More: Report on the Railway Division (Mafeking)

Report

Sir,

I have the honour to report that War was declared by the Boers at 6 p.m. on October 11th 1899, and on the following day Mafeking was completely cut off from the North and South.

Early in September, I had reason to believe that several of my Gangers were disloyal, and on September 15th I sent a reliable nan to make enquiries as to the probable action of the Boers and of the Gangers - this man walked along the line between Mafeking & Vryburg, and visited several farms, giving out that he was in the Transvaal Secret Service. He reported that certain Gangers would join the Boers, but others would fight against us only if forced, and that the Boers would come in at Kraaipan, destroy the Railway, and march on Mafeking, which they considered easy to take, then collect all their men and march south towards Kimberley.

Acting on this information, I had all spare permanent way material picked up between Palpaye and Mafeking, and between Vryburg and Mafeking, and brought in here to be attacked. I also ordered 2 Bogie loads Bridge Baulks, 3 Bales Grain Bags, and 20,000 lbs of Boer meal for feeding the Natives. Two disloyal Gangers were transferred to north of Mochudi.

Paving this stock of material at Mafeking, proved Invaluable to the Defences, for I was able, at the request of the Colonel Commanding, to construct a Defence Siding 1 ½ Miles long, on the north front, thus enabling the Armoured Train to repel an attack from this side.

Afterwards it was found necessary to construct numerous shell proof trenches for the Garrison and Women and Children, and without the above named Material, it would have been impossible to put even a small proportion of the inhabitants under cover from shell fire, and to have thus reduced the loss of life, to what must be a record, for the extremely heavy bombardment we were subjected to. To show the enormous quantity of Railway Material used for Shell proof trenches, I may mention that the weight of rails etc. amounted to upwards of 200 tons.

I was able to construct shell proof places for all the families living in the Railway Camp, and instead of living in a crowded laager, they were able to enjoy the comforts of their homes.

ARMOURED BOGIE TRUCKS.

At the request of the Colonel Commanding, three Bogies were armoured by me with steel rails, 45 lbs section. The sides were made 5 feet high, and fitted with rifle and gun port holes, and proved most effective and bullet proof.

Each Bogie had a man-hole exit in the floor to enable men to get out without being exposed to fire, and they were fitted with a lookout tower - 12 ft above the floor, with a seat for the lookout man. On the top of this was a revolving Acetylene 150 Candle Power lamp. Speaking tubes connected the Bogies, and Electric bells were used for communicating with the Driver. Medicine Chests, water casks and ambulance stretchers completed the equipment. The whole arrangement and construction was carried out by the Staff of the Engineer's Department, Mafeking.

In the eight hours engagement on Saturday 14th October, there were 28 Railway men and 16 B.S.A.P. in the Bogies, and no one was seriously injured.

FOOD FOR NATIVES.

The supply of Meal which I had stocked enabled me to supply all the Natives in the Engineer's and Locomotive Departments for three months.

COMMAND.

In General Orders, dated October 7th, I was appointed Lieutenant Commandant of the Railway Division, with Mr V.R. Walmisley as Sub Commander in charge of B. Company. In General Orders dated November 30th, I was appointed Captain, with Mr W.H. Walmisley and Mr James Buchan as Hon. Lieutenants, and Mr E.J. Layton Hon. Sergeant Major.

STRENGTH.

The total strength of this Division was:
A. Company. 64 White men and 3 Armed natives.
B. Company. 59 White men and 6 Armed Natives.
Total. 123 9

The total number of armed men being 115.

DEFENCE OF RAILWAY PROPERTY.

The estimated value of Railway Buildings at Mafeking is £45,000, and there are 18 Locomotives, and a large number of trucks of all sorts, besides Machinery and Merchandise, bringing the value to upwards of £120,000.

In view of the gravity of the situation, I thought it my duty to prepare for emergencies by placing the Railway property in a proper state of defence, consequently fortifications were constructed, consisting of four sand Bag Redoubts, and a galvanized iron fence was also erected at the North and of the Railway Camp. A Fort was also built between the Hospital and Engineer's Yard, and occupied by our men.

POSTS OCCUPIED BY RAILWAY DIVISION.

The men of this Division occupied the following posts;-

1. Recreation Ground Redoubt. East Front.
2. Convent Trench with Maxim. East and North Front.
3. Fort Victoria. North Defence.
4. Engineer Lane. " "
5. Centre Redan. North Defence.
6. Avenue Redan. " "
7. West Redan. " "
8. Armoured Train. In reserve position.
9. Station Guard.

EXPERIENCE OF RAILWAY MEN

5 Men of this Division have served in the Navy.
7 Men of this Division have served in the Army.
5 Men of this Division have served in the C.P. and B.S.A.P.
4 Men of this Division have served in various S.A. Wars.
14 Men of this Division have been in a Volunteer Corps.

The Men who had been in the Navy and Army, proved of the greatest assistance in the organisation of the Railway Division for Defence purposes.

SPECIAL SERVICES RENDERED BY MEN OF RAILWAY DIVISION.

Ordnance Workshops.

Coughlan, Russell, Nettle, Forbes, King, Banks, S.H. Gates, Adams, Campbell and Lees of the Locomotive Department, were detached for the purpose of starting an Ordnance Foundry.

