



مكتبة قطر الوطنية QATAR NATIONAL LIBRARY

لقد تم إنشاء هذا الملف بنسخة بي دي إف بتاريخ ٢٠٢١/٠٩/٢٢ بواسطة مصادر من الإنترنت كجزء من الأرشيف الرقمي لمكتبة قطر الرقمية. يحتوي السجل على الإنترنت على معلومات إضافية وصور عالية الدقة قابلة للتقريب ومخطوطات. بالإمكان مشاهدتها على الرابط التالي:

http://www.qdl.qa/العربية/archive/81055/vdc_100000000465.0x0002ee

المراجع	IOR/L/MIL/5/788
العنوان	"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
التاريخ/ التواريخ	٠٣ ديسمبر ١٩١٧-٢٤ يونيو ١٩١٨ (ميلادي)
لغة الكتابة	الإنجليزية في اللاتينية
الحجم والشكل	ملف واحد (١٣٥ ورقة)
المؤسسة المالكة	المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند
حق النشر	<u>رخصة حكومة مفتوحة</u>

حول هذا السجل

الملف مصنف على أنه سري، ويحتوي على مراسلات وملاحظات حول النقل عبر السكك الحديدية والأنهار في بلاد الرافدين [العراق] خلال الحرب العالمية الأولى. تتناول الأوراق عدّة أمور، منها:

- إنشاء وتحويل وصيانة وتوسعة السكك الحديدية في المنطقة، بما في ذلك تقارير دورية عن تقدم العمل من مدير السكك الحديدية في بغداد
- العمليات العسكرية التي تستهدف السكك الحديدية التركية في فلسطين
- تخطيط لجنة النقل في بلاد الرافدين والتقدم الذي تحرزته
- توفير مواد وعربات وموظفي السكك الحديدية

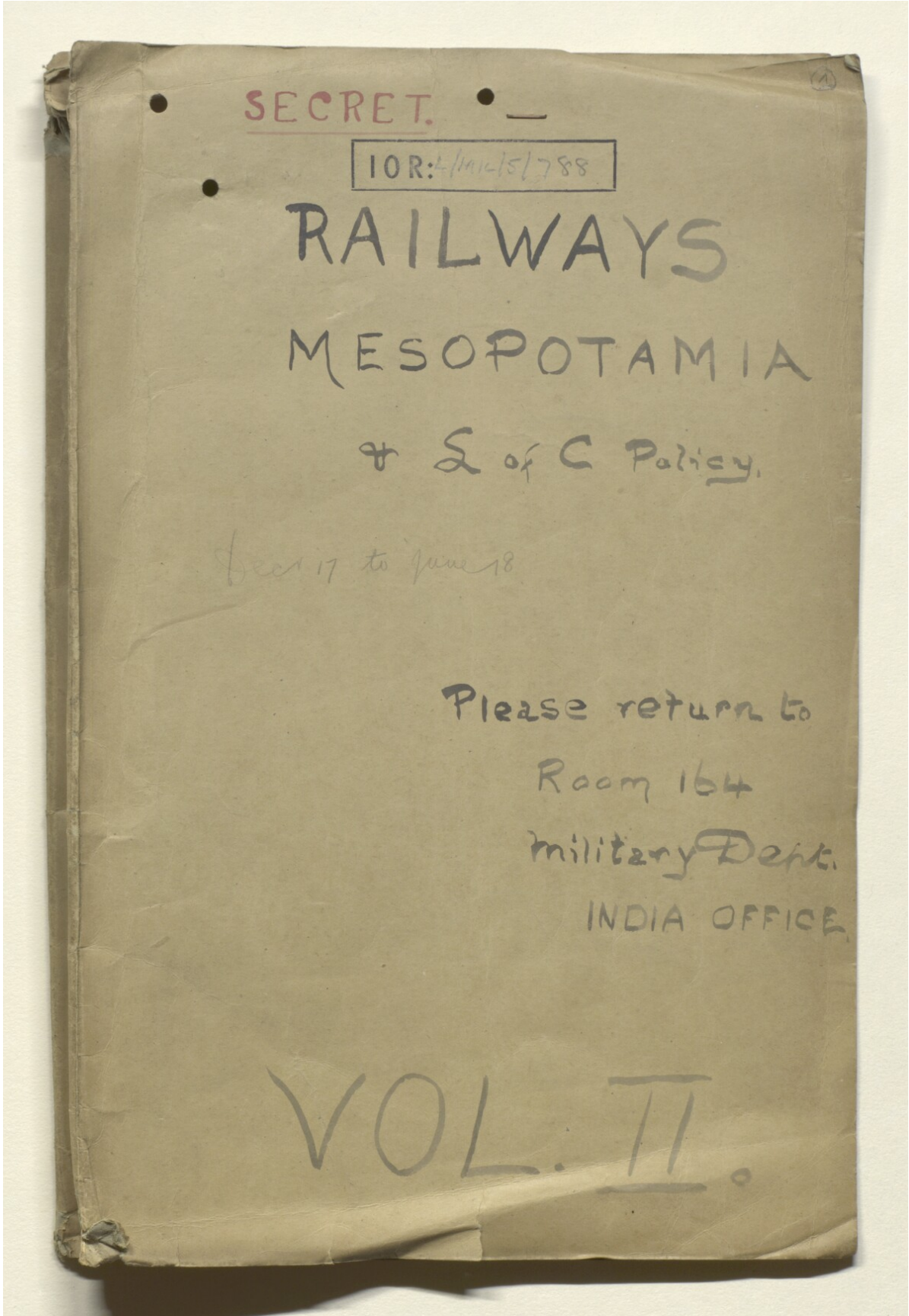
• سياسة السكك الحديدية لفترة ما بعد الحرب في الهند وبلاد الرافدين

• مسألة استبدال الزيت بالفحم كوقودٍ للمواصلات النهرية وعبر السكك الحديدية.

تتضمن أطراف المراسلات كلاً من: القائد العام للقوات المسلحة في مصر؛ رئيس هيئة الأركان العامة الإمبريالية؛ مدير السكك الحديدية في بغداد؛ مكتب الحرب البريطاني؛ القائد العام، مقر قيادة الجيش في الهند؛ اللواء السير هنري فرانسيس إدوارد فريلاندر، رئيس لجنة النقل في بلاد الرافدين؛ القائد العام للقوات المسلحة في بلاد الرافدين؛ رئيس هيئة الأركان العامة في الهند؛ المدير العام للتنقلات والسكك الحديدية، مكتب الحرب البريطاني؛ مساعد مدير النقل المائي الداخلي في بلاد الرافدين.

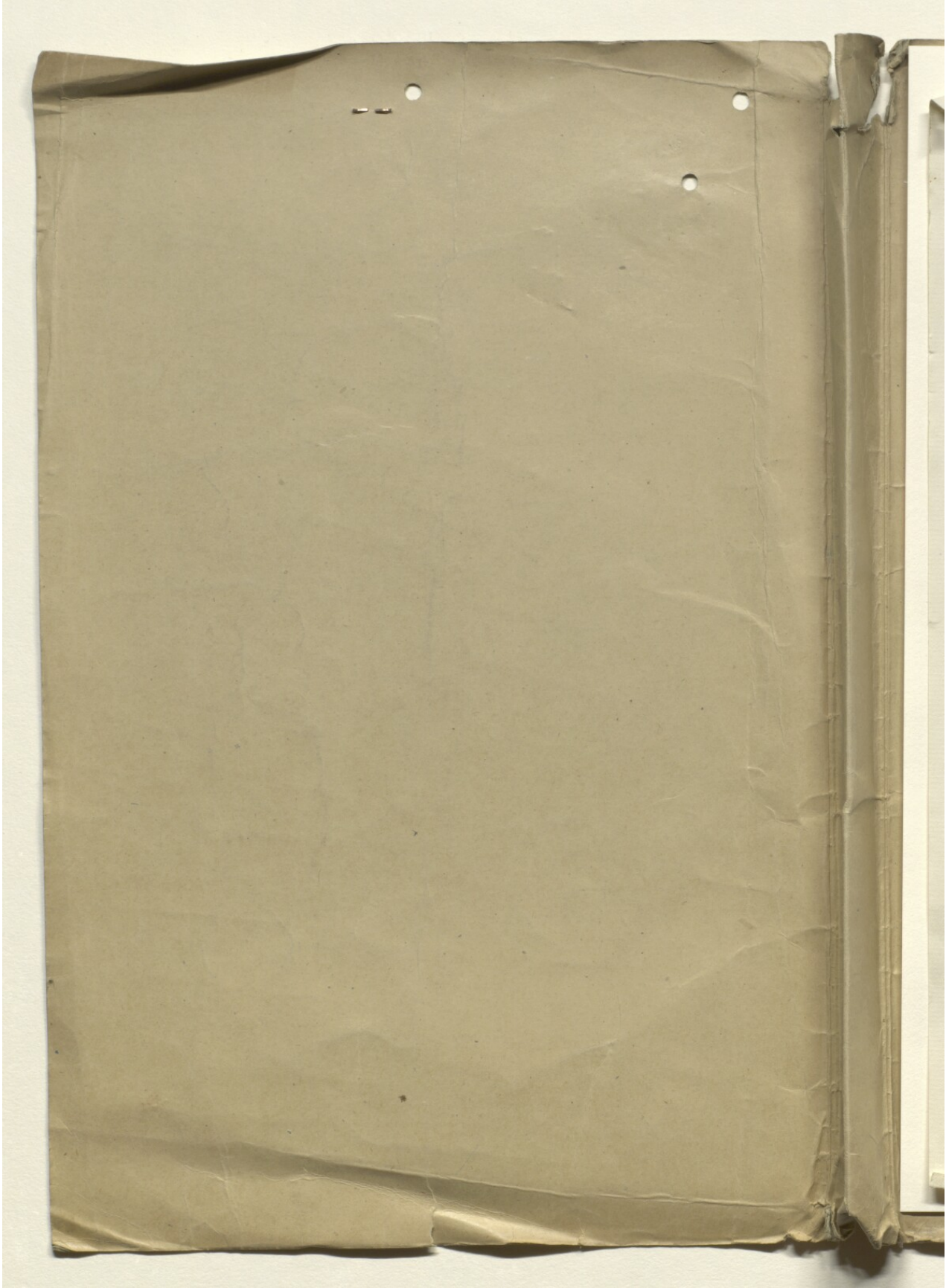


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[أمامي] (٢٧٤/١)



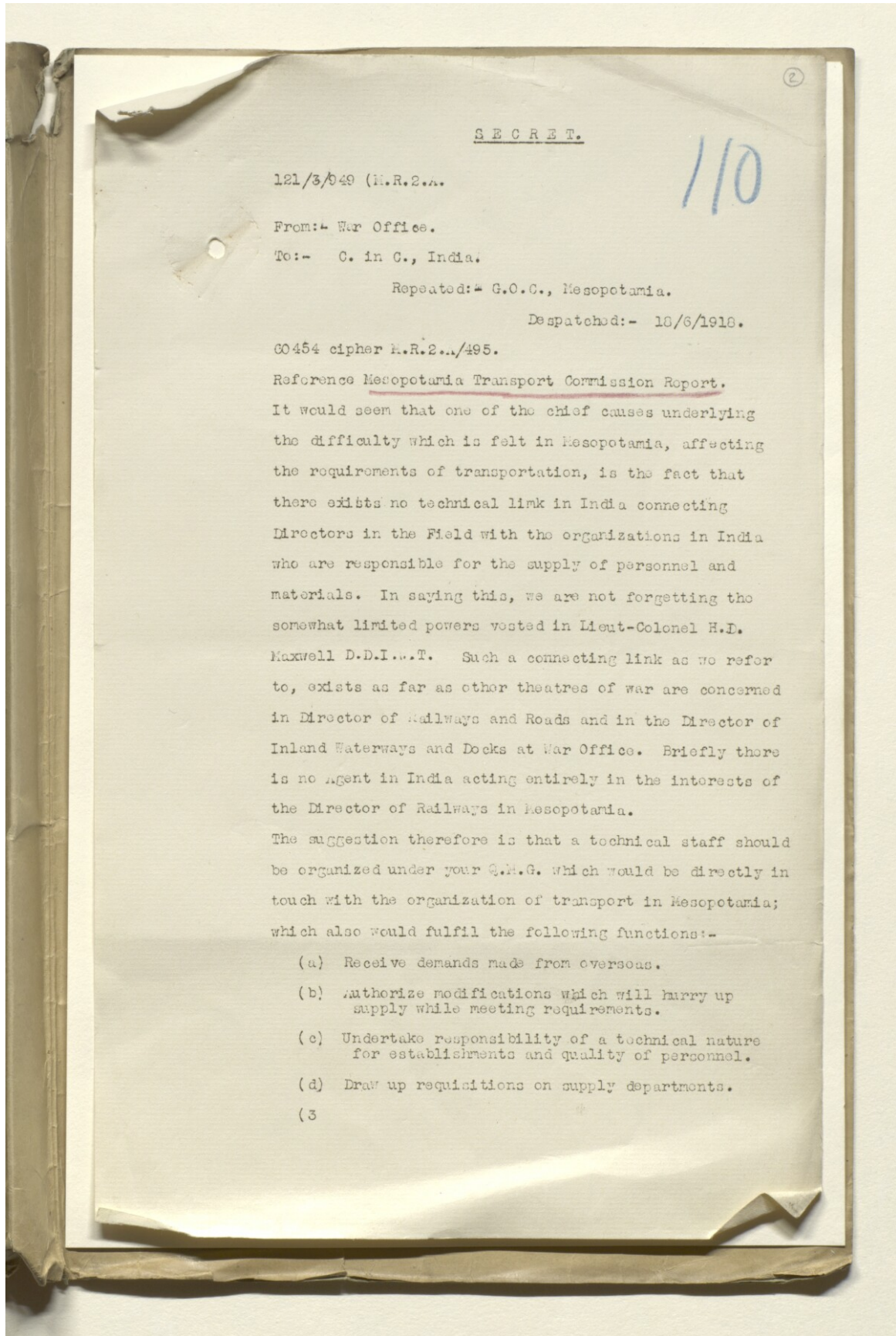


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[أمامي-داخلي] (٢٧٤/٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢] [٢٧٤/٣]



SECRET.

121/3/649 (H.R.2.A.)

From:- War Office.

To:- C. in C., India.

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

Despatched:- 18/6/1918.

60454 cipher H.R.2.../495.

Reference Mesopotamia Transport Commission Report.

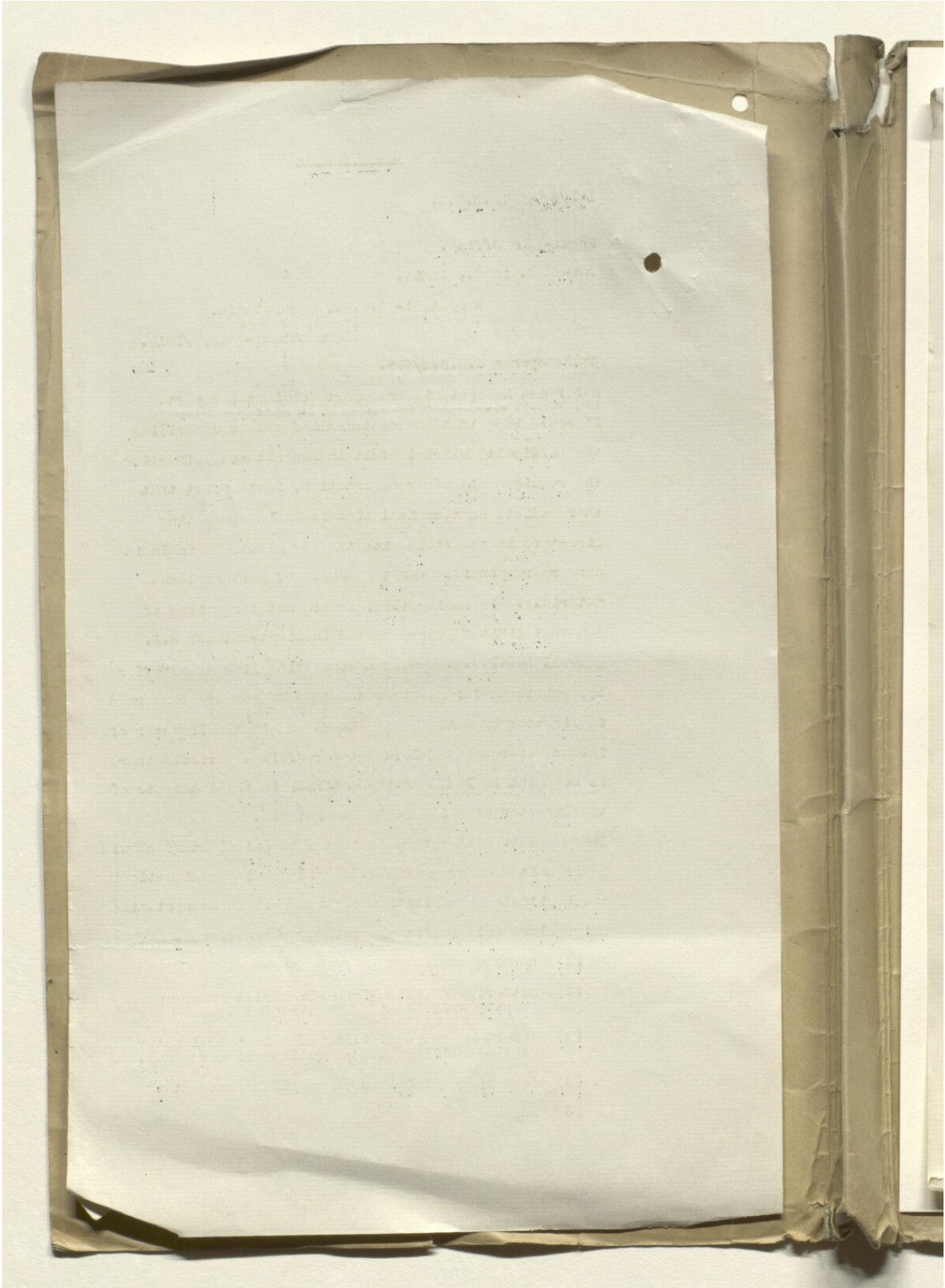
It would seem that one of the chief causes underlying the difficulty which is felt in Mesopotamia, affecting the requirements of transportation, is the fact that there exists no technical link in India connecting Directors in the Field with the organizations in India who are responsible for the supply of personnel and materials. In saying this, we are not forgetting the somewhat limited powers vested in Lieut-Colonel H.D. Maxwell D.D.I...T. Such a connecting link as we refer to, exists as far as other theatres of war are concerned in Director of Railways and Roads and in the Director of Inland Waterways and Docks at War Office. Briefly there is no agent in India acting entirely in the interests of the Director of Railways in Mesopotamia.

The suggestion therefore is that a technical staff should be organized under your Q.M.G. which would be directly in touch with the organization of transport in Mesopotamia; which also would fulfil the following functions:-

- (a) Receive demands made from overseas.
 - (b) Authorize modifications which will hurry up supply while meeting requirements.
 - (c) Undertake responsibility of a technical nature for establishments and quality of personnel.
 - (d) Draw up requisitions on supply departments.
- (3)

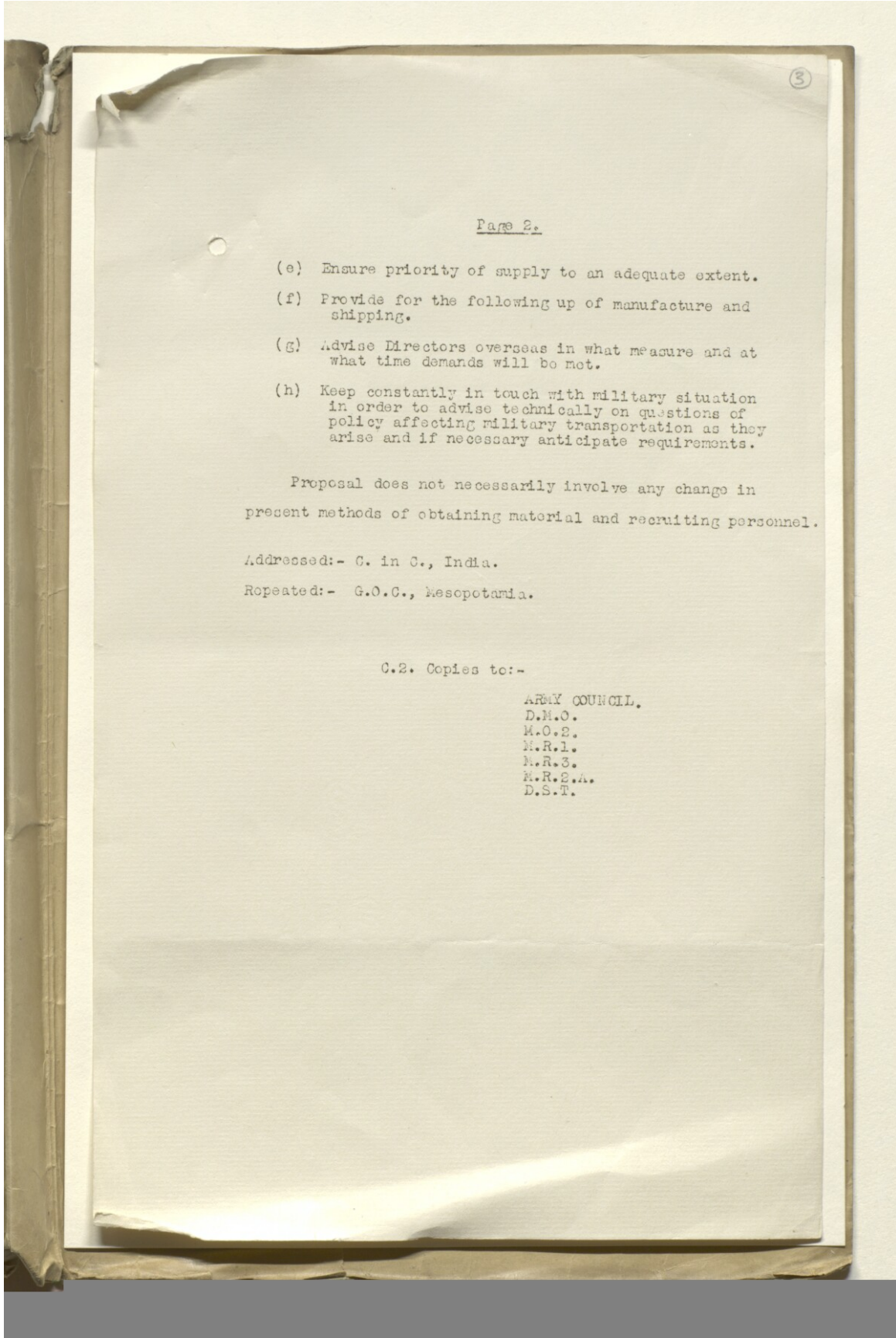


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[ظ٢] (٢٧٤/٤)



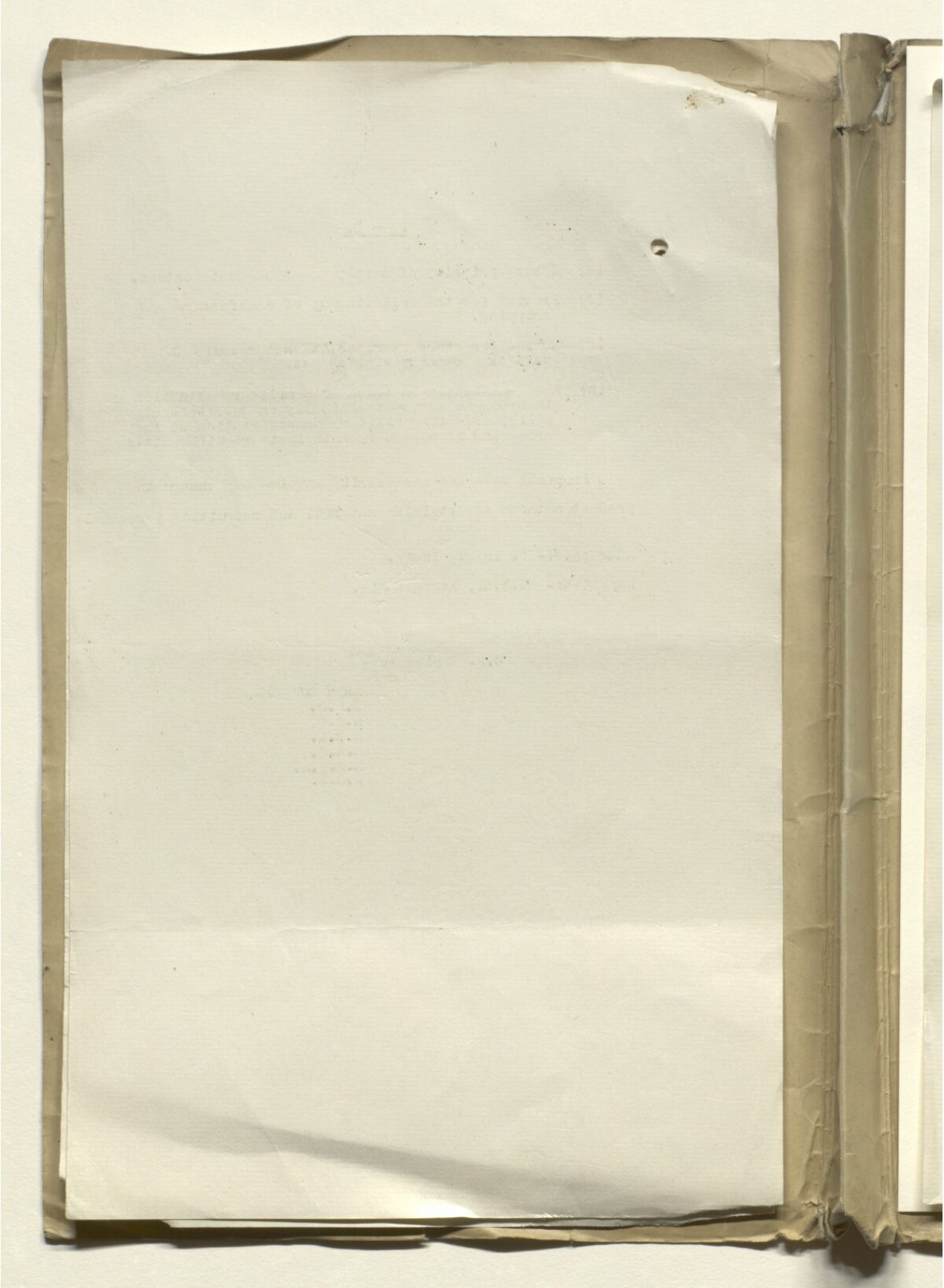


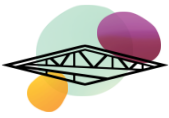
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣و] (٢٧٤/٥)



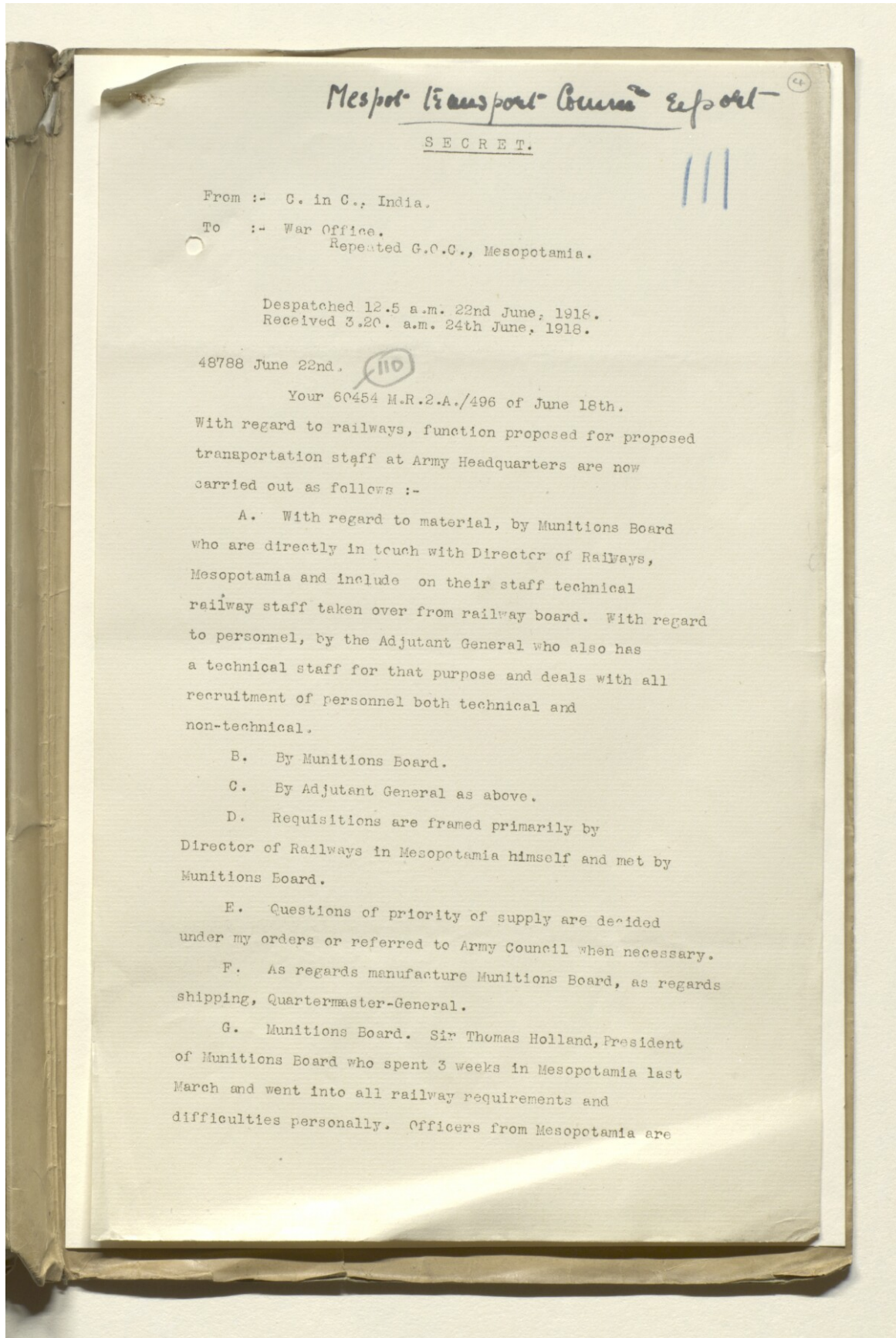


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[ظ3] (٢٧٤/٦)



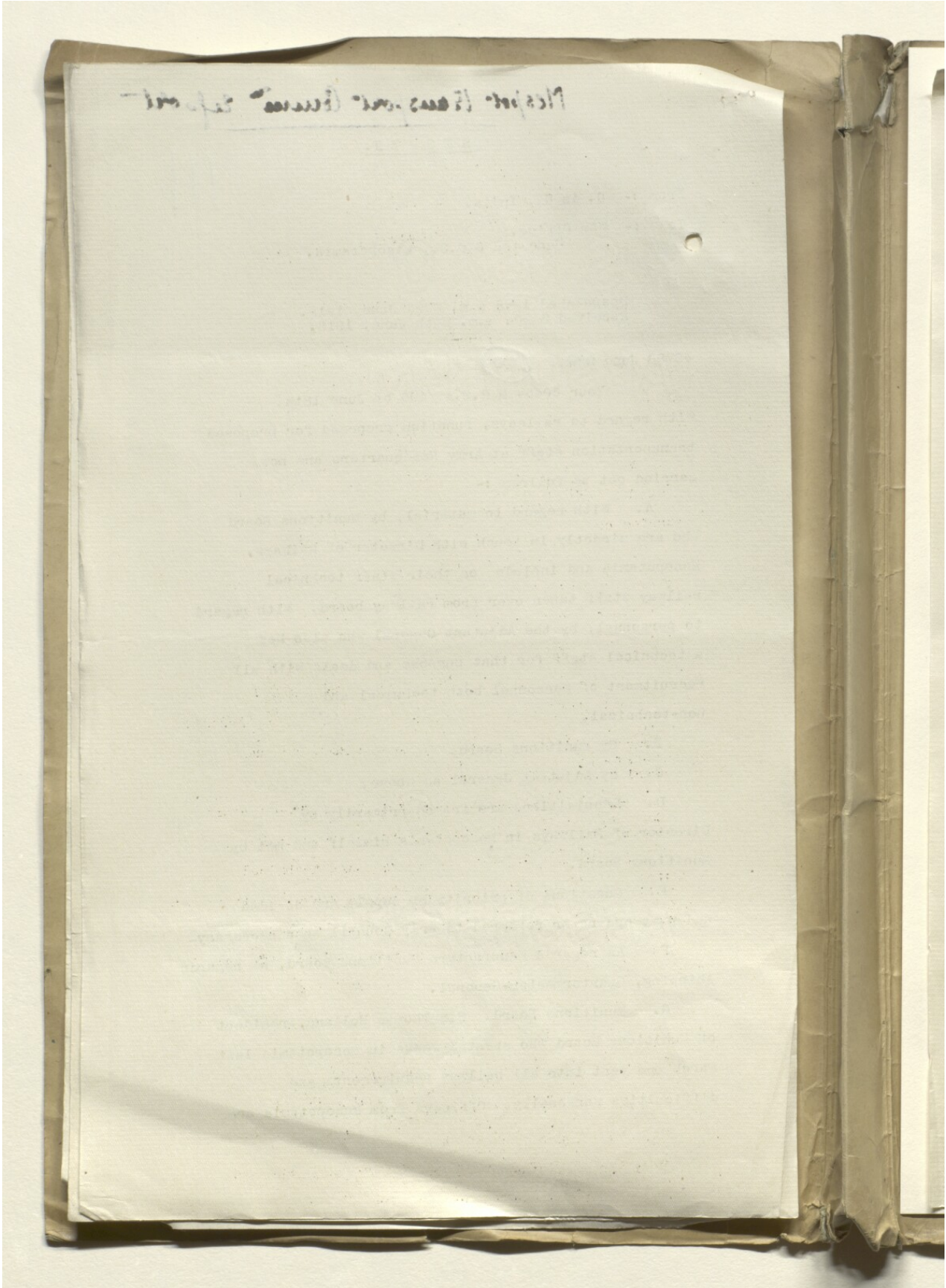


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤و] (٢٧٤/٧)



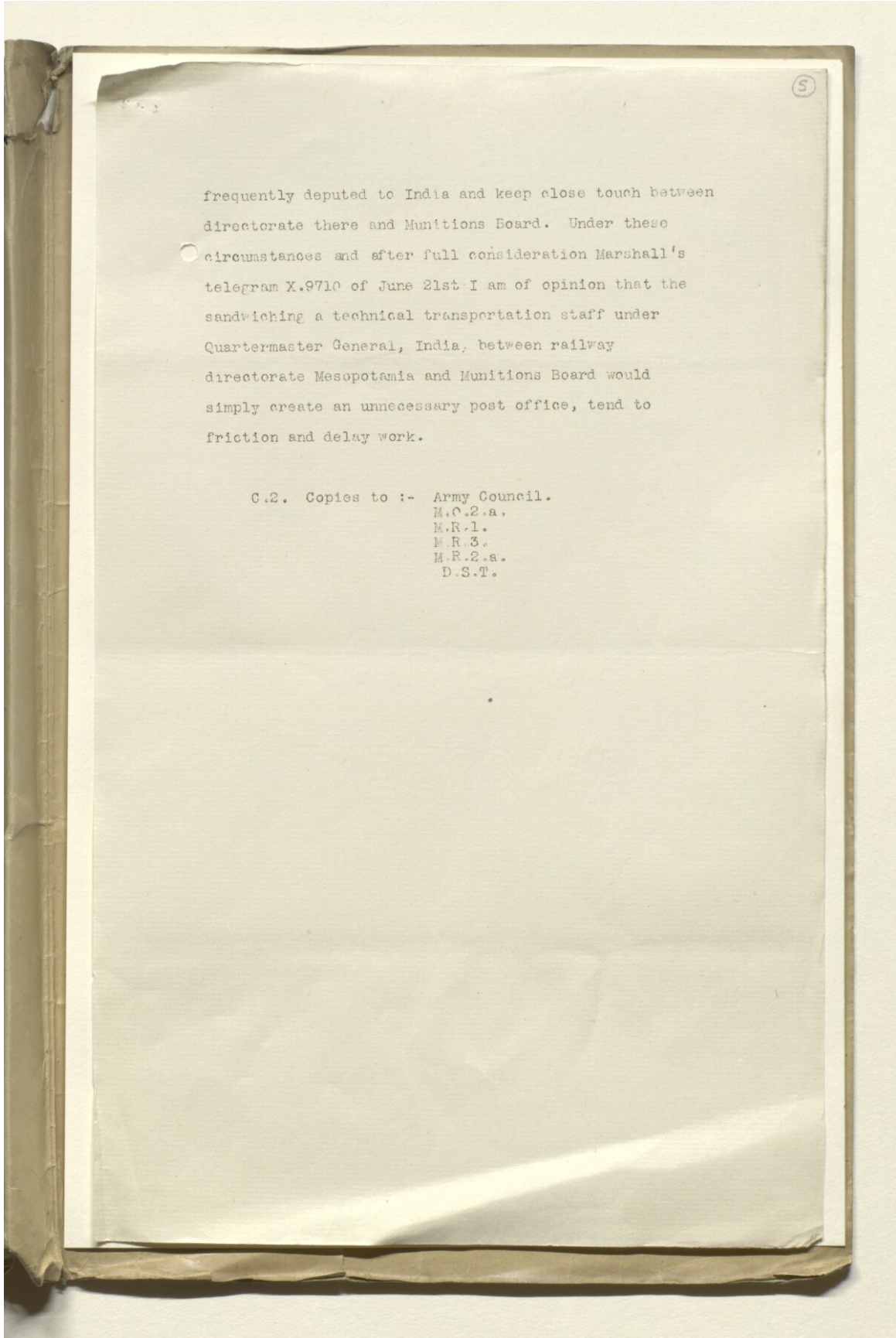


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[ظ٤] (٢٧٤/٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٥] [٢٧٤/٩]

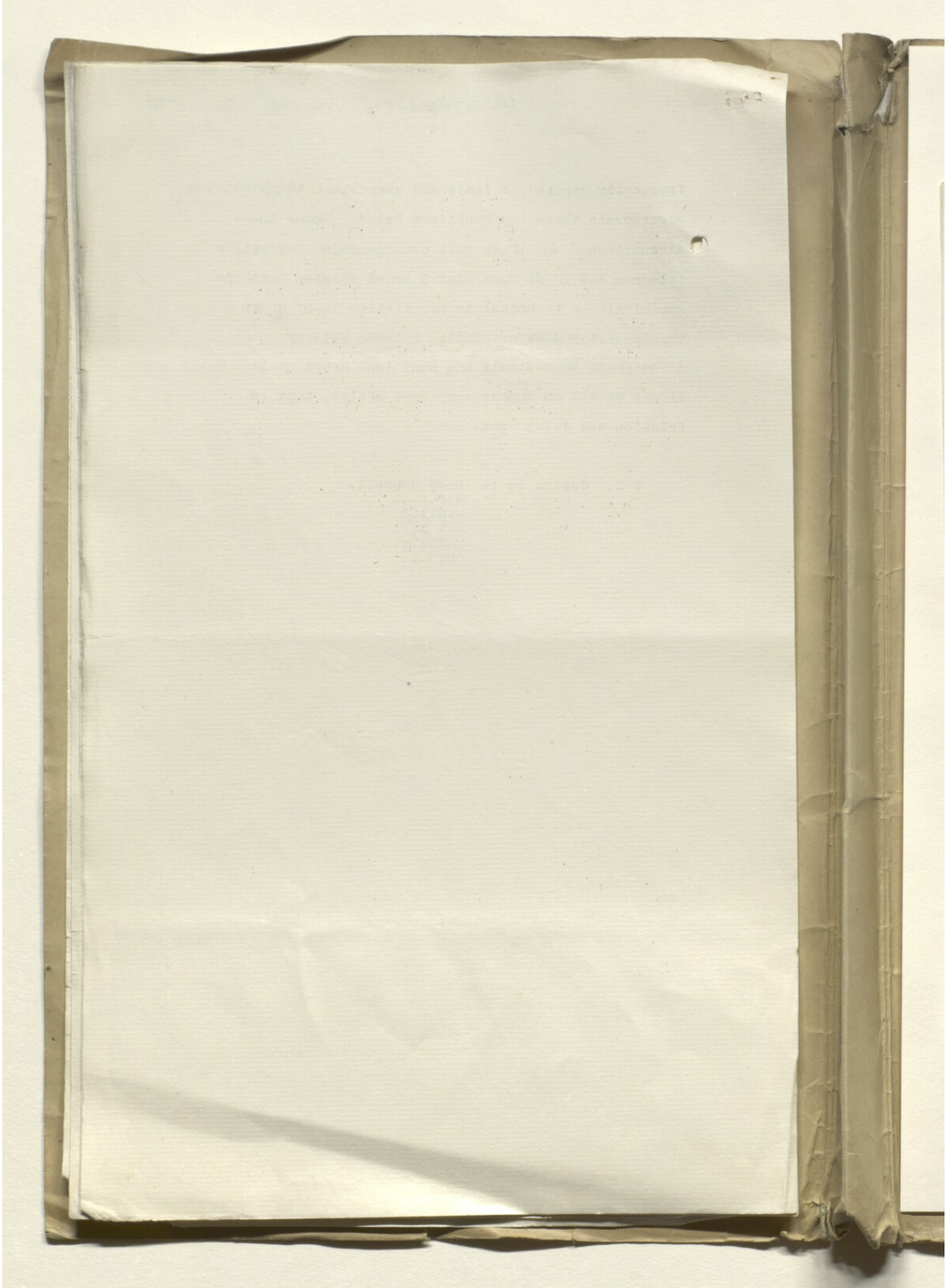


frequently deputed to India and keep close touch between
directorate there and Munitions Board. Under these
circumstances and after full consideration Marshall's
telegram X.9710 of June 21st I am of opinion that the
sandwiching a technical transportation staff under
Quartermaster General, India, between railway
directorate Mesopotamia and Munitions Board would
simply create an unnecessary post office, tend to
friction and delay work.

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

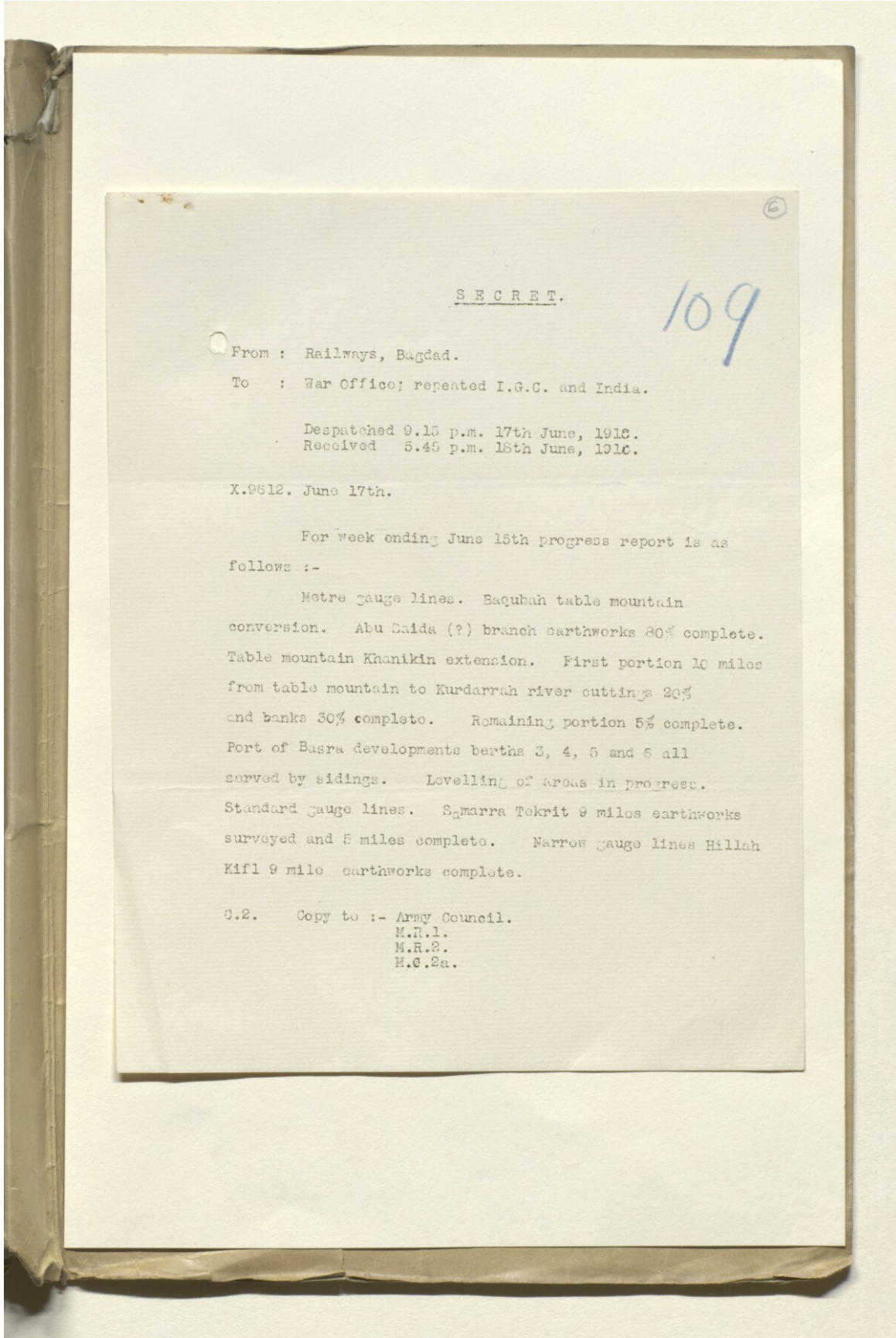


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[هظ] (٢٧٤/١٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦] (٢٧٤/١١)



S E C R E T.

109

From : Railways, Bagdad.

To : War Office; repeated I.G.C. and India.

Despatched 9.15 p.m. 17th June, 1918.

Received 5.45 p.m. 18th June, 1918.

X.9612. June 17th.

For week ending June 15th progress report is as follows :-

Metre gauge lines. Baqubah table mountain conversion. Abu Saida (?) branch earthworks 80% complete. Table mountain Khanikin extension. First portion 10 miles from table mountain to Kurdarrah river cuttings 20% and banks 30% complete. Remaining portion 5% complete. Port of Basra developments berths 3, 4, 5 and 6 all served by sidings. Levelling of areas in progress. Standard gauge lines. Samarra Tekrit 9 miles earthworks surveyed and 5 miles complete. Narrow gauge lines Hillah Kifl 9 mile earthworks complete.

C.2. Copy to :- Army Council.

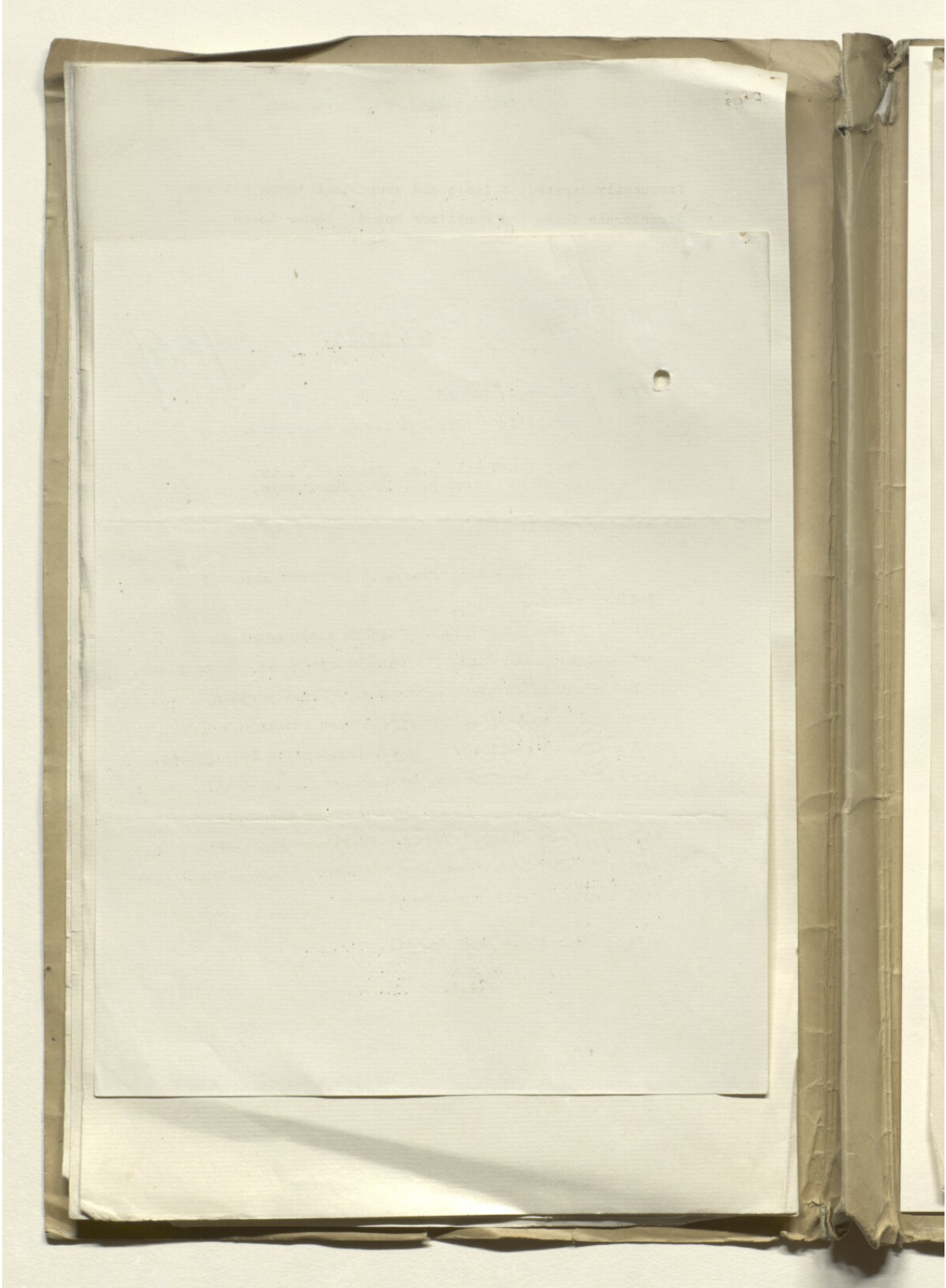
M.R.1.

M.R.2.

M.C.2a.



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦ ظ] (٢٧٤/١٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧] [٢٧٤/١٣]

S E C R E T.

121/3/049 (H.R.2.A.)

From:- War Office.

To:- C. in C., India.

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

Despatched:- 10/6/1918.

00454 cipher H.R.2.A./495.

Reference Mesopotamia Transport Commission Report.

It would seem that one of the chief causes underlying the difficulty which is felt in Mesopotamia, affecting the requirements of transportation, is the fact that there exists no technical link in India connecting Directors in the Field with the organizations in India who are responsible for the supply of personnel and materials. In saying this, we are not forgetting the somewhat limited powers vested in Lieut-Colonel H.D. Maxwell D.D.I...T. Such a connecting link as we refer to, exists as far as other theatres of war are concerned in Director of Railways and Roads and in the Director of Inland Waterways and Docks at War Office. Briefly there is no Agent in India acting entirely in the interests of the Director of Railways in Mesopotamia.

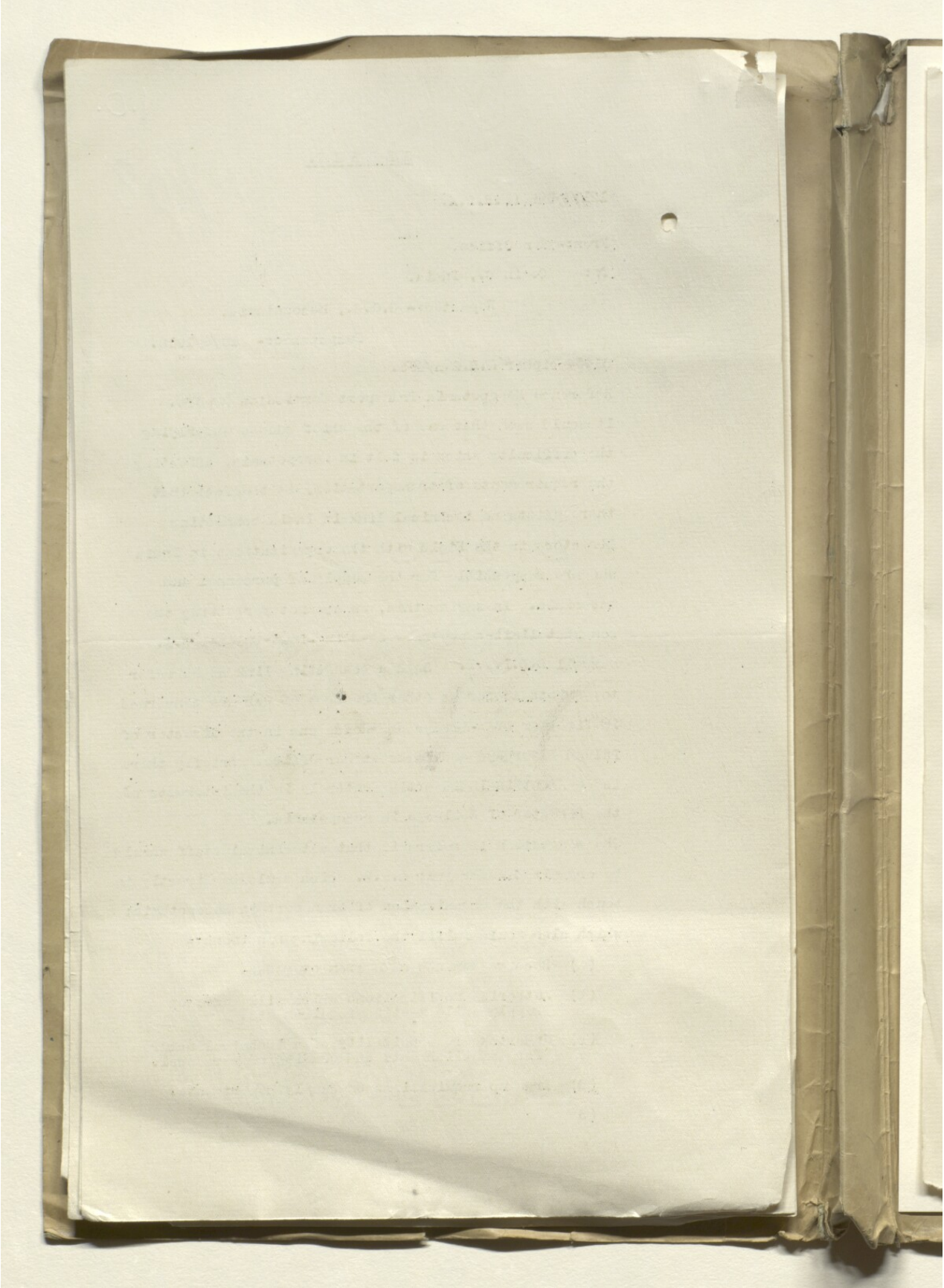
The suggestion therefore is that a technical staff should be organized under your Q.M.G. which would be directly in touch with the organization of transport in Mesopotamia; which also would fulfil the following functions:-

- (a) Receive demands made from overseas.
- (b) Authorize modifications which will hurry up supply while meeting requirements.
- (c) Undertake responsibility of a technical nature for establishments and quality of personnel.
- (d) Draw up requisitions on supply departments.

(3)



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[ظ7] (٢٧٤/١٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨و] (١٥/٢٧٤)

Page 2.

- (e) Ensure priority of supply to an adequate extent.
- (f) Provide for the following up of manufacture and shipping.
- (g) Advise Directors overseas in what measure and at what time demands will be met.
- (h) Keep constantly in touch with military situation in order to advise technically on questions of policy affecting military transportation as they arise and if necessary anticipate requirements.

Proposal does not necessarily involve any change in present methods of obtaining material and recruiting personnel.

Addressed:- G. in C., India.

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

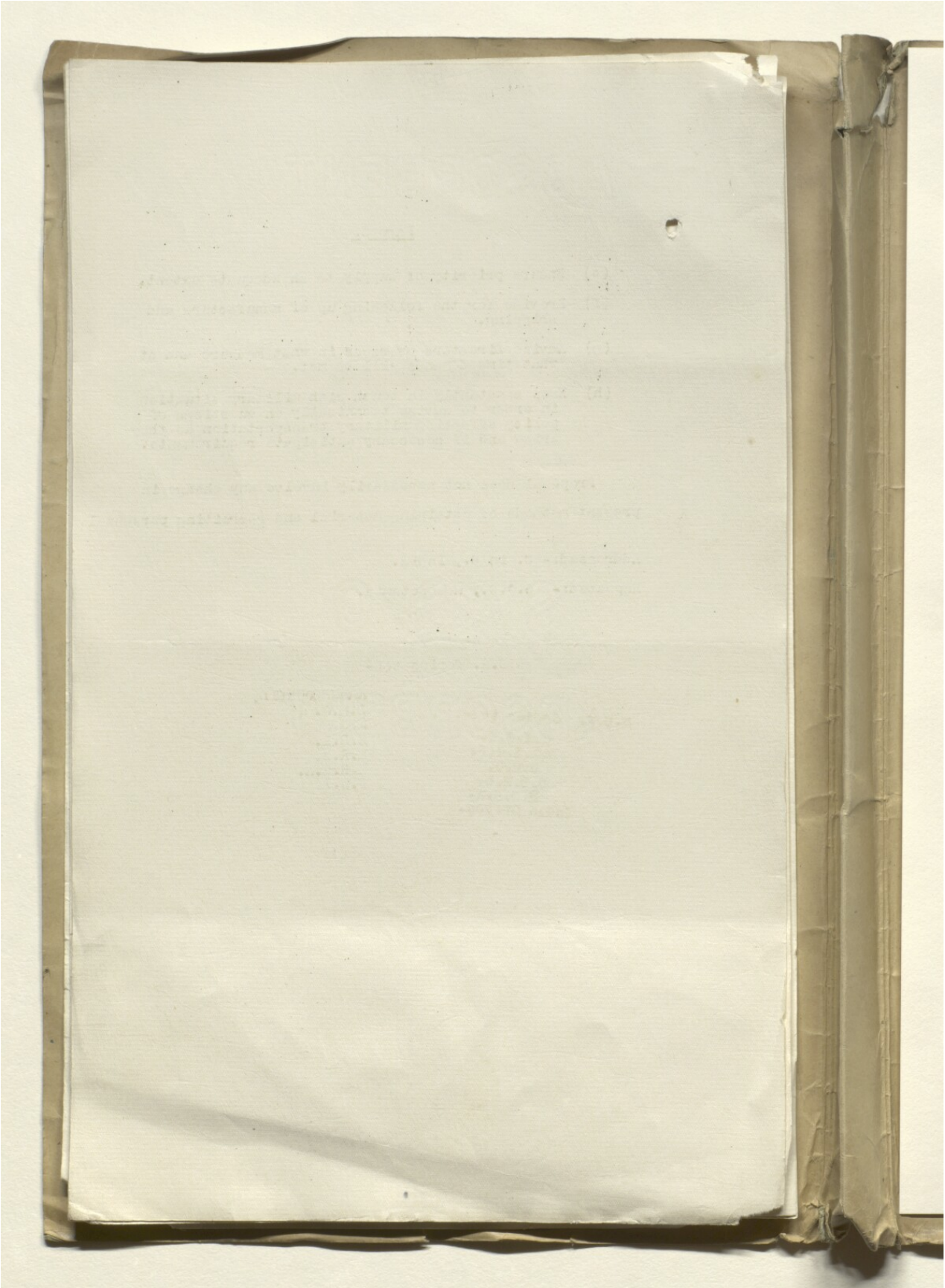
C.2. Copies to:-

M.O.X. Copies to:-
C.I.G.S.
D.C.I.G.S.
D.M.O.
D.D.M.O.
M.O.2.A.
India Office.

ARMY COUNCIL,
D.M.O.
M.O.2.
M.R.1.
M.R.3.
M.R.2.A.
D.S.T.

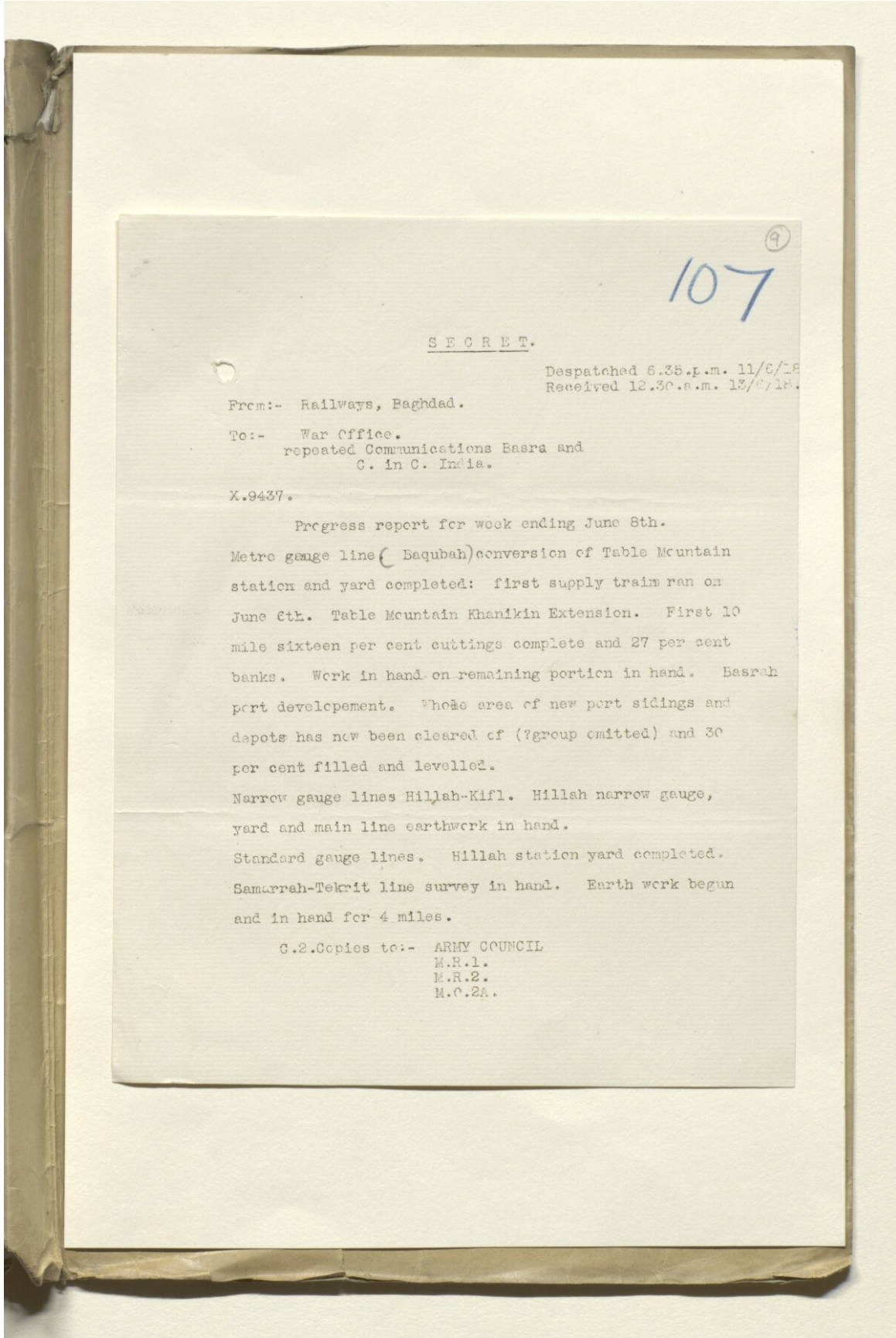


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[ظ8] (٢٧٤/١٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩] [٢٧٤/١٧]



S E C R E T.

Despatched 6.35.p.m. 11/6/18
Received 12.30.a.m. 13/6/18.

From:- Railways, Baghdad.

To:- War Office.
repeated Communications Basra and
C. in C. India.

X.9437.

Progress report for week ending June 8th.

Metre gauge line (Baqubah) conversion of Table Mountain station and yard completed: first supply train ran on June 6th. Table Mountain Khanikin Extension. First 10 mile sixteen per cent cuttings complete and 27 per cent banks. Work in hand on remaining portion in hand. Basrah port development. Whole area of new port sidings and depots has now been cleared of (?group omitted) and 30 per cent filled and levelled.

Narrow gauge lines Hillah-Kifl. Hillah narrow gauge, yard and main line earthwork in hand.

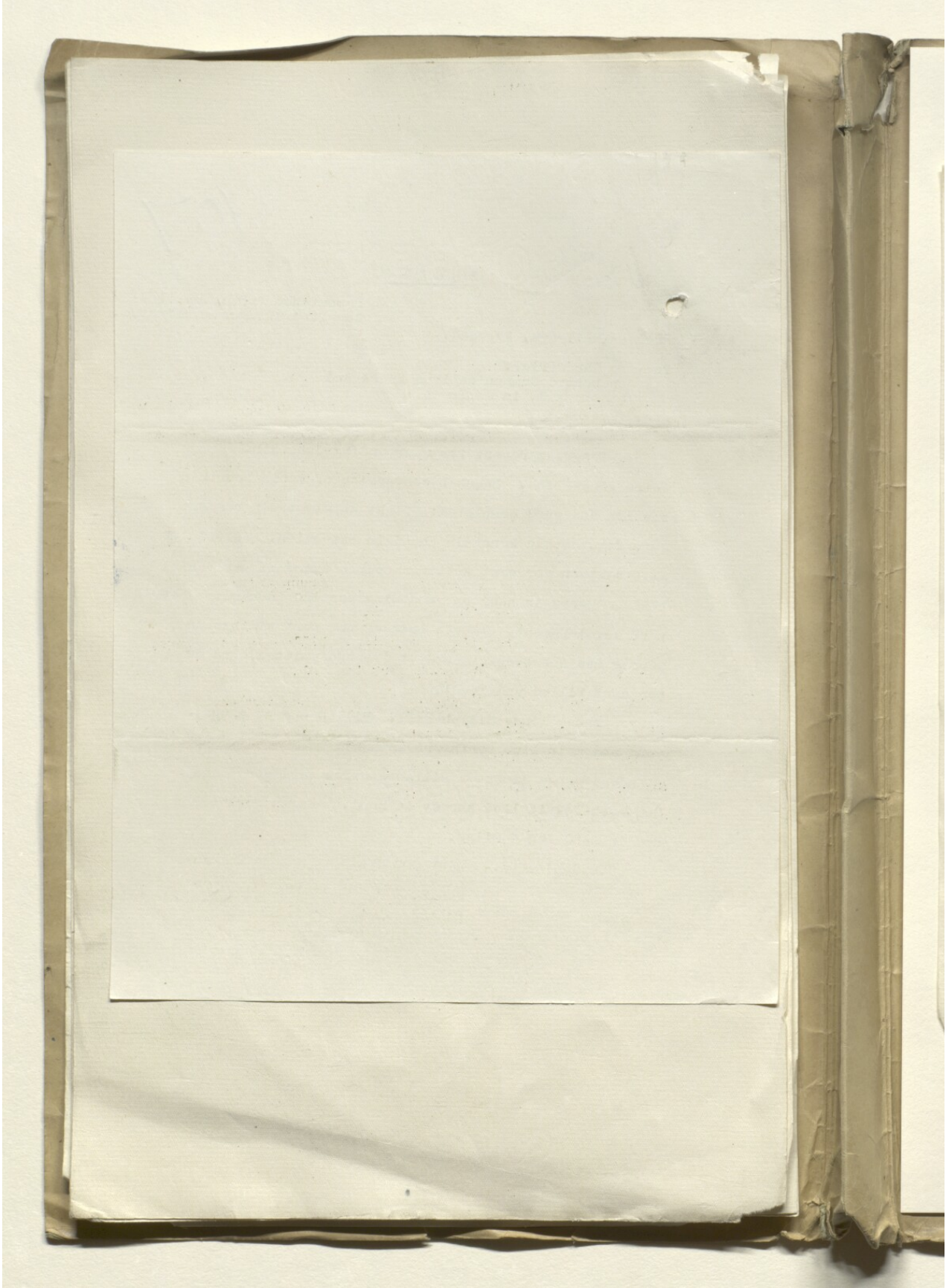
Standard gauge lines. Hillah station yard completed.

Samarrah-Tekrit line survey in hand. Earth work begun and in hand for 4 miles.

C.2.Copies to:- ARMY COUNCIL
M.R.1.
M.R.2.
M.C.2A.

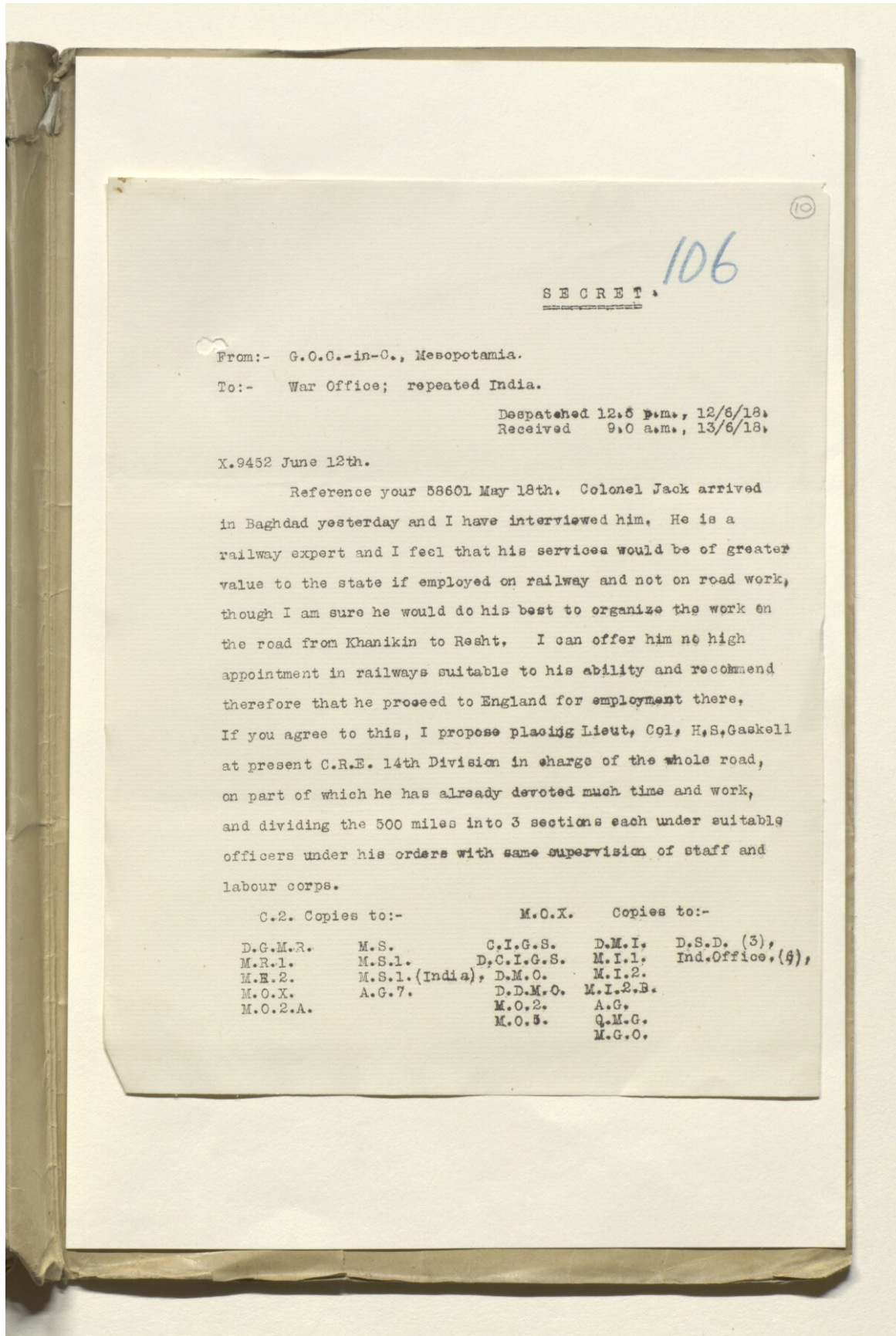


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩ظ] (٢٧٤/١٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠] [٢٧٤/١٩]



SECRET

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

Despatched 12.5 p.m., 12/6/18.
Received 9.0 a.m., 13/6/18.

X.9452 June 12th.

Reference your 5860L May 18th. Colonel Jack arrived in Baghdad yesterday and I have interviewed him. He is a railway expert and I feel that his services would be of greater value to the state if employed on railway and not on road work, though I am sure he would do his best to organize the work on the road from Khanikin to Resht. I can offer him no high appointment in railways suitable to his ability and recommend therefore that he proceed to England for employment there. If you agree to this, I propose placing Lieut. Col. H.S. Gaskell at present C.R.E. 14th Division in charge of the whole road, on part of which he has already devoted much time and work, and dividing the 500 miles into 3 sections each under suitable officers under his orders with same supervision of staff and labour corps.

C.2. Copies to:-

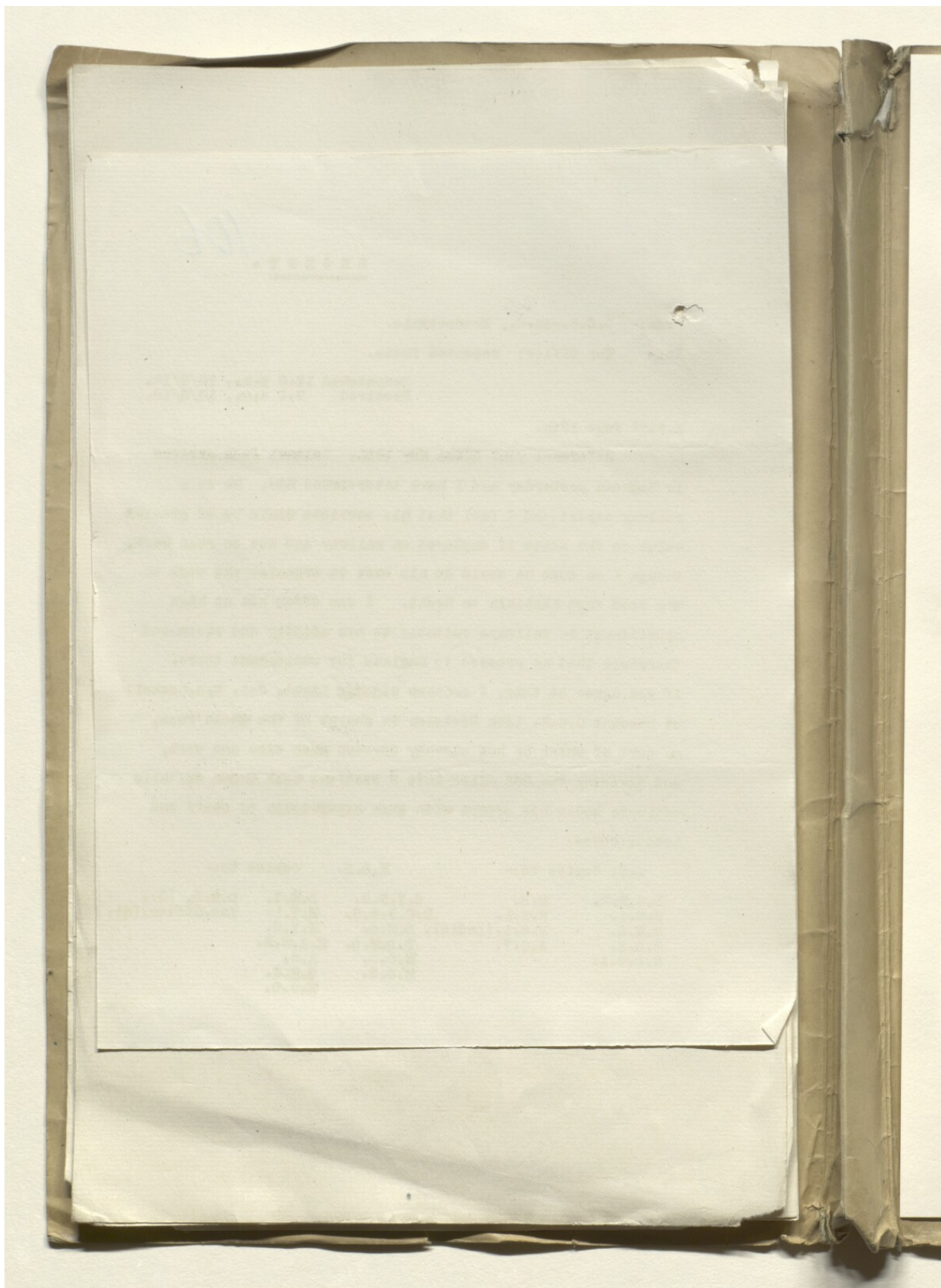
M.O.X.

Copies to:-

D.G.M.R.	M.S.	C.I.G.S.	D.M.I.	D.S.D. (3),
M.R.1.	M.S.1.	D.C.I.G.S.	M.I.1.	Ind. Office. (4),
M.E.2.	M.S.1. (India),	D.M.O.	M.I.2.	
M.O.X.	A.G.7.	D.D.M.O.	M.I.2.B.	
M.O.2.A.		M.O.2.	A.G.	
		M.O.3.	Q.M.G.	
			M.G.O.	

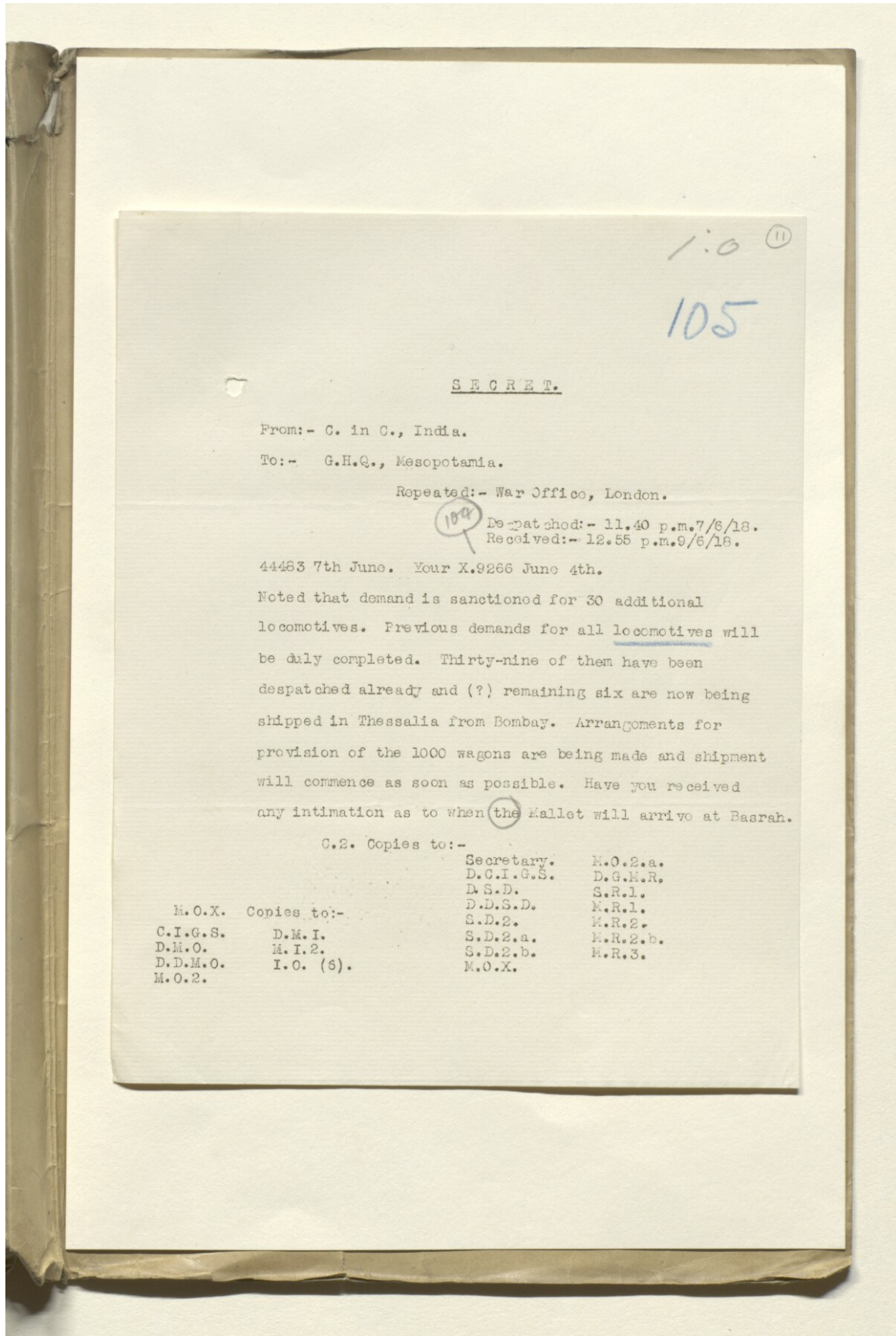


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠ظ] (٢٧٤/٢٠)



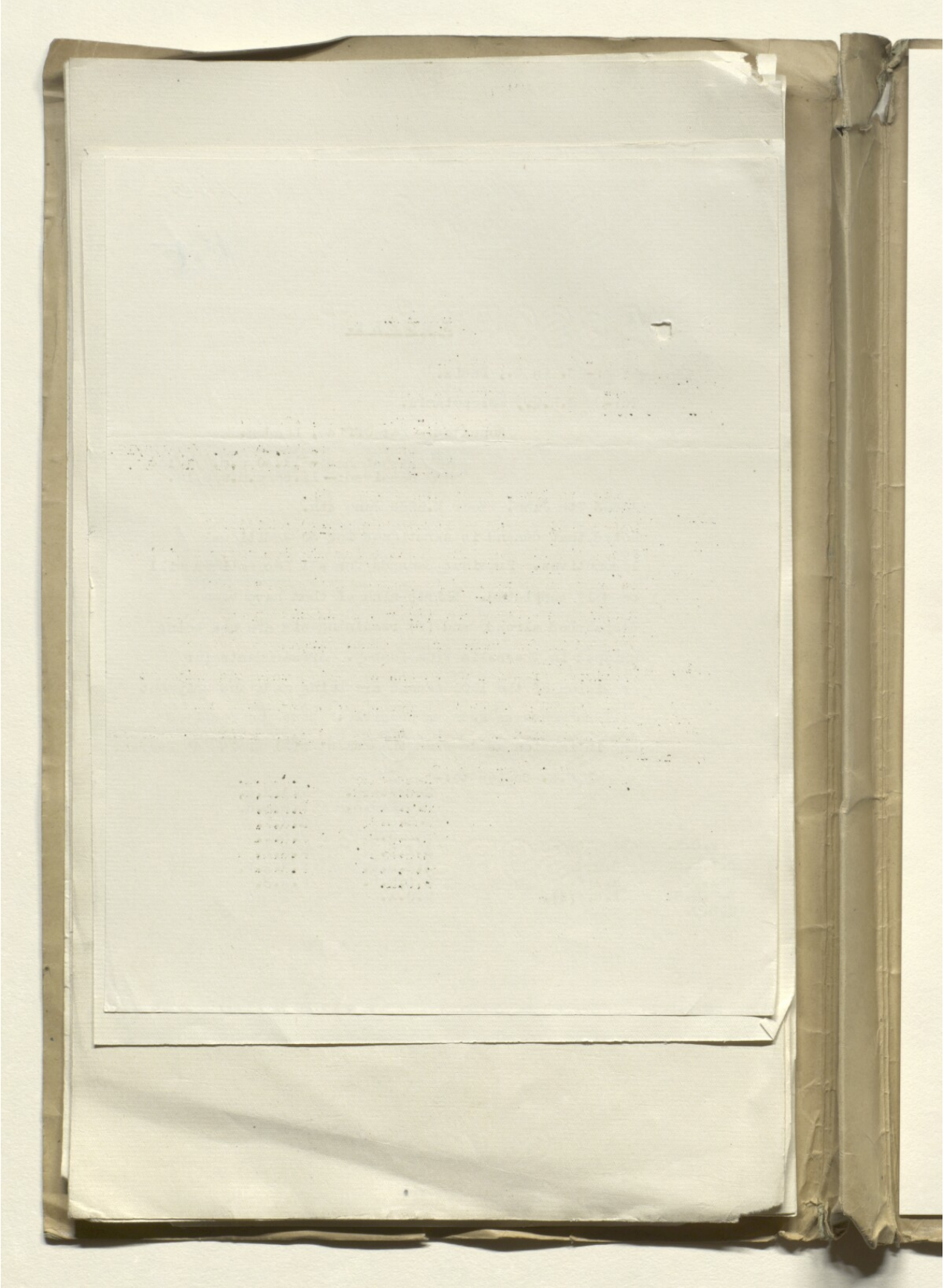


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد ١١"
(٢٧٤/٢١) [١١]



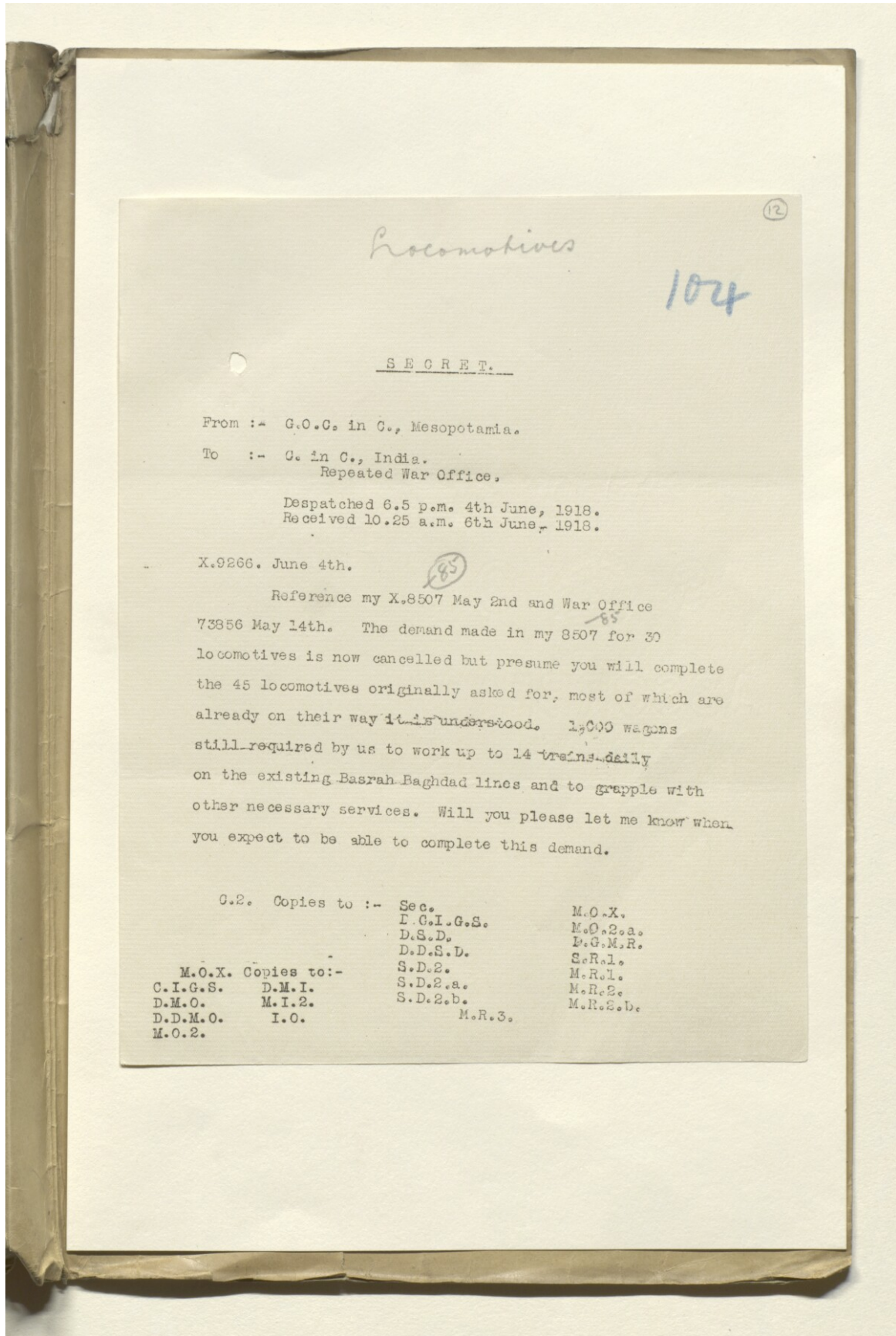


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١١ ظ] (٢٧٤/٢٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٢] [٢٧٤/٢٣]



S E C R E T.

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

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

Despatched 6.5 p.m. 4th June, 1918.
Received 10.25 a.m. 6th June, 1918.

X.9266. June 4th.

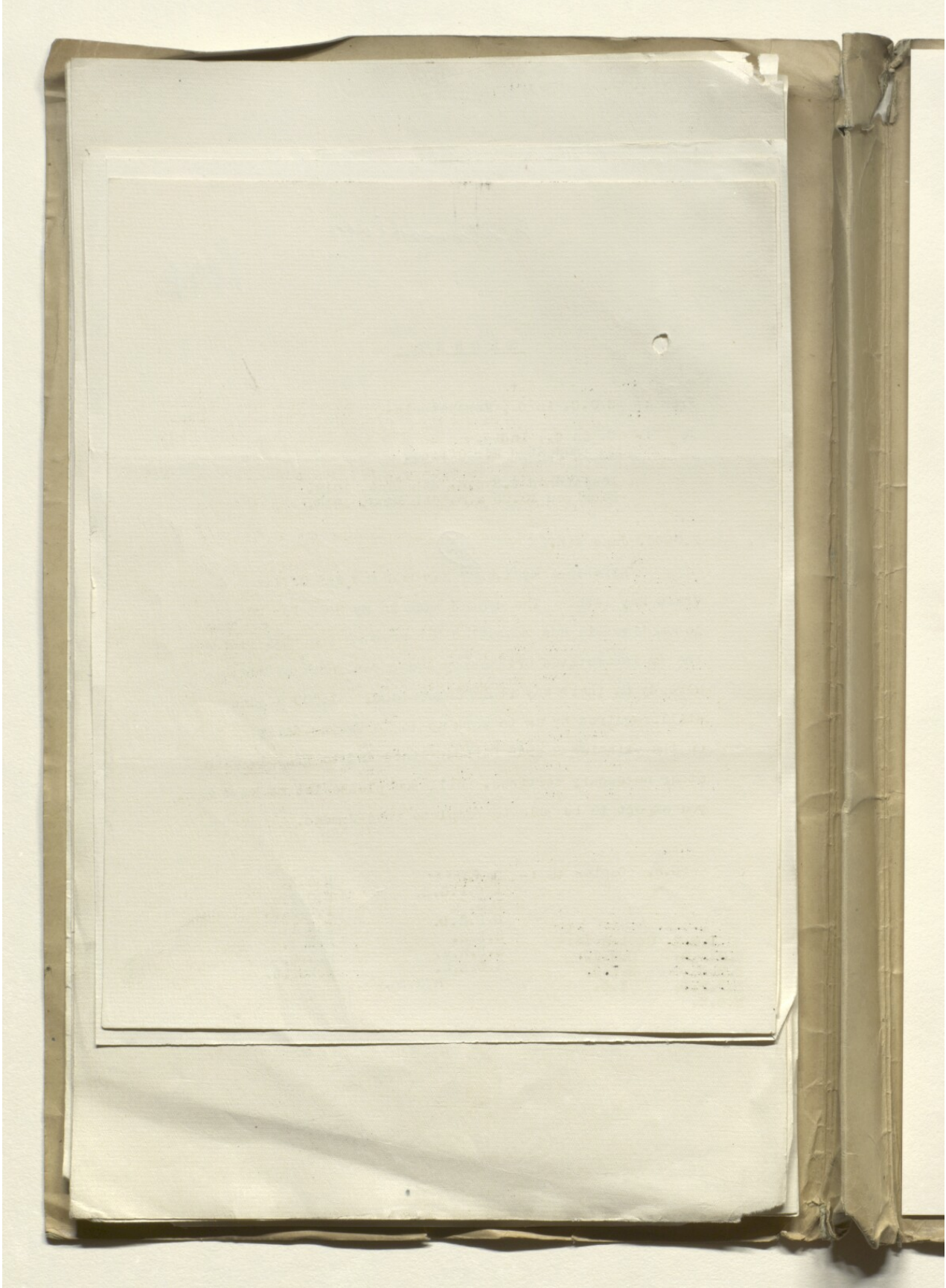
Reference my X.8507 May 2nd and War Office
73856 May 14th. The demand made in my 8507 for 30
locomotives is now cancelled but presume you will complete
the 45 locomotives originally asked for, most of which are
already on their way ^{it is understood}. 1,000 wagons
still required by us to work up to 14 trains daily
on the existing Basrah-Baghdad lines and to grapple with
other necessary services. Will you please let me know when
you expect to be able to complete this demand.

G.S. Copies to :- Sec. M.O.X.
F.C.I.G.S. M.O.2.a.
D.S.D. E.G.M.R.
D.D.S.D. S.R.I.
S.D.2. M.R.I.
S.D.2.a. M.R.2.
S.D.2.b. M.R.2.b.
M.R.3.

M.O.X. Copies to:-
C.I.G.S. D.M.I.
D.M.O. M.I.2.
D.D.M.O. I.O.
M.O.2.

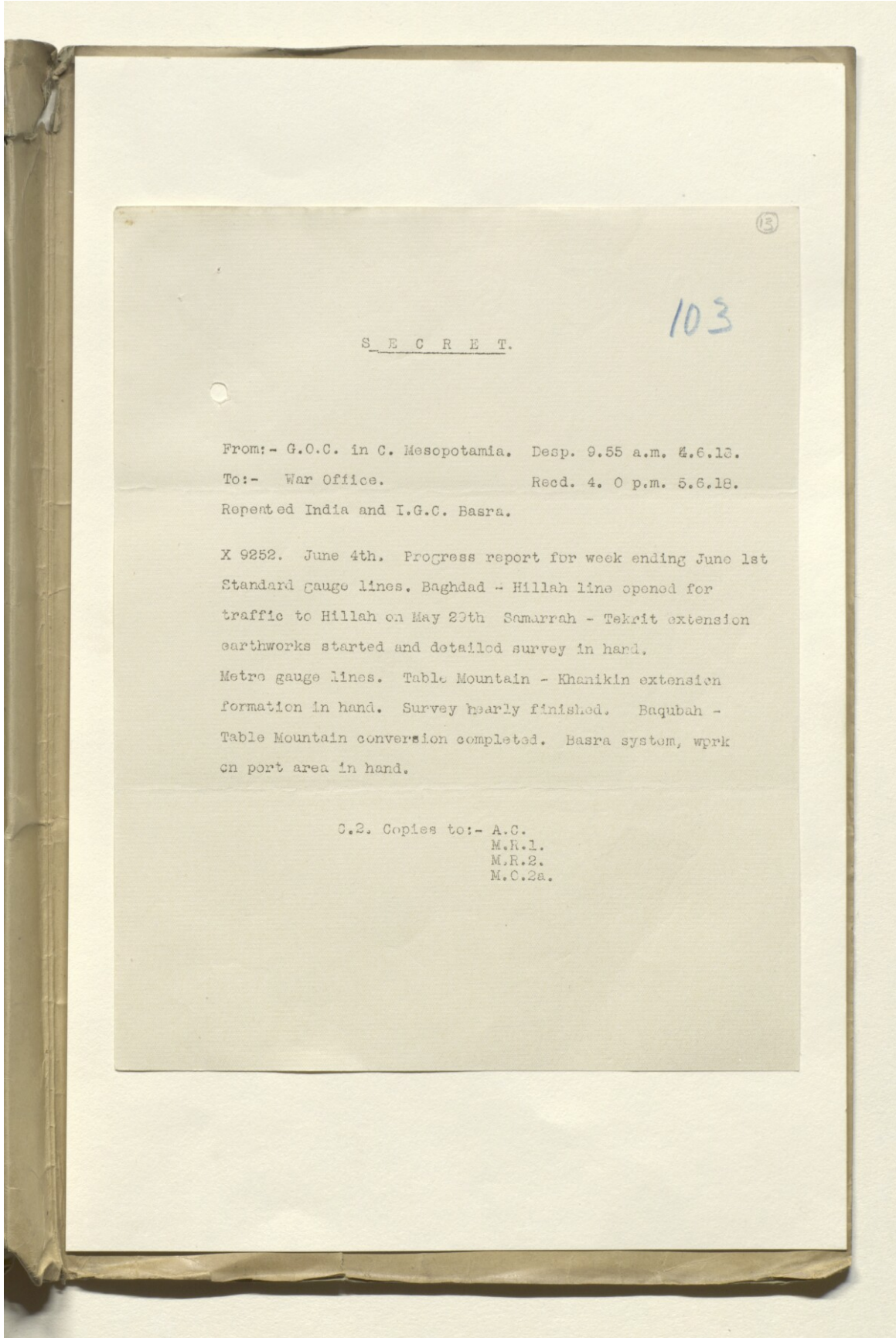


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢١ ظ] (٢٧٤/٢٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٣] (٢٧٤/٢٥)



S E C R E T.

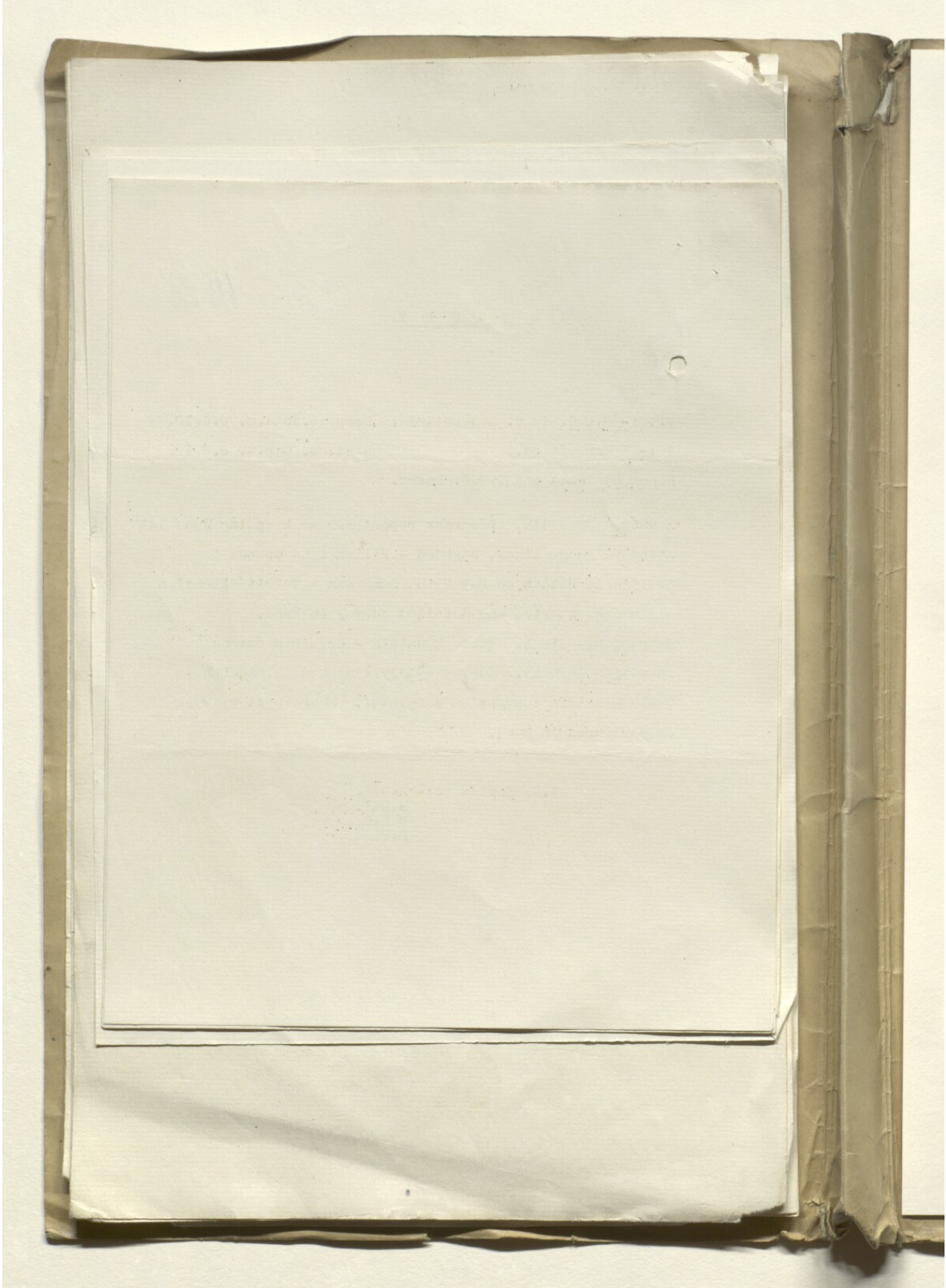
From:- G.O.C. in C. Mesopotamia. Desp. 9.55 a.m. 4.6.18.
To:- War Office. Recd. 4. 0 p.m. 5.6.18.
Reprinted India and I.G.C. Basra.

X 9252. June 4th. Progress report for week ending June 1st
Standard gauge lines. Baghdad - Hillah line opened for
traffic to Hillah on May 23th Samarrah - Tekrit extension
earthworks started and detailed survey in hand.
Metro gauge lines. Table Mountain - Khanikin extension
formation in hand. Survey nearly finished. Baqubah -
Table Mountain conversion completed. Basra system, work
on port area in hand.

C.2. Copies to:- A.C.
M.R.1.
M.R.2.
M.C.2a.

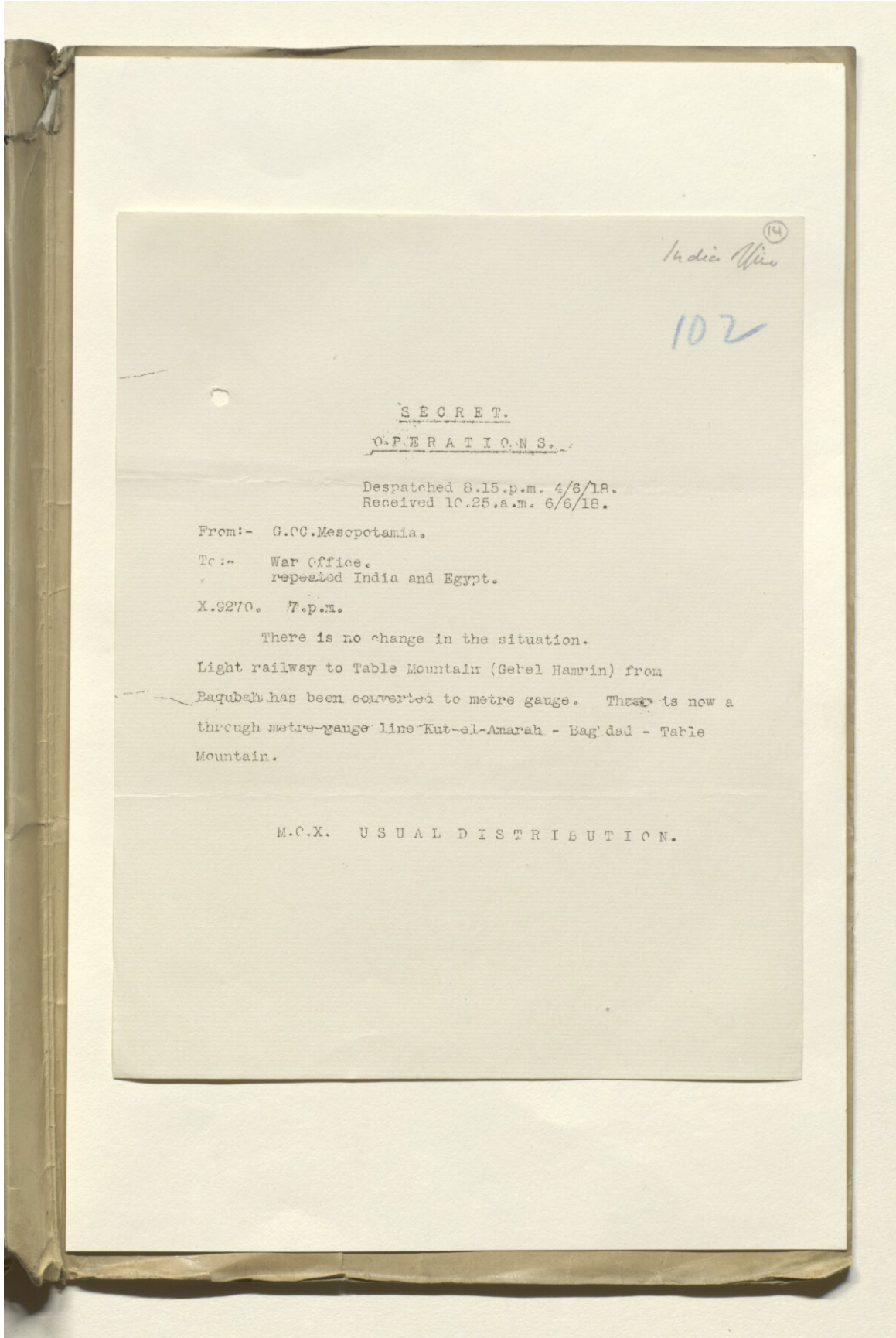


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣١ ظ] (٢٧٤/٢٦)



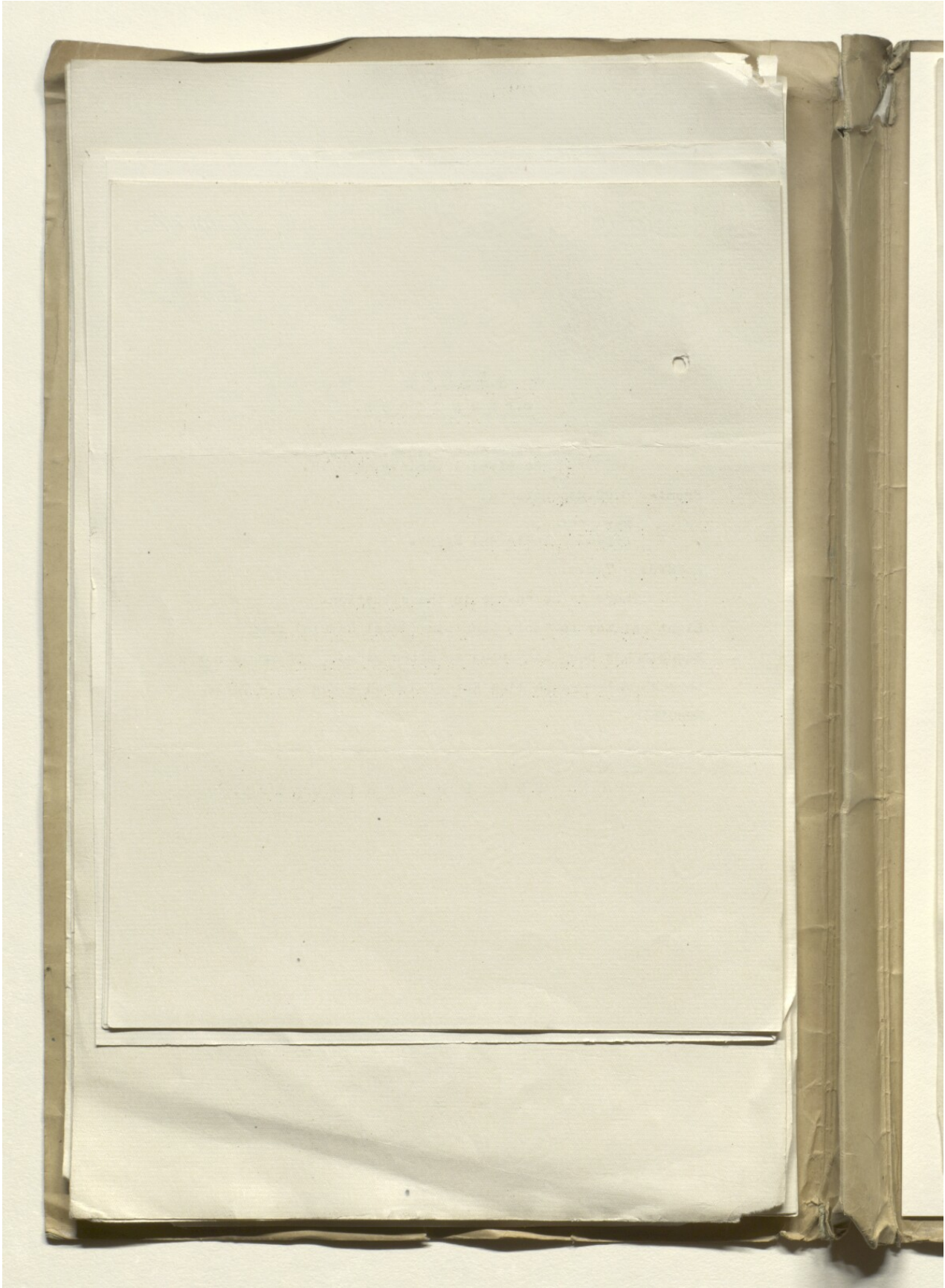


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤١] (٢٧٤/٢٧)



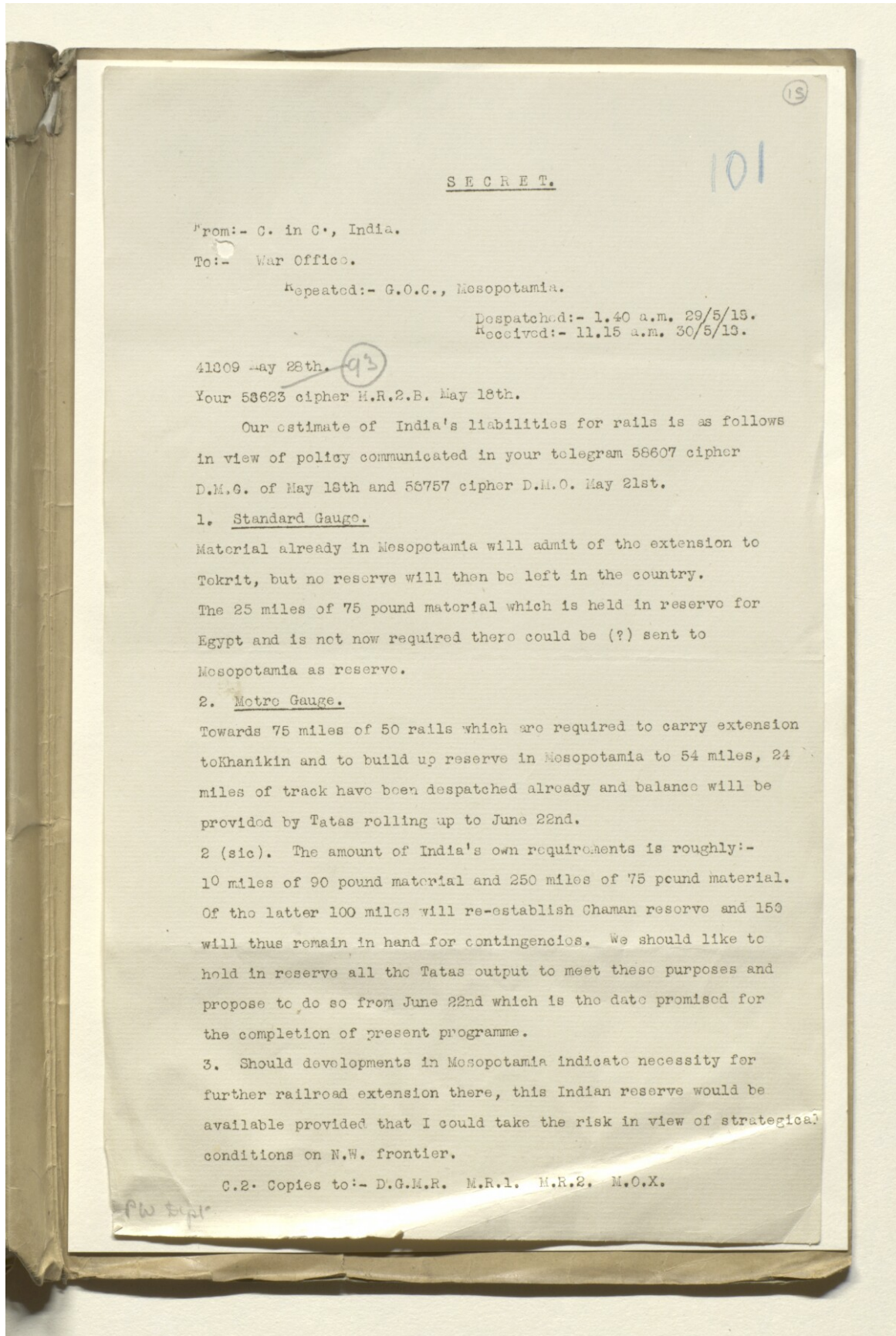


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤ اظ] (٢٧٤/٢٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٩) [١٥]



SECRET.

From:- C. in C., India.

To:- War Office.

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

Despatched:- 1.40 a.m. 29/5/19.

Received:- 11.15 a.m. 30/5/19.

41309 --ay 28th. (٩٣)

Your 53623 cipher H.R.2.B. May 18th.

Our estimate of India's liabilities for rails is as follows in view of policy communicated in your telegram 58607 cipher D.M.G. of May 18th and 58757 cipher D.M.O. May 21st.

1. Standard Gauge.

Material already in Mesopotamia will admit of the extension to Tokrit, but no reserve will then be left in the country. The 25 miles of 75 pound material which is held in reserve for Egypt and is not now required there could be (?) sent to Mesopotamia as reserve.

2. Metro Gauge.

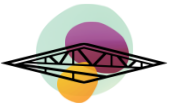
Towards 75 miles of 50 rails which are required to carry extension to Khanikin and to build up reserve in Mesopotamia to 54 miles, 24 miles of track have been despatched already and balance will be provided by Tatas rolling up to June 22nd.

2 (sic). The amount of India's own requirements is roughly:- 10 miles of 90 pound material and 250 miles of 75 pound material. Of the latter 100 miles will re-establish Chaman reserve and 150 will thus remain in hand for contingencies. We should like to hold in reserve all the Tatas output to meet these purposes and propose to do so from June 22nd which is the date promised for the completion of present programme.

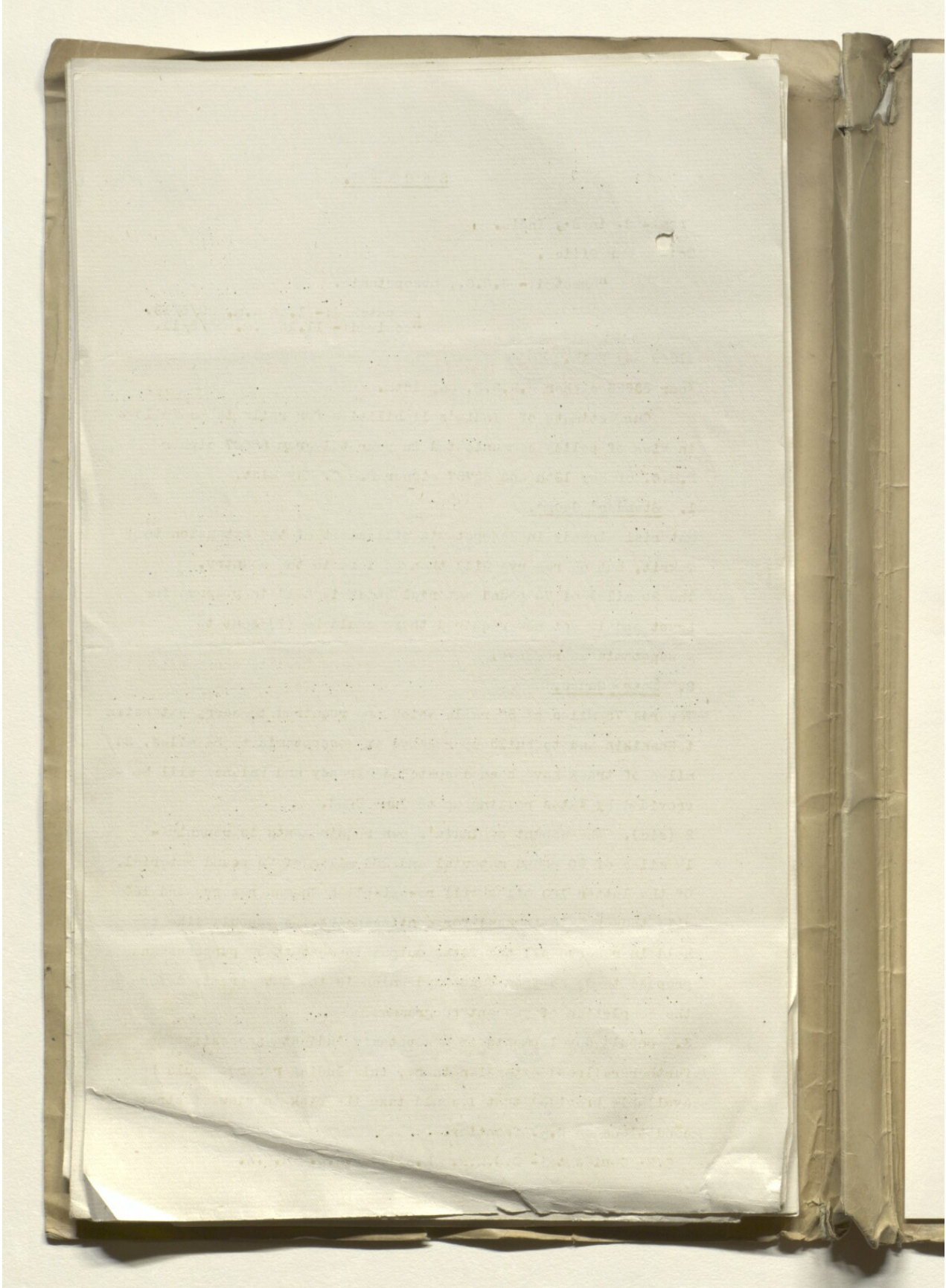
3. Should developments in Mesopotamia indicate necessity for further railroad extension there, this Indian reserve would be available provided that I could take the risk in view of strategical conditions on N.W. frontier.

