

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

Signals

**Item number:** 22/16/12 Part 1

**Title:** 1st Australian Wireless Signal  
Squadron

October- December 1918



AWM4-22/16/12PART1



October

Stations were grouped as per instructions contained in G.H.Q.s GK/208/66 of 19th. Sept. 1918.

Stations No. 5 (wagon), 7, 10 (packs) 13 and 14 (Ford Vans) of 1st. Australian Wireless Signal Squadron and No. 24 (pack) of 2nd. Wireless Signal Squadron, Sappers and Miners, comprised "A" Group, Forward Area Tigris Line with No. 5 as directing Station.

Nos. 3 and 4 (Packs) comprised "B" Group, Euphrates Line.

Nos 1 and 2 (waggons), 8, 11 and 12 (packs) comprised "C" Group, Kifri-Kirkuk Line with No. 1 as directing station and No. 2 as Chief Directing Station for M.E.F.

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~~INTELLIGENCE SUMMARY.~~

COPY

(Erase heading not required.)

1st AUSTRALIAN WIRELESS SIGNAL SQUADRON.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
BAGHDAD.	1918. OCT.	1st.	<p>No 6 at SENNEH was placed in "D" Group, Persian L. of C. No 9 wagon was unallotted being under orders to return to BAGHDAD.</p> <p>3rd. No 9 reached SIAH DAHAN from ZINDJAN 6th and expected reached HAMADAN 13th.</p> <p>7th. No 13 Pack in Ford vans moved to new site at TEKBIT (T.C.116 A21) and was attached 17th Division. No 10 pack which had been in reserve at BAGHDAD since June 3rd left Squadron H.Q. 9.15 a.m. and joined 11th Cavalry Brigade at the Iron Bridge near BAGHDAD.</p> <p>8th. No 3 pack moved at 7 a.m. with 50th Brigade from SAHILIYAH (T.C.208 DD52) and reached HIT (T.C. 208 DD53) at 10.30 a.m. and will be stationary there.</p> <p>11th. No 7 pack moved from CHALDARI (T.C. 144 B25 app.) at 8 a.m. with 7th CAV. BDE reached KHAN JADIDAH (T.C. 116 A98) a distance of approx. 16 miles, bivouaced erected station and established communication. Left KHAN JADIDAH 12th and marched to TEWUIR (T.C.116 A80 and 99) a stage of approx. 18 miles, bivouaced erected station and established communication.</p> <p>12th.</p> <p>13th. No 24 pack of 2nd Wireless Signal Squadron S. and M. left BAGHDAD to operate in 1st Corps area with this (1st Aust.) Squadron's stations of "A" Group. No 10 pack reached ALIJIK (T.C.116 A48) and bivouaced. No 9 wagon reached HAMADAN. No 7 pack reached AKAB (T.C.116 A70) - approx. 22 miles trek from TEWUIR - bivouaced erected <del>mk</del> and passed traffic. No 5 wagon Directing station for "A" Group moved from SAMARRAH at 5.30 a.m. with 1st Corps, bivouaced and erected in the vicinity of DAUR (T.C.116 A31).</p> <p>14th. Major S.J. White, M.C. assumed Command of the Squadron. No 5 reached a point approx. 4 miles beyond TEKBIT (T.C.116 A21). No 7 pack bivouaced at KHAN MACHIFA (T.C.116 A68 app.) erected and established communication.</p> <p>15th. No 11 pack left 14th Division at MIRJANA (T.C.124 C44) at 6 a.m. marched independently to HAMBIS Camp near SHAROBAN (T.C.124 C59) reaching there 9.30 a.m. 16th and was attached to 3rd Corps. No 7 pack bivouaced at SAMARRAH (T.C.116 A58) moved from there 7 a.m. 17th and</p> <p>17th reached DAUR 1.40 p.m. that day - approx. 17 miles.</p> <p>18th. No 13 pack in Ford vans left 18th Division dawn and joined detachment of Column "C"</p>	

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1st AUSTRALIAN WIRELESS SIGNAL SQUADRON.

Place	Date	Summary of Events and Information	Remarks and references to Appendices
BAGHDAD	1918. OCT? 18th.	<p>55th Infantry Bde at AIN NUKHAILAH (T.C.114 A14). A hostile aeroplane dropped three bombs in the camp but the station sustained no damage. Water rationed at rate of one gallon per man per day in this camp.</p> <p>No 7 pack left DAUR 7.15 a.m. and reached TEKBIT (T.C.116 A21) - 12 miles - at 1 p.m.</p> <p>No 8 pack joined LEWIN'S COLUMN at TUZ (T.C.124 C1).</p> <p>19th. No 8 pack moved at 5 p.m. with Lewin's Column marched all night reached TAUQ (T.C.147 BB88) 9.30 a.m. 20th erected and established communication.</p> <p>21st. No 10 pack moved from ALIJIK (T.C.116 A48) at 7 a.m. with 11th Cav. Bde and marched to WADI OUJAH (T.C.147 BB14) approx. 22 miles. No 5 wagon marched from a point approx. 4 miles beyond TEKBIT (T.C.116 A21) at 6.50 a.m. and reached ABU RAJASH (T.C.116 A1) 11.45 a.m. Erected and established communication with No 2 Chief Directing Station at BAQUBAH (T.C.124 A99) through No 1, Directing Station of "C" Group at KIFRI (T.C.124 C11).</p> <p>No 7 pack left TEKBIT 4.30 p.m. with 11th Cav. Bde and reached AIN NUKHAILAH 2.15 a.m. 22nd - approx. 32 miles.</p> <p>22nd. No 24 pack of 2nd Squadron S. &amp; M. joined Column "A" 18th Division. No 13 pack in Ford vans returned to TEKBIT independently. No 10 pack left WADI OUJAH with 11th Cav. Bde at 6.30 a.m. and marched to TEKBIT - 6 miles - bivouaced and erected on left bank of Tigris.</p> <p>No 8 pack left TAUQ (T.C.147 BB88) 5 p.m. with Lewin's Column and reached TAZAH (T.C.147 BB76) 9.50 a.m. 23rd erected and passed traffic with No 10 pack of 11th Cav. Bde at TEKBIT.</p> <p>No 7 pack erected at 10.43 a.m. and established communication with No 5, 1st Corps. Closed down at 11.20 a.m. but re-opened at 1.25 p.m. owing land line failing. Land line communication was restored at 2.55 p.m. and the station closed down. No 5 wagon moved to JIFT (T.C.116 A1) 1st Corps Report Centre and established communication with 7th and 11 Cav. Brigades.</p> <p>Two operators and 1 mechanic reached ENZELI from No 47 station at LENKORAN on CASPIAN SEA.</p> <p>23rd. No 13 pack in Ford vans joined L.A.M. Brigade 1st CORPS. No 8 left TAZAH (T.C.147 BB76) at 10 p.m. for KIRKUK. Station erected on TAZAH-KIRKUK road at 6.30 a.m. 24th, dismantled and re-erected at COLUMN H.Q. near KIRKUK (T.C.147 BB54). No 24 pack of 2nd Squadron joined NIGHTINGALE'S COLUMN. No 9 wagon left HAMADAN and expected make KERMANSHAH on 29th.</p> <p>No 10 pack moved at 4 a.m. and marched AIN NUKHAILAH (T.C.114 A14) - approx. 32 miles - erected and established communication with No 5 Group Directing Station at JIFT.</p> <p>No 7 left AIN NUKHAILAH 9.15 a.m. reached a position in the hills approx. 16 miles at 2.45 p.m.</p>	

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WAR DIARY

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or  
INTELLIGENCE SUMMARY COPY.

(Erase heading not required.)

Place	Date 1918	Hour	Summary of Events and Information	Remarks and references to Appendices
Baghdad	Oct.	23rd.	erected and then passed traffic. Dismantled at 8.15p.m. and marched at 9.15p.m. with the 11th. Cav. Bde. through the hills until 5a.m. on the 24th. when a halt was made near FATTAH position ( T.C. 116 BB92). Station erected at 6.40a.m., passed traffic until 7.56 then moved approx. 4 miles, re-erected at 10a.m., passed traffic until 1219 p.m. when it closed and moved to a position on the lesser ZAB RIVER where the Bde. had engaged the enemy. The camp was heavily shelled but the station sustained no damage. Station erected at 8.35p.m. and passed traffic. No. 5 stn. engine failed. Pack engine was prepared for running. Wagon engine repaired but still unsatisfactory.	
"	"	24th.	<p>No. 24(pack of 2nd. Sqdn) joined 18th. Div. Hqrs, but later was transferred to 54th. Inf. Bde. Station was out of communication for a short period owing broken feed pipe. No. 10 Stn.(pack) moved at 2a.m. and marched approx. 30 miles, halted for two hours, erected and communicated with No. 5 group Directing Stn., but No. 5 was unable to maintain communication. No. 10 closed at 8.30p.m. and proceeded in direction of and near to SADIYAH (T.C. 147 BB 50). Bivouaced at 6p.m. erected but unable to establish communication with No. 5 at 1st. Corps until late at night. No. 10 covered approx. 55 miles during the day. No. 5 asked Sqdn. Hqrs. for new engine at 10.40a.m.</p> <p>No. 13 moved with convoy at 10.30a.m. reached TELAJAR 9.30a.m. erected and passed traffic with No5 at JIFT(T.C. 116 A1) until 11.45 a.m. Station then dismantled and proceeded with convoy to HADHR(T.C. 147 BB3) erected and communicated with No. 5 at 5.15p.m.. Experienced considerable difficulty in passing traffic to No.5</p>	
"	"	25th.	<p>No. 13 moved to higher ground at daylight, obtained better signals and cleared business immediately. Dismantled at 7.30a.m. and 4 cars joined L.A.M.bde. cars at WADI THARTHAR and moved L.A.M.B. to a point approx. 3 miles S.W. of SHARQAT(T.C.147 BB35). Three attempts were made to erect the station but without success. They wre forced to move back approx. 2 miles to erect. No. 5 did acknowledge opening message although he was heard working. Station dismantled and moved on with L.A.M.bde. cars and bivouaced at TUL-AL-BAQQ(t.c. 147 bb 46) erected in the dark but unable to established communication until daylight when atmospherics cleared,</p> <p>No. 14(pack in Ford vans)which had been in reserve in Baghdad since it was formed in June moved at 10.30a.m. for 1st. Corps area and bivouaced at BELED(T.C. 116 A 59).</p>	<p>845</p>



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Place	Date 1918.	Hour	Summary of Events and Information	Remarks and references to Appendices
BAGHDAD.	Oct.	25th.	<p>Big end bolts of No. 5 engine sheared causing complete breakdown of transmitting side. The spare pack engine was brought into use, but a broken fixed electrode caused it to fail at 11.26 a.m. This was repaired and in working order at 12.45p.m.</p> <p>No. 10 remained in bivouac and passed traffic to No. 5 at JIFT(T.C.116A1) and to No. 1 at KIPRI (T.C.124 C11).</p> <p>No. 7 (pack) dismantled at 5.55 a.m. and moved with the 7th. Cav. Bde. to a position on the LESSER ZAB RIVER where the enemy was again engaged. Station erected 8.30 a.m. and passed traffic until 9.40a.m. when it had to be dismantled on account of shell fire. Station moved on with Bde. and while fording river was heavily shelled but sustained no damage. Station was erected in position in the hills and passed traffic with No. 1 (wagon) at KIPRI until 2.45 when enemy shell fire again compelled the station to close:rejoined Bde. at 4.30p.m., recrossed the LESSER ZAB and erected at 10p.m.</p>	
"	"	26th.	<p>No. 4(pack) attached 15th. Div. at RAMADIE was closed and the operators recalled to Sqdn. Hqrs. to man a Daimler Motor Lorry to be handed over on loan, by 2nd. Wireless Signal Sqdn., Sappers and Miners, and will be known as No. 15 Stn.</p> <p>No. 8 (pack) closed and moved through KIRKUK(T.C. 147 BB54) at 7a.m., re-erecting 5 miles beyond KIRKUK at 1.45p.m., closed at 2.56p.m. and moved to KALUR approx 4 miles south of ALTUN KUPRI (T.C. 147 BB31).</p> <p>No. 10 moved at 6a.m. with 11th. Cav. Bde. and bivouaced at 6p.m.- having covered approx 40 miles.</p> <p>The pack engine in use at No. 5 failed at 2a.m. but was running at 3a.m.. New waggon engine from Sqdn. Hqrs. was installed and running at 7p.m. but was unsatisfactory. It broke down at 8.30 p.m.. Pack engine was again put into use and carried on throughout the night.</p> <p>No. 7(pack) dismantled at 5.30a.m. crossed the LESSER ZAB RIVER erected in the hills near the Tigris, closed at 11.7a.m., moved forward approx. 12 miles erected at 2.15 p.m., passed traffic until 3 p.m., closed and moved back across the Lesser Zab and bivouaced. Erected at 7.20.p.m. and handled traffic until 2.30a.m./27th.</p>	B46



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1st AUSTRALIAN WIRELESS SIGNAL SQUADRON.