Mr Pickford, Works manager, was asked to cast some round shot for the Smooth bore 14 Pdr, but said it could not be done. As this shot was urgently required, I instructed Coughlan and Russell to go carefully into the matter, and they reported it practicable.

Coughlan made a fan for the furnace, and Russell improvise a smelting furnace out of a circular galvanized tank lined with fire bricks. The result was most satisfactory, and they were able to turn out in a short time, 7 Pdr Common Shell and Round Shot.

A 5 inch Howitzer was also made, capable of throwing a 15 lb shell, 4,000 Yards.

Had it not been for the ability and ingenuity of these two men, all the 7 Pdr Guns mould have run out of Ammunition.

When the Ordnance Shops were in Working Order, the Military Authorities took them over.

Convalescent Home.

Mr Lee of the Traffic Department assisted by his Wife took charge of the cooking arrangements.

Water Supply

All water for the Garrison had to be drawn from the River and from Wells. The Railway Steam Pump was used for keeping the overhead tank filled for the purpose of watering; horses, and pumps were fitted in all the Wells. This work was rendered necessary owing to the Waterworks being in possession of the enemy, and the supply cut off by them. Plumber Smith's services (Engineer's Department) were utilized in the fixing and working of all Pumps. He exhibited great skill and ingenuity, and worked unceasingly to maintain the supply.

Brigade Signaller.

Foreman P. Moffat (Traffic Department) late Sergeant 3rd Dragoon Guards, was appointed Brigade Signalling Sergeant Instructor on the Headquarter Staff, and was afterwards promoted to Sergeant Major. He was twice mentioned in General Orders.

Molopo Dressing Stations

Mr J. Young B.A. late of the Resident Engineer's Office, Bulawayo, and a medical Student, rendered valuable assistance while in charge of all Native Medical Cases at the Molopo Bridge Medical Station, frequently having to ride out to attend wounded Natives under Shell and Rifle fire, performing his duties on all occasions most conscientiously.

Cyclist and Staff Clerk.

Mr N.B. Hewitt, 2nd Clerk, District Engineer's Office, rendered useful services as a Cyclist to the Headquarter Staff. He was afterwards appointed Clerk in the Office of the Chief Staff Officer.

GUNS WORKED BY THE RAILWAY DIVISION.

Hotchkiss Gun.
Godson of the Locomotive and Cowan of the Traffic Department were attached to the Reserve Artillery to work this Gun and were mentioned in General Orders.

Nordenfelt Gun.
Lowe and Mulholland of the Locomotive Department distinguished themselves whilst in charge of this gun, and were twice mentioned in General Orders for gallantry.

Maxim Gun.
Sergeant Lowe had charge of this Gun at the beginning, and Corporal Ward towards the end of the Siege.

COMMISSARIAT.

Rations were provided by the Imperial Authorities and ordered in bulk daily for 132 men, 40 women and 96 children.

Mr G. Simonds of the Engineer's Department, performed the duties of Quarter Master Sergeant in a most able anti conscientious manner; the arduous nature of his work may be gathered from the fact that he had to weigh and divide the rations into 60 different Messes.
The Men's rations were:-

At the beginning.
1 ½ lb Bread

1 ½ lb Meat
½ oz. Salt
1 oz. Vegetables
2 oz. Sugar
1/3 oz. Coffee
½ oz. Rice

At the end.
5 oz. Oat cake
¾ lb Horse sausage and beef on alternate days.
½ oz. Comp. Vegetables
½ oz. Coffee
¼ oz. Tea

Women received half and children a quarter of this ration amount. To give satisfaction to 132 Railway men is at present an unaccomplished feat, and it is highly creditable and deserving of the greatest praise that Mr Simmonds carried out the duty from first to last unflinchingly.

It was the net arduous, thankless and unremunerative task of any in the Railway Division.

COOKS.

Each post had a Cook allotted to it, these being generally men who could not use a rifle. Even in this humble, yet necessary duty, it was pleasing, to see how cheerfully and uncomplainingly the Cooks stuck to their duties, and in spite of shot and shell ,they never forgot their comrades in arms, and made the best of the weather and appliances at their disposal.

Ranges made by cross rails were provided.

A. Company had their meals cooked in the Engineer's Yard, and B. Company in the Locomotive Superintendent's Yard.

CONDUCT.

I must begin by explaining that there were present

45 Men of the Engineer's Department.
20 Men of the Traffic Department.
52 Men of the Locomotive Department.

The Men represented every grade of each. Department, and the greatest difficulty lay in putting suitable Sergeants over them, who would be respected and obeyed.

It could not be expected that such a mixed body of men would pull together, but it is highly creditable how well they bore the discomforts of the trenches in rainy weather, the constant alarms which at first prevailed, and the many duties, often irksome to men unused to Military Discipline, they had to perform.

The men never knew what it was to sleep in a bed from start to finish, their clothes were often wet through, and the trenches were flooded out, and yet they stuck to their posts and were never found to fail in their duty.

The rations provided were enough to keep men alive, but it was an extra hardship to Railway men, who are accustomed to eat heartily, and whose appetites are proverbial.

The numerous duties and the many posts to which men of this Division were ordered, made everything more difficult. Frequently an order would come late at night for a detachment to occupy a post away from the Railway Forts, and I know of no occasion when such orders were not carried out at once; although settled down for the night, it was always possible to get the men out to do their duty as Sons of the Empire.

