

SIBI Exercise.

Narrative I

1. On morning of 5 Dec, GOC 4 Ind Div was warned that 4 Ind Div was to move by rd to area QUETTA. He himself was to report at once to HQ 1 Ind Corps at QUETTA, where full instrs would be issued.

The div comd took with him to QUETTA the following offrs, so that they could look at the rd and the new area.

AA & QMG

GSO II

DAAG

SC (Q)

CRE and one fd Engr

Rep div sigs

Rep RA (AA).

2. On arrival in QUETTA on the evening 5 Dec he received the following orders from the Corps Comd:-

"I had hoped to get your div up here by rail - unfortunately, however, the JAP air force last night hit a br on the rly running from SIBI to QUETTA via HARNAI (12 miles NORTH of NE Corner $\frac{1}{4}$ inch map). Consequently all my adm traffic has been thrown onto the BOLAN rly, and I can only send your carriers by rail.

I don't imagine that your 2nd line tpt will be of great value to you for tp carrying as you have two 15 cwt coys - I can however give you two GP coys type B which are on the way up from KARACHI and will report to your HQ tomorrow or the day after.

3. I'd like your div up here as soon as possible and we can let you have the rd to yourselves from 9 Dec. The AOC tells me that he cannot guarantee you immunity from air attack in defiles on your way up. The raids so far carried out on the BOLAN have apparently coincided with tp movements.

4. Your concentration area, in which you are likely to spend up to a month will be SARIAB RS 9210 - KOLPUR 0885. My A & Q will give you details and he and CE will also be able to tell you more about the rd and give any help they can.

When your staff have got the details out, let me know how soon you'll be up here complete."

5. Comd 4 Ind Div repeated this to his staff, and told them to get all the infm they could from Corps, while he discussed with the BGS the role of the div after arrival.

The following is a summary of the infm obtained:-

(a) From Q

- (i) Bivouac area bounded by 11 Grid line on NORTH
05 " " " EAST
85 " " " SOUTH
89 " " " WEST
except that area ABDUL KARIM 0688 may not be used.
- (ii) Avoid "pat" as it gets boggy in wet weather.
- (iii) Vehs dispersed to 200 yds between pairs.
- (iv) Trs may be made across the rly line anywhere, but NWR cannot police crossings. Train timings can be had from Station Master QUETTA.

- (v) Water up to 5 gals per man per day is available as follows:-

Pumping Sta
SPEZIND rly sta 6r 0587
Mile 7½ 918098

Water must be taken away and washing near these pts cannot be allowed.

- (vi) Sups

Units embus with two days FS non cooking.
2nd line moves full excl fresh sups from SIBI and thereafter draws from depots in QUETTA.

- (vii) 4 Ind Div will evacuate casualties to CCS QUETTA under own arrangements.
(viii) Vehs not repairable in div mob wksps will be evacuated to Inf Div Tps Wksp QUETTA.
(ix) 1 and 2 Ind GP Tpt Coys (type B) report in SIBI 1700 hrs 7 Dec and come under comd 4 Ind Div for move; thereafter revert 1 Ind Corps.

(b) From DAAG (Traffic).

- (i) Rd allotted 4 Ind Div ^{excluskvely} / from 1200 hrs 9 Dec. Adv parties, engrs etc could move earlier if required as there is not much traffic.
(ii) No area traffic organization exists, though a permanent line has been laid all along the route to which a sector control organization could tee in.
(iii) 4 Ind Div to report the time up to which they would want the rd.
(iv) An extra sup of shaded lanterns was being sent to HQ 4 Ind Div at SIBI on 7 Dec for use in night movement.
(v) After completion of move 4 Ind Div is to be responsible for TC from bivouac areas to incl mile 3-9317 - No restrictions on Civil Traffic without Corps sanction (NB Corps will arrange minimum Civil Traffic during move of 4 Ind Div from SIBI).

(c) From CE

Work on the rd has been going on ever since ops in this area seemed probable.

"The situation on the BOLAN rd is that two engr bns have been working on it for several months. They are at present occupied on the following:-

- (i) Constructing a diversion for the defile at KOLPUR 0885 on the alignment of the track leading over the saddle at 082870 (one inch map). This work is nearly completed, and at a pinch this diversion could be used.
(ii) Re-cutting the rd in area mile 32 from QUETTA I hope that this will be completed by 7 Dec.
(iii) Preparing diversions for principal brs of these have been completed.

- (iv) In addition work has begun on regular system of diversions for all parts of the rd where movement off the rd is not at present possible. This work started from the SIBI end and has been completed as far as BIBINANI U36.
- (v) Tarring and widening the whole of the hill sector. This work is virtually complete.
- (vi) Provision of a pipe line from MACH to a water pt in the vicinity of AB-I-GUM LEVY POST U 3075. This has been completed. Capacity of water pt 6000 gallons.

(Note : Of the above (i), (iv) and (vi) are imaginary and assumed for scheme purposes only.

With this exception students will report on the rd exactly as they find it. The work detailed in (ii), (iii), and (v) above is in fact being done at the moment by civilian labour, and the state of completion is assumed for scheme purpose is that which actually exists).

"For keeping the rd clear during your move, we will be responsible for the sectors in which the engr bns are at present located - ie SIBI - BIBINANI and HIROK U 18 - KOLPUR. The rest you will have to look after with your own resources."

- (d) From G and RA.

AA

"Everything we've got available for AA protection of the L of C is on the rly lines. We have a HAA bty at KOLPUR - another one in the area DOZAN RS and where the gorge opens out about rd mile 33 from QUETTA; also two secs of hy and two of lt guns covering the brs over NARI R, U 8040."

Air.

"There is no point in asking the RAF for F cover for your move. The AOC is told of all big moves, and is well aware of the hy traffic using the BOLAN rd and rly. The F sweeps are in fact largely based on this knowledge coupled with air force intelligence regarding enemy air ops. When you have the timings of your move I'll have them passed on to the AOC."

- 6. After discussing this infm with his staff div comd issued the following instrs:

"I am going to stay up here for two days. A and Q with SC, sigs and engr reps will recce the new area. The rest of you go back to SIBI tomorrow morning, make a thorough recce of the route, and plan the div move."

Get the div up as soon as you can within reason. They think we might be attacked by air, so work the rd as one way and be prepared for delays due to rd damage, or casualties to vehs.

Allowing

That means a decent safety margin in all your timings - when giving block timings to bdes and div tps give them at least 50% over the net figure from your ready reckoner tables.

Arrange to start main bodies first light 10 Dec, adv parties earlier. We will move by day and by night so get all the traffic lamps you can and use them.

As regards MT to carry tps. I do not want the 15 cwt coys used at all nor do I want any of our 2nd line drawn into the ferry service, as I want to give wksp secs time to get it all into tip-top trim for forthcoming ops. They have not had much time for maint lately.

You may use up to two secs of 50 Ind GP Tpt Coy (type A) for D maint of the tps which move late if you like, and if they are coming up empty after delivering sups for the move I do not mind your putting tps into them. Except for this you must confine yourself to the two type B coys.

This is bound to involve ferrying, and I'm afraid you'll have to draw a graph - I'll explain to the Corps Comd the extra delay caused by not using our 2nd line in the ferry service.

Work on 18 men per tp carrying 3 ton lorry.

I won't have densities higher than 20 VTM by day or 40 VTM by night. Speeds will have to depend on your rd recce but if it's at all possible work on a minimum of 10 MIH by day and 5 MIH by night.

I do not want dyrs to have to go more than six hours without a long halt.

I'll be back in SIBI by 1300 hrs 7 Dec and I shall want to see your recce report and OOs for the move. The recce report should incl everything which can help you and bdes in planning, but I don't want it cluttered up with irrelevant verbiage.

7. First light - 0800 hrs
Last light - 2000 hrs.

REQUIREMENTS.

- I. Recce report of the rd SIBI - QUETTA from incl BIBINANI U 36 to incl SARIAB LEVY POST 9108.
- II. Orders (incl movement table and adm paras) for the move of 4 Ind Div from SIBI to QUETTA.
- III. Graph.
- IV. Adm arrangements for the new area in the form of an Appx to the Orders for the move (should incl trace of layout).

NOTES

1. The recce report in Requirement I has been limited to the sector BIBINANI - SARIAB purely for purposes of petrol economy. Notes on the sector SIBI - BIBINANI, sufficient for the planning of the move, are contained in Appx A.
2. Syndicates will leave two students in the Staff College to commence the graph and movement calculations. These should be the G III and DAQMG but syndicate leaders may make changes with DS approval.

In each syndicate three students should do the 'Q' recce of the new area, and the remainder the rd recce. Syndicates have one veh for the rd recce, and one veh for the Q recce.

3. Orders for the rail move of the carriers are NOT required.
4. The trace of layout for the new area will incl tracks to be used, and traces will show clearly which of these tracks exist at present, (ie have been found by recco to exist) and which will be constructed immediately.

W.G.L.
Nov 43.

NOTE ON THE RD SIBI - BIBI NANI.

(This note is NOT a recce report. It is designed to give students the essential information about that part of the rd which they will not have an opportunity to visit).

(All mileages from SIBI).

1. General.

The rd is metalled and tarred throughout.

From SIBI to KUNDALANI R.H U 43 the rd is similar as regards surface, width, and speeds possible, to the stretch SARIAB LEVY POST - KOLPUR.

From KUNDALANI to mile 32 the rd is twisty and gradients increase. This sector resembles the sector HIROK - KOLPUR as regards speeds possible.

(Between mile 30 and mile 33.6 the new rd is on the West of the river, NOT East as shown on the map).

From mile 32 to BIBI NANI the gradients are easy and the rd comparatively straight; the sector resembles the sector BIBI NANI - AB-I-GUM LEVY POST U 37.

2. Bridges etc.

(a) Level crossing at mile 4.3. The rd turns left over the ry and crosses NARI R by a new br not shown on map. Traffic control necessary. Suggest one sec **LAA** necessary in addition to existing **HAA**.

(b) KUNDALANI Br (Mile 28.4).

Very vulnerable to air attack, as damage to the br might block the diversion as well.

Suggest one tp **LAA** necessary for protection.

3. Movement off the rd.

(a) Between SIBI and mile 21 vehs can move off the rd anywhere.

(b) Mile 29 - 30. Dispersion areas on both sides of rd for about 200 vehs.

(c) Mile 35 (GOKURTH). Dispersion areas for about 500 vehs to the West of the rd.

(d) Mile 39 - 40.5. Dispersion areas on both sides of rd for about 200 vehs. Unlimited area available in the river bed.

