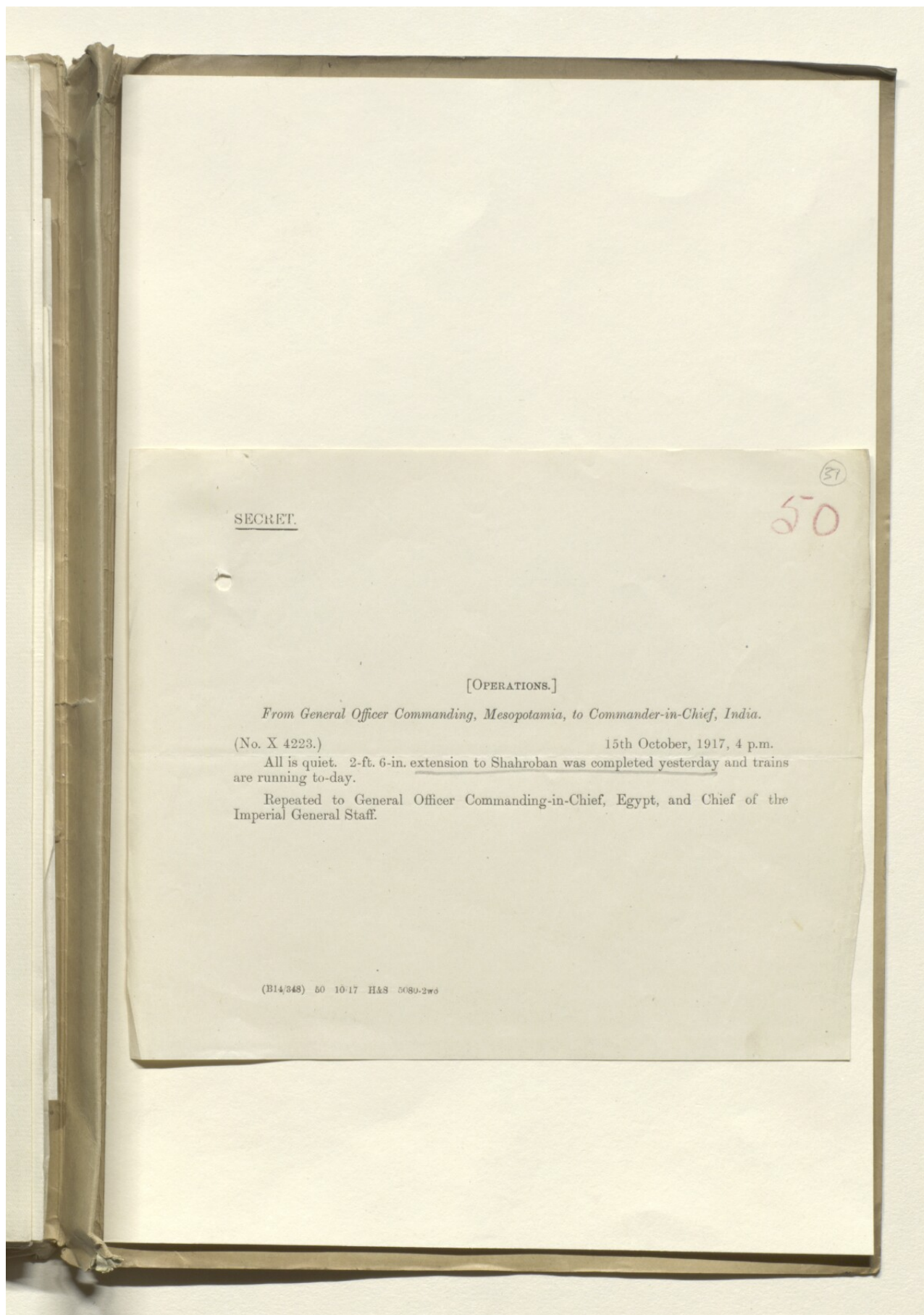
43

Shipping discharges at Basrah Varzin completed discharging
rails.

Sea and Freinfels discharging. Kepong with 400 tons miscell-
aneous stores arrived not yet placed for discharging. Koranna
discharging at Nahr Umar.

C.2. Copies to:- Army Council M.O.2.a
M.R.1 D.S.T
M.R.2





SECRET.

(37)
50

[OPERATIONS.]

From General Officer Commanding, Mesopotamia, to Commander-in-Chief, India.

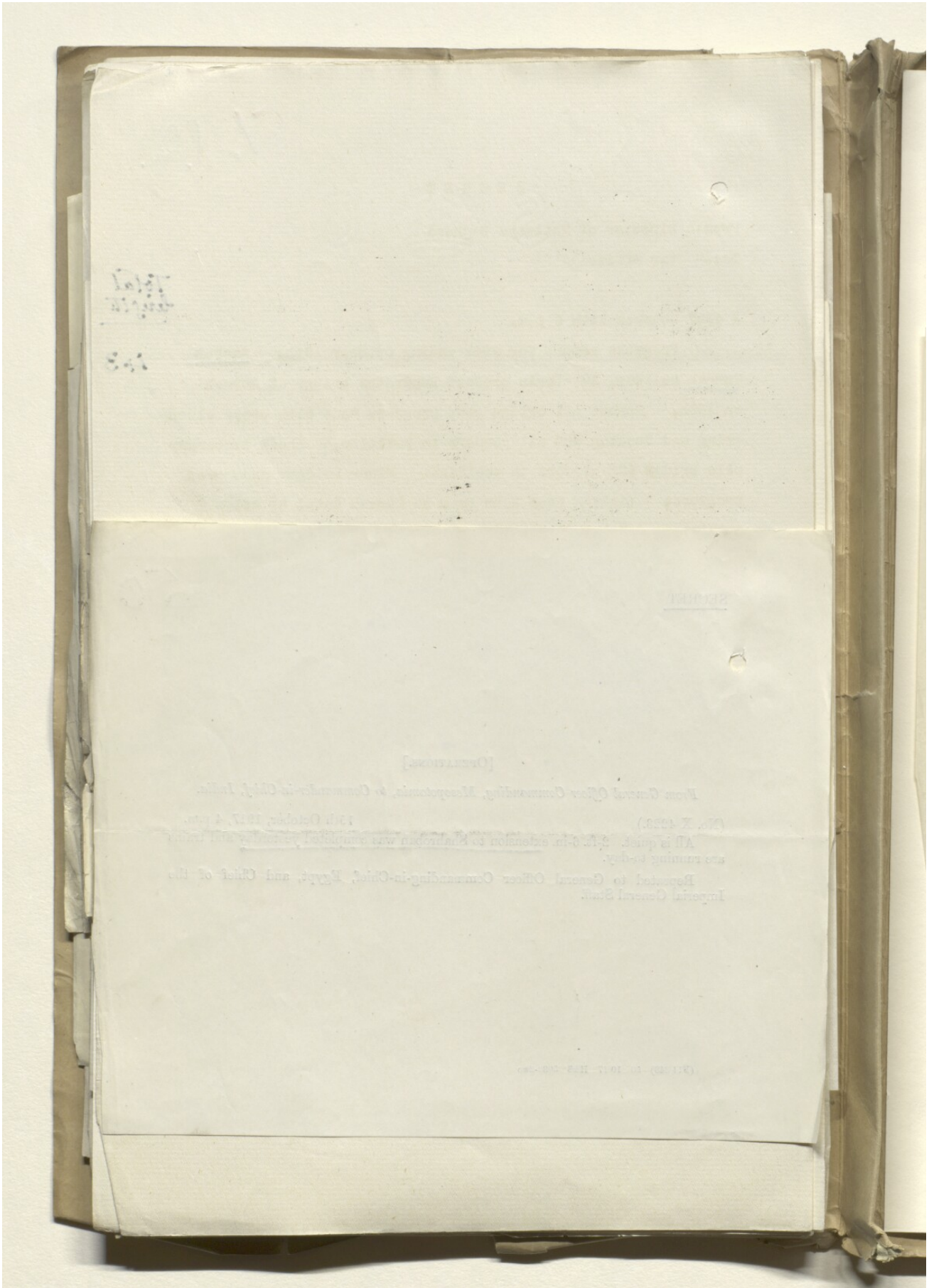
(No. X 4223.)

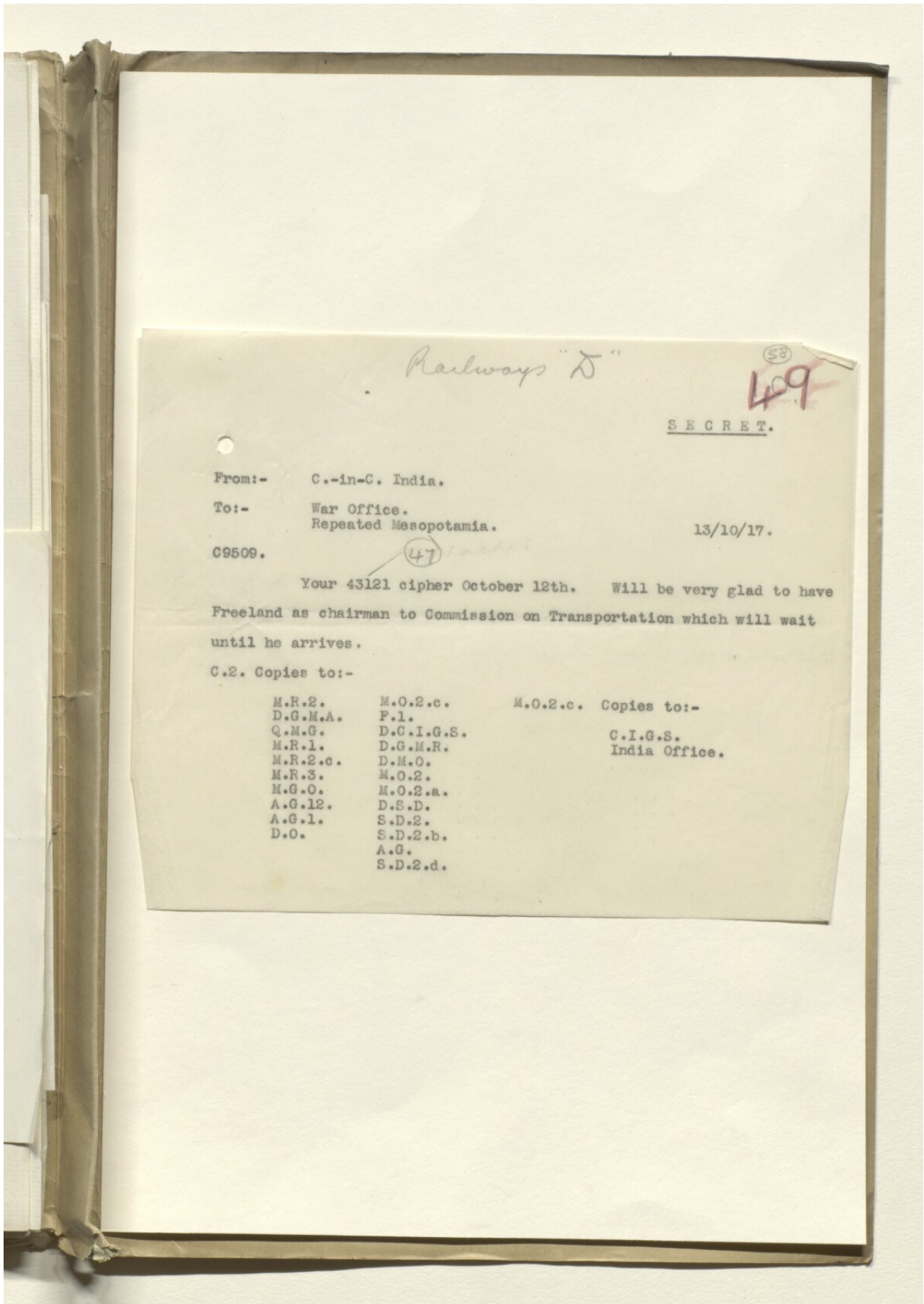
15th October, 1917, 4 p.m.

All is quiet. 2-ft. 6-in. extension to Shahroban was completed yesterday and trains are running to-day.

Repeated to General Officer Commanding-in-Chief, Egypt, and Chief of the Imperial General Staff.

(B14/348) 50 10-17 H&S 5080-2w5





Railways "D"

(53)
49

SECRET.

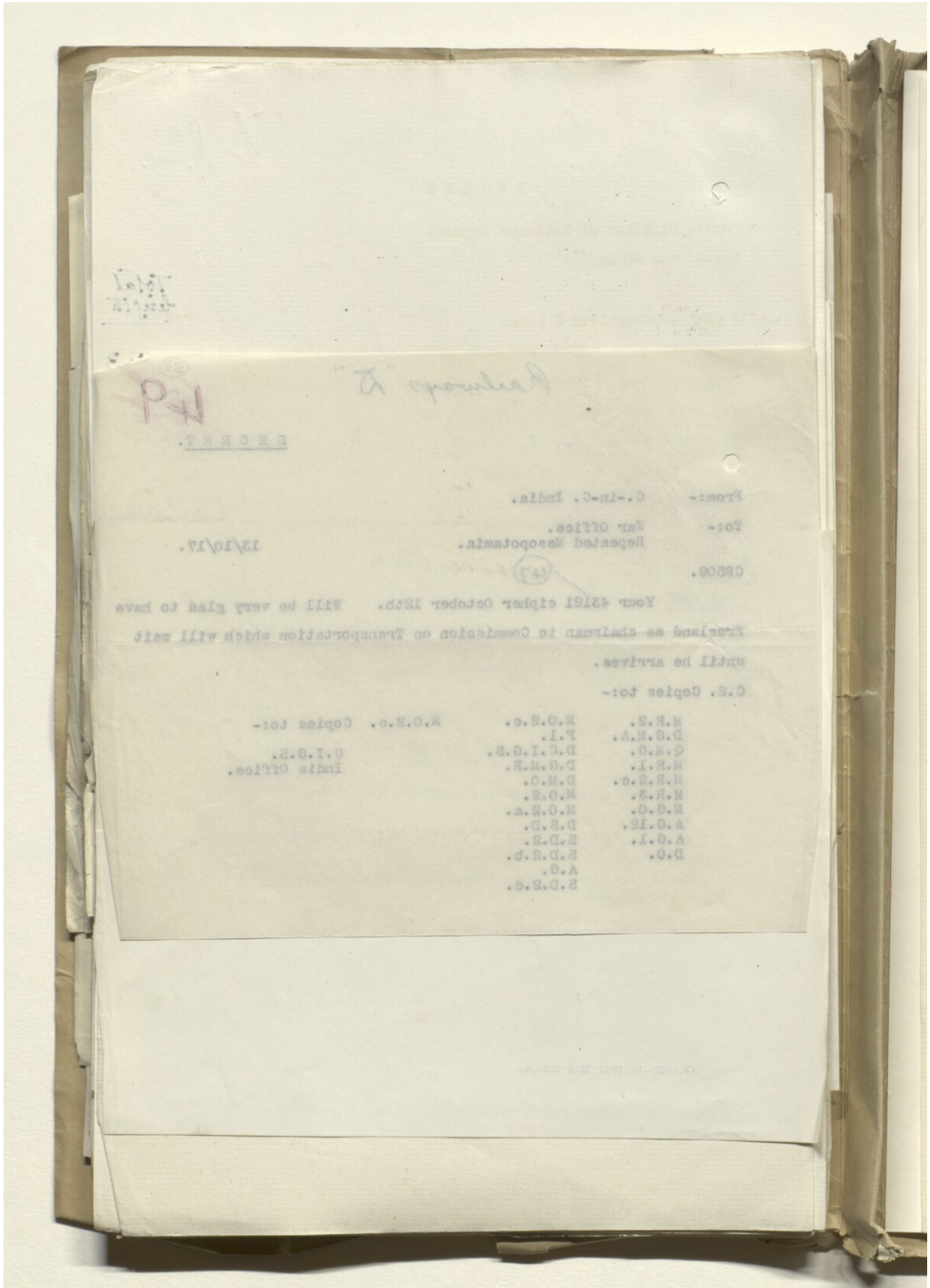
From:- C.-in-C. India.
To:- War Office.
Repeated Mesopotamia.
C9509.

13/10/17.

Your 43121 cipher October 12th. Will be very glad to have
Freeland as chairman to Commission on Transportation which will wait
until he arrives.

C.2. Copies to:-

- | | | |
|----------|------------|----------------------|
| M.R.2. | M.O.2.c. | M.O.2.c. Copies to:- |
| D.G.M.A. | F.1. | C.I.G.S. |
| Q.M.G. | D.C.I.G.S. | India Office. |
| M.R.1. | D.G.M.R. | |
| M.R.2.c. | D.M.O. | |
| M.R.3. | M.O.2. | |
| M.G.O. | M.O.2.a. | |
| A.G.12. | D.S.D. | |
| A.G.1. | S.D.2. | |
| D.O. | S.D.2.b. | |
| | A.G. | |
| | S.D.2.d. | |



SECRET

12/10/17

Your 43191 cipher October 18th. Will be very glad to have
transacted as chairman to Commission on Transportation which will wait
until he arrives.

C.S. Copies for:-

- | | |
|----------|------------|
| M.R.S. | M.O.S. |
| D.G.M.A. | F.I. |
| G.M.S. | D.C.I.G.S. |
| M.R.I. | D.G.M.R. |
| M.R.S. | D.M.O. |
| M.H.S. | M.O.S. |
| M.G.O. | M.O.S. |
| A.G.I.S. | D.S.D. |
| A.G.I. | S.D.S. |
| D.O. | S.D.S. |
| A.G. | A.G. |
| S.D.S. | S.D.S. |



Mesopotamia
Railways

(39)

48

S E C R E T.

From:- G.O.C. Mesopotamia.

13/10/17.

To:- C. in C. India.
repeated War Office.

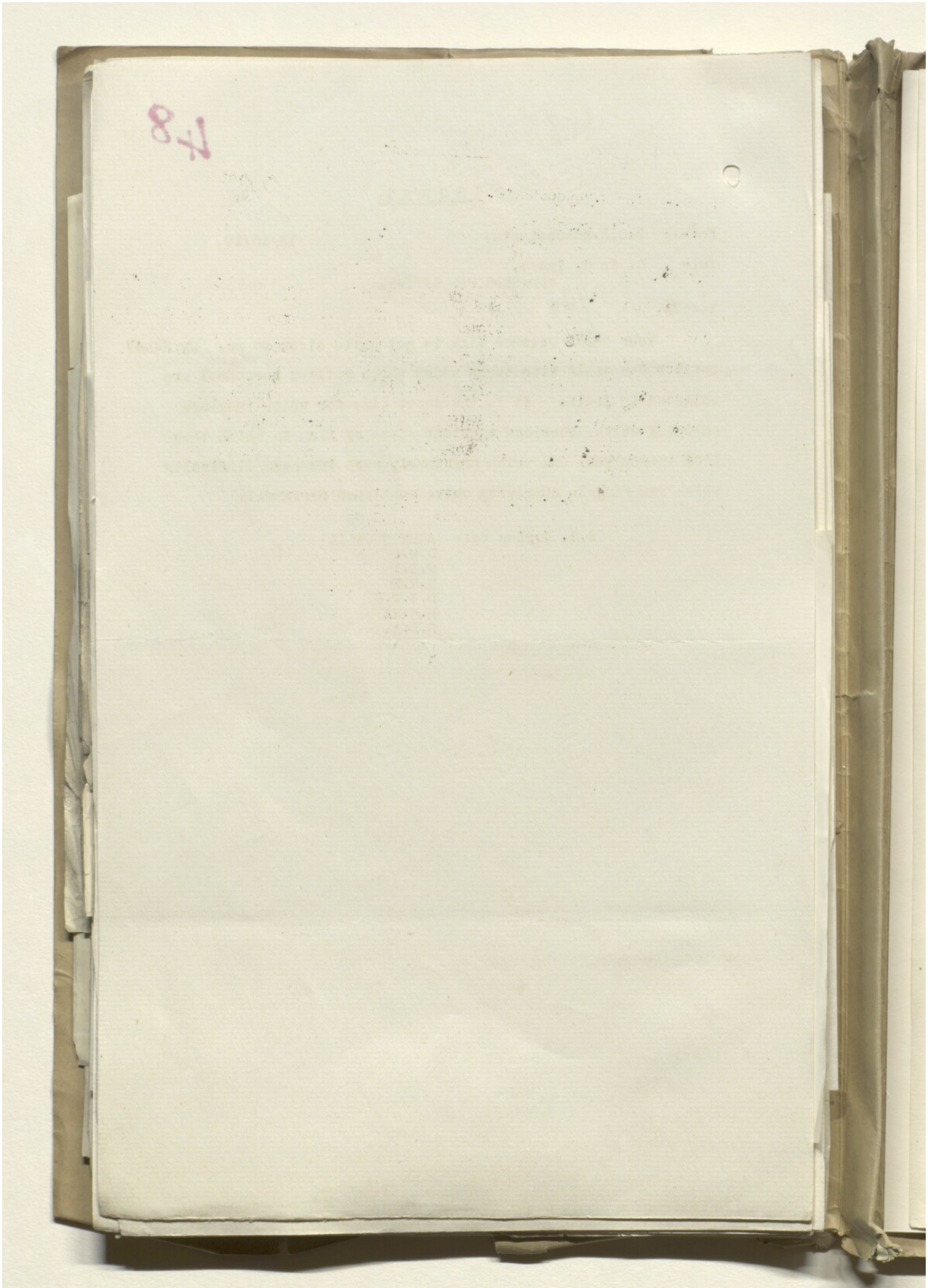
X.4179.

(44)

(42)

Your ~~6975~~ October 11th is not quite clear to me. My X4047
October 6th deals with terms under which railway personnel are
enlisted in India. It is the short time for which they are
enlisted which occasions constant state of flux in which they
find themselves, and which presumably must increase difficulty
which you find in supplying above mentioned personnel.

C.2. Copies to:- ARMY COUNCIL
D.M.C
M.R.1
M.R.2
D.I.W.D
M.O.2A
S.R.1.





40

47

S E C R E T.

From:- War Office. 12.10.1917.
To:- C-in-C., India, 8.40 p.m.
repeated G.O.C., Mesopotamia.

43121 cipher 12th October

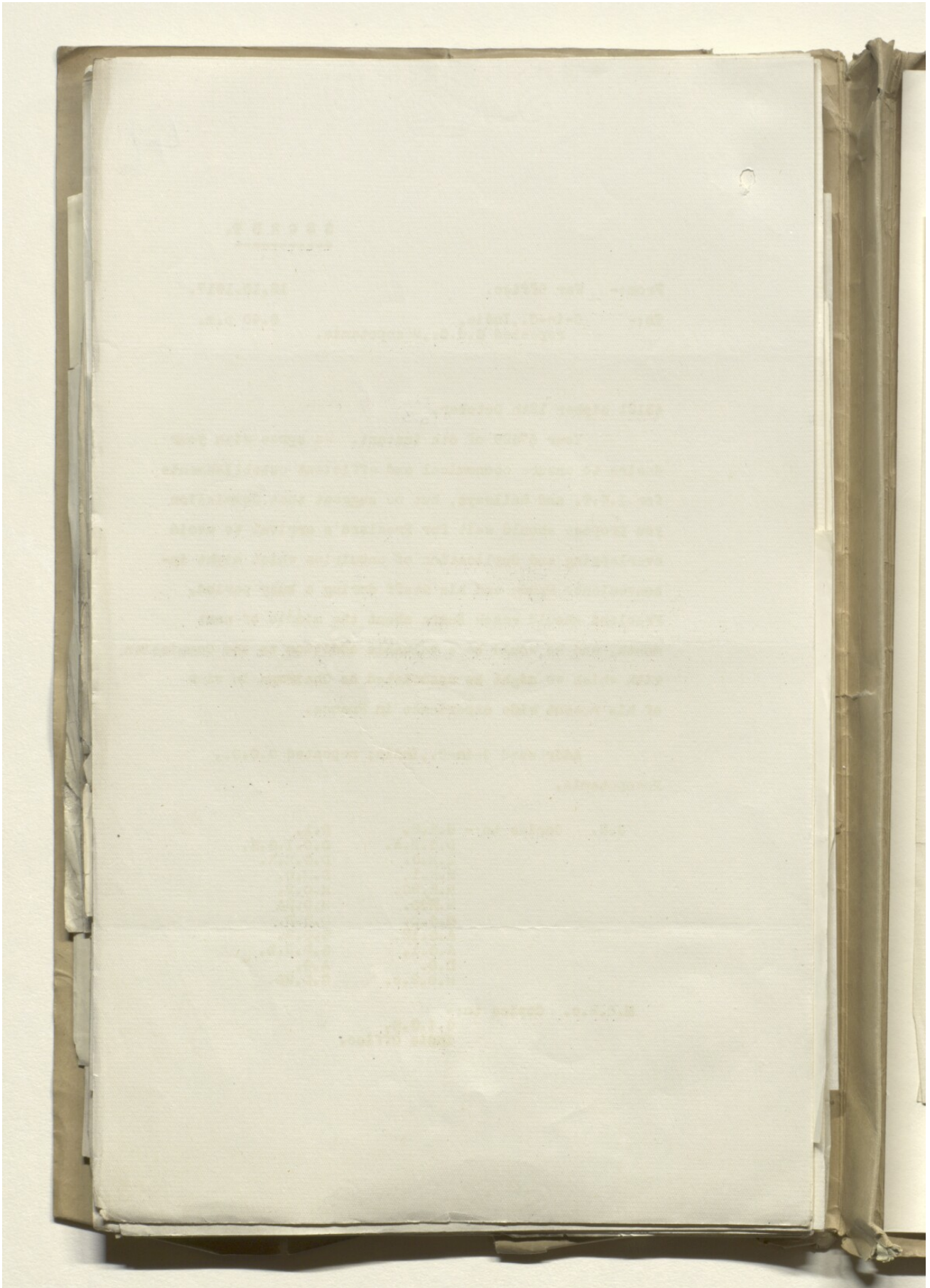
43

Your 67429 of 6th instant. We agree with your desire to ensure economical and efficient establishments for I.W.T. and Railways, but we suggest that Commission you propose should wait for Freeland's arrival to avoid overlapping and duplication of enquiries which might inconvenience Maude and his Staff during a busy period. Freeland should reach Basra about the middle of next month, and he would be a valuable addition to the Commission with which we might be associated as Chairman in view of his recent wide experience in France.

Addressed C-in-C., India; repeated G.O.C., Mesopotamia.

C.2. Copies to:- M.R.2. F.1.
D.G.M.A. D.C.I.G.S.
Q.M.G. D.G.M.R.
M.R.1. D.M.O.
M.R.2C. M.O.2.
M.R.3. M.O.2A
M.G.O. D.S.D.
A.G.12. S.D.2.
A.G.1. S.D.2.b.
D.O. A.G.
M.O.2.c. S.D.2D.

M.O.2.c. Copies to:-
C.I.G.S.
India Office.





(41)

46

SECRET.

From :- G.O.C. Mesopotamia.

To :- C. in C. India.
repeated War Office.

12/10/17.

X.4169.

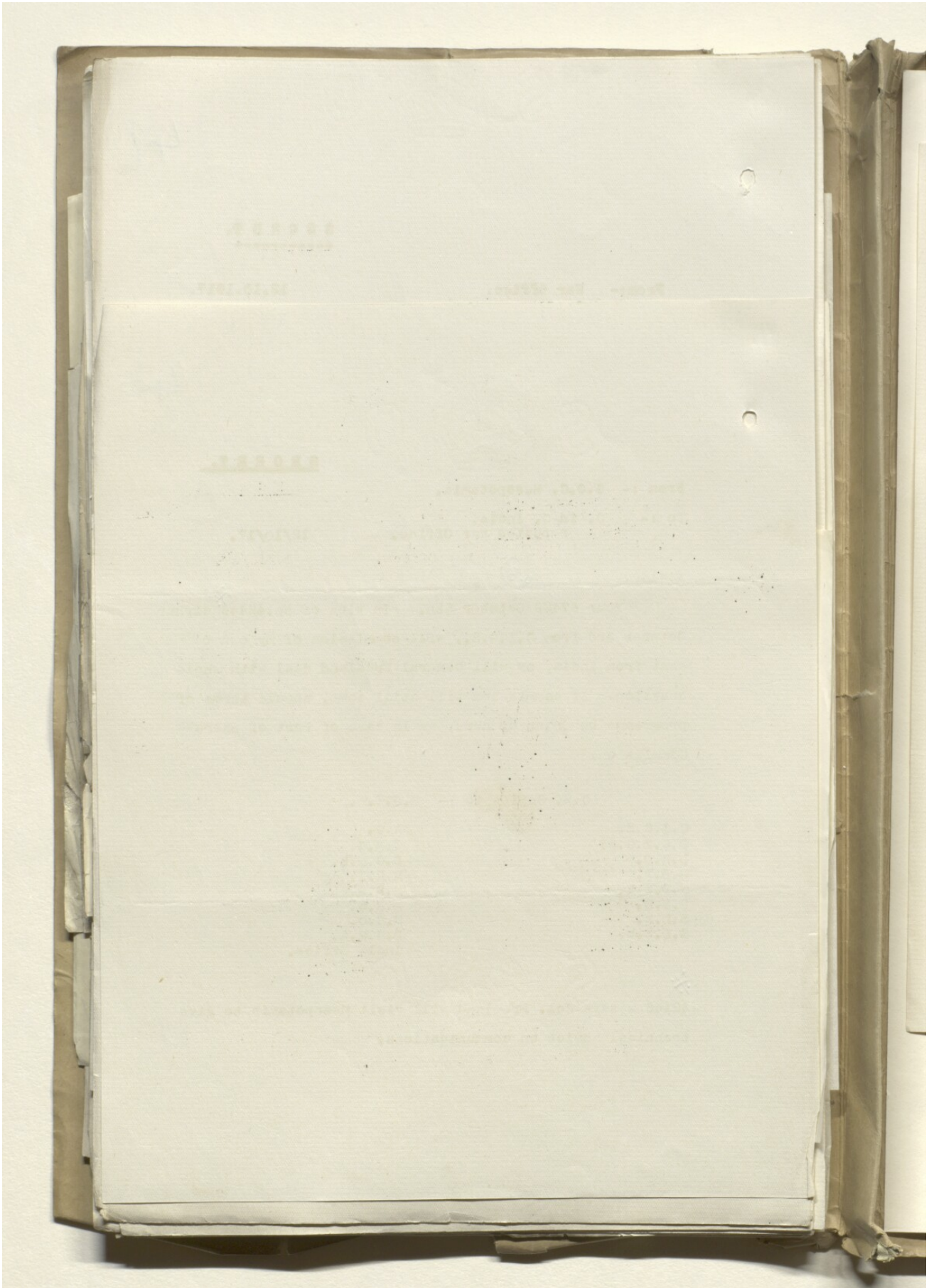
43
Your 67429 October 5th. In view of No.42446* cipher
October 3rd from C.I.G.S., will commission of my own be
sent from India, or will General Freeland deal with whole
question. If commission will still come, should terms of
programme be drawn up here, as in case of Port of Basra
Commission.

C.2. Copies to :- M.O.2.c.

C.I.G.S.	A.G.
D.C.I.G.S.	Q.M.G.
D.M.O.	D.G.M.R.
M.O.2.	M.R.1.
M.O.2.a.	M.R.2.
D.S.D.	M.R.3.
S.D.2.	M.G.O.
S.D.2.b.	D.G.M.A.
	India Office.

*
/

42446 - says Col. Freeland will visit Mesopotamia to give
technical advice on communications.





*L. of C. organization
etc.*

*file box (42)
45*

SECRET.

From:- C.I.G.S.

To:- C.-in-C., A.R.Q. India.

11.10.17.

1 p.m.

43000 cipher.

not received

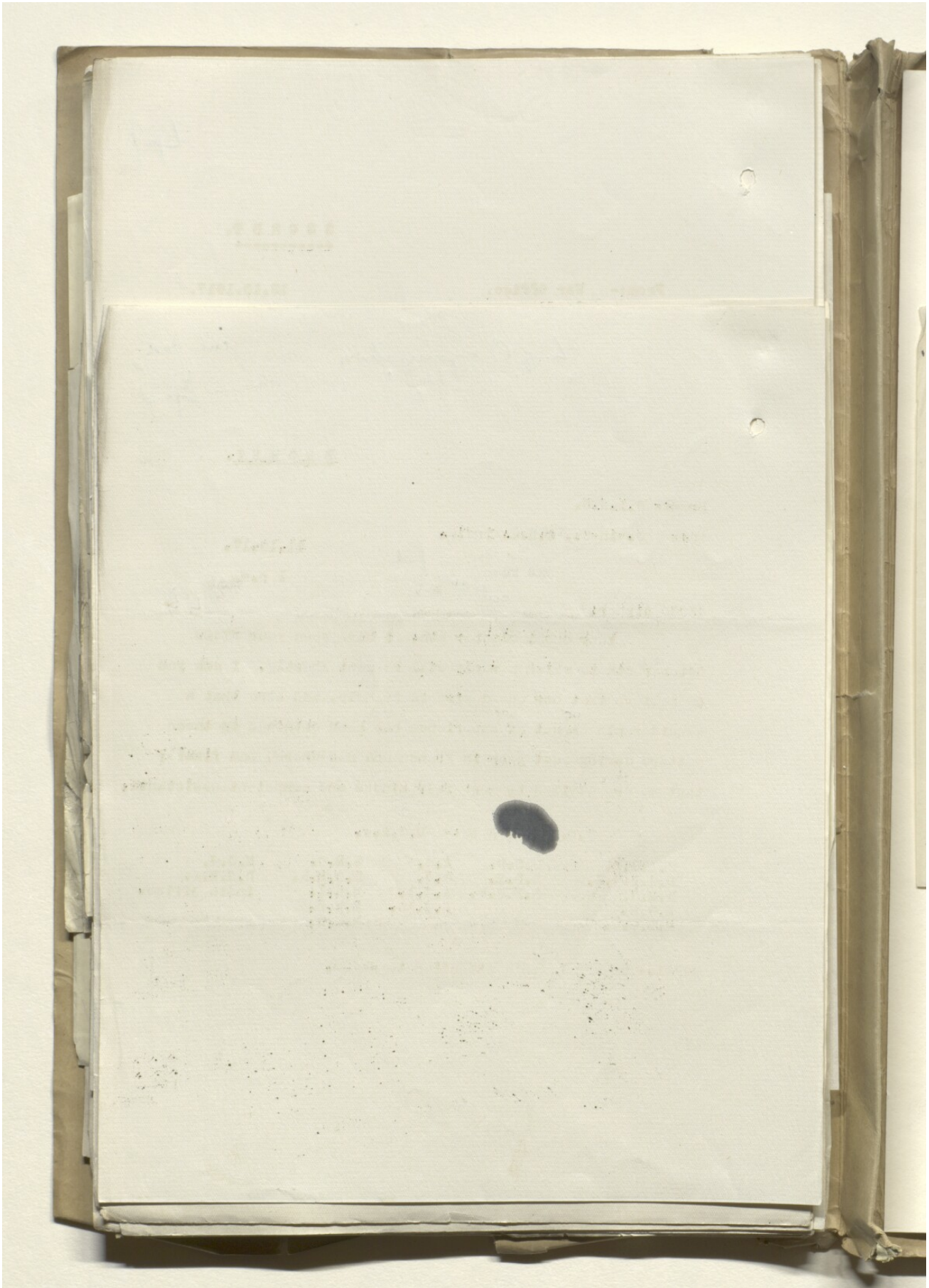
(43)

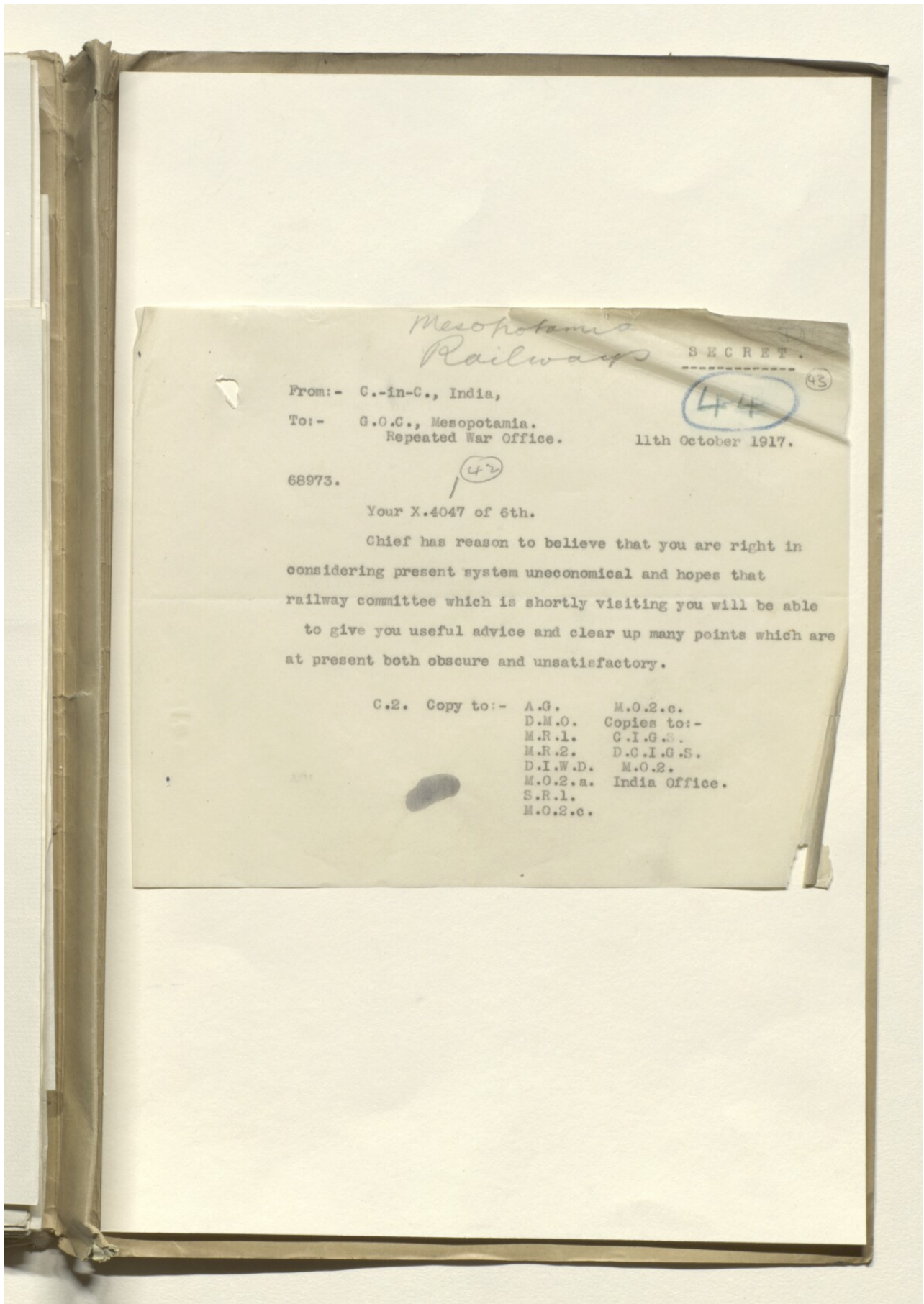
Your 68021 October 8th. I have seen your 67429 October 6th to which a reply will be sent shortly. I ask you to believe that our one desire is to help, and also that a considerable amount of experience has been obtained in these matters during past year in Franco and elsewhere, and finally that we are advised by most fair minded and competent assistants.

C.2. Files to:- M.O.2.c.

C.I.G.S.	D.S.D.	A.G.	Q.M.G.	M.G.O.
D.C.I.G.S.	S.D.2.	D.O.	D.G.M.R.	D.G.M.A.
D.M.O.	S.D.2.b.	A.G.1.	M.R.1.	India Office.
M.O.2.		A.G.1E.	M.R.2.	
M.O.2.a.			M.R.3.	

68021.- Draw C.I.G.S.' attention to 67429.





*Mesopotamia
Railways*

SECRET

From:- C.-in-C., India,

To:- G.O.C., Mesopotamia.
Repeated War Office.

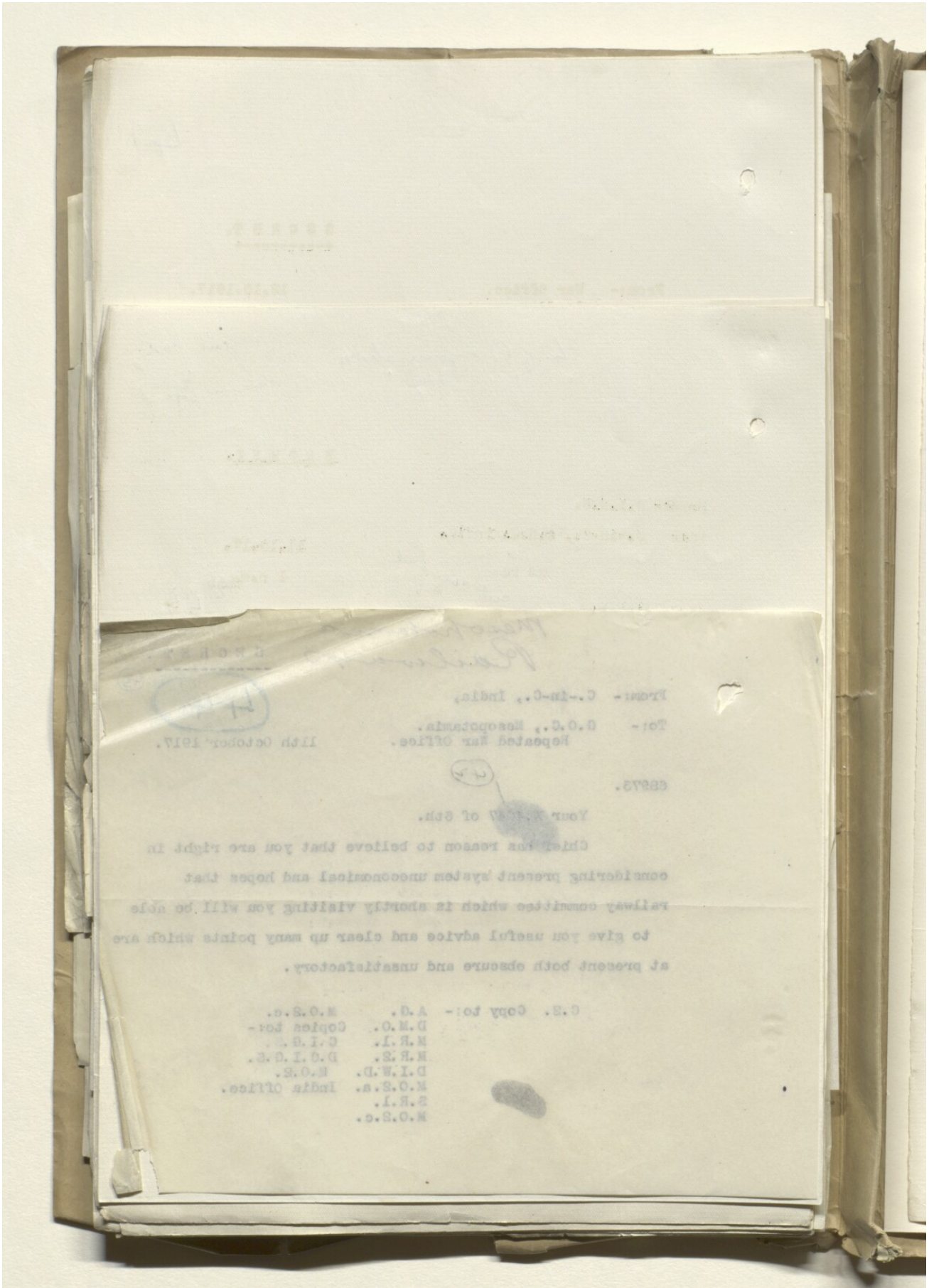
11th October 1917.

68973.

Your X.4047 of 6th.

Chief has reason to believe that you are right in considering present system uneconomical and hopes that railway committee which is shortly visiting you will be able to give you useful advice and clear up many points which are at present both obscure and unsatisfactory.

C.2. Copy to:- A.G. M.O.2.c.
D.M.O. Copies to:-
M.R.1. G.I.G.S.
M.R.2. D.C.I.G.S.
D.I.W.D. M.O.2.
M.O.2.a. India Office.
S.R.1.
M.O.2.c.





L of C

44
43

SECRET.

COPY OF TELEGRAM.

From:- C.-in-C., India
To:- War Office.

