

MILITARY RAILWAYS

Indian Army Headquarters

MIL01

The army in India was divided into two command areas – The Northern army and the Southern army. The Northern army had bases at Peshawar, Rawlpindi, Lahore, Meerut, Lucknow and the Frontier Brigades. The Southern army was based at Quetta, Poona, Secunderbad, and a base at an unknown location in Burma and at Mhow in Gujarat, Mhow standing for Military Headquarters of War.

Reference: Imperial Gazetteer of India Atlas

Gauge: 500mm

SIRDAR	2-4-0T	WB	511	1883	1
PRINCE OF WALES		(Decauville)	28	1884	
		(Couillet)	764	1884	2

- 1 Supplied to Walsh Lovatt for use on a portable railway used by the Indian Army.
- 2 Designed to be transported in parts overland

Gauge: 60cm

4wPM	MR	1089	1918	1	20hp
4wPM	MR	1090	1918	2	20hp
4wPM	MR	1193	1918	3	20hp
4wPM	MR	1194	1918	4	20hp
4wPM	MR	1201	1918	5	20hp
4wPM	MR	1203	1918	6	20hp
4wPM	MR	1207	1918	7	20hp
4wPM	MR	1375	1918	8	40hp
4wPM	MR	1376	1918	9	40hp
4wPM	MR	1380	1918	10	40hp
4wPM	MR	1381	1918	11	40hp

- 1 Supplied to Ministry of Munitions of War. Delivered to France 11/1918, numbered LR2810. To IAHQ 9/1928.
- 2 Supplied to Ministry of Munitions of War. Delivered to France 11/1918, numbered LR2811. To IAHQ 9/1928.
- 3 Supplied to Ministry of Munitions of War. Delivered to France 11/1918, numbered LR2814. To IAHQ 9/1928.
- 4 Supplied to Ministry of Munitions of War. Delivered to France 11/1918, numbered LR2815. To IAHQ 9/1928.
- 5 Supplied to Ministry of Munitions of War. Delivered to France 11/1918, numbered LR2822. To IAHQ 9/1928.
- 6 Supplied to Ministry of Munitions of War. Delivered to France 11/1918, numbered LR2824. To IAHQ 9/1928.
- 7 Supplied to Ministry of Munitions of War. Delivered to France 11/1918, numbered LR2828. To IAHQ 9/1928.
- 8 Supplied to Ministry of Munitions of War. Delivered to France 12/1918, numbered LR3096. Protected. To IAHQ 9/1928.
- 9 Supplied to Ministry of Munitions of War. Delivered to France 12/1918, numbered LR3097. Protected. To IAHQ 9/1928.
- 10 Supplied to Ministry of Munitions of War. Delivered to France 12/1918, numbered LR3101. Protected. To IAHQ 9/1928.
- 11 Supplied to Ministry of Munitions of War. Delivered to France 12/1918, numbered LR3102. Protected To IAHQ 9/1928.

Indian Army Military Reserve

MIL02

The following locos were delivered directly to the Military Reserve. The main base of the Military Reserve was Rawlpindi, with lesser bases at Poona, Bangalore and Rurki.

Gauge: 2'0"

4-6-0PT	Blw	44351	1916	1
4-6-0PT	Blw	44381	1916	2
4-6-0PT	Blw	44519	1916	3
4-6-0PT	Blw	44528	1916	4
4-6-0PT	Blw	44551	1916	5

ILSA © S Darvill 2008

4-6-0PT	Blw	44552	1916	6
4-6-0PT	Blw	44636	1916	7
4-6-0PT	Blw	44641	1916	8
4-6-0PT	Blw	44645	1916	9
4-6-0PT	Blw	44656	1916	10
4-6-0PT	Blw	44657	1916	11
4-6-0PT	Blw	44696	1917	12
4-6-0PT	Blw	44699	1916	13
4-6-0PT	Blw	44708	1917	14
4-6-0PT	Blw	44728	1917	15
4-6-0PT	Blw	44750	1917	16
4-6-0PT	Blw	44753	1917	17
4-6-0PT	Blw	44769	1917	18
4-6-0PT	Blw	44774	1917	19
4-6-0PT	Blw	44777	1917	20
4-6-0PT	Blw	44791	1917	21
4-6-0PT	Blw	44894	1917	22
4-6-0PT	Blw	44948	1917	23
4-6-0PT	Blw	44972	1916	24
4-6-0PT	Blw	44974	1917	25
4-6-0PT	Blw	44998	1917	26
4-6-0PT	Blw	45007	1917	27
4-6-0PT	Blw	45036	1917	28
4-6-0PT	Blw	45144	1917	29
4-6-0PT	Blw	45190	1917	30
4-6-0PT	Blw	45200	1917	31
4-6-0PT	Blw	45231	1917	32
4-6-0PT	Blw	45380	1917	33