Apart from the above movement off the rd is NOT possible except on the diversions that have been constructed.

4. Water.

There is water in the BOLAN R as far North as GOKURTH U 44.

APPENDIX B.

Br classification.

All brs on rd SIBI - QUETTA are classified as Class 9 with the exception of:-

- (a) Br over NARI R at mile 4.5 - Class 24.
- (b) Br over GETANI N at mile 57 - Class 12.
- (c) Br over BOLAN R at mile 70.2 - Class 12.

165-Nov 43

Harrison Crawford and Syndicate.

The general impression from studying your solution is that you have put a lot of work and thought into certain portions of it at the expense of others. Parts of this exercise are very well done indeed, but there are about three major reasons why it is not first class.

1. You have attempted to move a div in M.T. over a rd at a speed which could not be maintained. That in itself would have thrown out the whole of your move.

2. You must not pass babies to Corps. It is not the job of Corps to org the move of your adv parties for you. You have arranged for over 400 vchs to precede the main body. These vchs come from nearly every front and unit in the div - you appoint no comds and give no timings and discuss with the comment - "Move under separate orders of 1. Inf Corps"

3. You did not obey orders of Corps re dispersion of vchs. Nowhere in your DO. have you laid down dispersion in the new area. nor did you consider it when allotting areas to units

Some of you are not clear about time allowance in moves of M.T. Please re-read the refs I have given to "keep them by rd"

Except for the three major points I have mentioned above and which would, without any

doubt have led to a 'bog up' the exercise is good.
It is clear and easy to follow, the move is
simple and it is accurate and the exercise has
been well co-ordinated

II
I agree. Do try and
grasp the method. A time allowance
in move before you leave this
place. I find it somewhat
surprising that that the
res RA should have written the
oo.

14 Dec

AG.

Distribution of Work

CAPT A.J. HOULSON CRAUFORD	G II	Rd recee Rd recee report Co-ordination of. wrk.	<u>W. H. Crauford</u> Capt.
MAJ G.H. SEARLE	G III	Map Table Graphs	<u>G. H. Searle</u>
CAPT E.D. CHAYTOR	DAQMG	Map Table App B.	<u>E. D. Chaytor</u> Capt.
MAJ S.G. SPARROW	DAAG	Rd recee & TC.	<u>S. G. Sparrow</u> Maj.
CAPT C.J. RITCHIE	SC (Q) acting AA&QMG.	'Q' recee. Layout and admin org new area.	<u>C. J. Ritchie</u> Capt.
MAJ C.B. JOLY	Rep RA	Rd recee OO.	<u>C. B. Joly</u> Maj.
MAJ J. CONSTANT RE	CRE	Rd recee Eng plan & para in OO.	<u>J. Constant</u>
Sqn Ldr G.P.S. THOMAS	Fd Engz	'Q' recee Trac of admin layout	<u>G. P. S. Thomas</u> S/L
MAJ D.L.T. OPPE	Rep Div Sigs	'Q' recee Sigs Appx Inter comm paras in OO	<u>D. L. T. Oppé</u> Maj.

N.B. Capt C.J. RITCHIE was appointed acting AA&QMG vice
Capt M. HABIBULLAH KHAN, sick.

W. H. Crauford
Capt.

RD RECCE REPORT

Maps:- $\frac{1}{4}$ in to 1 mile - sheet 34.0 (SIBI) ✓

1 in to 1 mile - QUETTA and Surrounding Country.

Route:- FROM BIBI NANI U36 TO SARIAB LEVY POST 9108 ✓

Distance:- 48 miles.

Object of recce:- To assist planning for the mov of 4 Ind Div
Commencing on 10 Dec 43. ✓

Season and weather at time of recce:- Winter - Dry. ✓

Name of reconnoitering off:- Maj A.I. HOUSON CRAUFORD MC
G II 4 Ind Div. ✓

Date of recce: 6 Dec 43. ✓

PART I - GENERAL REPORT

1. The route

The route is Karmac throughout. It is classed as A1 (A2). ✓
Rd works at present in progress and rd material dumped on
verge make rd unsuitable for two-way working, but vehs
running singly can pass anywhere except on diversions. ✓

The route is mainly winding with some straight stretches.
From KOLPUR U08 to SARIAB LEVY POST the rd is straight and
level. ✓

AB-1 - GUM LEVY POST U37 to KOLPUR is the steepest sector
but gradients are easy and 10 MPH should be possible over them
all. ✓

The rd crosses a few talas by which and in some places
flows along the edge of the bed of R BOLAN. This might
be dangerous in times of spate, but at this time of year,
spates are unlikely. ✓

2. The Country

From BIBI NANI to DOZAN U19 the rd follows the course of R BOLAN.
The country on either side is of the barren, mountainous type
typical of BALUCHISTAN and rises steeply on either side of the
rd.

After passing through a narrow defile at KOLPUR and a further defile
at DASHT THANA U9487 (DARWAZA on 1 in map) the rd opens out
into the QUETTA plain and is straight and level to SARIAB LEVY POST.

3. Resources

(a) Parking areas:-

BIBI NANI ✓

AB-1-GUM LEVY POST area ✓

MACH U2782 ✓

HIROK RS U1989 ✓

KOLPUR - DASHT THANA ✓

Anywhere NORTH of DASHT THANA ✓

(b) Water:-

BIBI NANI - small quantities ✓

AB-1-GUM - WP - capacity 6000 galls. ✓

MACH - ample ✓

HIROK RS - " - and at pumping sta mile 67 (from SIBI) ✓

KOLPUR - " ✓

(c) Material for rd rep:-

Adequate supplies along whole route. Dumps of prepared rd metal and top dressing between KOLPUR and SARIAB LEVY POST. ✓

4. Tactical

(a) AA def.

The rd passes through several defiles. There are NOT sufficient AA resources to protect all.

Most likely targets:-

MACH-KOLPUR defile (Corps have one HAA Bty at KOLPUR and one at DOZAN RS)

DASHT-THANA (DARWAZA)

(b) Diversions

Diversions exist at all hrs and in certain other places where landslides caused by bombing might block the rd. ✓

(c) TC

A complete sector control org will be necessary

Points requiring special control are:-

MACH-KOLPUR defile

KOLPUR village (narrow street)

level crossings over rly at DASHT THANA and mile 92.6 (from SIBI) ✓

Suggest suitable sectors

(d) Speeds

Maximum speeds are considered to be:-

Day - 15 MPH over all sections? cf para 1.
Night - 7½ MPH X

(e) Conn.

Permanent line has been laid along whole route. Sectionals can see in to this line. ✓

A. L. Campbell

Maj

G II

6 Dec 43.

This is a very clear and comprehensive report which would be of value to your comd. I have two suggestions for improvement.

- (i) Give classification of trs
- (ii) Give what you consider as suitable convoy speeds over the different sections of the rd by DAY and by NIGHT. Your para 1 suggests 10 MPH should be possible between AB-1-GUM and KOLPOR. That is approx 8 MPH and I entirely agree but see para 4 (d) above and my comments to the war lath. You have moved at 30 MI 24 and this is much too fast!

A. I would have included speeds recommended over this section. This is most important and later will form the basis of the planning by the staff for the move.

What is the classification of the br?

Width of rd 20 ft.

B. I think 500 vehs on the high ground is rather optimistic - I should have said somewhere nearer 200.

RD RECCE REPORT

Maps :- $\frac{1}{4}$ in to 1 mile - sheet 34.0. (SIBI) ✓
 1 in to 1 mile - QUETTA and Surrounding Country ✓

Route :- From BIBI NANI U36 TO SARIAB LEVY POST 9108

Distance :- 48 miles.

Object of Recce :- To assist in planning for the work of 4 Ind Div commencing on 10th Dec 43. ✓

Season and weather at time of recce :- Winter - Dry. ✓

Name of accompanying officer :- Maj R. J. HOUSON CRAUFORD MC
 GII 4 Ind Div. ✓

Date of recce :- 6 Dec 43. ✓

PART II - DETAILED REPORT

Mileage based on existing milestones on ground. ✓

Stage	Miles		Rd class	Remarks
	From BIBI NANI	From SIBI		
(a)	(b)	(c)	(d)	(e)
A	1 ✓	0 ✓	47 ✓	AI (A2) BIBI NANI - water available in small quantities. Parking areas for unlimited vehs in beds of R BOLAN and R DARDAN ✓
				Rd crosses R DARDAN by girder br. Good diversion exists across river-bed. (dry).
			51.5	Engs should construct track along nala as diversion and make access from rd.
	3	50		Engs should construct diversion along nala to avoid 3 new culverts under culverts. ✓
	5	52		Diversion along nala required to avoid dangerous hill slope on right of rd. ✓
	5	52		Existing deviation around new culverts. ✓
	6.4	53.4		Engs should clear rubble from & completed ditch br which could then be used.
			57 } 58.5 }	Existing diversion to avoid steep banks.
	9	56		AB-1 - GUM levy post - water from WP - capacity 6000 galls. ✓
				Parking space on either side of rd and in river bed (access from br at mile 10)
B				500 vehs on high ground
				500 vehs in river bed.
				Engs should construct entrances to parking area

C. I would have incl - gradient down to be $1/20$ and up for side $1/15$

Gradients generally increase from this pt. and rd is slightly narrower (16-18) ft. Rd winds with occasional sharp bends making continuous two way difficult - though not impossible.

Speeds recommended from this pt to KOLPUR mile 77 - Day 10 MPH, night 5 MPH.

D. Better to give miles from SIBI.

E. Parking for how many vehs in each place? From this pt rd has been widened to full 20 ft but the gradients increase and I am convinced that in Convoy you would not do more than 10 MPH.