Place	Date 1918.	Hour	Summary of Events and Information	Remarks and references to Appendices
BAGHDAD	OCT.	26th.	<p>No 13 pack in Fords dismantled and 4 of the station cars returned with L.A.M. Bde cars to WADI THARTHAR CROSSING joining up with the other two station cars and balance of armoured cars, erected for 30 minutes at QANTARAH establishing communication immediately with No 5 at JIFT. Station proceeded with armoured cars in direction of AHARQAT (T.C.147 BB35) erecting at a point approx. 5 miles west of SHARQAT. Worked traffic to and relayed between No 5, the control station, and 10 with 11th Cav. Bde, all night.</p> <p>No 14 pack in Fords left BELED (T.C.116 A59) at 6 a.m. and reached TEKBIT (T.C.116 A21) at 2.50 p.m. erected and communicated with No 5, closed at 6.30 p.m. and joined No 5 with Advanced 1st Corps.</p>	
		27th.	<p>No 13 dismantled at 10 a.m. moved forward and communicated with No 10 with 11th Cav. Bde but later retired with transport and armoured cars to TULUL-AL-BAQQ (T.C.147 BB46) erected at 7 p.m. and established communication with No 5 and No 10.</p> <p>11th Cav. Bde to which No 10 was attached crossed to right bank of TIGRIS, but as ford was too deep for the pack horses of the station to cross, the station remained on left bank.</p> <p>Wagon engine of No 5 resumed running but failed again at 7 p.m. owing dynamo trouble. Engine of 14 (pack) was then used on No 5 wagon.</p> <p>No 24 of 2nd Sqdn S. &amp; M. rejoined 18th Division.</p> <p>No 7 dismantled at 2.30 a.m. and moved back with Bde to FATTAH position (T.C.116 BB92) reaching there 11.15 a.m. Erected at 12.20 p.m. and established communication with No 5. (Control).</p> <p>2nd Wireless Signal Squadron S. &amp; M. handed over Daimler Motor Lorry.</p> <p>2 operators and 1 mechanic left ENZELI for BAGHDAD.</p>	
		28th.	<p>No 9 wagon reached KERMANSHAH from HAMADAN. No 5 wagon engine running satisfactorily at 10 a.m.</p> <p>No 14 left Adv. 1st Corps at JIFT at 1 p.m. to join Cunningham's Column at <del>Balalit</del> Pass. Column had moved on when station reached the pass and consequently did not join up till 6 p.m. Column instructed l/c station to report to G.O.C. Advanced operations.</p> <p>No 10 pack remained in bivouac on left bank of Tigris passing traffic for No 13, as No 5, the group control station was temporarily out of action.</p> <p>No 7 pack left FATTAH (T.C.116 BB92) without wheel transport, with 7th Cav. Bde, at midnight for LESSER ZAB and marched until 6 p.m. 28th when the TIGRIS was reached. No 7 could not ford Tigris with packs so joined No 10 which was erected in bivouac. As several men of other units had been drowned in attempting to ford the Tigris arrangements were made for No 7 to cross at daylight 29th.</p>	* BELLALIT
		29th.	<p>No 7 moved down stream approx. 2 miles to ferry packs and swim horses across which was</p>	B47



## WAR DIARY

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## INTELLIGENCE SUMMARY.

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1st AUSTRALIAN WIRELESS SIGNAL SQUADRON.

Place	Date	Hour	Summary of Events and Information	Remarks and references to Appendices
BAGHDAD	1918.			
	OCT.	29th.	<p>accomplished without accident. Station rejoined Bde H.Q. at 2.a.m. 30th but was not erected on account of severe shell and machine gun fire. At 3 p.m. the station moved forward a mile, unsaddled at 6 p.m. and stood by.</p> <p>No 14 pack in Fords joined 17th Division 11 a.m. and at 2.30 p.m. was instructed to return to BAIALIT PASS (T.C.147 BB 57) reached there 5.30 p.m. erected and established communication.</p> <p>No 15 Daimler Motor Lorry moved from Sqdn H.Q. at 6 a.m. for 1st Corps area and bivouaced at SAMARRAH (T.C.116 A58) 6 p.m. approx. 90 miles.</p> <p>The packs of No 10 were ferried across and horses forded TIGRIS. Station erected at 2 p.m. on right bank at Bde H.Q.s but reception rendered difficult by artillery and machine gun fire. Engine causing trouble.</p>	
		30th.	<p>No 7 pack moved forward with Bde at 6 a.m. approx. 2 miles. Turkish Force surrendered at 9.30 a.m. Station accompanied Bde Hqrs to oil wells and Turkish Dump at QUAYARI which was reached at 6 p.m. Turkish bread and onions issued as rations. Erected 9.30 p.m. but unable transmit owing damaged engine.</p> <p>No 13 pack in Fords dismantled at 2 p.m. and moved to HUWAIS (T.C.147 BB24) re-erected and established communication at 5.40 p.m.</p> <p>No 9 wagon left KERMANSHAH and bivouaced at MAHIDIST.</p> <p>No 15 Daimler Motor Lorry left SAMARRAH (T.C.116 A55) 8 a.m. reached TEKBIT 1.30 p.m. erected but did not open until 9.30 p.m. owing engine trouble. No 13 joined 10 to clear latter's traffic.</p>	
		31st.	<p>11th Cav. Bde moved at 1 p.m. and No 10 station followed at 2 p.m. marched QAIRAH approx. 15 miles and bivouaced. No 9 wagon reached HASSANABAD.</p> <p>Engine of No 7 broke down. No 13 joined 7 at 11.30 a.m. and passed traffic for that station which was with 7th Cav. Bde at QUAIYARI (T.C.147 BB14).</p> <p>No 14 left BAIALIT (T.C.147 BB57) at 7 a.m. reported to Signals 17th Division 10.10 a.m. who instructed station report to Cassel's Column. On reporting to Cassel's Column station was instructed to report to FANSHAW'S COLUMN.</p> <p>No 1 wagon station was stationary at KIPRI (T.C.124 C11) with 40th Bde for the whole of the month to ensure communication with TUZ and beyond.</p> <p>No 2 wagon station was stationary at BAQUBAH (T.C.124 A99) as Chief Directing Station for the Mes. Ex. Force</p> <p>No 6 was stationary at SENNEH during the whole of the month on L. of C. for North Persia Force known as Norperforce.</p>	

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~~INTELLIGENCE SUMMARY.~~ C O P Y.

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Place	Date	Hour	Summary of Events and Information	
BAGHDAD	1918.			
	October		At the close of the month the disposition of the stations was:	
			No. 1 (wagon) 40th. Bde. III Corps, KIFRI No. 3 (pack) 50th. Bde HIT No. 5 (wagon) I Corps JIFT No. 7 (pack) 7th. Cav. Bde. QUAYARI No. 9 (wagon) en route BAGHDAD No. 11 (pack) III Corps HAMBIS No. 13 (pack in Fords) QUAYARI No. 15 (Daimler Lorry) I Corps TEKRI	No. 2 (wagon) BAQUBAH No. 4 (Pack transport) RAMADIE No. 6 (pack) Norperforce SENNEH No. 8 (pack) Lewin's Column /KALUR No. 10 (pack) 11th. Cav. Bde. QHAIRAH No. 12 (pack) 13th. Division DELI ABBAS No. 14 (pack in Fords) Fanshawes Col. QUAYARI
			During the month 17 men were admitted and 25 discharged Hospital.	
			Officers with the unit.	
			Major S.J.White, M.C. Commandant. Captain R.Clark Lieut. L.L.Gill Lieut. R.Houston Lieut. R.Laxton Lieut. F.E.Moore	T/Captain M.J.Hillary, D.S.O. Lieut. G.T.Bernie Lieut. C.W.Goodman Lieut. C.L.Sanders
			On leave	Lieut. J.White, M.C.
			Invalided to India	Lieut. E.D.A.Bagot.



# LIST of Appendices

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- |      |        |                                                    |                                                     |
|------|--------|----------------------------------------------------|-----------------------------------------------------|
| No 1 | Report | No 2 Wireless Station Bagubah                      | 1-10-18 to 31-12-18                                 |
| 2    | "      | No 3 " "                                           | attached 50 <sup>th</sup> Bde 1-10-18 to 31-12-18   |
| 3    | "      | No 5 " "                                           | 1 <sup>st</sup> Corps N. Q. 30-10-18 to 30-12-18    |
| 4    | "      | No 7 " "                                           | 7 <sup>th</sup> Cav Bde 1-10-18 to 29-11-18         |
| 5    | "      | No 8 " "                                           | 1-10-18 to 19-1-19                                  |
| 6    | "      | No 9 " "                                           | Period in Serbia 1-10-18 to 21-11-18                |
| 7    | "      | No 10 Pack " "                                     | attach 11 <sup>th</sup> Cav Bde 1-10-18 to 30-11-18 |
| 8    | "      | No 11 " "                                          | III Corps 1-10-18 to 31-12-18                       |
| 9    | "      | No 12 " "                                          | 1-10-18 to 4-1-19                                   |
| 10   | "      | No 13 Report on Movements                          |                                                     |
| 11   | "      | No 14 " "                                          |                                                     |
| 12   | "      | Gen Remarks on Motor Stations of Squad Nos 13, 14. | 1-10-18 to 31-12-18                                 |
| 13   | "      | No 15 Station attach 1 <sup>st</sup> Corps         | 1-10-18 to 27-12-18                                 |



Report on No 2 Wireless Station BAQUBAH from 1st October 1918 to  
31st December 1918.

B51

No 2 station situated at Baqubah Road acted as Chief Directing Station and had under it's direction all stations of the 1st Australian Wireless Signal Squadron, Forward Area Stations of the 2nd Wireless Signal Squadron, and stations of the 1st and 2nd Wireless Signal Squadrons operating in Persia.

The new F2 type Marconi set at Baqubah facilitated the work of this control station greatly, and during the advance on MOSUL, which took a number of pack stations into mountainous country bringing about a depreciating effect on wireless working, No 2 Station was, at all times, able to keep constant communication with them.

As the group system was in operation these pack stations with formations advancing on MOSUL had to work through their respective Group Control Station, and invariably, when traffic was offered to No 2 Station by the group Control Station from the pack stations, No 2 would have received it at the same time as the group control station, thereby obviating repetition.

The effect of the new  $1\frac{1}{2}$  K.W. set was also felt as far as ENZELI, PERSIA, (280 miles) and BAKU (580 miles). The former station giving R9 and the latter station, through ENZELI R/7. These results were ascertained from the stations in question when giving D for Press which was sent from No 2 Station at 1900 hours; this press averaged 400 words daily.

Just after BAGHDAD was occupied by the British with the old type F wagon set at BAGHDAD communication with BASRAH (300 miles) was difficult and with KERMANSHAH (170 miles) was almost impossible. Now no difficulty is experienced working BASRAH, who gives BAQUBAH'S strength of signals R/9 and on the Persian Front communication as far as HAMADAN (270 miles) has been established both day and night and as far as ENZELI (280 miles) at night.

The wireless personnel of the Chief Directing Station consisted of one senior Sergeant, seven expert operators and a first class mechanic, and the fact that these men made a special study of wireless and of the wireless telegraph procedure no doubt added greatly to the successful working of this station.

During the quarter under observation this station was not out of communication at any time. The 10 h.p. "Douglas" engine, under constant supervision, responded splendidly on all occasions. In order to allow of a thorough weekly overhaul of the station apparatus a pack set was held in readiness to relieve the F 2 Wagon.

With regard to stations on the Palestine Front, Baqubah was at all times able to keep communication with them, but to reduce the work of the Chief Directing Station, communicating with the Palestine stations was handed over to the Mosul station. Before orders were received to communicate with stations in Palestine Baqubah was intercepting their traffic which was ultimately placed in the hands of the Intelligence Branch.

The Chief Directing Station has always intercepted all traffic to or from stations in the Field, irrespective of destination, copies of which were transmitted to Squadron Headquarters by land line and from there delivered to G.H.Q.

For about a month prior to the Armistice being signed by Germany, large propaganda messages were handled by Baqubah and on account of the number of unusual symbols (foreign) being used in order to make it intelligible to the foreign operator great care and attention was needed when handling these messages, and this was given as the operating personnel on this station had been instructed in foreign procedures.

It was found that Baqubah is a very suitable site for a wireless station. This feature stands out mostly under heavy atmospherical disturbances. Stations on the Euphrates Forward Area were always readable, through bad conditions, by No 2 station, but at the same time great difficulty has been experienced by a wagon station 80 miles nearer the Euphrates Stations and under similar conditions in reading these stations; again, stations have been readable at Baqubah when they have not been heard at Squadron Headquarters.