When it is remembered that the average Artizan is distinctly a man of peace, and only shines in his own particular groove, it is highly creditable that such unanimity existed when we were brought face to face with a grave crisis.

I am sorry to say however, that a few men were constantly agitating and causing trouble. Their names will be brought to your notice in an appendix with is attached to this report.

DUTIES.

The Men of this Division have had to occupy 8 Posts, and a guard of three men was mounted at each of these, every evening at 6 p.m., and withdrawn at 6 a.m. A Sergeant was in charge of each three Ports for night duty.

The Sentries were regularly visited by the Officer for the day, and only one man W75was reported during the whole time for sleeping at his post. On many occasions the weather has been wretched, it having been a very wet season, the rain filling the trenches and drenching the men to the skin, but all this was cheerfully borne by them.

In addition to the night guard, a man was on the look-out from 6 a.m. to 6 p.m.

All men stood to arms each morning at 5.30 a.m., and the roll was also called at 9 p.m.

Occasionally the men were ordered to occupy, temporarily, positions usually held by the Protectorate Regiment and Bechuanaland Rifles.

On December 26th, 16 men of this Division were called upon to occupy the Convent Trench, and to take charge of the Maxim from the Cape Police, who had hitherto occupied this important Post. We were often detailed to occupy the Kraal, 2500 yards from the Enemy's Siege Gun, for the purpose of firing volleys at the Gunners and thus keep down the fire; and also for special duties such as:

1. Casting of Cannon Balls and 7 pdr shell.
2. Making and repairing tents:
3. Making powder charges.
4. Repairing Signal Lamps and Heliographs.
5. Laying water to Hospital, Convent and Forts.
6. Erecting Look-out Posts.
7. Making Forts and shell Proof Trenches.

During the latter part of the Siege, we had to detail men for patrolling the Town, to prevent conflagrations caused by incendiary shells.

OFFICERS.

I cannot sufficiently express my admiration for the admirable way in which Lieutenant Walmisley and Sergeant Major Layton carried out their duties in connection with the organisation of the Railway Division for defence purposes.

Lieutenant Walmisley’s early training as an Imperial officer, proved to be of the greatest assistance in organizing such a mixed body of men, and the untiring energy he displayed all through, is deserving of the highest praise, and will I trust meet with suitable recognition from the General Manager.

Inspector Layton, as Sergeant Major, proved himself to be an official of great tact and skill in handling men, and assisted materially in keeping the men cheerful and in providing for their comfort; his conduct during the siege will, I trust, receive due recognition from the Head of his Department.

It is very gratifying that in a crisis such as this was, and of such long duration, Officers could be found to carry out such arduous duties, and to have them so ably performed by these Gentlemen.

The innumerable difficulties to be overcome, the tact and anxiety of all in controlling such a body of Railway Servants, numbering 132, as well as looking after the women and children, was, needless to say, not an easy one at such a time.

ACTIVE PART TAKEN BY MEN OF RAILWAY DIVISION.

The first shot fired in the defence of Mafeking was by Railway men in the Armoured train at the 5 mile cottage, South of Mafeking, on October 16th 1899. The Boers were looting the Cottage and destroying it.

On Saturday, October 14th, the Armoured Engine, with two Bogie trucks full armoured, and one Bogie halt armoured, steamed out of Mafeking towards the North at 4 a.m. The front Bogie contained Captain Williams, B.S.A.P. who was in Military Command, 10 B.S.A.P. and 12 Railway men. The Maxim was worked by the B.S.A.P. The second truck with myself in charge, contained 6 B.S.A.P. and 15 Railway men. The Maxim was worked by Sergeant Lowe of this Division. In the third truck there were 2 B.S.A.P. and 2 Railway men, the latter working the Hotchkiss Gun.

The Railway men had not been in action before, and while the B.S.A.P. were armed with Lee Metfords, they only had Martini Rifles. The Maxim used by the B.S.A.P. was the best in Mafeking, and the one worked by Sergeant Lowe continually jammed.

At Game Tree on December 26th, when served by men of the Protectorate Regiment, it did not work at all.

The Enemy's fire was terrible, 1 lb Maxim shells bursting a few yards beyond the truck, accompanied by a perfect hail of bullets. The Railway men I am pleased to say behaved very well, and when the enemy were within range, did good work with their Martinis. Sergeant Lowe and myself managed to keep the Maxim pouring in its deadly fire on the enemy, and Corporal Godson kept the Hotchkiss firing in spite of his exposed position in the half armoured truck, which only protected the lower part of his body. The two B.S.A.P. in the truck with him were told to lie down as the fire was too heavy, and both were slightly wounded by portions of shell.

It was a terribly anxious time, 850 Boers of the Marico Commando with Artillery, under General Snyman, were pitted against 16 B.S.A.P. and 28 Railway Men. A grimly contested fight lasting two hours, resulted in the enemy having to evacuate his position and fall back with heavy loss over the crest of the rise, where he was again successfully engaged by Captain FitzClarence with 2 Squadrons of the Protectorate Regiment.