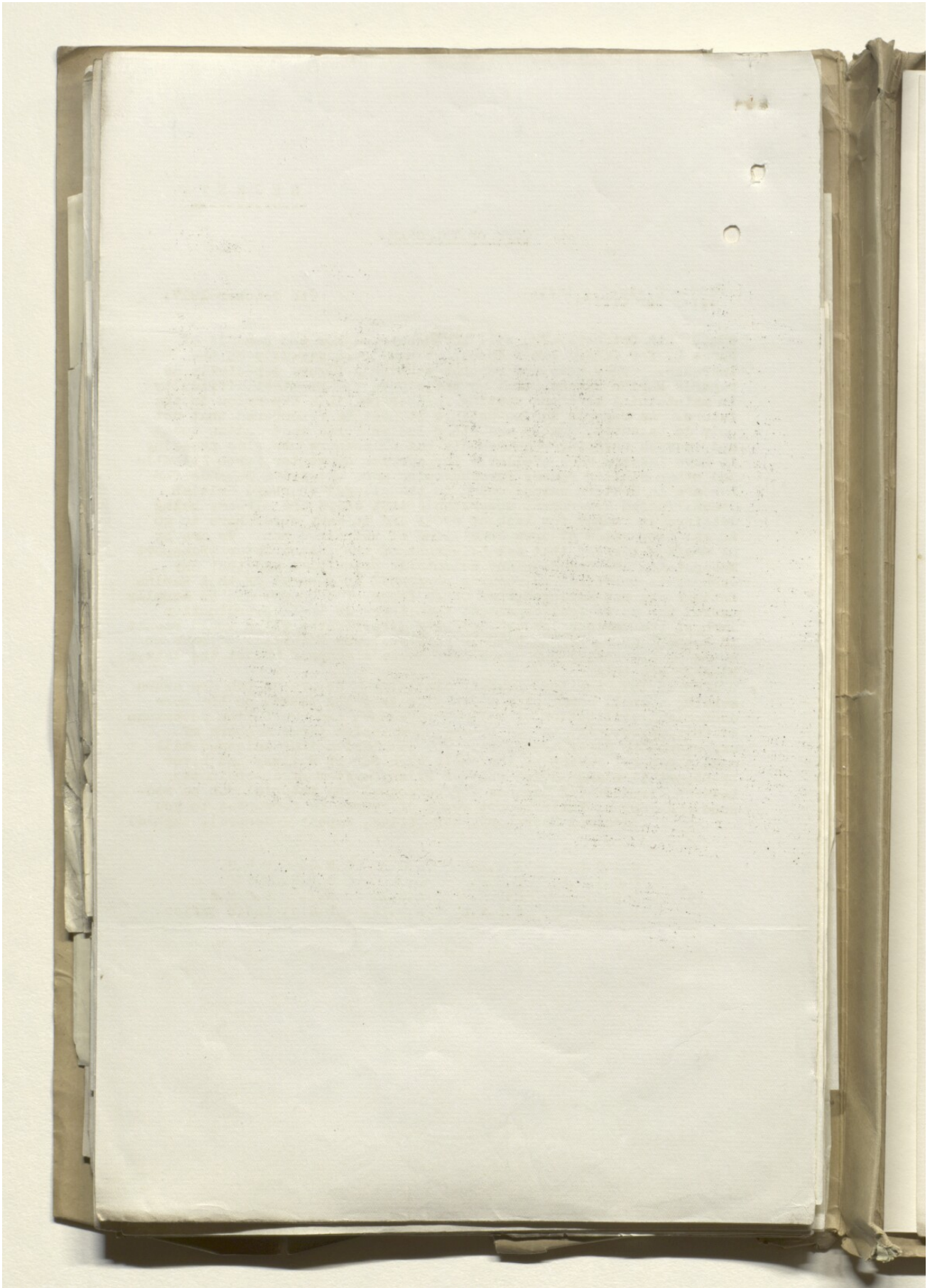
5th October 1917.

67429 5th October. You will have observed how the demands of Force D. for Inland Water Transport have been steadily on the increase. They have now reached so high a figure especially as regards Marine Ratings that we anticipate the greatest difficulty in maintaining them and meeting further possible expansion in the future. As regards Marine Ratings it must be remembered that not only do Calcutta, Bombay and other Indian Ports meet Indian local and oversea shipping requirements but shipowners are also pressing to have Lascars made available for service on winter North Atlantic and other similar routes foreshadowing more extensive demands for Lascars in Western waters owing to the alleged shortage British crews. Indian Government understands that ships are already being detained in Bombay for lack of crews and in many cases have to go to sea proportion of crew consisting of untrained men. We are by no means satisfied that establishment of the Inland Water Transport Mesopotamia are based on any scientific principles and that any economy is practised as regards personnel in general or that Marine Ratings are not employed when other forms of labour would be equally useful nor do we feel confident that there is that co-ordination amongst the various labour employing directorates which would result in economy of resources both in personnel and material. I have no means of exercising any check over Maude's demands whilst the latter himself see this

O/1235/23/187 Aug.10. Equally disclaims. We are as you are aware sending a small commission to enquire into and advise on the more economical utilization of railway personnel and are taking advantage of this opportunity to add to this commission three members of experience in River Transport. The commission thus enlarged will make a general review of the whole question of Railway and River transportation and advise whether by any system of co-ordination between directorates demands for personnel and material can be reduced. A copy of their report would of course be forwarded to you.

Addressed Secretary, War Office, repeated General, Baghdad.

C.I.C.S.	M.O.2.a.	A.G.	Q.M.G.	M.R.3.
D.C.I.G.S.	D.S.D.	D.O.	D.G.M.R.	M.G.O.
D.M.O.	S.D.2.	A.G.1.	M.R.1.	D.G.M.A.
M.O.2.	S.D.2.b.	A.G.12.	M.R.2.c.	India Office.





S E C R E T.

6/10/17.

2.p.m.

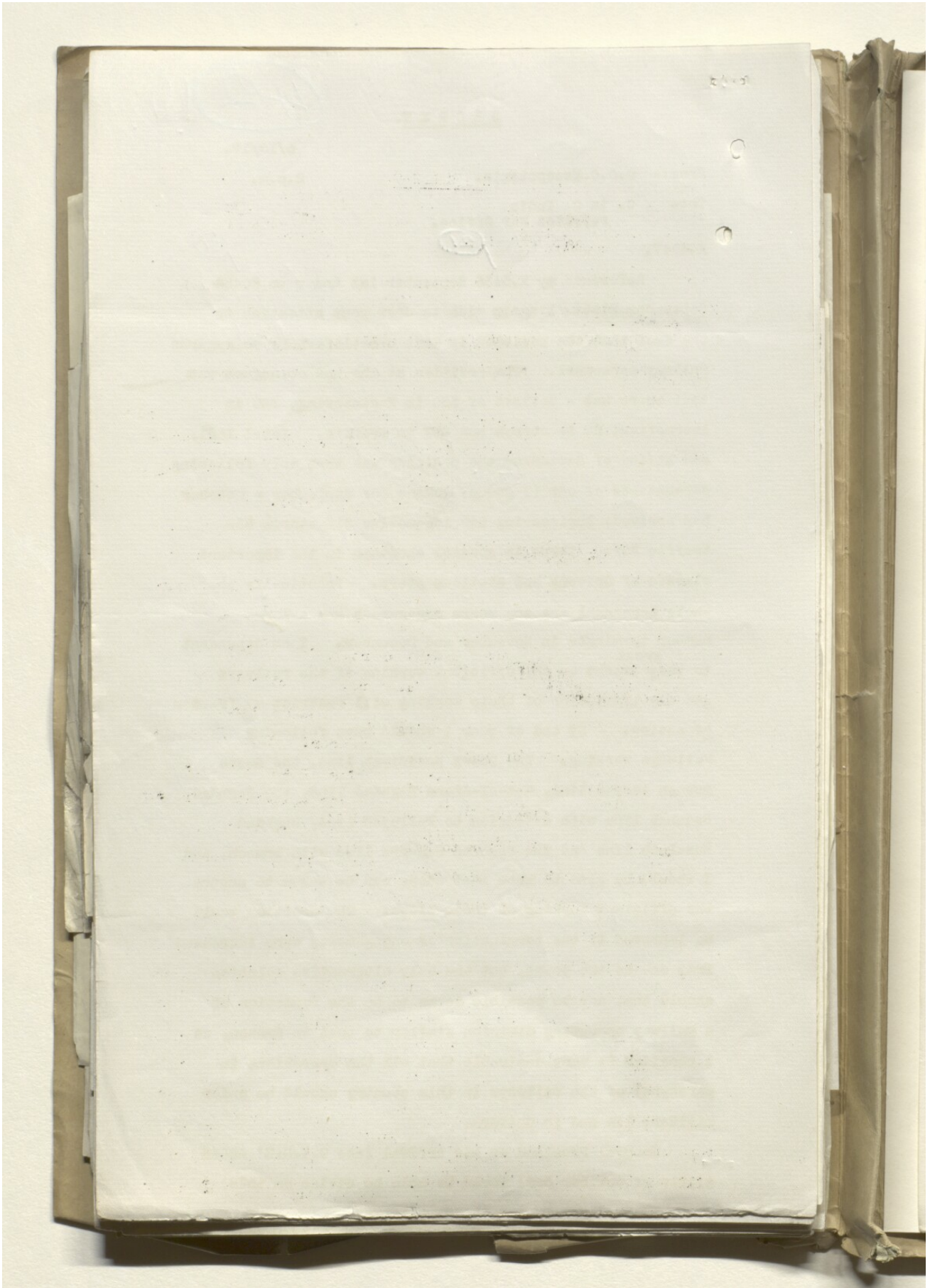
From:- G.O.C.Mesopotamia.

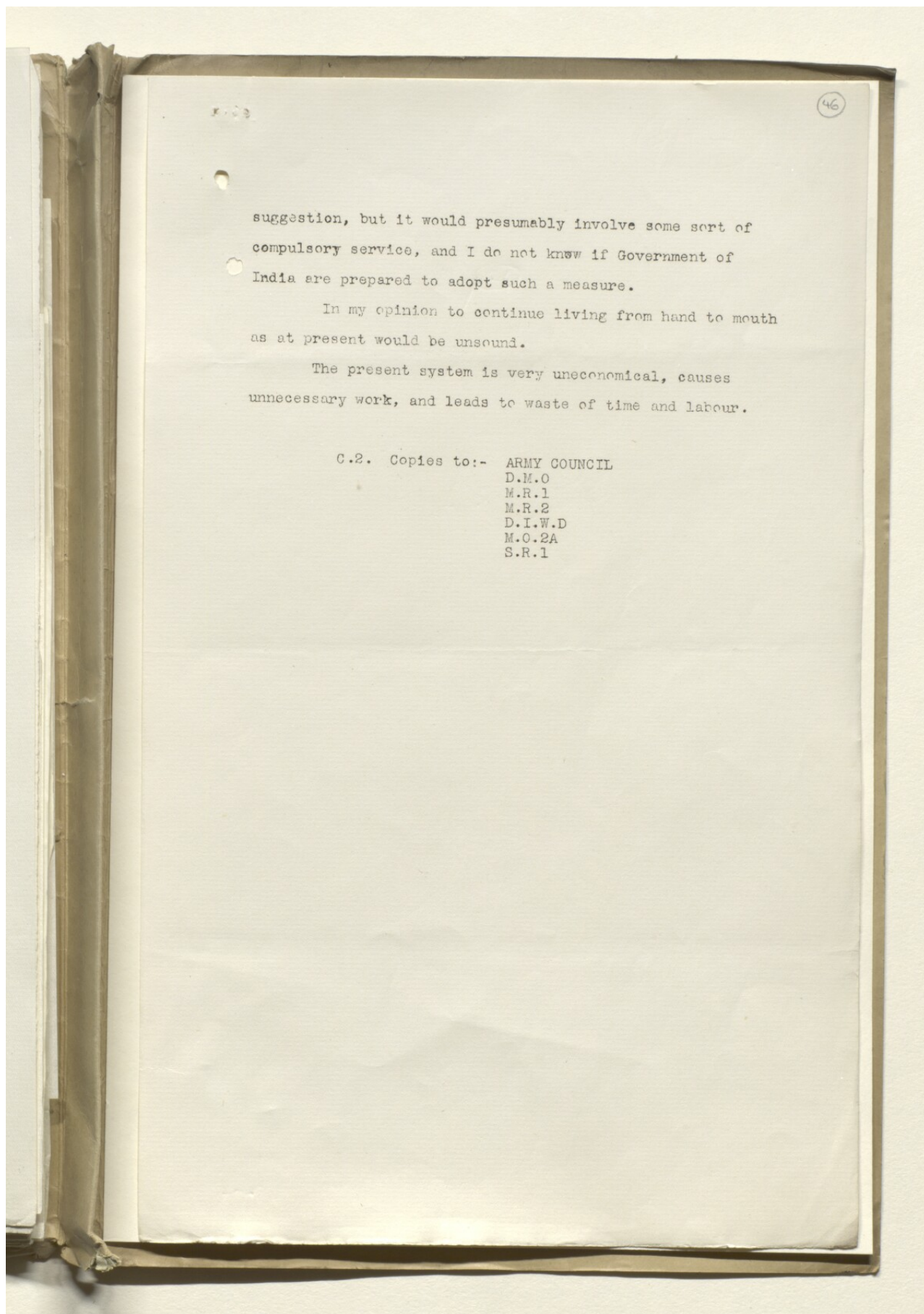
To:- C. in C. India.
repeated War Office.

X.4047.

Reference my X.3435 September 1st and y ur 80455
September 21st. I again wish to draw your attention to
the fact that the position is most unsatisfactory as regards
railway personnel. The position at the end of August was
that there was a deficit of 530 in Engineering, 382 in
locomotive, 22 in stores and 627 in traffic. Total 1561,
and at end of September the position was that only following
percentages of our (1 group) demand for September - October
had arrived. Engineering 64% locomotive 81% stores 55%
traffic 39%. There is special shortage in the important
classes of drivers and stationmasters. Practically the
whole personnel are on a years engagement and a large
number terminate in November and December. I am dependent
to very ^{great} extent on the efficient working of the railways
and any limitation of their working will restrict my freedom
of action. By end of year I should have following
Railways working. The Basra Nasiriyah line, the Basra
Aurnah Amarah line, Kut-el-Amara Baghdad line, the Baghdad
Baqubah line with extension to Fallujah line, Baghdad
Musaiyib line and the Baghdad Samarra line with branch, and
I should be glad to know what steps can be taken to ensure
the efficient working of those lines. The position would
be improved if the termination of engagements were increased
from one to two years, but the only alternative solution
should that not be possible seems to be the formation of
a railway operating division similar to that in France, as
I consider it very desirable that all the operations in
personnel of the railways in this country should be under
military law and in uniform.

General Freeland on his arrival (see C.I.G.S' 42446
cipher of October 3rd) would be able to advise on this



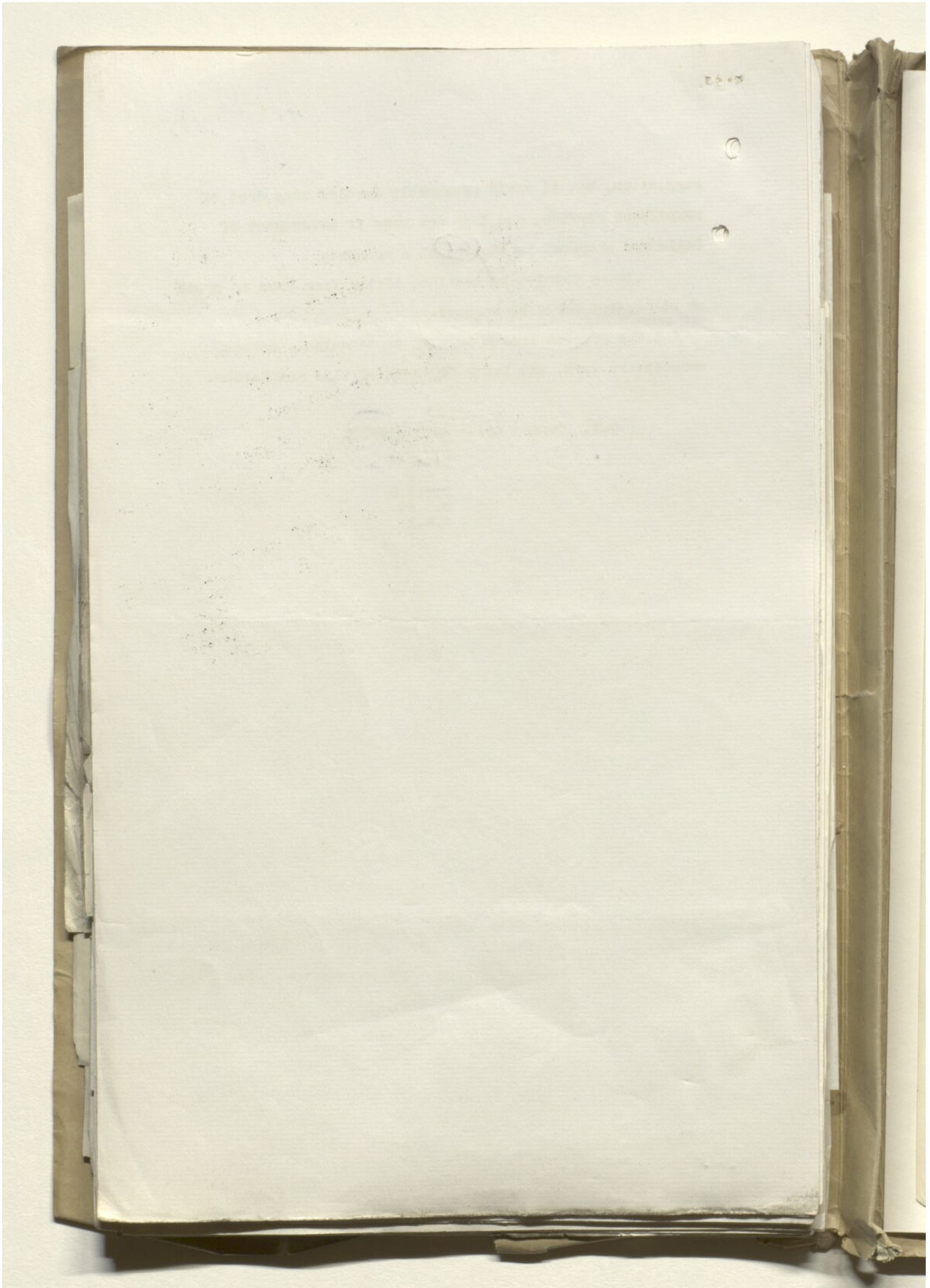


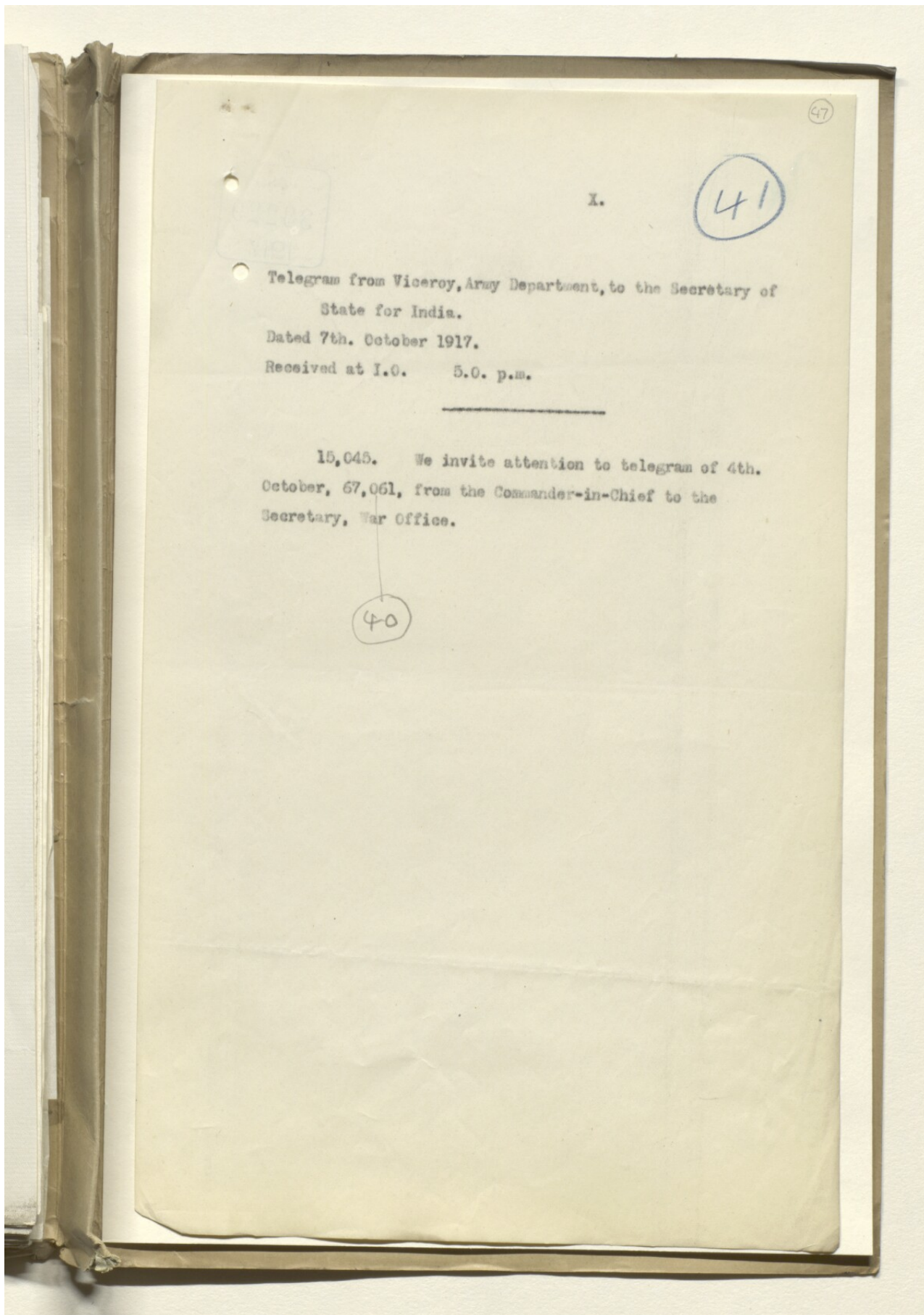
suggestion, but it would presumably involve some sort of compulsory service, and I do not know if Government of India are prepared to adopt such a measure.

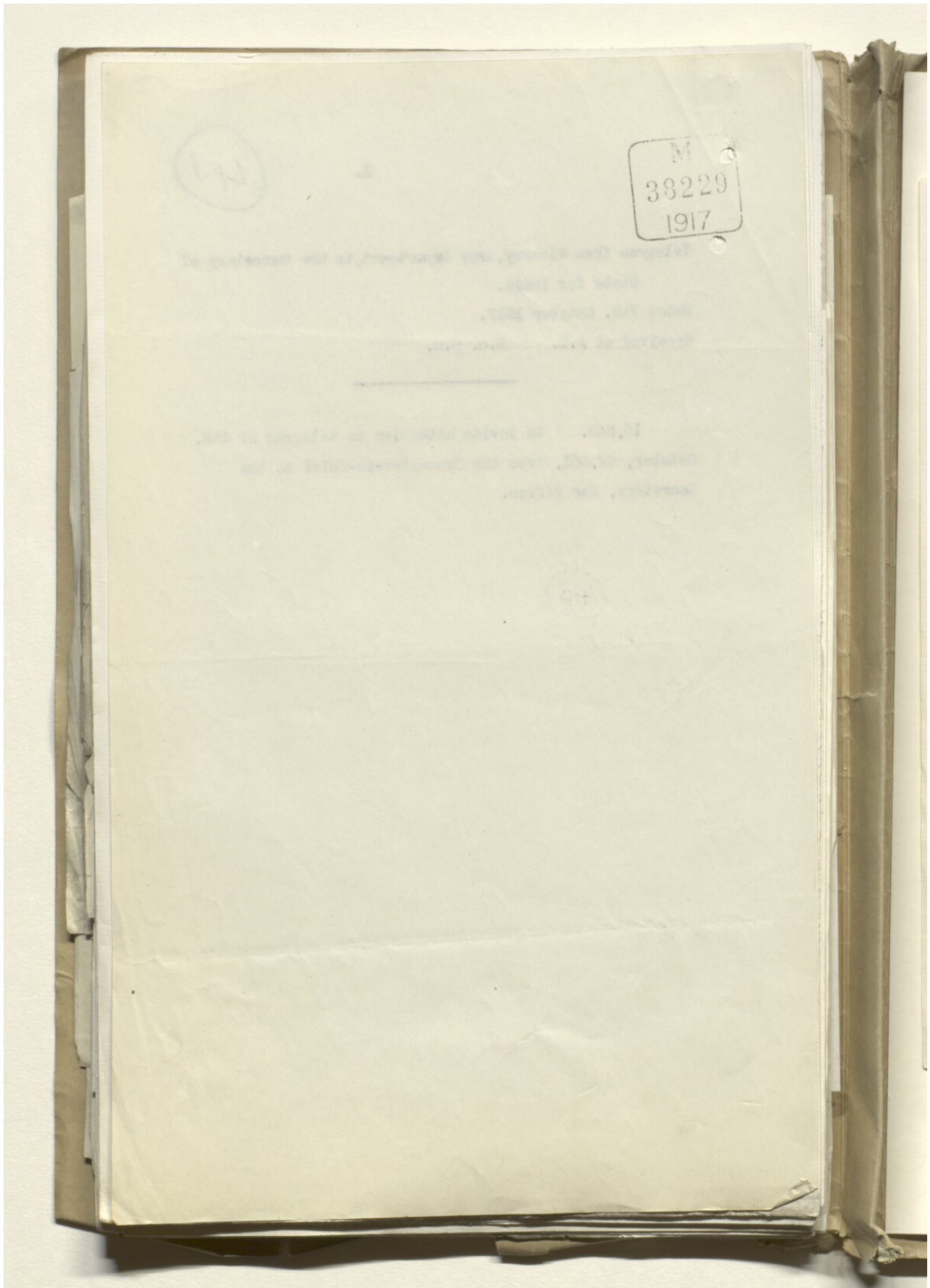
In my opinion to continue living from hand to mouth as at present would be unsound.

The present system is very uneconomical, causes unnecessary work, and leads to waste of time and labour.

C.2. Copies to:- ARMY COUNCIL
D.M.O
M.R.1
M.R.2
D.I.W.D
M.O.2A
S.R.1









SECRET

From:- C.-in-C., India

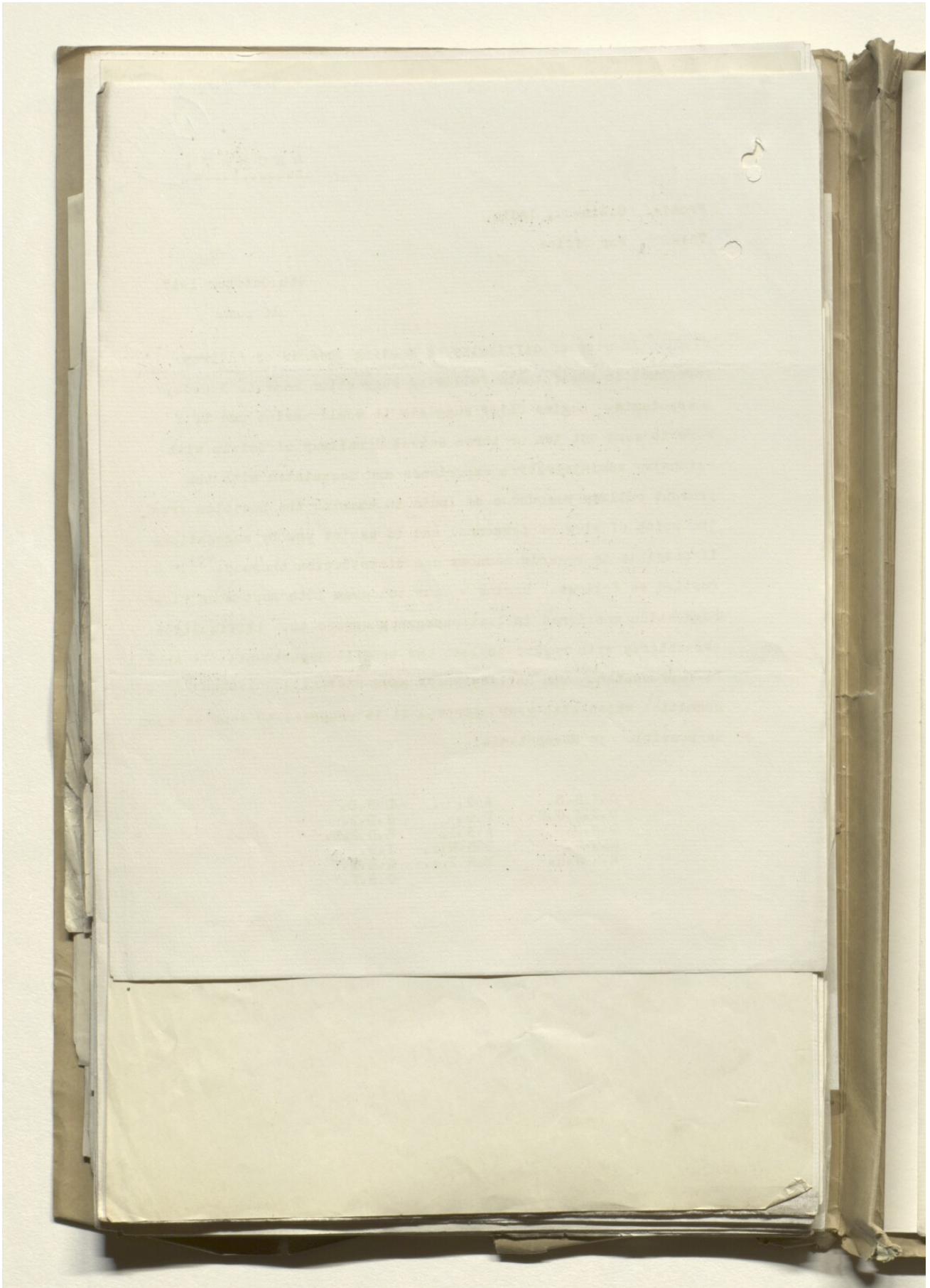
To:- War Office.

4th October 1917.

10 p.m.

67061. In view of difficulty of meeting demands of Railway personnel in Mesopotamia following suggestion made to G.O.C., Mesopotamia. Begins Chief suggests it would assist you if I were to send out two or three selected railway officials with extensive administrative experience and acquainted with the present railway resources of India to examine the position from the point of view of personnel and to assist you by suggestions if possible as regards economy and distribution thereof. G.O.C. replied as follows. Begins - Your telegram 10th September 6149E. Suggestion mentioned in last paragraph agreed to. Difficulties are chiefly with regard to loco and traffic department. It should be represented^{ends}. The Railway Board have nominated a strong committee which with your approval it is proposed to send as soon as possible to Mesopotamia.

C.I.G.S.	A.G.	D.S.D.
D.C.I.G.S.	D.O.	S.D.2.
D.M.O.	A.G.1.	S.D.2.b.
M.O.E.	D.G.M.R.	I.O.
M.O.2.a.	M.R.2.c.	Q.M.G.
		D.S.T.





Mesopotamia
Railways

(49)

(39)

S E C R E T.

From:- Railways, Baghdad.

2/10/17.

To:- War Office.
repeated Simla and I.G.C.Basra.

X.3962.

Following is progress report for week ending September 29th. Basrah Qurnah Railway. Good progress has been made during week with glaci work in station yards and ? gaps left in bank at minor bridges. Minor bridges 75% completed. 60 foot span Qurnah Euphrates bridge finished and work on track and roadway in hand Anchorages in progress for Gurmat Ali Euphrates pontoon bridge and girder erection. Work on Shafi and other pile bridges proceeding. Work well advanced on Nahr Umar front sidings.

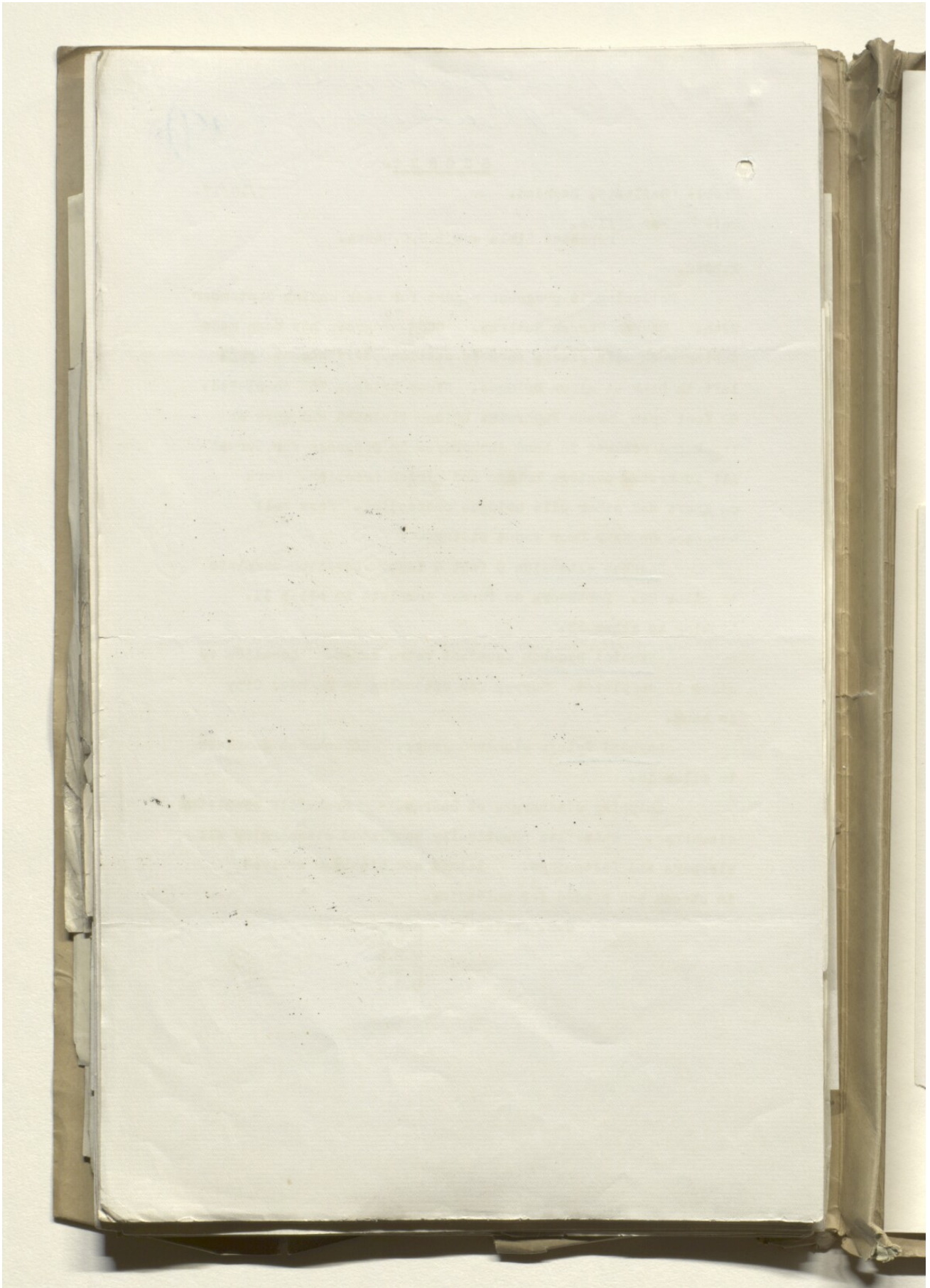
Baqubah extension 2 foot 6 inch. Location complete to miles 20. Earthwork on former complete to miles 14. Linking to miles 13.

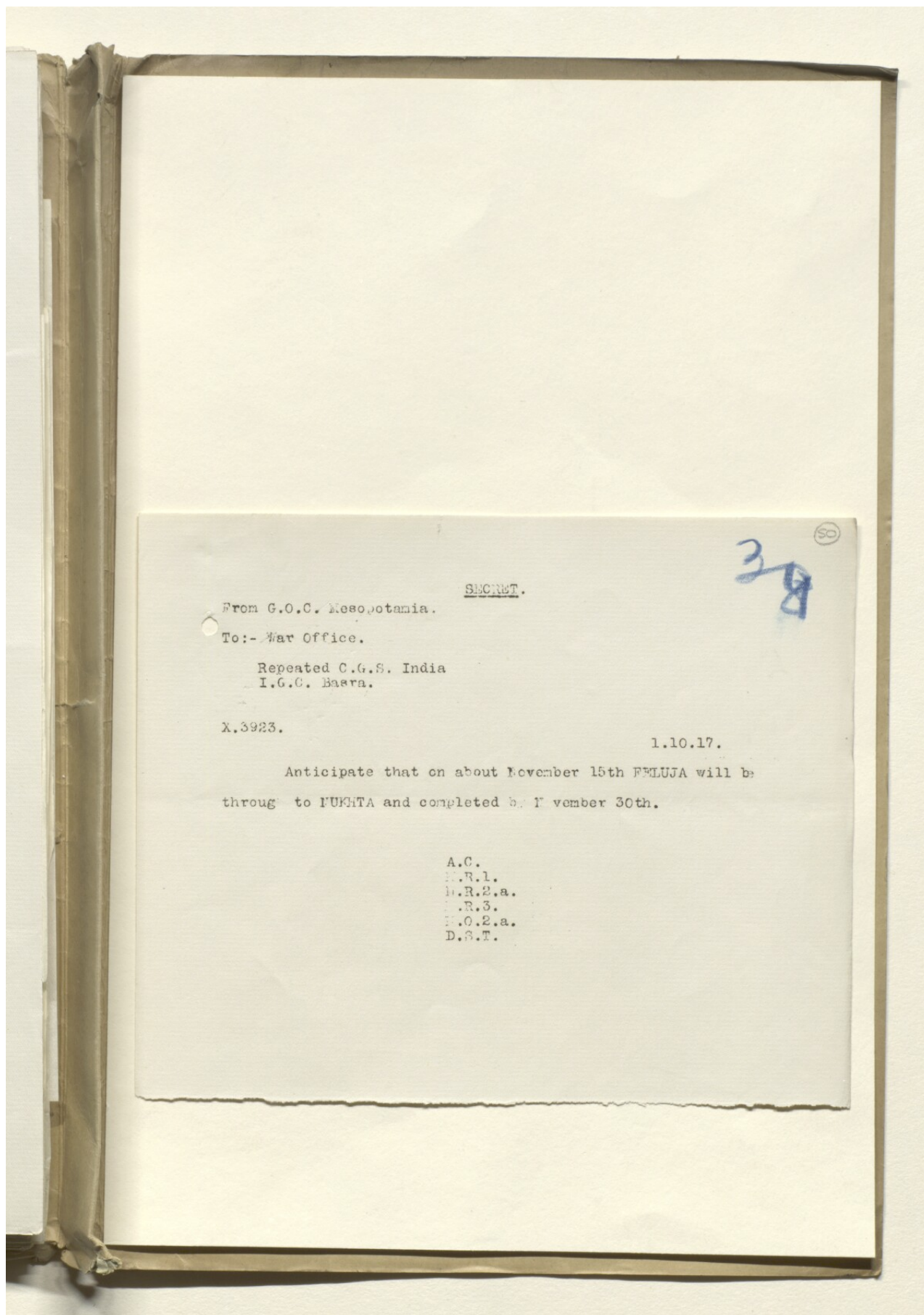
Hinaidi Baqubah aqueduct metre gauge. Location to miles 15 completed. Survey for extension to Baghdad City in hand.

Baghdad Feluja standard gauge. Embankment complete to miles 18.

Shipping discharges at Basrah. - Braunfels completed discharge. Thessilea practically completed discharging all sleepers and fastenings. Itinda and Risalar arrived in stream and placed for unloading.

C.2. Copies to:- ARMY COUNCIL
M.R.1
M.R.2
M.O.2A
D.S.T





SECRET.

From G.O.C. Mesopotamia.

To:- War Office.

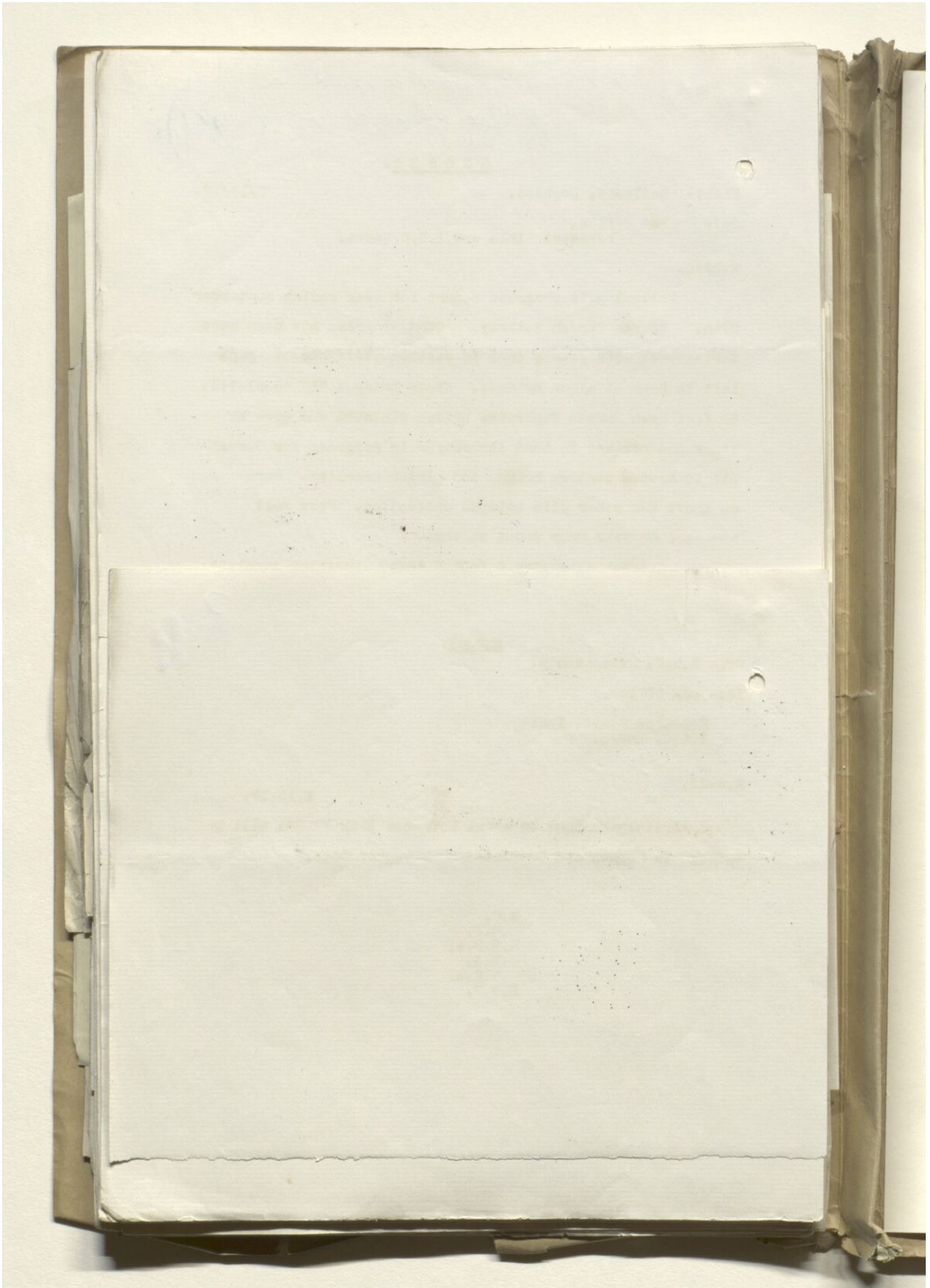
Repeated C.G.S. India
I.G.C. Basra.

X.3923.

1.10.17.

Anticipate that on about November 15th FFLUJA will be
through to FUKHTA and completed by November 30th.

A.C.
M.R.1.
M.R.2.a.
M.R.3.
M.O.2.a.
D.S.T.