An experimental set was erected at Baqubah, having masts 20 feet high and a single wagon aerial, on this set experiments were made with Continuous wave stations and finally all the high power C.W. stations heard by the special set at Baghdad were heard at Baqubah



with much the same results as obtained at Baghdad.

The following is a statement of operation traffic handled by the Chief Control Station at Baqubah for the period under review - Area of operations being Baghdad to Mosul. B52

	<u>Messages.</u>	<u>Words.</u>
October -	343	12,194.
November -	206	7,824.
December -	373	16,633.
	<hr/>	<hr/>
	922	36,651.
	<hr/>	<hr/>

(The above does not include propaganda or foreign press.)



Report of No. 3 Stn., attached 50th. Bde., for period 1-10-18 to 31-12-18

No. 3 Stn. was attached to the 50th. Brigade at SAHILIYAH on the Euphrates front. The station had a room in the Khan for the instruments and No. 1 mast was erected on the roof. No traffic was being conducted here but the set was tested daily and good results obtained. A watch was kept from 6a.m. to 10p.m. daily.

On October 2nd. the men of the station fired a musketry course of 15 rounds each. Good results were obtained especially considering the fact that most of the men had had so little practice.

On October 8th. the station was dismantled and preparations made for moving at 6a.m. with the brigade to HIT.

October 9th. Station erected at HIT, quarters being provided for the whole station in Brigade Headquarters billet. Induction from the land line was very troublesome here and the direction of the aerial had to be changed on two occasions and Signals had to remove two ground wires before satisfactory results could be obtained.

On October 16th. orders were received to keep a constant watch, and on October 17th. the station commenced working "dummy" traffic with No. 4 Station at RAMADIE with the 15th. Division. This traffic was conducted in order to make it appear that Euphrates forces were co-operating with those on the Mosul operations. This dummy traffic ceased on October 26th. During this period extreme difficulty was experienced in working on account of the heavy atmospherics.

On October 27th. "A" troop spare pack set arrived at HIT and was taken over by No. 3 as an emergency pack set for the 15th. Div. A g.s. limber was provided as transport for this set.

Orders were received that the stations watch was to be altered from continuous to 6a.m. to 8p.m. daily.

On December 18th. orders were received for the station to proceed to Squadron Headquarters in Baghdad. Accordingly on December 19th. the station moved out at 9a.m. for KHAN ABU RYAH, arriving here at 5 p.m. On December 20th. moved out for RAMADIE, which was reached at 2p.m. On December 21st the railhead at DHIBBAN was reached at 4p.m.

The station was entrained on December 22nd. on a special train and reached Baghdad South and detrained at 6p.m. As it was then too late to cross the river, the station remained at the Rest Camp overnight. Moved out on December 23rd. at 9 a.m. for S.H.Q., reaching the horse lines at 10.30a.m. The station was to remain entire pending further orders.

During the stay at HIT the station suffered a good deal with sickness, mainly influenza, diarrhoea and fevers.

Owing to the bitumenous nature of the country, the town was remarkable for evil smells. The atmosphere rendered the keeping of steelwork clean a matter of extreme difficulty. Harness was thoroughly cleaned weekly but daily attention to stirrups and bits was insufficient to ensure cleanliness. The rations here were splendid.



Report of No 5 WIRELESS STATION attached FIRST CORPS H.Q. during operations on MOSUL. 30th October 1918 to 30th December 1918.

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On 12th October 1918 No 5 Station was camped with 1st Corps H.Q. at SAMARRAH. At 3 p.m. station was dismantled and packed up ready to march at 5.30 a.m. next day. B54

13-10-18. The station marched at 6.30 a.m. Halts were made at 10 minutes to the hour, and an average pace of 3 miles per hour was maintained. Horses pulled well although two were slightly galled by breast collars. Arrived at DAUR at mid-day - distance about 14 miles. Station camped on right bank Tigris was not erected.

14-10-18. Reveille at 4 a.m. and station marched at 5.30 a.m. in signal echelon. The usual halts were observed and station arrived at 1st Corps Advanced H.Q. north of TEKBIT at 12.30 p.m. distance marched being about 16 miles. Station was erected and opened up for traffic on 700 meter wave at 1.20 p.m., aerial running north and south.

15-10-18. Station remained camped at Advanced Corps H.Q. Dynamo, engine and other parts of set were overhauled while station was dismantled for mast drill between 3 p.m. and 5 p.m. No 13 station answered for No 5 while latter was dismantled.

16-10-18. No 24 station (2nd Wireless Signal Squadron Sappers and Miners) marched into camp at 2 p.m. No 5 station dismantled for mast drill at 3 p.m. while No 13 answered in lieu. Station was erected and ready for work at 5 p.m.

21-10-18. Station remained in Advanced 1st Corps Camp at TEKBIT until the 21st October 1918 during which time secret papers of No 24 (Sappers and Miners) station were put in order, and dispositions of other stations were made. No 24 station dismantled and moved to left bank of Tigris at 4 p.m. on 17th. No 7 pack station arrived at left bank TEKBIT at 10.30 a.m. on 18th, and No 13 went to AIN NUKHAILAH at 9 a.m. No 5 station dismantled 5 a.m. 21st and marched at 6.30 a.m. Usual halts were observed, horses went well, and station arrived at ABU RAJASH at 11 a.m. - distance approx. 13 miles. Station erected and opened up on 700 meter wave at 11.45 a.m.

22-10-18. Reveille 4.30 a.m. Station dismantled 5 a.m. and marched at 5.30 a.m. in Baiji Signal Echelon. Arrived BAIJI Report Centre Adv. 1st Corps at 11 a.m. Station erected and opened up at 11.45 a.m. on 700 metres - aerial East and West. Nos 7 and 10 also erected and working. Latter appeared to be experiencing much difficulty with his spark which sounded very ragged. Staff Sergeant was sent in Ford van at 6 p.m. to locate No 10 and repair set but after absence of 3 hours he returned and reported that owing to impassable roads he could not possibly reach station before it moved out. Everything O.K. on No 5 - Nos 24 and 13 were not heard.

23-10-18. In camp Adv. 1st Corps Report Centre, working on 700 metres wave. Priority message was handed in for No 7 station by Corps Signals after station had sent closing message, and was too late for transmission by W/T. Message was returned to Signal Office to be sent by land line, but ultimately returned to No 5 with instructions to send by wireless. Had great difficulty with No 10 in consequence of spark and at 2130 he was still out of communication. Nos 13 and 24 were not heard.

24-10-18. Nos 24, 7, 10, 13 all heard, but stations were not in touch by land line. Balance of group stations were constantly moving and particulars of openings and closings were specially kept. Had trouble with our valve and consequently had much difficulty in receiving No 13 who was almost out of range for a pack set. No 24 was out of communication. Staff Sergeant and mechanic tested valve and at 2200 it was still out of commission. Atmospheric were R 5/7 and it was almost impossible to receive a signal through them. Two operators were on watch collecting what they could between them and comparing the two results. Corps were asking for delivery of fragments of messages. Valve was working again at 0100 and No 10 heard, but his ragged spark could only be read with greatest difficulty.

25-10-18. Traffic was worked from and to No 10 station from 0100 to 0200



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and cleared both ways. Nos 7, 10, 13 all in but latter unreadable. No 24 broken down owing to petrol tank trouble. No 5 wagon engine broke down at 0925 while sending URGENT OPERATION PRIORITY to No 10. Big end bolts sheared causing complete breakdown and pack set was immediately requisitioned. It was<sup>not</sup> thought possible to do any local repairs to wagon engine and new one was requisitioned from Squadron H.Q. by wire. Pack set worked satisfactorily until 11.26 a.m. when transmitting broke down in consequence of fixed electrode breaking. No spares on hand, so had to improvise a new one. Staff Sergeant soldered on fixed electrode to fitting and set again in commission at 12.45 p.m.

26-10-18. Wagon engine still out of commission and pack set working O.K. until 0200 when engine trouble caused an hour's delay. All traffic cleared to "A" Group with the exception of No 24. Nos 7 and 13 constantly on the move. Mechanic arrived with another engine from Squadron H.Q. and work of installing was rapidly carried out by Staff Sergeant and two mechanics. Engine was running at 1900 but not very well. The pack set was standing by for immediate use. At 2030 the wagon engine broke down during transmission owing to big end bolts breaking. Pack engine and set put into commission and remained so all night. X's very loud. No 24 station not yet working.

27-10-18. Wagon engine repairs were carried out during morning and working was resumed at 1000 and worked satisfactorily throughout day until 1900 when fault developed in condenser bank. Faulty jar was located and replaced but condenser trouble appeared to have accentuated "flat" on A.C. ring which could not be removed till daylight. Pack set was requisitioned immediately but was very little use owing to thunderous X's. Traffic was fairly heavy and little progress was made among group stations. Both Nos 1 and 2 could not assume control of "A" Group on account of X's. No 24 was now in commission. No 13 was out of communication most of day and night and Nos 7 and 10 were also constantly moving. No 14 motor station arrived at 1500 and remained for orders. Several of their operators were used for both operating and cypher work in order to relieve men on No 5 station most of whom were very tired owing to strenuous work. No 14 transmitting set was also used in lieu of No 5's. Atmospherics were again extraordinarily loud at night and working was practically impossible.

28-10-18. Wagon transmitting set was still out of order, operation traffic being worked off on pack set only with greatest difficulty. The dynamo trouble on wagon set turned out to be more serious than was expected. The "flat" on A.C. ring had to be turned off by Staff Sergeant. No 13 was not audible in morning, apparently being out of range. Wagon engine was again in use at 1000, and traffic from previous night worked off. Working was now very smooth, nothing much being done in "A" Group. Nos 10, 13, and 24 were heard and workable, but No 7 was inaudible for work. No 14 station moved out at 1300 with orders to go between 30 and 40 miles beyond JEBEL MAKHUL and look in on arrival there. Valve receiver was now working well and X's were not so bad at night. Everything was now apparently O.K. on No 5 station. No 10 was repeating for No 7 during day.

29-10-18. No 10 was having trouble with his spark, and traffic was delayed somewhat. Nos 7, 13, and 24 were working O.K. No 14 was erected but doing no traffic. Everything in order at No 5 and traffic very heavy in the Group. X's were not so troublesome at night.

30-10-18. No 10 station worked much better to-day. Very little W/T traffic was sent. Nos 10, 13, 14, 15 and 24 in communication most of day, but No 7 was out of touch most of the time. Mechanic sent to No 10 with saddle frames etc. Enemy surrendered at SHARQAT.

31-10-18. Traffic fairly brisk. All well on No 5. Nos 7, 10, 14, 15 and 24 working. No 13 was doing traffic for No 7 who was too faint to work from here. X'S were not so troublesome at night. Very heavy cypher work was done. Armistice with Turkey began at Noon this day.



1-11-18. At 7.45 a.m. while transmitting, a right hand valve rocker broke and was quickly repaired, but cam wheel stud strained and loosened and in consequence engine had to be dismantled completely. Trouble was found to be more serious than at first anticipated. Repairs were effected and engine running O.K. at 5.36 p.m. Pack set working was instituted during breakdown and No. 15. station temporarily assumed control of "A" Group, but owing to engine trouble was unable to carry on and No. 1. station took over from him. Nos. 7 and 14 stations not heard, but Nos. 10, 13 and 24 were working. Landline induction was very troublesome and delayed traffic. (See previous remarks). No. 15. Lorry advised broken down owing to seized clutch collar. No. 13. relayed traffic for No. 10, who was not workable direct.

2-11-18. Nos. 10 and 13 in turn did traffic for 7 and 10 and 7 and 13. No. 5. station dismantled at 15.20 in order to change direction of wagon aerial from east and west to north and south, to escape land line induction. Erected at 1620 and found that landline induction had been practically eliminated. No. 15 Lorry was unable to move owing to engine trouble. October Calls were destroyed by fire. At 2010 wagon engine broke down at big end during transmission of an urgent operation priority message to No. 14 station and pack set was immediately instituted, but not before considerable delay had occurred, as the pack set had been stripped of many vital parts and sent north for more urgent repairs to pack stations in forward area. No. 1. station took over control of "A" group, under orders from No. 2. No. 13 was out of range and No. 10 relayed traffic. There was no traffic offering during the period occupied in bringing the pack set into commission. At midnight the mechanic was still working on pack engine. Trouble occurred with both engine and generator, former through faulty jet tube carburettor and latter through non-excitation due to faulty position of brushes.

3-11-18 Repairs were still carried on to Pack engine and dynamo, and at 0200 work was again resumed but No. 1 station continued controlling the group. He gave "signals Strength 9" in reply to query. Everything was apparently now o.k. No. 5. wagon engine was taken down for repairs in the morning. Nos. 13 and 10 stations both closed down - former sent "ZZZ" (forced to dismantle). Traffic on 700 metre wave was extraordinarily busy from dusk onward, about 4 stations continuously working at the same time. Much jamming existed and in consequence transmitting was much hampered until later.