When it is remembered that 14 out of the 28 Railway men who left at dawn to fight, were men with families depending on them and who knew that if a shell from the Enemy's 12 pdr Krupp struck the Boiler it meant either death by scalding or falling into the hands of a semi-civilised enemy, I think too much cannot be said in the praise of these men, mostly mechanics, who side by side with trained and experienced B.S.A.P., went out to inflict on the enemy a cheek which was probably the salvation of Mafeking.

No one can realize the strain it was for them to part from their wives and families, and for the first time in their lives, to meet that hail of bullets which even to the trained soldiers was unnerving.

Game Tree

Again on the 26th December, 20 men manned the Armoured train to assist in the brilliant but unsuccessful sortie against a Boer fort at Game Tree, and afterwards rendered good service in pluckily bringing in the wounded under fire. Sergeant Moffat being especially mentioned in General Orders for gallantry in this respect.

It should be mentioned that while steaming into action in the dark, the leading bogie was derailed at a spot, where the enemy anticipating the attack, had cleverly destroyed the Permanent Way. The consequences of this accident might have been most serious, but for the promptness and coolness with which my orders were carried out under fire; Driver Waine being worthy of Special mention.

The last attack May 12th.

Immediately on hearing the firing at 4 a.m. on Saturday the men of the Railway Division stood to arms at the appointed posts, and when the Bugle sounded the Alarm everyone was present. The Colonel's orders came for me to take up a position on the West front of the Railway Camp, a position 800 yards long.
In ten minutes every man was placed in position and were busily engaged in improvising cover and selecting comfortable positions. Sergeant Nicholas with 12 men occupied West Redan, Sergeant Morrilleau with 15 men were left in a Gravel hole and Sergt. Major Layton & 25 men occupied a shallow trenche at the South end of Second Avenue. With the remaining men I took up position in the Workshops Yard & loop-holed the galvanized iron fence. Thus we had formed a new and unexpected line of defence,

Lieut. Walmisley and his men occupied a fort half a mile to the North and near the line, and in front of them were a large body of Boers waiting the signal to come in.

Until 8 p.m. the struggle continued, scanty food, hot sun and no one able to move. The men were exposed to a continuous and heavy rifle fire the whole day. For untrained troops to be exposed as they were, without proper cover and within 350 yards of the enemy, is sufficient to show the coolness displayed in the face of real danger by these men.

Sergt. Major Layton particularly distinguished himself by his presence of mind and cheerfulness. The prisoners afterward stated that the firing was very deadly from this front.

Relief of Mafeking May 17th

Soon after the relief force entered the town, detachments from each Unit of the Garrison together with the Royal Horse Artillery advanced to attack General Snyman's Head Laager. Lieut. Walmisley was in charge of the Railway Detachment; the Laager was captured & quantities of provisions brought in.

Taking another portion of the Railway Division I manned the Armoured Train and advanced to attack Game Tree Fort. Arriving at end of rails half the party got out & advanced under cover of the Guns of the Armoured Train, and a firing party under Mr Layton, now promoted to Second Lieutenant, remained to cover our advance. The enemy immediately retreated and we occupied the Fort, capturing small quantities of food.

CONVALESCENT HOME.

Owing to the numerous complaints of treatment at the Victoria Hospital by our men, I decided to utilize the Railway Institute for Convalescent purposes, thus enabling men just out of Hospital to get thoroughly restored to health before returning to the trenches, and the Home proved a great success.

The cooking was done by the Railway people in turns, and Crittenden, Rolling Stock Inspector, rendered valuable services as Manager. It was afterwards taken over by the Imperial Authorities for general purposes; Dr Holmden being the Medical Officer, and Lady Sarah Wilson the Lady Superintendent, assisted by Mrs More, Mrs Gemmel and other Ladies.On January 15th a 95 pdr Shell struck the building and completely wrecked the Library, Billiard Room and Billiard Table necessitating the removal of the Patients to other quarters. None of the inmates I am thankful to say were hurt.

MEDICAL ATTENDANCE.

At the commencement of the Siege Mr W.A. Hayes, Railway Medical Officer, was appointed Principal Medical Officer to the Garrison, and Surgeon Lieutenant to the Bechuanaland Rifles. Receiving pay from both these Offices, he was obliged to devote his time to the new duties, consequently for the first two months the Railway men saw very little of him.

Mr W.T. Hayes was appointed Staff Officer to the P.M.O., so that both our Medical Officers were otherwise engaged.

ARMOURED TRAIN ENGINEMEN.

Driver George Waine and Fireman Moffat were selected for this duty, and no two men could have exhibited greater coolness and pluck than they did on all occasions.

To be shut up in an Armour plated engine cab with the bullets rattling against the plates, accompanied by the roar of musketry from both sides, and with the possibility of a shell striking the boiler, is enough to try the bravest man, yet I never found these men flurried or fail to respond to an order.

Their Engine was kept in steam the whole period, and Vey were always ready to turn out on any emergency.

FOOD SUPPLIES IN THE GOODS SHED.

At the commencement of the Siege the Railway Department had in its keeping the following quantities of provisions in transit for Bulawayo and the Transvaal.

Tinned meat, Sugar, Coffee and other Groceries. 141,000 lbs
Mealies and Kaffir Corn, 69,000 lbs
Flour and Meal, 22,692 lbs

All this amount was utilized to feed the Garrison.

