

Some of the Indian units that took part in the Battle of Tanga, November 1914, Part 4

Introduction

The units referred to in Part 4 were for the most part not landed at Tanga, but remained on board the transport vessels. These are highly specialized engineering units that had to be landed only when the area was under full control, so that they could be deployed in the further operations in German East Africa.

Engineer troops in Expeditionary Force B

Staff Officers of the Engineer Troops Commander Royal Engineers: Lieutenant-Colonel CB Collins

Assistant Director, Signals: Captain H.C. Hawtrey, Royal Engineers

Units with special tasks in the construction and repair of railway lines

61st King George's Own Pioneers [1](#) —

No. 1 Company, Faridcot Sappers and Miners (*Lieutenant Colonel Harnam Singh*) 25th og

26th (Railway) Companies, Sappers and Miners samt et Railway Coolie Corps, (*Lieutenant-Colonel C.W. Wilkinson, Royal Engineers*)

No. 5 Bridging Train (Pontoon Park), 3rd Sappers & Miners

Other smaller engineering and telegraph units

Engineer Field Park

No. 3 Photo-Litho Section, 2nd Queen's Own Sappers & Miners No. 4

Printing Section, 2nd Queen's Own Sappers & Miners

Field Post Office

Telegraph Section

Motor Cyclist Signal Section

Table 1: Strength figures - Engineering units (Source 1)

Pr. 1. november 1914	Faridcot Sappers	Railway Troops	Bridging Train	Field Park	Printing Section	Photo Section
English officers	1	16	1	1		
		15		3	2	2

English non-commissioned officers and privates

5 33 1

Indian officers

159 712 22 14 4 4

Indian NCOs and Privates

165 776 24 18 6 6

Total

23 700 4 19 3 3

Helpers

18 16

Mule

When the Expeditionary Corps had at its disposal relatively large forces specializing in railway construction, it is due to the importance of German East Africa's central railway line, which stretches from Dar-es-Salaam, on the Indian Ocean, in the east to Kigoma, on Lake Tanganyika, in the west - a stretch of well over 1,000 km.



German troops in South West Africa destroy a railway line during their retreat 2).

The General Staff in London assumed that the railway line would be more or less destroyed.

The railway lines appear on Map 1, which also gives an overview of the campaign in East Africa. The map does not excel with respect to all localities discussed in this paper. For this, Map 2 is better, although not perfect. If you really want to go into detail, refer to Source 1's more than 60 maps.



Map 1: Outline of the operations in German East Africa 3).

The intention of Expeditionary Force B was that it should first secure dominion over the northern part of German East Africa and then, reinforced with units from English East Africa, then the further control of the northern half of German East Africa. The General Staff expected that German resistance would eventually break down as the Expeditionary Corps advanced. However, this did not happen, and it was not until 1916 that the original tasks could be carried out.

Along with the Expeditionary Force came a number of people who were to lead the railways in the conquered territory German East Africa:

- Director Railways: Sir W. Johns Deputy
- Director of Railways: J. Sutherland Deputy Assistant
- Director of Railways: Major G. Lubbock, Royal Engineers

It appeared, among other things, of General Aitken's orders, that he should comply with the wishes expressed by Sir W. John, as to the necessity of repairing the railway line.

Described as some of the hardest working units in East Africa, the railway units were constantly engaged in building, maintaining and operating rail links in tandem with the advance of the field units, in which an efficient supply service, including rail links, played a central role.

The daily work performance included i.a. building 2-3 km of railway tracks, an achievement hardly surpassed even under the best imaginable conditions in peacetime. (Source 1)

No. 1 Company, Faridkot Sappers and Miners



Coat of Arms of Faridkot [4](#).

The badge is believed to have been included in the regimental badge of the pioneers.

Faridkot [5](#) was a small independent state (approx. 1,025 km²), located in the north-eastern part of Punjab, with approx. 125,000 inhabitants (1901). The army force numbered 471 men (1911), of whom the Rajah had placed 181 men at the disposal of the Government of India, in the form of an engineer company - No. 1 Company Faridkot Sappers & Miners, established 26 February 1900.

The Indian General Staff Report of 1911 describes Faridkot's army as "... of little military value..." (Source 8), but nevertheless the company garnered great recognition for its efforts during the campaign in East Africa.

The Engineer Company was mobilized in October 1914 and was then under the command of Lieutenant-Colonel Harnam Singh, who had Major BW Mainprise, Royal Engineers, attached as an adviser (designated *Special Service Officer*).

The company was organized into a commando platoon and two engineer platoons and carried a team of 16 mules. Information on the strength number varies from 165 (Source 1) to 130 (Source 4).

The company shipped out from Karachi aboard the S/S HOMAYUN, which was bound for Mombasa and then Tanga. The company was expected to land at the end of D-Day, but as the tactical situation required combat troops, this did not happen.

The pioneers returned to Mombasa, from where they were sent to the border between English and German East Africa. Here they were employed in building roads, together with the engineering units from Expeditionary Corps B and a large number of local workers.