4-11-18 Star Lorry went to Tekrit at 5.30 a.m. to fetch engine, dynamo and stores for No. 5. station. Returned at 1 p.m. and installation of engine was begun. Engine and dynamo were installed and ran for test from 3.30 p.m. till 5.30 p.m. when wagon set working was resumed. X's were extremely heavy at night and traffic dated the previous day was received. After dusk group stations were absolutely unworkable through atmospheric and jamming and O.S.M. (Constantinople) was interfering considerably. Not much traffic was offered and no work was possible until the small hours of the morning. No. 10 station took traffic for 7 and 13 but No. 1. was unable to work the group as some stations were apparently out of range. Armistice with Austria began 3 p.m. this day.

5-11-18. No. 15 Lorry moved out at 6 a.m. towards SHARGAT. Normal working was resumed at No. 5. and group control again taken over. Traffic was cleared to all stations by 8.30 a.m. No. 14 took traffic for Nos. 7 10 13 and 24. No. 15 had not called up by 12.45 p.m. New wagon engine was running splendidly and mechanic had also adjusted pack set, which was thoroughly cleaned and packed away. All spares were checked and shortages requisitioned from Squadron Headquarters. X's were not so troublesome at night - working was fairly good but not much traffic offered. D. A. S. and Tels, Mesopotamia, visited 1st Corps H. Q. during the day.

6-11-18. Time signals received from No. 2. station at 0800. Only 14 and 15 stations heard but any station beyond No. 15 was now uncontrollable from No. 5. and 15 was therefore relaying all traffic, to stations north of him, and evidently experiencing engine trouble as he was slow in starting up. No. 13 station had apparently taken control of Turkish wagon set "S B A" and was repairing same. Traffic was quiet on 700 metre wave. Everything O K on No. 5.

7-11-18 No group stations were heard after daylight but communication was maintained with Nos. 1 and 2. Very little traffic offered. Aerial was taken down at 1630 to change damaged mast and derrick shoe plate and re-erected at 1700.

8-11-18 Raining. Motor with kits belonging to 13 station unable to



leave for Mosul in consequence. No group stations heard working.

Everything O. K.

9-11-18. Star and Ford van left for Sharqat at 12.30 p.m. with winter clothing for No. 24 pack station. D.A.S. and Tels wiring from Mosul advised that the Turkish wagon set had been taken over and was using line 16. call signals from 9.a.m. Very little wireless work was done on 700 metres. Wireless sets were overhauled by staff sergeant and mechanic.

10-11-18. No group working was done after midnight. No. 16 station (old "S.B.A.") Turkish station, Mosul) was heard several times in the morning. Message for 16 from G. H. Q. received at No. 5. station at 11.19. and repeated to Nos. 16 and 15 but no reply from No. 16. Latter was heard several times after 1300. but appeared to have faulty transmitting apparatus. No traffic between group stations. Everything O. K.

11-11-18. Traffic was very quiet in this group. Number 16 was heard but not well; his transmitting set still wrong. No 5 station relieved of control work by No 15 at SHARQAT. Pack set aerial erected 1130 for purpose of continuous wave press etc., and standby. At 1800 X's were very loud and reception became nearly an impossibility. Valve amplification was impracticable so crystal reception only was used while X's were so strong. All logs, traffic and correspondence were checked up to date.

12-11-18. Germany signed armistice as from 5 a.m. yesterday. Traffic was very quiet. No group working whatever was done. No 7 took traffic for 14th Lancers. Everything O.K.

13-11-18. Everything quiet on 700 metre wave. No 5 carried out tests with No 16 (old Turkish SBA) under orders from Director of Army Signals and Telegraphs. Pack set worked from 1000, and wagon set was used for experimenting for C.W. Press. X's were very strong at night, and rain fell heavily. Endeavours were made to obtain communication with ALEPPO (WDI) and HOMS (WDH) with full power on 725 metre wave, but no reply was obtained. C.W. press not heard.

14-11-18. A little traffic done in "A" group as land line to Mosul was disconnected. Atmospherics strong. Palestine station at HOMS heard working No 16 but very faint.

15-11-18. Both ALEPPO and HOMS stations heard working No 16 who advised No 2 that he was in touch with them both.

20-11-18. Parade of all men was held 9 a.m. and letter of congratulations from 1st Corps concerning work done in recent operations was read. Traffic had now resumed normal proportions and was very quiet. Mechanic was experimenting for C.W. press, but so far unsuccessful.

8-12-18. After continuous experimenting for past days, C.W. press signals received for first time, strength R 9. No traffic in "A" group.

12-12-18. O.C. went to S.H.Q. by aeroplane this morning.

20-12-18. O.C. landed by aeroplane at mid-day and left again at 1300 flying north. Routine work being carried on. Stations overhauled: mast gear and snaphooks oiled; correspondence and logs etc. up to date. C.W. and spark press received daily, also German Press, and delivered to Corps Commander. Everything quiet on 700 metres.

Routine work was carried on till end of month except on Christmas Day when station was closed from 11.20 p.m. until 0900 the following day. From 28th Station ceased keeping continuous watch and was open only between 8 a.m. and 8 p.m. Operations scale of rations ceased on 26th after which full rations were drawn.

From 1st January 1919 to 16th January routine work was carried out at 1st Corps H.Q. BAIJI.

No 15 station arrived from SHARQAT at Noon on 16th January and took over at 1341 on same date. No 5 station tents masts and earth mats were taken over as they stood by No 15 and No 5 took those of No 15 Station.

The orders for No 5 to entrain were inadvertently mis-sent and it was only by accident that the O.C. discovered at 1030 hours on the 19th January that the station had to entrain at 1400 hours.

The place was a sea of water and mud after heavy rains that had fallen, and moving under such conditions was very disagreeable but everything was carried out in good order and the station was ready at the appointed hour. The train however was seven hours late in arriving, and several hours late in departing.

Five closed and three open trucks were provided for the station which consisted of 1 B.O. 24 B.O.Rs 7 I.O.Rs 1 Follower 26 horses 3 mules, one limbered wireless engine and instrument wagon, one limbered mast wagon, two L.G.S. wagons, two A.T. Carts one Ford Van and one motor cycle.

The accommodation was sufficient. The train arrived at Baghdad West



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about 0730 hours but it was not until about 0930 that the trucks were shunted alongside the platform. Detraining was rapidly carried out in heavy rain but owing to the closing of the bridge between 1015 hours and 1215 hours the river crossing could not be made until the latter hour.

The station was marched straight to the horse lines camp and speedily settled down.

1st AUSTRALIAN WIRELESS SIGNAL SQUADRON.



Report of No. 7 Wireless Station attached 7th CAVALRY BRIGADE  
period 1st October to 29th November 1918 during operations on MOSUL.

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- B59
- 1-10-18 to 4-10-18. Station in summer camp attached 7th Cavalry Brigade CHALDARI seven miles from BAGHDAD. Wireless watch not being kept as through communication with BAGHDAD by land line established. Ordinary routine and station duties carried on by station; one operators one Indian driver and one pack horse understrength.
- 5-10-18. Secret orders received ( BM 10/38 ) for station to be ready to move out at six hours notice. Marched in from Squadron H.Q. Baghdad, one operator, farrier and one pack horse. Station now being made mobile marching out strength being given Brigade H.Q daily until moving out. Winter clothing received from Squadron H.Q.
- 6-10-18. Routine and mobility of station being attended to. Instructions received operation scale of kits etc to be carried. No tentage. Permission granted Wireless to carry one operating tent only.
- 7-10-18. Native driver arrived from Squadron H.Q. which makes station complement O.K. and station now mobile. Health of personnel good.
- 10-10-18. Secret orders received to move with Brigade 0745 11th. S.H.Q. advised. Station dismantled at 2000.
- 11-10-18. Left CHALDARI with 7th Cavalry Brigade 0800 for KHAN JADIDAH distance travelled 16 miles. Arrived 12.15 p.m. Packs off for 20 minutes at 1100. Instructions received to erect station at 1400 for Press. Press received. Messages transmitted 2 received Nil. Continuous watch kept. Station travelled with 2nd Line. Weather warm and windy. Country sandy - good earths made. Traffic sent on 700 metres. Transport arrangements satisfactory. Orders received to move out at 0715 12th. Station to be dismantled at 0700. Marching out state B.O.Rs 14 I.O.Rs 3 Horses 23 mules 2 G.S.Limber 1 A.T.Cart 1.
- 12-10-18. Station dismantled 0700 and marched out 0745 to TEWIUR arriving 1345. Distance travelled 18 miles. Station erected 1415. No traffic. Land line communication from opposite bank of Tigris. Brigade marching on left Bank Tigris. Continuous watch kept. Orders received to dismantle station.
- 13-10-18. Station dismantled at 0700 and marched out at 0745 to AKAB arriving 1430 - distance 22 miles. Travelled with 1st Echelon. Traffic transmitted two messages received one. Engine and adjustments overhauled.
- 14-10-18. Station dismantled at 0700 and moved off at 0800 for KHAN MACHIFA - distance 17 miles. Arrived at 1330 station erected at 1400. No traffic. Was instructed by Signals to get into communication with No 5 1st Corps TEKBIT. Signals were exchanged as instructed. Continuous watch kept.
- 15-10-18. Station dismantled at 0615 and moved off at 0715 for SAMARRAH arriving 10.30 distance 12 miles. Land line available instructions given to erect station at 1400. Mast section cradle broken en route. No 10 Wireless Station in camp on right bank of Tigris. Station closed under instructions at 2024.
- 16-10-18. Station remained at SAMARRAH for the day, opening up at 0600. No traffic. Station closed at 0800 and opened up at 1600 as land line communication had failed. Watch kept until 0500. New mast section cradle received from Squadron H.Q.
- 17-10-18. Station dismantled at 0500 and marched out at 0700 to DAUR arriving at 1340 - distance 19 miles. Station not erected as signal office available.
- 18-10-18. Station left DAUR at 0715 for TEKBIT arriving at 1000 - distance 12 miles. Station not erected.
- 19-10-18. Station not erected - position TEKBIT. I/C Station reported to O.C. "A" Group 1st Corps Wireless.
- 20-10-18. O.C. "A" Group inspected the station and engine and instruments overhauled.
- 21-10-18. Instructions received station to be ready to move out at 1630. Limber to be only wheel transport and to carry wireless and signal gear to be kept in 1st Echelon. A.T. Cart to follow at a later date. Station moved out at 1630 for AIN NUKHAILAH marched through the night and arrived at 0215. distance covered -32 miles.
- 22-10-18. Station not erected till 1043 and closed again at 1120. Opened at 1325 till 1455 as land line faulty. Water bad and salty. No 13 station dismantled and moved back to TEKBIT. Orders received to be ready to move out at any time after 0800 next morning.
- 23-10-18. Station dismantled at 0600 and ordered to stand by to be ready to move out at any minute. Left Ain Nukhailah at 0915 and moved 14 miles



to a position in the hills where they arrived 1425 and station erected 1445 and traffic passed. Water rationed for horses and men. Station slosed down at 2018 and moved off at 2115.

24-10-18. Station marched throughout the night from 2115 23rd to 0500 24th - 14 miles. Erected station on left bank Tigris at daylight near the Turkish position at FATTAH. Traffic successfully handled. Closed down at 0756 moved to a position 4 miles nearer the Tigris. Erected station at 01000 and handled traffic till 1219 when station closed down. Station moved to a position four miles from the Lesser Zab where the Cavalry were in action. Station here under shell fire but no damage done. Forced to move back about 3 miles and erected at 2035. During the day 31 miles were covered. The use of half emergency horse rations was ordered. The march was mostly done at the trot which knocked up the limber horses.

25-10-18. Dismantled at 0555 and erected at 0830 near the Lesser Zab and handled traffic both ways. Closed down at 0939 to catch up to Brigade Headquarters as the Lesser Zab position had been forced. As no reply was sent to his closing signal at 0939 he sent the signal to indicate "forced to close down." Arrived at Lesser Zab 1215 and had to cross three different streams. Transport left behind owing to uncertainty of depth but later crossed safely. Station was shelled whilst crossing but no casualties. Erected in the hills at 1300, and handled traffic. Dismantled at 1440 to catch to Brigade H.Q. Travelled five miles and saw no sign of Bde H.Q. - escort did not know whereabouts. 1630 met Cavalry returning from action and reported to C.O. who ordered station to return with his Regiment for the night. Returned to Lesser Zab and again shelled. Brigade Headquarters and returned and camped on opposite side of river. Erected at 2202 - distance covered about 22 miles - traffic passed. Instrument boxes were wet through having to cross rivers. Used the last of the emergency horse rations.

26-10-18. Dismantled at 0530 and erected in a position one and a half miles across the river where the Brigade was in action. No traffic. Closed down 1107 travelled 7 miles and erected at 1415 - one message forwarded. Closed down at 1500 and moved back to previous night's camp where wheeled transport had been left - no rations issued. Distance for the day 15 miles. Erected again at 1905 and traffic passed.