Mr J.H. Storey, Chief Goods Clerk, was placed in charge of this Department, and carried out his duties in a most able and conscientious manner.

CASUALTIES.

R. Carter of the Traffic Department, died on the -- March, of fever contracted in the trenches.

Guard Neilson had a most miraculous escape, being shot right through the head, between the eyes, with a Mauser bullet. He subsequently recovered and returned to duty, apparently none the worse for the wound.

Fireman S. Layton was wounded in the foot by a Mauser bullet.

Mrs Manthey, wife of Guard Manthey, who was with Colonel Plumer's Armoured Train, was wounded in four places by a shell, which burst in her bomb proof, but she recovered.

Joel Nyangi, Office Messenger, was wounded on two occasions i.e. October 14th 1900, whilst in the Armoured truck, with a piece of shell which struck his head, and again on the 13th February, by a Mauser bullet, which passed through the fleshy part of his body. Neither of the wounds were serious.

In concluding my report, I cannot help expressing my gratitude to the Colonel Commanding, the Chief Staff Officer, the Town Commandant, and other Officers of the Staff, for their great kindness and consideration shown to the Division during the whole of the Siege.

During this period we were under "'Martial Law", and I am afraid that at times we were slow in realising the full meaning of these words, but we were always met in most fair and7enerous spirit, when any little difficulties arose.

Our one idea troughout the Siege was to give the Military Authorities as little trouble as possible, and to spare no efforts in rendering then every assistance, and I venture to hope that our efforts were successful.

I have the honour to be
Sir,
Your obedient Servant,
J.R. More

Service recognition

[Service recognition by Baden-Powell]

I can fully testify to the valuable work done by the Railway Division under Captain More's energetic and intelligent direction during the Siege, as detailed in the above concise report.

(Sgd.) R.S. Baden-Powell.
Colonel.
Mafeking,
25th May, 1900.

[Service recognition by E. Cecil C.S.O]

HEADQUARTERS OFFICE
Mafeking,
18th November, 1899.
Dear Mr More.
With reference to your letter of the 23rd ultimo, I am desired by Colonel Baden-Powell, to say that he entirely approves of your proposal; and that he is very glad to be able to have this opportunity of expressing his high appreciation of the excellent work done by the Railway on under your command, which has materially assisted in the defence of Mafeking.

Yours very truly,
(Sigd) E.H. .Cecil, Major
C. S. O.

To The Commandant,
Railway Division,
Mafeking.

General orders concerning the Railway Division

DEFENCE OF MAFEKING
1899 -1900.
RAILWAY DIVISION.
Extracts from General Orders, concerning Railway Division,
issued by Colonel R.S.S. Baden-Powell, Commanding Frontier Force.

October 7th 1899.
APPOINTMENT. Lieutenant J.R. More is appointed Commandant of the Railway Section, Mafeking.

October 22nd 1899.
RAILWAY DIVISION. With reference to Garrison Orders issued on the 19th October, the following corrections should be noted.
A. Company, Lieut. J.R.More; B. Company, Mr W.H. Walmisley.
Commandant Railway Division, Lieut. J.R.More.

November 4th 1899.
AMOURED TRAIN. With reference to Garrison Orders of the 22nd October, all portions of the Armoured Train are under Lieut. A.D. Murray, Cape Police. Railway Division Commands remain as before, viz: - A.Company, Lieut. J.R. More; B.Company, Mr W.H. Walmisley.
Commandant Railway Division. Lieut. J.R.More.

November 7th 1899.
NOTICE. 6. The Colonel commanding has much pleasure in placing on record a plucky piece of work by Gunners R.Cowan and F.F.Godson. The Hotchkiss Gun of which they had charge was overturned and its trail hook broken in the course of the action. In spite of a very heavy fire from the enemy's 1 pdr Maxim and 7 pdr Krupp these men reattached the train to the limber by ropes etc. and brought the gun safely away.

November 9th 1899.
ARMOURED TRAIN. With reference to the General Orders of the 4th instant, Lieut. A.D. Murray, Cape Police, is in charge of the Armoured Truck near the Convent, the other Armoured Truck will be in charge of Lieut. J.R. More. Should however, the Armoured train go out, Lieut. A.D. Murray will take charge and he in chief military command.

November 11th 1899.
ARMOURED TRAIN. With reference to General Orders of the 4th and 9th inst., Lieut. J.R. More in addition to being in charge of the railway Division is also placed in charge of and responsible for the Railway Camp.

November 30th 1899.
PROMOTIONS. Lieut. J.R. More to receive the Honorary rank of Captain, Mr W.M. Walmisley and Mr J.Buchan, to receive the Honorary rank of Lieutenants.
Mr E.J. Layton is appointed Honorary Sergt. Major, Railway Division.

December 2nd 1899.
NOTICE. Some good sniping work was done yesterday by the following menu` the Railway Corps, namely, Ward, Impey, and Sutherland, of the Armoured Train Crew. These men went about a mile beyond the defences towards Game Tree and got within 300 yards of the enemy's advanced trench, which they found garrisoned by natives. They fired into these killing one and driving the rest out. A heavy fire was opened on them by the Doers at Came Tree and in the Ballast Hole, but in spite of this

they were able to pick off two mounted Boers who appeared on the scene, knocking one off horse and killing the horse of the other. They then made good their retirement without casualty.