F. There are some steep gradients in this stretch, these should be mentioned.

G. There is a very blind corner here you should recommend traffic control.

Stage	Miles		Rd class	Remarks	
	From BIBI NANI	From SIBI			
(a)	(b)	(c)	(d)	(e)	
2	10	57	A1 (A2)	Rd crosses nala on class 12 girder br. ✓ Good 2-way diversion ✓	
	10	57		Existing diversion to avoid hairpin bends. ✓	
	11.5	58.5			
	13.2	60.2		Steep gradient, but insufficiently long to? Cause reduction in MTH possible.	
	13.8	60.8			
	14	61		Tr on right to MACH. ✓	
	14.6	61.6		Rd on right to MACH RS. Parking areas in river bed between mile 10 and here. Capacity - 100 vehs per mile. - access at mile 10, mile 13.2 and mile 14.5. ✓	
	15	62		Water available. <u>Parking areas on camping ground and river bed.</u> Capacity 200 vehs.	
	3	16.4	63.4	A1 (A2)	Diversion in river bed to avoid class 9 br. Rejoins rd at mile 64.1. ✓
		17	64		Rd crosses river by class 9 girder br. ✓
20		67		Water available at pumping sta. ✓	
22		69		Hilok RS - water available. Parking area for 200 vehs. Engg work on this necessary. ✓	
23.2		70.2		Class 9 girder br over nala. Good diversion. Rly br over rd - clearance 20 ft. ✓ Re-cutting rd in progress. Should be completed by 7 Dec.	
23.3		70.3			
24		71			
24.4		71.4		Irish br over nala. ✓	
25.1		72.1		Low rly br over rd - 12 ft clearance ✗	
26		73		Class 9 girder br over nala - diversion exists Parking areas in nala - capacity 25 vehs per mile. ✓	
26.2		73.2		Large rly br over rd - 12 ft clearance	
26.6		73.6		Rly br over rd - 16 ft clearance ✓	
27.3		74.3		Rly br over rd - 25 ft clearance. Parking areas in nala - capacity 20 vehs per mile. ✓	
27.6		74.6		Class 9 br over nala - diversion exists ✓	

Stage	Miles		Rd class	Remarks
	From BIBI NANI	From SIBI		
(a)	(b)	(c)	(d)	(e)
	29	76	A1 (A2)	Dikarim over saddle at 082870 to by-pass KOLPUR. Nearly completed - can be used if necessary. ✓
	30	77		KOLPUR - narrow street - rd crosses dy channel in bad defile. ✓ Street TC required. ✓
4	30.3	77.3	A1 (A2)	Level rd - rd material dumped on verge. No off. rd possible. <u>in dry weather</u>
	33	80		DASHT THANA - level crossing over dy - TC required. Defile. ✓ Tr to right leads into part of new dir area.
	35	82		Trs to left and right into new area. No off. rd possible anywhere between here and SARIAB LEVY POST but there are some bad "pat" areas. ✓ Rd in this sector is straight and level ✓
	40.5	87.5		Tr to SPEZAND RS - WP. ✓
	45.6	92.6		Level crossing over dy - TC necessary but should be arranged by adv party. ✓
	48	95		SARIAB LEVY POST - rd to LAK pass on left. ✓

M. G. G. G.
Maj
G II

6 Dec 43.

I should have liked more info on traffic control especially 'bad' places where TCP are required. Also, a note as to your recommendation re AA protection. You had a gunner rep with you, use him where I really disagree with you is over

the speed at which you propose to move
the div, 30 MI 2H (which incidentally
does NOT appear anywhere in Part II) is too
fast over country of this nature. The rd rises
2544 ft in 16 miles which is fairly steep when
you consider the ups and downs and the corners
en route. You would be unwise to attempt
more than 20 MI 2H between HACH and KOLPOR

Except for this, you have produced a very
good and clear report.

A. You might have shown 'ground' as a separate
appx if you had wished. In a move of
this nature one frequently finds curves of
this type in an appx.

Re the speed at which you have moved
the div please see my remarks at the
end of the Decca Report Part II

4 Ind Div 00 No 16 ✓

Ref maps:- 1/4 in sheet 34.0 ✓

1 in QUETTA and Surrounding Country. ✓

INFM

1. Enemy

JAPANESE attack h of c mainly by night raids by individual AC, but with occasional escorted day attacks. ✓

2. Own tps

(a) 1 Ind Corps is being concentrated in area QUETTA 092 with a view to conducting a counter-offensive.

(b) 1 Ind Corps is providing HAA and hAA at various pts on the rd SIBI U84 - QUETTA ✓

(c) 1 Ind Corps is providing two engs bus for works on rd ✓

3. Under comd (from) 1700 hrs 7 Dec

1 and 2 Ind GP Corp (Type B)

Revert to comd 1 Ind Corps on arrival in area QUETTA. ✓

4. Ground

(a) Rd is A1 (A2), with easy gradients, mainly winding, and passing through a no of defiles. Diversions exist round most bridges and VPs. ✓

(b) Diversion is being constructed for defile at KOLPUR 0885 via saddle at 082870 and can be used in an emergency. ✓

(c) Rd is being re-cut in area mile 32 from QUETTA. This may not be finished by time of move, but will not hamper move. ✓

(d) Parking areas exist at.

(i) BIBINANI U36 for unlimited vehs ✓

(ii) AB-1-GUM U37 for 1000 vehs?

(iii) MAEH U28 for 100 vehs per mile for 4 miles ✓

(iv) HIROK U18 for 200 vehs ✓

(v) KOLPUR U08 - BASHT-THANA U08 - unlimited ✓

(e) Sectors for rd maint and, in the event of bombing or landslides for clearing, arranged by 1 Ind Corps are:-
incl SIBI to excl BIBINANI
incl HIROK 2187 to incl KOLPUR. ✓

INTENTION

5. 4 Ind Div will move to new conc area SARIAB RS 9210 - KOLPUR 0885 starting 10 Dec.

METHOD

6. (a) Div will move in 7 gps. See ^{Veh} ~~Mov~~ Table at Appx B
- (b) Comds of gps will be

He must be a very old offr!

No 1 gp	Lt Col J. SNOOKS DSO. VD.	1 E/YORKS
No 2 gp	Lt Col A.B. PILE	4 FFR
No 3 gp	^{may} Went N.B. GOOD	51 GP Coy.
No 4 gp	Lt Col F. ABLE	4 Fd Regt.
No 5 gp	Lt Col F.A. NAGS	1 HORSE
No 6 gp	Lt Col E.B. BELCHER	2/2 GR
No 7 gp	Lt Col R. DAVIES	1 SWB.

Carriers move separately by rail. ✓

7. Adv Parties.

- (a) Move under separate orders of 1 Ind Corps
- (b) For composn see ^{Veh} ~~Mov~~ Table at Appx B att

8. Allotment of GP Tpt.

See Veh Table at Appx B att. ✓

9. Tunnings and Route

See Mov Table at Appx A att ✓

10. TC

See Appx C att ✓

11. Layout in new area

See Appx J att ✓

12. Embussing areas.

GP Tpt as allotted in Appx B will report in units present areas 1400hrs 8 Dec. Tpt allotted to fd corps will remain with them throughout the move.

13. AA

(a) Allotment of AA on route.

(i) 36 LAA Bty less one tp at DARWAZA 0488 ✓

Good → (ii) One tp 36 LAA Bty at KOLPUR 008

(iii) 37 LAA Bty less one tp area DRANJAN 034

(iv) One tp 37 LAA Bty at KUNDALANI Br 043. ✓

(b) In new area

(i) 36 LAA Bty in area DARWAZA ✓

- 1 I prefer " 4 Ind Div will move to area SARIAB ~~EDY~~ POST RS 9210 - KOLPOR 0885 between 10 Dec and 12 Dec.
- 2 HQ 1 Ind Corps are at QUETTA and will certainly NOT accept the responsibility of moving over 400 vch for you. If you want to get them away before 9 Dec you will have to get the rd allotted to you for their move but the 9th should be early enough except for heavy units. In either case the responsibility for getting them away is yours. I suggest comd should be appointed, a RV and a time given in the new area, and block timings for adv parties of gps with timings for units such as LAA or engs.
- 3 It would be more logical to combine paras 8 and 12 as both deal with allotment and NOT with embussing.
- 4 Good despatch, but I would NOT have put a tp ~~command~~ at DRANJAN. I think the BOLAN PASS is more important. (In any case DRANJAN was outside the scope of your recd).
From your dispos of LAA in the new area it would be better for Oc 3 AA/ATK Regt to contact the comd of the HAA deployed near KOLPOR. 40 MM Bofors with a ground range max 3,500 yds wnt be able to do much to assist the aird and vice versa even with HAA at the aird.
- 5 OO sig recd 1330 hrs 7 Dec. Have these units been warned? Where are the orders for them move?
- 6 You refer to mltis from QUETTA in sub paras this therefore should read rd QUETTA-SIBI. Mile 53

Rd SIBI - QUETTA means 53 miles from SIBI NOT
QUETTA

Are you working from the 1 in map? These refs
are very accurate for a $\frac{1}{4}$ in AND you have
omitted the map letter U.

7. With all the new const required in the new
area I should not have thought that you could
afford to lock up two fd coys, at least, on
rd maint from 10-12 Dec incl. I suggest
two fd coys should be put on the rd BIBI-IVANI-
HIROK before the move, but that before the move
begins one of these should go to the new area.

8. I'd like an un vch for LAA Btp, lps should
accompany their unit.

9 You require more detailed orders than this.

During mov rec should be confined to clearing
rd and vch recovered in gaps between mov

Rec must be under traffic control org as
they know the situation. Suggest two rec vch
to each sectr control HQ with the remainder at
SIBI as you have done.

Over rep, I do not like sending all three whsp
coys off together. For one thing I doubt very
much if you can arrange to clear all three
whsp coys at once and for another I don't
think it is the best way. If you had moved
at a slower speed. I would suggest opening
one whsp coy at KACH to reduce the tow
for crocks but in this case I'd move either

one or two early to open up in the new area and leave the remainder to come on later when their work was finished.

10. This is a long move and serious casualties should not have to wait long for attention. CPs each with a MO or SAS should be sited at each sector control and I think it would be advisable to open an ADS at some central point - say HACH.

11. Sig diagram appx D shows the only WT comms between gp (reg?) HQ and sector controls is between reg HQ and sector control no 1. I think all sector controls should be in WT comms with reg HQ and that to facilitate this reg HQ should be somewhere central such as AB-1-GUM or HACH.

14. Eugros

a) move 7 Dec from present location as follows:-

5.

6 Ind 7d Plz Coy to new Div area
10 Ind 7d Coy " " "
11 Ind 7d Coy " MACH area
12 Ind 7d Coy " AB-1-GUM area.

on 13 Dec, when move of div complete, 11 & 12 Ind 7d Coys move to new area. X

b) work in new Div area (see trace att at Appx J)

(i) develop for easy distribution existing WPs at:-

pumping sta br 0587 ✓
SPEZAND 9495
mile 7½ 918098
ATA MOHAMMED 9183 ✓

(ii) construct class 9 trs:-

SARIAB RS 928102 ✓ over rly to 962102. ✓
921075 over rly to 956075. ✓
924055 " " " 951055.
926045 " " " to 948045. ✓

(iii) improve trs to class 9:-

Stib SIBI rd 923056 to NUSHKI rd 911080. ✓
SIBI rd 923060 via 914995 ✓
and back to SIBI rd 928993. ✓

c) work on rd SIBI - QUETTA:-

6

(i) constr diversion round rd obstacles at:-

mile 53 3465 ✓
mile 51 3369

(ii) improve diversions at:-

mile 51 3369 ✓
mile 49.6 3271 ✓

(iii) improve entrances to ~~dispersio~~ parking areas:-

mile 46 2975 ✓
mile 34 1888 ✓

d) Sectors for rd maint and, in the event of bombing or landslides for clearing, during mov of dir on 10 + 12 Dec, are allotted to fdcorys as follows:-

(i) 10 Ind Id Coy from SARIAB LEVY POST to excl KOLPUR.