*Off.
Secret.*

*This note is in dummy
was not sent for reference*

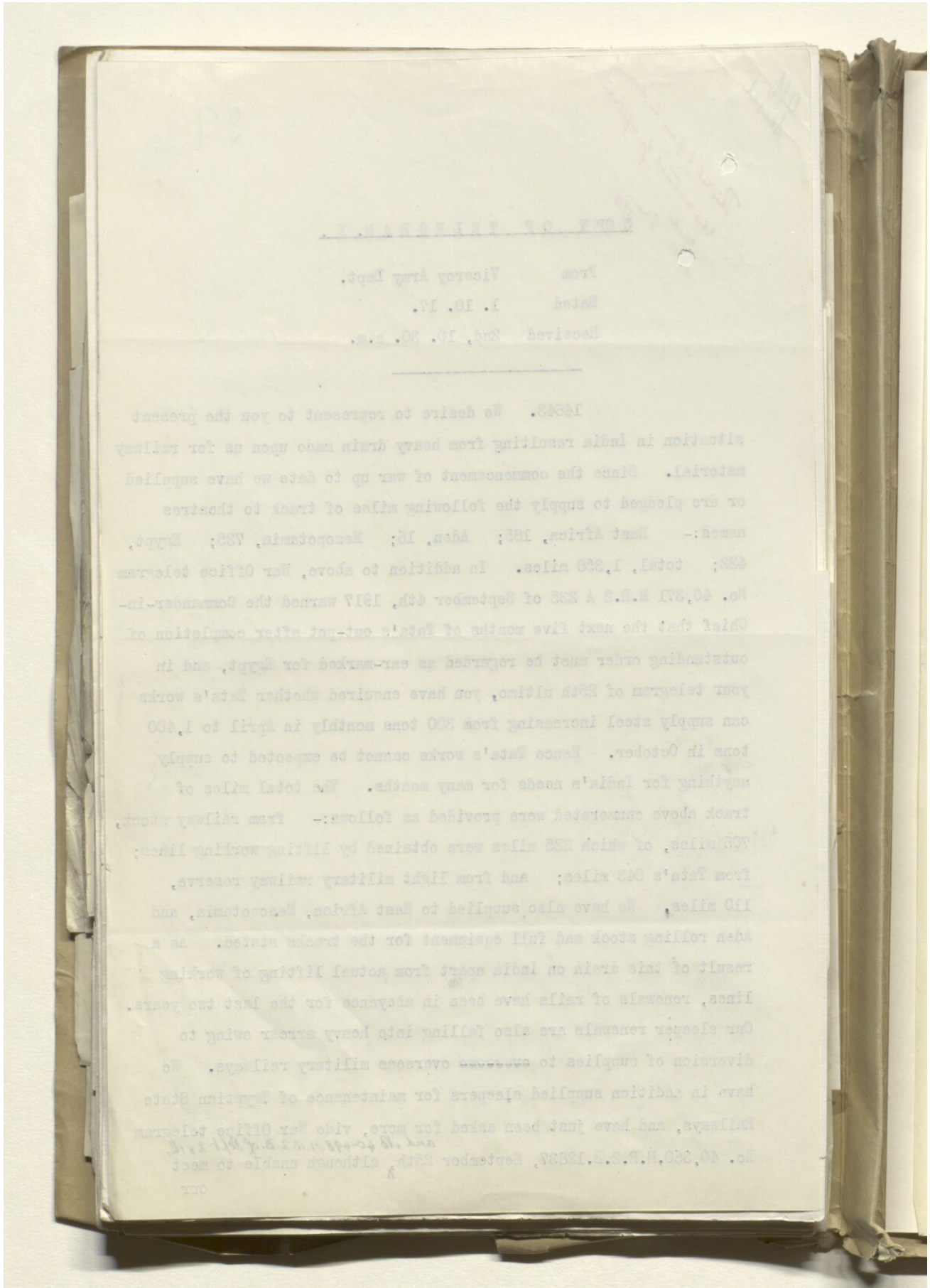
(51)

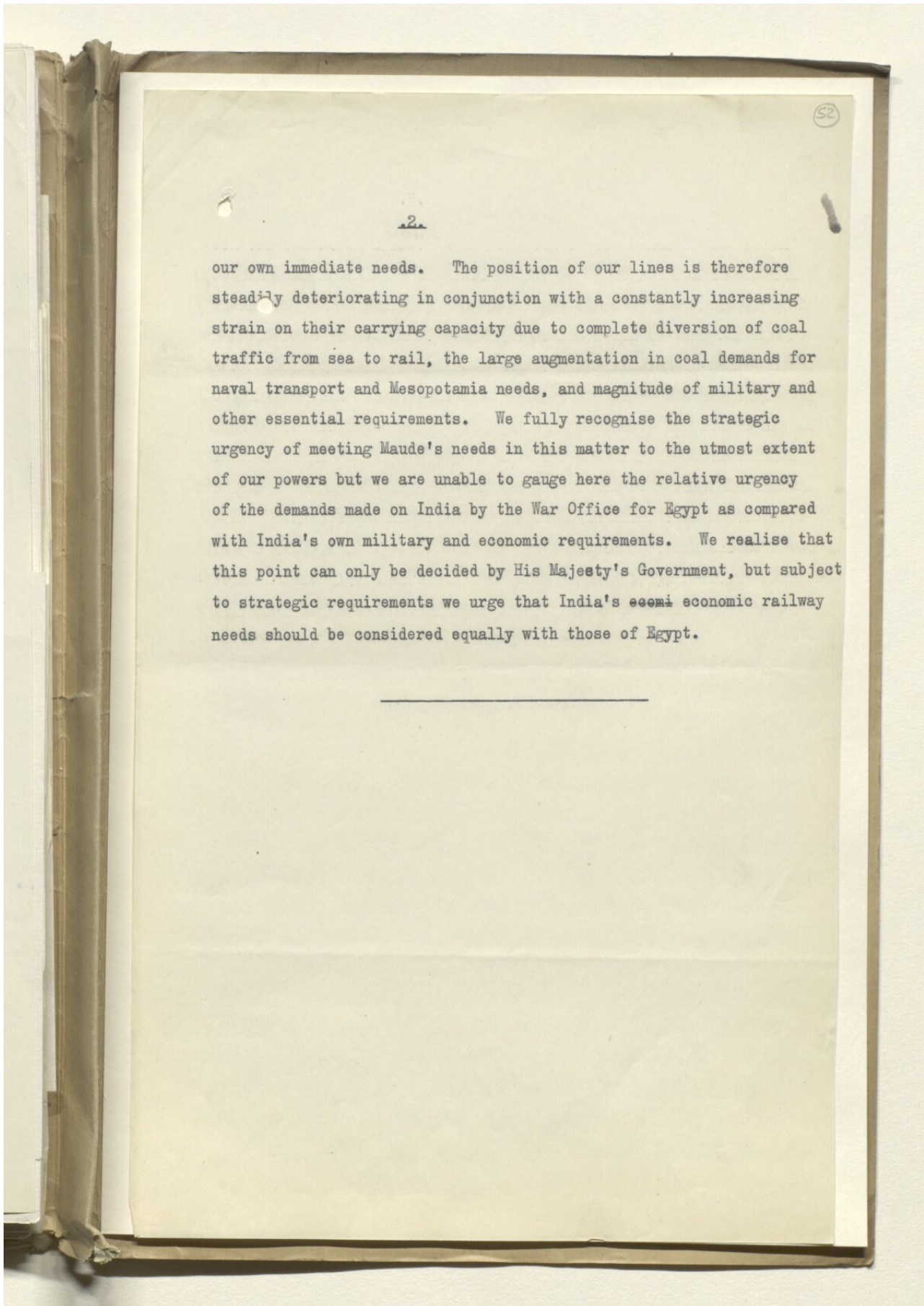
37

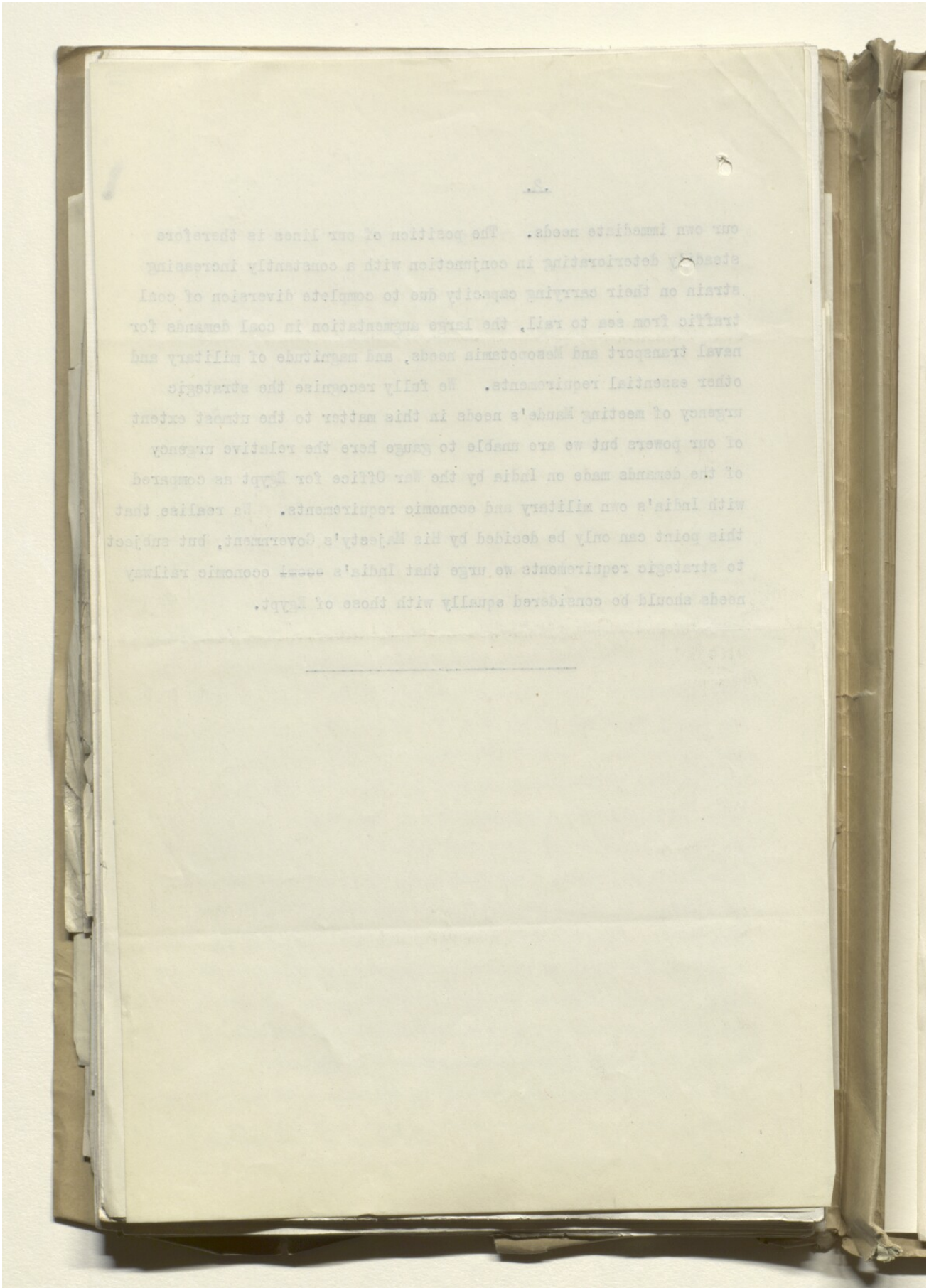
COPY OF TELEGRAM. X.

From Viceroy Army Dept.
Dated 1. 10. 17.
Received 2nd, 10. 30. a.m.

14643. We desire to represent to you the present situation in India resulting from heavy drain made upon us for railway material. Since the commencement of war up to date we have supplied or are pledged to supply the following miles of track to theatres named:- East Africa, 185; Aden, 16; Mesopotamia, 735; Egypt, 422; total, 1,358 miles. In addition to above, War Office telegram No. 40,371 M.R.2 A 235 of September 4th, 1917 warned the Commander-in-Chief that the next five months of Tata's out-put after completion of outstanding order must be regarded as ear-marked for Egypt, and in your telegram of 25th ultimo, you have enquired whether Tata's works can supply steel increasing from 300 tons monthly in April to 1,400 tons in October. Hence Tata's works cannot be expected to supply anything for India's needs for many months. The total miles of track above enumerated were provided as follows:- from railway stock, 705 miles, of which 225 miles were obtained by lifting working lines; from Tata's 543 miles; and from light military railway reserve, 110 miles. We have also supplied to East Africa, Mesopotamia, and Aden rolling stock and full equipment for the tracks stated. As a result of this drain on India apart from actual lifting of working lines, renewals of rails have been in abeyance for the last two years. Our sleeper renewals are also falling into heavy arrear owing to diversion of supplies to ~~exereeme~~ overseas military railways. We have in addition supplied sleepers for maintenance of Egyptian State Railways, and have just been asked for more, vide War Office telegram ^{and NB 40-498 M.R.2.B. of Sept 28th.} No. 40,360, M.R.2.B.12837, September 25th, although unable to meet our









36 (53)

SECRET.

From G.H.Q. Mesopotamia.

To War Office repeated India.

28th September, 1917.

X.3860.M. (34)

Your 42014 M.R.2.a. 253 of 26th.

(1) It is anticipated that by October 20th section of Basrah Qurnah from new port at Nahrumar to Qurnah will be open. Opening of Basrah Nahrumar section depends mainly on floating bridge at Gurnat Ali regarding which there is some difficulty but hope to open by middle of November.

(2) Maintenance of troops in direction of Jebel Hamrin is purpose of Baqubah extension.

X (3) Baqubah extension crosses Dialha about 3 miles South of Baqubah thence North via Abu Jisr to Shahraban.

(4) Total length from Dialha crossing is 25 miles.

(5) Your allusion to aqueduct is not understood, presume you allude to viaduct to be made over possibly flooded area east of Baghdad.

(6) Order of priority as follows :- First Baqubah conversion and Feluja line equal second Museyib line.

(7) It is anticipated that Baqubah metre gauge line which follows independent alignment will be opened by November 15th. Governing factor is rate at which material can be got up from base.

C.2. Copies to ARMY COUNCIL

M.R.1.

M.R.2.a.

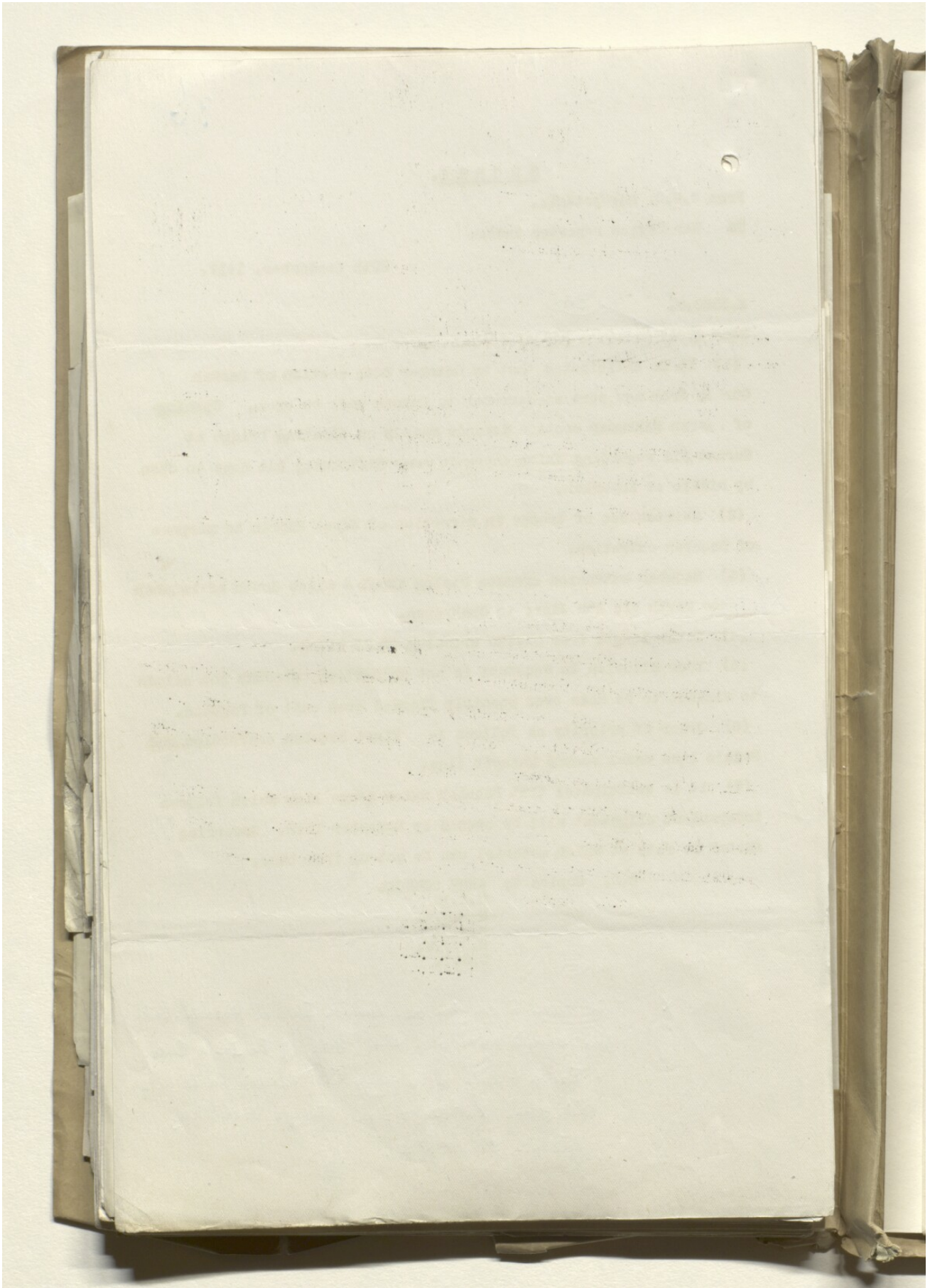
M.R.3.

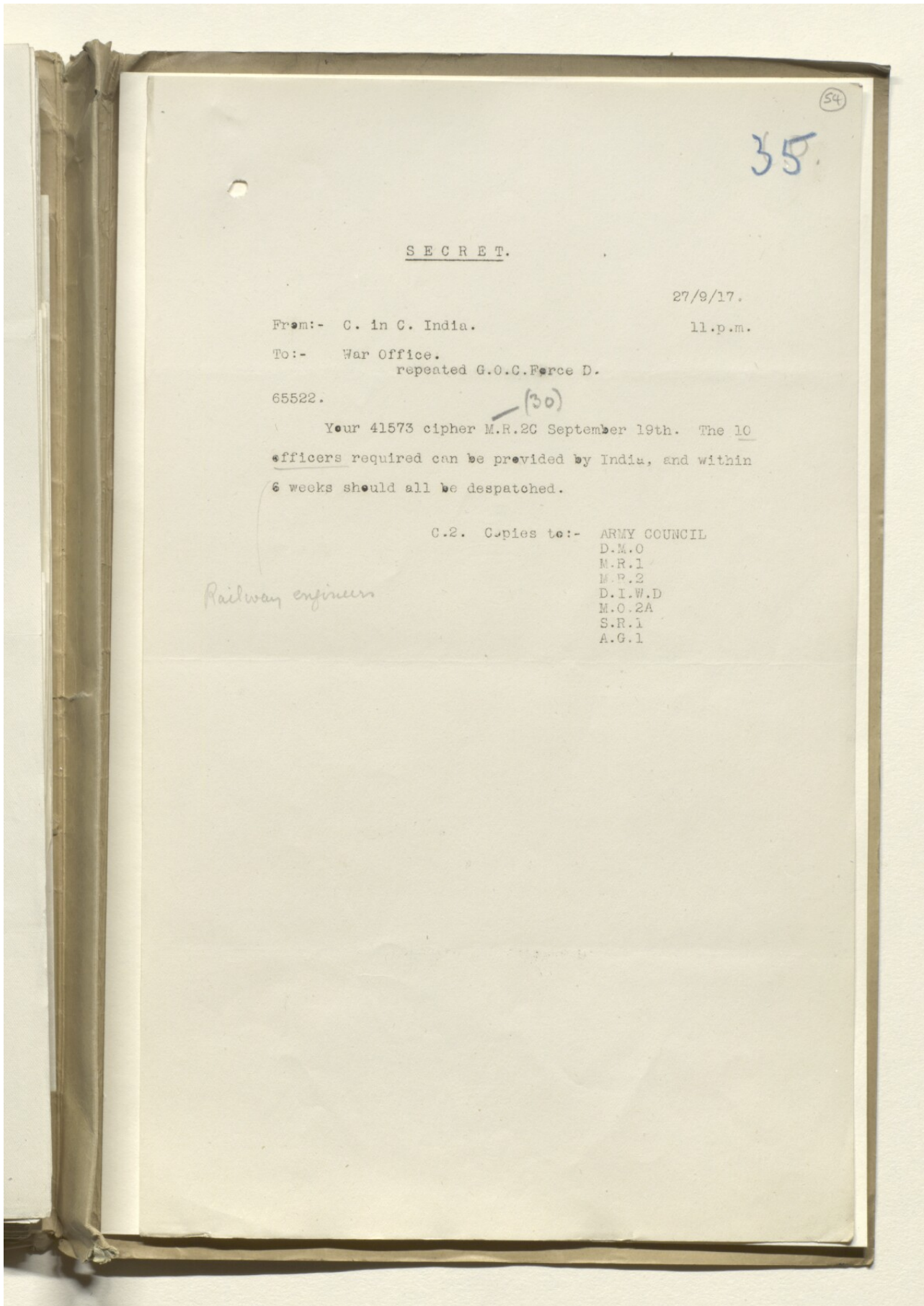
M.O.2.a.

D.S.T.

X This seems to confirm our opinion that the Hiraizi-Bakuba line should have been laid East of the Dialha River, & that a branch metre gauge line should have been laid from Kut or Azziya through Beled Reiz towards Shahraban.

30/9





(54)

35

S E C R E T.

27/9/17.

From:- C. in C. India.

11.p.m.

To:- War Office.

repeated G.O.C. Force D.

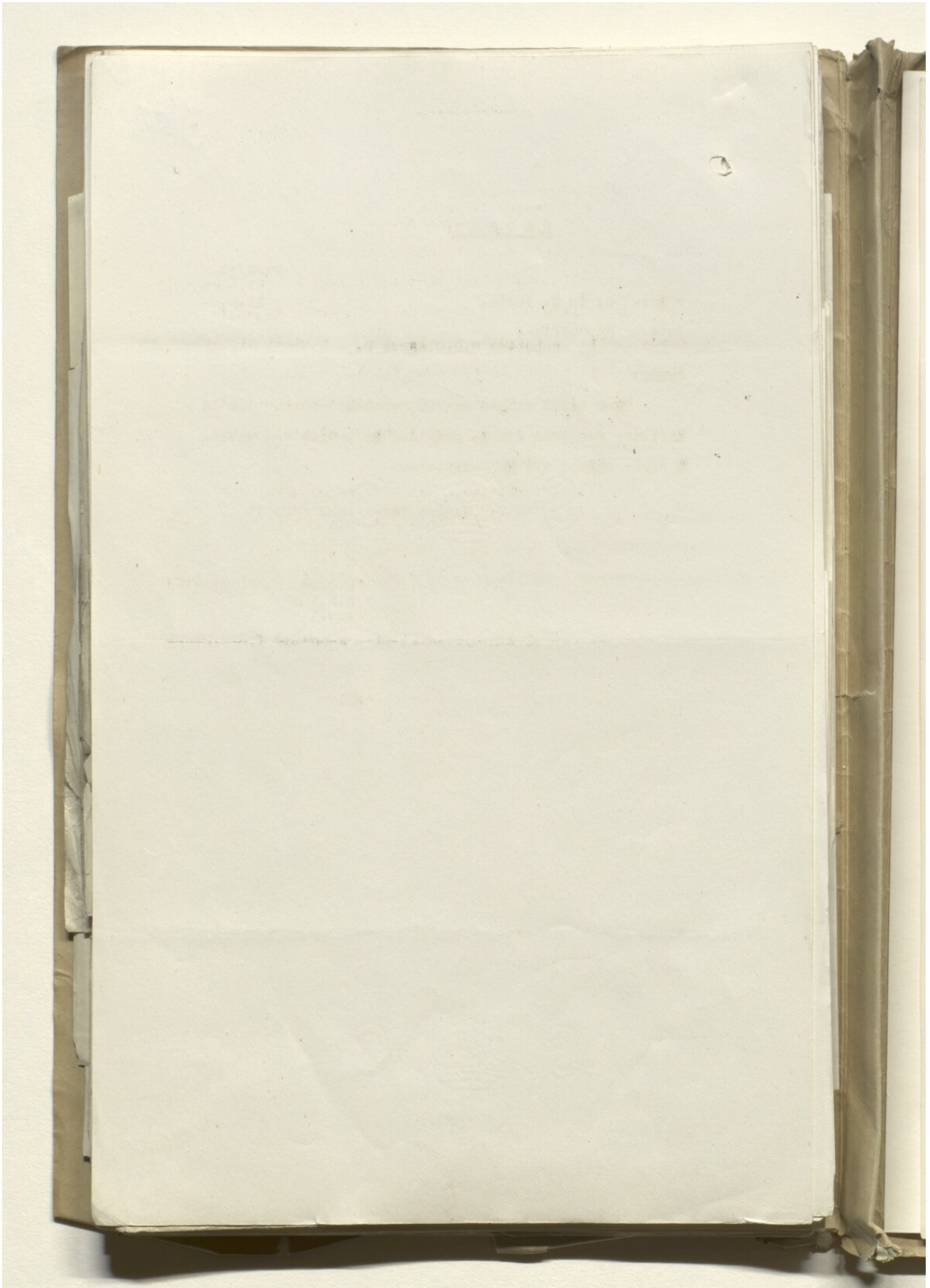
65522.

(30)

Your 41573 cipher M.R.2C September 19th. The 10
officers required can be provided by India, and within
6 weeks should all be despatched.

C.2. Copies to:- ARMY COUNCIL
D.M.O
M.R.1
M.P.2
D.I.W.D
M.O.2A
S.R.1
A.G.1

Railway engineers





Mesopotamia
Railways
SECRET.

55

26/9/17.

34

From:- War Office.

To:- G.O.C. Mesopotamia. 7.10.p.m.
repeated C. in C. India.
I.G.C. Basra.

42014 cipher M.R.2A/253. September 26th.

On what date do you anticipate Basra-Kurna line will be open for traffic? No details of Bakuba extension to hand. What is purpose of this line? What is its length and in what direction does it run from Bakuba?

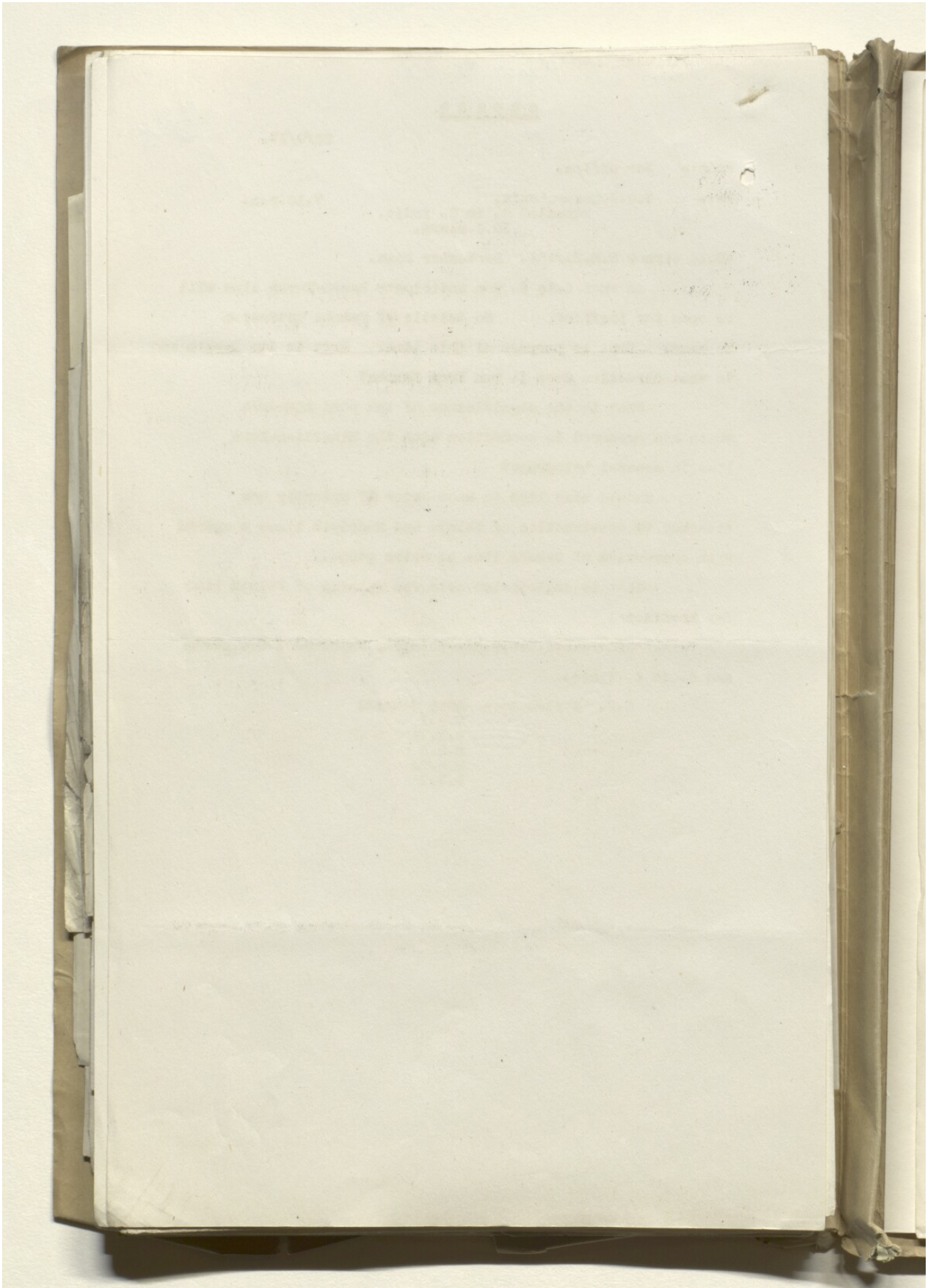
What is the significance of the word Aqueduct which has occurred in connection with the Hinaidi-Bakuba line in several telegrams?

Should also like to know order of priority now attached to construction of Feluja and Musaiyib lines compared with conversion of Bakuba line to metre gauge.

What is anticipated date for opening of Feluja line for traffic?

Addressed G.O.C. Mesopotamia, repeated I.G.C. Basra and C. in C. India.

C.2. Copies to:- Army Council
M.R.1
M.R.2A
M.R.3
M.O.2A
D.S.T





Mesopotamia
Railways.

33

SECRET.

25/9/17.

From:- C. in C. India. C.p.m.

To:- War Office.

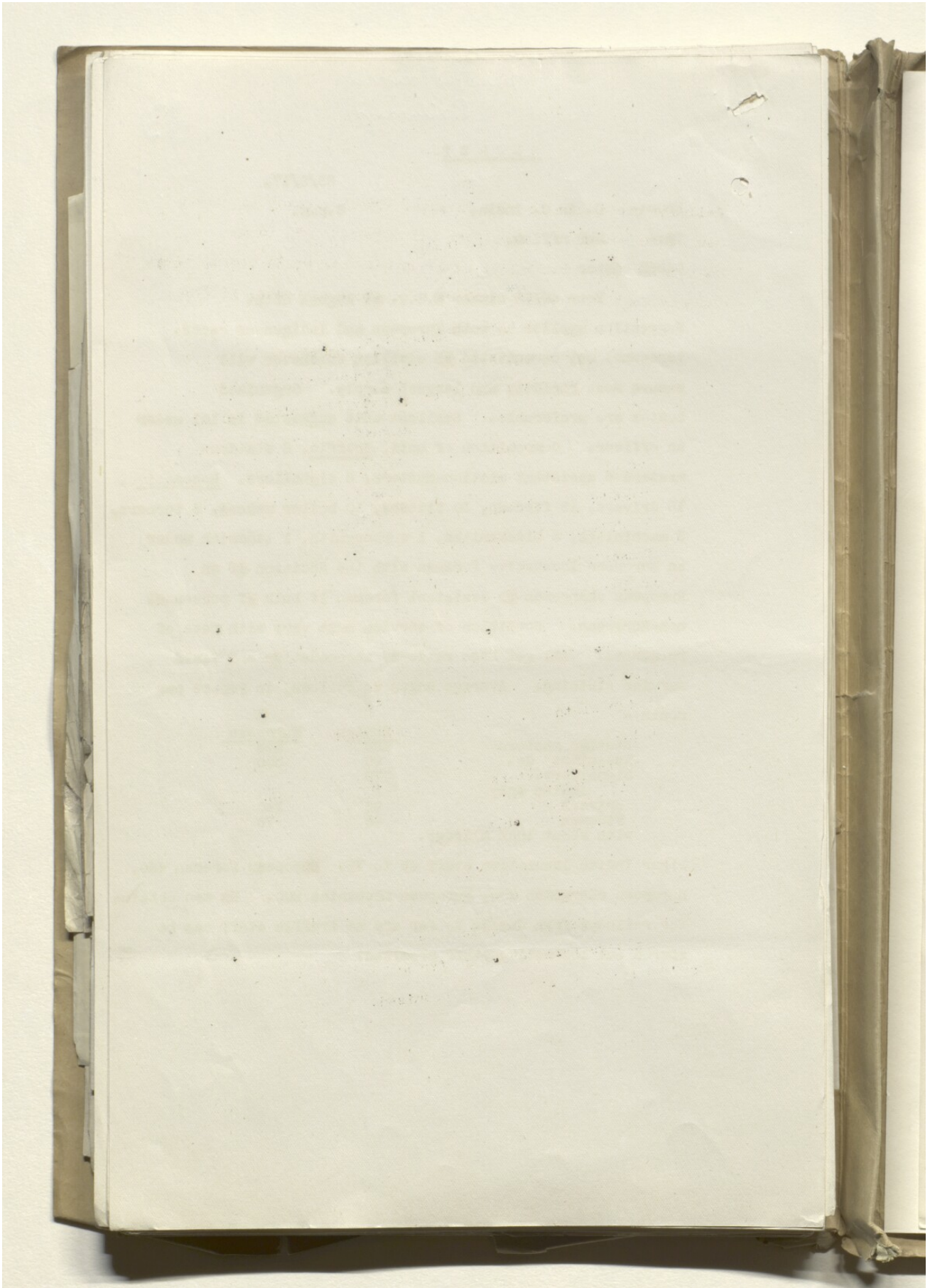
64852 cipher

Your 40163^{*} cipher M.R.2. of August 25th.

Suggestion applies to both European and Indigenous races. Personnel may be enlisted or civilian whichever will ensure most rapidity and largest supply. Organized bodies are preferable. Smallest unit suggested is 101 under an officer. Composition of unit, traffic, 6 station-masters 6 assistant station-masters, 6 signallers. Locomotive, 15 drivers, 15 firemen, 30 fitters, 10 boiler makers, 5 turners, 3 machinists, 3 blacksmiths, 1 coppersmith, 1 tinsmith under an European locomotive foreman with the addition of an European chargeman or assistant foreman if bulk of personnel non-European. Condition of service must vary with race of personnel. All get free rations, accomodation and field service clothing. Average wages as follows, in rupees per month:-

	Indian	European
Station masters	120	378
Assistant do.	90	300
Signallers.	70	
Indian only		
Drivers	90	180
Firemen	45	75
with about 100% mileage.		

Other Indian locomotive staff 45 to 75. European foreman 450, European chargeman 270, European mechanics 200. No men obtained for railways from Ceylon so far and no traffic staff can be spared but locomotive staff promised.





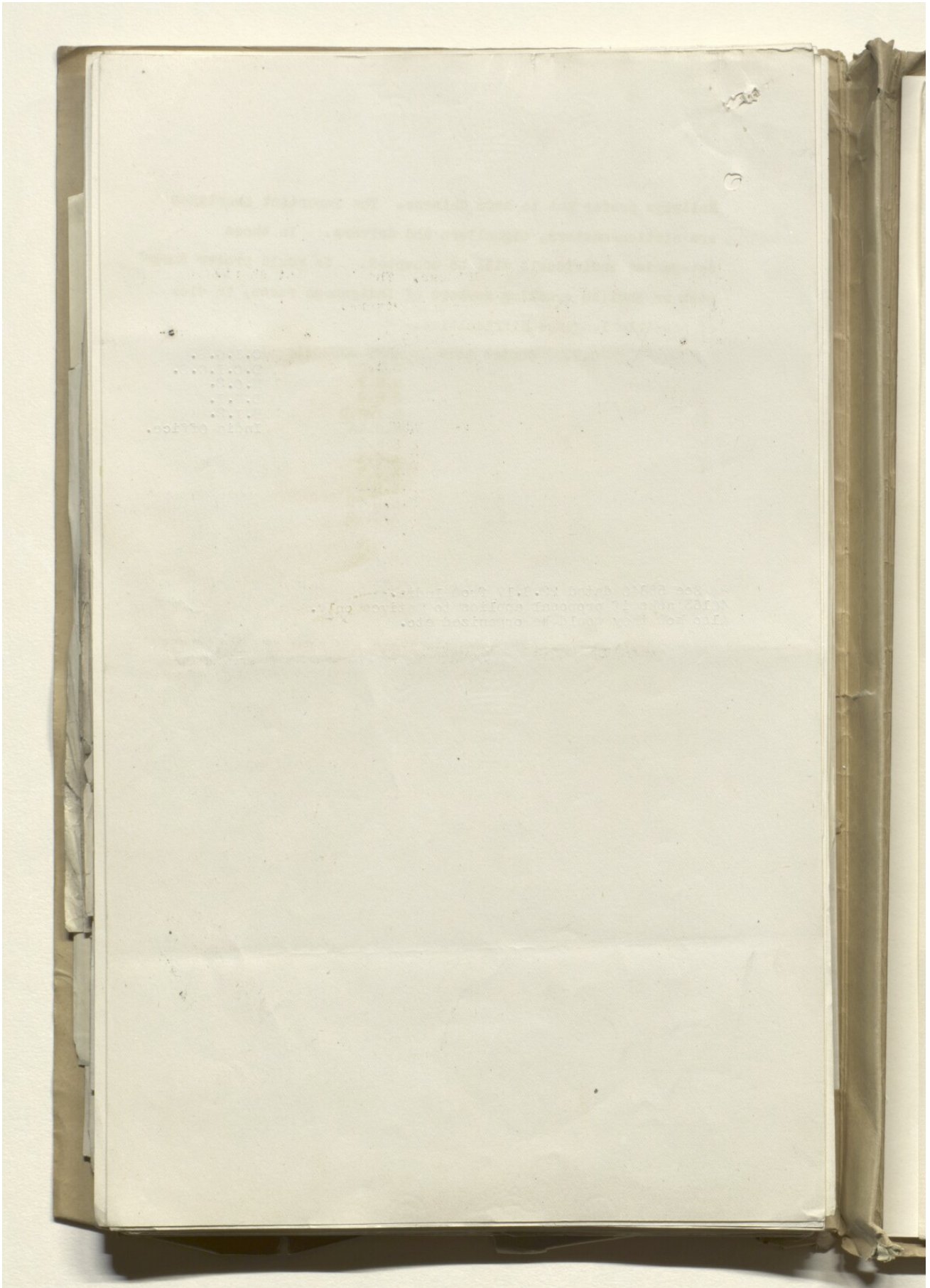
(57)

Railways prefer not to have Chinese. The important shortages are station-masters, signallers and drivers. In these categories individuals will be accepted. We would prefer European or English speaking members of Indigenous races, in view of possible language difficulties.

C.2. Copies to:-

ARMY COUNCIL	C.I.G.S.
D.M.O	D.C.I.G.S.
M.R.1	M.O.2.
M.R.2	D.M.I.
D.I.W.D	M.I.2.
M.O.2A	India Office.
S.R.1	
A.G.1	
A.G.7	
S.D.2	
S.D.2B	
A.G.12	

* See 56840 dated 22.8.17 from India.
40163 asks if proposal applies to Natives only.
Also how they would be organized etc.





32

S E C R E T.

From:- G.O.C., Mesopotamia.

24th Septr., 1917.

To:- War Office.,
Addressed London,
repeated India
and Basra.

7.40 p.m.

X.3794 September 24th.

Progress report for week ending September 22nd.

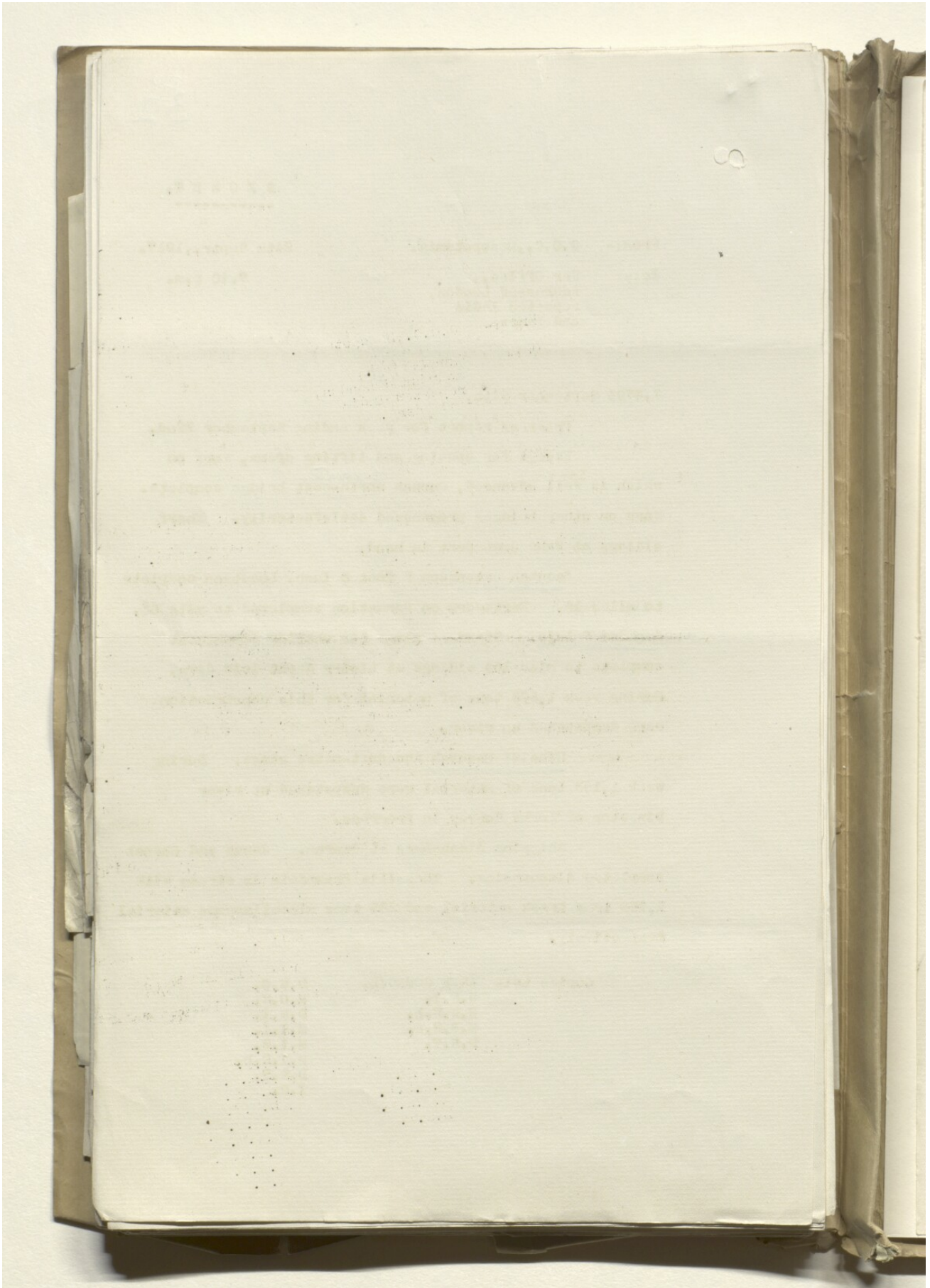
Except for opening and lifting spans, work on which is well advanced, Qurnah ^{supplies} north-east bridge complete. Work on other bridges progressed satisfactorily. Wharf sidings at Nahr Umar port in hand.

Baqubah extension 2 foot 6 inch. Location complete to miles 15. Earthwork on formation completed to mile 6 $\frac{3}{4}$. Baghdad-Feluja. Standard gauge (?) shallow embankment complete to mile 16 $\frac{1}{2}$ sidings at Lioirr depot laid down. During week 1,505 tons of material for this construction were despatched up river.

Hinaidi Baqubah Aqueduct-metre gauge. During week 1,183 tons of material were despatched up river. Director of Works Survey in progress.

Shipping discharges at Basrah. Janus and Chenab completed discharging. Thessilia Braunfels in stream with 1,760 tons track material and 285 tons miscellaneous material respectively.

Copies to:- ARMY COUNCIL. D.M.O.
M.R.1. M.O.2.
M.R.2.b. D.M.I.
M.O.2.a. M.I.1.
D.S.T. M.I.2.
M.I.2.b.
D.S.T.
I.O.





S E C R E T.

From:- C. in C. India. 21/9/17.
To:- 3rd Echelon, Basrah.
repeated G.O.C. Mesopotamia, in reply to
his X.3580 September 11th and his
X.3307 August 21st.
repeated War Office.

64055.