- 1 From WDLR, WD 506, 1919. Loco built for Militarie Maroc Occidentiale but used in France. To Cawnpore Sugar.
- 2 From WDLR, 536, 1919. To Cawnpore Sugar.
- 3 From WDLR, 722, 1919. To Makerwal Colliery.
- 4 From WDLR, 728, 1919. To Jagadhri Light Railway c.1929
- 5 From WDLR, 751, 1919. To Makerwal Colliery.
- 6 From WDLR, 752, 1919. To Tata Ltd.
- 7 From WDLR, 795, 1919. To Tata Ltd.
- 8 From WDLR, 763, 1919. To Robert Hudson.
- 9 From WDLR, 767, 1919. To Tata Ltd.
- 10 From WDLR, 778, 1919. To DLR
- 11 From WDLR, 779, 1919. To Tata Ltd and then to Ryam Sugar Factory.
- 12 From WDLR, 791, 1919. To Tata Ltd.
- 13 From WDLR, 795, 1919. To DLR.
- 14 From WDLR, 803, 1919. To Jagadhri Light Railway c. 1929
- 15 From WDLR, 823, 1919. To Bengal Coal & Coke Products Ltd.
- 16 From WDLR, 845, 1919. To Robert Hudson.
- 17 From WDLR, 848, 1919. To Makerwal Colliery.
- 18 From WDLR, 864, 1919. To Japaha Sugar.
- 19 From WDLR, 864, 1919. To Japaha Sugar.
- 20 From WDLR, 872, 1919. To NWR, 35 then to Purtabpore Co.
- 21 From WDLR, 886, 1919. To Begg Sutherland.
- 22 From WDLR, 893, 1919. To Robert Hudson.
- 23 From WDLR, 911, 1919. To Robert Hudson.
- 24 From WDLR, 778, 1919. To DLR.
- 25 From WDLR, 937, 1919. To Robert Hudson.
- 26 From WDLR, 961, 1919. To Robert Hudson.
- 27 From WDLR, 970, 1919. To India Office.
- 28 From WDLR, 999, 1919. To Makerwal Colliery.
- 29 From WDLR, 1012 later ren 562, 1919. To NWR, 41 then to Begg Sutherland by 1930.
- 30 From WDLR, 1058 later ren 618, 1919. To NWR No 43. then to R Hudson's by 1930.
- 31 From WDLR, 1068, later ren 618, 1919. To India Office.
- 32 From WDLR, 1099 later ren 649, 1919. To Motipur Sugar.
- 33 From WDLR, 1111 ren 661, 1919. To NWR, 47 then Hathura Sugar Factory.

Gauge:2'6"

2-4-2ST	WB	1691	1902
2-4-2ST	WB	1692	1902
2-4-2ST	WB	1693	1902
2-4-2ST	WB	1694	1902
2-4-2ST	WB	1695	1902

2-4-2ST	WB	1696	1902		
2-4-2ST	WB	1697	1902		
2-4-2ST	WB	1698	1902		
2-4-2ST	WB	1699	1902		
2-4-2ST	WB	1700	1902		
2-4-2ST	WB	1706	1903		
2-4-2ST	WB	1707	1903		
2-4-2ST	WB	1708	1903		
2-4-2ST	WB	1709	1903		
2-4-2ST	WB	1710	1903		
2-4-2ST	WB	1711	1903		
2-4-2ST	WB	1712	1903		
2-4-2ST	WB	1713	1903		
2-4-2ST	WB	1714	1903		
2-4-2ST	WB	1715	1903		
4wPM	EEB	1804	1932	1	25hp

1 Delivered to Queen Victoria Sappers & Miners Railway Reserve Unit, Madras. Possibly supplied via FH.

A number of railways on the north western frontier between India and Afghanistan were built and operated by the military authorities. They were all taken over by the NWR in the 1920's. Details of the stock is as follows, unless otherwise noted the locos were supplied new to the lines and were taken over by the NWR.

Nowshera-Dargai Railway

MIL03

Gauge: 2'6"

A 40 mile long line opened in 1901 for the transportation of troops to frontier areas. It was replaced by a BG in 1921-2.