HQ at Dis P 042882.

(ii)

11 Ind Id Coy from excl HIROK 2187 to excl AB-I-GUM.

HQ at Sector Control BASUNA 2681.

(iii) 12 Ind Id Coy less one sec from ~~excl~~ incl AB-I-GUM to incl BIBINANI.

HQ at Sector Control BIBINANI.

(iv) In res, under orders Regulating HQ, Sec 12 Ind Id Coy

HQ at Sector Control BASUNA.

e) On 10 + 12 Dec during times of Dir mov, WPs will be manned at :-

BIBINANI

AB-I-GUM

MACH CG 2782

HIROK pumping sta 2187

HIROK RS. 2782 1989

KOLPUR

(11) 37 LAA Bty in area SPEZAND 9495.

(c) OC 3 AA/ATR Regt will contact OC RAF airfd ATA MUHAMMAD 9283 with a view to coordinating AA def

14 Engs (att) see separate sheet

ADM

15 Sups

(a) Units will embark with two days FS non cooking rts.

(b) 2nd line will move full excl fresh sups from SIBI and thereafter draw from depots in QUETTA.

16 Pol

All vehs will carry 2 gals res.

17 Rec

Vehs &

(a) LADs will move at rear of gps

(b) Rec Coy will move at rear of div coln

(c) Vehs not repairable in div mob wrksp will be evacuated to Inf Div Tps Wrksp QUETTA.

18 Med

(a) 12 Ind Fd Amb will send sufficient personnel with ado party to open reception sta in new area. For location see trace at appx J.

(b) Reception sta will evacuate direct to CCS QUETTA

(c) 10 Ind Fd Amb closes present location 1400hrs 12 Dec

19 Adm arrangements in new area

See appx J

INTERCOMM

20 HQs

- (a) see mov table att appx A ✓
- (b) Adv Div HQ will tee in to both civil and military lines
see diagram att appx K ✓
- (c) Adv parties Div sigs and farm or unit sig secs will tee in to civil lines
on arrival and est report centres close to civil lines until arrival main
bodies ✓
- (d) Sig centre for new area at 948955 will be opened by adv party,
who will send reps for liaison to QUETIA civil exchange and 1.2w Cops
sigs. ✓

21 TC

- (a) see diagram att appx D ✓
- (b) 22 sets will report to units responsible for sector controls at 1200 hrs
9 Dec, and revert to normal allotment in new area under orders
comds sector controls ✓
- (c) Comm between GP HQs and sector controls either by tees in line
or by wireless on sector control frequency. If latter used, call will
preceded by codeword LOG ✓

22 DRLS

Last run on present schedule. 9 Dec
Details for new area later ✓

ACK ✓

A. J. [Signature]
Maj
for Lt Col
GS ✓

Time of signature. 1330 hrs ✓

Method of issue. SDR ✓

Distribution separate sheet att

Distribution:-

	OO Copy No	Attk A Copy No	Attk B Copy No	Attk C Copy No	Attk D Copy No	Attk J Copy No	Attk K Copy No
10 Ind Inf Bde ✓	1	1	As	1	As	1	As
11 Ind Inf Bde ✓	2	2-3 ^x	for	2-3 ^x	for	2	for
12 Ind Inf Bde ✓	3	4-7 ^x	Nov	4-7 ^x	Attk	3	Attk
1 HORSE ✓	4	8	Table	8	C.	4	J.
RA ✓	5-8	9-15	Attk	9-15		5-6?	
RE ✓	9	16	A.	16-20		7-11?	
Sigs ✓	10	17		21-26		12	
OC RAF Sta ATA MAHOMED	11	—		—		13	
1 Ind Corps. ✓	12-13	18		27-28		14-15	
Comd ✓	14	19		29		16	
G ✓	15	20		30		17	
AQ ✓	16-18	21-23		31-33		18-20	
Camp ✓	19	24-25		34-35		21-22	
RIASC ✓	20-22	26-32		36-42		23-26	
Med	23	33-36		43		27-31	
Ord ✓	24	37		44		32	
LEME ✓	25	38-39		45-46		33-37	
Pro ✓	26	40-44		47-51		38-39	
File ✓	27-28	45-46		52-53		40-41	
War Diary ✓	29-31	47-49		54-56		42-44	
Spare	NIL	50-54		57-58		NIL	

x one copy to each sector control.

Why four copies to RA. — either one or five

1. H & RA — — — 1

Two fld rpts 2 one each

One Jangle fld rpt 1

One RA/Attk rpt 1

5

Time table and graph.

1. Your work is neat, well laid out and easy to follow but this move would not work as you have planned it. Loaded three tonners, 25 pds and such like will not average 30 MI 2H between MACH and KOLPUR. The best that you will get is 20 MI 2H and that will mean a fairly high standard of driving. Besides this the MGRA in Ind has laid down that the 25 pds is in the 12/8 speed gp. (See AITM No 17 and Artg meas). I am quite certain that your time table would have been thrown out of gear within the first eight hours.

2. Please re-read 'Heck move by rd' Chapter 1 paras 4 (a) (b) (c) (d) (g) because I am certain you do not understand the necessity for time allowance within units and BETWEEN units irrespective of any additional time allowance given between BLOCK TIMINGS. Consider vchs in Gp I. Bde Hd plus def cry 49 vchs. i.e. 4 gps of 10 and one of 9 vchs. Then say 1 E YORKS with 77 vchs say from another area some distance from Bde Hd. You must allow some additional time to allow this unit to fit into the rd behind bde Hd. This additional time allow is usually 25% of the net timing for the move so that you get for Gp I 392 vchs at 30 MI 2H and 20 MI 2H require 80 mins to pass a pt. But we must give an allow to units and an allow between units so we add 25% for each. Therefore Gp I

requires 80 plus 40 = 120 mins to pass a pt. I have had experience of many moves by MT in India and this is not "hokey", believe me it is extremely necessary. (Para 6 of harrahore 1 ORDERS you to allow 50% in block timings).

3. Be practical. Would you sitting in your office truck in SIBI produce a move table like this. By the time you have made copies for pro, sec, Comdants etc you will require some 80 copies of an move order which is three feet long by one foot wide. How will you reproduce this, the largest reproducing machine you have takes foolscap!

4. Train S.D. Your graph shows short halts as being 10 mins to each even hr. Your div has tracked cameras, therefore, when moving in MT it is trained to halt for 20 mins to each even hr. IRRESPECTIVE of whether its cameras are moving with the gun or not. If you want to change the length of short halts you must issue orders, otherwise your time table will be upset.

5 Other small pts are

No distribution list — ?

See Order no, dates etc are filled in. If you don't make arrangements people begin to distrust you.

Use correct abbreviations, and when you join your gun see that your clerks use them.

6 You were absolutely right to send part of the div. Bt Acc Regt and EIS early and part late.

	Said No	Unit.	Unit. Vehicle	G.P. Vehicle	Total Adv Party	Total	Time 20 x 15	25%	SPW
GROUP I.	1.	HQ 12 Ind Jny Bic incl Sig LAD and FPO	37	3	4	36.			
	2	Def Coy	7	7	1	13			
	3	E. YARDS 1 FFR BKS	44	40.	5/2	77			
	4	2/8 PAKSAB 1 RAJ RIF	44	40.	5/2	77			
	5	DOG RA 3 PAK SAB	44	40.	5/2	77			
	6	one tp 36 LAA Bty	11.		11				
	7	1 KING S	44	40.	5/2	77			
	8	HQ 6 Spare G.P. Coy	38.		3	35			
			269	170	47	392	80	20	60 160
269	170								
GROUP II.		HQ 4 Ind DW incl F.S. FPO	36	6.	4	38			
		4 FFR less three coys	32	19	2	49			
		11. 12 Ind Jd Amb.	64.	10.	8 ^x	66			x incl new old Party
		HQ 4 Ind DW Atz	6.		1	5			
		HQ 4 Ind DW Coy	6.		1	5			
		RIASC	3		1	2			
		1 LMC	6.		1	5			
		PRD Unit	29		¹⁰ 10	¹⁹ 19	x		
		4 Ind DW Sigs less 6th and atz sig sec.	88		10	78			
		6 Ind Jd PK Coy	38		38		x		
		10. 11. 12 4 Ind Ind Jd Coy Hqs Sec	105	24	129.				NOT in Min/Sec.
		4 Ind Jd Hqs Sec	7.		1	6			
						206	273		

I. Speeds Day 30 M 12 H. ~~MHS~~ VTM 20.
Night 15 M 12 H VTM 40.

2. Long Halts All ~~Groups~~^{One} ~~hr~~^{gto} as shown in mov table. All ~~groups~~ except A ~~group~~ when head reaches mile 65. [mile 35 rd QUETTA - SIB].