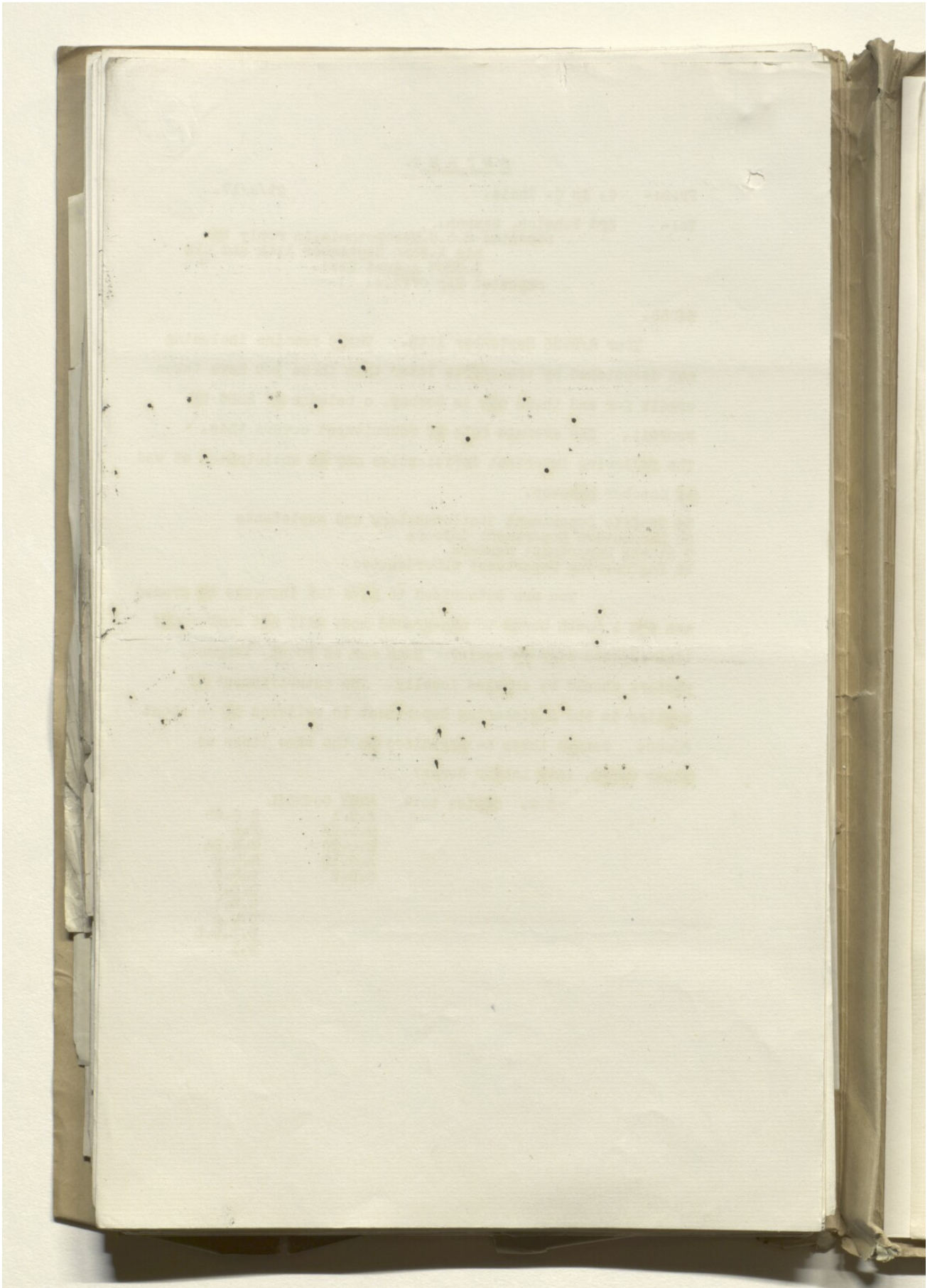
Your R/3936 September 11th. There remains including men despatched by transports later than those you have taken credit for and those now in Bombay, a balance of 2886 to recruit. The average rate of recruitment covers this. The following important deficiencies may be anticipated at end of October however.

74 Traffic Department Stationmasters and assistants
30 Locomotive Department drivers
7 Stores Department Warders
15 Engineering Department subordinates.

You are authorized to give 10% increase to graded men and 1 month bonus to non-graded men; will net numbers of time-expired sign on again? Such men as Poons, lampmen, porters should be engaged locally. The establishment of coolies in the Engineering Department is believed to be about 3,000. Cannot these be organized on the same lines as other Corps, into Labour Corps?

C.2. Copies to:-

ARMY COUNCIL	
A.G.1	S.D.2B
M.O.2A	F.6
M.O.2C	M.R.2A
A.G.12	M.R.2
S.D.2	M.R.3
	D.S.T
	S.R.1
	D.M.O
	D.I.W.D
	F.1





30 (6)

C O R R E C T E D C O P Y

S E C R E T

121/Railways/292

19.9.17

4.45 p.m.

From:- War Office

To:- C in C India
repeated G.O.C. Mesopotamia

41573 cipher M.R.2.3

(21)

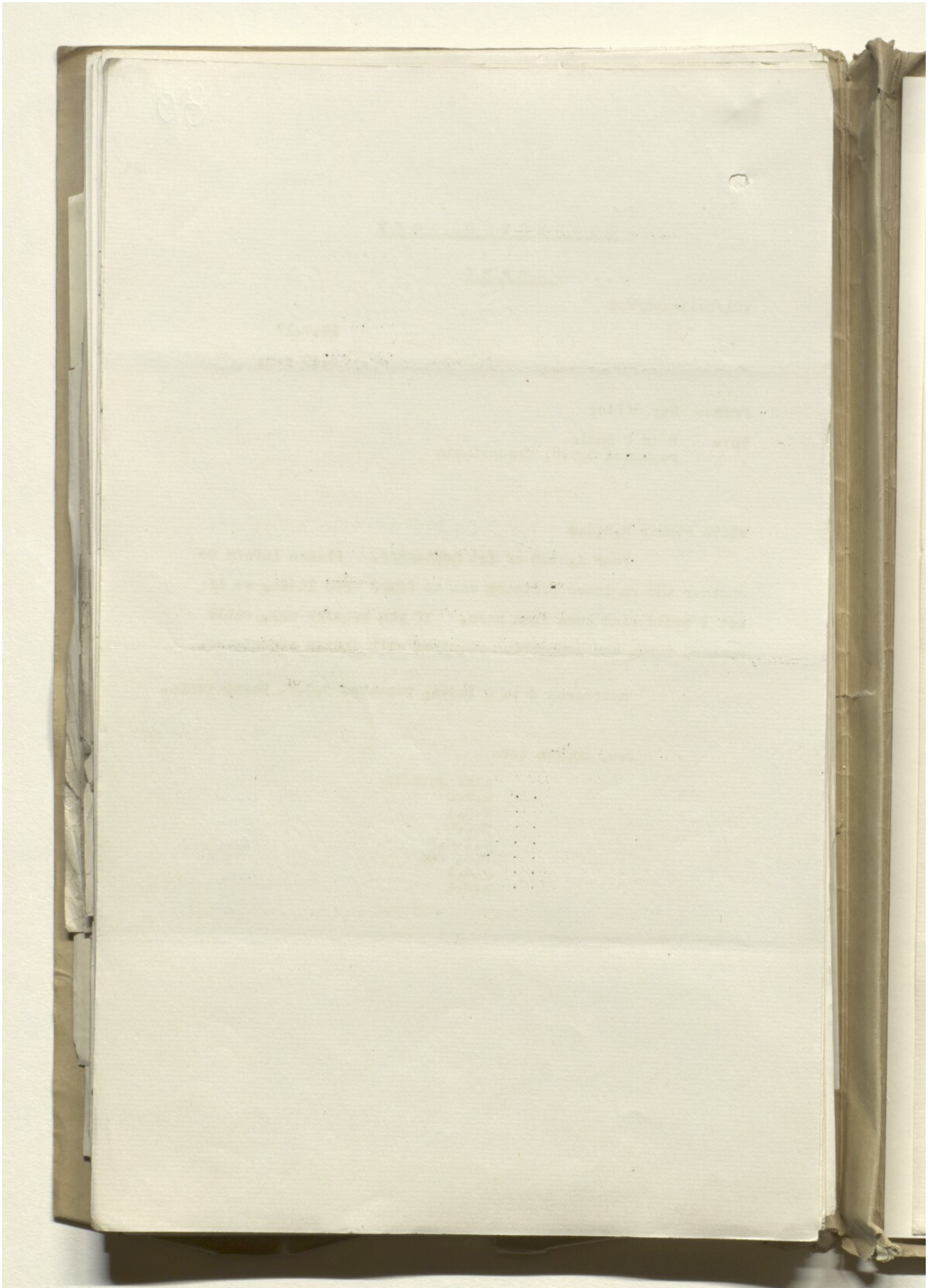
Your X.3435 of 1st September. Please inform me whether the engineer officers can be found from India, as if not I could find some from here. If you require any, cable number, rank, and proportion required with Indian experience.

Addressed C in C India, repeated G.O.C. Mesopotamia.

C.2. Copies to:-

ARMY COUNCIL
D.M.O
M.R.1
M.R.2
D.I.W.D
M.O. 2.a
S.R.1
A.G.1

usi
DUS
M2
DM
M2
I2





S E C R E T.

17/9/17.

61
59
29

From:- Railways, Baghdad.

To:- War Office.
repeated India and I.G.C.Basra.

X. 3692.

Progress report for week ending September 15th.

Basrah-Qurnah Railway . Girder erection nearly completed on
(made good progress)
Qurnah-Euphrates bridge. Work on Gurmat Ali pontoon bridge over
Euphrates.

But-el-Amarah-Baghdad railway Dialha high level bridge trestle
erection completed. All girders erected except 40 feet opening
span. (1 group undecipherable)

Bagbah extension. 2 foot 6". Local completed to mile $9\frac{3}{4}$.

Earthwork completed to mile $3\frac{1}{2}$. This includes approaches to low
level bridge over Dialha. Line linked across bridge to mile $2\frac{1}{2}$.

Hinaidi-Baqubah conversion. Metre gauge, during the week 304
tons of material for this project were despatched up river.

Baghdad-Feluja extension. Embankment completed to mile 14.

Approach bank completed to mile 14- Khirr bridge. Sidings at
KH (?group omitted) being laid. During week 1513 tons material for
this construction were despatched up river.

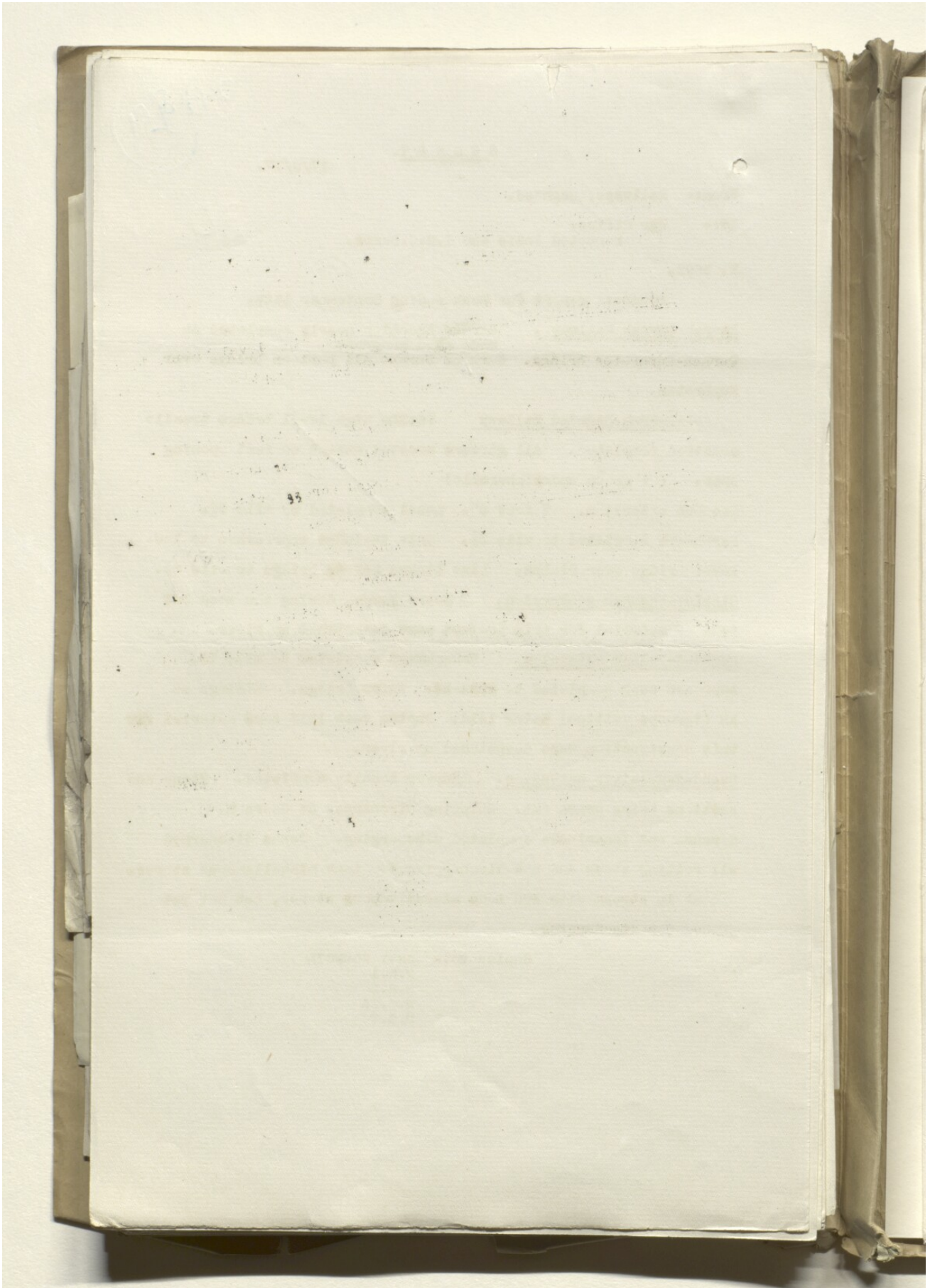
Baghdad-Musalyib extension. Survey locally completed. Plans and
sections being drawn out. Shipping discharges at Basra h.

Koranna and Innaminoka completed discharging. Janus discharged
all rolling stock and now discharging 400 tons miscellaneous stores.

Manab in stream with 400 tons miscellaneous stores, but not yet
placed for discharging.

Copies to:- ARMY COUNCIL
M.R.1
M.R.2
M.O.2A
D.S.T

Dem
M.O.2
M.R.1
M.R.2
M.O.2A
D.S.T
I.O.





Da 62
28

S E C R E T.

From:- G.O.C-in-C., Basra.

To:- War Office.

15.9.17.

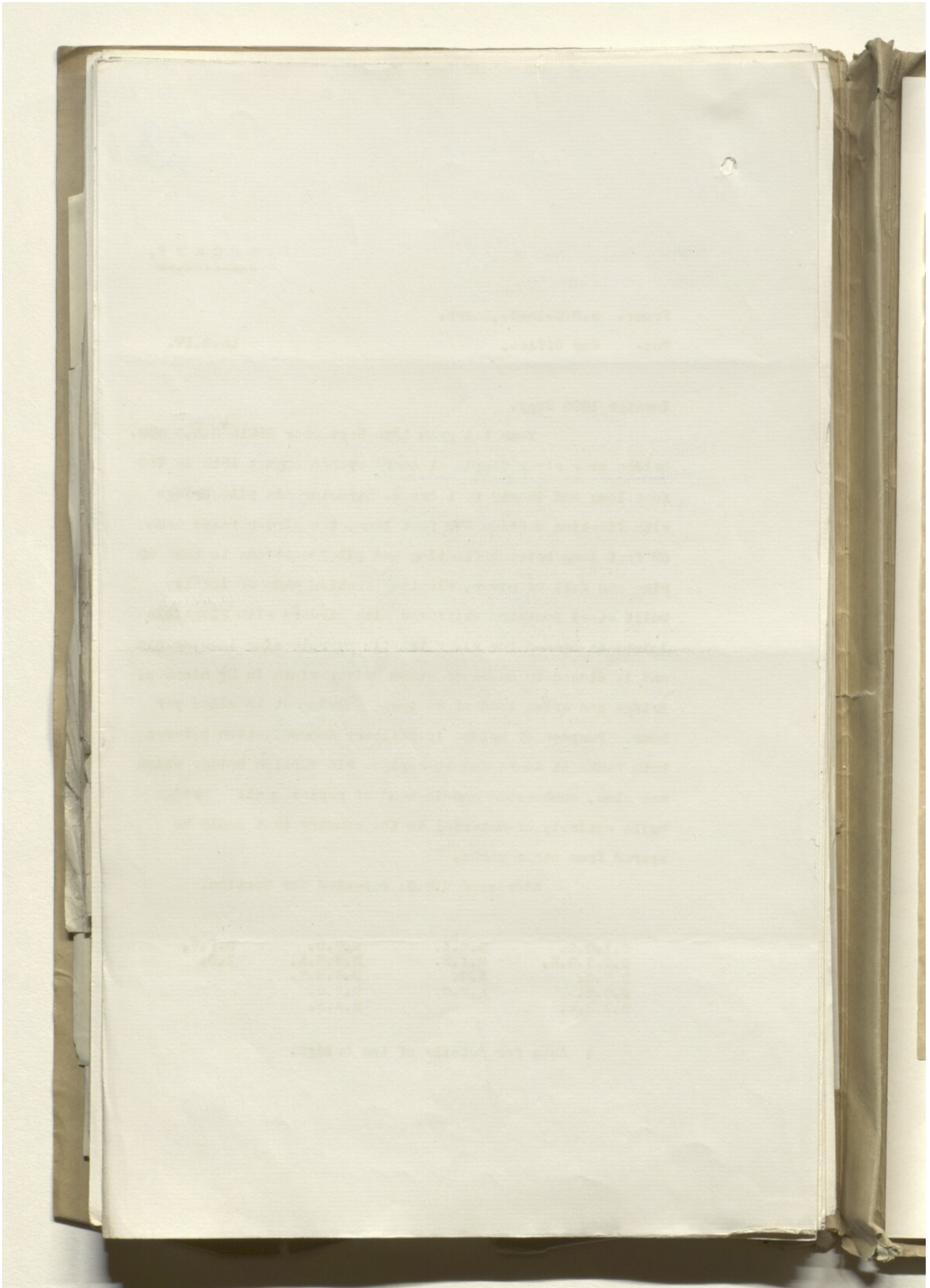
Inwater 1895 Sagy.

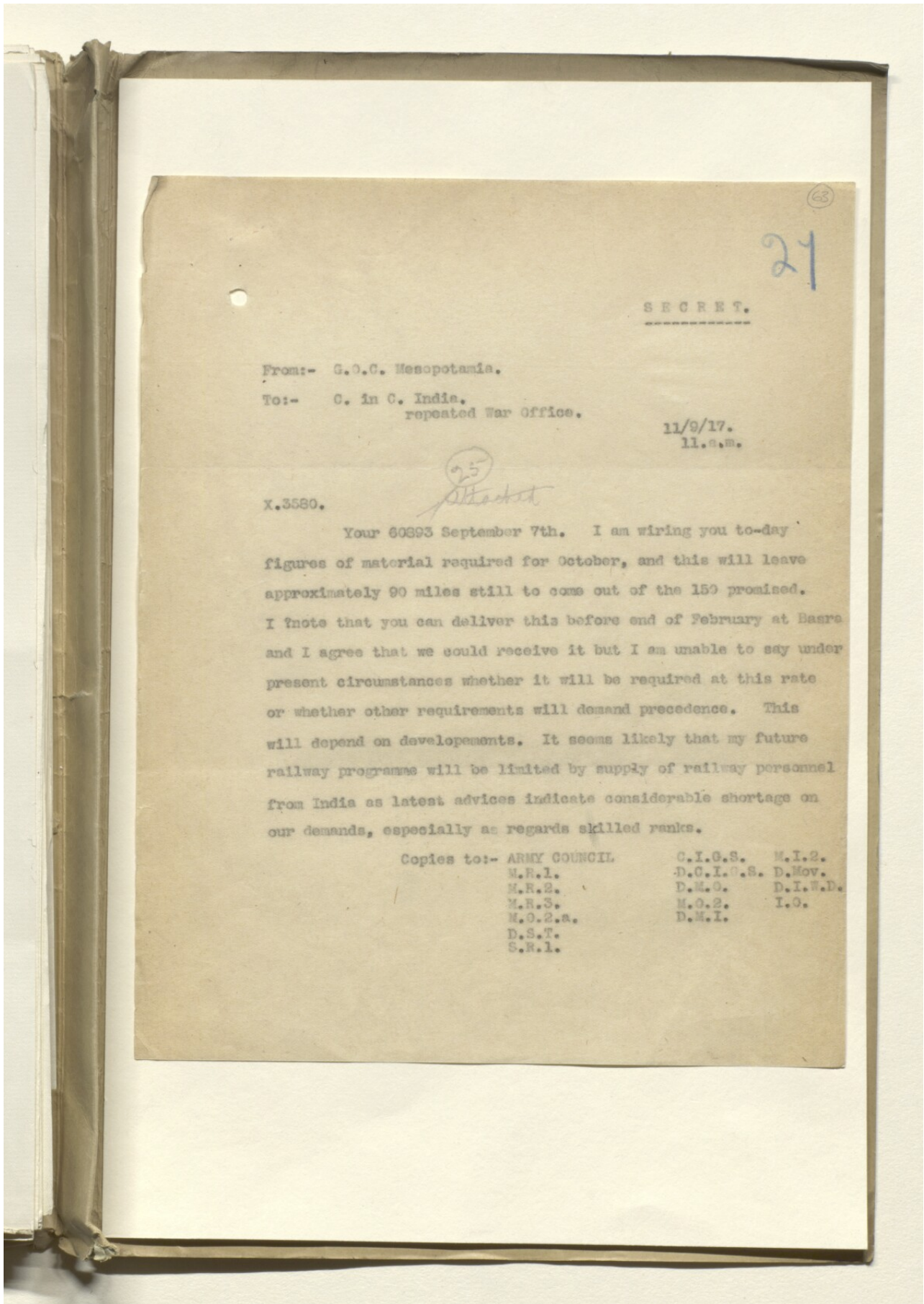
Your telegram 13th September 39215⁺ M.R.3 389.
Bridge over river Tigris at Amara opened August 15th is 750 feet long and twenty feet broad. Structure is pile bridge with floating section 270 feet long, two girder ramps each 62 feet long between floating and piled sections to take up rise and fall of river. Floating section made of locally built steel pontoons stiffened with girders with ^(2 flexible) Flegtible joints is opened for river traffic by releasing locking pin and is closed by means of steam driver winch in 2½ minutes. Bridge can cross load of 8½ tons, moving at 15 miles per hour. Purpose of bridge is military communication between both banks at Amara and to replace old Turkish bridge which was slow, cumbersome and in need of replacement. Bridge built entirely of material in the country that could be spared from other works.

Addressed M.R.3; repeated War Section.

C.I.G.S.	D.M.I.	M.G.O.	D.F.W.
D.C.I.G.S.	M.I.2.	D.G.M.A.	I.O.
D.M.O.	A.G.	D.G.M.R.	
M.O.2.	Q.M.G.	D.R.R.	
M.O.2.a.		M.R.3.	

+ Asks for details of the bridge.





SECRET.

From:- G.O.C. Mesopotamia.
To:- C. in C. India.
repeated War Office.

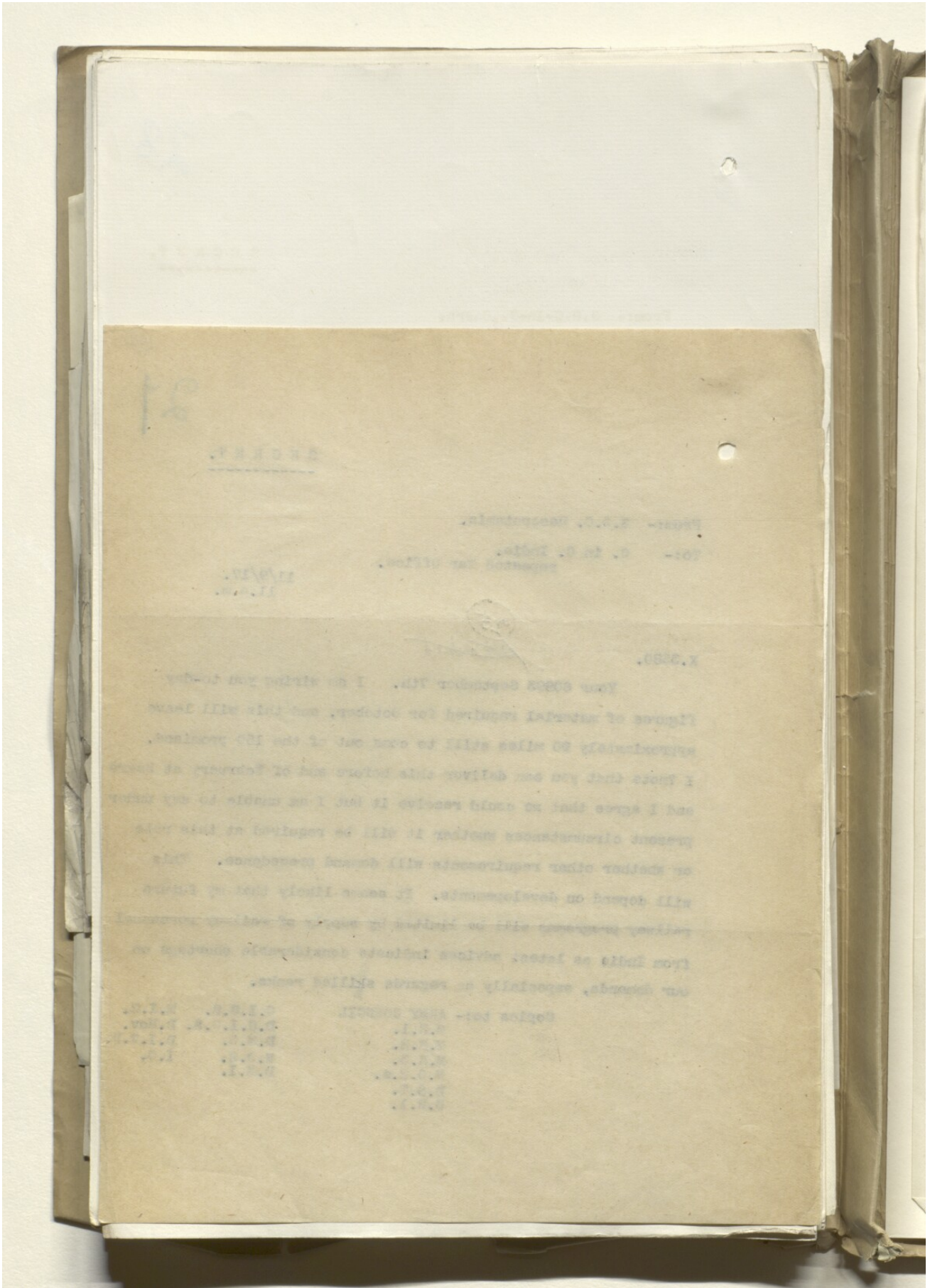
11/9/17.
11.a.m.

X.3580.

25
Sketch

Your 60393 September 7th. I am wiring you to-day figures of material required for October, and this will leave approximately 90 miles still to come out of the 150 promised. I note that you can deliver this before end of February at Basra and I agree that we could receive it but I am unable to say under present circumstances whether it will be required at this rate or whether other requirements will demand precedence. This will depend on developments. It seems likely that my future railway programmes will be limited by supply of railway personnel from India as latest advices indicate considerable shortage on our demands, especially as regards skilled ranks.

Copies to:- ARMY COUNCIL
M.R.1.
M.R.2.
M.R.3.
M.O.2.A.
D.S.T.
S.R.1.
C.I.C.S. M.I.2.
D.C.I.C.S. D.Mov.
D.M.O. D.I.R.D.
M.O.2. I.O.
D.M.I.





S E C R E T.

11/9/17.

64
10
26

From:- G.O.C. Mesopotamia.

To:- War Office.

X. 3579.

Week ending September 8th progress report.

Basrah-Qurnah railway. Work on Qurnah Euphrates, Shafi and Gurnat. All bridges all made good progress. Line from Makina to Gurmet Ali 4 miles long linked up.

Kut-el-Amarah - Baghdad Railway :- 12 trestles erected in Dialha high level bridge. Girders assembled and being got ready for erection.

Baqubah extension. At Barubah Earthworks in Ramps to low level bridge three quarters completed. Survey beyond Baqubah and earthworks on former started. 1 1/2 miles of track linked and 20 1/2 miles permanent way material collected at Hinaidi and Baqubah.

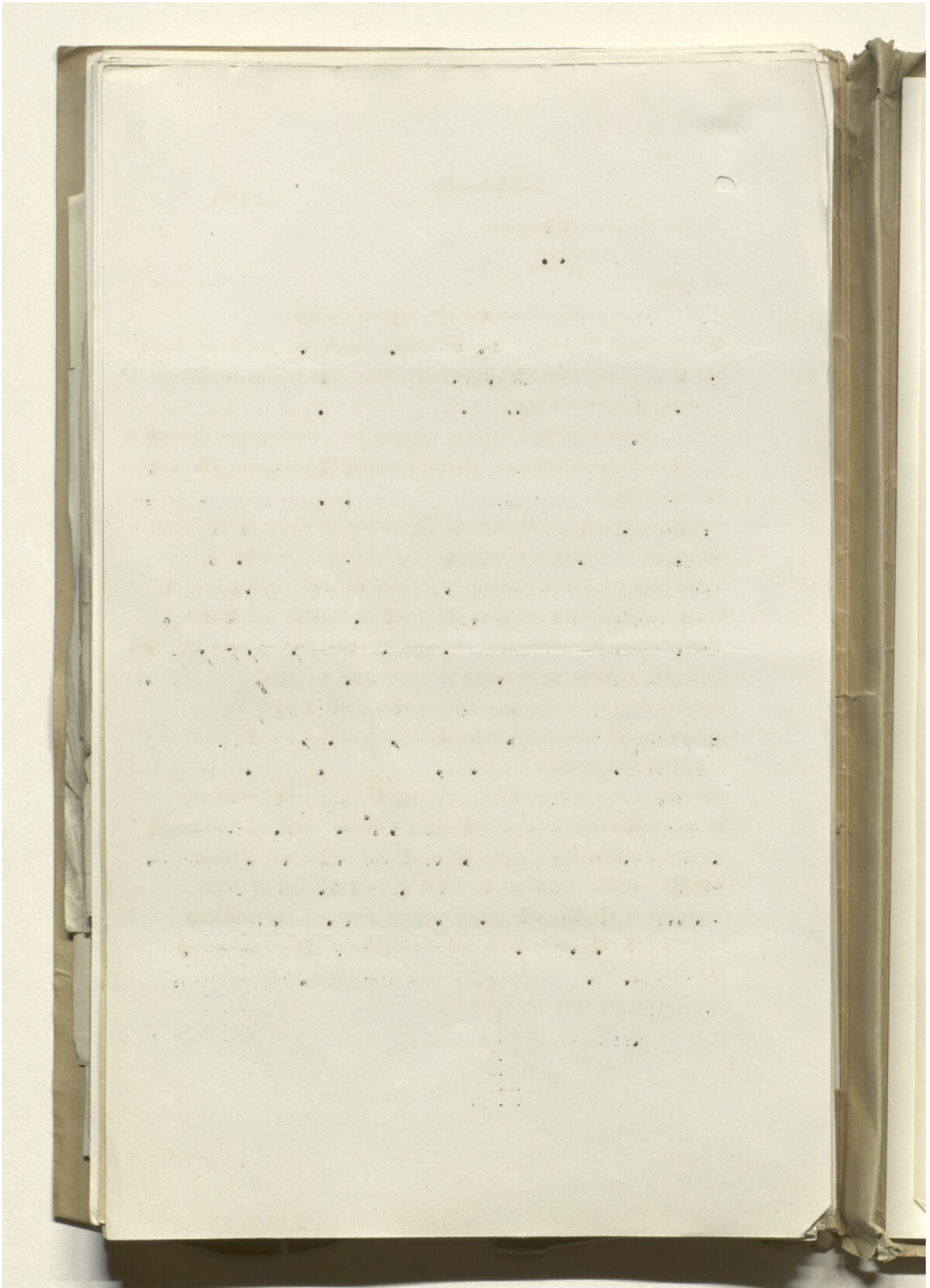
Baghdad-Falliysh extension. Embankment completed to mile 12. Work on laying sidings at terminus at River Ghat in hand.

Baghdad-Musayib extension. Survey completed to mile 20. Earthworks on embankment stopped and all labour put on all ^{ujah} Falliysh extension.

Shipping discharges Basrah. ^{and Chinkiang} St. Alban/completed discharge of 300 tons miscellaneous stores. Keranna Janus and Innamincka in port discharging permanent way rolling stock and railway stores. After discharge of above vessels balance of metre gauge stock to come from India is 3 engines and 162 vehicles besides 3rd ambulance train and 4 additional bogie craches.

Copies to:- ARMY COUNCIL
M.R.1
M.R.2
E.S.T
M.O.2A.

D.M.O.
M.O.2.a.
M.I.1.
D.M.I.
M.I.2.
M.I.2.b.
I.O.





25

SECRET.

From:- C.in C. India.
To:- G.O.C. Mesopotamia.
Repeated War Office.

7th September, 1917.

9.30 p.m.

60893.

23

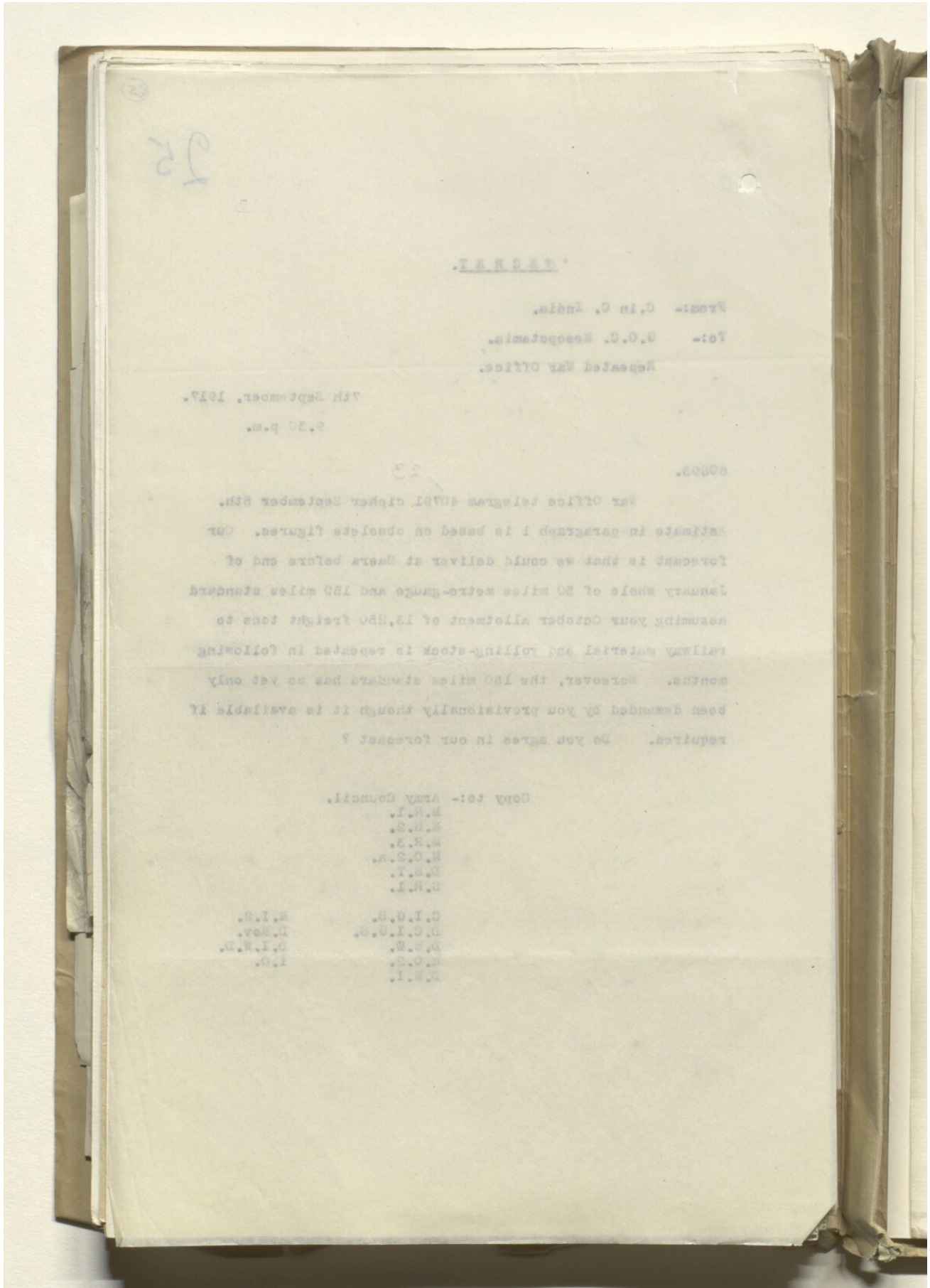
War Office telegram 40791 cipher September 5th.
Estimate in paragraph 1 is based on obsolete figures. Our
forecast is that we could deliver at Basra before end of
January whole of 50 miles metre-gauge and 150 miles standard
assuming your October allotment of 13,250 freight tons to
railway material and rolling-stock is repeated in following
months. Moreover, the 150 miles standard has as yet only
been demanded by you provisionally though it is available if
required. Do you agree in our forecast ?

Copy to:- Army Council.

M.R.1.
M.R.2.
M.R.3.
M.O.2.a.
D.S.T.
S.R.1.

C.I.G.S.
D.C.I.G.S.
D.M.G.
M.O.2.
D.M.I.

M.I.2.
D.Mov.
D.I.W.D.
I.O.





66
24

S E C R E T.

From :- G.O.C. Mesopotamia.

To :- War Office, repeated L. of C. Basra.

6.9.17.

10.30 a.m.

X.3505.

Your 40433 cipher M.R.2.a. 232 August 30th.

Paragraph 1. Including Marine fuel following is proportion.
To advanced base 78%. For L. of C. garrisons 21% Beyond
advanced base 1%.

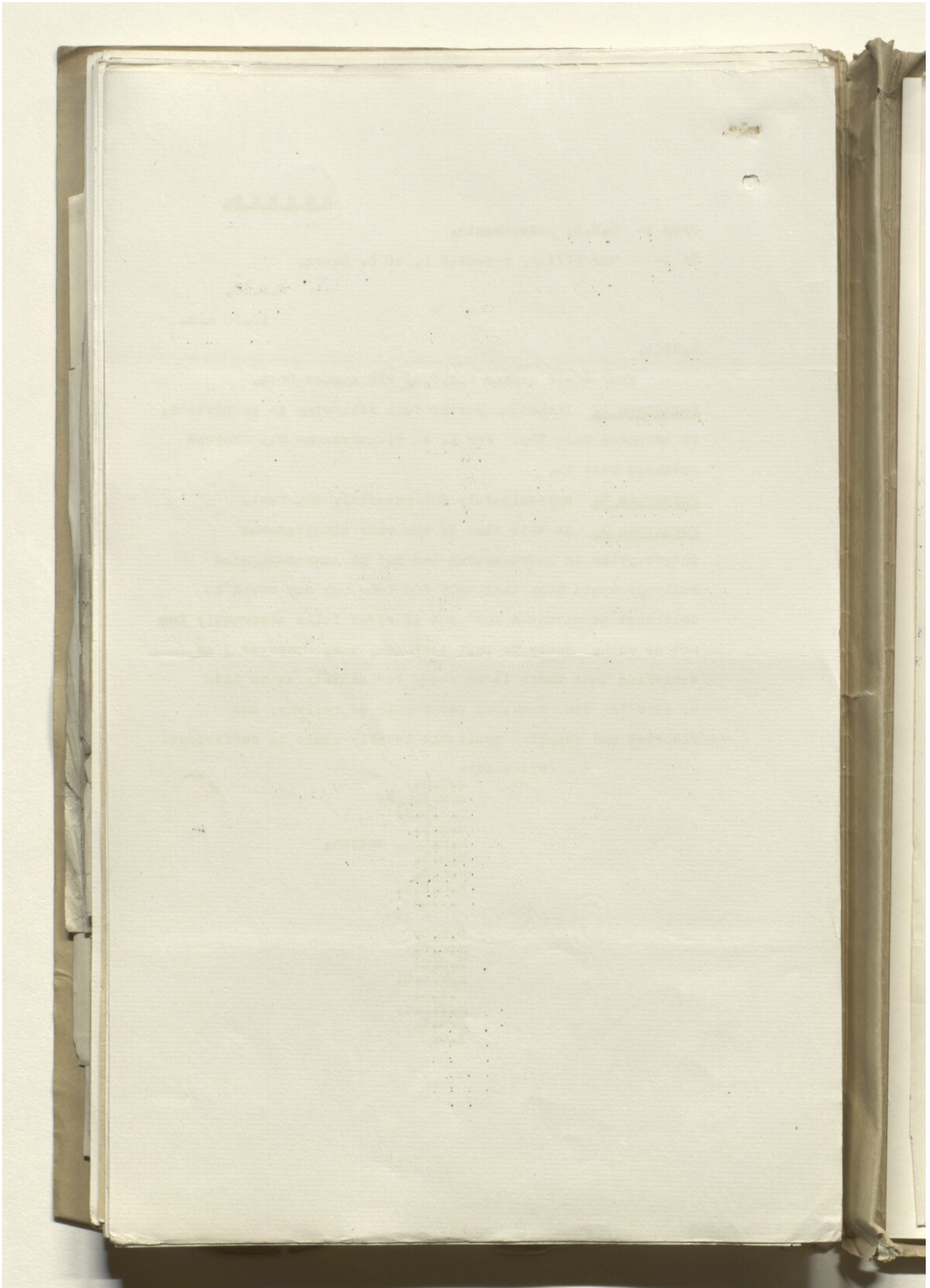
Paragraph 2. Approximately 60% material, 40% fuel.

Paragraph 3. At this time of the year simultaneous
interruption in Basra-Amarah and Kut El Amarah-Baghdad
railways would mean that only 600 tons per day could be
delivered at advanced base and if river falls abnormally low
not as much. Reply to last sentence, yes. However I am
satisfied that there is no cause for anxiety, as, to tide
us over the time required for repair of railway, our
reserves and supplies available locally would be sufficient.

Copies to:-

Q.M.G.
D.C.I.G.S.
D.G.M.R.
M.R.1.
M.R.2.a. action.
M.R.3.
M.O.2.
H.O.2.c.

D.M.O.
M.O.2.
D.S.T.
D.E.O.S.
M.I.1.
M.I.2.d.
D.M.I.
I.C.





67

23

SECRET.

From: War Office.

To: C.-in-C. , A.H.Q., India
Repeated G.O.C. Mesopotamia.

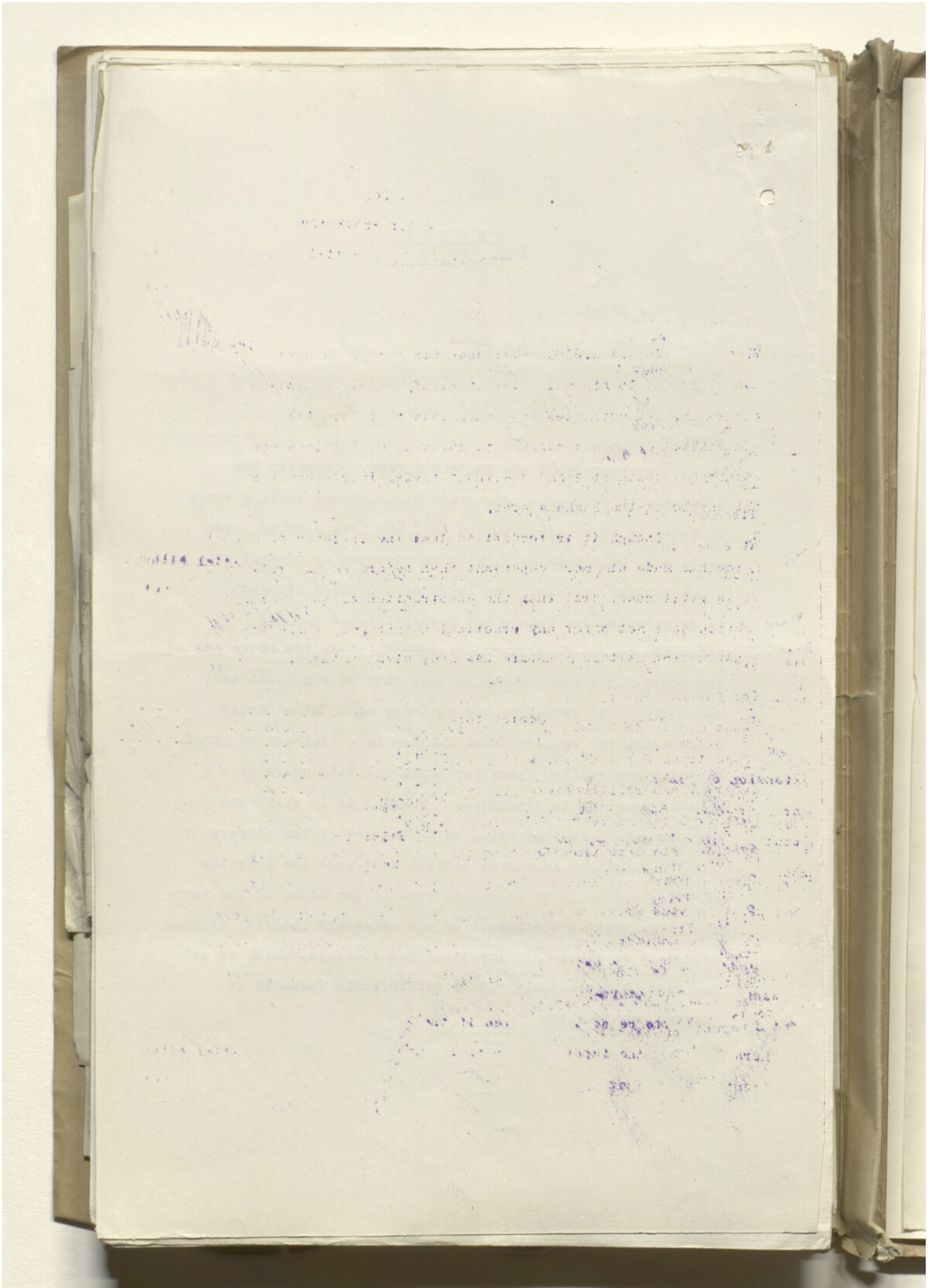
5.9.17.