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

FW 21st

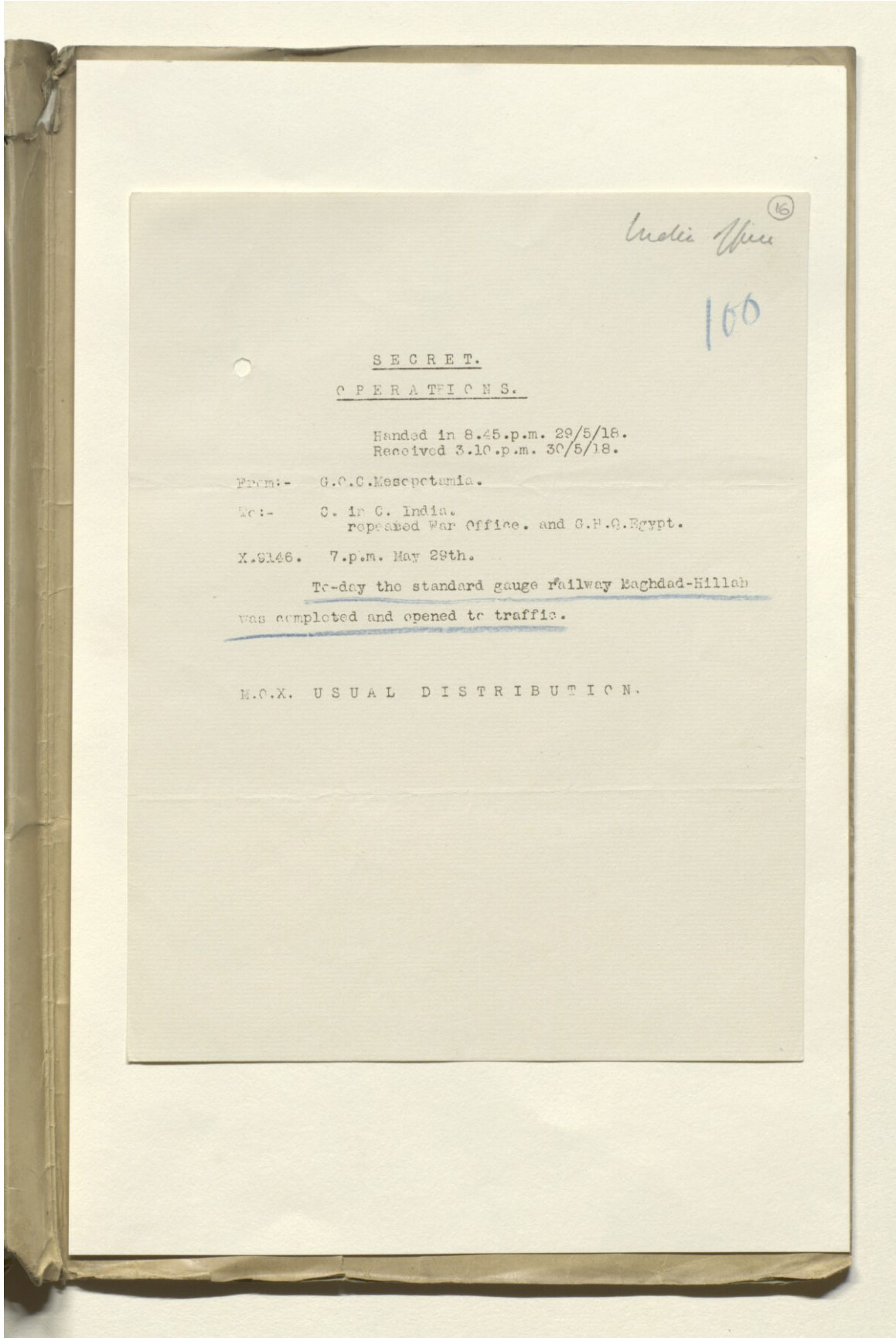


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٥ ظ] (٢٧٤/٣٠)



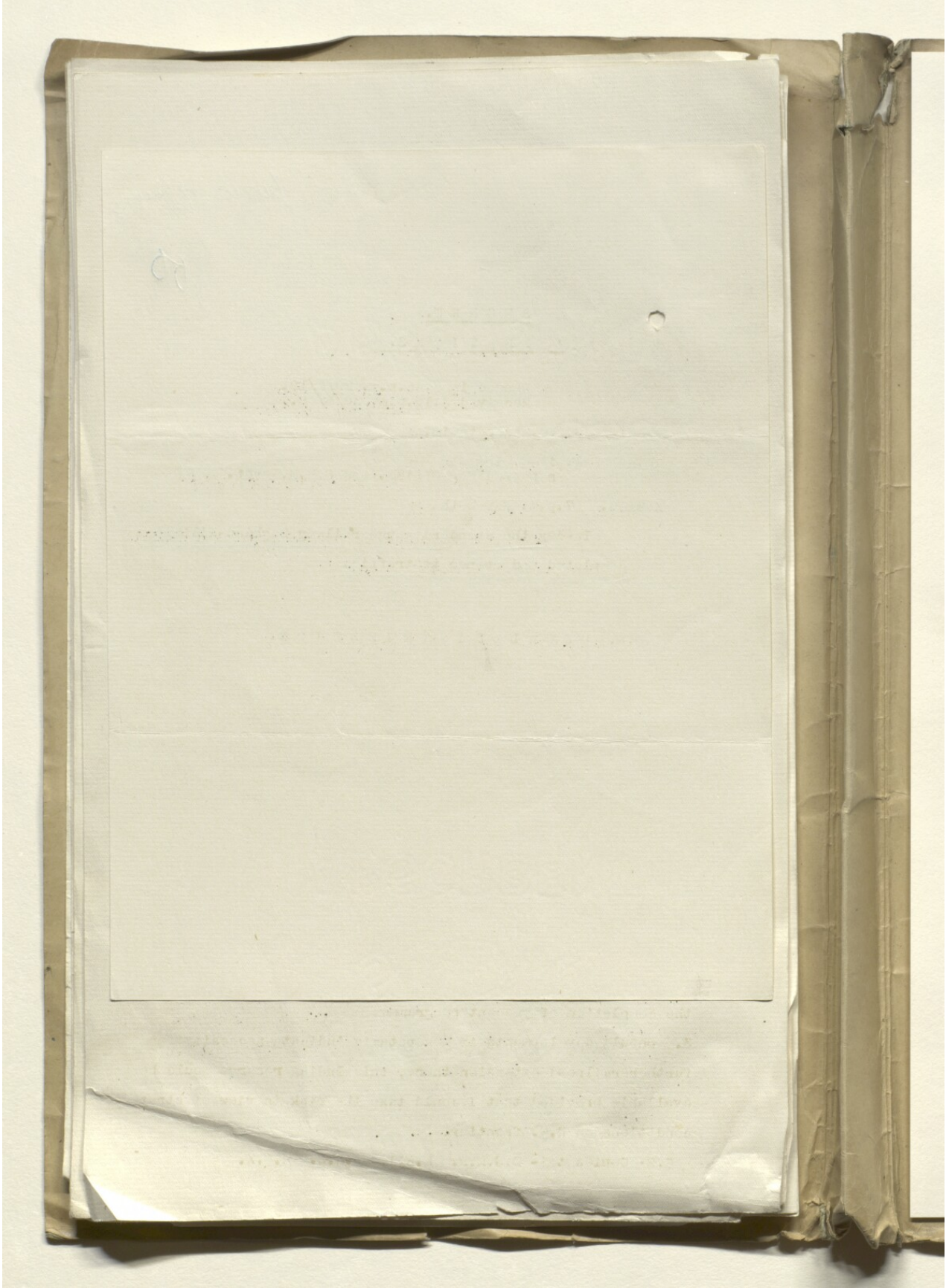


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٦] [٢٧٤/٣١]



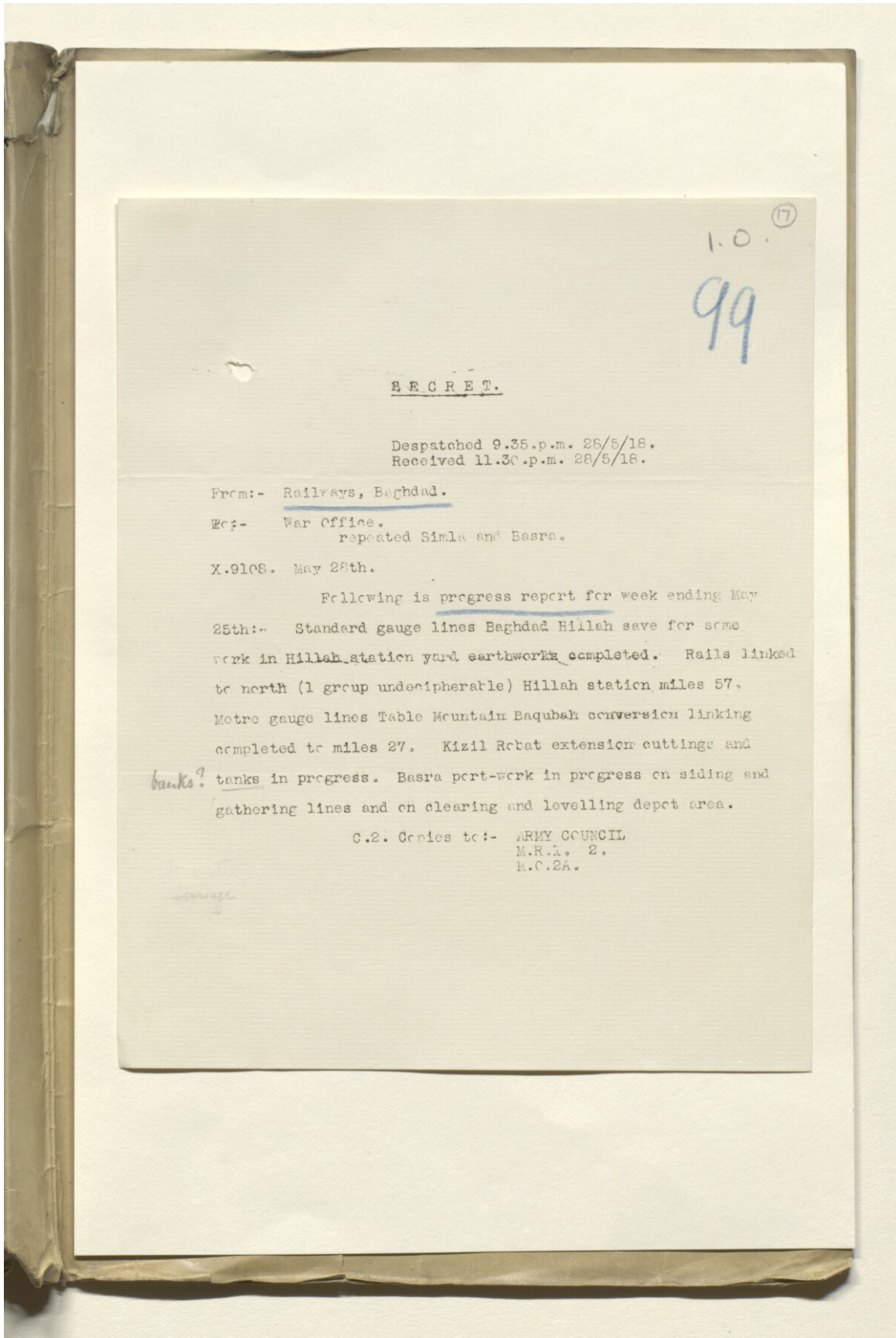


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦١ ظ] (٢٧٤/٣٢)



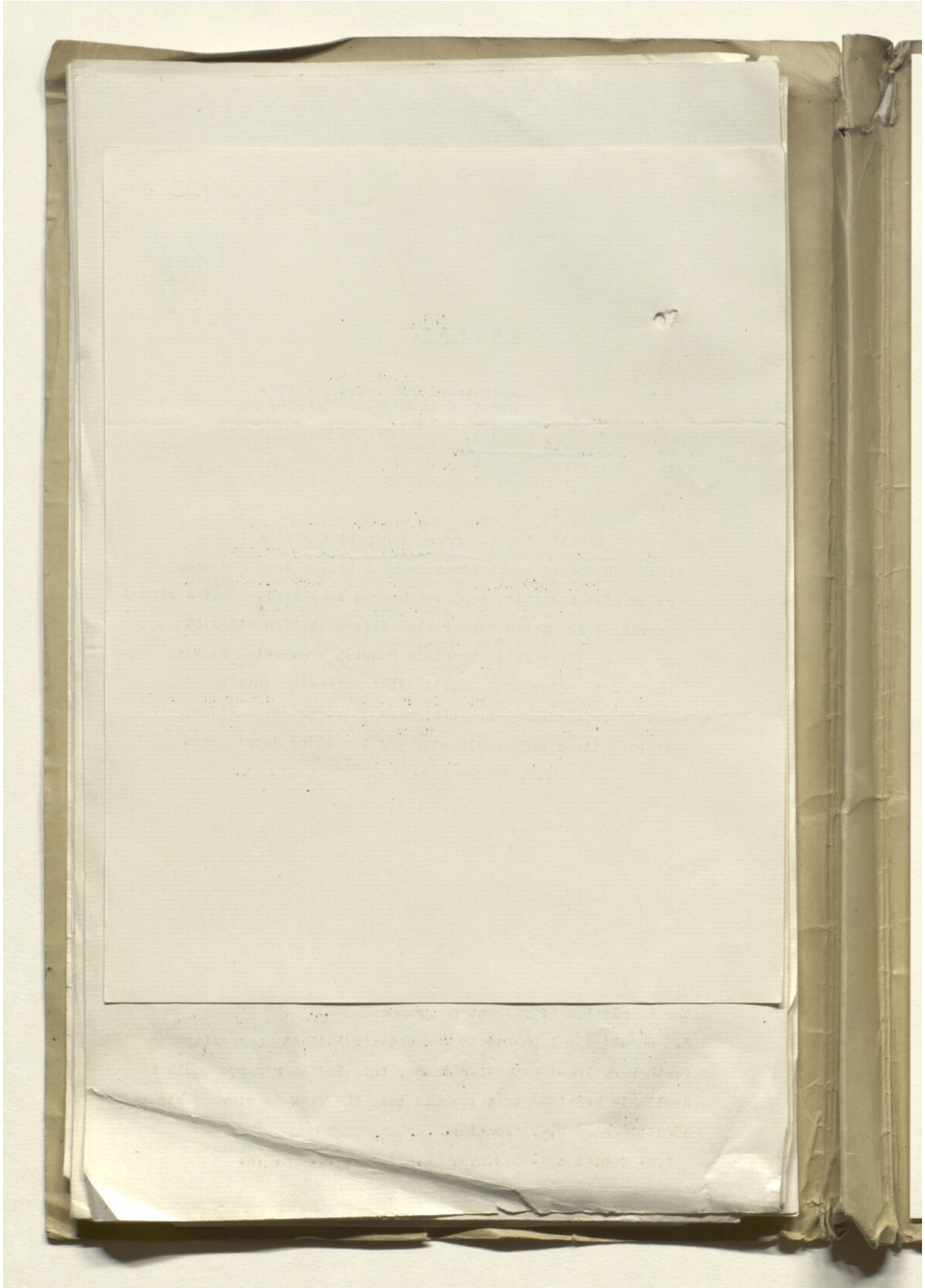


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٧] [٢٧٤/٣٣]



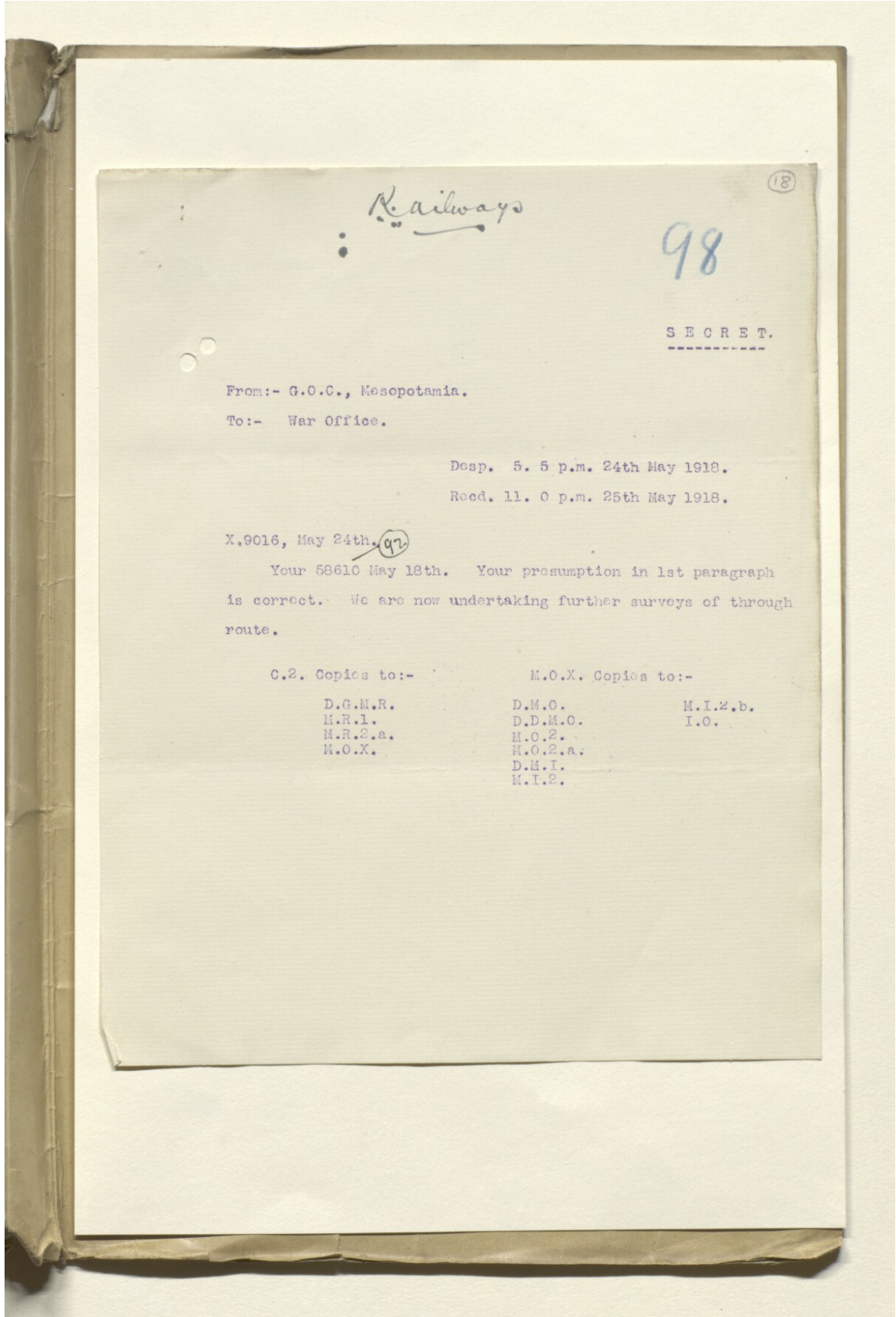


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٧ظ] (٢٧٤/٣٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٨] (٢٧٤/٣٥)



Railways

(18)

98

SECRET.

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

To:- War Office.

Desp. 5. 5 p.m. 24th May 1918.

Recd. 11. 0 p.m. 25th May 1918.

X.9016, May 24th. (97)

Your 58610 May 18th. Your presumption in 1st paragraph is correct. We are now undertaking further surveys of through route.

C.2. Copies to:-

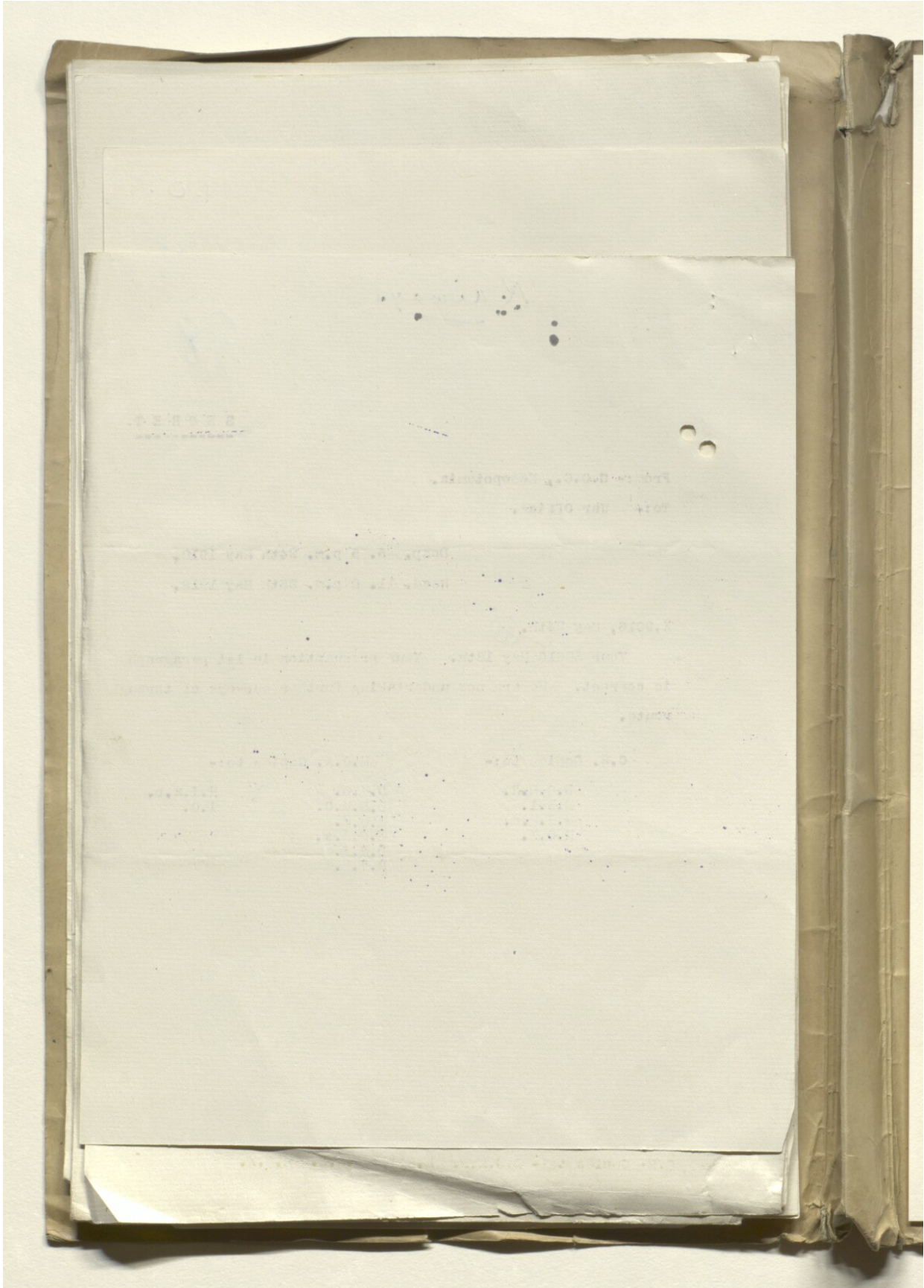
D.G.M.R.
H.R.I.
M.R.E.a.
M.O.X.

M.O.X. Copies to:-

D.M.O.
D.D.M.O.
M.O.2.
M.O.2.a.
D.H.I.
M.T.2.
M.I.2.b.
I.O.

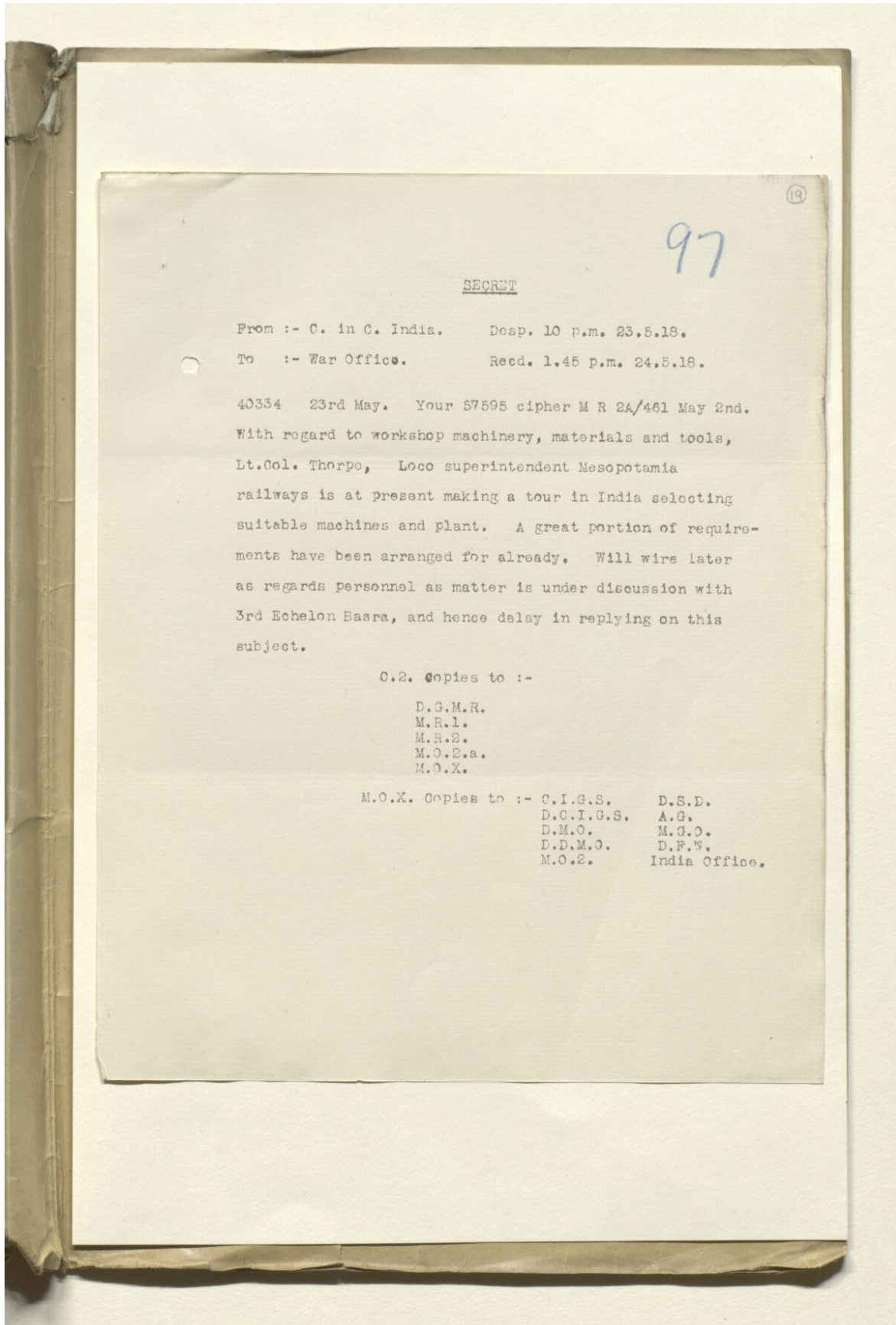


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٨ ظ] (٢٧٤/٣٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٩] (٢٧٤/٣٧)



97
SECRET

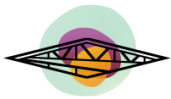
From :- C. in C. India. Desp. 10 p.m. 23.5.18.
To :- War Office. Recd. 1.45 p.m. 24.5.18.

40334 23rd May. Your 57595 cipher M R 2A/461 May 2nd.
With regard to workshop machinery, materials and tools,
Lt.Col. Thorpe, Loco superintendent Mesopotamia
railways is at present making a tour in India selecting
suitable machines and plant. A great portion of require-
ments have been arranged for already. Will wire later
as regards personnel as matter is under discussion with
3rd Echelon Basra, and hence delay in replying on this
subject.

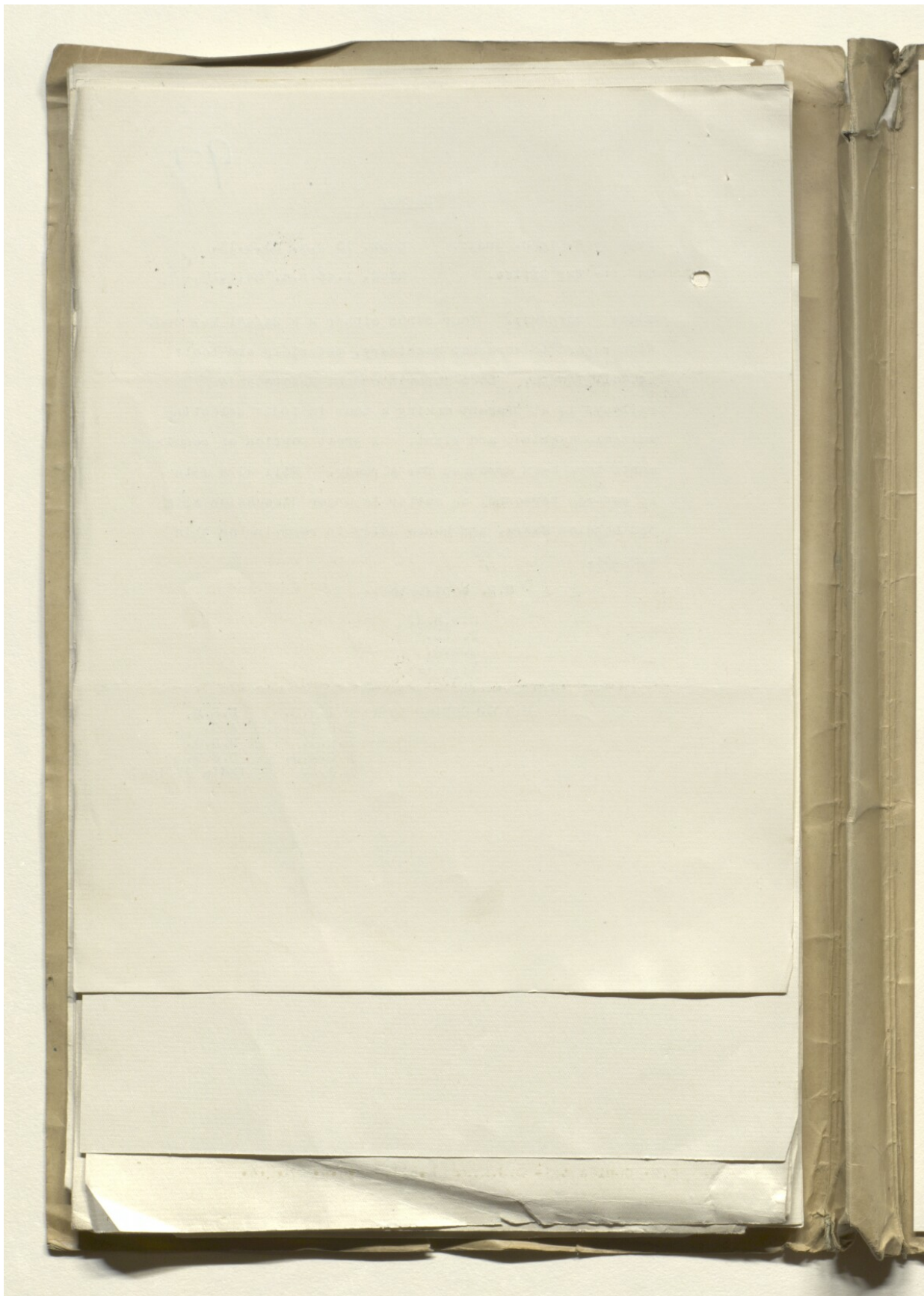
C.2. Copies to :-

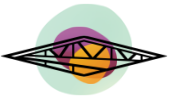
D.G.M.R.
M.R.1.
M.R.2.
M.O.S.a.
M.O.X.

M.O.X. Copies to :- C.I.G.S. D.S.D.
D.C.I.G.S. A.G.
D.M.O. M.S.O.
D.D.M.O. D.P.W.
M.O.2. India Office.

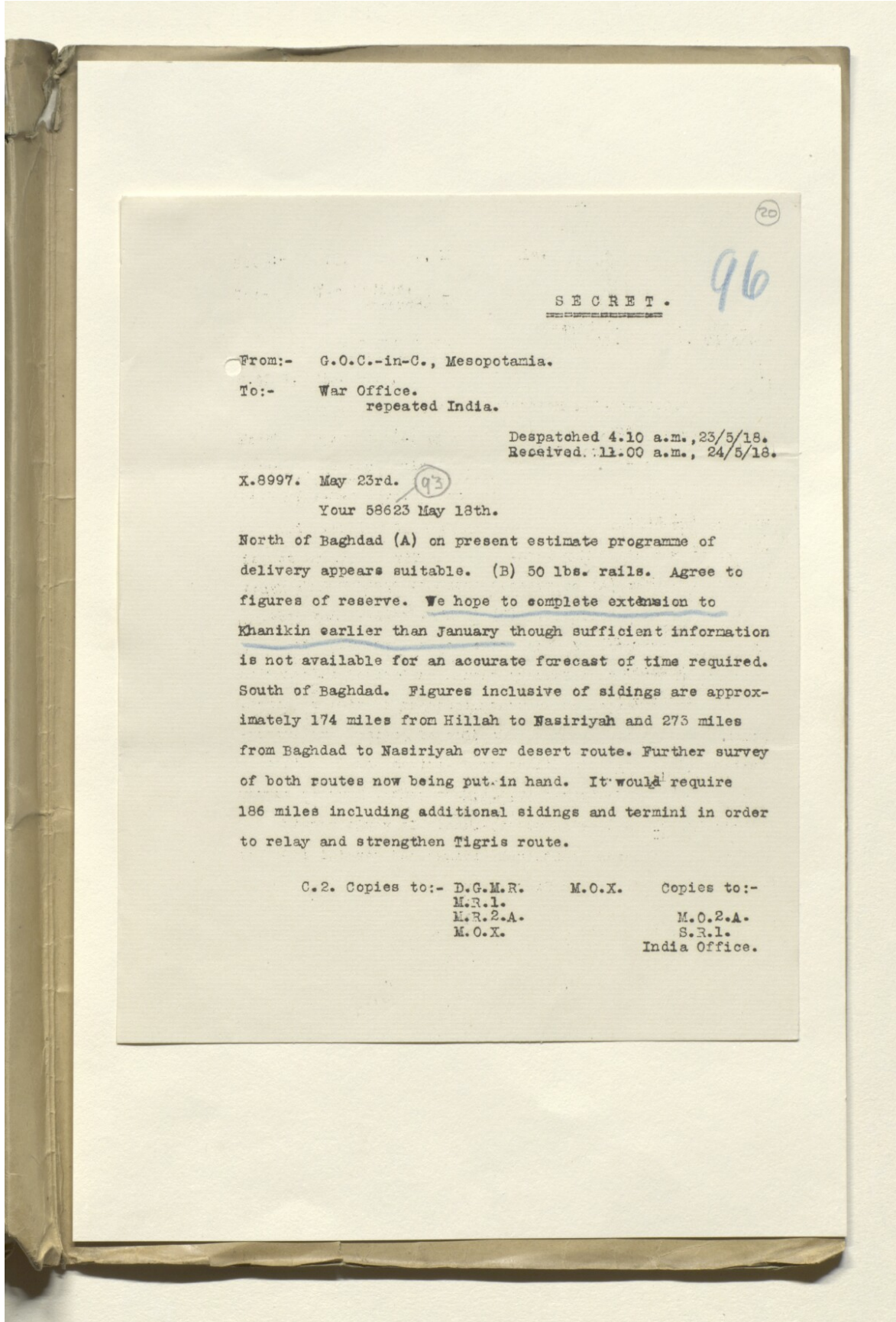


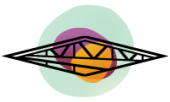
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٩] (٢٧٤/٣٨)



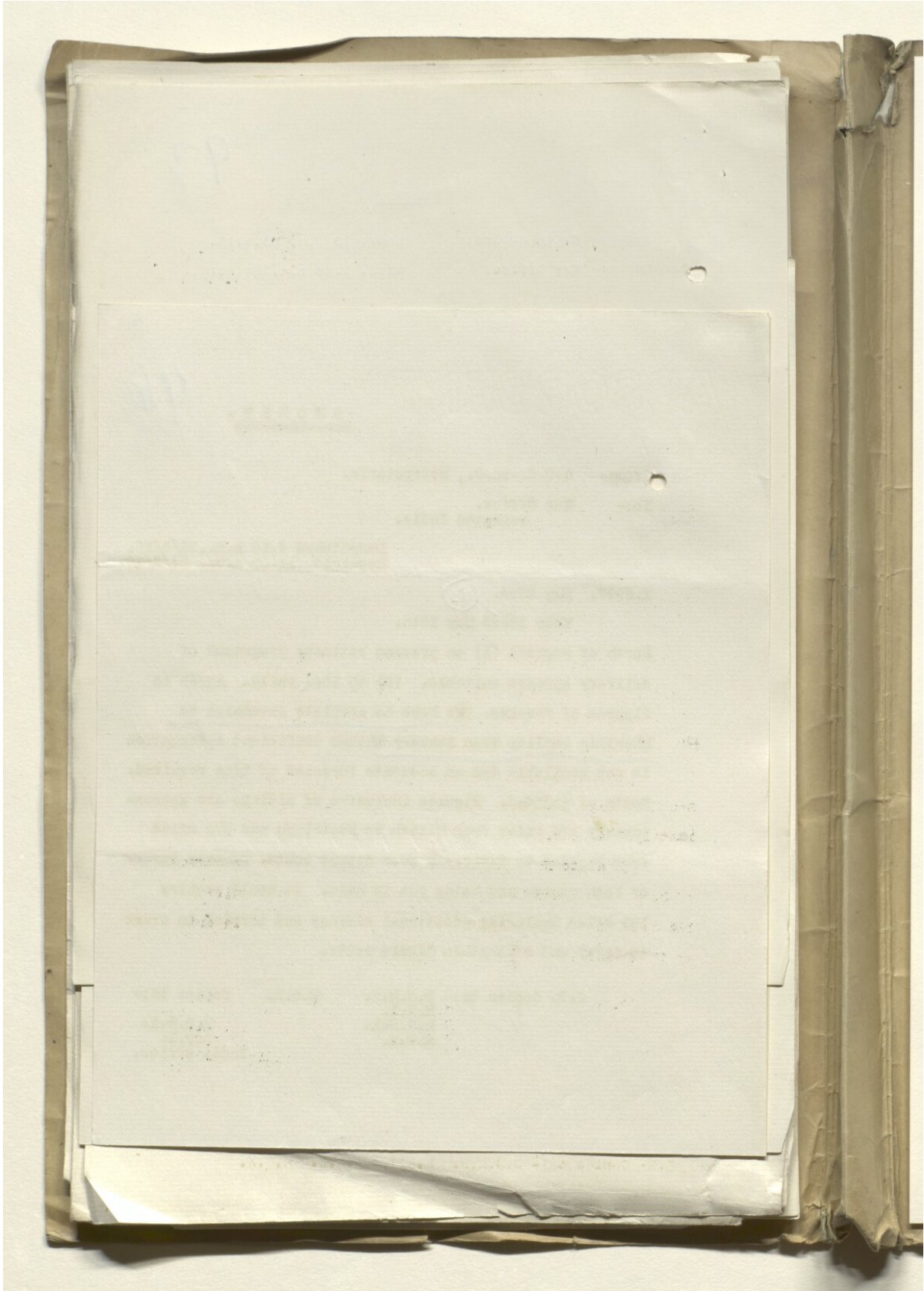


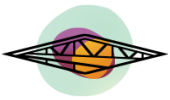
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٠] [٢٧٤/٣٩]



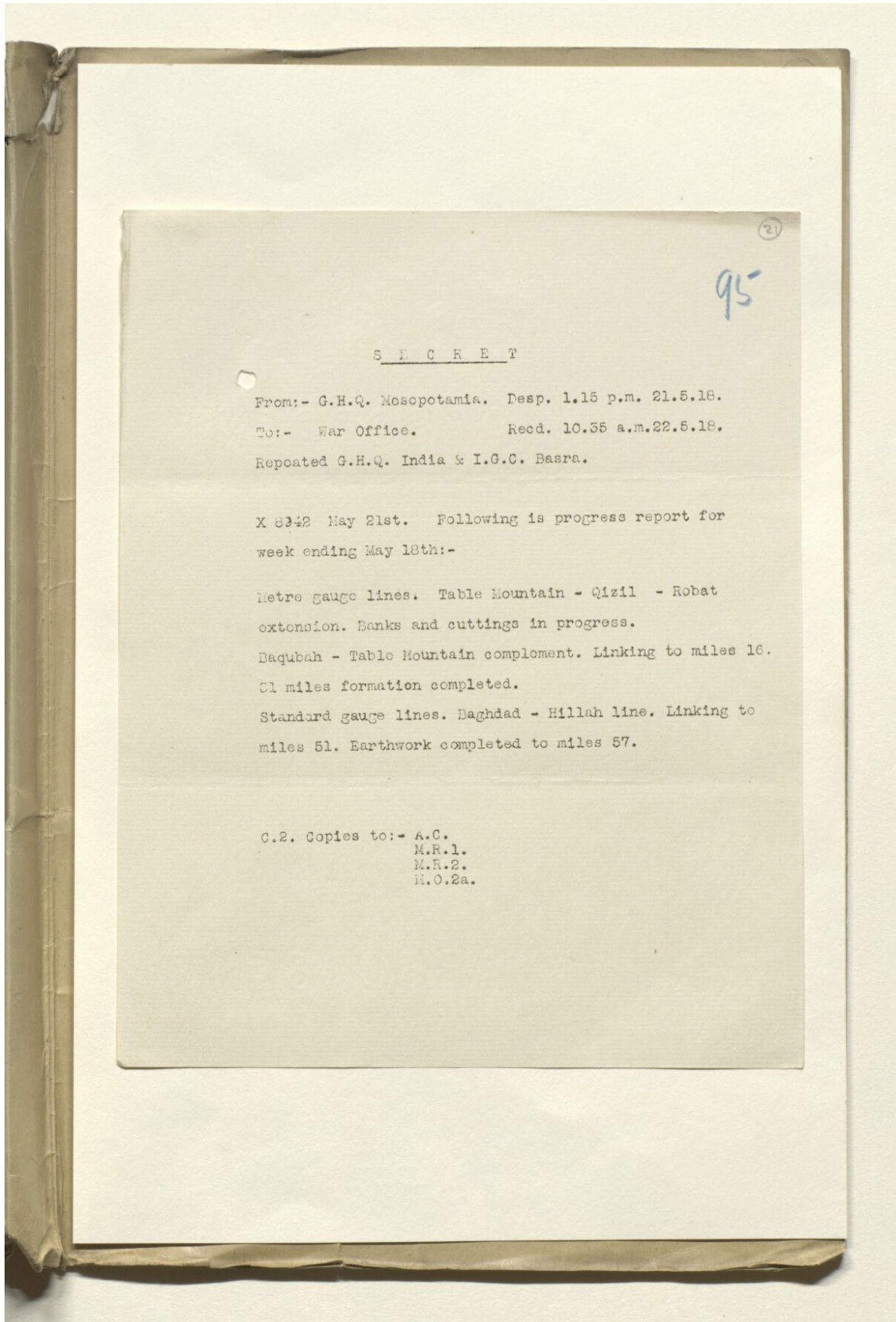


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٠] (٢٧٤/٤٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢١ و) (٢٧٤/٤١)



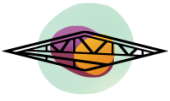
S E C R E T

From:- G.H.Q. Mesopotamia. Desp. 1.15 p.m. 21.5.18.
To:- War Office. Recd. 10.35 a.m. 22.5.18.
Repeated G.H.Q. India & I.G.C. Basra.

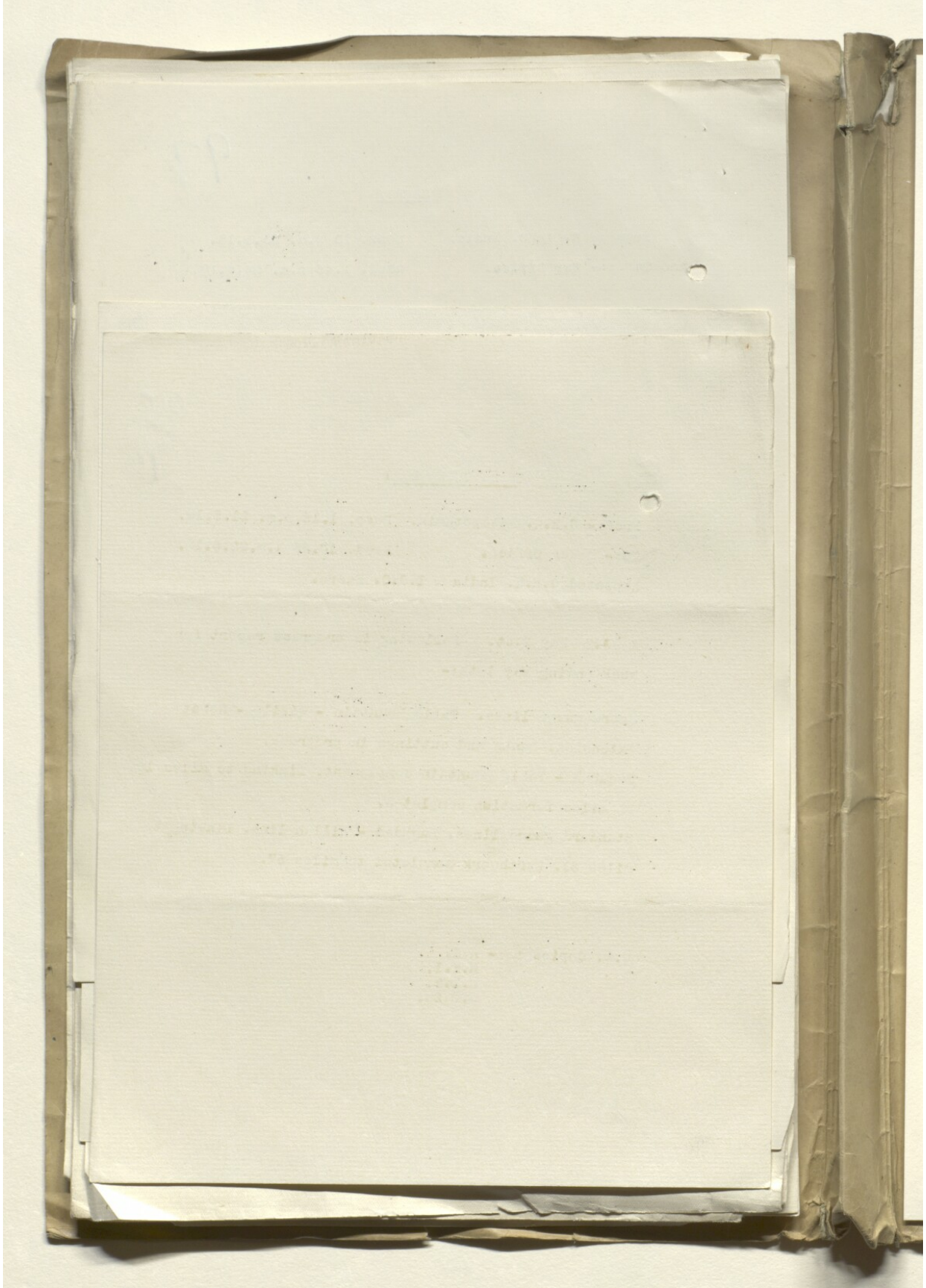
X 8342 May 21st. Following is progress report for
week ending May 18th:-

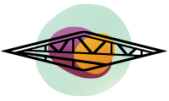
Netre gauge lines. Table Mountain - Qizil - Robat
extension. Banks and cuttings in progress.
Baqubah - Table Mountain complement. Linking to miles 16.
51 miles formation completed.
Standard gauge lines. Baghdad - Hillah line. Linking to
miles 51. Earthwork completed to miles 57.

C.2. Copies to:- A.C.
M.R.1.
M.R.2.
H.O.2a.

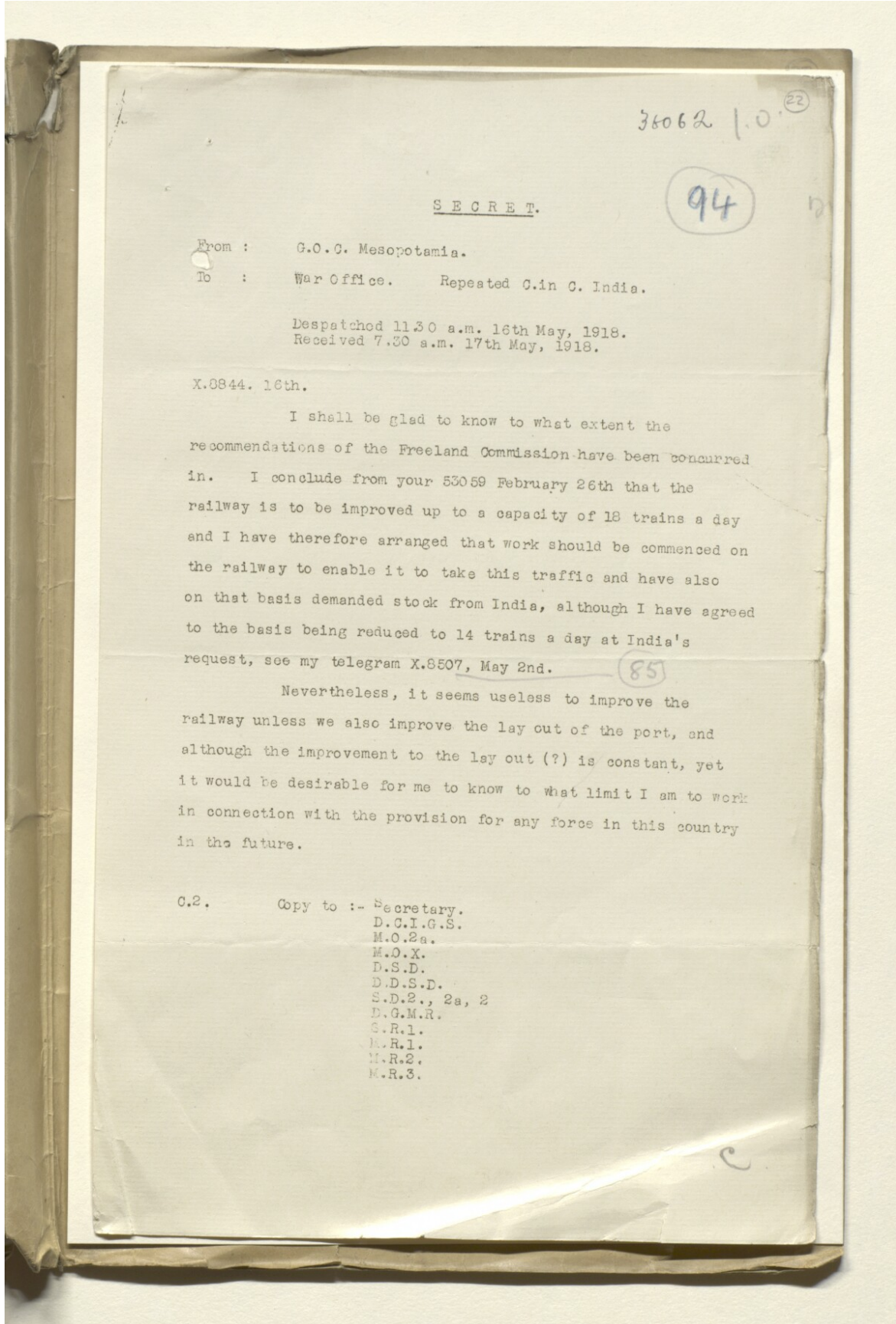


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢١ ظ] (٢٧٤/٤٢)



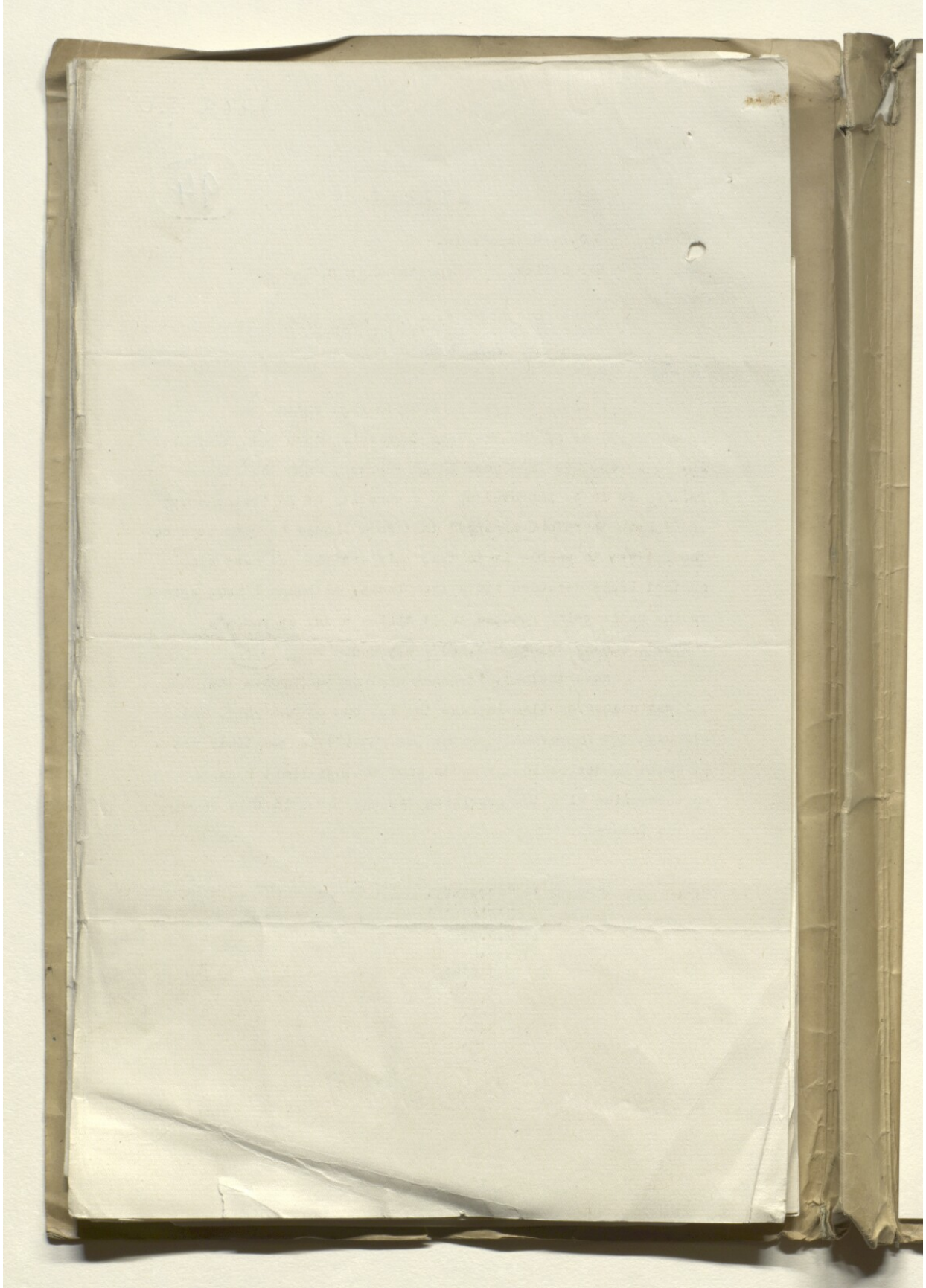


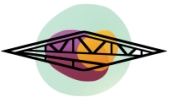
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٢و] (٢٧٤/٤٣)



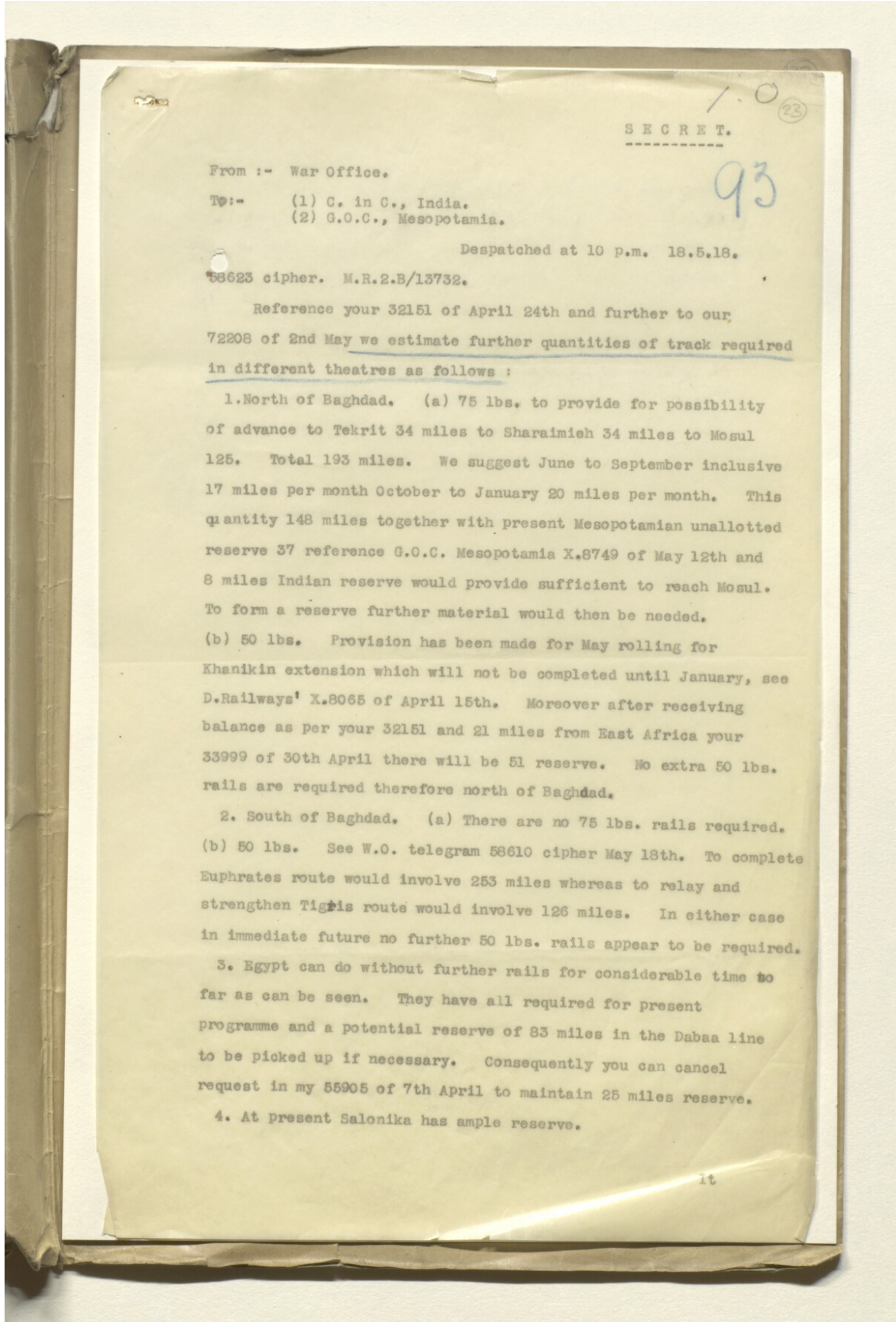


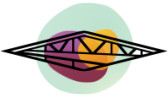
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٢ ظ] (٤٤/٢٧٤)



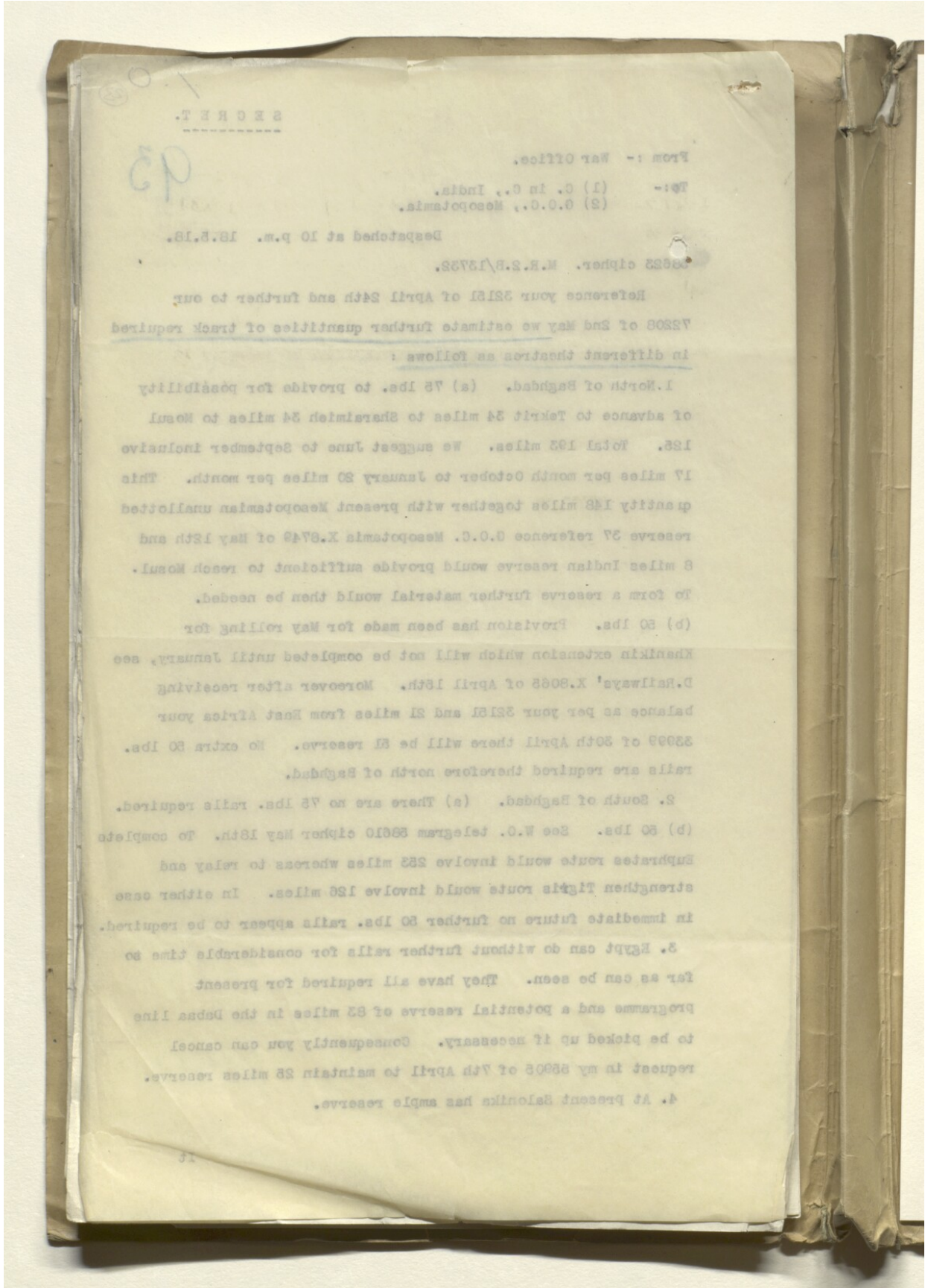


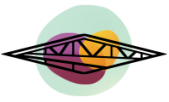
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٣ و] (٢٧٤/٤٥)



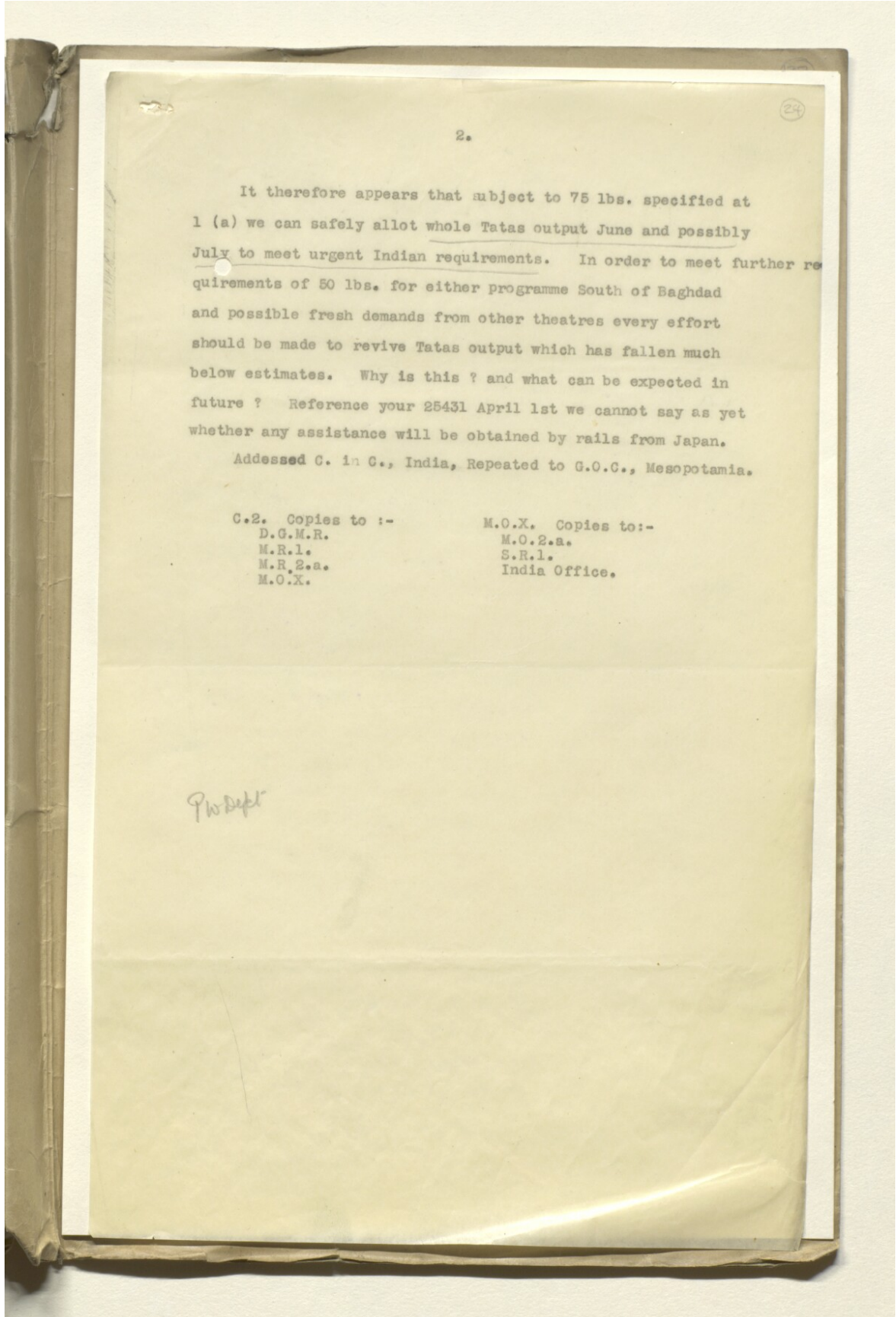


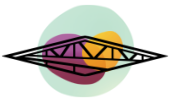
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٣ ظ] (٢٧٤/٤٦)



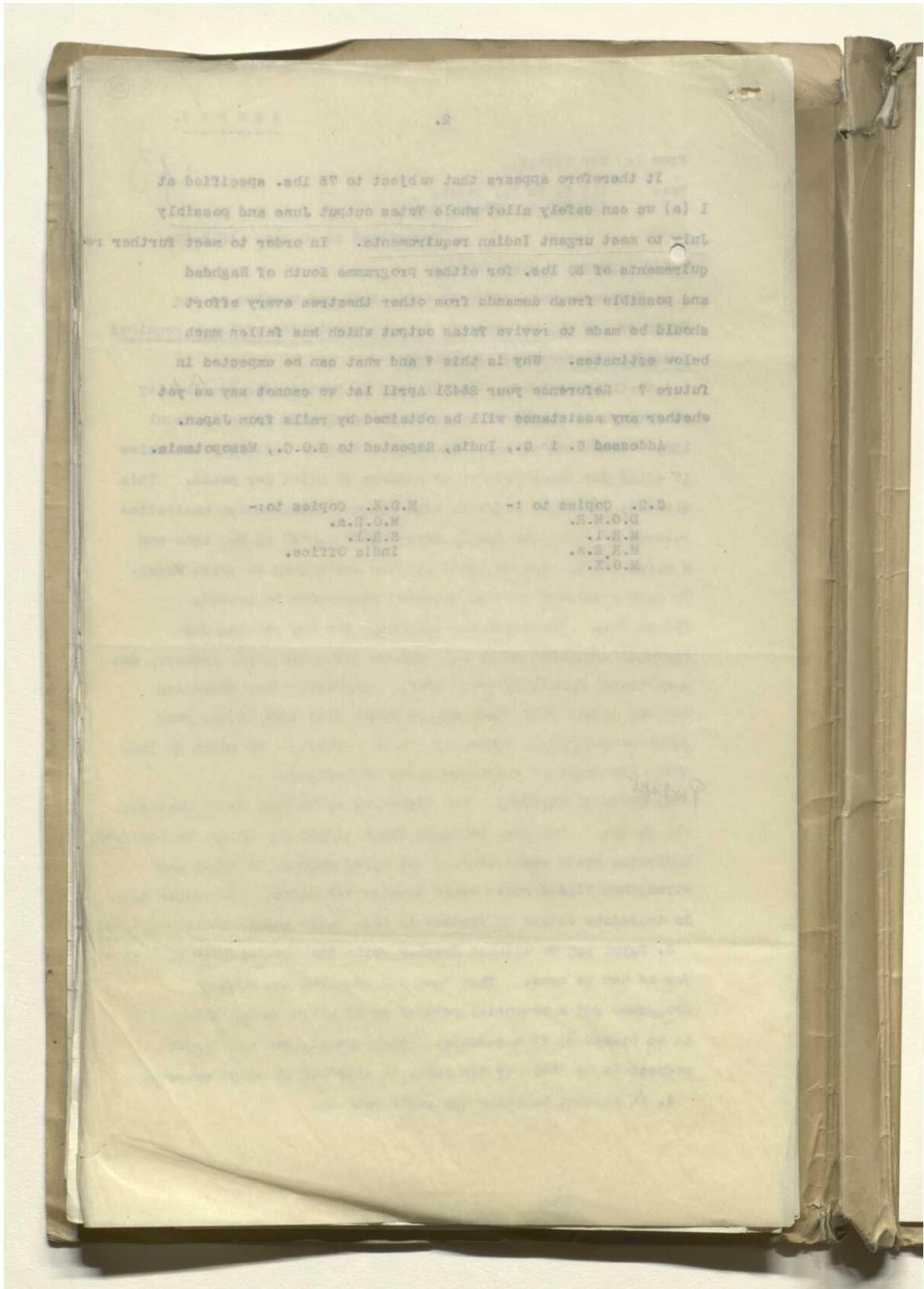


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٤ و] (٢٧٤/٤٧)



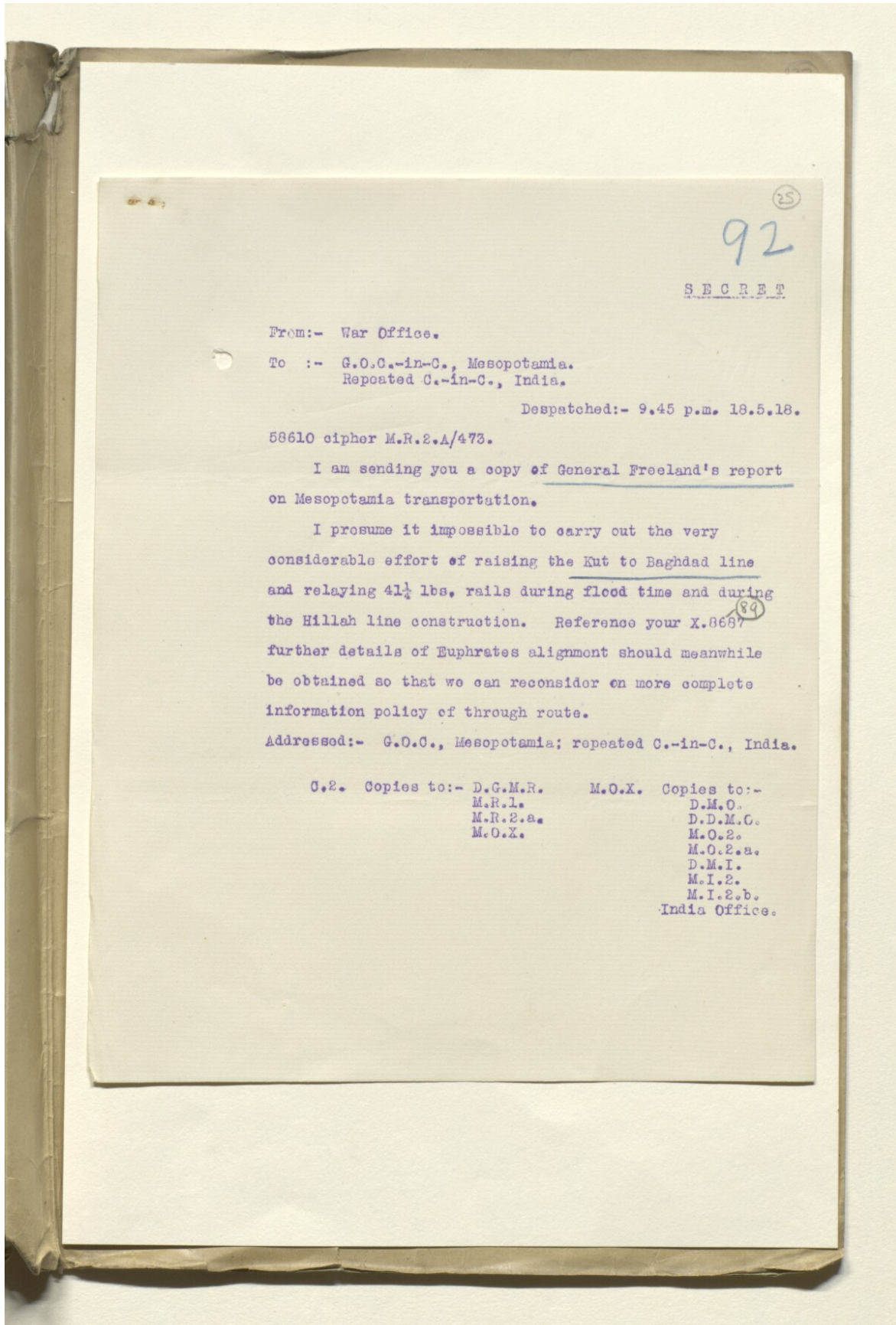


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٤ ظ] (٢٧٤/٤٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٥ و) [٢٧٤/٤٩]



25
92

SECRET

From:- War Office.

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

Despatched:- 9.45 p.m. 18.5.18.

58610 cipher M.R.2.A/473.

I am sending you a copy of General Freeland's report
on Mesopotamia transportation.

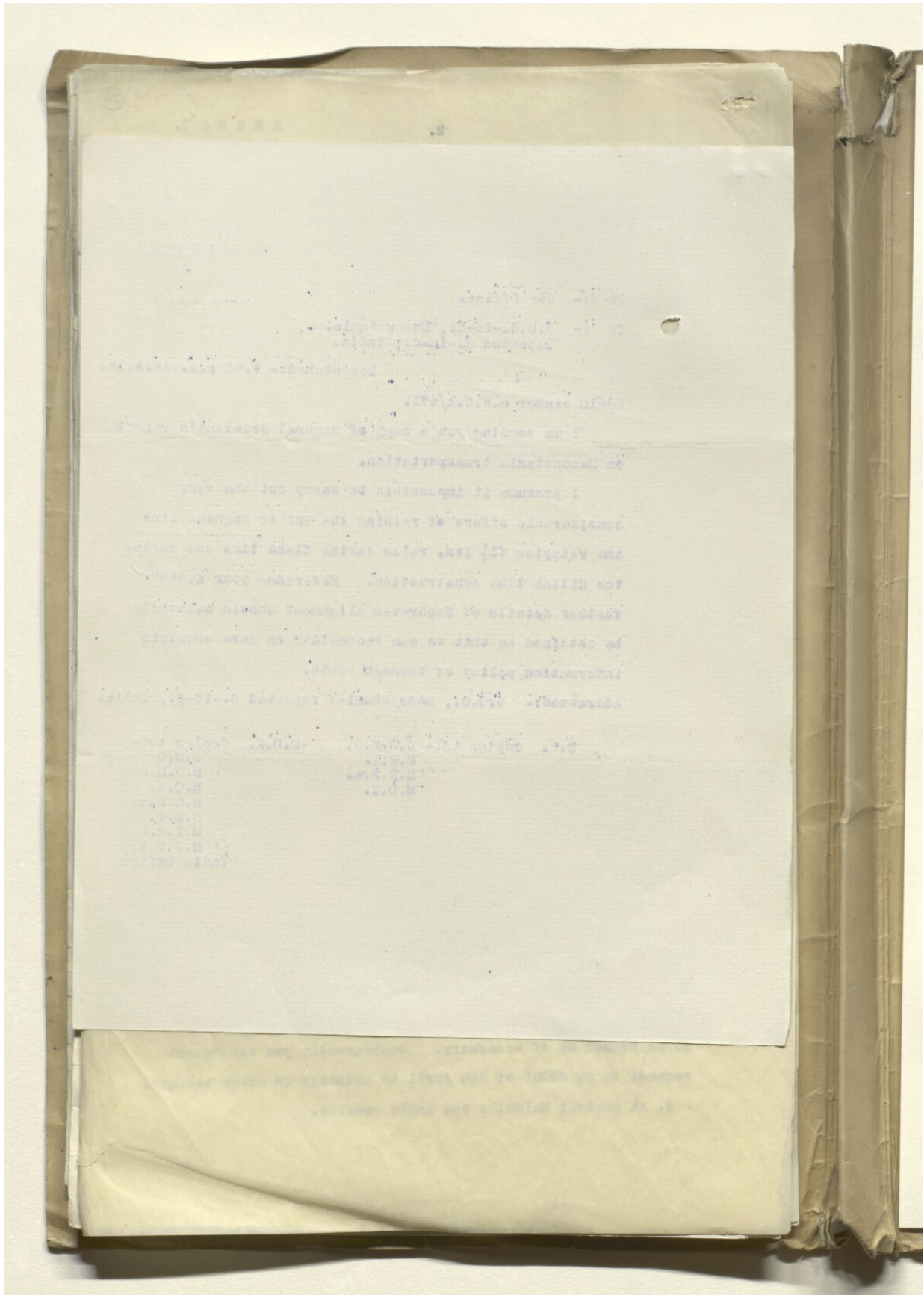
I presume it impossible to carry out the very
considerable effort of raising the Kut to Baghdad line
and relaying 41½ lbs. rails during flood time and during
the Hillah line construction. Reference your X.8667
further details of Euphrates alignment should meanwhile
be obtained so that we can reconsider on more complete
information policy of through route.

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

C.2. Copies to:-	D.G.M.R.	M.O.X. Copies to:-
	M.R.I.	D.M.O.
	M.R.2.a.	D.D.M.C.
	M.O.X.	M.O.2.
		M.O.2.a.
		D.M.I.
		M.I.2.
		M.I.2.b.
		India Office.

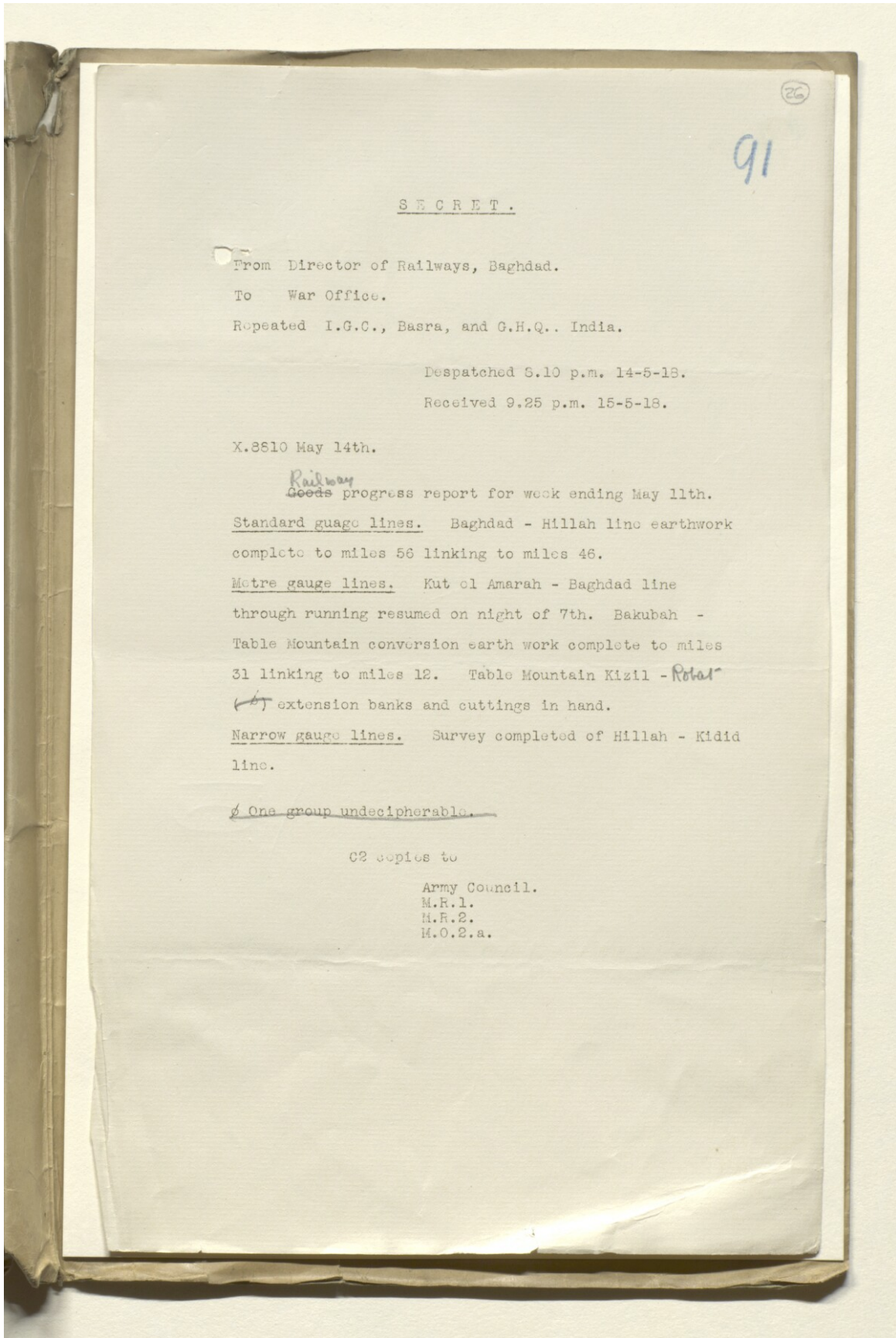


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٥ ظ] (٢٧٤/٥٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٦ و] (٢٧٤/٥١)



S E C R E T .

From Director of Railways, Baghdad.
To War Office.
Repeated I.G.C., Basra, and G.H.Q., India.

Despatched 8.10 p.m. 14-5-18.

Received 9.25 p.m. 15-5-18.

X.3810 May 14th.

Railway
Goods progress report for week ending May 11th.

Standard guage lines. Baghdad - Hillah line earthwork complete to miles 56 linking to miles 46.

Metre gauge lines. Kut ol Amarah - Baghdad line through running resumed on night of 7th. Bakubah - Table Mountain conversion earth work complete to miles 31 linking to miles 12. Table Mountain Kizil - Rotar extension banks and cuttings in hand.

Narrow guage lines. Survey completed of Hillah - Kidid line.

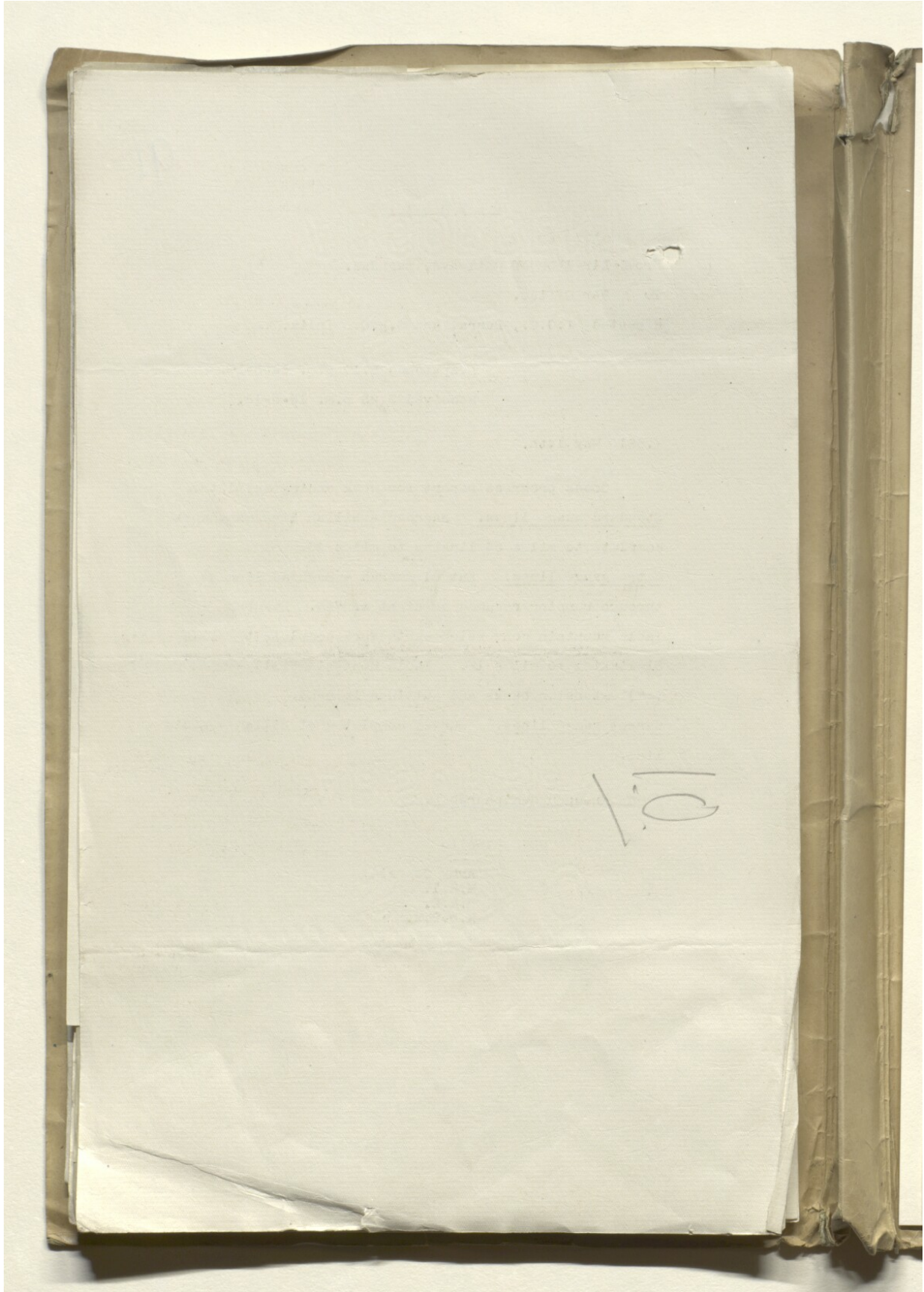
One group undecipherable.

62 copies to

Army Council.
M.R.1.
M.R.2.
M.O.2.a.



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٦ ظ] (٢٧٤/٥٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٧] [٢٧٤/٥٣]

(27)

90

SECRET.

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

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

Handed in 12.45 p.m., 12th May, 1918.

Received 11.15 p.m., 12th May, 1918.

X.8748. May 12th. 12.30 p.m.

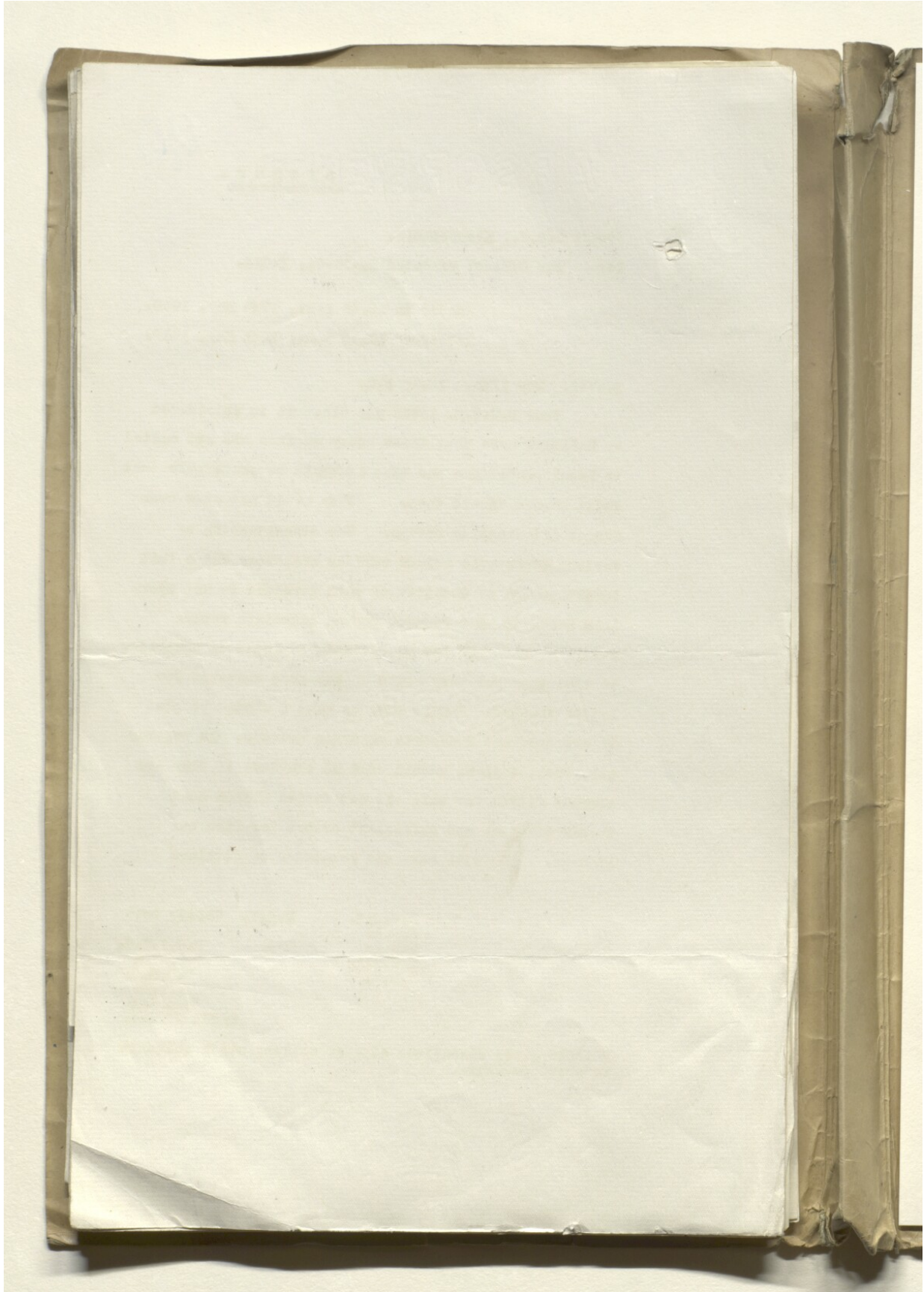
Your M.R.2.B. 13662^{*} May 5th. It is considered by Railways here that these heavy engines are not suited to local conditions and that it would be preferable that India should accept them. They would not pass over Gurmat Ali floating bridge. The strengthening of various other pile bridge will be necessary but a full investigation of quantity of work involved is not possible owing to your request for an immediate reply. I will accept them for Mesopotamia if India is unwilling to take them but they would appear more suitable for latter country. Should they be sent I should be glad of erectors and 3 experts to train drivers. As regards oil-fuel, engines should come as they are if they are already fitted for oil. If not fitted please send tender oil tank and sufficient bricks for fire box linings. We will make the remainder of fittings here.

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

* 13662 gives dimensions etc. of rolling stock suitable to above railway.

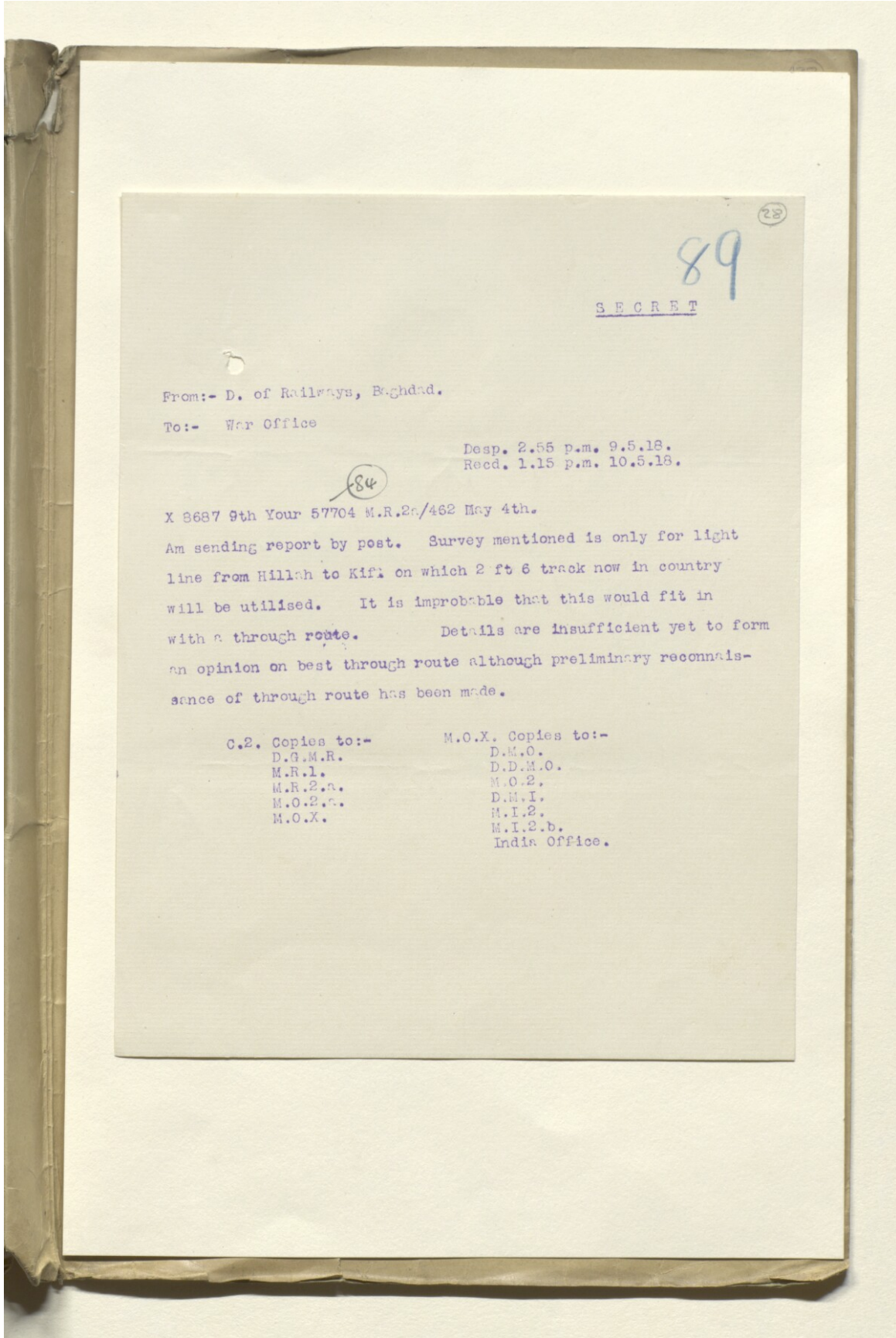


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٧ظ] (٢٧٤/٥٤)



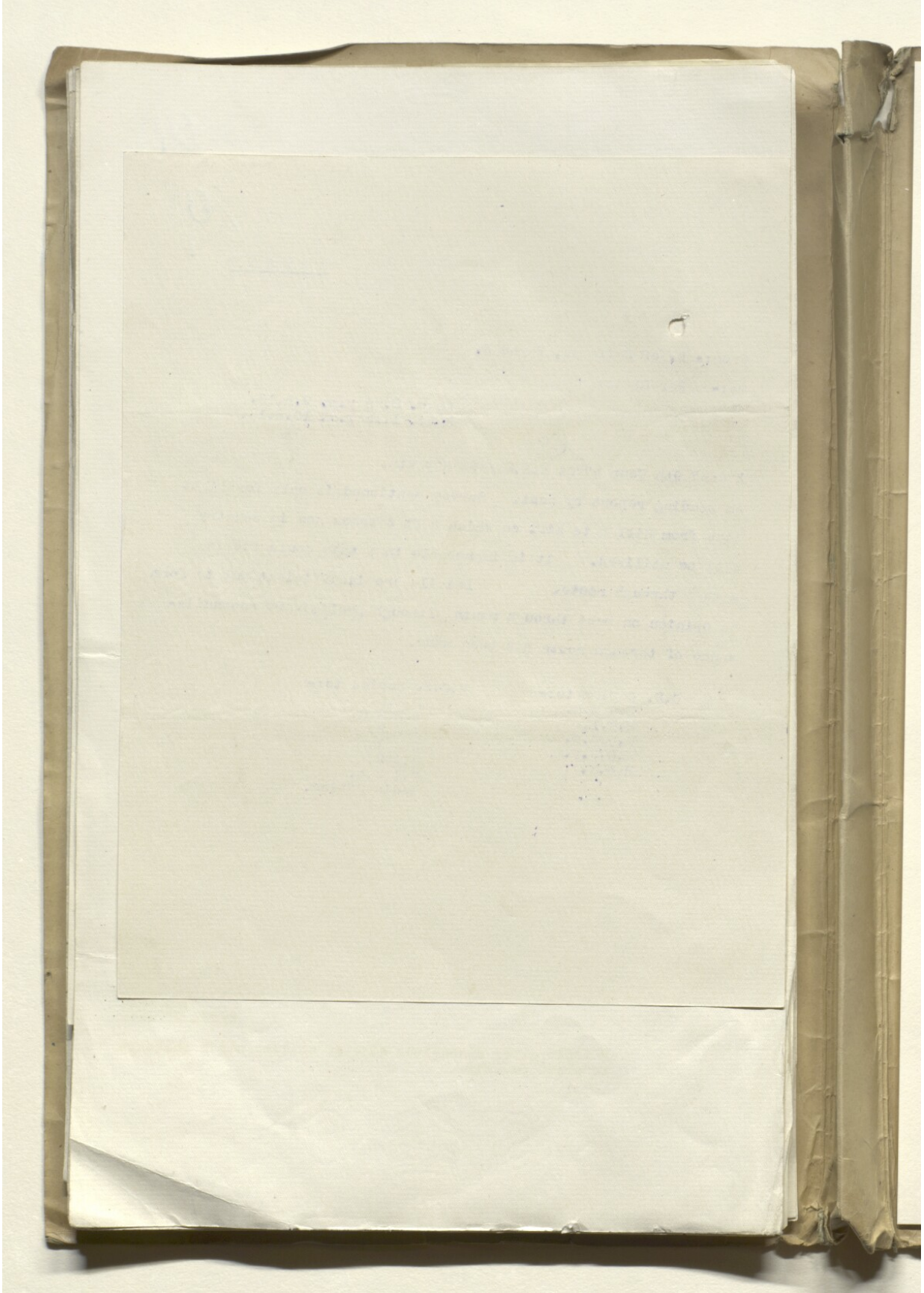


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٨ و) [٥٥/٢٧٤]



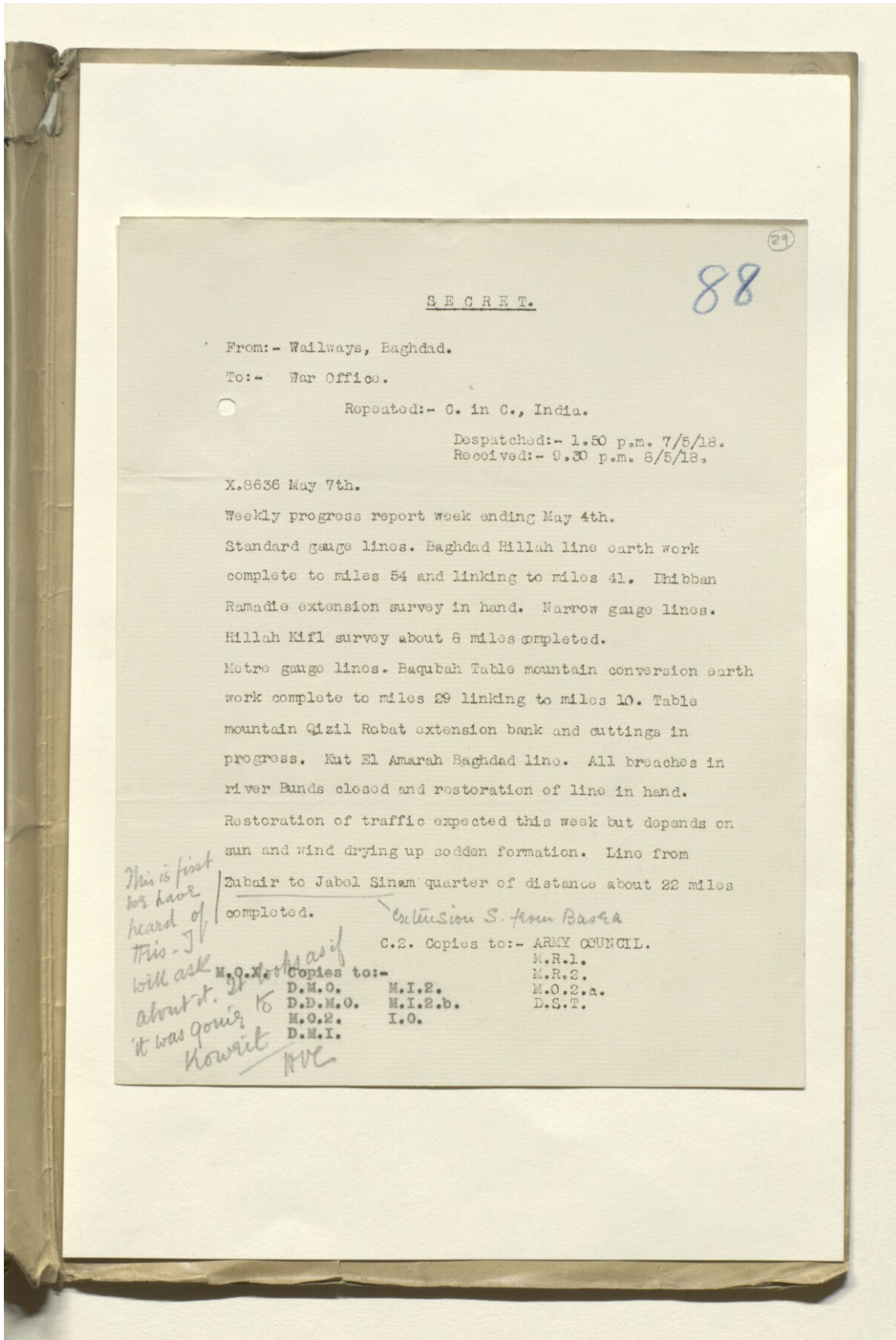


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٨ ظ] (٢٧٤/٥٦)



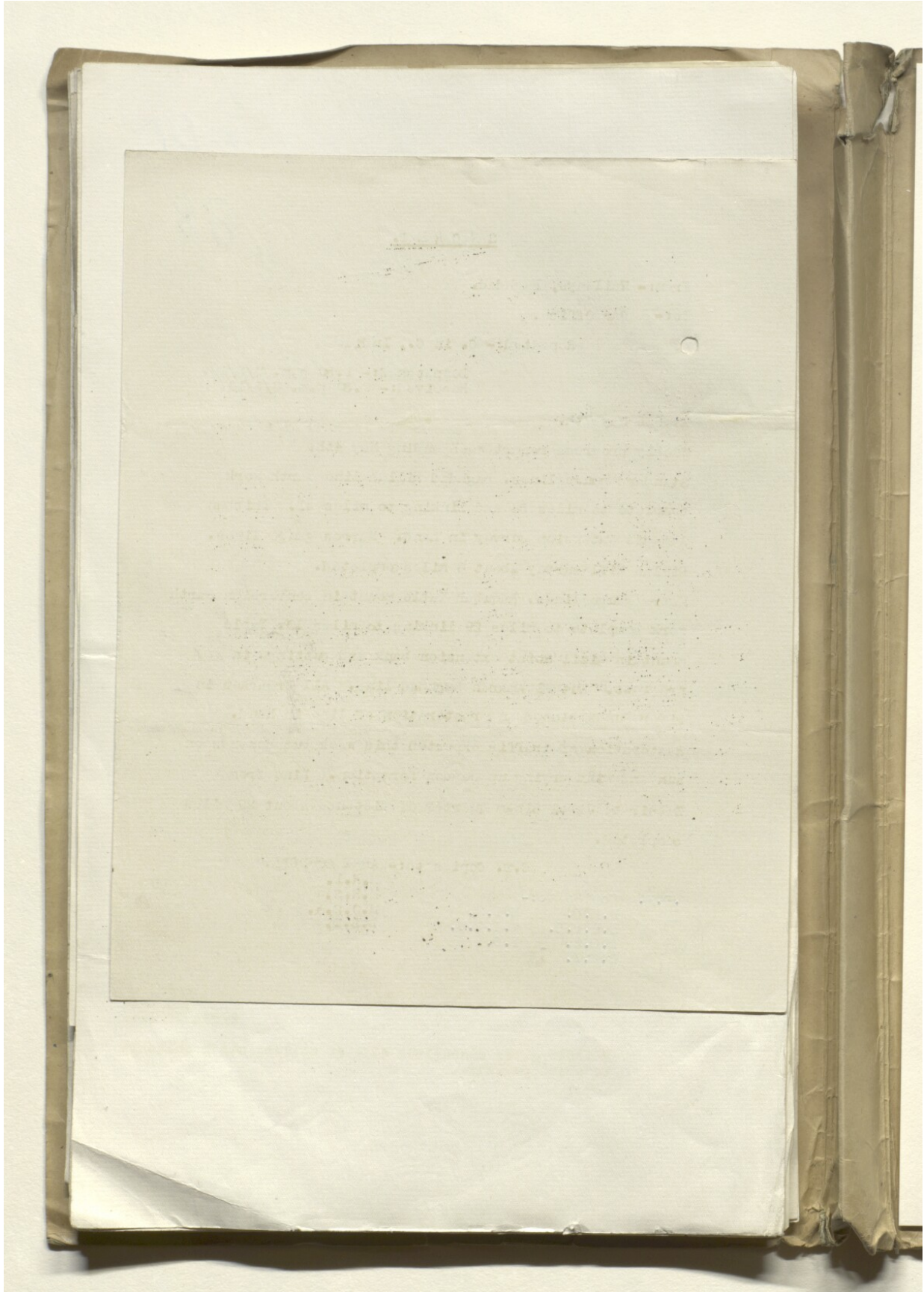


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٩ و) [٥٧/٢٧٤]



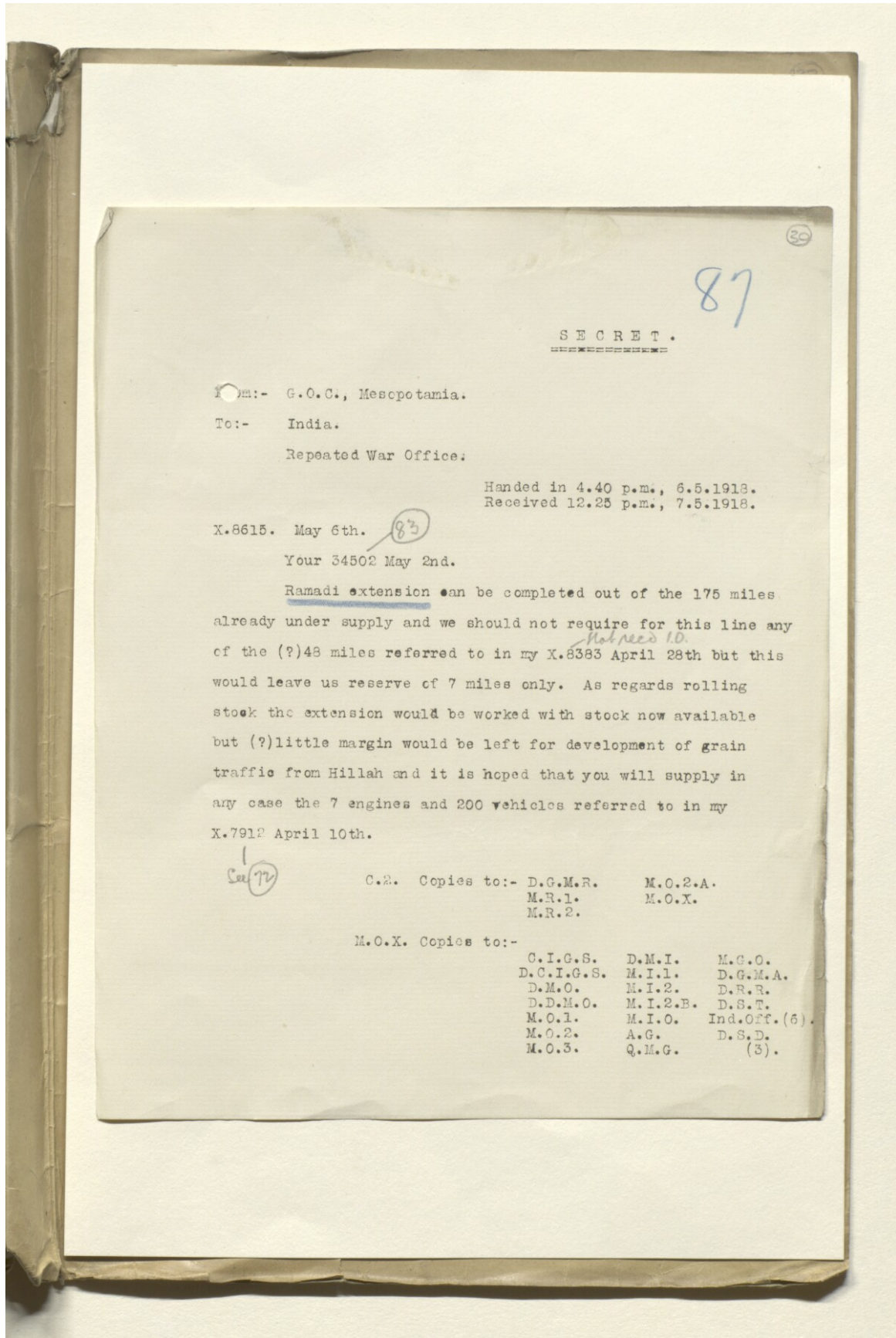


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٩ ظ] (٢٧٤/٥٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٠] [٢٧٤/٥٩]



SECRET.

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

To:- India.

Repeated War Office:

Handed in 4.40 p.m., 6.5.1918.
Received 12.25 p.m., 7.5.1918.

X.8615. May 6th. (83)

Your 34502 May 2nd.

Ramadi extension can be completed out of the 175 miles already under supply and we should not require for this line any of the (?)48 miles referred to in my X.8383 April 28th but this would leave us reserve of 7 miles only. As regards rolling stock the extension would be worked with stock now available but (?) little margin would be left for development of grain traffic from Hillah and it is hoped that you will supply in any case the 7 engines and 200 vehicles referred to in my X.7912 April 10th.

See 77

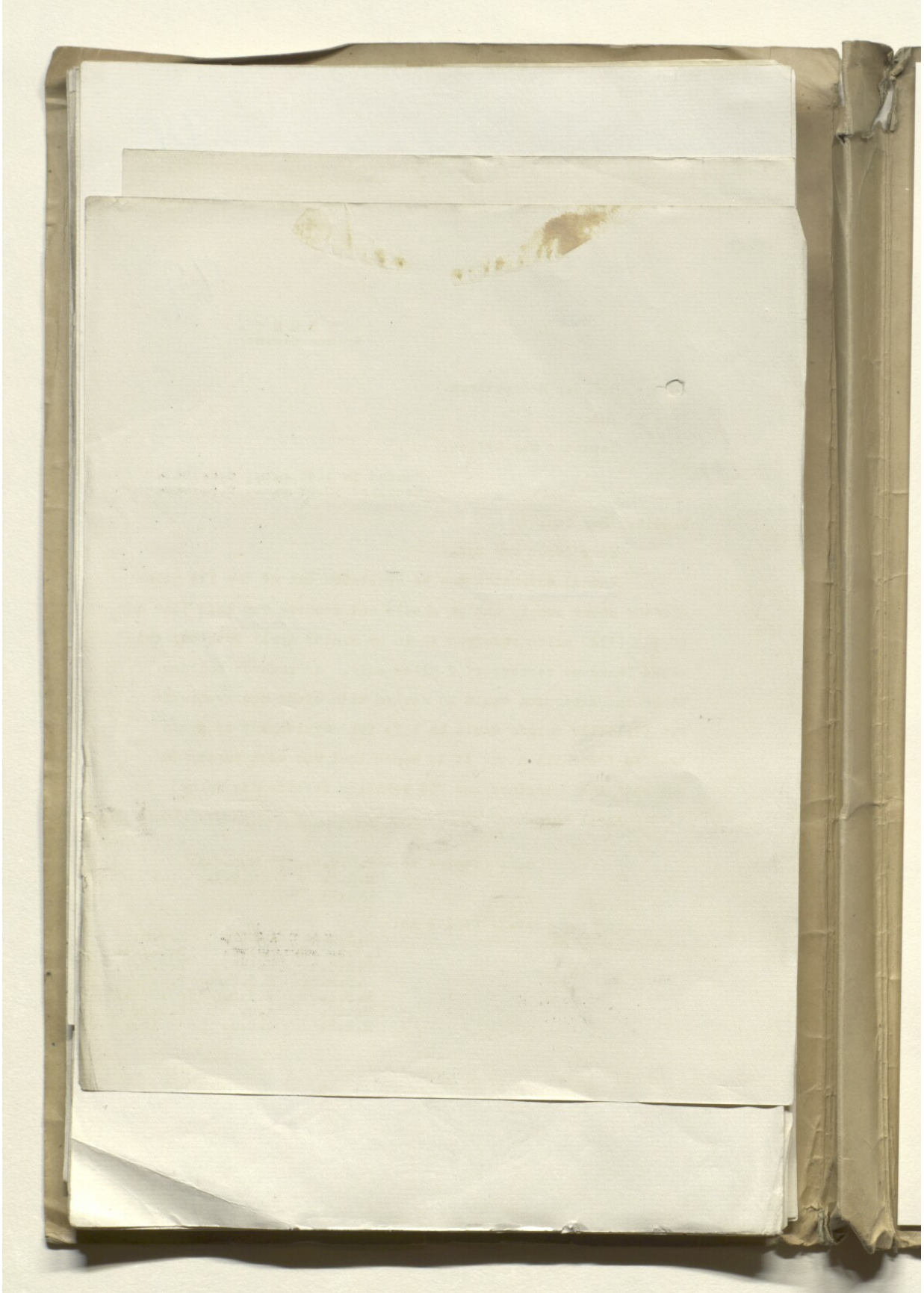
C.2. Copies to:- D.G.M.R. M.O.2.A.
M.R.1. M.O.X.
M.R.2.

M.O.X. Copies to:-

C.I.G.S.	D.M.I.	M.G.O.
D.C.I.G.S.	M.I.1.	D.G.M.A.
D.M.O.	M.I.2.	D.R.R.
D.D.M.O.	M.I.2.B.	D.S.T.
M.O.1.	M.I.O.	Ind.Off.(6).
M.O.2.	A.G.	D.S.D.
M.O.3.	Q.M.G.	(3).



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٠ ظ] (٢٧٤/٦٠)





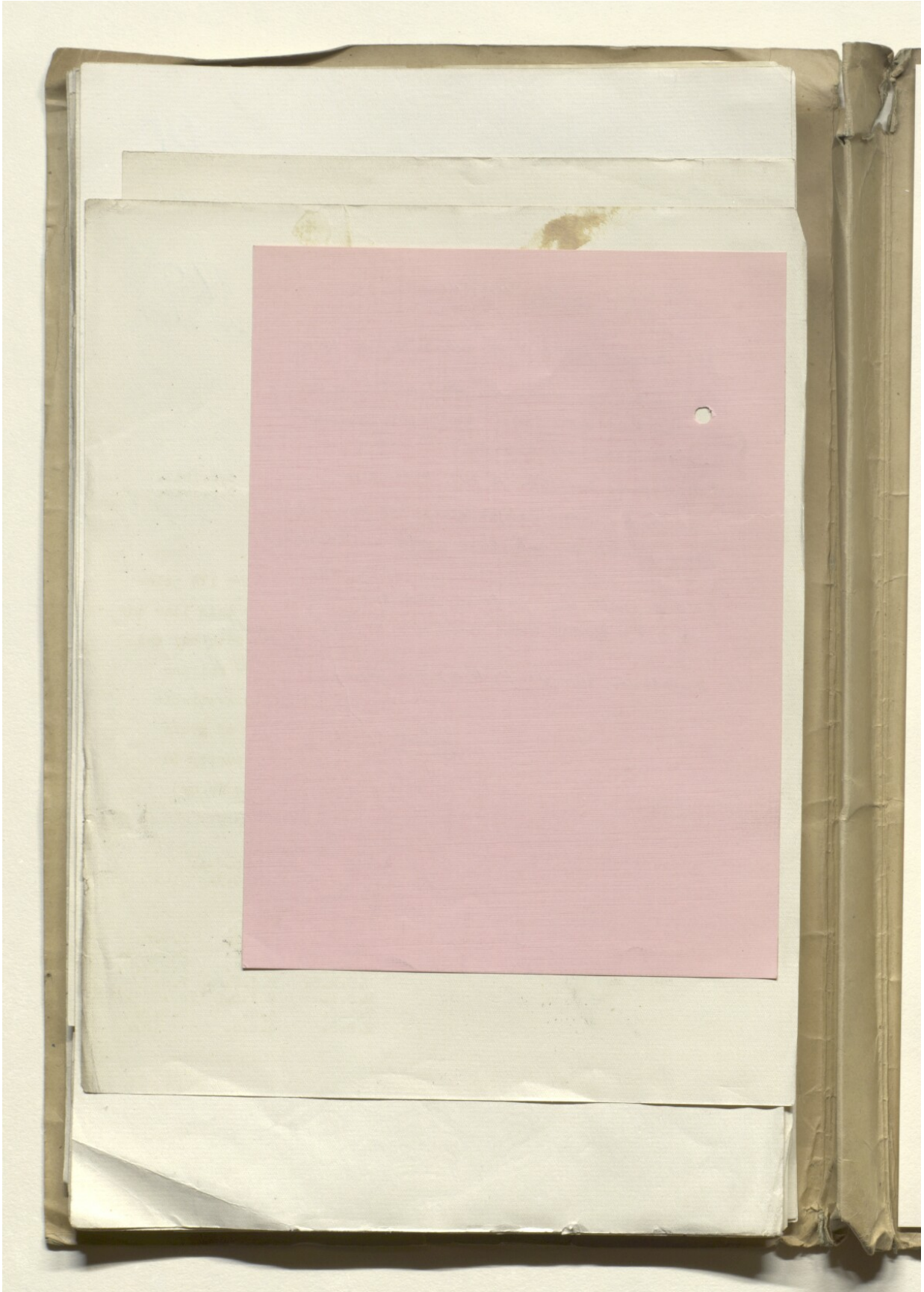
Ry extension up Euphrates (31)

- 79) G.O.C. Mesopot. proposed to extend Ry to Hit
C.C. India questioned the advisability of this
& said that Hit could be held as an outpost
if necessary without Ry connection.
W.O. refused sanction to Hit extension.
- 82) G.O.C. Mesopot. acknowledged receipt of this order,
but pressed for extension as far as Ramadi
at any rate.
- 83) C.C. supported this proposal provided rolling
stock & material were available in Mesopot.
No decision has yet (7.5.15) been given

M. A. D. D.
7.5.15

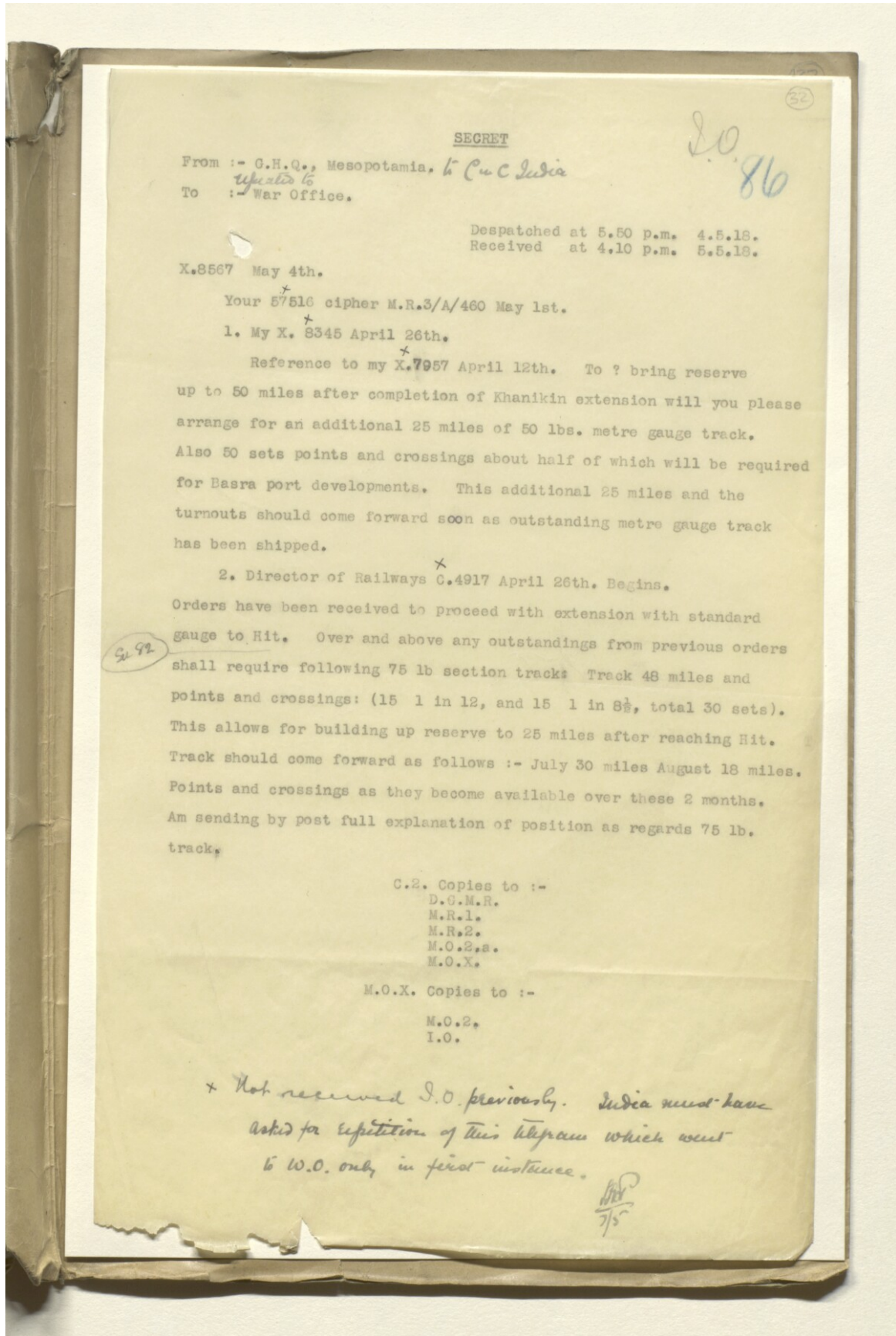


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣١ ظ] (٢٧٤/٦٢)





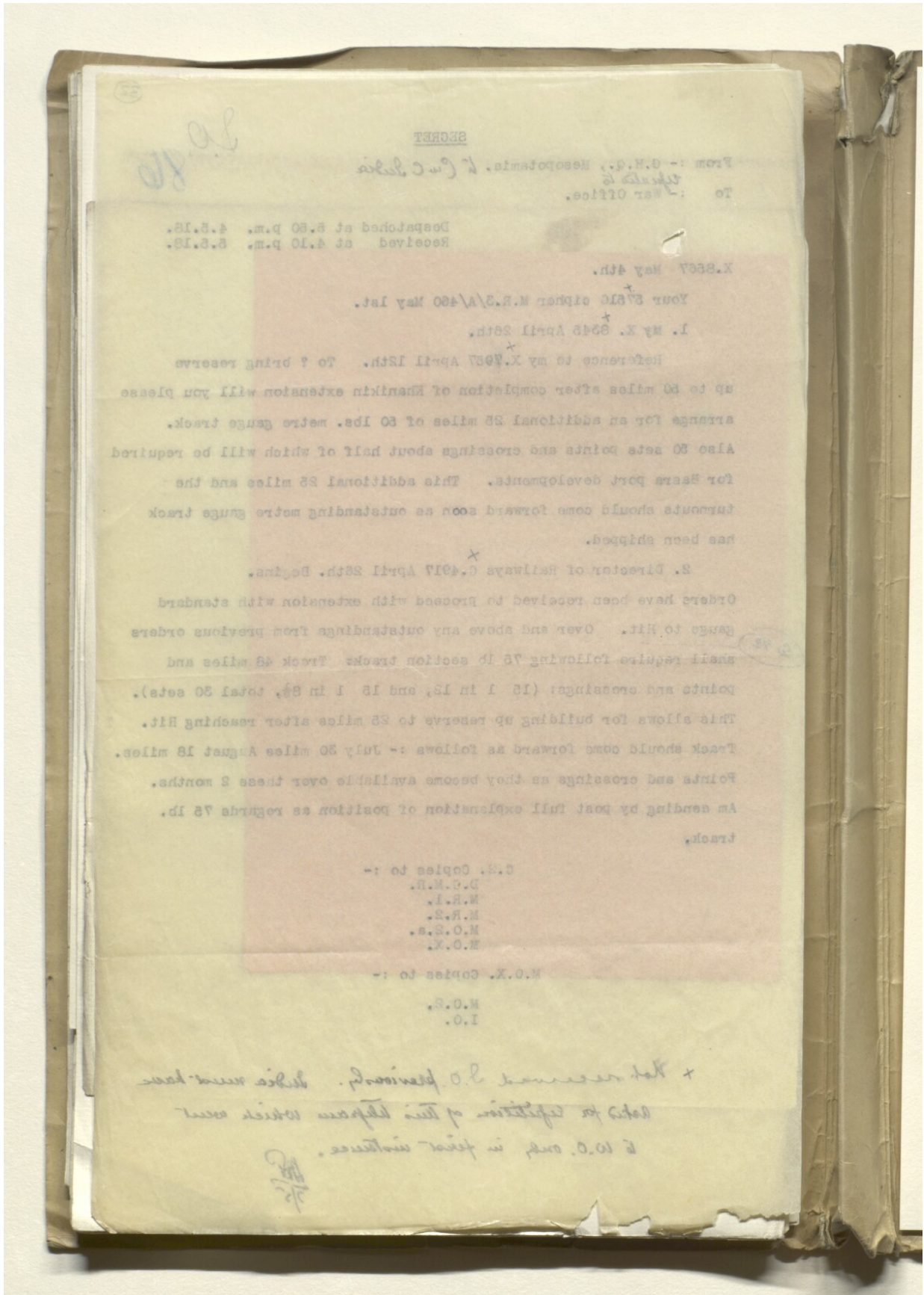
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٦٣) [٣٢]





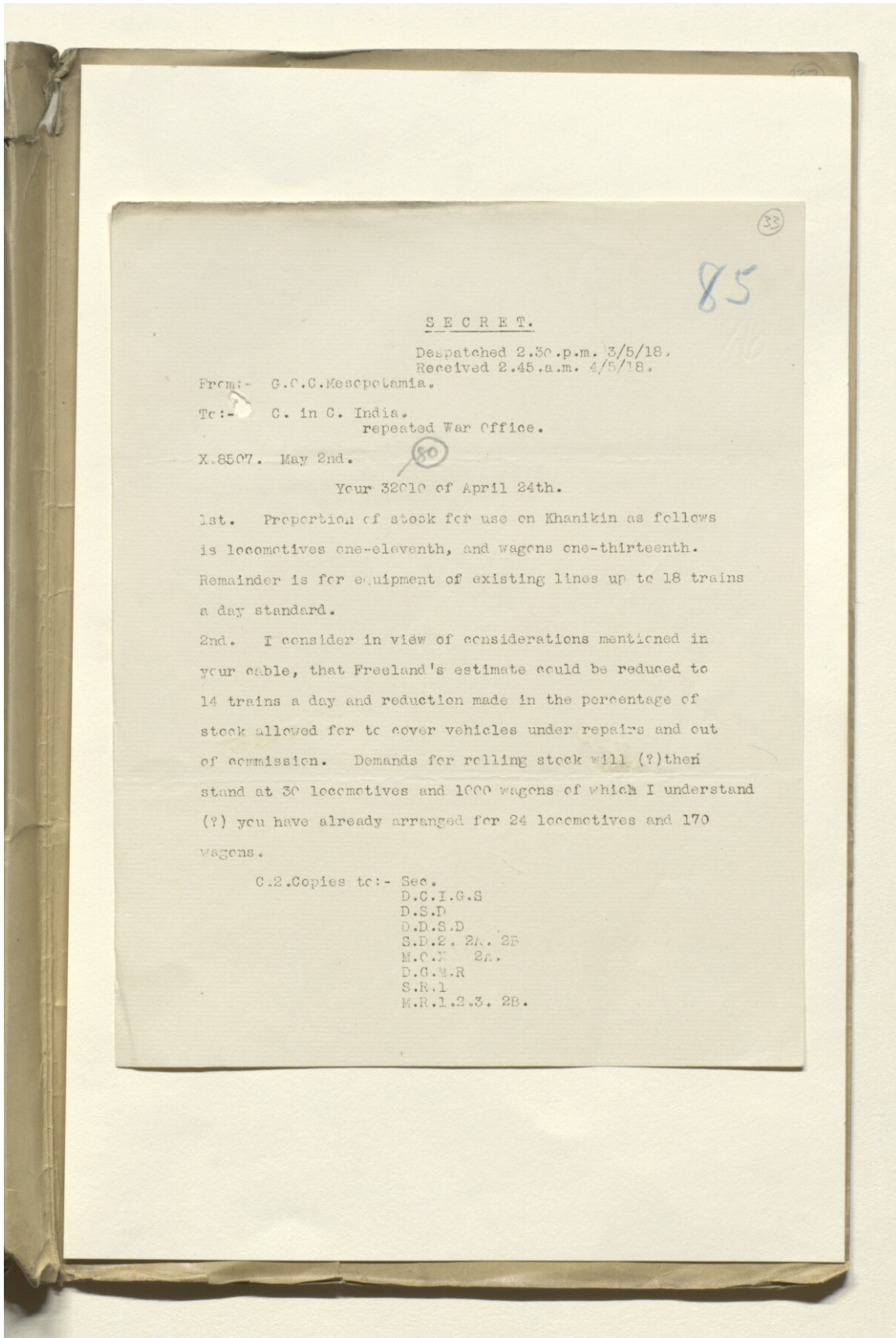
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"

[٣٢ ظ] (٢٧٤/٦٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٣ و] (٢٧٤/٦٥)



S E C R E T .

Despatched 2.30 p.m. 3/5/18.
Received 2.45 a.m. 4/5/18.

From:- G.C.C. Mesopotamia.

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

X.8507. May 2nd.

Your 32010 of April 24th.

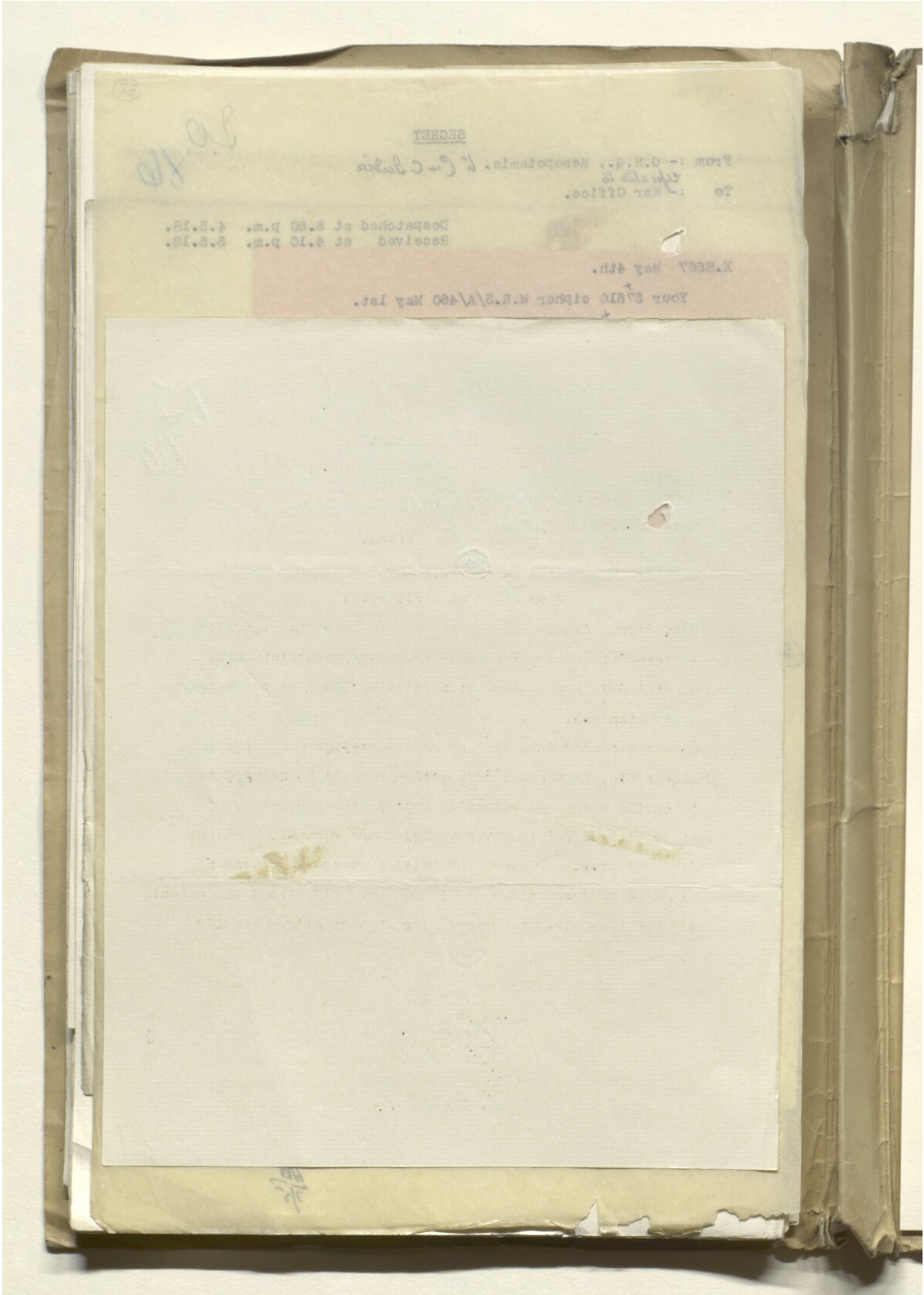
1st. Proportion of stock for use on Khanikin as follows
is locomotives one-eleventh, and wagons one-thirteenth.
Remainder is for equipment of existing lines up to 18 trains
a day standard.