3. Adv parties move on separate orders.

4. Lights Unit ^{lows} leaders side and tail.
Remainder undercarriage only.

5. Route SIBI 084 - KUNDALNI 043 - BIBINANI 036 - BASUNA 028 - DARWAZA 048.

SP Mile 100 rd QUETTA-SIBI. ✓

6. Sector Controls

See ~~APP. C.~~
alt appx C

7. Dispersal will be in accordance with APP J

8. Regulating HQ at SIBI. established c 600 hrs, manned by 3 AM/Atk Regt. See APP C.

9. Rec Fwcl. *give details*

[illegible]

A	24	II	Two GP Coys Type B	304	SIBI	0800	1010	see comment to graph										1420	1600	1 long half	1130 hrs
4	I2 25	I2	4 Fd Regt (incl Sig Sec)	135	DARWAZA	0800	1010	0930	1135	1020	1325	1140	1500	1410	1625	Long half	1220 hrs- 1320 hrs				
	26	"	5 Jungle Fd Regt (incl Sig Sec)	168																	
	27	"	27 Ind Fd ^{Regt} (incl Sig Sec)	138																	
	28	"	3 AA/A tk ^{Regt} (incl Sig Sec less two LAA btys.)	58																	
		"	TOTAL	499																	
5	I2 29	"	I HORSE (incl LAD)	181	"	1120	1220	1300	1350	1335	1440	1510	1705	1735	1835	Long half	1540 hrs- 1650 hrs				
6	" 30	"	HQ II Ind Inf Bde incl Sig Sec LAD FPO	36	"	1330	1440	1510	1620	1600	1700	1715	1930	1945	2150	Long half	1800 hrs 1900 hrs				
	31	"	Def Coy	13																	
	32	"	3/2 PUNJAB	79																	
	33	"	2/2 GR	79																	
	34	"	HQ ^{and} spare GP Coy Type B	29																	
				236																	
7	35	I2	HQ IO Ind Inf Bde incl Sig Sec LAD FPO	36	"	1600	1820	1730	1950	1820	2220	1940	0120	2310	0405	Long half	2030 hrs 2130 hrs				
	36	"	Def Coy	13													Close up to night VTM at long half by units.				
	37	"	I SWB	79																	
	38	"	I RAJ RIF	79																	
	39	"	3/14 PUNJAB	79																	
	40	"	50 GP Coy Type A incl 50 Wksp Sec	133																	
	41	"	HQ ^{and} spare GP Coy Type B	29																	
	42	"	52 Ind CIS	2																	
	43	"	IO Ind Fd Amb	35																	
	44	"	51 Ind Rec Coy	28																	
				513																	

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Close up to night
VTM at long half
by units.

Capr.
G3.

Distribution



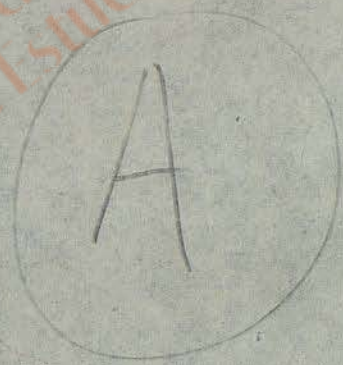
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de Estudiantes



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Residencia
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2. Es un libro de...

3. Es un libro de...



Residencia
de Estudiantes



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4. Es un libro de...

5. Es un libro de...

Group.	Detail.	Calculation.	Time past SP.	Time of start. + finish.
1	Vchs. 392.	$\begin{array}{r} 392 \times 60^3 \\ \hline 20 \times 155 \\ 79 + \\ 80 + 20 + 60 \end{array}$	H 0800 160 T	0940
2	Vchs. 421	$\begin{array}{r} 421 \times 60^3 \\ \hline 20 \times 155 \\ = 85 + 21 + 60 \end{array}$	H 1100 166 T	1300
3	Vch. 404	$\begin{array}{r} 404 \times 60^3 \\ \hline 20 \times 155 \\ 81 + 20 + 60 \end{array}$	H 1420 160 T	1610
A.	Vch 304	$\begin{array}{r} 304 \times 60^3 \\ \hline 20 \times 155 \\ 61 + 15 + 60 \end{array}$	H 0800 61 T	1010
4.	Vchs. 499	$\begin{array}{r} 500 \times 60^3 \\ \hline 20 \times 155 \\ 100 + 25 + 60 \end{array}$	H 0800 185 T	1010
5	Vch 181	$\begin{array}{r} 181 \times 60^3 \\ \hline 20 \times 155 \\ 36 + 9 + 60 \end{array}$	1130 105 T	1220
6.	Vch 232	$\begin{array}{r} 232 \times 60^3 \\ \hline 20 \times 155 \\ 46 + 12 + 60 \end{array}$	1330 118 T	1440

Data

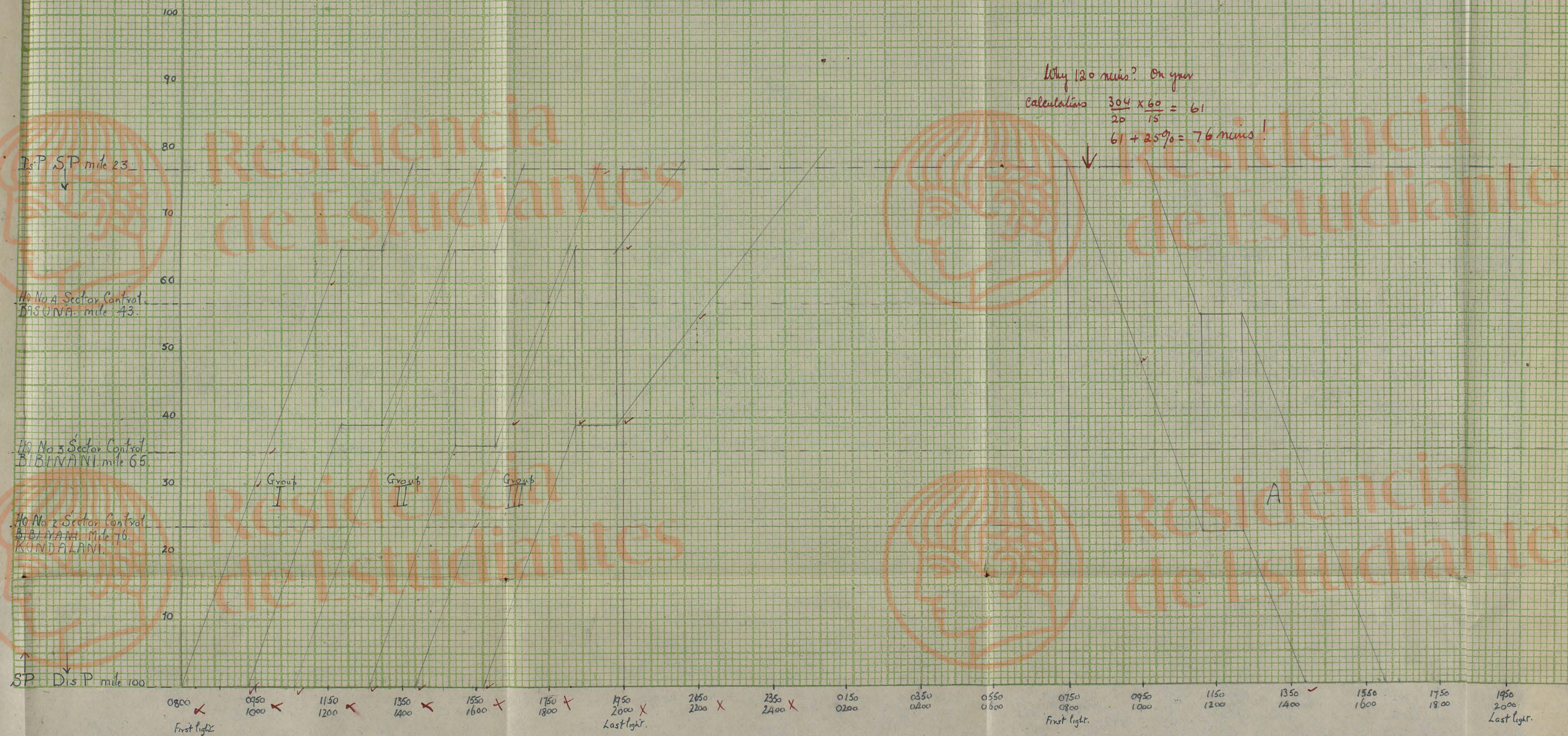
Speeds: Day 30 M 12 H ?

Night 15 "

Density: Day 20 VTM

Night 40 " [Close up by UNITS at long halt]

Scale unit = 1 mile

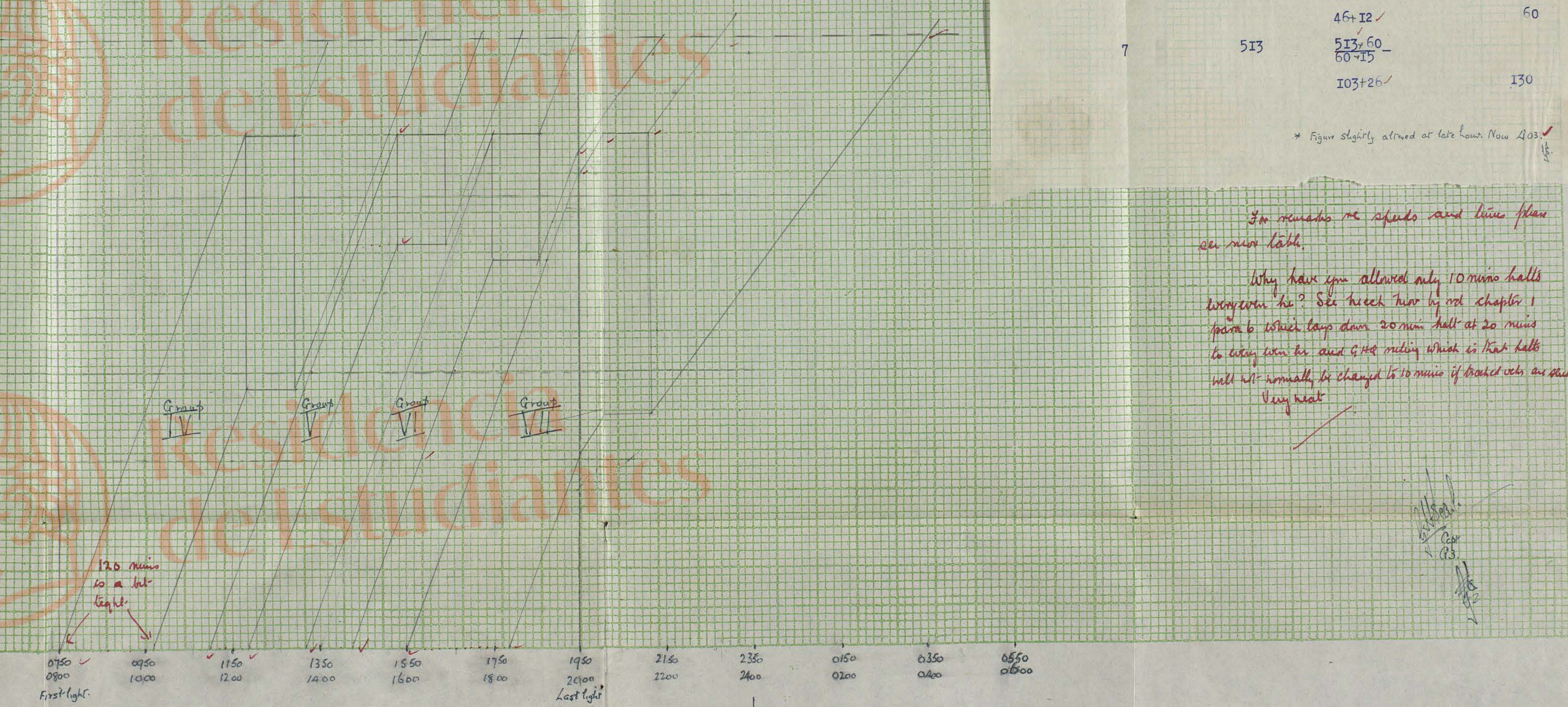


10 Dec | 11 Dec

Scale 1 unit = 10 Mins

MOVE 41ND DIV
SIBI-SPEZAND

11 Dec | 12 Dec



12 Dec | 13 Dec

Annexure to APP A.