December 18th 1899.
TEMPORARY APPOINTMENT. Mr Young, Railway Division, a Medical Student, is appointed to act as a special assistant to take charge of native cases etc., at the Railway Bridge Dressing Station, under the P.M.O. He will receive pay at the rate of 15/- per diem, from this date inclusive, during the absence from duty of Hospital Sergt. Dowling, Protectorate Regiment, who was performing the duty till he met with an accident.

December 20th 1899.
CONTROL OF RAILWAY MAFEKING. It is notified for general information that, pending the restoration of Railway Communication, Captain J.P. More, District Engineer, (being the senior Cape Government Official present) is placed in charge of all Railway working and appliances under the Colonel Commanding. He will detail such Officials as may be necessary to assist in carrying out the work. Any previous acting, appointments are hereby cancelled.

December 26th 1899.
The following instances of gallant conduct, among many others in the engagement this morning have been brought to the notice of the Colonel Commanding.
Sergt. Moffat of the Railway Division, went out from the Armoured Train and brought in Sergt. Martineau of the Protectorate Regt., who was wounded, a distance of 400 yards, under heavy fire.

AUXILIARY HOSPITAL ACCOMMODATION. By the courtesy of the Railway Officials n Auxiliary Hospital and Convalescent home will be temporarily established in the Railway Camp from to-morrow, inclusive, to relieve the present pressure at the Central Hospital.
Miss M. Craufurd if appointed Superintendent, and details of staff and other arrangements will be published in due course.

December 30th 1899.
GOOD WORK BY NORDENFELT DETACHMENT. The Colonel Commanding is highly pleased with the good work being done daily by Gunners Lowe and Mulholland (Railway Division) in charge of the Nordenfelt Gun. Their plucky returns to the fire of the enemy's big gun are the admiration of the place, and do much to lessen the accuracy of her fire on Mafeking.

January 4th 1900.
NOTICE. Lowe and Mulholland (Railway Division) in charge of the Nordenfelt again distinguished themselves by their coolness and accurate shooting. Their gun was struck more than once.

January 6th 1900.
LOCAL SHELL FOUNDRY. It is notified for information that from to-morrow inclusive, the Workshops, with all the necessary plant etc., used for casting shell in the Railway Works, will be taken over by the Military Authorities as an Ordnance Workshop.
It will be placed under the C.R.A., Major Panzera, who will be responsible for it and will appoint the necessary workmen etc.

January 8th 1900.
ORDNANCE WORKSHOPS STAFF AND PAY. With reference to General Order N° 1 of the 6th instant, the following civil staff are appointed to the Shell Foundry from this days date inclusive, at the daily rates of pay and in the capacities noted against their respective names.

J. Conolly. Foreman. £1 A. Forbes. Rly.Div. Turner 15/-
J. Coughlan. Rly. Div. Fitter 15/- S. Nettle. Rly.Div. „ 15/-
J. Russell. Rly.Div. " 15/- B. King. Rly.Div. Furnaceman 15/-

January 11th 1900.
BRIGADE SIGNALLERS. Sergt. Moffat (Railway Division), later Sergt. Inst. Signalling, 3rd Dragoon Guards, is appointed to the Headquarter Staff as Brigade Sergt. Instructor of Signalling. He will receive pay at the rate of 6/- per diem from to-morrow inclusive while retained for this duty.
Sergt. Moffat will be attached to the Protectorate Regiment for Barrack accommodation, rations and discipline etc., and will be at the disposal of the Brigade Major for duty in connection with the Brigade Signallers.

January 13th 1900.
ORDNANCE WORKSHOPS. Mr A. Lees is appointed Storeman in the above shops from the 12th instant inclusive, at 5/- per diem. He will be responsible for the issue of all tools, material, etc., which he will issue only on written requisition, and for the issue of which he will take temporary receipts.
E.H. Gates is appointed fireman at 5/- per diem, to date from the 6th instant, inclusive.

January 27th 1900.
The Colonel Commanding wishes to express his hearty appreciation of the energy and resource displayed by Sergt. Moffat, assisted by Trooper Adams, in reading the enemy's signals under shell fire this morning, when the latter were shelling the women's laager.

February 15th 1900.
Pay etc.: Sergeant Lowe Railway Division, is granted Sergeants pay at the rate of 7/- per diem, from the 12th Dec 1899, inclusive, as being in charge of the Nordenfelt Gun, in recognition of his good services in connection with that duty; and the exceptional hardships entailed thereby.

February 24th 1900.
BRIGADE SIGNALLER INSTRUCTOR. Sergt. Moffat is granted the acting rank of Sergt. Major while performing the duties of Brigade Instructor of Signalling.

March 2nd 1900.
ORDNANCE STAFF. With reference to yesterday's mention of the ability of the Railway men working in the Ordnance Workshops, the Colonel Commanding wishes to express his appreciation of the good workmanship and zeal of Assistant Foreman Coughlan, without whose skilled and ready assistance, the work would not have been so successfully carried out.

PROMOTION. Private Godson, Railway Division, is granted the acting rank of Corporal while in charge of the Hotchkiss Gun, to date from 1st instant.