2nd. I consider in view of considerations mentioned in
your cable, that Freeland's estimate could be reduced to
14 trains a day and reduction made in the percentage of
stock allowed for to cover vehicles under repairs and out
of commission. Demands for rolling stock will (?) then
stand at 30 locomotives and 1000 wagons of which I understand
(?) you have already arranged for 24 locomotives and 170
wagons.

C.2. Copies to:- Sec.
D.C.I.G.S.
D.S.D.
D.D.S.D.
S.D.2. 2A. 2B.
M.C.F. 2A.
D.G.M.R.
S.R.1
M.R.1.2.3. 2B.

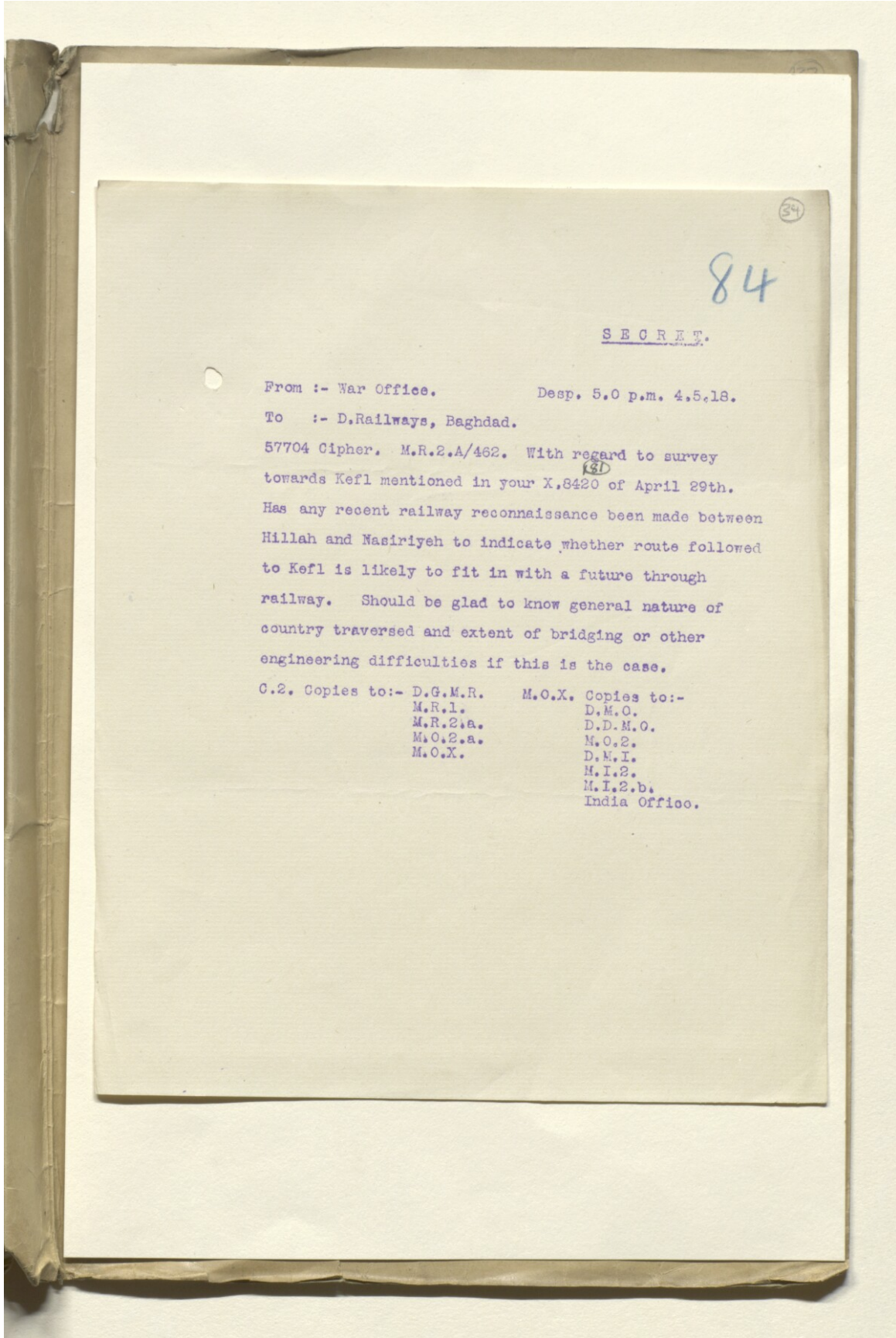


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٣ ظ] (٢٧٤/٦٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٦٧) [٣٤ و]



39

84

SECRET.

From :- War Office. Desp. 5.0 p.m. 4.5.18.

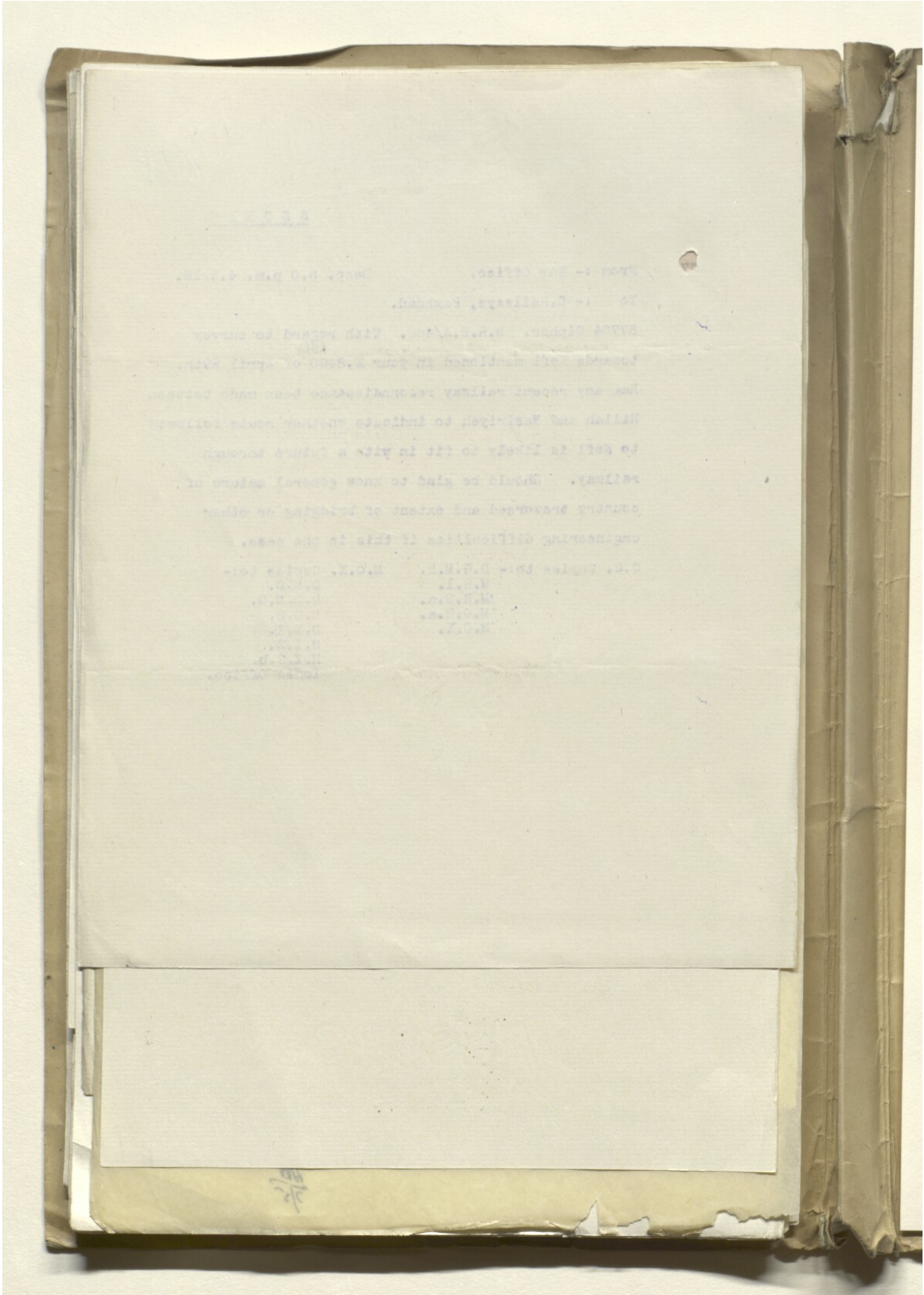
To :- D.Railways, Baghdad.

57704 Cipher. M.R.2.A/462. With regard to survey towards Kefl mentioned in your X.8420 of April 29th. Has any recent railway reconnaissance been made between Hillah and Nasiriyeh to indicate whether route followed to Kefl is likely to fit in with a future through railway. Should be glad to know general nature of country traversed and extent of bridging or other engineering difficulties if this is the case.

C.2. Copies to:- D.G.M.R. M.O.X. Copies to:-
M.R.I. D.M.O.
M.R.2.a. D.D.M.O.
M.O.2.a. M.O.2.
M.O.X. D.M.I.
M.I.2.
M.I.2.b.
India Office.

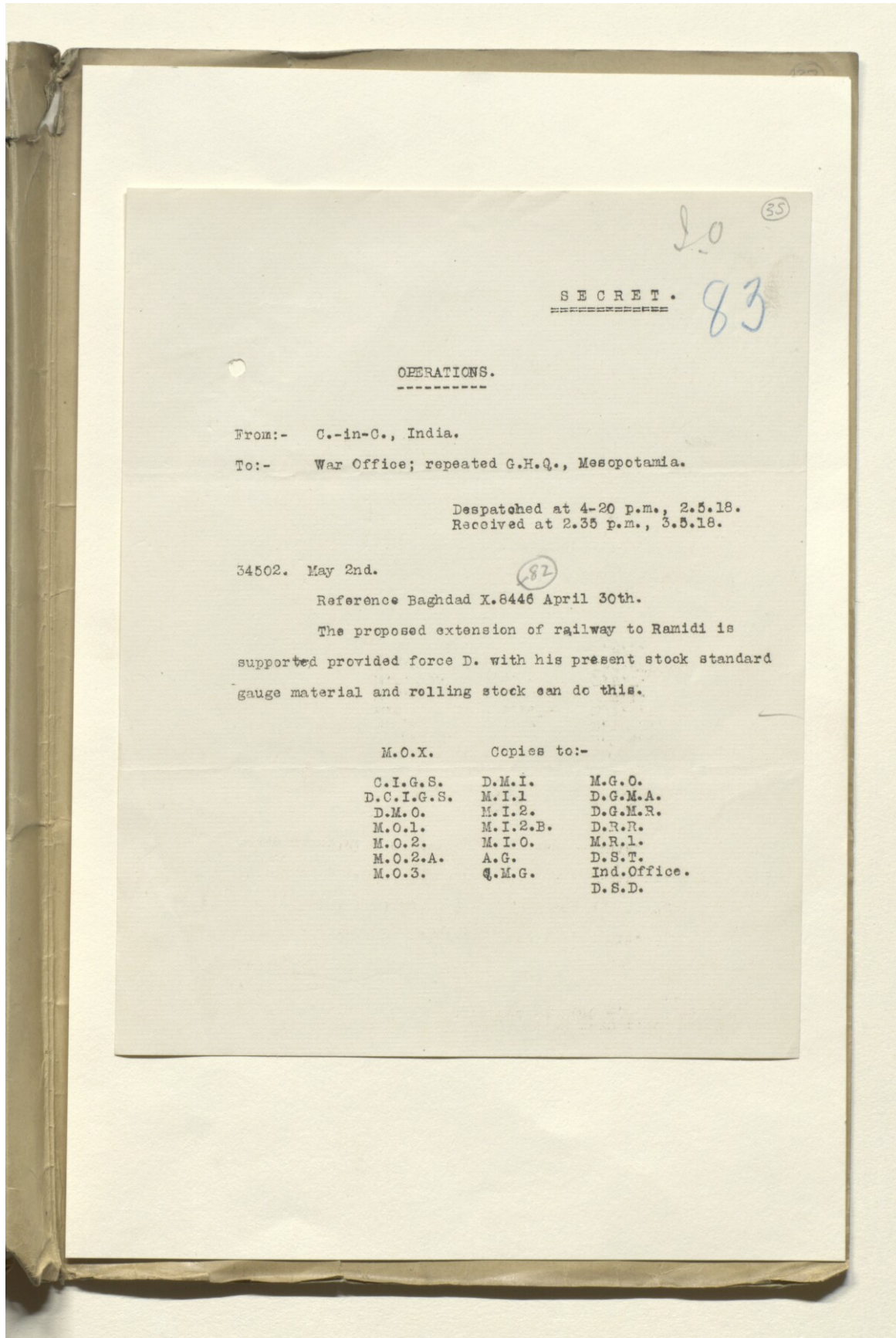


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٤ ظ] (٢٧٤/٦٨)



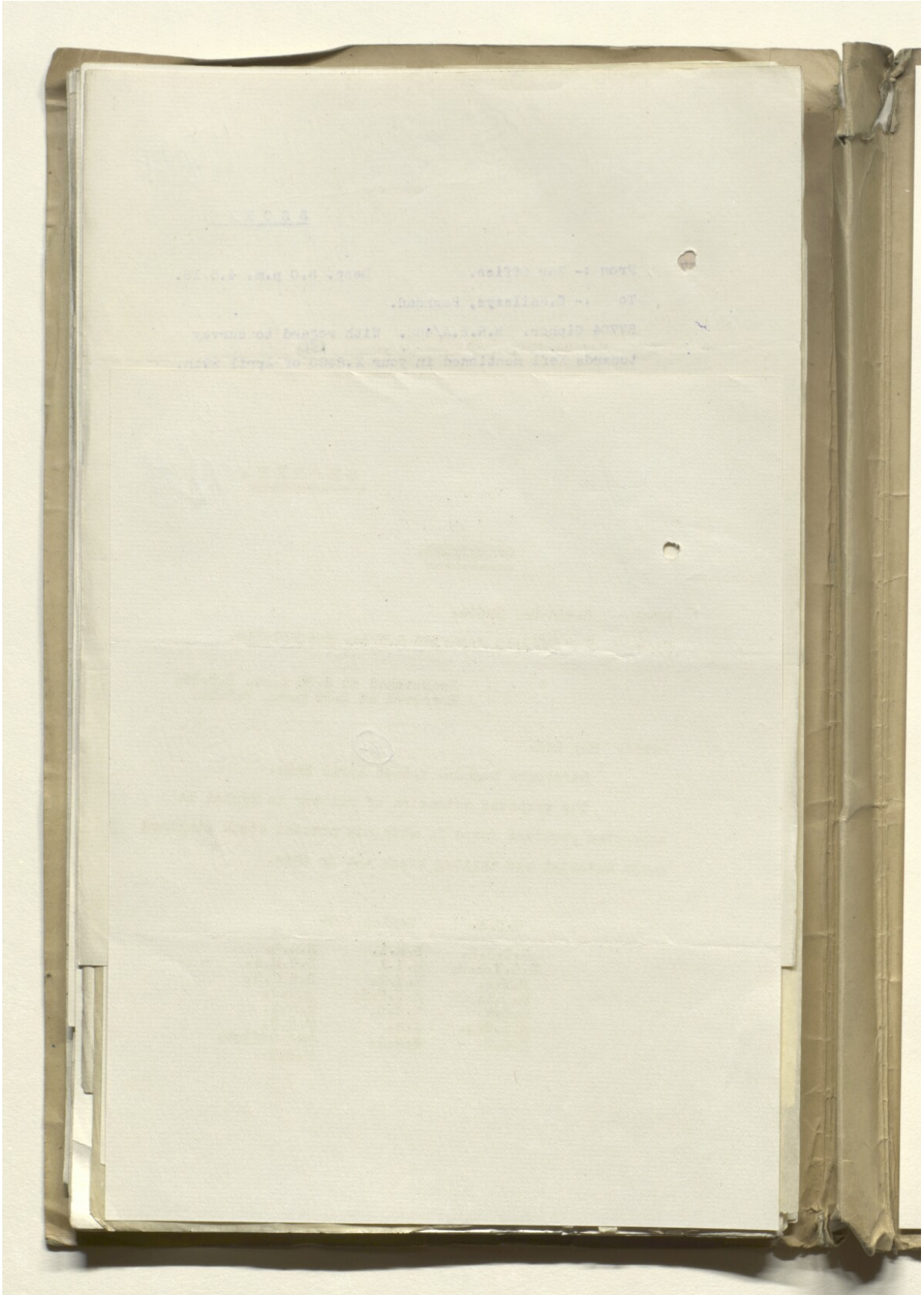


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٥ و] (٢٧٤/٦٩)



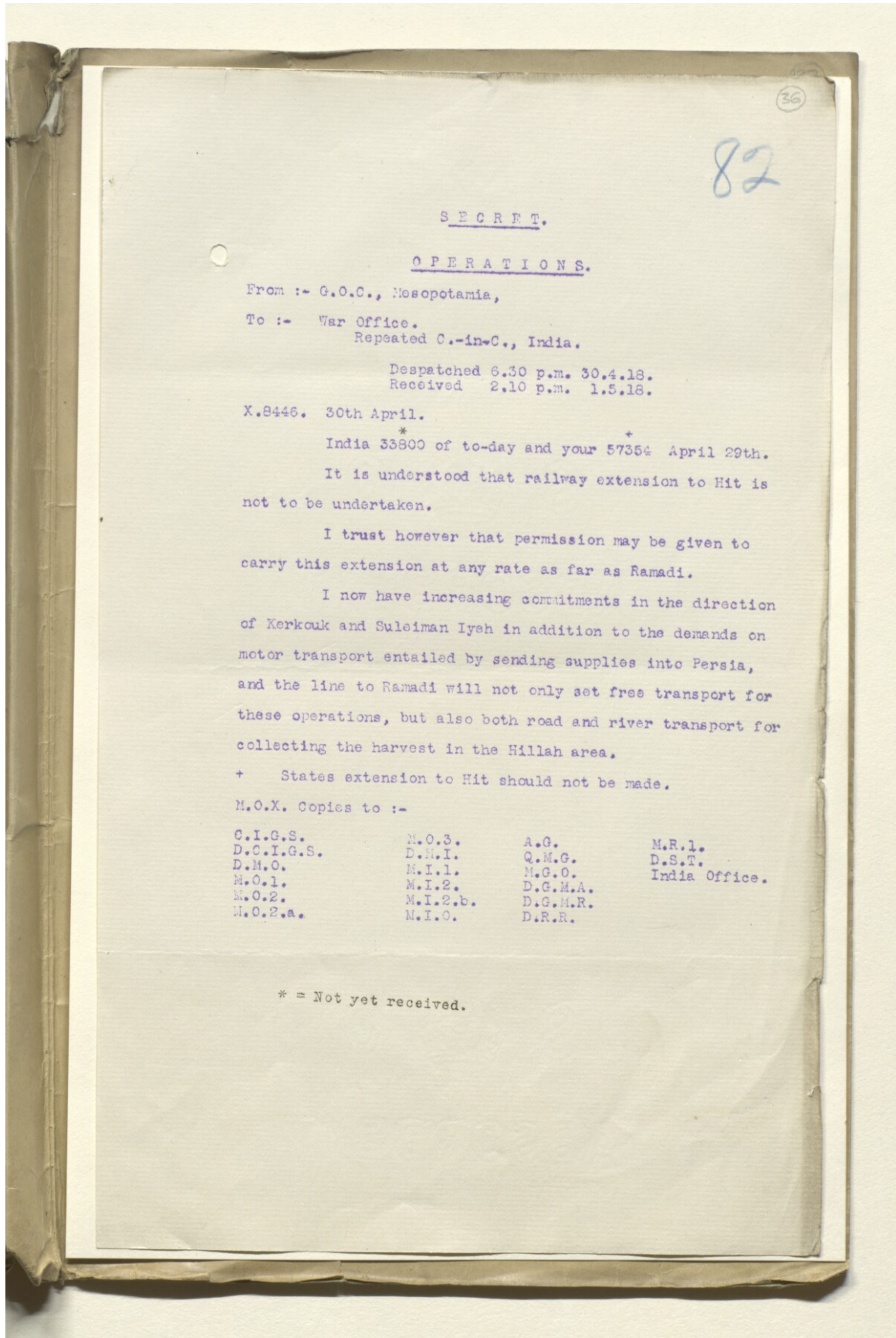


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٥ ظ] (٢٧٤/٧٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٦ و] (٢٧٤/٧١)



SECRET.

OPERATIONS.

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

Despatched 6.30 p.m. 30.4.18.
Received 2.10 p.m. 1.5.18.

X.8446. 30th April.

*
India 33800 of to-day and your 57354 April 29th.

It is understood that railway extension to Hit is not to be undertaken.

I trust however that permission may be given to carry this extension at any rate as far as Ramadi.

I now have increasing commitments in the direction of Kerkouk and Suleiman Iyeh in addition to the demands on motor transport entailed by sending supplies into Persia, and the line to Ramadi will not only set free transport for these operations, but also both road and river transport for collecting the harvest in the Hillah area.

* States extension to Hit should not be made.

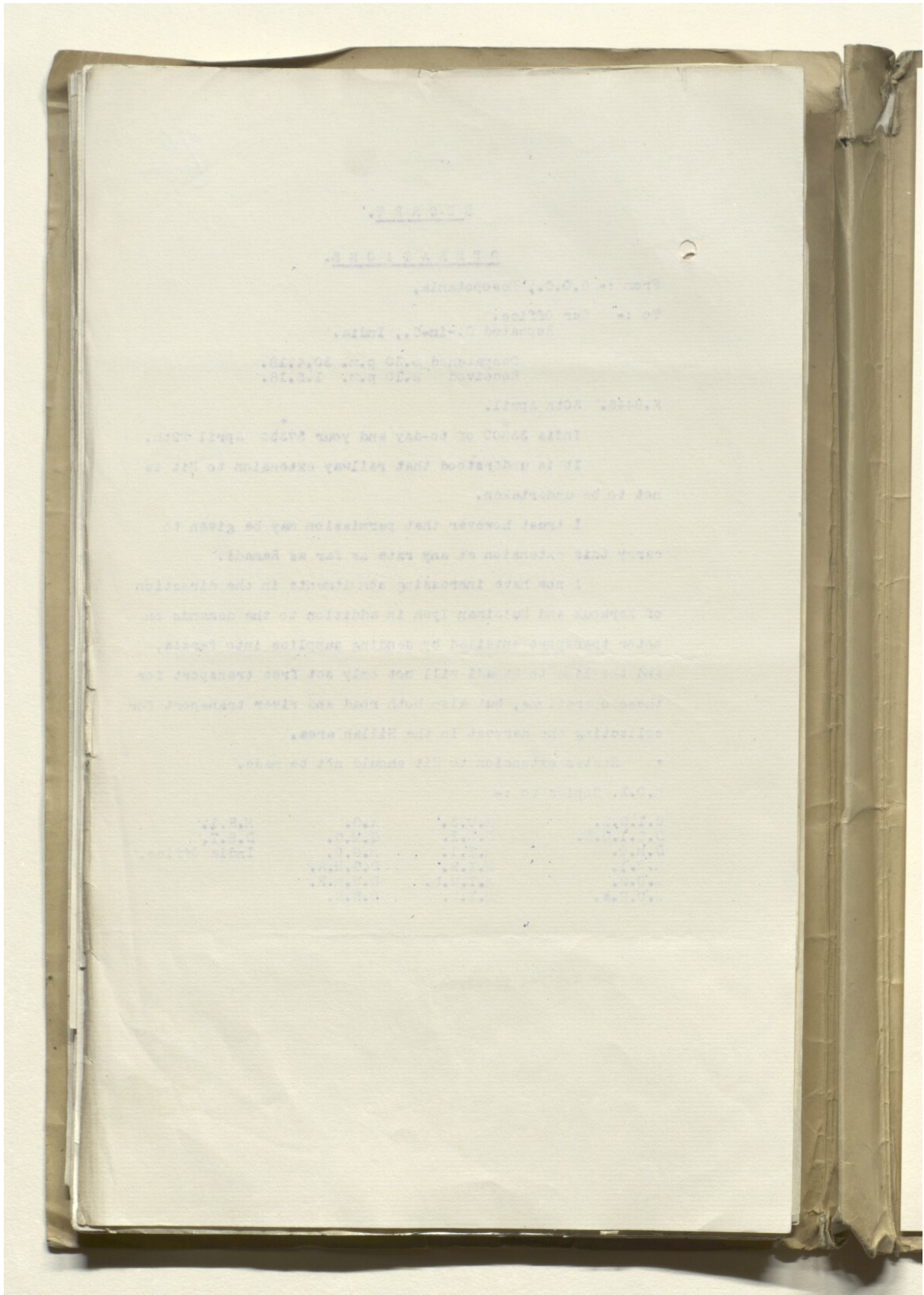
M.O.X. Copies to :-

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

* = Not yet received.

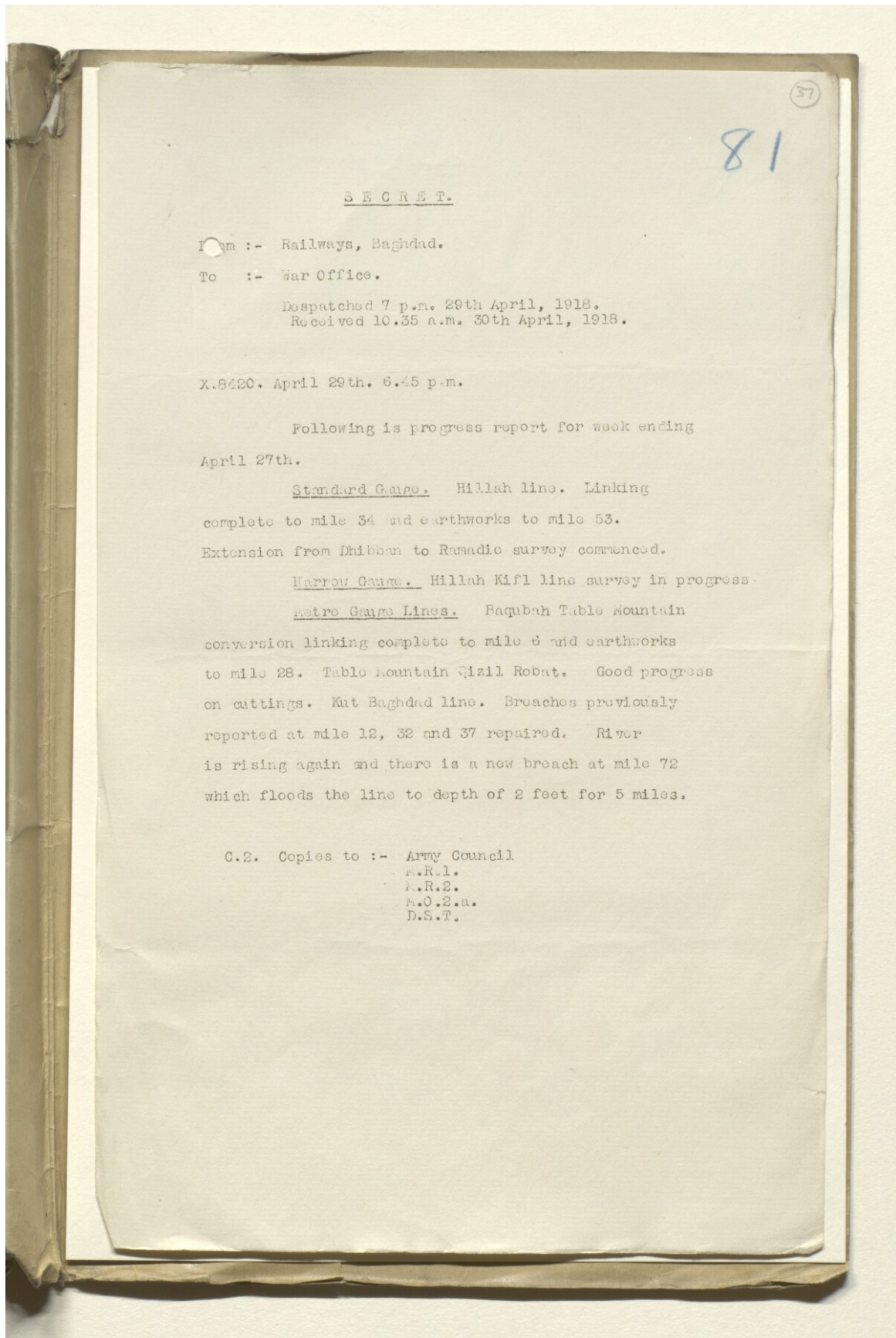


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٦ ظ] (٢٧٤/٧٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٧ و] (٢٧٤/٧٣)



37

81

S E C R E T.

From :- Railways, Baghdad.

To :- War Office.

Despatched 7 p.m. 29th April, 1918.
Received 10.35 a.m. 30th April, 1918.

X.8420. April 29th. 6.45 p.m.

Following is progress report for week ending
April 27th.

Standard Gauge. Hillah line. Linking
complete to mile 34 and earthworks to mile 53.
Extension from Dhibban to Ramadie survey commenced.

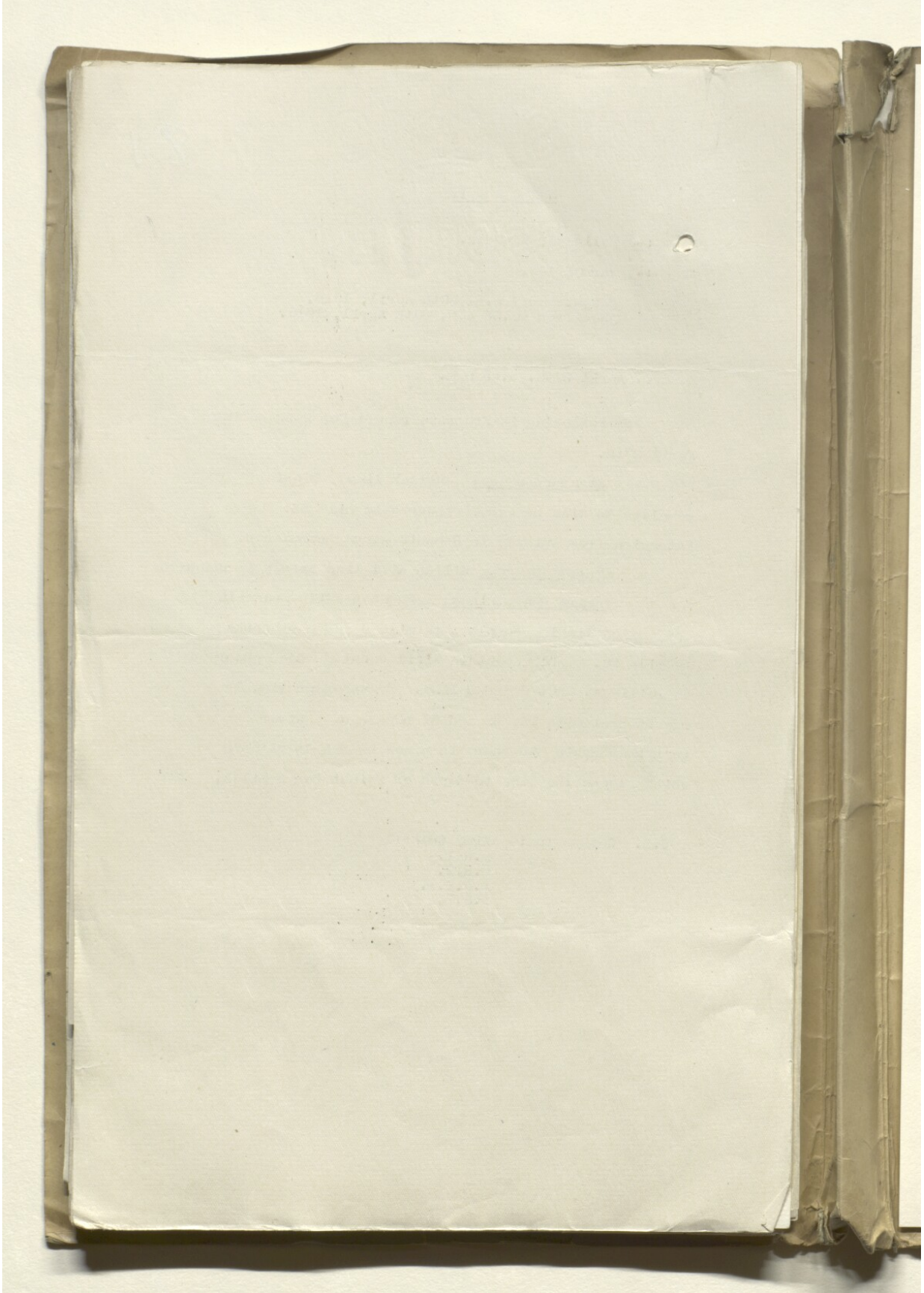
Narrow Gauge. Hillah Kifl line survey in progress.

Metro Gauge Lines. Baqubah Table Mountain
conversion linking complete to mile 6 and earthworks
to mile 28. Table Mountain Qizil Robot. Good progress
on cuttings. Kut Baghdad line. Breaches previously
reported at mile 12, 32 and 37 repaired. River
is rising again and there is a new breach at mile 72
which floods the line to depth of 2 feet for 5 miles.

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



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٧ظ] (٢٧٤/٧٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٧٥) [٣٨]

SECRET.

Handed in 11.50 p.m. 24/4/18.
Received 10.53 p.m. 25/4/18.

From:- C. in C. India.

To:- War Office.

repeated Railways Baghdad.

32157. April 24th 11.15 p.m.

Your 56708 cipher M.R.2B 13615 April 19th.
Reference Baghdad's X 7422 March 23 and my 32010 April 24.
Regarding supply in addition to 56 engines from Indian

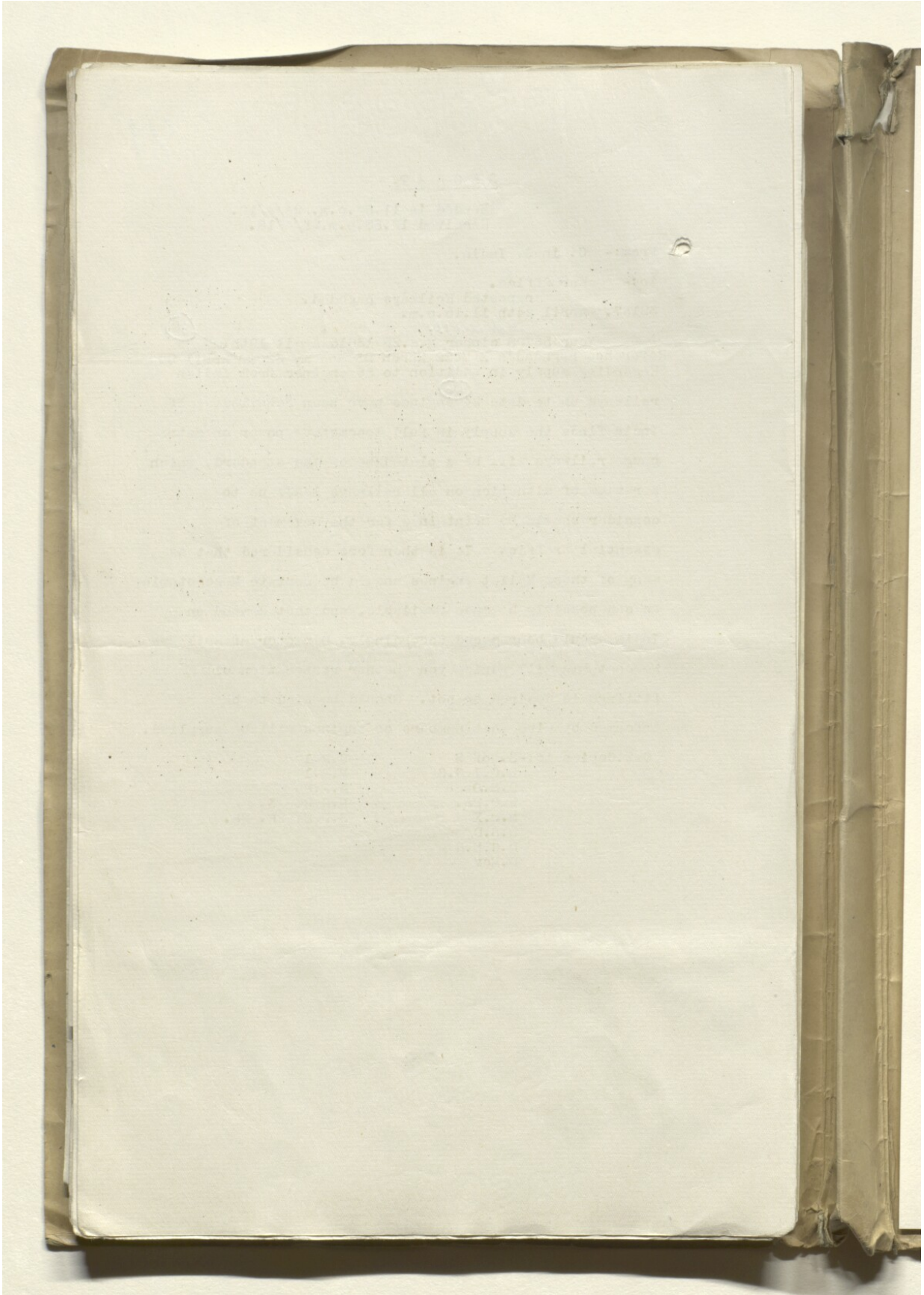
railways up to date 24 engines have been detailed. If
India finds the supply in full locomotive power on metre
gauge railways will be depleted below the standard, which
a review of situation on all railways leads us to
consider should be maintained for the movement of
essential traffic. It is therefore considered that as
many of these Mallet engines should be sent to Mesopotamia
as can possibly be made available, and that demand on
India should be reduced accordingly. Director of Railways
Mesopotamia will advise you whether restoration of
fittings is desired or not. Should be glad to be
informed by wire what numbers of engines will be supplied.

C.2. Copies to:- S. of S
D.C.I.G.S
D.M.O
M.C.2A.
M.C.X
D.S.D
D.G.M.R
D.Mov
S.R.1
M.R.1
M.R.2B
M.R.2. 3.
S.D.2. 2A. 2B.

Copy to PWD

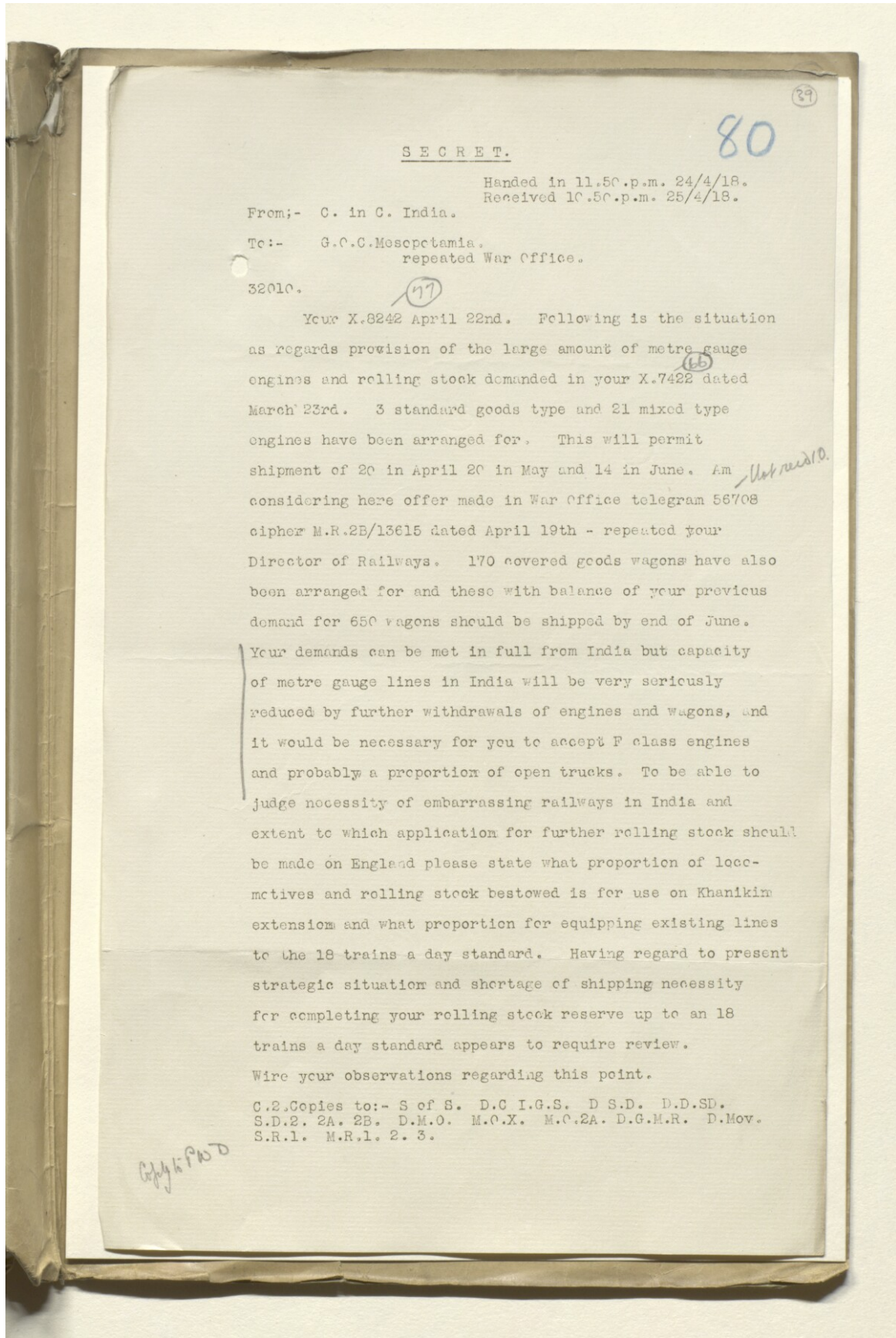


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٨ ظ] (٢٧٤/٧٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٩ و] (٢٧٤/٧٧)



S E C R E T.

Handed in 11.50 p.m. 24/4/18.
Received 10.50 p.m. 25/4/18.

From:- C. in C. India.

To:- G.C.C. Mesopotamia,
repeated War Office.

32010.

Your X.8242 April 22nd. Following is the situation as regards provision of the large amount of metre gauge engines and rolling stock demanded in your X.7422 dated March 23rd. 3 standard goods type and 21 mixed type engines have been arranged for. This will permit shipment of 20 in April 20 in May and 14 in June. Am considering here offer made in War Office telegram 56708 cipher M.R.2B/13615 dated April 19th - repeated your Director of Railways. 170 covered goods wagons have also been arranged for and these with balance of your previous demand for 650 wagons should be shipped by end of June.

Your demands can be met in full from India but capacity of metre gauge lines in India will be very seriously reduced by further withdrawals of engines and wagons, and it would be necessary for you to accept F class engines and probably a proportion of open trucks. To be able to judge necessity of embarrassing railways in India and extent to which application for further rolling stock should be made on England please state what proportion of locomotives and rolling stock bestowed is for use on Khanikin extension and what proportion for equipping existing lines to the 18 trains a day standard. Having regard to present strategic situation and shortage of shipping necessity for completing your rolling stock reserve up to an 18 trains a day standard appears to require review.

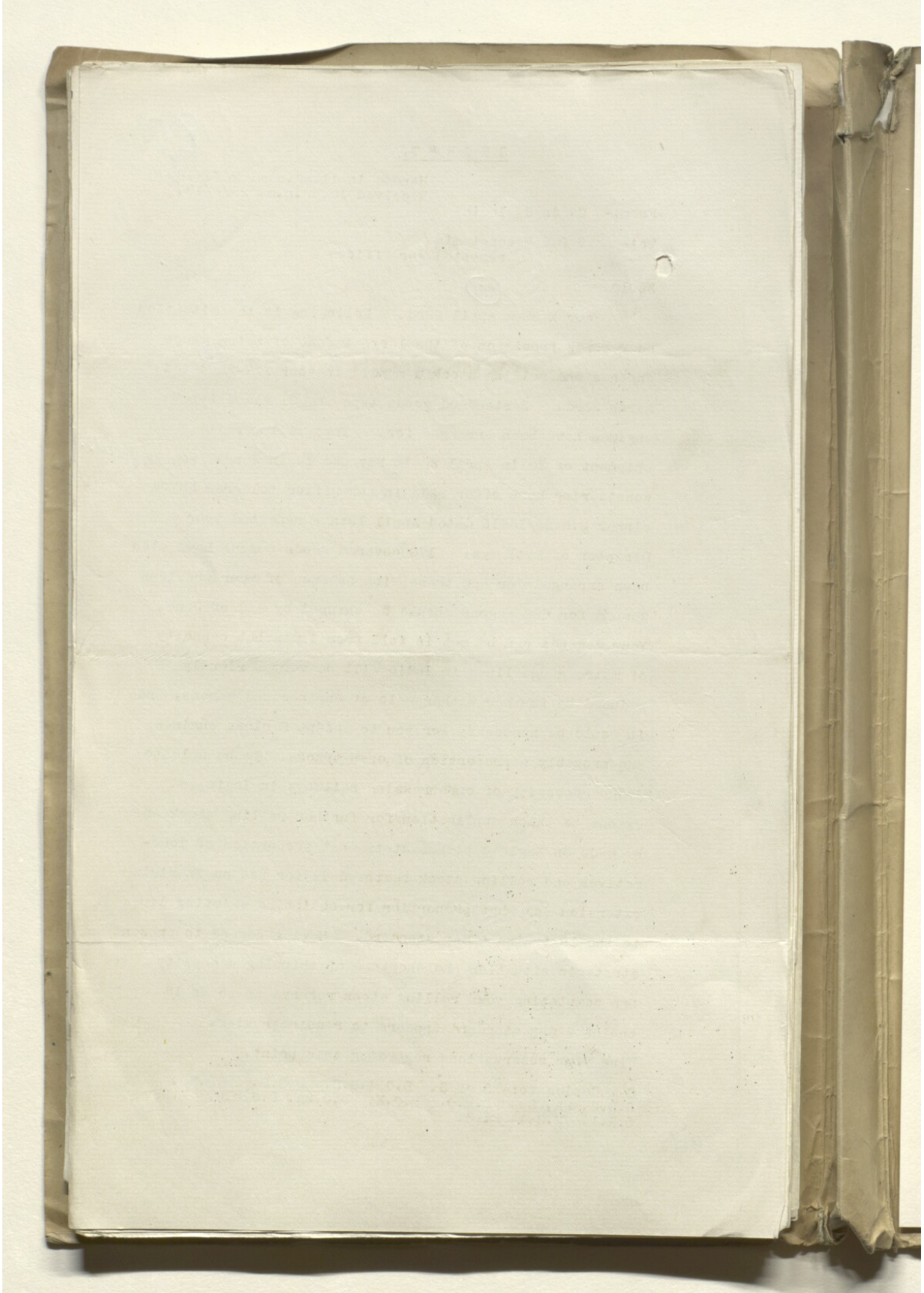
Wire your observations regarding this point.

C.2. Copies to:- S of S. D.C I.G.S. D S.D. D.D.SD.
S.D.2. 2A. 2B. D.M.O. M.C.X. M.C.2A. D.G.M.R. D.Mov.
S.R.l. M.R.l. 2. 3.

Copy to PWD

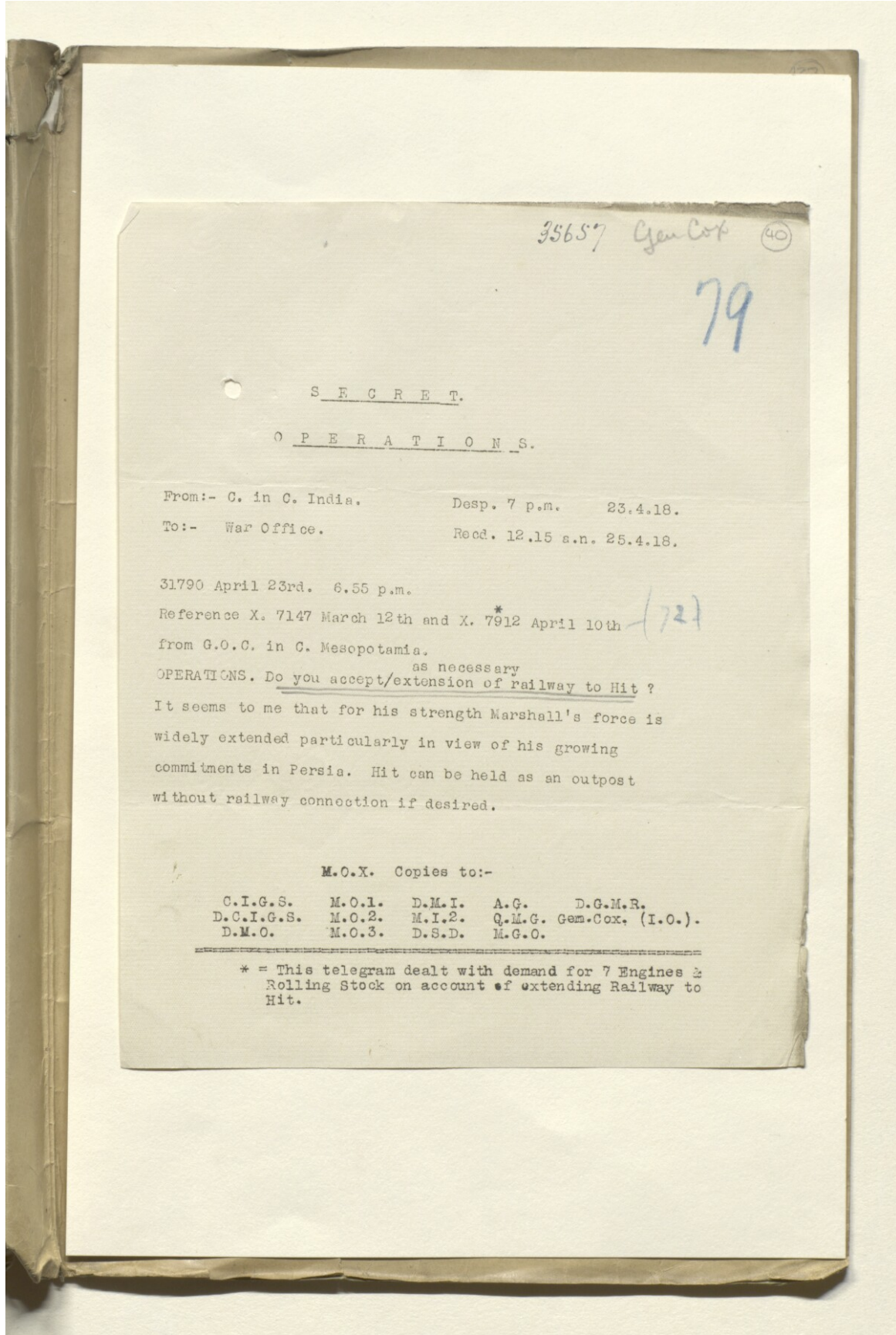


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٩ ظ] (٢٧٤/٧٨)



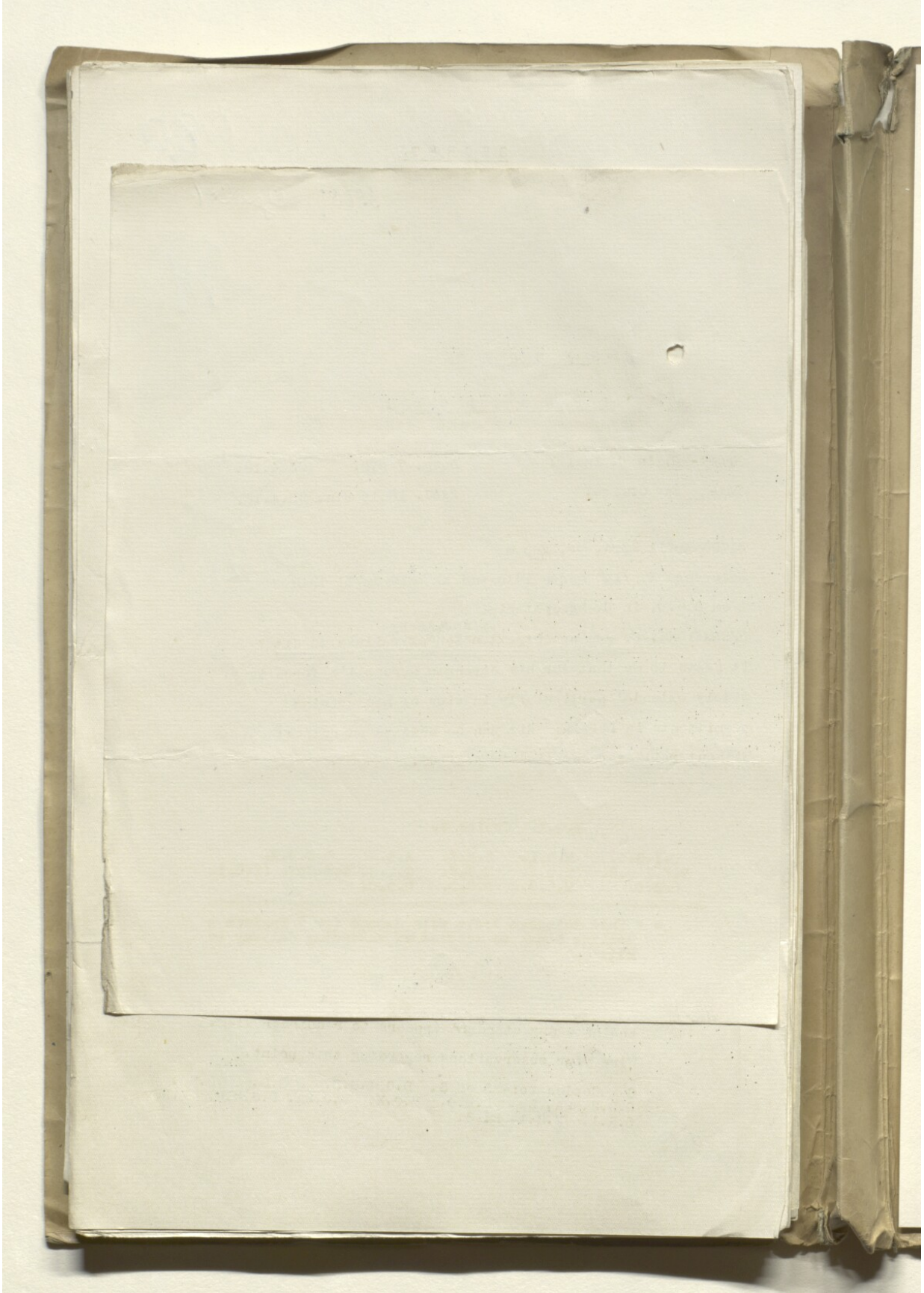


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٠ و] (٢٧٤/٧٩)



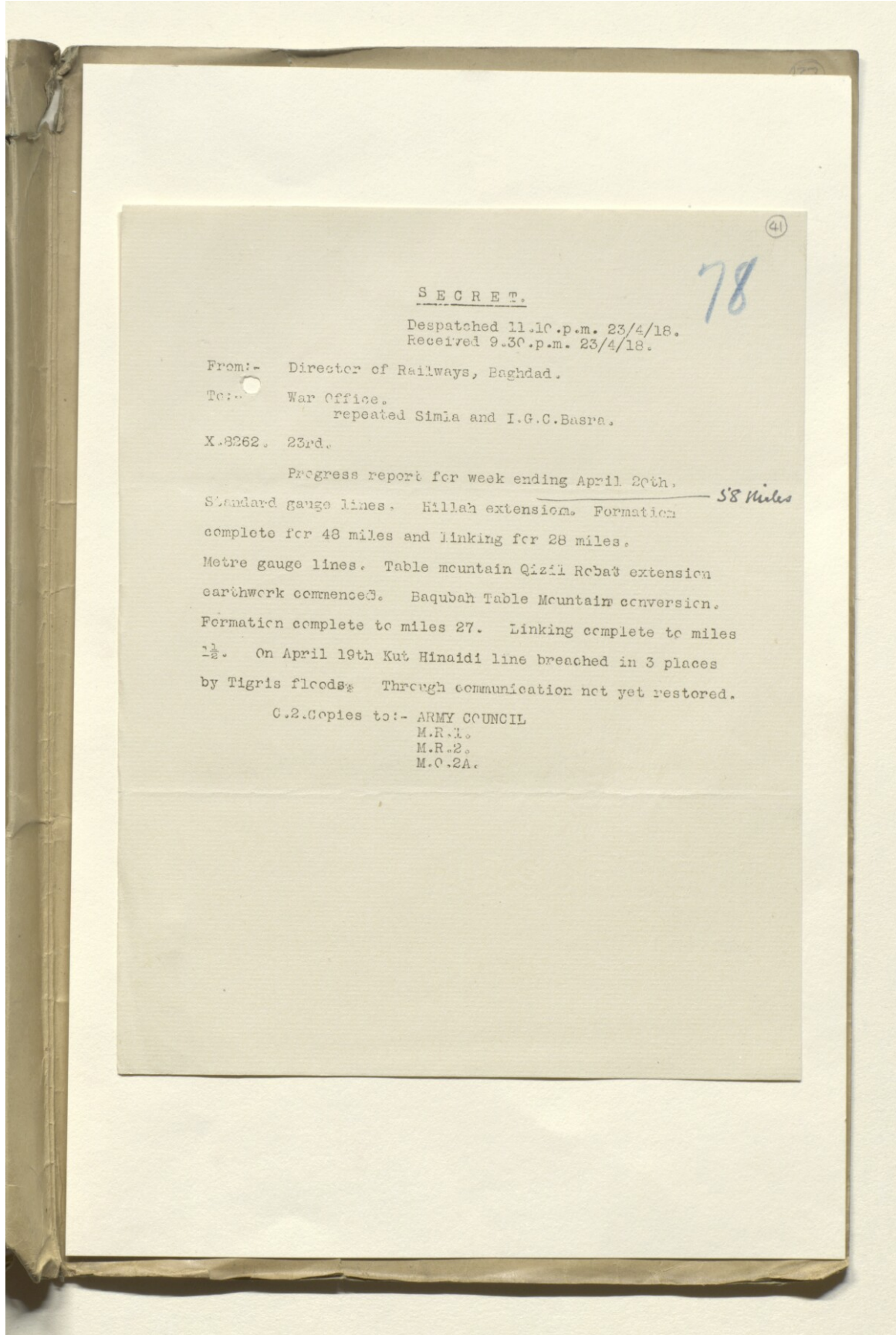


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٠ ظ] (٢٧٤/٨٠)



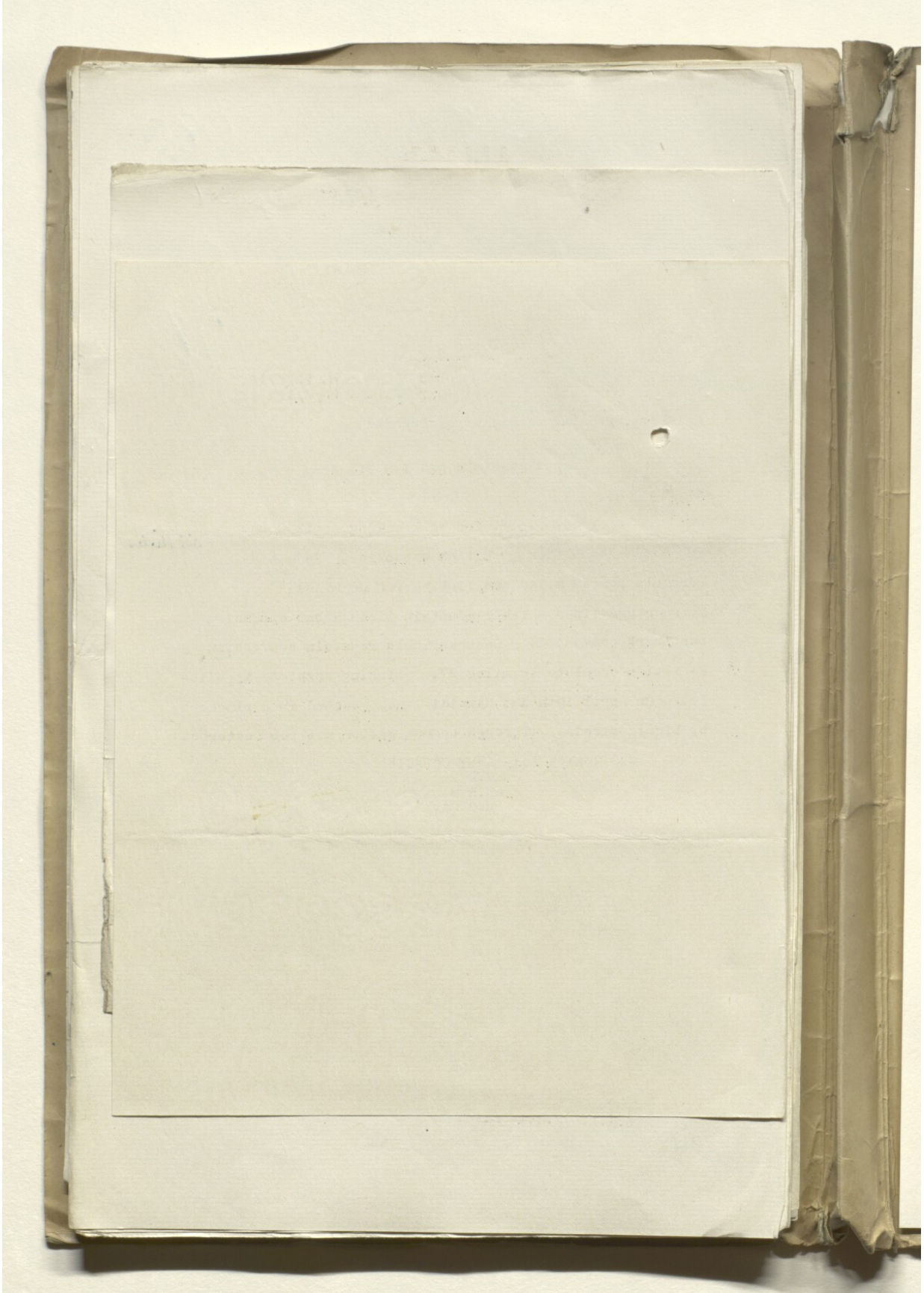


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤١ و] (٢٧٤/٨١)



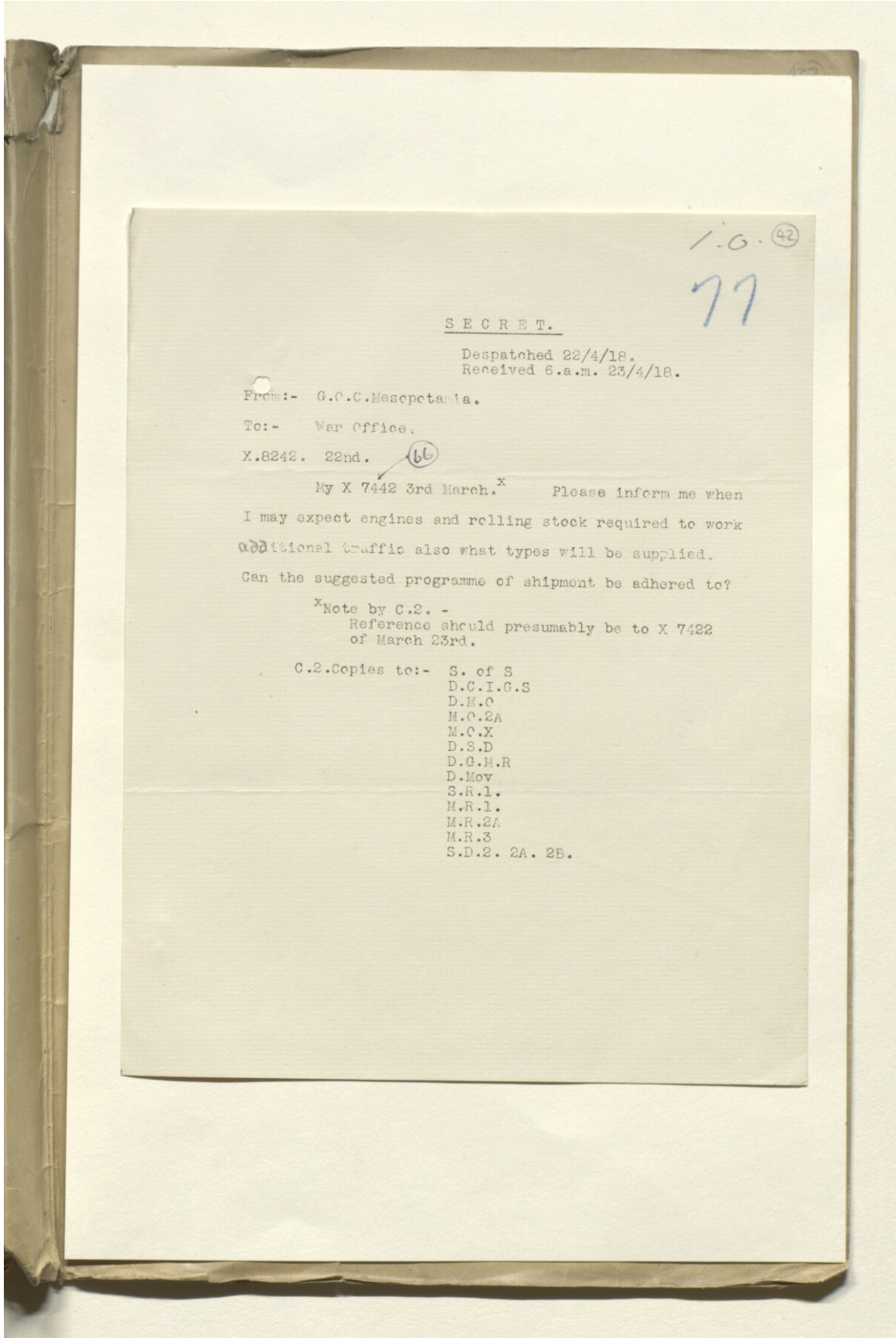


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤١ ظ] (٢٧٤/٨٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٤ و] (٢٧٤/٨٣)



S E C R E T .

Despatched 22/4/18.
Received 6.a.m. 23/4/18.

From:- G.O.C. Mesopotamia.

To:- War Office.

X.8242. 22nd. (66)

My X 7442 3rd March.^x Please inform me when

I may expect engines and rolling stock required to work
additional traffic also what types will be supplied.

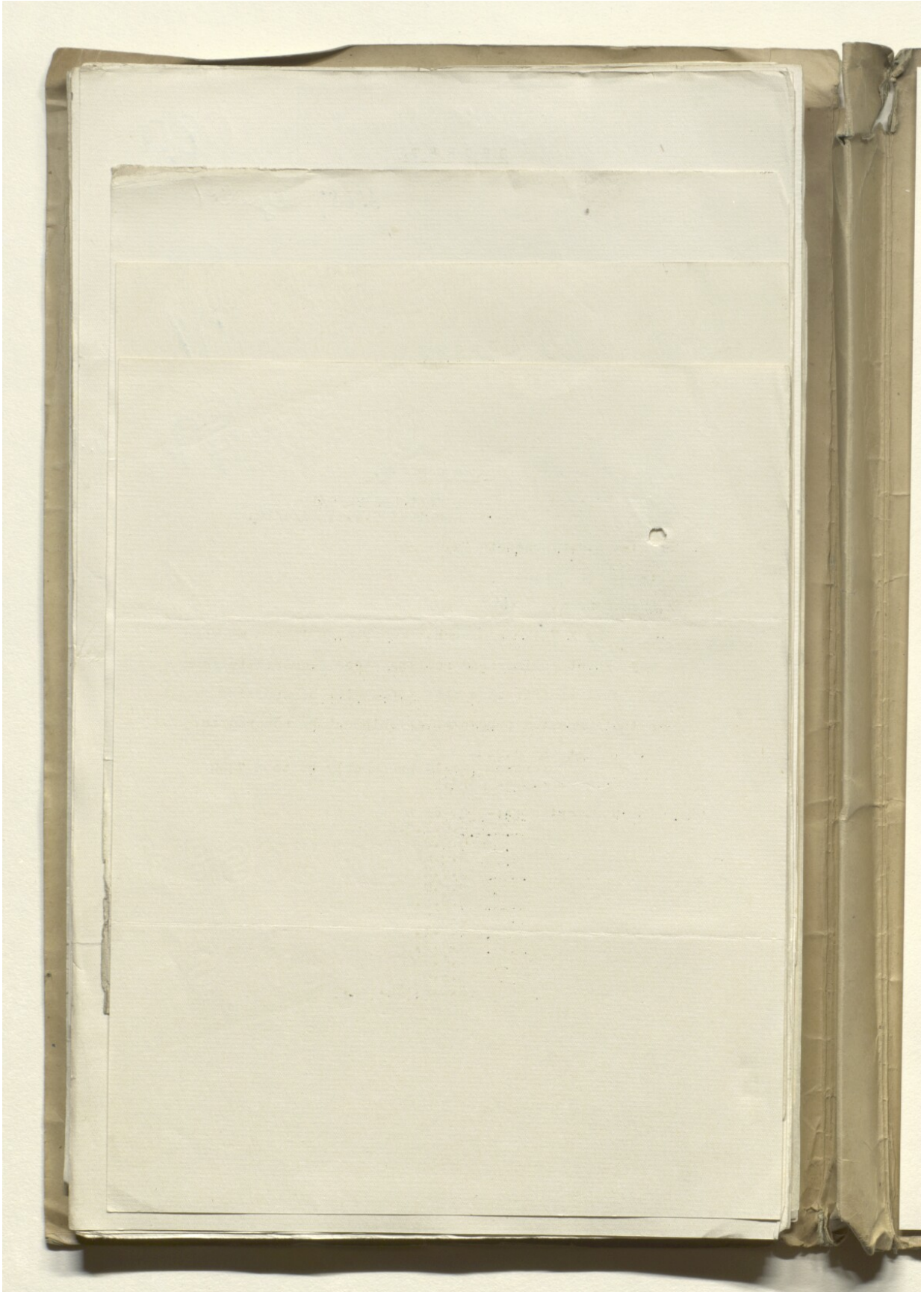
Can the suggested programme of shipment be adhered to?

^xNote by C.2. -
Reference should presumably be to X 7422
of March 23rd.

C.2. Copies to:-
S. of S
D.C.I.G.S
D.M.C
M.C.2A
M.C.X
D.S.D
D.G.M.R
D.Mov
S.R.1.
M.R.1.
M.R.2A
M.R.3
S.D.2. 2A. 2B.

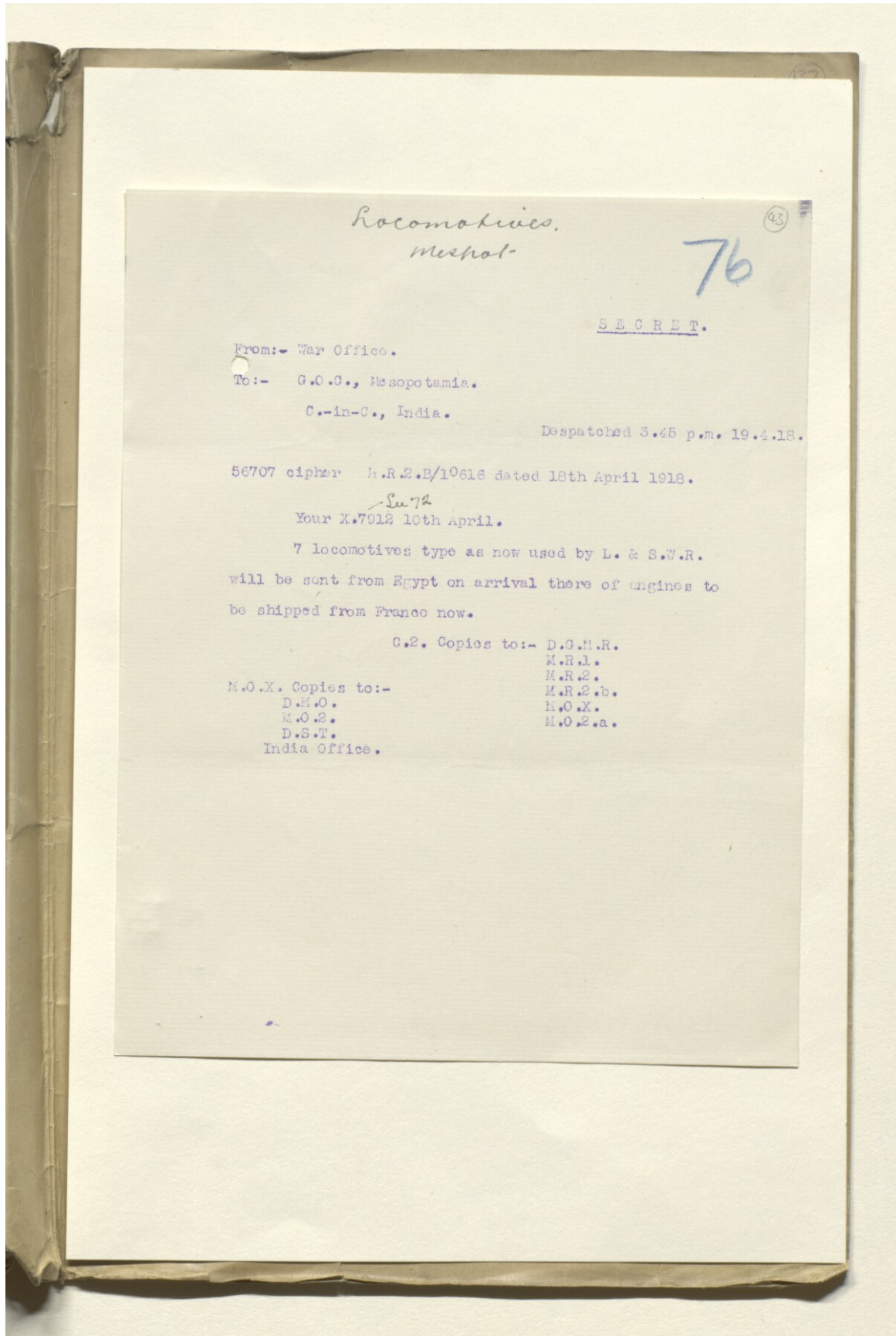


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٤٤ ظ] (٢٧٤/٨٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٤ و] (٨٥/٢٧٤)



Locomotives.
Mesopotamia.

SECRET.

From:- War Office.

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

C.-in-C., India.

Despatched 3.45 p.m. 19.4.18.

56707 cipher M.R.2.E/10616 dated 18th April 1918.

See 72
Your X.7912 10th April.

7 locomotives type as now used by L. & S.W.R.
will be sent from Egypt on arrival there of engines to
be shipped from France now.

C.2. Copies to:- D.G.H.R.

M.R.1.

M.R.2.

M.R.2.b.

H.O.X.

M.O.2.a.

M.O.X. Copies to:-

D.H.O.

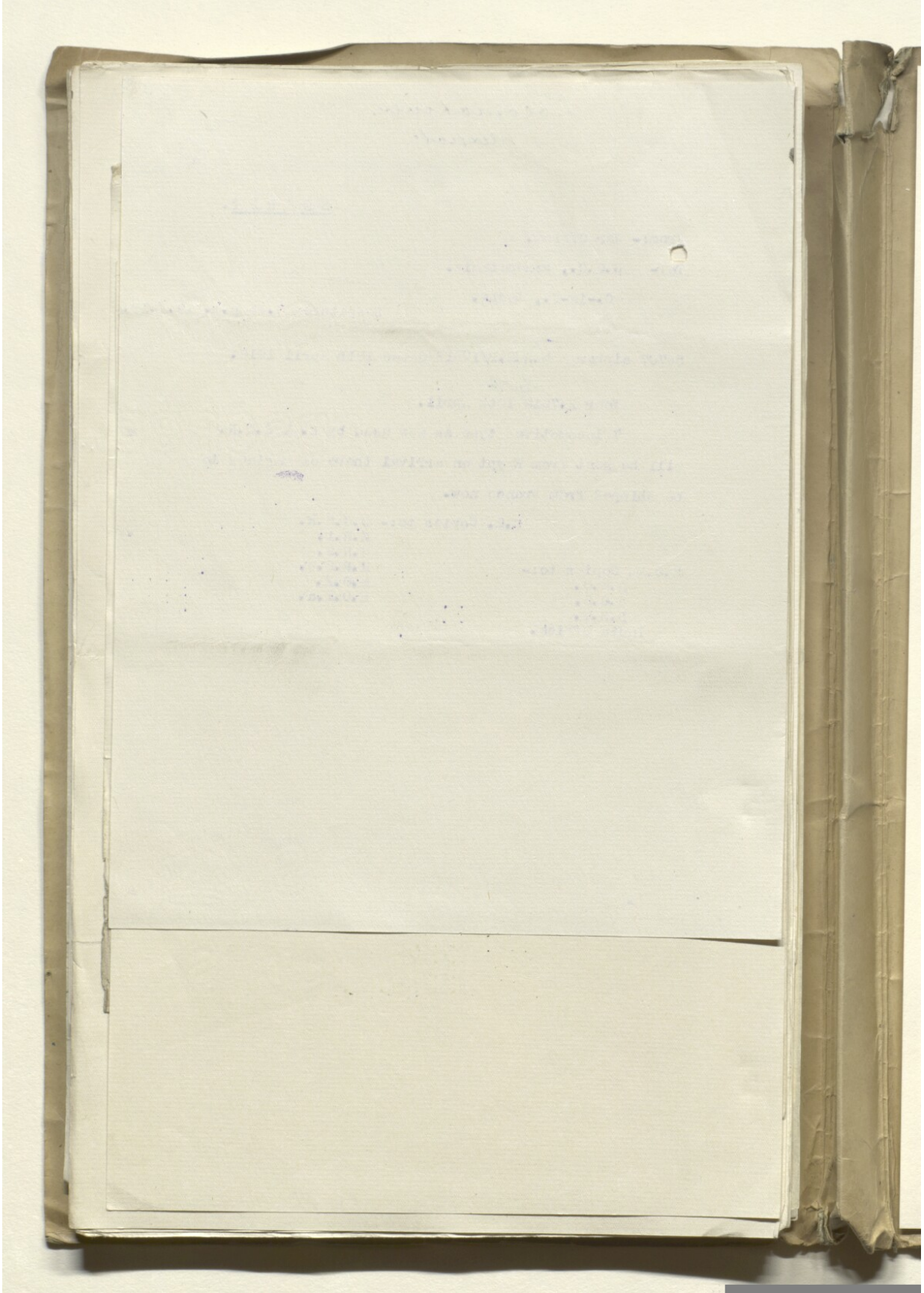
M.O.2.

D.S.T.

India Office.

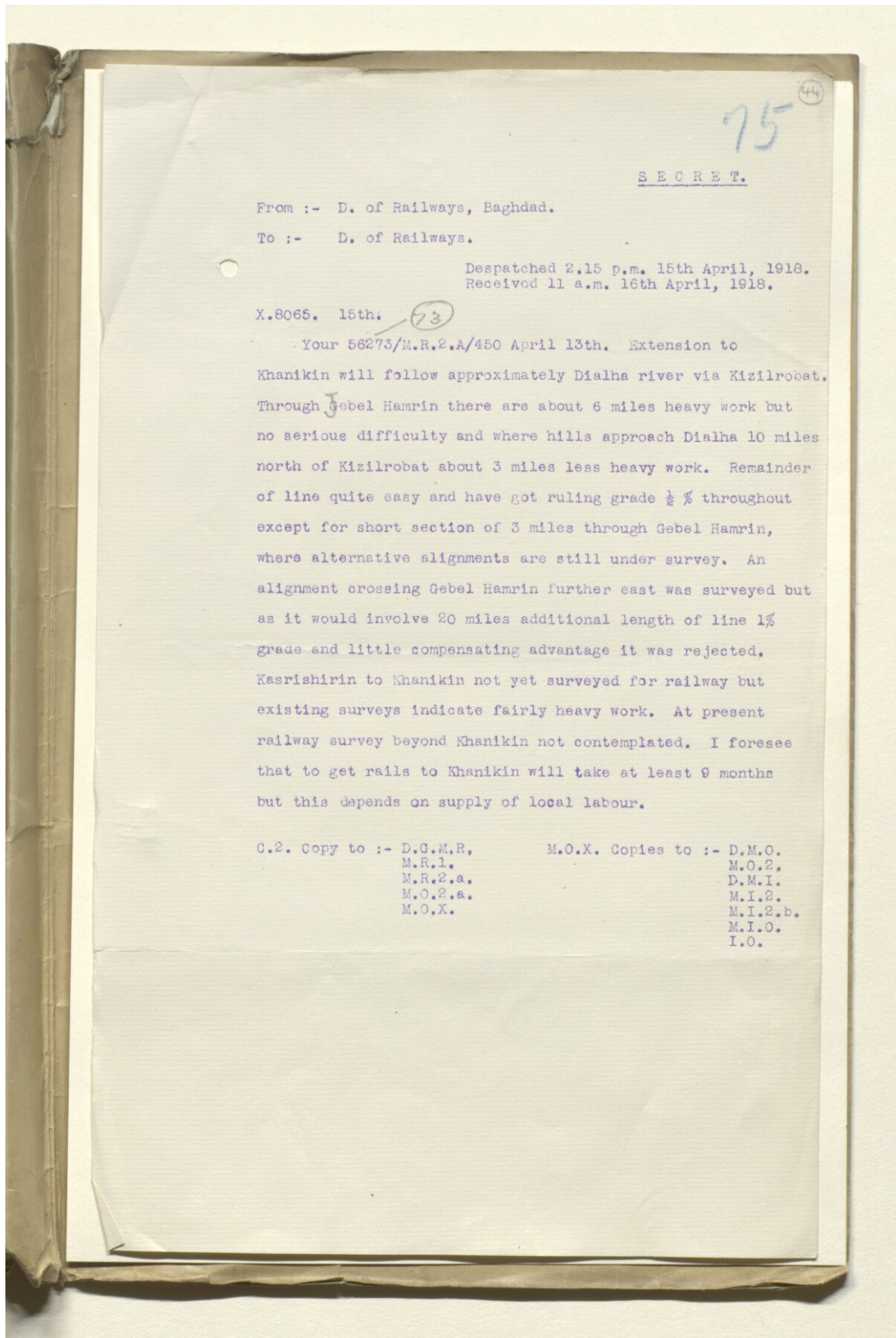


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٤ ظ] (٢٧٤/٨٦)



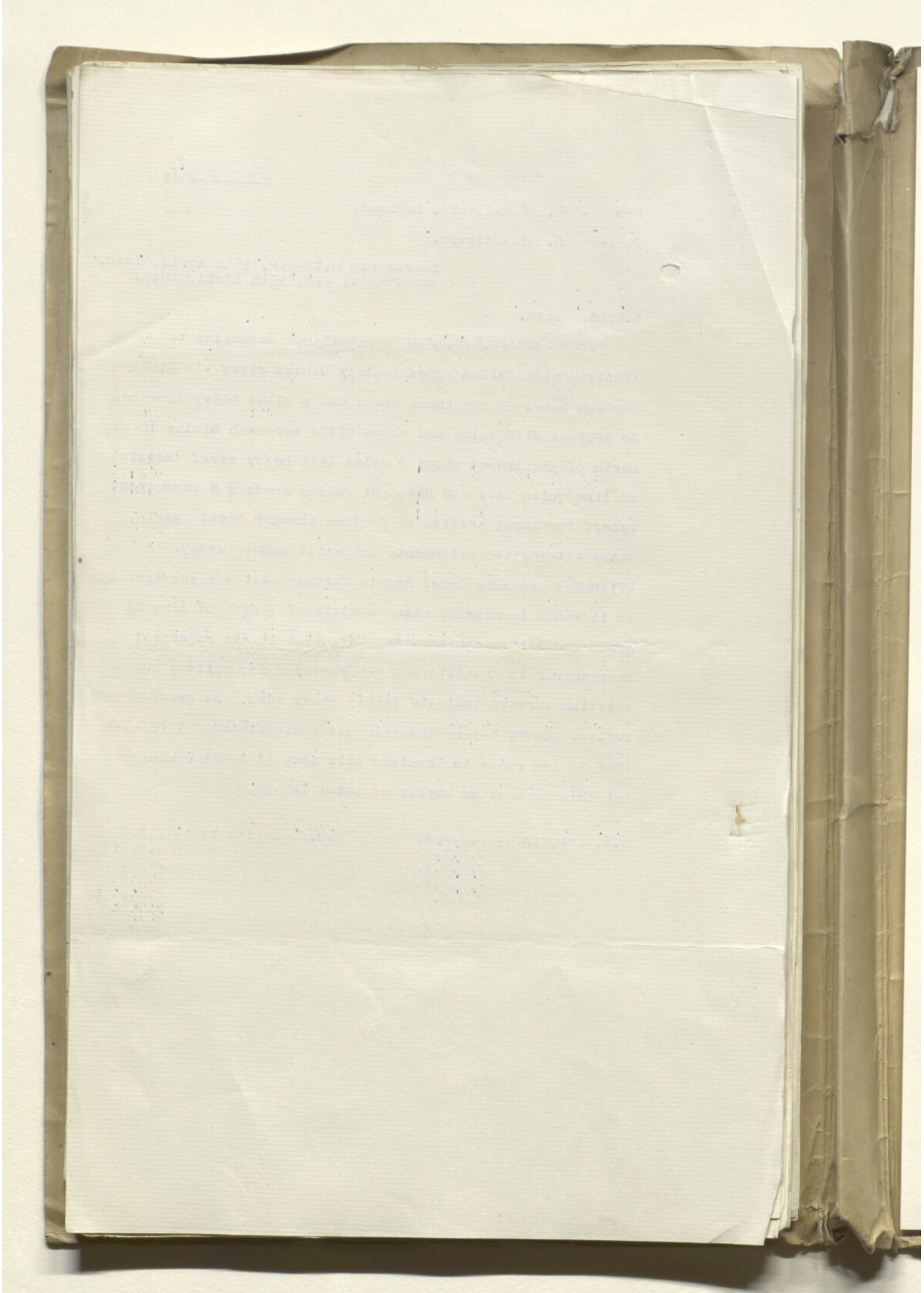


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٤ و] (٢٧٤/٨٧)



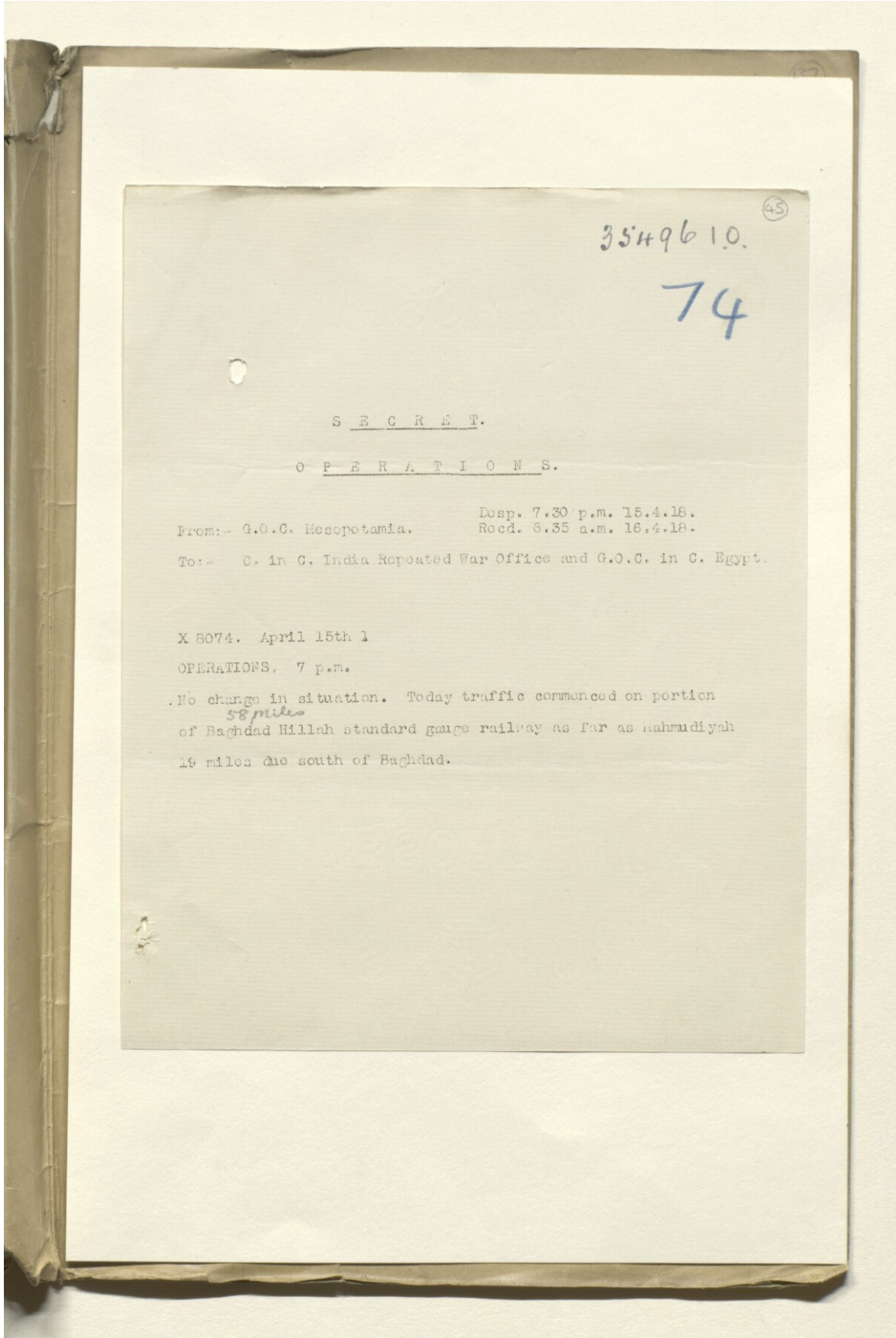


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٤ ظ] (٢٧٤/٨٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٥ و] [٢٧٤/٨٩]



3549610. (45)

74

S E C R E T.

O P E R A T I O N S.

From:- G.O.C. Mesopotamia. Desp. 7.30 p.m. 15.4.18.
Reed. 6.35 a.m. 16.4.18.
To:- C. in C. India Repeated War Office and G.O.C. in C. Egypt.

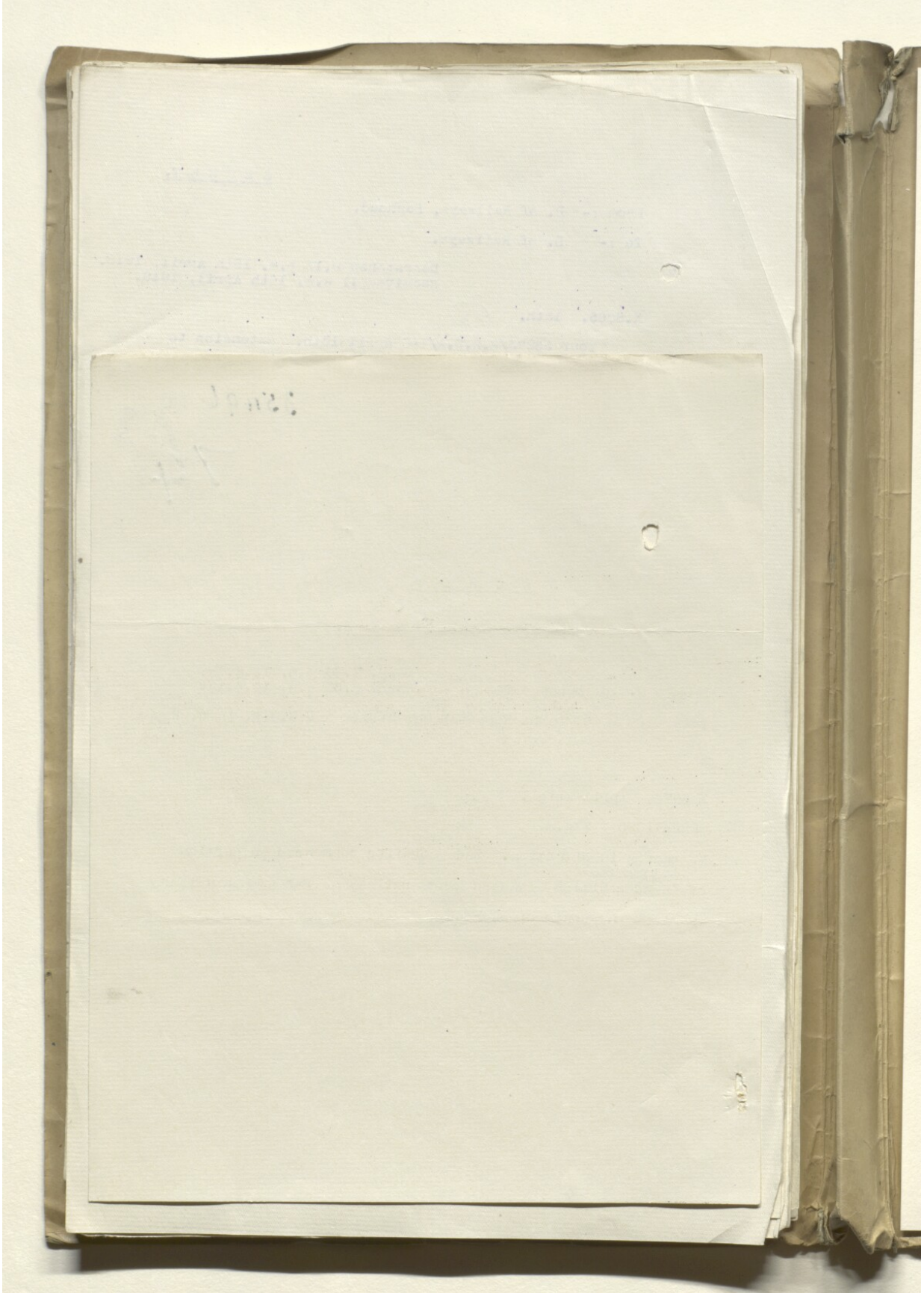
X 8074. April 15th 1

OPERATIONS, 7 p.m.

No change in situation. Today traffic commenced on portion
of Baghdad Hillah standard gauge railway as far as ^{58 miles} Mahmadiyah
19 miles due south of Baghdad.

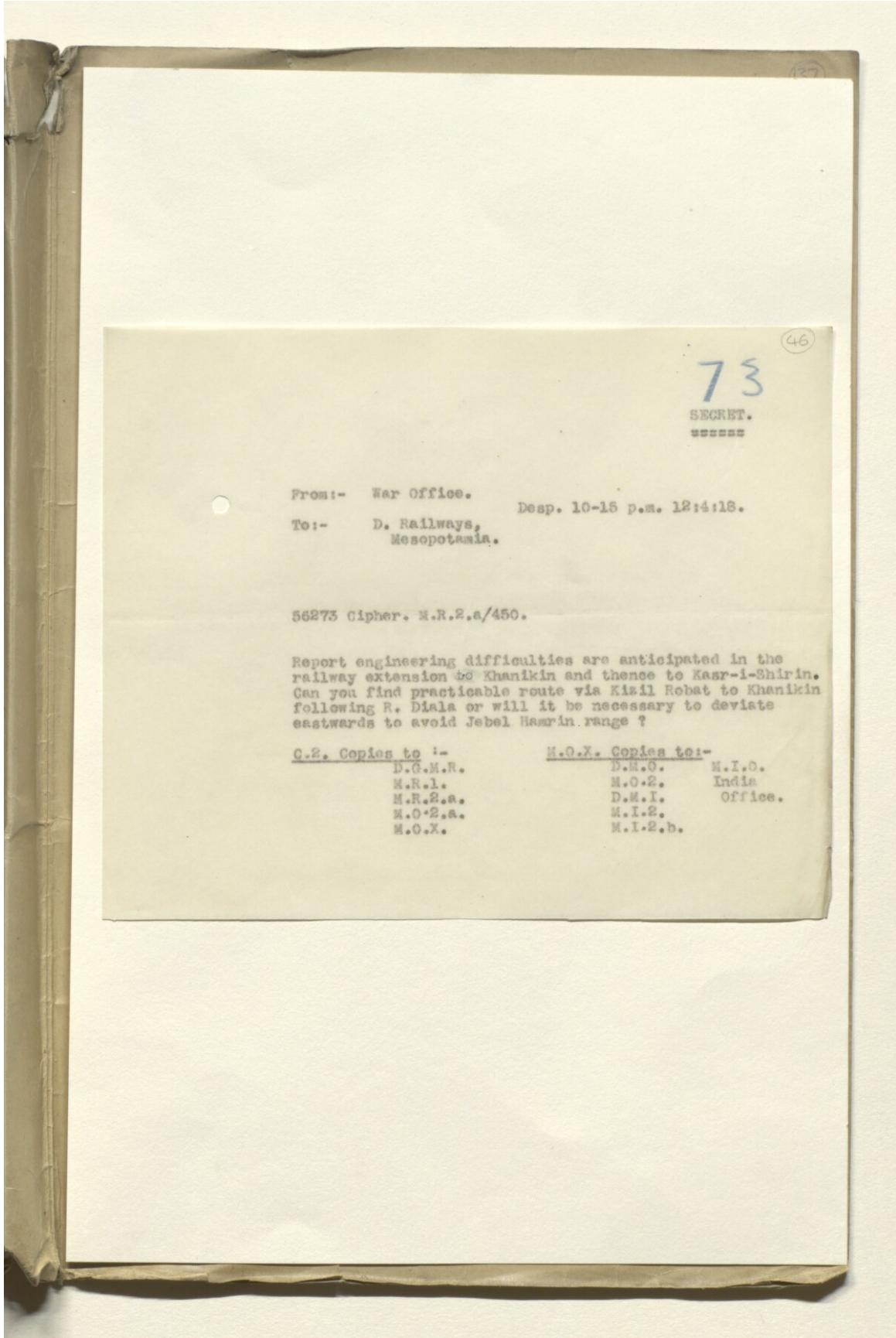


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٥ ظ] (٢٧٤/٩٠)



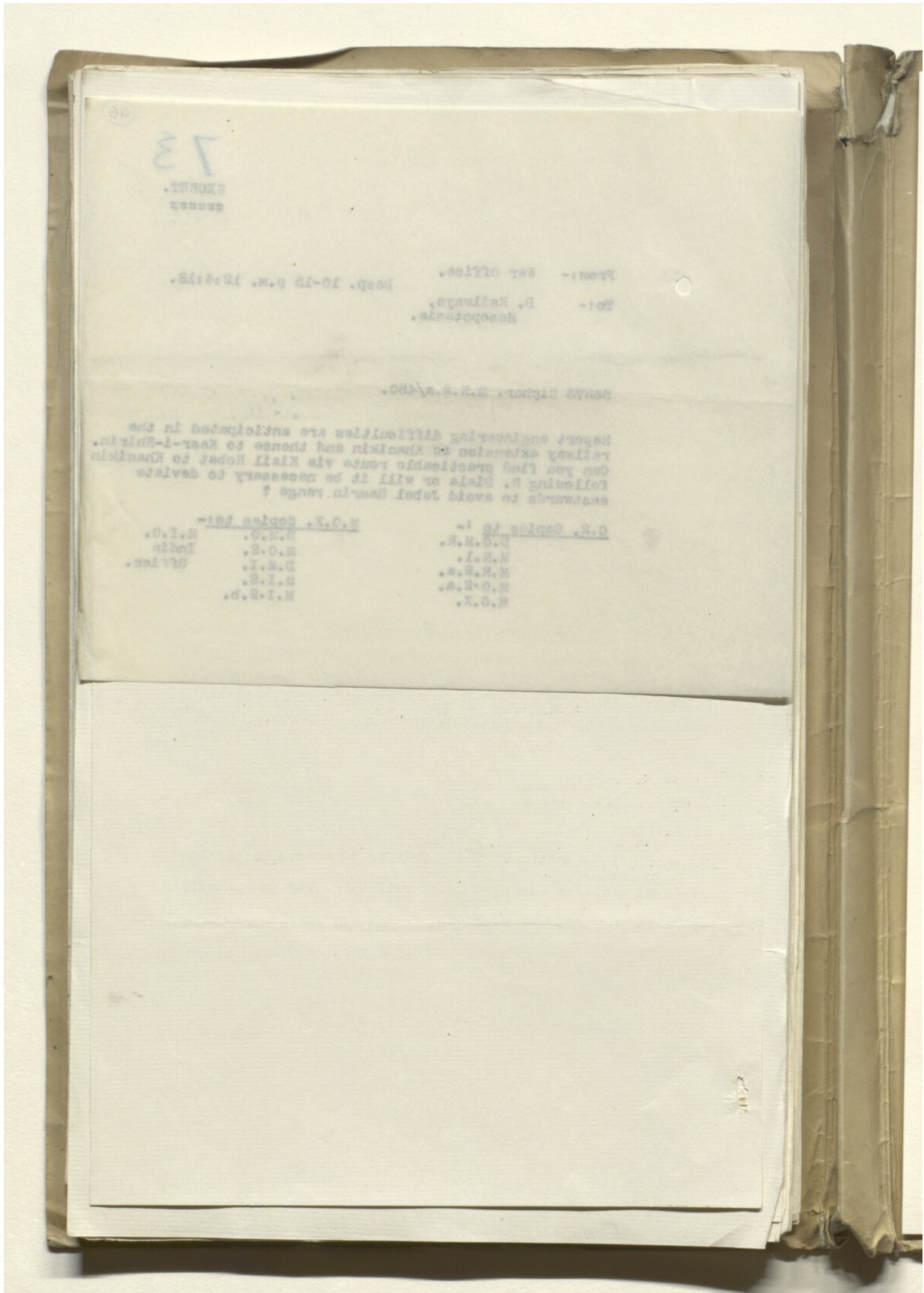


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٦ و] (٢٧٤/٩١)



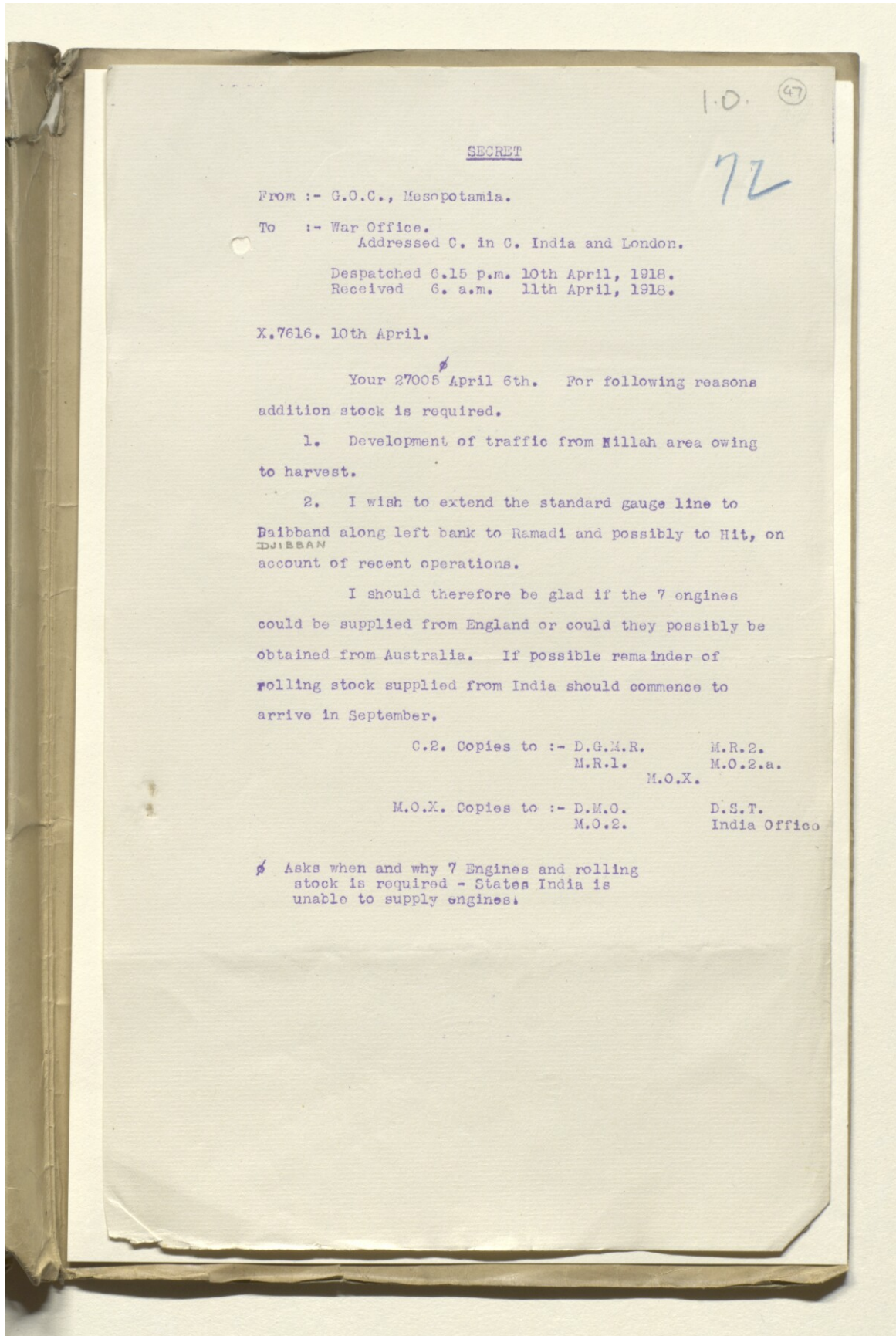


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٦ ظ] (٢٧٤/٩٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٩٣) [٤٧و]



SECRET

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

To :- War Office.

Addressed C. in C. India and London.

Despatched 6.15 p.m. 10th April, 1918.

Received 6. a.m. 11th April, 1918.

X.7616. 10th April.

Your 27005 April 6th. For following reasons
addition stock is required.

1. Development of traffic from Millah area owing
to harvest.

2. I wish to extend the standard gauge line to
Baibband along left bank to Ramadi and possibly to Hit, on
account of recent operations.

I should therefore be glad if the 7 engines
could be supplied from England or could they possibly be
obtained from Australia. If possible remainder of
rolling stock supplied from India should commence to
arrive in September.

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

M.R.2.
M.O.2.a.

M.O.X.

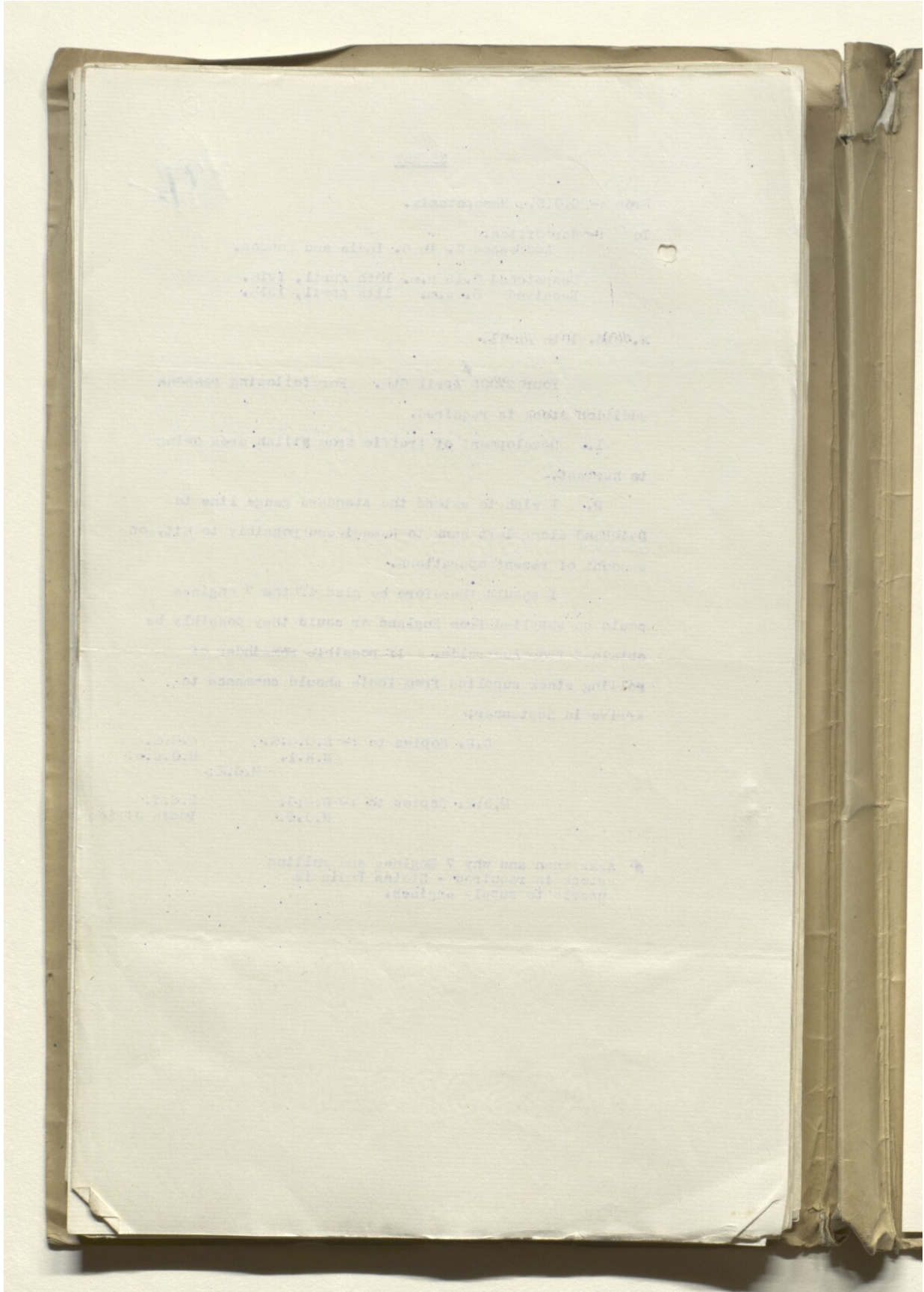
M.O.X. Copies to :- D.M.O.
M.O.2.

D.S.T.
India Office

Asks when and why 7 Engines and rolling
stock is required - States India is
unable to supply engines.

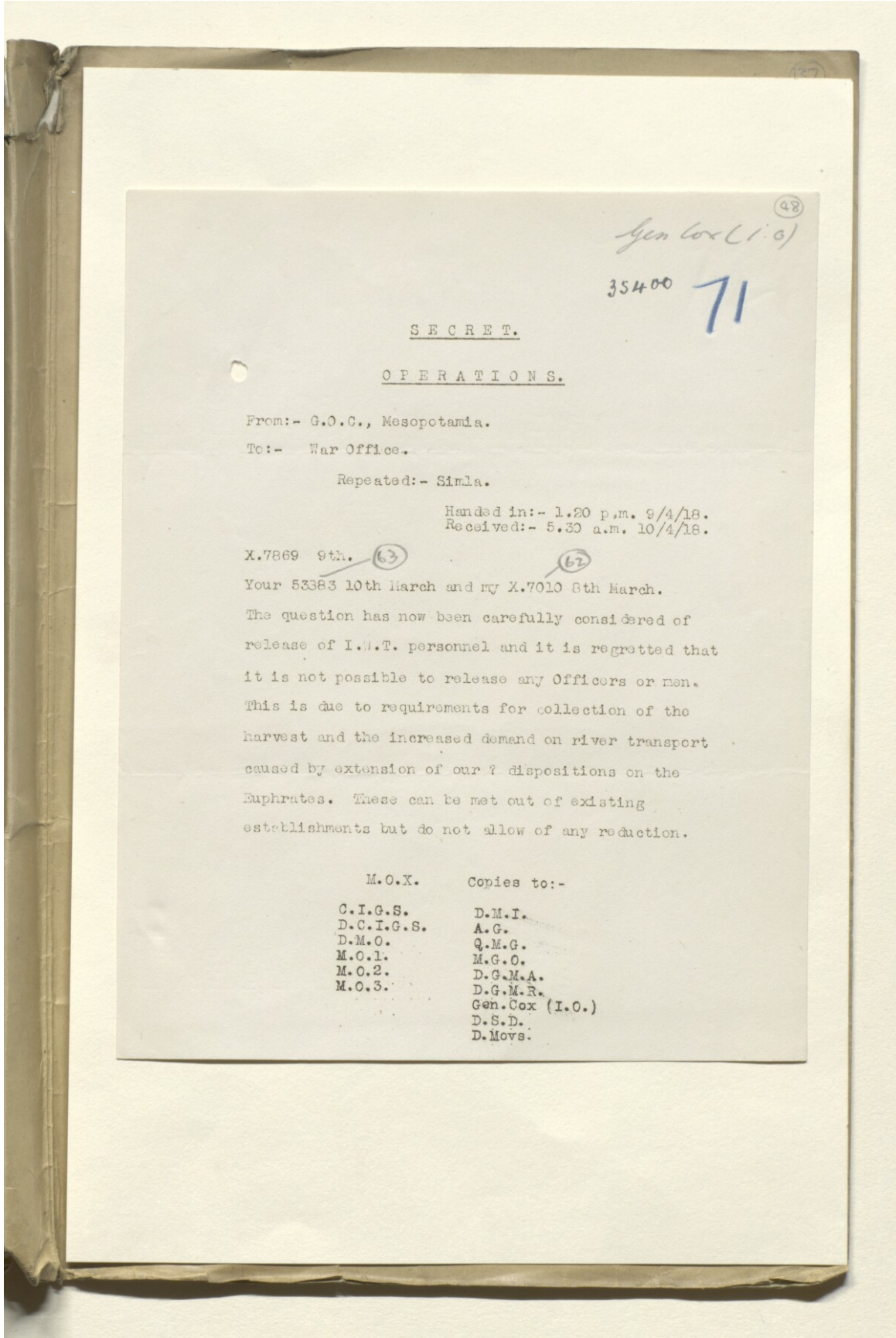


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٧ ظ] (٢٧٤/٩٤)



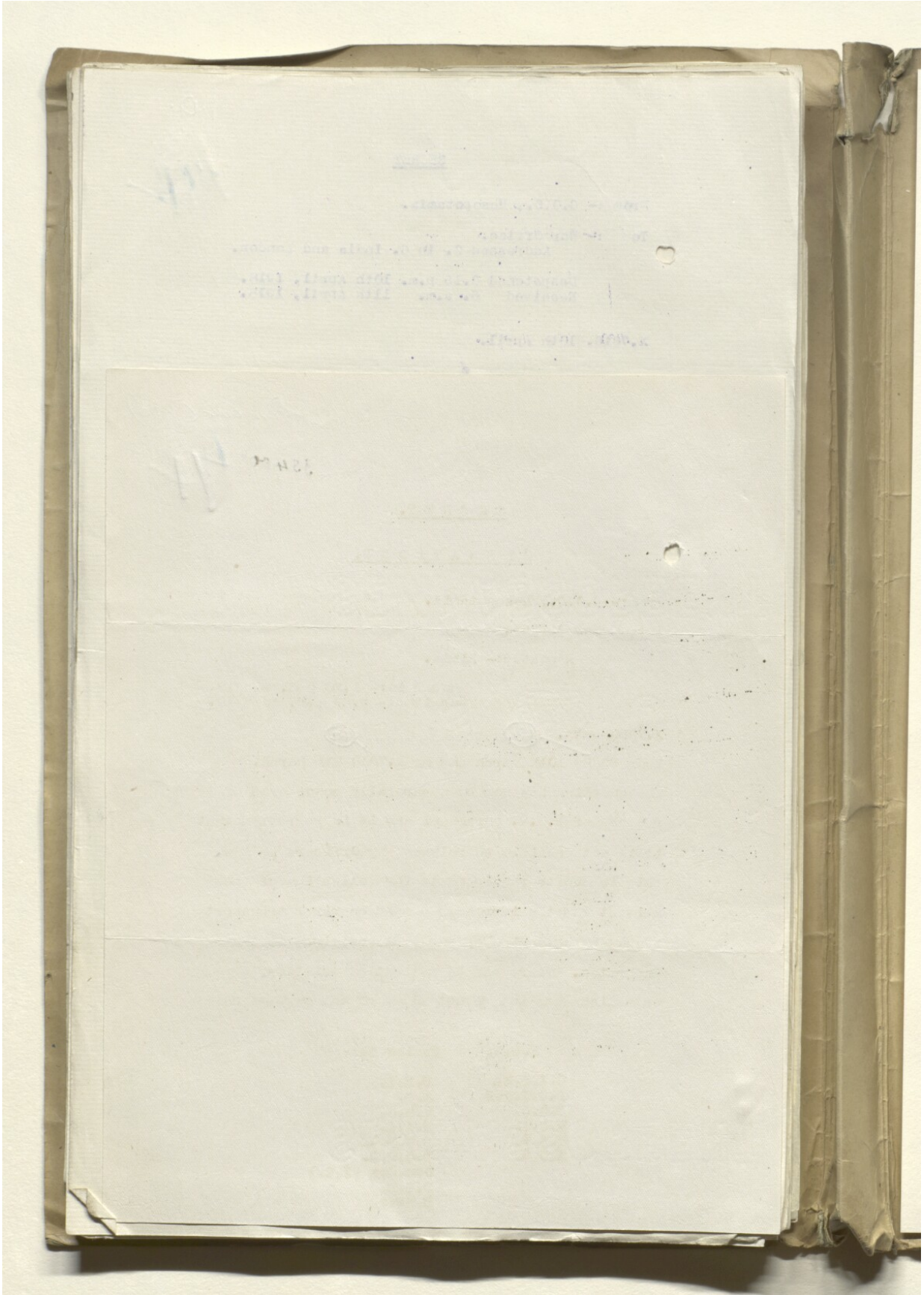


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٨ و] (٢٧٤/٩٥)



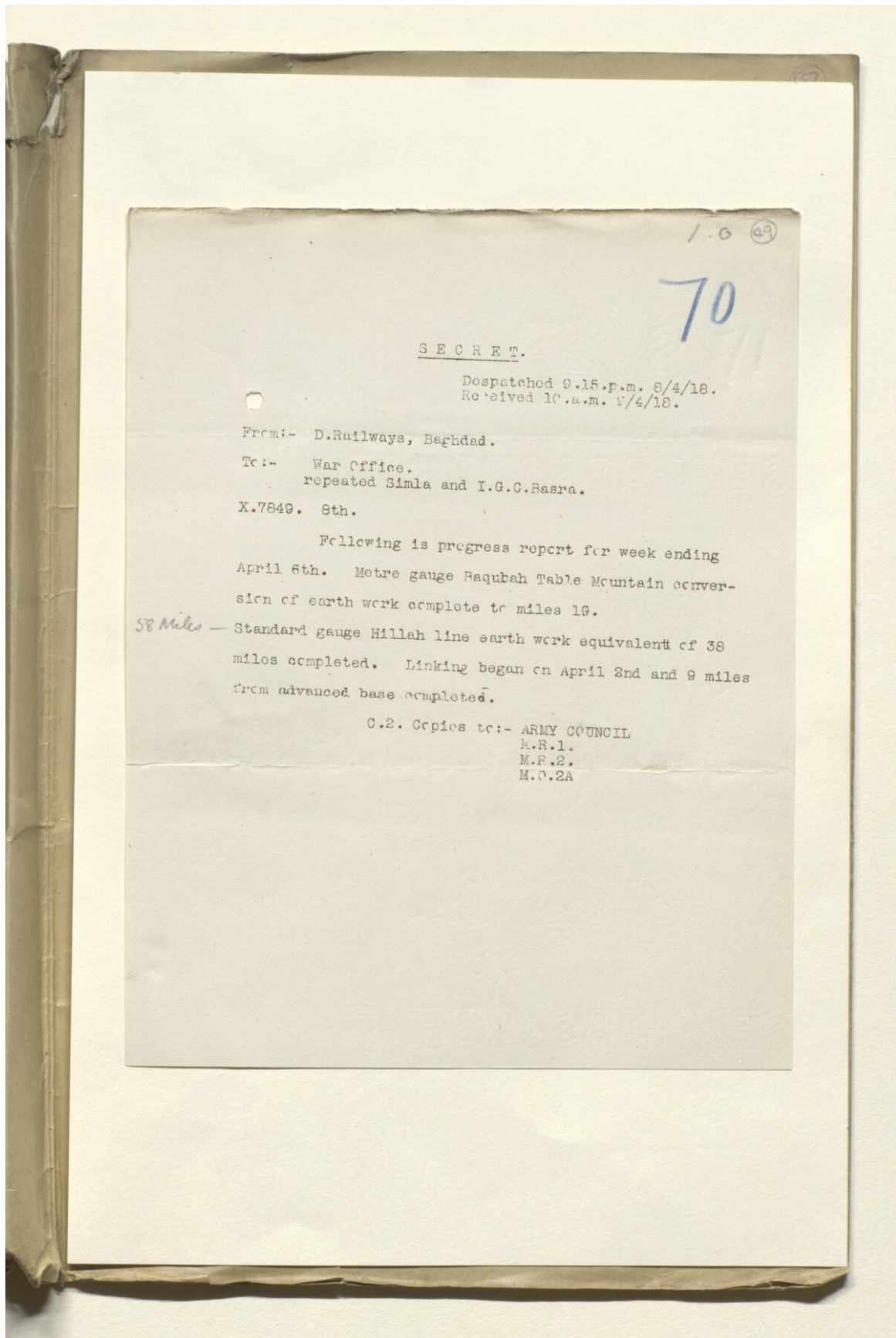


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٨ ظ] (٢٧٤/٩٦)



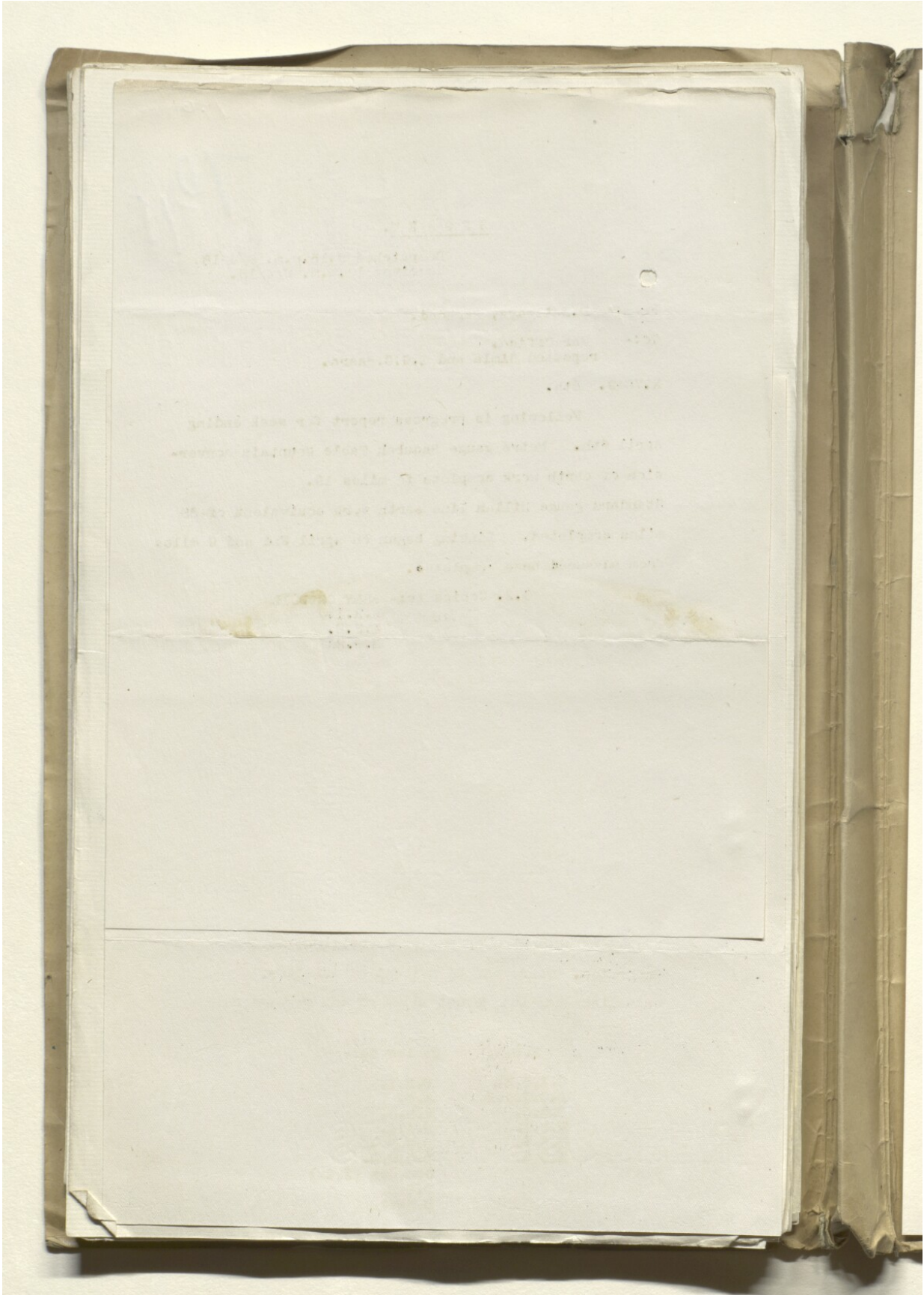


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٩ و] (٢٧٤/٩٧)



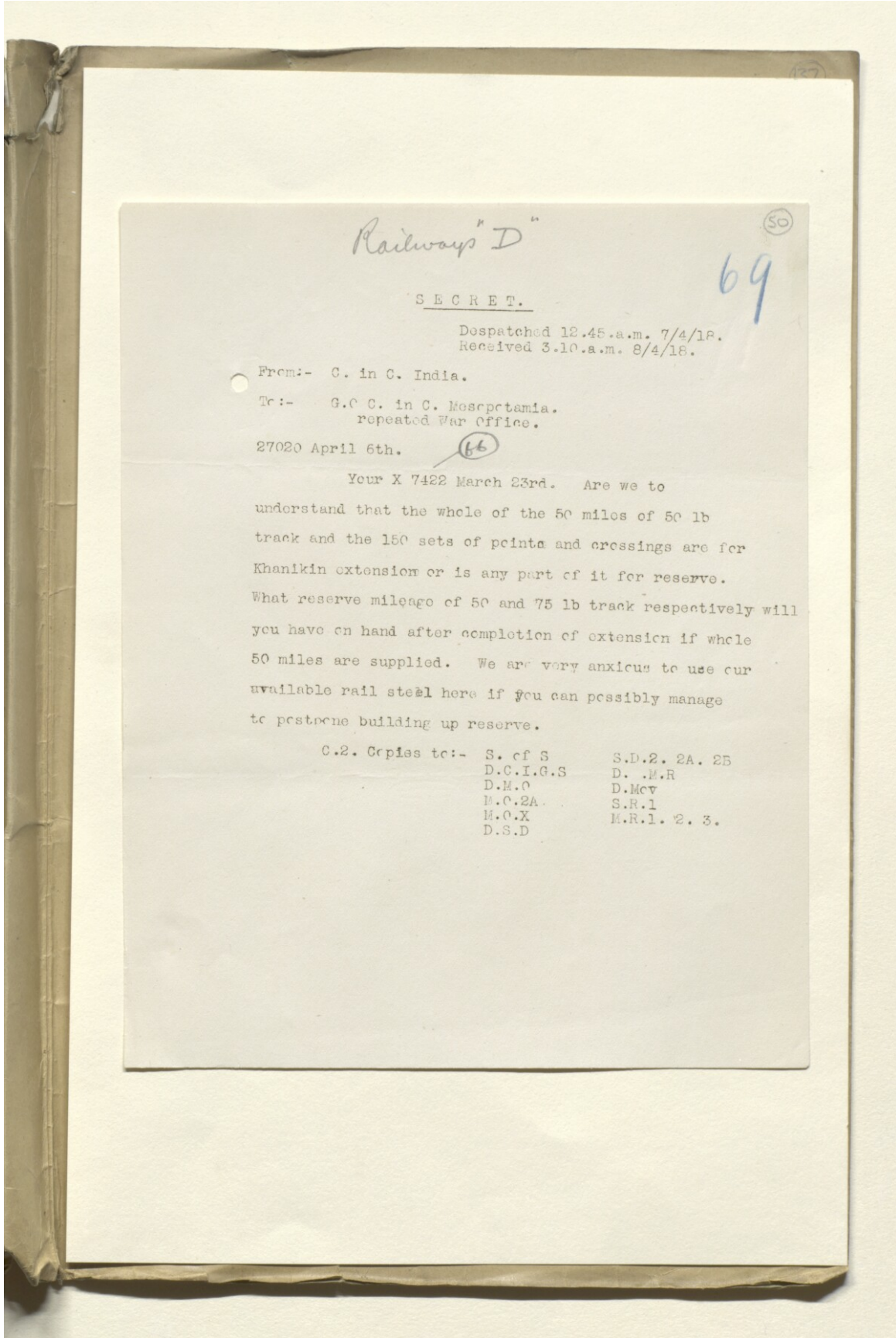


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٩ ظ] (٢٧٤/٩٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٠] [٢٧٤/٩٩]



Railways "D"

SECRET.