GROUP	VEHS	CALCULATION	TIME PAST SP
1	392	$\frac{392 \times 60}{20 \cdot 15}$	100
2	421	$\frac{421 \times 60}{20 \cdot 15}$	110
3	404	$\frac{404 \times 60}{20 \cdot 15}$	100
4 A	304	$\frac{304 \times 60}{20 \cdot 15}$	80+40 120
4	499	$\frac{499 \times 60}{20 \cdot 15}$	130
5	181	$\frac{181 \times 60}{20 \cdot 15}$	50
6	232	$\frac{232 \times 60}{20 \cdot 15}$	60
7	513	$\frac{513 \times 60}{20 \cdot 15}$	130

* Figure slightly altered at late hour. Now 403.

In minutes re speeds and time past SP.

Why have you allowed only 10 mins halt? See track time in next chapter. From 6 which says down 20 min halt at 20 mins to 10 min halt and 4 hrs riding which is that halt will not normally be changed to 10 mins if track was as said above. Very neat.

13 Dec



Residencia
de Estudiantes

A



Residencia
de Estudiantes



Residencia
de Estudiantes



Residencia
de Estudiantes



Residencia
de Estudiantes



Residencia
de Estudiantes



Residencia
de Estudiantes



Residencia
de Estudiantes



Residencia
de Estudiantes

Veh table

A. Please see my comment No 2 to OO. At what speed will this unit move up the BOLAN PASS - It contains angle dozers which either move very slowly on their own or on ten ton tpts which cannot use class 9 hqs. and certainly will NOT be able to travel more than 16 H/2H. Clear orders are required on this matter.

B. 24 GP vchs are necessary to move three fd corps, provided the CRE cannot spare his food vchs from the fd pk Coy (7, 3 litters & 4, 15 litters). I would have liked a note to show that you had thought of this.

C. A GP Coy contains 152 vchs of which 120 are load carriers and the remainder spares, HQ vchs and B ech. I would NOT have moved the B ech up and down the QUETTA - SIBI rd with the div but would have parked them, preferably at QUETTA.

In any case 304 vchs do NOT return to SIBI on 11 Dec as you have ordered vchs with fd corp to remain with fd corp until the move is ended. OO para 12 and your totals in Serial 34.

D. Further the jungle fd or AA/ATK regts are self contained in lpt- and require an allotment - approx of 10 and 5 vchs respectively from food lpt- to make them mobile so you have another 15 to find.

E. Please see note C above

figures are	Gp <u>V I</u>	Load carriers	90
		HQ & spare	32
	Gp <u>V II</u>	Load carriers	135
		HQ & spare	32
		Total	289

Of these 9 are found by the type A Coy leaving plus 24 with fd corps = 304 which is correct.

F. Please see comment to OO para 17

Refers to 4 Jnd 00 No 16 of 7 Dec 43.

SECRET
Appx B.

VEH TABLE.

Table Showing Allocation of GP Tpt and Adv Parties.

GROUP I

Serial no.	UNIT.	Wk Wks.	GP Vchs.	Adv Party	TOTAL men load.	
1.	HQ 12 Jnd Div Bde incl Sq LAD FPO	37 ✓	3 ✓	4 ✓	36	excl carrier
2	Def Coy	7 ✓	7 ✓	1 ✓	13 ✓	
3	1 E YORKS	44 ✓	40 ✓	5 1/2 ✓	77 ✓	* for T.C.P.s. excl carriers.
4	2/8 PUNJAB.	44 ✓	40 ✓	5 1/2 ✓	77 ✓	
5.	3 DOGRA	44 ✓	40 ✓	5 1/2 ✓	77 ✓	
6	1 KINGS	44 ✓	40 ✓	5 1/2 ✓	77 ✓	
7	HQ and 6 Spare GP Coy	38 ✓		3 ✓	35 ✓	Type B?
	Gen Tp 36 L.A.A.B.	26 11 ✓	17	4 11 ✓	32	
		269	170 ✓	47	392 ✓	
8	HQ 4 Jnd Div incl FSS and FPO	36 ✓	6 ✓	4	38 ✓	
9	4 FFR less three coys	32 ✓	19 ✓	2 ✓	49 ✓	
10	11. 12 Jnd Div amb.	64 ✓	10 ✓	8 ✓	66 ✓	incl inspection sta.
11.	HQ 4 Jnd Div Det	6 ✓		1	5 ✓	
12	" Engrs	6 ✓		1 ✓	5 ✓	
13	" Rmtsc	3 ✓		1 ✓	2 ✓	
14	" IEME	6 ✓		1 ✓	5 ✓	
15.	" Provhl	29 ✓		10 ✓	19 ✓	
16	4 Jnd Div Sigs less bde & det	30 88 ✓		10 1/8 ✓	60. ✓ 78	* for traffic control.
A. 1	7 6 Jnd Div PK Coy	38 ✓		38 ✓	-	
B. 1	- 10 11 12 Jnd Div Coy	105 ✓	24 ✓	129 ✓		
17	4 Jnd Div Ays Sec	7 ✓		1 ✓	6 ✓	
	Carrier fwd.		59		255.	

Serial no	Unit	Veh no W/L	GP Velo	Adv Patz	TOTAL
18	51 52 53 2nd Hvy Wksp Coy	84 ✓		3 ✓	255 81 ✓
19	42nd Div Ord Supt PK	34		1	33 ✓
-	one Tp 37 LAA	11 ✓		11 ✓	
20	HQ 55th Spgr GP Coy 71st B.	37 ✓		3	34 ✓
		526	59 ✓	242	403 ✓
GROUP III	(15 Adv)				
21	51 52 GP Coy	388 ✓		6 ✓	382 ✓
22	51 52 Wksp Sec	16 ✓			16 ✓
23	49 50 51 2nd Hvy CIS	6 ✓			6 ✓
		410		6	404 ✓
GROUP PA					
24	Two GP Coy 7th B	304 ✓			304 ✓
GROUP IV					
25	4 2d Rgt	131 ✓		5	126 ✓
	4 2d Rgt Sig Sec	9 ✓			9 ✓
26	5 Jungle 2d Rgt	164 ✓		5 ✓	159 ✓
	5 Jungle 2d Rgt Sig Sec	9 ✓			9 ✓
27	27 2nd 2d Rgt	133 ✓		5	128 ✓
	27 2nd 2d Rgt Sig Sec	10			10 ✓
28	3AA/ATK Rgt less two AAA Btgs LAA Wksp	67 ✓		4/6	57 ✓ for second Control.
	ATK Rgt Sig Sec	1			1 ✓
		524		25	499 ✓

Serial no.	UNIT	WE Vels.	GP Vels	Adv Party	TOTAL			
GROUP IV	29 { 1 HORSE	170 ✓		5	165 ✓			
	1 HORSE LAD	16 ✓			16 ✓			
		186		5	181 ✓			
GROUP VI	30 HQ II Bde 1st Lt 5th LAD - FPO	37	3	4	36			
	32 3/2 PUNJAB	44 ✓	40 ✓	5 ✓	79			
	33 2 1/2 GR	44 ✓	40 ✓	5 ✓	79			
	31 Def Coy	7 ✓	7 ✓	1 ✓	13 ✓			
	- 36 LAA Lens one Tp	18 ✓	1	18 ✓				
	34 HQ 7th GP Coy B.	32		3	29 36			
		182	90	36 40	236 ✓			
GROUP VII	35 HQ 10 Ind Inf Bde incl Sig Sec LAD and FPO	37 ✓	3	4	36 ✓			
	37 1 SWB	44 ✓	40	5	79 ✓			
	38 1 RAS RIF	44 ✓	40	5	79 ✓			
	39 3/4 PUNJAB	44 ✓	40	5	79 ✓			
	36 Def Coy	7	7	1	13 ✓			
	40 50 GP Type A 50 Wksp. Sec unsg.	128 ✓ 8 ✓		3	133 ✓			
	41 HQ GP Coy Type B	32 ✓		3	29 ✓			
	42 52nd C.I.S.	2 ✓			2 ✓			
	43 10 Ind Bde Comd.	32 ✓	5 ✓	2	35 ✓			
	- 37 LAA Lens one Tp	18 ✓	1	18 ✓				
	44 572nd Rec Coy	30 ✓		2	28 ✓			
		426	135	48	573 ✓			

One veh from II
pool required
(E.)

9 Stomies to be
used for Tp company.

(F.)

Ed the

TC.