Indian Pioneers, France, 1914-15.

From a simultaneous postcard.

Judging by the markings on the pioneers' turbans, they are probably from the 48th Pioneers, who contributed forward lines to the pioneer units of Expeditionary Corps A.

The picture is shown here in the absence of pictures of pioneers from Faridkot.

Building roads, bridges and railways occupied the company until early 1918, when they returned to India. They arrived in Faridkot on 23 February 1918, after 3½ years of service in East Africa.

The company garnered a lot of praise, and entered, among other things, honors in October 1917 by building a good 260 km long road through impassable jungle terrain, in the course of 27 days. They also received recognition for the construction of floating bridges over the rivers Rufigi and Kisembaue (February 1917) and Rovuma (January 1918).

In 1918, No. 2 Company Faridkot Sappers and Miners, but it is uncertain whether the oldest company adopted the designation "No. 1". However, I have chosen to use the designation in order to keep the two units separate.

In 1926, the Faridkot Sappers and Miners were awarded the banners: Kilimanjaro, Behobeho and East Africa, 1914-18.

25th og 26th (Railway) Companies, Sappers and Miners samt Railway Coolie Corps

Table 2: Indian Railway Units before 1914 (Source 9)

Unit	Created	Remark
No. 1 Railway Company, Sappers and Miners	1902	Created under the auspices of Bengal Sappers & Miners

No. 2 Railway Company, Sappers and Miners	1905 Perhaps established under the auspices of the Bengal Sappers & Miners
	1909
Railway Corps of Sappers and Miners	A reserve consisting of English and Anglo Indian railway personnel, to man the reserve stock.

The origins of the Indian Army's railway units are to be found in the fear of a possible Russian invasion of northern India and the ongoing conflicts with the tribes along the North West Frontier. There was a need to be able to quickly bring reinforcements to the areas, and rail connections were suitable for this. From the beginning of the 20th century, the railway lines were expanded, just as stocks of spare equipment (locomotives, wagons and rails) were acquired for use during a conflict.

Table 3: Strength Figures of Indian Railway Units (Source 9)

Styrketal - Railway Companies 1902 1914 1923 Styrketal - Railway Corps 1909

English officers	2	1-5	2	Locomotive drivers	35
English non-commissioned officers and privates	2	1-5	2	Train drivers	3
Indian officers	3			Stationmasters	1
					196 169
Indian NCOs and Privates	161			Other staff	11
Total	168	200	173	Total	50
Helpers					15

In peacetime, the railway companies' tasks were assigned by the Indian government's Department of Public Works. The two railway companies had, among other things, participated in the construction of a narrow gauge railway line between Kohat and Thal and a broad gauge railway line between Quetta and Nuskhi.

Before the First World War, the reserve material was primarily used in connection with the great audiences (*durbars*) in Delhi in 1902 and 1911, where India celebrated the coronation of Edward VI and Edward VII respectively.



Indian soldiers and civilian workers repair a railway line in China, approx. 1900 [6](#). [_](#)

It is not known whether the two railway companies in Expedition Corps B are identical to the original companies.

The Army of India and Its Evolution (Source 5) states that in 1923 there were two railway companies of the Royal Bombay Sappers and Miners (in 1914: 3rd Sappers and Miners).

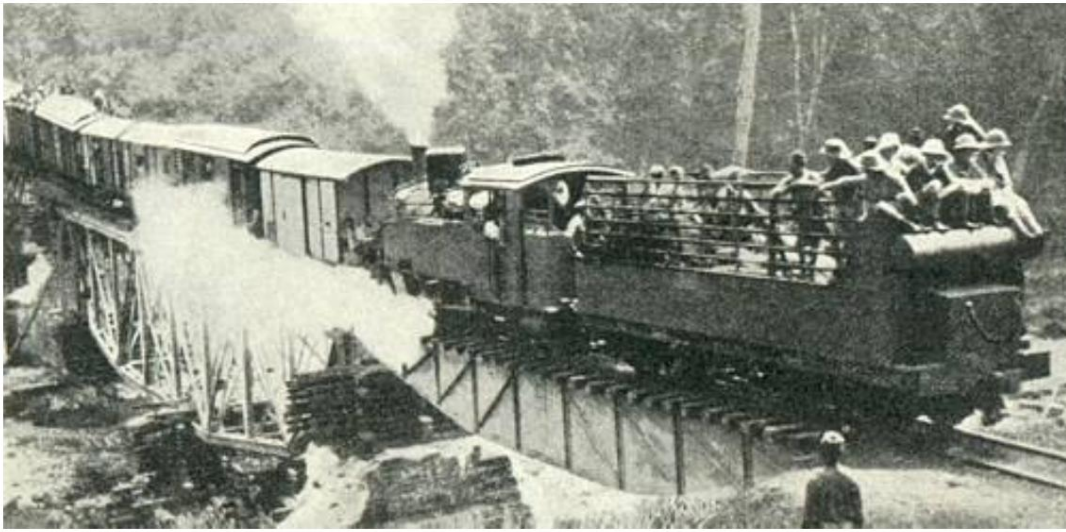
In the summer of [1916](#) [7](#)) two more Indian railway companies are sent to East Africa:

27th Railway Company, Sappers and Miners

28th Railway Company, Sappers and Miners

The sources do not mention exactly how the railway companies and the associated corps of workers were organised, but if the strength figure for the railway companies in Table 1 is compared with Table 3, there is either an almost doubling of the strength figure in connection with the mobilization, or it covers the figures that are reproduced in the official history (Source 1) actually all four railway companies. The currently available source material cannot provide a more detailed explanation of the figures.