27-10-18. Dismantled at 0230 and moved back to FATTAH about 24 miles arriving 1115 - erected 1220 and handled traffic. Men and animals issued with full rations for three days. Country rough, hilly and unfertile. Station dismantled at 2305.

28-10-18. Moved off at 2400 and after covering 48 miles reached the Tigris river. Station not erected as No 10 taking traffic. Reported to C.O. No 10. Horses fatigued.

29-10-18. At 0700 station crossed the river two miles lower down by ferry. Horses were swum. Station was shelled whilst crossing. Reported to Brigade H.Q. who were in action at 1400. Standing by till 1800 - received orders to rest until midnight. Packs taken off and horses fed on emergency rations and captured Turkish grain. No traffic.

30-10-18. Packs on at 2400 and standing to at 0600. Station moved on one xi mile but did not erect and moved on to QUAYARI arriving at 1800 - distance 24 miles. Station erected at 2030 but engine and dyanmo found to be faulty. Men issued with two days full rations and horses with full grain ration.

31-10-18. No move made and day employed in overhauling instruments and engine. Emergency horse ration again made up. At 0832 signals were exchanged with Nos 5 (control) and No 10 stations, but at 0847 engine broke down. At 1130 No 13 motor station arrived, erected, and took over traffic for No 7. Some of horses very poor after hard marching. Orders received that every horse that could walk would be taken with station when moving at 0730 on 1th Nov. with Brigade.

1-11-18. Station moved with Brigade at 0730 and arrived at HAMAM ALI (20 miles) at 1445. Station erected but No 13 still taking traffic. One horse which had been sick for some days foundered en route and had to be destroyed by the O.C. Despite heavy work the health of the personnel remained good.

2-11-18. Station dismantled at 1030 and moved out at 1130 to a position about 4 miles from MOSUL arriving at 1545. No 13 station again taking traffic. Only half ration issued for horses.

3-11-18. Station moved at 0800 and arrived MOSUL at 1000, but orders received not to erect station. Later they joined Nos 70 and 13 stations in Mosul and three stations ordered to work in turn. Staff Sergeant arrived and overhauling set.

4-11-18.



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From 4th November till 11th ordinary station routine was carried on, station doing watch in turn with Nos 10 and 13. On 7th Nov. full horse rations were issued - first for some time.

11-11-18. Station dismantled at 1000, moved at 1400 to left bank of Tigris arriving at camp of 7th Cavalry Brigade at 1500. Orders received to move out at 0600 on 12th with Souter's Column. Wireless cipher to be used for all messages.

12-11-18. Station moved out with Souter's Column at 0600 and marched to ILYAS arriving there 1720 - 27 miles. Station erected at 1755. Continuous watch was maintained until 25th when orders were received to close daily from 2200 till 0600.

Ordinary station routine was observed by station, personnel of which was comfortably billeted in ILYAS till 27th November.

28th Nov. Under instructions to report to H.Q. 7th Cav. Bde MOSUL station left ILYAS at 0700 with convoy. Two days were occupied on the march and station duly reported on 29th. From 7th Cav. Bde they were ordered to report to the O.C. Wireless Mosul and rejoined No 13 Station in camp there.



Report on No 8 Wireless Station from 1st OCTOBER 1918 to  
18th JANUARY 1919.

From October 1st to 19th station was in camp at TUZ KHURMATALI and attached  
Lewins Column. On the latter date No 8 moved out on operations intending  
to drive the Turks from KIRKUK. B62

After a very slow and tiring march TAUQ, the first enemy outpost was  
entered at 9.30 a.m. 20th by our advanced troops who had forced the Turkish  
garrison to retire.

The station erected and transacted business for Column Headquarters till  
5 p.m. 22nd when an advance was made on TAZAH.

No 8 arrived at latter place 6 a.m. 23rd in time to see the Turks retreat  
along the KIRKUK Road. Our Cavalry and artillery pursuing, and  
aerial activity on both sides provided a great spectacle. The main body  
of Column followed at 10 p.m. 24th and marched to a position 5 miles  
south of KIRKUK from where the town, and enemy positions were plainly  
visible. Station came under fire several times, and was working here till  
early 26th when enemy evacuating the town. Column moved forward, and marchin  
ing all day eventually bivouaced at KALUR 6 miles south of ALTUN KUPRI.  
The Turks meanwhile had crossed the Lesser Zab river, and blowing up the  
bridges there blocked any further advance by our troops.

Station remained at KALUR till 8th. On that date the column retired to  
KIRKUK where billets were provided. Throughout the operation, although  
not much actual wireless business was transacted, the station staff worked  
very hard. Co-operation messages from the Cavalry and Tigris Forces  
were hourly expected which meant constant erecting and dismantling and  
keen watch keeping. Rainstorms were a big factor to be reckoned with also.  
Twice while marching showers soaked our summer clothing through and once  
the set had to be dried by a fire before communication with other stations  
could be set up.

On the 19th November the station was ordered back to TUZ KHURMATALI at  
which place the station arrived after three days dreary marching. From  
then station carried on as in permanent camp.

The station marched from TUZ at 7 a.m. Nov. 30th with instructions to  
proceed to SUBEIMANIYEH in KURDISTAN. The party consisted of 13 British  
ranks, 1 Indian, and 1 Kurdish guide, 7 Arabs in charge of the pack animals  
carrying stores and one Shebana (presumably escort). Station also had  
with them a Arab boy who had been with the station some months and could  
speak a little English. He proved himself invaluable to the station as  
an interpreter during the journey. On leaving TUZ the station marched in  
the bed of the AQ SU river for about five miles fording it several times.  
Station then struck out over the hills and had some very rough and diffic-  
ult marching before reaching GIL (Barham Beg) the appointed halting place  
for the night. On arrival station was met by Sheikh HAMID who received  
them very cordially, and invited them to dine with him. They told him  
they would be pleased to accept his hospitality when they had erected the  
station and attended the horses. The Arabs and the Kurds were greatly  
interested in the wireless working evidently not having seen anything of  
the kind before. The rice and rice chuppatties provided by the Skeikh  
together with tea and bully beef made a very passable meal. The Political  
Officer at KIFRI had arranged with the Sheikh to supply the station with  
fodder for horses so they had no difficulty in getting plenty of it for  
which a receipt in English was given. The following station marched as  
soon as there was sufficient light to show the track. The guide was  
instructed to march for KIRPACINAH which was about 35 miles distant.

At 10.30 a.m. a halt was made for lunch on the bank of the Tauq Chai.  
Here the guide said he had not been making for Kirpacinah but could take  
them to a village about three hours march from Suleimaniyah. According to  
the guide Kirpacinah was two days march from where they then were so  
there was no option but to make for the village where he said they could  
get grain for the horses. The Arab boy and one of the caravan Arabs were  
sent ahead to tell the Sheikh of station's coming, and to get the grain  
ready. The village called MAMIAH was reached about 4.30 pm. Here also  
after attending to the station duties, they were the guests of the Sheikh.  
It is said that the station caused considerable surprise at the quantity  
of tea that they drank. It was discovered afterwards from the Political  
Officer at Suleimaniyah that according to Kurdish etiquette one is only  
supposed to drink three small glasses full. Being thirsty the men each  
averaged about six glasses. The station left next morning at daylight  
with the intention of trying to make Suleimaniyah that day but the guide  
calmly informed them that it could not be done. This day's march proved  
to be the most difficult they had encountered so far. The road over the



hills was a mere goat track and extremely dangerous for heavily laden horses. On one occasion one of the donkeys lost its footing and rolled over and over down the side of the hill. Some of the men scrambled down lifted him up and re-adjusted the load. He was not injured in any way and after considerable difficulty regained the track a little further on. About Noon a Sheikh travelling with his Cavalry caught us up. They looked a very tough crowd being well mounted and armed with rifles knives and plenty of ammunition. A couple of miles further on the station entered the BAZRAH Pass where the track was very difficult and hazardous. After leaving the pass station had some easy marching for about two hours and then came upon a high and very steep hill. The track zig-zagged up the side of the hill and was almost invisible in places where it went over patches of aloping rock. It took about an hour to get the horses to the top. Owing to the precarious foothold the horses kept falling and the station considered themselves fortunate in having no serious damage done to the wireless gear. It would be madness to attempt to take horses down this hill even in dry weather and in wet weather it would be absolutely impassable either way. Station arrived at DARIKULI about 4.30 p.m. and as usual erected station and reported progress. The Sheikh of this village was in Suleimaniyah but his two sons made station very welcome and provided a really fine meal. They also provided grain for horses but would not take a receipt for it. Station marched early the following morning for Suleimaniyah arriving about Noon and reporting to the Political Officer. Previous to station's arrival he and one Sergeant were the only British in the place. The station was erected on the top of a building occupied by them and commenced working traffic with No 1 Station at KIFRI. The next day we got through to KIRKUK on a Kurdish Telegraph line and worked traffic for the following two days. As this line was not insulated it worked very badly and broke down altogether when the wet weather started. In consequence the wireless was kept going at high pressure until the morse line came right three or four days later.

On December 9th the station was moved to another billet and more comfortable quarters were available.

On the 11th the horses were sent to KIRKUK as they could not be fed locally. The weather in Suleimaniyah was extremely cold and often wet. Although station was living on locally bought rations we fared fairly well with the exception of bread which had a very large amount of dirt in its composition and was barely eatable after becoming cold. Kurdish notables for miles around came in to see the wireless working and nothing delighted them more than to see the spark of the rotary disc. During the early days of the stay in Suleimaniyah a Kurd was rarely seen about the streets without his rifle and two or three belts of ammunition but later on things settled down and very few rifles were in evidence. About half the population was starving as a result of the recent Turkish occupation. The Political Officer informed Station that before his arrival the inhabitants were eating corpses.

On December 29th the party engaged in repairing the insulation of the Kurdish Telegraph line having finished and as the line was now dependable, station was no longer required. The horses were ordered back from KIRKUK arriving January 2nd and the station marched out on January 5th doing the journey to Kirkuk in three days. Nothing eventful occurred on the return journey. Station rested three days in KIRKUK leaving for railhead at BAIJI on the 11th and arriving on the 15th.

On the 17th Station entrained for BAGHDAD and arriving the following day rejoined the Squadron.



Report on No 9 Wireless Station 1st October 1918 to 21st November 1918  
Period in PERSIA.

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Oct. 1st. This date station was three days out of ZINJAN en route for BAGHDAD after trekking HAMADAN to ZINJAN over mountainous country reported to be impassable to wheel traffic. The party leaving HAMADAN consisted of 15 Australians and some Indians and was attached to a Ghurka Column under Colonel Sweet for the double purpose of finding a direct road to ZINJAN and intercepting Turks reported to be coming down from TABRIZ over mountain tracks. This trip was full of incidents. At first the country was undulating but gradually it became rough and mountainous as the station proceeded further north. It was necessary at times to split the limbered wagons into halves and hitch ten horses to each half and even then difficulty was experienced owing to the rocky nature of the country. The Ghurkas were frequently called upon to make cuttings and remove boulders from the track. Owing to the nature of the beds of streams crossed, causeways had to be built to prevent the wagons bogging. Other difficulties which presented themselves were the exceedingly narrow bridges which were intended only for pack transport necessitating great care on the part of the drivers lest the wagons be precipitated into ravines in many cases hundreds of feet deep. Negotiating the wagons down hill is a story in itself - brakes were absolutely useless so other methods had to be used. Drag ropes about 20 or 30 yards long were attached to the axles of the wagons and manned by 100 Ghurkas who's strenuous efforts a safe descent. Being the only means of communication the station was erected every night on arrival in camp which was often after dark and on rough ground. Communication was established with Hamadan, Kasvin and Zinjan and traffic cleared. The station was dismantled at day-break every morning to move off with the Column. Numerous villages were passed and the inhabitants, although hostile showed marked respect rising to their feet as the Column passed. Information was supplied through the interpreter that this was the first occasion upon which white troops had penetrated this district. During the whole of the trek the station lived on supplies obtained from the villagers which consisted mainly of coarse flour and live meat besides eggs and fruit which could be purchased. Eventually the Kasvin-Zinjan main road was reached near SULTANIA about 30 miles from Zinjan. After three days rest at latter place orders were received to return to Squadron Headquarters Baghdad, on this occasion by the main Tabriz-Kasvin road.