Despatched 12.45 a.m. 7/4/18.
Received 3.10 a.m. 8/4/18.

From:- G. in C. India.

To:- G.C.C. in C. Mesopotamia.
repeated War Office.

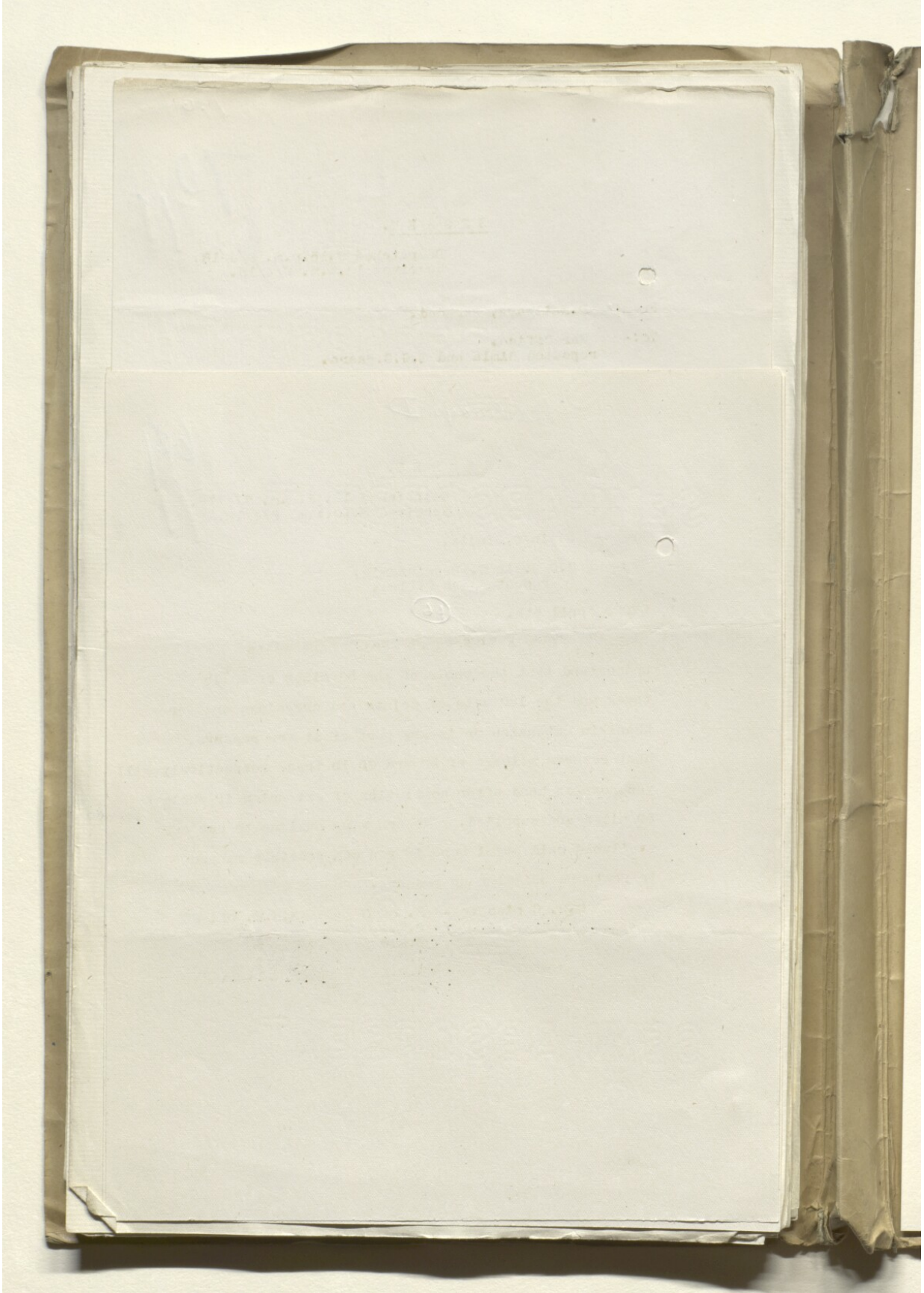
27020 April 6th.

Your X 7422 March 23rd. Are we to understand that the whole of the 50 miles of 50 lb track and the 150 sets of points and crossings are for Khanikin extension or is any part of it for reserve. What reserve mileage of 50 and 75 lb track respectively will you have on hand after completion of extension if whole 50 miles are supplied. We are very anxious to use our available rail steel here if you can possibly manage to postpone building up reserve.

C.2. Copy to:- S. of S. S.D.2. 2A. 2B
D.C.I.G.S. D. M.R.
D.M.C. D.M.C.
M.C.2A. S.R.1
M.C.X M.R.1. 2. 3.
D.S.D.

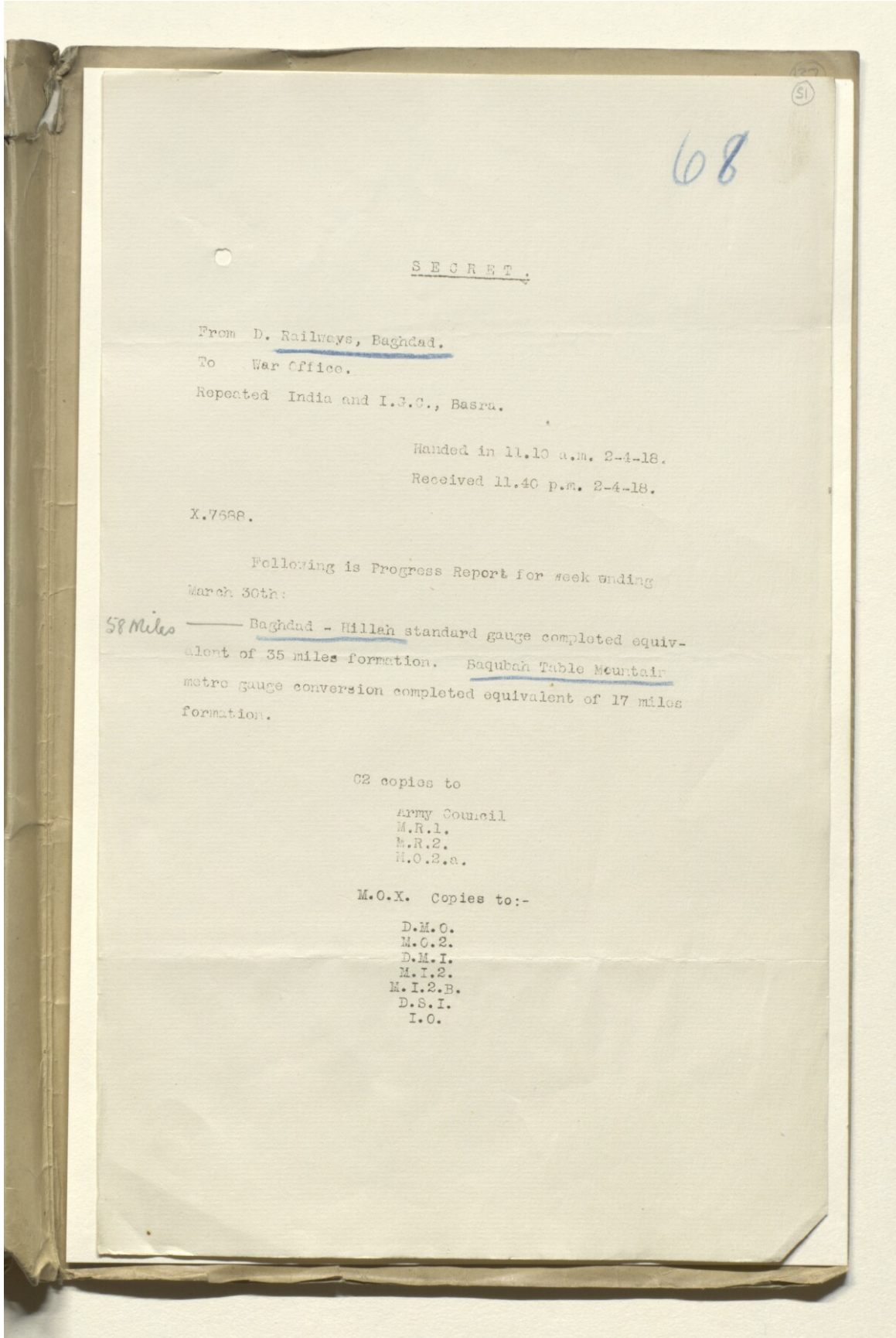


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٠ ظ] (٢٧٤/١٠٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥١و] (٢٧٤/١٠١)



SECRET

From D. Railways, Baghdad.

To War Office.

Repeated India and I.C.C., Basra.

Handed in 11.10 a.m. 2-4-18.

Received 11.40 p.m. 2-4-18.

X.7668.

Following is Progress Report for week ending
March 30th:

58 Miles — Baghdad - Hillah standard gauge completed equivalent of 35 miles formation. Baqubah Table Mountain metro gauge conversion completed equivalent of 17 miles formation.

62 copies to

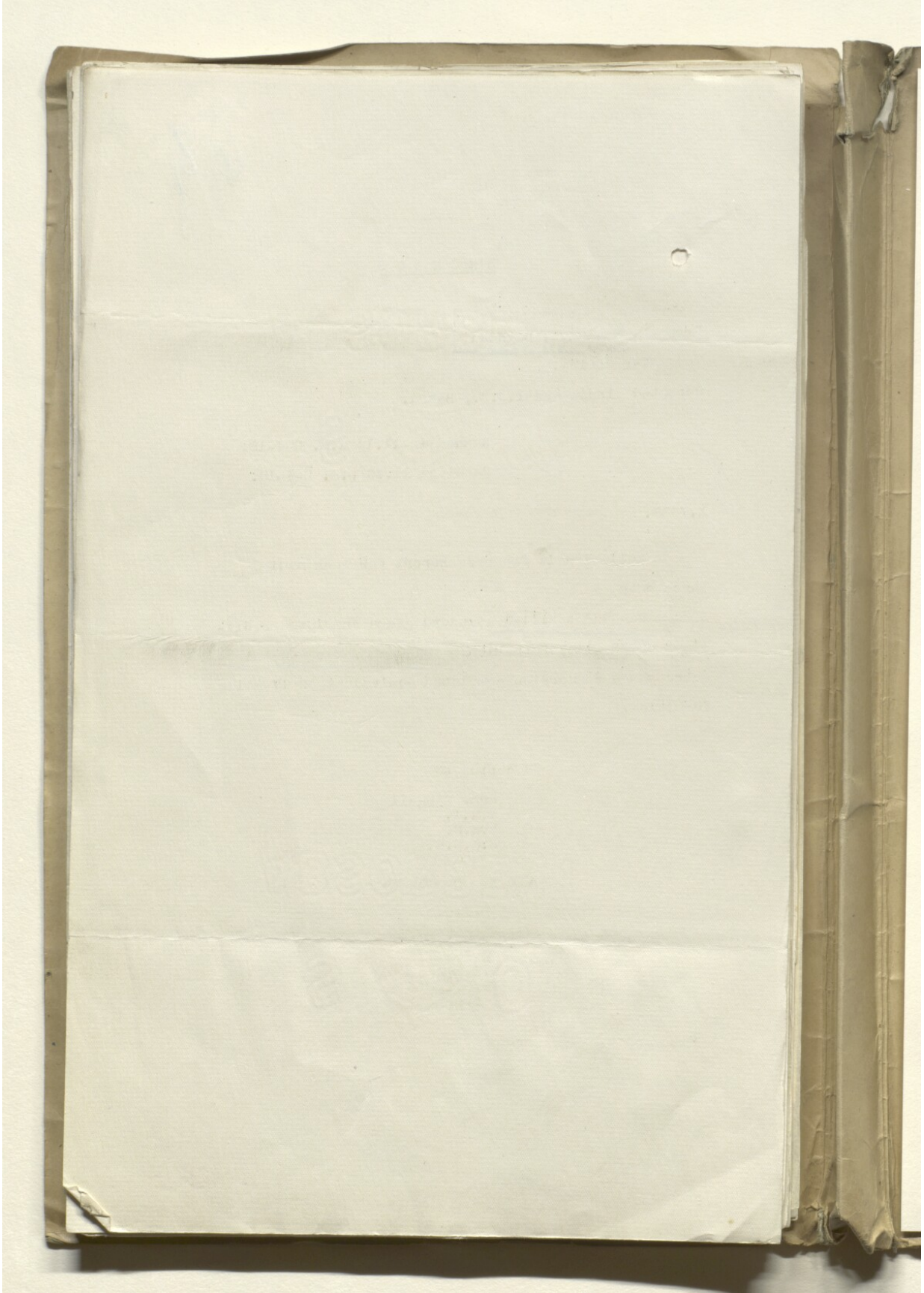
Army Council
M.R.1.
M.R.2.
M.O.S.a.

M.O.X. Copies to:-

D.M.O.
M.O.2.
D.M.I.
M.I.2.
M.I.2.B.
D.S.I.
I.O.

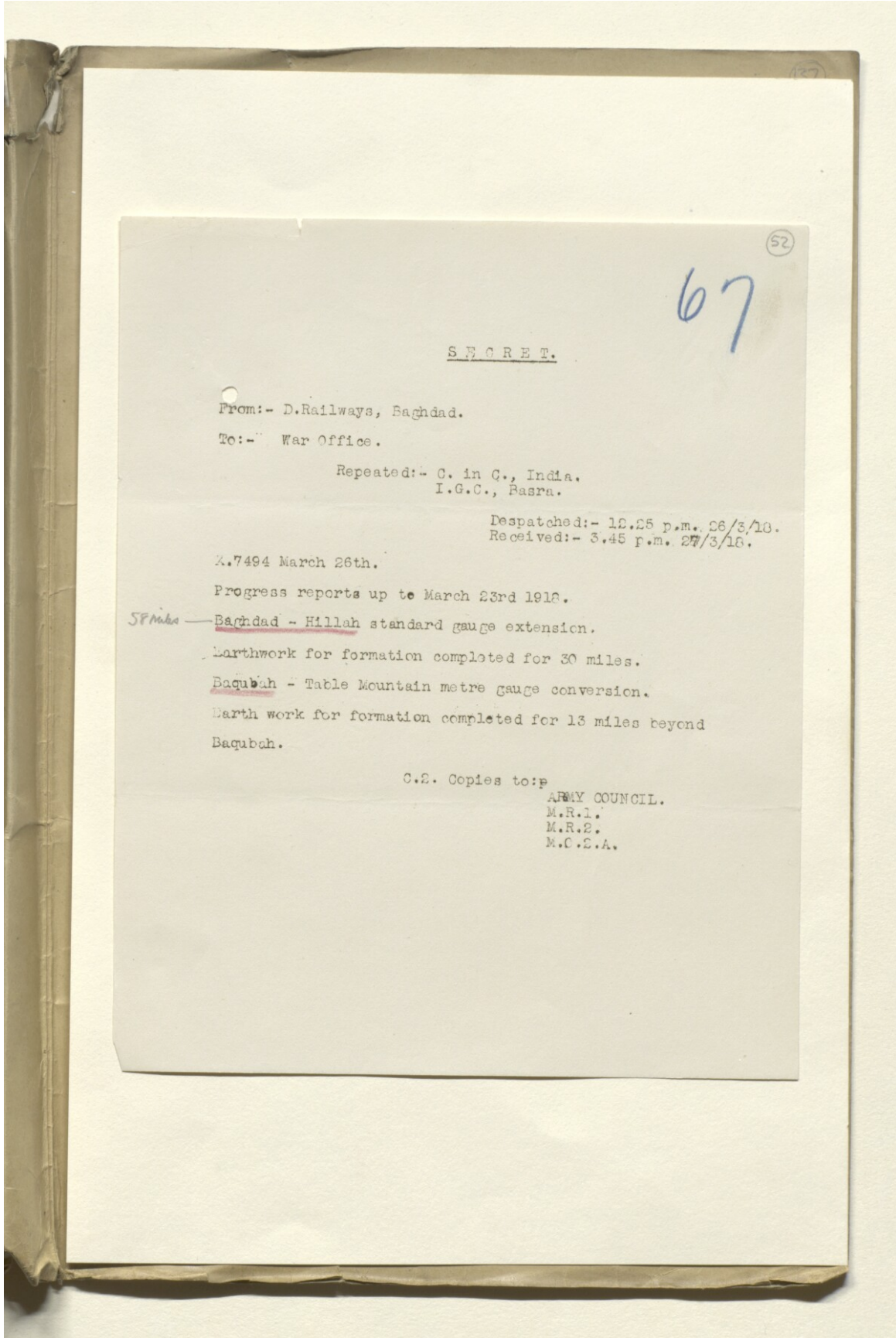


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥١ ظ] (٢٧٤/١٠٢)



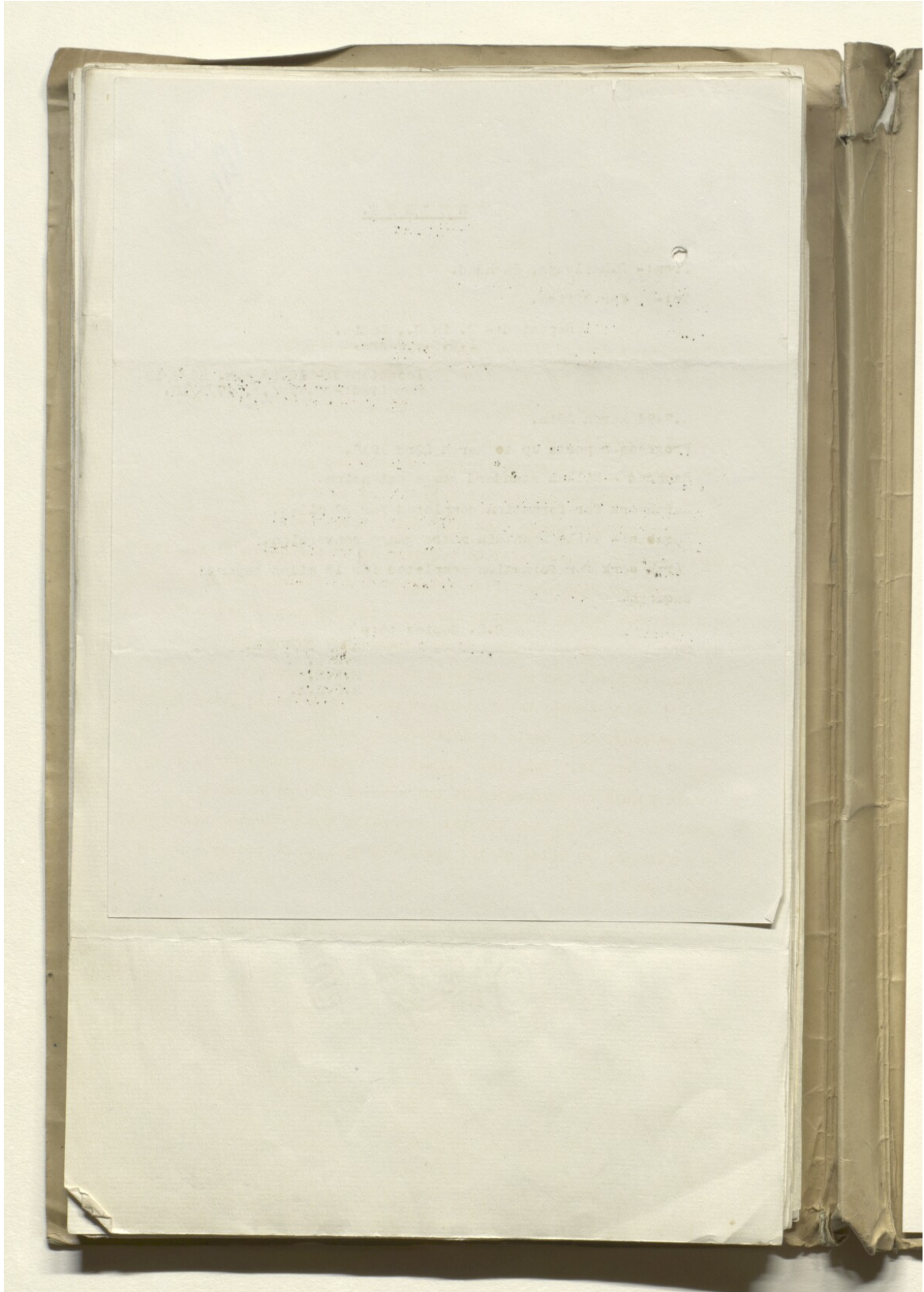


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٢و] (٢٧٤/١٠٣)



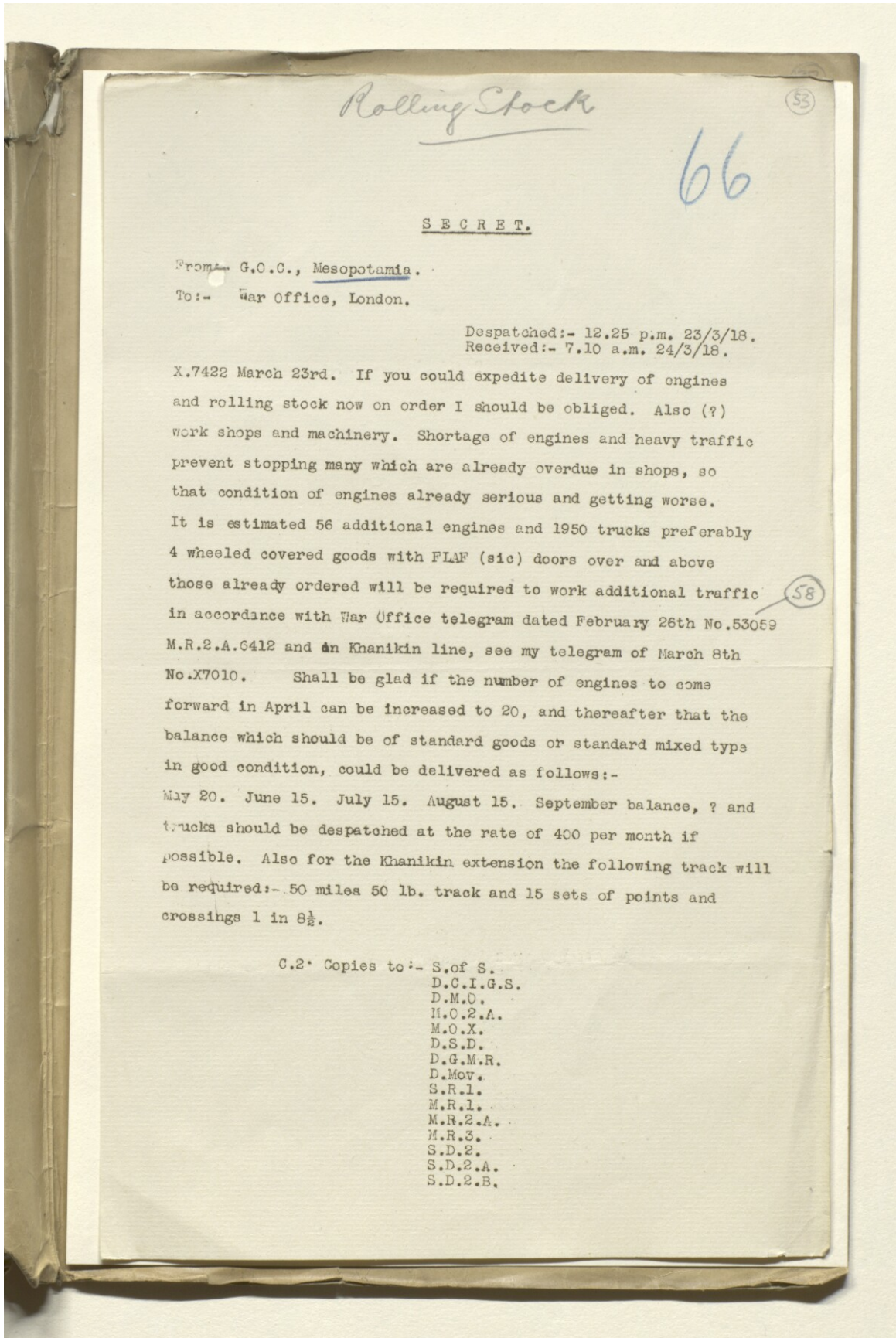


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٢ ظ] (٢٧٤/١٠٤)



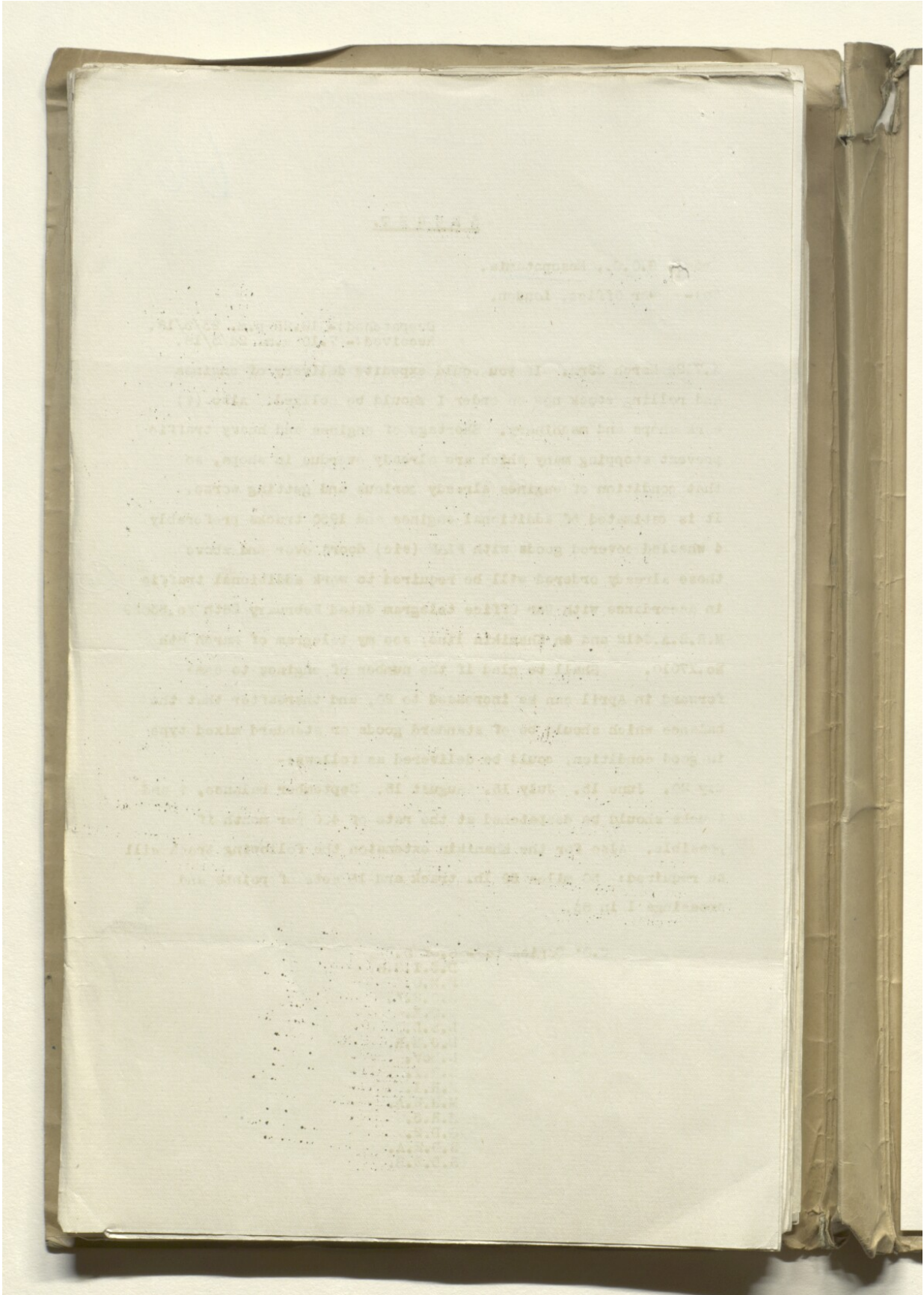


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٣و] (٢٧٤/١٠٥)



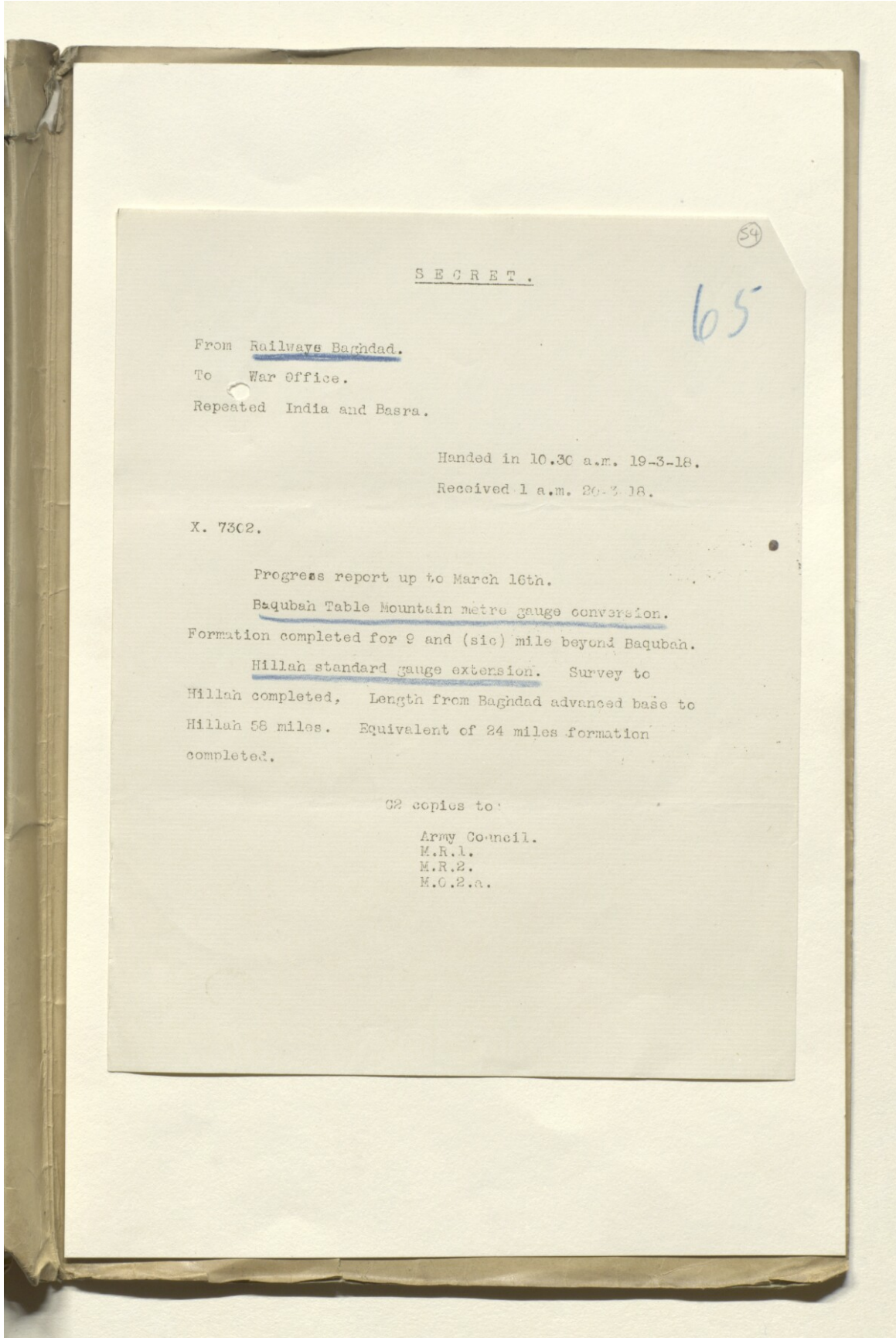


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٣ ظ] (١٠٦/٢٧٤)



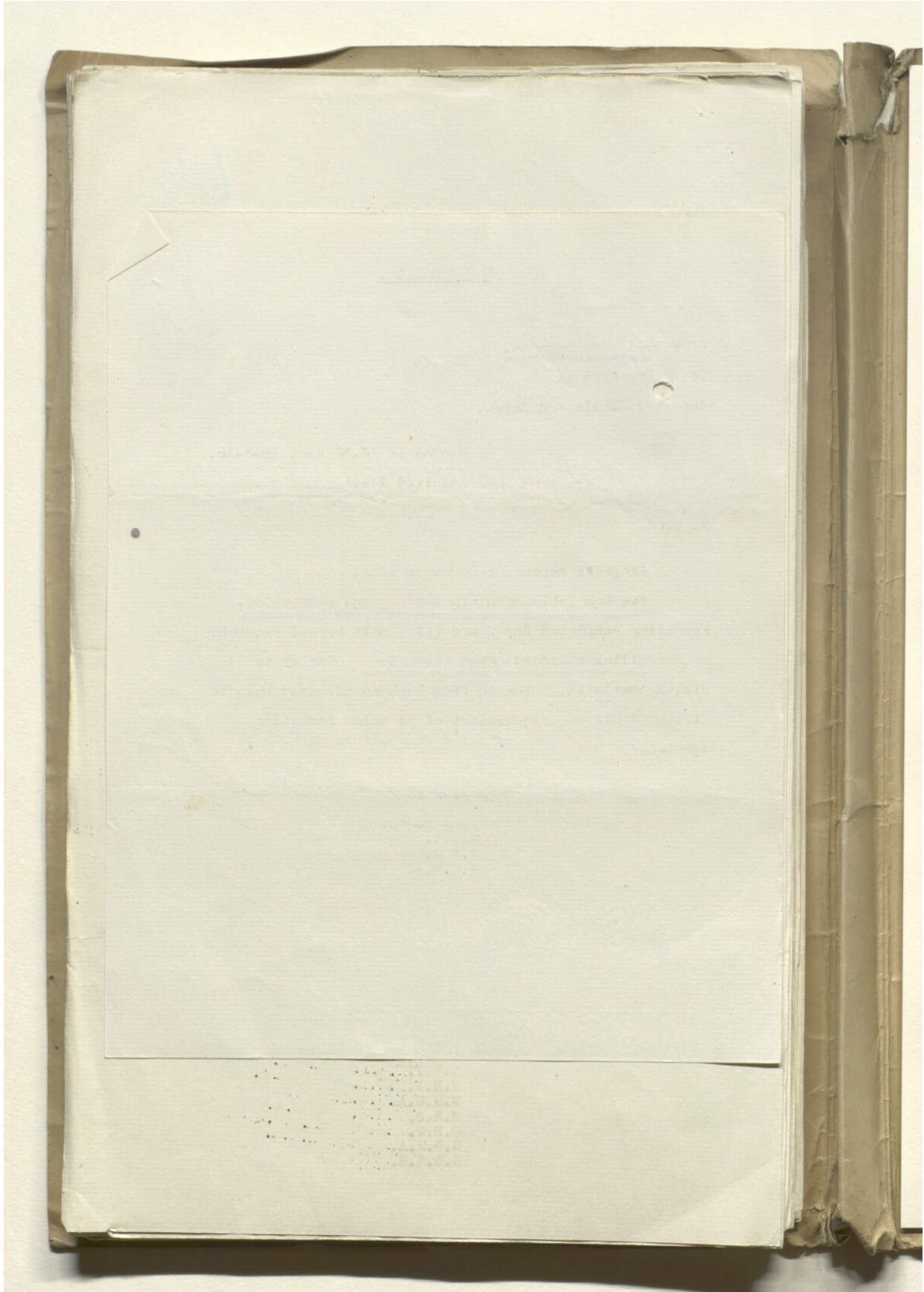


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٤و] (٢٧٤/١٠٧)



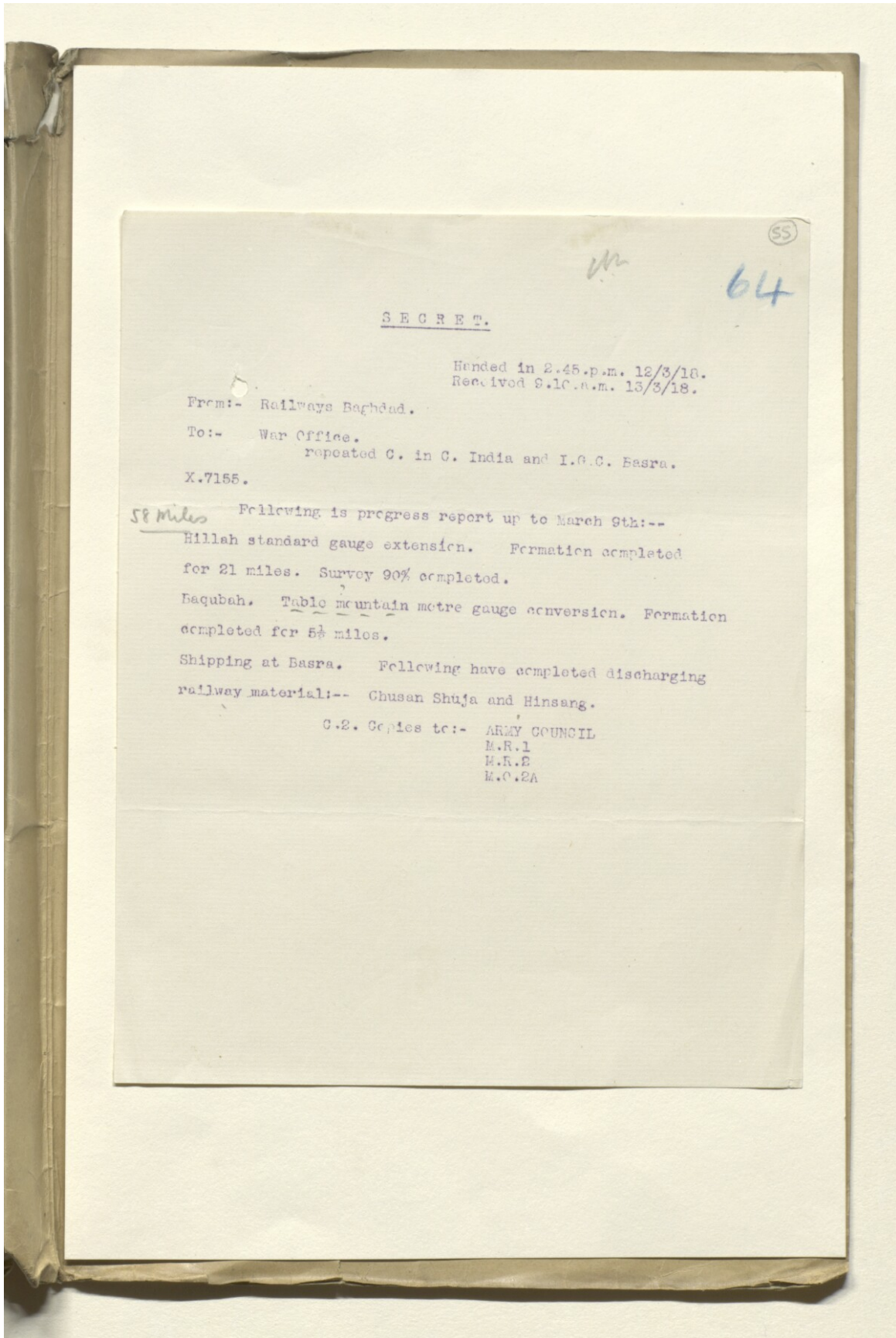


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٤٥٤ ظ] (٢٧٤/١٠٨)



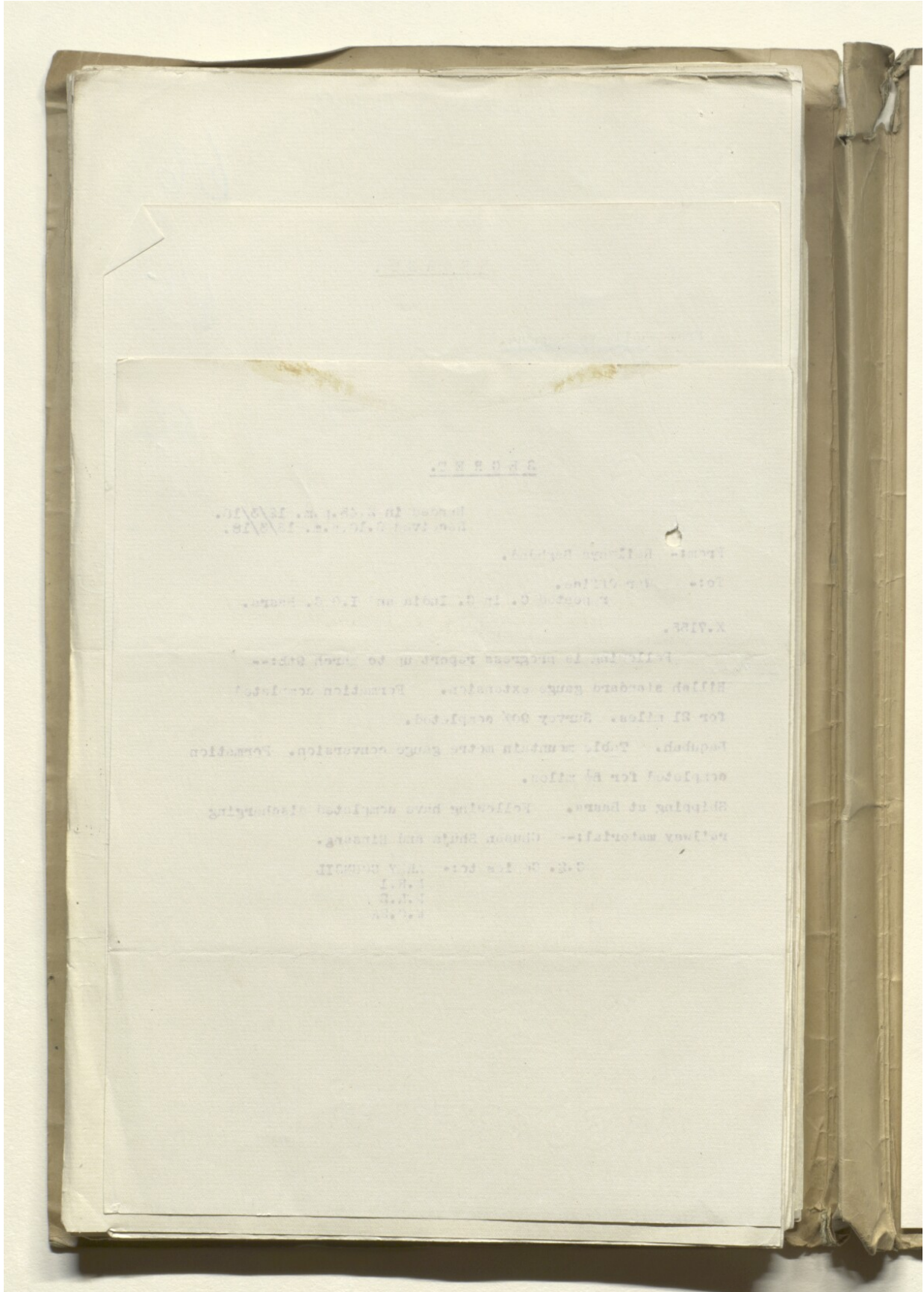


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٥٥] (٢٧٤/١٠٩)



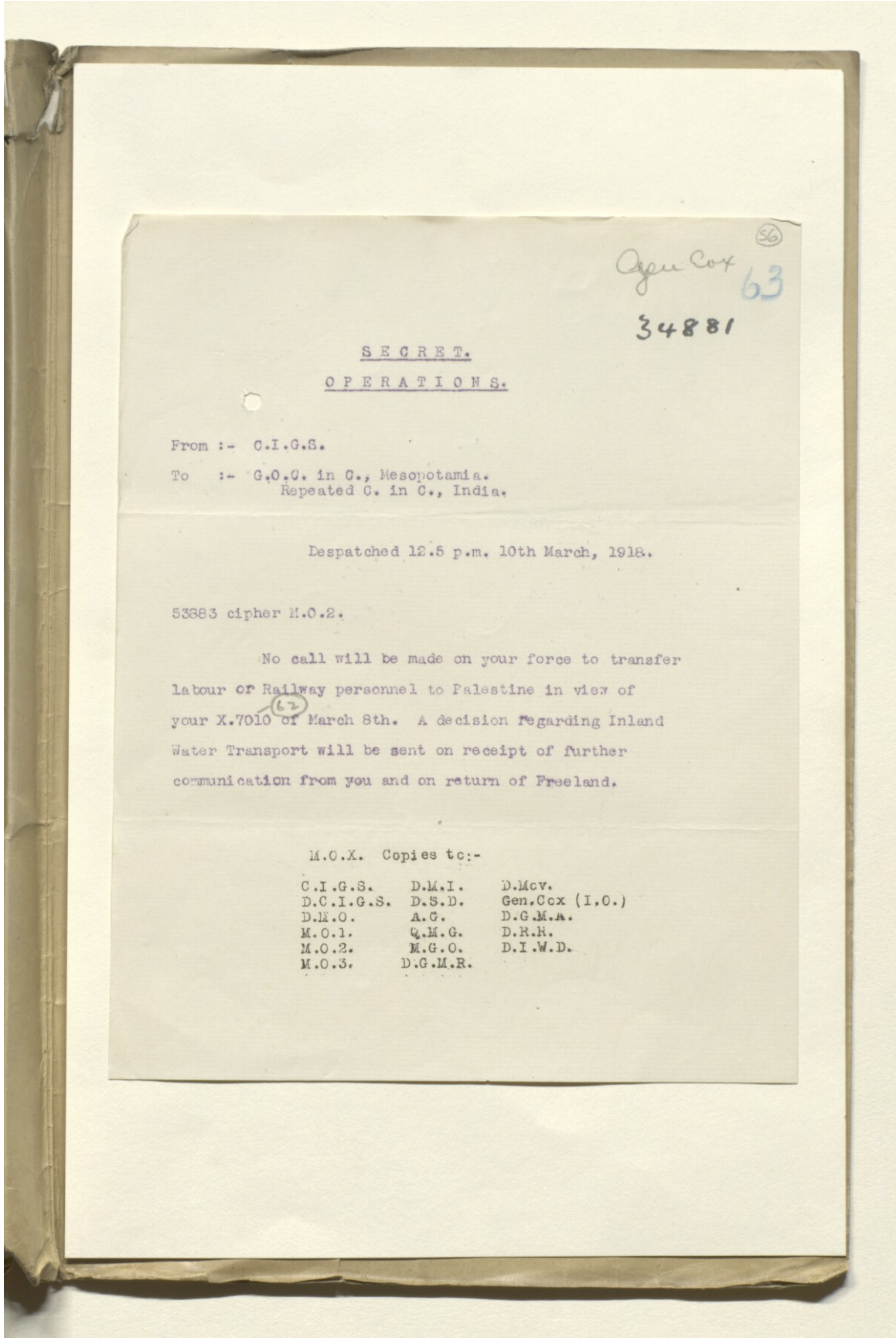


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٥ ظ] (٢٧٤/١١٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٦] (٢٧٤/١١١)



Gen Cox ⁽⁵⁶⁾
63
34881

SECRET.
OPERATIONS.

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

Despatched 12.5 p.m. 10th March, 1918.

53383 cipher M.O.2.

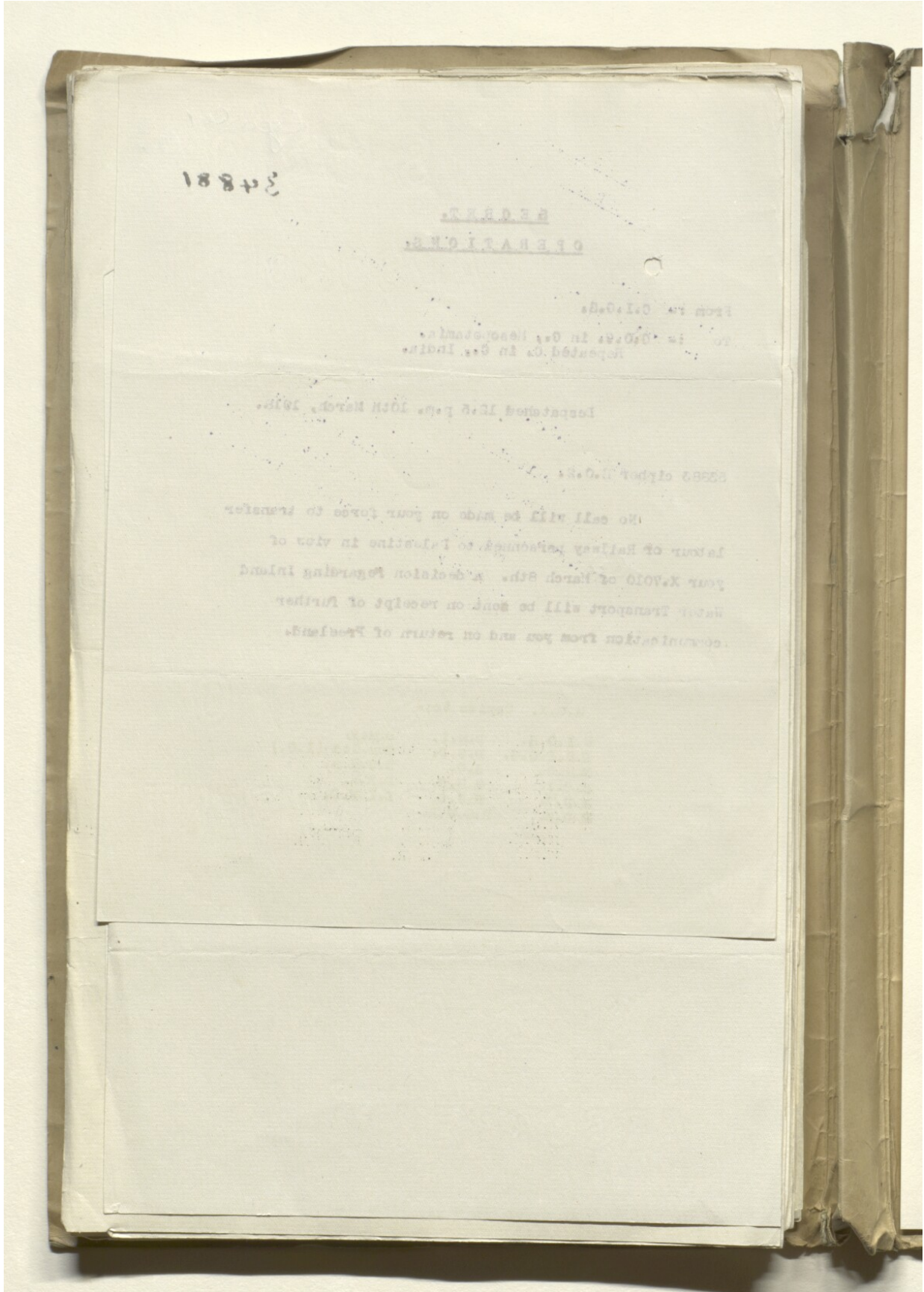
No call will be made on your force to transfer labour of Railway personnel to Palestine in view of your X.7010 of March 8th. A decision regarding Inland Water Transport will be sent on receipt of further communication from you and on return of Freeland.

M.O.X. Copies to:-

C.I.G.S.	D.M.I.	D.Mcv.
D.C.I.G.S.	D.S.D.	Gen.Cox (I.O.)
D.M.O.	A.G.	D.G.M.A.
M.O.1.	Q.M.G.	D.R.R.
M.O.2.	M.G.O.	D.I.W.D.
M.O.3.	D.G.M.R.	



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٦ ظ] (٢٧٤/١١٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٧] [٢٧٤/١١٣]

34872 Gen. Cox. (57)

SECRET.
===== 62

OPERATIONS.

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

To:- C.I.G.S.
Repeated India.

Despatched 1.45 p.m., 8.3.18.
Received 3.00 a.m., 9.3.18.

X.7010.

Not read to.
Your 53645 March 6th.

As regards railway personnel it is not possible at present to release any. A defensive policy entails my having the means to move troops rapidly to any portion of the front from Baghdad or from one part of the front to another, and therefore it is essential that I should have the best possible railway system.

2. Developments on the Persian side also make it necessary for me to extend the railways on that side. Construction therefore critical, proceeding on extension of metre gauge to Shahreban and thence to Khanikin as I could not maintain any large body of troops in that direction without this line.

3. It is indispensable that the line to Hillah should be completed by June in order to collect the Euphrates harvest rapidly and thus save sea tonnage.

4. I also propose in order to afford freedom of lateral movement between the Dialha and Tigris to construct 2-foot 6-inch line from Baqubah to Tuwair (on Tigris) via Deltawa.

5. As regards inland water transport I do not think it probable that any men can be released. Tonnage up river has never yet come up to my requirements at Baghdad and although conditions now show improvement owing to high river, I must look forward to the long period of low river which begins in July and lasts till January.

6. By the decision contained in W.O. telegram 53059 dated February 26th I am rendered more dependent on river tonnage. Further, the development of Euphrates will entail increase in shipping and I.W.T. personnel on that river.

7. The question will however be carefully considered and the result sent you as soon as possible. As regards river tonnage Freeland will be able to explain the situation.

M.O.X. Copies to:- C.I.G.S. (2) D.M.I.
D.C.I.G.S. A.G.
D.M.O. (2) Q.M.G.
M.O.L. M.G.O.
M.O.2. D.G.M.A.
M.O.3. Ind. Office
(Gen. Cox)
D.S.D.
D.Mov.
D.G.M.R.



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٨] (٢٧٤/١١٥)

58

61

S E C R E T.

From:- Director of Railways, Baghdad.
Handed in 5.50 p.m. 5/3/18.
Received 10.30 a.m. 6/3/18.

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

X.6943. March 5th.

25 miles
Baqubah Sharaban metro gauge convex. Formation equivalent of 4 miles completed. Baghdad Hillah standard gauge extension. 45 miles surveyed. Total length 58 miles approximately. Equivalent of 17½ miles formation completed.

30 miles
Samarrah Tokrit standard gauge extension survey.

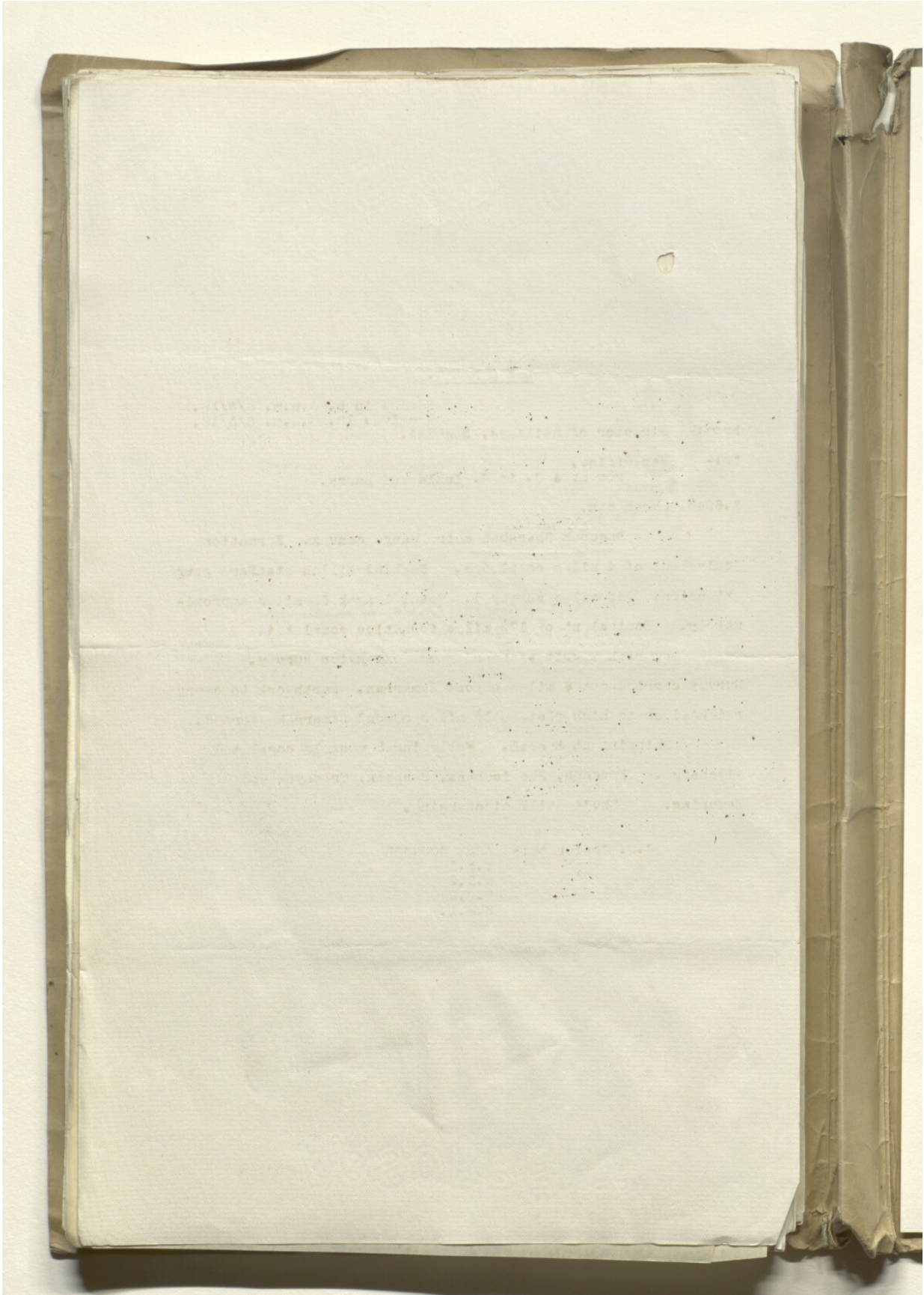
Survey carried out 6 miles beyond Samarrah. Earthwork to carry railroad on to high plateau 1½ miles beyond Samarrah started.

Shipping at Basrah. Following 5 vessels completed discharge. Fausang, Suswicchana, Barpota, Tremayne and Kamuning. Shuja still discharging.

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

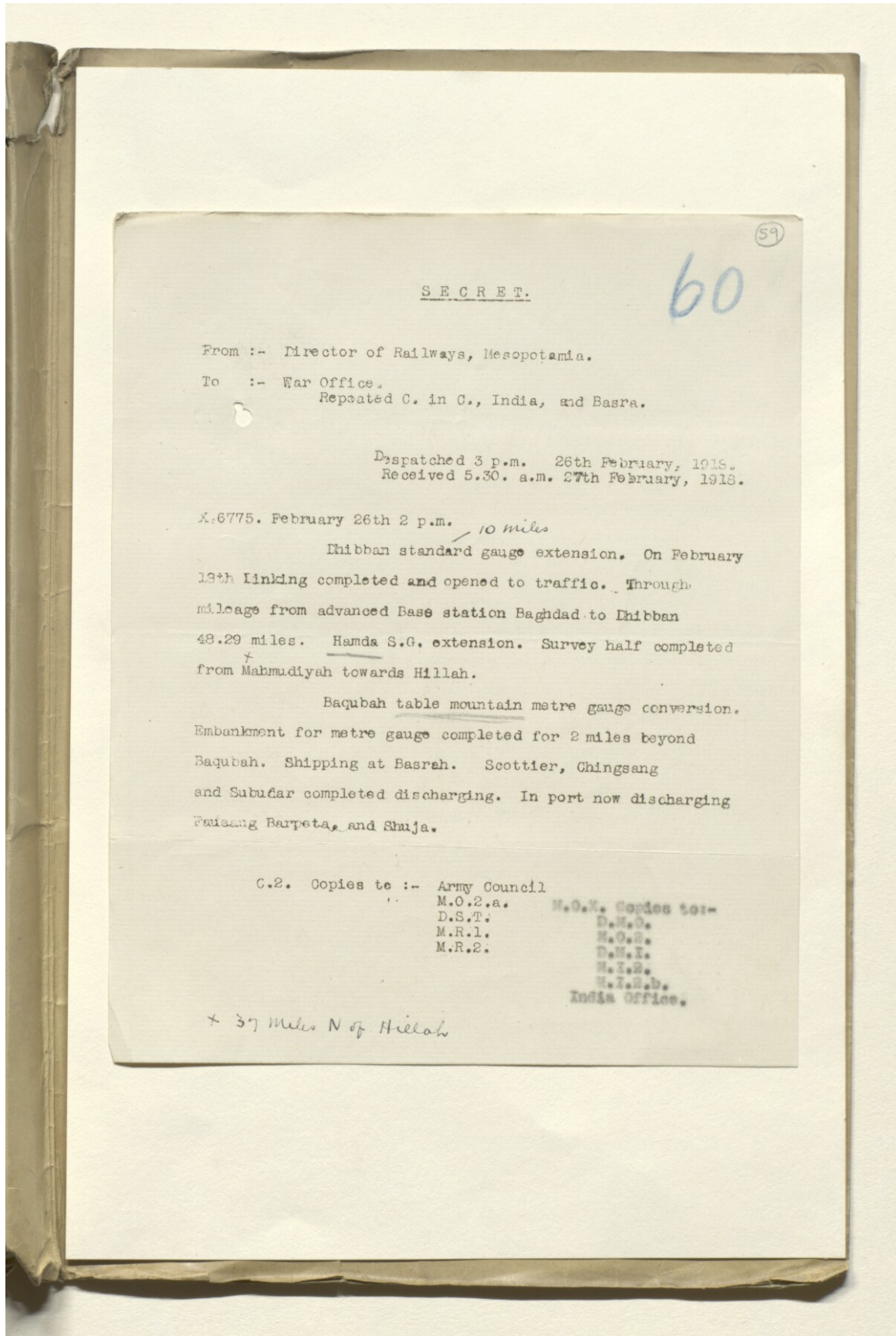


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٨ ظ] (٢٧٤/١١٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٩و] (١١٧/٢٧٤)



S E C R E T .

60

59

From :- Director of Railways, Mesopotamia.

To :- War Office.
Repeated C. in C., India, and Basra.

Despatched 3 p.m. 26th February, 1918.
Received 5.30. a.m. 27th February, 1918.

X.6775. February 26th 2 p.m. ^{10 miles}
Dhibban standard gauge extension. On February
13th linking completed and opened to traffic. Through
mileage from advanced Base station Baghdad to Dhibban
48.29 miles. Hamda S.G. extension. Survey half completed
from Mahmudiyah towards Hillah.

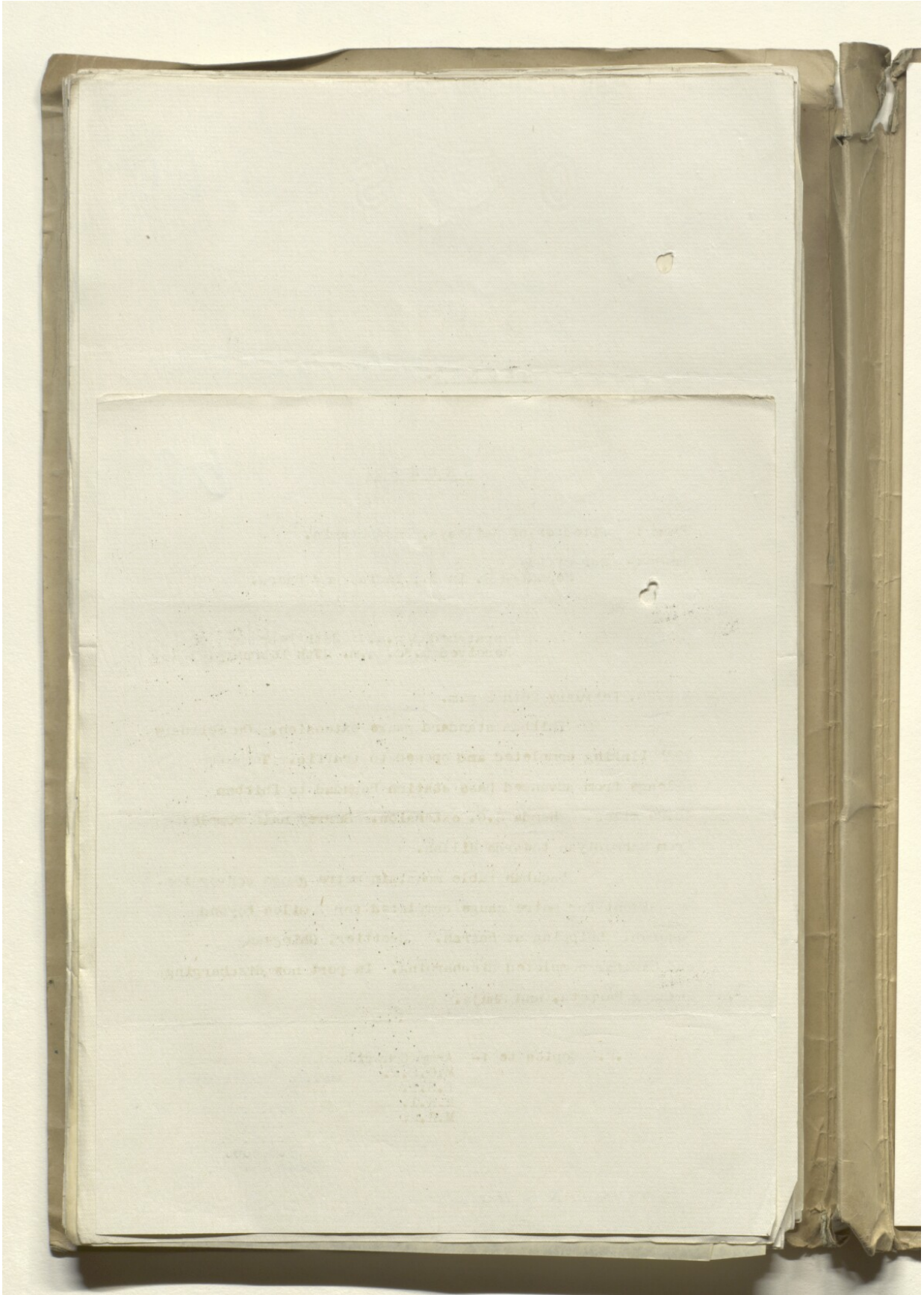
Baqubah table mountain metre gauge conversion.
Embankment for metre gauge completed for 2 miles beyond
Baqubah. Shipping at Basrah. Scottier, Chingsang
and Subadar completed discharging. In port now discharging
Fuaang Barpeta, and Shuja.

C.2. Copies to :- Army Council
M.O.2.a.
D.S.T.
M.R.1.
M.R.2.
H.O.K. Copies to:-
D.N.O.
H.O.2.
D.N.I.
H.I.2.
H.I.2.b.
India Office.

* 37 miles N of Hillah

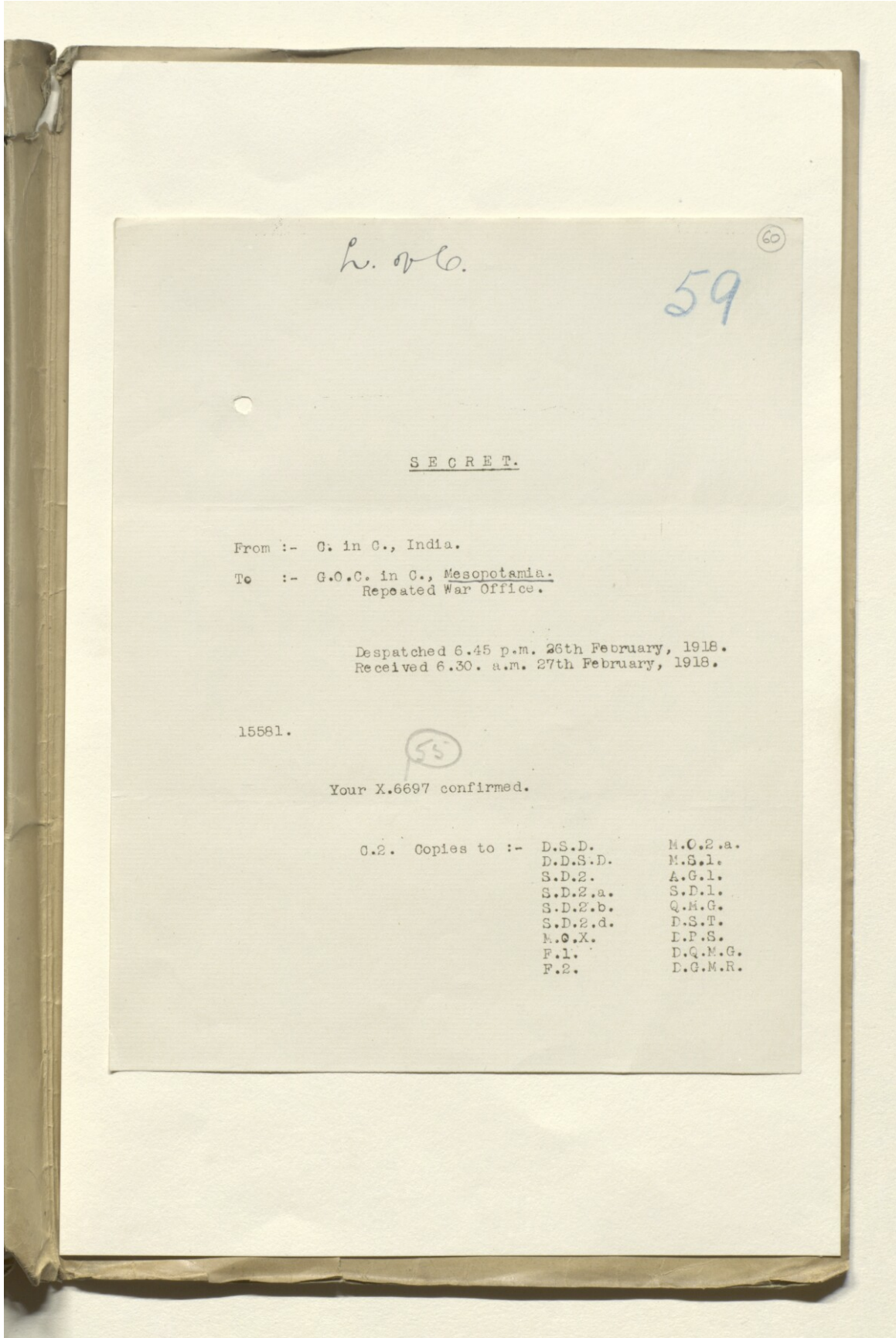


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٥٩ ظ] (٢٧٤/١١٨)



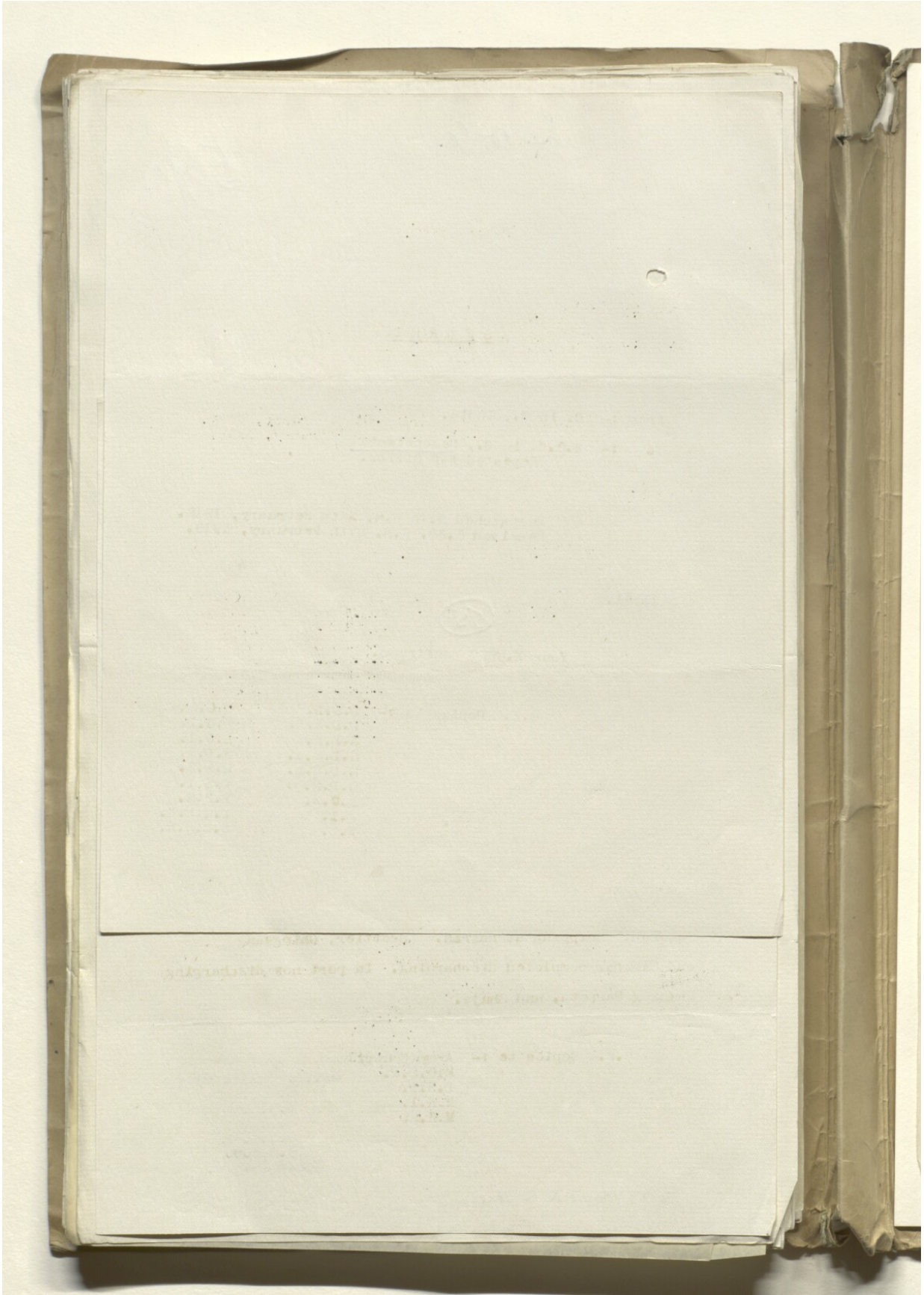


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٠] (٢٧٤/١١٩)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٠ ظ] (٢٧٤/١٢٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦١] (٢٧٤/١٢١)

SECRET.

10
58

From :- War Office.

To :- G.O.C. in C., Mesopotamia.
Repeated to C. in C., India.
General Freeland, C/o. Embarkation Commandant,
Karachi.

Despatched 3.45 p.m. 23th February, 1918.

53059 cipher M.R.E.A./412.

Reference Freeland's recommendations on
railway communication. Consideration of through
railway between Basra and Baghdad by either Euphrates
or Tigris route is to be deferred since there is
no likelihood at present of force in Mesopotamia
being increased beyond strength named in paragraph
5 of his F.52 February 10th.

In Order to secure maximum capacity
as in paragraph 5 of Freeland's F.52, and minimum
risk of interruption by flood your efforts should be
concentrated on improving existing lines.

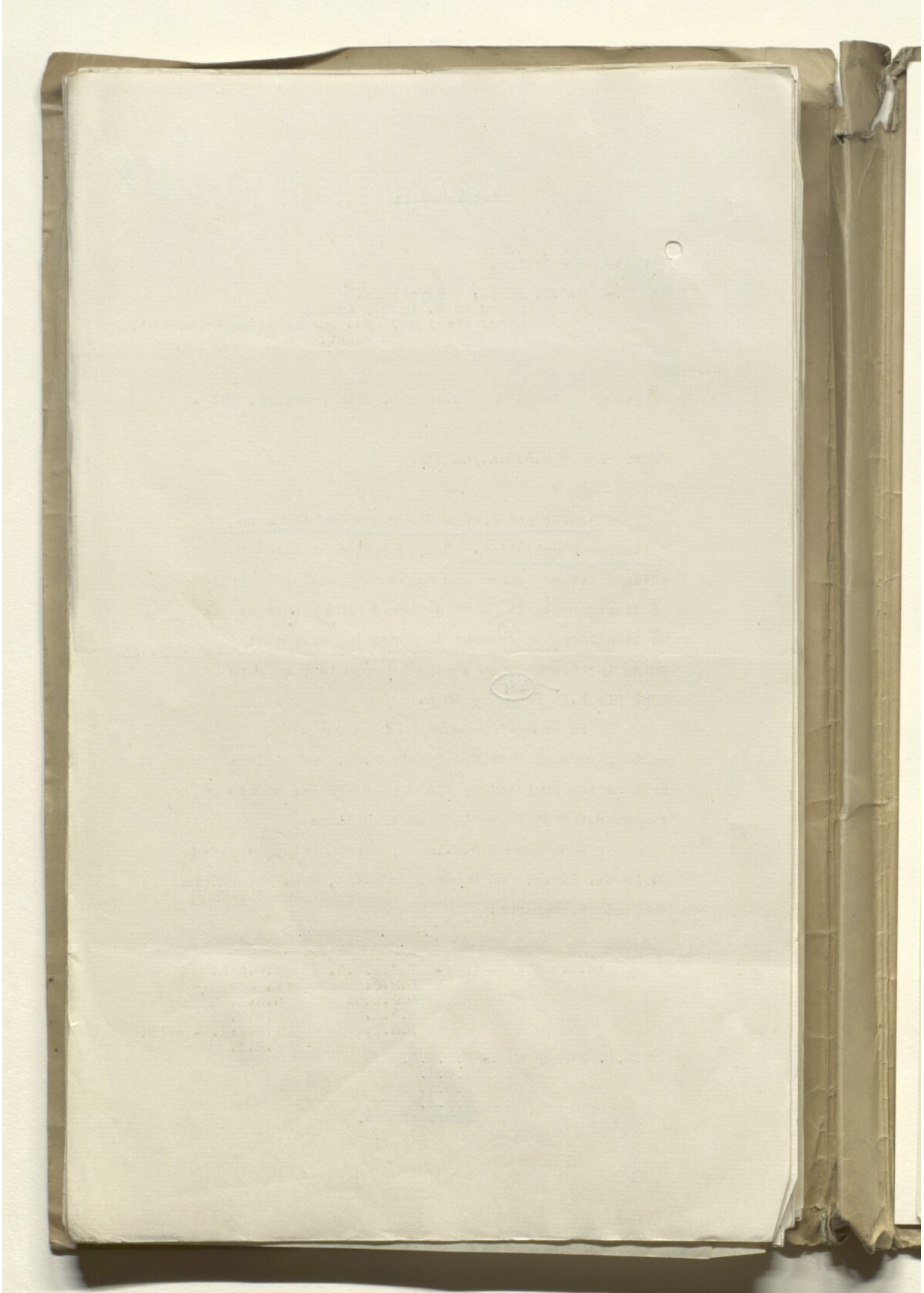
Addressed G.O.C. in C., Mesopotamia, repeated
C. in C., India, and General Freeland, C/o. Embarkation
Commandant, Karachi.

C.E. Copies to :- D.C.I.G.S. D.G.M.R.
L.M.O. I. Mov.
M.O.E.a. S.R.1.
M.O.X. M.R.1.
D.S.D. M.R.E.a. - origin.
M.R.3.

M.O.X. Copies to :- C.I.G.S.
M.O.E.
D.M.I.
M.I.E.
India Office.

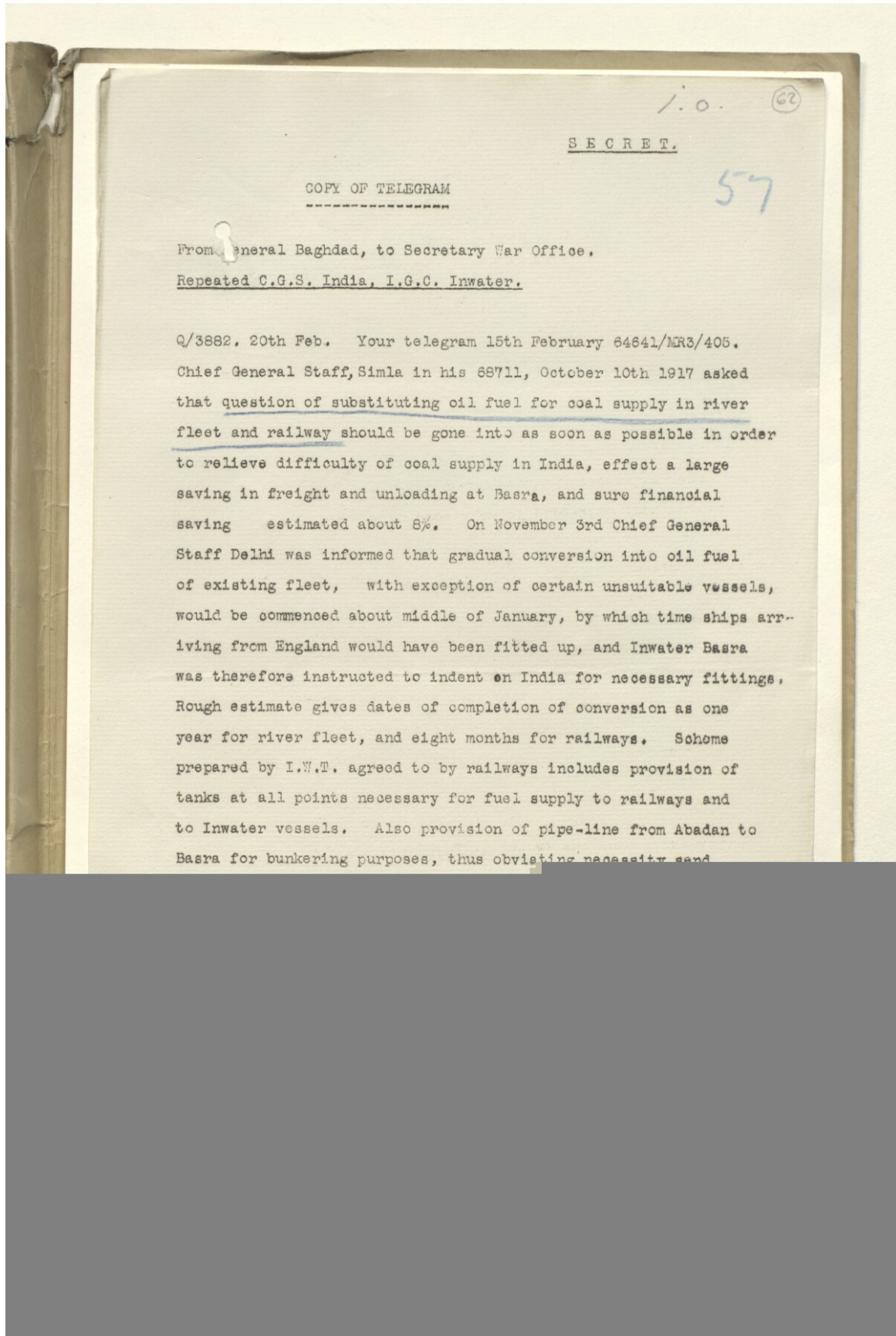


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦١ ظ] (٢٧٤/١٢٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٢و] (٢٧٤/١٢٣)



SECRET.

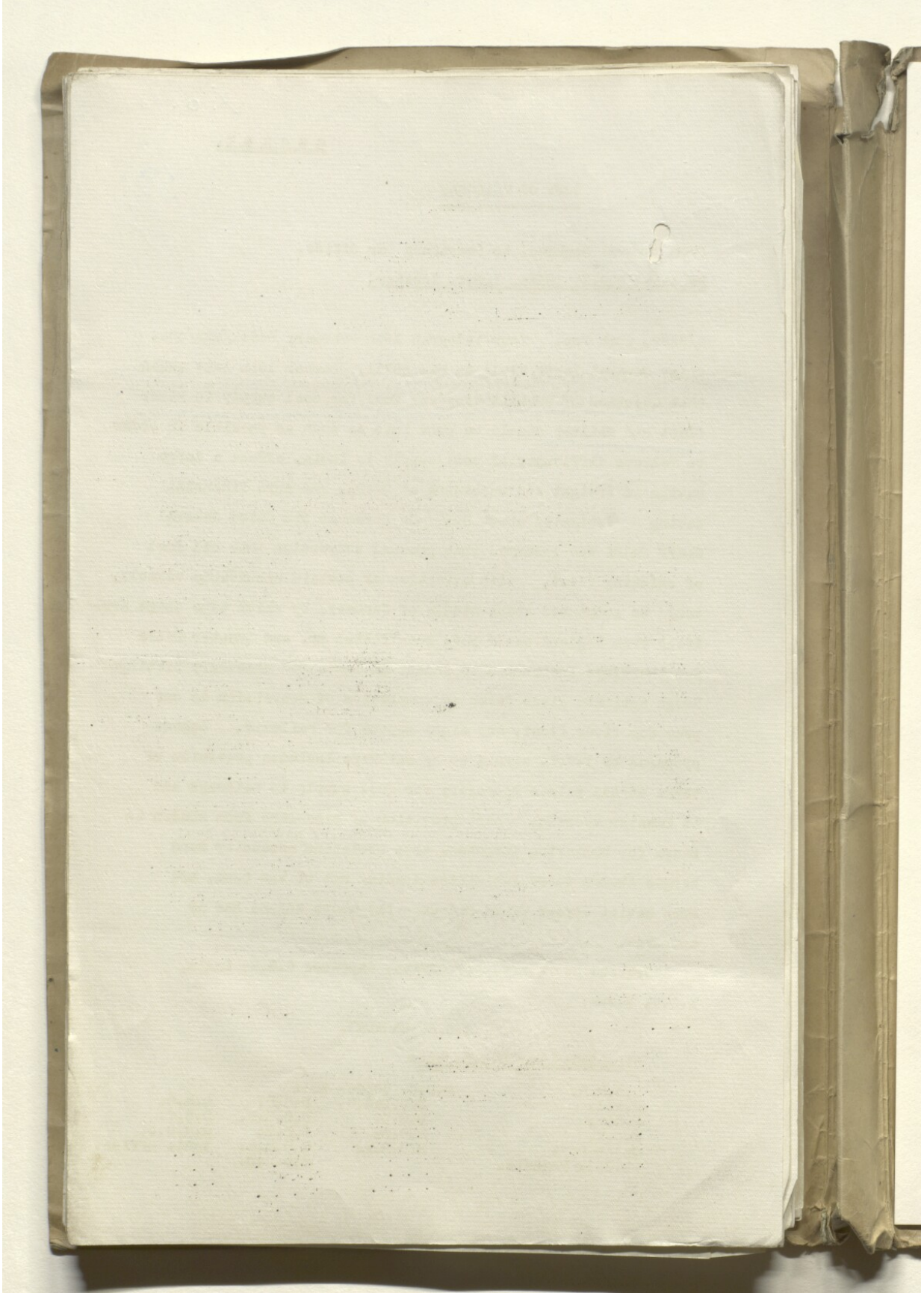
COPY OF TELEGRAM

From General Baghdad, to Secretary War Office.
Repeated C.G.S. India, I.G.C. Inwater.

Q/3882. 20th Feb. Your telegram 15th February 64641/MR3/406.
Chief General Staff, Simla in his 68711, October 10th 1917 asked
that question of substituting oil fuel for coal supply in river
fleet and railway should be gone into as soon as possible in order
to relieve difficulty of coal supply in India, effect a large
saving in freight and unloading at Basra, and sure financial
saving estimated about 8%. On November 3rd Chief General
Staff Delhi was informed that gradual conversion into oil fuel
of existing fleet, with exception of certain unsuitable vessels,
would be commenced about middle of January, by which time ships arriving
from England would have been fitted up, and Inwater Basra
was therefore instructed to indent on India for necessary fittings.
Rough estimate gives dates of completion of conversion as one
year for river fleet, and eight months for railways. Scheme
prepared by I.W.T. agreed to by railways includes provision of
tanks at all points necessary for fuel supply to railways and
to Inwater vessels. Also provision of pipe-line from Abadan to
Basra for bunkering purposes, thus obviating necessity send

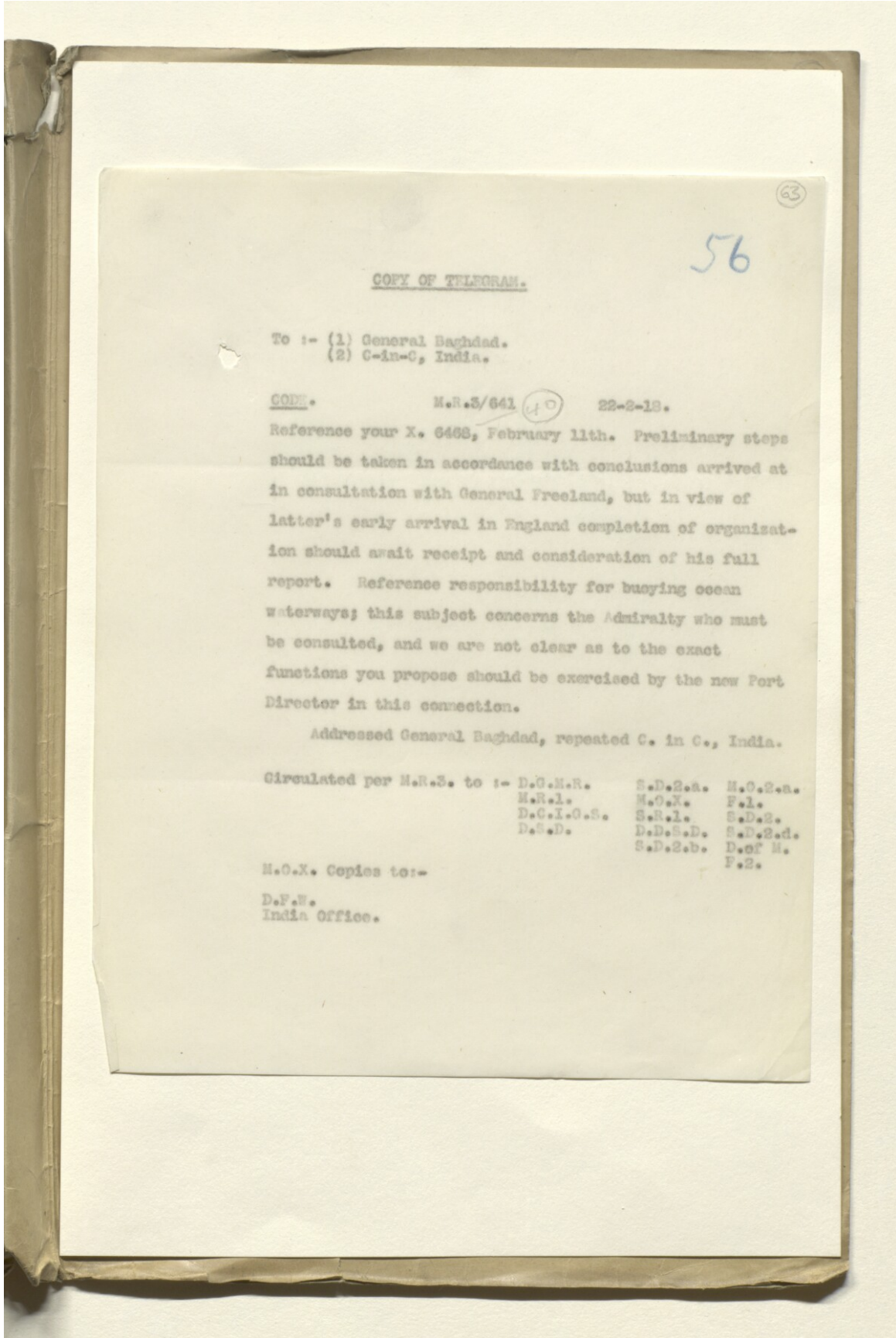


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٢ ظ] (٢٧٤/١٢٤)



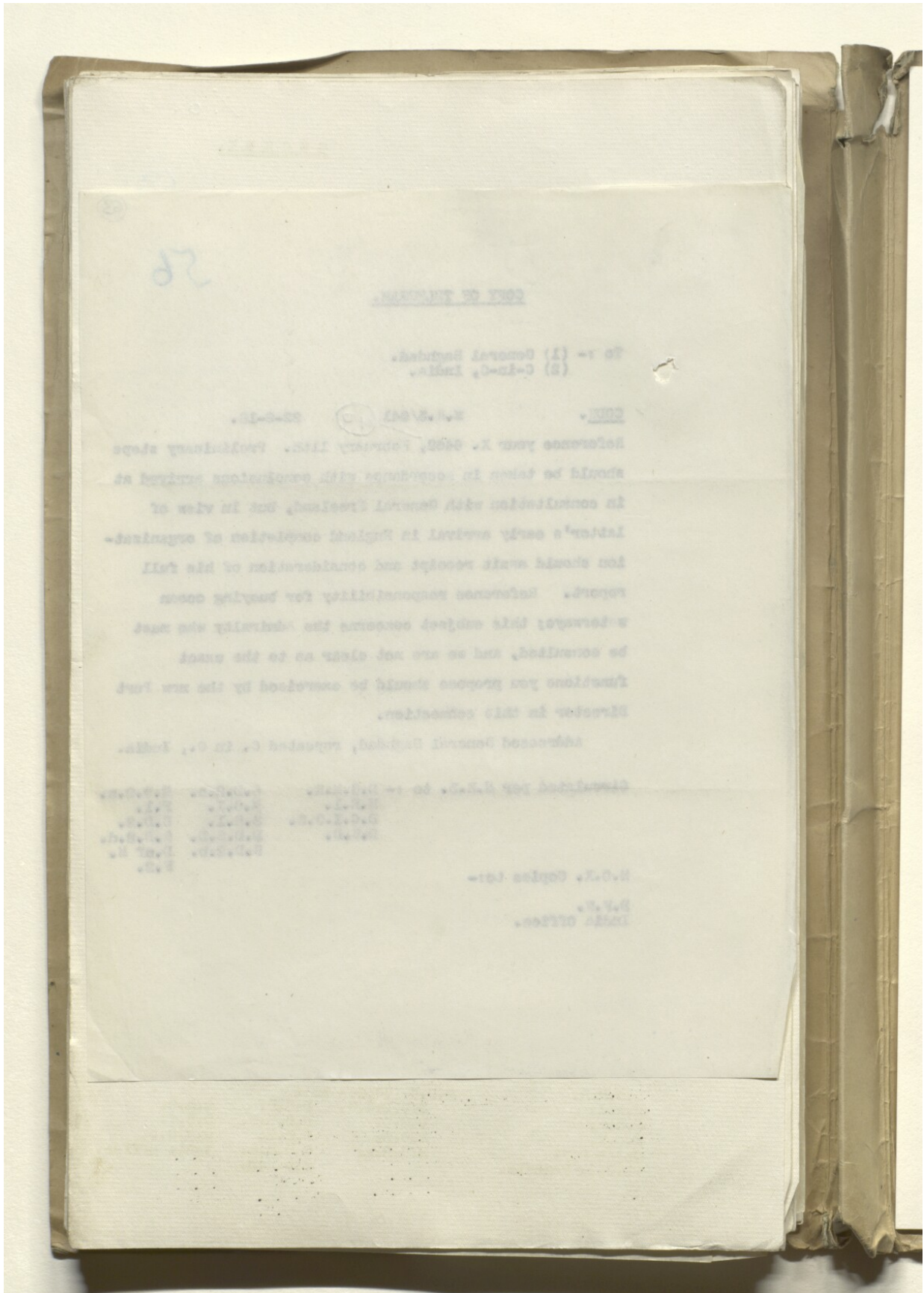


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٣ و] (٢٧٤/١٢٥)



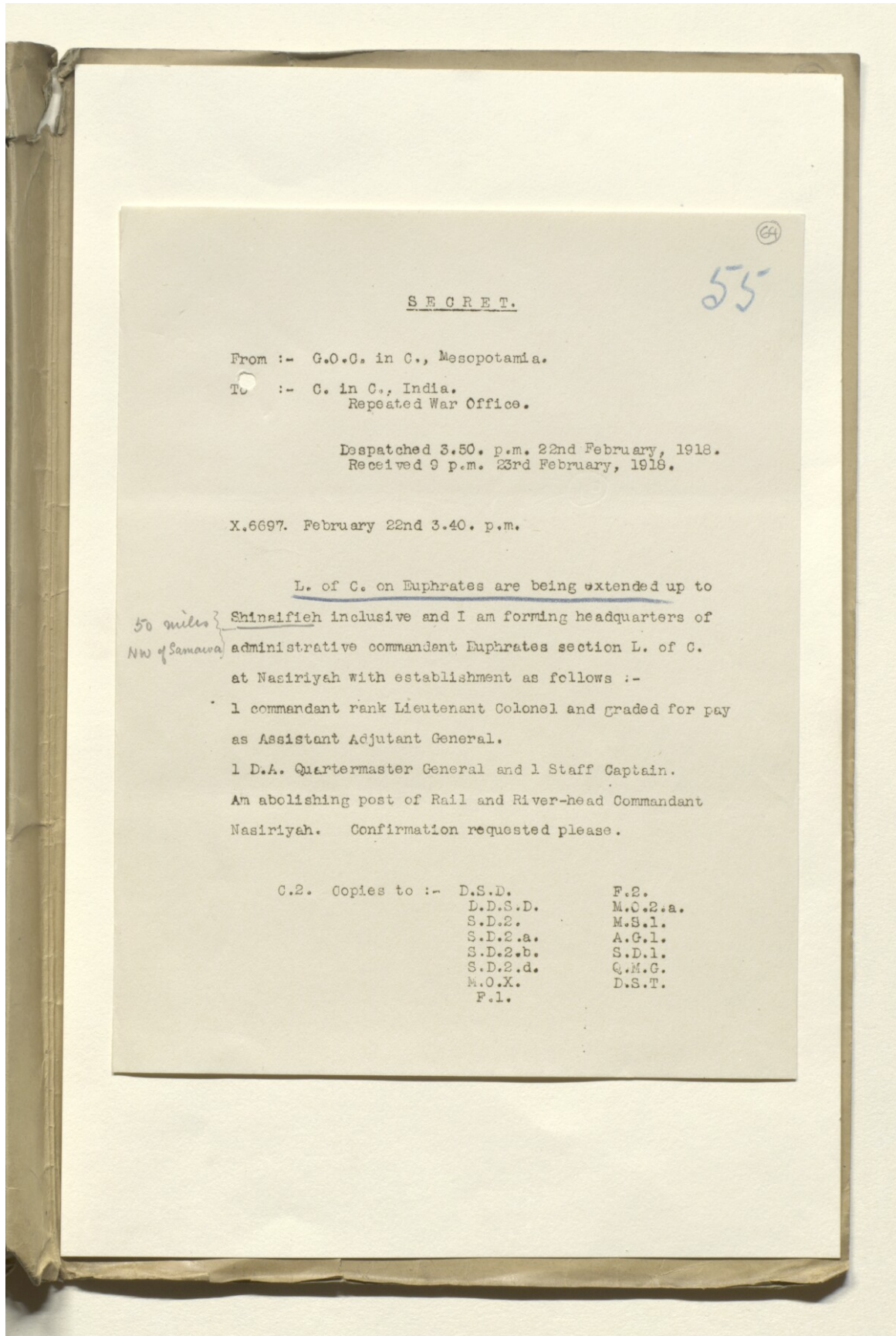


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٣ ظ] (٢٧٤/١٢٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٤و] (٢٧٤/١٢٧)



SECRET.

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

Despatched 3.50. p.m. 22nd February, 1918.
Received 9 p.m. 23rd February, 1918.

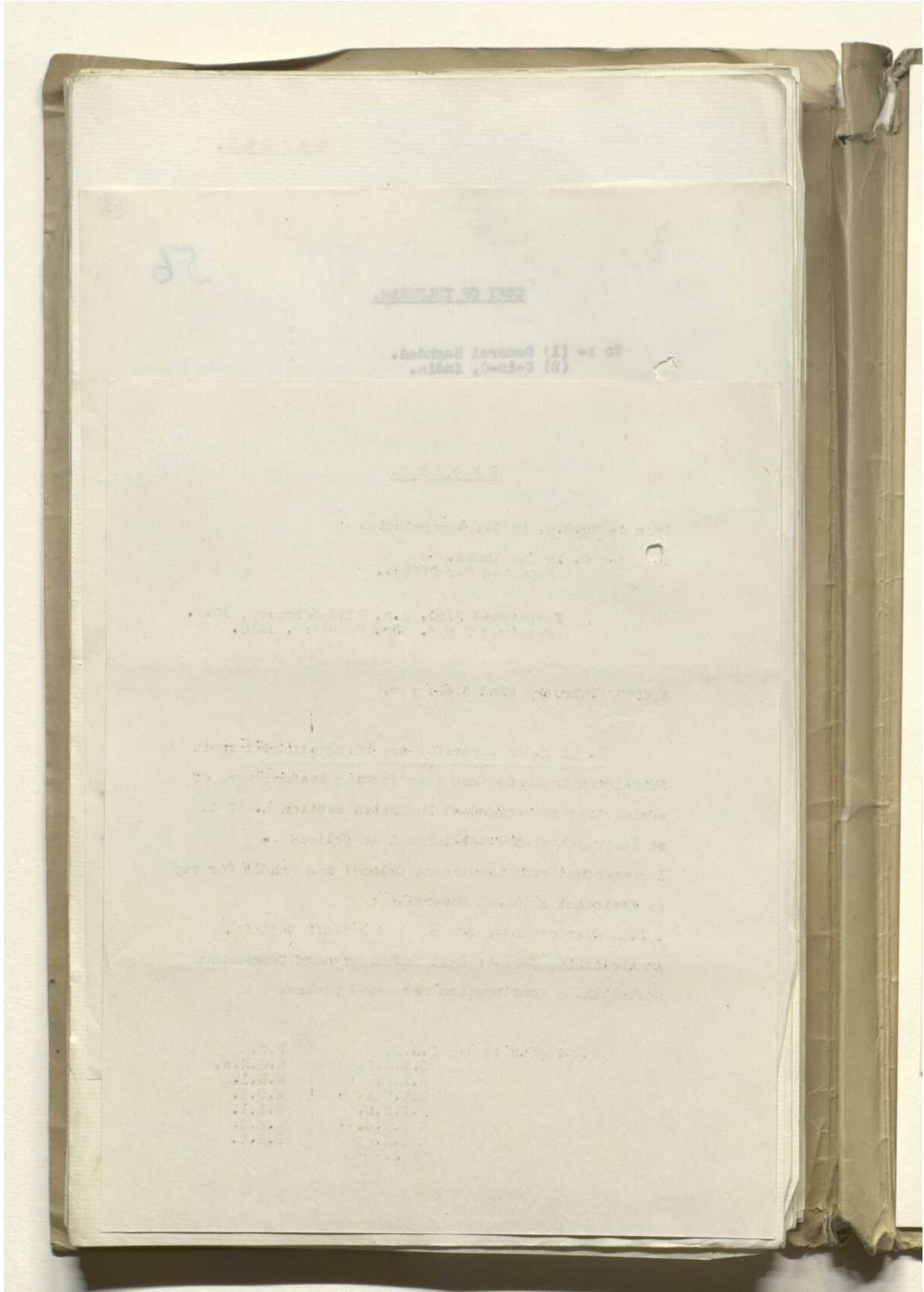
X.6697. February 22nd 3.40. p.m.

*50 miles
Nw of Samawa* } L. of C. on Euphrates are being extended up to
Shinaifieh inclusive and I am forming headquarters of
administrative commandant Euphrates section L. of C.
at Nasiriyah with establishment as follows :-
1 commandant rank Lieutenant Colonel and graded for pay
as Assistant Adjutant General.
1 D.A. Quartermaster General and 1 Staff Captain.
Am abolishing post of Rail and River-head Commandant
Nasiriyah. Confirmation requested please.

C.2. Copies to :- D.S.D. F.2.
D.D.S.D. M.C.2.a.
S.D.2. M.S.1.
S.D.2.a. A.G.1.
S.D.2.b. S.D.1.
S.D.2.d. Q.M.G.
M.O.X. D.S.T.
F.1.

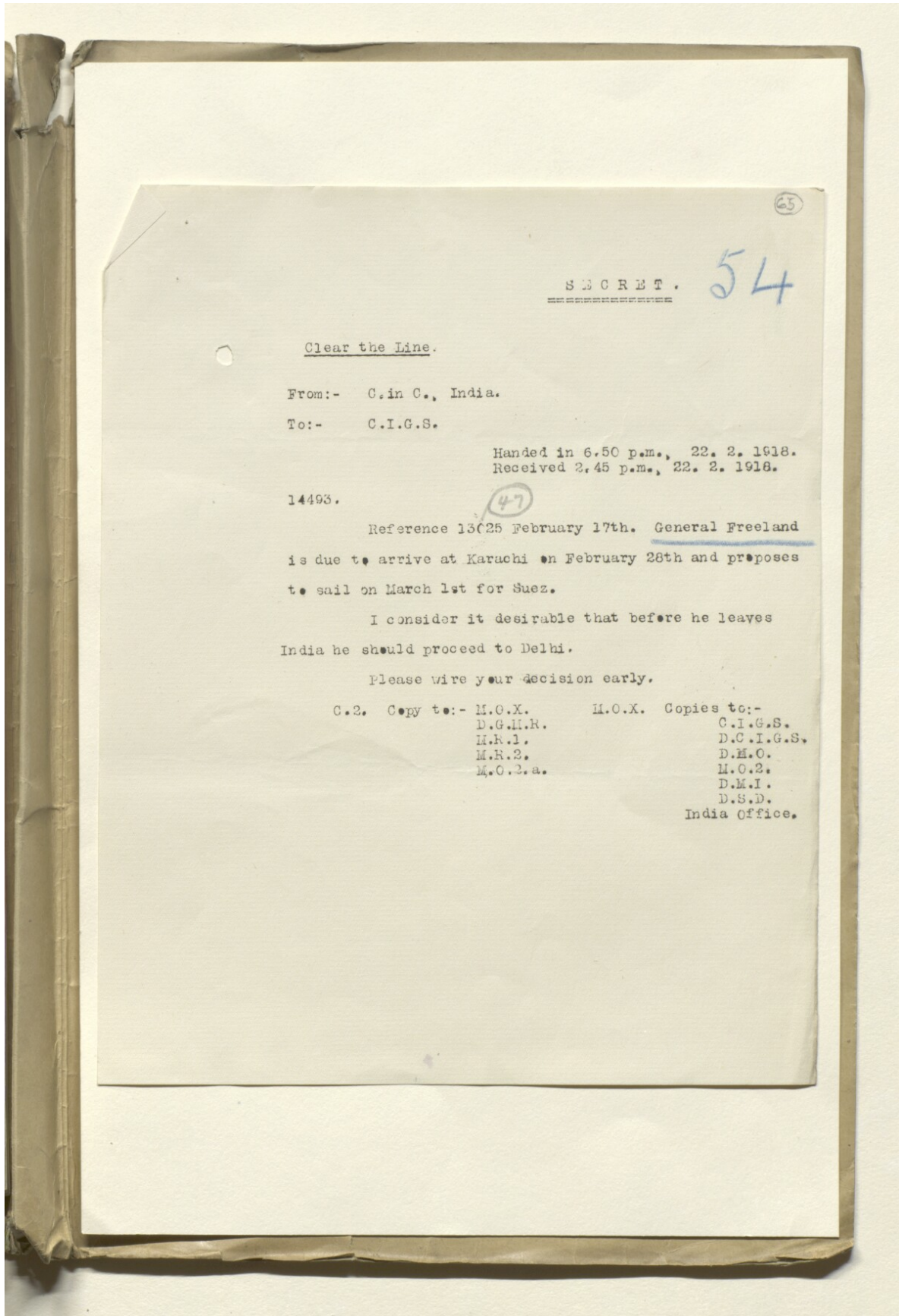


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٤ظ] (٢٧٤/١٢٨)



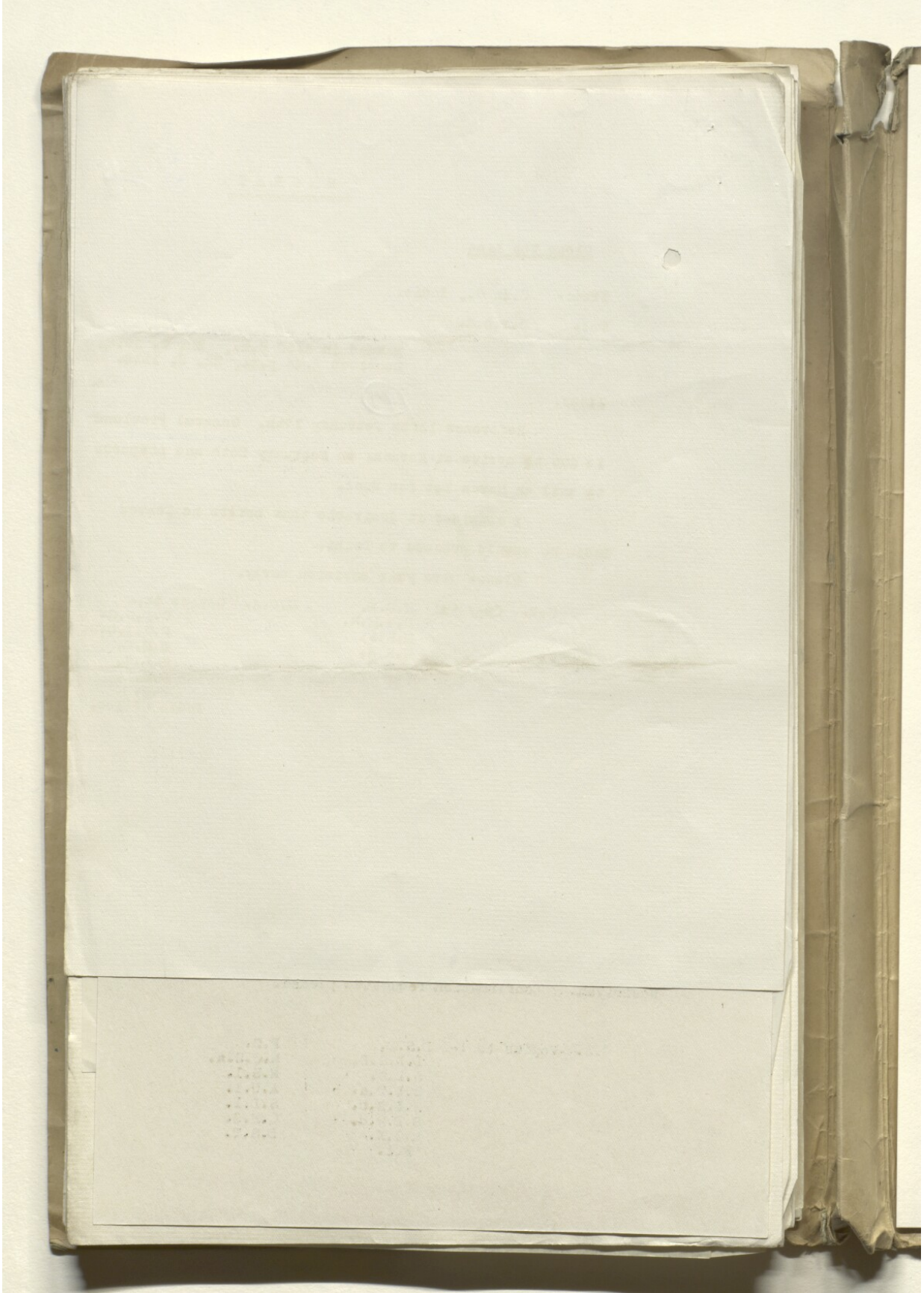


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٥] [٢٧٤/١٢٩]



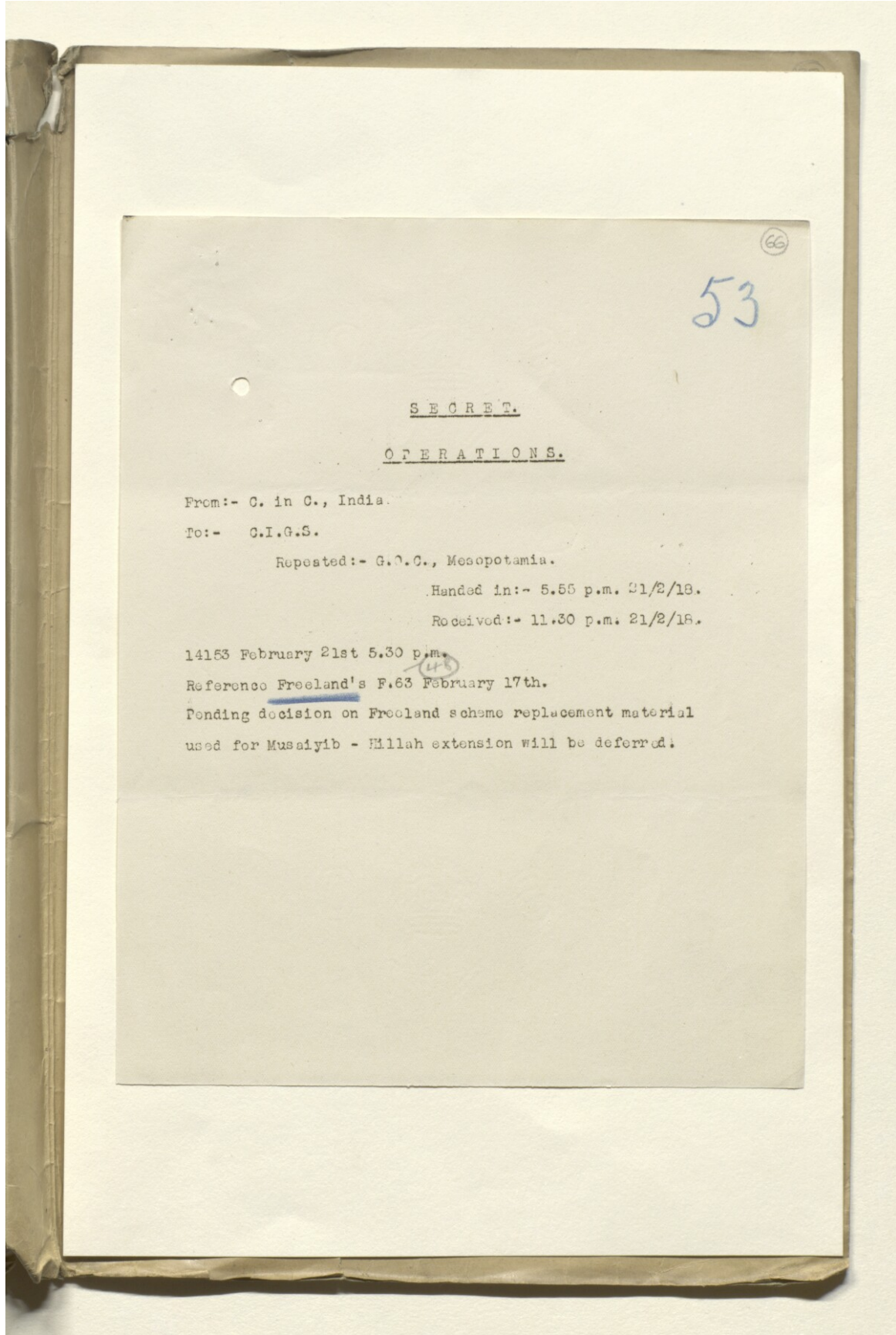


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٥ظ] (٢٧٤/١٣٠)



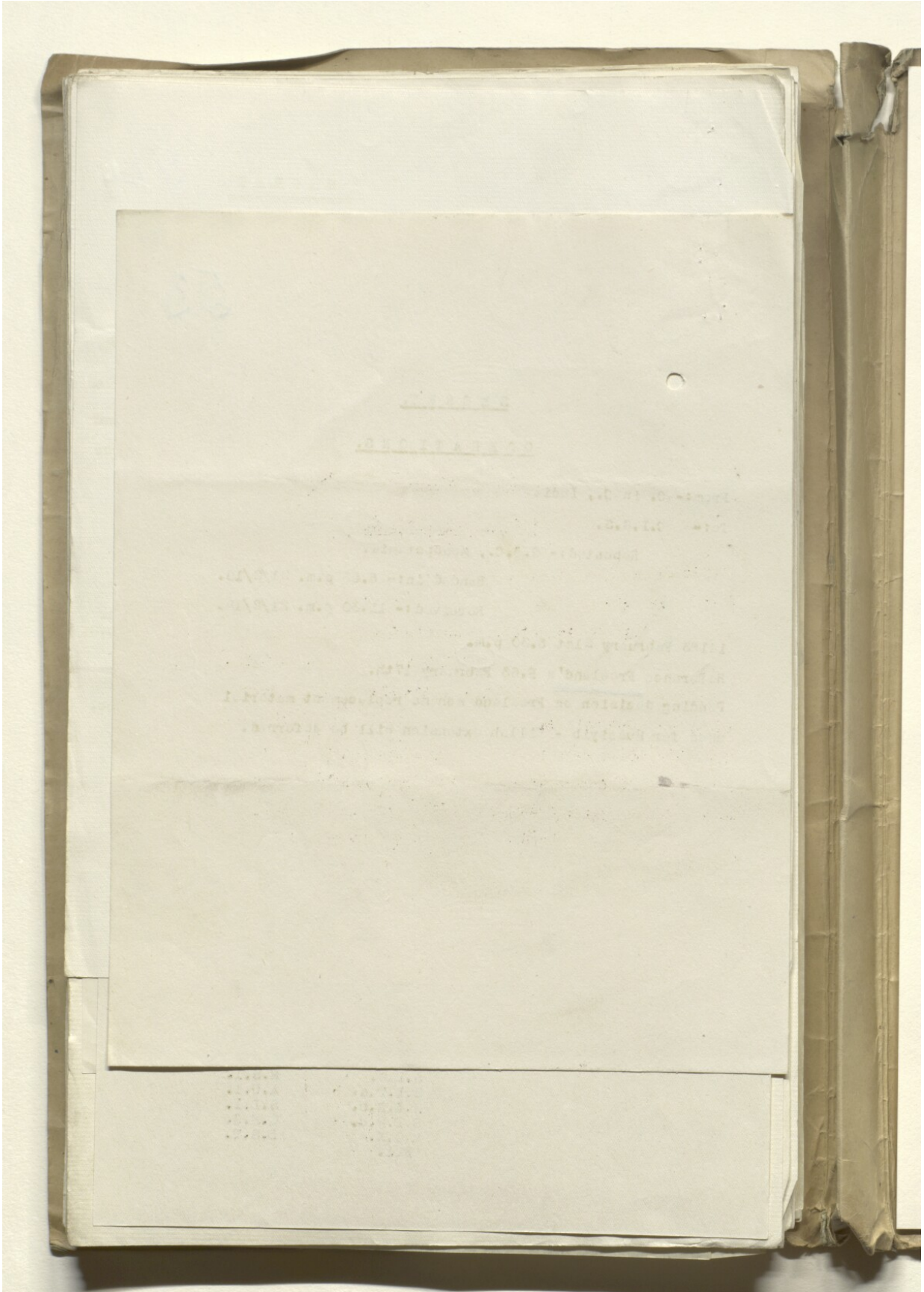


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٦و] (٢٧٤/١٣١)



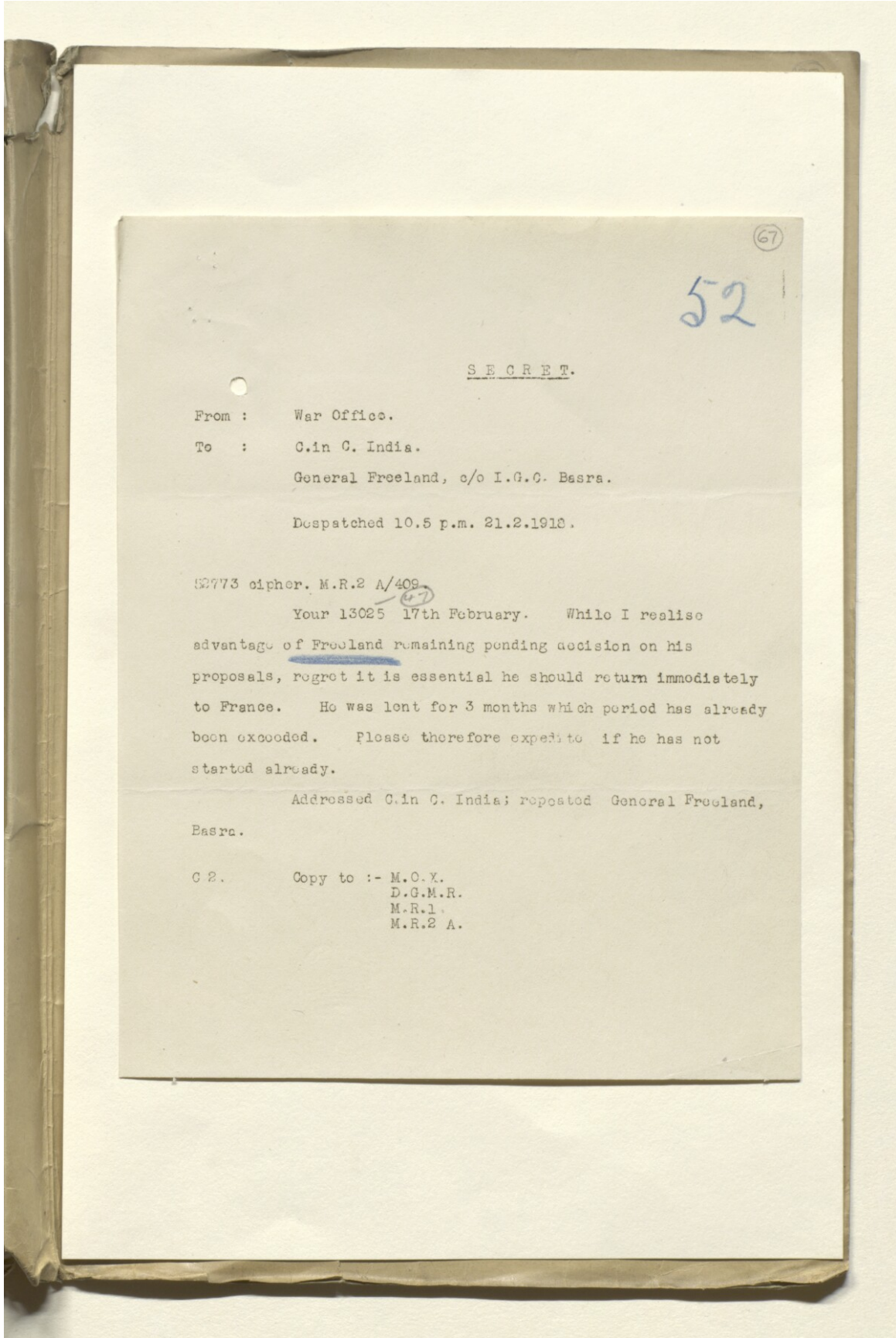


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٦ ظ] (٢٧٤/١٣٢)



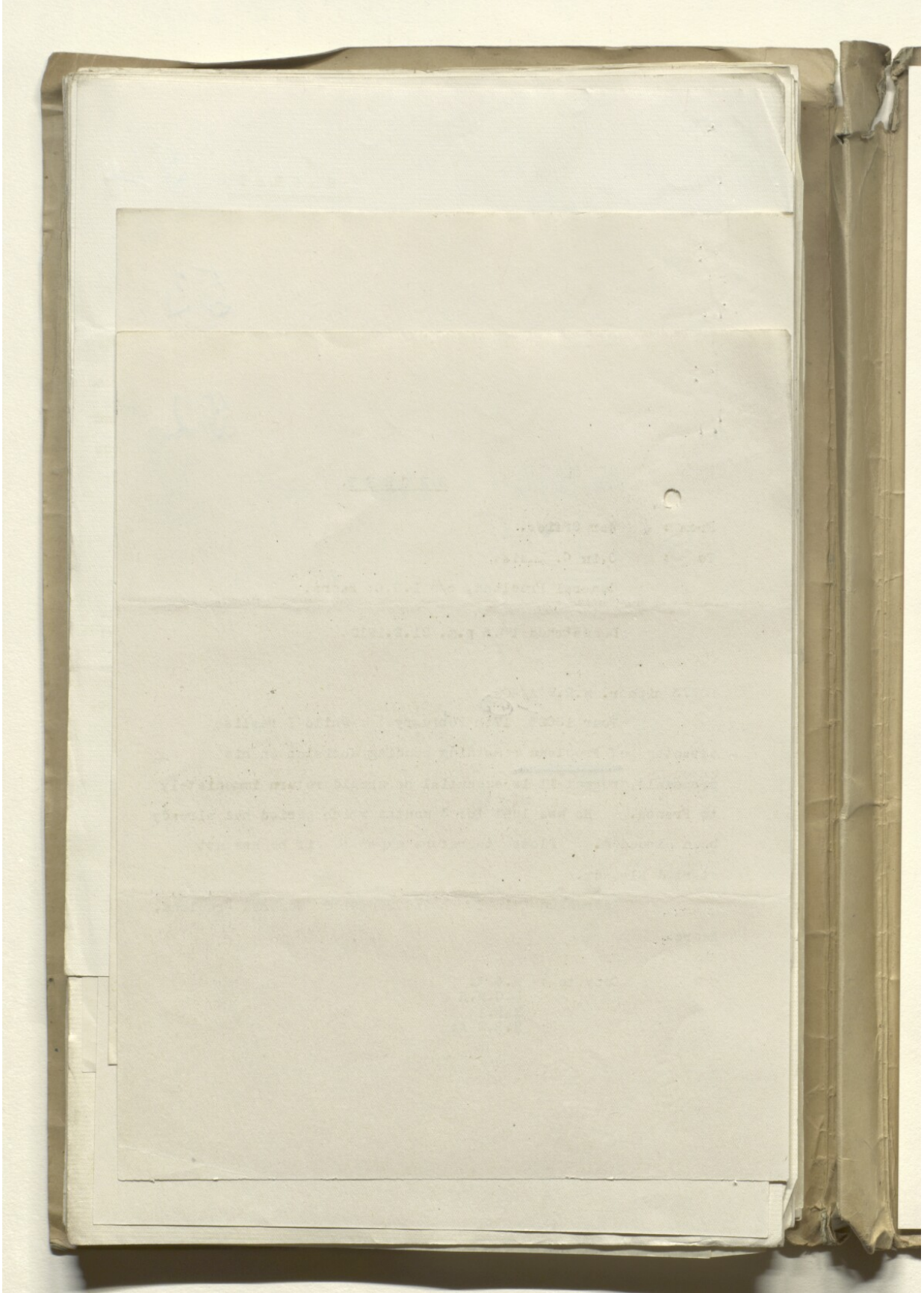


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٧] (٢٧٤/١٣٣)



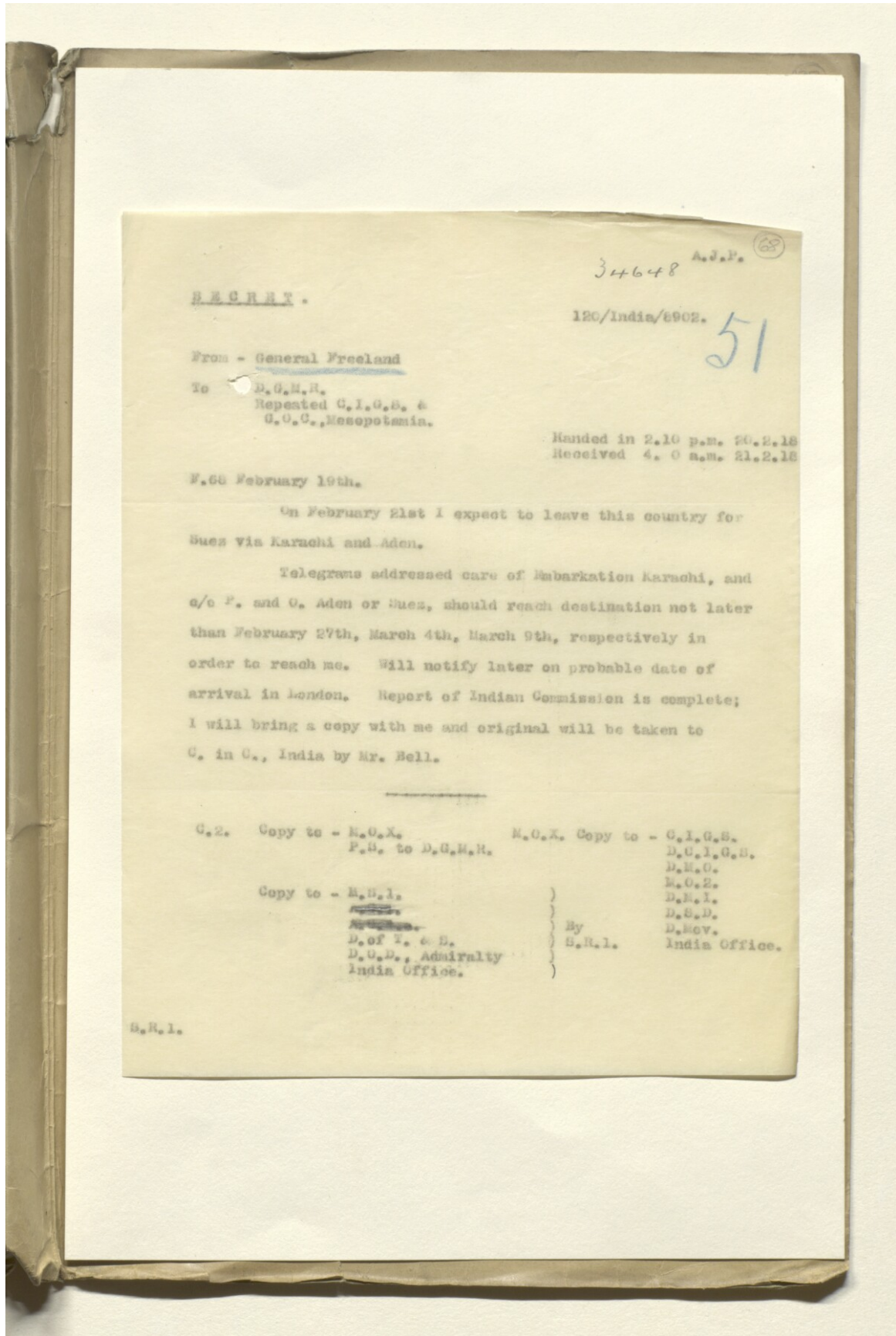


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٧ظ] (٢٧٤/١٣٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٨ و] (٢٧٤/١٣٥)



SECRET.