1	0-6-2	MW	1474	1900	1
2	0-6-2	MW	1475	1900	2
3	0-6-2	MW	1476	1900	2
4	0-6-2	K	3970	1900	2
5	0-6-2	K	3971	1900	2
6	0-6-2	K	3972	1900	2
7	0-6-2	K	4120	1902	2
8	0-6-2	K	4121	1902	2
9	0-6-2	K	4122	1902	2
21	0-8-4T	K	3651	1896	3

- 1 To Bhavnagar Tramway, 2, 1925.
- 2 To KKTR.
- 3 From BLR, 4, 1901. Wdn by NWR in the 1930s.

Khushalgarh-Kohat-Thal Railway

MIL04

Opened to Kohat in 1901 and extended to Thal in 1903, a total of 91½ miles. The connection to the NWR at Khushalgarh was via a ropeway across the Indus which was closed after an accident in 1903. The line to Kohat was converted to BG in 1908.

Gauge: 2'6"

51	2-4-2ST	WB	1620	1901	1
52	2-4-2ST	WB	1621	1901	1
53	2-4-2ST	WB	1622	1901	2
54	2-4-2ST	WB	1623	1901	1
55	2-4-2ST	WB	1624	1901	3
56	2-4-2ST	WB	1625	1901	1
57	2-4-2ST	WB	1626	1901	1
58	2-4-2ST	WB	1627	1901	1
59	2-4-2ST	WB	1628	1901	4
60	2-4-2ST	WB	1629	1901	1
71	2-4-2ST/t	WB	1688	1902	5
72	2-4-2ST/t	WB	1689	1902	5
73	2-4-2ST/t	WB	1690	1902	6
74	2-4-2ST/t	WB	1771	1905	1
75	2-4-2ST/t	WB	1772	1905	1

76	2-4-2ST/t	WB	1773	1905	6
2	0-6-2	MW	1475	1900	7
3	0-6-2	MW	1476	1900	7
4	0-6-2	K	3970	1900	7
5	0-6-2	K	3971	1900	7
6	0-6-2	K	3972	1900	7
7	0-6-2	K	4120	1902	7
8	0-6-2	K	4121	1902	7
9	0-6-2	K	4122	1902	7

- 1 Ordered for the IAMR but delivered to KKTR. To Mesopotamia, 1916.
- 2 Ordered for the IAMR but delivered to KKTR. To Bombay, 1913.
- 3 Ordered for the IAMR but delivered to KKTR. To Bushire Railway, Persia, 1918.
- 4 Ordered for the IAMR but delivered to KKTR. To Tata Power Co.
- 5 Ordered for the IAMR but delivered to KKTR.
- 6 Ordered for the IAMR but delivered to KKTR. To Ambaji-Taranga Light Railway construction, 1915. This line from the Baroda border (east of Mehsana) to Samaia was never completed.
- 7 From NDR.

The following locos were used during the construction of both the the NDR and the KKTR.

11	0-4-0ST	SS		1880	1	
12	0-4-0ST	SS		1880	1	
13	0-4-2T	VF	863	1880	2	E class
14	0-4-2T	VF	864	1880	3	E class

- 1 One of DHR, 2 – 5 (WNS 2870 2872 and 2892). To Ferozapore Steam Tramway /1885. This was a 6¾ mile long line that ran across the Sutlej river until a railway bridge was built in 1888. All four locos were at unknown location from 1888 to 1893. In 1893 two locos were sent to Dandot colliery and the other two were re-gauged to 2'6" and sent to the NWR Gradient Division for use on NDR construction.
- 2 Built as a MG loco for ISR 419. To Bhaganwalla Colliery, /1894 and re-gauge to 2'6" (this line was worked by NWR). To EBSR /1899 for use on CBSR, 4. Returned to NWR for use on construction work of NDR and KKTR 1901. Later renumbered 99. Sold in 1914 to Seth Apcar & Co, Calcutta. Sold again to KFR in 1936, becoming their number 12.
- 3 Built as a MG loco for ISR, 420. To Bhaganwalla Colliery, /1894 and re-gauge to 2'6" (this line was worked by NWR). To EBSR /1899 for use on CBSR, 5. Returned to NWR for use on construction work of NDR and KKTR 1901. Later renumbered 99. Sent to the construction of the Quetta to Nushki BG line in 1908. Later used on the New Delhi construction project in 1913.