On leaving Zinjan the party was augmented by the addition of three, the O.C. and two men who arrived by motor convoy having taken the main and longer route. As mentioned at the beginning of this narrative the station was three days out from ZINJAN on October 1st and was trekking in company with a section of artillery. The soil in this locality appeared to be very fertile, grapes and vegetables being in abundance. The system of irrigation used here in common with other parts of Persia is very effective, the water being obtained from mountain streams and brought to places which to the eye seemed higher than the source of supply. The road running as it did through mountains in an easterly direction presented an appearance which was not unlike that of a huge snake. Leaving the village of SAINKALA and trekking 16 miles KHURUNDERE was reached and a camp made for the night. This was a rather flourishing village differing from most Persian villages in the fact that some system peculiarly European had been used in its planning. Vineyards and cultivated plots were very numerous and well cared for. At this stage of the journey many men and Indian followers contracted Spanish Influenza which was prevalent in the country and as we were without medical comforts nature was called upon to do a little more than her share to enable those who were afflicted to rid themselves of the disease and so well did she do her work that it was no time before all hands were O.K. again. The weather had been particularly good up to the present, the nights were very mild and the days were those of mid-summer. But now the weather has changed strong winds raising enormous clouds of dust such as one knows only in Persia and Mesopotamia were the order of the day and at night the coldness of the wind was intense.

October 2nd. Leaving KHURINDERE at the comfortable hour of 9 a.m. this late hour allowing ~~xx~~ a good margin of time for breakfast and the labours of packing up. The enormous and artistic mosque of SULTANIA which is of very ancient origin was soon left at such a distance as to render it invisible. Reaching SHAPURABAD lunch was made on chuppatties and grapes, the first mentioned being in reality booza camouflaged with flour. The column arrived at KARVEH and camped for the night. A very strong breeze sprung up which made cooking practically impossible. It also incidentally brought



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a dead camel which was located about 60 yards away. Next morning brought clouds and threatened rain. A column of infantry moving towards ZINGAN awoke the camp at dawn. The column got under way at the usual hour and after a smart trek of 12 miles halted at 11a.m. for a lunch at a new Caravanserai. The mountains above KASVIN are now in sight and after an hours spell, a move was made travelling down a gradual incline to the junction of the Hamadan-Enzeli Road near the village of SIAH DEHAN. Here the nature of the country changed, being almost a desert. Water was practically unobtainable except for washing purposes and was drawn from deep narrow wells with buckets and ropes. This made watering horses a very slow process as each horse required several buckets of water before its thirst was appeased. The ground in the locality was so hard that wooden pegs were useless for tents and iron pegs taken from the wireless gear had to be used and even these were bent by being driven in. The party remained here until the morning of the 6th. awaiting the arrival of party of the 2nd. Wireless Squadron who were travelling from Kasvin to Hamadan. This party consisted of an N.C.O. and 6 natives with mule transport and wireless gear and three Russian carts in charge of Russian drivers. The next march was much more pleasant than any of the previous ones owing to the fact that the station was now traversing a well made metal road made by the Russians in their endeavour to keep a strong grip on Persian trade. The artillery section left SIAH DEHAN to rejoin their battery at KASVIN and the station was now left alone. On this stage of the march great difficulties were encountered in securing rations ~~from~~ for both men and horses owing to the shortage of supplies which had to be purchased from the villagers. On October 7th. the party moved towards AB-I-GARM 18 miles distant. The country traversed was rocky, hilly and picturesque, while wheat, vegetable and fruit gardens. Close to camp were a number of refugees from URMIA who were returning to their homes. On October 8th. nothing much happened except a steep ascent of about 1000 feet to the village of AVAH where slight rain was encountered. October 9th. proved a very short march, arriving at MANIAN at midday.

On October 10th. the station marched at 9a.m. to REZAN. The road on this stretch was varied by gradual climbs and descents until nearing the end of the march flat country was reached once more. Supplies were ~~more~~ fairly plentiful at this village. RUAN was reached on October 11th. October 12th. was another short day (12 miles) through uninteresting scenery which was made more uninteresting by the shortage of water and unlimited supply of dust. This was quite the worst day so far. October 13th. The coldest day to date. The first autumn snow was seen on Mt. Alwan and a cold wind blowing off the snow announced the fast approach of winter. ~~We~~ Covered about 20 miles this day and reached Hamadan late in the afternoon and camped in the old position by the wireless station.

On this trip the horses had a particularly bad time through constant trekking and poor food, necessitating a prolonged spell to enable them to regain condition. October 23rd. The station left Hamadan en route Kermanshah, leaving four men in Hospital and being several horses short. Mast gear was also left behind to be sent to Baghdad by motor convoy. After several attempts to find the right road, success came after some miles, finally arriving near ZARGEH late at night. This was easily the coldest night experienced up to the present. Left for ASADABAD at 8.30a.m. on October 24th. During the mornings march over the pass in the Alwan range, two thousand six hundred feet were climbed, the altitude then being 8800ft. Going down the pass the draw pole of one of the A.T. Carts broke, the mules bolted and a serious accident was narrowly averted. After a steep descent of eight miles the village of ASADABAD was reached at the foot of the pass and a camp was made for the night. October 25th. was a rather trying day for both horses and men, owing to the road being cut up by motor transport. Station arrived at KANGEVAR and camped for the night. On October 26th. The journey was continued and early in the afternoon camp was put down at SAHNEH. October 27th. The station proceeded steadily towards the great rock BISITUN which had been sighted on the previous day, reaching it about midday. On the 28th. 23 miles were made to KERMANSHAH where camp was made in the British Consul's grounds generously put at the stations disposal. October 29th. was well spent in camp with a general repair of broken parts and cleaning up. October 30th. Moved at 2p.m. and travelled 17 miles to the village of MAHIDASCHT. Owing to the late hour of arrival camp had to be pitched in the darkness. October 31st. Crossed a short pass over which a new winter road was being constructed for winter traffic. One of the waggon horses became ill a few miles after leaving camp and died within a few minutes.



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Camp was pitched for the night at HASANABAD. November 1st. This was a short march to the village of HARUNABAD where the news that Turkey had agreed to an armistice awaited the personnel, though the occasion could not be suitably celebrated. November 2nd. Reached camp at CHASMA SAFID about 4p.m. November 3rd. Passed through the town of KARIND and reached the post of SERMIL at the top of the TAKE GARREH Pass. November 4th. The forenoon was spent in travelling down a gradual slope through a stunted oak forest, then through the village of SURKHADIZA to the top of the pass where a halt was made for lunch, after which the pass was descended to Paitak was reached for the night. November 5th. Rested for the day at PAITAK, November 6th. Moved on to Serapul down the Paitak valley and said farewell to the mountains of Persia. The day was windy and the weather showed signs of breaking. November 7th. Left for QUASR-I-SHIRIN which was reached at 2 p.m. Heavy rain fell almost at once, accompanied by a strong icy wind that drove right through the tents. November 8th. A long march through heavy slushy ground that kept the horses pulling all the way. Passed the border between Persia and Mesopotamia and reached Khanikin. November 9th. Rested at Khanikin. November 10th. Began the journey to Jessons Post. Before passing through Kizil Robot, heavy rain was encountered and this continued for some days. When the camp was reached, it was found to be a sea of trouble as the whole place was under water to a depth of two feet. November 11th. The next day found the station still at Jessons Post, waiting for the water to drain off the camp and for the roads to dry into a condition fit for travel. On this day the news came through that Germany had agreed to an Armistice. November 12th. The weather had now cleared up and roads were drying fast. November 13th. The station moved out en route for RUZ. All along the route, evidence could be seen of the damage caused by the recent heavy rains. After some difficulties with the transport had been overcome, the railhead was reached at 3p.m. and camp was pitched in the spaces allotted to Persian Line of Communication. A very heavy mail was awaiting the personnel here and was much welcomed. After spending 6 days at RUZ orders were issued for the station to move out by road to Baghdad, but owing to the veterinary officer condemning the majority of the horses the journey could ~~be~~ ~~not~~ be ~~done~~ made by road. Accordingly on November 20th. the wagons, horses and mules were loaded on trucks and the station moved out at 8pm. for Baghdad by rail. A somewhat cold night was passed on the train, passing through Bagubah at 2 o'clock on the morning of the 21st. The city was reached at 7 a.m. and the long march was finished. The station had covered approximately 1000 miles on this march and it was well that it was brought to so satisfactory a conclusion.



REPORT ON OPERATIONS OF NO. 10. PACK WIRELESS STATION, while attached to 11th CAVALRY BRIGADE, in advance on MOSUL and return to BAGHDAD.

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Covering period 1-10-18 to 30-11-18.

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From 1st until 14th October, No. 10 station was at Squadron Horse-lines camp, training personnel and animals, and exchanging horses from Kirkuk at Remount Depot.

On 14th October, 1918 the station fully equipped left Squadron Headquarters, Baghdad, and joined the 11th Cavalry Brigade at IRON BRIDGE (right bank Tigris 2 miles from Baghdad), and trekked with it to TEKBIT about 100 miles, arriving on 22nd October. Nothing of interest occurred during these nine days. Two horses were evacuated and replaced by two others from Squadron Headquarters while the station was at AL AJIK. Station working O. K.

On 22nd October Lieut. Houston joined the station from Squadron Headquarters during the evening. During the night the control station No. 5. complained of faulty spark from No. 10.

On 23rd October the station trekked with Brigade at 4. a.m. to AIN NUKHAILAH PASS (32 miles). Station erected about 4 p.m. and opened up, No. 5. getting note clear and fairly strong. During night No. 5. again complained of faulty spark. Horses showed signs of tiring from the day's trek.

On 24th the station moved with Brigade North East at 2. a. m. to a point 30 miles distant and halted for feed and water for about one and a half hours, erected, got acknowledgment for opening message, but handled no traffic as No. 5. had heavy clear line traffic with other stations at that time. Station then moved to a point on LESSER ZAB RIVER about 4 miles south of SADIYAH, covering during the day about 55 miles. On reaching the ZAB the station experienced some shell fire for about three quarters of an hour, but luckily escaped injury. The troop was most of the time in a nullah with Brigade Headquarters. The horses were quite exhausted and packs were unable to trot, and had to be practically dragged through the shell fire. At 4. p. m. orders were received to erect about one mile distant in a sheltered spot, and stand by for orders. About 6 p. m. orders were received to dismantle and erect near Brigade Headquarters about one mile distant. Station erected about 8 p. m. The set had received severe shaking on the trek, and was not in good working order till late in the evening, when atmospherics became very troublesome. Traffic was however cleared off. During the morning orders were received to be dismantled and be ready to move to a neighbouring nullah by dawn as the Turks were expected to fire on Brigade Headquarters, and station, when light permitted. Busy clear line traffic kept station going till two hours after dawn. Luckily Turks had evacuated position during the morning.

On 25th October the station moved about two miles to the rapids on the LESSER ZAB, and carried on traffic O. K. One horse was abandoned and destroyed. The remainder of the horses were very tired. No veterinary section was with the Brigade at this time. Some scanty rations were issued for men and horses. During the evening the Brigade received orders to cross the desert and ford the Tigris, somewhere behind the Turkish forces at SHARQUAT.

On the 26th at 6. a.m. the LESSER ZAB was crossed at the rapids in about three and a half feet of water. The pack loads were taken over on a punt, while the horses and limber crossed at the ford. No casualties were suffered by the station although the contents of the wagon were completely soaked. Several Indians and horses were seen struggling in the stream and a couple of other wagons were overturned in the water. During the morning the station mechanic was evacuated to hospital and the A. T. cart was sent down stream with others to report to 18th Division. The Brigade reached a point about two miles from the Tigris, north east of SHARQUAT but found that the ford marked on the map did not exist. Two Arabs were captured who promised to show a ford some ten miles further north near GHANAUS. The Brigade crossed here during the afternoon leaving Brigade Headquarters and Pack Wireless on left bank. One pack frame was broken during trek, and had to be patched up with rope, as the spare frame was then several miles behind in the limbered wagon. Station was erected and traffic carried on. During the evening considerable engine trouble was experienced, but traffic was finally got through.

On 27th October orders were received to cross the Tigris, if at all possible, and take up a position near Brigade H.Q.'s.



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who had crossed at early dawn. It was found that at the shallowest part of the ford the water would wet the pack loads so the station was compelled to remain in position of the left bank. At this ford on previous afternoon several casualties were suffered by Brigade Troops by drowning. Brigade Signals kept Station in touch with Brigade H.Q. and Wireless Station carried on traffic O.K. No rations were issued to the station but growing corn was cut for horse fodder. During the day the Brigade carried on a fight with Turkish Forces in the hills south west of the Ford while a Turkish supply column and escort were seen coming on rear of 11th Brigade Forces. Armoured cars were sent to meet them but some infantry advanced along the river evidently approaching the ford at Wireless Station. As many riflemen as possible were taken from the station to line a ridge with a few Brigade H.Q. orderlies and signallers to prevent a crossing. No shots were exchanged and the Turks withdrew before coming within fair range.

On the 28th October the station carried on traffic in same position but still no rations for men or horses. Horses were now showing effects of the heavy treks and scarcity of rations. The Wireless cipher was now used by Brigade Headquarters in consequence of their own ciphers being captured by the Turks. This considerably increased the Station work and one operator was detailed for permanent duty with Brigade Headquarters for ciphering. During the afternoon the 7th Cavalry Brigade came to the assistance of the 11th Brigade who were now almost surrounded and crossed at the ford just before sundown. No 7 pack wireless station being unable to cross camped beside No 10 for the night.