Refers to 42nd Div 00 No 16 of 7 Dec 43

APPX C

(a) Reg HQ

SECRET

Copy No

7 Dec 43

1. (i) est at SIBI
2. (ii) found by 3 AA/A TK Regt
- (iii) opens 0600 hrs 10 Dec

(b) Sector controls as below:-

Open at 0700 hrs 10 Dec

No	Found by	HQ at	Sector	TCPs	Remarks
1	1 E YORKS	SP (Mile 100, NE QUETTA-SIBI) ✓	SP - incl KUNDULANI 4632 ✓	No 1 at level crossing mile 4.3 7939. No 2 at PIR CHAUKI 5436.	TCP will stand posts - min 10 men for over NARI R (NOT shown on map). Will patrol to mile 80.
2	2/8 PUNJAB	KUNDULANI	KUNDULANI - incl BIBI NANI 3561	No 3 at KUNDULANI br 4633 (mile 28.4 from SIBI) No 4 at DRANTAN LEVY POST	Will patrol to DRANTAN LEVY POST 3950 Will patrol to BIBI NANI
3	3 DOGRA	BIBI NANI	BIBI NANI - incl BASUNA 2681	No 5 at AB-I-GUM LEVY POST 3075	Will patrol to BASUNA.
4	1 KINGS	BASUNA	BASUNA - incl DISP (Mile 23) 042882	No 6 at HIROK 2186 (mile 36 from QUETTA) No 7 at mile 30 1888 No 8 at KOLPUR (mile 26-0786 from QUETTA) No 9 at DASHT THANA. 0488 No 10 at Dis P (mile)	Will patrol to mile 30 Will patrol to KOLPUR Will be from DIV

Where do pro report - to 1 KINGS? ↓

- (c) Intercomm (i) between Reg HQ and Sector controls - by already laid
(ii) between Sector Control HQ and TCPs by shaded lanterns and O/R each
- (d) Units finding Sector controls will draw 30 Shaded Camp Card at 1900 hrs 9 Dec. ~~There~~ and return on com

Traffic Control

1. See my note to DO para 21. I think both cable and wireless are required between reg HQ and sector control. You hope that if all goes well reg HQ will have little or nothing to do but if the columns are attacked from the air, not only is the rd likely to be blocked but the medical civil line is apt to disappear if a big bomb bursts nearby. To facilitate control of the move I would have sited reg HQ either at HACH or AB-1-GUM in some central place.
2. The bty of LAA of this regt are the only units to be tactically employed during the move. Why make them regt late this m?
3. I agree sector control is essential - I would have had more than you. One at mile 32 from SIBI between KUNDALANI and BIBI NANI. Item BIBI NANI - AB-1-GUM, AB-1-GUM - HIROK HIROK - Dis P. With a complete sector control org at the dis P. My experience has been that if a move goes wrong at all it is much more likely to go wrong at the dis P when the relax a bit, people are slightly tired and everyone wants to get to their area as soon as possible. Unless you have careful org then, chaos is likely to result.
4. In a div DO I would NOT detail bus to provide sector controls. It is NOT your job and it may NOT suit the brig. In any case whether it suits the brig or not he is likely to protest as a matter of principle. Any way div DOs do not go to bus.
Order bdes to find so many sector controls what ever composition you require. In the

sector controls are probably necessary - so standard div
we should do. Issue orders for sector control rounds and
signs to report to the unit-funding Reg Hqs. at a certain time
and place.

From your orders I'm not clear what is to happen
when the move is concluded. Also for a force of this
size you should allot some red things - a block meeting
on 9 Dec would do

From reading the recent report I had no idea
that so many TCPs are required. You are perfectly
correct to arrange for TCPs if the red justifies their use

4/ This is inform and should hardly appear in an appx.

5/ Where will units get blue and white flags from in the
middle of China? A fd Amb has only four HCs.

6/ I would have put all about TC in the new area in
appx J.

4

- (e) 1 Ind Corps are arranging minimum civil traffic on rd QUETTA-SIBI
 (f) during move of 4 Ind Div from SIBI
clean the rd sign

5

Emergency parties such as mot ambs and rd cleanand parties will be preceded by a or flying a blue and white checked flag. On seeing this flag all vehs will immediately pull into the side of rd. to facilitate quick passage.

(g) TC after completion of move

- (i) Units are responsible for TC within own areas
 (ii) ~~Units~~ Units will display unit signs as per Div Standing Orders para 36(2)

6

(iii) Div Pro will:

(1a) police WPs

(1b) 1st TCPs at

mile 3

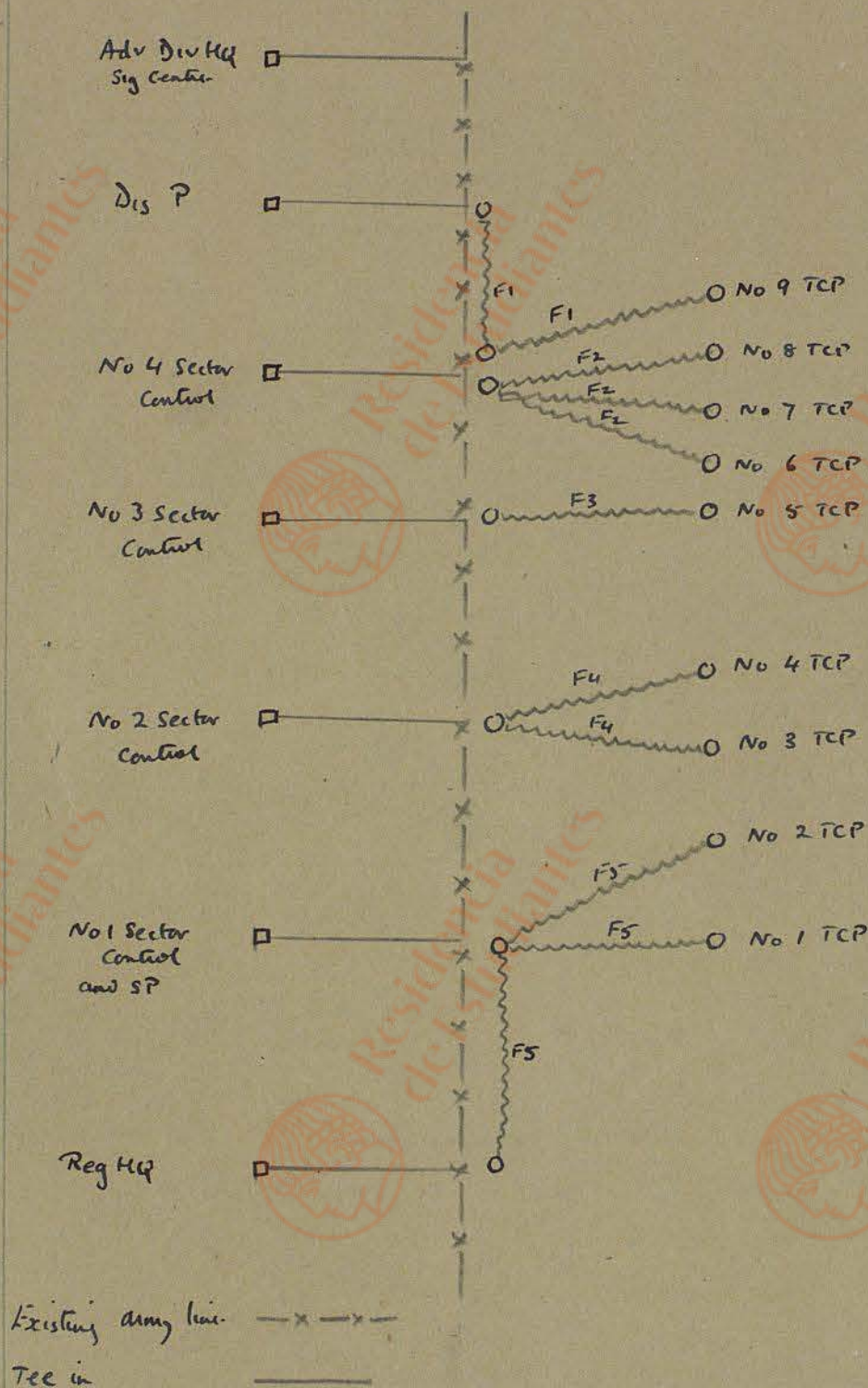
mile 16

mile 23

rd QUETTA-KOLPUR

(1c) patrol rd QUETTA-KOLPUR between miles 3 and 23.

S. G. Sparrow
 Maj
 DAAG



No of sets in various nets

f1	3 sets
f2	4 sets
f3	2 sets
f4	3 sets
f5	4 sets

Total 16 sets.

Time of signature 1200 hr

Method of issue SDR

Distribution as for OO No 16

Supp

for Lt Col

A. Why not open AP in the 2nd line lpt area - insist
on getting a large area to enable you to do this
your holding of LAA ann is colossal it represents
600 RPG or an equivalent of 20 days expenditure
under fairly intense air attack. The FFC
rates for LAA are about 20-25 RPG per day.

Layout and Adm org New Area.

{Refers to 4 Ld Div 00 No 16 dated 7 Dec 43}

1. Layout. See trace att. appa? It should have a ref.

Orders re disposal of vch? & Corps said 200 yds between pairs of vch

2. Adm Policy.

(a) D maint on arrival in QUETTA from?

(b) 2nd Line tpt will draw from QUETTA ✓

(c) AP in area SPEZAND 1495 for LAA and AALMG area.

3. Sups.

(a) SRP FSD. QUETTA

(b) Sup Ps as follows for the following units and fms:

(i) 10 Ind Inf Bde

36 LAA Bty

10 Ind Fd Coy

ADS 12 Ind Fd Amb

Area mile 22 029895.

Open daily 1230 - 1330 hrs.

(ii) HQ 10 Ind Div

11 Ind Inf Bde

Div Artillery Gen 36 LAA Bty

Div IEME

10, 11 Ind Fd Amb

ADS 12 Ind Fd Amb.

4 Ind Fd Hvy Sec

4 Ind Div Ord Sub-ph.

Area mile 14 2200

Open daily 1200 - 1400 hrs

(iii) 12 Ind Inf Bde

1 HORSE

Div Engs Gen 10 Ind Fd Coy

Div RIASC

12 Ind Fd Amb Gen two ADS.

Will draw direct

from RIASC BGP

900868 daily between

1100 - 1230 hrs. ✓

4. Area.

(a) ARP FAD. QUETTA

(b) AP area mile 15 140975 will open 1200 hrs 13 Dec.

Holding : 14,400 in 40 mm LAA

100,000 in SAA CTN for AA

(c) Units will draw practice amm and replace

live holding from amm dump RIASC line

issues from dump between 0900 - 1500 hrs

5. POL.

- (a) PRP POL Dept. FSD QUETTA .
 (b) PP area mile 15 Tuesday, and Fridays 1000 - 1600 hrs
 Holding 4000 gals. ✓
 (c) PP open daily RIASC 2nd line dump area 905052.
 Issues between 0900 - 1500 hrs. ✓

6. Water.

- (a) WPs as follows for the following units and hours between the hrs given.

(i) Pumping Sta 6 r 0587

10 Ind Inf Bde
 36 LAA Bty
 10 Ind Fd Coy.
 ADS 12 Ind Fd Bde
 0800 - 1600 hrs

(ii) SPEZAND rly Sta : 9495

HQ 4 Ind Div
 11 Ind. Inf Bde
 Div Arty less 36 LAA Bty
 Div IEME
 10, 11 Ind Fd Bde
 ADS 12 Ind Fd Bde
 4 Ind Fd Hqs Bde
 4 Ind Div Ord Subph.
 0800 - 1200 hrs. 1600 - 1800 hrs
 0800 - 1200 hrs. 1600 - 1800 hrs
 1200 - 1600 hrs. 1800 - 1900 hrs
 1200 - 1600 hrs. 1600 - 1900 hrs
 Note: ADS may draw throughout the day. ✓

(iii) Mile 7½ 918098

12 Ind Inf Bde
 1 HORSE
 Div Engrs less 10 Ind Fd Coy.
 Div RIASC
 12 Ind Fd Bde less two ADS
 0800 - 1200 hrs. 1600 - 1800 hrs
 1200 - 1600 hrs. 1800 - 1900 hrs
 Note: ADS may draw throughout the day. ✓

- (iv) WP at RAF sta area ATA MUHAMMAD
 9283. (Note: It is hoped that permission will be given for 11 Ind Inf Bde to make use of this WP. Intimation letter is verified through for WP SPEZAND if RAF agree.)

