

EAST AFR. PROT.
2100 ¹⁵/₁₆

8.0.
2100 206
REC
RECEIVED 13 JAN

for Belfield 825
1915
3 Dec
Last previous Paper

Railway.
Enemy attempts to wreck line.

Seato reports.

in ~~Balkan~~ ^{the Balkans} Pr. G. Dillies

It doesn't add very much to what we know already. None have been even more frequent attempts recently in some parts during the last month.

Copy to W.O.?

W.O. ^{14.1.16} 17/16

17/16 17.1

18.1.16

As. 12 '16

AM 19.1

Copy to 21 Jan 16

S-R

Next subsequent Paper.

for 44101 ¹⁵/₁₆

EAST AFRICA PROTECTORATE
No 825.

2100
3 207
GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA.

December 3rd, 1915.

SIR,

I have the honour to transmit herewith,
for your information, copies of two letters
received from the General Manager, Uganda
Railway, and the Director of Railways, Indian
Expeditionary Force "I", which give some idea
of the difficulties with which the Railway
Authorities have had to contend during the past
seven months in respect of attempts by the
enemy to wreck the line.

I have the honour to be,

Sir,

Your humble, obedient servant,

Albion Bejod

GOVERNOR.

THE RIGHT HONOURABLE

ANDREW BONAR LAW, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S. W.



ENCLOSURE

H. L. 11-256 47 114

Uganda Railway

General Manager's Office.

Uganda April 20th 1915.

C. A. 8/119/15

B. A.

Sir,

Re Attempt to wreck train at Mile 192/17 -
27th April 1915.

I have the honour to inform you that an attempt was made to wreck a live stock Special Train at Mile 192/17 at 1:40 pm on the 27th instant.

A live fused bomb was placed on the small culvert at Mile 192/17, but fortunately did not explode until after the train had passed over it. The damage done was very slight, and traffic was practically uninterrupted.

The enemy opened a rapid fire on the train, killing two natives and wounding five natives and two mules. The fire was directed at a height of two or three feet above the floors of the carriages and wagons. One bullet went through the cab of the locomotive but fortunately did not hit anyone.

It would almost appear that it was an attempt to blow up a certain known train, and not an indiscriminate attempt at damaging the line or rolling stock.

The driver, on being fired on, put on full steam, and got the train out of the danger zone.

I have the honour to be,
Sir,
Your obedient servant,

Sgd. B. EASTWOOD.

General Manager.

THE HON'BLE

THE CHIEF SECRETARY

to the Government.

NAIROBI.

IN-CLOSURE No. 825 Dec 2nd 1915



Uganda Railway

GRAMING ADDRESS
NAGER, N. R. E.
P. O. BOX NO. 27.

PER HERETO IN
YOUR REPLY.

General Manager's Office

Nairobi 35th Nov. 1915. 191

E. E. A.

cc. Schubert

The Honourable
The Chief Secretary
to the Government,
N A I R O B I.

Sir,

Attempts made by the enemy to
wreck trains.

Further to my letter No. 2 6, 119/313, dated the 28th April last, I have the honour to give below particulars of the various attempts made on the Railway by the enemy:-

1. At 1.30 a.m. on the 3rd June an up special goods train ran over an enemy mine placed under the rail at Mile 237/17. The engine no. 114 (Mallet type) although damaged did not leave the track, but a portion of the line having been blown away by the explosion resulted in the complete derailment of the 8th vehicle, covered bogie wagon No. 2306, on the train. None of the train staff were injured.

The following is the approximate cost of the damage done:-

Engine	Rs. 1000.00
Rolling stock	Rs. 28.00
Permanent way	Rs. 52.51
Total:-	Rs. 1148.51

2. No. 17 up goods train ran over a Mine at Mile 78/18, at 9.45 a.m. on the 23rd July. In this case again

the main part of the engine, No. 157, escaped, but the rear portion of the tender received the full force of the explosion, which blew a portion of a rail, about 2 feet in length, completely away, displacing the tank of the tender from its position on the frame, and derailing the trailing wheels. None of the train staff were injured.

The damage done was not heavy. The following is the approximate cost:-

Engine	Rs. 950.00
Permanent Way	Rs. <u>88.00</u>
Total:-	<u>Rs. 1038.00</u>

3. On the 38th July the line at Mile 48/2 was found to have been blown up. This occurred, as nearly as could be ascertained, at about 10 p.m. Ten mines had been placed under the rails and four of these exploded, the remaining six having missed fire. The up mail from Mombasa was detained at Sambaru. A good portion of the Permanent way was destroyed.

The following is the approximate cost of the damage done:-

Permanent way	Rs. 597.10
---------------------	------------

4. At 7.15 a.m. on July 31st a bridge at Mile 57, and the line at Mile 58/10 and 57/3 were blown up by the enemy. The closing of the section for 23 hours caused serious delay to through traffic.

The damage done was extensive; approximate cost ^{Rs.} 888.63.

5. At about 3.30 a.m. on the 23rd August No. 14 down goods train ran over two mines at Mile 115/15. The explosion damaged the engine No. 115 (Mallet type), but did not derail it. The train was consequently able to run through to Ndai and report the occurrence.

The line was repaired by the staff by 9.50 a.m. without much delay to traffic. None of the train staff were injured.