40791 cipher.

(15)

(17)

1. Your 57283 and Maude's X.3360. Capacity for discharge of railway construction material and rolling stock at Basra is apparently limited to 7,000 tons a month. (see Maude's X. 300? 28th July) with no prospect at present of a substantial increase. Delivery of 150 miles standard gauge material for Feluja and Musaiyib lines and for extension beyond Samarra and of rolling stock for above and for Basra-Kurna line cannot at this rate be completed till about middle of February, and delivery of 50 miles metre gauge track for conversion of Bakubah line till end of March. Material and rolling stock for Amara-Kut line would take a further 5 months to discharge. Further it is still the opinion held here that owing to the nature of the country through which the Amara-Kut section must pass the capacity of this line would be so small, even if the state of the port of Basra admitted the import of the necessary material without detriment to other more important requirements, which is not the case, that it would not be sufficiently valuable to warrant construction.





68

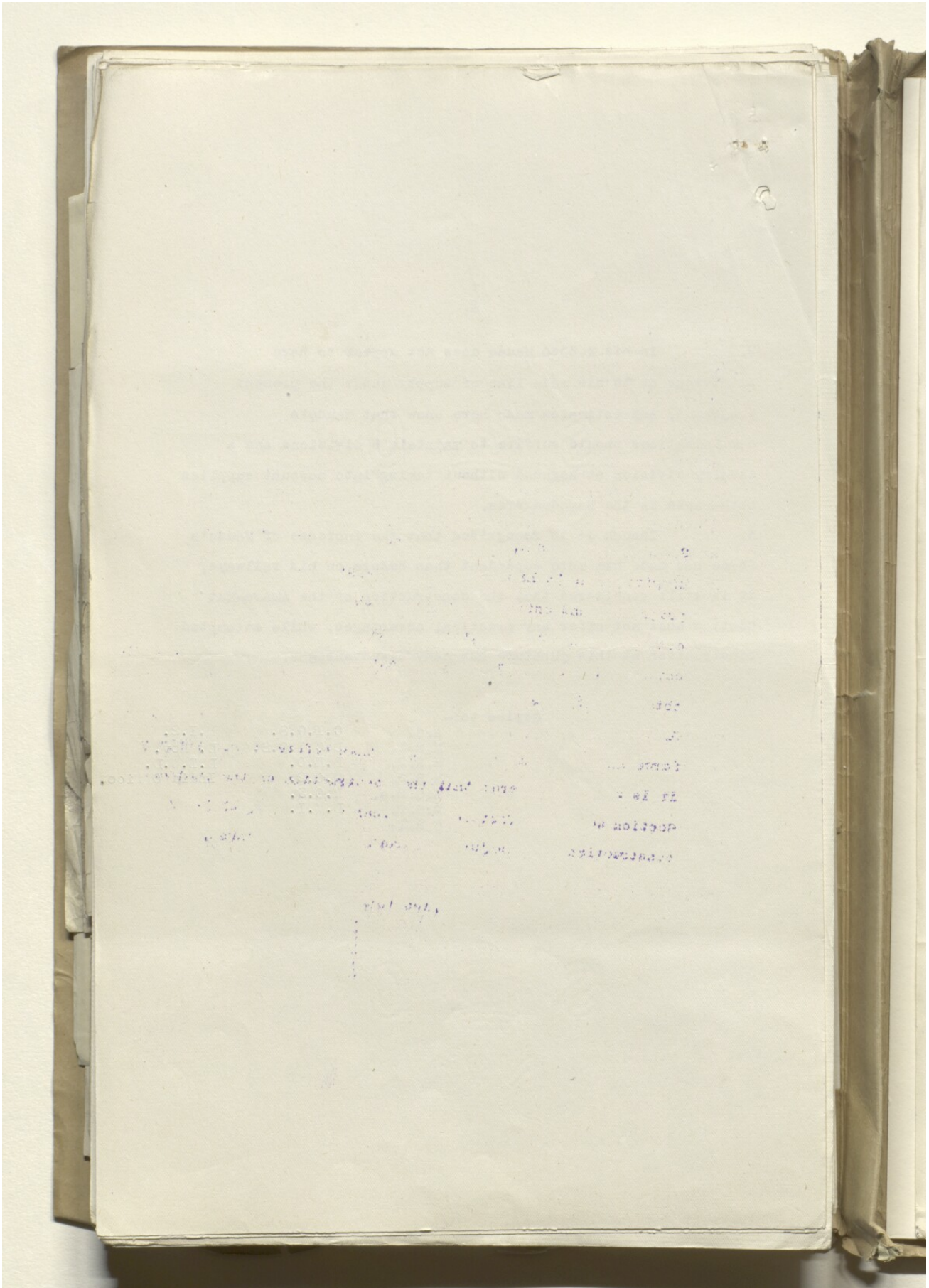
17
2.

2. In his X. 3360 Maude does not appear to have misgivings as to his main line of supply under the present programme, and estimates made here show that Maude's communications should suffice to maintain 8 divisions and a cavalry division at Baghdad without taking into account supplies obtainable in the Baghdad area.

3. Though it is recognised that the increase of Maude's force has made him more dependent than before on his railways, it is still considered that the construction of the Amara-Kut Section does not offer any practical advantages, while attempted construction at this juncture has many disadvantages.

Copies to:-

A.C.	G.I.G.S.	M.I.2.
M.R.1.	D.C.I.G.S.	D. Mov.
M.R.2.	D.M.O.	D.I.W.D.
M.R.3.	M.O.2.	India Office.
M.O.2.a.	M.O.3.	
D.S.T.	D.M.I.	
S.R.1.		





69

22

SECRET.

From : G.O.C. Mesopotamia.
To : War Office,
Repeated I.G.C. Basra and C. in C. India.
3rd September 1917.

X.3465.

Following is progress report week ending
September 1st, 1917 :-

Basra - Qurnah railway. Work on Shafi and
Gurnat Ali bridges progressing. On Qurnah - Euphrates
bridge 16 girders were erected during week making total
of 29 girders completed.

Kut-el-Amarah - Baghdad railway. Short dead end
sidings at 4 crossing stations linked. For Dialha high-
level bridge trestles completed and 4 erected.

Baquba extension. Earth work in ramps low level
bridge more than half completed. 7 cribs out of 11 for
bridge erected. Track linked up to ramps on earthwork.

Baghdad - Fallujah extension. Survey and
location plans completed. Bank completed for 8½ miles.

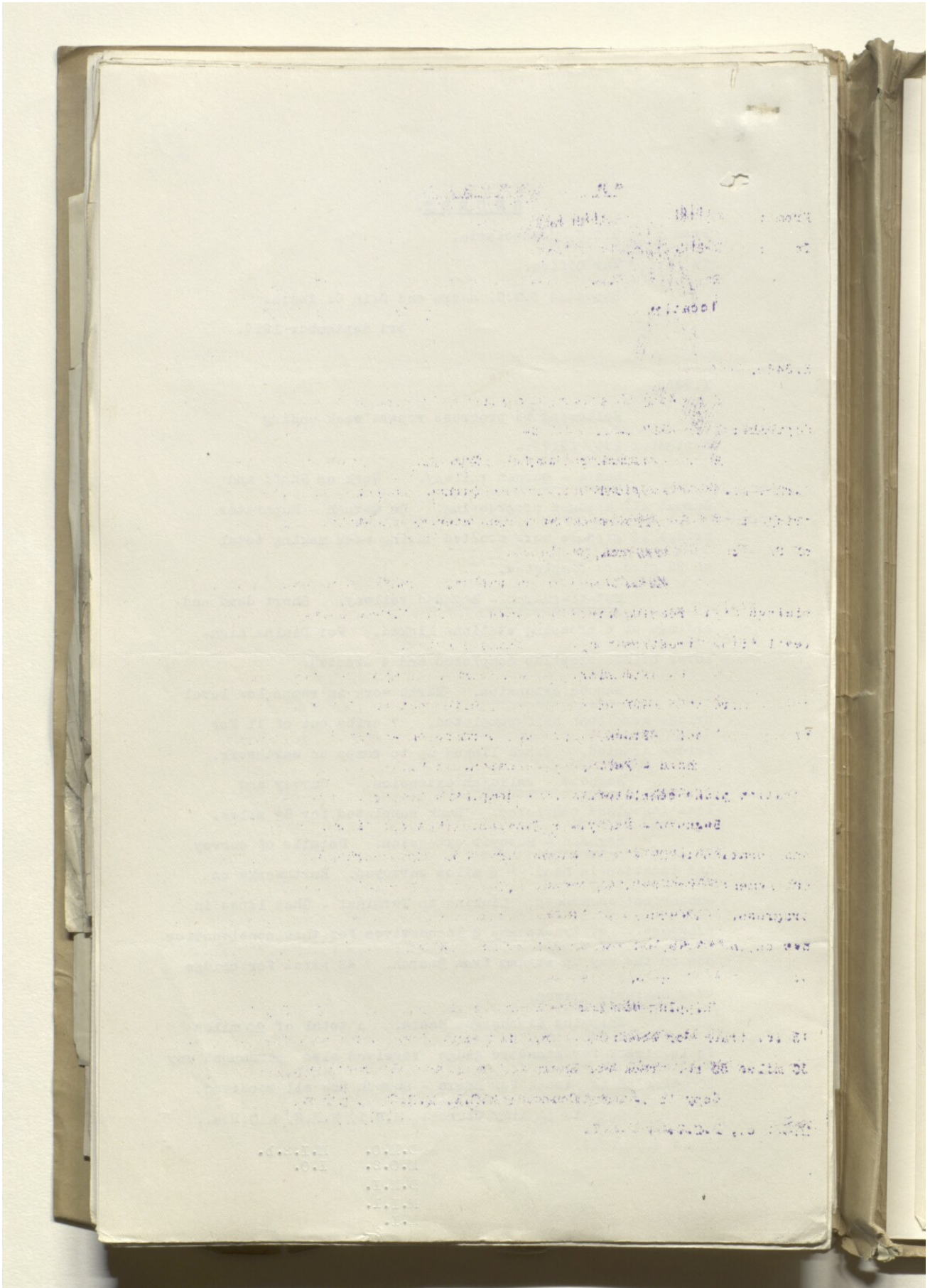
Baghdad - Musayib extension. Details of survey
and location in hand. 6 miles surveyed. Earthworks on
embankment commenced. Linking on Terminal - Ghat lines in
progress. 47 trucks and 2 locomotives for this construction
now on the way up stream from Basrah. 42 piles for bridge
over Saklawie driven.

Shipping discharges Basra. A total of 20 miles
75 lb. track for standard gauge received also permanent way
50 miles 50 lb. track for Basra - Qurnah now all received.

*W of
Basrah
city.*

Copy to :- Army Council, M.R.1, M.R.2, M.O.2 a.,
M.O.2 c., D.S.T.

D.M.O. M.I.2.b.
M.O.2. I.O.
D.M.I.
M.I.1.
M.I.





70
21
SECRET.

From : G.O.C. Mesopotamia.

To : War Office.

Repeated Ciabato.

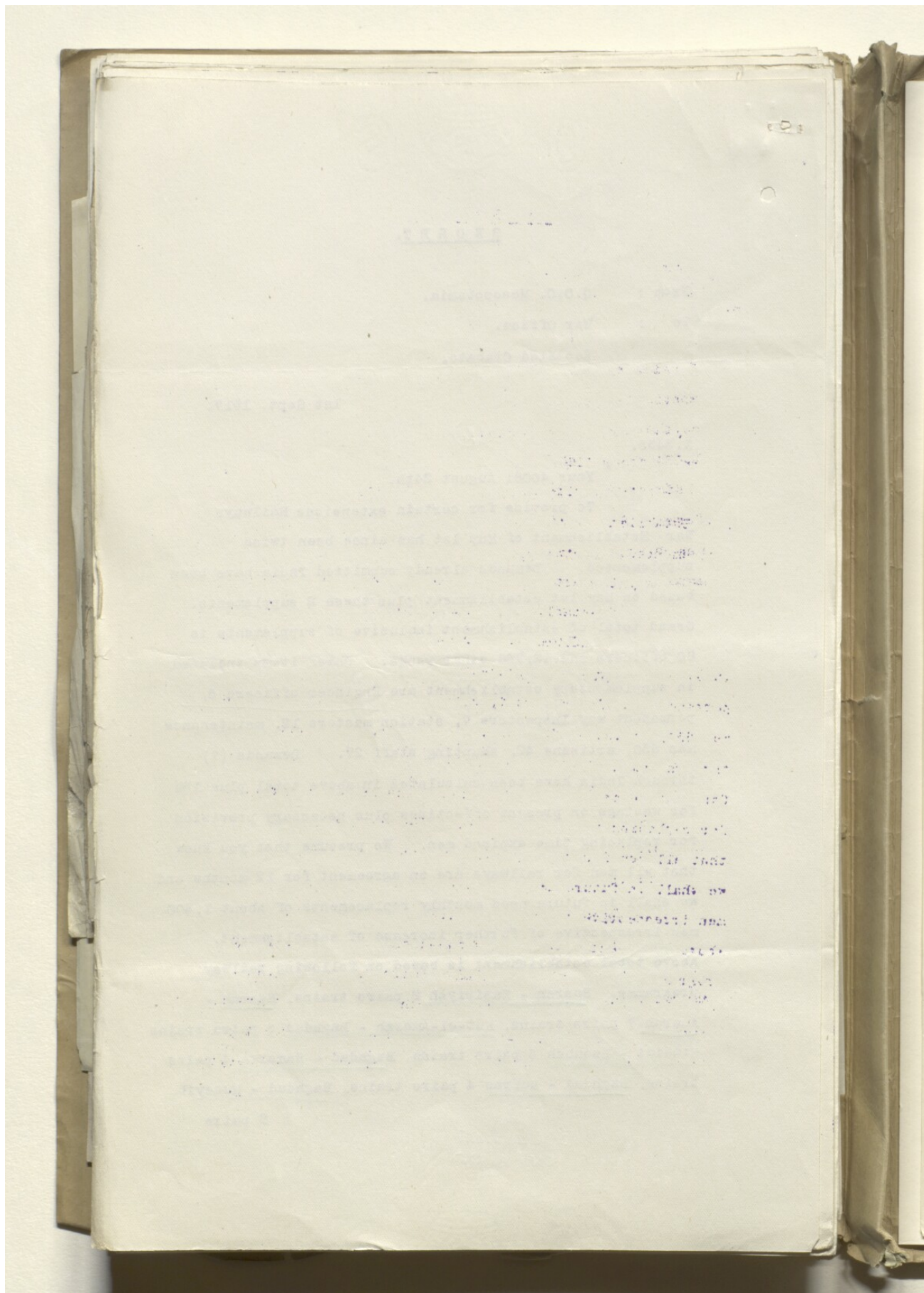
1st Sept. 1917.

X.3435.

16
Your 40081 August 24th.

To provide for certain extensions Railways War Establishment of May 1st has since been twice supplemented. Demands already submitted India have been based on May 1st establishment plus these 2 supplements. Grand total of establishment inclusive of supplements is 80 officers and 12,968 other ranks. Chief items included in supplementary establishment are Engineer officers 6, permanent way Inspectors 7, station masters 12, maintenance men 630, artisans 42, shunting staff 27. Demands (?) through India have been calculated in above total plus 15% for wastage on present effectives plus necessary provision for replacing time expired men. We presume that you know that all men for railways are on agreement for 12 months and we shall in future need monthly replacements of about 1,400 men irrespective of further increase of establishment. Above total establishment is based on following railway programme. Basrah - Nasiriyah 2 pairs trains, Basrah - Amarah 7 pairs trains, Kut-el-Amarah - Baghdad 6 pairs trains Hinaidi - Baqubah 6 pairs trains, Baghdad - Samarra 4 pairs trains, Baghdad - Mufraz 4 pairs trains, Baghdad - Museyib 2 pairs

? on Tiphkati
SW of Baghdad

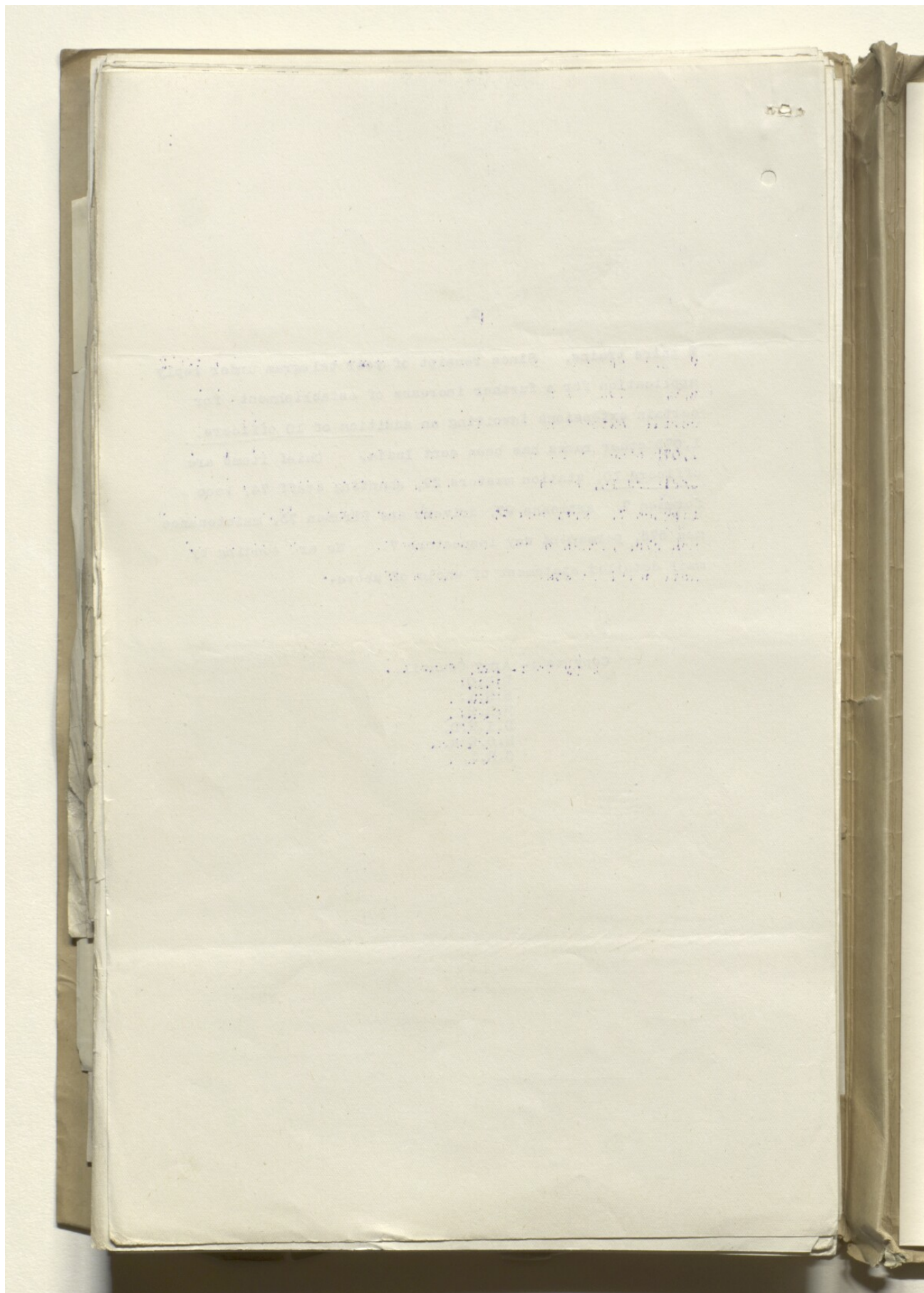




2.

2 pairs trains. Since receipt of your telegram under reply application for a further increase of establishment for certain extensions involving an addition of 10 officers, 1,075 other ranks has been sent India. Chief items are officers 10, station masters 29, shunting staff 74, loco foremen 7, artisans 97, drivers and firemen 73, maintenance men 575, permanent way inspectors 7. We are sending by mail detailed statement of whole of above.

Copy to :- Army Council.
D.M.O.
M.R.1.
M.R.2.
D.I.W.D.
M.O.2 a.
S.R.1.





Mesopotamia.
Capacity of L. of C.

To (72)
20

S E C R E T.

From:- War Office. 7.5 p.m.
To:- G.H.Q., Mesopotamia. 30.8.17.

40433 Cipher M.R.2A/232. Your X.3269 August 19th.

1. With reference to present daily capacity of 900 tons. River ton mileage in week ending August 11th was just over five million, and ton mileage of Kut - Baghdad and Kurna - Amara railways just over half a million. Please cable proportions of this ton mileage used :-

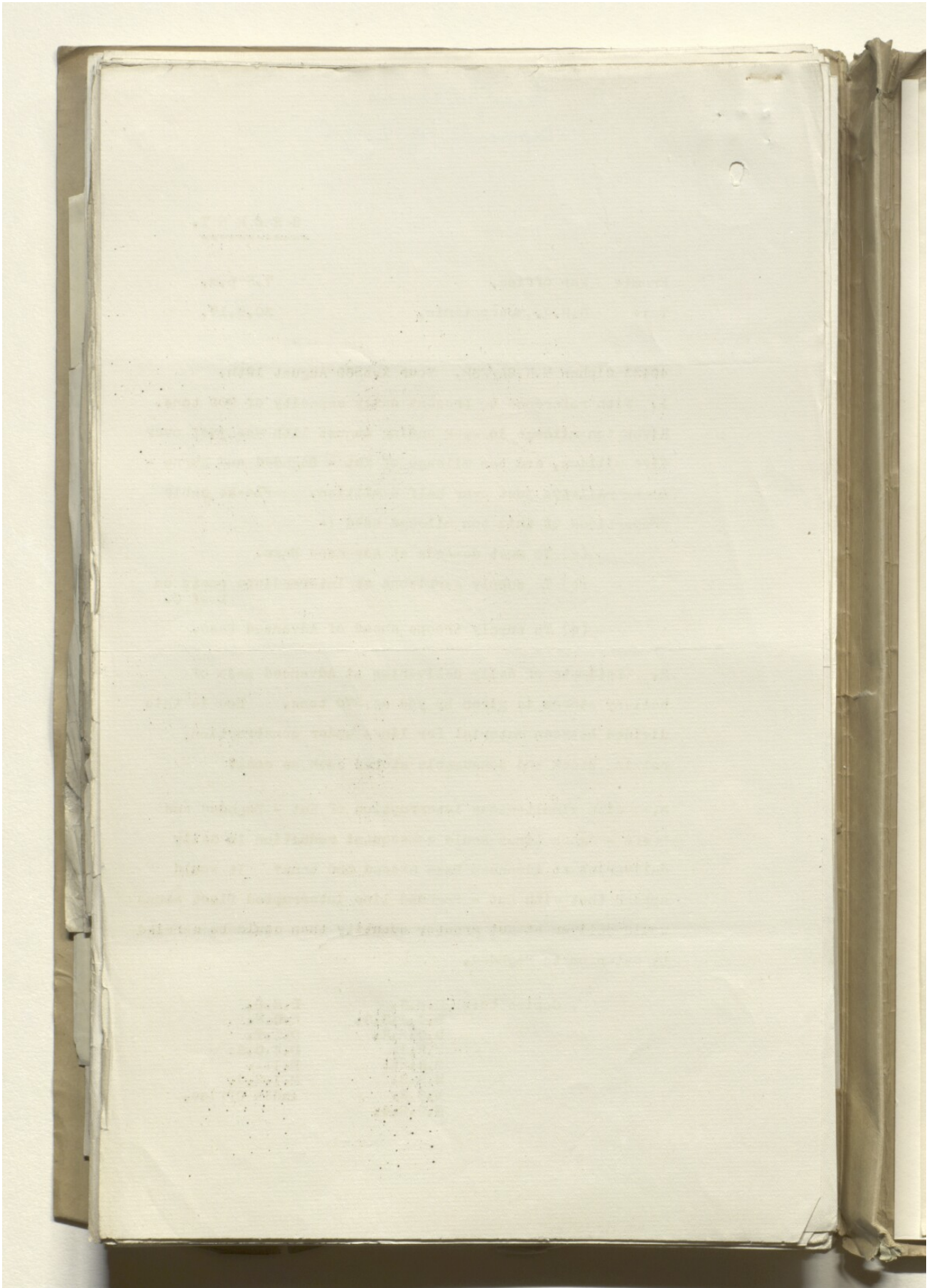
- (a) To meet demands at Advanced Base.
- (b) To supply garrisons at intermediate posts on L of C.
- (c) To supply troops ahead of Advanced Base.

2. Estimate of daily deliveries at Advanced Base of railway stores is given by you as 270 tons. How is this divided between material for lines under construction, rolling stock and consumable stores such as coal?

3. With simultaneous interruption of Kut - Baghdad and Basra - Amara lines would consequent reduction in daily deliveries at Advanced Base exceed 550 tons? It would appear that with Kut - Baghdad line interrupted fleet alone would deliver at Kut greater quantity than could be carried by water on to Baghdad.

Copies to:-

Q.M.G.	D.M.O.
D.C.I.G.S.	M.O.2.
D.G.M.R.	D.S.T.
M.R.1.	D.E.O.S.
M.R.2A.	M.I.1.
M.R.3.	M.I.2.d.
M.O.2.	India Office.
M.O.2.c.	





SECRET.

From : Director of Railways, Basra.
To : War Office; repeated C. in C. India and L. of C. Basra.

27th August 1917,
6.35 p.m.

X.3382.

For week ending August 25th Progress report.

Basra - Qurnah railway.

On the embarkment about 600 Arab labourers were employed during week. On the Qurnah - Euphrates bridge 13 spans of girders have been erected. Piling in progress on Shafi and Gurmat Ali floating pontoon bridge and girders for latter being assembled. At Nahr Umar 50 lb. rails for linking were being discharged and arrangements to start link completed. 3rd Ordnance Ammunition Dump siding at Makina completed. All other works noted in last week's report as being in hand at Basra, have made good progress.

Kut el Amarah - Baghdad railway.

Additional loading sidings at Kut el Amarah linked. Short dead ends in station yard being linked. For Dialha high level bridge trestles for superstructure well in hand.

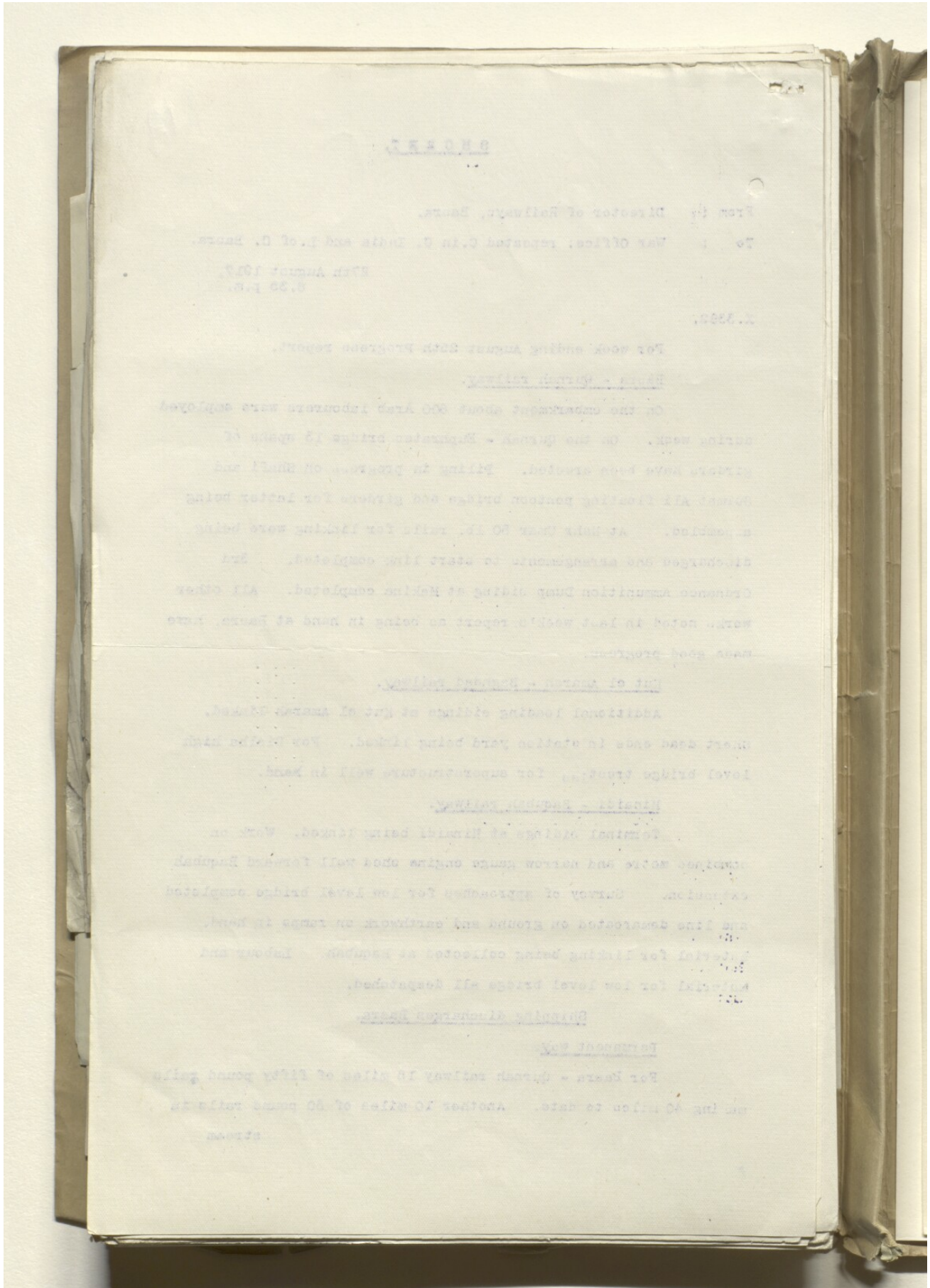
Hinaidi - Baqubah railway.

Terminal sidings at Hinaidi being linked. Work on combined metre and narrow gauge engine shed well forward Baqubah extension. Survey of approaches for low level bridge completed and line demarcated on ground and earthwork on ramps in hand. Material for linking being collected at Baqubah. Labour and material for low level bridge all despatched.

Shipping discharges Basra.

Permanent way.

For Basra - Qurnah railway 15 miles of fifty pound gails making 40 miles to date. Another 10 miles of 50 pound rails in stream





79

stream being discharged. For Baghdad - Musaiyib railway 7
miles of 75 pound rails making 15 miles up to date. Another
2½ miles being discharged.

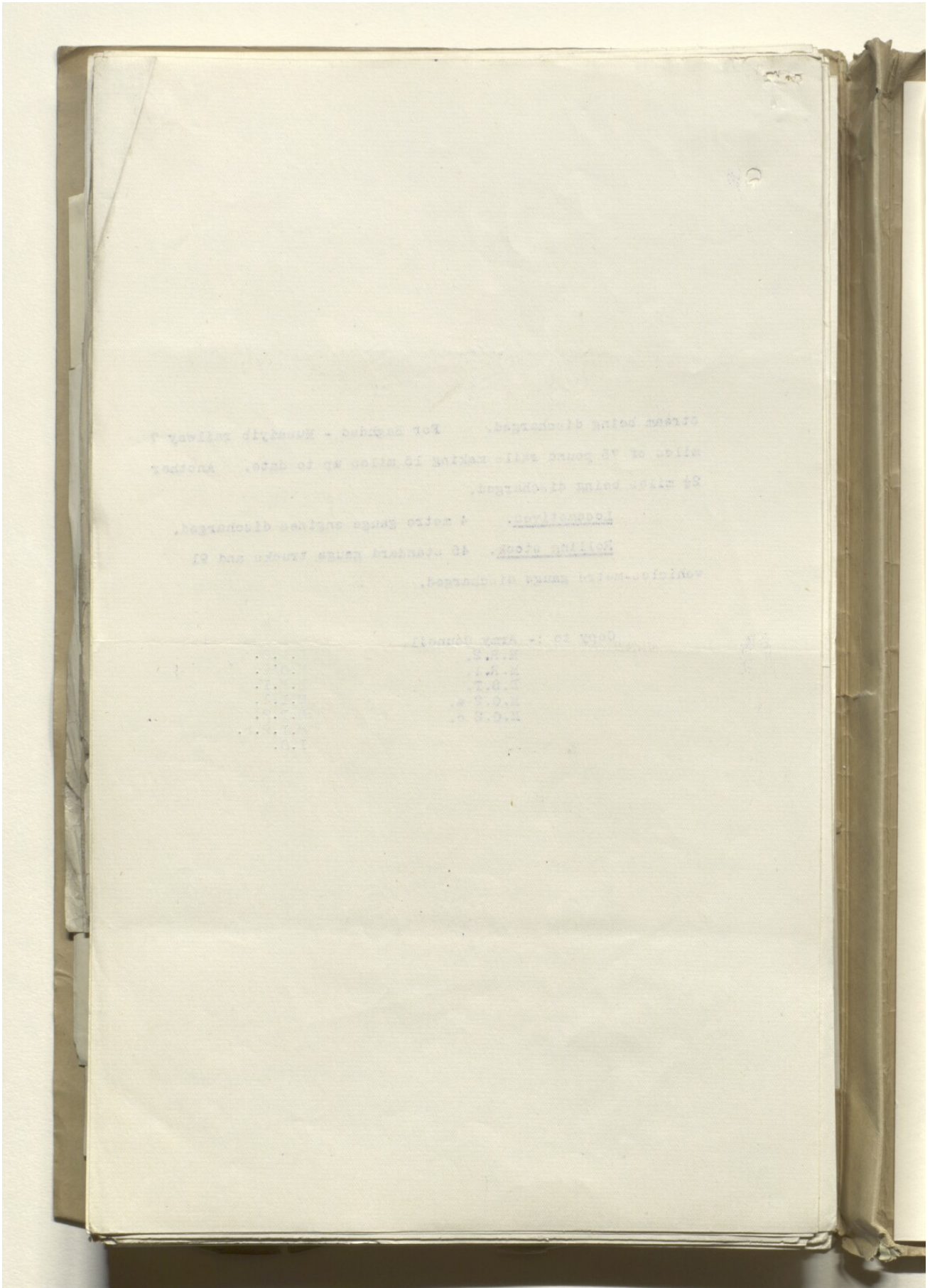
Locomotives. 4 metre gauge engines discharged.

Rolling stock. 45 standard gauge trucks and 91
vehicles-metre gauge discharged.

Copy to :- Army Council.

M.R.2.
M.R.1.
D.S.T.
M.O.2 a.
M.O.2 c.

D.M.O.
M.O.2.
D.M.I.
M.I.1.
M.I.2.
M.I.2.b.
I.O.





Mesopotamia
Railway personnel

75

18

SECRET.

From :- War Office.
To :- C-in-C. India.

25/8/17.
6.10 p.m.

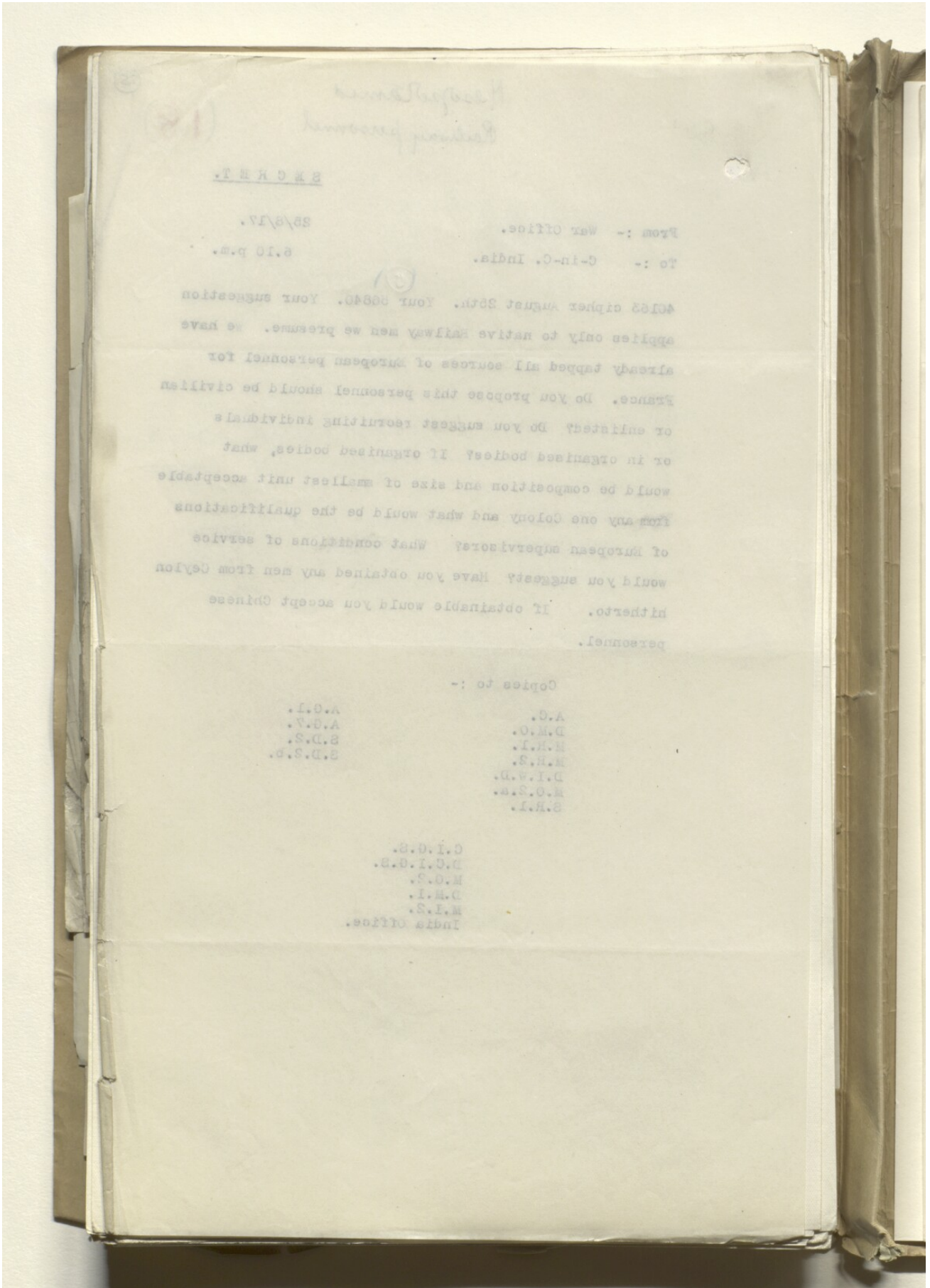
40163 cipher August 25th. Your 56840. Your suggestion applies only to native Railway men we presume. We have already tapped all sources of European personnel for France. Do you propose this personnel should be civilian or enlisted? Do you suggest recruiting individuals or in organised bodies? If organised bodies, what would be composition and size of smallest unit acceptable from any one Colony and what would be the qualifications of European supervisors? What conditions of service would you suggest? Have you obtained any men from Ceylon hitherto. If obtainable would you accept Chinese personnel.

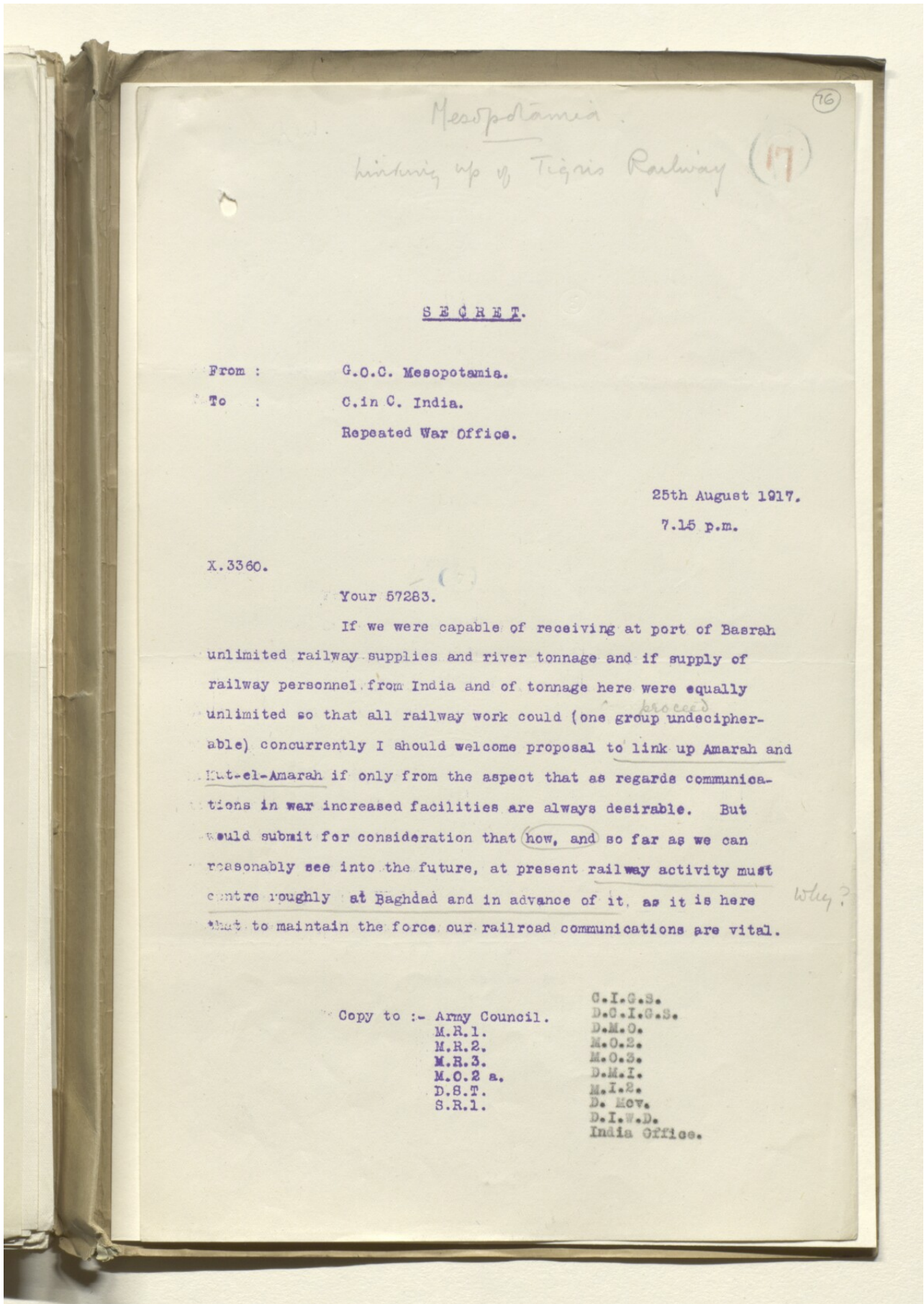
Copies to :-

A.C.
D.M.O.
M.R.1.
M.R.2.
D.I.W.D.
M.O.2.a.
S.R.1.

A.G.1.
A.G.7.
S.D.2.
S.D.2.b.

C.I.G.S.
D.C.I.G.S.
M.O.2.
D.M.I.
M.I.2.
India Office.





SECRET.

From : G.O.C. Mesopotamia.
To : C.in C. India.
Repeated War Office.

25th August 1917.
7.15 p.m.