Kalabagh-Bannu Railway

MIL05

Also known as the Trans Indus Railway. Opened in 1913 from Kalabagh, where there was a ferry over the Indus, for 89 miles to Bannu. The ferry was replaced by a bridge in 1931. A branch from Lake marwat to Tank opened in 1916 and a further line from Tank to Kaur and Khorgi opened in 1921-2.

Gauge: 2'6"

1	4-6-2	NBA	19646	1911	
2	4-6-2	NBA	19647	1911	
3	4-6-2	NBA	21084	1915	
4	4-6-2	K	5174	1918	
5	4-6-2	K	5175	1918	1
11	2-8-2	NBA	19644	1911	
12	2-8-2	NBA	19645	1911	
13	2-8-2	NBA	20952	1915	
14	2-8-2	NBA	20953	1915	
15	2-8-2	NBA	20954	1915	
16	2-8-2	NBA	20955	1915	
17	2-8-2	NBA	21083	1915	
18	2-8-2	NW	1020	1913	2
19	2-8-2	NW	1021	1913	3
20	2-8-2	NBA	21991	1919	
21	2-8-2	NBA	21992	1919	
22	2-8-2	NBH	18330	1908	4
23	2-8-2	NBA	18894	1909	5
24	2-8-2	NBA	18895	1909	6
25	2-8-2	NBA	18897	1909	7
26	2-8-2	NBA	18903	1909	8
27	2-8-2	NBA	22766	1921	
28	2-8-2	NBA	22767	1921	

29	2-8-2	NBA	22768	1921
30	2-8-2	NBA	22769	1921
31	2-8-2	NBA	22770	1921
32	2-8-2	NBA	22771	1921
33	2-8-2	NBA	22772	1921
53	2-8-4T	SS	4881	1902 9

- 1 To Saraya Sugar Mills, Sardar Nagar.
- 2 From BNR(SL), 0074, 1917.
- 3 From BNR(SL), 0075, 1917. To Pakistan NWR in 1947. Preserved, see PPNP01.
- 4 From BNR(SL), 0017, 1918.
- 5 From BNR(SL), 0042, 1918.
- 6 From BNR(SL), 0043, 1918.
- 7 From BNR(SL), 0045, 1918.
- 8 From BNR(SL), 0051, 1918.
- 9 From BNR(SL), 0010, 1917.

Khanai-Hindubagh Railway

MIL06

Gauge: 2'6"

Also known as Zhob Valley Railway. A military line opened to serve the mines operated by the Baluchistan Chrome Co. Opened as an assisted siding in 1917. Acquired by the state and incorporated into NWR at beginning of 1921.

19	2-6-2T	NBH	16818	1905	1
32	2-6-2T	NBH	18782	1909	1
50	2-8-4T	SS	4873	1902	2
51	2-8-4T	SS	4876	1902	3
52	2-8-4T	NBA	16969	1905	4

- 1 Borrowed from KSR.
- 2 From BNR(SL), 002, 1917.
- 3 From BNR(SL), 005, 1917.
- 4 From BNR(SL), 0013, 1917.

The Indian Army used railways on several overseas campaigns that they were involved in. Many of the locomotives used for this purpose were "borrowed" from Indian mainline railway companies. The following lists are of campaigns and the locomotives from India (and in the case of the Mesopotamian campaign of WWI elsewhere) used by the Indian Army.

Abyssinian Campaign 1867-68

MIL07

A relief expedition sent from India to rescue the British consul to Abyssinia and seven others who had been taken hostage by King Theodore of Abyssinia after what he had perceived to be a slight when the British Government did not reply to a letter he had sent in 1862 asking for British military assistance. This was exacerbated when the British consul visited Egypt, an enemy of Abyssinia.

A force of 13000 soldiers, 8000 labourers along with 36000 horses, camels and elephants were dispatched from Bombay on 21/12/1897. It took them two weeks to reach Annesley Bay on the East Coast of Africa. The railway was then laid and used to aid in unloading the ships and transferring the stores to Zula Supply Depot which was the beginning of the 400 mile route to the fort at Magdala. By 18/4/1868, the relief was completed. The troops then turned around and headed back to Annesley Bay. The railway equipment was all returned to India after the campaign.