12C/India/6902.

From - General Freeland

To D.G.M.R.
Repeated G.I.G.S. &
G.O.C., Mesopotamia.

Handed in 2.10 p.m. 20.2.18
Received 4.0 a.m. 21.2.18

F.68 February 19th.

On February 21st I expect to leave this country for
Suez via Karachi and Aden.

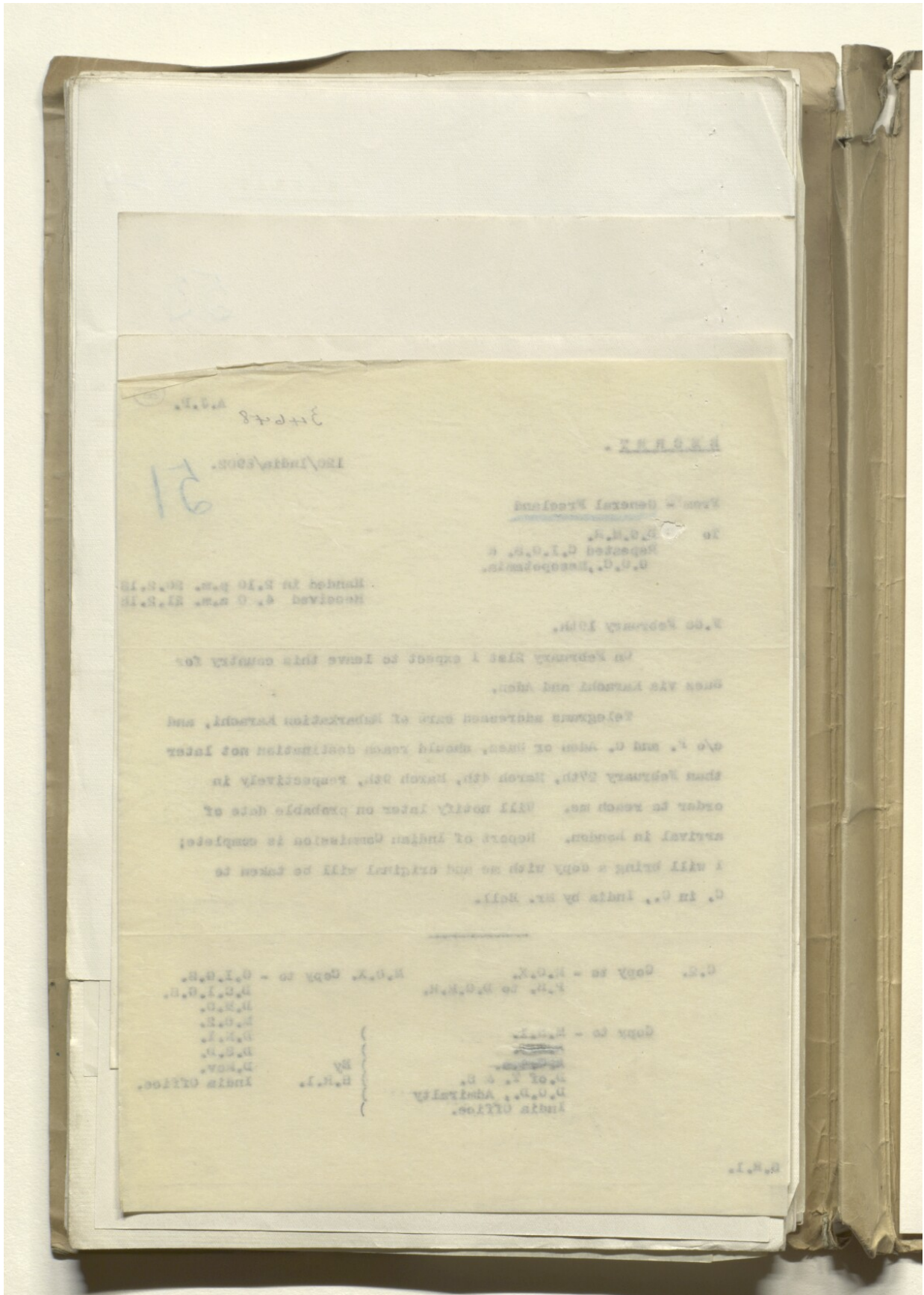
Telegrams addressed care of Embarkation Karachi, and
c/o F. and G. Aden or Suez, should reach destination not later
than February 27th, March 4th, March 9th, respectively in
order to reach me. Will notify later on probable date of
arrival in London. Report of Indian Commission is complete;
I will bring a copy with me and original will be taken to
C. in C., India by Mr. Bell.

C.2. Copy to - M.O.X. M.O.X. Copy to - G.I.G.S.
P.S. to D.G.M.R. D.U.I.G.S.
D.M.O.
M.O.2.
D.M.I.
D.S.D.
D.Mov.
India Office.
Copy to - M.S.I.)
D. of I. & S.)
D.U.D., Admiralty)
India Office.)
By
S.R.I.

S.R.I.

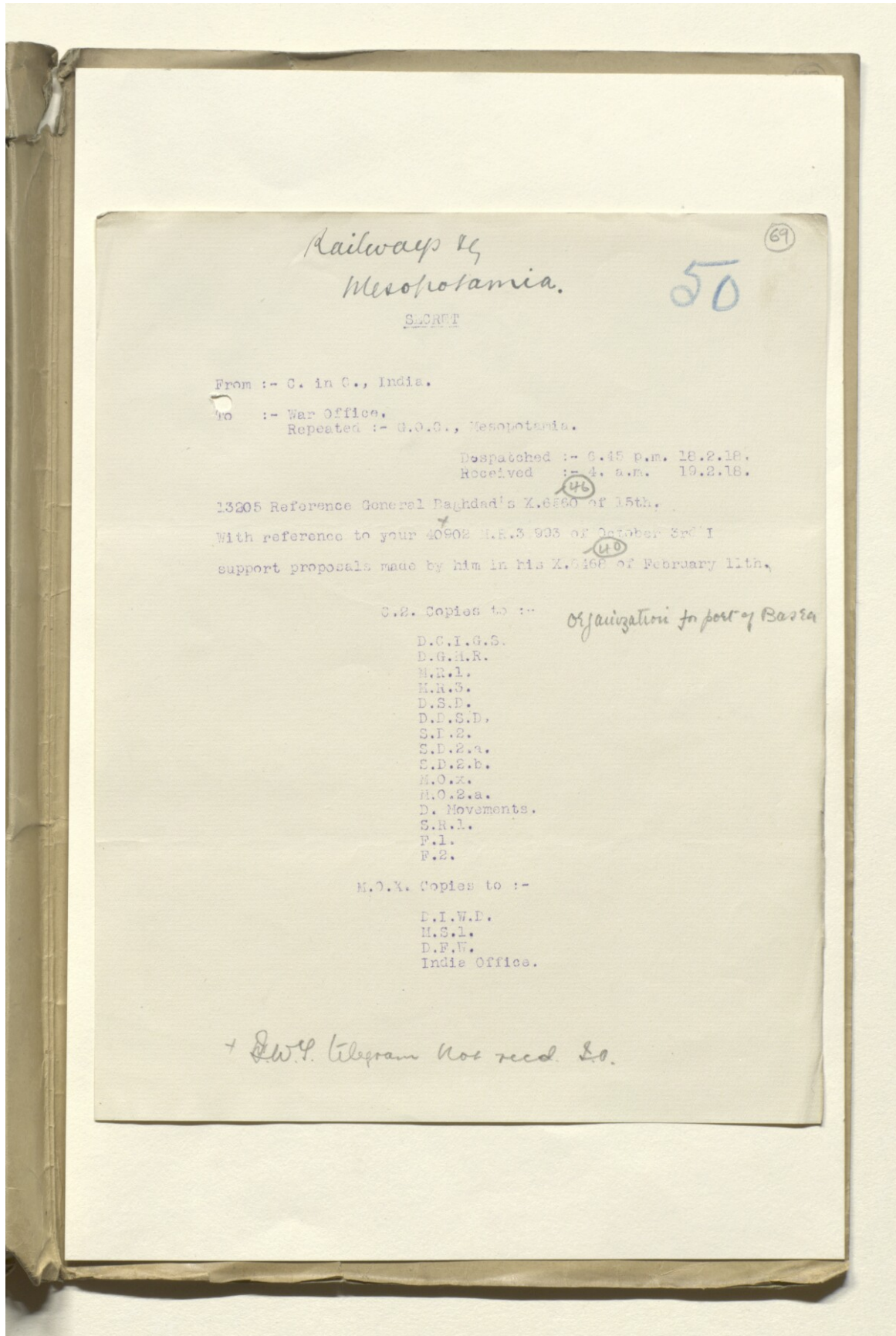


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٨ ظ] (٢٧٤/١٣٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٩] (٢٧٤/١٣٧)



Railways of
Mesopotamia.

SECRET

From :- C. in C., India.

To :- War Office.

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

Despatched :- 6.45 p.m. 18.2.18.
Received :- 4. a.m. 19.2.18.

13205 Reference General Bagdad's X.6860 of 15th.

With reference to your 40902 M.R.3 903 of October 3rd I
support proposals made by him in his X.6169 of February 11th.

C.C. Copies to :-

Organization for port of Basra

D.C.I.G.S.
D.G.A.R.
M.R.1.
M.R.3.
D.S.P.
D.E.S.D.
S.F.2.
S.D.2.a.
S.D.2.b.
H.O.X.
H.O.2.a.
D. Movements.
S.R.1.
F.1.
F.2.

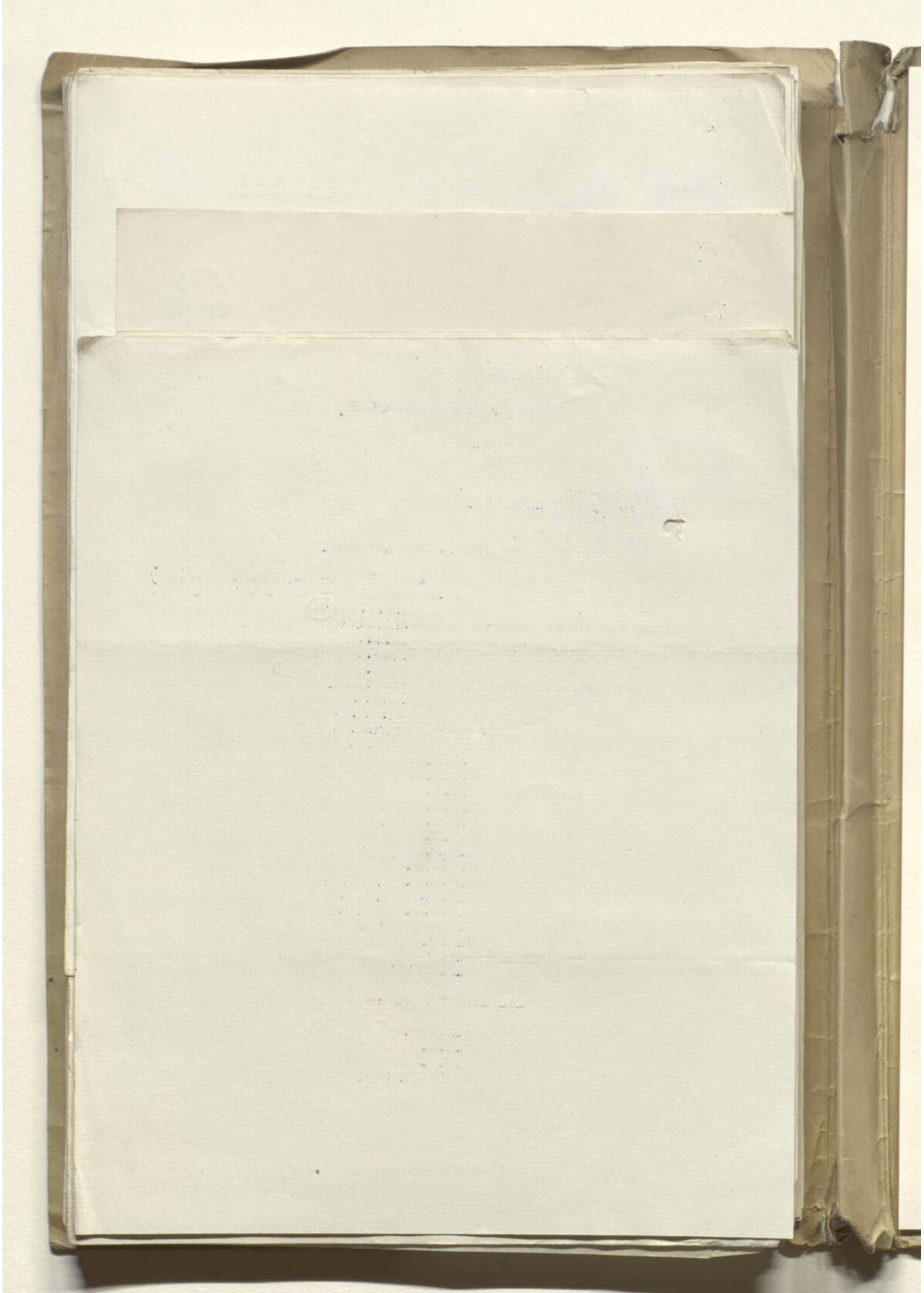
M.O.X. Copies to :-

D.I.W.D.
M.S.1.
D.F.V.
India Office.

+ L.W.9. Telegram Nos recd. 20.

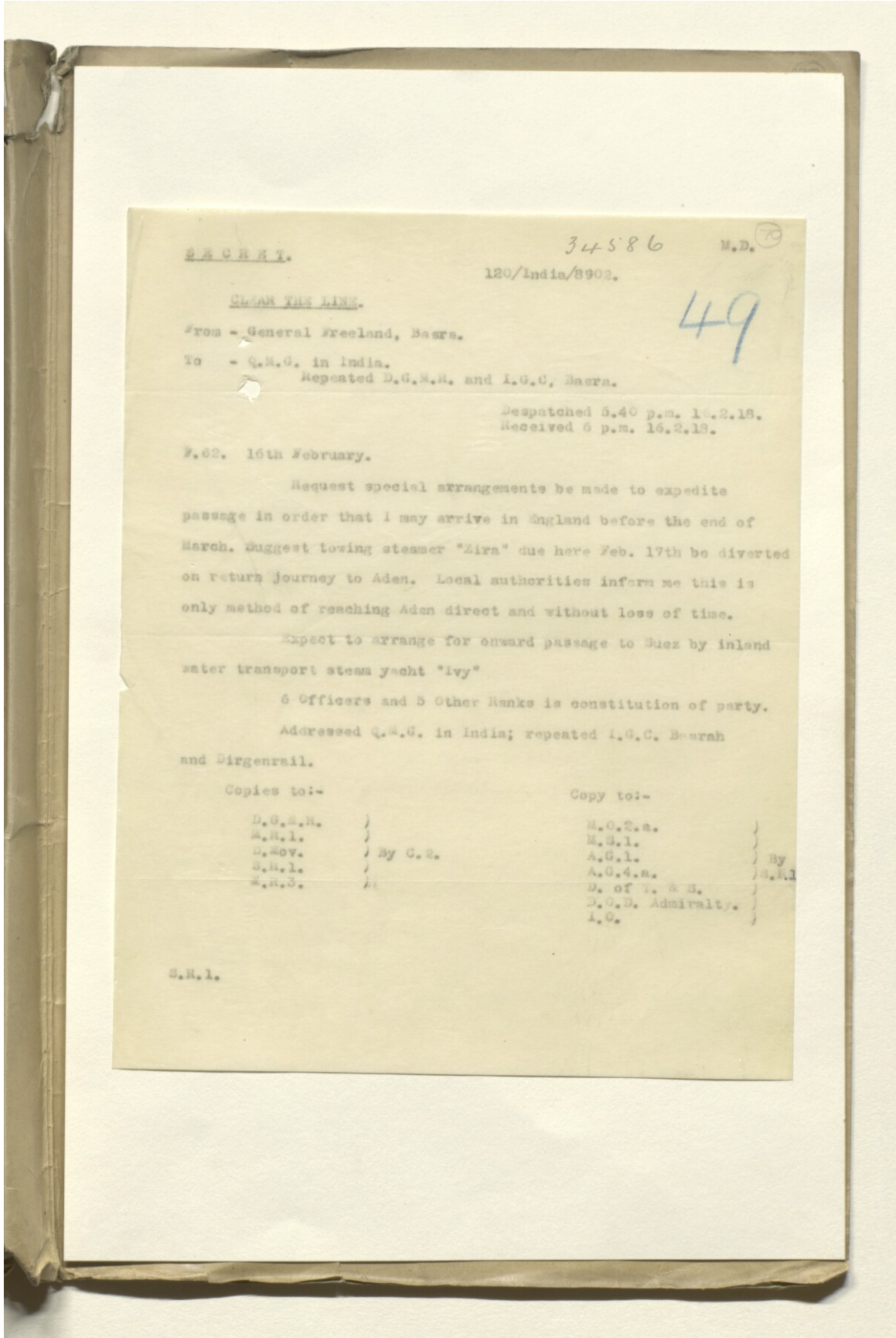


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٦٩ظ] (٢٧٤/١٣٨)



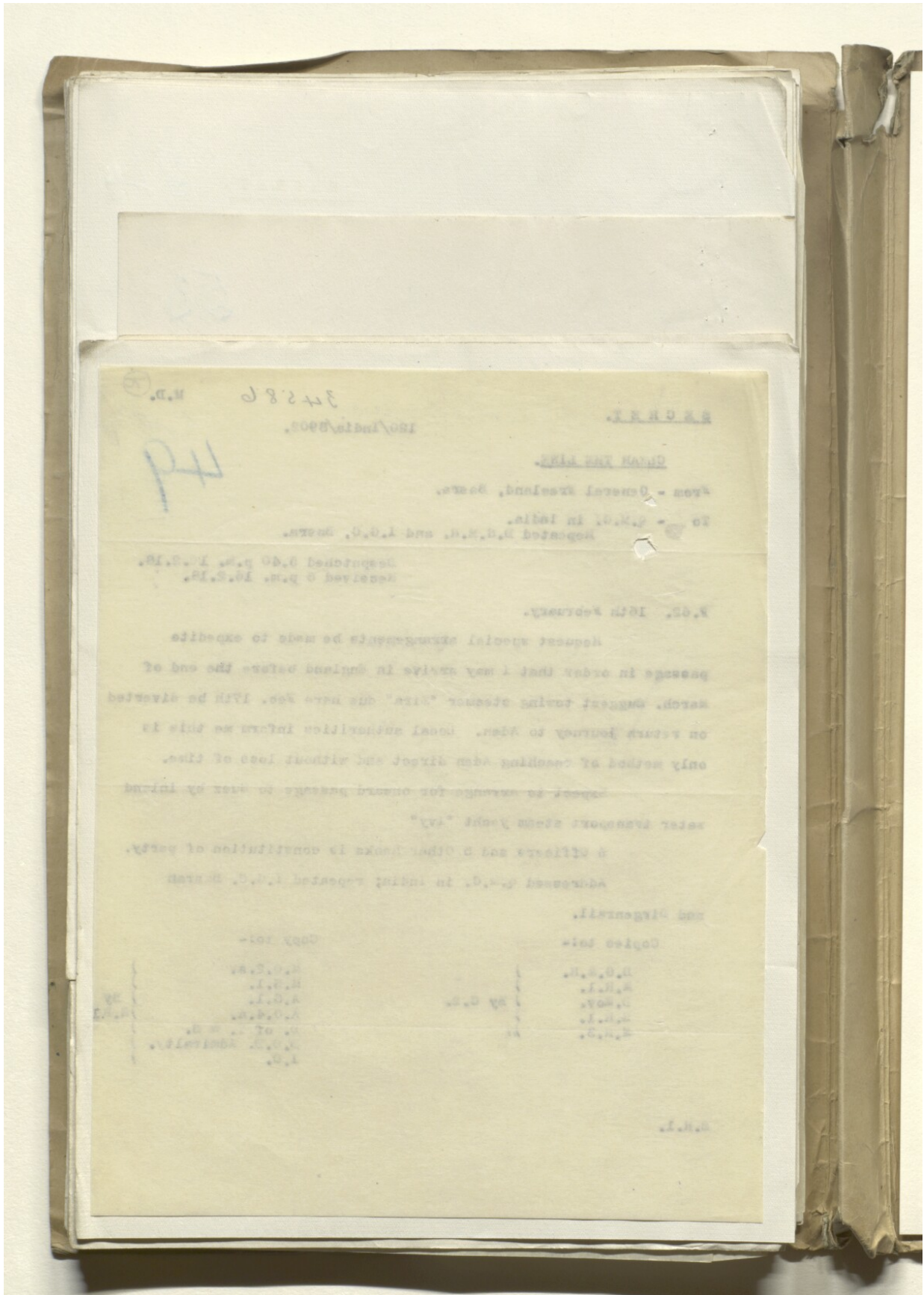


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٠] (٢٧٤/١٣٩)



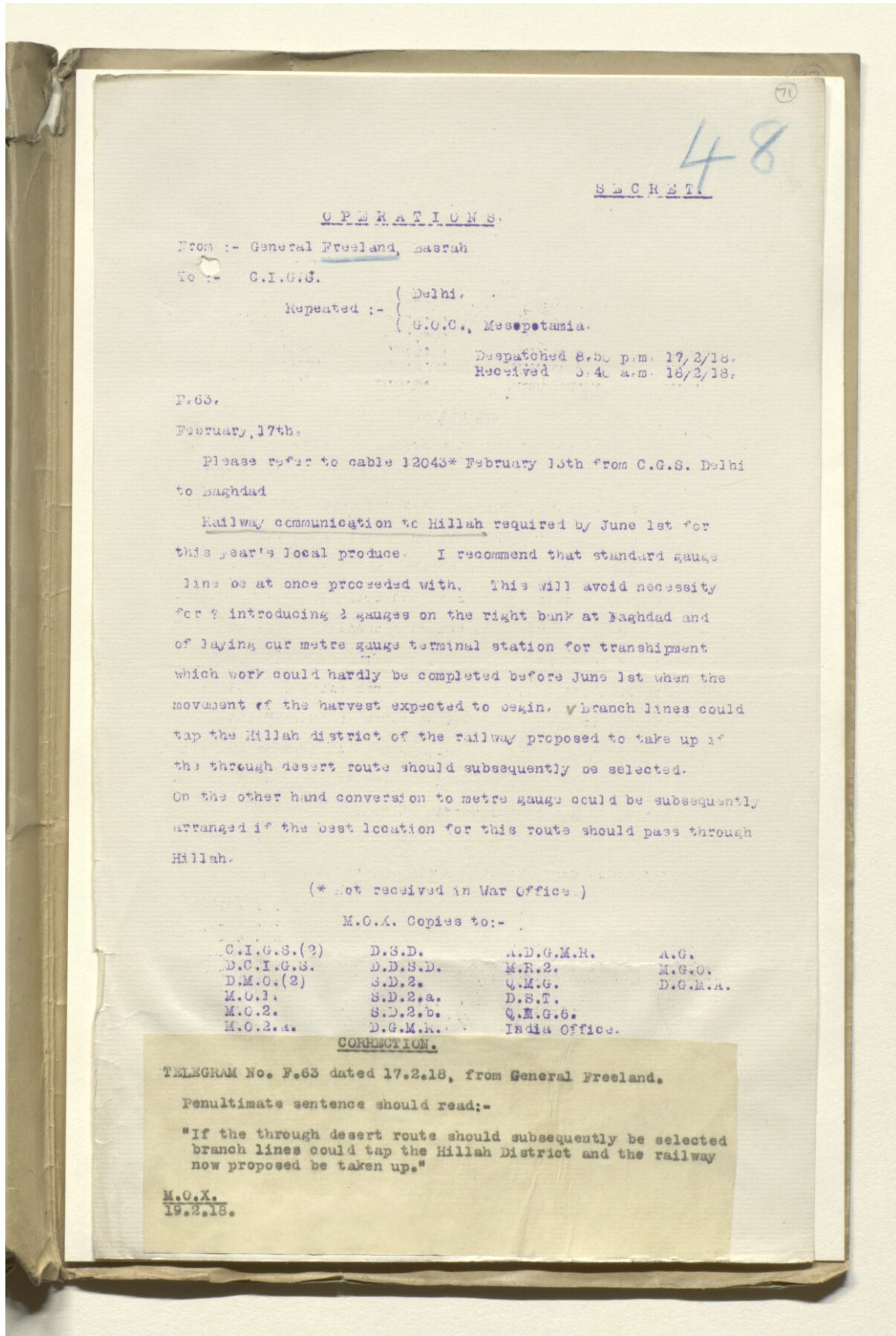


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٠ظ] (٢٧٤/١٤٠)



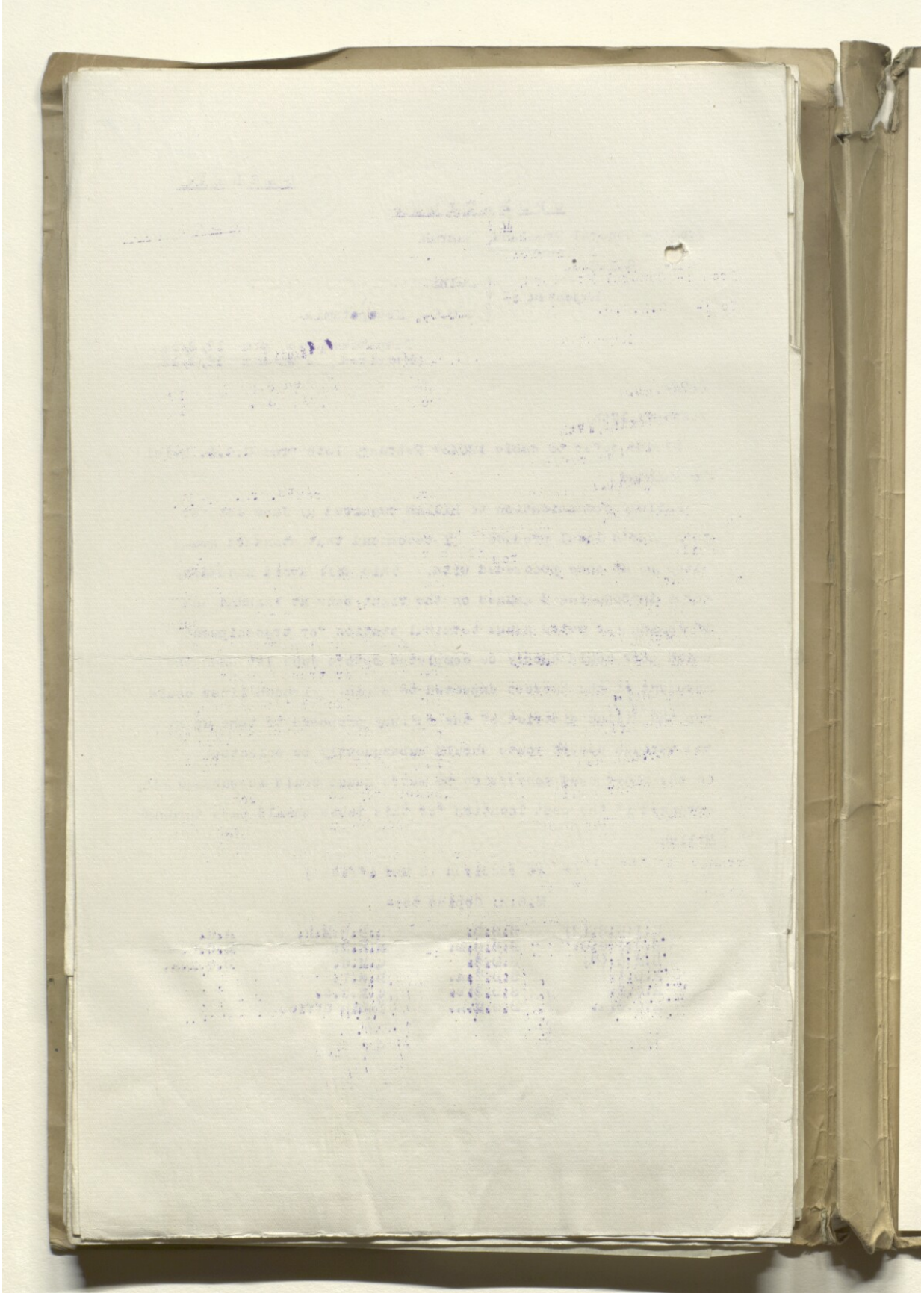


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧١ و] (٢٧٤/١٤١)



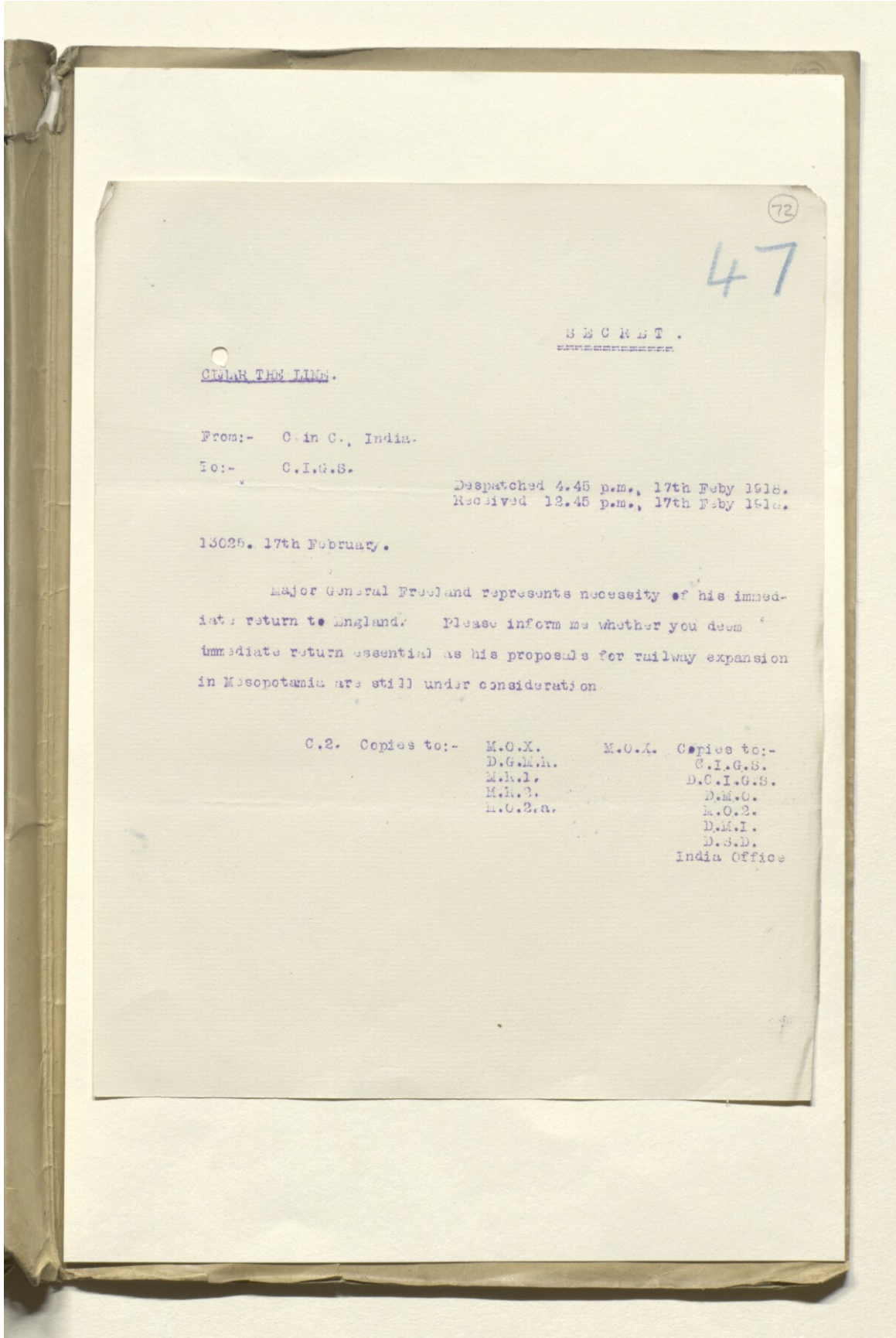


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧١ظ] (٢٧٤/١٤٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٢و] (٢٧٤/١٤٣)



72

47

SECRET

Circular The Line.

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

Despatched 4.45 p.m., 17th Feby 1918.
Received 12.45 p.m., 17th Feby 1918.

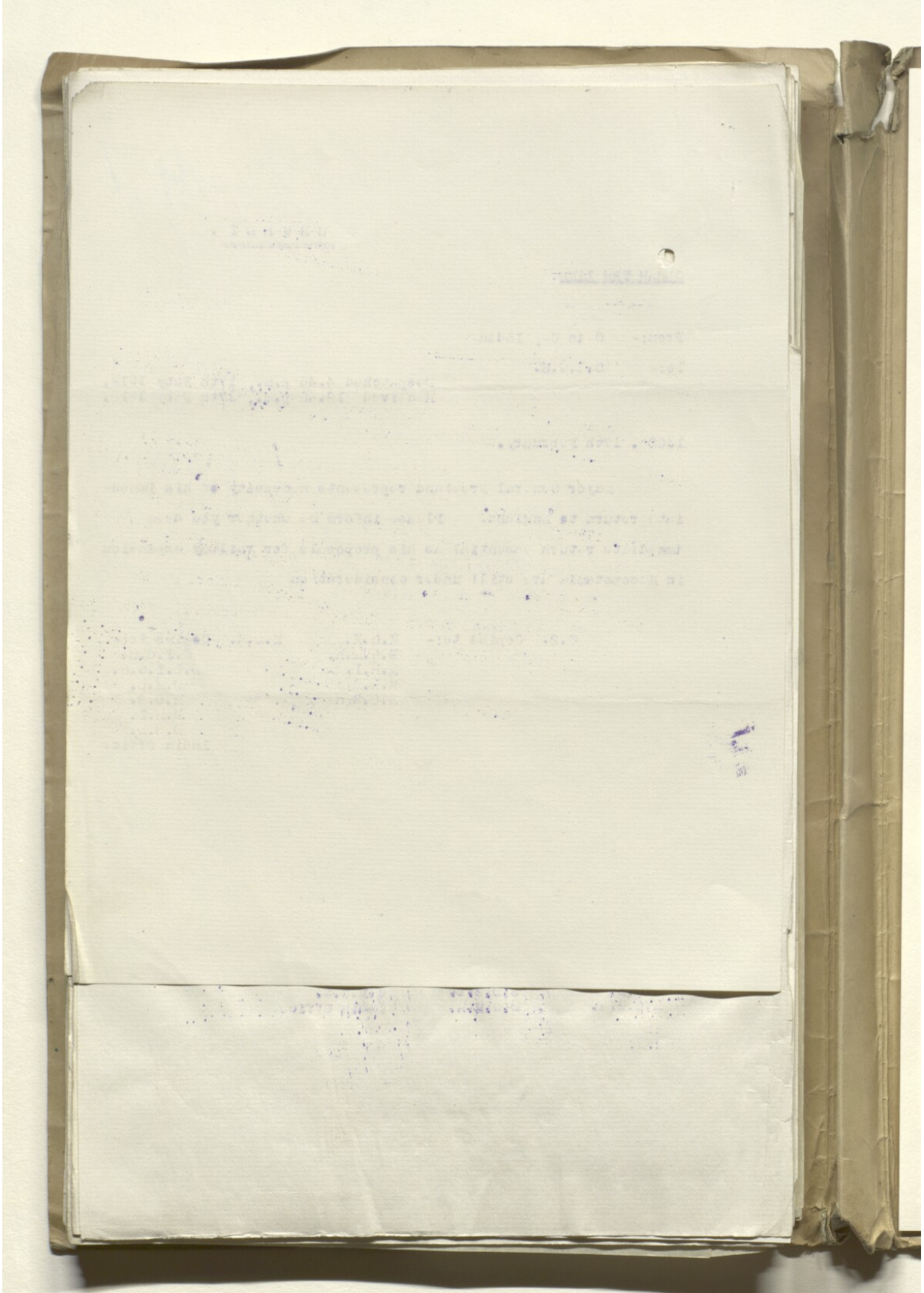
13025. 17th February.

Major General Frewland represents necessity of his immediate return to England. Please inform me whether you deem immediate return essential as his proposals for railway expansion in Mesopotamia are still under consideration.

C.2. Copies to:- M.O.X. M.O.X. Copies to:-
D.G.M.H. C.I.G.S.
M.H.L. D.C.I.G.S.
M.H.S. D.M.C.
M.O.S.a. H.O.S.
D.M.I.
D.S.D.
India Office

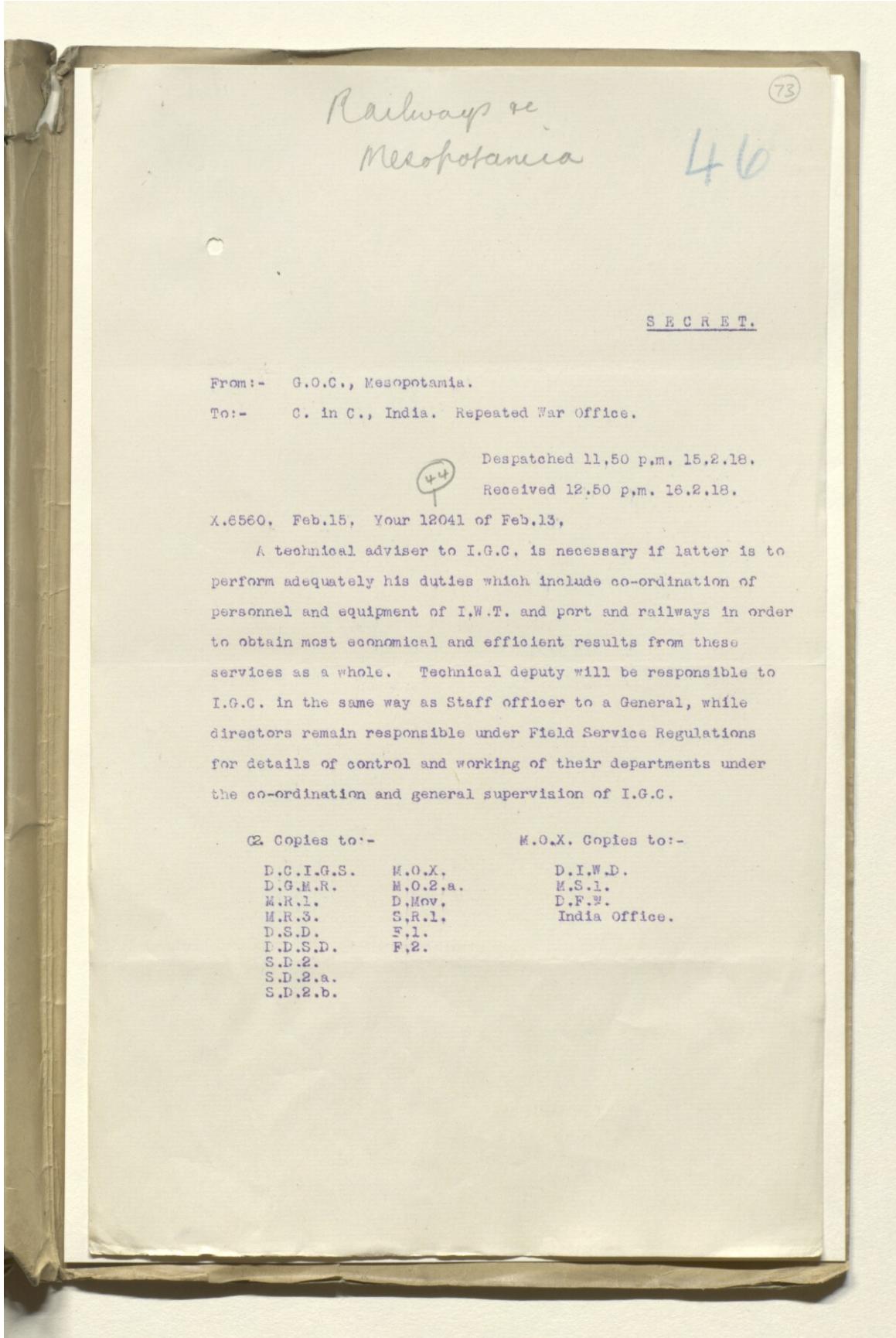


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٢ظ] (٢٧٤/١٤٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٣و] (٢٧٤/١٤٥)



Railways re
Mesopotamia

73

46

SECRET.

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

Despatched 11,50 p.m. 15.2.18.

Received 12,50 p.m. 16.2.18.

X.6560. Feb.15, Your 12041 of Feb.13,

A technical adviser to I.G.C. is necessary if latter is to perform adequately his duties which include co-ordination of personnel and equipment of I.W.T. and port and railways in order to obtain most economical and efficient results from these services as a whole. Technical deputy will be responsible to I.G.C. in the same way as Staff officer to a General, while directors remain responsible under Field Service Regulations for details of control and working of their departments under the co-ordination and general supervision of I.G.C.

C2 Copies to:-

M.O.X. Copies to:-

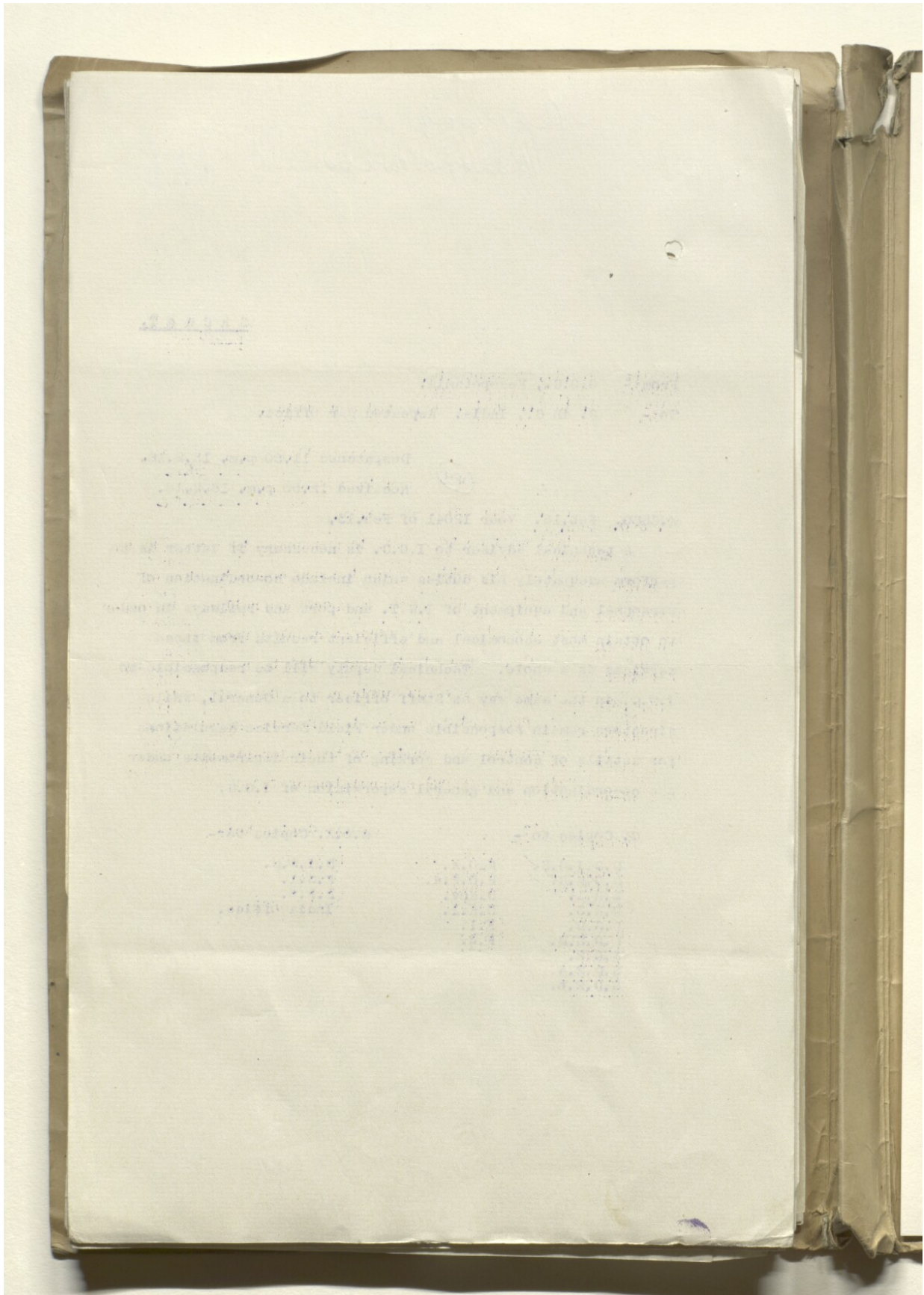
D.C.I.G.S.
D.G.M.R.
M.R.1.
M.R.3.
D.S.D.
F.D.S.D.
S.D.2.
S.D.2.a.
S.D.2.b.

M.O.X.
M.O.2.a.
D.Hov.
S.R.1.
F.1.
F.2.

D.I.W.D.
M.S.1.
D.F.W.
India Office.

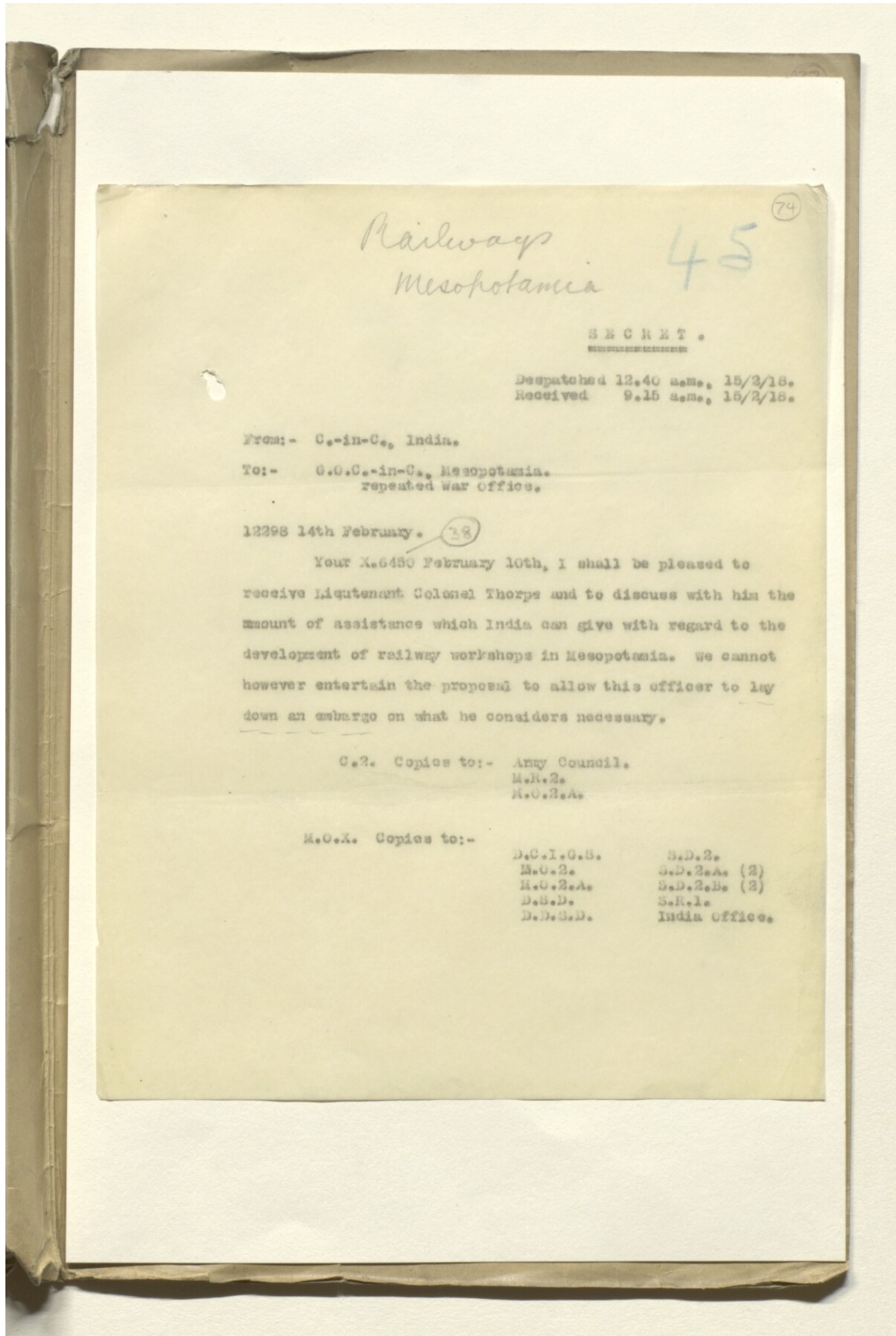


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٣ظ] (١٤٦/٢٧٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٤و] (٢٧٤/١٤٧)



Railways
Mesopotamia

45

74

SECRET

Despatched 12.40 a.m., 15/2/18.
Received 9.15 a.m., 15/2/18.

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

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

12298 14th February.

Your X.6480 February 10th, I shall be pleased to receive Lieutenant Colonel Thorpe and to discuss with him the amount of assistance which India can give with regard to the development of railway workshops in Mesopotamia. We cannot however entertain the proposal to allow this officer to lay down an embargo on what he considers necessary.

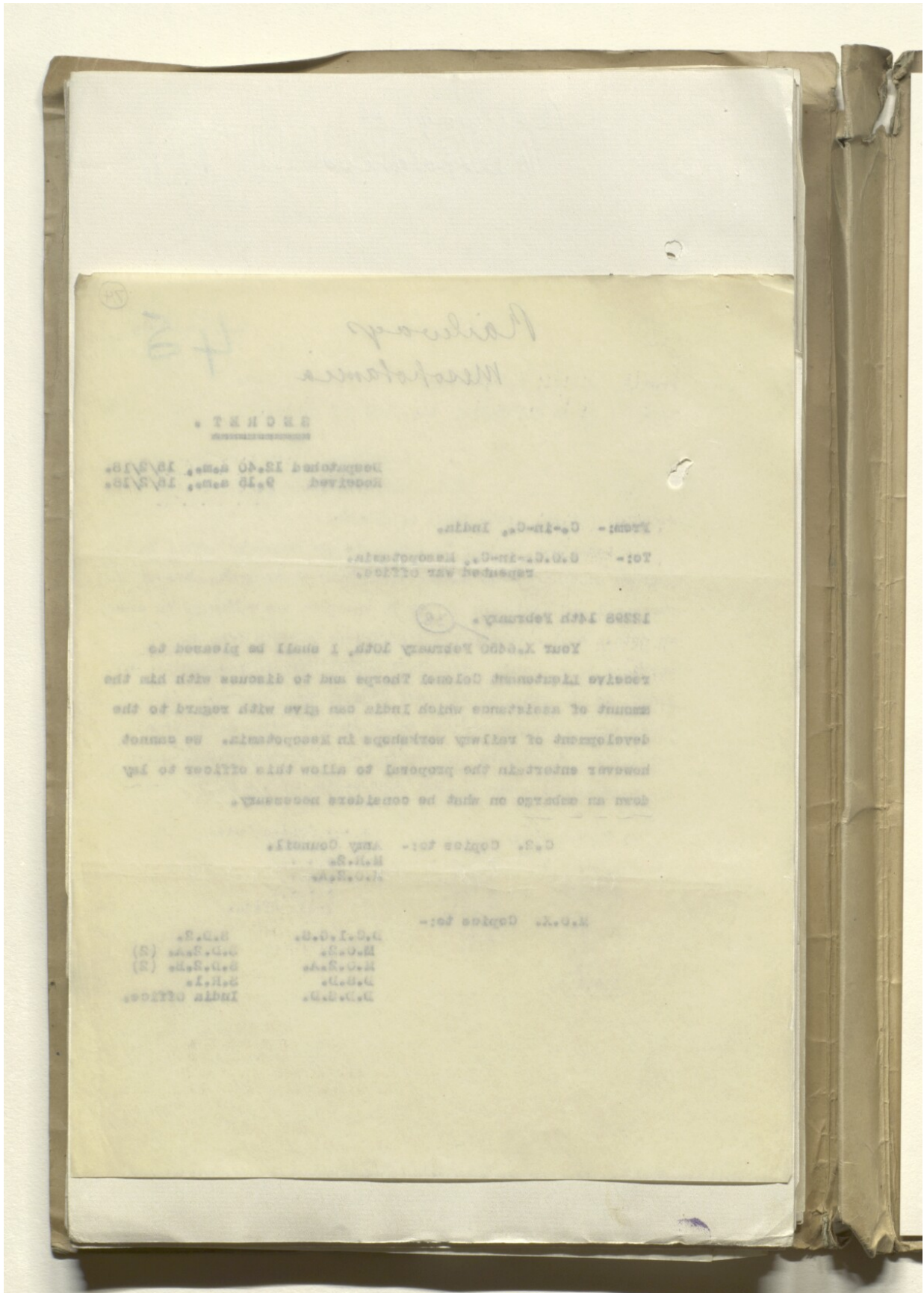
C.2. Copies to:- Army Council.
M.R.2.
M.O.2.A.

M.O.A. Copies to:-

D.C.I.C.S.	S.D.2.
M.O.2.	S.D.2.A. (2)
M.O.2.A.	S.D.2.B. (2)
D.S.D.	S.R.1.
D.D.S.D.	India Office.

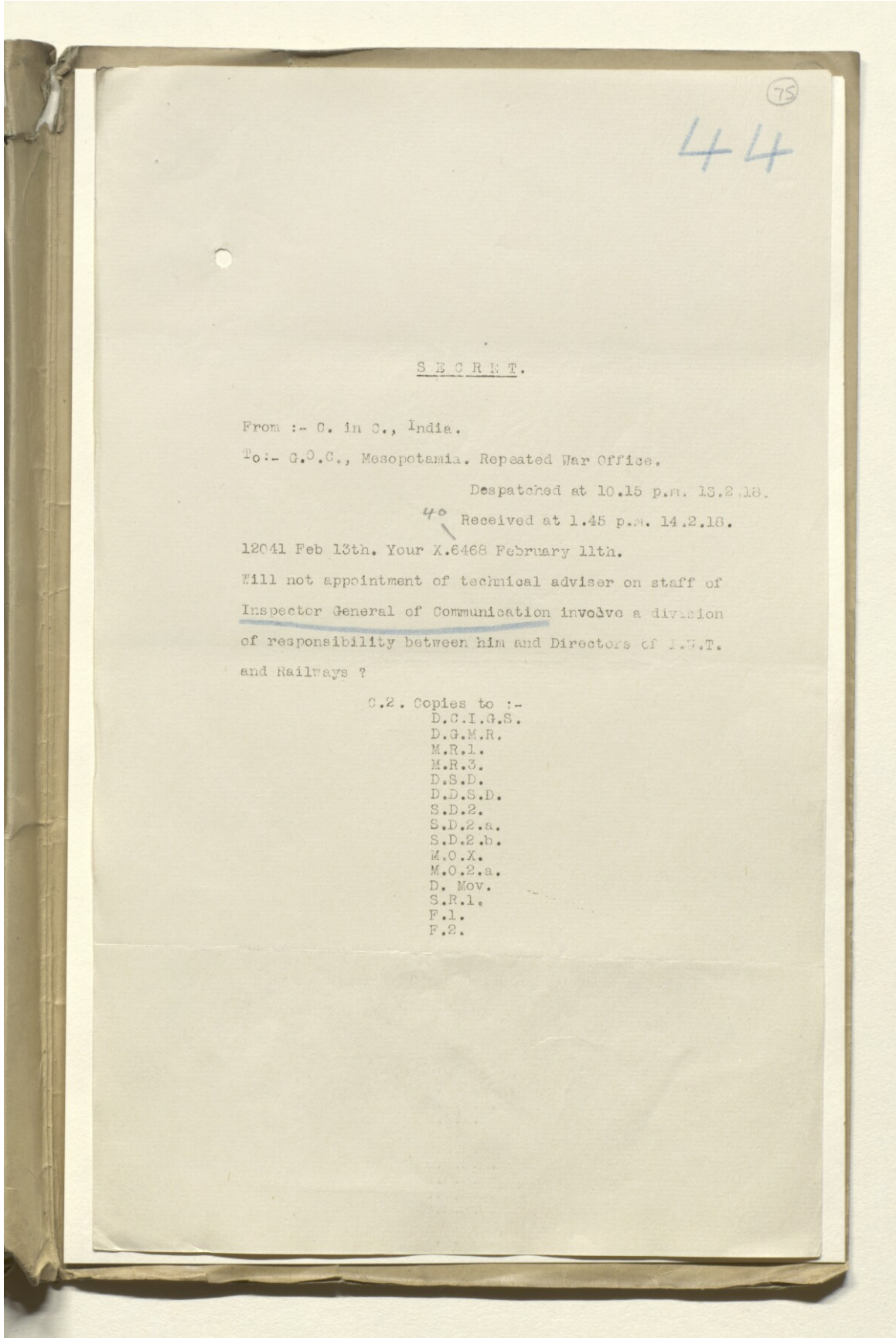


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٤ظ] (١٤٨/٢٧٤)



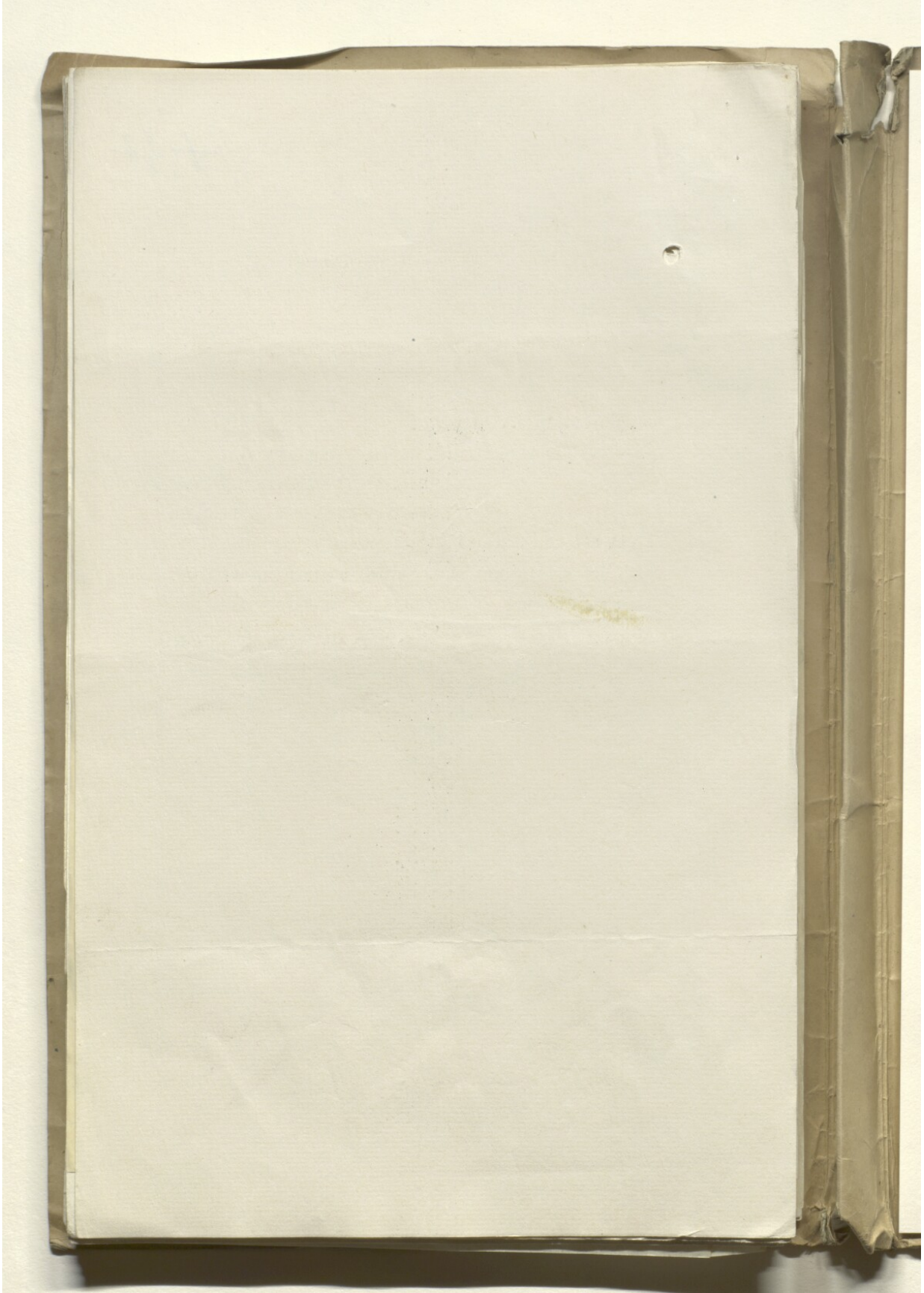


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٥و] (٢٧٤/١٤٩)



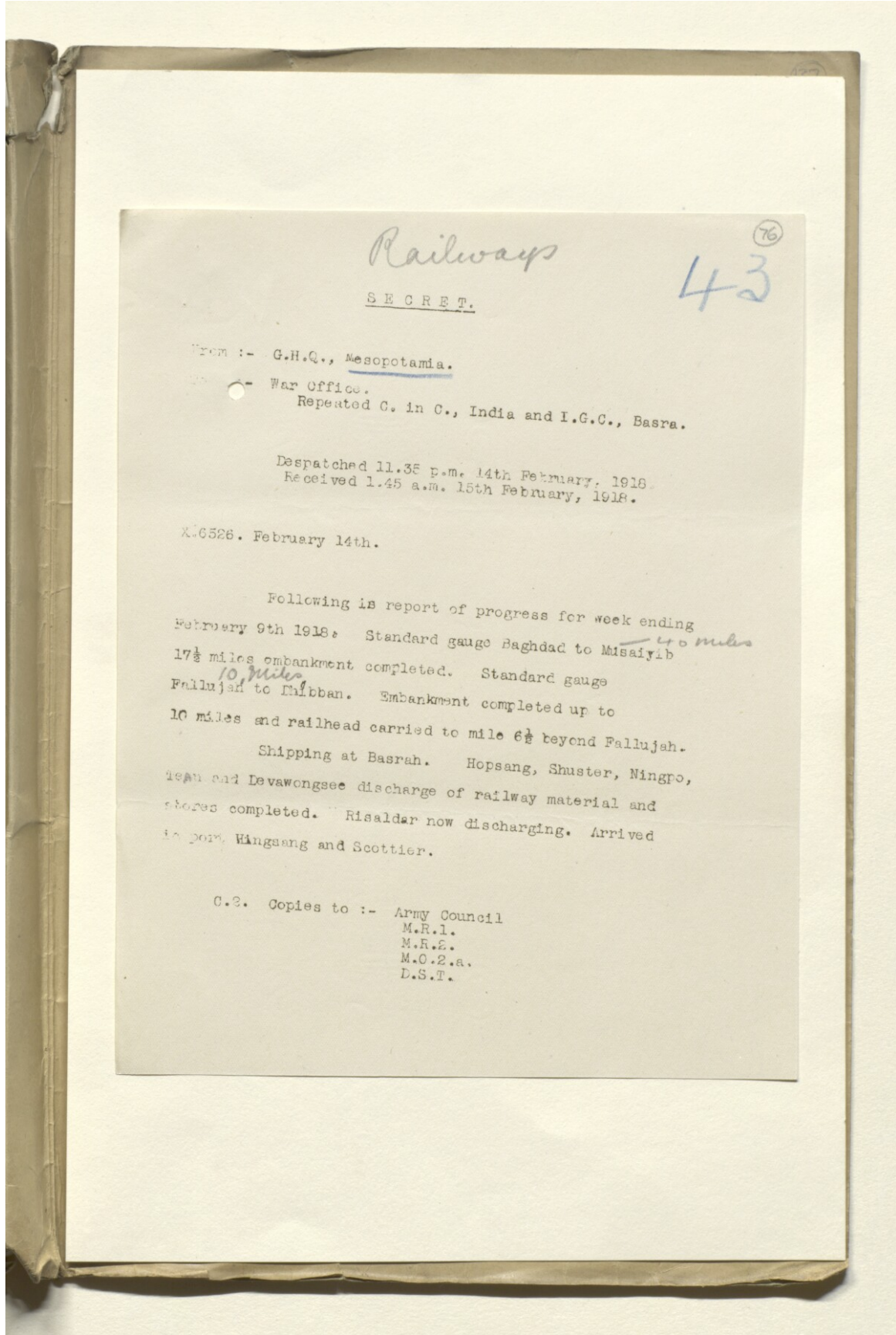


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٥ظ] (٢٧٤/١٥٠)



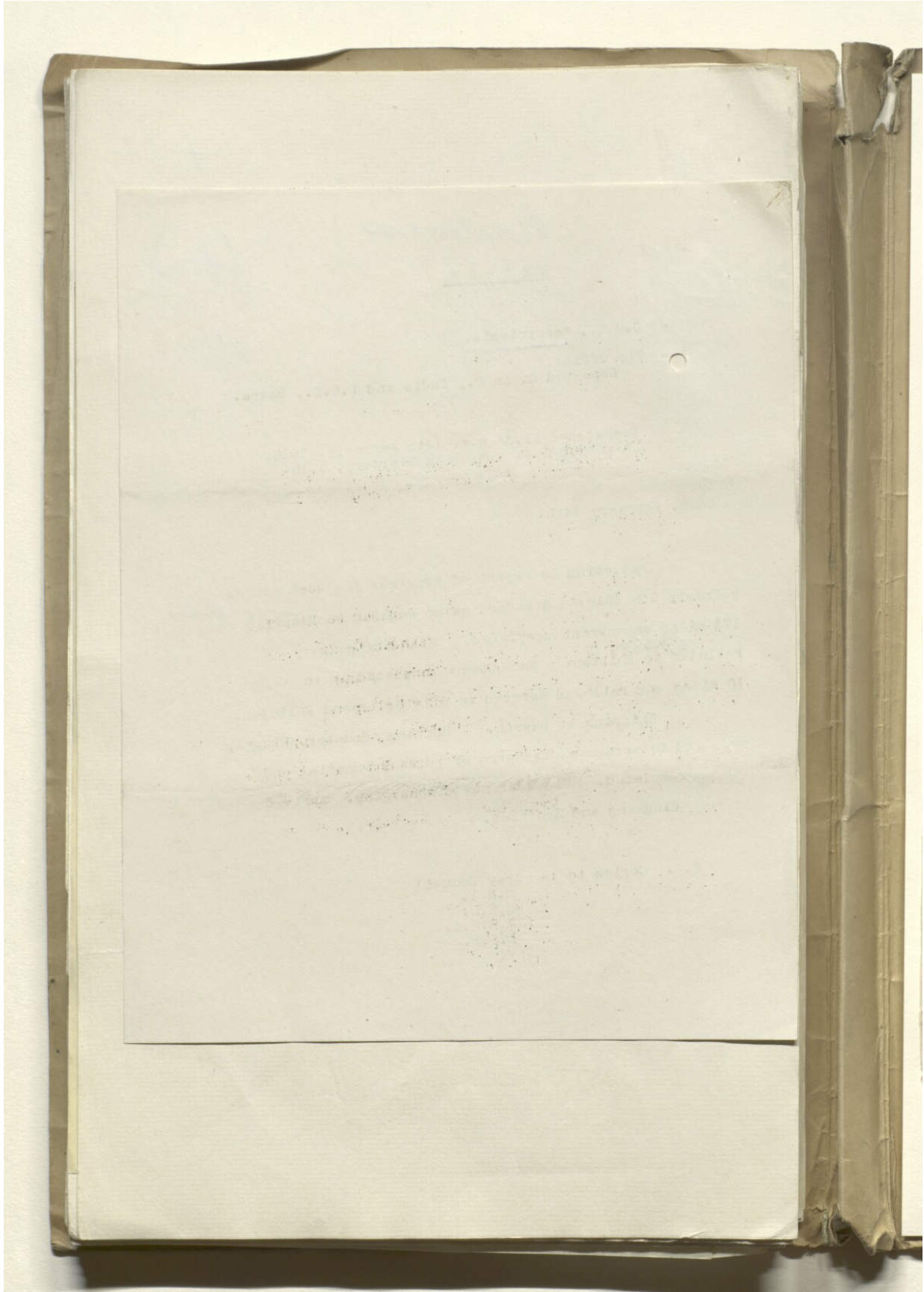


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٦ و] (٢٧٤/١٥١)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٦ظ] (٢٧٤/١٥٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٧و] (٢٧٤/١٥٣)

SECRET.

Despatched 1.5.p.m. 13/2/18.
Received 7.50.p.m. 14/2/18.

From:- General Freeland, Basra.

To:- D.G.M.R.

155. February 10th.

Reference my telegram F.54 cipher February 11th.
Proposals adopted for Port Director are as follows:- Department
formation of department will have
control over all dock areas and also within port limits,
the following:-

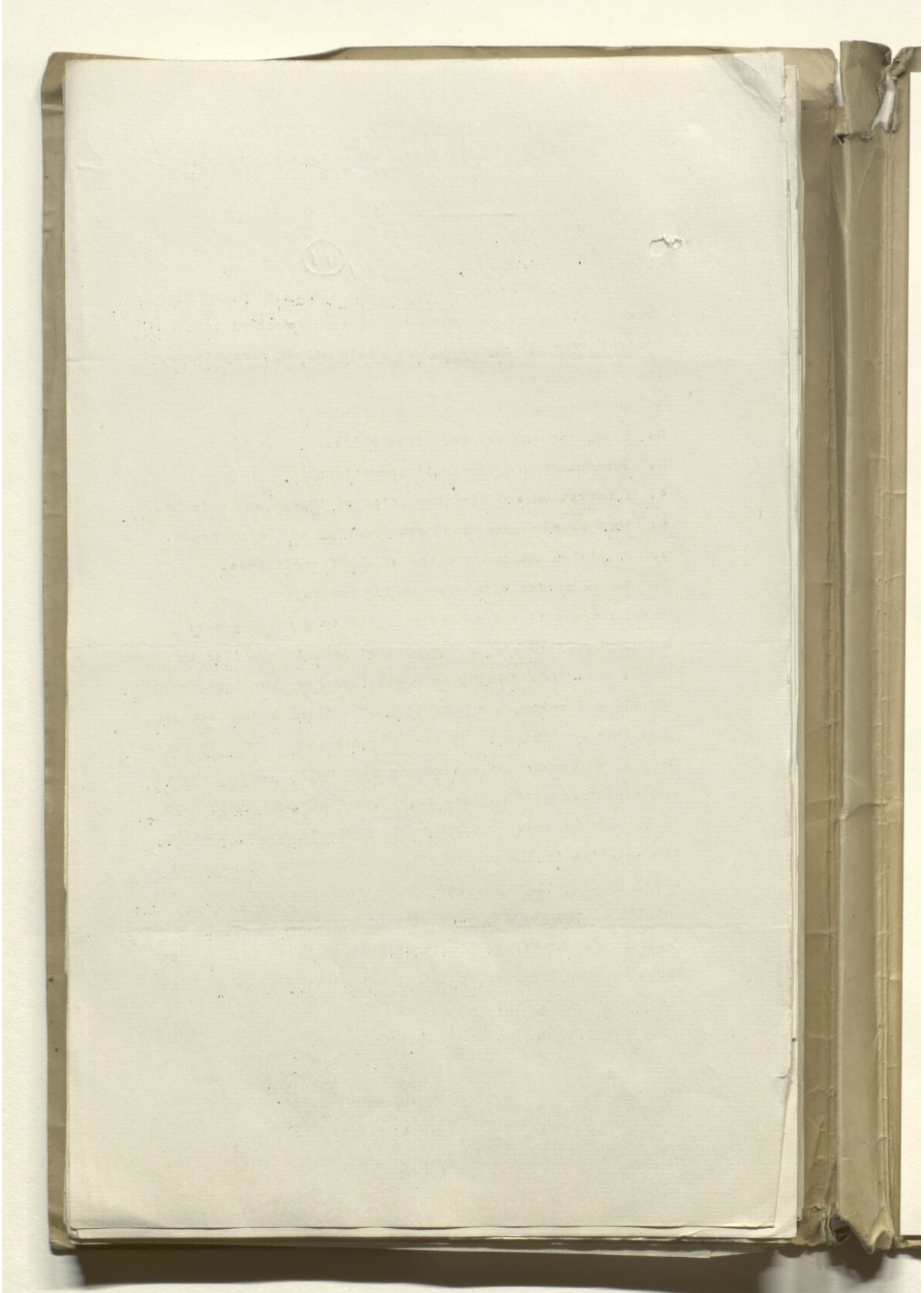
1. All movements and berthing of ships.
2. Discharge and delivery from ships.
3. Port barge and port rail operations.
4. Embarkation and disembarkation of troops and animals.
5. Port conservancy wharf construction and maintenance.
6. Provision and maintenance of wharf appliances.
7. Co-ordination with despatching ports.

Gradual transition from departmental to general use of
berths broadly on transition principles, is entailed by
scheme accepted. Daily average discharge should be doubled
as scheme develops and detention of waiting berths avoided.
Urge that appointments of Port director and deputy Inspector
General of Communications remain open until I have arrived
and explained difficulties local and otherwise which have
to be encountered. Considerable progress can be made in
the meantime in the construction and clearing of dock areas
and I am assisting Inspector General of Communications with
details of progressive development covering next five months.
Officers of War Office mission expect to leave Basra about
February 20th for Suez by the direct route and are due at
Suez about March 8th.

C.2. Copies to:- D.C.I.C.S. M.C.X
D.G.M.R. M.C.2A
M.R.1 D.Mov
M.R.3 S.R.1
D.S.D. F.1
D.D.S.D. F.2
S.D.2
S.D.2A
S.D.2B
E.D.2D

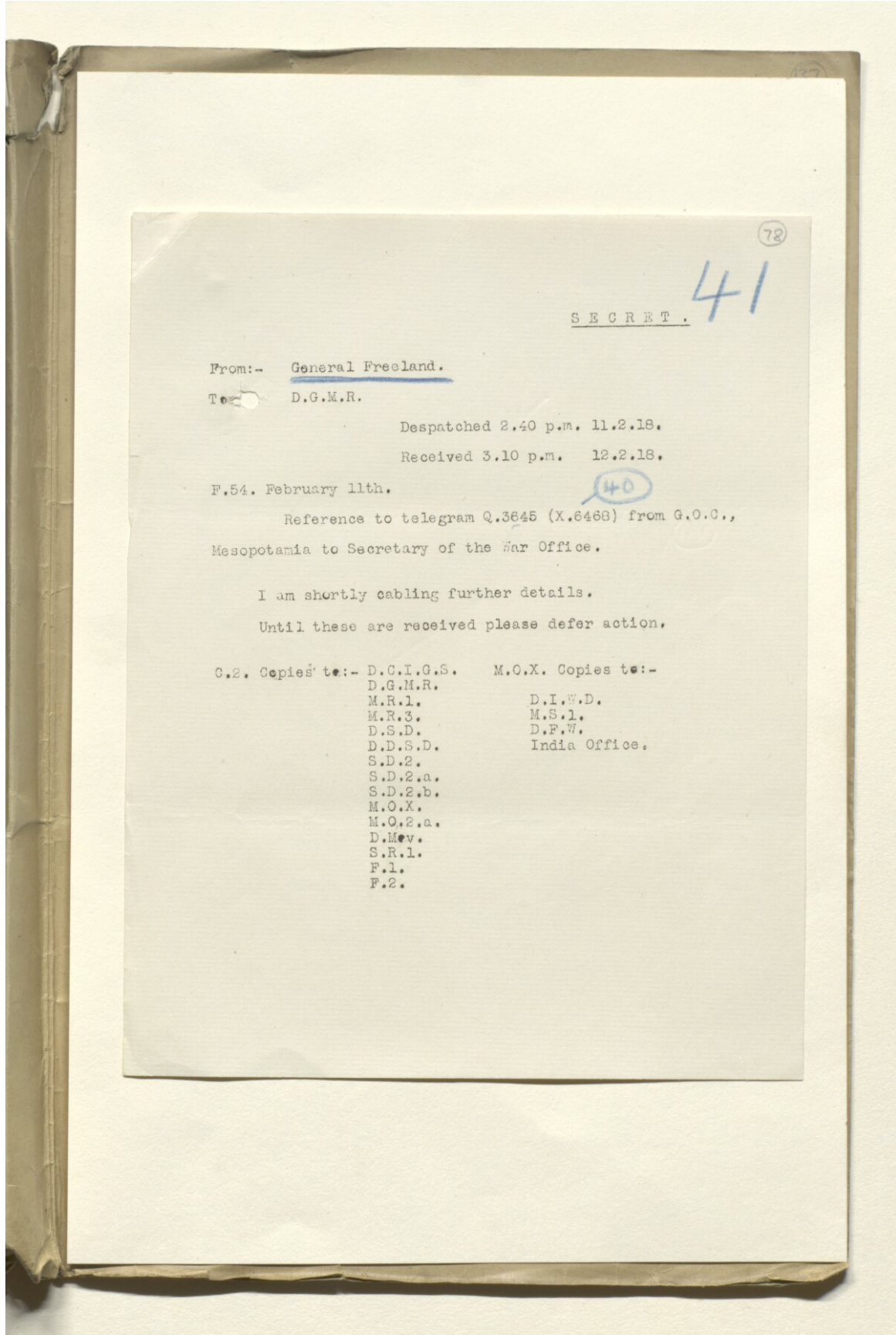


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٧ظ] (٢٧٤/١٥٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٨ و] (٢٧٤/١٥٥)



SECRET.

41

From:- General Freeland.

To:- D.G.M.R.

Despatched 2.40 p.m. 11.2.18.

Received 3.10 p.m. 12.2.18.

F.54. February 11th.

Reference to telegram Q.3645 (X.6468) from G.O.C.,
Mesopotamia to Secretary of the War Office.

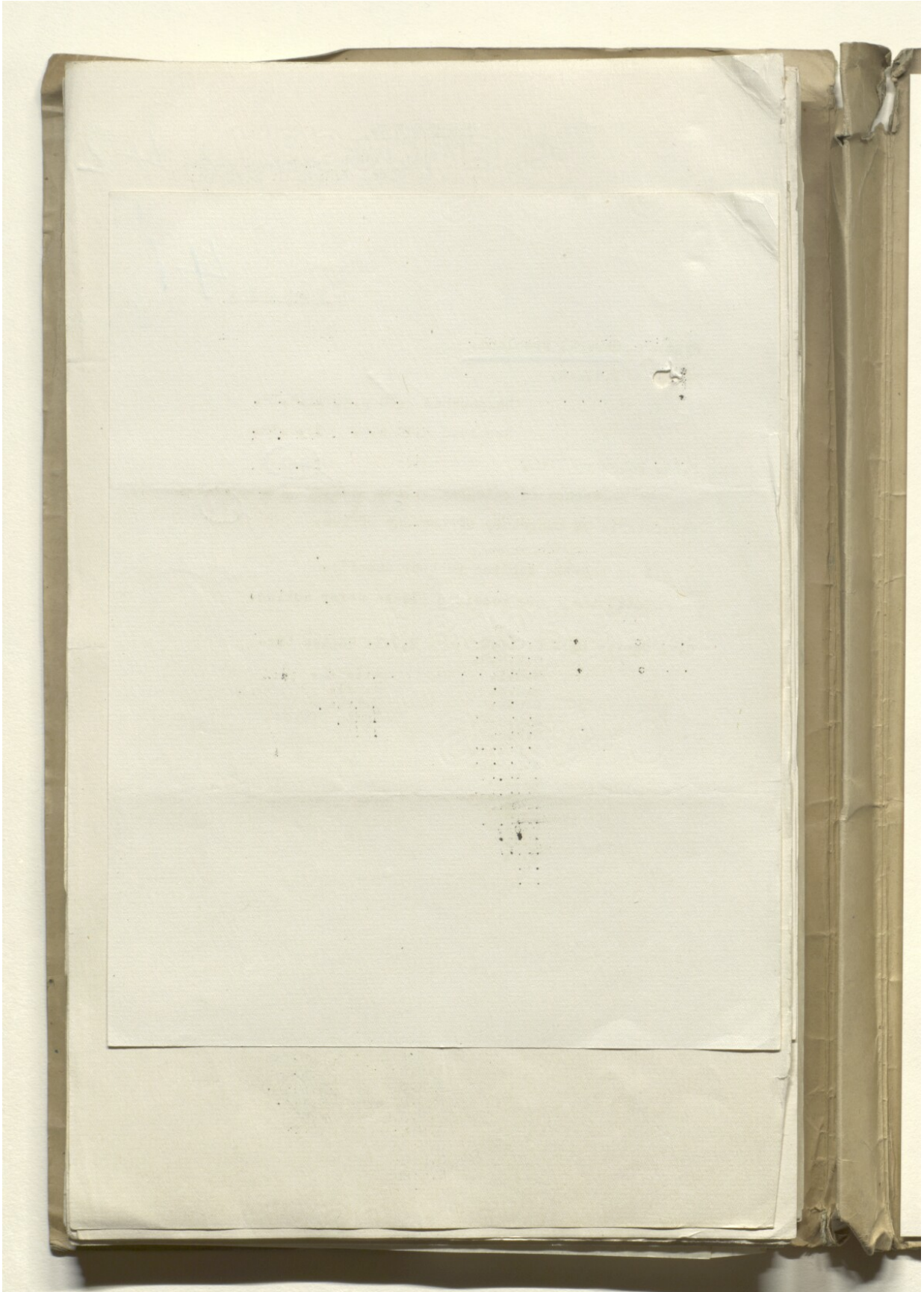
I am shortly cabling further details.

Until these are received please defer action.

C.2. Copies to:- D.C.I.G.S. M.O.X. Copies to:-
D.G.M.R. D.I.W.D.
M.R.1. M.S.1.
M.R.3. D.F.W.
D.S.D. India Office.
D.D.S.D.
S.D.2.
S.D.2.a.
S.D.2.b.
M.O.X.
M.O.2.a.
D.Mev.
S.R.1.
F.1.
F.2.



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٨ظ] (١٥٦/٢٧٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٩و] (٢٧٤/١٥٧)

SECRET.

Handed in 1.15.p.m. 11/2/18.
Received 9.30.a.m. 12/2/18.

From:- G.C.C.Mesopotamia.

To:- War Office.
repeated India.

X.4468.

Your 40002 M.R.3/903 October 3rd. My Q.373 October 11th. After consultation with General Freeland I now propose following organization for port of Basrah.

Under a port director there will be three branches namely:--

1. Port traffic to include all dock areas and dock railways and all discharging and loading.
2. Port works to include construction of port conservancy and maintenance of technical appliances and wharves.
3. Port officer as now controlling Harbour masters, pilots and buoying of ocean waterways. In this connection it is proposed that the I.G.C. should have a technical adviser on his staff.

With reference to the last sentence of your 40902 M.R.3/903 October 3rd, can you send me a suitable (?) assistant for port Director and also one for the technical adviser referred to above who should be graded as Deputy I.G.C. and should be an expert on transportation.

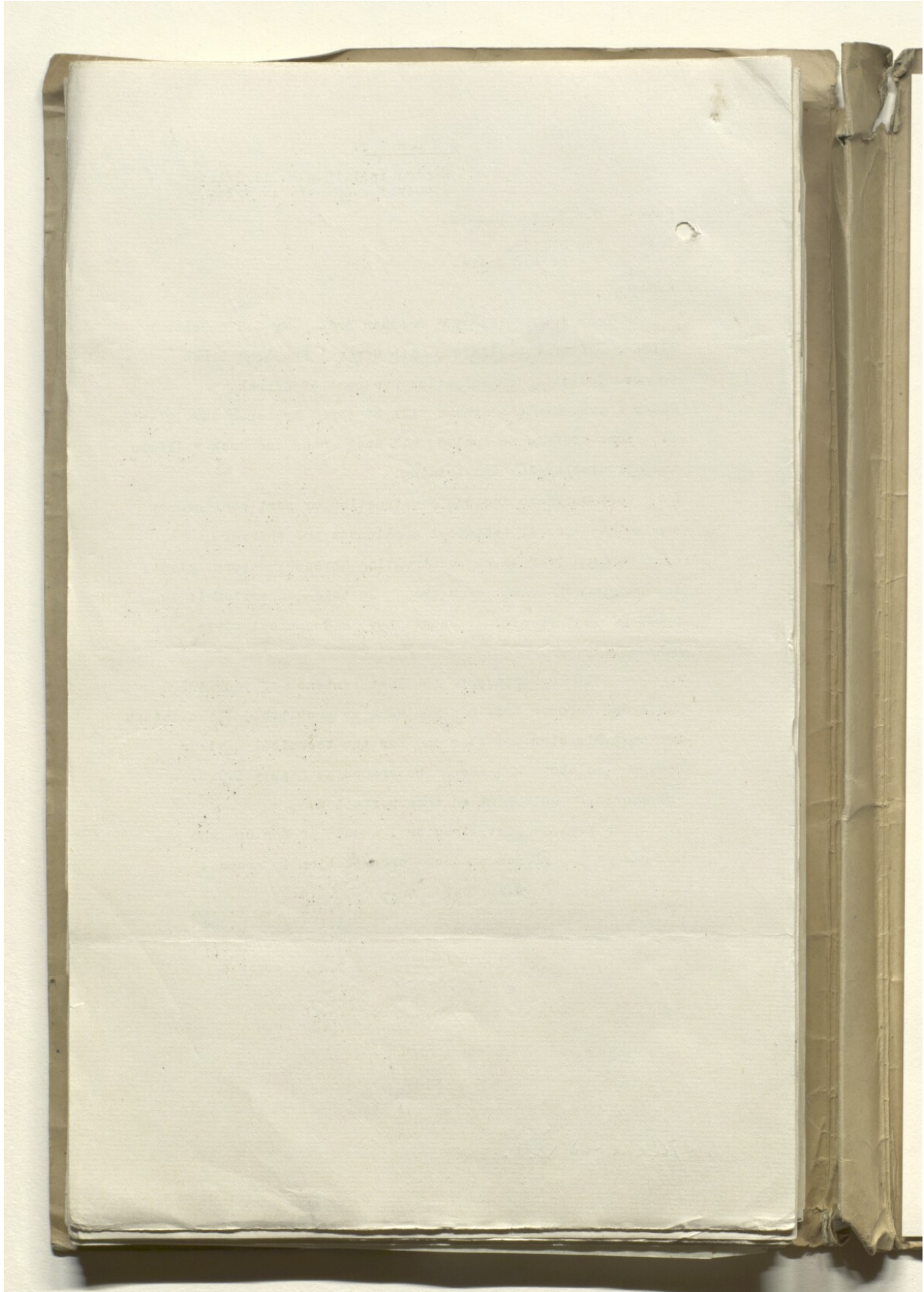
As regards port director I should prefer one who has had recent experience of docks organization in France.

C.C. Copies to:-
D.C.I.G.S M.O.X
D.G.M.R M.O.2A
M.R.1 D.Mov
M.R.3 S.R.1
D.S.D F.1
D.D.S.D F.2
SD.2
S.D.2A
S.D.2E
S.D.2D

Not received 20.



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٧٩ظ] (٢٧٤/١٥٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٠] [٢٧٤/١٥٩]

SECRET.

From Freeland, Baghdad.

To War Office. Repeated: Baghdad and India.

Handed in 11.15 p.m. 10-2-18.

Received 4.25 p.m. 11-2-18.

F.52 10th.

Your 51730 cipher H.R.2.a. 396 5th February.

Paragraph 1. is noted.

Paragraph 2. Estimates based on maintenance of
1 and 11 infantry divisions. On the assumption that
inland water fleet is completed up to full programme
and dividing the line into 3 sections

A Basra - Nasiriyah

B Nasiriyah - Najaf (Mashha Ali)

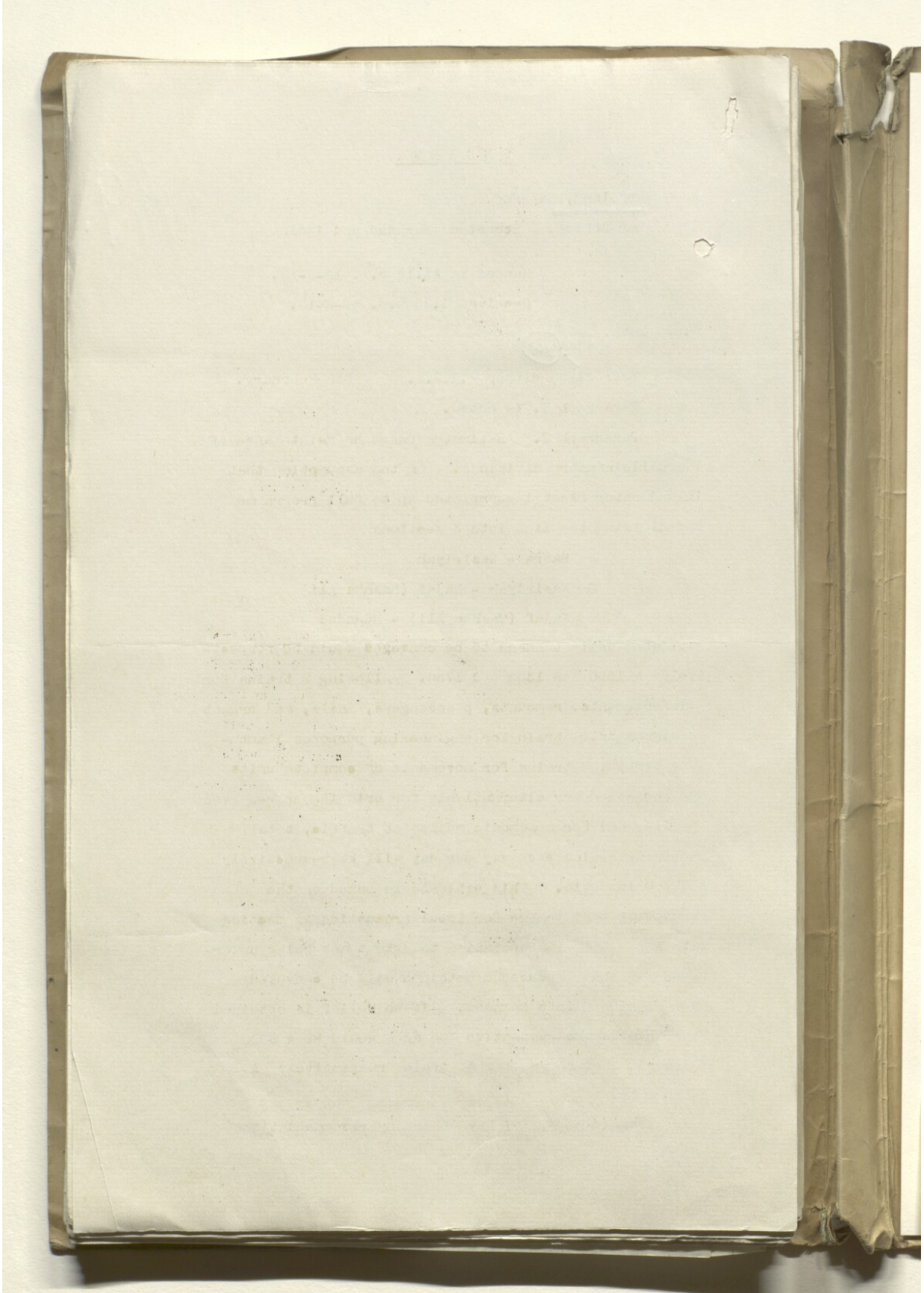
C Najaf (Mashha Ali) - Baghdad

estimated daily tonnage to be conveyed would be respectively A 1550 B 1300 C 1750. Allowing 2 trains for reinforcements, remounts, passengers, mails, and urgent consignments, 1 train for engineering purposes 1 ambulance train, 6 trains for movements of complete units and formations or alternatively for bringing up reserves supplies and for spasmodic rushes of traffic, total number of trains each way per day will be respectively A 17 B 16 C 18. This estimate is based on the assumption that scheme for local production is meeting with success in its operation to extent now being undertaken and that produce so obtained will be conveyed over section C into Baghdad. If no relief is obtained from this scheme respective tonnages would be A 2000 B 1800 C 1800 and number of trains respectively A 18 B 18 C 18.

Paragraph 3. I have based my recommendations



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٠ ظ] (٢٧٤/١٦٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨١ و] (٢٧٤/١٦١)

(2)

on policy of preparedness for campaigning season 1918 - 1919 as laid down in Chief of Imperial General Staff's instructions O1 - 123 - 331 Oct. 16th and after consulting G.O.C.-in-C. here as to meaning of last paragraph of Chief of Imperial General Staff's No. 47961 December 14th 1917. Previously I have not assumed that there would be 12 months still available for preparations. Existing line from Kut el Amara to Baghdad relies entirely for its protection on certain works the adequacy of which has yet to be tested under high flood. At the same time during rainy season this line has been for short periods interrupted. Similar condition would apply to any surface line built between Amara and Kut el Amara which would also be liable to be completely obliterated over certain lengths by flood. Until such floods subside an event which may not happen for weeks communication by rail would be impossible and no traffic could be carried.

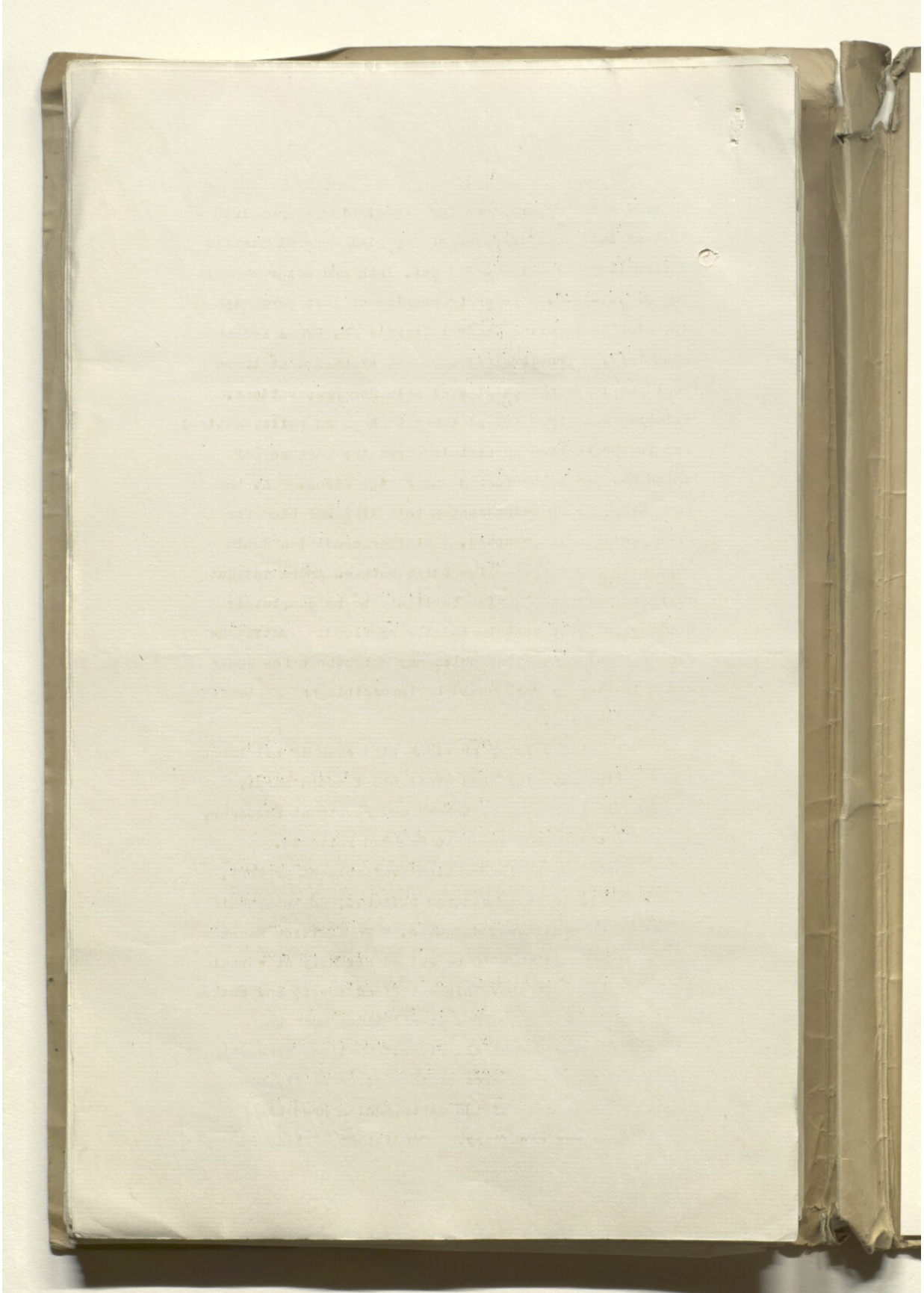
As stated in my previous wire even if all labour and reveting material were available I could hardly complete in 12 months earthwork and revetment necessary to make section from Amara to Baghdad reliable.

According to information available at present, if railway is to be considered reliable, no intermediate stage can be considered adequate. In addition Basra - Amarah line would have to be raised slightly at certain points to bring it above highest flood level, and bridge capable of carrying traffic at all times must be constructed over Gurmat Ali river. Railway connecting port Magil and Amarah crosses this river by floating bridge. On account of the depth, which prohibited piling, this was necessary. Conditions of tide prevent

108



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨١ ظ] (٢٧٤/١٦٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٢و] (٢٧٤/١٦٣)

(3)

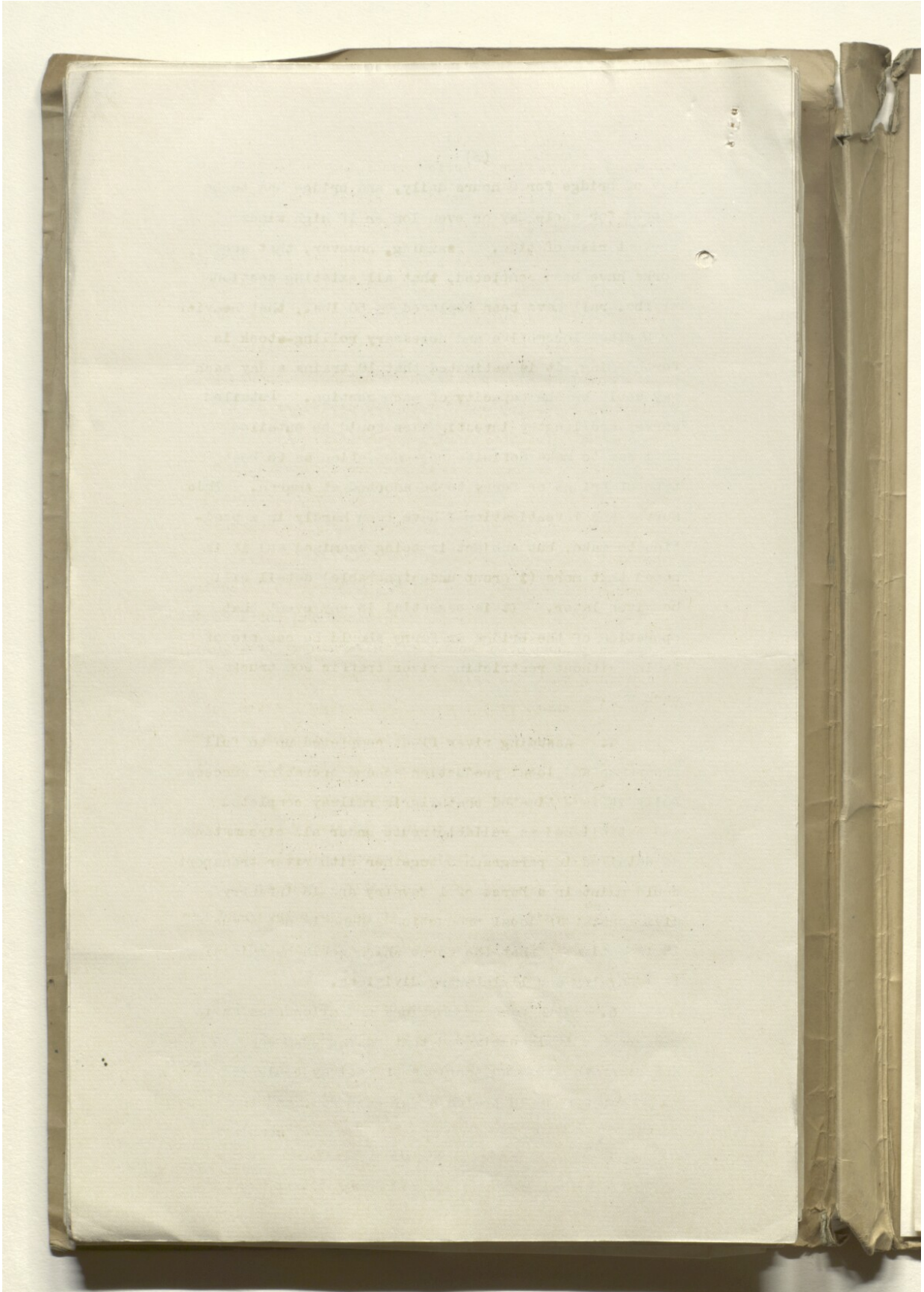
use of bridge for 8 hours daily, and bridge has to be closed for whole day or even longer if high winds prevent rise of tide. Assuming, however, that above works have been completed, that all existing sections 41 lbs. rail have been replaced by 50 lbs., that heavier or R class locomotive and necessary rolling-stock is forthcoming, it is estimated that 18 trains a day each way would be the capacity of each section. Detailed survey and lengthy investigation would be entailed if I was to make definite recommendation as to best type of bridge or ferry to be adopted at Amarah. This survey and investigation I have been hardly in a position to make, but subject is being examined and it is hoped that more (1 group undecipherable) detail will be given later. It is essential in any event that operation of the bridge or ferry should be capable of taking without restricting river traffic 900 trucks a day each way.

4. Assuming river fleet completed up to full programme and local production scheme operating successfully it is estimated that Tigris railway completed and established as reliable route under all circumstances as detailed in paragraph 3 together with river transport could maintain a force of 1 Cavalry and 13 infantry divisions. If local production scheme is not a success it is estimated that the force which could be maintained is 1 Cavalry and 11 infantry divisions.

5. With same assumptions and allowances as in paragraph 4 it is estimated that Basrah - Amarah and Kut el Amara - Bagdad sections of railway could (?) ^{carry} up to maximum of 18 trains a day each way, and that
combined



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٢ ظ] (٢٧٤/١٦٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٣ و] (٢٧٤/١٦٥)

83

(4)

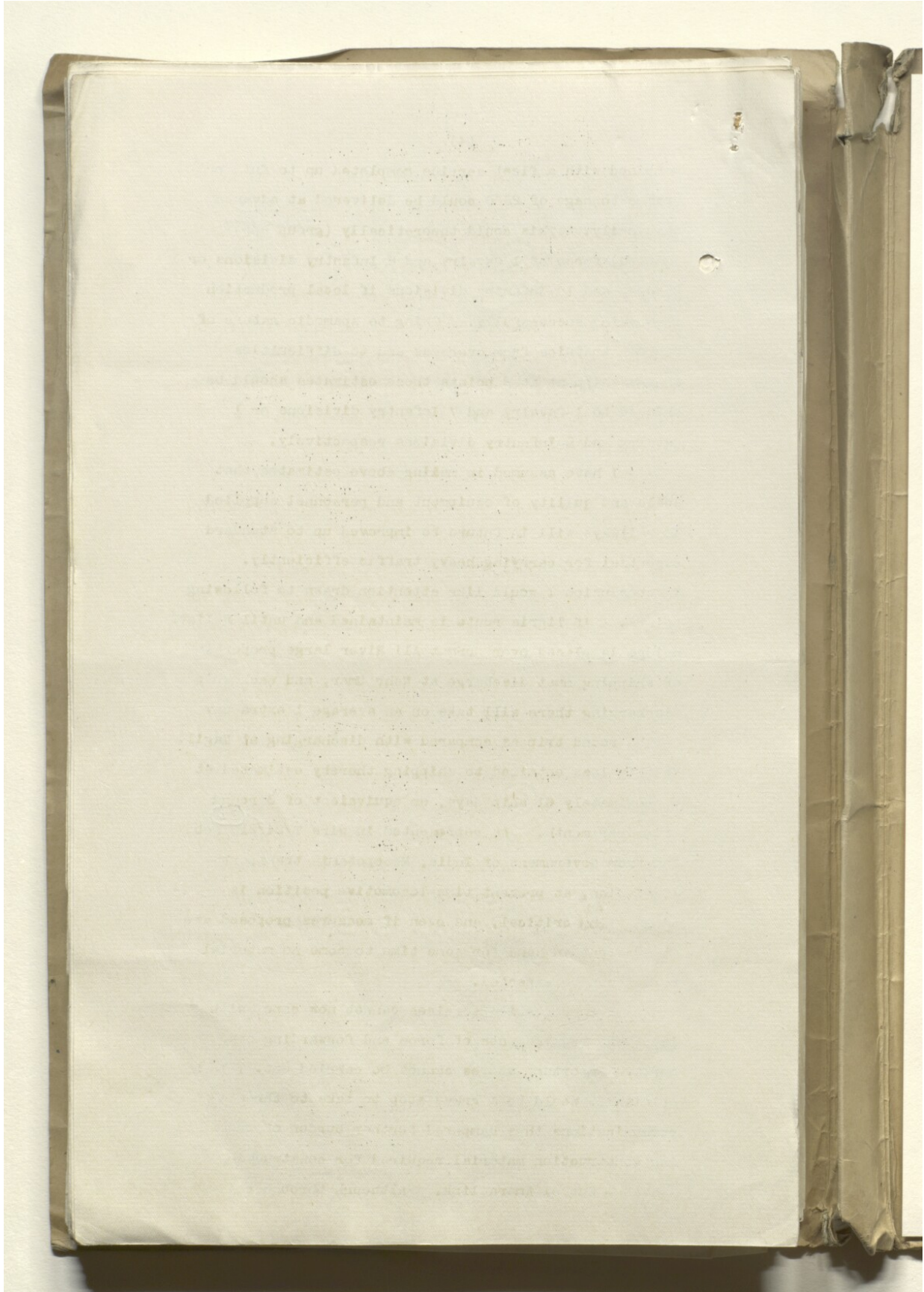
combined with a fleet service completed up to full programme tonnage of 2600 could be delivered at advanced base daily. This could theoretically (group apparatusly ^{maintain} omitted) force of 1 Cavalry and 8 Infantry divisions or 1 Cavalry and 10 Infantry divisions if local production is working successfully. Owing to spasmodic nature of certain traffics from overseas and to difficulties of transshipment at 2 points these estimates should be reduced to 1 Cavalry and 7 Infantry divisions or 1 Cavalry and 9 Infantry divisions respectively.

I have assumed in making above estimates that scale and quality of equipment and personnel supplied to railways will in future be improved up to standard essential for carrying heavy traffic efficiently. In conclusion I would like attention drawn to following points. If Tigris route is maintained and until reliable bridge is placed over Gurmat Ali River large proportion of shipping must discharge at Nahr Umar, and each ship discharging there will take on an average 1 extra day on the round trip as compared with discharging at Magil. Monthly loss entailed to shipping thereby estimated at approximately 61 ship days, or equivalent of 3 round trips per month. As represented in wire T/24/210 Feb. 2nd from Government of India, Mesopotamia transport commission, at present time locomotive position is considered ^{ed} ~~ing~~ critical, and even if measures proposed are at once put in hand for some time to come no material relief can be expected.

Transportation services cannot now cope with immediate requirements of force and forwarding of certain important stores cannot be carried out. In my opinion it would be a grave step to take to throw on communications thus hampered further burden of transporting construction material required for constructing Amarah - Kut el Amara link. Although through railway



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٣ ظ] (٢٧٤/١٦٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٤و] (٢٧٤/١٦٧)

٨٤

(5)

by Tigris route can when completed maintain two divisions more than Euphrates route if local production scheme is successful, latter scheme will undoubtedly entail eventual extension of Musaiyib line to Shinafeyih, Gap, which then remains to be constructed to make the through Euphrates route complete would be little longer than that between Kut el Amara and Amarah, and information tends to show that considerably less work would be ^{entailed, and} entail of (sic) line to be operated would be considerably less than Tigris through railway combined with Baghdad - Shinafeyih branch.

Also necessity for heavy earthwork and difficulties of replacing Gurmat Ali ^{bridge} and of providing and erecting bridge at Amarah which, without limiting river capacity, could handle rail traffic appears to me to prevent any ~~xxx~~ reliance being placed on completing through Tigris line in 12 months.

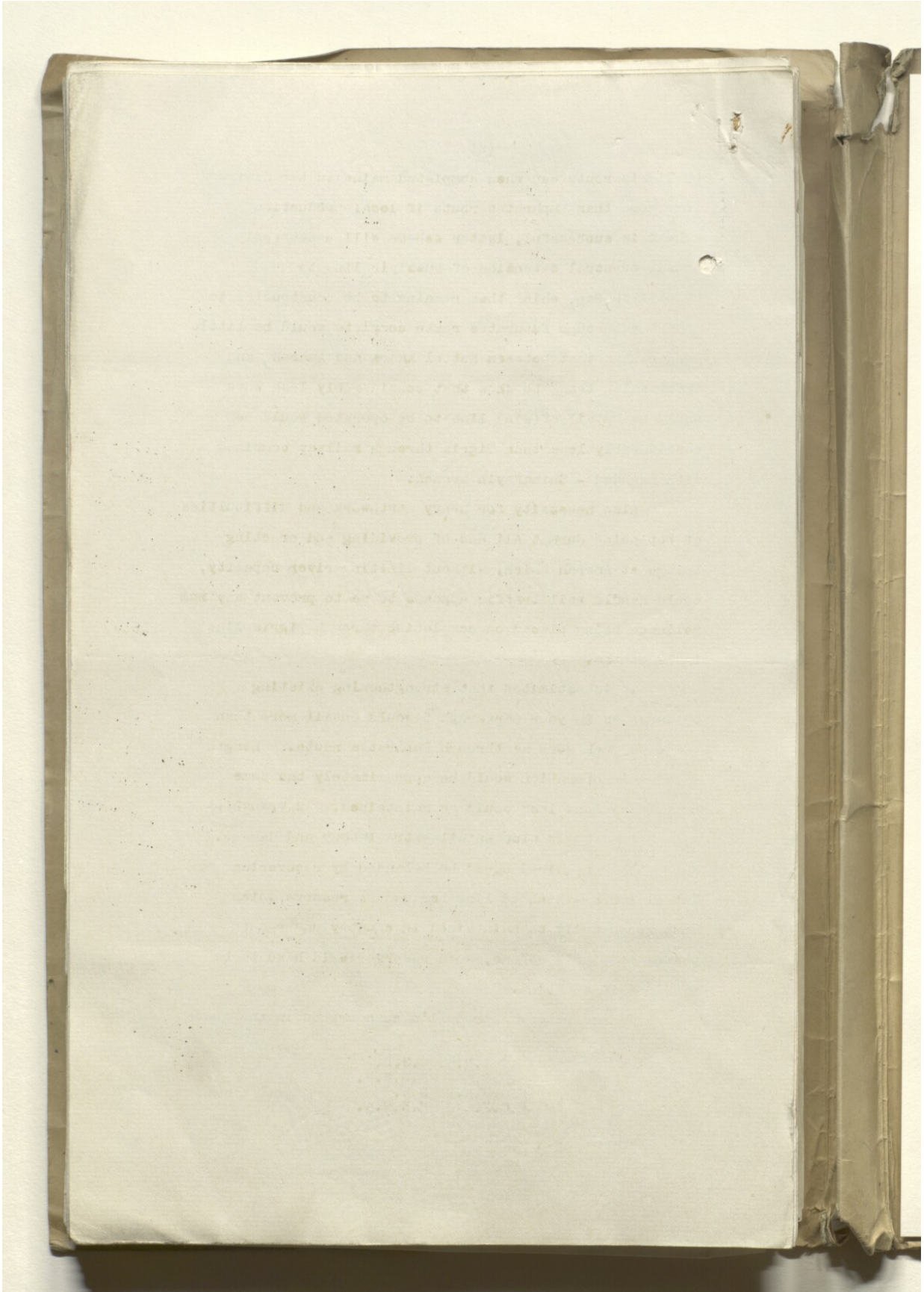
It is estimated that strengthening existing railways as in your paragraph 5 would entail more than twice as much work as through Euphrates route. Length of line in operation would be approximately the same but 2 divisions less could be maintained. 2 Transshipment points would also entail extra labour and damage. Extra track required could be balanced by recovering Kut el Amara - Baghdad line for use as reserve which must necessarily be maintained in country under both phases of Tigris scheme, such reserve would have to be provided in addition.

I have General Marshall's concurrence in the above.

CC copies to: D.C.I.G.S. D.S.D.
D.M.O. D.G.M.R.
M.C.S.a. M.S.
M.O.X. M.R.S.a.