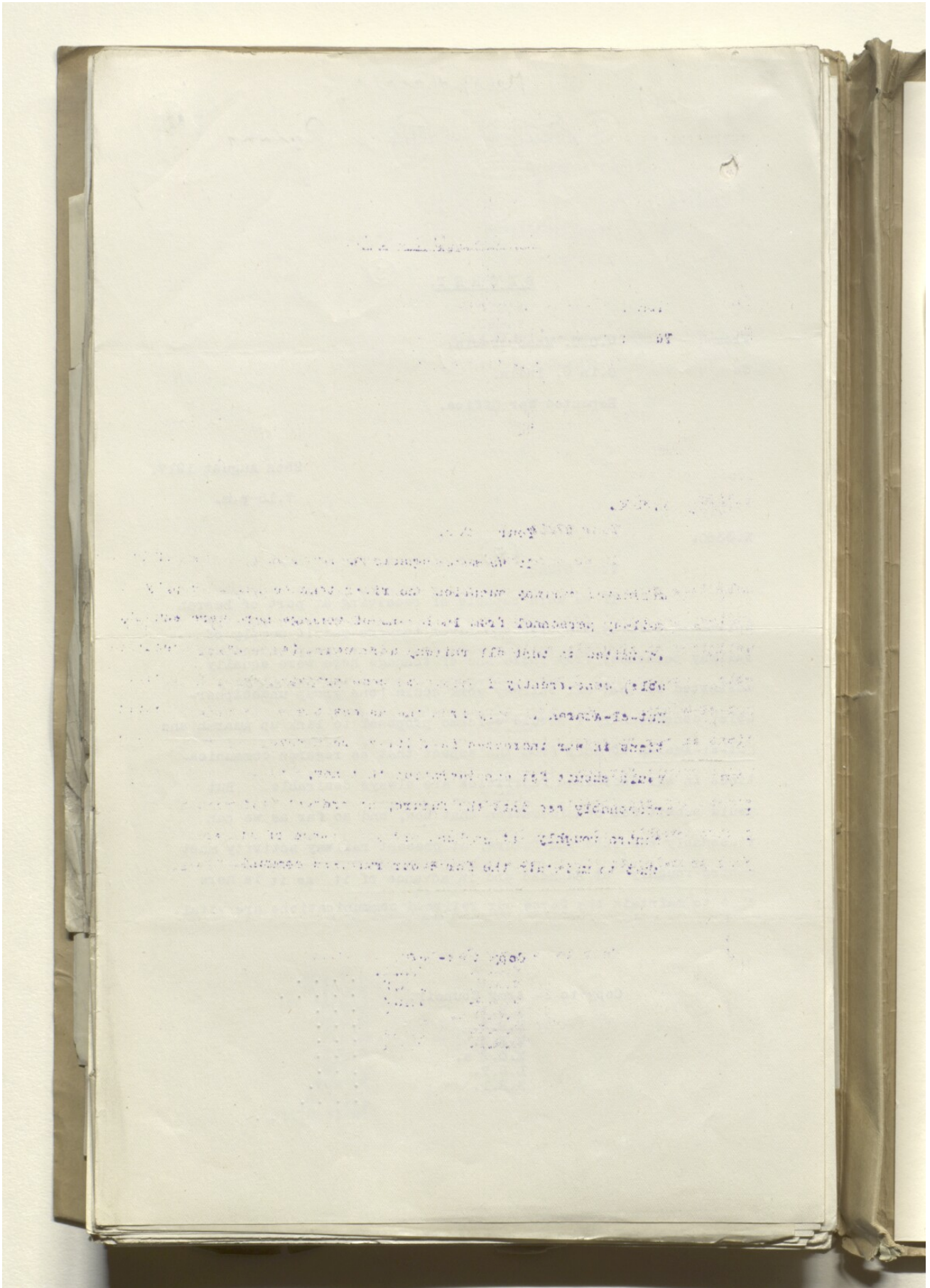
X.3360.

Your 57283.

If we were capable of receiving at port of Basrah unlimited railway supplies and river tonnage and if supply of railway personnel from India and of tonnage here were equally unlimited so that all railway work could (one group undecipherable) ^{proceed} concurrently I should welcome proposal to link up Amarah and Kut-el-Amarah if only from the aspect that as regards communications in war increased facilities are always desirable. But I would submit for consideration that how, and so far as we can reasonably see into the future, at present railway activity must centre roughly at Baghdad and in advance of it, as it is here ^{why?} that to maintain the force our railroad communications are vital.

Copy to :- Army Council.
M.R.1.
M.R.2.
M.R.3.
M.O.2 a.
D.S.T.
S.R.1.

C.I.C.S.
D.C.I.C.S.
D.M.O.
M.O.2.
M.O.3.
D.M.I.
M.I.2.
D. Mov.
D.I.W.D.
India Office.





*Mesopotamian
Railway personnel*

(16) 77

SECRET.

From : War Office.
To : G.O.C. Mesopotamia

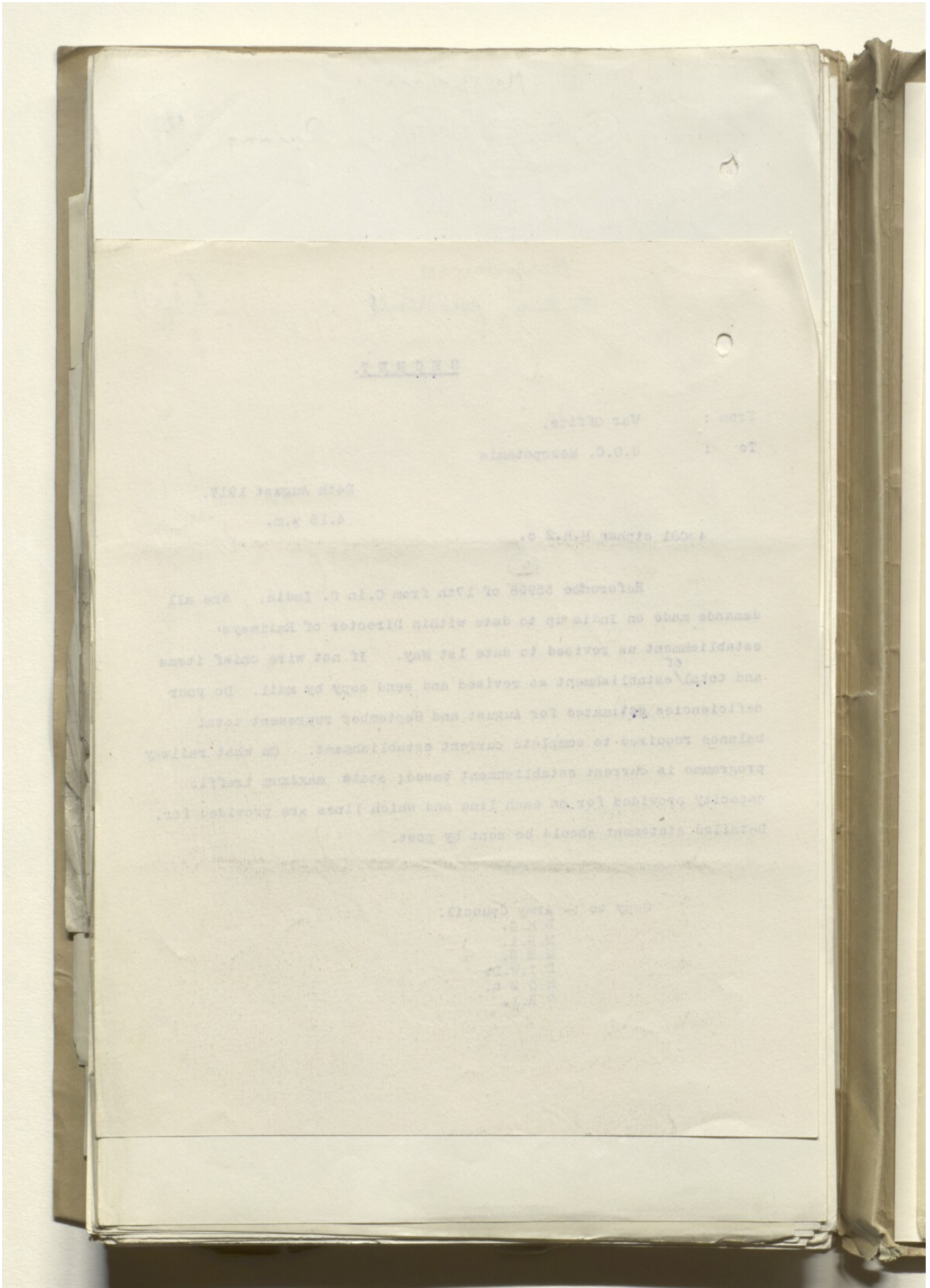
24th August 1917.

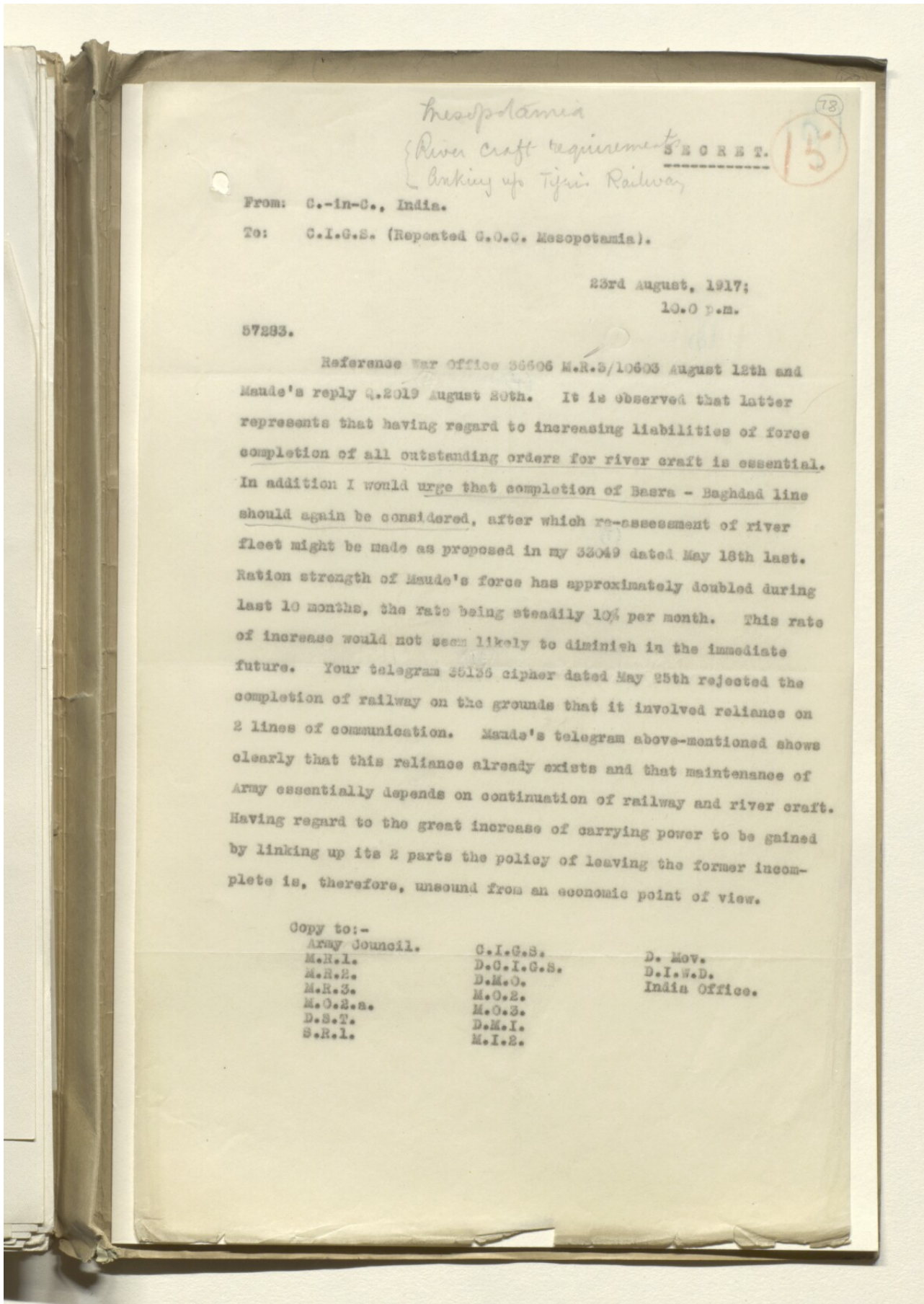
4.15 p.m.

40081 cipher M.R.2 c.

Reference 55998 of 17th from C.in C. India. Are all
for personnel
demands made on India up to date within Director of Railways
establishment as revised to date 1st May. If not wire chief items
of
and total/establishment as revised and send copy by mail. Do your
deficiencies estimated for August and September represent total
balance required to complete current establishment. On what railway
programme is current establishment based; state maximum traffic
capacity provided for on each line and which lines are provided for.
Detailed statement should be sent by post.

Copy to :- Army Council.
D.M.O.
M.R.1.
M.R.2.
D.I.W.D.
M.O.2 a.
S.R.1.





Mesopotamia
{ River craft requirements
Linking up Tigris Railway

(78)
SECRET
15

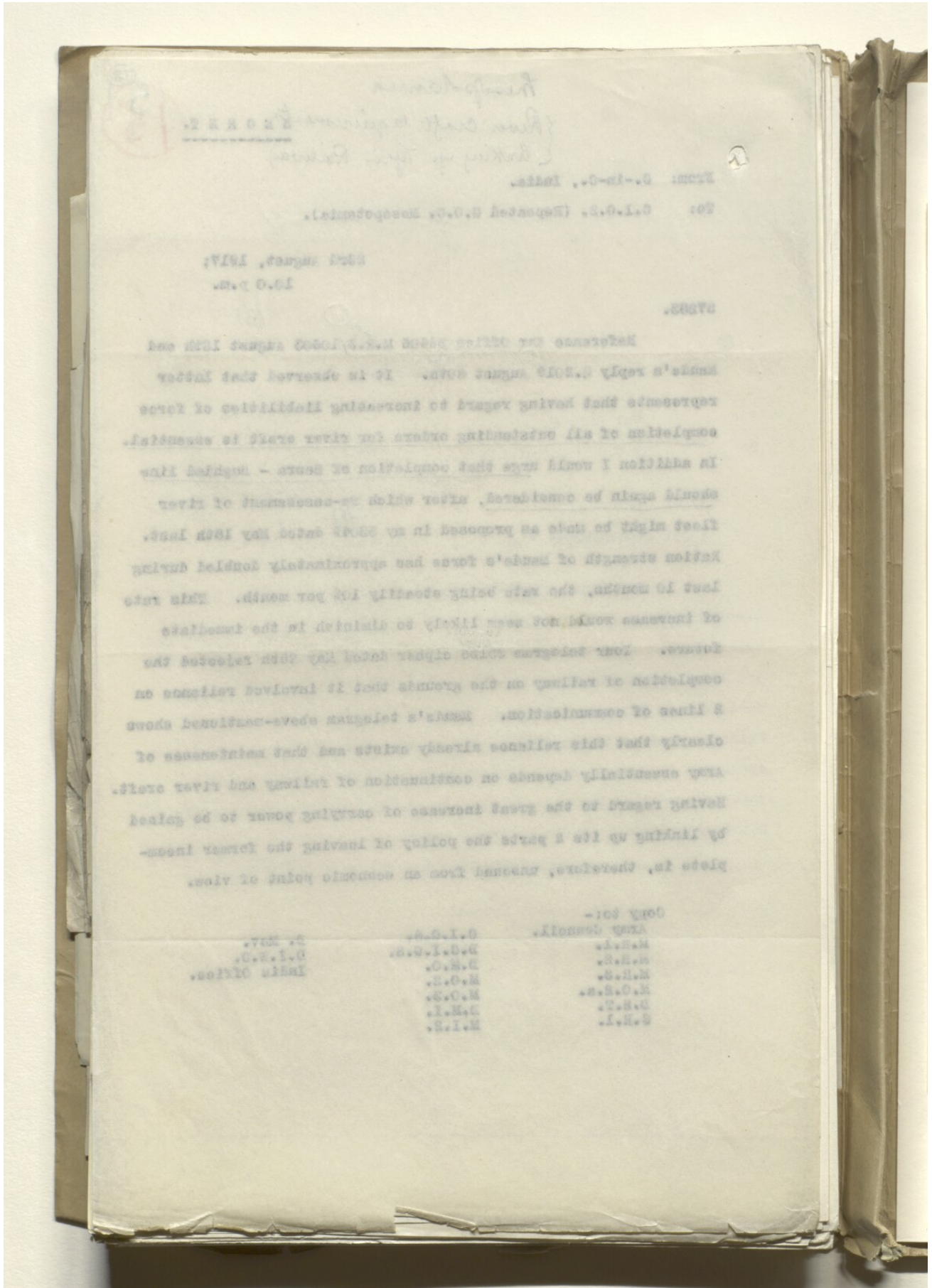
From: C.-in-C., India.
To: C.I.C.S. (Repeated G.O.C. Mesopotamia).

23rd August, 1917;
10.0 P.M.

57233.

Reference War Office 36606 M.R.S/10603 August 12th and Maude's reply Q.2019 August 20th. It is observed that latter represents that having regard to increasing liabilities of force completion of all outstanding orders for river craft is essential. In addition I would urge that completion of Basra - Baghdad line should again be considered, after which re-assessment of river fleet might be made as proposed in my 33049 dated May 18th last. Ration strength of Maude's force has approximately doubled during last 10 months, the rate being steadily 10% per month. This rate of increase would not seem likely to diminish in the immediate future. Your telegram 35136 cipher dated May 25th rejected the completion of railway on the grounds that it involved reliance on 2 lines of communication. Maude's telegram above-mentioned shows clearly that this reliance already exists and that maintenance of Army essentially depends on continuation of railway and river craft. Having regard to the great increase of carrying power to be gained by linking up its 2 parts the policy of leaving the former incomplete is, therefore, unsound from an economic point of view.

- Copy to:-
- | | | |
|---------------|------------|---------------|
| Army Council. | C.I.C.S. | D. Mov. |
| M.R.L. | D.C.I.C.S. | D.I.W.D. |
| M.R.E. | D.M.O. | India Office. |
| M.R.S. | M.O.2. | |
| M.O.E.A. | M.O.3. | |
| D.S.T. | D.M.I. | |
| S.R.L. | M.I.E. | |





Mesopotamia
Railway personnel.

SECRET

From:- C in C India

To:- C.I.G.S

9.30 p.m.

22.8.17

56840

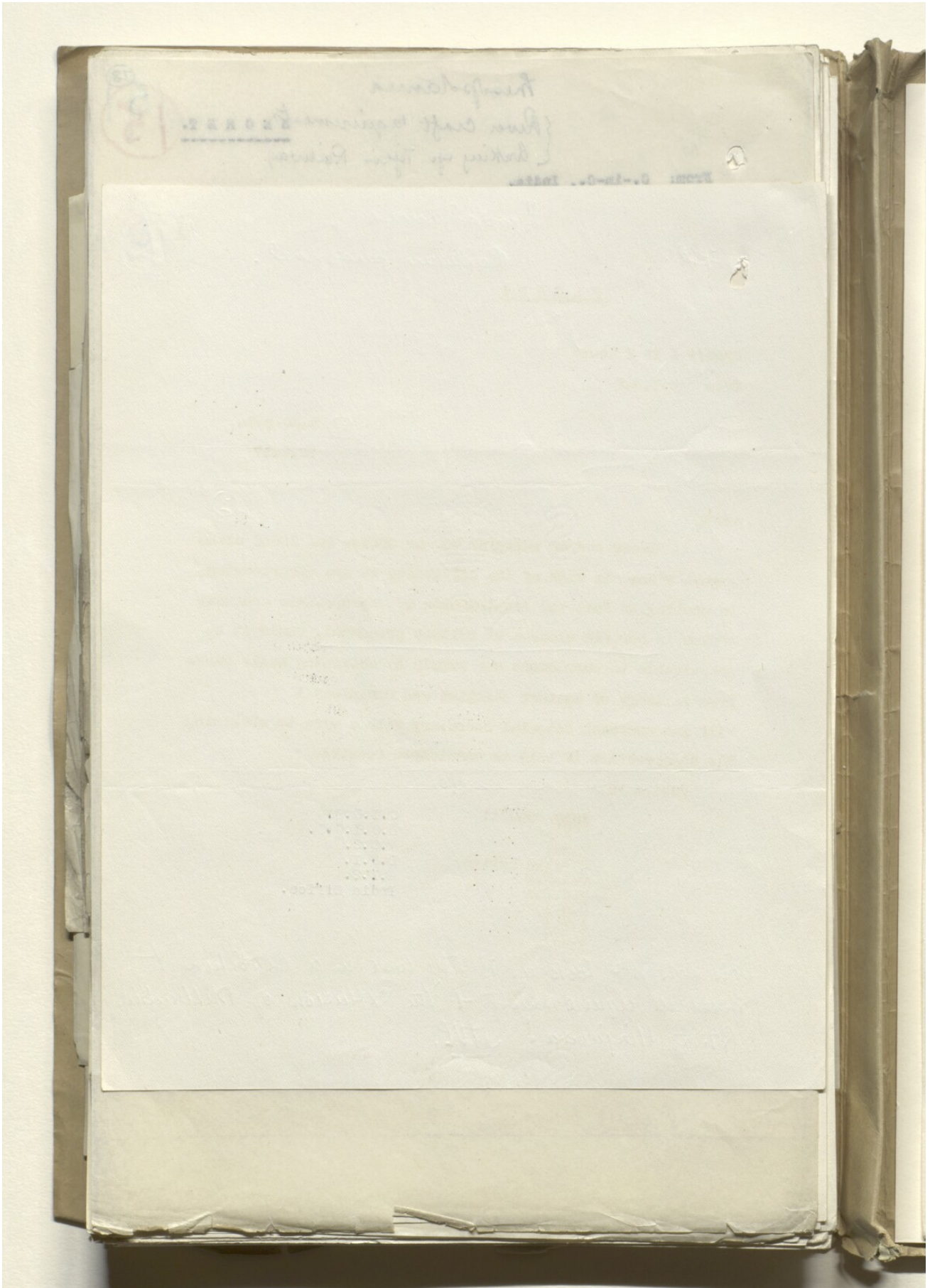
Please see my telegram to War Office No. 55998 dated August 17th. In view of the difficulty we are experiencing, in meeting in full the requirements of Mesopotamia and East Africa in certain classes of railway personnel, would it be practicable to supplement our supply by obtaining assistance from railways of Eastern Colonies and Dominions? Will you approach Colonial Secretary with a view to obtaining his co-operation if this is considered feasible?

Copies to:-

Army Council
D.M.O.
M.R.1
M.R.2.a action
D.I.W.D
M.O.2.a
S.R.1
A.G.1
A.G.7

C.I.G.S.
D.C.I.G.S.
M.O.2.
D.M.I.
M.I.2.
India Office.

This does not look as if they were in a condition to meet all requirements + the extension of Dalbaudin R7. to Mirjawa! NVP.





Mesopotamia
River craft requirements
Copy of Telegram.

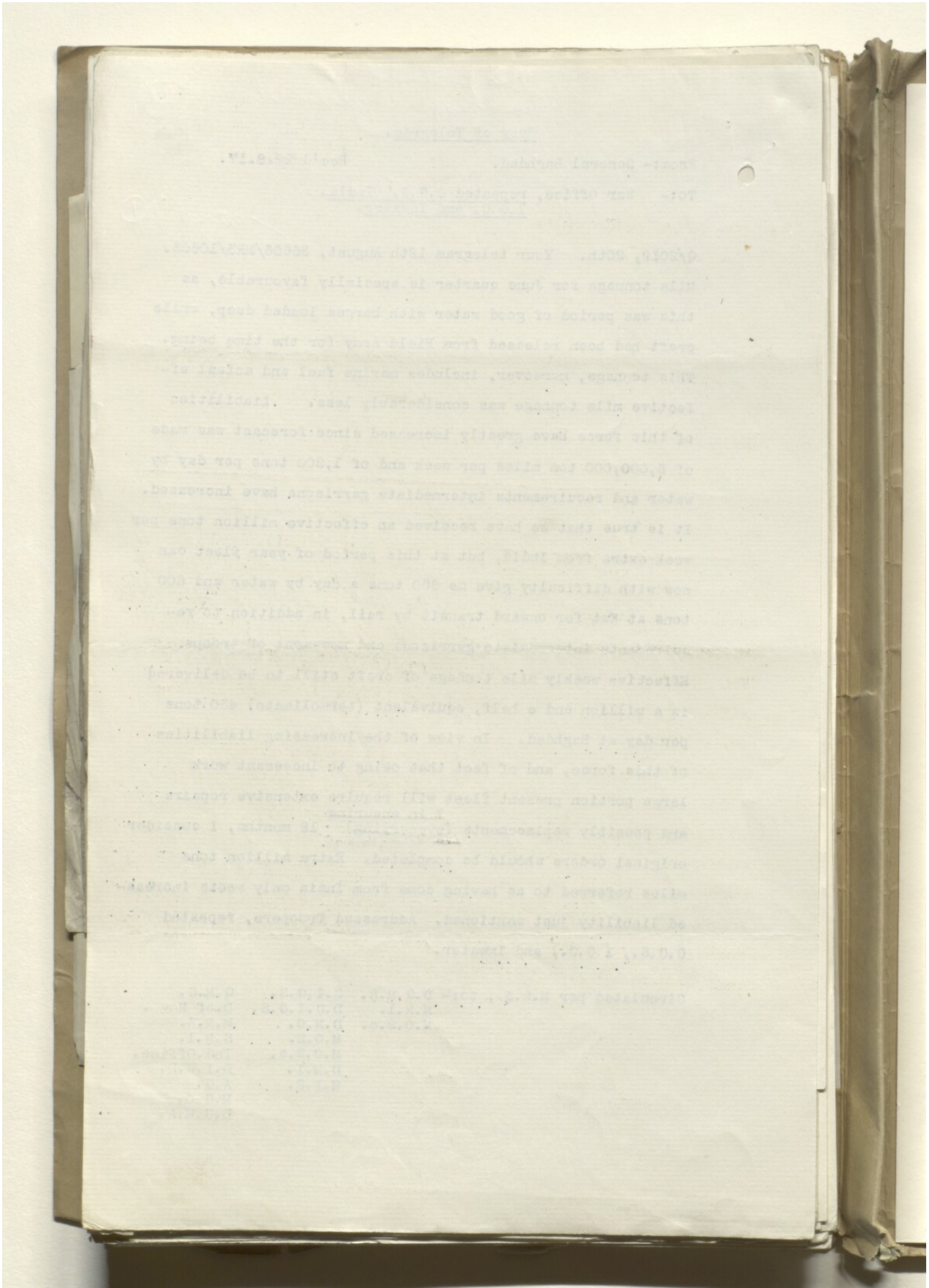
(13)

From:- General Baghdad. Rec'd 22.8.17.
To:- War Office, repeated C.G.S., India.
I.G.C. and Inwater.

Q/2019, 20th. Your telegram 12th August, 36606/MR3/10603. Mile tonnage for June quarter is specially favourable, as this was period of good water with barges loaded deep, while craft had been released from Field Army for the time being. This tonnage, moreover, includes marine fuel and actual effective mile tonnage was considerably less. Liabilities of this force have greatly increased since forecast was made of 5,000,000 ton miles per week and of 1,200 tons per day by water and requirements intermediate garrisons have increased. It is true that we have received an effective million tons per week extra from India, but at this period of year fleet can now with difficulty give me 600 tons a day by water and 600 tons at Kut for onward transit by rail, in addition to requirements intermediate garrisons and movement of troops. Effective weekly mile tonnage of craft still to be delivered is a million and a half, equivalent (termolimito) 430 tons per day at Baghdad. In view of the increasing liabilities of this force, and of fact that owing to incessant work large portion present fleet will require extensive repairs and possibly replacements ^{? in ensuring} (evening) 12 months, I consider original orders should be completed. ^{soon during the next.} Extra million tons miles referred to as having come from India only meets increased liability just mentioned. Addressed Troopers, repeated C.G.S., I.G.C., and Inwater.

Circulated per M.R.3., to:-

D.G.M.R.	C.I.G.S.	Q.M.G.
M.R.1.	D.C.I.G.S.	D.of Mov.
M.O.2.c.	D.M.O.	M.R.3.
	M.O.2.	S.R.1.
	M.O.2.a.	Ind.Office.
	D.M.I.	D.I.W.D.
	M.I.2.	A.G.
		M.G.O.
		D.G.M.A.





(81)

SECRET.

12

From :- G.H.Q. Mesopotamia.

To :- War Office.

19.8.17.

X.3269. Your 39429 cipher M.R.2.A/199.

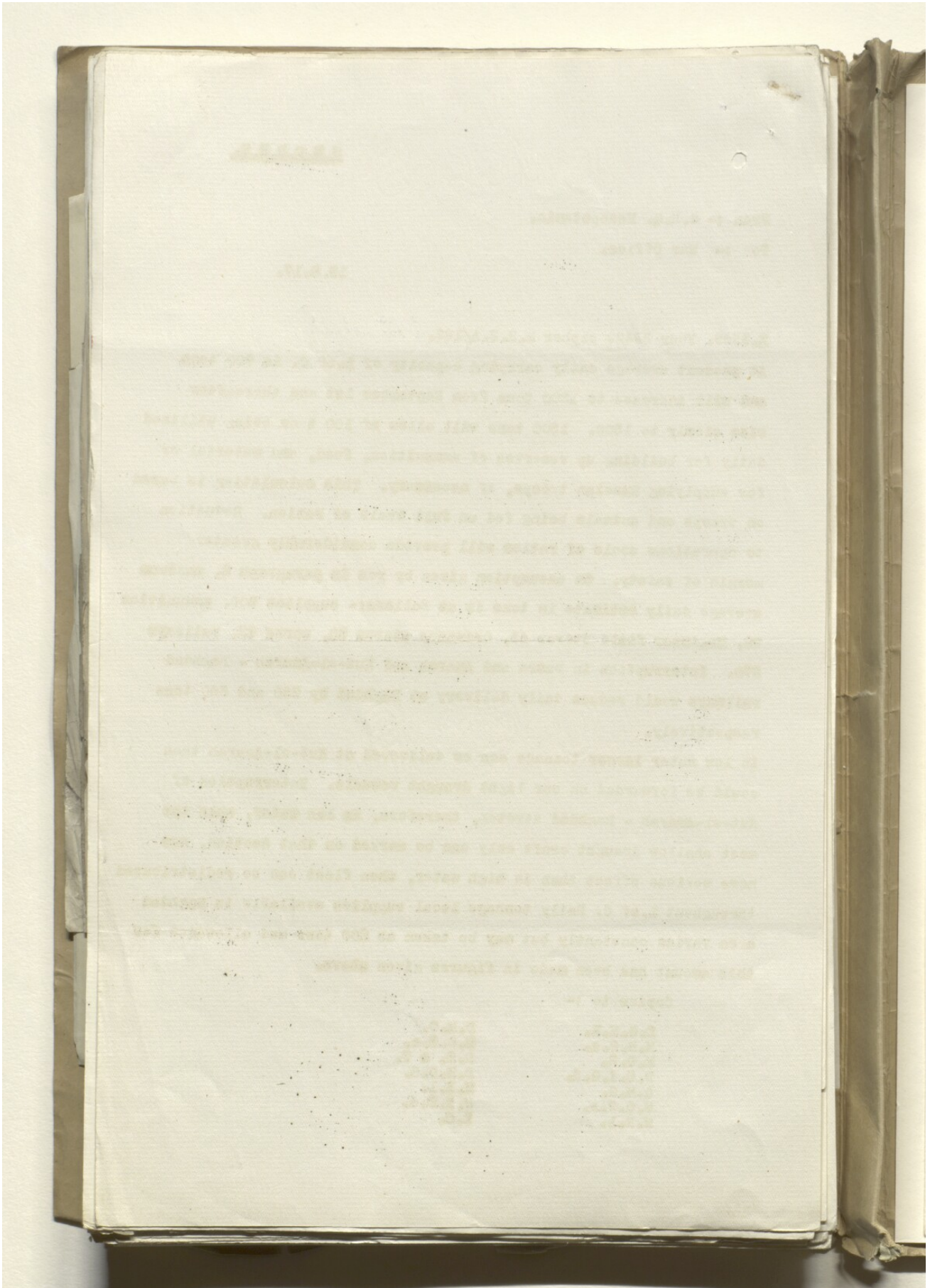
At present average daily carrying capacity of L.of C. is 900 tons and will increase to 1200 tons from September 1st and thereafter rise slowly to 1500. 1500 tons will allow of 100 tons being utilized daily for building up reserves of ammunition, food, and material or for supplying Russian troops, if necessary. This calculation is based on troops and animals being fed on full scale of ration. Reduction to operations scale of ration will provide considerably greater margin of safety. On assumption given by you in paragraph 2, maximum average daily estimate in tons is as follows:- supplies 900, ammunition 92, Engineer field stores 43, Ordnance stores 50, works 42, railways 270. Interruption in Basra and Amarah and Kut-el-Amarah - Baghdad railways would reduce daily delivery at Baghdad by 250 and 550 tons respectively.

In low water larger tonnage can be delivered at Kut-el-Amarah than could be forwarded on our light draught vessels. Interruption of Kut-el-Amarah - Baghdad stretch, therefore, in low water, when the most shallow draught craft only can be worked on that section, has more serious effect than in high water, when fleet can be redistributed throughout L.of C. Daily tonnage local supplies available in Baghdad area varies constantly but may be taken as 200 tons and allowance for this amount has been made in figures given above.

Copies to :-

D.G.M.R.
M.R.2.a.
M.O.2.
D.C.I.G.S.
Q.M.G.
M.O.2.c.
M.R.1.

D.M.O.
M.O.2.a.
D.S. & T.
D.E.O.S.
M.I.1.
M.I.2.d.
I.O.





82
SECRET.

From: C.-in-C., India.
To: G.O.C. Mesopotamia
(repeated War Office).

17.8.17.

55998.

Your X.2960 of July 24th and continuation my 50973 of July 27th.

After having examined position with care as regards supply of railway personnel and basing calculation on demand received and forecast given up-to-date we now expect to be short at end of August in important categories as follows:-

Engineering Department.

Nil.

Traffic Department.

Traffic inspectors 2.
Stationmasters and assistants 90.
Pointsmen 90.
Signallers 18.
Trainclerks 8.
Train and time-table clerks 7.
Shunting porters 20.
Brakesmen 40.

Stores Department.

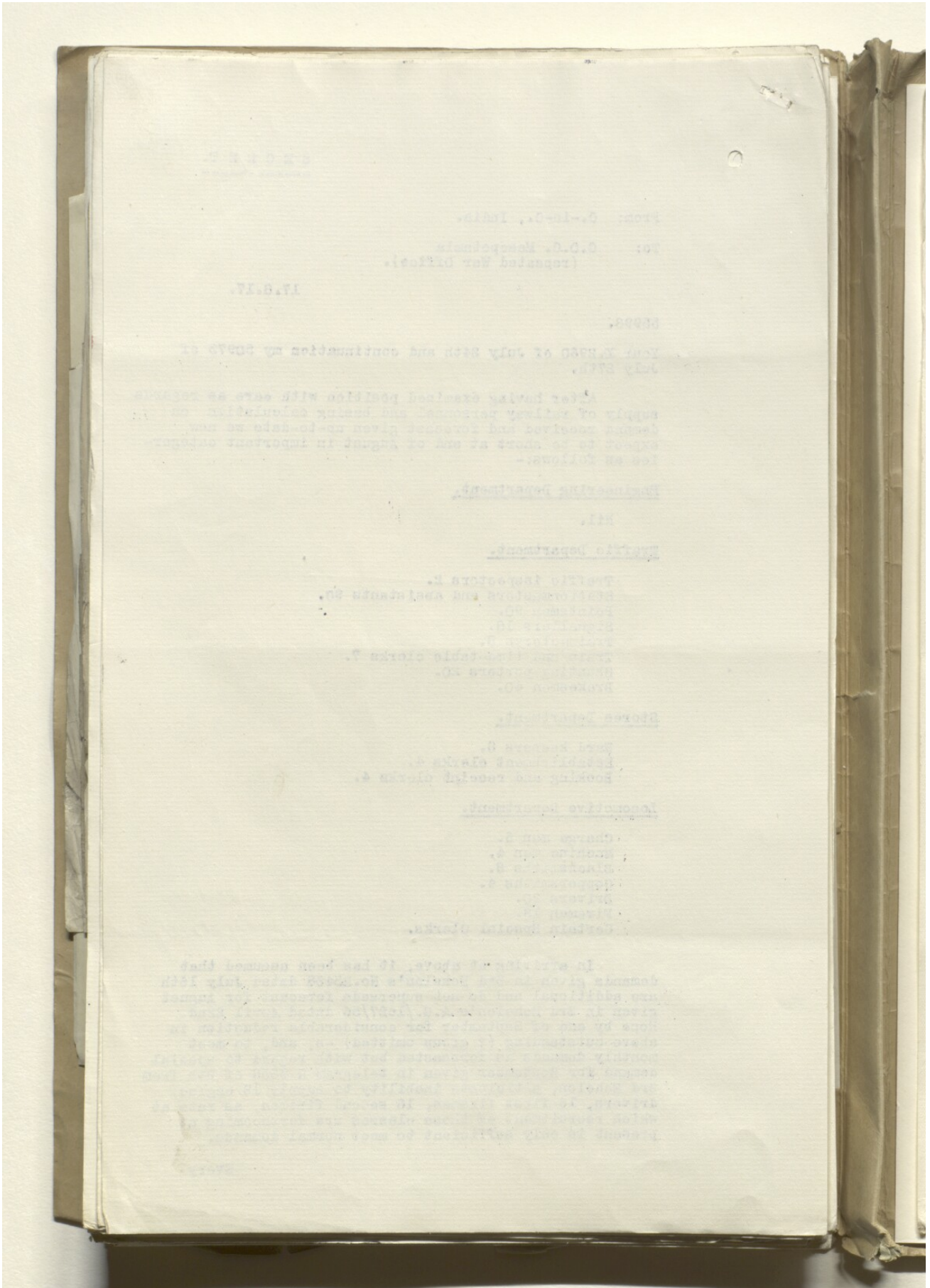
Ward keepers 8.
Establishment clerks 4.
Booking and receipt clerks 4.

Locomotive Department.

Charge men 6.
Machine men 4.
Blacksmiths 8.
Coppersmiths 4.
Drivers 20.
Firemen 18.
Certain Special Clerks.

In arriving at above, it has been assumed that demands given in 3rd Echelon's No.R3438 dated July 16th are additional and do not supersede forecast for August given in 3rd Echelon's A.G./1627/56 dated April 22nd. Hope by end of September for considerable reduction in above outstanding (? group omitted) -s, and, to meet monthly demands as forecasted but with regard to special demand for September given in telegram R.3658 of 9th from 3rd Echelon, anticipate inability to supply 12 engine drivers, 16 first firemen, 16 second firemen, as rate at which recruitment of these classes are forthcoming at present is only sufficient to meet normal demands.

Every





83

2.

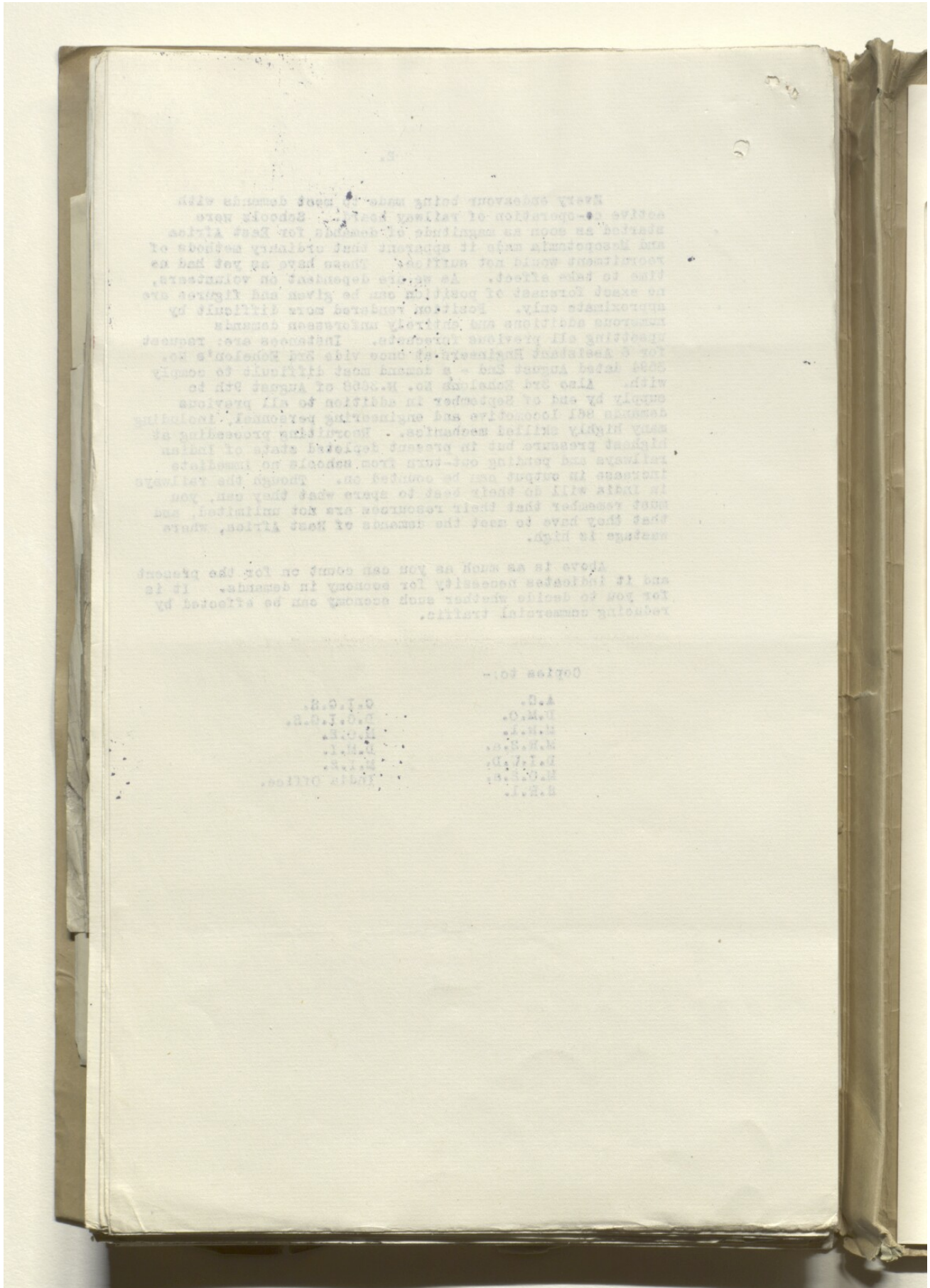
Every endeavour being made to meet demands with active co-operation of railway board. Schools were started as soon as magnitude of demands for East Africa and Mesopotamia made it apparent that ordinary methods of recruitment would not suffice. These have as yet had no time to take effect. As we are dependent on volunteers, no exact forecast of position can be given and figures are approximate only. Position rendered more difficult by numerous additions and entirely unforeseen demands upsetting all previous forecasts. Instances are: request for 6 Assistant Engineers at once vide 3rd Echelon's No. 3594 dated August 2nd - a demand most difficult to comply with. Also 3rd Echelon's No. R.3658 of August 9th to supply by end of September in addition to all previous demands 861 locomotive and engineering personnel, including many highly skilled mechanics. Recruiting proceeding at highest pressure but in present depleted state of Indian railways and pending out-turn from schools no immediate increase in output can be counted on. Though the railways in India will do their best to spare what they can, you must remember that their resources are not unlimited, and that they have to meet the demands of East Africa, where wastage is high.

Above is as much as you can count on for the present and it indicates necessity for economy in demands. It is for you to decide whether such economy can be effected by reducing commercial traffic.

Copies to:-

A.C.
D.M.O.
M.R.l.
M.R.2.a.
D.I.W.D.
M.O.2.a.
S.R.l.

C.I.C.S.
D.C.I.G.S.
M.O.2.
D.M.I.
M.I.2.
India Office.





10
10
84

SECRET .

From:- War Office,

12. 8. 1917,

To:- G.O.C., Mesopotamia.

3 p.m.

39429 Cipher M.R.2.A/199, dated 12th August.

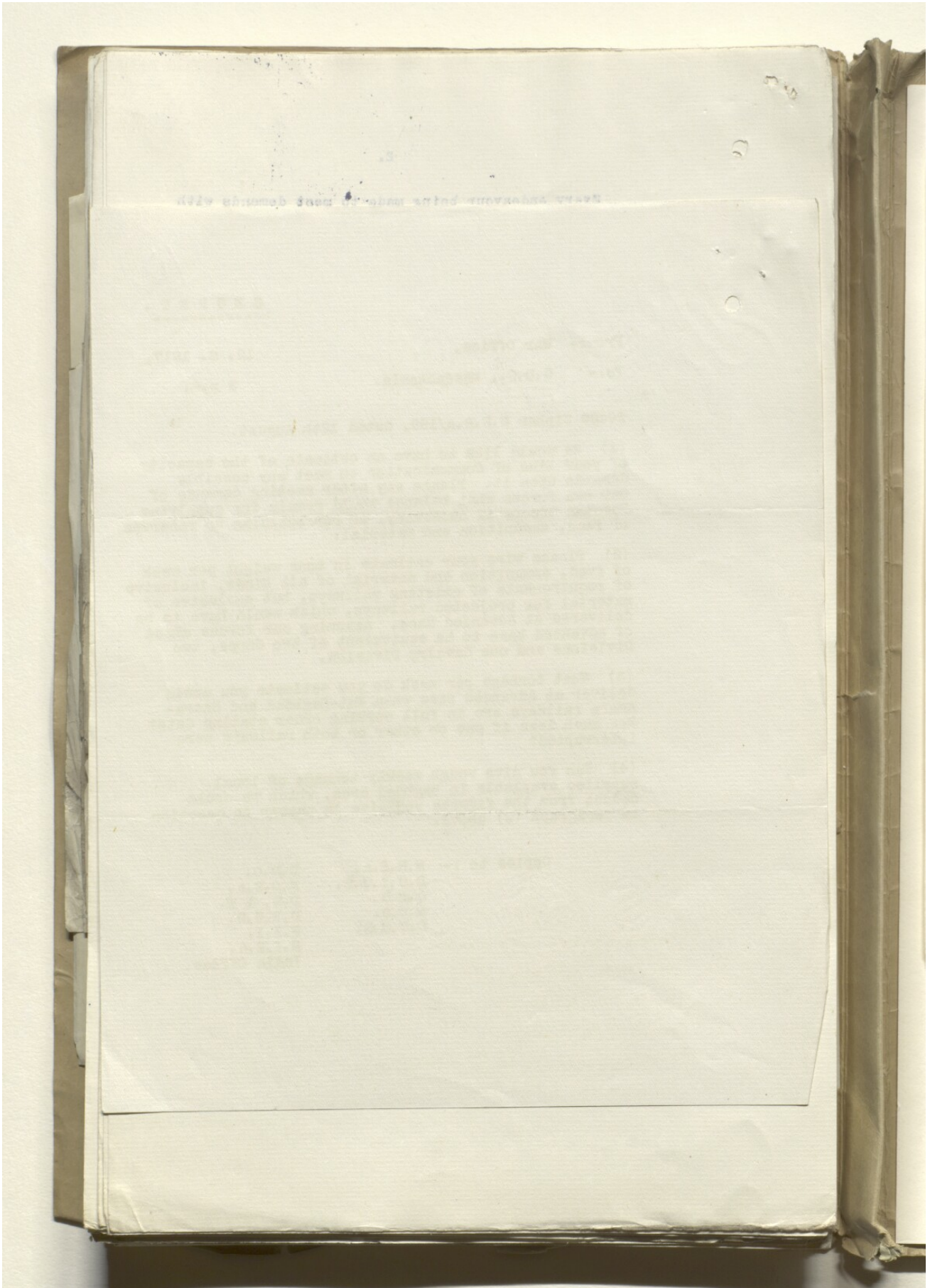
(1) We would like to have an estimate of the capacity of your Line of Communication to meet any possible demands upon it. Please say after meeting demands of our own forces what balance would remain for supplying Russian troops if necessary, or for building up reserves of food, ammunition and material.