On the 29th October the station crossed the river using canvas boats. Packs were put in the boats and the horses tied behind them were swum across. Very heavy rowing was experienced and the job took about four and a half hours. The horses evidently were unaccustomed to swimming in this way and caused very considerable trouble in the water. The station was erected in a nullah near Brigade Headquarters and traffic carried on. One pack frame was broken during the trek. Two bags of grain were issued for horses but men received no rations. Engine trouble again necessitated considerable nursing but traffic was got through after some delay.

On the 30th October a mechanic arrived from No 5 Station bringing some stores. During the day the whole Turkish Forces opposing the Brigade surrendered. Short rations were issued to horses and men.

On the 31st the Brigade moved at 1 p.m. to QAIARAH (12 miles) but owing to heavy traffic the station could not leave till 2 p.m. At QAIARAH a bag of Indian flour (atta) was appropriated and used for chapatties. Some local grain from an old Turkish Dump was given for horse feed. Some small rations were given for men. The station did not erect as No 13 Light Motor Wireless Station was already erected in camp and took over our traffic.

On 1st November the station trekked with Brigade to HAMAM ALI (30 miles). On trek a limbered wagon met trouble by overturning in a nullah smashing a pole, side and back of one wagon, and bending an axle. The rest of the journey to Mosul with this wagon had to be done at the walk. Scanty rations were drawn for men and horses. Station erected but only worked for short time as No 13 Station again camped close by and took over traffic giving men on No 10 a spell. Here word was received of the Turkish armistice.

On 2nd November scanty rations were issued to men and horses and station moved with Brigade to a point on Tigris five miles distant and 12 miles from Mosul. Traffic carried on O.K. One horse was abandoned and two others had to be led without loads from here to Mosul owing to exhaustion. A G.S. limbered wagon was supplied by Brigade Headquarters to carry the packs of these three horses.

On 3rd November at 7.30 a.m. the Station moved with Brigade to a point 2 miles south of Mosul 10 miles distant and erected but later received orders to move with Brigade Headquarters to the German Consulate in Mosul. At 3 p.m. traffic was opened there and the station camped here till 9th November when it moved back with Brigade Headquarters to the same point 2 miles south of Mosul. During the seven days only scanty rations were issued for men and horses and no green feed was available for horses except some little camel thorn.



A veterinary section was now formed with the Brigade and two horses were admitted and one destroyed by the Veterinary Officer. As Nos. 13, 14 and 7 stations were also at Mosul they managed the traffic with No. 10 station by shifts arranged to suit, but latterly most of it was taken by No. 14. station. An operator was admitted to hospital suffering from colitis and most of the station were suffering from stomach troubles due to faulty rations of the past three weeks.

From 10th to 15th November the station halted erected in camp near MOSUL but Nos. 13 and 14 stations carried on all wireless traffic. From this time no wireless traffic was done by No. 10. station. The total traffic carried on between 24th October when station was at LESSER ZAB and last message at MOSUL on 5th November a period of 13 days was :-

Received -	80	messages	or	3173	words
Forwarded -	82	"	"	3057	"
Total	162	"	"	6230	"

Rations were still scanty for men and horses. Rain fell on and off during this period. One B. O. R. (batman) was admitted hospital with poisoned hand, and one operator returned from hospital.

On 16th November the station commenced with Brigade its return trek to Baghdad, carrying practically all the station equipment on the G. S. Limbered wagon and two extra A. T. Carts supplied by Brigade Headquarters for the purpose. Men with horses that were unable to keep with the main column at 5 miles per hour, were now put to travel with transport or with veterinary section. Rations were still scanty. Brigade camped at SHURA 24 miles from MOSUL. One horse was admitted to Veterinary Hospital during the night suffering from laminitis.

On 17th November one operator left per Ford Convoy for BAGHDAD and the station moved to HADRANIYAH, 26 miles.

On 18th after evacuating two horses, the station moved to SHARQUAT, 12 miles.

On 19th November one horse was admitted to Brigade Veterinary Dump and its rider went by motor convoy to BAGHDAD. The station trekked from 6.30 a. m. till 7.30 P. M. reaching AMESID, having covered about 50 miles of very hilly country, passing through the old Turkish FARTAH position. A halt was made during 20th November. Good rations for men and horses were now received. A farrier from No. 5. station at 1st Corps Headquarters was lent to the station for 2 days. One more horse was admitted to veterinary section.

On 21st the station trekked with Brigade to ABU RAJASH 20 miles, where it was joined by a Lance Corporal operator with stores from Squadron Headquarters. Mails were also received here (the first for six weeks).

On 22nd Station trekked to TEKBIT and halted on 23rd November.

On 23rd November 4 men were sent by train with equipment and spare saddlery to Squadron Headquarters, Baghdad. One operator was admitted to hospital.

From 24th November to 29th the station trekked with Brigade about 18 miles daily reaching Baghdad at noon.

Marched in on 29th:-

- 1. B.O.
- 7. B.O.R's. with 13 horses, 2 mules, 1 G.S. Limbered wagon,
- 3. I.O.R's. and 1 A. T. cart.

Of the 13 horses, 4 were evacuated by Veterinary Officers, two days later.

The station during its seven weeks operations with 11th Cavalry Brigade in its advance on MOSUL, and its return to Baghdad experienced on the whole a very severe time. It suffered specially through the scanty rations, as well as heavy work for man and horse. Several were affected with sickness, at one time or other. Minor breakdowns in station and transport were encountered and overcome, and on the whole the station appears to have given satisfaction to the Brigade Staff in spite of its difficulties.



Report of No. 11 Wireless Station, attached III Corps for the  
period October 1st. to December 31st. 1918. B70

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October 1st. to 14th. The station was in summer camp at MIRJANA, attached to 14th. Division. The wireless Watch was abandoned but the station was erected and ready for emergencies as in the case of land line failures. Baghdad and other centres were connected by land telegraphy. A good opportunity was afforded during this period to overhaul the station which had experienced heavy work during the recent operations in KURDISTAN.

October 15th. and 16th. Station en route to III Corps H.Q. at HAMBIS. On the fourteenth instructions were received to march independently to III Corps. The station left the 14th. Div. at 6a.m. on the 15th and arrived at SHAROBAN at 5p.m. on the same day. Bivouaced and left Sharoban at 7.30 a.m. next day arriving III Corps 9.30 a.m. and erected station. The trip was uneventful.

October 16th. to December 31st. Wireless Watch was kept continuously and a large amount of intercepted operations traffic was dealt with until operations ceased and then instructions were received to keep watch from 0800 to 2000 daily. These hours were curtailed still further during December, the hours of watch being then 0800 to 1000, 1200 to 1400 and 1800 to 2000. Curtailing of wireless watches again gave a good opportunity to overhaul the station.

At the end of December instructions were received to march to BAGHDAD. The station was dismantled at 1000-hours on the 31st. and left III Corps at 9a.m. on the 1st. of January 1919, arriving at Baghdad at 3p.m. on the 4th. after bivouacing en route at ABU JISRA, BAQUBAH, and KHAN BANI SAAD.



War Diary of No 12 Station, 1st Australian Wireless Signal Squadron  
for period October 1st 1918 to 4th January 1919.

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The position of the Station on 1st October was at DUWALIB, attached to the 13th Infantry Division. This village is situated on the right bank of the DIALA River approximately seventy miles north of Baghdad.

As the Division did not take part in the operations towards MOSUL, the station had practically no wireless traffic to deal with. The usual work was carried out on the station daily, and in addition the winter camp was prepared. The G.O.C. Division inspected the station weekly, and expressed himself as well satisfied with the manner in which the station was kept.

The health of the station personnel during this period was excellent.

On December 26th orders were received to prepare to march to Baghdad, and on 1st January 1919 a start was made and the station marched to ABU JISRA, a distance of 17 miles, and meeting No 11 Station camp was pitched for the night.

On January 2nd the two stations marched to Baqubah a distance of 17 miles and this over very bad roads due to the recent heavy rains. Baqubah was reached at 3 p.m. and camp was made with No 2 Station (Chief Directing Station).

At 8 o'clock on January 3rd the column marched to Khan Bani Saad a distance of 15 miles, reaching there at 1 p.m. and remaining for the night.

The column left Khan Bani Saad at 8 a.m. on January 4th and marched to Squadron Headquarters in Baghdad, a distance of 17 miles and arrived at its destination at 3 p.m. on the same day (Jan. 4th).



REPORT ON MOVEMENTS OF NO. 13 STATION

During September this station ( No. 13 Pack Motor Station) which was the first of its kind put into use in the squadron, was stationed at TEKBIT in summer camp, and was attached to the 51st Brigade. B72

On 7-10-18 the station moved to a new site at TEKBIT and came under 17th Division Headquarters. Station remained at this site preparing for operations and working a little traffic until 16-10-18.

17-10-18. Station crossed the Tigris and moved to 18th Division Headquarters to act as required by them during operations.

18-10-18. Station moved at 0900 with a motor convoy to AIN NUKHAILA PASS in the JEBEL HAMRIN and came under orders of detachment "C" composed of the 116th Mahrattas. Station erected and good communication maintained with Corps Headquarters at JIFT, & No. 2. Station at BAQUBAH. At 1600 the camp was bombed by an enemy plane from about 4000 feet - one bomb dropped into a wadi about ten yards from the station, but did no damage.

18-10-18 - 21-10-18. Station remained at same site but worked no traffic as cable line was through. The well water at NUKHAILAH was bad and Tigris water was issued at rate of 1 gallon per man per day. During this period the arrangement by which all transmission by pack sets was to be done on 500 metres, while wagon stations worked on 700 metres, was tried out and found to be unworkable at the time owing to the lack of preliminary tests in the work.

22-10-18. Station moved to TEKBIT left Bank and came under L.A.M. Brigade for work on a special armoured car operation. All spare kit and gear including tents etc. was dumped, and as petrol was to be provided by the L.A.M. Brigade one van was left behind. Special instructions were issued for this operation on account of the unprecedented distance it was proposed to work over without other means of communication.

23-10-18. Station reported at ABU - RAJASH, which had been appointed as a rendezvous.

24-10-18. Station moved out from ABU RAJASH at 0530 and moving over desert country reached TELAJAR at 0930 - erected and passed traffic to JIFT. Dismantled and proceeded with L.A.M. Brigade to HADAR ( T C 147 BB 3), erected and communicated with JIFT at 5.15 p.m. Difficulty experienced owing to low ground. Total distance covered by station during day 100 miles.

25-10-18. Moved to higher ground at daylight and results better. As station had to proceed with armoured cars into action on the SHARQAT raid only four cars were taken moving out at 0800 and crossing WADI THARTHAR at QANTARAH and halting at a point about 3 miles southwest of SHARQAT ( T C 147 B B 35). Three attempts were made to erect station but shellfire prevented and station moved back 2 miles. Communication with No. 5 station was bad. Station moved back to bivouac at 0530 at TULUL AL BAQQ - work poor owing to Xs which cleared at daybreak.

26-10-18. Station moved back to QANTARAH - cleared traffic and moved with all six cars to a wadi about 8 miles north of SHARQAT. The MOSUL road was raided by armoured cars and station remained in this position all night being able to relay traffic between 1st Corps and 11th Cavalry Brigade, the latter having crossed the Tigris just north of the station position.

27-10-18. Station moved forward to a position behind the 11th Cavalry Brigade but had to retire to TULUL-AL-BAQQ under fire. On this occasion communication was much better.

28-10-18 - 29-10-18 Remained at TULUL - AL - BAQQ at Headquarters of L. A. M. Brigade.

30-10-18. Moved to HUWAISH and joined up with 11th Cavalry Bde. From the time of leaving ABU RAJASH the station had up to the present moved over virgin country and wadis. etc. had to be negotiated by cutting road approaches etc.



31-10-18. Station moved at full speed to QUAIYARAH to relieve No. 7. station with 7th Cavalry Brigade and worked traffic for 11th and 7th Cavalry Brigades and L. A. M. Brigade until 1300 on 1-11-18.

1-11-18. Station moved to HAMMAM ALI and again took traffic for the three brigades establishing communication with No. 2. station direct, a distance of over 200 miles.

2-11-18. Moved to ABUSIF about 8 miles south of MOSUL.

3-11-18. Moved into MOSUL and established communication with No. 15. station, and No. 5. station at JIFT.

4-11-18. Worked traffic for three Brigades.

8-11-18. Telefunken wagon set was taken over by No. 13 station and known as No. 16. station, and has been worked as such ever since. The Telefunken wagon set is well equipped and can maintain communication between KERMANSHAH, BASRA and PALESTINE without difficulty.



REPORT OF MOVEMENTS OF NO. 14 STATION.

B74

25-10-18. Station left Horselines Camp, Baghdad for work with First Corps during the advance on MOSUL, and reached Advance Corps Headquarters at JIFT on 27-10-18.