The approximate cost of damage done was:-

Engine, No. 115 M	Rs. 800.00
Permanent way	Rs. 71.18
	<u>Rs. 871.18</u>

6. No. 11 up goods ran over a mine at Mile 887/8, at 12 noon on the 29th August. The engine, No. 105 (Mallet type) received the full force of the explosion and was thrown off the track on its side. A great portion of the Permanent way having been blown away by the charge led to the derailment of the water tank truck and three covered bogie trucks, all of which were badly damaged and thrown across the road.

Fireman Bhagvana received slight injuries from the explosion and was removed to the Military Hospital at Kiu for treatment.

The following is the approximate cost of the damage done:-

Engine	Rs. 3,500.00
Rolling Stock	Rs. 2,800.00
Permanent Way	Rs. 770.70
Total:-	<u>Rs. 6,870.70</u>

7. At 7.15 a.m. on the 2nd September No. 1 up mail train ran over and exploded a mine at Mile 161. The engine, No. 50B, was thrown off the track and on to its side. The tender, together with the two leading bogie carriages, were also derailed and upset.

Fortunately none of the passengers or the train staff were injured and all were able to proceed on their journey.

The engine has been seriously damaged and the Chief

Mechanical Engineer doubts if it is worth repairing.

The following is the approximate cost of the damage done:-

Engine	Rs. 15,000.00
Rolling Stock	Rs. 210.00
Permanent Way	Rs. <u>99.25</u>
Total:-	Rs. 15,309.25

8. On the 20th September, at about 2 a.m., No. 35 up (armoured train) ran over a mine at Mile 133/4 which resulted in the derailment of the engine, No. 35B, and two bogie trucks.

The section was closed for 36 hours, which seriously delayed through traffic. None of the train staff were injured.

The following is the approximate cost of the damage done:-

Engine	Rs. 950.00
Rolling Stock	Rs. 125.00
Permanent Way	Rs. <u>359.25</u>
Total:-	Rs. 1434.25

9. At 8.30 a.m. on the 23rd September the up mail train ran over a mine at Mile 136/5. In this case the mine sweeper truck, open bogie No. 3095, which had been loaded with sand and placed in front of the engine, received the full force of the explosion and saved the engine. None of the staff or the passengers were injured.

The following is the approximate cost of the damage done:-

Engine	Rs. 950.00
Rolling Stock	Rs. 850.00
Permanent Way	Rs. <u>208.75</u>
Total:-	Rs. 2008.75

10. No. 18 down goods train ran over a mine at Mile 69/3, at 6 a.m. on the 24th September. The engine and an open bogie mine sweeping truck placed immediately in front of it were derailed. The former will require considerable repairs, as the boiler and bar frames have sustained damage in addition to several parts blown away and destroyed.

The approximate cost of the damage done is as follows:-

Engine	Rs. 18,000.00
Per ^{ma} nent way	Rs. <u>418.82</u>
Total:-	Rs. 18,418.82

11. At about 3.30 hours on the 26th September the line at Mile 137/12 was blown up by the enemy. The resultant damage was not extensive and the approximate cost of repairs in this case is:-

Permanent way	Rs. 73.63.
---------------------	------------

12. At 4.0 a.m. on the 7th ~~inst~~^{Oct} No. 8 down mail train ran over a mine at Mile 249/12. The explosion struck the engine in the centre of the frame and threw it on the side of the line, and at the same time derailed two bogie carriages which were immediately behind it. Fortunately none of the passengers nor the train staff were injured.

The engine has been seriously damaged. The following is the approximate cost of the damage done:-

Engine	Rs. 1,800.00
Rolling Stock	Rs. 900.00
Permanent Way	Rs. <u>871.37</u>
Total:-	Rs. 3,571.37

13. A mine was exploded at Mile 63/3 on the 18th October at about 7.5 p.m. under the up mixed special from Kilindini to Voi. The explosion derailed the leading sand truck (H.O.B.No.3006) whilst the engine and tender passed safely over the breach without damage, although

six following vehicles were derailed. This mislay blocked the line for some 16 hours.

The approximate cost of repairs is as follows:-

Rolling stock	Rs. 800.00
Permanent way	Rs. <u>345.86</u>
Total:-	Rs. <u>845.86</u>

14. At about 6.30 a.m. on the 19th October the line at Mile 73/11 between Mackinnon Road and Maungu was blown up. In this case a patrol of the 33rd Infantry evidently discovered the mine and in attempting to remove it caused it to explode with fatal results to two Sepoys.

The resultant damage was slight, the repairs costing:-

Permanent way	Rs. 44.70
---------------------	-----------

15. Further explosions occurred as follows:-

- (a) On the 23th October at Mile 84/4 at 3.10 a.m. damaging and derailing an up goods train.
- (b) On the 28th October at Mile 114/11 at 9.30 p.m. damaging and derailing a down goods train.
- (c) On the 19th November at Mile 76/12 at 1.30 a.m. damaging and derailing an up goods train.

These cases are being investigated and I will forward full details concerning them as soon as possible.

I have the honour to be,

Sir,

Your obedient servant,

Sd/ B. EASTWOOD.
for Director of Railways,
I.E.F. "B"