4th April 1900.
SOWAN PORRIDGE. A bonus of £5, has been authorised to be paid to Private Sims, Railway Division, for introducing "Sowen" porridge as an article of food. Two kitchens for the manufacture of this porridge are being prepared so that it may be available for the troops and inhabitants.

14th April 1900.
ORDNANCE WORKSHOP. CLOSING OF. The Ordnance work having been completed, the shops will closed to-night, and the Staff will cease to draw pay, and will be struck off the strength from to-morrow, inclusive, accordingly.
In closing the Ordnance Shops, the Colonel Commanding desires to place on record his indebtedness to the skill, ingenuity, and energy displayed by all hands employed there. It is characteristic of Mafeking that it can, when called upon, produce from among the Citizens, men who are able to turn their hands to any work that may be required - even to the extent of manufacturing a 16 pdr Howitzer, and gun ammunition. By their useful and willing work, Foreman Conolly and Assistant Foreman Coughlan and their efficient staff have given valuable aid to the defence of Mafeking.

3rd May 1900.
PROMOTION. Private Bull, Acting Sergeant, Railway Division, attached to Reserve Artillery, is transferred from the Nordenfelt Gun to be in charge of the Hotchkiss, with rank of Corporal, and pay at the rate of 6/- per diem; to date from 1st instant inclusive.

14th May 1900.
PROMOTION. Railway Division.
Sergeant-Major Layton to be 2nd Lieutenant (Honorary) in recognition of his good services during the Siege.

19th May 1900.
SIGNALLING INSTRUCTOR.
Sergeant Major Moffat to be Staff Sergeant Major Instructor of Divisional Signalling, with pay etc. of a Squadron Sergeant Major in the Protectorate Regiment, to date from 17th instant.

24th May 1900.
RELIEF OF MAPEFING. The Colonel Commanding has great pleasure in placing on record his hearty recognition of the good work done by the Supporting Forces; by the Armoured Trains under Colonel Spreckley and Captain Llewellyn; and by the Railway Corps under Captain More and Lieutenant

Wallis respectively.
By their energetic “backing up" the relief effected by Colonels Mahon and Plumer on 17th instant has become an accomplished fact on this the Anniversary of Her Majesty's Birthday.

29th May 1900.
GOOD SERVICE. The General Officer Commanding has much pleasure 171-placing on record his appreciation of the valuable services rendered during the Siege by the following, who are now about to terminate their engagements owing to the Siege being happily raised:-
Mr W.C. Smith, Plumber, Railway Division, has been employed almost continuously since the 17th October 1899 in fixing pumps etc. for the Water Supply, and has given valuable assistance.

Railway men in engagements

ENAGEMENT 4 MILES NORTH OF MAFEKING.

October 14th, 1899.
List of Railway men who were in the Engagement.

LIEUTENANT J.R.MORE.

"WASP"
T. Sampson
J. Nicholas
A. Evans
P.M. Gates
J. Bawden
S. Crossman
W. Blair
J. Lowe (Maxim Gunner).
A. McDonald.
M. Maytham
W. Dooley
A. Dickenson
J. Morrison
E. Allridge
R. Cass
- - - - - - - - - - - - - -
Jim

"GNAT"

W.H. Godson (Hotchkiss Gunner) F. Lawrence
J.W. Benecke
- - - - - - - - - - - - - - - - - - -

Bolitye.

“FIREFLAY"

J. Young
A. Vickery
A. Vickery Jnr.
R. Dor
P. Impey
J. Grace
P. Ward
S. Andrews
A. Cozens
Van de Burg
Lodge (Dismissed

Pollit (Dismissed
- - - - - - - - - - - - - -
Joel Nyangi

ENGINEMEN

Driver G. Waine
Fireman A. Moffat

ENGAGEMENT AT GAME TREE.

Railway Men in Action. 26-12-99.

Capt. J.R. More
Sergt. G. Greenacre
Sergt. P .Moffat
Sergt. Davis
Neilson
Nettle
Gordon
Forbes
Jones
Green
Kershaw
Colley
Dudley
Hampton
Brown
Turney
Palmer
Howarth
J. Campbell.
Gunner Godson
Gunner Cowan
Armoured Enginemen. Waine
Armoured Enginemen. Moffat.

Nominal roll of railway men in the defence of Mafeking

LIST OF RAILWAY MEN WHO TOOK PART IN THE DEFENCE OF MAFEKING.

ENGINEER'S DEPARTMENT

Name Rank in Service Rank. Remarks.

J.R. More Actg.Dist.Engineer Captain
W.H. Walmisley District Clerk Lieutenant
N.B. Hewitt 2nd Clerk Cyclist
A. Vickery Senr. Inspector Command Rly.Natives
W. Blair Inspector Sergeant
T. Sampson Works Foreman Sergeant
G.W. Simmonds Timekeeper Qtr Mstr.Sergt.
F. Browne Carpenter Sergeant
J. Nicholas Blacksmith Sergeant
S. Crossman Mason Sergeant
W. Dooley Carpenter Sergeant
W. Murphey Mason
A. Evans Painter

J. Morrison Painter
W. Smith Plumber
J. Bawden Mason
Anderson Carpenter Cook
McDonald Blacksmith
Maytham Carpenter
R. Gass Plumber
V. Mason Carpenter
Dickenson Carpenter
Aldridge Carpenter
P.M. Gates Ganger
Cozens
Vickery Jnr.
E. Dor
Le Gassick
J. Crament
W. Louw
J. Benecke
P. Ward
J. Grace Sub-Ganger
Van der Burg Sub-Ganger
Stevenson Sub-Ganger
L. Benecke Sub-Ganger
P. Impey Sub-Ganger
Butler Sub-Ganger
Andrews Sub-Ganger
C. Crament Sub-Ganger
T. McGuire Sub-Ganger
Parkins Sub-Ganger
S. Jacobs Sub-Ganger
J. Pollit Sub-Ganger Dismissed.
Lodge Sub-Ganger Dismissed
Nyangi Messenger. Orderley.