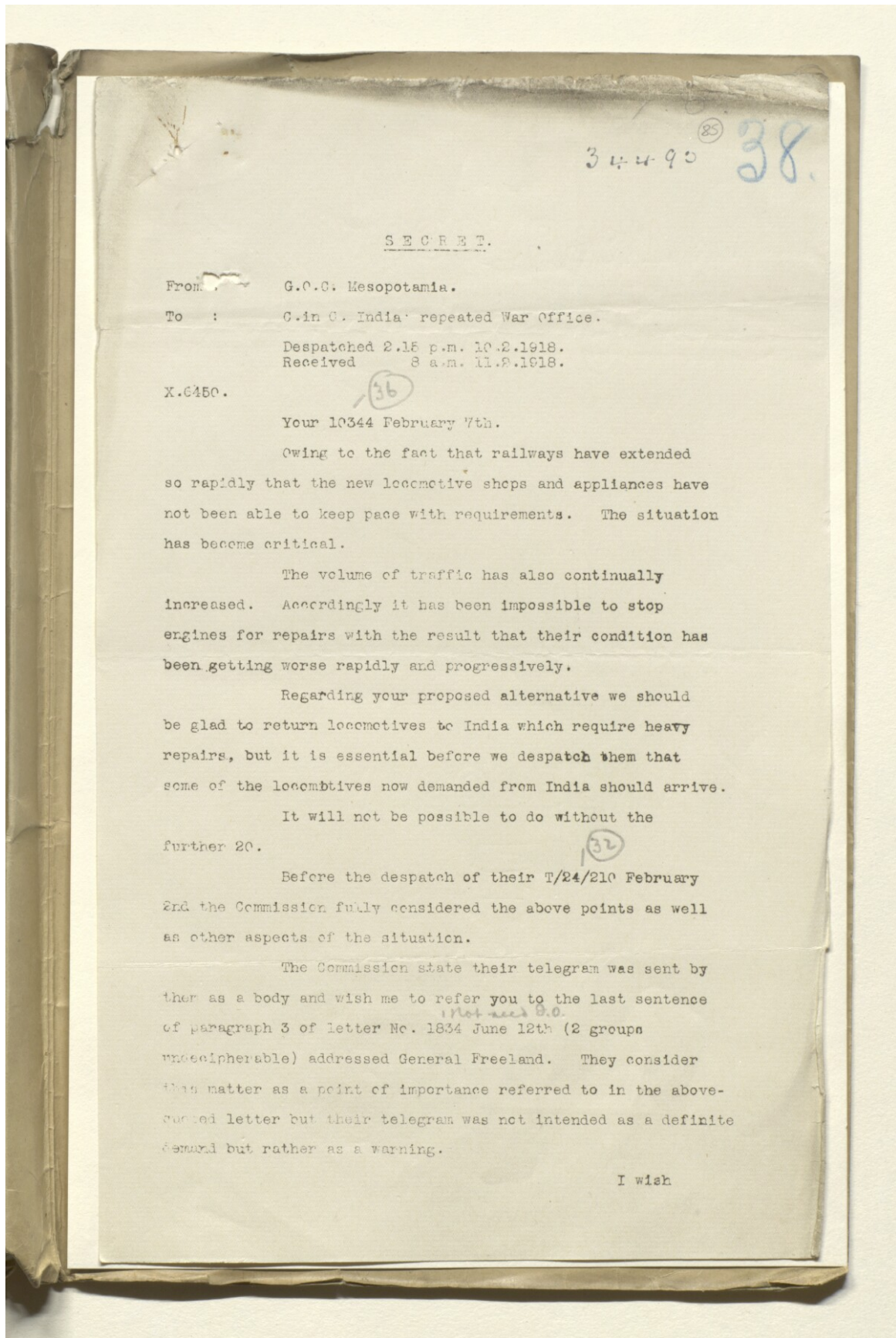


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٤ظ] (٢٧٤/١٦٨)



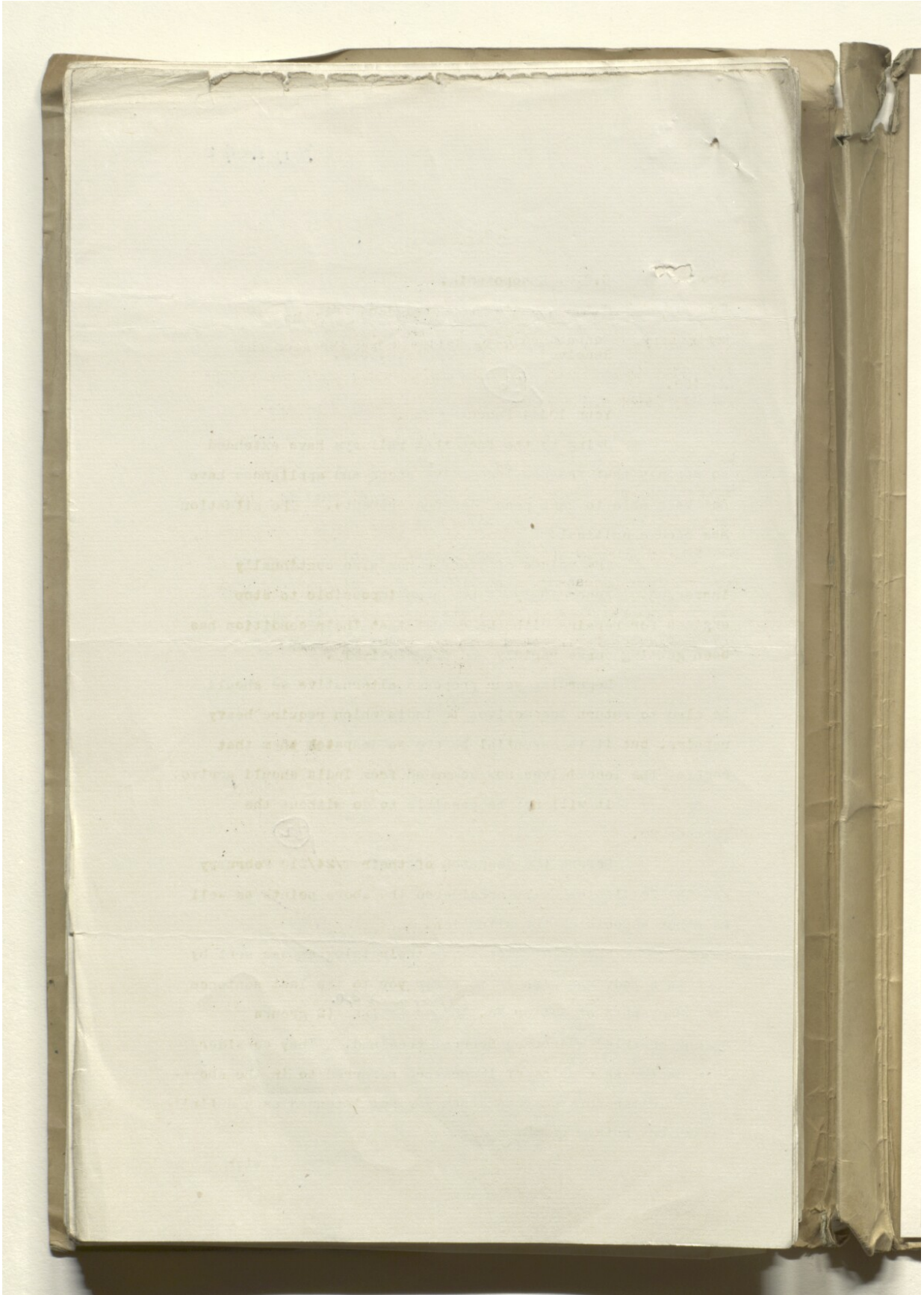


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٥و] (٢٧٤/١٦٩)



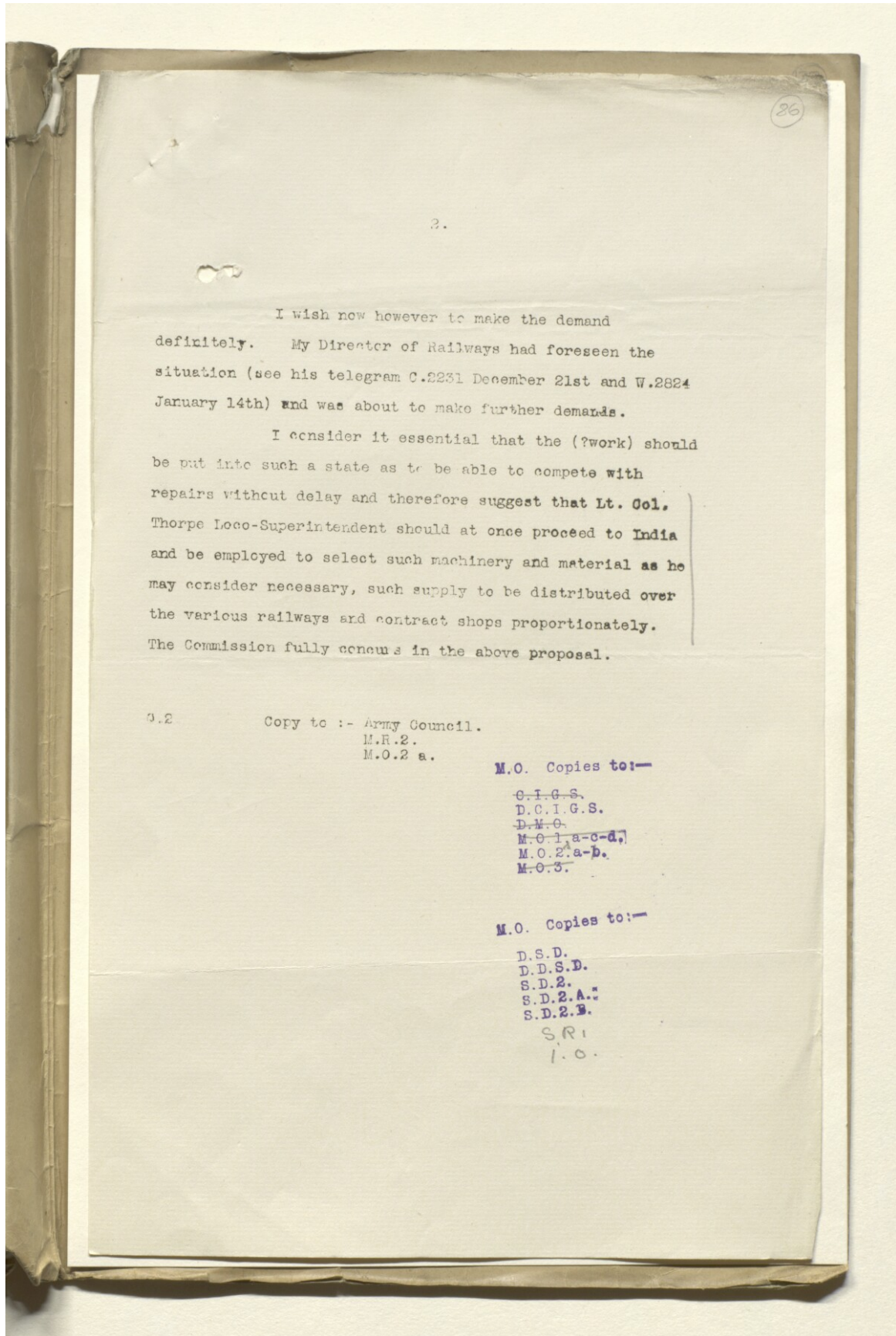


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٥ظ] (٢٧٤/١٧٠)



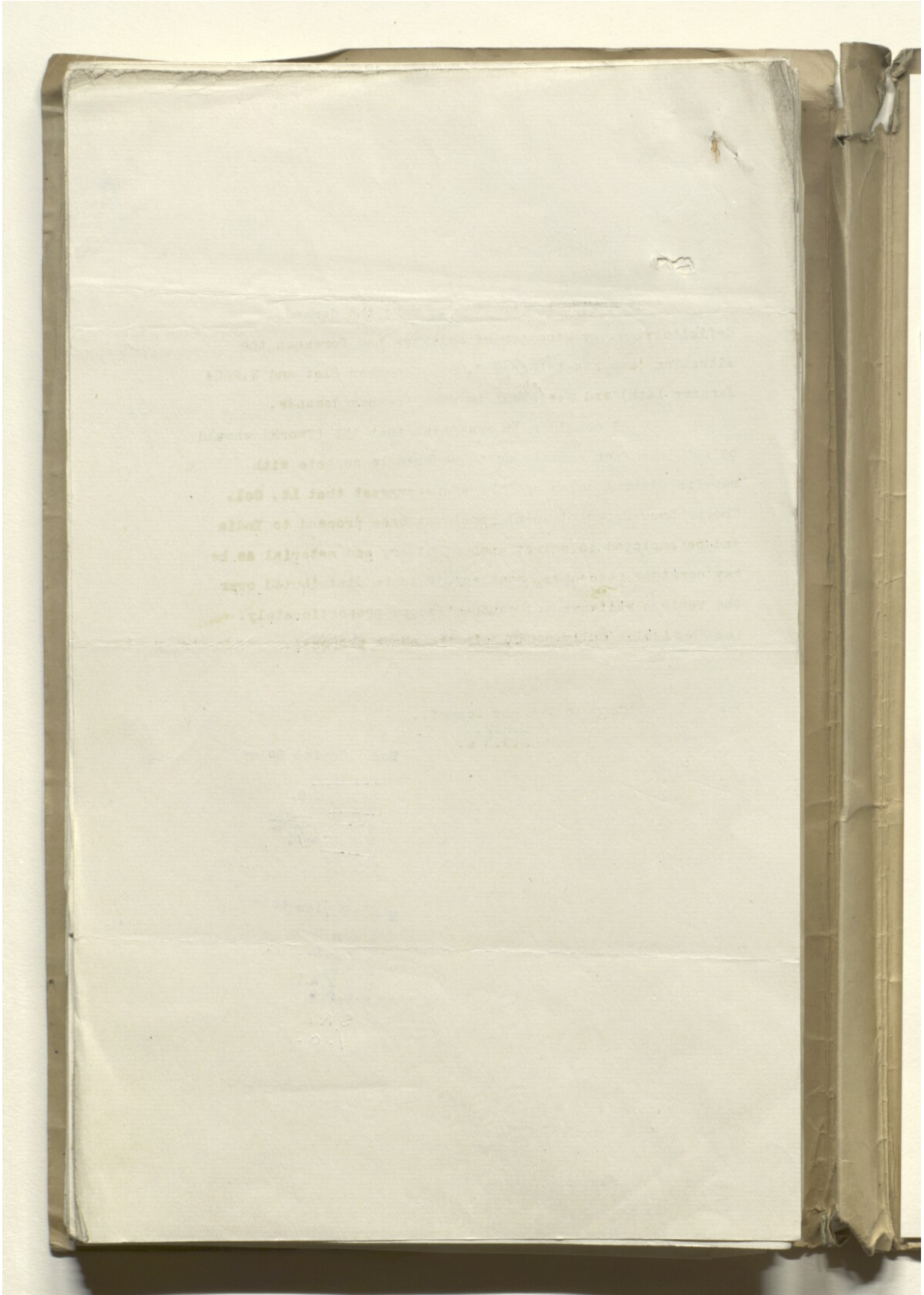


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٦و] (٢٧٤/١٧١)



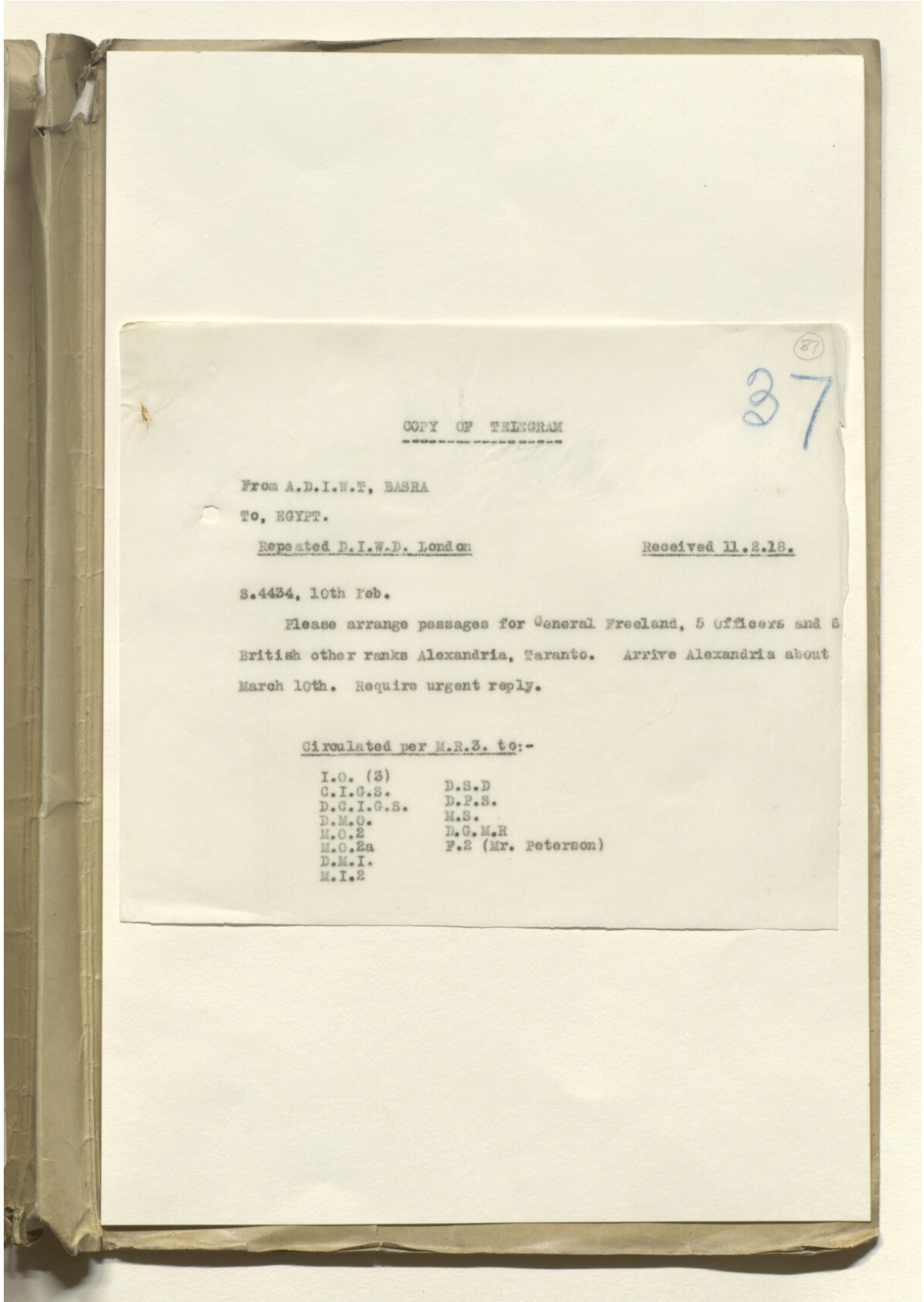


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٦ظ] (٢٧٤/١٧٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٧ و] (٢٧٤/١٧٣)



COPY OF TELEGRAM

From A.D.I.W.T, BASRA

To, EGYPT.

Repeated D.I.W.D. London

Received 11.2.18.

S.4434, 10th Feb.

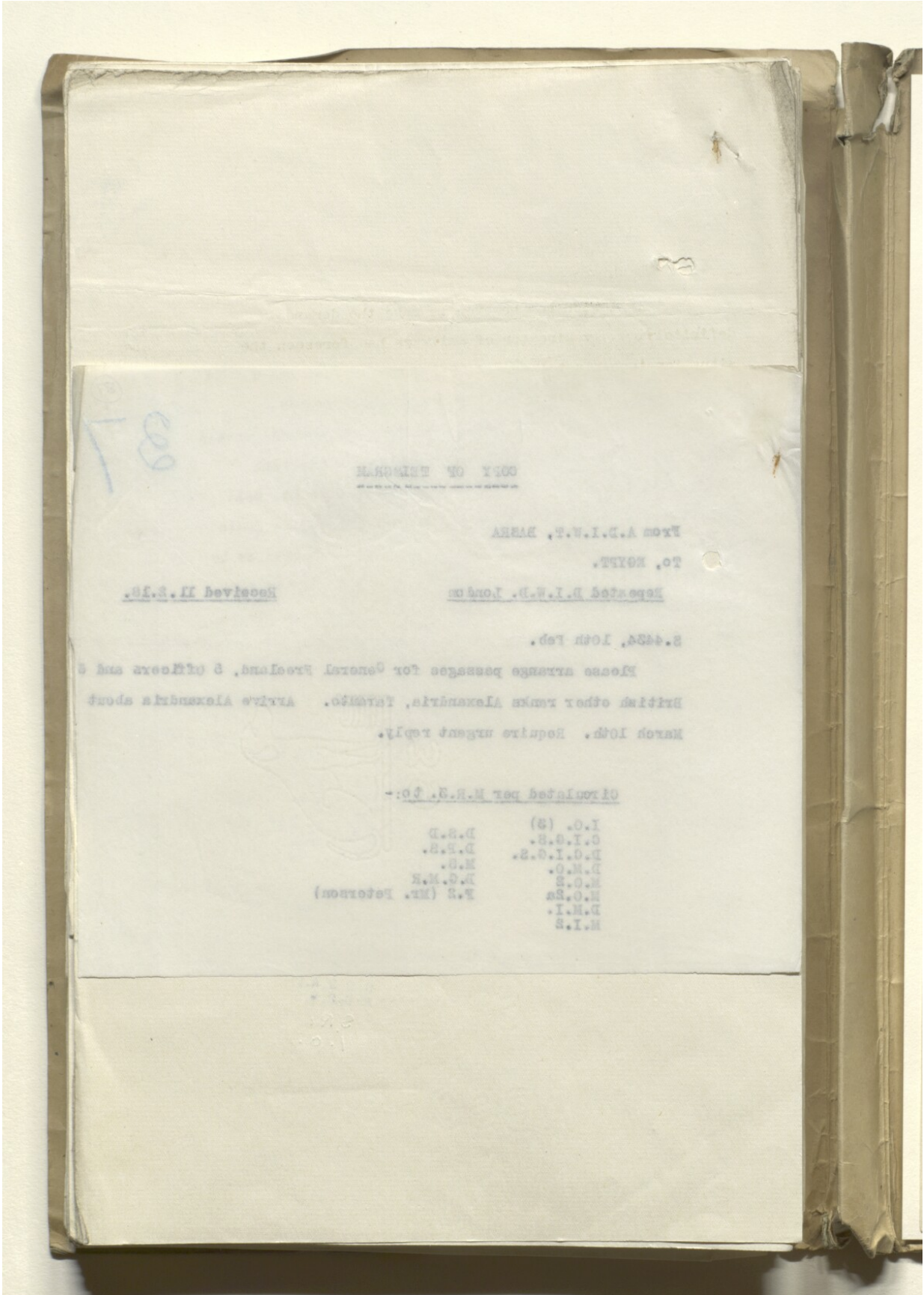
Please arrange passages for General Freeland, 5 officers and 6 British other ranks Alexandria, Taranto. Arrive Alexandria about March 10th. Require urgent reply.

Circulated per M.R.E. to:-

I.O. (3)	D.S.D
G.I.G.S.	D.P.S.
D.C.I.G.S.	M.S.
D.M.O.	D.G.M.R
M.O.2	F.2 (Mr. Peterson)
M.O.2a	
D.M.I.	
M.I.2	

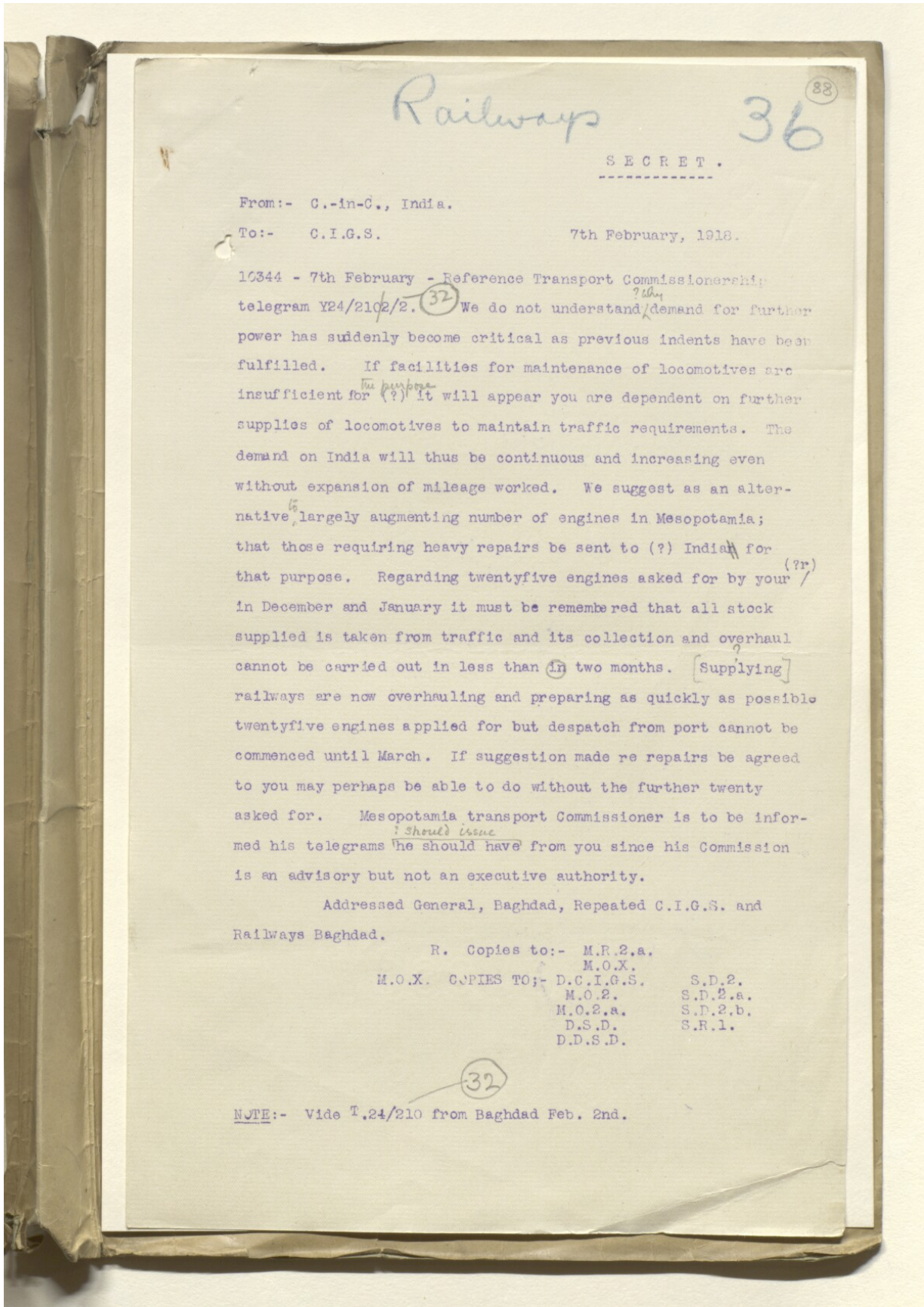


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٧ظ] (١٧٤/٢٧٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٨و] (٢٧٤/١٧٥)



Railways

36⁽⁸⁸⁾

SECRET.

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

To:- C.I.G.S.

7th February, 1918.

10344 - 7th February - Reference Transport Commissionership telegram Y24/2102/2. (32) We do not understand demand for further power has suddenly become critical as previous indents have been fulfilled. If facilities for maintenance of locomotives are insufficient for ^{the purpose} (?) it will appear you are dependent on further supplies of locomotives to maintain traffic requirements. The demand on India will thus be continuous and increasing even without expansion of mileage worked. We suggest as an alternative, largely augmenting number of engines in Mesopotamia; that those requiring heavy repairs be sent to (?) India for that purpose. Regarding twentyfive engines asked for by your ^(?) in December and January it must be remembered that all stock supplied is taken from traffic and its collection and overhaul cannot be carried out in less than ^(?) two months. [Supplying] railways are now overhauling and preparing as quickly as possible twentyfive engines applied for but despatch from port cannot be commenced until March. If suggestion made re repairs be agreed to you may perhaps be able to do without the further twenty asked for. Mesopotamia transport Commissioner is to be informed his telegrams ^{should issue} he should have from you since his Commission is an advisory but not an executive authority.

Addressed General, Baghdad, Repeated C.I.G.S. and Railways Baghdad.

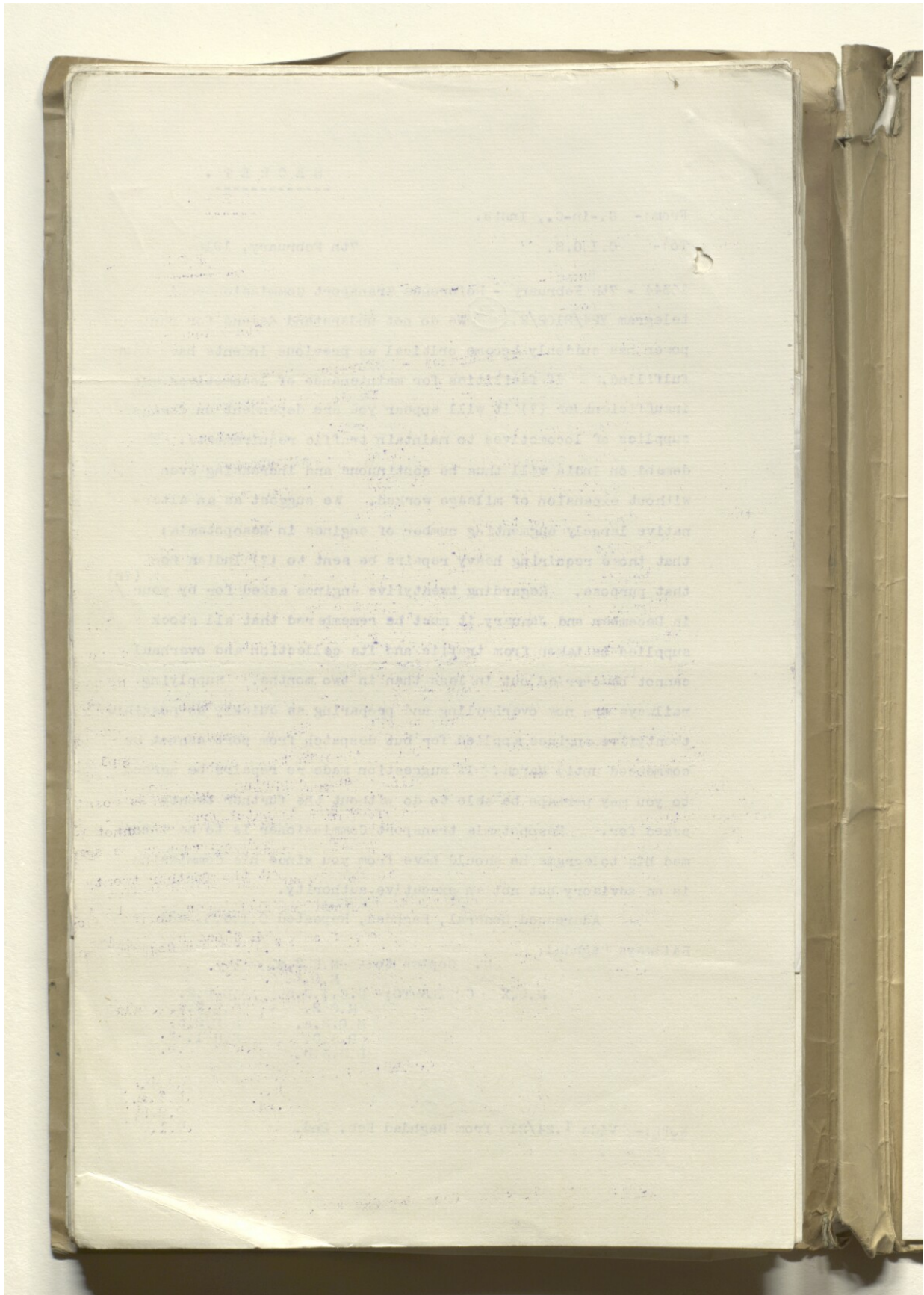
R. Copies to:- M.R.S.a.
M.O.X.
M.O.X. COPIES TO:- D.C.I.G.S. S.D.2.
M.O.S. S.D.2.a.
M.O.S.a. S.D.2.b.
D.S.D. S.R.1.
D.D.S.D.

(32)

NOTE:- Vide T.24/210 from Baghdad Feb. 2nd.

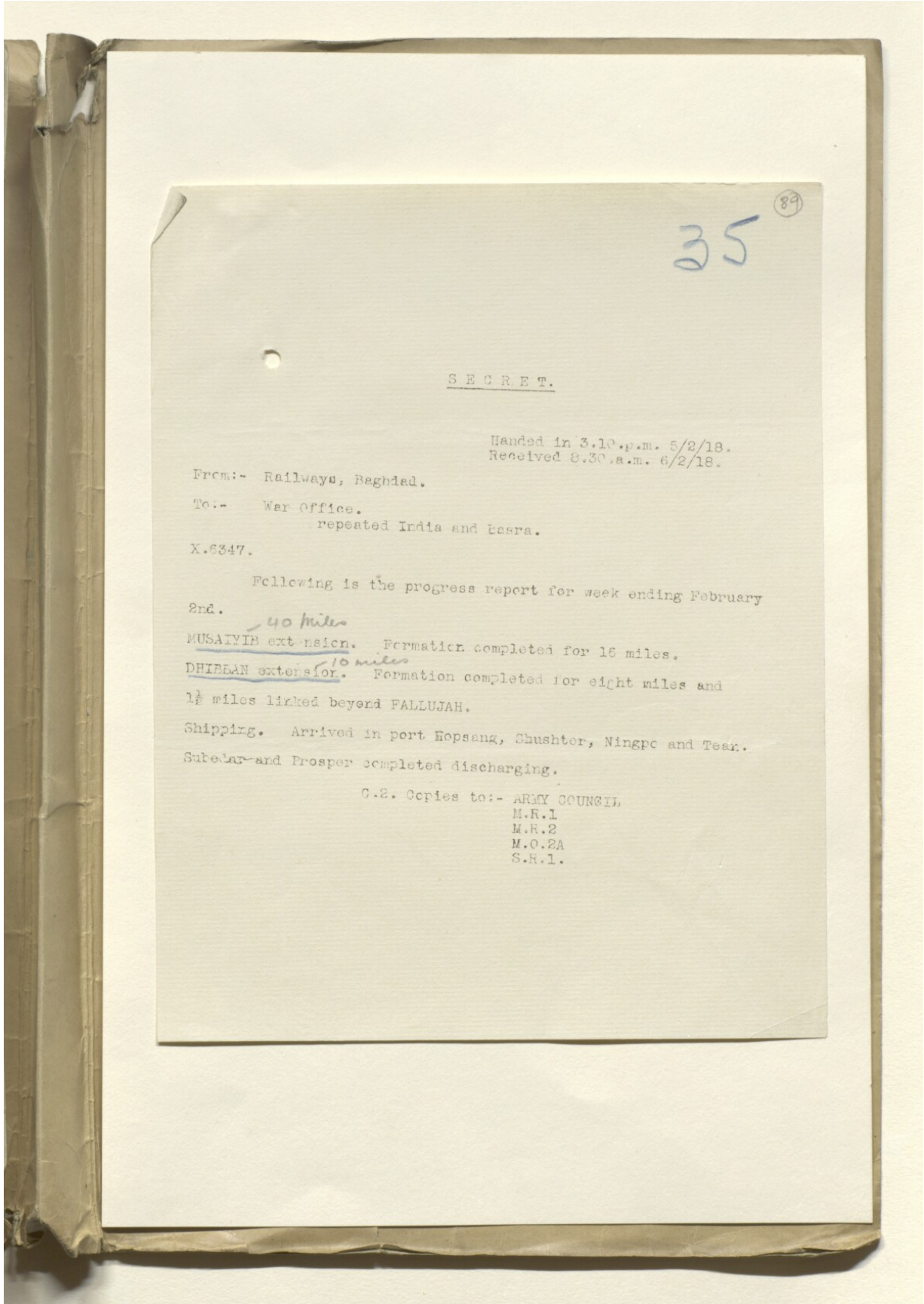


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٨٨ ظ] (٢٧٤/١٧٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٩و] (٢٧٤/١٧٧)



SECRET.

Handed in 3.10 p.m. 5/2/18.
Received 8.30 a.m. 6/2/18.

From:- Railways, Baghdad.

To:- War Office.
repeated India and Basra.

X.6347.

Following is the progress report for week ending February

2nd.

MUSAIYIB extension. ^{40 miles} Formation completed for 16 miles.

DHIBEAN extension. ^{10 miles} Formation completed for eight miles and
1½ miles linked beyond FALLUJAH.

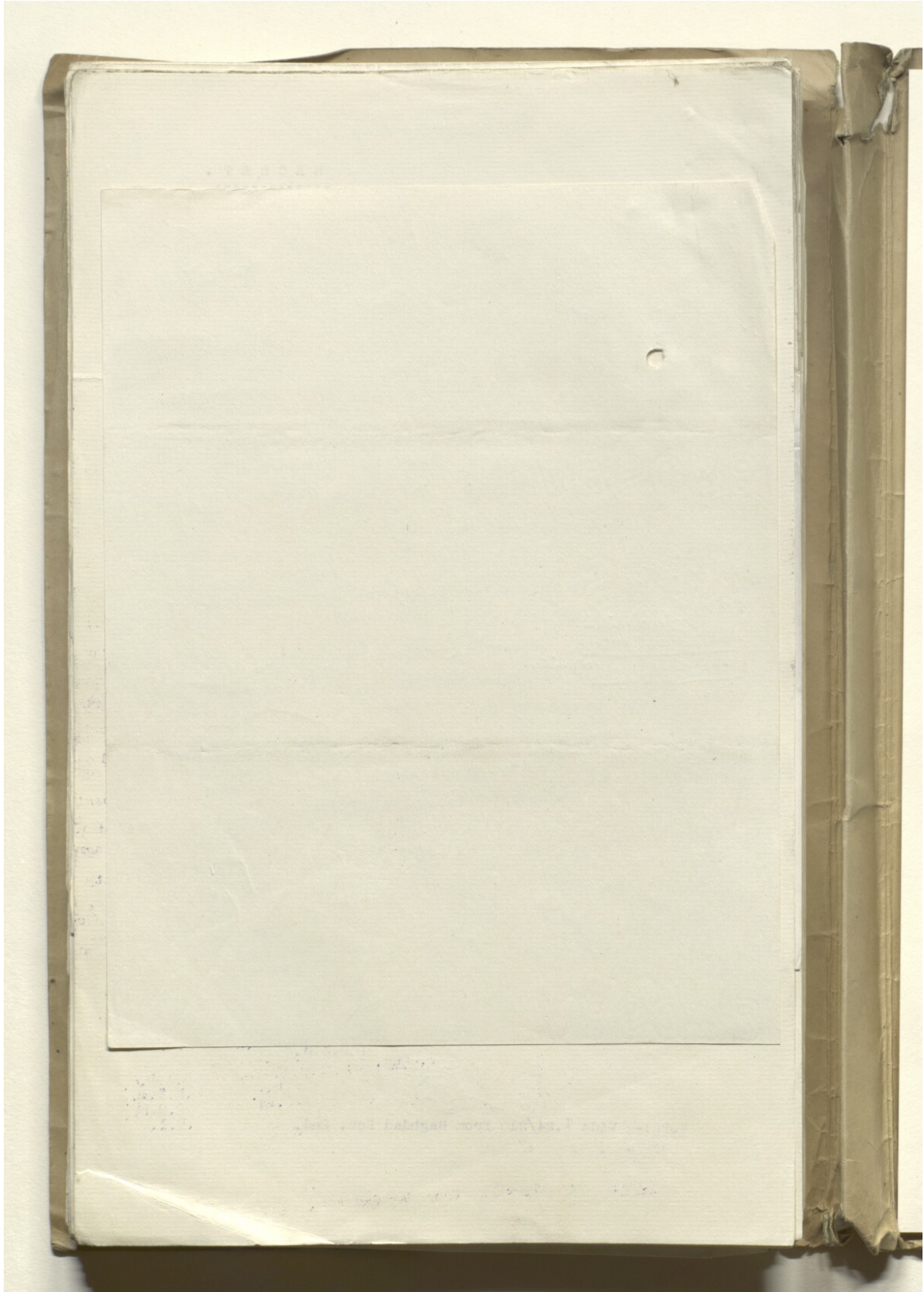
Shipping. Arrived in port Hopsang, Shushter, Ningpc and Tear.

Subedar and Prosper completed discharging.

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



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٨٩ظ] (٢٧٤/١٧٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٠] [٢٧٤/١٧٩]

S E C R E T.

From:- War Office. Despatched 9.55 p.m. 5.2.16.
To: General Freeland - C/O I.G.C. Basra.
Repeated G.C.C. Mesopotamia.
C. in C. India.

121/Transport/934 (M.R.2.a.)

51738 Cipher. M.R.2.a/325. Your X.6004 January 19th.
and Gen. Marshall's reply on January 25th. to India's
telegram of January 23rd as to requirements for BASRA -
BAGDAD line following Euphrates.

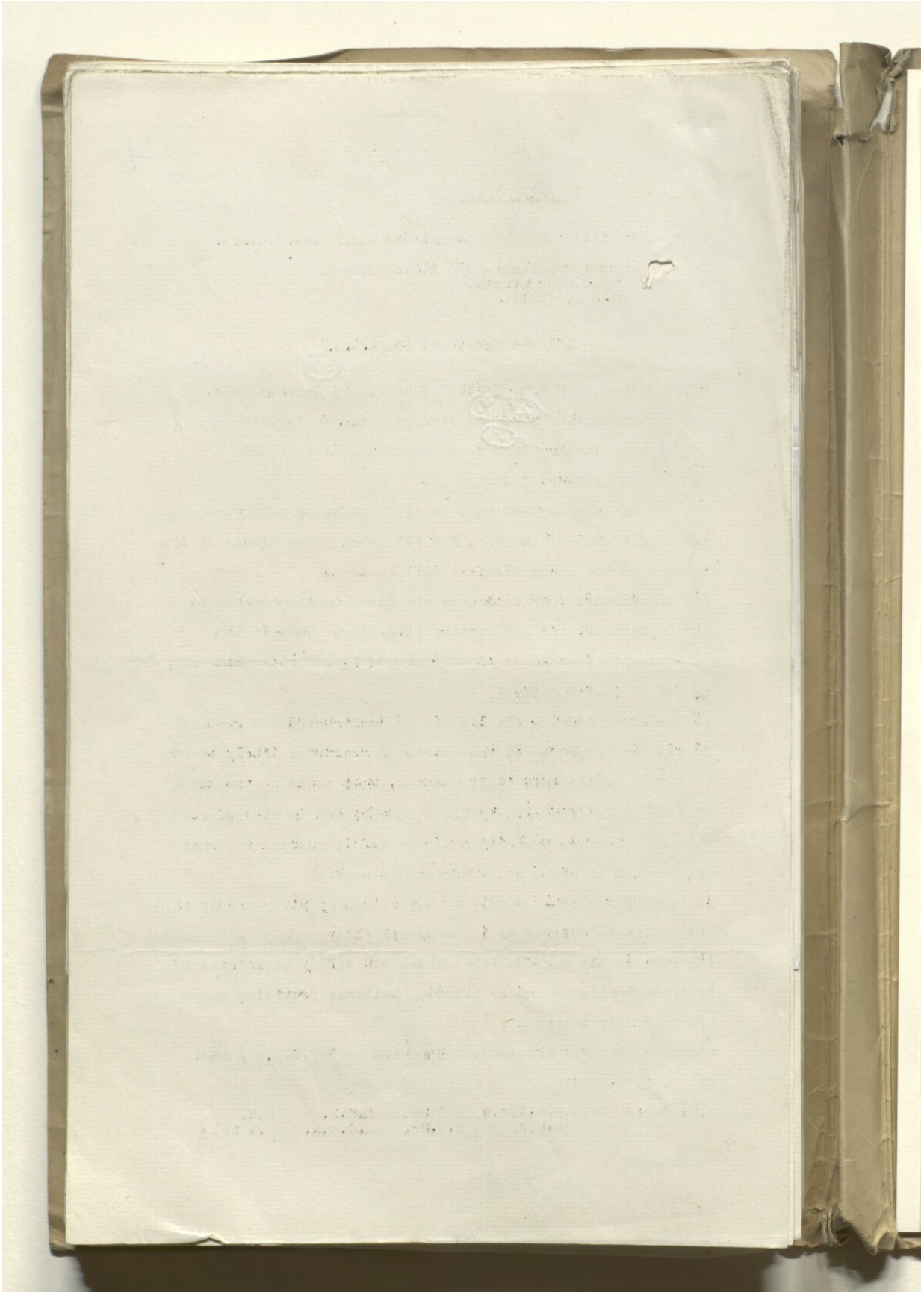
- (1) It has been decided that owing to shipping being the limiting factor of the War, for all metre gauge lines, 50 lb. rail and metre gauge sleepers will be used.
- (2) Presume all your estimates are based on maintenance of eleven Infantry and one Cavalry Divisions. What is the estimated daily tonnage to be conveyed by Euphrates line and number of trains daily ?
- (3) Assuming Amara - Kut line to be constructed and rest of Tigris line improved to the extent of resources likely to be available during next twelve months, what would be the extent of risk of interruption by flood damage, and in view of such risk what average capacity could be safely assumed ? What type of bridge would you recommend at Amara ?
- (4) What force could safely be maintained by river transport and by Tigris railway as in paragraph (3) ?
- (5) What is the maximum force which can safely be maintained by river transport and by existing railways providing these are gradually improved ?

Addressed General Freeland. Repeated to G.C.C. Mesopotamia and C. in C. India.

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

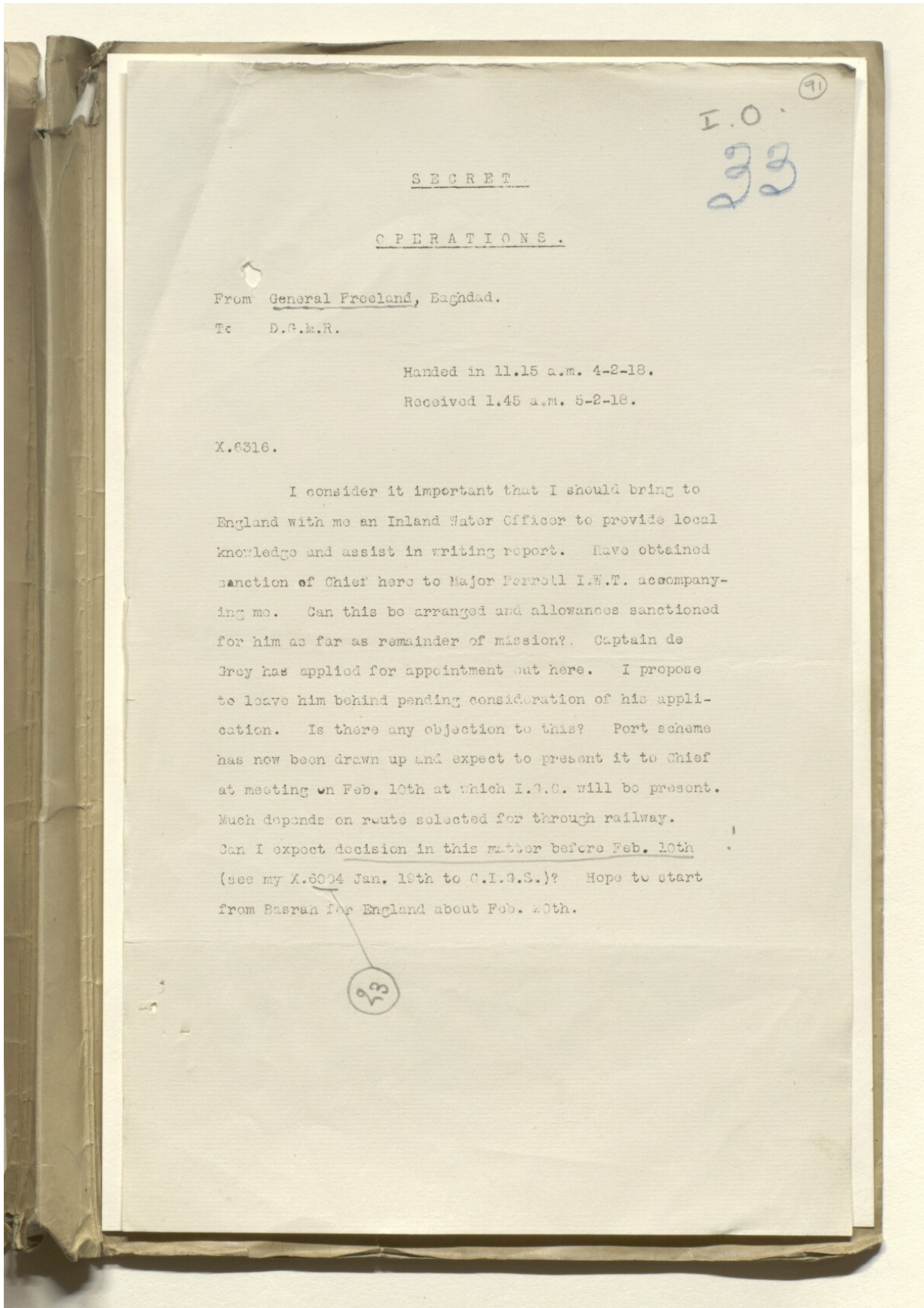


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٠ ظ] (٢٧٤/١٨٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩١ و] (٢٧٤/١٨١)



SECRET

OPERATIONS

From General Froeland, Baghdad.

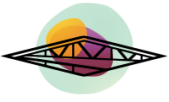
To D.G.M.R.

Handed in 11.15 a.m. 4-2-18.

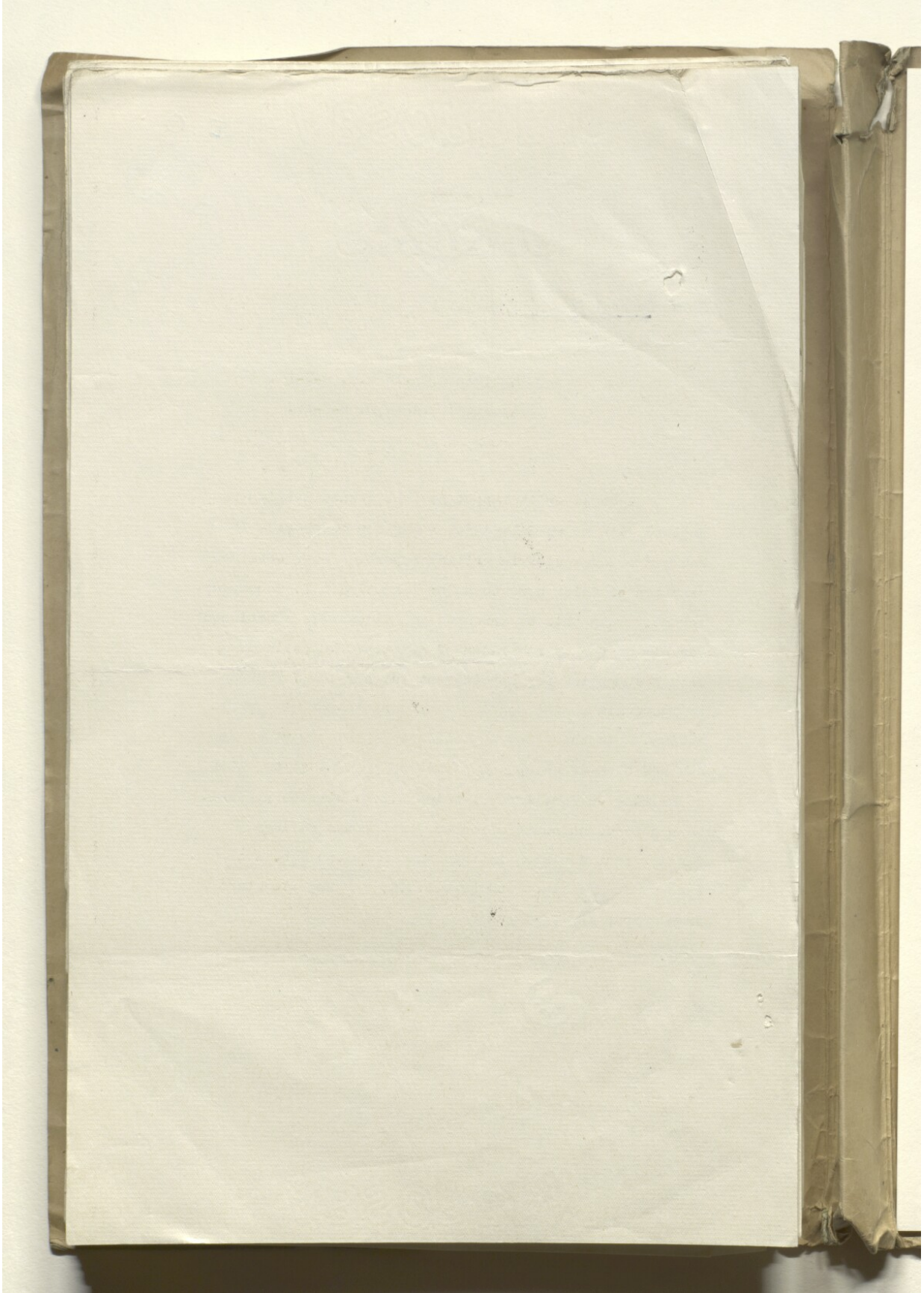
Received 1.45 a.m. 5-2-18.

X.6316.

I consider it important that I should bring to England with me an Inland Water Officer to provide local knowledge and assist in writing report. Have obtained sanction of Chief here to Major Ferrell I.W.T. accompanying me. Can this be arranged and allowances sanctioned for him as far as remainder of mission? Captain de Grey has applied for appointment out here. I propose to leave him behind pending consideration of his application. Is there any objection to this? Port scheme has now been drawn up and expect to present it to Chief at meeting on Feb. 10th at which I.S.C. will be present. Much depends on route selected for through railway. Can I expect decision in this matter before Feb. 10th (see my X.6004 Jan. 18th to C.I.S.S.)? Hope to start from Basrah for England about Feb. 20th.

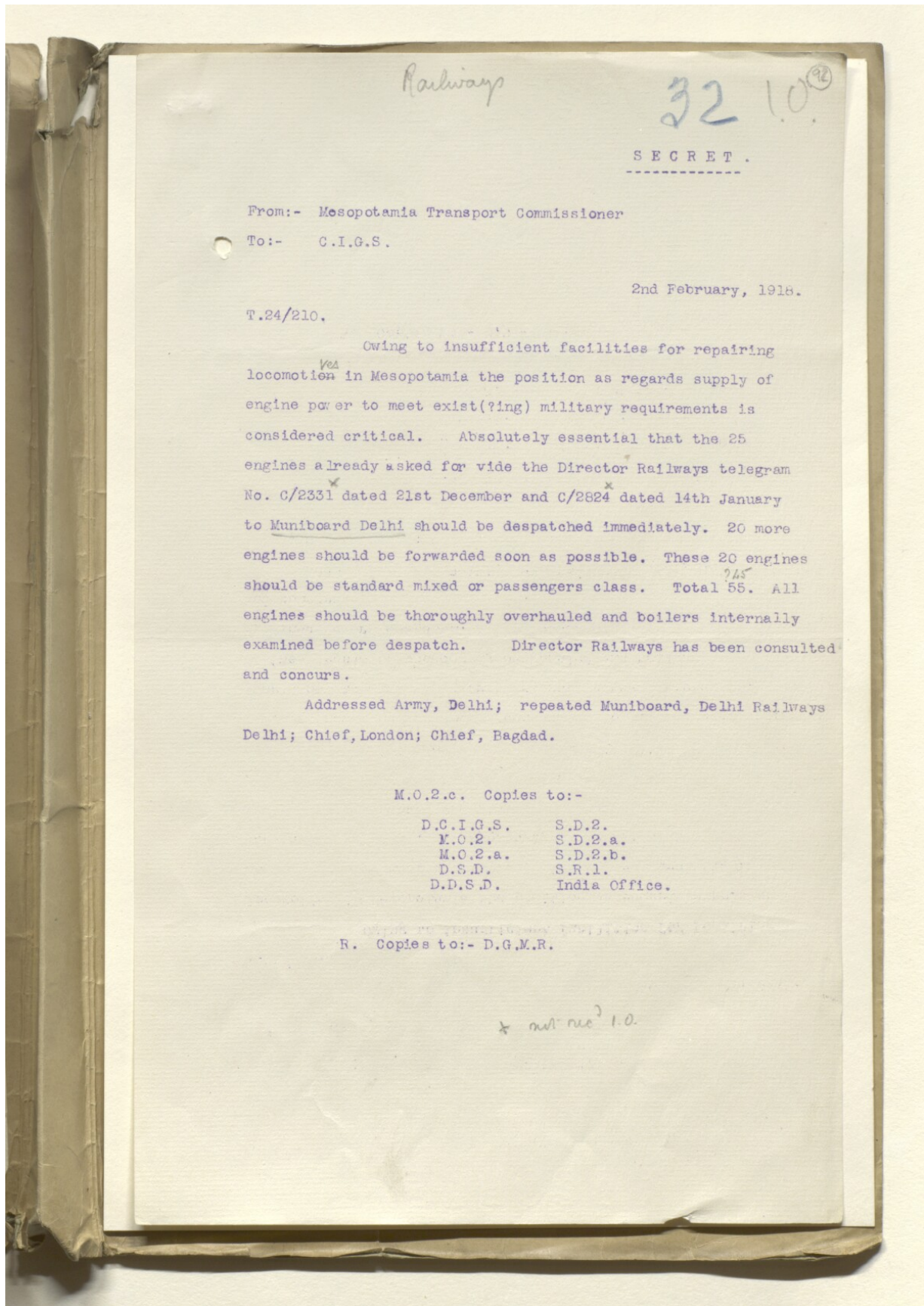


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩١ ظ] (٢٧٤/١٨٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٢ و] [٢٧٤/١٨٣]



Railways

32 10⁹²

SECRET.

From:- Mesopotamia Transport Commissioner
To:- C.I.G.S.

2nd February, 1918.

T.24/210.

Owing to insufficient facilities for repairing locomotion^{Yea} in Mesopotamia the position as regards supply of engine power to meet exist(ing) military requirements is considered critical. Absolutely essential that the 25 engines already asked for vide the Director Railways telegram No. C/2331 dated 21st December and C/2824 dated 14th January to Muniboard Delhi should be despatched immediately. 20 more engines should be forwarded soon as possible. These 20 engines should be standard mixed or passengers class. Total 55. All engines should be thoroughly overhauled and boilers internally examined before despatch. Director Railways has been consulted and concurs.

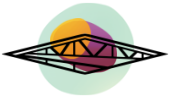
Addressed Army, Delhi; repeated Muniboard, Delhi Railways Delhi; Chief, London; Chief, Bagdad.

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

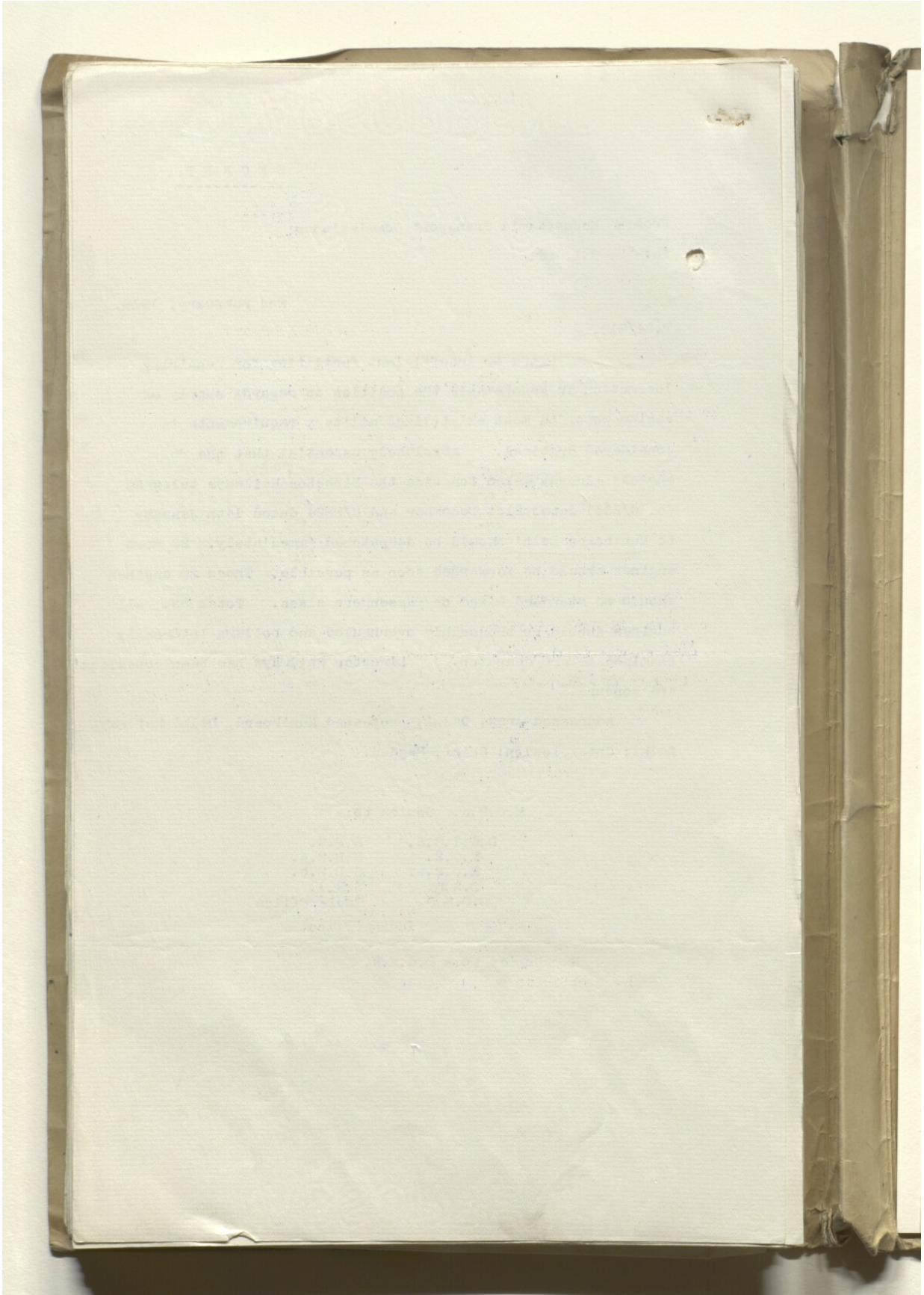
D.C.I.G.S.	S.D.2.
M.O.2.	S.D.2.a.
M.O.2.a.	S.D.2.b.
D.S.D.	S.R.l.
D.D.S.D.	India Office.

R. Copies to:- D.G.M.R.

* mO-2c³ 1.0.

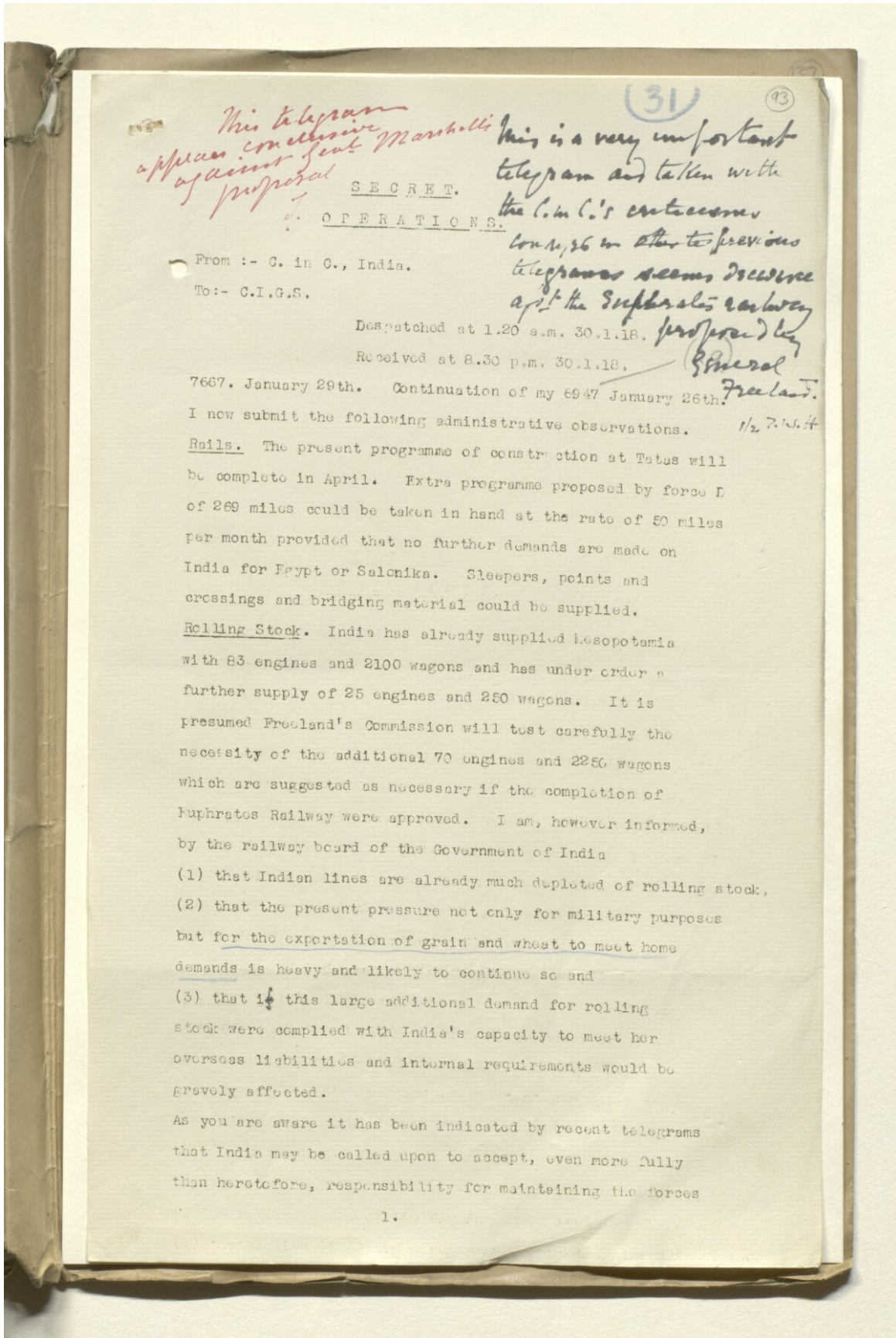


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٢ ظ] (٢٧٤/١٨٤)



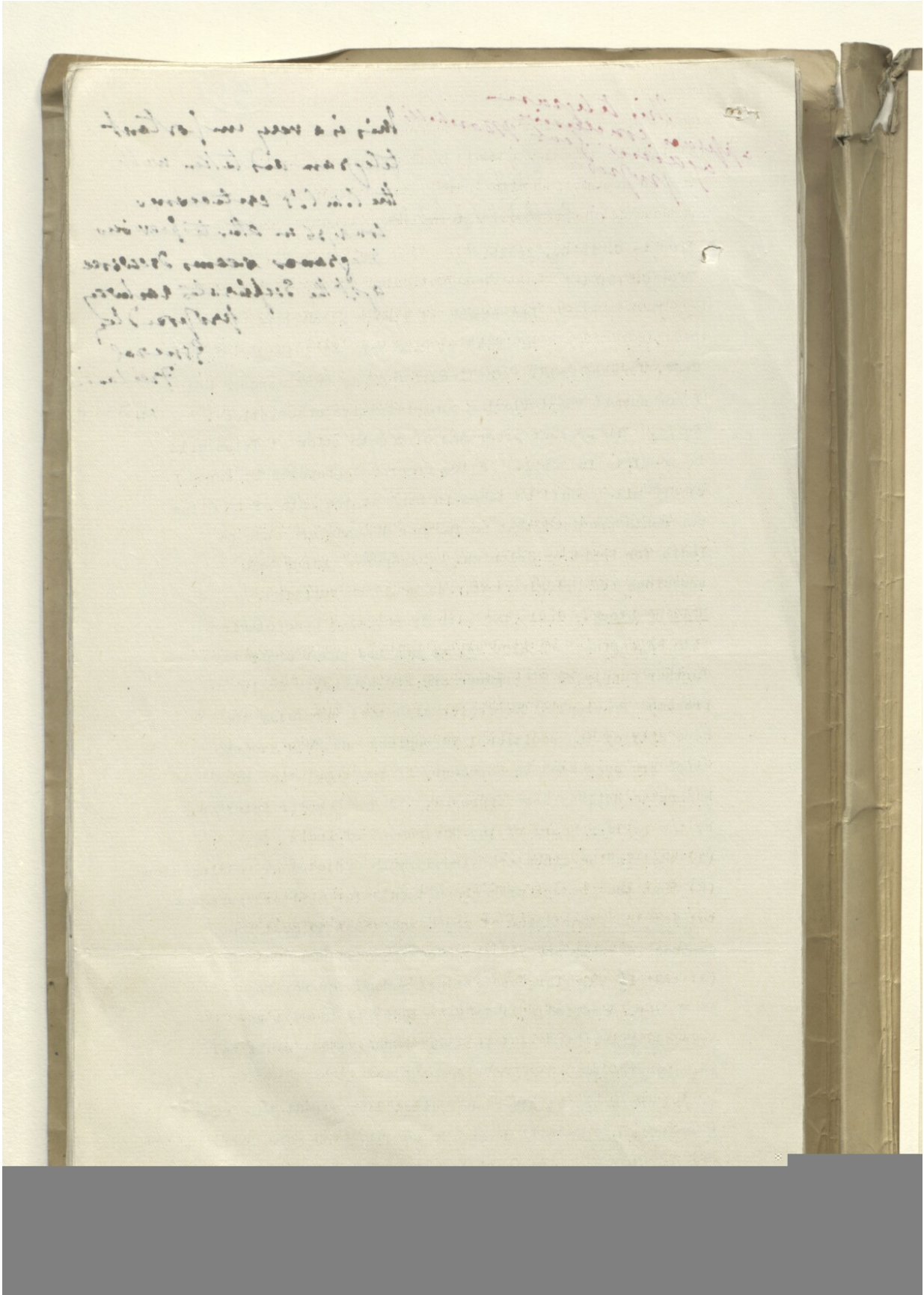


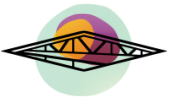
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٣] [٢٧٤/١٨٥]



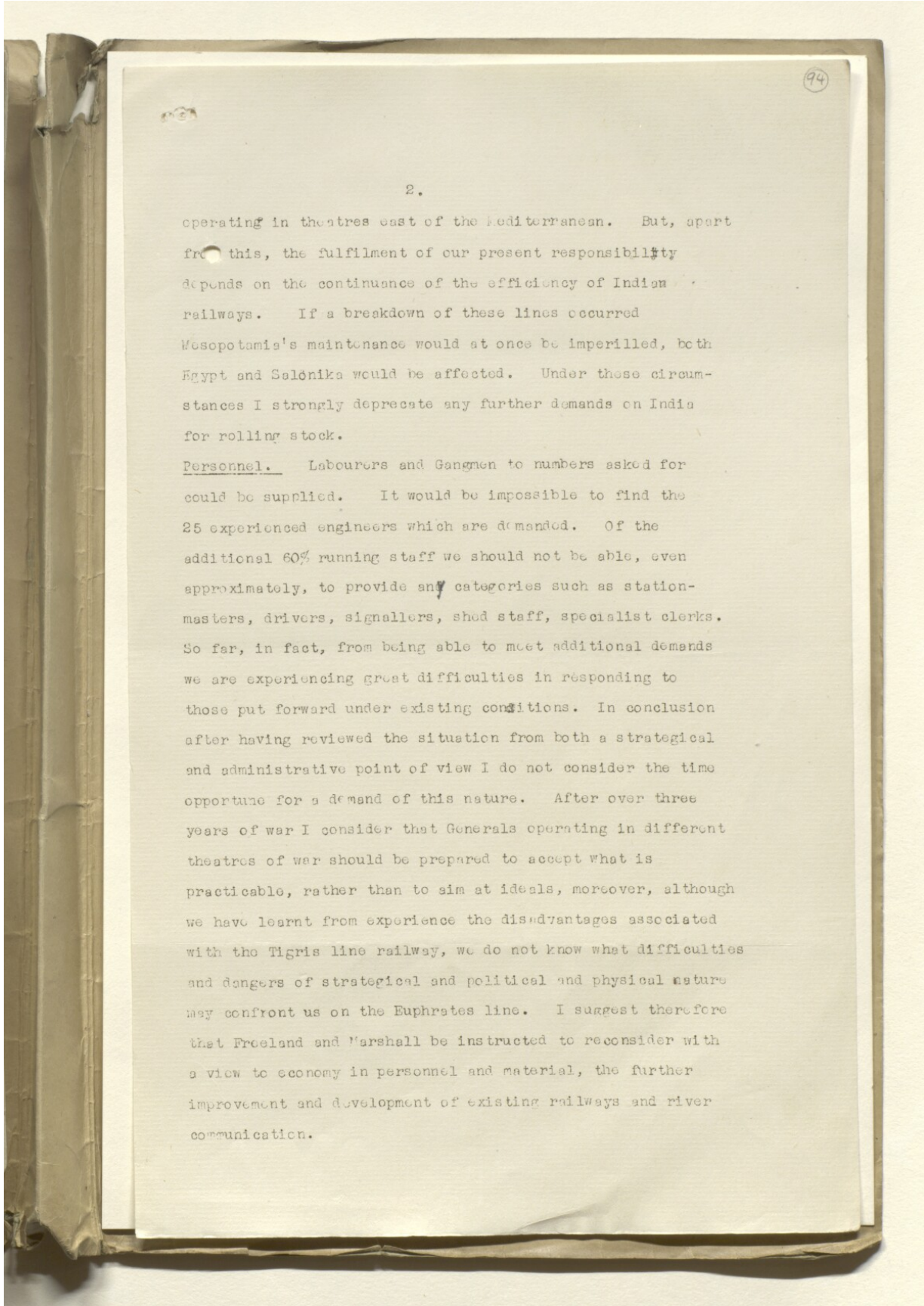


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٣ ظ] (٢٧٤/١٨٦)



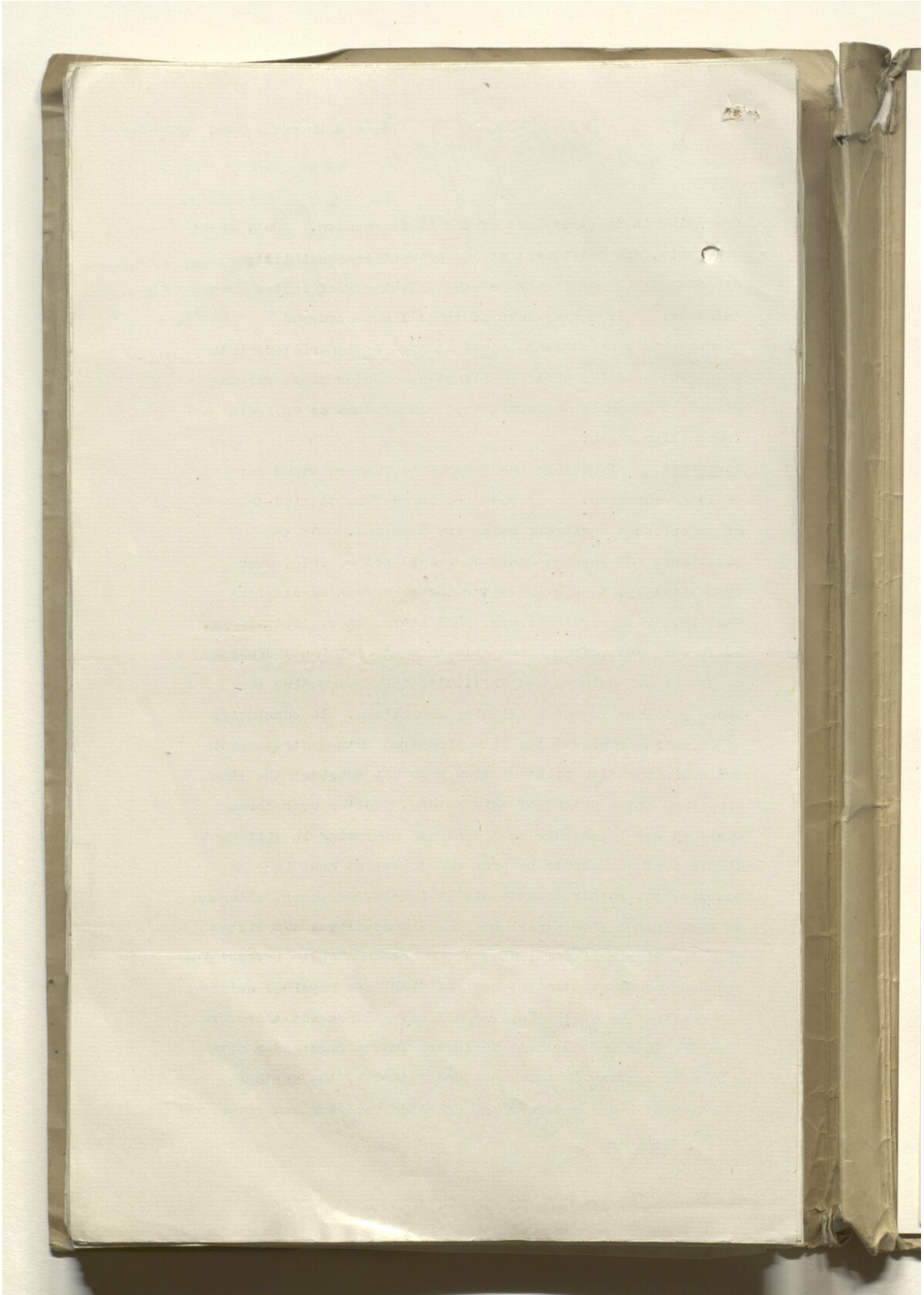


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٤ و] (٢٧٤/١٨٧)



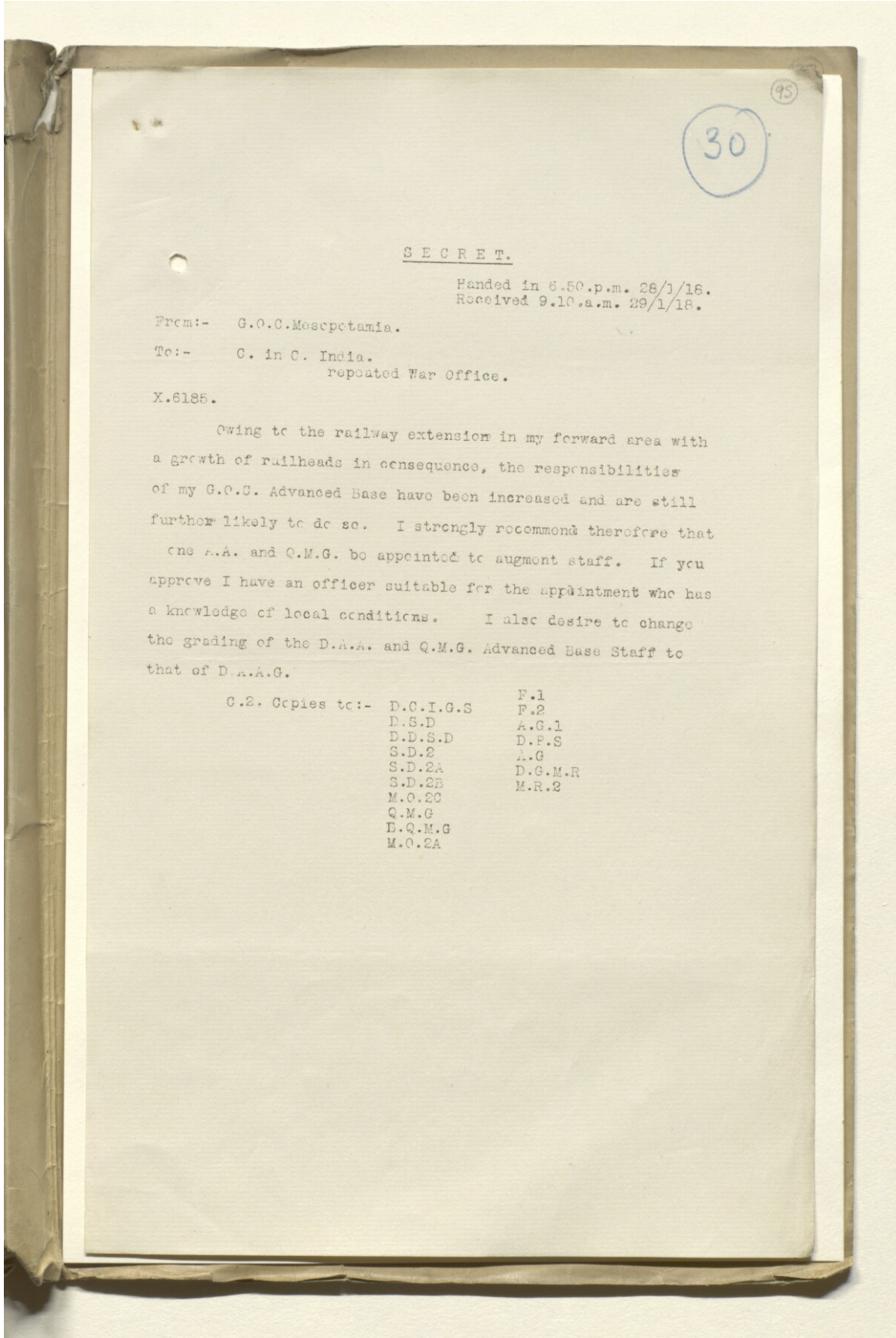


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٤ ظ] (٢٧٤/١٨٨)



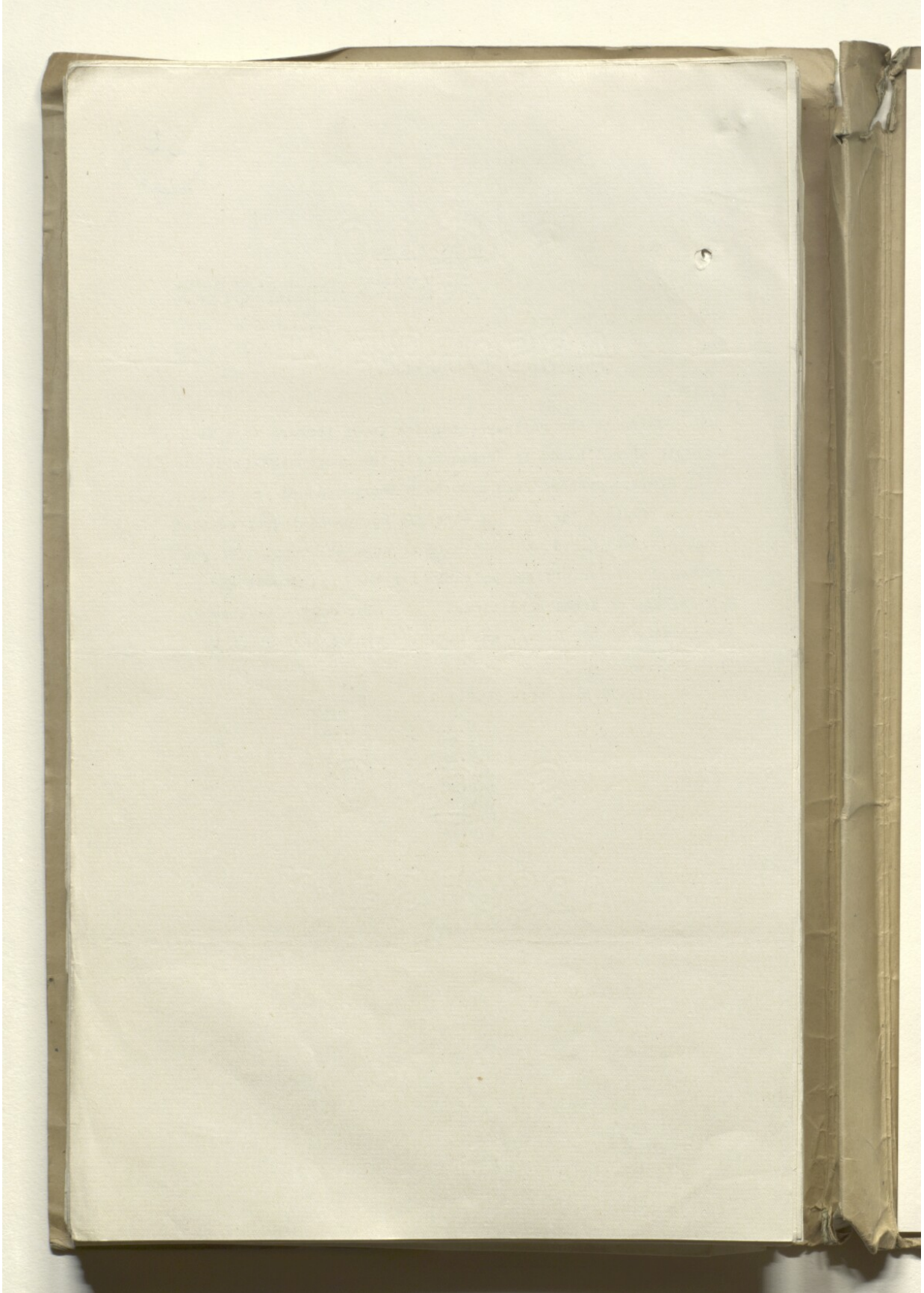


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٥] (٢٧٤/١٨٩)





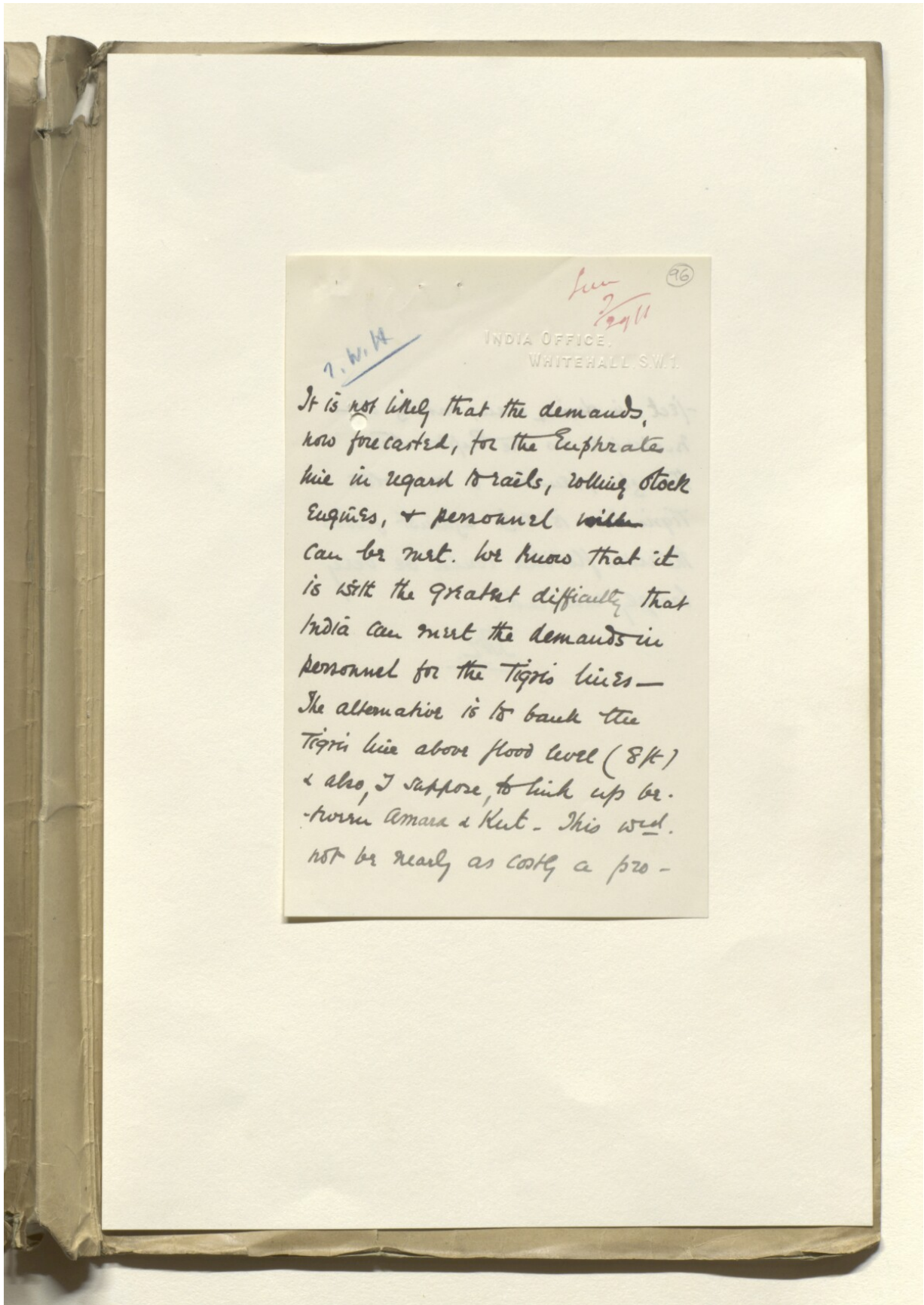
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٥ ظ] (٢٧٤/١٩٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"

[١٩٦٠] (٢٧٤/١٩١)



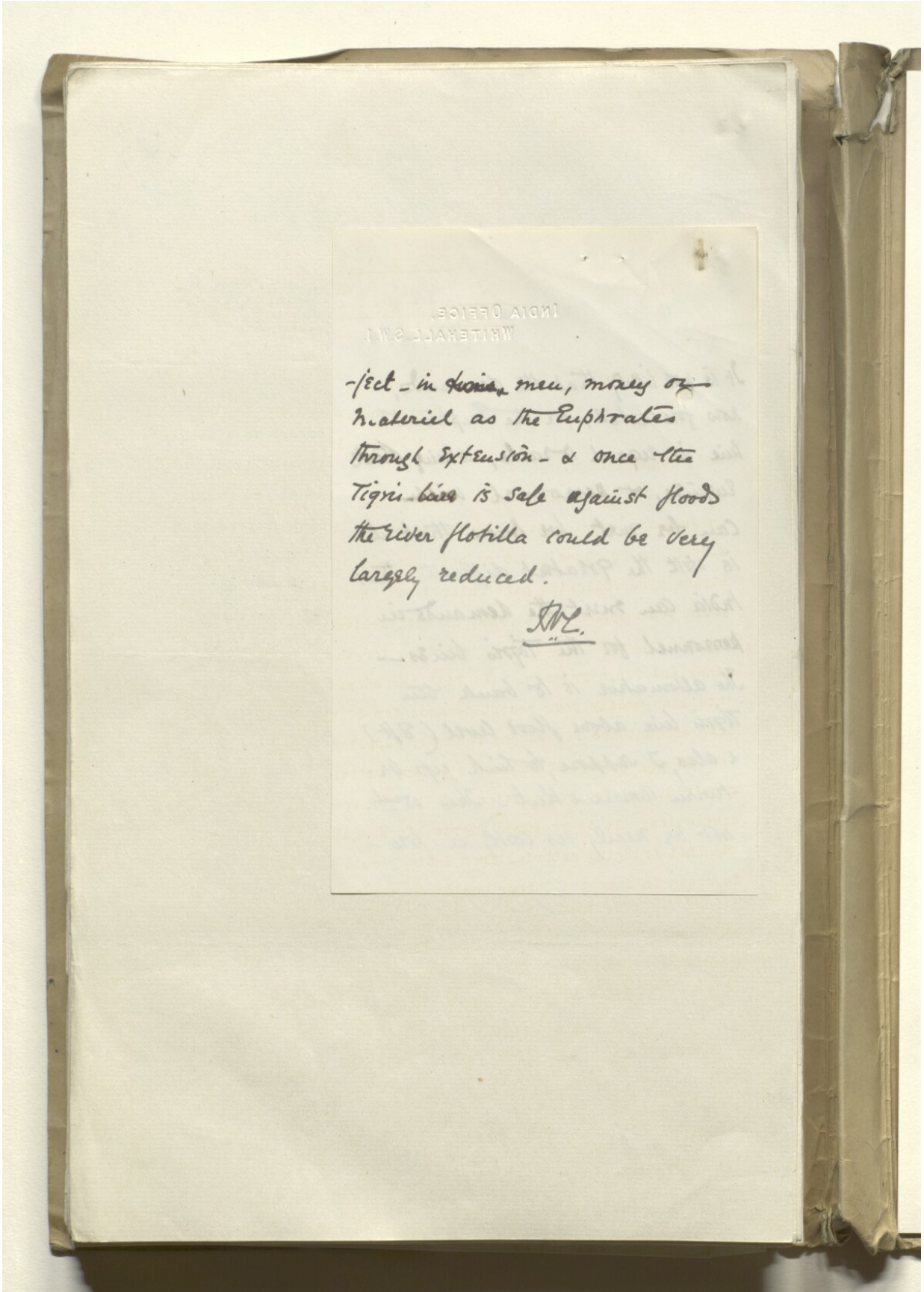
7.11.11
INDIA OFFICE,
WHITEHALL, S.W.1

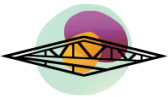
It is not likely that the demands, now forecasted, for the Euphrates line in regard to rails, rolling stock, engines, & personnel can be met. We know that it is with the greatest difficulty that India can meet the demands in personnel for the Tigris lines — The alternative is to bank the Tigris line above flood level (8ft) & also, I suppose, to link up between Amara & Kut. This would not be nearly as costly a pro-



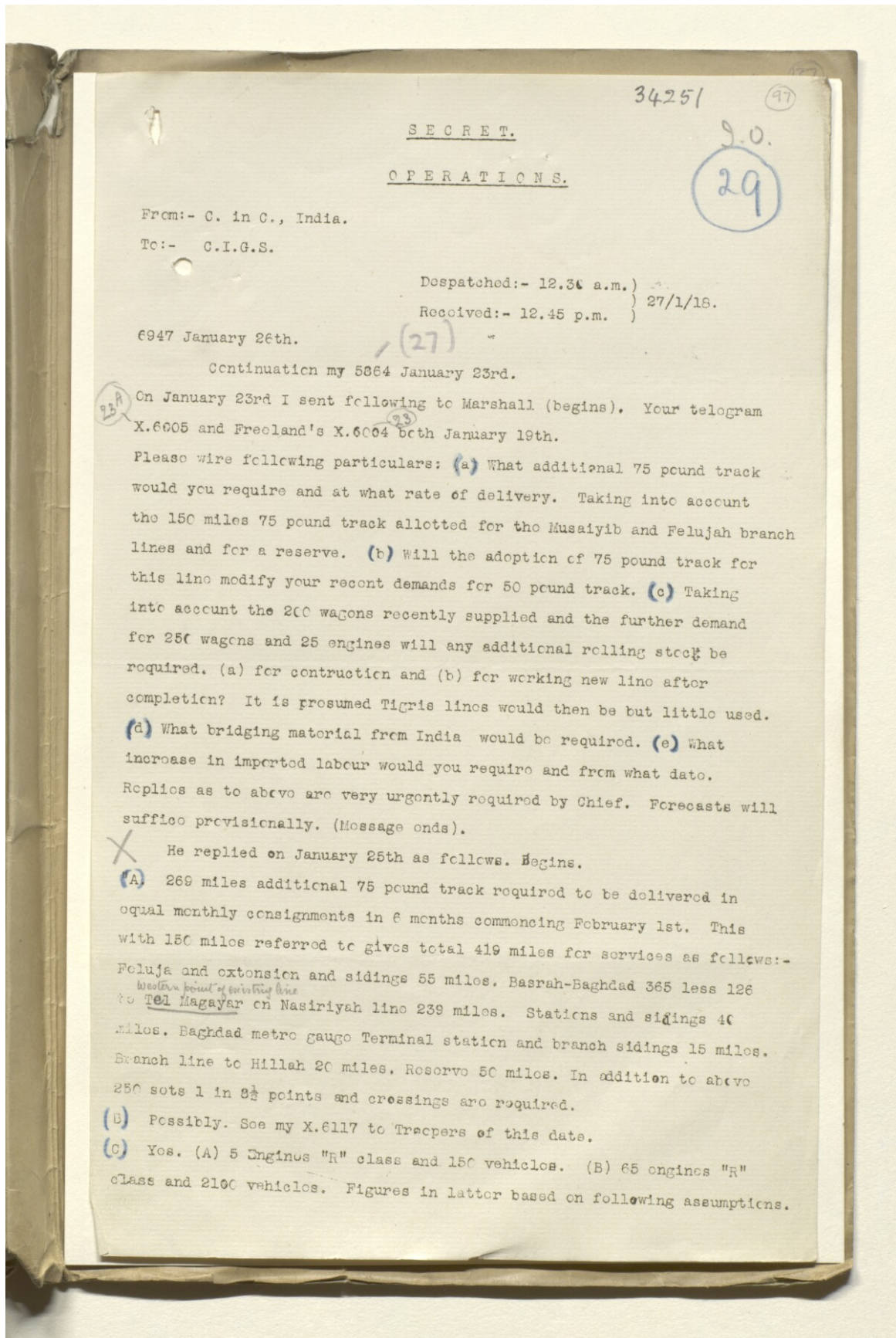
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"

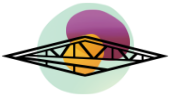
[٩٦ ظ] (٢٧٤/١٩٢)



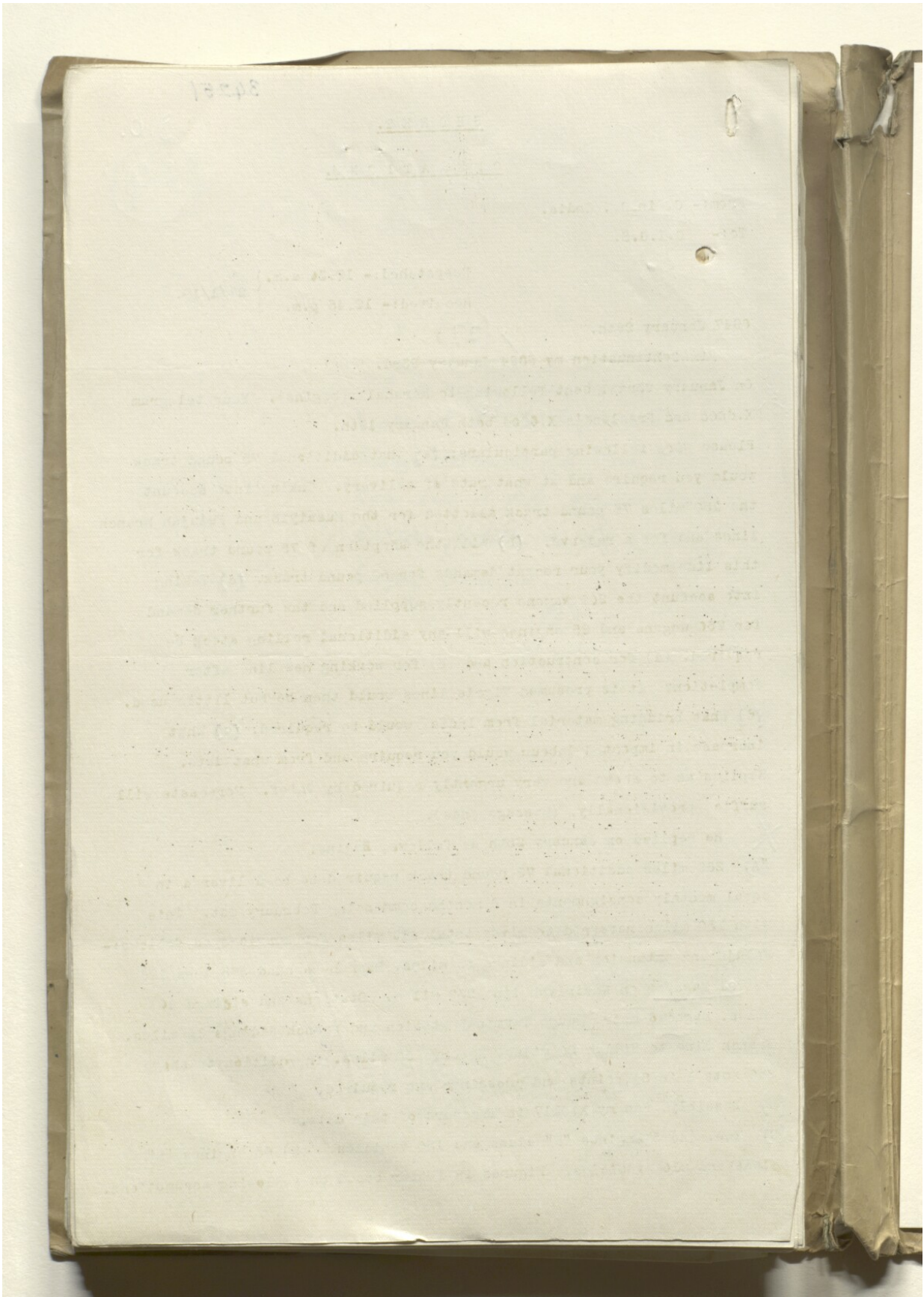


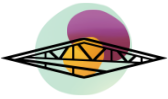
"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٧] [٢٧٤/١٩٣]





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٧ظ] (٢٧٤/١٩٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٨] (٢٧٤/١٩٥)

98

Page 2.

Daily traffic on Basrah - Amara 1280 tons. On Kut el Amara -
Hinaid-El mil. On Hinaidi - Baqubah 900 tons.

D. Not in a position to give details yet. At least 1000
medial 7 foot of bridging material required.

For construction (1 group undecipherable^x) required
excluding local labour for portion of line on high bank, 3000
labourers for earth work and 7 handling material and 2000 for
linking and packing with 60 7 pound metal (1 group) s.
At least 25 engineer officers; not yet in position to estimate
personnel for work commenced but increased running staff not
likely to be less than 60% at present sanctioned war establishment
for such staff." Inds.

As soon as latter telegram has been fully considered my
observations on above will be sent you but prima facie magnitude
of the demands for rolling stock and railway personnel will
render very difficult acceptance of Freeland's scheme.

Xperhaps "very little".

M.O. Copies to:—

C.I.G.S.
D.C.I.G.S.
D.M.O.
~~M.O. 1. a-c-d.~~
M.O. 2. a-b.
M.O. 3.

Copy to Post. Sec.
28/1/18

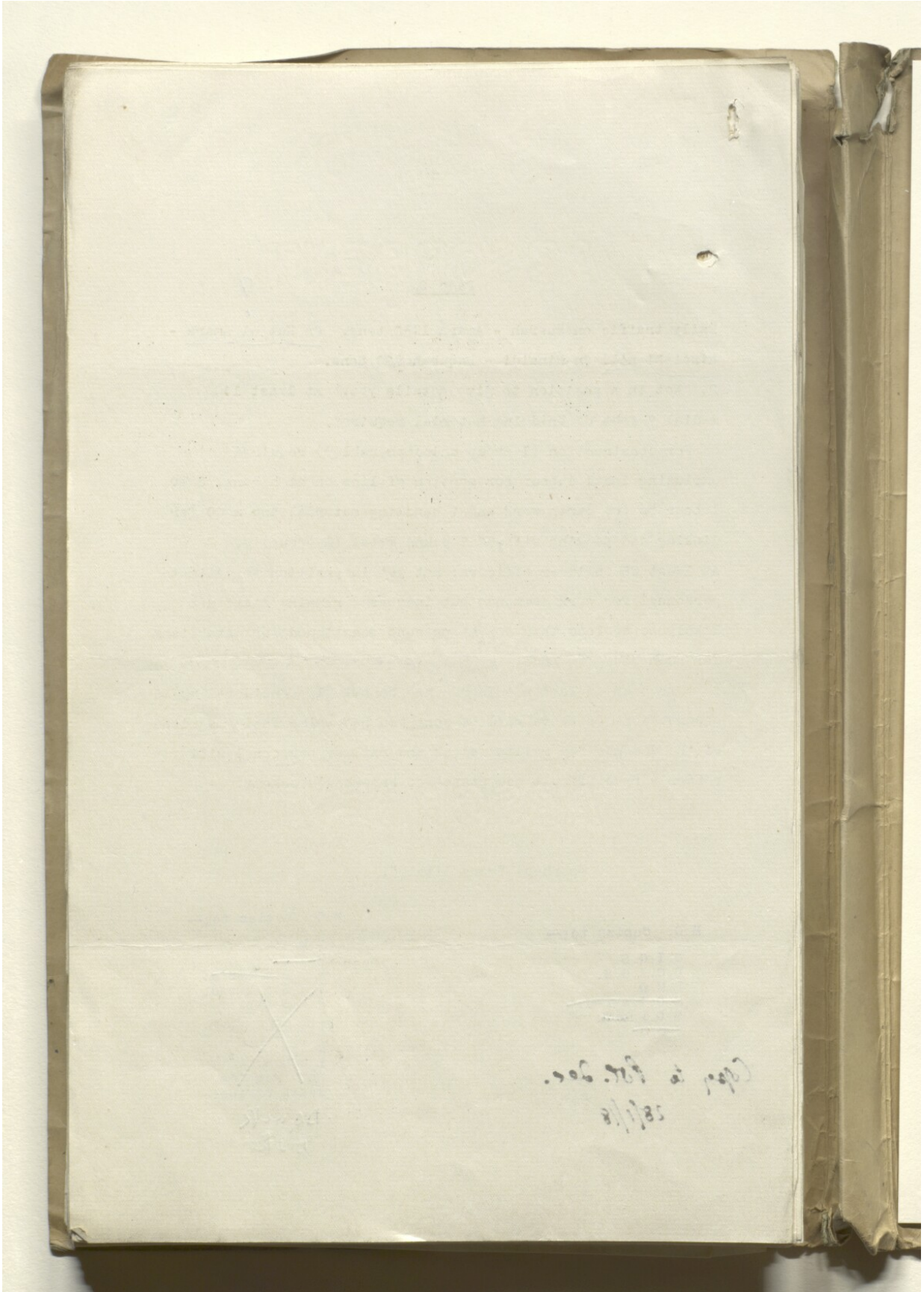
M.O. Copies to:—

D.M.I.
~~M.I. 1.~~
~~M.I. 2. a-b-c-d.~~
~~M.I. 3. a-b-c-d.~~
~~M.S. a-b.~~
~~Q.M.G.~~
~~M.G.O.~~
D.G.V.A.
Col. Fagalde.
India Office:

D. G. M. R.
D. S. D.

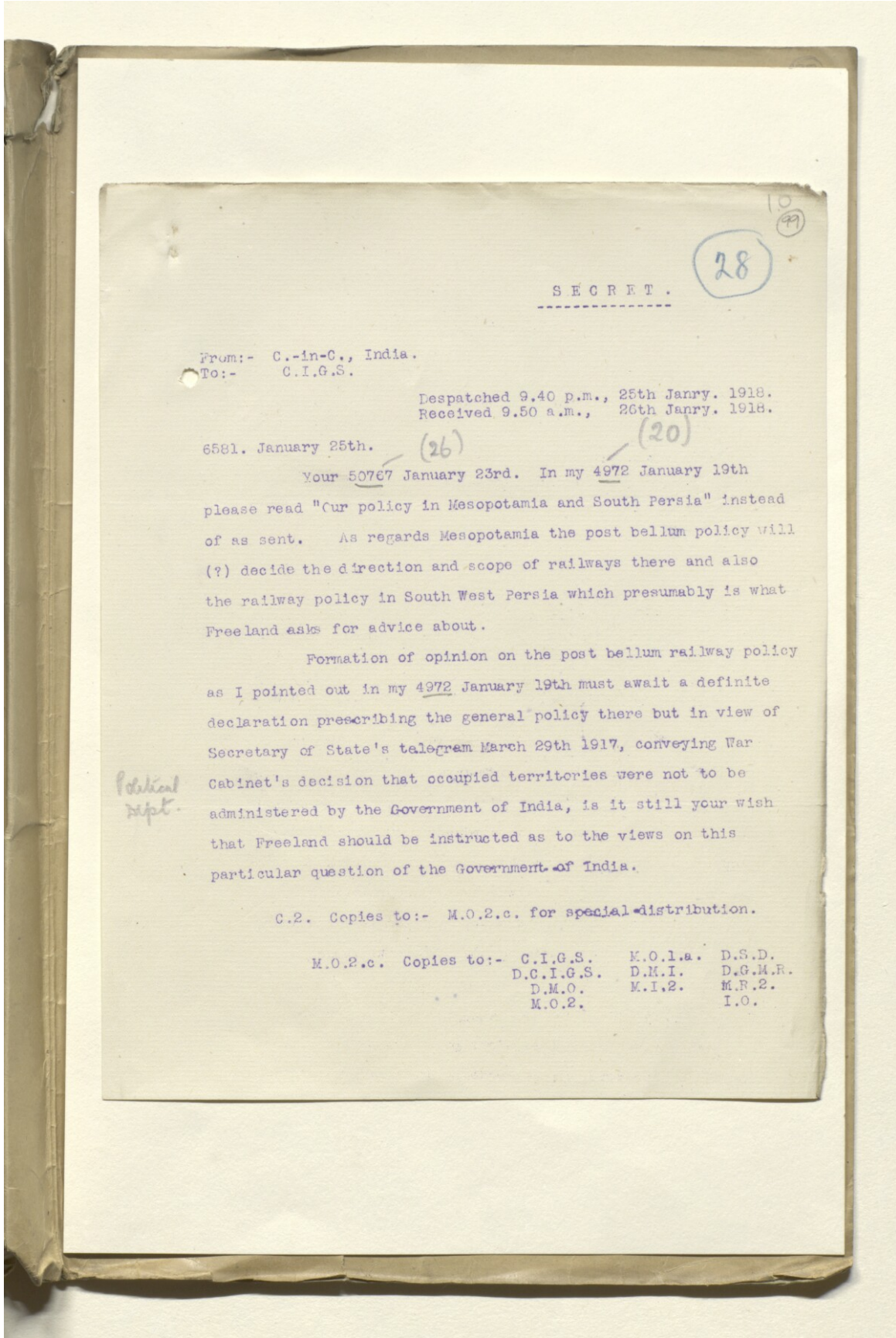


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٨ ظ] (٢٧٤/١٩٦)



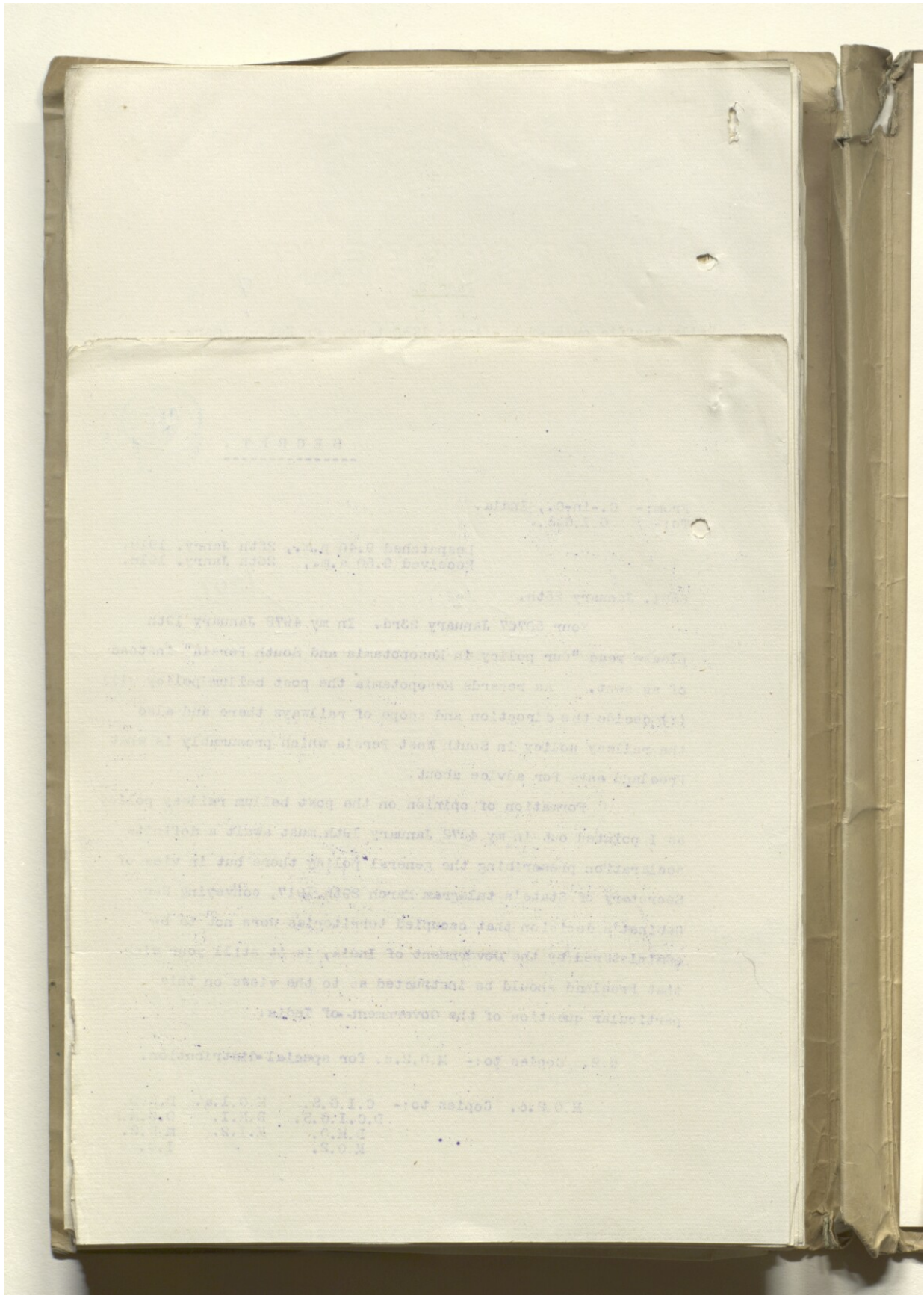


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٩ و] (٢٧٤/١٩٧)



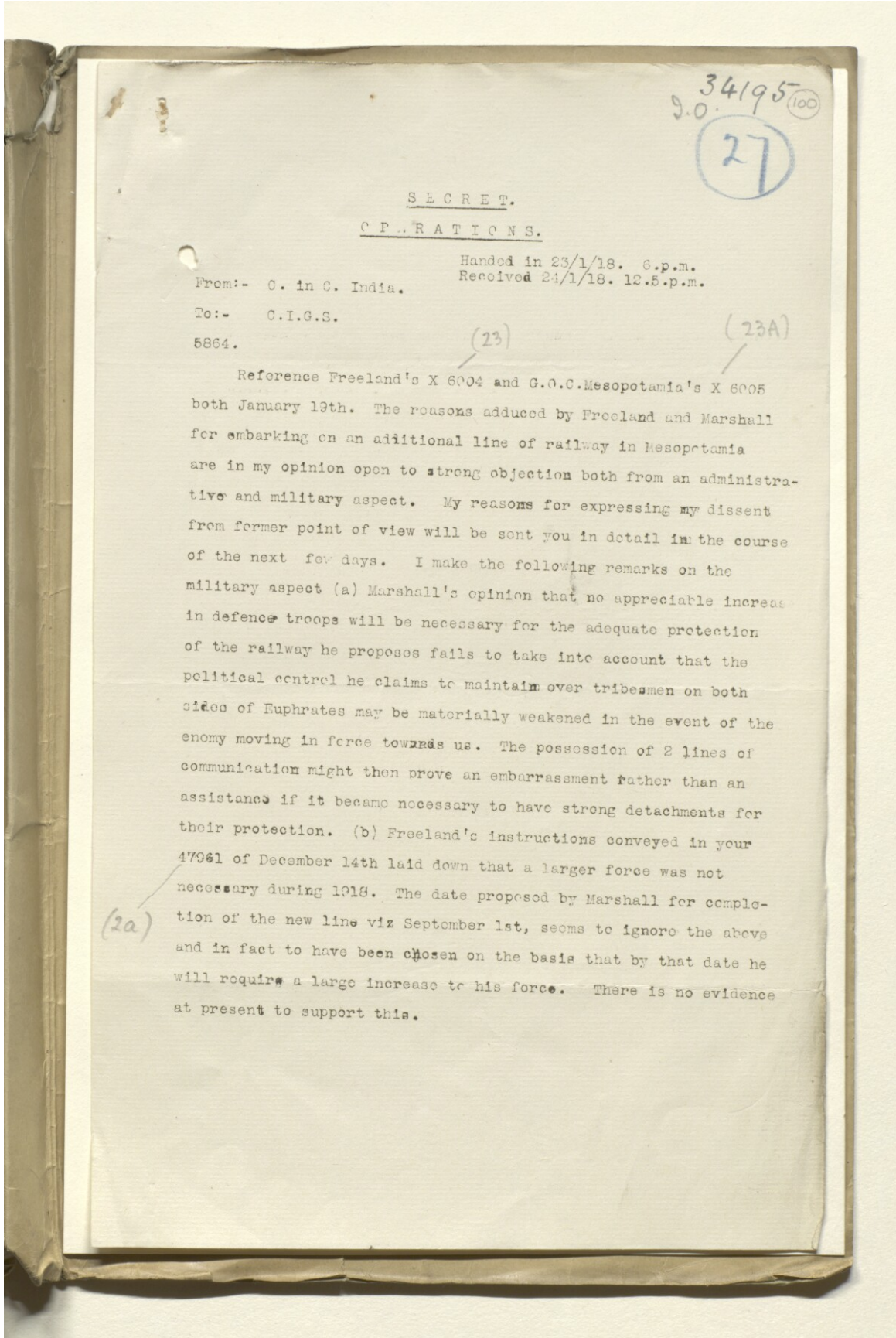


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٩٩ ظ] (١٩٨/٢٧٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٠] [٢٧٤/١٩٩]



SECRET.

COOPERATIONS.

From:- C. in C. India.

To:- C.I.G.S.

5864.

Handed in 23/1/18. 6.p.m.
Received 24/1/18. 12.5.p.m.

(23)

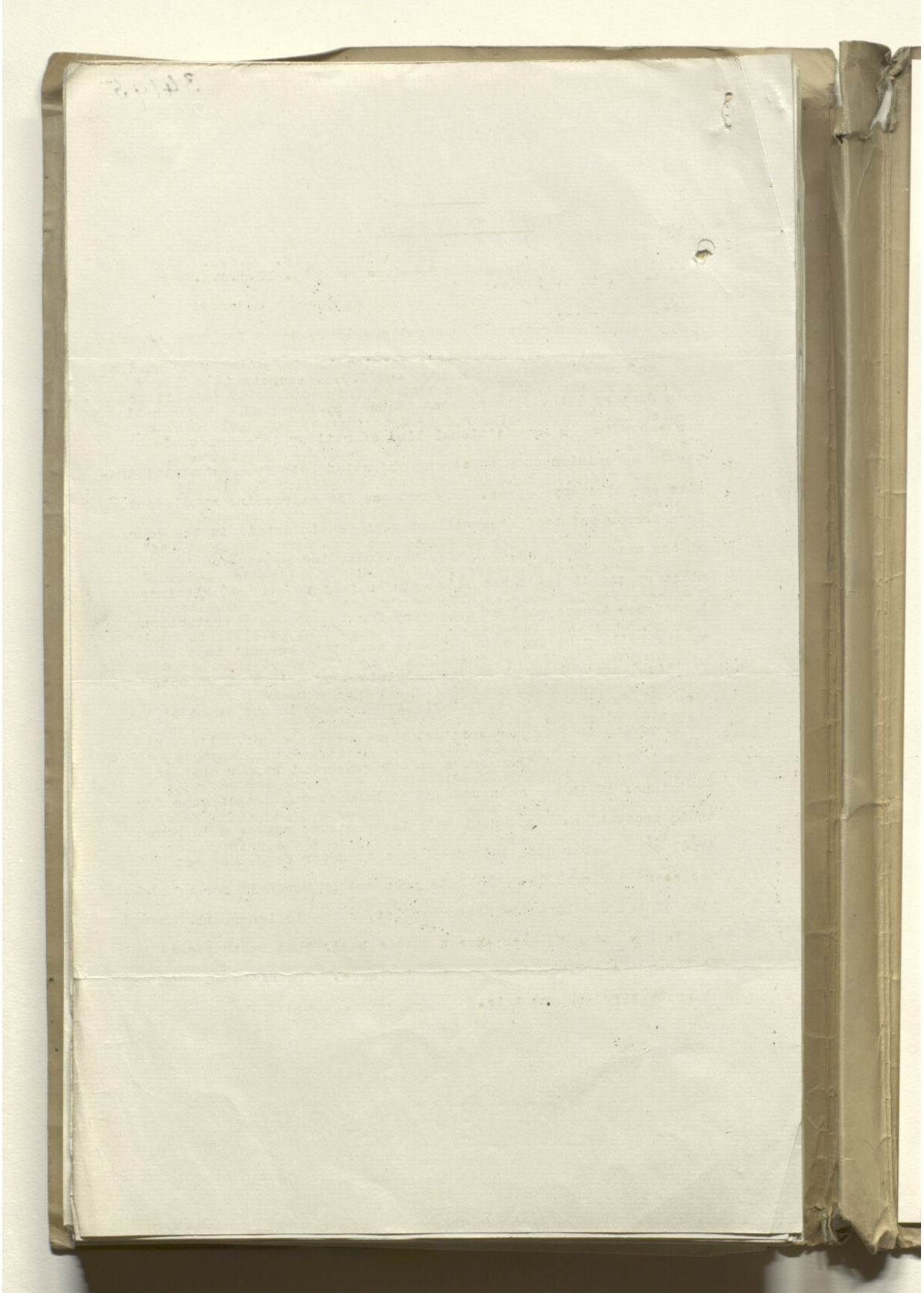
(23A)

Reference Freeland's X 6004 and G.O.C. Mesopotamia's X 6005 both January 19th. The reasons adduced by Freeland and Marshall for embarking on an additional line of railway in Mesopotamia are in my opinion open to strong objection both from an administrative and military aspect. My reasons for expressing my dissent from former point of view will be sent you in detail in the course of the next few days. I make the following remarks on the military aspect (a) Marshall's opinion that no appreciable increase in defence troops will be necessary for the adequate protection of the railway he proposes fails to take into account that the political control he claims to maintain over tribesmen on both sides of Euphrates may be materially weakened in the event of the enemy moving in force towards us. The possession of 2 lines of communication might then prove an embarrassment rather than an assistance if it became necessary to have strong detachments for their protection. (b) Freeland's instructions conveyed in your 47961 of December 14th laid down that a larger force was not necessary during 1918. The date proposed by Marshall for completion of the new line viz September 1st, seems to ignore the above and in fact to have been chosen on the basis that by that date he will require a large increase to his force. There is no evidence at present to support this.

(2a)



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٠ ظ] (٢٧٤/٢٠٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠١] [٢٧٤/٢٠١]

(c) Should the proposed alignment be approved, need for railway will not become until urgent until enemy's railway progress improves. Until that occurs freight material and labour and railway personnel should be saved for more urgent needs. (d) While Freeland's opinion is strengthened by that of experts on the spot I would like to point out: (1) that it is quite possible the time required to improve the whole Amarah Baghdad line will be available. (2) that the Kut-el-Amarah Baghdad line was laid down without endangering the supply of the force. Since then the increase to rail communication and to the river fleet up the Tigris have more than kept pace with the expansion of the force. (3) that the estimated extent of restriction of river traffic by the transfer from bank to bank at Amarah is not known here but it should be possible to minimize it by making suitable arrangements for transfer. In short the through Tigris line appears to have been discarded without sufficient regard to its strategical advantages.

In my next cipher the administrative problem will be ventilated in which I shall indicate the heavy tax to which our resources will be subjected in personnel and material of a very varied character by the proposal which is now submitted for your approval.

M.O. Copies to:-

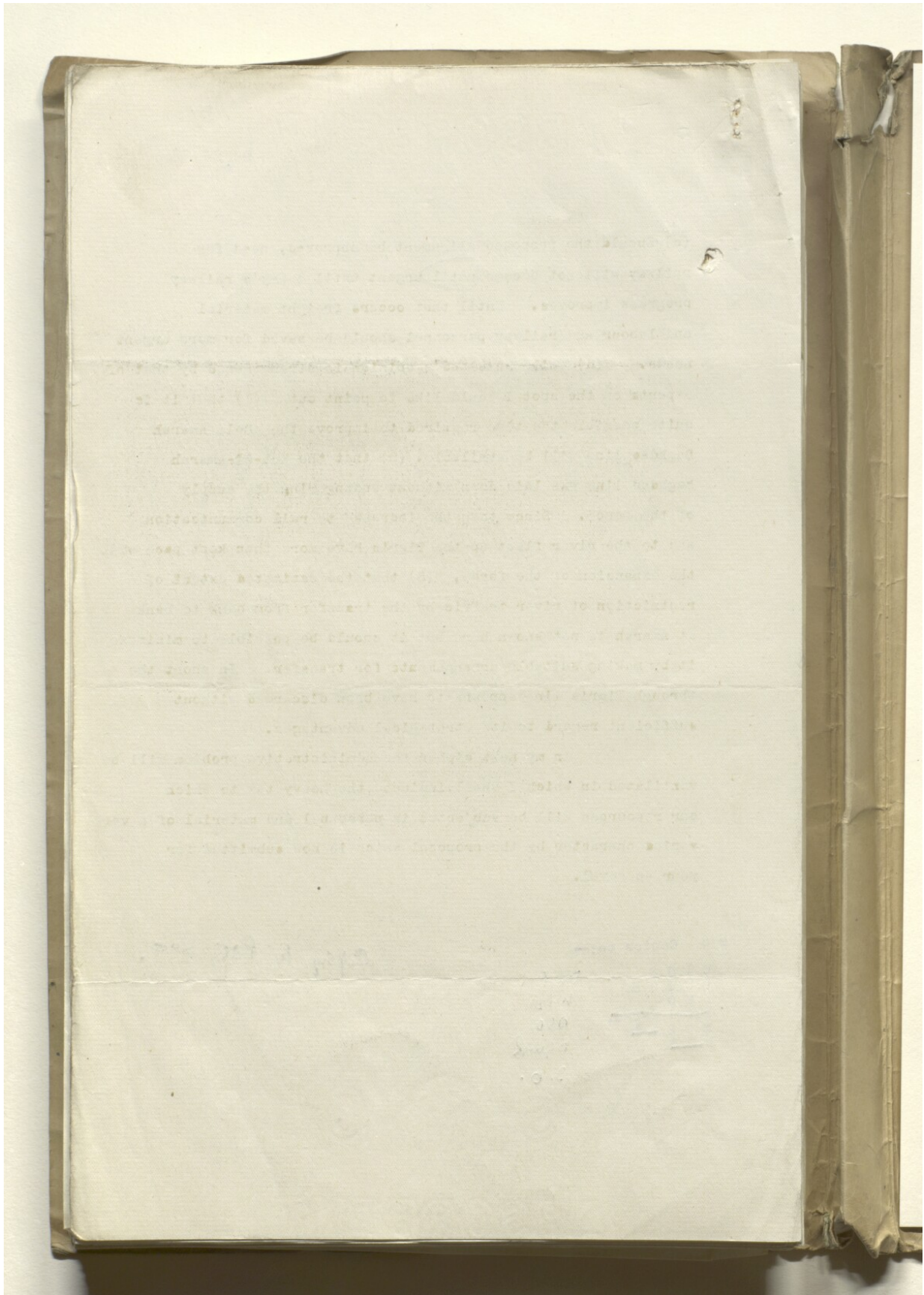
C.I.G.S.
D.C.I.G.S.
D.M.O.
M.O.1.a-c-d.
M.O.2.a-b.
M.O.3.
Dmt
hltz
DSD
Dgwr
J.O.

Copy to POC. Sec.



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"

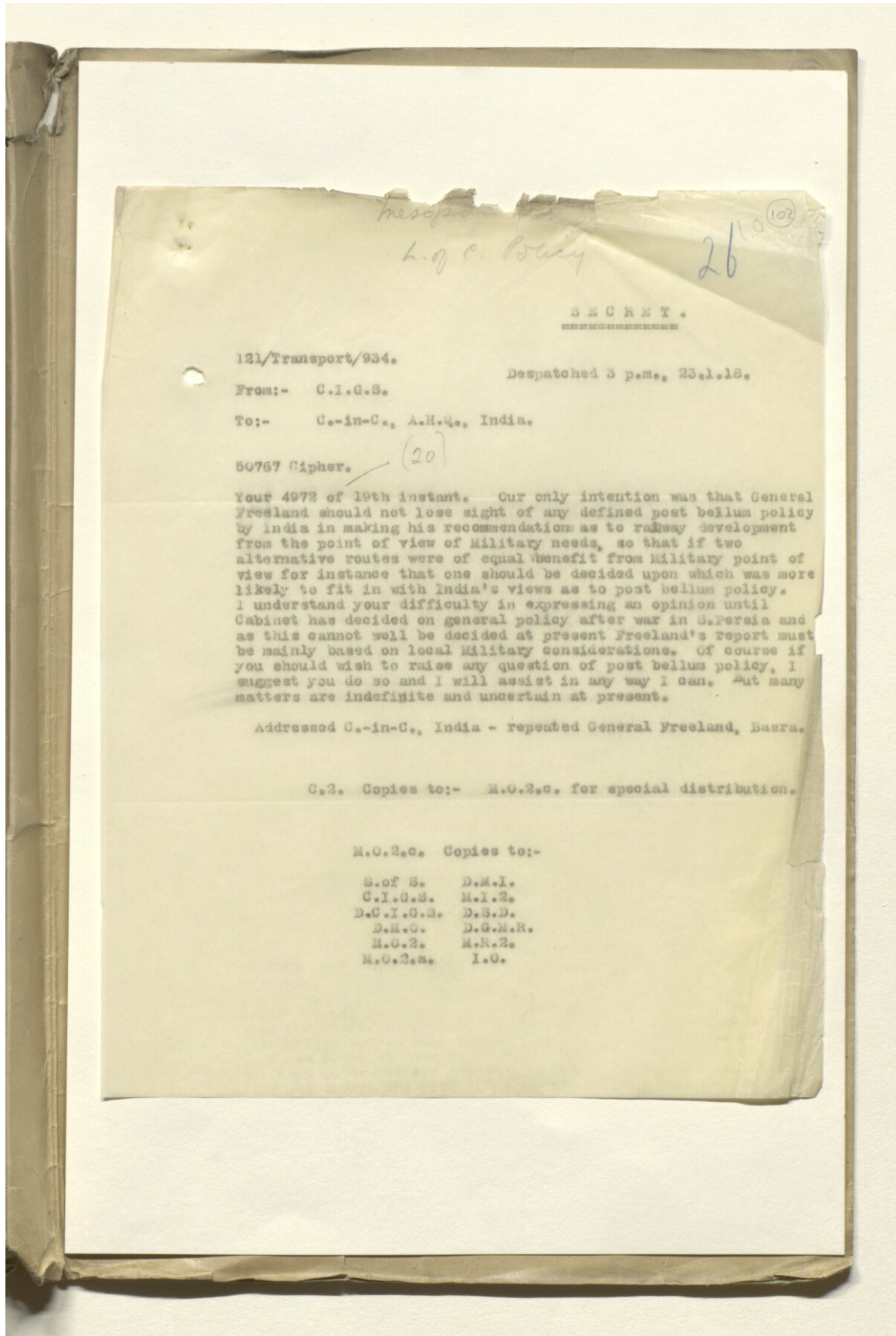
[١٠١ظ] [٢٧٤/٢٠٢]





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"

[١٠٢ و] [٢٧٤/٢٠٣]



SECRET.

121/Transport/934.

Despatched 3 p.m., 23.1.18.

From:- C.I.G.S.

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

50767 Cipher. (20)

Your 4978 of 19th instant. Our only intention was that General Freeland should not lose sight of any defined post bellum policy by India in making his recommendation as to railway development from the point of view of Military needs, so that if two alternative routes were of equal benefit from Military point of view for instance that one should be decided upon which was more likely to fit in with India's views as to post bellum policy. I understand your difficulty in expressing an opinion until Cabinet has decided on general policy after war in S. Persia and as this cannot well be decided at present Freeland's report must be mainly based on local Military considerations. Of course if you should wish to raise any question of post bellum policy, I suggest you do so and I will assist in any way I can. But many matters are indefinite and uncertain at present.