(2) Please wire your estimate in tons weight per week of food, ammunition and material of all kinds, inclusive of requirements of existing railways, but exclusive of material for projected railways, which would have to be delivered at Advanced Base. Assuming our forces ahead of advanced base to be equivalent of two Corps, two Divisions and one Cavalry Division.

(3) What tonnage per week do you estimate you could deliver at Advanced Base when Kut-Baghdad and Basra-Amara railways are in full working order stating date? How much less if one or other or both railways were interrupted?

(4) Can you give rough weekly tonnage of local supplies available in Baghdad area, which we could deduct from the figures you give in answer to question in paragraph (2) above.

Copies to :- M.R.2.a. D.M.O.
D.C.I.G.S. M.O.2.a.
Q.M.G. D.S. & T.
M.O.2. D.E.O.S.
D.G.M.R. M.I.1.
M.I.2.d.
India Office.





River craft.

28
9

SECRET.

COPY OF TELEGRAM.

From War Office

12.8.17

To:- General, Basra.
Communications, Basra.
Inwater, Basra.

36603.

M.R.3/10603/12.8.17.

has sent to I.O.

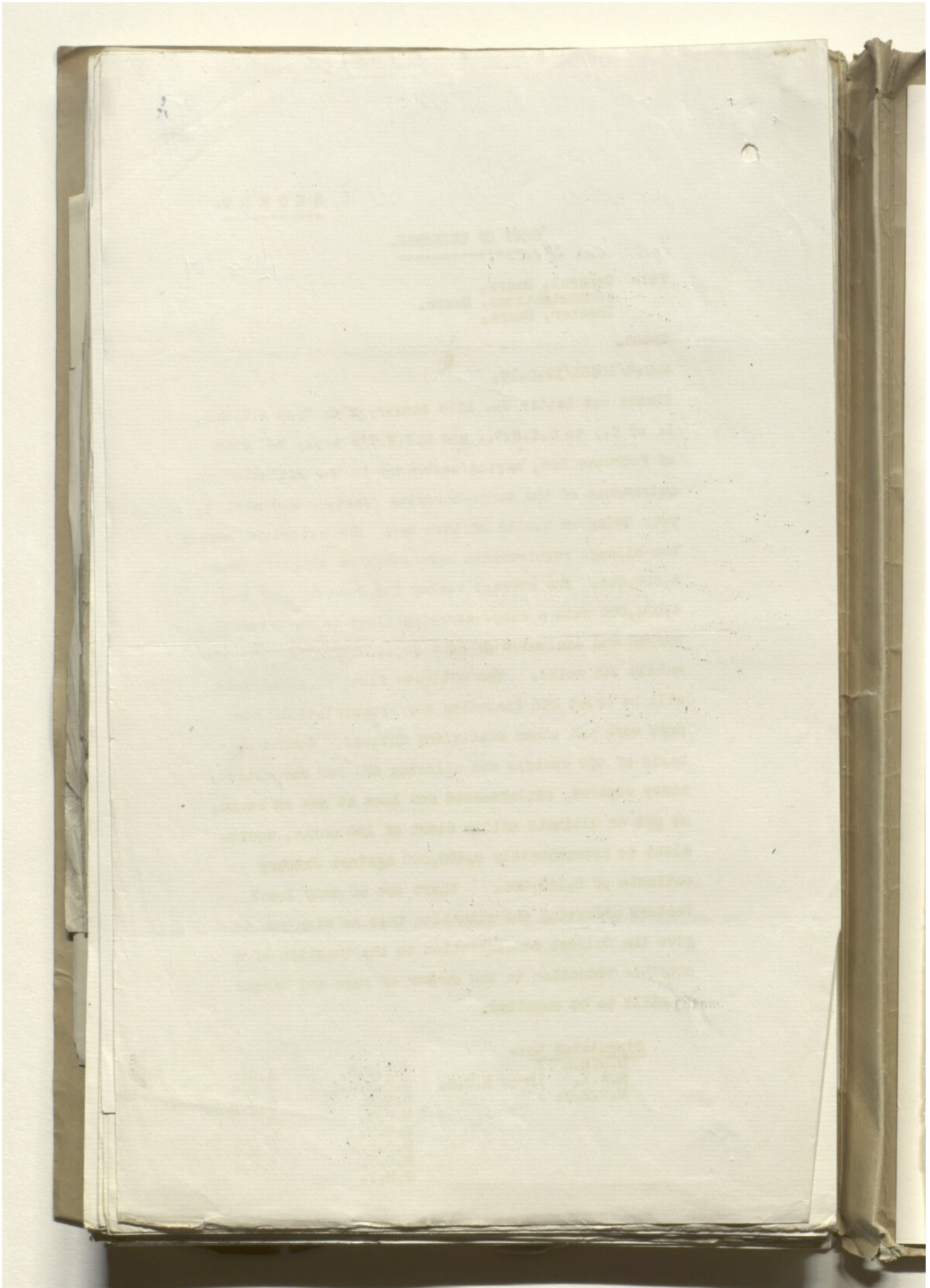
Please see letter No. 1518 January 29th from A.Q.M.G. L. of C., to D.I.W.T., and D.I.W.T.'s reply No. 2838 of February 3rd, having reference to the estimated requirements of the cargo-carrying fleet. See also your telegram X.2145 of 18th May. The estimated weekly ton-mileage requirements were given as slightly over 5,000,000. The average worked for June Quarter was 4,634,000 with a cargo-carrying fleet of tugs and barges and exclusive of port work, averaging approximately 295 units. The ultimate fleet of such craft will be about 640 including any appropriations for port work and other subsidiary duties. Worked on a basis of 600 vessels and allowing 33% for casualties, heavy repairs, replacements and loss at sea en route, we get an ultimate active fleet of 400 units, equivalent to approximately 6,450,000 against January estimate of 5,113,206. There are so many local factors affecting the situation that we wish you to give the fullest consideration to the question of a possible reduction in the number of tugs and barges still to be supplied.

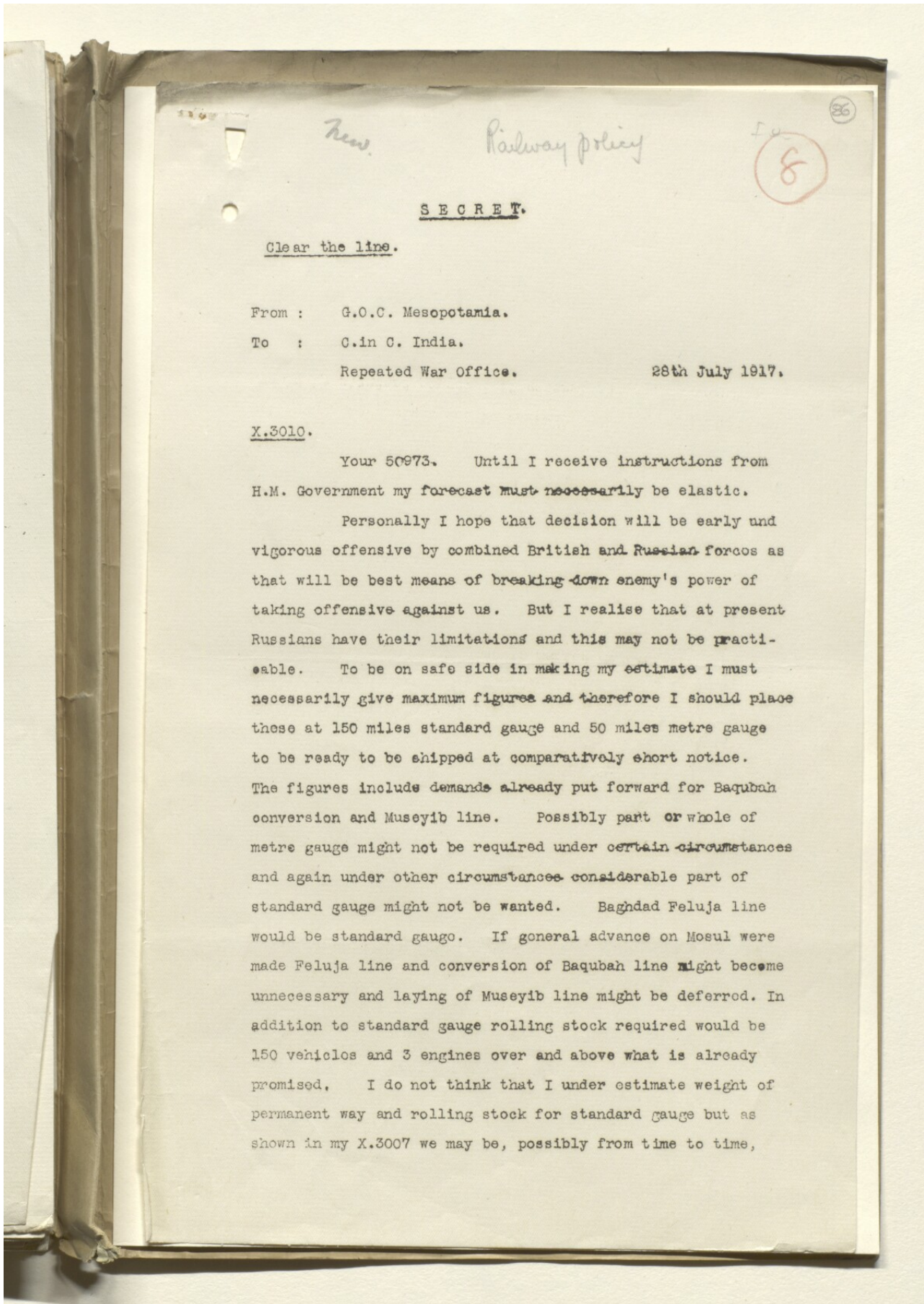
Circulated to:-

D.G.M.R.)
M.R.1.) from M.R.3.
M.O.2.)

C.I.G.S.
D.C.I.C.S.
D.M.O.
M.O.1.
M.O.2.
M.O.2.a.
M.O.3.
D.M.I.

A.G.
Q.M.G.
D.C.M.A.
M.G.O.
D.S. & T.
Q.M.G.6.
I.O.C.





new.

Railway policy

To
8

SECRET.

Clear the line.

From : G.O.C. Mesopotamia.

To : C.in C. India.

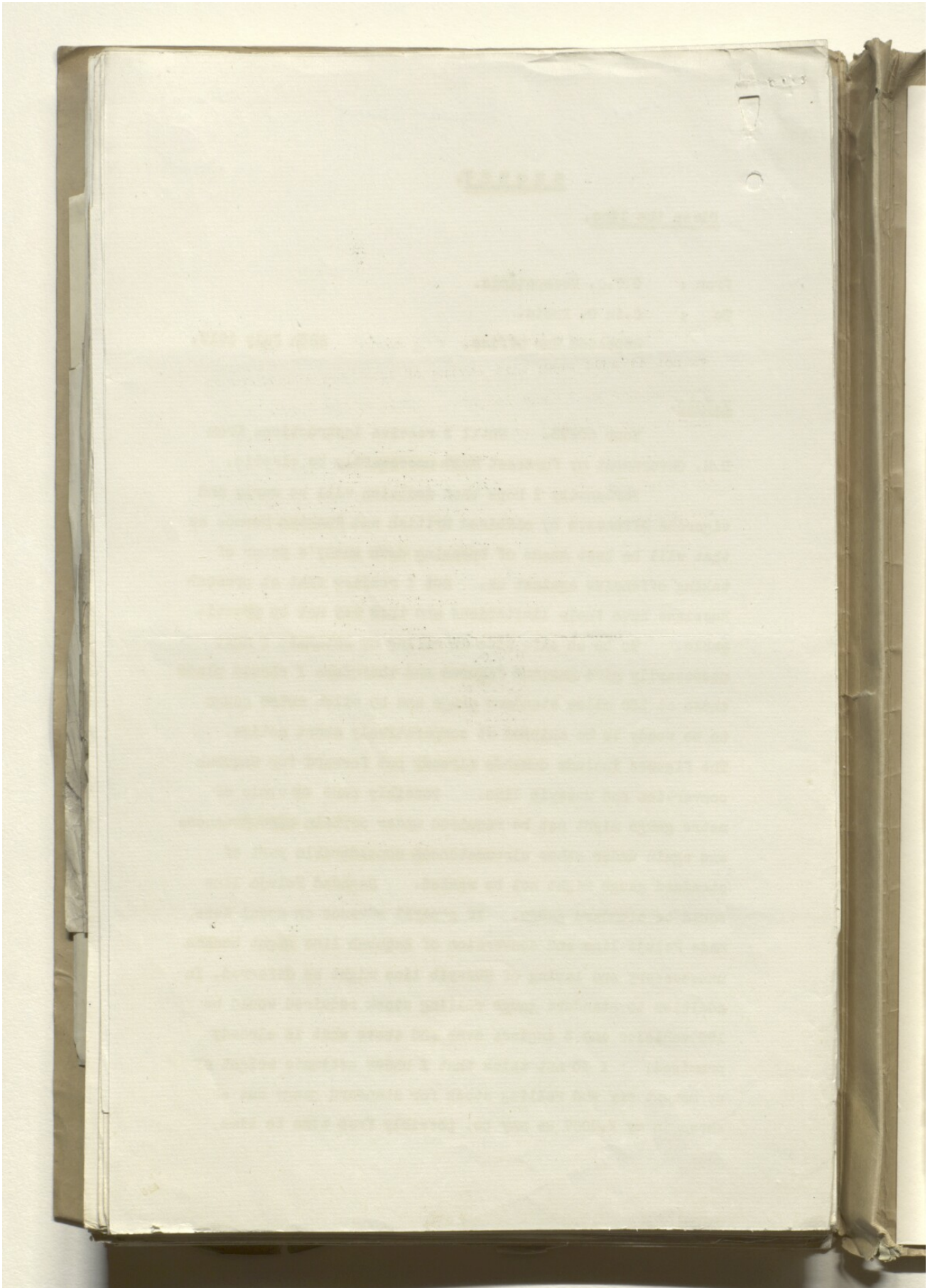
Repeated War Office.

28th July 1917.

X.3010.

Your 50973. Until I receive instructions from H.M. Government my forecast must necessarily be elastic.

Personally I hope that decision will be early and vigorous offensive by combined British and Russian forces as that will be best means of breaking-down enemy's power of taking offensive against us. But I realise that at present Russians have their limitations and this may not be practicable. To be on safe side in making my estimate I must necessarily give maximum figures and therefore I should place these at 150 miles standard gauge and 50 miles metre gauge to be ready to be shipped at comparatively short notice. The figures include demands already put forward for Baqubah conversion and Museyib line. Possibly part or whole of metre gauge might not be required under certain circumstances and again under other circumstances considerable part of standard gauge might not be wanted. Baghdad Feluja line would be standard gauge. If general advance on Mosul were made Feluja line and conversion of Baqubah line might become unnecessary and laying of Museyib line might be deferred. In addition to standard gauge rolling stock required would be 150 vehicles and 3 engines over and above what is already promised. I do not think that I under estimate weight of permanent way and rolling stock for standard gauge but as shown in my X.3007 we may be, possibly from time to time,



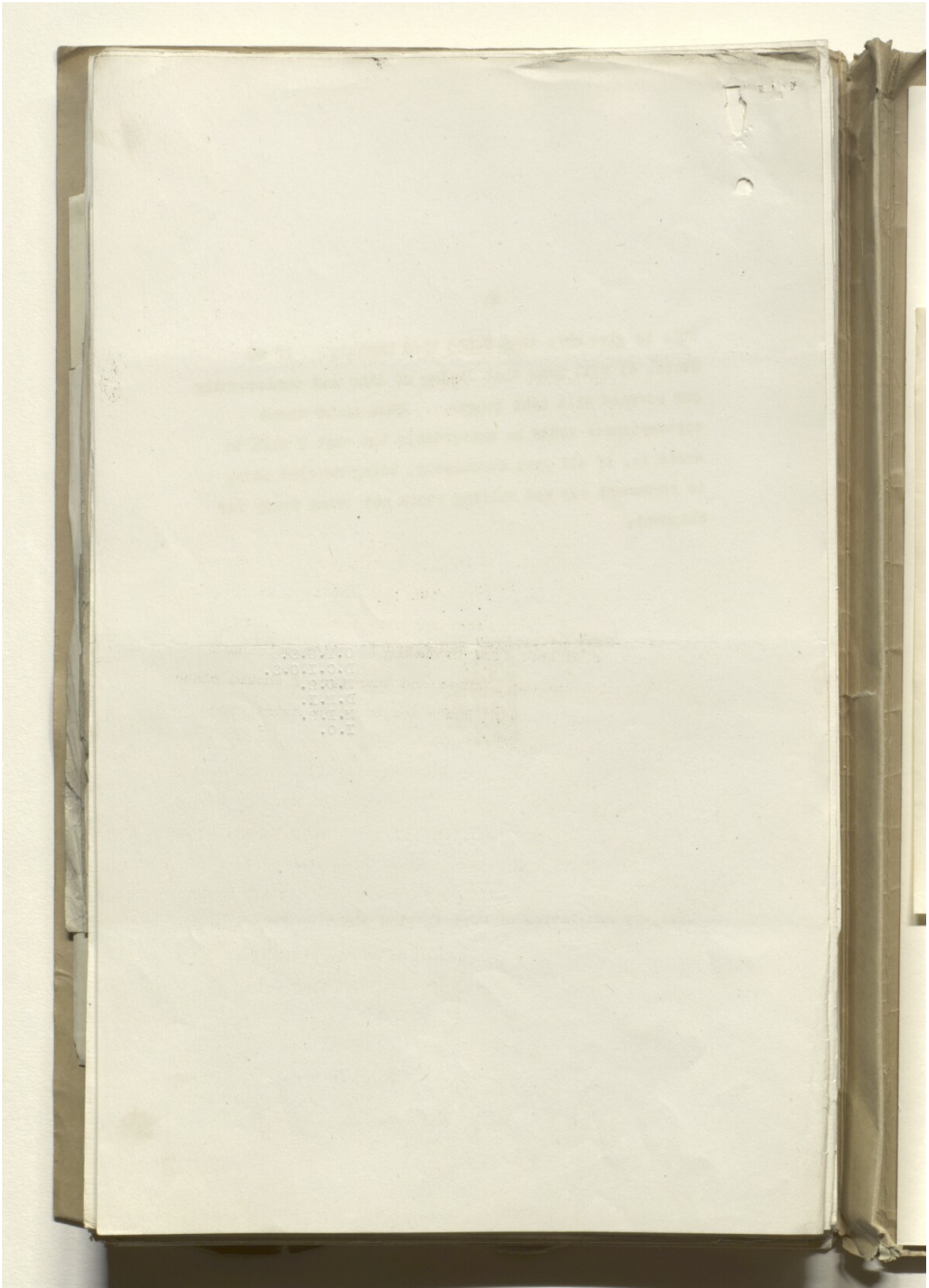


87

2.

able to give more than 7,000 tons monthly. If we cannot it will mean that laying of line and consequently our advance will take longer. This under those circumstances would be unavoidable but what I wish to avoid is, if all goes favourably, being delayed owing to permanent way and rolling stock not being ready for shipment.

Copy to :- Army Council. C.I.G.S.
D.M.O. D.C.I.G.S.
M.R.1. M.O.2.
M.R.2 a. D.M.I.
D.I.W.D. M.I.2.
M.O.2 a. I.O.
S.R.1.





SECRET.

back to war Dehon
MM

7a

88

[OPERATIONS.]

From General Officer Commanding, Mesopotamia, to Commander-in-Chief, India.

(No. X 2999.)

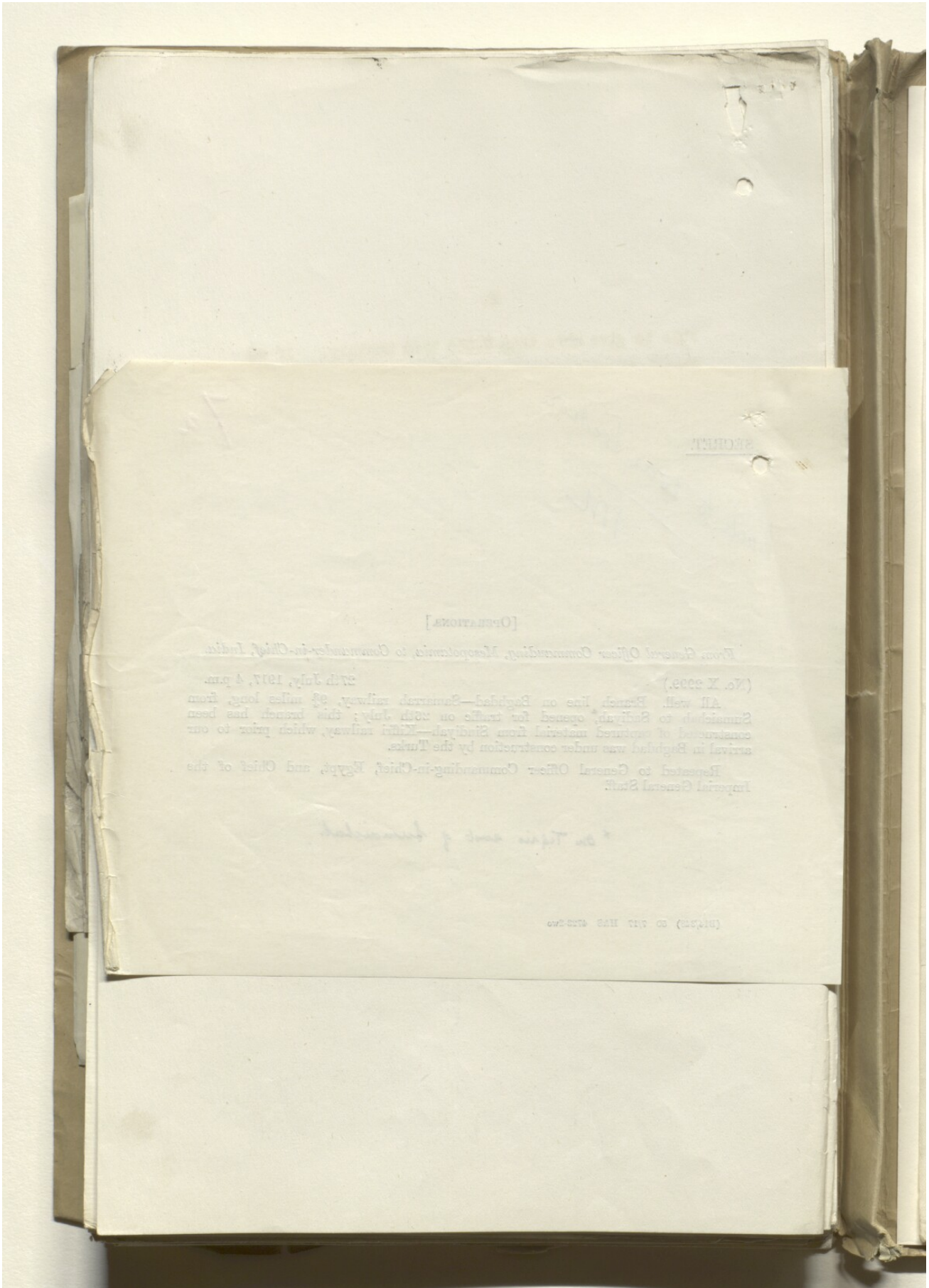
27th July, 1917, 4 p.m.

All well. Branch line on Baghdad—Samarrah railway, $9\frac{3}{4}$ miles long, from Sumaichah to Sadiyah,* opened for traffic on 26th July; this branch has been constructed of captured material from Sindiyah—Kiffri railway, which prior to our arrival in Baghdad was under construction by the Turks.

Repeated to General Officer Commanding-in-Chief, Egypt, and Chief of the Imperial General Staff.

** On Tigris east of Sumaichah.*

(B14/348) 50 7/17 H&S 4723-2wo





S E C R E T

CLEAR THE LINE.

27/7/17.

From:- C. in C. India.

To:- War Office.

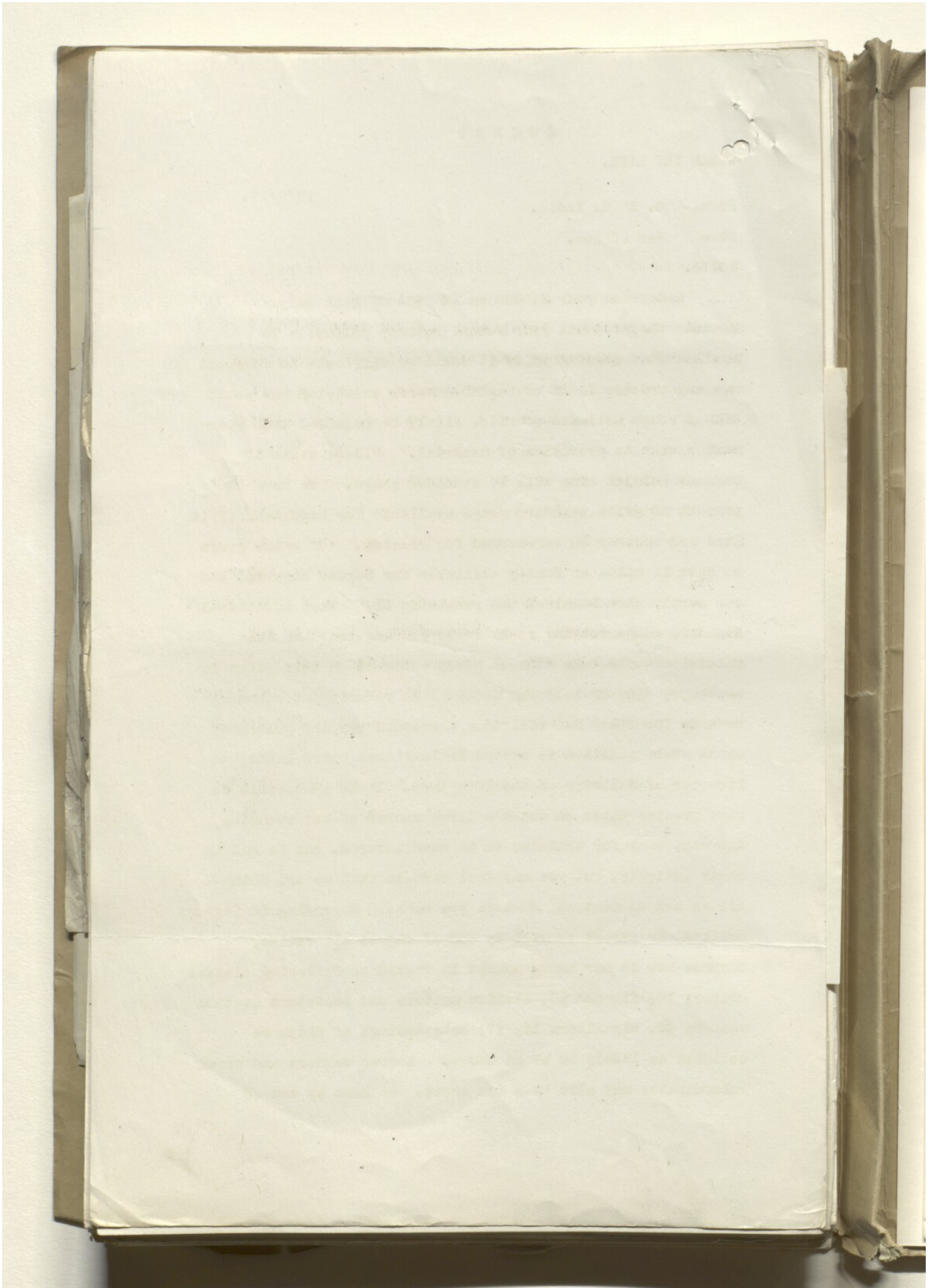
50973.

Reference your X.2960 and X 2960 of 24th July.

We note the ⁴projects your future railway policy. We realise that strategically it would be difficult to forecast now any precise limit of Bagdad-Samarra extension but would like a rough estimate of miles likely be required this year with a view to provision of material. Please state if Bagdad- Felujah line will be standard gauge. We have at present 50 miles standard gauge available for Bagdad-Mussiyit line and another 50 car-marked for reserve. Of metre gauge we have 15 miles at Bombay available for Bagdad Baqubha, and can supply when required the remaining 21. What additional standard gauge rolling stock would you require? As its provision would take time an early estimate on this point is necessary vide my telegram 49062. As regards out standing demands for other material than permanent way and rolling stock whole position is stated in Munitions Board letter to Director of Railways of the 10th inst. It is impossible to give precise dates on which a large number of out standing indents, many for articles to be manufactured, can be met in their entirety, but you may feel certain that we are doing all we can to meet all demands you make. Regarding 50 (?group omitted) we expect to meet by end of August all railway demands now in our hands except in regard to following classes drivers 10, firemen 10, station masters and assistant station masters 40, signallers 15, (?) outstandings of which we estimate as likely to be as above. Stores warders and works subordinates may also be a few short. We hope by end of

89

7





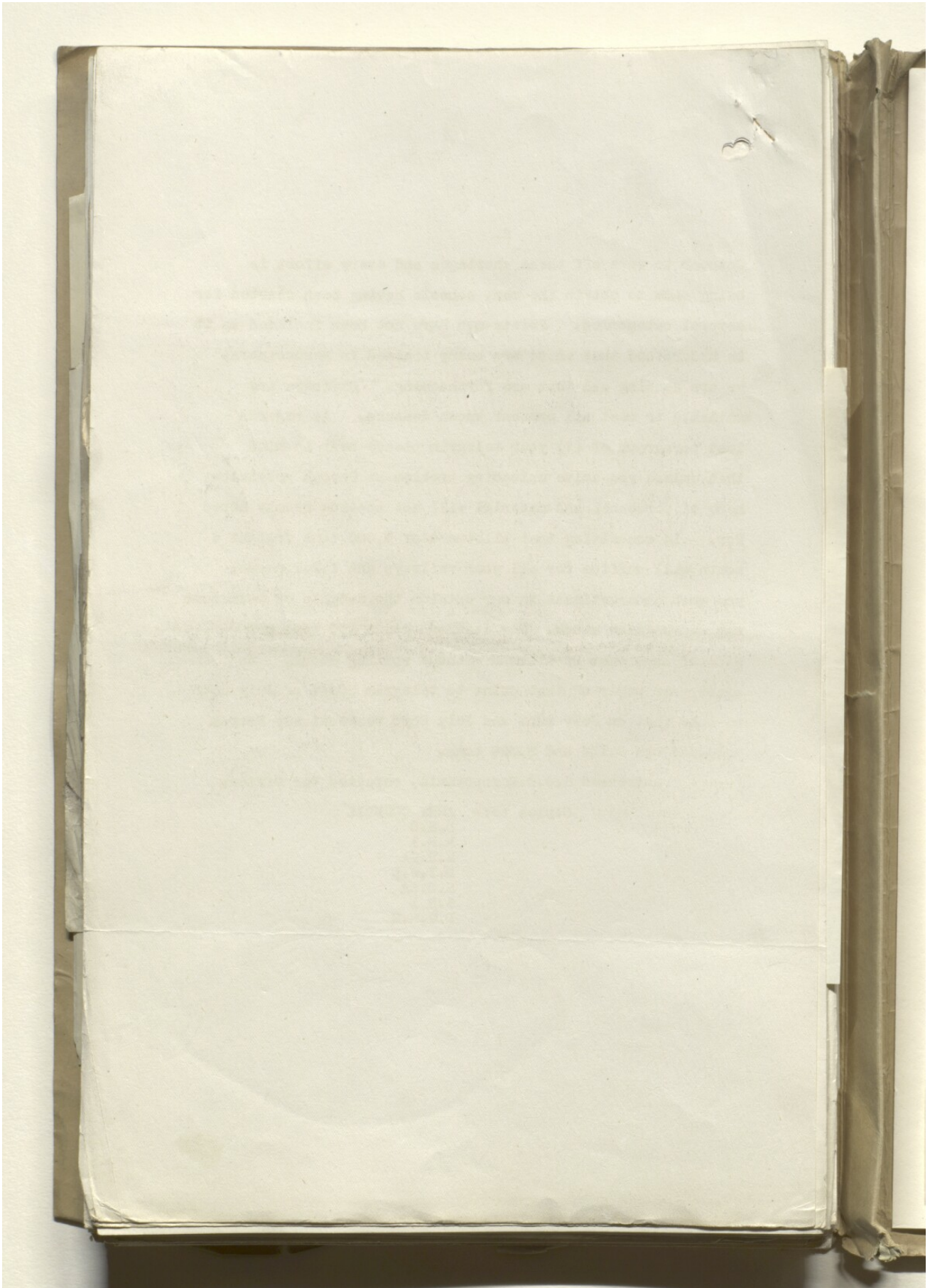
90

2.

October to work off these shortages and every effort is being made to obtain the men, schools having been started for several categories. Points-men have not been included as it is understood that these are being trained in Mesopotamia, we are sending all that are forthcoming. Officers are available to meet all present known demands. As regards last paragraph of (?) your telegram please bear in mind that unless you solve unloading problem at Basrah provision here of personnel and material will not achieve result hoped for. In conceiving that allotment of 7,000 tons freight a month will suffice for all your railways and I.W.T. needs, you much underestimate in our opinion the weights of permanent way and rolling stock. For standard gauge 260 tons per mile of ^{road} ~~road~~ must be allowed without rolling stock. We await your reply on that point to telegram 50444 of July 25th we note that on July 22nd and July 23rd respectively Basrah unloaded but 2,134 and 2,384 tons.

Addressed G.O.C. Mesopotamia, repeated War Office.

Copies to:- ARMY COUNCIL
D.M.O
M.R.1
M.R.2A
D.I.W.D
M.O.2A
S.R.1
D.G.M.R





(6) 91

S. C. A. T.

From: G.O.C. Mesopotamia.

To: War Office.

24.7.17.

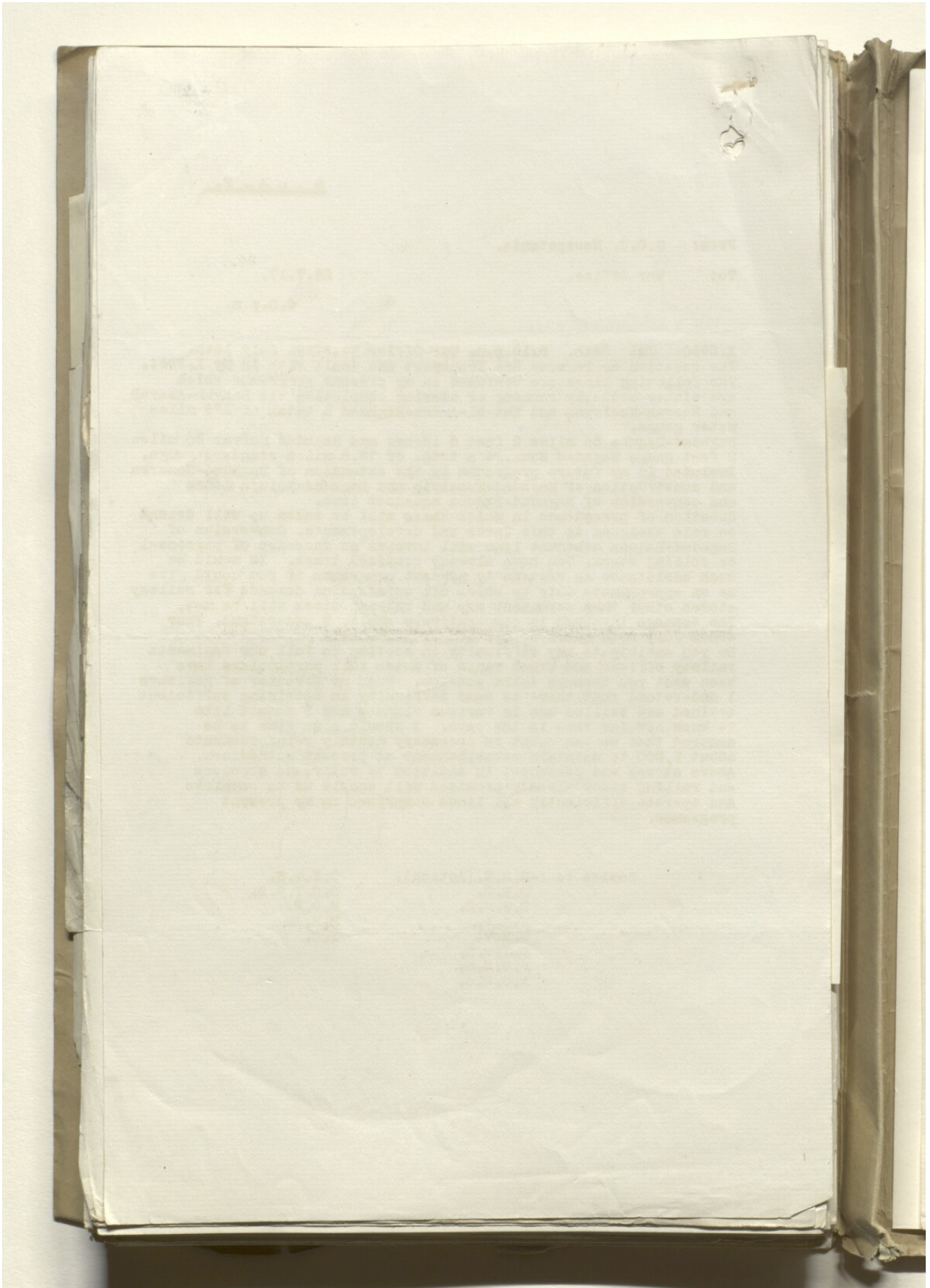
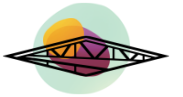
6.0.p.m.

X.2960. Jul. 24th. 6.10.p.m. War Office No.37991 July 18th.
The question as regards Sea Transport was dealt with in My X.2934.
The following lines are confused in my present programme which
are either actually running or nearing completion viz Basrah-Amarah
and Basrah-Nasirvah and Kut-el-Amara-Baghdad a total of 375 miles
meter gauge.
Baghdad-Baquba 36 miles 2 feet 6 inches and Baghdad Mufray 30 miles
2 feet gauge Baghdad Samarra a total of 73.8 miles standard gauge.
Included in my future programme is the extension of Baghdad-Samarra
and construction of Baghdad-Musaiyib and Baghdad-Feluja lines
and conversion of Baghdad-Baquba aqueduct line.
Question of precedence in which these will be taken up will depend
on role assigned to this force and developments. Conversion of
Baghdad-Baquba aqueduct line will involve no increase of personnel
or rolling stock. You have already promised track. It would be
much assistance as regards my present programme if you could give
me an approximate date by which all outstanding demands for railway
stores other than permanent way and rolling stock will be met.
The tonnage involved is comparatively small, I understand, Your
49062 July 20th makes no mention of personnel.
Do you anticipate any difficulty in meeting in full our regiments
railway officer and other ranks of which full particulars have
been sent you through third echelon. From my Director of Railways
I understand that there is some difficulty in obtaining sufficient
trained and skilled men in various classes and I should like
to know how far this is the case. I should also like to be
assured that we can count on necessary monthly reinforcements
about 1,200 to maintain establishment at present authorised.
Above stores and personnel in addition to railroads sleepers
and rolling stock already promised will enable us to complete
and operate efficiently all lines comprised in my present
programme.

Copies to :-M.R.2.(Action).

D.M.O.
D.G.M.R.
M.R.1.
D.Mov.
D.I.W.D.
M.O.2.a.
M.O.2.c.

C.I.G.S.
D.C.I.G.S.
M.O.2.
D.M.I.
I.O.





92

5

SECRET.

From :- G.O.C., Mesopotamia.

To :- War Section, Simla,
repeated War Office,
I.G.C., Basrah & Director of
Royal Indian Marine.

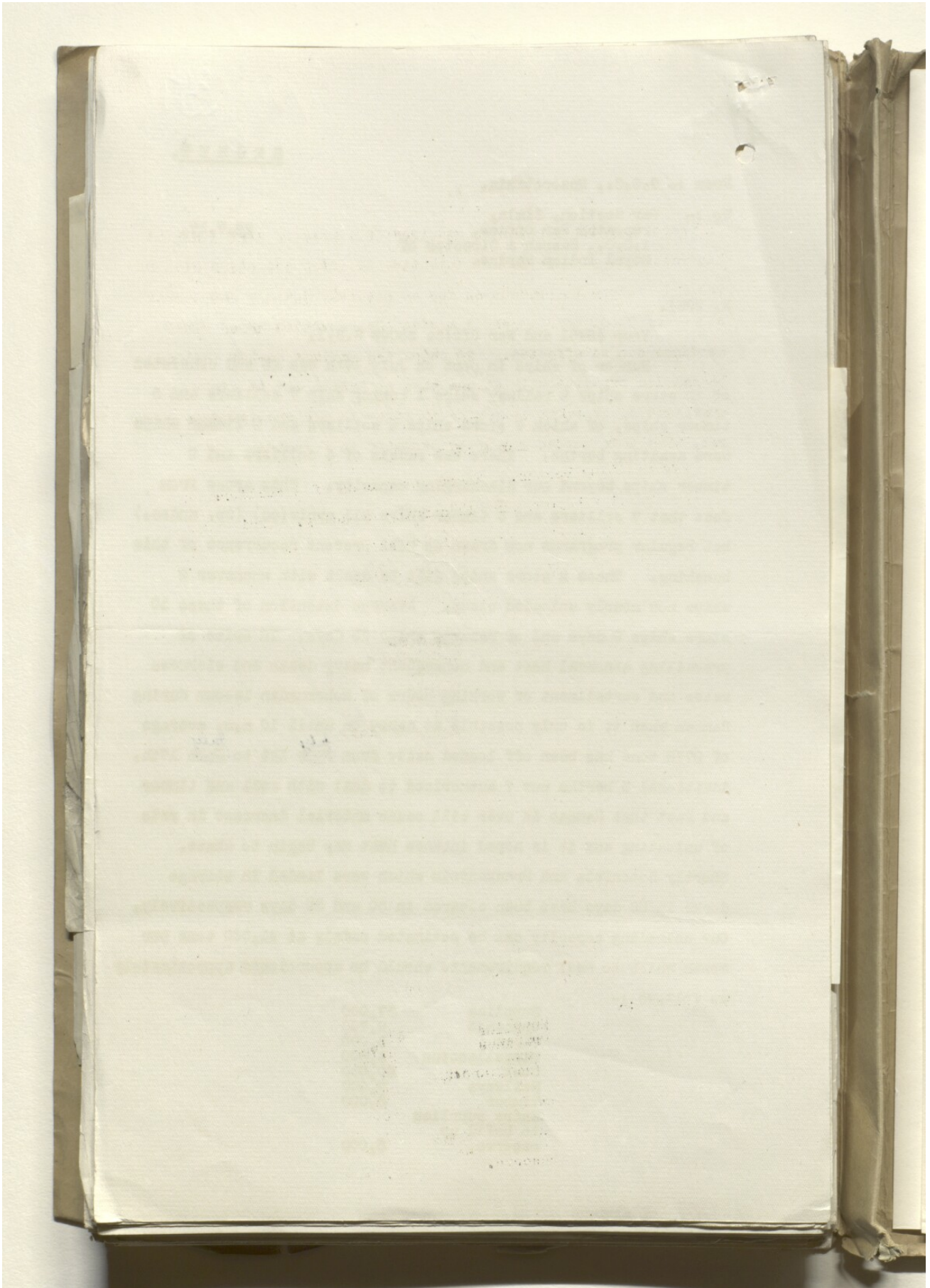
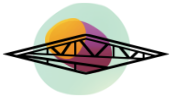
22.7.17.

X. 2934.

Your 48161 and War Office 38096 S.R.1.