Reference: www.britishempire.co.uk/forces/armycampaigns/africancampaigns/campabyssinia.htm, IL II

Gauge: BG

1	2-4-0WT	EBW	586	1856	1	A class
3	2-4-0WT	England		1859	2	A class
NAPIER	0-4-0ST	MW	250	1868	3	

- 1 From BBCIR, 1, 1868. Returned to India (to BBCIR?), 1870.
- 2 From BBCIR, 3, 1868. Returned to India (to BBCIR?), 1870.
- 3 Direct to the Abyssinia campaign from MW. Returned to India (CSER), 1870.

A fourth loco may have been used on his campaign. The Indian Government obtained EBW 569/1856 from BBCIR in 1862 – it is possible it could have been used along with the three known locomotives.

East African campaign 1896-97**MIL09**

Used in the construction of the Uganda Railway

Gauge: MG

223	2-4-0T	RWH	1878	1	A class	
227	2-4-0T	RWH	1878	1	A class	
315	0-4-2	N	1880	2	E class	
319	0-4-2	N	1880	2	E class	
424	2-6-0	AE	1881	3	N class	
425	2-6-0	AE	1881	3	N class	
426	2-6-0	AE	1881	3	N class	
427	2-6-0	AE	1881	3	N class	
429	2-6-0	AE	1881	3	N class	
430	2-6-0	AE	1881	3	N class	
437	2-6-0	AE	1881	3	N class	
440	2-6-0	AE	1881	3	N class	
441	2-6-0	AE	1881	3	N class	
442	2-6-0	AE	1881	3	N class	
443	2-6-0	AE	1881	3	N class	
445	2-6-0	AE	1882	4	N class	
446	2-6-0	AE	1882	4	N class	
449	2-6-0	AE	1882	4	N class	
451	2-6-0	AE	1882	4	N class	
452	2-6-0	AE	1882	4	N class	
101	0-4-2	RWH	1746	1878	5	G class

1 From BBCIR, 1896.

2 From BBCIR, 1896.

3 From BBCIR.

4 From BBCIR, 1897.

5 From SIR, 1897.

East African campaign 1914-1918**MIL10**

Gauge: MG

125	4-8-0	NBH	17310	1906	1	K class
126	4-8-0	NBH	17311	1906	2	K class
127	4-8-0	NBH	17312	1906	3	K class
128	4-8-0	NBH	17313	1906	3	K class
129	4-8-0	NBH	17314	1906	3	K class
61	2-6-0	Hanomag	3814	1901	4	G class
62	2-6-0	Hanomag	3815	1901	5	G class
67	2-6-0	Hanomag	3820	1901	5	G class
	2-6-2T	HL	3151	1916	6	C class
	2-6-2T	HL	3152	1916	6	C class
	2-6-2T	HL	3153	1916	6	C class
	2-6-2T	HL	3154	1916	6	C class
84	0-6-0	N	3138	1885	7	F class
128	0-6-0	SS	4334	1898	8	F class
138	0-6-0	SS	4344	1898	8	F class
155	0-6-0	SS	4361	1898	8	F class
175	0-6-0	VF	1754	1901	8	F class
260	4-6-0	NBQ	17238	1906	9	B class
261	4-6-0	NBQ	17239	1906	9	B class
264	4-6-0	NBQ	17242	1906	9	B class
296	4-6-0	NBH	18107	1907	9	B class
303	4-6-0	NBH	18114	1907	9	B class
305	4-6-0	NBH	18116	1907	9	B class
649	0-6-0	D		1889	10	F class
695	0-6-0	D		1889	10	F class
719	0-6-0	D	3139	1894	10	F class
720	0-6-0	D	3140	1894	10	F class
721	0-6-0	D	3141	1894	10	F class
37	0-6-0	N	2864	1882	11	F class
38	0-6-0	N	2865	1882	11	F class

ILSA © S Darvill 2008

81	0-6-0	N	3652	1887	12	F class
83	0-6-0	N	3654	1887	12	F class
96	0-6-0	N	3666	1887	12	F class
102	0-6-0	N	3794	1887	11	F class
	0-6-0				12	F class
	0-6-0				12	F class
	0-6-0				12	F class
551	0-6-0	D/VF		1884-92	13	F class
555	0-6-0	D/VF		1884-92	13	F class
556	0-6-0	D/VF		1884-92	13	F class
561	0-6-0	N	5355	1898	14	F class
563	0-6-0	N		1900	15	F class
501	4-8-0	NBH	16468	1904	16	Q class
502	4-8-0	NBH	16469	1904	17	Q class
503	4-8-0	NBH	16470	1904	16	Q class
504	4-8-0	NBH	16471	1904	17	Q class
505	4-8-0	NBH	16472	1904	16	Q class
201	4-6-0	NW	738	1905	18	R class
73	0-6-0	N	3472	1886	19	FM class
111	0-6-0	N	3753	1888	19	FM class
127	0-6-0	D	2382	1888	19	FM class
186	0-6-0	VF	1115	1885	19	FM class
187	0-6-0	VF	1116	1885	19	FM class
	4-8-0	NW	1095	1916	20	G class
	4-8-0	NW	1096	1916	20	G class
	4-8-0	NW	1097	1916	20	G class
	4-8-0	NW	1098	1916	20	G class
	0-6-0				21	F class
	0-6-0				21	F class
	0-6-0				21	F class
	0-6-0				21	F class
	0-6-0				21	F class
	4-6-0				22	B class