Scale - 5 gals per man per day incl water for MT.
 Washing of men or vehicles NOT permissible at or near WPs

Fatigue parties for manning or Pro for traffic control at WP are MOST essential.

If you can't use it, don't waste it. Omit. If you get permission, it's a waste of time.

7. Rep and Rec.

- (a) 50 lbs Mot whsp bag open for rep Div duty vehs
0900 hrs 12 Dec. Location area SARLIT, MD 000955.
- ✓ (b) 51.52 lbs Mot whsp bag open 0900 hrs 12 Dec for
rep vehs all other div units. Location area 9795.
- (c) Evacuation for 3rd and 4th Cch rep to 1st Div Th
Whsp. QUETTA.
- (d) 51 lbs Rec bag Location area 9795.

8. Med

- (a) 12 lbs Fd bag will est ADS as follows:

Avoid parenthesis in OOs.
If it is an order state it as
me and say For use of

One ADS 10 lbs 1st Bde area. See trace att.
One ADS 11 lbs 1st Bde area. See trace att.
For use of 11 lbs 1st Bde area Div Th between mile 18 - mile 19)
There will then 0900 hrs 12 Dec.

- (b) 12 lbs Fd bag will open MDS area SARLAB

LEVY POST 9107 0900 hrs 12 Dec will

(12 lbs 1st Bde and remainder Div Th evacuate casualties direct to MDS)

- (c) Evacuation from MDS to CCS QUETTA.

- (d) 10 lbs 1st Bde area will remain closed with a view to intensifying.
- (e) 4 lbs Div Fd bag will provide deto in Bde areas as ordered by ADMS.

9. Engr Wks.

- (a) For schedule of tr const under Engr supervision see trace
att. Priority wks as shown in here 14 00 No 16 of 7 Dec

- (b) Units and firms will mark trs to their locations and

area by whitewashed stones to assist work at night.

- (c) Improvement additional trs under unit arrangements.

10. Rly Crossings.

- (a) Train timings will be published in DROs.

- (b) Units will be responsible for the posting of RPs
at level crossings in their areas.
New crossings will be prominently signposted.

11. Sal.

Sal will be returned in normal way by 2nd line dep
veh. All ties will be thrust out before
return to 2nd line. RIASC will refuse Sal not
handed to them in clean condition correctly sorted
and packed.

12. Postal.

FPOs will collect mail from Cook P.

Of NO interest to
any one except
ADMS & AD.
So omit.

Good

What is this word
ties?
to.

13

TC.

(a) For Dir Pro TC layout see Appx ??

(b) Units and firms will be responsible for the TC, org of circuits and signing and bookkeeping of units in their own areas. Div should help at entrances and exits to div area.

Water

I find you have neglected both these in your orders for TC for this house. I think orders for TC in the new area would be better here.

14

Ctn.

(c) CBID QUETTA Open daily (except Sunday) 0900-1700 hrs. ✓

(d) Firms and units will make etc purchases on the following days.

12 Ltd Ltd Bde { Mondays
Div Tho. { Wednesdays
{ Fridays

10 Ltd Ltd Bde { Tuesdays
11 Ltd Ltd Bde { Thursdays
 Saturdays. ✓

15

Amenities.

Firms and units will arrange recreational trip to QUETTA on the basis of one trip per week for week.

16

Signal layout.

See Appx K.

Time of signature. 1130 hrs.

Initials of sign. By SDR

Distribution as per DO No 16. ✓

Chatter

Lt. Col

Asst. Comd

4 Ltd Div.

Very comprehensive and clear, but you have forgotten disposal of veto
A very good order.

DISTRIBUTION OF INDICES.

Brig TALBOT

TRACE TO LAYOUT AND ADM ORG NEW AREA APPX 'J'

SECRET

Copy NO

You are closing this with the CO. It must always be given a copy NO, be signed & have a distribution list

12 IND FD AMB Less Two Coys

50 IND GP Coy (TYPE A)

52 IND GP Coy (15 CW)

51 IND GP Coy (15 CW)

Each of these units has 194 vch. The div could reduce 200 yds between pairs of vch. I.E. 50 vch to one square you have allotted approx one square to 51 IND GP Coy. Approx one quarter of the area required

12 IND INF BDE

10 IND FD AMB

11 IND FD AMB

ADJ (ONE COY 12 IND FD AMB)

Div HQ

37 LAA Bty

11 IND INF BDE

LEGEND

Railway

Roads

TRAINS IN EXISTENCE REQUIRING NO IMPROVEMENT

" " IMMEDIATE IMPROVEMENT

NEW TRACKS TO BE CONSTRUCTED

WATER P

As far as I know this is 'flat' the other side of the rd is 'land'.

All this area is good firm ground

approx 2500 men 500 vch

1 HORSE

11 IND FD Coy

12 IND FD Coy

6 IND FD PK Coy

approx 800 men 120 vch

You have done the spms from C & also 10 IND INF Bde area.

Div ARTY Less 36 LAA Bty

50 IND MOB WKP Coy

4 IND DIV OFP

Div HQ. 51 IND MOB WKP Coy 37 LAA Bty 52 IND MOB WKP Coy 51 IND REC Coy

10 IND INF BDE

36 LAA Bty

10 IND FD Coy

ADJ (ONE COY 12 IND FD AMB)

AIR FIELD

UNDER

CONSTRUCTION

I do NOT know this area.

WATER P

Your grid line seems abit out here

The ground you have chosen is good but beware that you give units sufficient space to disperse from vch at the distances you have laid down

Signature

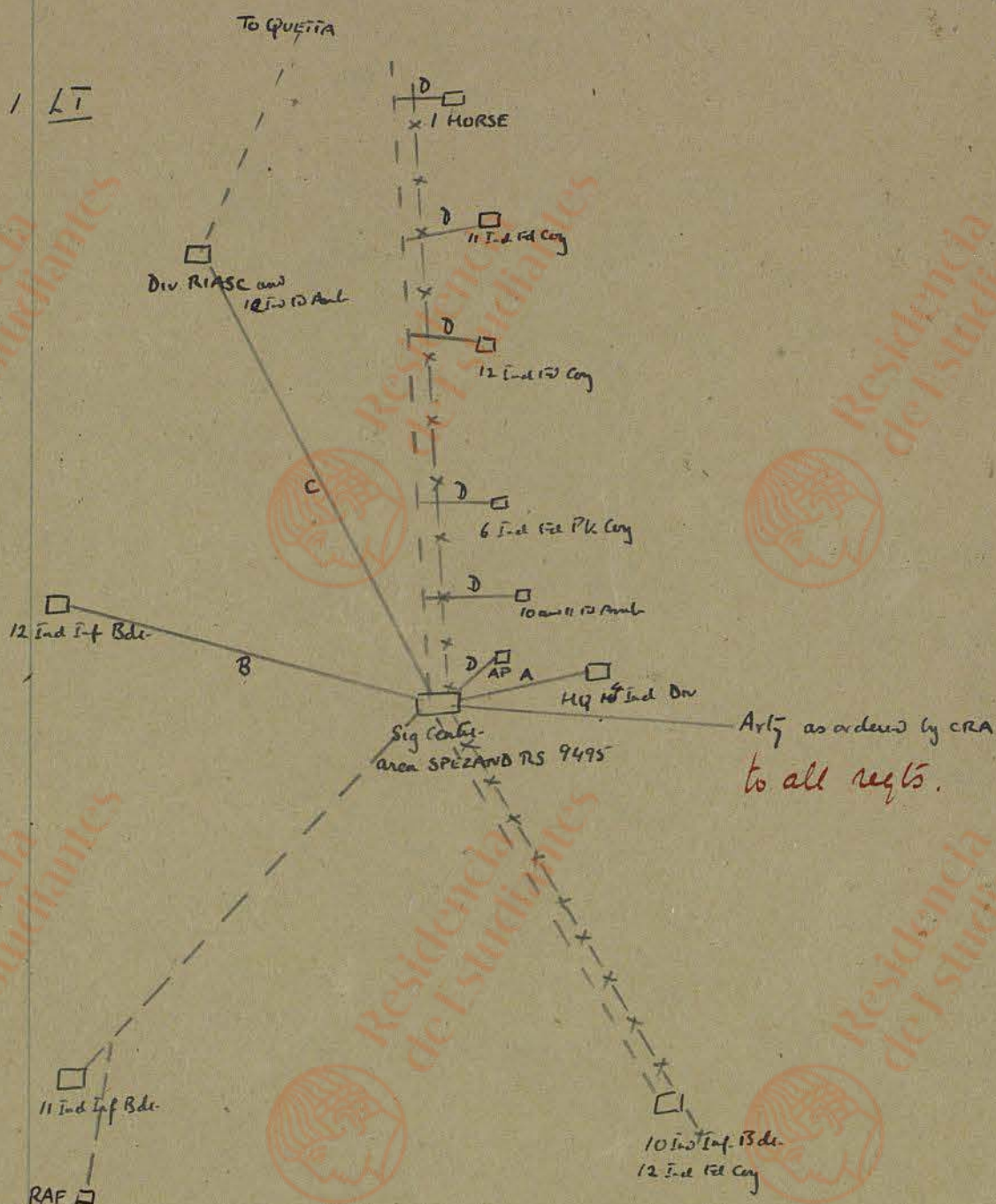
Diagram
Sigs ~~bag~~ ^{bag} ~~bag~~ ^{bag} New Area
Refers to 4 Ind Div 00 No 1

Appx 1/2 to 06 Nov 46

SECRET

Copy No

7 Dec 1943



- 2 (a) Existing civil or RAF line — — — — —
 (b) Existing army lines — x — x — —
 (c) New line — — — — —

3 Line will be tied into both (a) and (b) above but (b) will NOT be used except in the event of failure of civil lines, as it is required for other purposes.

4 Wireless

Normal allotment and emp as in previous area.

5 Priority of line laying

A B C D as in diagram. Should be laid by the time from arrival.

Time of signature 1200 hrs

Method of issue 502

Distribution as for 00 No 16

Good

Poppi
for 1st Col 12 Sigs