Number of ships in port on July 19th was 25 and consisted of 10 store ships 2 railway ships 1 towing ship 7 colliers and 5 timber ships, of which 2 store ships 4 colliers and 2 timber ships were awaiting berths. There was excess of 4 colliers and 2 timber ships beyond our discharging capacity. This arose from fact that 7 colliers and 5 timber ships all arriv(ed) (Op. undec.) but regular programme now drawn up will prevent recurrence of this bunching. These 2 store ships will be dealt with whenever 2 ships now nearly unloaded clear. Average detention of these 10 store ships 8 days and of railway ships 16 days. In spite of prevailing abnormal heat and consequent heavy death and sickness rates and curtailment of working hours of Mohammedan labour during Ramzan when it is only possible to carry on until 10 a.m. average of 2778 tons has been off loaded daily from ~~June~~ ^{July} 1st to ~~June~~ ^{July} 17th. Additional 3 berths now ? authorised to deal with coal and timber and fact that Ramzan is over will cause material increase in rate of unloading and it is hoped intense heat may begin to abate. Shortly Rotenfels and Frankenfels which were loaded in storage docks in 28 days have been cleared in 30 and 22 days respectively. Our unloading capacity can be estimated safely at 91,000 tons per month which to meet requirements should be apportioned approximately as follows :-

Supplies	37,000
Ordnance	2,700
Works	3,000
Miscellaneous	1,500
Coal	30,000
Railways	7,000
Timber	5,000
Extra supplies to build up reserve.	5,000





93

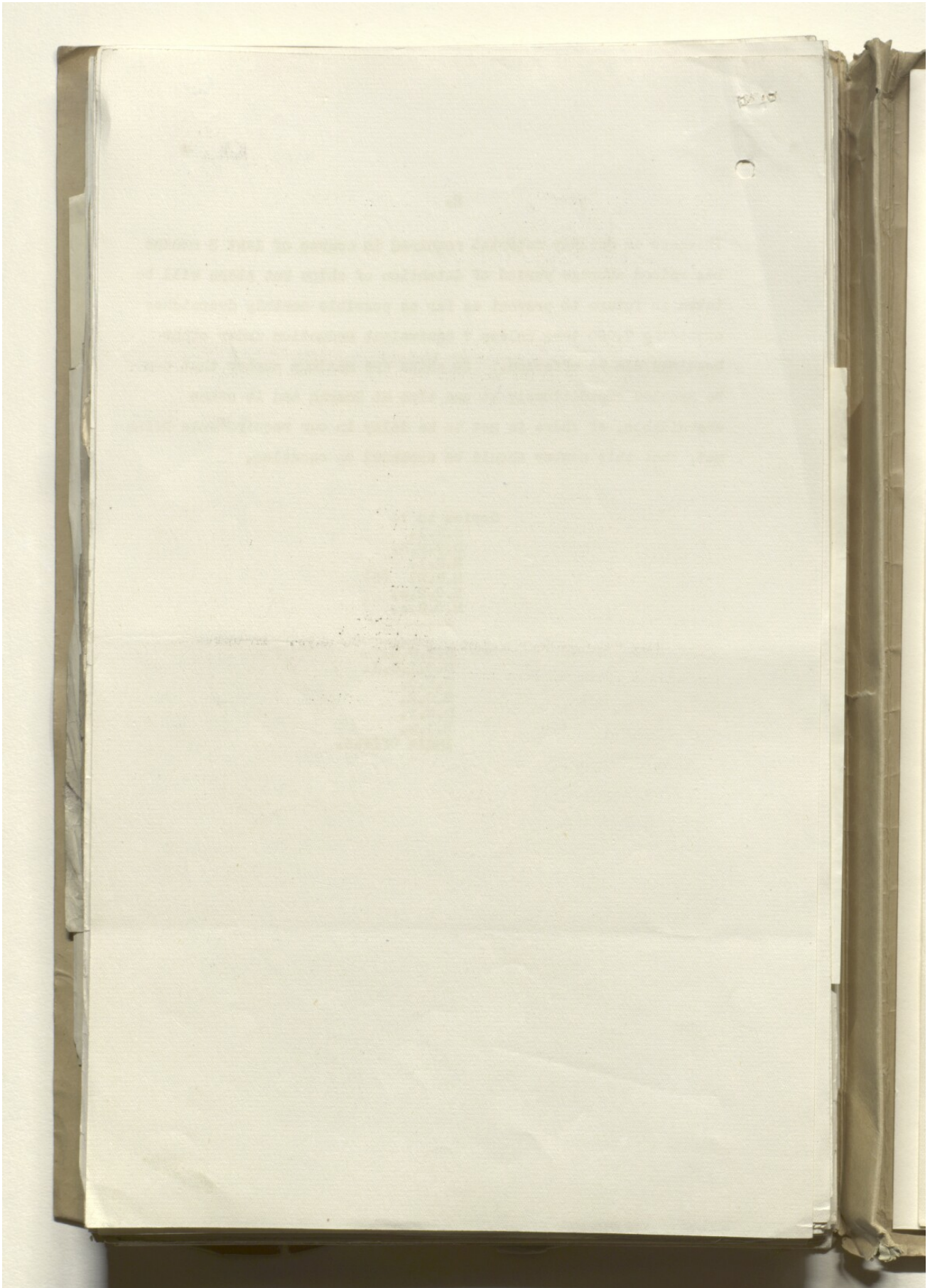
2.

Increase in railway material required in course of last 3 months has raised average period of detention of ships but steps will be taken in future to prevent as far as possible monthly despatches exceeding 7,000 tons unless ? equivalent reduction under other headings can be effected. 20 ships are maximum number that can be handled expeditiously at one time at Basrah and it seems unavoidable, if there is not to be delay in our requirements being met, that this number should be exceeded on occasion.

Copies to :-

S.R.1.
D.G.M.R.
M.R.1.
M.R.2: (6)
M.O.2,a:
M.O.2;c.

C.I.G.S.
D.C.I.G.S.
D.M.O.
M.O.2.
D.M.I.
M.I.2.
India Office.





94
4

S E C R E T

From:- C. in C., India.

To:- G.O.C. Mesopotamia. *Nº 2 on Russian Cargo file*
Repeated War Office.

Nº 1 on Post of Basrah file
20th July, 1917.

11 p.m.

49062.

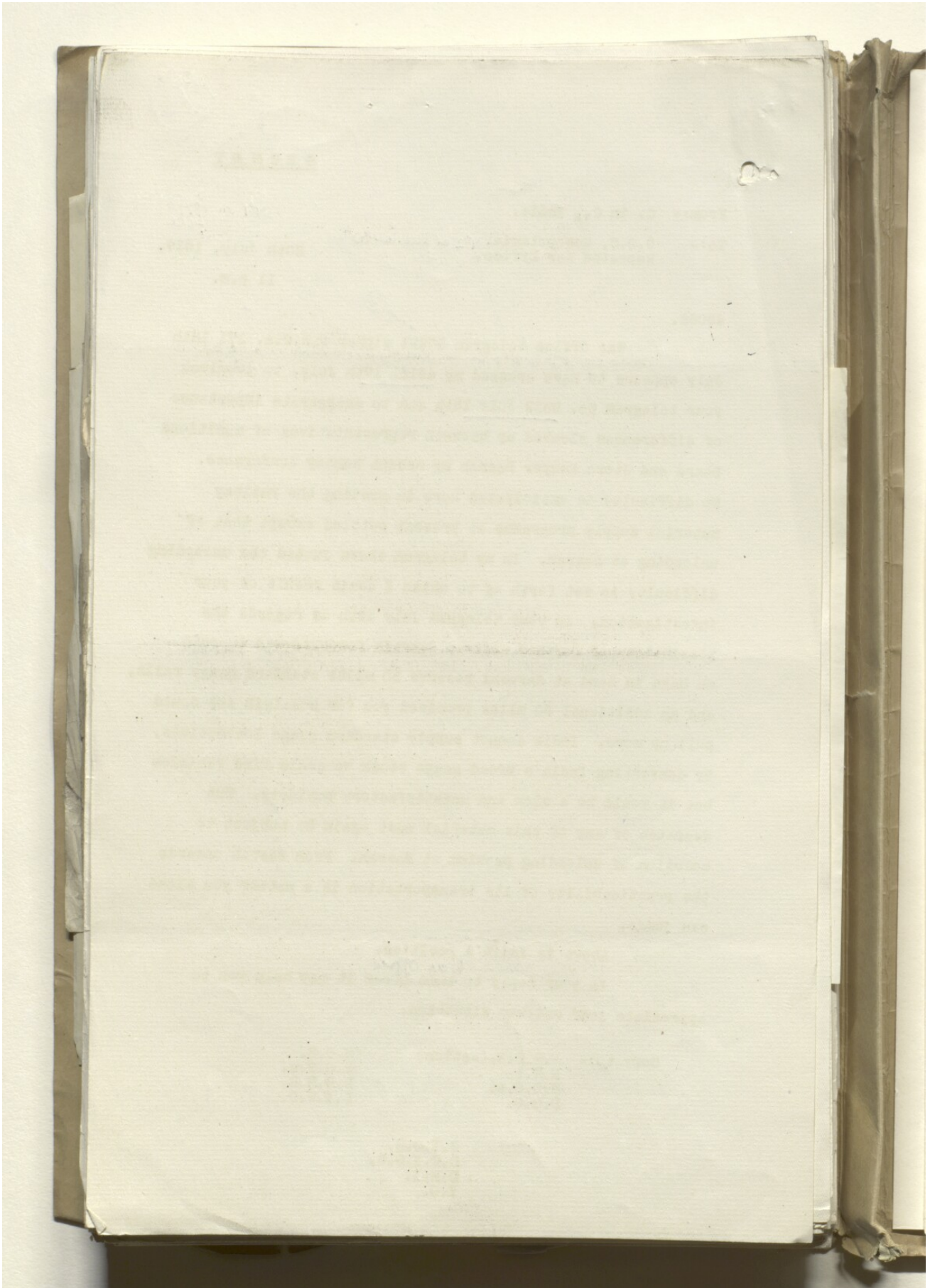
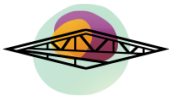
War Office telegram 37991 cipher M.R.2.a. 171 18th July appears to have crossed my 48161 17th July, to overlook your telegram No. 2859 July 15th and to exaggerate importance of differences cleared up between representatives of munitions Board and Store Keeper Basrah by recent Bombay Conference. No difficulty is anticipated here in meeting the railway material supply programme at present settled except that of unloading at Basrah. In my telegram above quoted the unloading difficulty is set forth as to which I await result of your investigation. In your telegram July 15th as regards the possibility of further railway demands foreshadowed therein we have in hand at Karachi reserve 50 miles standard gauge rails, and an additional 50 miles promised you for Musaiyib and could pull up more. India cannot supply standard gauge locomotives. By converting India's broad gauge stock we could find vehicles but it would be a slow and unsatisfactory business. But despatch of any of this material must again be subject to solution of unloading problem at Basrah. From Basrah onwards the practicability of its transportation is a matter you alone can judge.

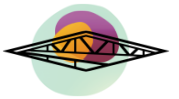
Above is India's position.

War Office
In your reply to ~~this offer~~ it may help you to appreciate your railway situation.

Copy to:- M.R.2.a.(action) M.O.2.
M.R.1. M.O.2.c.
M.O.2.a. D.G.M.R.
D.M.O. D.I.W.D.

C.I.G.S.
D.C.I.G.S.
D.M.I.
I.O.





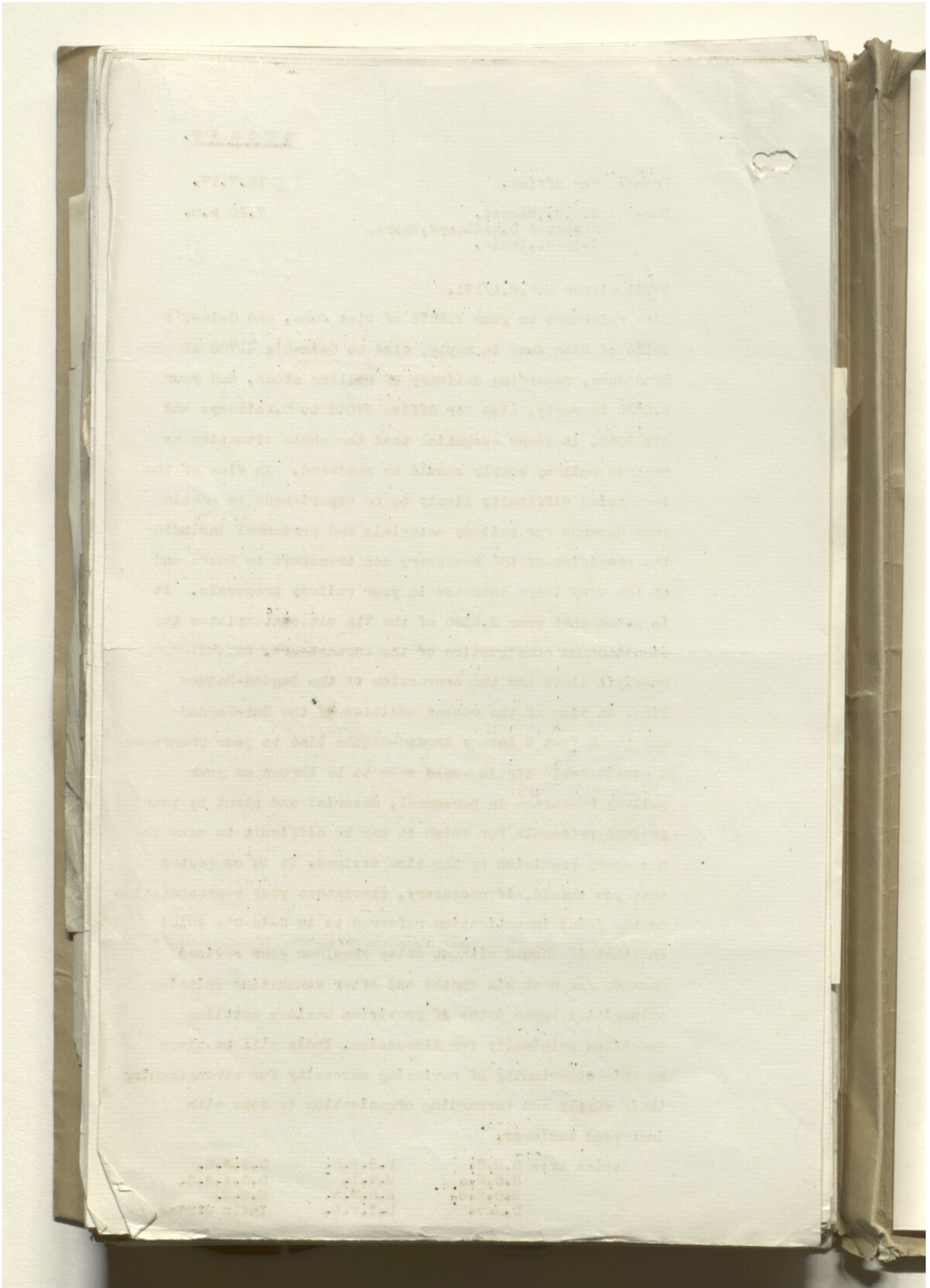
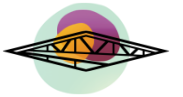
95
3
SECRET.

From:- War Office. 18.7.17.
To:- G.O.C., Bagdad. 7.30 p.m.
Repeated D.Railways, Basra.
C-in-C., India.

37991 cipher M.R.2.A/171. *See attached piece*

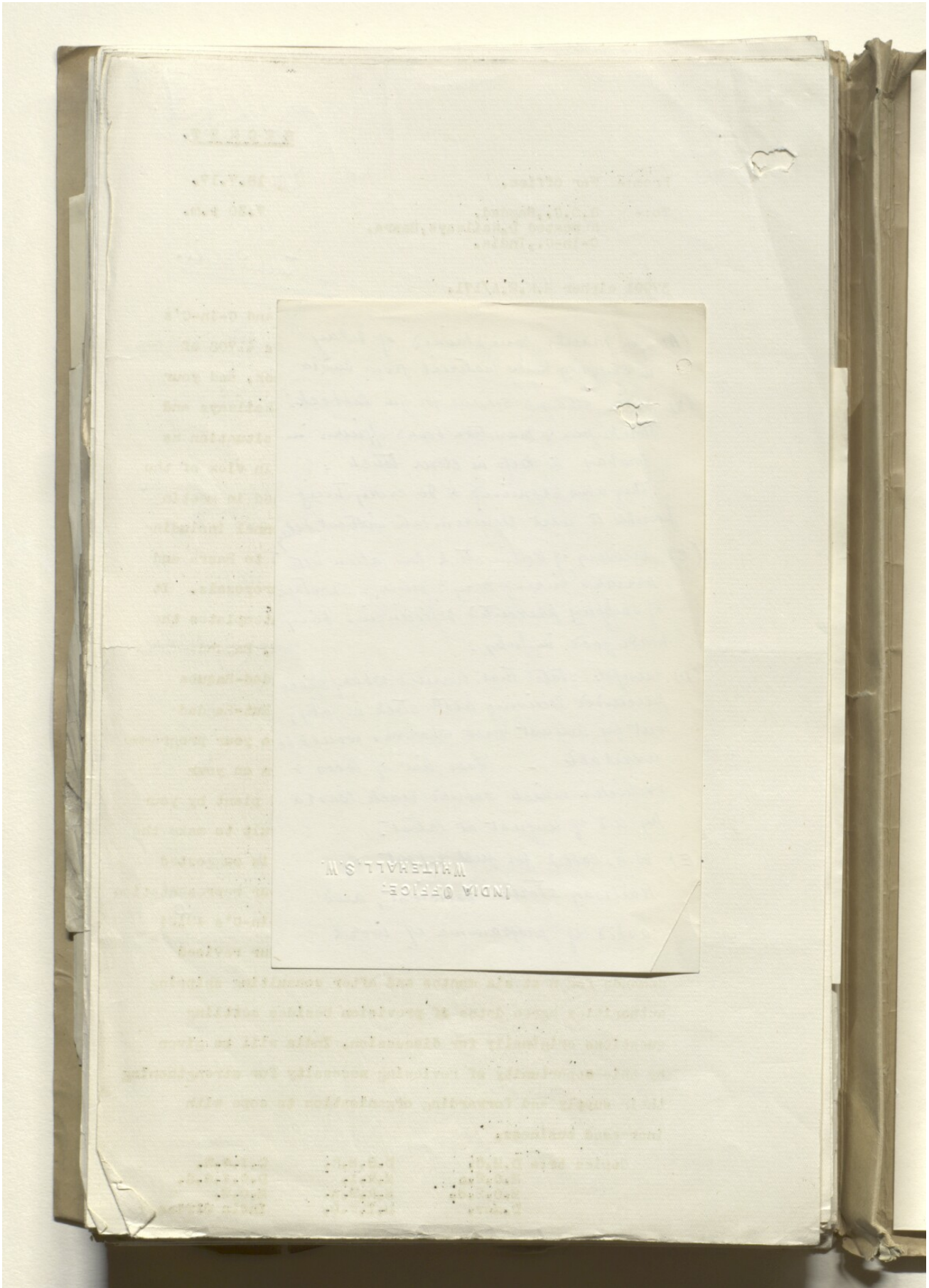
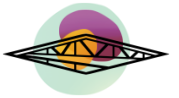
With reference to your X.2576 of 21st June, and C-in-C's 42124 of 24th June in reply, also to C-in-C's 41703 of 22nd June, regarding delivery of rolling stock, and your X.2630 in reply, also War Office 37048 to D.Railways and his 1053. It seems essential that the whole situation as regards railway supply should be reviewed. In view of the increasing difficulty likely to be experienced in meeting your demands for railway materials and personnel including the provision of the necessary sea transport to Basra and of the very large increase in your railway proposals. It is noted that your X.2380 of the 7th ult. contemplates the simultaneous construction of the Kurna-Basra, Bagdad-Musaiyib lines and the conversion of the Bagdad-Baquba line. In view of the recent addition of the Kut-Bagdad and the 2 feet 6 inches Bagdad-Baquba line to your programme a considerable strain would seem to be thrown on your railway resources in personnel, material and plant by your present proposals for which it may be difficult to make the necessary provision by the time desired. It is suggested that you should, if necessary, strengthen your representation on the joint investigation referred to in C-in-C's 42124 and that it should without delay consider your revised demands for next six months and after consulting shipping authorities agree dates of provision besides settling questions originally for discussion. India will be given by this opportunity of reviewing necessity for strengthening their supply and forwarding organisation to cope with increased business.

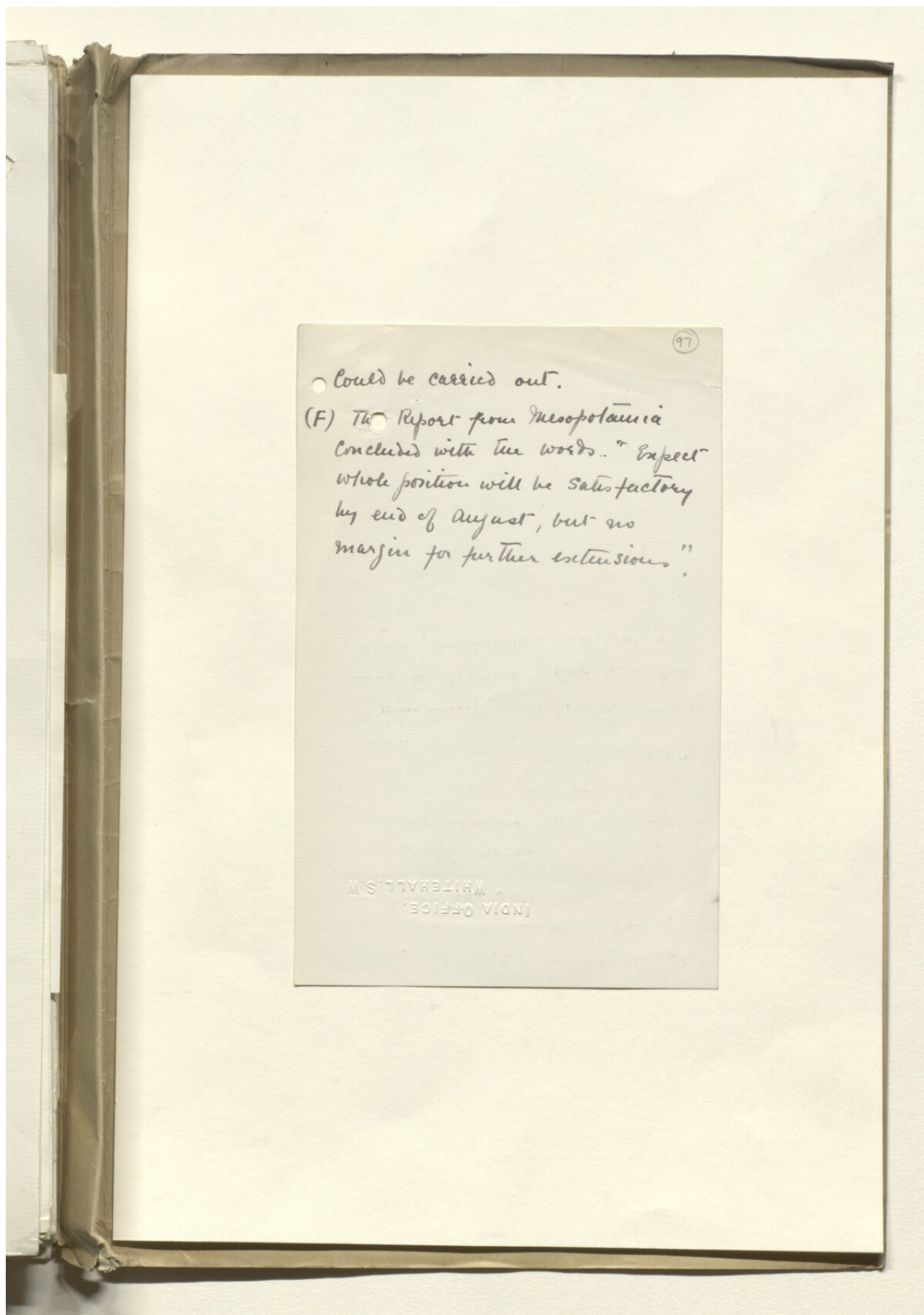
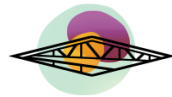
Copies to:- D.M.O. D.G.M.R. C.I.G.S.
M.O.2.a M.R.l. D.C.I.G.S.
M.O.2.c. M.R.2.a. M.O.2.
D.Mov. D.I.W.D. India Office.





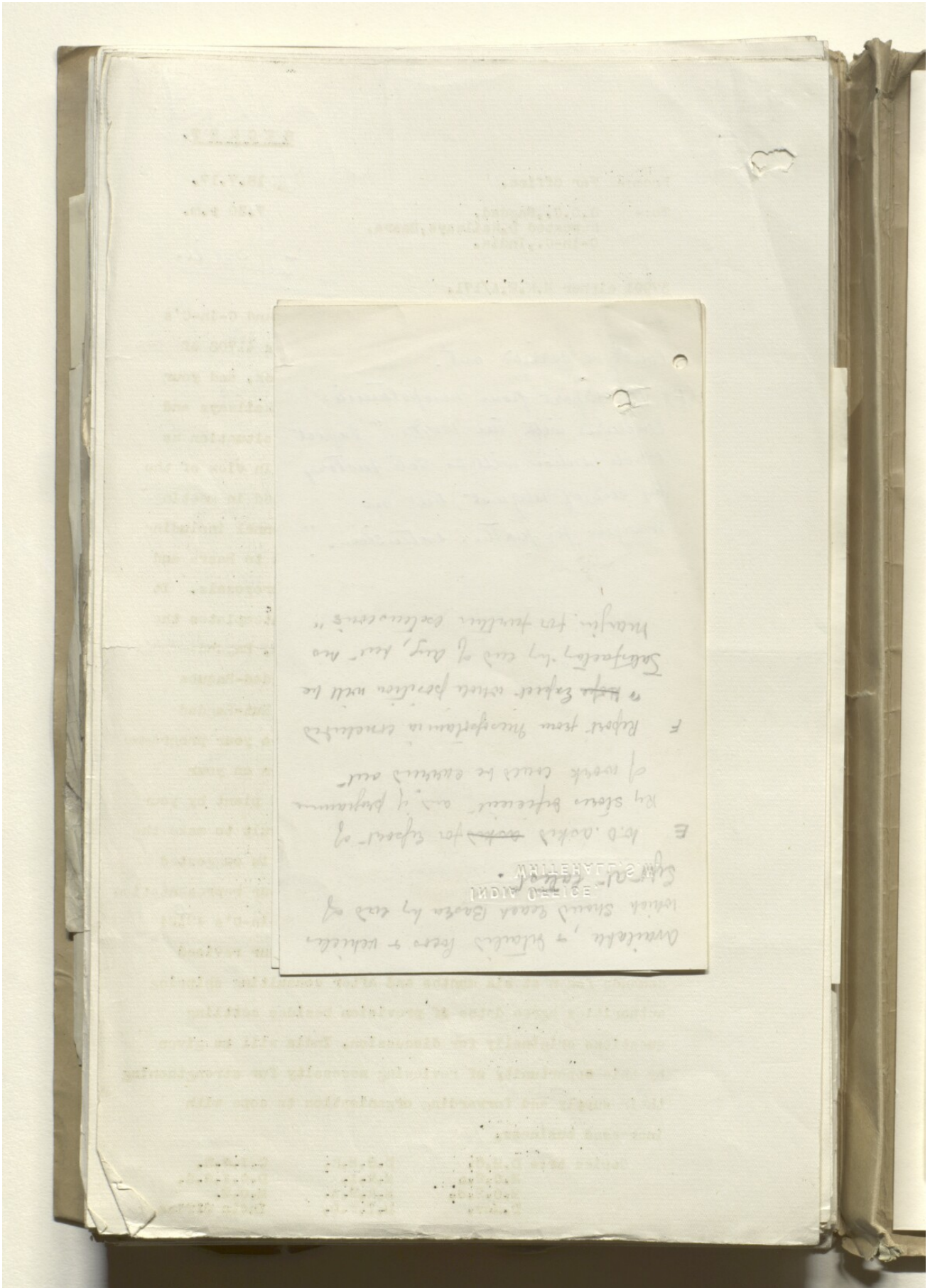
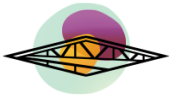
- (A) Gen Maude complained of delay⁹⁶
in shipping Railway material from India
- (B) India arranged scheme for Gen Lubbock's
Storekeeper & Munition board officers in
Amraby to keep in closer touch.
They also promised to do everything
possible to meet requirements without delay.
- (C) Delivery of Rolling stock had fallen into
arrears during May & June - shortage
of shipping prevented deficiencies being
made good in July.
- (D) Mesopot: stated that limited wharf space
precluded receiving addl stock in July,
but by August new wharves would be
available - gave list of locos &
vehicles which should reach Basra
by end of August at latest.
- (E) W.O. called for full report of
Railway stores deficient, and
asked if programme of work



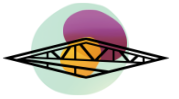


97
○ Could be carried out.
(F) The Report from Mesopotamia
concluded with the words: "Expect
whole position will be satisfactory
by end of August, but no
margin for further extensions."

INDIA OFFICE
WHITEHALL, S.W.



Available, + details fees + vehicle
which should reach Bazaar by end of
S. G. ...
INDIA OFFICE
E No. 1000000 for report of
Ry. station engineer and programme
of work which can be carried out
F Report from Mesopotamia in connection
with report which portion will be
Satisfactory by end of Aug, but no
margin for further extensions"



98

2

OPERATIONS.

S E C R E T

From:- C.I.G.S.
To:- C-in-C., India.

25/5/17
10-30.p.m.

Repeated G.O.C., G.H.Q., Mesopotamia.
35136 cypher. Your 33049. of 18th instant. In consultation with Railway Advisors here I have carefully considered this, and they do not accept some of the figures you give. It is not necessary for me to discuss these details, however, as I cannot agree with the principle of your suggestion that River Communications should be cut down and reliance be placed upon a single line railway Basrah to Baghdad. Even if such line could be completed within the required time, it would be incapable of dealing with more than 15,000 tons per week, in addition to personnel, hospital and repair trains, in the opinion of Railway Advisors here.

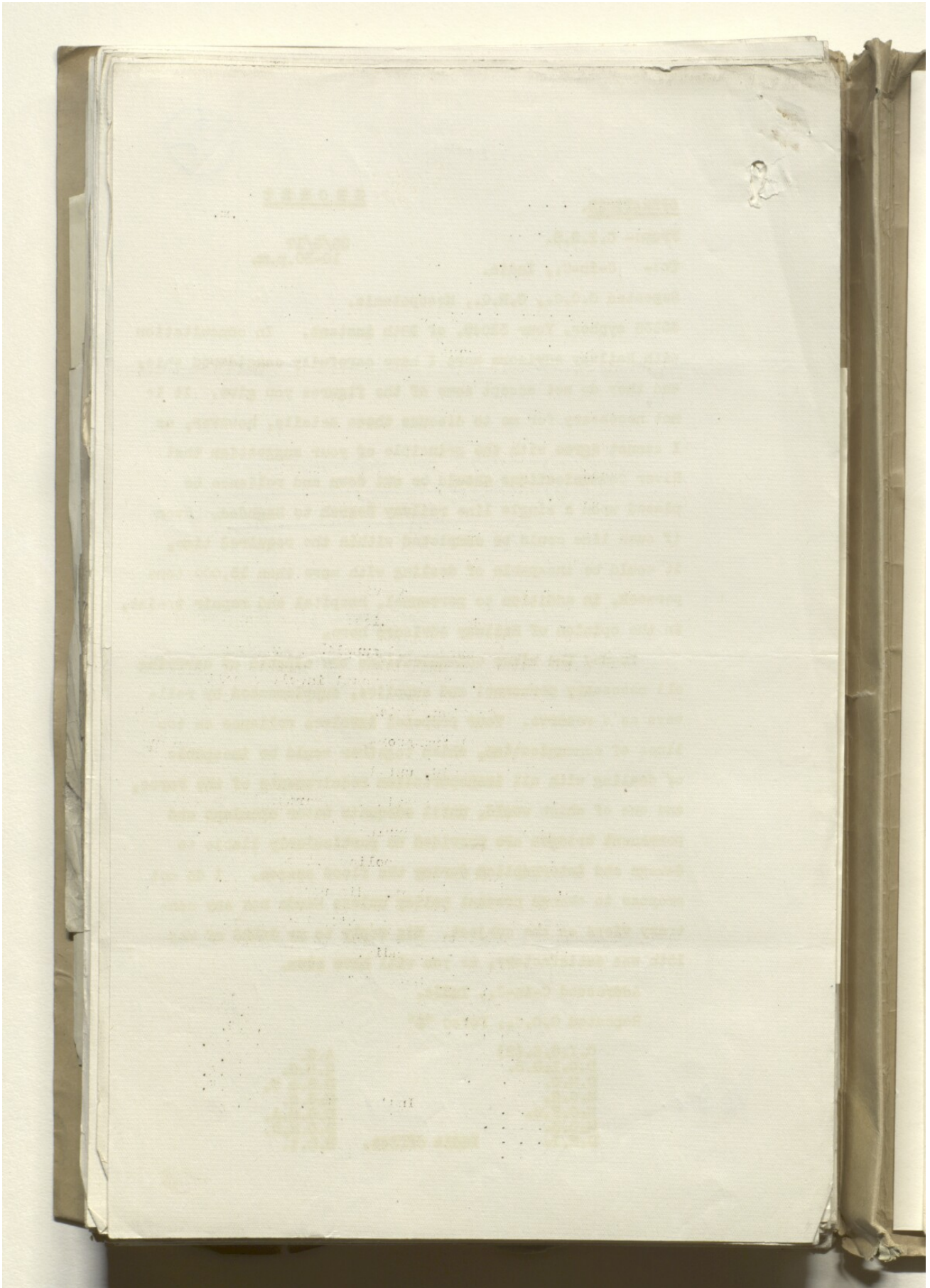
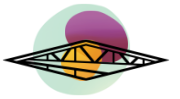
To-day the river communications are capable of carrying all necessary personnel and supplies, supplemented by railways as a reserve. Your proposal involves reliance on two lines of communication, which together would be incapable of dealing with all transportation requirements of the Force, and one of which would, until adequate water openings and permanent bridges are provided be particularly liable to damage and interruption during the flood season. I do not propose to change present policy unless Maude has any contrary views on the subject. His reply to my 34526 of May 15th was satisfactory, as you will have seen.

Addressed C-in-C., India.
Repeated G.O.C., Force "D"

Pte Sec.

- | | |
|-------------|----------|
| C.I.G.S.(2) | A.G. |
| D.C.I.G.S. | Q.M.G. |
| D.M.O. | D.S.&T. |
| M.O.2. | M.G.O. |
| M.O.2.a. | D.G.M.A. |
| M.O.3. | D.G.M.R. |
| D.M.I. | M.R.I. |

India Office.





SECRET.

From :- C. in C. India.
To :- C.I.G.S.
Repeated G.O.C. Mesopotamia.

18th May, 1917.

33049, 18th May, 1917, 10.30 p.m.

Reference War Office cables 34⁵26 cipher M.O.2, and ^{of May 15.}
33220 cipher M.R.3/6661 both of ~~May 15th.~~ ^{April 21st}

In reply to former I trust Maude will be in a position to give satisfactory assurances.

No departure from agreed programme as regards despatch of railway material and rolling stock from India is anticipated.

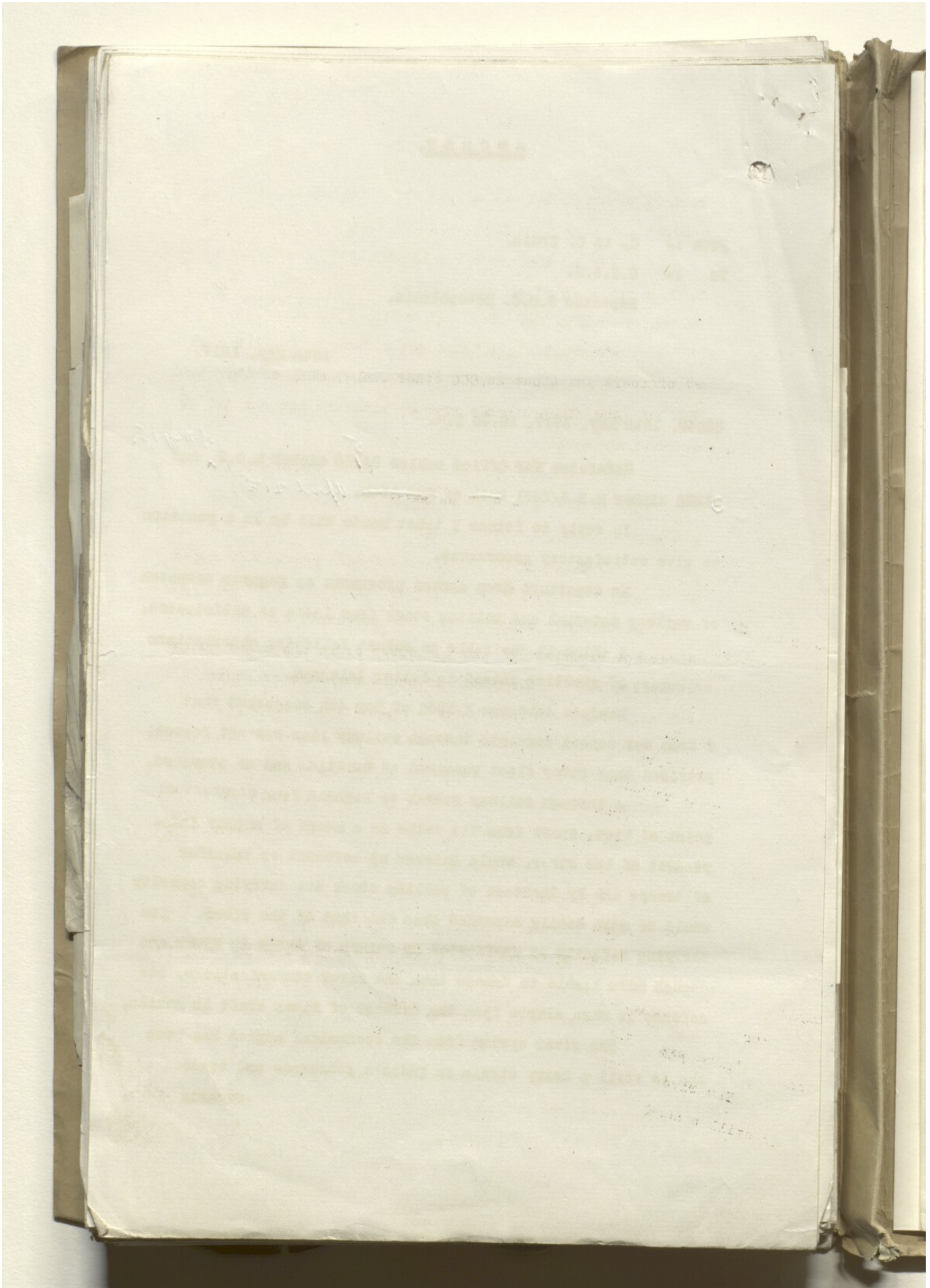
I think it desirable to submit following observations on policy of question raised in latter telegram.

Maude's telegram X.1960 of May 4th suggested that ? from war aspect complete through railway line was not cogent, provided that river fleet remained as existing and as promised.

A through railway Basrah to Baghdad from strategical point of view, apart from its value as a means of supply independent of the river, would quicken up movement or transfer of troops and by increase of rolling stock its carrying capacity would be more easily expanded than can that of the river. Its carrying capacity is unaffected by volume of water in river and though more liable to damage than the river communications, its defence is more simple than the defence of river craft in motion.

The river system from the economical aspect has been and is still a heavy strain on India's resources and trade. As

regards





100

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regards material 544 out of the total 918 river craft in Mesopotamia came from India and 148 more are under order.

15% of India's river transportation machinery, and that of the best of it, has thus been withdrawn. The railway resources here have not suffered in like proportion.

As regards personnel river service absorbs already 97 officers and about 26,000 other ranks, many of whom are skilled (one group undecipherable) artisans who can ill be spared from here.

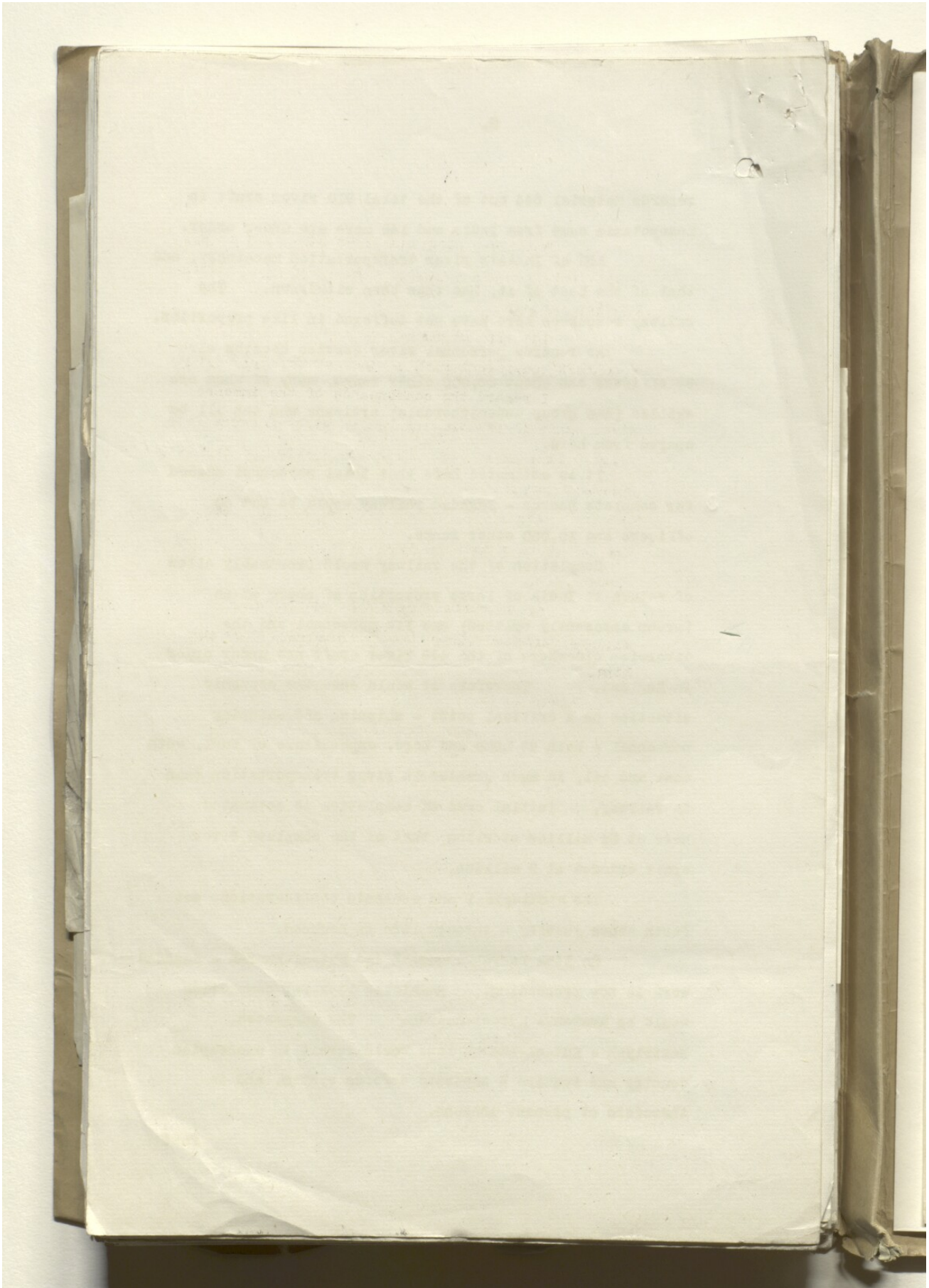
It is estimated here that total personnel needed for complete Basrah - Baghdad railway would be but 60 officers and 10,000 other ranks.

Completion of the railway would presumably allow of return to India of large proportion of above at an (group apparently omitted) and its personnel and the diversion elsewhere of the 446 river craft now under order in England. Therefore it would ease the economic situation on a critical point - shipping and shipping personnel - both at home and here, expenditure of fuel, both coal and oil, is much greater in river transportation than in railway. Initial cost of completion is estimated here at 2½ million sterling, that of the complete river craft ordered at 9 million.

The strategical and economic considerations set forth above justify a through line to Baghdad.

On link Basrah - Qurnah and Kut-el-Amarah - Baghdad work is now proceeding. Remaining link for completion would be Amarah - Kut-el-Amarah. The suggested Nasiriyah - Kut-el-Amarah line would revert to unoccupied country and require a separate defence system, and is therefore at present unsound.

Post





(101)

3.

Post war considerations suggested in War Office telegram above quoted should, in my opinion, be disregarded.

The crux of matter is economic use of resources consistent with success of our operations.

I regard the continuance of the immense river craft fleets in conjunction with an incomplete railway line as a serious mis-application of our economic powers.

For above reasons I have strongly urged the policy of practical attempt to modify or reduce river fleet.

India could supply the additional railway material needed for the completion of the line.

Copies to :-

Army Council.
M.R.1
M.R.2.
M.R.3.
M.O.2.
D.S.T.