Addressed C.-in-C., India - repeated General Freeland, Basra.

C.2. Copies to:- M.O.2.c. for special distribution.

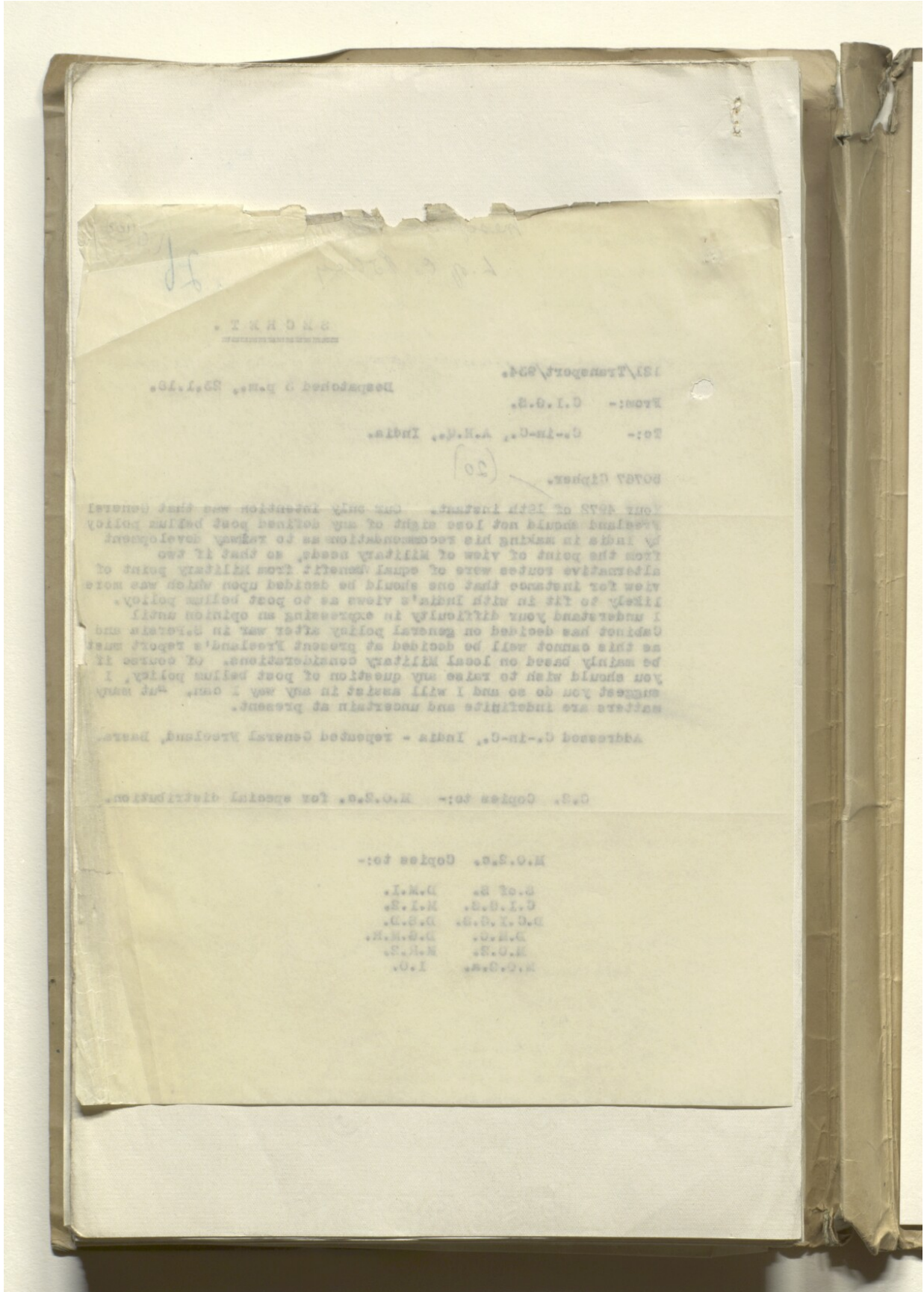
M.O.2.c. Copies to:-

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



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"

[١٠٢ ظ] (٢٧٤/٢٠٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(١٠٣ و) [٢٧٤/٢٠٥]

SECRET.

Handed in 22/1/18. 5.20 p.m.
Received 23/1/18. 9.35 a.m.

From:- Railways, Baghdad.

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

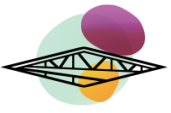
X.9080.

Following is progress report for week ending January 19th 1918.

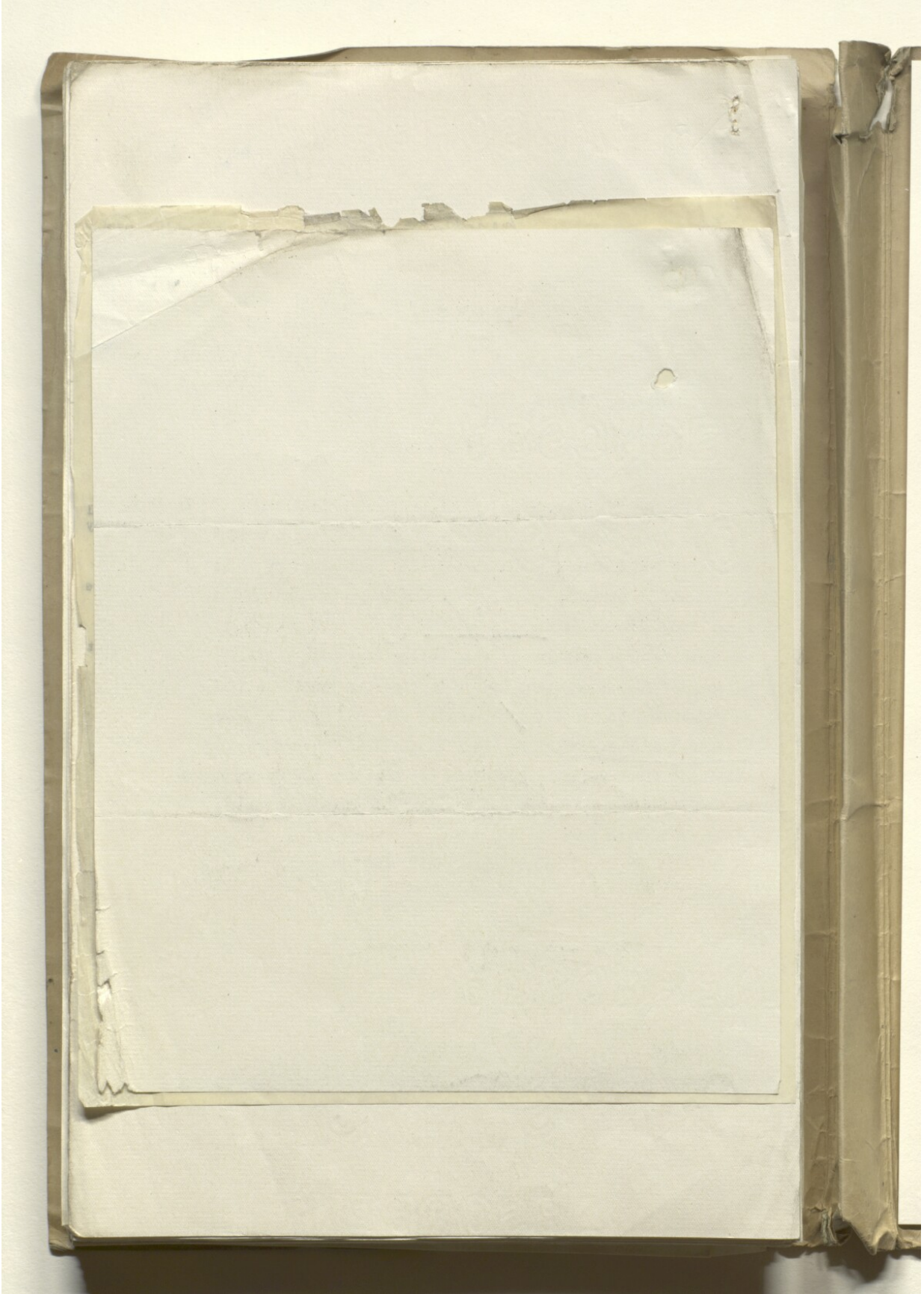
Standard gauge lines. Fallujah Dhibban extension. Formation completed for 3 miles beyond Fallujah. Equivalent of $\frac{13}{17}$ miles embankment completed. Normal traffic working resumed on all other lines except on Hinsidi-Baqubah metro gauge line over Marshals Bridge. Repairs to this bridge are well in hand. Raising of formation where liable to flooding from rain water on Kut-el-Amarah Hinsidi Baqubah line has made good progress. Discharge of steamers at Basra. Albistar and Mowadnock completed discharging. Braunfels and Scottier now discharging track material and miscellaneous stores. Subabar rolling stock arrived in port.

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

* 10 miles west of Fallujah.

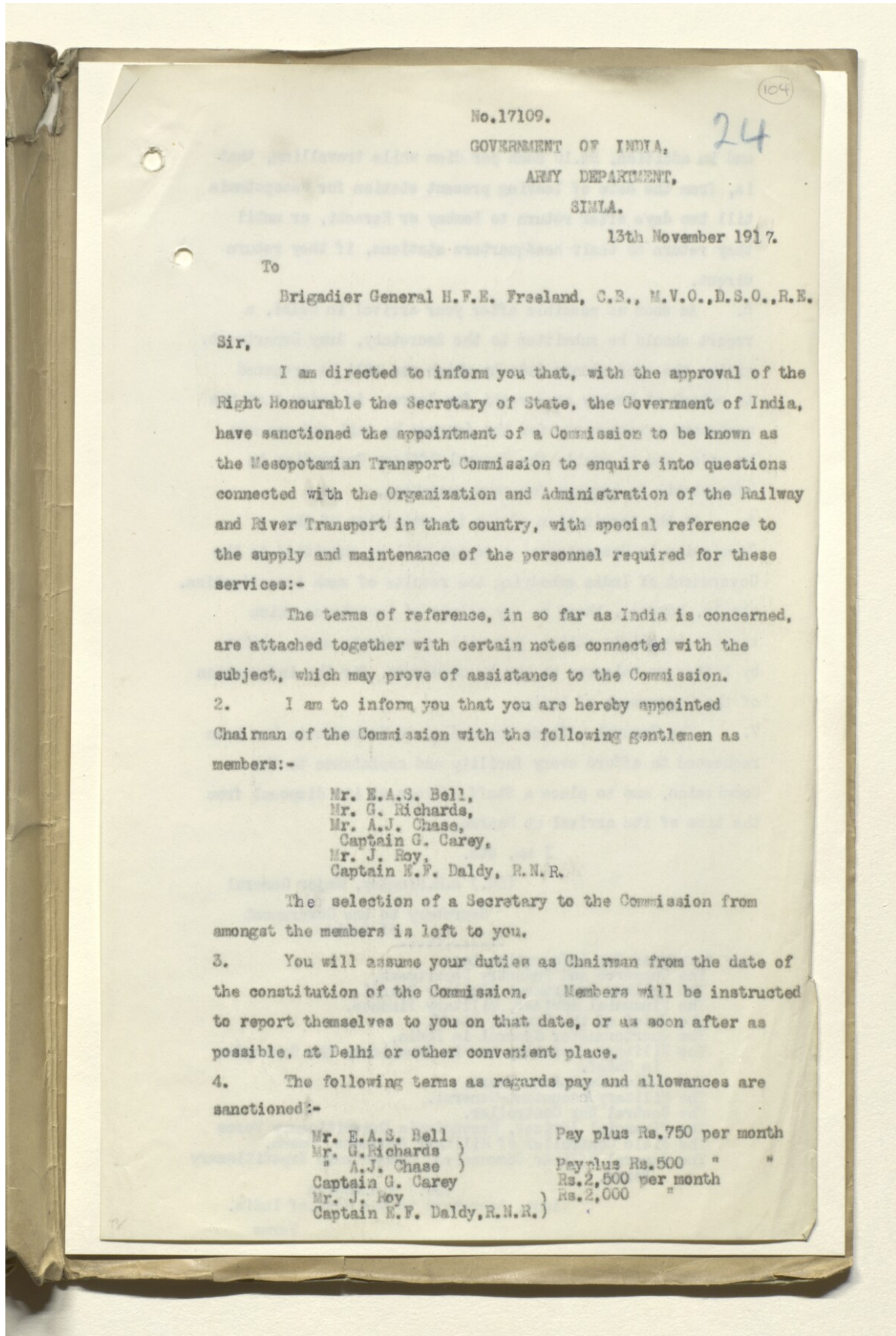


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٣ ظ] (٢٧٤/٢٠٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٤] [٢٧٤/٢٠٧]



No.17109.

GOVERNMENT OF INDIA,
ARMY DEPARTMENT,
SIMLA.

13th November 1917.

To

Brigadier General H.F.E. Fresland, C.B., M.V.O., D.S.O., R.E.

Sir,

I am directed to inform you that, with the approval of the Right Honourable the Secretary of State, the Government of India, have sanctioned the appointment of a Commission to be known as the Mesopotamian Transport Commission to enquire into questions connected with the Organization and Administration of the Railway and River Transport in that country, with special reference to the supply and maintenance of the personnel required for these services:-

The terms of reference, in so far as India is concerned, are attached together with certain notes connected with the subject, which may prove of assistance to the Commission.

2. I am to inform you that you are hereby appointed Chairman of the Commission with the following gentlemen as members:-

Mr. E.A.S. Bell,
Mr. G. Richards,
Mr. A.J. Chase,
Captain G. Carey,
Mr. J. Roy,
Captain E.F. Daldy, R.N.R.

The selection of a Secretary to the Commission from amongst the members is left to you.

3. You will assume your duties as Chairman from the date of the constitution of the Commission. Members will be instructed to report themselves to you on that date, or as soon after as possible, at Delhi or other convenient place.

4. The following terms as regards pay and allowances are sanctioned:-

Mr. E.A.S. Bell	Pay plus Rs.750 per month
Mr. G. Richards	Pay plus Rs.500 " "
" A.J. Chase	Rs.2,500 per month
Captain G. Carey	Rs.2,000 " "
Mr. J. Roy	Rs.2,000 " "
Captain E.F. Daldy, R.N.R.)	



and in addition, Rs.10 each per diem while travelling, that is, from the date of leaving present station for Mesopotamia till two days after return to Bombay or Karachi, or until they return to their headquarters stations, if they return direct.

5. As soon as possible after your arrival in Delhi, a report should be submitted to the Secretary, Army Department, giving the approximate date by which you will be prepared to embark at Bombay or Karachi for Basrah, in order that the necessary arrangements for the journey by rail and sea may be made, and to enable the General Officer Commanding in Mesopotamia to arrange for your reception.

6. At the termination of the investigation of the Commission in Mesopotamia, a report will be submitted to the Government of India embodying the results of such investigation. Should, however, there be any points of importance which require immediate action, you will communicate such, either by letter or telegram as may be necessary, for the information of the Government of India.

7. The General Officer Commanding in Mesopotamia has been requested to afford every facility and assistance to the Commission, and to place a Staff Officer at its disposal from the time of its arrival at Basrah.

I am, etc.

(Sd.) A.H.Bingley, Major General

Secretary to the Government
of India.

Copy forwarded for information to:-

The Commerce and Industry Department,
The Railway Department (Railway Board).
The Financial Adviser, Military Finance.
The Chief of the General Staff.
The Quartermaster General in India,
The Military Secretary to His Excellency the Commander
in Chief.
The Indian Munitions Board.
The Military Accountant-General.
The Central War Controller.
The Financial Adviser, Mesopotamia Expeditionary Force
The Field Controller of Military Accounts, Poona.
The General Officer Commanding, Mesopotamia Expeditionary
Force.

(Sd.) A. A. Whelan
Asst. Secretary to the Govt. of India.

Terms



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(١٠٥) [٢٧٤/٢٠٩]

105
TERMS OF REFERENCE.

(1) Are the Railway and Inland Water Transport Directorates in Mesopotamia organized and administered on systems which ensure the most economical utilization of the labour - both skilled and unskilled - supplied to them, consistent with efficiency and military considerations? If not, what changes in Organization and Administration are recommended.

(2) Is Mesopotamia receiving its due share of personnel consistent with the claims of railways, shipping, and manufacturing interests in India?

(3) Applying the considerations mentioned in (1) is the organization of Railways and Inland Water Transport in Mesopotamia such as to ensure that -

- (a) Excessive stocks of materials are not held.
- (b) Demands from the various Directorates are co-ordinated.
- (c) Machinery and tools and plant in workshops and elsewhere are utilized to the maximum extent.

NOTES.

1. The establishment of the Railway Directorate in Mesopotamia is contained in Appendix A and that of the Inland Water Transport in Appendix B.
2. The railway mileage open and under construction is shown in Appendix C; a map and a ferro-type are attached, the latter shows the railway stations. The Inland Water Transport is working from Basra to Baghdad and some miles north; it is also working from Basra to Nasiriyah; the mileage between points on the rivers is shown in Appendix D.
3. The traffic carried for the months of August, September and October 1917, is shown for the Railway in Appendix E and for August and September 1917, for the Inland Water Transport in Appendix F.
4. The Locomotive and rolling stock at the disposal of Railways in Mesopotamia is shown in Appendix G. The number of rivercraft
of



of various types is shown in the weekly printed statement of rivercraft, page 1. Appendix H.

5. The recruitment of personnel so far as India and the East are concerned, for the Railways and Inland Water Transport in Mesopotamia, is carried out by the Adjutant General's Branch in India. The system briefly is:-

- (a) The Railway Directorate in Mesopotamia sends in demands monthly through the 3rd Echelon (Basrah) based on actual requirements on date of demand plus wastage of 15 per cent. plus time-expired men. This demand covers a period of 6 weeks.
- (b) The Inland Water Transport Directorate sends in demands monthly through the 3rd Echelon based on actual requirements on date of demand plus 5 per cent. plus time expired men. This demand covers a period of 6 weeks.

The Adjutant General in India meets demands from depots in India, as far as men available allow, and arranges for the balance by tapping local or other resources. As the supply of trained men of the various categories has gradually become inadequate to meet demands, the system of training schools has been inaugurated.

6. Conditions as regards personnel on Indian Railways and in Indian Ports, vis-a-vis the problem of further demands on them for personnel, will require preliminary investigation before the commission proceeds to Mesopotamia.

7. The following are some of the questions which it is suggested might receive special attention in order to clear up obscure points:-

QUESTIONS.

1. Is the most economical use made of the various categories of personnel in Mesopotamia?
2. Can no system of joint workshops as between Railway, Inland Water Transport and Works Directorate in Mesopotamia be introduced with a view to economy both in personnel and material?
3. Can any improvement be made in system of checking wastage of personnel?
4. Is local labour - more especially in non-technical work - exploited to the maximum?
5. Is working of the railway lines and River Transport in consonance with the principles and underlying commercial working - subject to such imitations as are imposed by military considerations?

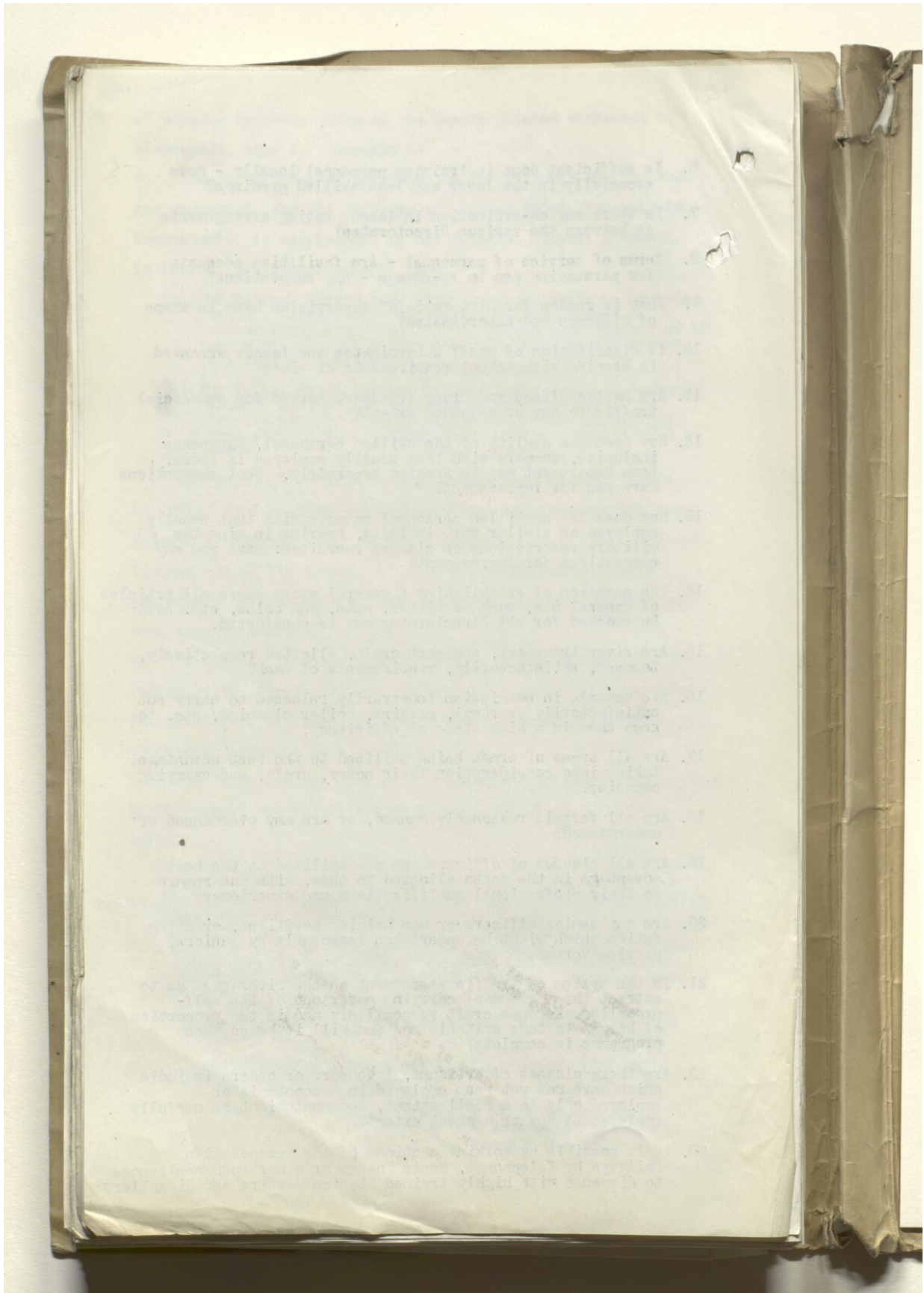
6.



- 106
6. Is sufficient done in training personnel locally - more especially in the lower and less skilled gradings?
 7. Is there any co-ordination in labour saving arrangements as between the various Directorates?
 8. Terms of service of personnel - Are facilities adequate for persuading men to re-engage - Any suggestions?
 9. What is reason for high ratio of supervision both in shape of officers and subordinates?
 10. Is distribution of staff subordinates and labour arranged in keeping with actual requirements at time?
 11. Are Railway lines and River Transport worked for commercial traffic to any or an undue extent?
 12. How does the quality of the skilled personnel, Europeans inclusive, compare with that usually employed in India. Each Department may be treated separately. What suggestions have you for improvement?
 13. How does the unskilled personnel compare with that usually employed on similar work in India, bearing in mind the military restrictions on classes recruited: have you any suggestions for improvement?
 14. The question of establishing a general store where all articles of general use, such as timber, nuts, and bolts, etc. could be stocked for all Directorates may be considered.
 15. Are river transport, and port craft, allotted respectively, to meet, satisfactorily, requirements of each?
 16. Are vessels in commission temporarily released to carry out satisfactorily overhaul, repairs, boiler cleaning, etc. to keep them in a high state of efficiency?
 17. Are all types of craft being utilised to the best advantage, taking into consideration their power, draft, and carrying capacity?
 18. Are all vessels reasonably manned, or are any overmanned or undermanned?
 19. Are all classes of officers and men utilised to the best advantage in the posts allotted to them, with due regard to their professional qualifications and experience?
 20. Are any senior officers or men holding positions, or doing duties which might be undertaken reasonably by juniors, or vice versa?
 21. Is the system of Traffic management on the river such as to extract the maximum of carrying power out of the self-propelled and dumb craft respectively and is the proportion of barges to tugs suitable now and will it be so when programme is complete?
 22. Are there classes of artisans, labourers or others in India which have not yet been employed in Mesopotamia or employed only to a small extent, and what might be usefully employed to any or a great extent?
 23. Is it possible by working sections of the Mesopotamian Railways by Telephones, Neals tokens or other such appliances to dispense with highly trained Station Masters and Signallers?

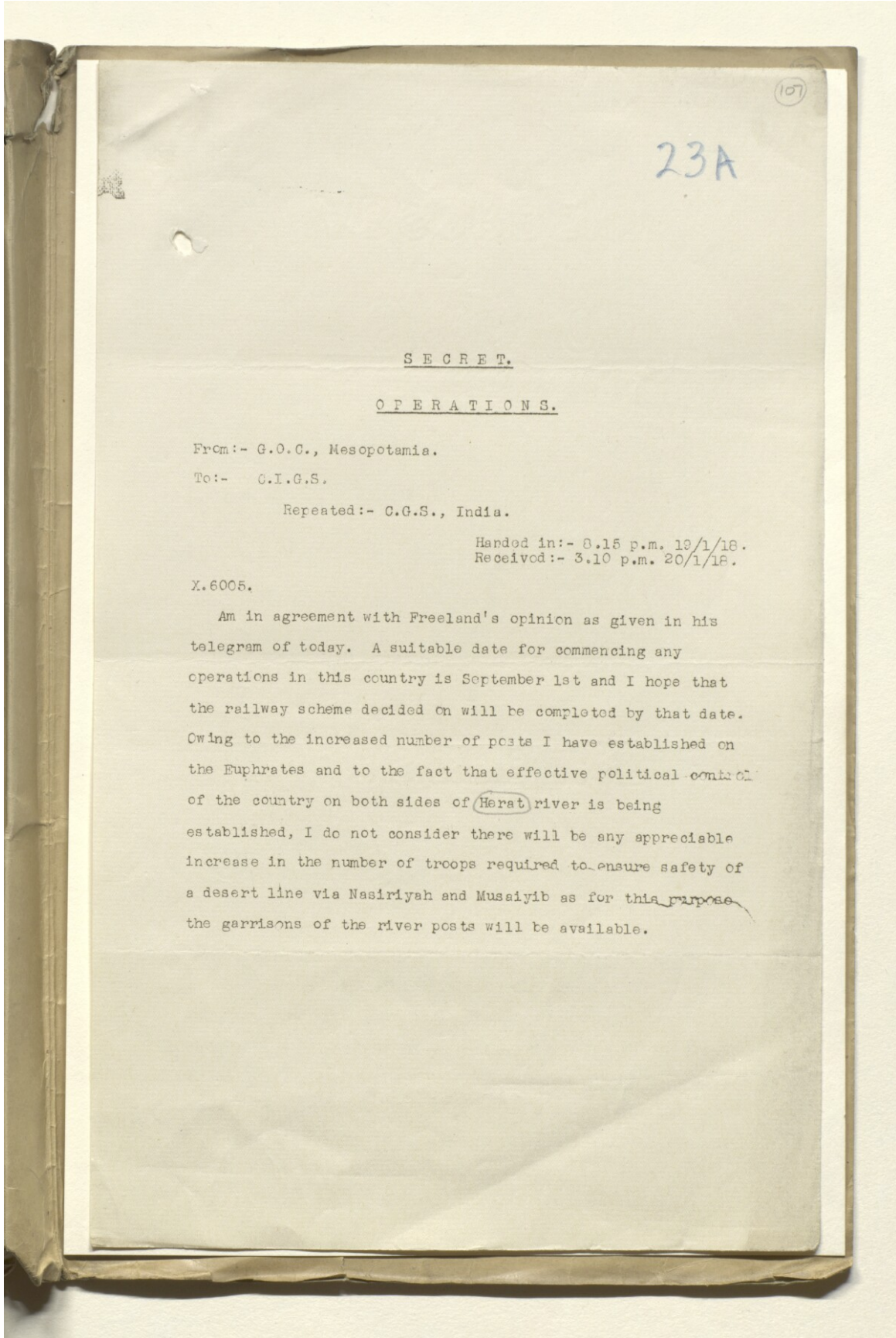


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٦ ظ] (٢٧٤/٢١٢)



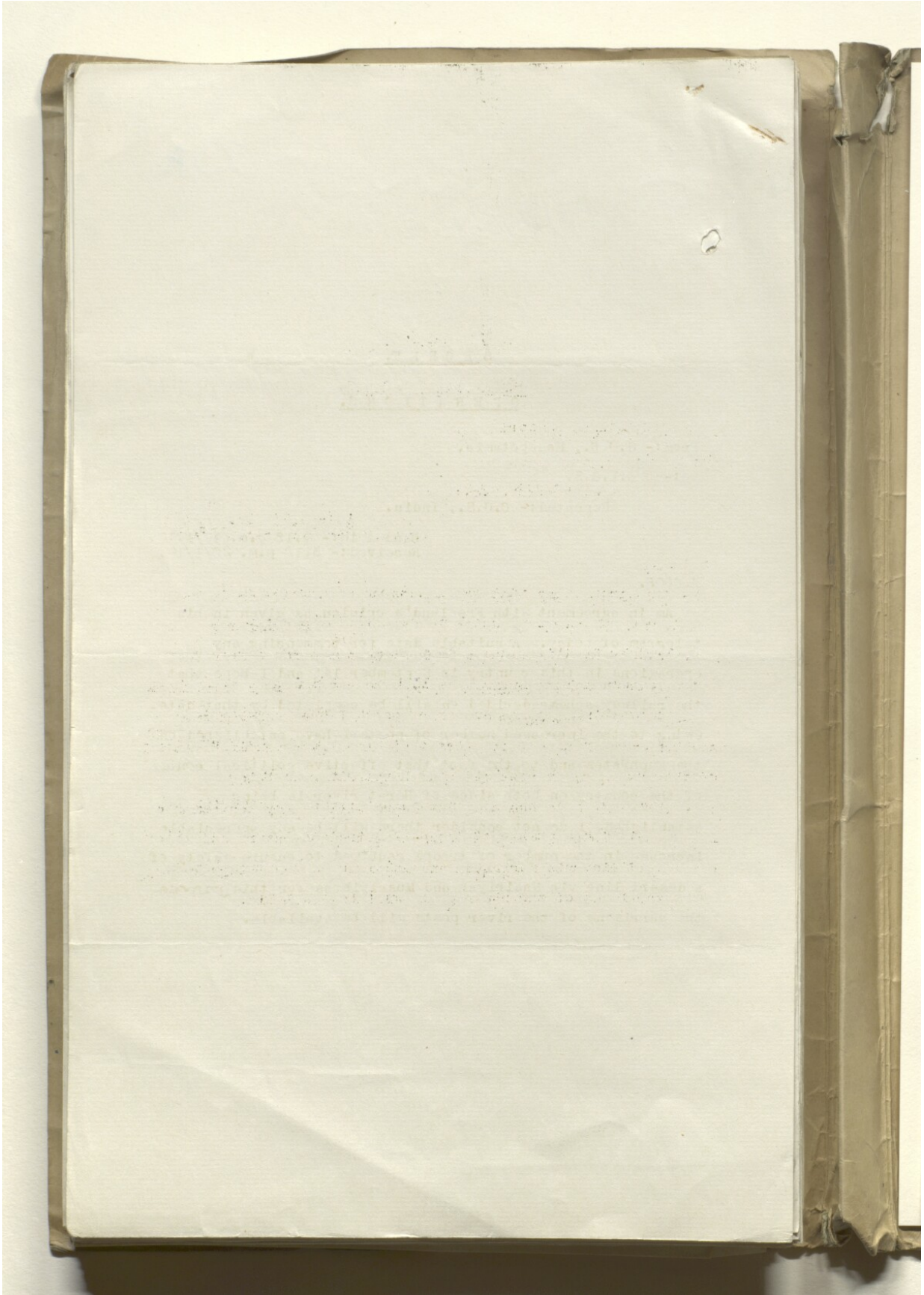


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٧] [٢٧٤/٢١٣]



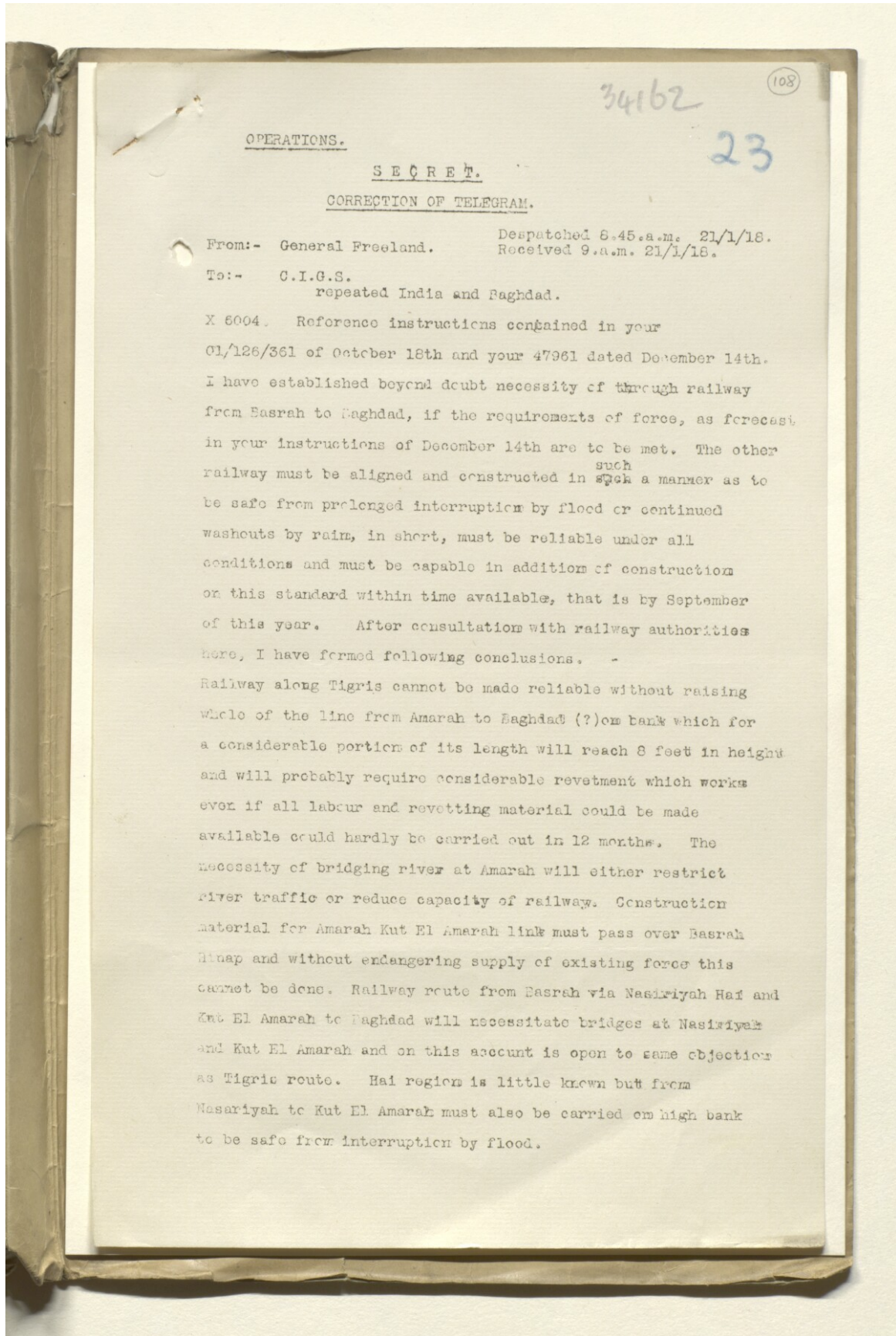


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٧ ظ] (٢٧٤/٢١٤)



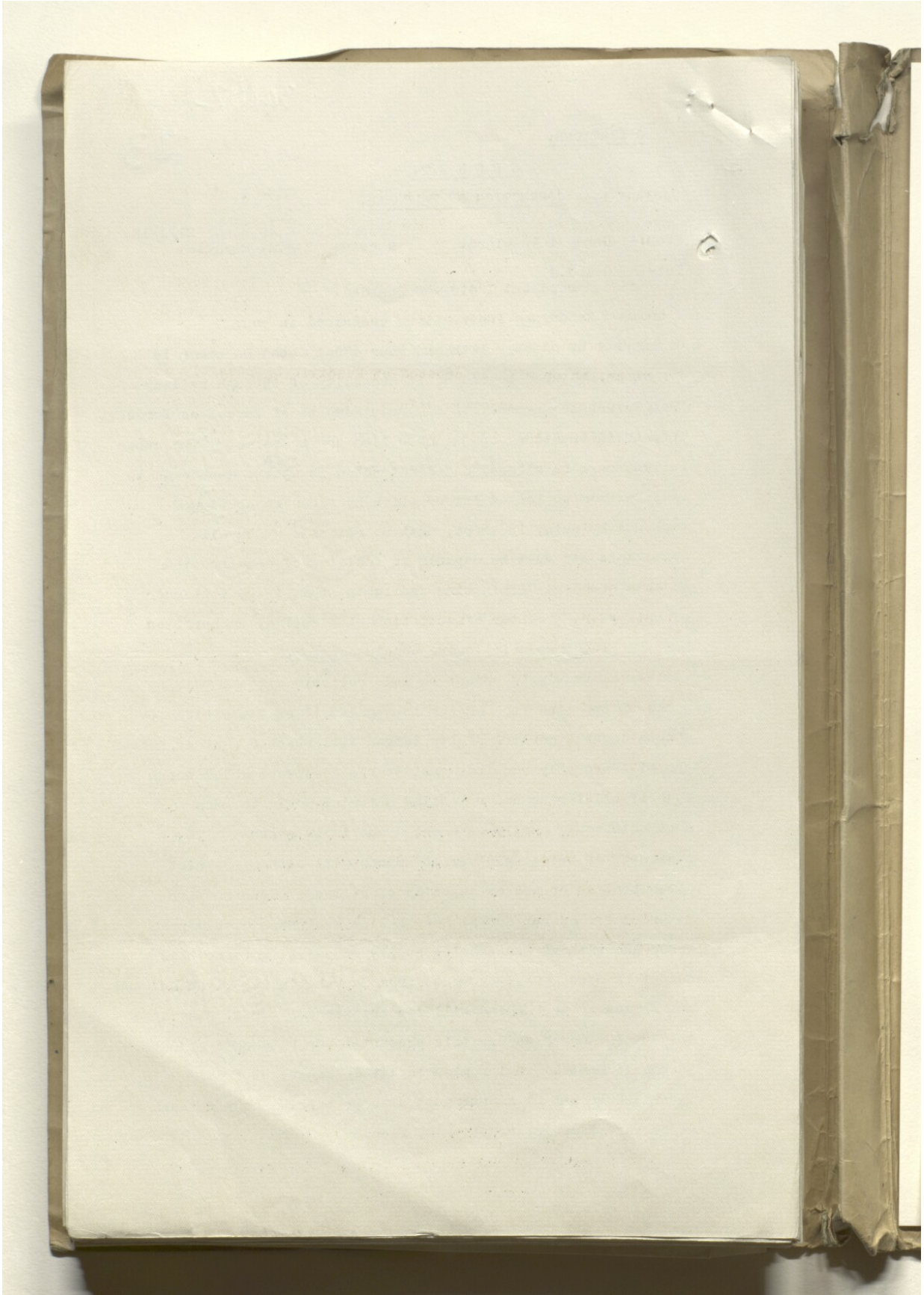


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٨ و] (٢٧٤/٢١٥)



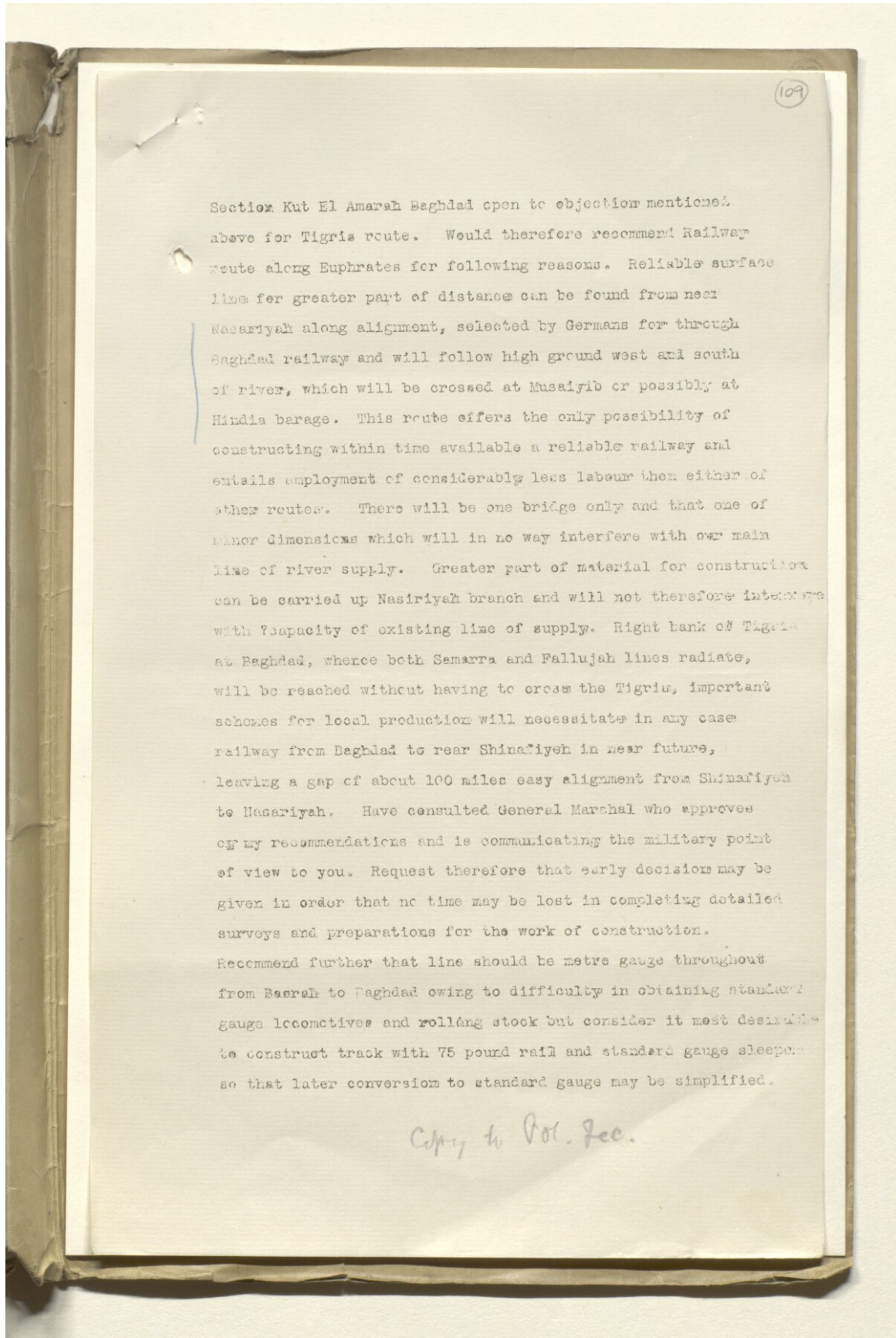


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٨ ظ] (٢٧٤/٢١٦)



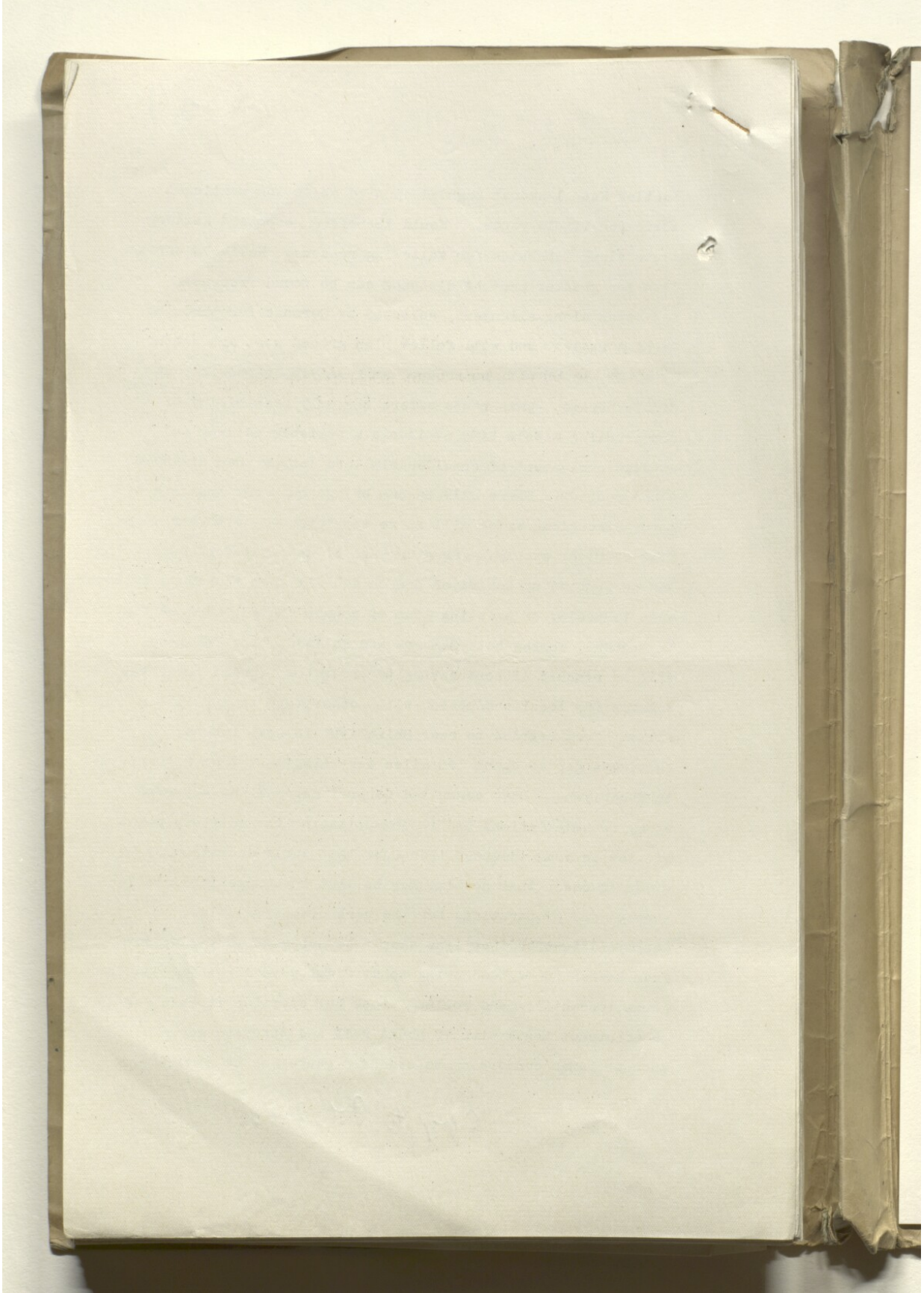


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٩] [٢٧٤/٢١٧]



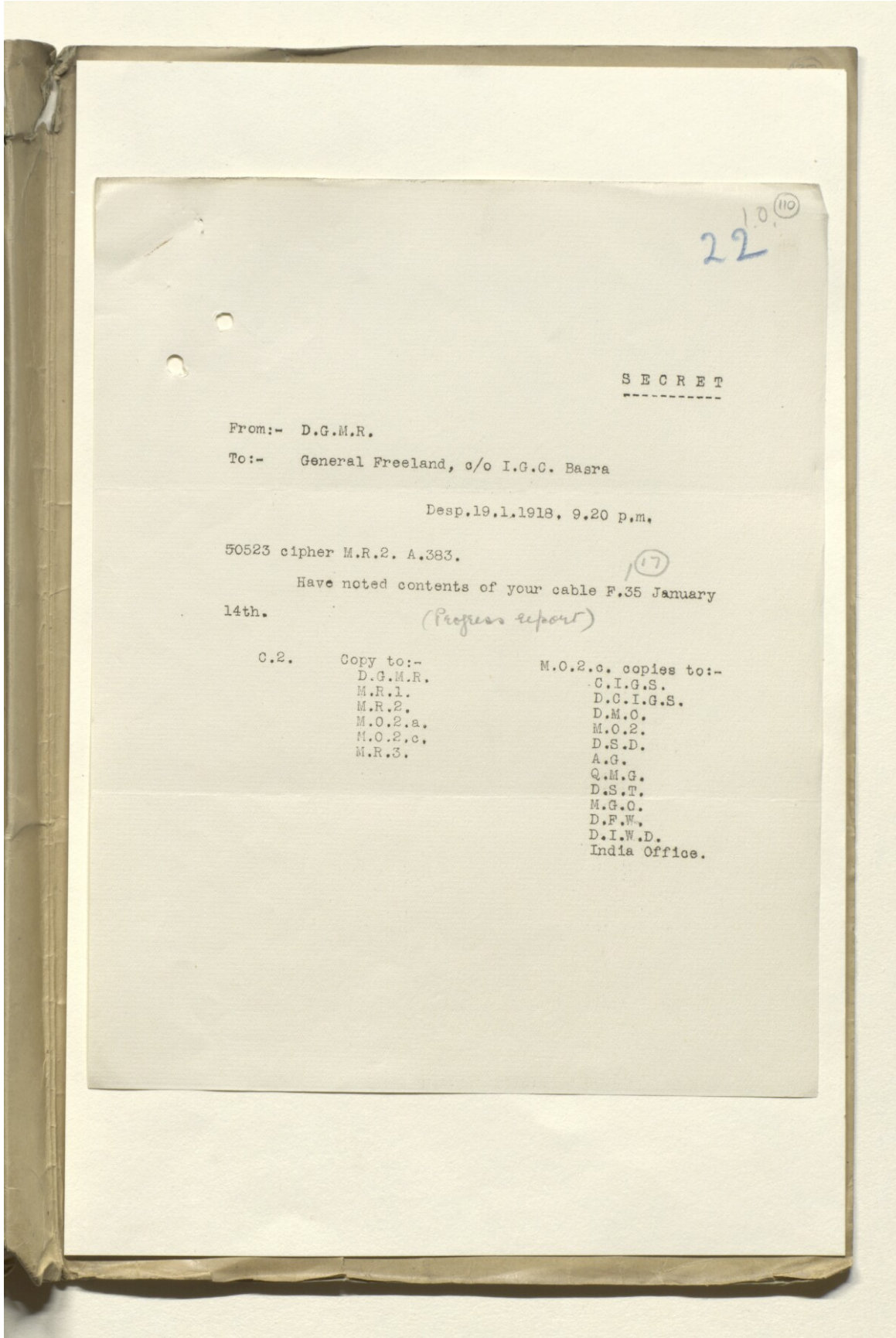


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠٩ ظ] (٢٧٤/٢١٨)



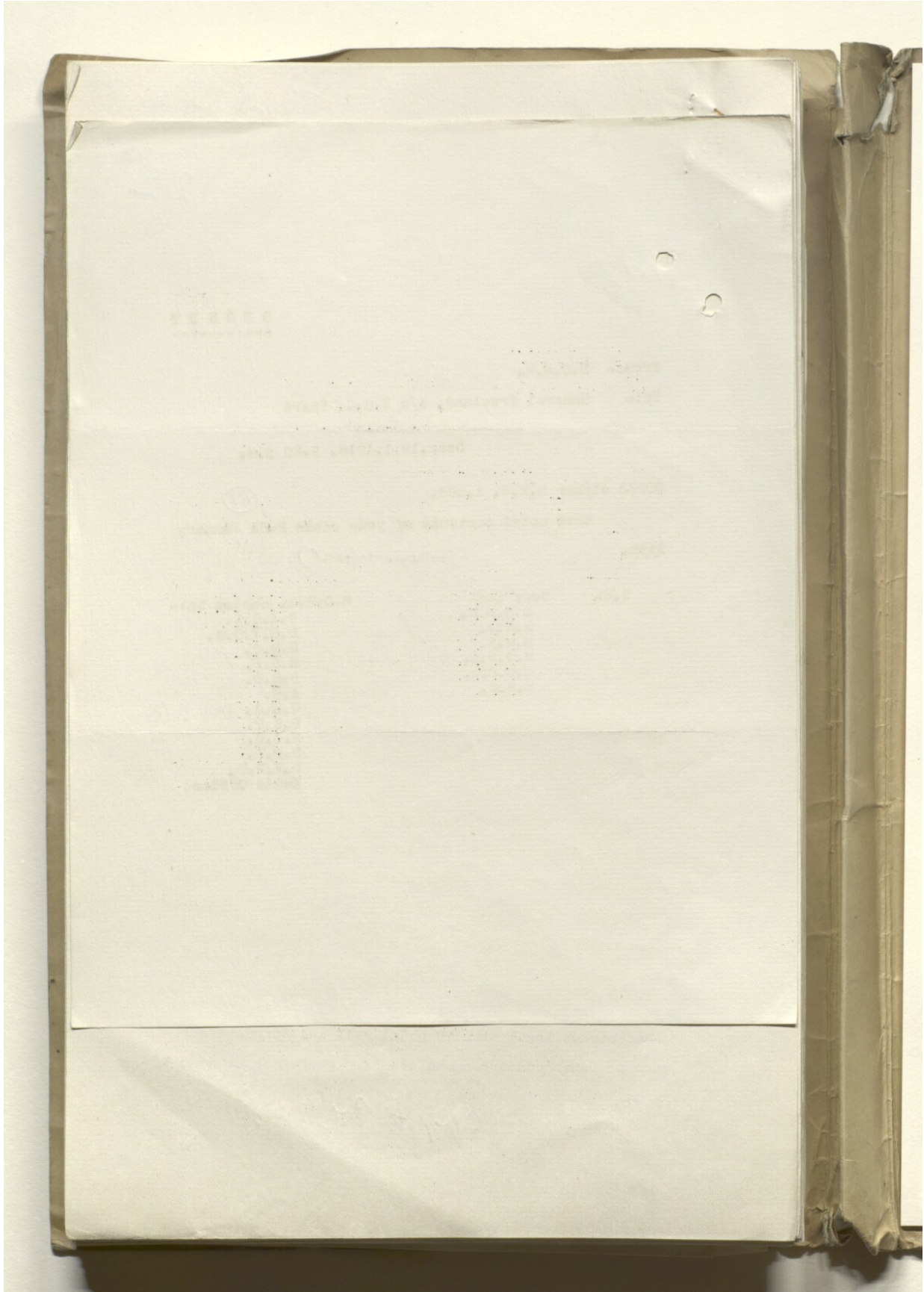


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١١٠و] (٢٧٤/٢١٩)



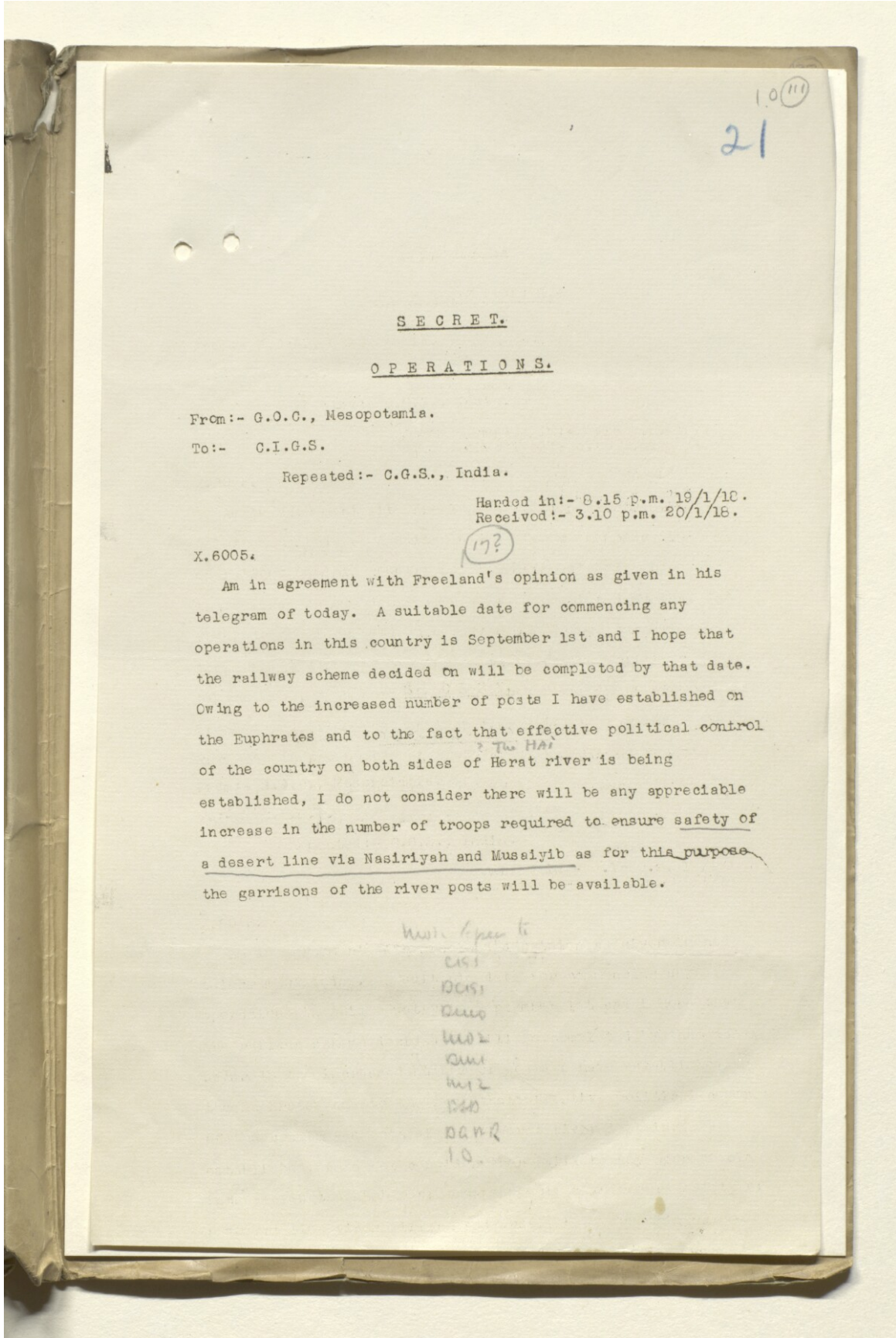


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٠١ ظ] (٢٧٤/٢٢٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(١١١) [٢٧٤/٢٢١]



SECRET.

OPERATIONS.

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

To:- C.I.G.S.

Repeated:- C.G.S., India.

Handed in:- 8.15 p.m. 19/1/10.
Received:- 3.10 p.m. 20/1/10.

X.6005.

Am in agreement with Freeland's opinion as given in his telegram of today. A suitable date for commencing any operations in this country is September 1st and I hope that the railway scheme decided on will be completed by that date. Owing to the increased number of posts I have established on the Euphrates and to the fact that effective political control of the country on both sides of Herat river is being established, I do not consider there will be any appreciable increase in the number of troops required to ensure safety of a desert line via Nasiriyah and Mussayib as for this purpose the garrisons of the river posts will be available.

W. J. Freeland

CIS

DCIS

CMO

WJL

AM

WJL

WJL

WJL

WJL

WJL

WJL

WJL

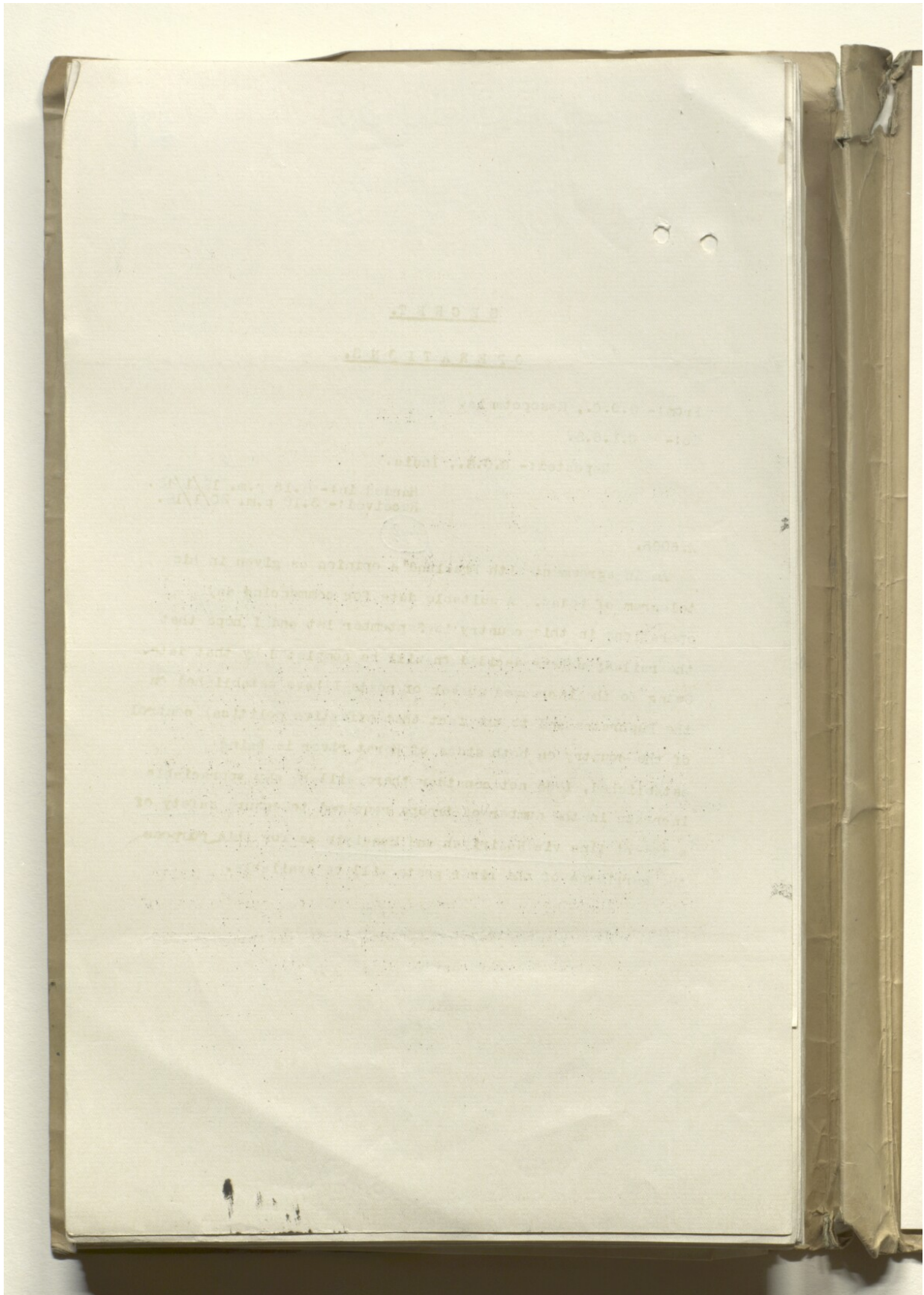
WJL

WJL

WJL

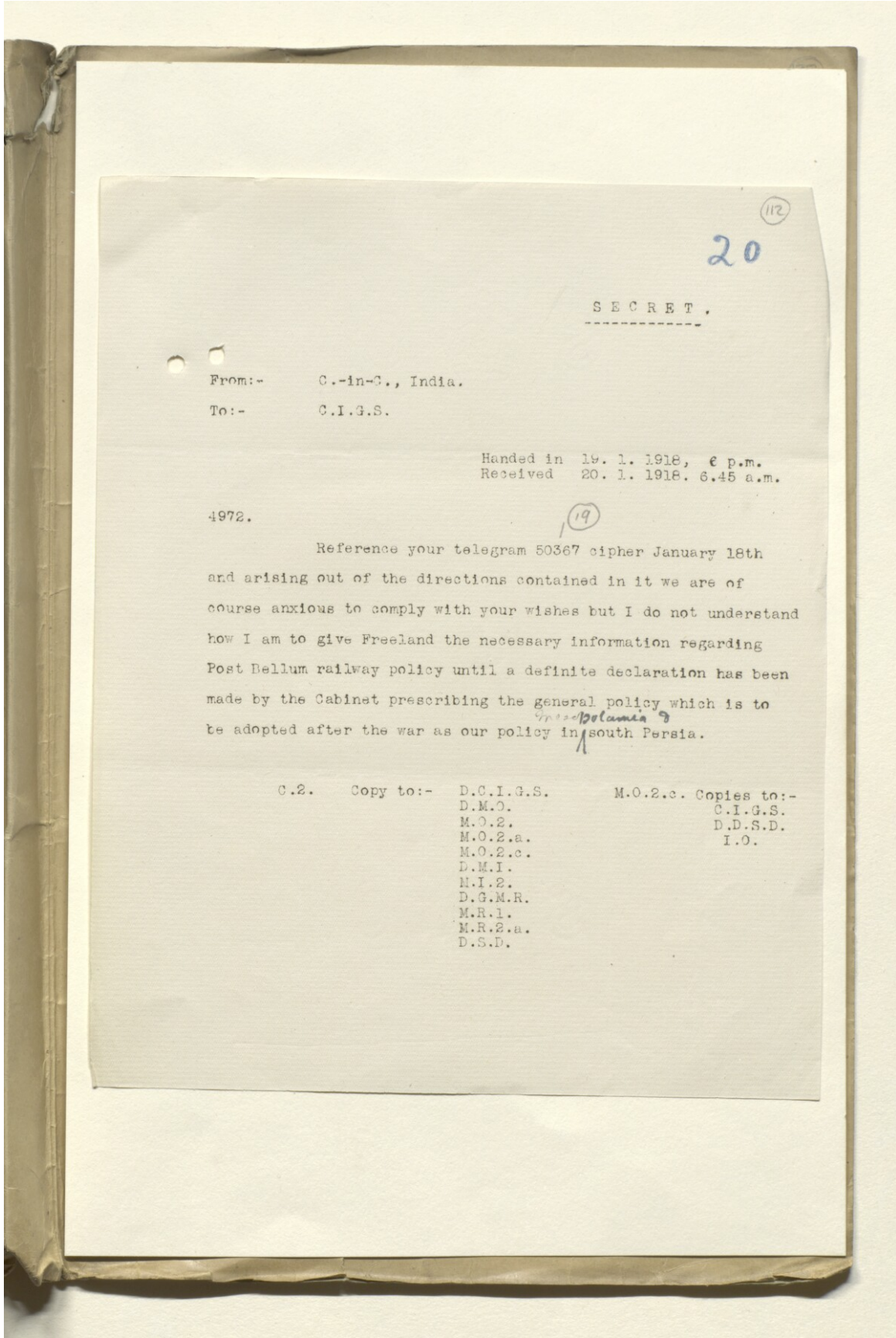


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١١١ظ] (٢٧٤/٢٢٢)



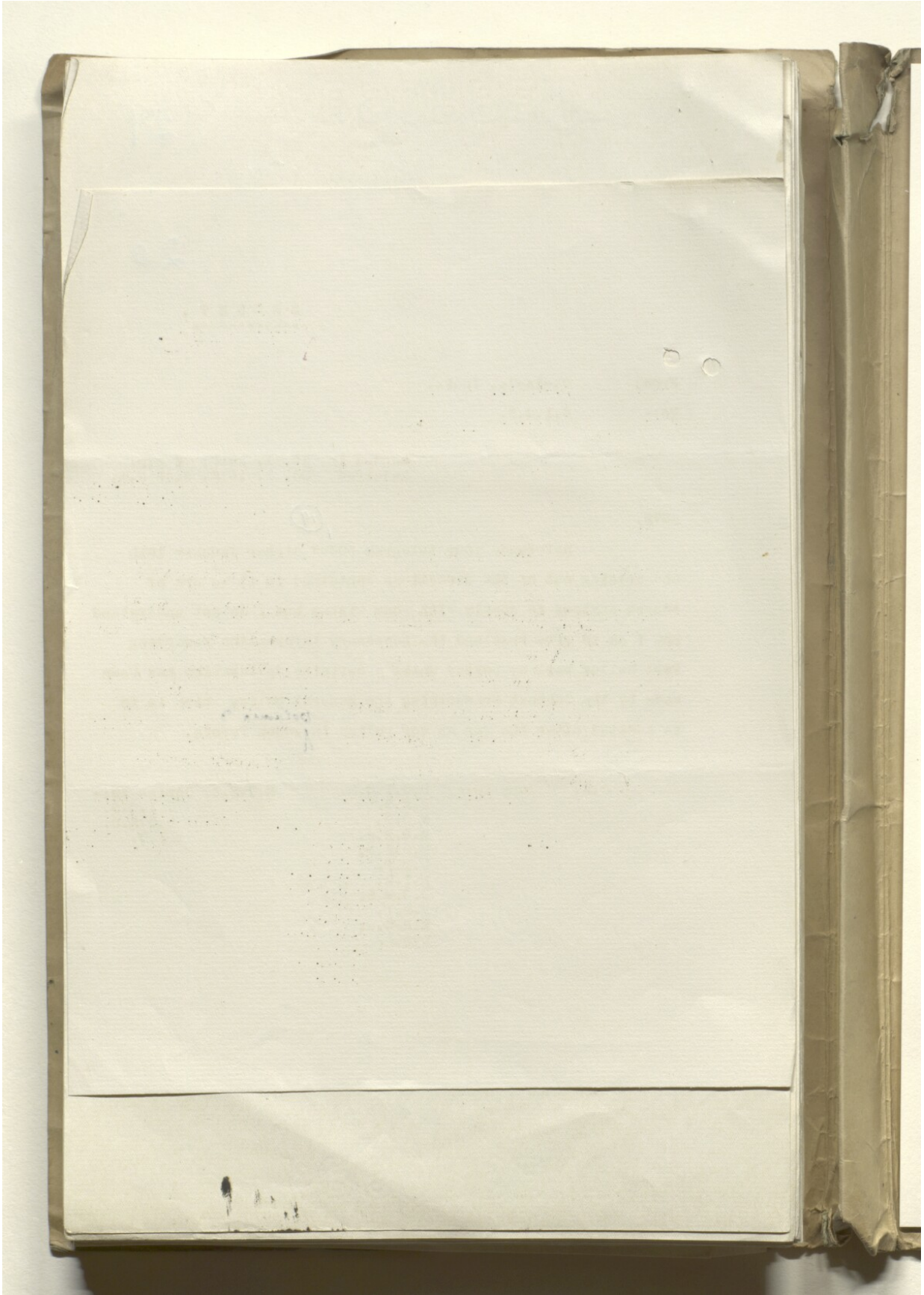


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(١٢ او) [٢٢٣/٢٧٤]



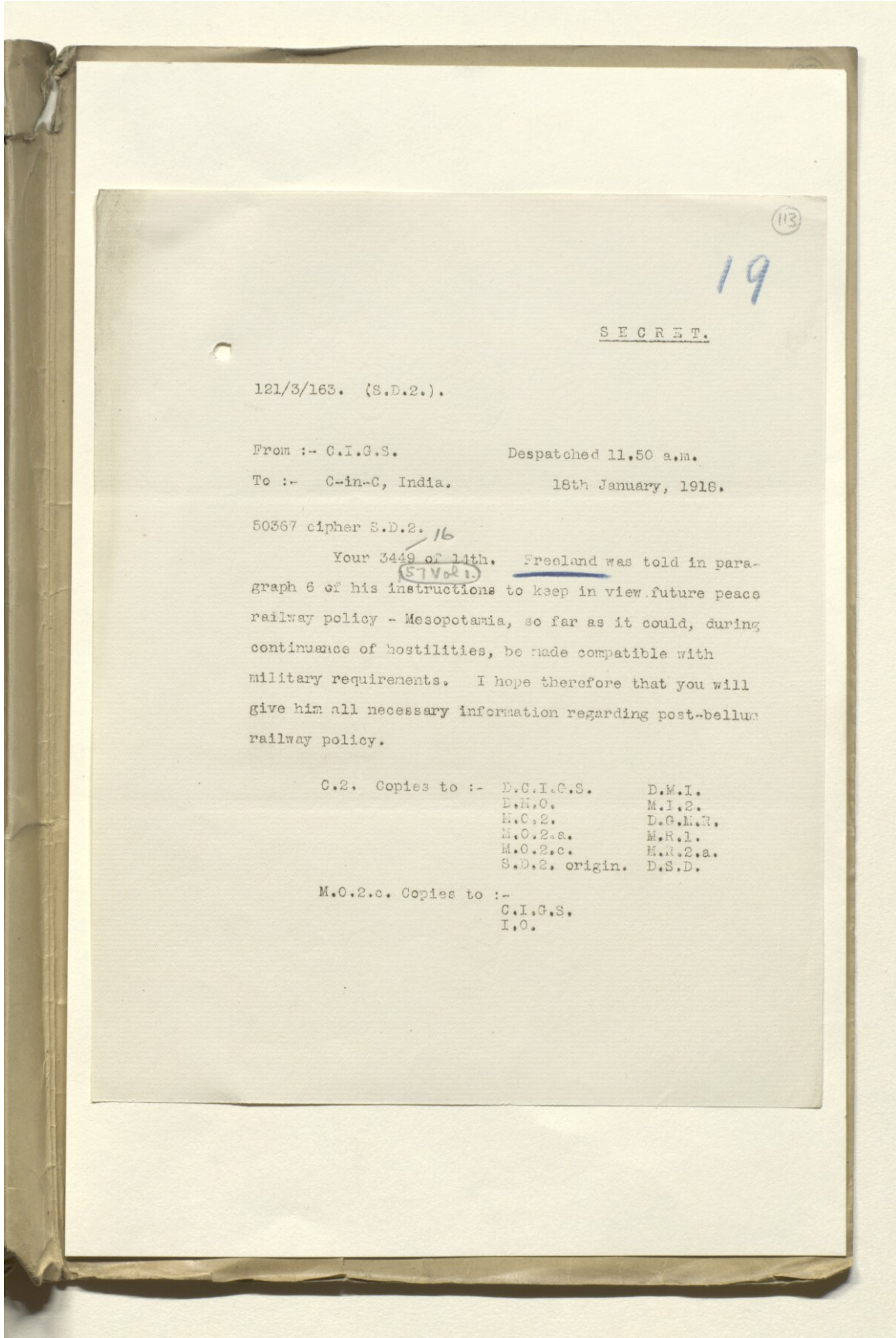


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١١٢ ظ] (٢٧٤/٢٢٤)



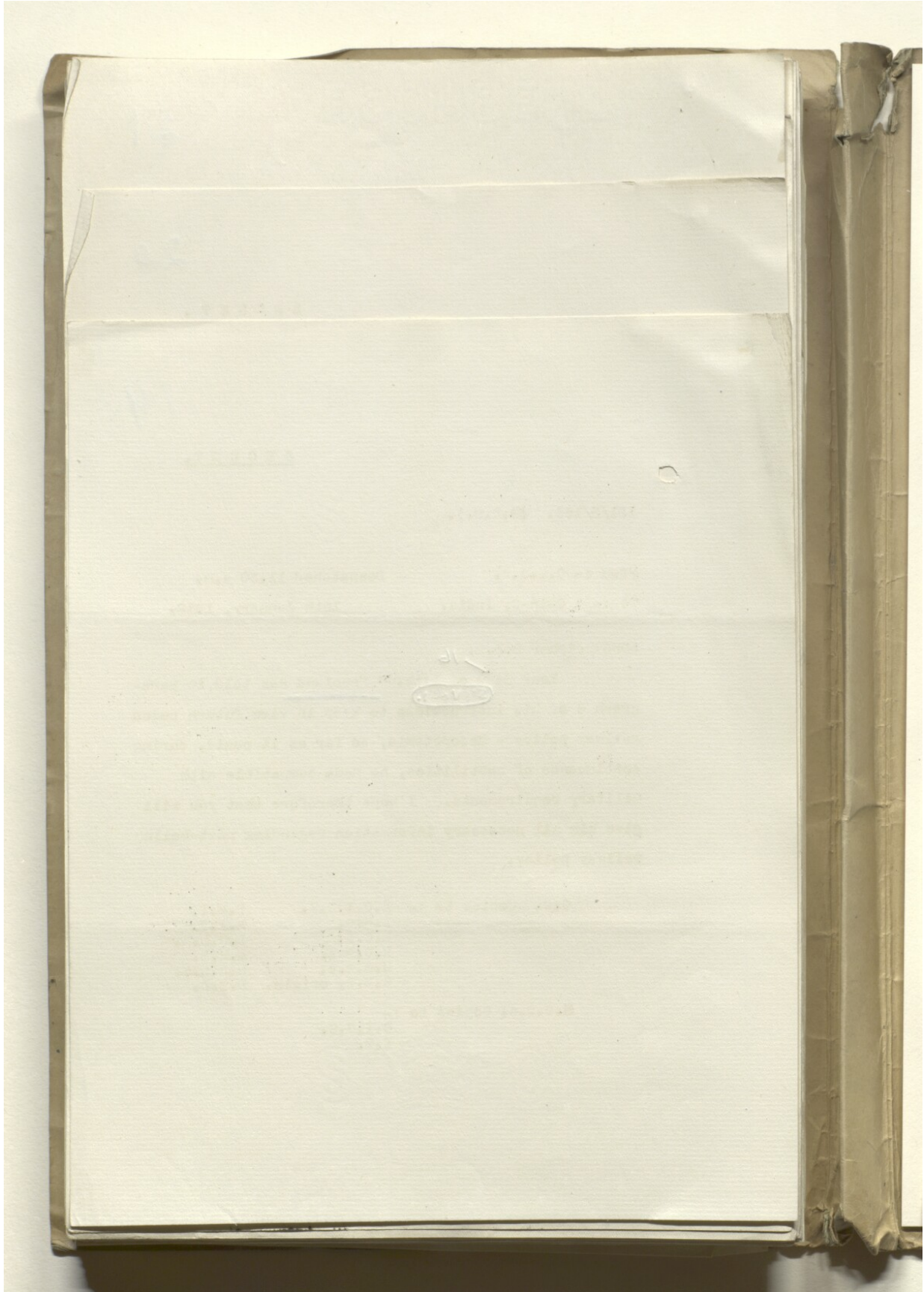


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٢٥) [١٣ و١]



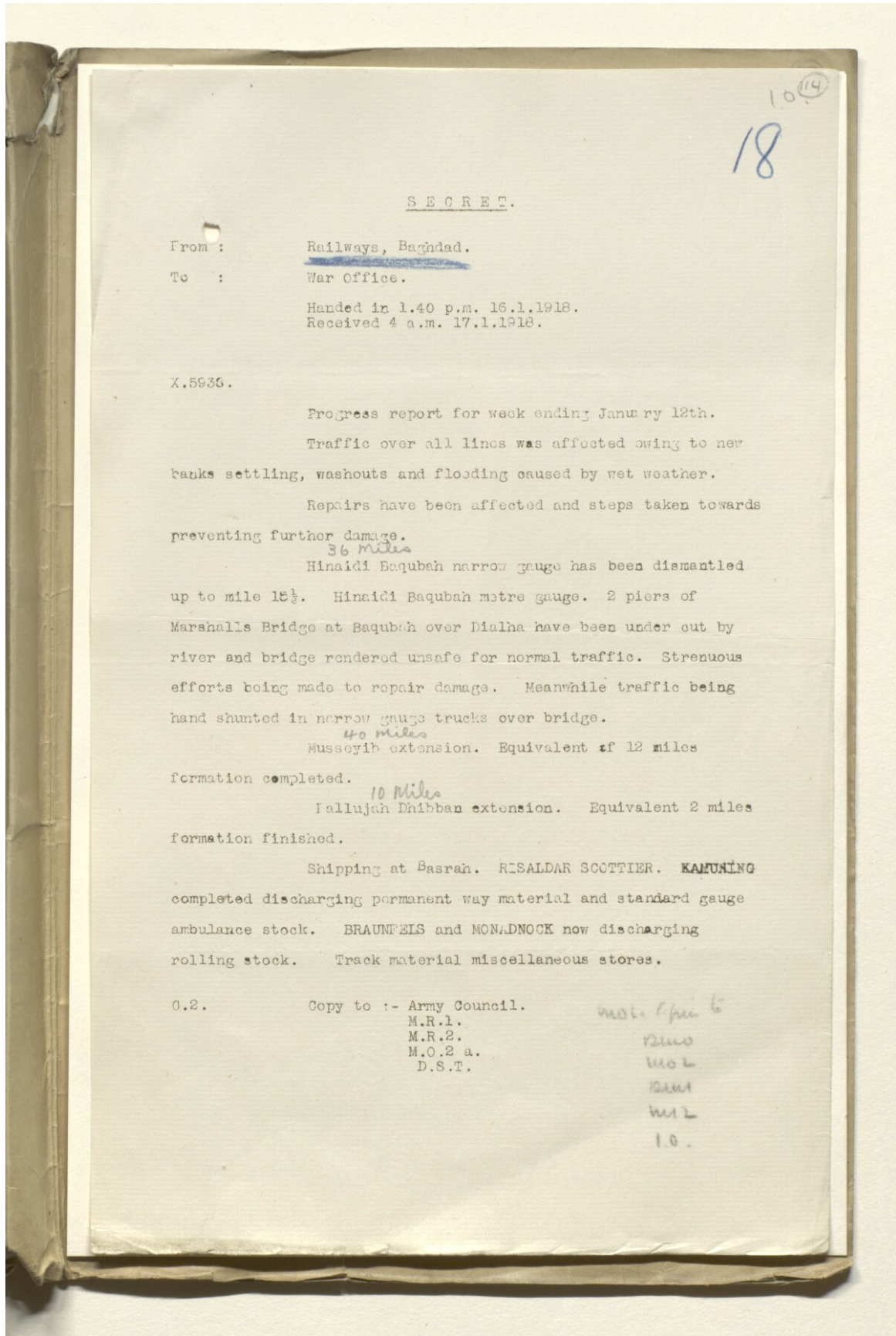


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٣ ظ] (٢٧٤/٢٢٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٢٧) [١١٤ و]



SECRET.

From : Railways, Baghdad.
To : War Office.

Handed in 1.40 p.m. 16.1.1918.
Received 4 a.m. 17.1.1918.

X.5935.

Progress report for week ending January 12th.

Traffic over all lines was affected owing to new banks settling, washouts and flooding caused by wet weather.

Repairs have been affected and steps taken towards preventing further damage.

36 miles
Hinaidi Baqubah narrow gauge has been dismantled up to mile 18½. Hinaidi Baqubah metre gauge. 2 piers of Marshalls Bridge at Baqubah over Dialha have been under cut by river and bridge rendered unsafe for normal traffic. Strenuous efforts being made to repair damage. Meanwhile traffic being hand shunted in narrow gauge trucks over bridge.

40 miles
Musseyib extension. Equivalent of 12 miles formation completed.

10 miles
Fallujah Dhibban extension. Equivalent 2 miles formation finished.

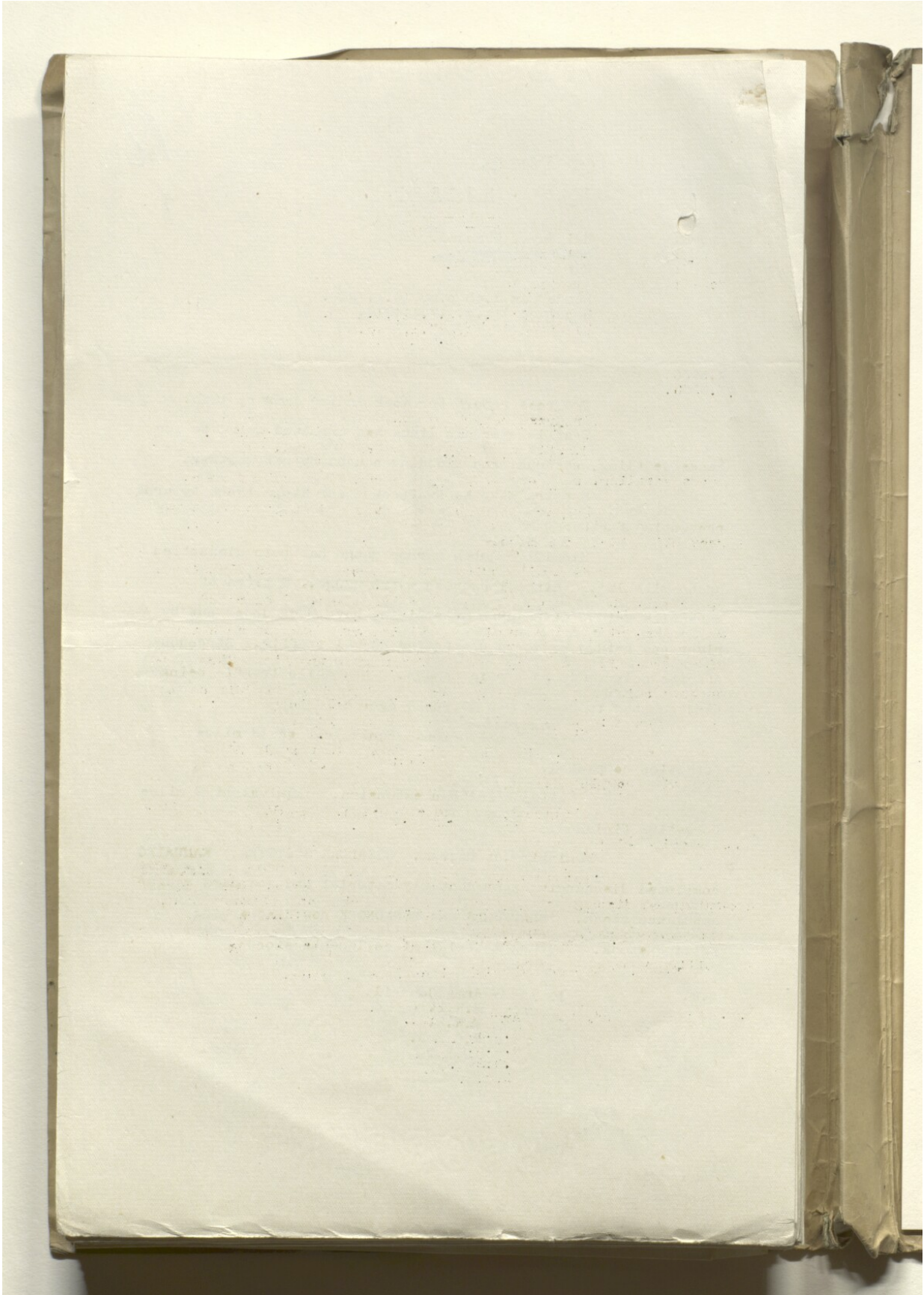
Shipping at Basrah. RISALDAR SCOTTIER. KAMUNING completed discharging permanent way material and standard gauge ambulance stock. BRAUNFELS and MONADNOCK now discharging rolling stock. Track material miscellaneous stores.

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

note given to
1210
1102
1211
1112
10.

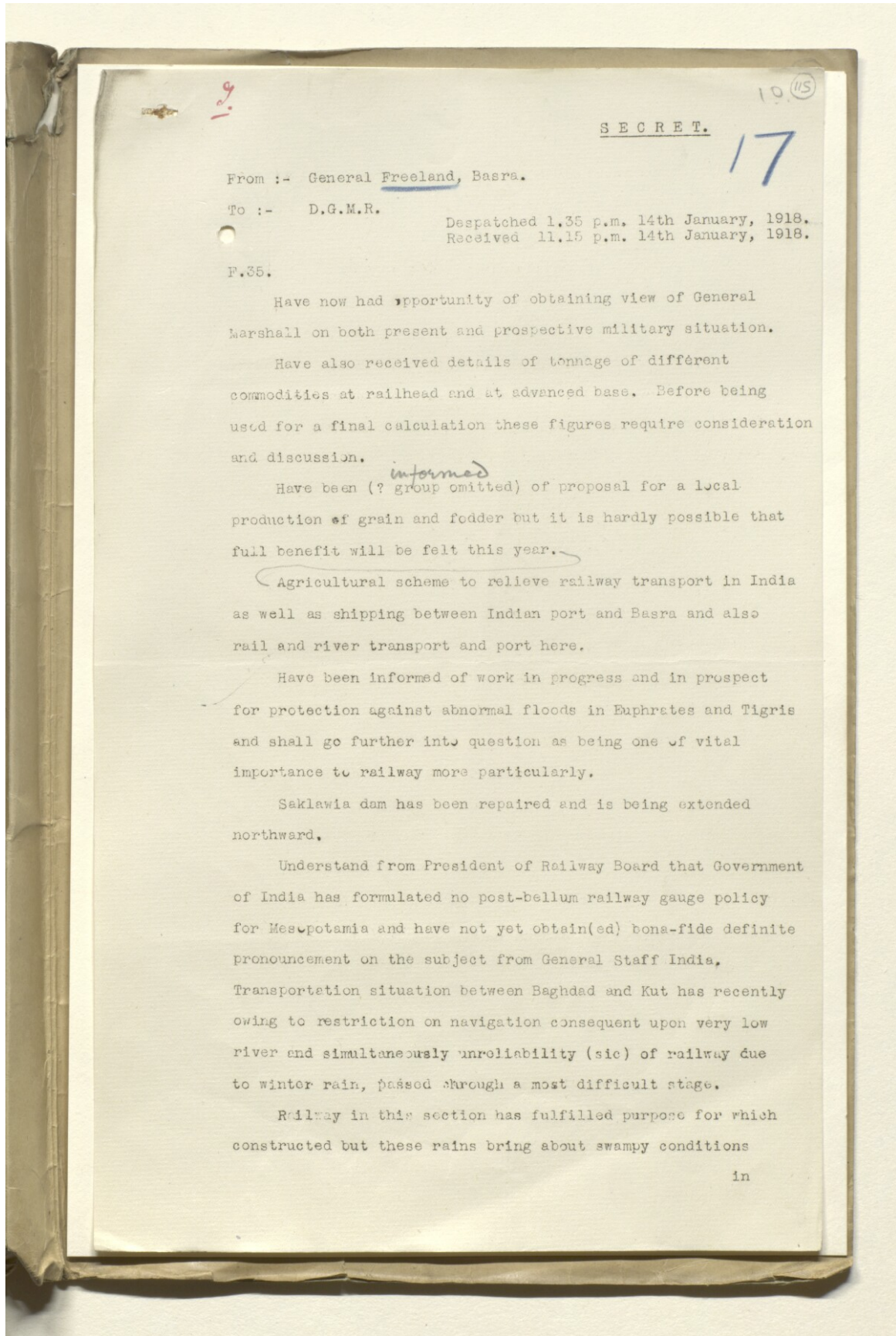


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٤] [٢٧٤/٢٢٨]





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٢٩) [١١٥]



SECRET.

From :- General Freeland, Basra.

To :- D.G.M.R.

Despatched 1.35 p.m. 14th January, 1918.
Received 11.15 p.m. 14th January, 1918.

F.35.

Have now had opportunity of obtaining view of General Marshall on both present and prospective military situation.

Have also received details of tonnage of different commodities at railhead and at advanced base. Before being used for a final calculation these figures require consideration and discussion.

Have been (^{informed} ? group omitted) of proposal for a local production of grain and fodder but it is hardly possible that full benefit will be felt this year.

Agricultural scheme to relieve railway transport in India as well as shipping between Indian port and Basra and also rail and river transport and port here.

Have been informed of work in progress and in prospect for protection against abnormal floods in Euphrates and Tigris and shall go further into question as being one of vital importance to railway more particularly.

Saklawia dam has been repaired and is being extended northward.

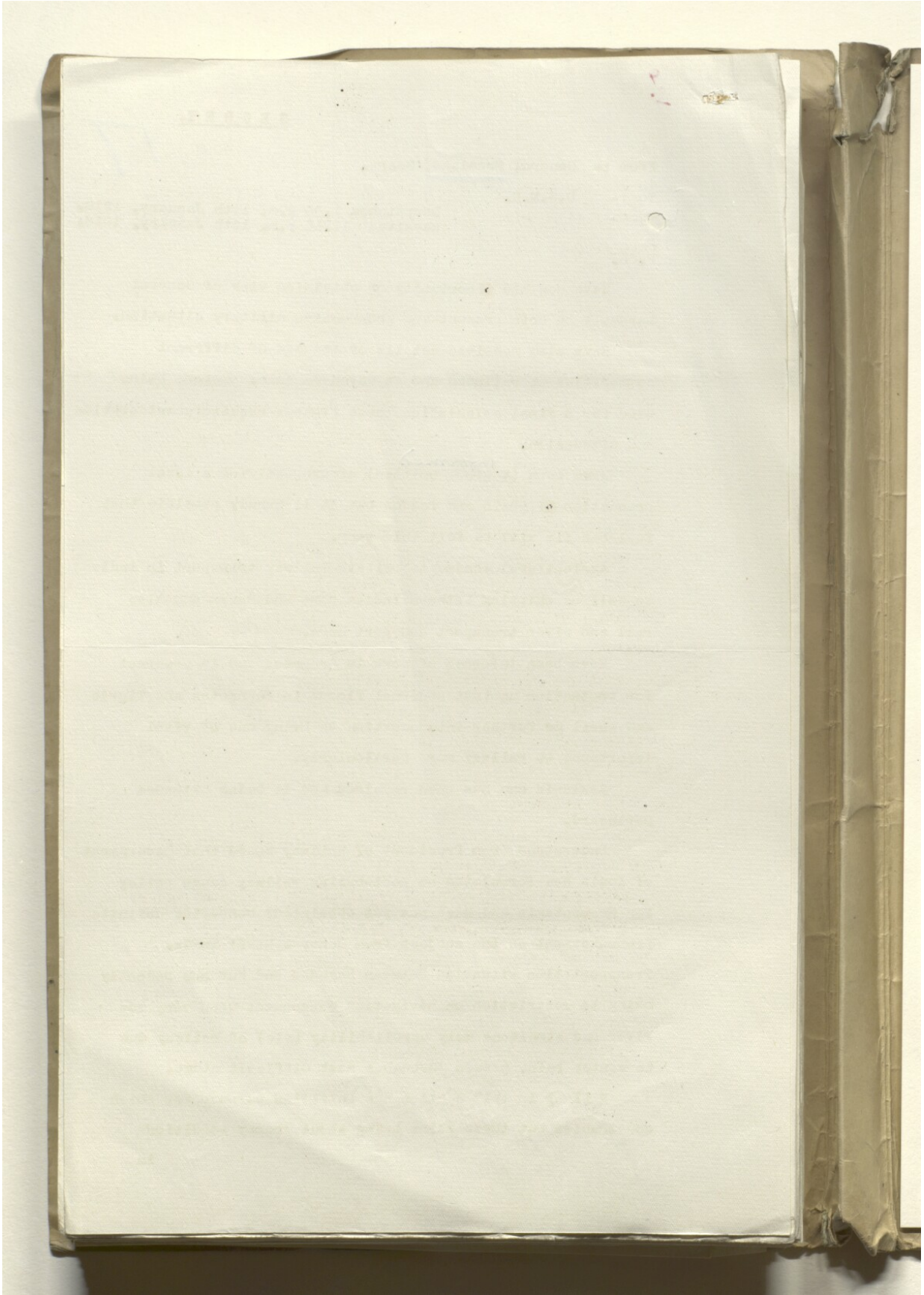
Understand from President of Railway Board that Government of India has formulated no post-bellum railway gauge policy for Mesopotamia and have not yet obtain(ed) bona-fide definite pronouncement on the subject from General Staff India. Transportation situation between Baghdad and Kut has recently owing to restriction on navigation consequent upon very low river and simultaneously unreliability (sic) of railway due to winter rain, passed through a most difficult stage.

Railway in this section has fulfilled purpose for which constructed but these rains bring about swampy conditions

in



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٥] (٢٧٤/٢٣٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(١١٦ و) [٢٣١/٢٧٤]

116

2.

in certain depressions and thus cause interruption to the surface line which could not in the time available be lifted ballasted or drained.

Railway on this section has still to be tested during flood season when everything depends on adequate protective work.

Port of Bombay and system of utilization of shipping there has been examined with result that arrangements in that port for utilization of shipping must be considered satisfactory.

On the other ^{hand} (group omitted) working at Karachi is capable of improvement. As regards working port of Basrah and Fehrumar which is now in process of being completed a recommendation will be submitted later, but in meantime at I.G.C's. request am ^{formulating} (group omitted) detailed proposal for formation of a dock directorate and for improvement in working.

With I.G.C., Director of Railway, and Director of Inland Water Transport, am now discussing best means of combining rail and river transport to meet present and future requirements with special consideration to river conditions at different times of the year.

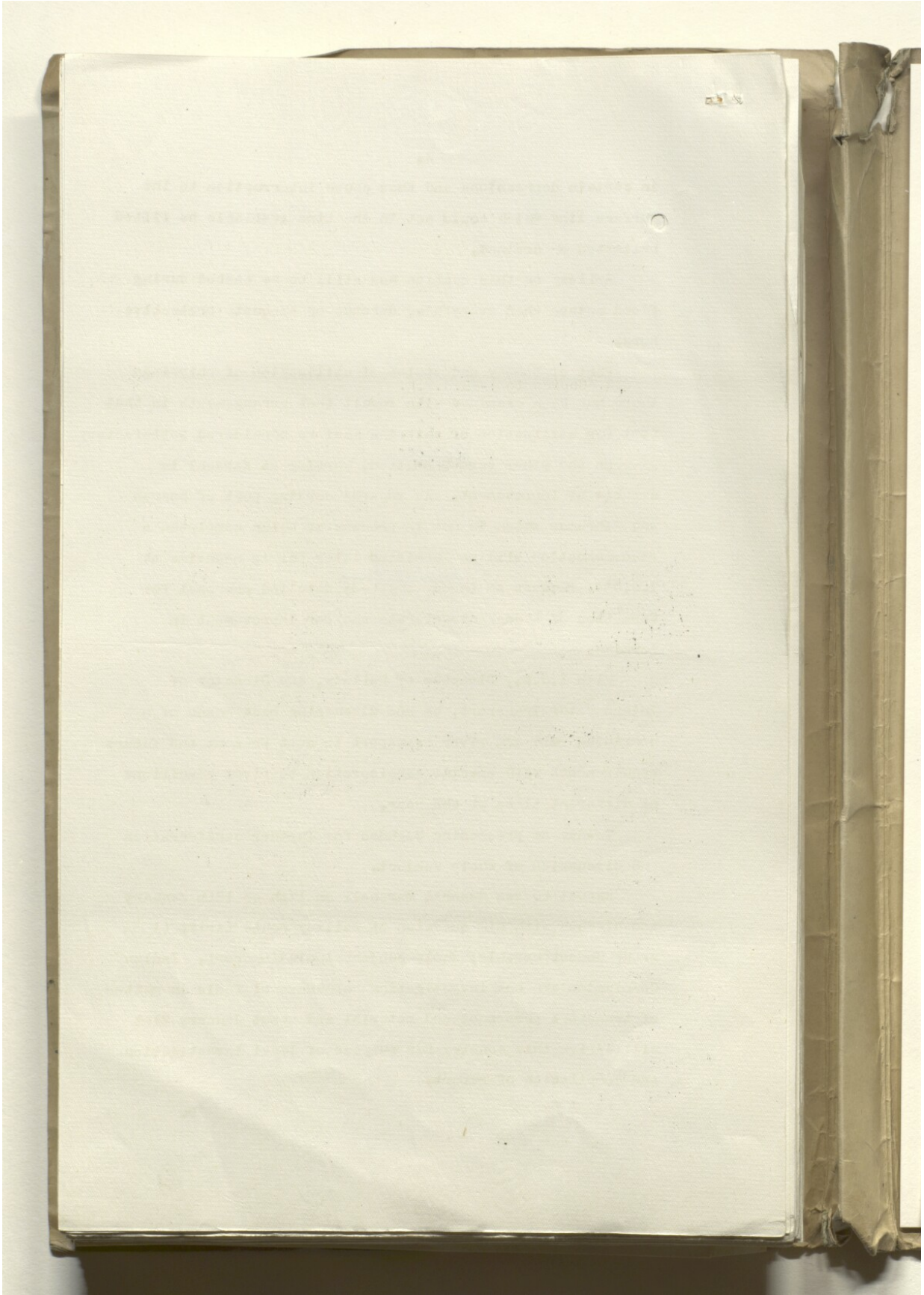
To-day am proceeding Baghdad for further consideration and discussion of whole subject.

Expect to see General Marshall on 17th or 18th January and discuss with him question of railway route tariff (1 group undecipherable) whole subject including port. Indian Commission are now investigating resources of India in matter of transport personnel and material and about January 21st will arrive this country for purpose of local investigation and compilation of report.

Dc

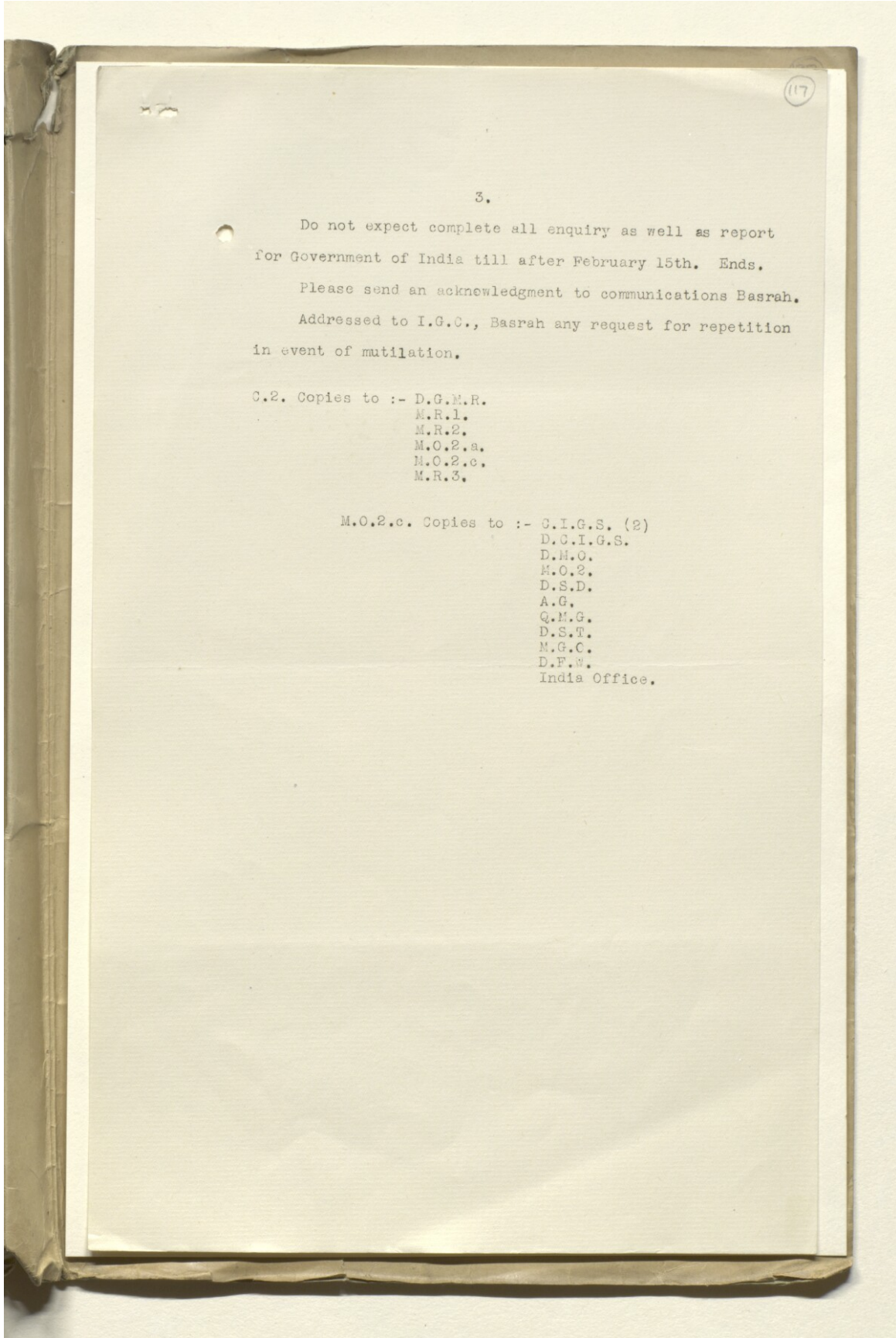


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٦ ظ] (٢٧٤/٢٣٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٧ و] (٢٧٤/٢٣٣)



3.

Do not expect complete all enquiry as well as report
for Government of India till after February 15th. Ends.

Please send an acknowledgment to communications Basrah.

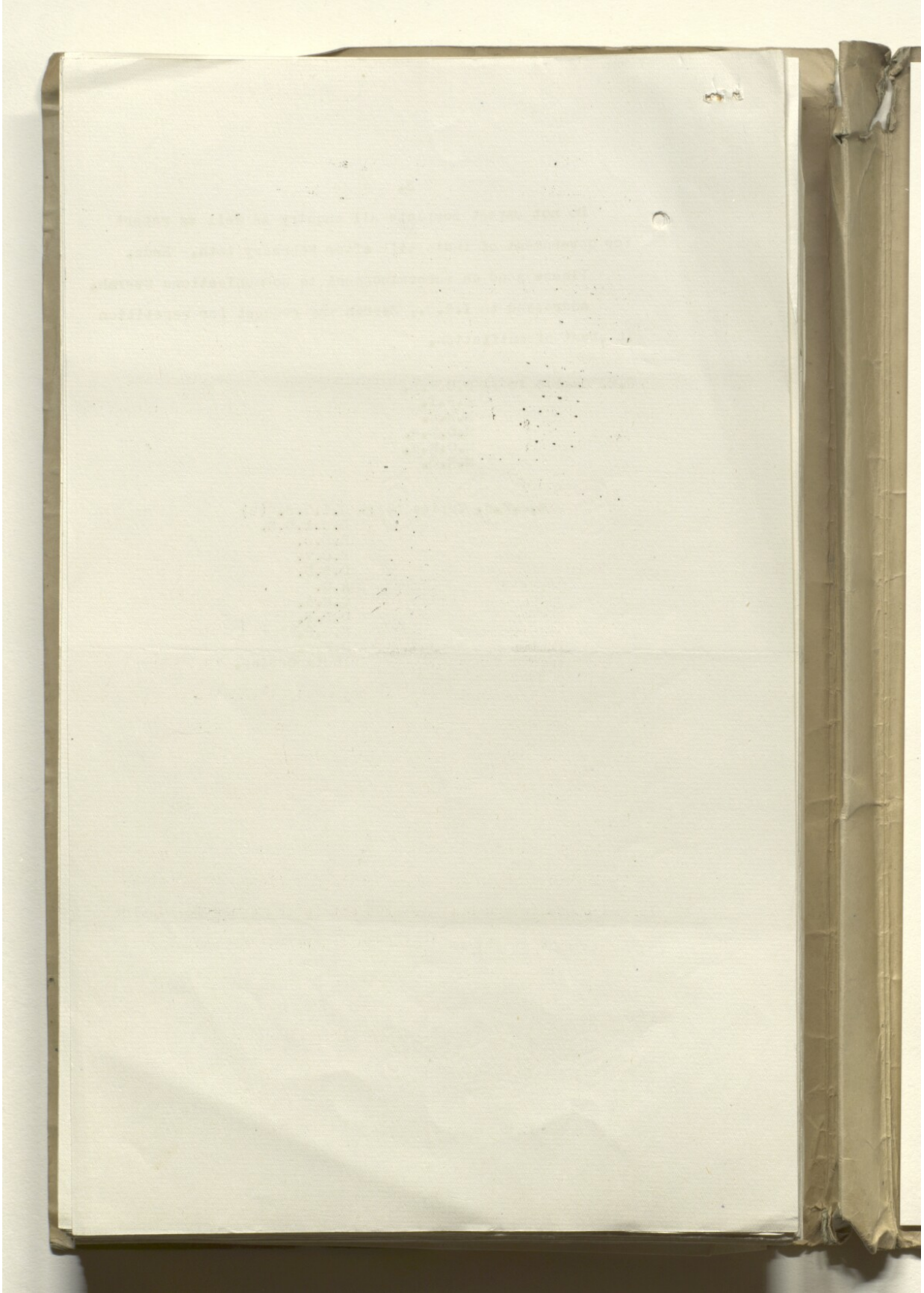
Addressed to I.G.C., Basrah any request for repetition
in event of mutilation.

C.O. Copies to :- D.G.M.R.
M.R.1.
M.R.2.
M.O.2.a.
M.O.2.c.
M.R.3.

M.O.2.c. Copies to :- C.I.G.S. (2)
D.C.I.G.S.
D.H.O.
M.O.2.
D.S.D.
A.G.
Q.M.G.
D.S.T.
M.G.C.
D.F.W.
India Office.

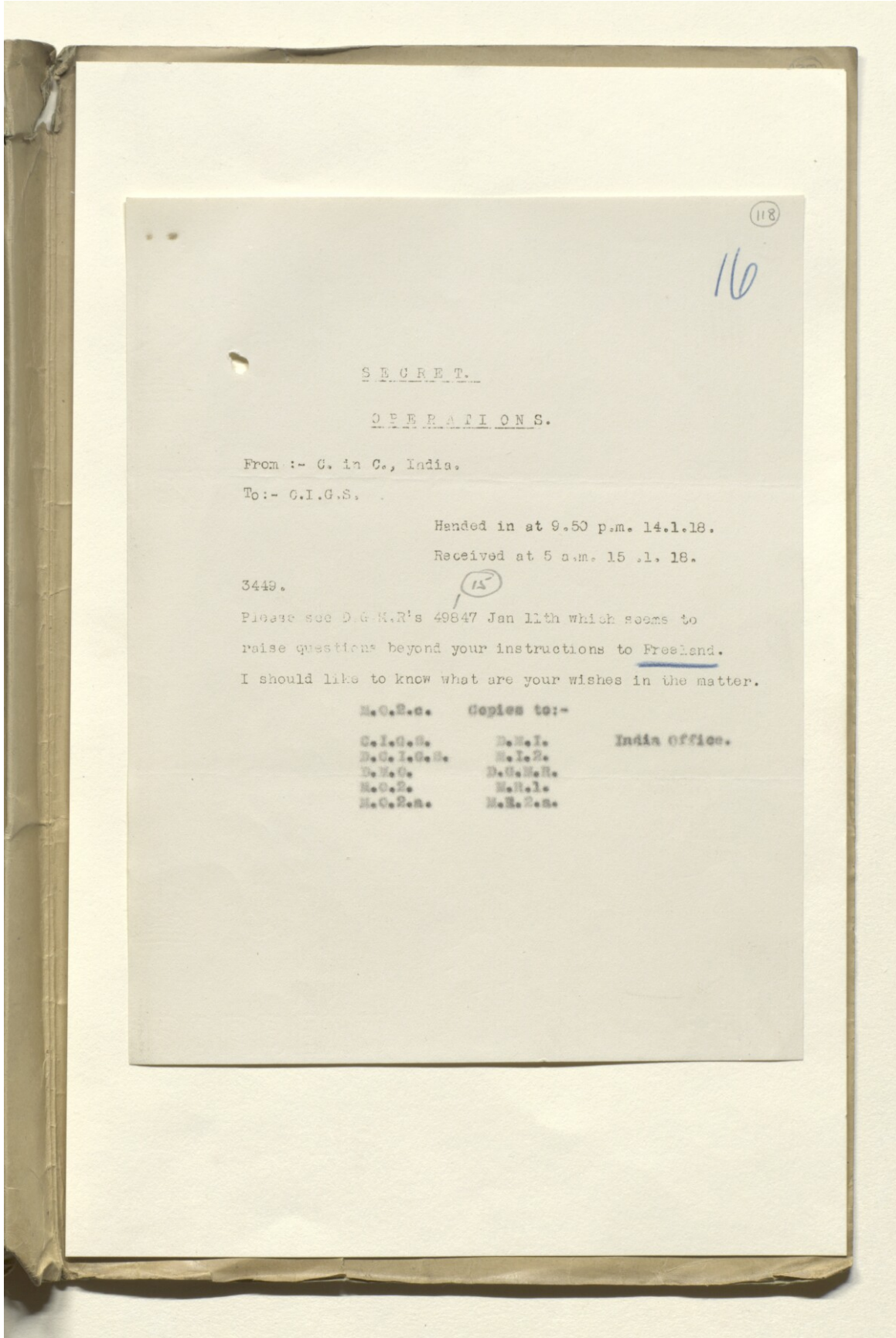


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٧ ظ] (٢٧٤/٢٣٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد 11"
[118] [274/235]



SECRET.

OPERATIONS.

From :- G. in C., India.

To :- C.I.G.S.

Handed in at 9.50 p.m. 14.1.18.

Received at 5 a.m. 15 .1. 18.

3449.

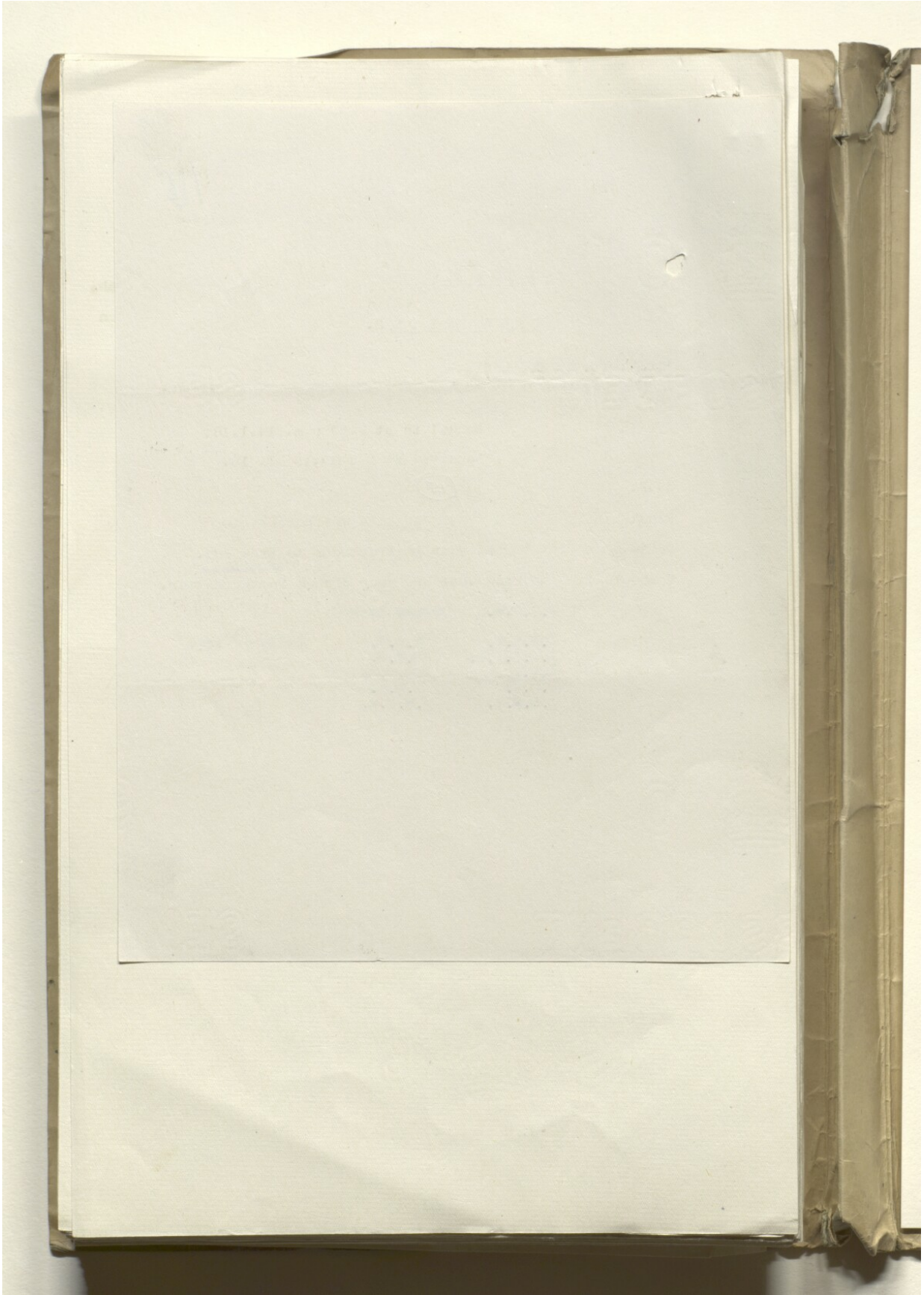
Please see D.G.M.R.'s 49847 Jan 11th which seems to raise questions beyond your instructions to FreeLand.

I should like to know what are your wishes in the matter.

M.C.S.c. Copies to:-
C.I.G.S. D.M.I. India Office.
D.C.I.G.S. M.I.F.
D.M.C. D.G.M.R.
M.C.S. M.R.L.
M.C.S.a. M.R.S.a.

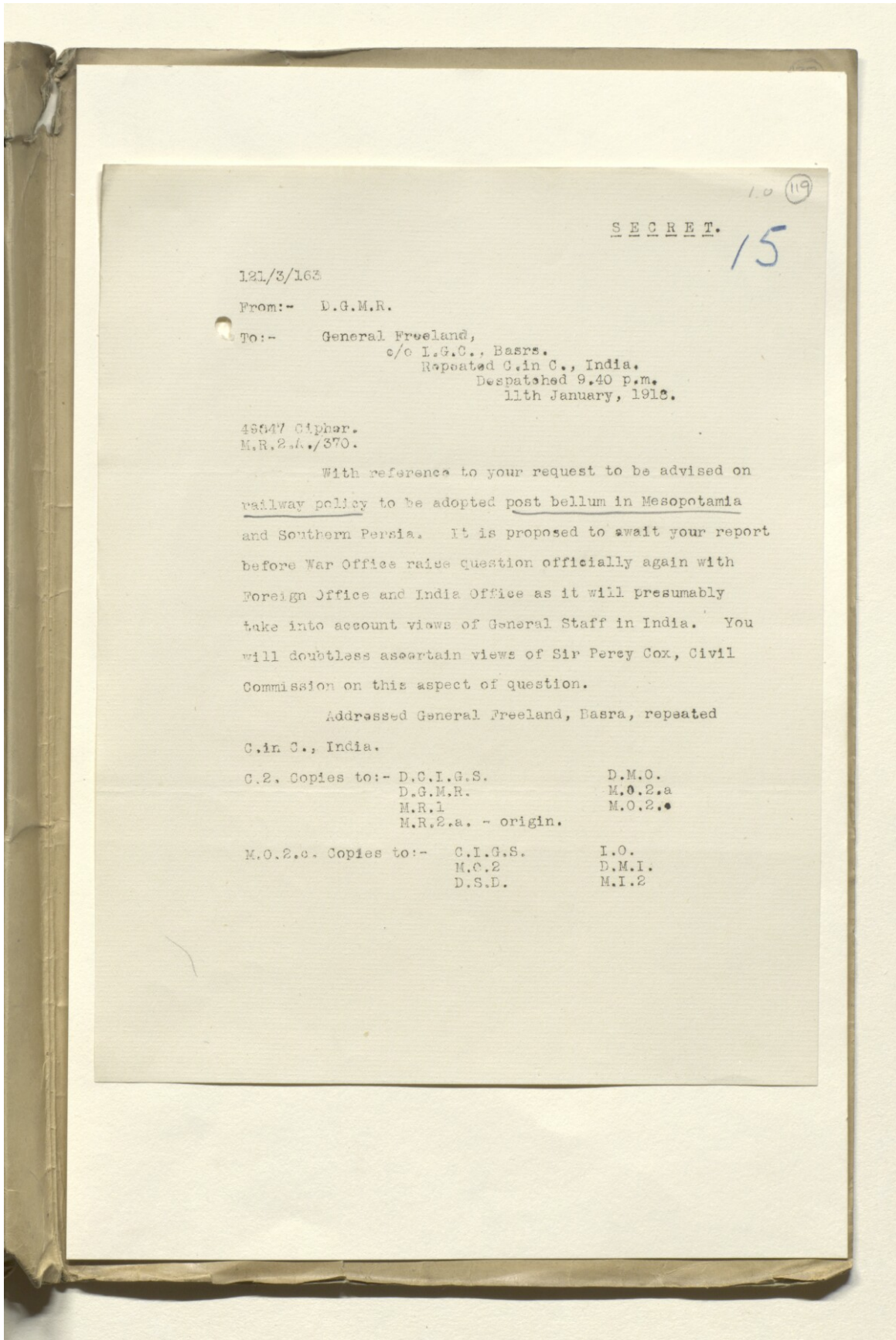


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١١٨ ظ] (٢٧٤/٢٣٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد 11"
[١٩١ و] (٢٣٧/٢٧٤)



SECRET.

121/3/163

From:- D.G.M.R.

To:- General Freeland,
c/o I.G.C., Basra.
Repeated C.in C., India.
Despatched 9.40 p.m.
11th January, 1913.

45647 Cipher.
M.R.2.a./370.

With reference to your request to be advised on railway policy to be adopted post bellum in Mesopotamia and Southern Persia. It is proposed to await your report before War Office raise question officially again with Foreign Office and India Office as it will presumably take into account views of General Staff in India. You will doubtless ascertain views of Sir Percy Cox, Civil Commission on this aspect of question.

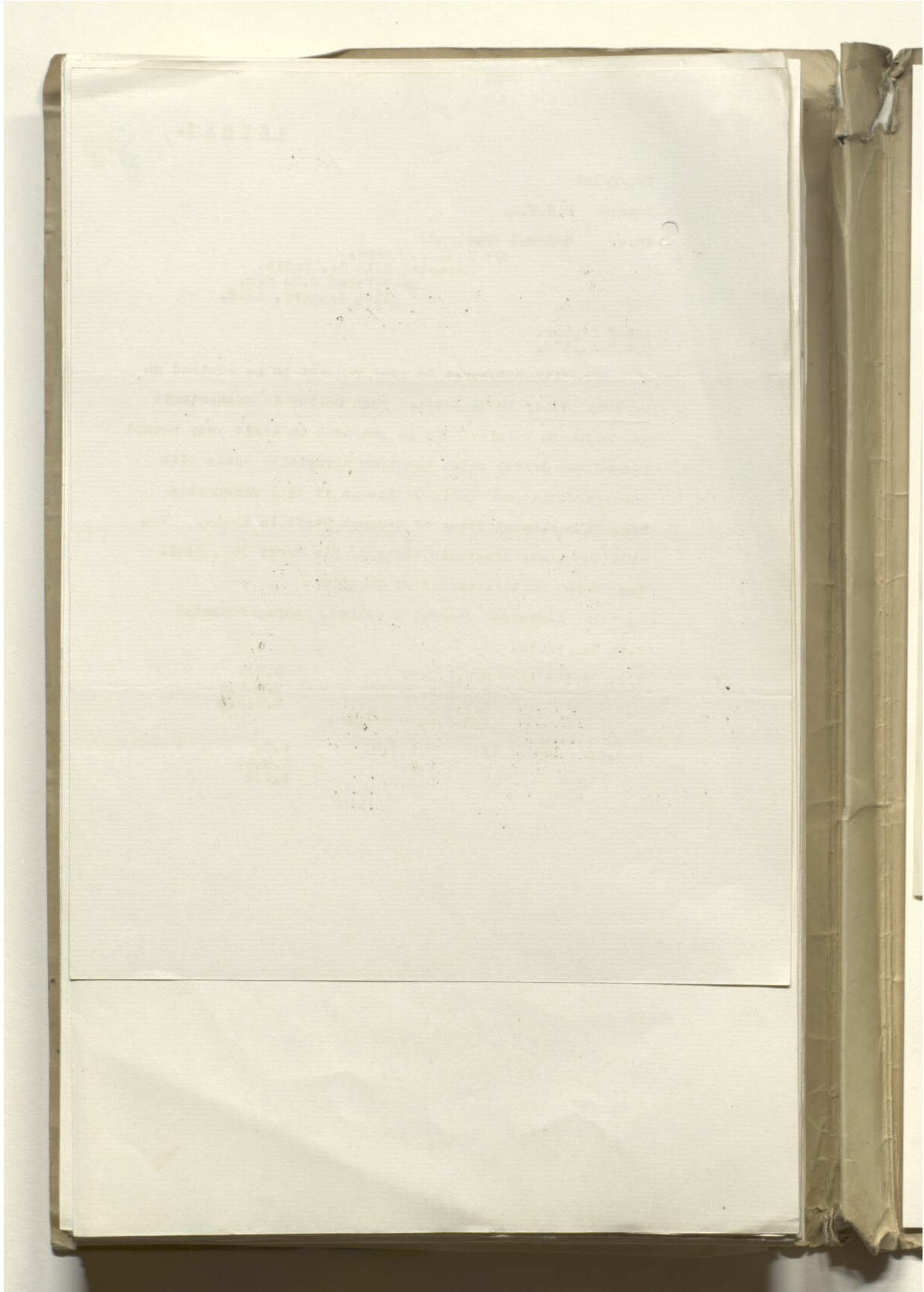
Addressed General Freeland, Basra, repeated
C.in C., India.