TRAFFIC DEPARTMENT. (I)

Name Rank in Service Rank. Remarks.

J. Morrileau Inspector Sergeant
V. Storey Goods Clerk Orderley Room & Ambulance Sergt.
P. Moffat Foreman Trans. Headquarters Staff.12-1-00.
D.Lee Night Const. Sergeant.
R. Climer Guard Sergeant
D. Campbell Goods Clerk
G. Wilcox Goods Clerk
Crittenden Rolling Stock Inspt.
S. Hall Messenger Orderly Room Clerk
R. Cowan Guard Hotchkiss Gunner.
W. Ritchie Guard
A. Neilson Guard
W. Corson Guard
W. Sim Guard
T. Bishop Guard
W. Stevenson Checker
R. Gordon Number Taker.
R. Carter Shunter
Dudley Foreman Trans. to Bech.Rifles
Reib. Foreman Trans. to Bech.Rifles
R. Forsyth Guard
A. Brown Guard

LOCOMOTIVE DEPARTMENT.

Name Rank in Service Rank. Remarks.

E. J. Layton Inspector Regt. Sergt. Major.
S. Gillespie Storekeeper
S.H. Allsopp Timekeeper
V. Anderson Driver Sergeant
T. Rose Driver
A.Youll Driver
T.Clow Driver
G.Fenham Driver
H. Brennen Driver
F. Green Driver
T. Hampton Driver
W. Hubbard Driver
C. Gates Driver
J. Mulholland Driver Nordenfelt Gunner
W. Ferry Driver
A. Royal Driver
W. Dick Carpenter
A. Lees Storeman
J. Russell Millwright
L. Coughlan Blacksmith
G. Greenacre Shedman Sergeant
G. Bull Fireman Sergeant
J.Palmer Pumper
F.H. Godson Striker Hotchkiss Gunner.
J.W. Louw Carriage exam: Nordenfeldt Gunner.
J. Campbell Fireman
Northgrave Fireman
Oliver Fireman
G. Layton Fireman
F.M. Adams Fireman
F. O'Neil Fireman
Sutherland Fireman
J. Tebbut Shedman.
Van Blerk Carriage Examiner Cook
J. Rayne Carriage Examiner Cook.
E.H. Gates App. Fitter
C. Gates Fitter
J. Haworth Fireman
E. Muller Shedman
T. Banks Finisher
S. Hall Clerk Ambulance Trans to Bech Rifles.
W. Doyle Fireman Trans to Bech Rifles.
A. Forbes Fitter Trans to Bech Rifles.
W.W. Jones Clerk Trans to Bech Rifles.
W. Davies Fireman Trans to Bech Rifles.
B. King Rigger Trans to Bech Rifles.
H. Turney Driver Trans to Bech Rifles.
W. Beland Carriage Examiner Trans to Bech Rifles.
J. Kershaw Fireman Trans to Bech Rifles.
P. Colley Fireman Trans to Bech Rifles.
S. Nettle Fitter Trans to Bech Rifles.
Swanson Fireman Trans to Bech Rifles.

RODHESIA TELEGRAH DEPARTMENT

C.H. Harries Linesman.

SANITARY DEPARTMENT

F. Lawrence Sanitary Inspector.

MAFEKING GARRISON RAILWAY DIVISION.
SPECIAL DUTY

Names of Railway men who have been detached for Special Duty in connection with the defence of Mafeking.

Name Special duty

H.B. Hewitt Cyclist and Clerk to Chief Staff Officer.
S. Gillespie Clerk to Town Commandant.
J. Young B.A. In Charge of Molopo Dressing Station.
J.W.S. Lowe (Sergt) Nordenfelt Gun.
G. Bull
W. Ferry
F.H. Godson (Corpl) Hotchkiss Gun.
R. Cowan
P. Ward (Corpl) In Charge of Maxim.
W. Sutherland Maxim.
L. Coughlan Making shells at Ordnance Workshops.
J. Russell Making shells at Ordnance Workshops.
B. King Making shells at Ordnance Workshops.
S. Fettle Making shells at Ordnance Workshops.
A. Forbes Making shells at Ordnance Workshops.
M. Adams Making shells at Ordnance Workshops.
E.H.Gates Making shells at Ordnance Workshops.
T. Banks Making shells at Ordnance Workshops.
J. Campbell Making shells at Ordnance Workshops.
A. Lees Storeman Ordnance Workshops.
P. Moffat Brigade Sergt. Major Instructor of Signalling.
B. Lees Cook to Convalescent Home.
P.M. Gates Attached to A.S.C.
W. Beland In charge of Chaff Cutting Machinery.