- 1 From ABR, 3/1916.
- 2 From ABR. Returned, 3/1920.
- 3 From ABR.
- 4 From ABR, 9/1916.
- 5 From ABR.
- 6 ABR. Direct from HL to East Africa. To Mesopotamia c /1919.
- 7 From BNWR, 3/1916.
- 8 From BNWR, 3/1916. Returned, 9/1919.
- 9 From BNWR, 3/1916. Returned, 3/1919.
- 10 From BBCIR, 3/1915.
- 11 From BR, 9/1916. Returned, 9/1919.
- 12 From BR, 9/1916. Two of these locos were returned, 9/1919.
- 13 From EBR, 3/1916. Returned, 3/1920.
- 14 From EBR, 3/1916. Returned, 9/1919.
- 15 From EBR, 3/1916.
- 16 From EBR, 3/1916. Returned, 3/1921.
- 17 From EBR, 3/1916. Returned, 3/1920.
- 18 From EBR, 3/1916. Returned, 3/1919.
- 19 From MSMR, 3/1915.
- 20 NGSR. Direct from NW to East Africa, 9/1916.
- 21 From SIR, 3/1915. Returned, 3/1919.
- 22 From SIR, 9/1916. Returned, 3/1919.

Aden/South Arabia campaign 1915-1918

MIL11

29 miles long system, running inland from the port area. Built by the Royal Engineers. Opened for military use from Maala to Sheikh Othman (1/1916), Lahej (2/1919) and El Khudad (1/1920). Opened to passenger and other traffic from 1922 and closed 1/8/1929, dismantled the following year. Described in the Railway Magazine p72 1976.

Gauge: MG

288	0-6-0	N		1879	1
349	0-6-0	N		1880	1
727	0-6-0	D	3147	1894	1

561	0-6-0	D	3147	1894	2
563	0-6-0	VF	1720	1900	2
584	0-6-0	N	5358	1898	3
1	4-6-0	NW	1376	1922	2
3	4wPM	MR		1915	5

- 1 From BBCIR, F class, 1915.
- 2 CHECK. ARE THESE ALSO IN EAST AFRICA?
- 3 From EBR, F class, 1926.
- 4 Supplied direct from NW.
- 5 From SIR, SIM class, 1916.

Mesopotamia campaign 1915-1922

MIL12

The first shipment arrived from India in 2/1916 and consisted of 1 mile of track and 100 3 ton trucks. This was followed in 3/1916 by three locos and 20 miles of track. By 1917 the main base was at Hinaidi, south east of Baghdad. One of the 2-4-2ST returned to India. The only known disposals of these locos are that three were sent to the Bushire Railway, Persia.

There was also a system known as the Basra Light Railway. This commenced in 12/1916 to assist land reclamation and flood protection schemes. By 1918, Basra had increased in importance as a supply depot and there were then 22 miles of track. By 1918 the steam locos had largely been replaced by six 40hp petrol tractors, weighing 6 tons – it has been not been possible to identify these locos.

The lists of locos below do not contain any information about the stock which was already in Mesopotamia, the LSWR locos that were sent from the UK for use on the railways in Mesopotamia or the MG that came from Indian railways to Mesopotamia.