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

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

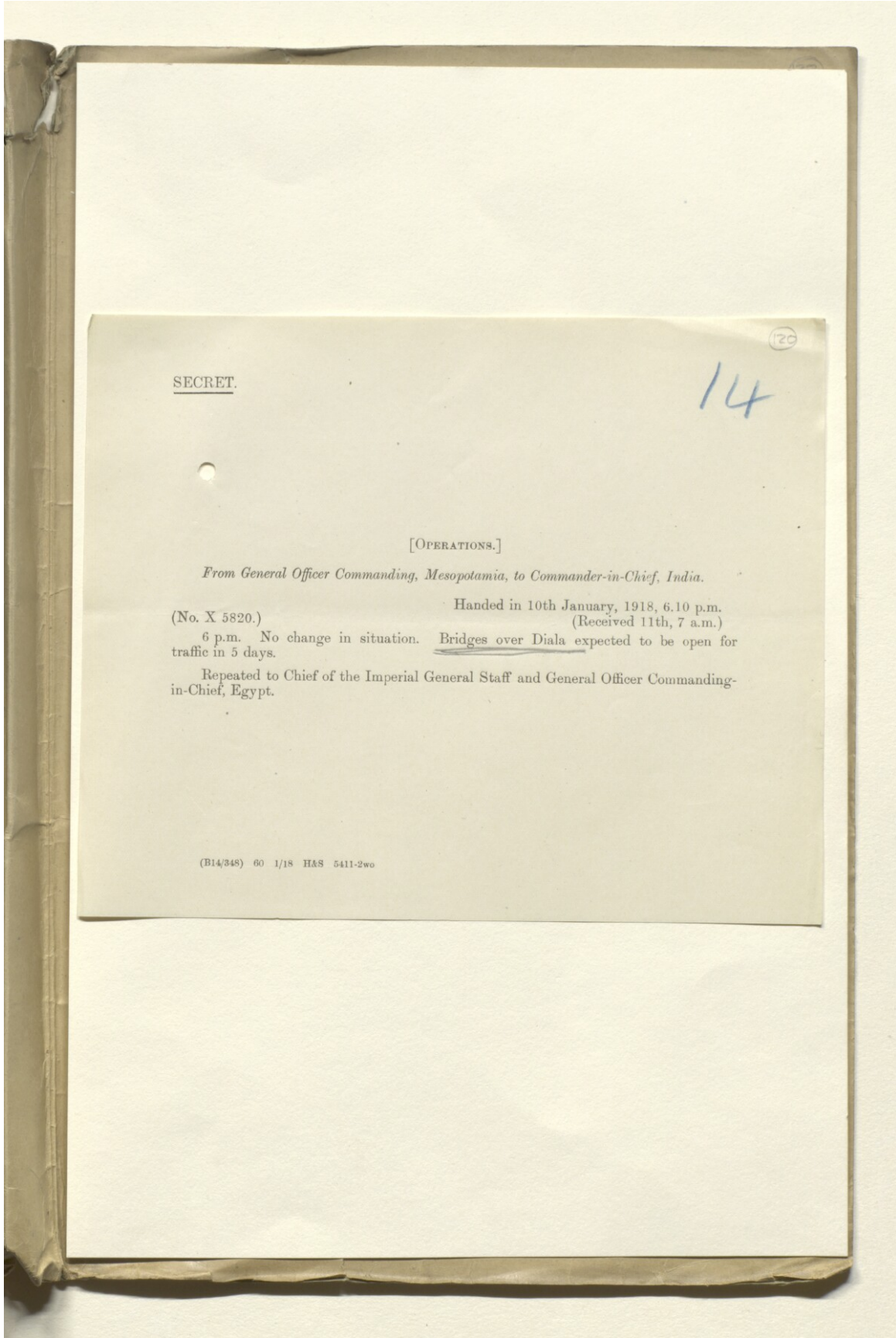


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٩١ ظ] (٢٧٤/٢٣٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٢٠ و] (٢٧٤/٢٣٩)



SECRET.

14

120

[OPERATIONS.]

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

(No. X 5820.)

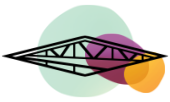
Handed in 10th January, 1918, 6.10 p.m.

(Received 11th, 7 a.m.)

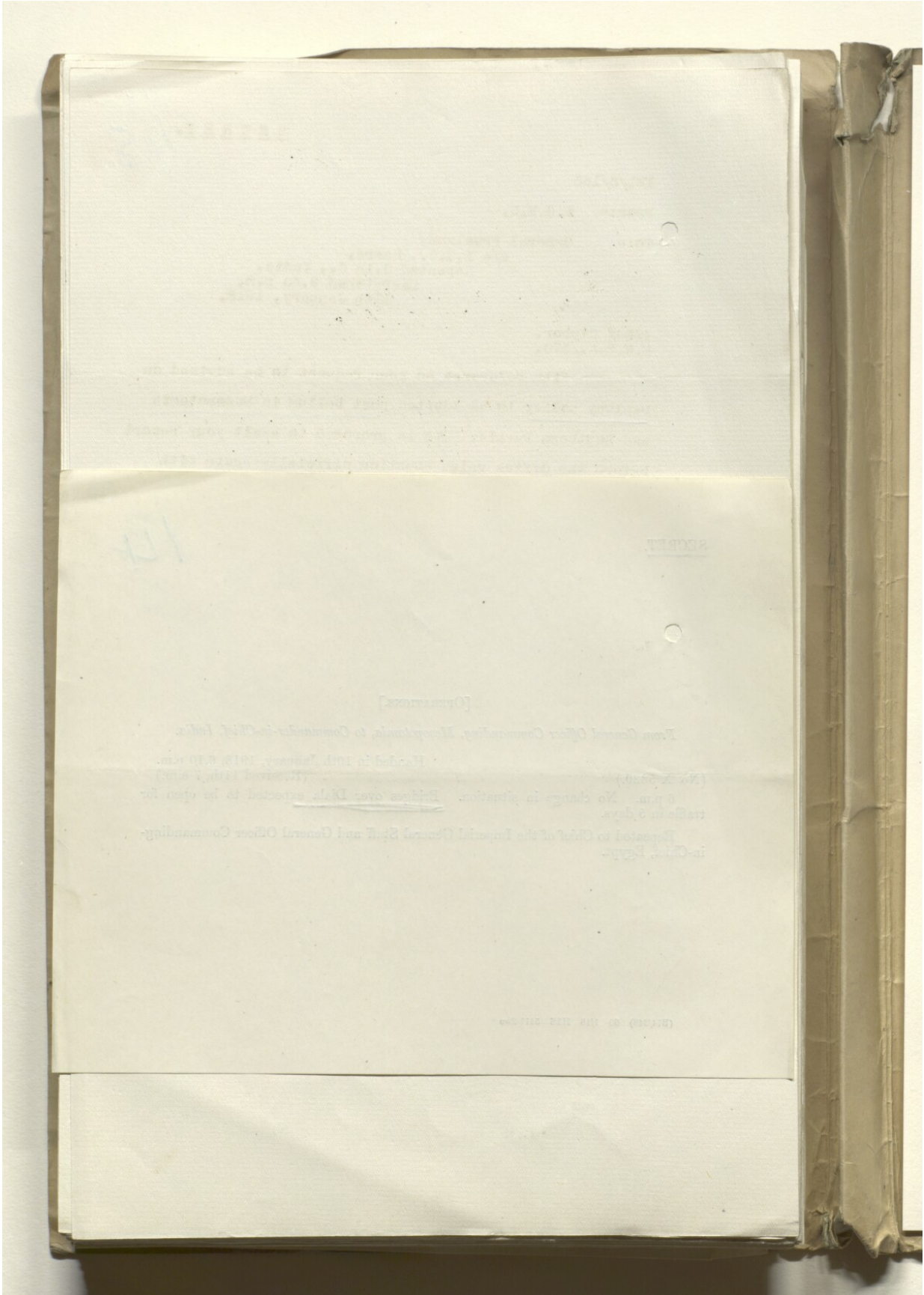
6 p.m. No change in situation. Bridges over Diala expected to be open for traffic in 5 days.

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

(B14/348) 60 1/18 H&S 5411-2wo

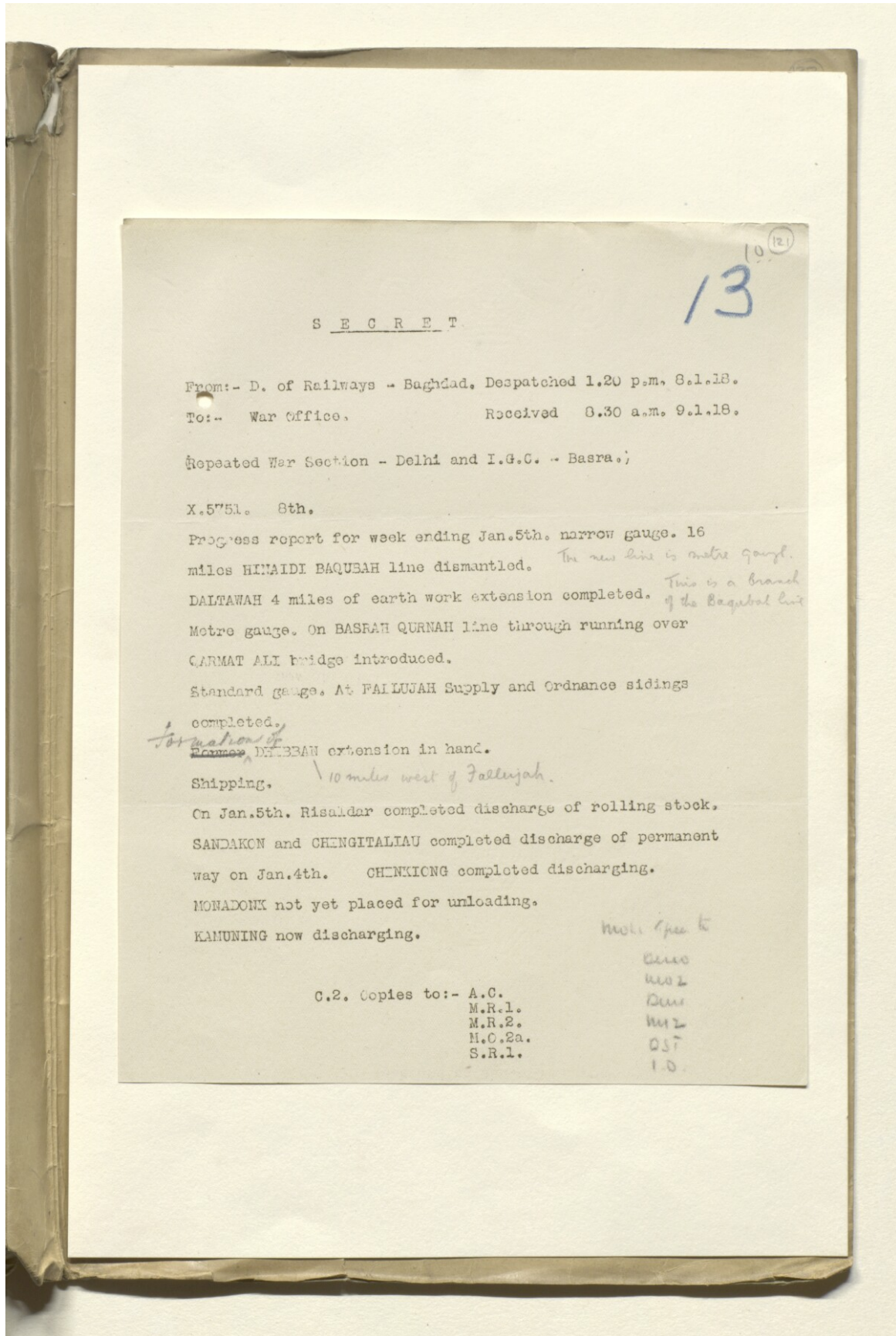


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٠١٢ ظ] (٢٧٤/٢٤٠)



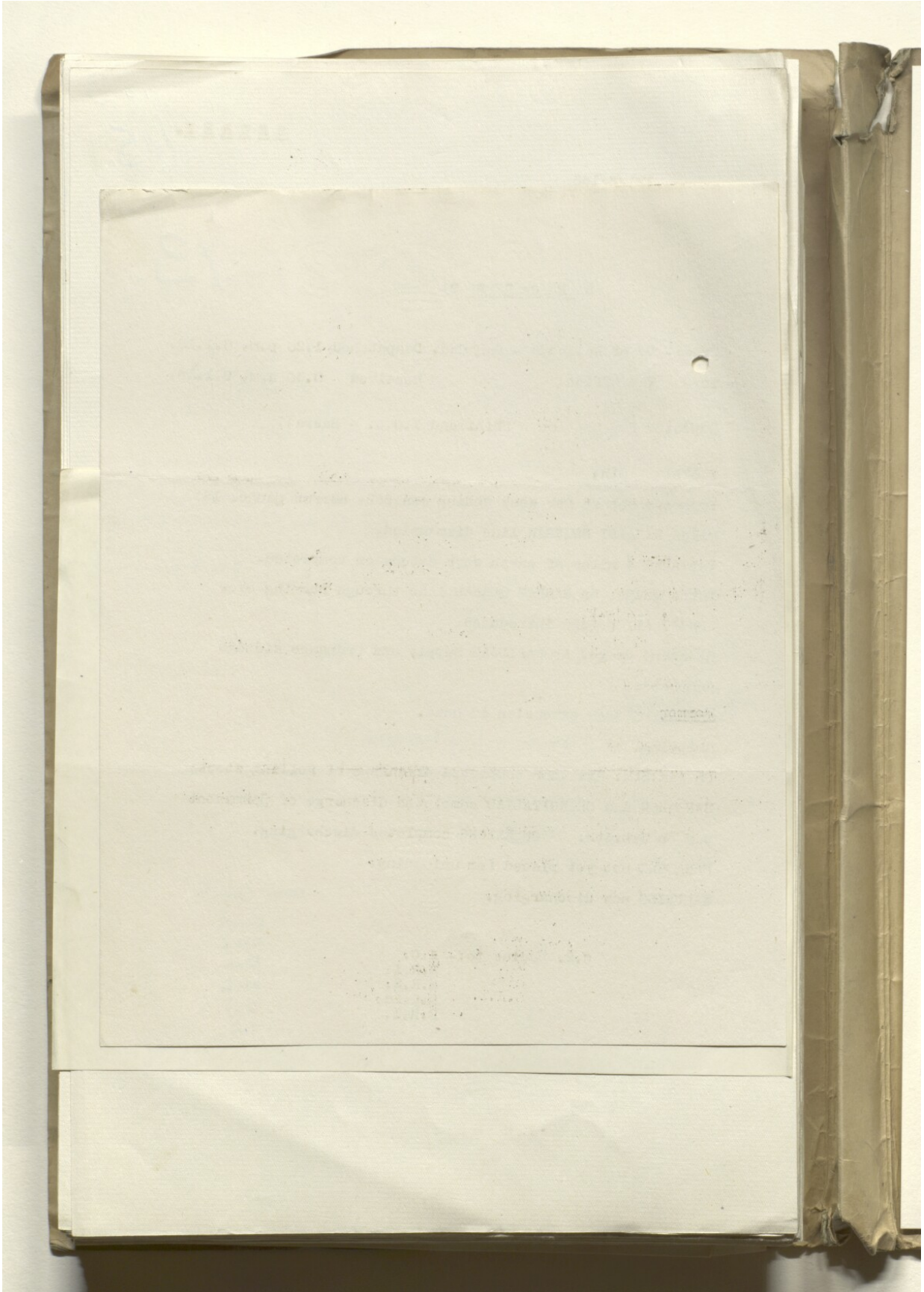


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٤١) [١٢١ و]



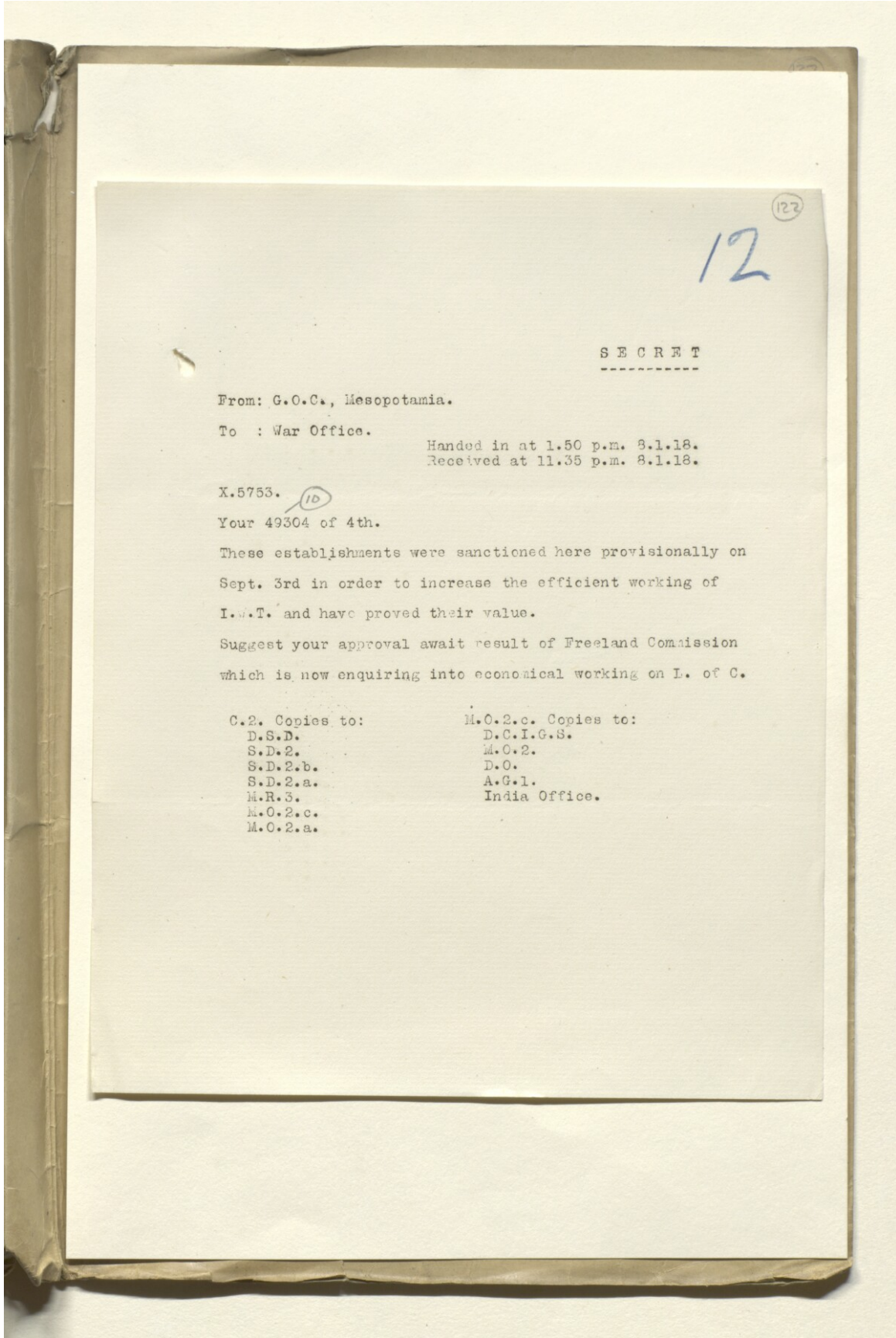


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢١ ظ] (٢٧٤/٢٤٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٢٢ و] (٢٧٤/٢٤٣)



SECRET

From: G.O.C., Mesopotamia.

To : War Office.

Handed in at 1.50 p.m. 8.1.18.
Received at 11.35 p.m. 8.1.18.

X.5753. (10)

Your 49304 of 4th.

These establishments were sanctioned here provisionally on
Sept. 3rd in order to increase the efficient working of
I.W.T. and have proved their value.

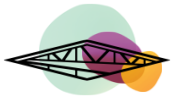
Suggest your approval await result of Freeland Commission
which is now enquiring into economical working on L. of C.

C.2. Copies to:

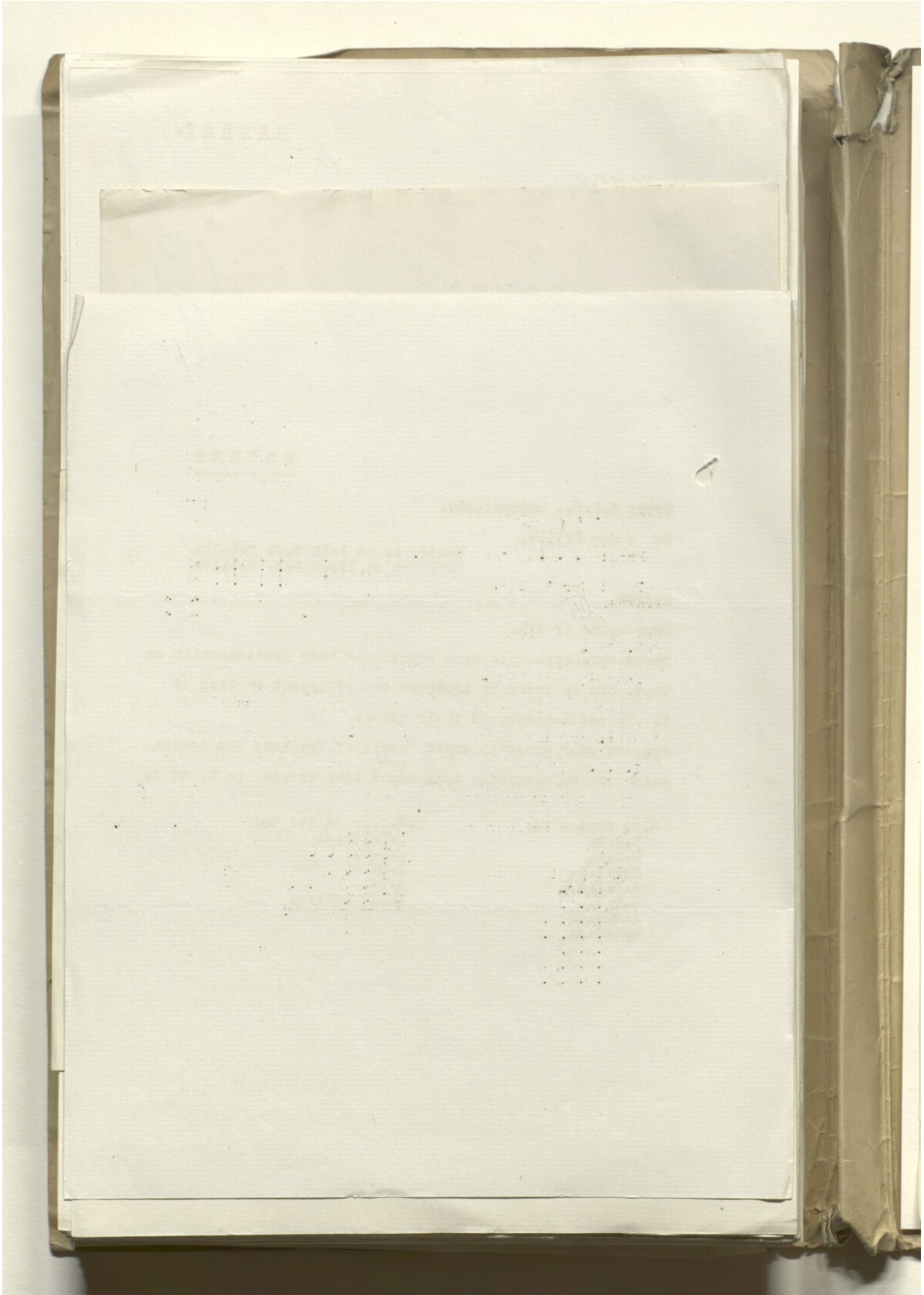
D.S.D.
S.D.2.
S.D.2.b.
S.D.2.a.
M.R.3.
M.O.2.c.
M.O.2.a.

M.O.2.c. Copies to:

D.C.I.G.S.
M.O.2.
D.O.
A.G.1.
India Office.



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٢٢ظ] (٢٧٤/٢٤٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٤٥) [١٢٣]

123

SECRET.

From :- G.O.C. Baghdad.

To :- War Office.

Despatched 3.40 p.m. 7.1.18.

Received 3.35 p.m. 8.1.18.

Addressed War Office - repeated India.

X.5739. Jan.7th. With reference to your 48996 Dec.30th. In my predecessor's telegram X.3786 dated Sept. 24th last he recommended that two of the mule columns, or the equivalent of 6 Ford van companies, be utilized as reserve park to build up reserve supplies in forward magazines and to take the place of Mechanical Transport on bad roads in wet weather, and that 500 carts with their mules should be retained in reserve to replace wastage and condemnations thus effecting a reduction of demands on India and economy in shipping. I strongly endorse my predecessor's recommendations owing to the following factors.

1st. Our liabilities as regards distance over which supplies of stores and ammunition have to be transported have been considerably extended and the lack of any reserve of transport has compelled me to authorise the pooling of all second line transport in the corps conducting the operations in order to enable the troops in the forward lines to be supplied thus limiting the depots force available.

Secondly the necessity for keeping the Kerman Shah road open has demanded the occupation of Seeri Shirin and the establishment of pools between these towns to protect convoys of supplies going forward to both British and Russian Troops. The distance from my previous advance post at Khanikin to Kermanshah is 125 miles.

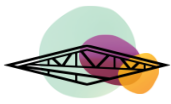
Thirdly the development of local resources entails the collection at central depots in the Euphrates valley and elsewhere of large quantities of grain and fodder for which transport by road must be provided in cases where no railway facilities exist.

Fourthly the recent rains have caused several serious washouts in my railways which were laid at great speed to supplement shipping and to facilitate our original forward offensive policy. Rivers in the forward area have been flooded and bridges washed away and my existing transport is now strained to the utmost.

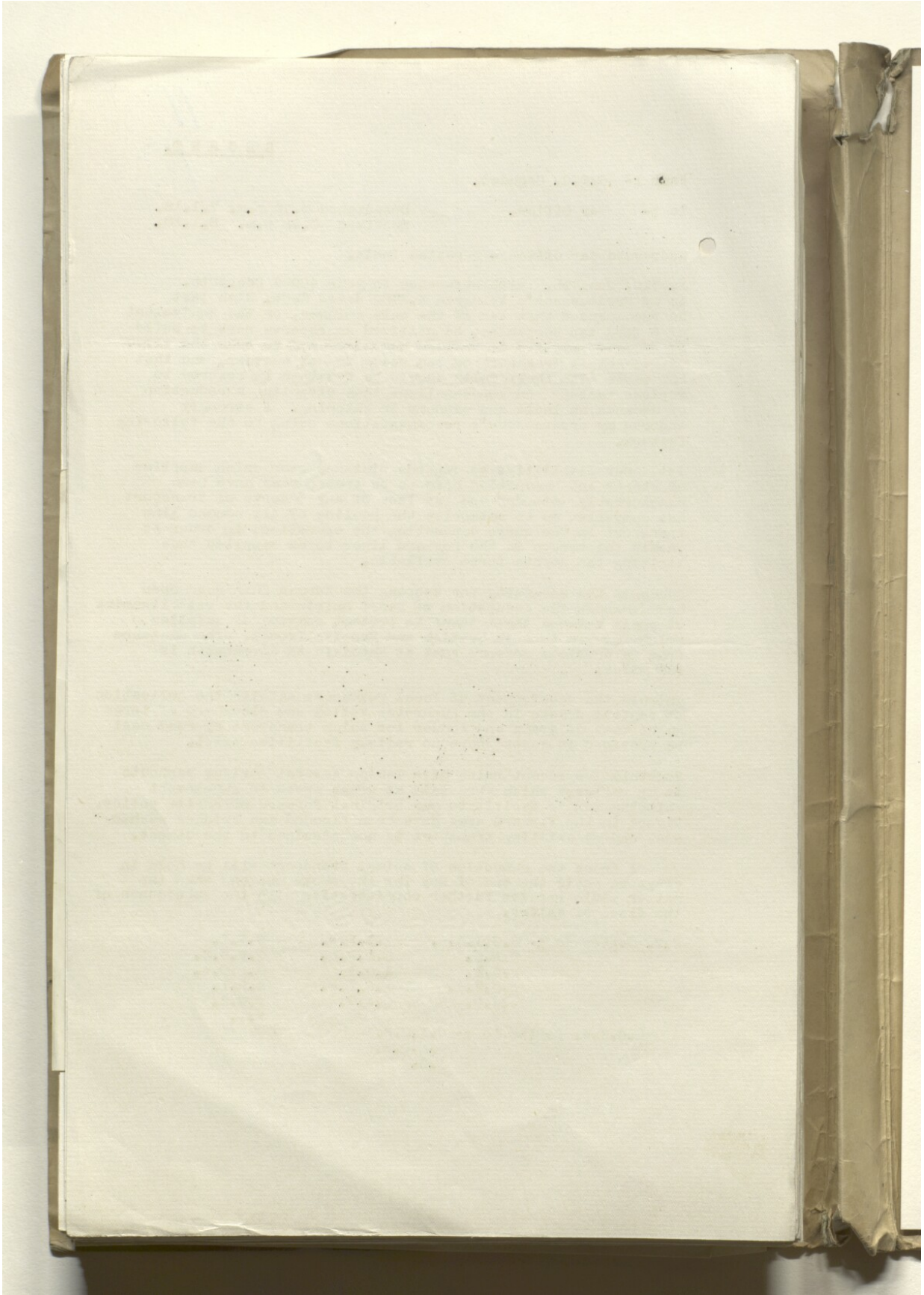
I trust the reduction of animal transport will be held in abeyance until the end of May for the above reasons when the matter could receive further consideration with the subsidence of the flood of waters.

C.2. Copies to :- D.C.I.G.S. S.D.2.a. D.S.T.
D.M.O. S.D.2.b. Q.M.G.3.
M.O.2. A.G.1. Q.M.G.4.
M.O.2.A. M.O.2.c. S.R.1.
D.S.D. Q.M.G. S.D.2.
F.1.

M.O.2.c. Copies to :- C.I.G.S.
Q.M.G.5.
I.O.

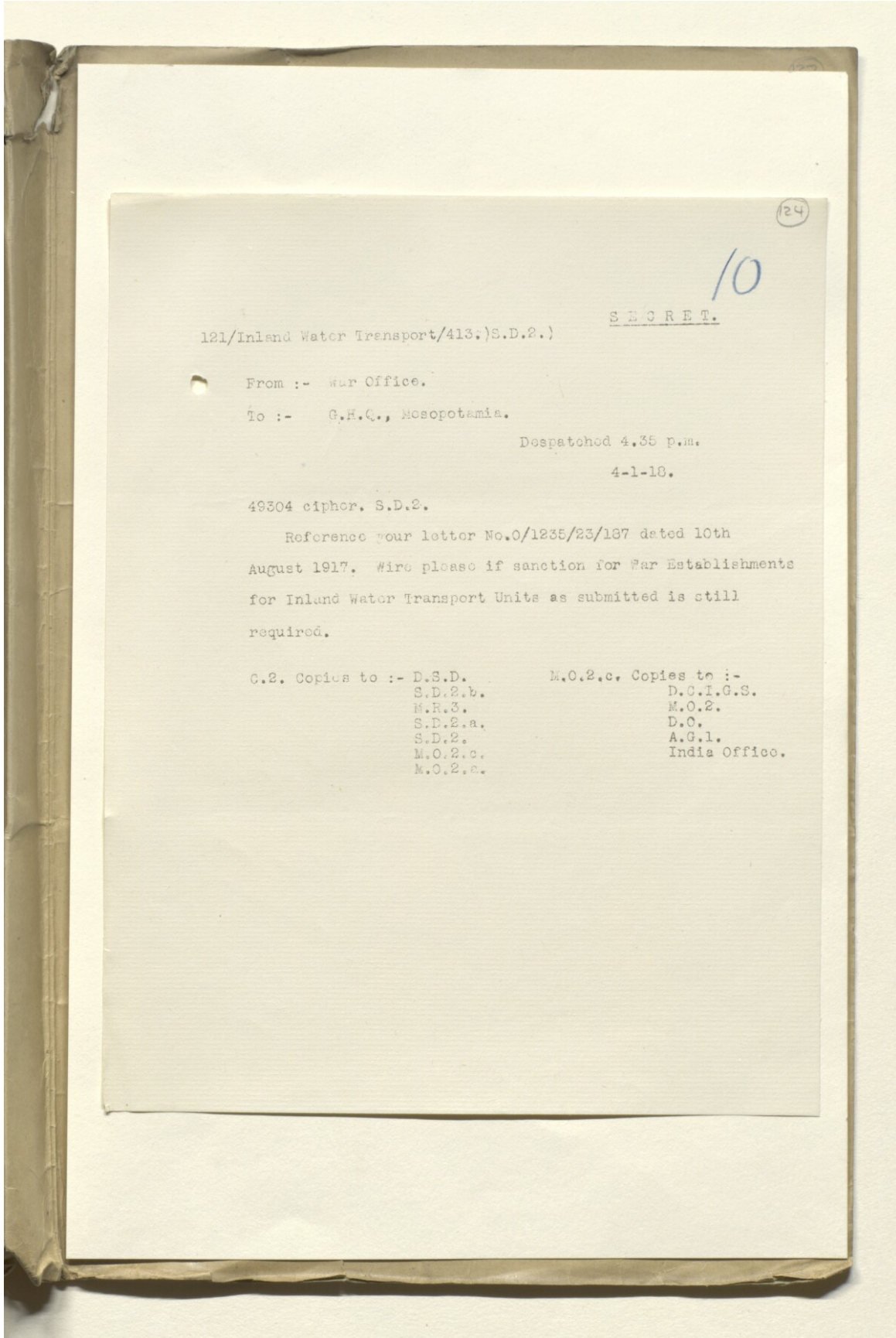


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٣١ ظ] (٢٧٤/٢٤٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٤] [١٢٤] (٢٧٤/٢٤٧)



121/Inland Water Transport/413.(S.D.2.)

SECRET.

From :- War Office.

To :- G.H.Q., Mesopotamia.

Despatched 4.35 p.m.

4-1-18.

49504 cipher, S.D.2.

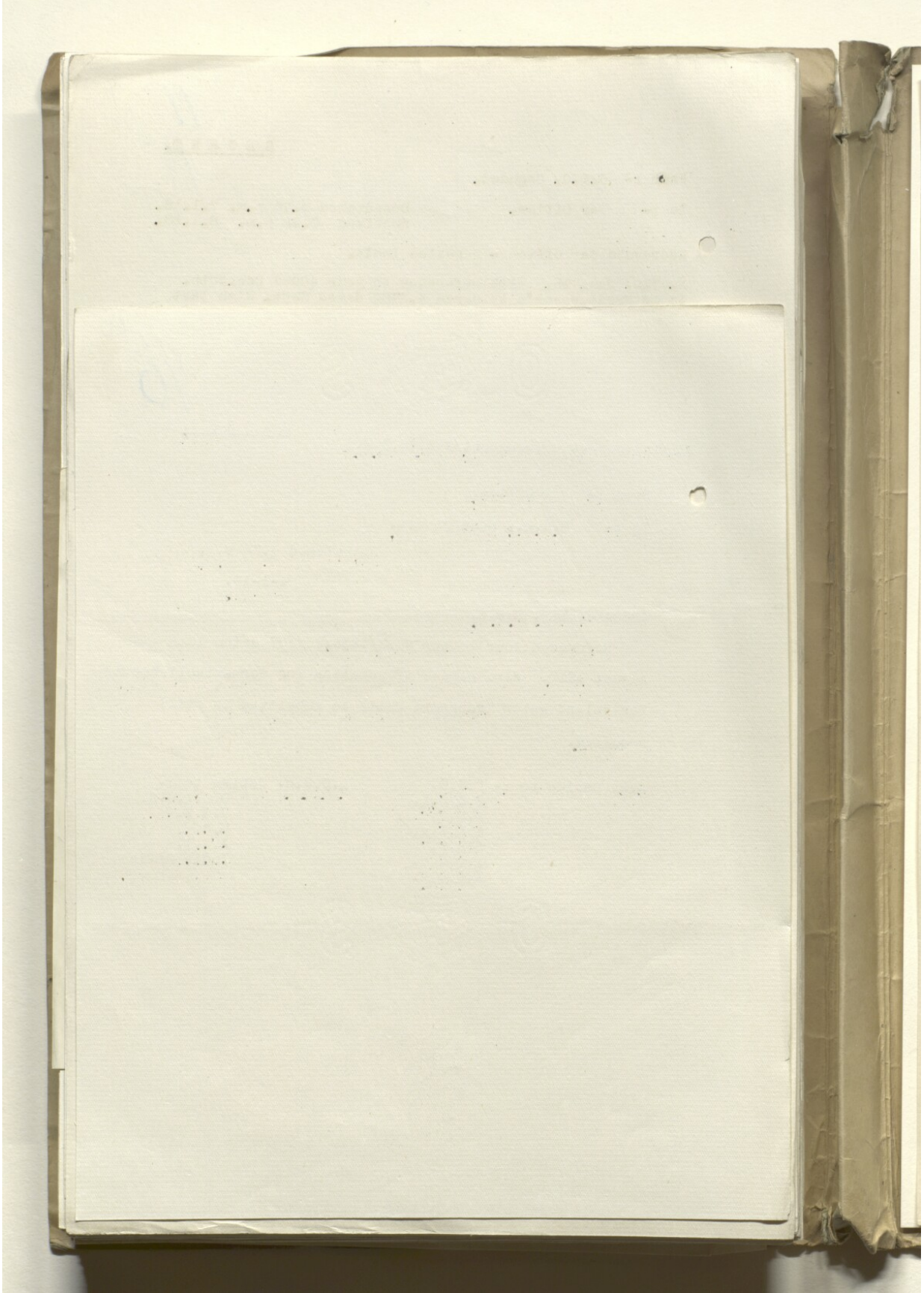
Reference your letter No.0/1235/23/187 dated 10th August 1917. Will please if sanction for War Establishments for Inland Water Transport Units as submitted is still required.

C.2. Copies to :- D.S.D.
S.D.2.b.
M.R.3.
S.D.2.a.
S.D.2.
M.O.2.c.
M.O.2.e.

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

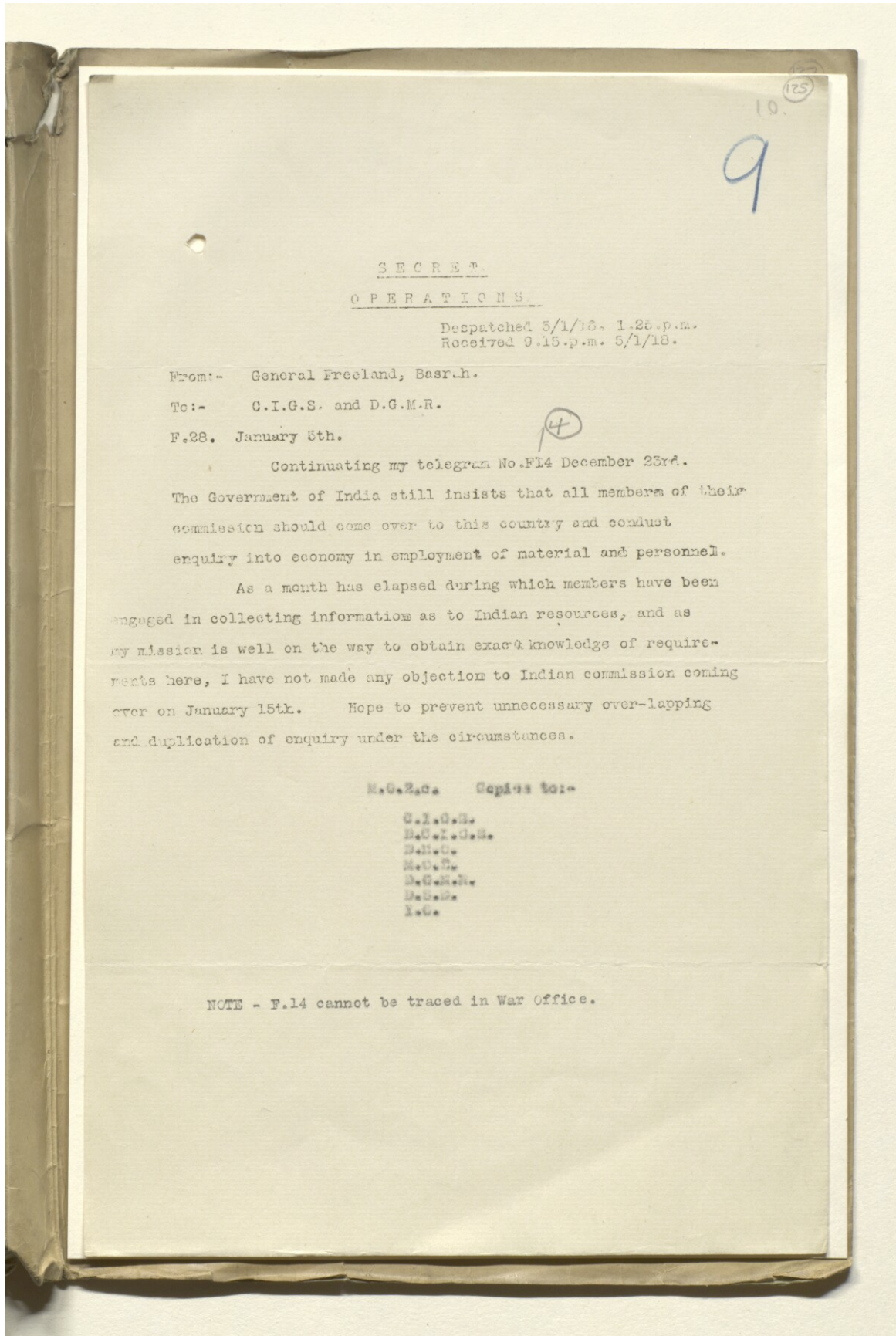


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٤١ ظ] (٢٧٤/٢٤٨)



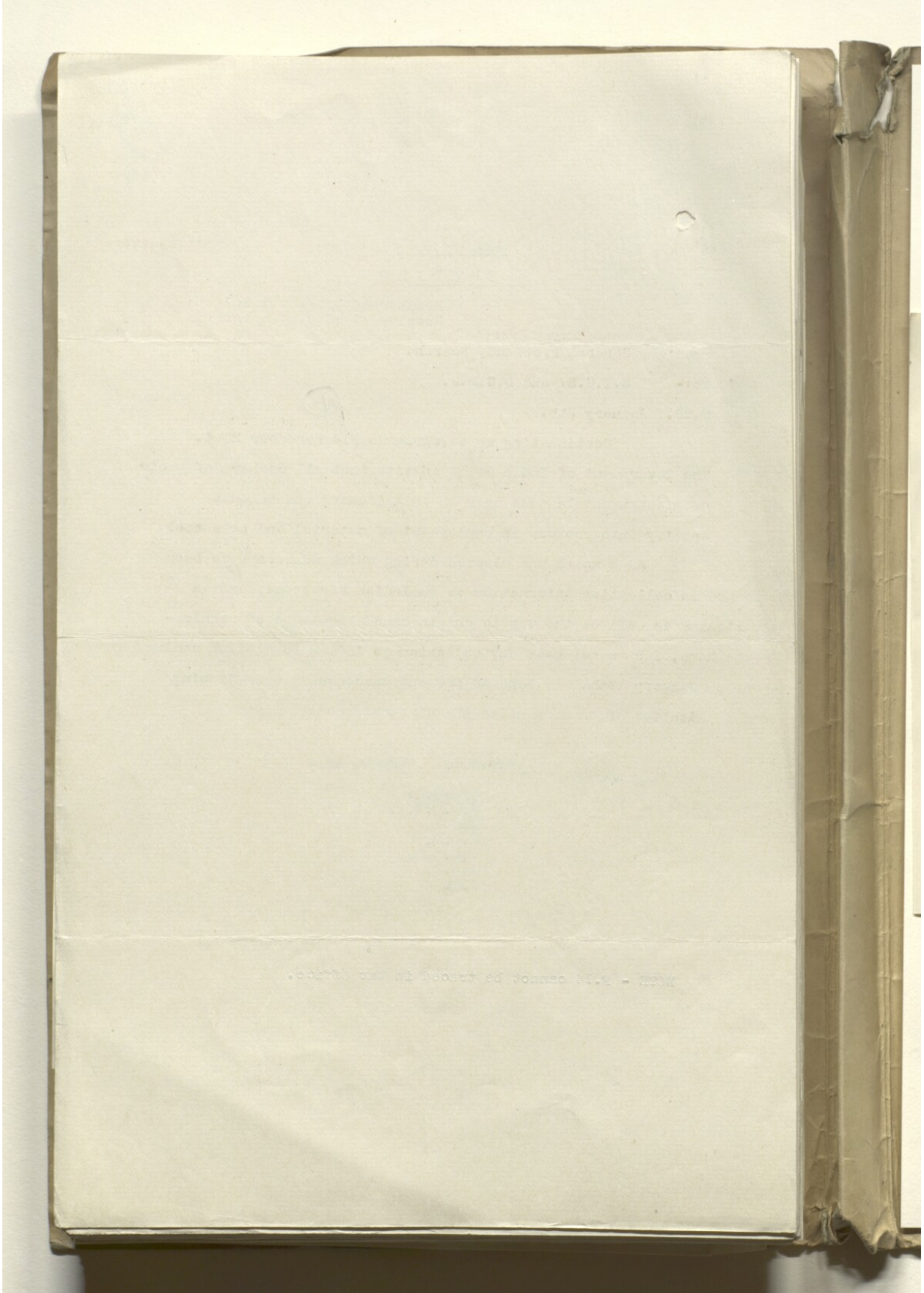


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٤٩) [١٢٥]



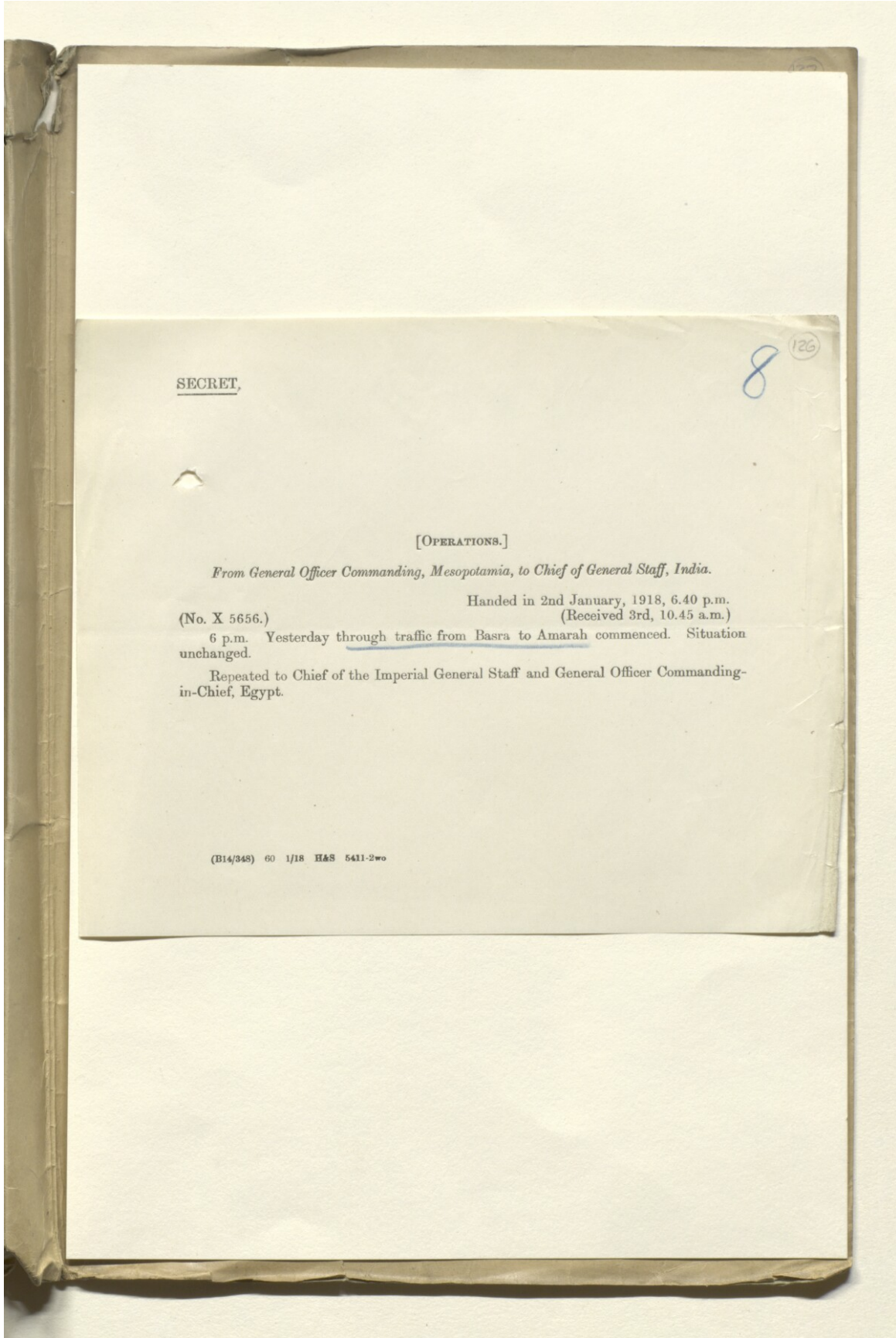


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٥١ ظ] (٢٧٤/٢٥٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٢٦ و] (٢٧٤/٢٥١)



SECRET.

[OPERATIONS.]

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

Handed in 2nd January, 1918, 6.40 p.m.

(Received 3rd, 10.45 a.m.)

(No. X 5656.)

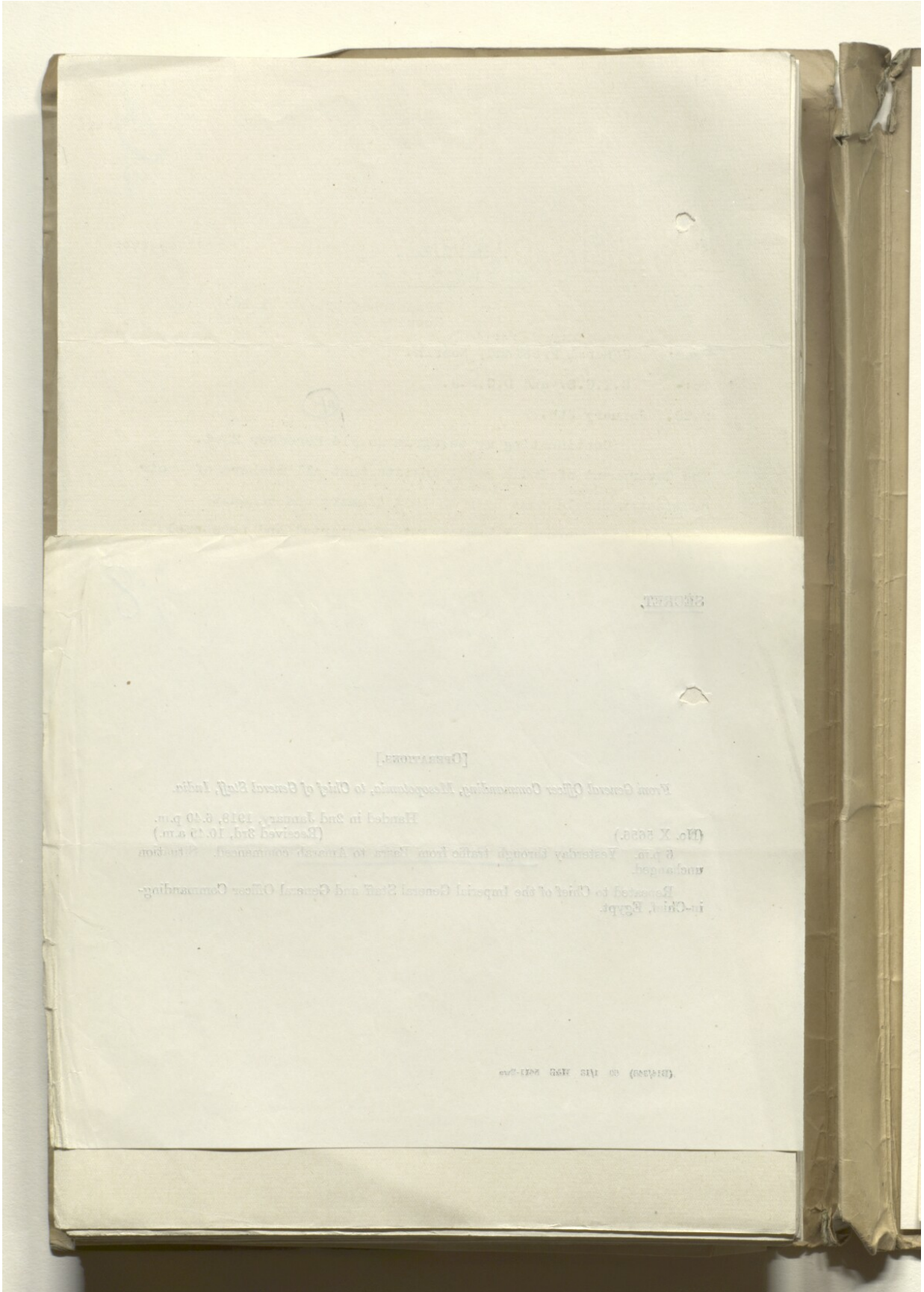
6 p.m. Yesterday through traffic from Basra to Amarah commenced. Situation unchanged.

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

(B14/348) 60 1/18 H&S 5411-2wo

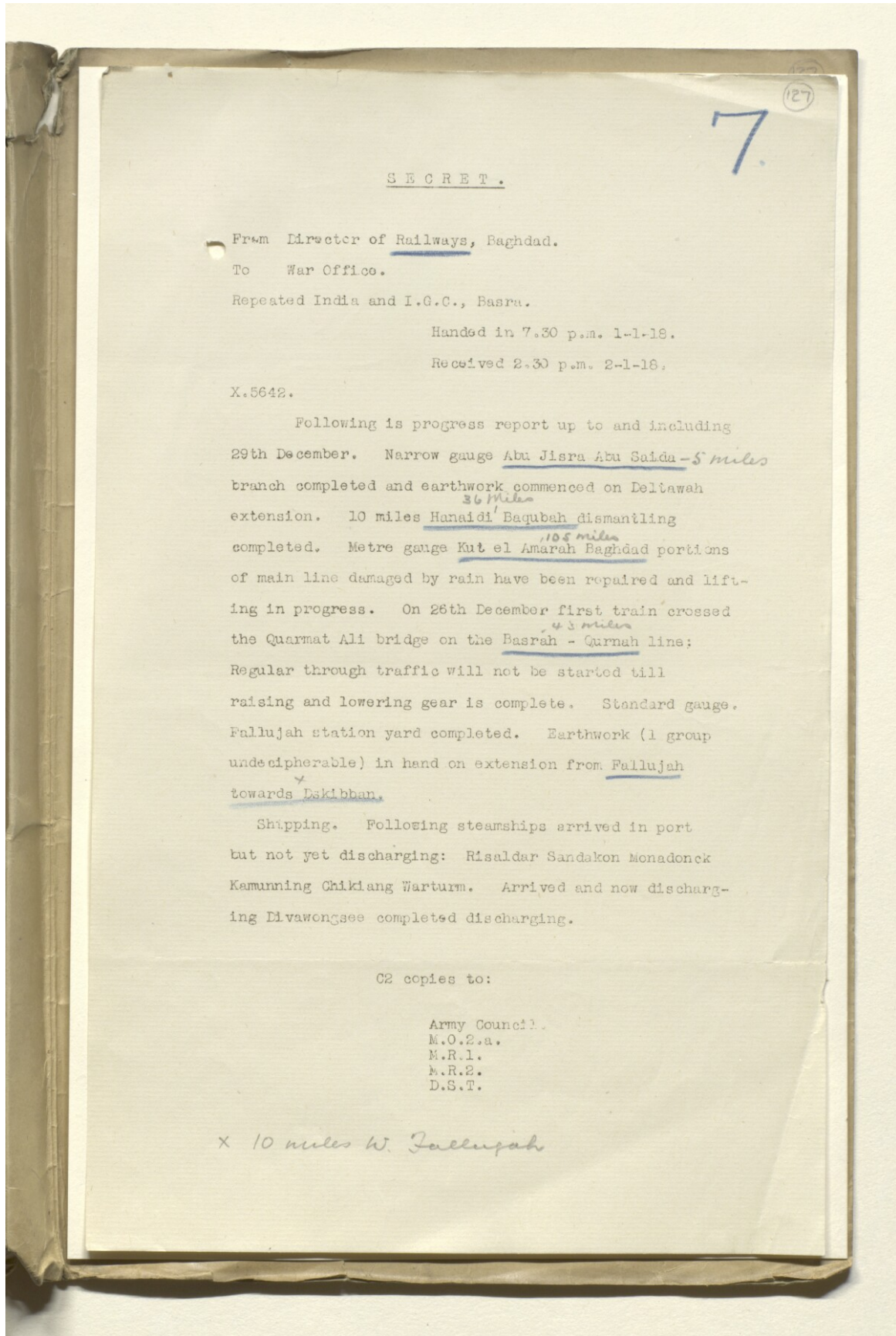


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٦٦ ظ] [٢٥٢/٢٧٤]





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٥٣) [١٢٧]



S E C R E T .

From Director of Railways, Baghdad.
To War Office.
Repeated India and I.G.C., Basra.

Handed in 7.30 p.m. 1-1-18.

Received 2.30 p.m. 2-1-18.

X.5642.

Following is progress report up to and including 29th December. Narrow gauge Abu Jisra Abu Saïda - 5 miles branch completed and earthwork commenced on Deltawah extension. ^{36 Miles} 10 miles Hanaidi Baqubah dismantling completed. Metre gauge Kut el Amarah Baghdad ^{105 miles} portions of main line damaged by rain have been repaired and lifting in progress. On 26th December first train crossed the Quarmat Ali bridge on the Basrah - Qurnah ^{43 miles} line: Regular through traffic will not be started till raising and lowering gear is complete. Standard gauge. Fallujah station yard completed. Earthwork (1 group undecipherable) in hand on extension from Fallujah towards Dskibban.

Shipping. Following steamships arrived in port but not yet discharging: Risaldar Sandakon Monadonck Kamunning Chikiang Wartum. Arrived and now discharging Diwongsee completed discharging.

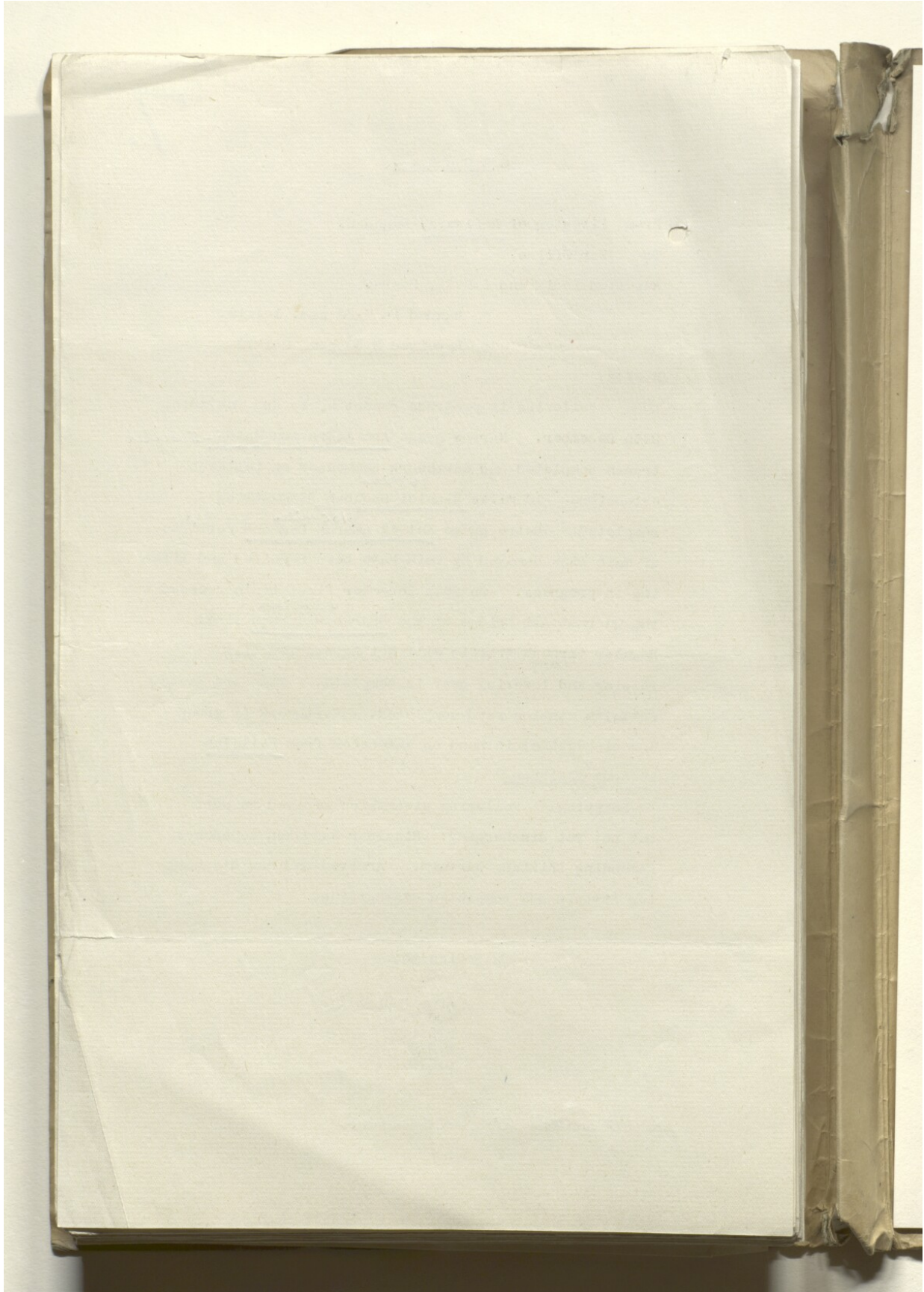
C2 copies to:

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

x 10 miles W. Fallujah



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٧١ ظ] (٢٥٤/٢٧٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٥٥) [١٢٨ و]

M.O.2.c. Copies to :-
C.I.G.S. D.M.I.
D.C.I.G.S. M.I.1.
D.M.O. M.I.2.
M.O. M.I.2.b.
M.O.2. Col.Fagalde.
M.O.2.a. I.O.
M.O.3. D.G.M.R.
D.Mov.

To be printed. Copies to :-
Mily.Members. D.D.G.M.A.
M.S. D.Air O.
D.S.I.
M.O.2.a.(3)
M.O.2.c.(15)
M.I.2.b.

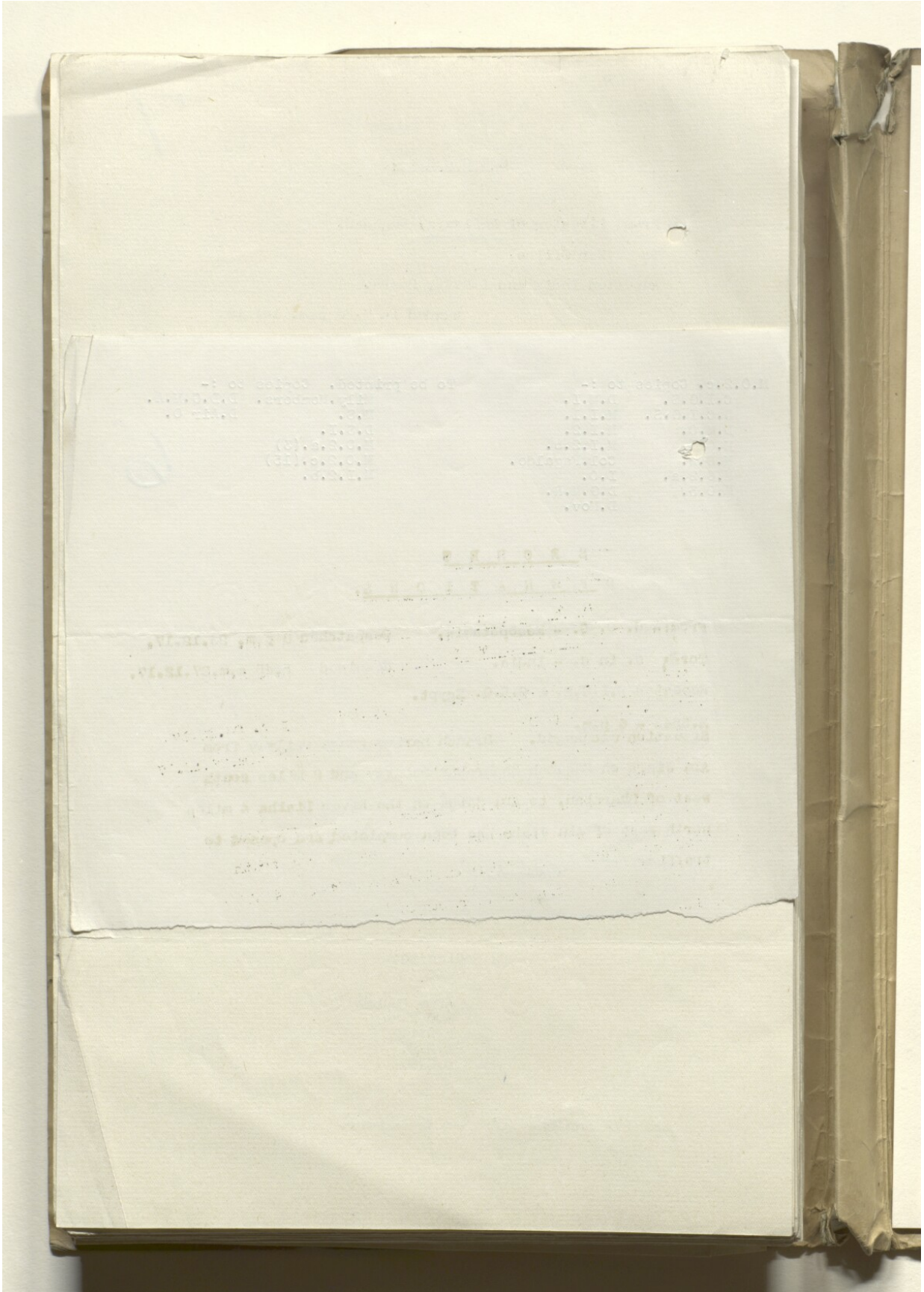
S E C R E T
O P E R A T I O N S

From:- G. O. C. - Mesopotamia. Despatched 3 p.m. 23.12.17.
To: G. in C. - India. Received 5.45 a.m. 27.12.17.
Repeated C.I.G.S. & G.H.Q. Egypt.

X.5543 - 6 p.m.
Situation unchanged. Branch narrow gauge railway from
Abu Jisra on Baqubah Shahraban railway and 8 miles south
west of Bharaban, to Abu Saida on the River Dialha 4 miles
north west of Abu Jisra has been completed and opened to
traffic.

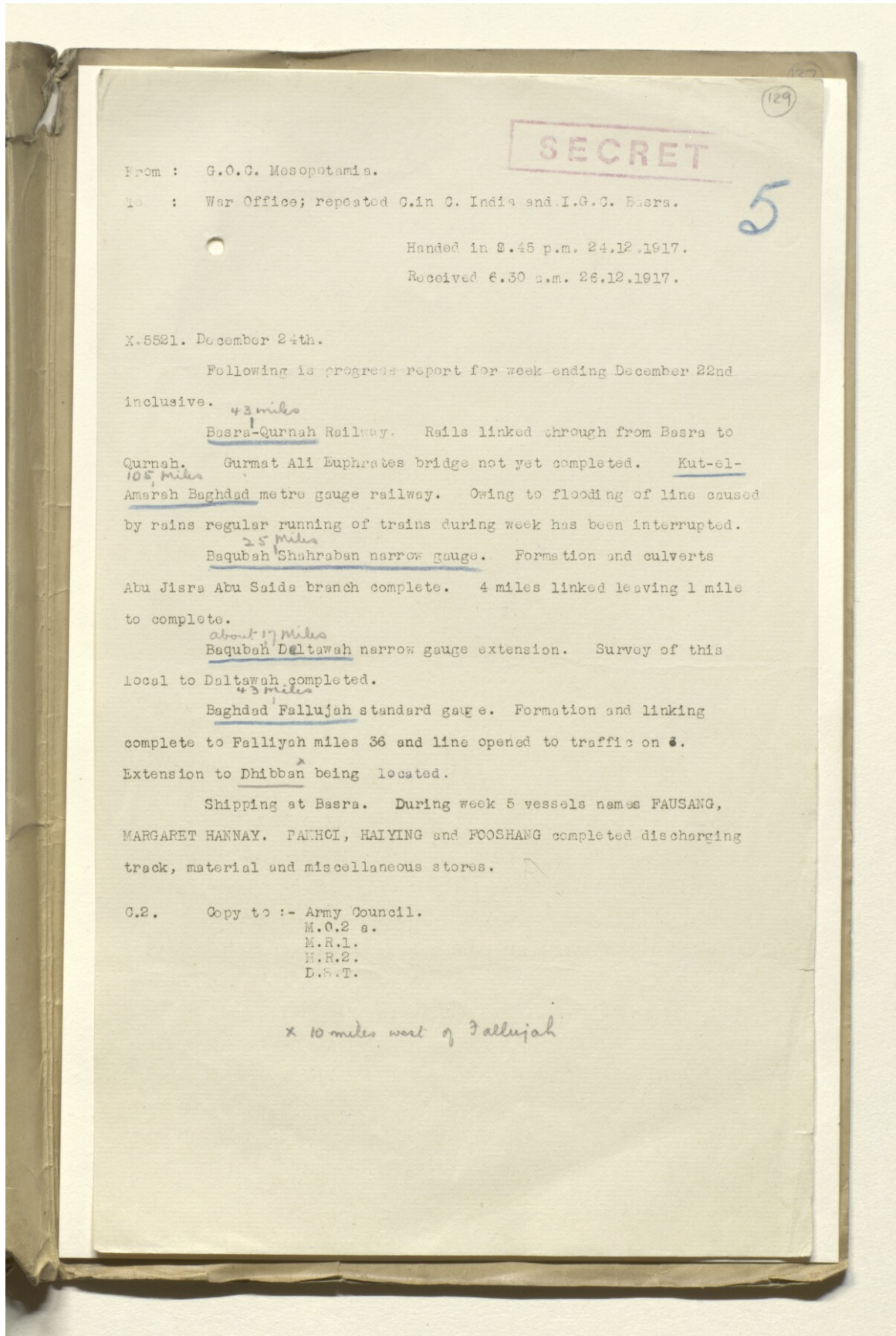


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٨ ظ] (٢٧٤/٢٥٦)



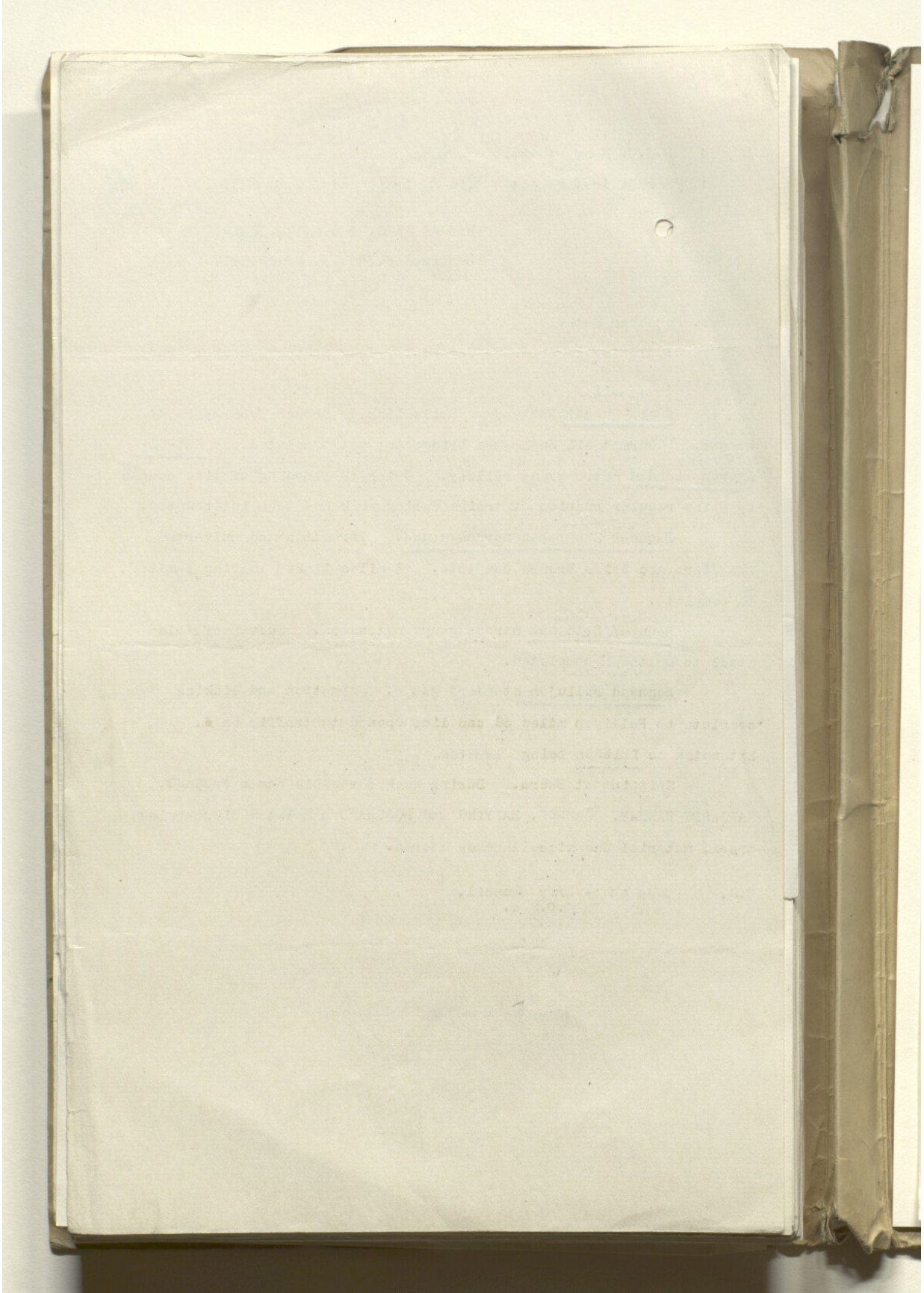


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٥٧) [١٢٩و]



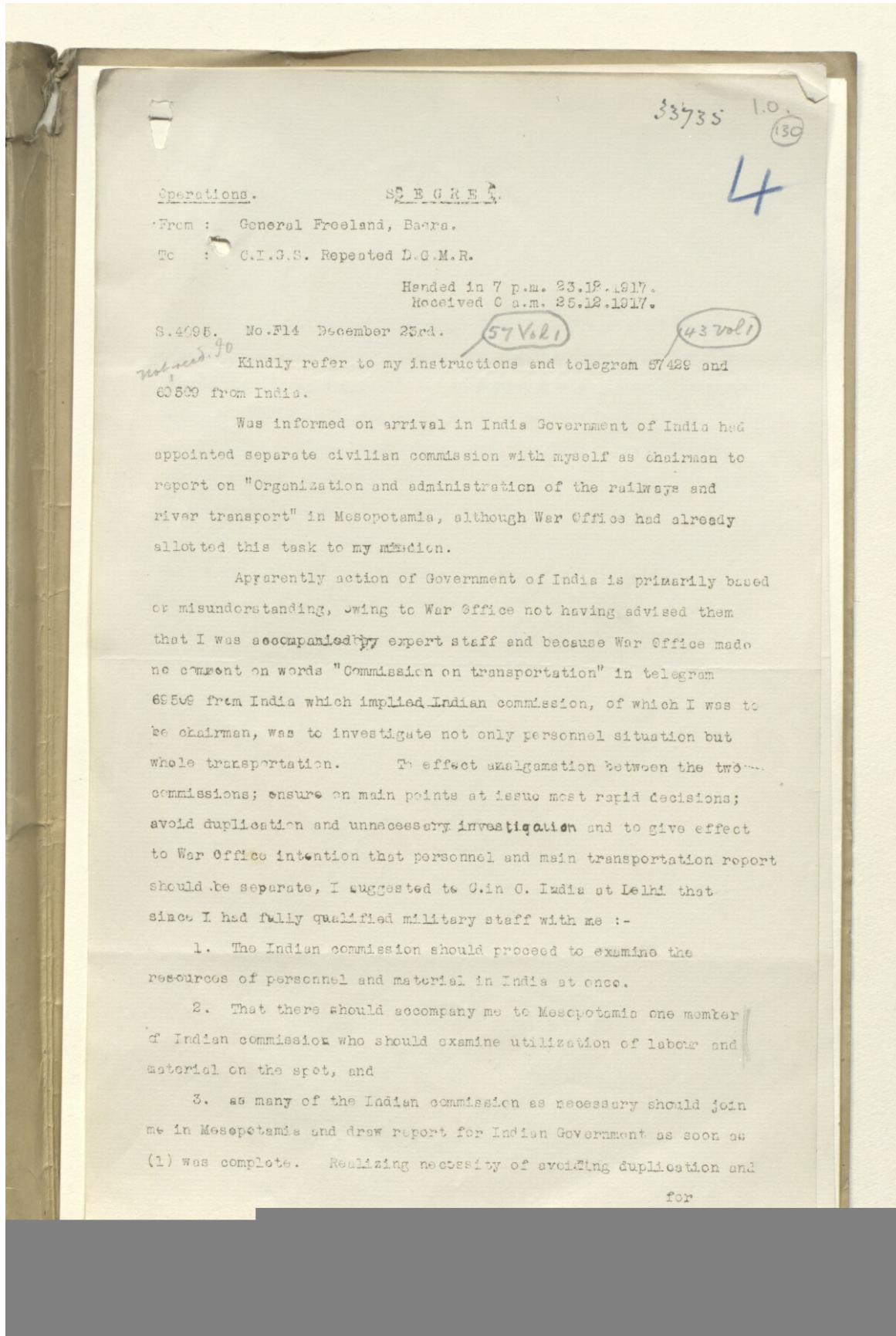


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٢٩١ ظ] (٢٧٤/٢٥٨)



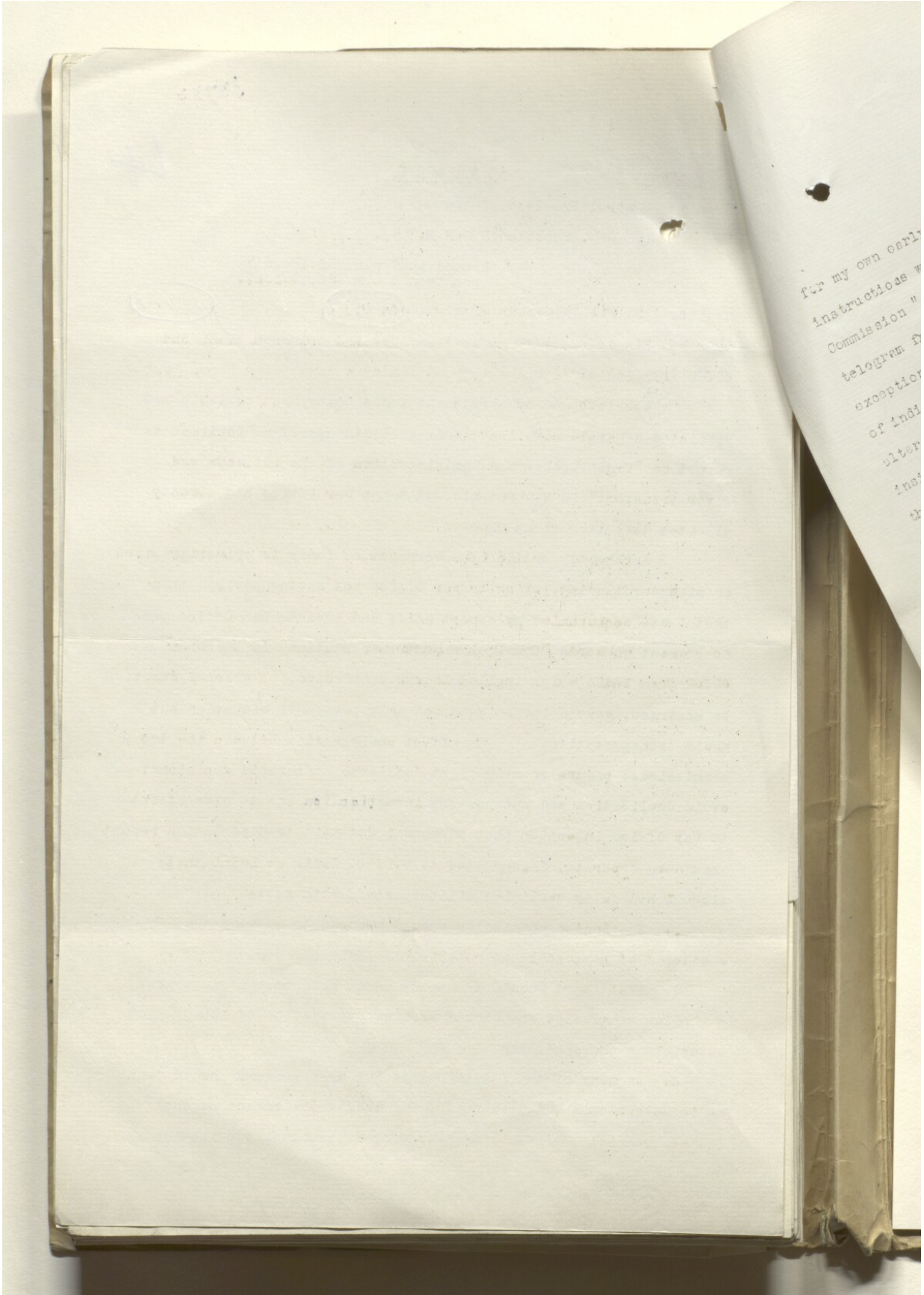


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٥٩) [١٣٠]



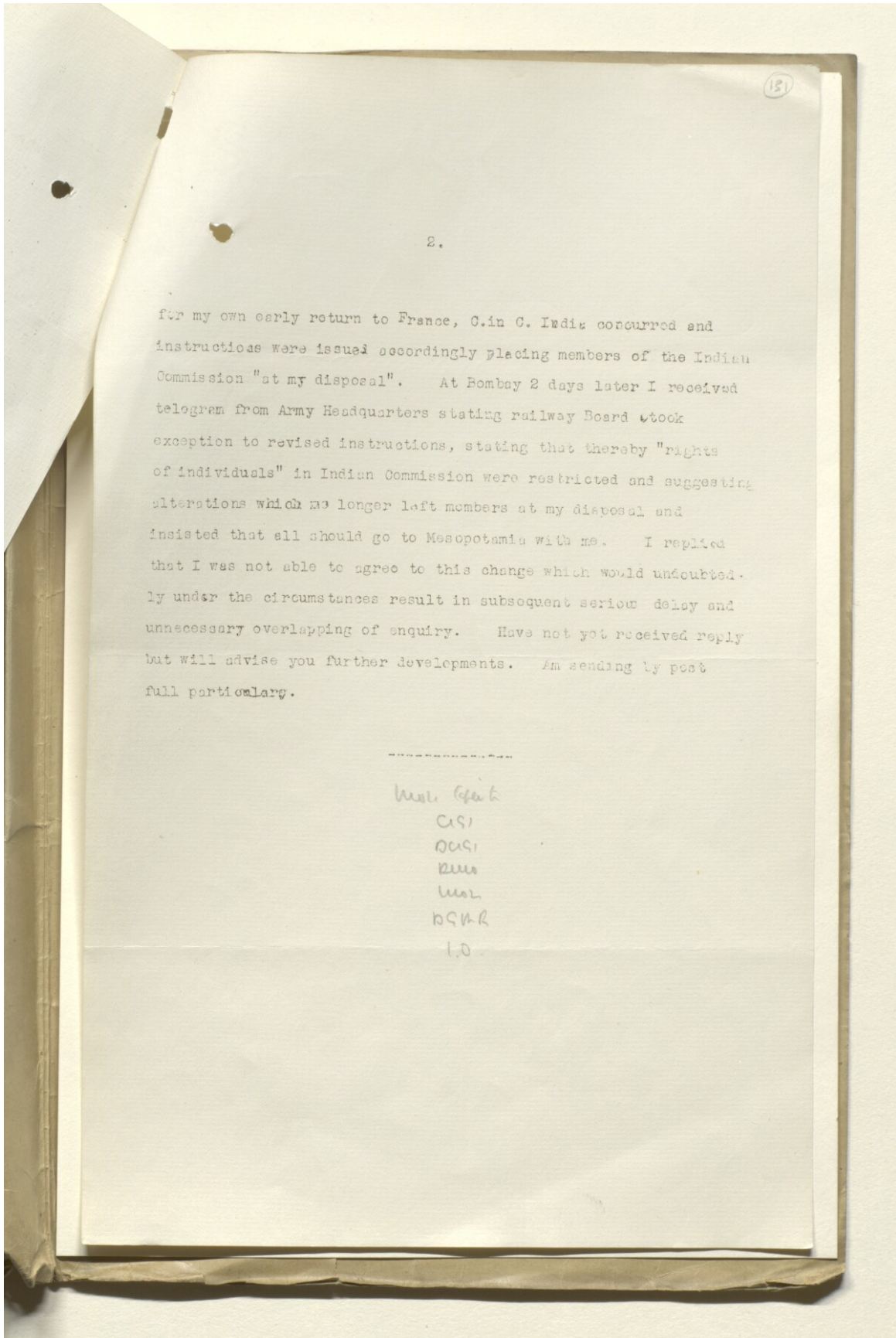


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٠ ظ] (٢٧٤/٢٦٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٦١) [١٣١]



2.

for my own early return to France, C.in C. India concurred and instructions were issued accordingly placing members of the Indian Commission "at my disposal". At Bombay 2 days later I received telegram from Army Headquarters stating railway Board took exception to revised instructions, stating that thereby "rights of individuals" in Indian Commission were restricted and suggesting alterations which no longer left members at my disposal and insisted that all should go to Mesopotamia with me. I replied that I was not able to agree to this change which would undoubtedly under the circumstances result in subsequent serious delay and unnecessary overlapping of enquiry. Have not yet received reply but will advise you further developments. Am sending by post full particulars.

W. G. G. G.

C.S.I.

D.S.I.

R.M.

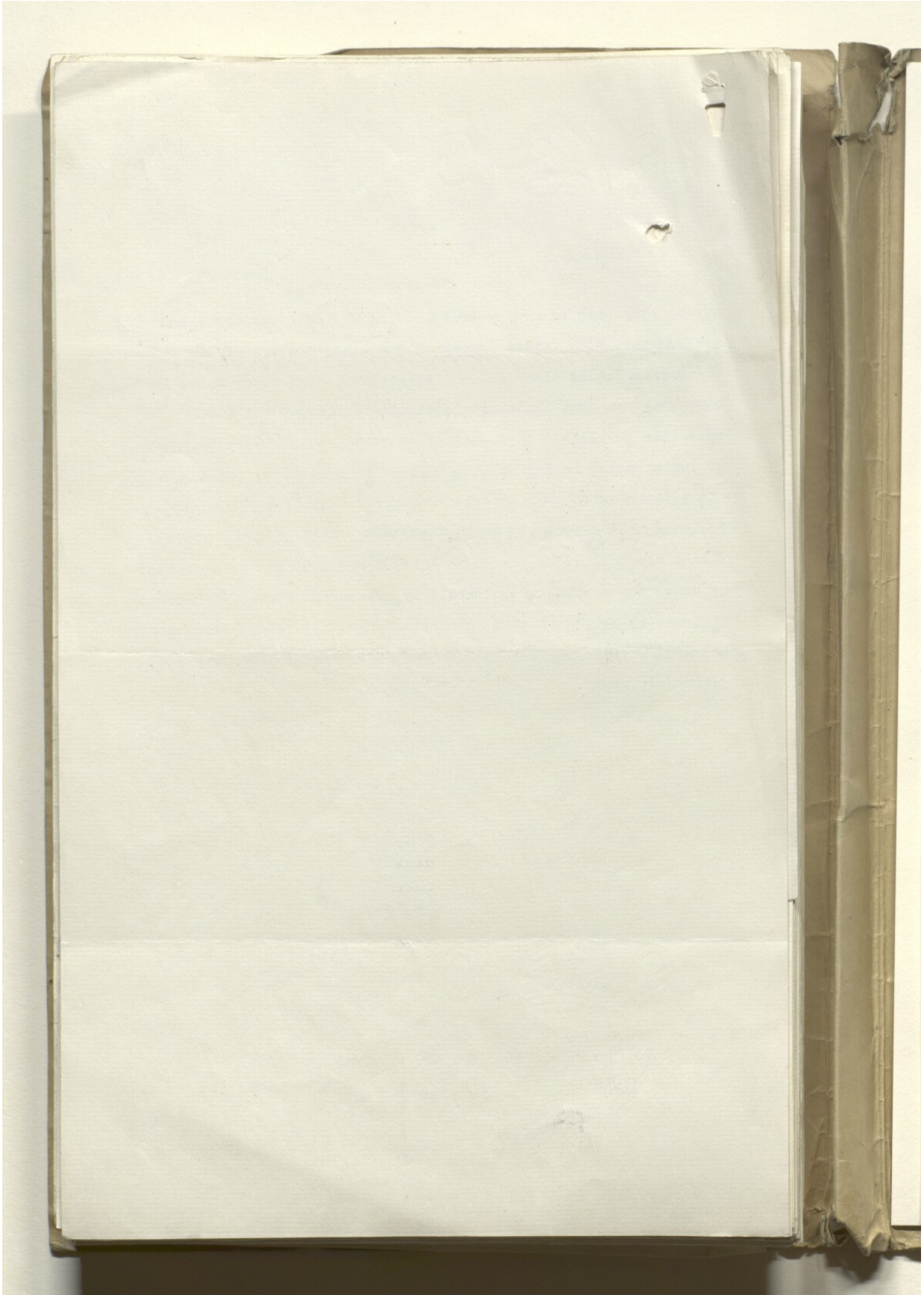
W.G.

B.S.M.R.

I.O.

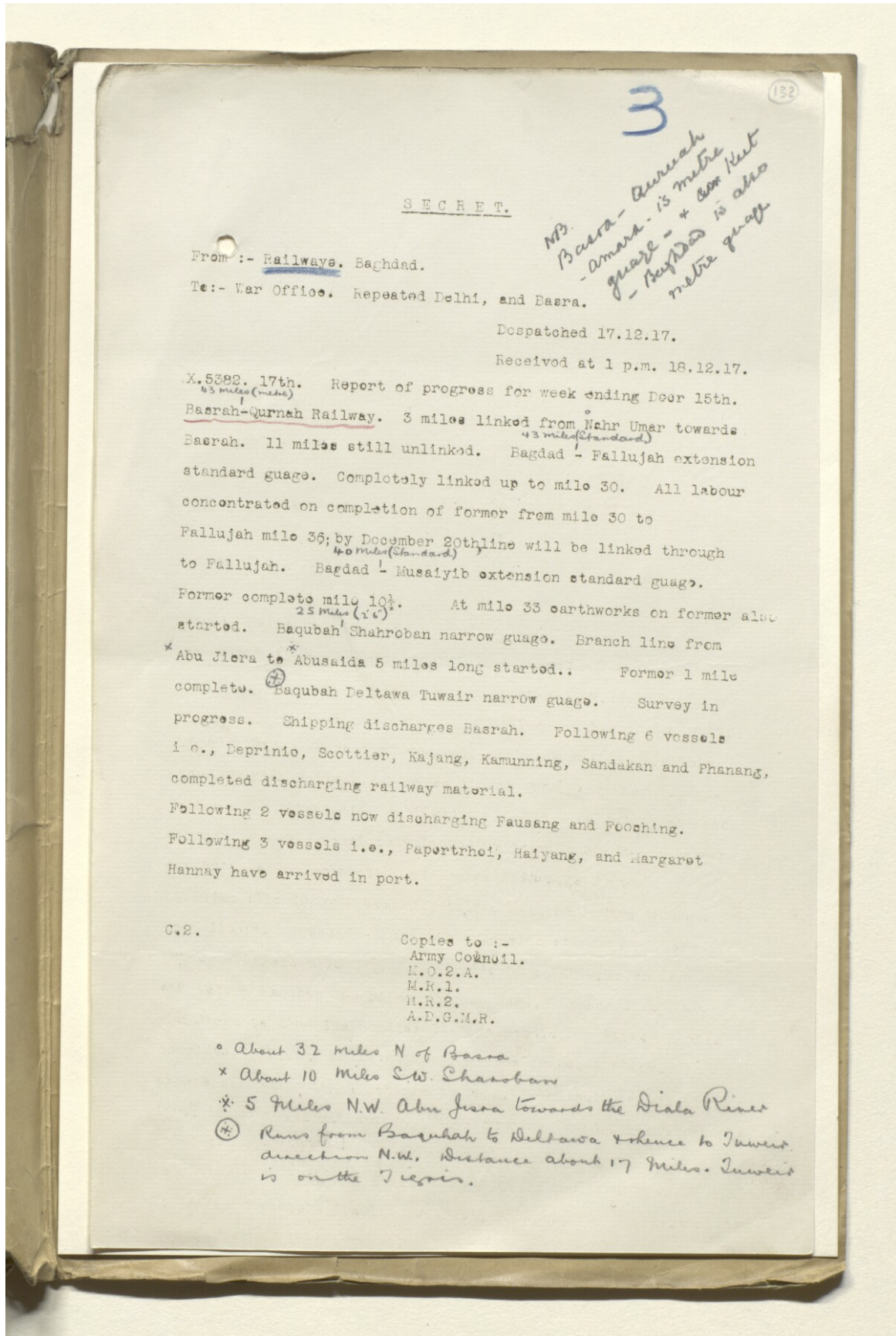


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣١ ظ] (٢٧٤/٢٦٢)



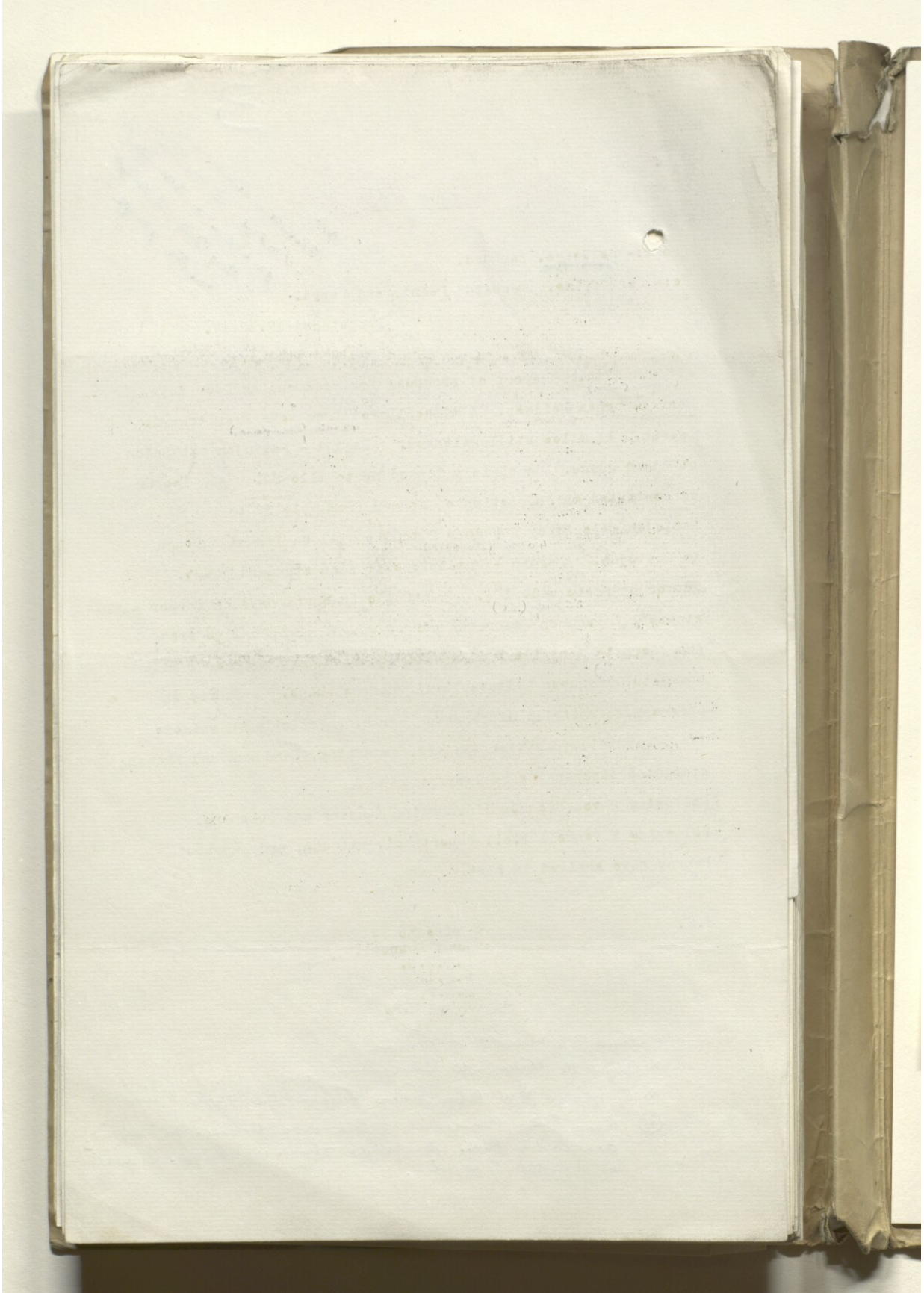


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
(٢٧٤/٢٦٣) [١٣٢]



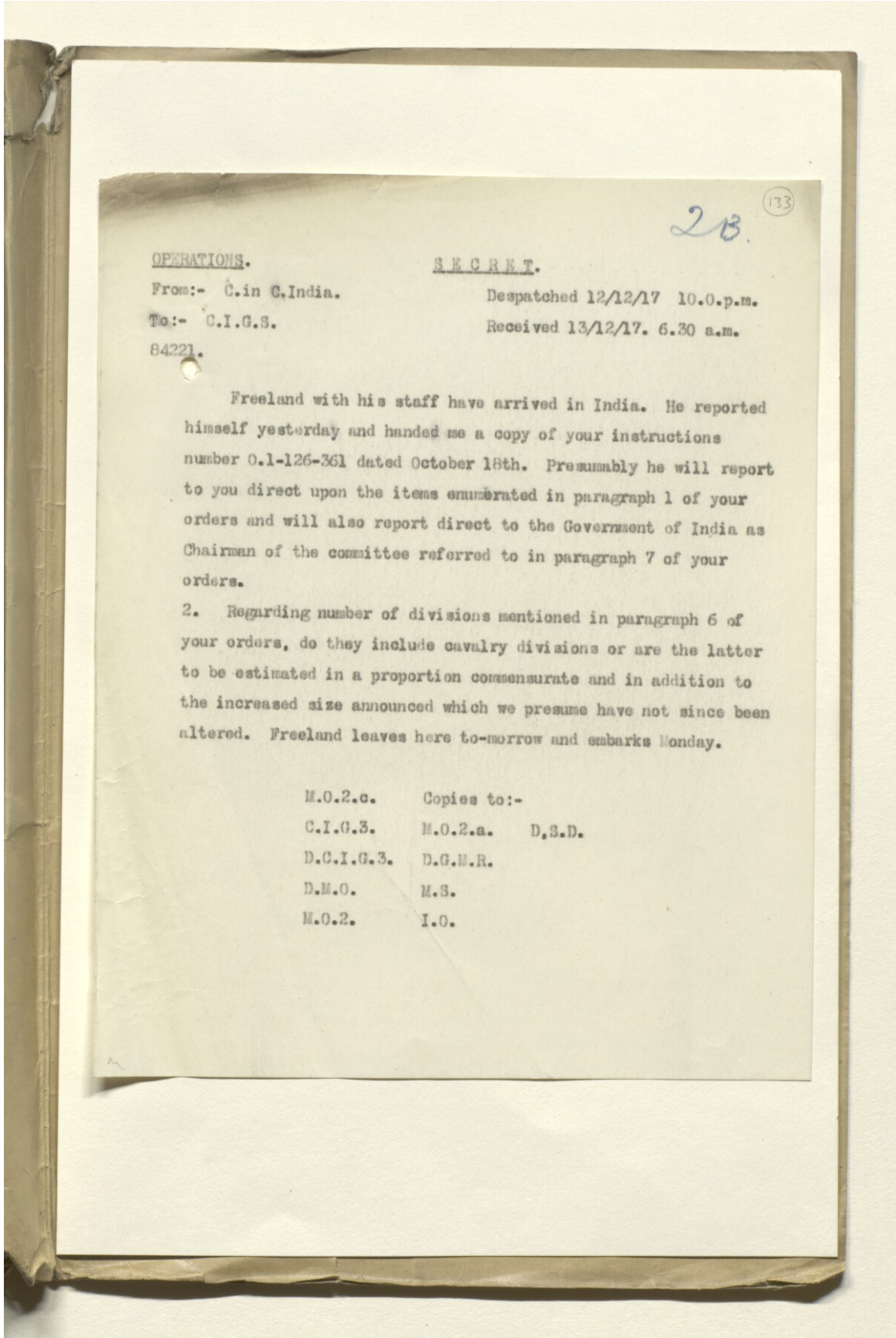


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٢ ظ] (٢٧٤/٢٦٤)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد 11"
[١٣٣ و] (٢٧٤/٢٦٥)



OPERATIONS.

From:- C.in C.India.

To:- C.I.G.S.

84221.

SECRET.

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

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

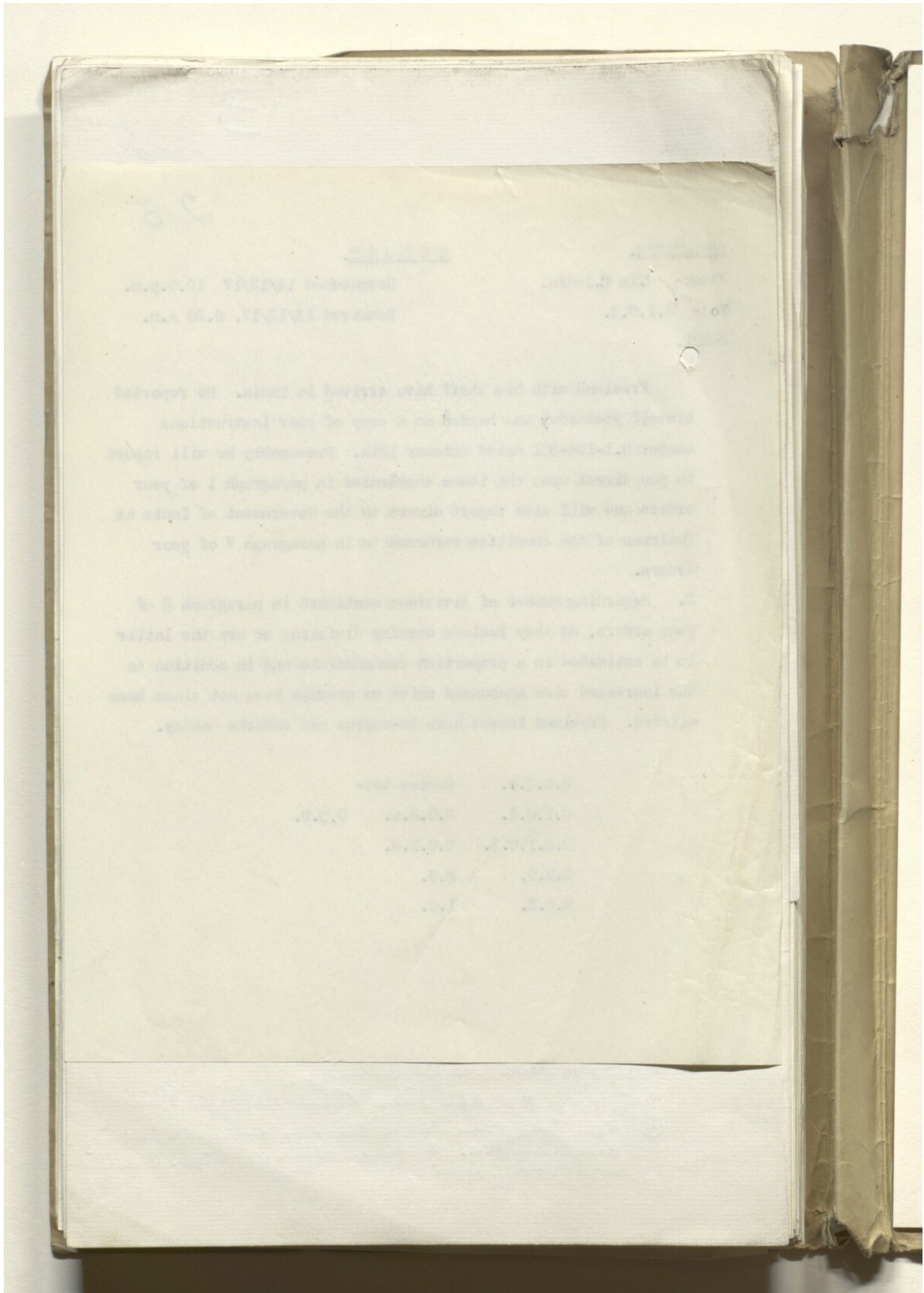
Freeland with his staff have arrived in India. He reported himself yesterday and handed me a copy of your instructions number O.I-126-361 dated October 18th. Presumably he will report to you direct upon the items enumerated in paragraph 1 of your orders and will also report direct to the Government of 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.S. M.O.2.a. D.S.D.
D.C.I.G.S. D.G.M.R.
D.M.O. M.S.
M.O.2. I.O.

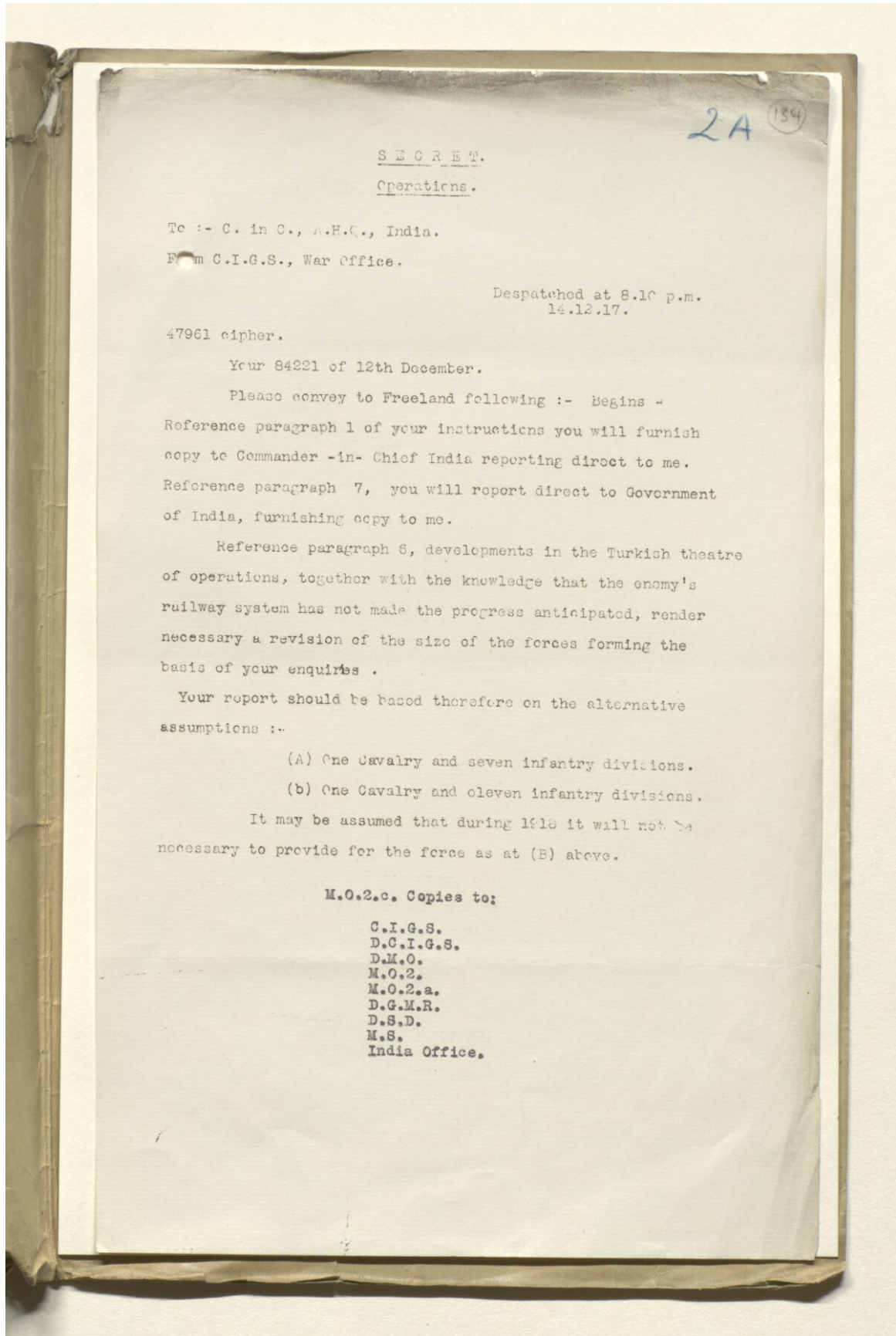


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٣ ظ] (٢٧٤/٢٦٦)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٣٤و] (٢٧٤/٢٦٧)



SECRET.

Operations.

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.

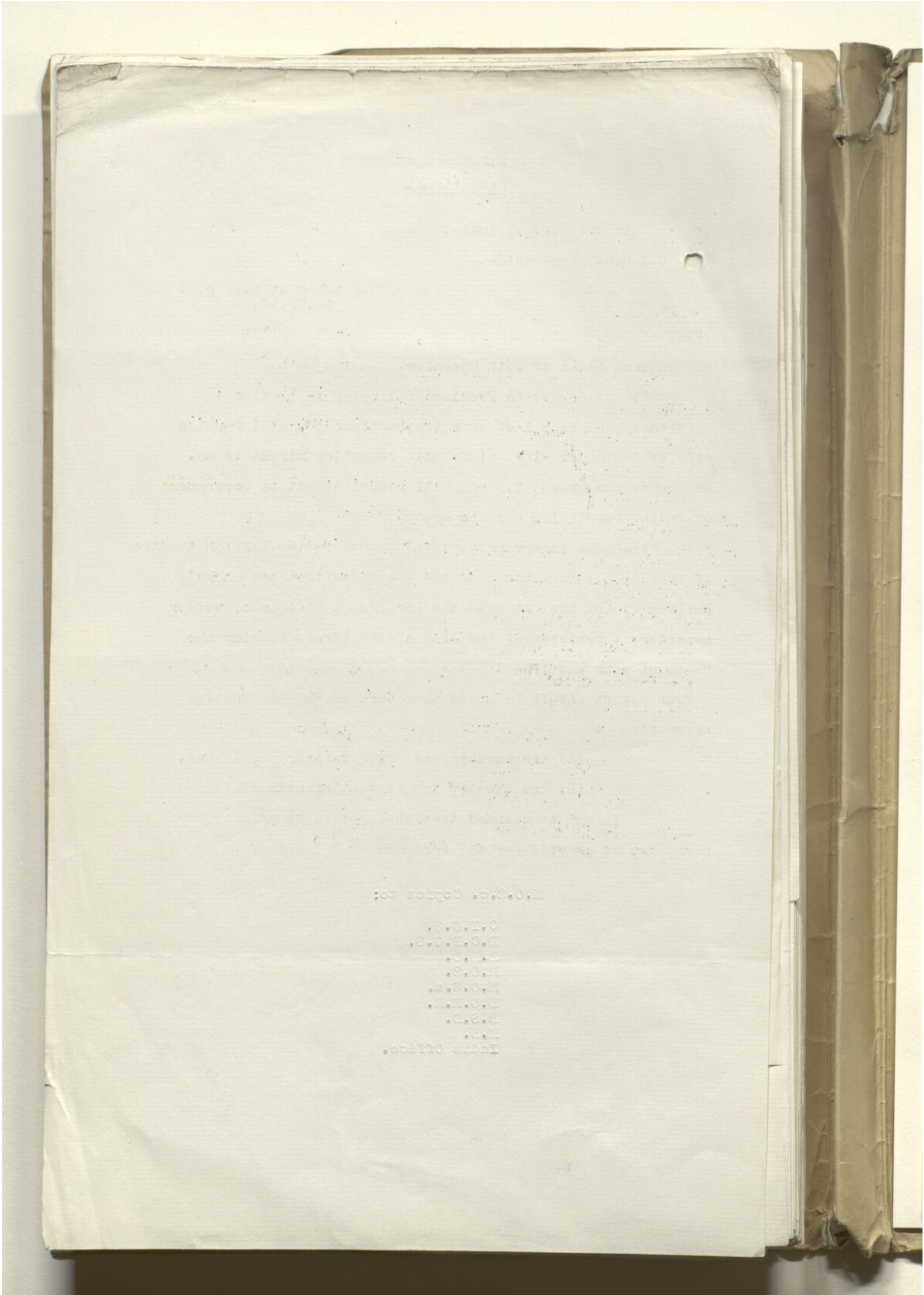
It may be assumed that during 1918 it will not be necessary to provide for the force as at (B) above.

M.O.2.c. Copies to:

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



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٤ظ] (٢٧٤/٢٦٨)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[١٣٥] [٢٧٤/٢٦٩]

SECRET.

10 (135)
2.
Handed in 1.45 p.m. 11/12/17.
Received 3.35 a.m. 12/12/17.

From:- Railways, Baghdad.

To:- War Office.
repeated War Section, Delhi.

X.5267. December 11th.

Progress report up to December 8th.

- 43 miles - Basrah-Curnah Railway. No linking during week. Sufficient permanent way has now been received to complete Basrah Nahr Umr - ^{about} 20 miles.
- 36 miles - Hanaidi-Baqubah metro gauge conversion. Linking completed to Baqubah road station on left bank of Dialha and metro-gauge transshipment to narrow gauge transferred to Baqubah road station. Earthworks and linking of sidings in Baqubah road station in hand. Hanaidi Baqubah narrow gauge. Dismantling and picking up material Hanaidi and started. Material will be collected and sorted ready for use on the Abu Jisrah Abu Sai(?)da(?)h branch route Baqubah - ^{to} Daltawah extension. - 10 miles
- 43 miles - Fallujah standard gauge extension. Formation complete to mile 28 1/2 section with heaviest earth work has been completed so progress will now be faster. Linking from mile 25 recommenced on 9th and should be complete to mile 30 by December 12th.
- 40 miles - Musaiyib standard gauge extension. No progress embankment complete to mile 10.

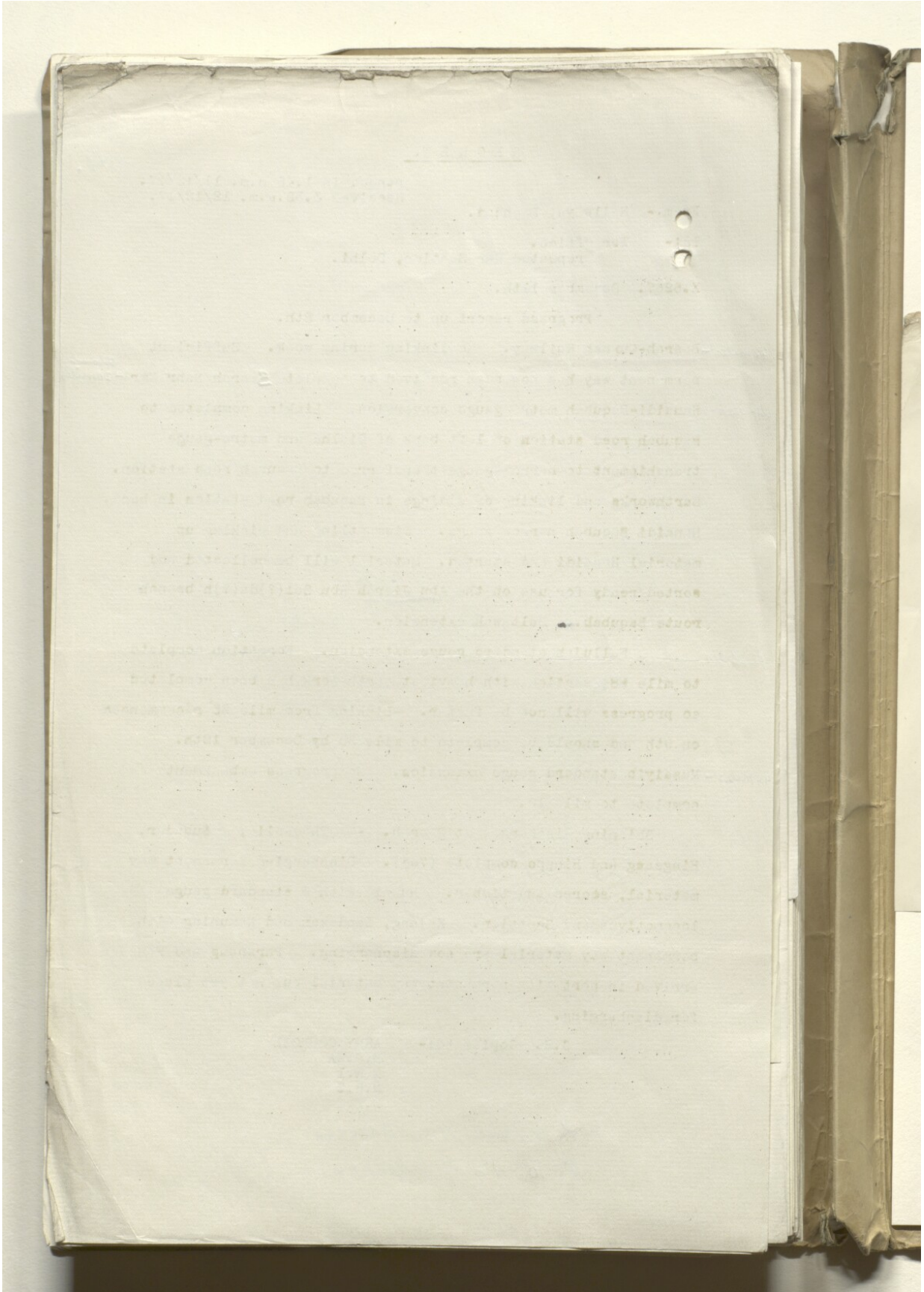
Shipping discharges at Basrah. - Thessalia, Subadar, Hingsang and Hingpo complete (?). Discharging permanent way material, stores and timber. Hunnie with 3 standard gauge locomotives and Settler. Kajang, Sandakan and Kamuning with permanent way material are now discharging. Phranang and Fausang arrived in port with permanent way material but not yet placed for discharging.

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

X 18 1/2 miles NE of BAKUBAH
Ø 10 NW of BAKUBAH



"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٥ ظ] (٢٧٤/٢٧٠)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"

[١٣٦ و] (٢٧٤/٢٧١)

SECRET.

[OPERATIONS.]

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

(No. E.A. 571.)

Handed in 3rd December, 1917, 2.45 a.m.

(Received 4th, 7 a.m.)

Evening report, 22.15. Situation is generally unchanged. Fighting occurred round Beit Ur El Ka last night and during the day. 229th Infantry Brigade took some prisoners in this neighbourhood where positions on both sides are unchanged. On left, 161st Brigade raided a small Turkish post on south Auja killing the garrison. Royal Flying Corps carried out bombing raids on Tul Keram last night at 20 minutes interval throughout hours of moonlight; nearly 2 tons bombs dropped on railway station, camps, depôts and aerodrome. Twenty hits on aerodrome. To-day reconnaissance shows railway line damaged and camps now much scattered. Standard gauge station will open at Mejdel, 8th December, for reinforcements.

Repeated to General Headquarters, British Forces, Salonika.

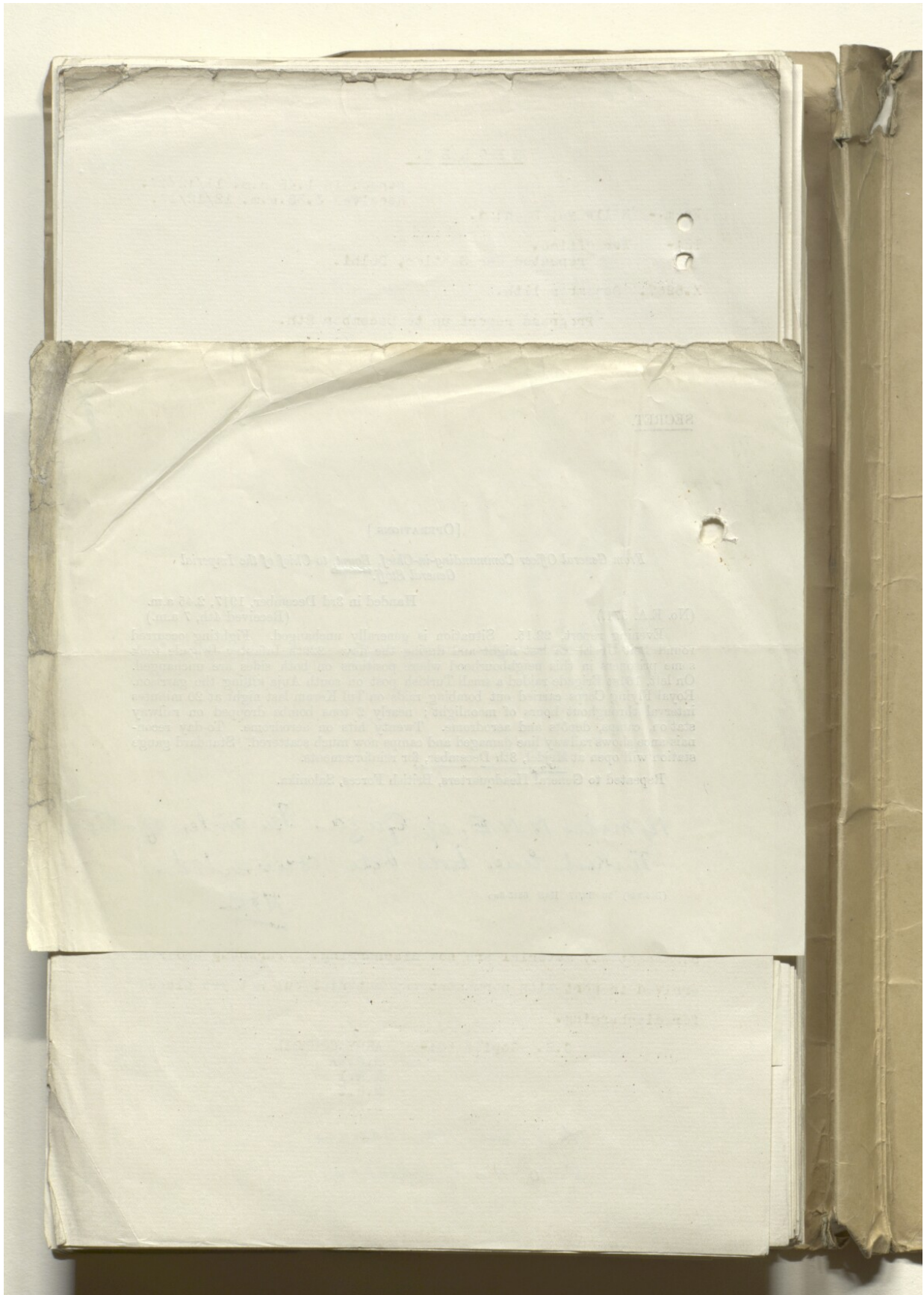
14 miles N.N.E. of Gaza - Ten miles of the
Turkish line has been converted.

(B14/348) 50 12/17 H&S 8315-3wo

ATC

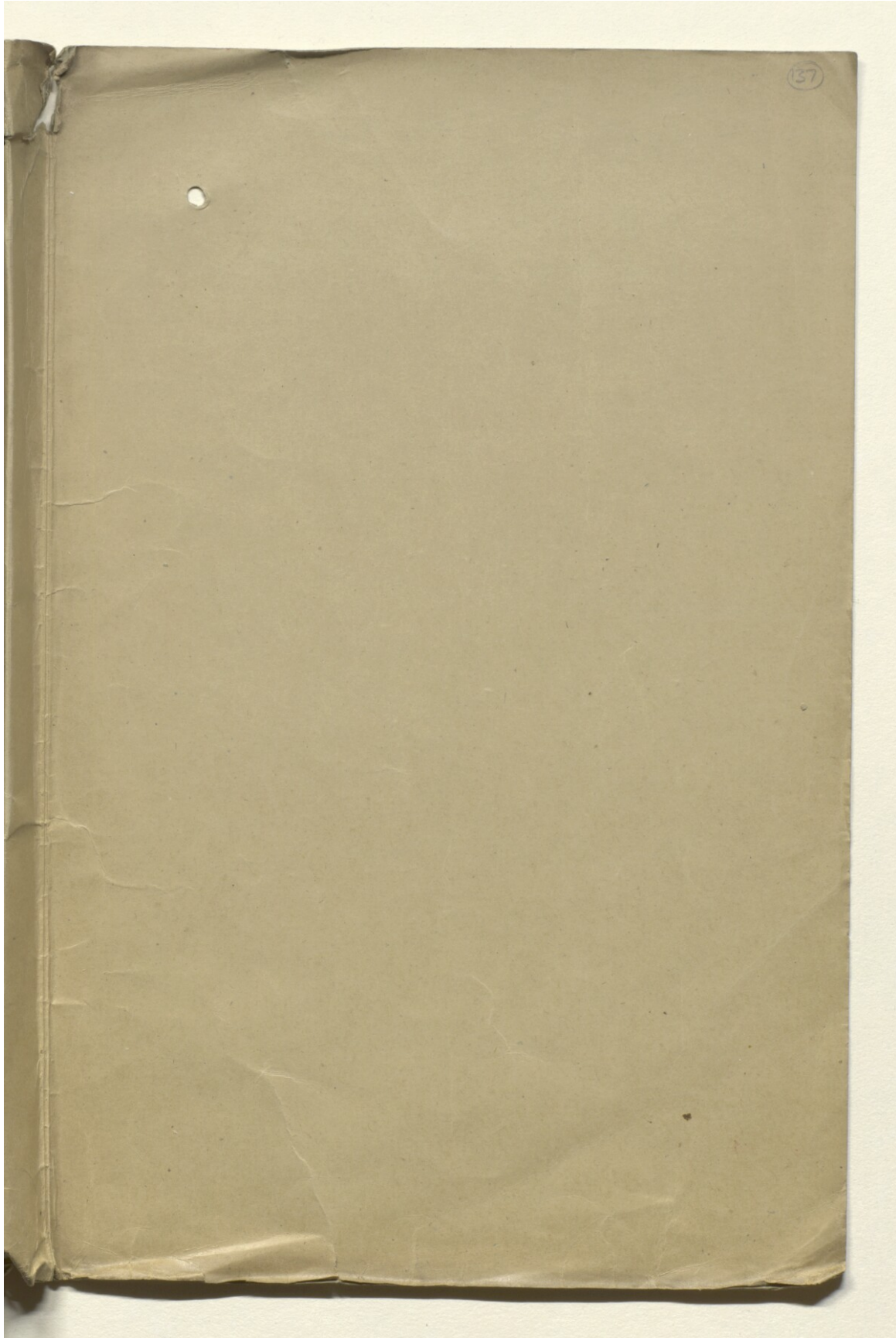


"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[٣٦ ظ] (٢٧٤/٢٧٢)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[خلفي-داخلي] (٢٧٤/٢٧٣)





"السكك الحديدية في بلاد الرافدين وسياسة [خطوط الاتصالات]، المجلد II"
[خلفي] (٢٧٤/٢٧٤)