28-10-18. Left JIFT and reported to Cunningham's Column at BILALIJ at 1800. Reported to G. O. C. Advanced Operations. Did not erect.

29-10-18. Reported to 17th Division but returned to BILLALIJ at 1730 and erected.

31-10-18. Moved forward and joined Cassell's Column at  
1-11-18 HUWAISH and was afterwards posted to FANSHAWE'S  
COLUMN.

2-11-18. Arrived QUAIYARA with Fanshawe's Column and was able to work traffic and act as a relay station to more advanced stations as was primarily intended.

3-11-18. Moved to SHURA.

4-11-18. Arrived MOSUL attached to Fanshawe's Column H.Q's, and took over all MOSUL traffic on 5-11-18.

11-11-18. Handed over traffic to No 16 Station and moved to that station to assist in running it.

12-11-18 - 23-11-18. At MOSUL.

24-11-18. Moved out to TELAFAR about 50 miles west of MOSUL with "D" Squadron 32nd Lancers. Roads fair. Rations in this district were fair but shortage of firewood allowed of only two meals per day. The general health of MOSUL had not been good but this may be largely attributed to the change in the weather.

24-11-18 - 23-12-18. At TELAFAR working a good deal of traffic as station was the only means of communication.

24-12-18. Station moved into MOSUL and assisted in the running of No. 16. station.



General remarks on the Motor Stations of the Squadron, known as Nos. 13 and 14 Stns., operating in the Mosul Theatre 1-10-18 to 31-12-18.

1. The motor stations referred to are not authorised on War Establishments but were improvised by the ordinary pack set on Ford Vans. Six vans ~~were~~ were used on each station, the personnel being as follows:-

Sergeant or other N.C.O. I/C.	1
Operators (inc. a L/Cpl.)	5
Motor Dvrs. ( do. )	6
MECHANIC.	1
Total - B.O.R.s	<u>13</u>

1375

2. The loads were distributed as follows:-

		lbs.
Car No. 1	Engine and dynamo	200
	Boxes of tools and spares ( Marconi )	25
	Yakdan with spares	80
	5 gals. Lubricating oil	50
	4 gals. Petrol	35
	Kits of 2 B.O.R.s	60
		<u>450</u>
Car No. 2	Instrument Boxes	210
	4 gals. Petrol	35
	4 gals. Oil	50
	Kits, 2 B.O.R.s	60
	Yakdans, stationery, etc.	80
		<u>435</u>
Car No. 3	Mast Sections	120
	Mast and aerial gear	200
	2 car springs	80
	Tarpaulin	40
	4 gals Petrol	35
		<u>475</u>
Car No. 4	32 gals. Petrol (cases)	300
	4 gals. Kerosene	40
	Kits, 2 B.O.R.s	60
	5 gals oil	45
		<u>445</u>
Car No. 5	48 gals Petrol (cases)	450
	Kits 2 B.O.R.s	60
		<u>510</u>
Car No. 6	Two 80lb. Tents	160
	Two 6½ gal. Water Packhals	160
	4 gals Petrol	35
	Cookhouse Gear and rations	50
	Kits 3 B.O.R.s	80
		<u>485</u>

- Each car carries an operator and a driver. The mechanic rides a Triumph Motor Cycle.
- The petrol carried allows for sufficient to carry cars over and above that contained in the car tanks and for the 42 gals. which is the ordinary amount carried on the pack set.
- The set is operated from Nos. 1 and 2 cars which are fitted with hoods and are backed against each other. This arrangement not only gives good shelter for the set but saves a good deal of time in erecting and dismantling station. It will be noticed that the first three cars carry the station and the other three the transport. The first three in this case were driven by Australian Motor Mechanics and the remainder by A.S.C. drivers.



6. Drill.

1376

The drill as carried out on a mounted pack station was adhered to in principle. The drivers assist where necessary in moving station cars into position, laying out earth mats etc. Where the ground is suitable No. 3 car drops No. 1 mast and carries No. 2 mast gear and erecting personnel to the required site, returning to the station lined when the mast is erected. By this means the times of erecting and dismantling are very small and in one case particularly the set was dismantled and the ~~sta~~ station on the move 5 minutes after the order to dismantle had been given.

The mast sections are not carried in the carries but in iron brackets on the inside of each side of the van which is just long enough to take them. Only one aerial box is carried, containing the earth mats and aerial reels only. The pegs, guys, etc., are carried in two small boxes one for each mast, which also saves time in erecting and dismantling.

7.

The loads were found to be slightly excessive; good cars are required and a fair proportion of spares must be carried to ensure against breakdown. The amount of work is considerably less than on a horse station and the set is more mobile and requires less supplies.

Where the country is passable to Ford cars a station of this nature has many advantages over a horse station, one of the most important of which is the less fatigue suffered by the personnel. The operators do not have to look after horses and the vans, although requiring careful attention and repair, do not entail so much routine work in their up-keep.

The faster travelling is of course a very great advantage as one motor station with a moving column can do the work of two or more horse stations. The set is also better handled and the vibration being less, the wear and tear is likewise smaller.

It will be noted that the cars are heavily loaded and should any extra rations or water, etc., have to be carried, extra transport would have to be ~~arranged~~ provided.

8. It was found that leakages from the instrument boxes charged the operating van to a fairly high voltage and in order to prevent any one approaching the station from receiving a shock, the car frame should be earthed. The same applies to ~~the~~ the engine car. With the cars backed on at a skew, it allows of easy access from outside and the operator is still able to run his own engine without having to vacate his seat or take off the telephones.

9. The set could easily be elaborated on. An accumulator charging dynamo could be fitted on one car and an amplifier used which would increase the range of working. The efficiency of Brown's phones over Sullivan's was very marked.

10. Six cars are hardly sufficient; good fords should be supplied, the old cars in use on the stations gave a fair amount of trouble. It is considered that the stations would be more efficient if the transport consisted of 3 heavier cars in place of the six Fords. The light <sup>15.cwt.</sup> Napier Lorry in use in this country would make an admirable car - it is fast and has a high clearance and can negotiate very rough country.

It is not considered as the result of observations on the last operations that the Crossley Lorries as mooted would be suitable on account of their low clearance.



Report of No. 15 Station, attached 1st Corps.

( From 1-10-18 to 27-10-18, the personnel of No. 15 Stn. worked No. 4 Stn. on the Euphrates.)

Report of No. 4 Wireless Station from 1-10-18 till 27-10-18. B77

No. 4 Stn. was situated at RAMADIE on the Euphrates River, being attached to the 15th. Division.

The station was employed on special army work and passed dummy W/T messages for a short period prior to the advance on MOSUL, the intention being to lead the enemy to believe that operations on the Euphrates were imminent.

Later, it was considered necessary to have an additional 1½ K.W. set operating in the MOSUL Operations and it was decided that this squadron would find the personnel for the station. Accordingly the Daimler Lorry from the 2nd. Wireless Signal Sqn. would be handed over to us. No. 4 Stn. was detailed and would eventually receive orders regarding the taking over of the station.

Orders were issued for No. 4 Stn operators and mechanic only to proceed to BAGHDAD 27-10-18.

As instructed No. 4 Stn remained erected at RAMADIE and everything with the exception of the secret papers was taken over by the N.C.O. I/C Transport. The secret papers were given to C.O., Signals, 15 Div.

At noon on the 27th. Oct. the operating staff left for Baghdad, travelling by motor lorry to DHIBBAN and thence by rail to BAGHDAD, arriving S.H.Q. 12.30 p.m. on 28th. Kits were inspected and all deficiencies made up. All wireless gear was checked by and by 7 p.m. the station stood ready to move.

At daylight on 29th. two Star lorries for transport arrived and at 6.30 a.m. in company with a Peerless Convoy, the station moved out, instructions being to reach Tekrit as soon as possible and to await further orders.

Travelling throughout the day was very good and no trouble was experienced. The station arrived SAMMARRAH at 6p.m., parked with the convoy and remained overnight.

30th. Petrol tank filled, lorry overhauled by the mechanics and moved off with the convoy at 8 a.m. en route TEKTRIT. With the exception of a little trouble caused by lorry getting fast in a sandy patch (7 miles from Tekrit) the journey as far as No. 15 Daimler was concerned was uneventful. The peerless lorries however were continually sticking in sandy spots, thus delaying to a large extent our arrival at TEKTRIT. The station arrived at TEKTRIT 1.30p.m.

Upon reporting arrival to Signals, Tekrit, the Signal Officer instructed the station to leave immediately for 1st. Corps, but following closely on this order, another cancelled the move and Station was ordered to erect at Tekrit. Owing to the sandy condition of the soil, the existence of numerous roads, and the close formation of the camp, considerable difficulty was experienced in getting station erected handy to Signals. After much obstruction caused by passing convoys, etc., the station was erected at 6 p.m. but could not transmit. This was due to several of the condensers shaking out, one of which had broken. Neither of the two spares carried would fit, so the electrician had to file down the top of one, this taking a fair time. On account of previous hot weather, the majority of the condensers' tops had sunk in, thereby making a very loose fit and poor contact. Eventually the whole bank and several nuts and screws were adjusted and at 8.30 p.m. station was ready to transmit. At 8.30p.m. Mechanics were unable to start the engine owing to magneto trouble. At 9.50 p.m. Mechanics succeeded in getting the engine to run and the opening message was sent.

Unfortunately right our stay at Tekrit, the magneto gave endless trouble. The O.C. Daimler Motor Coy. instructed his expert to examine the engine but he also failed to overcome the trouble.

1-12-18. At 6. p.m. the clutch seized and the station was rendered permanently out of action from 6p.m./1st. to 2.45 p.m./2nd.

2nd. Mechanics dismantled clutch and rectified fault. The two star vans were detached from stn and joined 1st. Corps. On several occasions when No. 15 was required to take over control of the group, it could not be done satisfactorily due to the uncertainty of the magneto.

At about 6.30 p.m./1st. the station received instructions from O.C. group to move to 1st. Corps at dawn, but on account of clutch trouble the station was unable to move. At 2.45 p.m./2nd. the O.C. group was advised.



that clutch was now O.K. and asked for further instructions, also for transport for station. C.O. group replied that two star vans had left 1st. Corps for Tekrit to transport station and instructed the lorry to move immediately and to try and get through to 1st. Corps before dark. Lorry left Tekrit 3.30p.m./2nd. The road was extremely rough and going generally slow. At 5.20p.m. the lorry was fast in sand opposite JIFT. No stones being available to make a solid bed for the rear wheels, small bushes were tried but found to be of no use. Every effort to get the lorry out only made the position worse.

3rd. Lorry remained same position until towed out by a tractor on 3rd. at 7.30 a.m. Unfortunately after leaving Jift thw wrong road was taken and lorry again became fast at 9.a.m.. After many attempts using bushes blankets and boards, the personnel succeeded in getting the lorry out, returned and picked up the correct road arriving 1st Corps 2.55 p.m. Station did not erect, mechanics overhauling lorry during remainder of evening.

4-12-18. Mechanics assisted by a star van driver removed cylinder heads cleaned same, examined magneto, and re-adjusted carburettor and succeeded in getting engine to start fairly easily. This Daimler Station was taken over from No 2 Wireless Signal Squadron (S. & M.) under instructions from the Director of Army Signals and Telegraphs, and although many repairs were effected, was still very unreliable.

About 6 p.m. orders were received from O.C. Group that No 15 station would move to SHARQAT early in the morning of the 5th. Every preparation was made and the station stood to ready to move.

5-12-18. At 7 a.m. station left for SHARQAT a journey of 65 miles undertaken over then bad and partly hilly country. Not the slightest trouble was experienced throughout the journey and generally it proved the best run the lorry had done since leaving Baghdad. Station arrived SHARQAT 2.30 p.m. and reported to Signal Officer who stated he knew absolutely nothing about this Station. Finally the N.C.O. spoke to the O.C. Group over telephone and was instructed to erect immediately. The station was erected by 4.30 p.m. several condensers had again shaken out one of which had a broken top. This was replaced and remainder of instruments examined and found O.K. 4.50 p.m. mechanic unable to start engine. It seemed that after a long run the magneto being hot for a considerable period brought about this trouble. 6.5 p.m. the opening message was sent. On the night of the 5th a new magneto was applied for. At times considerable difficulty was experienced in starting the engine owing to a weak spark but all troubles were finally overcome upon installation of a new magneto on the 11th November.

7-12-18. Both the star vans were detached from station. Wire (HY 343 17th Nov.) instructed No 15 station to take over control of "A" Group and this station remained in control of "A" Group till 1700 hours on 27th December 1918 when same was taken over by No 16, On 16th Dec station closed and moved about a mile to higher ground. Better results all round were found.

On 17th December this station began keeping watches between 0800 and 2000. Whilst at SHARQAT a good deal of traffic was controlled principally between No 14 at TELAFAR and No 16 MOSUL and generally no trouble was experienced in the clearing of same. Reuters press was transmitted daily till the 22nd December 1918.