Reference: Middle East Railways

Gauge: 2'6"

51	2-4-2ST	WB	1620	1901	1	
52	2-4-2ST	WB	1621	1901	1	
54	2-4-2ST	WB	1623	1901	1	
56	2-4-2ST	WB	1625	1901	1	
57	2-4-2ST	WB	1626	1901	1	
58	2-4-2ST	WB	1627	1901	1	
60	2-4-2ST	WB	1629	1901	1	
74	2-4-2ST/t	WB	1771	1905	1	
75	2-4-2ST/t	WB	1772	1905	1	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
	2-4-2ST	WB			2	
9	0-6-2	K	4172	1902	3	K class
11	0-6-2	K	4174	1902	4	K class
12	0-6-2	K	4665	1909	5	K class
15	0-6-2	K	4668	1909	3	K class
	2w-2PMR	Bg/DC	883	1916	6	Type B
	2w-2PMR	Bg/DC	884	1916	6	Type B
	2w-2PMR	Bg/DC	885	1916	6	Type B
	2w-2PMR	Bg/DC	886	1916	6	Type B
	2w-2PMR	Bg/DC	887	1916	6	Type B
	2w-2PMR	Bg/DC	888	1916	6	Type B
	2w-2PMR	Bg/DC	921	1917	7	Type 14
	2w-2PMR	Bg/DC	922	1917	7	Type 14
	2w-2PMR	Bg/DC	923	1917	7	Type 14

ILSA © S Darvill 2008

2w-2PMR	Bg/DC	924	1917	7	Type 14
2w-2PMR	Bg/DC	925	1917	7	Type 14
2w-2PMR	Bg/DC	926	1917	7	Type 14
2w-2PMR	Bg/DC	927	1917	7	Type 14
2w-2PMR	Bg/DC	928	1917	7	Type 14
2w-2PMR	Bg/DC	929	1917	7	Type 14
2w-2PMR	Bg/DC	930	1917	7	Type 14
2w-2PMR	Bg/DC	931	1917	7	Type 14
2w-2PMR	Bg/DC	932	1917	7	Type 14
2w-2PMR	Bg/DC	933	1917	7	Type 14
2w-2PMR	Bg/DC	934	1917	7	Type 14
2w-2PMR	Bg/DC	935	1917	7	Type 14
2w-2PMR	Bg/DC	936	1917	7	Type 14
2w-2PMR	Bg/DC	937	1917	7	Type 14
2w-2PMR	Bg/DC	938	1917	7	Type 14
2w-2PMR	Bg/DC	939	1917	7	Type 14

- 1 From KKTR, 1916.
- 2 From IAMR. 14 locos from 1691-1700/1902 and 1706-15/1903.
- 3 From BBCIR, 1916. Returned 9/1917.
- 4 From BBCIR, 1916. Returned 8/1918.
- 5 From BBCIR, 1916. To Persia, 8/1918.
- 6 Supplied via MoM. 4/12 patient ambulance cars. Supplied to BNR as frames and body work added by BNR in India.
- 7 Delivered to Mesrail. Ambulance cars to carry 4 stretchers.

Gauge: MG

2w-2PMR	Bg/DC	872	1917	1	10hp
2w-2PMR	Bg/DC	873	1917	1	10hp
2w-2PMR	Bg/DC	1255	1922	2	
2w-2PMR	Bg/DC	1256	1922	2	
2w-2PMR	Bg/DC	1257	1922	2	
2w-2PMR	Bg/DC	1258	1922	2	
2w-2PMR	Bg/DC	1259	1922	2	
2w-2PMR	Bg/DC	1260	1922	2	

- 1 Supplied via Heatley & Gresham, Bombay.
- 2 Armoured railcar.

Gauge: MG/SG

2w-2PMR	Bg/DC	949	1918	1	Type 38
2w-2PMR	Bg/DC	950	1918	1	Type 38
2w-2PMR	Bg/DC	971	1918	1	Type 38

- 1 Delivered to Mesrail.

Gauge: SG

417	0-6-0ST	P	716	1898	1	
418	0-6-0ST	HC	567	1900	2	
419	0-6-0ST	MW	1673	1906	3	
420	0-6-0ST	HC	441	1895	4	
421	0-6-0ST	MW	1291	1896	5	
422	0-6-0T	MW	1063	1888	6	
	2w-2PMR	Bg/DC	946	1917	7	Type 38
	2w-2PMR	Bg/DC	947	1917	7	Type 38
	2w-2PMR	Bg/DC	948	1918	7	Type 38

- 1 From Price and Willis, Bombay Docks Construction, GERTRUDE, 1917.
- 2 From Price and Willis, Bombay Docks Construction, LYDIA, 1917.
- 3 From Price and Willis, Bombay Docks Construction, ELEPHANTA, 1917.
- 4 From Price and Willis, Bombay Docks Construction, EASTNEY, 1917.
- 5 From Price and Willis, Bombay Docks Construction, LORD WINDUS, 1917.
- 6 From Price and Willis, Bombay Docks Construction, CORNBROOK, 1917.
- 7 Supplied via MoM, delivered to Mesrail.

Persia campaign 1918-1921**MIL13**

Known as the Bushire Railway, this was a built to support the Persian Field Force. The whole of the Powayn Steam Tramway (locos, rolling stock and track) was shipped out from India to form the basis of this railway.

On cessation of hostilities the railway was kept on a care and maintenance basis for two years until one of its officers wrote to the Indian Army, essentially pointing out that they were there doing nothing. Arrangements were made to ship the railway back to India. As part of this an inventory of the whole railway was taken (1920). According to this the position of the locos was:

1 – required heavy boiler repairs, 2 – at GIPR in India for repairs, 3 – in fair order, 4 – burst boiler, to be scrapped, 5 – in good running order, 6 – required heavy boiler renewals, 7 – in fair working order, 8 & 9 – good order, needed heavy boiler repairs, 10 – required new boiler and driving axle, 11 – required overhaul and new boiler, 12 – in fair running order but would shortly require boiler renewal and 13 – required boiler repair which “can be carried out if outstanding indent of QMG are complied with”.

In addition the locos the passenger stock was one inspection saloon from the PST, two 3rd class and two 3rd class brakes from the PST, 13 hospital coaches converted from 30 year old MG stock with lights and fans and “wheels in good order”, two luggage vans converted from MG BBCIR covered steel wagons and two female 3rd class coaches which had been converted from 30 year old MG flat wagons and bolster trucks. The freight stock consisted of 55 3 ton covered wagons, two 5 ton covered wagons and one 5 ton bogie wagon, all from PST, 20 3 ton open wagons of all steel construction from BBCIR, 13 2 ton flat and bolster trucks and eight 3 ton converted MG bolster trucks. There were also two 1500 gallon water wagons from BBCIR and 14 1000 gallon and six 800 gallon water wagons from BNR – the last two items of stock were used on the Dhamtari feeder branch of the BNR. The rail borne equipment was completed by a 5 ton hand crane and dummy wagon from the EBR which had been converted from MG, a 10hp Harmann trolley with a three speed gear box and a 40’ steam pile driver which was “perfectly new and a useful type of machine”.

There was 53¼ miles of track. This mainline consisted of 28 miles of 24lb track “laid two years ago and in good condition” and 11 miles of 25lb track which was “second hand, in fair condition but needs sleeper renewals”. The branch 3½ mile branch between Bey and Borasjun was laid with 24lb track as was the 4¼ mile branch to Reshire. There were also six miles of 24lb track in use in station yards. There were 33 sets of points that were less than one year old, 23 sets that were second hand but in good condition and 4 that were old. There were also 20 20’ span and seven 18’ span steel girder bridges.

To complete the inventory there was one 91’ x 94’ three bay loco shed which was “Complete with sliding doors, girder sheeting, examination and washout pit, fittings and stanchions”. It had come second hand from Burn & Co in Calcutta and was erected at Piraesus. There was also a 60’ x 35’ shed that had come second hand from the EBR at Paksey. There were three 1600 gallon open topped fixed water tanks, four 1200 gallon, two 900 gallon, 74 400 gallon and 17 75 gallon closed type water tanks. In addition to all the above there are five pages of workshop machinery, four pages of miscellaneous plant and many pages of surveying and drawing tools.

The whole of the railway was shipped back to India in 3/1921. It is unknown what happened to the stock on its arrival back in India.

Reference: Middle East Railways, IL III, WD correspondence

Gauge: 2’6”

1	0-4-2ST	JF	5949	1889	1
2	0-4-2ST	JF	5951	1889	1
3	0-4-2ST	JF	6412	1890	1
4	0-4-2ST	JF	7060	1894	1
5	0-4-2ST	JF	6135	1902	1
6	0-6-2	K	4665	1909	2
7	2-4-2ST/t	WB	1772	1905	2
8	2-4-2ST	WB			3
9	2-4-2ST	WB			3
10	2-4-2ST	WB			2
11	2-4-2ST	WB			2
12	2-4-2ST	WB	1624	1901	4
13	2-8-4T	NBA	16539	1904	5
	2w-2PMR	Bg/DC			6

- 1 From PST.
- 2 From Mesopotamia.
- 3 From IAMR.
- 4 From KKTR.
- 5 From SIR, Q class, Q6.

6 Ambulance cars, from Mesopotamia.