The *Railway Coolie Corps* referred to is somewhat smaller than the organization of the *Coolie Corps* listed in *The Indian Army - On Training Units of the First World War, Part 2*.



A train of British soldiers passes a railway bridge in northern Cameroon.

In the absence of relevant image material from East Africa, this image must illustrate the efforts of the railway pioneers with the construction of railways and bridges.

The bridge, which was blown up by the Germans, has been restored by the English, and the load capacity is tested here.

Segera (Card 2, Point 1)

Source 1 gives an overview per 12 July 1916, when the railway companies - for the first and only time - are deployed as combat troops:

25th og 26th Railway Companies - Juli 1916

English officers	5
Indian officers	6
Indian NCOs and Privates	300

Desperate for combat troops, the Chief of Supply Lines, Brigadier General WA Malleon, saw no other option than to relieve the two companies of vital duties on the Usambara railway line (between Moshi and Tanga). With Lieutenant Colonel Wilkinson at the head, a force is being multiplied in Korogewe, in which, among other things, also included is a company-sized force of the half-battalion of the Jind Imperial Service Infantry (including a machine gun), originally part of Expeditionary Corps C.

Despite their lack of combat experience, the railway pioneers do well, and during the following five days of operations manage to knock out various German positions and capture one, possibly two, German field guns. The enemy force, after questioning two captured native porters, was estimated at three companies.

Had anything gone wrong during this operation, half the railway pioneers available in German East Africa could easily have been lost - absolutely critical resources which could only be supplemented to a very limited extent from India.



3rd Sappers and Miners.

Drawn by AC Lowett, 1910.

Postcard from the National Army Museum, London.

From left: 1) Lance

Naik (Lieutenant Corporal) (*Brahman of Oudh*)

2) Jemadar (Lieutenant) (*Dekhani Mahratti*).

Rounding off

It is possibly *the 25th and 26th (Railway) Company* that gave the 3rd Sappers and Miners the Kilimanjaro ribbon [8](#)) - see No. 5 Bridging Train, 3rd Sappers & Miners, either because the companies actually belonged to it, or because after the war the corps has taken over the army railway units, including traditions.

The only other mention of the railway companies I have found mentions that the 26th (Railway) Company, Sappers & Miners, was deployed at Samawah in Mesopotamia (170 miles south east of Baghdad) in October 1918 [9](#)).

No. 5 Bridging Train, 3rd Sappers & Miners

The official organizational chart for a bridge company had not yet been established in 1914 (Source 4). In terms of personnel, however, the Expeditionary Force's bridging training roughly corresponds to the provisional organization. Source 5, which has the figures from 1923-24, does not reproduce information about material etc.

Tabel 4: Bridging Train

	1914	1923
English officers		2
English non-commissioned officers and privates		3
Indian officers		255
Indian NCOs and Privates		22
Total	22	260
Helpers		14
Transport cart (<i>AT cart</i>)		1
Mule (pack animal)		5
Oxen (draft animals)		298
Train driver		194

My sources only provide fragments of the unit's efforts in East Africa, but it can be mentioned that the 3rd Sappers and Miners

East Africa 1914-18 among the 28 awarded for efforts in the First World War.

became the banners Kilimanjaro and



Regimentsmærke

Royal Bombay Sappers and Miners, 1940.

From Source 6.

3rd Sappers and Miners - Historical Summary (Source 3)

1777: Lascar Pioneers

1781: The Pioneer Corps

1830: Engineer Corps

1837: Corps of Bombay Sappers and Miners 1903: 3rd

Sappers and Miners 1921: 3rd Royal

Bombay Sappers and Miners

1923: Royal Bombay Sappers and Miners

Tanga (Map 2, point 2)

Appendix B to the Expeditionary Force's Operation Order No. 1 of 1 November 1914 describes the planned landing at Tanga.

The landing of the troops and the material that was to be used immediately had to take place within two days, while the entire landing was only expected to be completed after six days.

The personnel of the bridge company were on board the troop transport ship S/S ABASSIEH, while their pontoons and bridging equipment were on the transport ship S/S RHEINFELS. On D-Day, they were to sail over to the tugboat S/S BARJUN, in order - weather permitting - to launch their pontoons and bridge equipment.

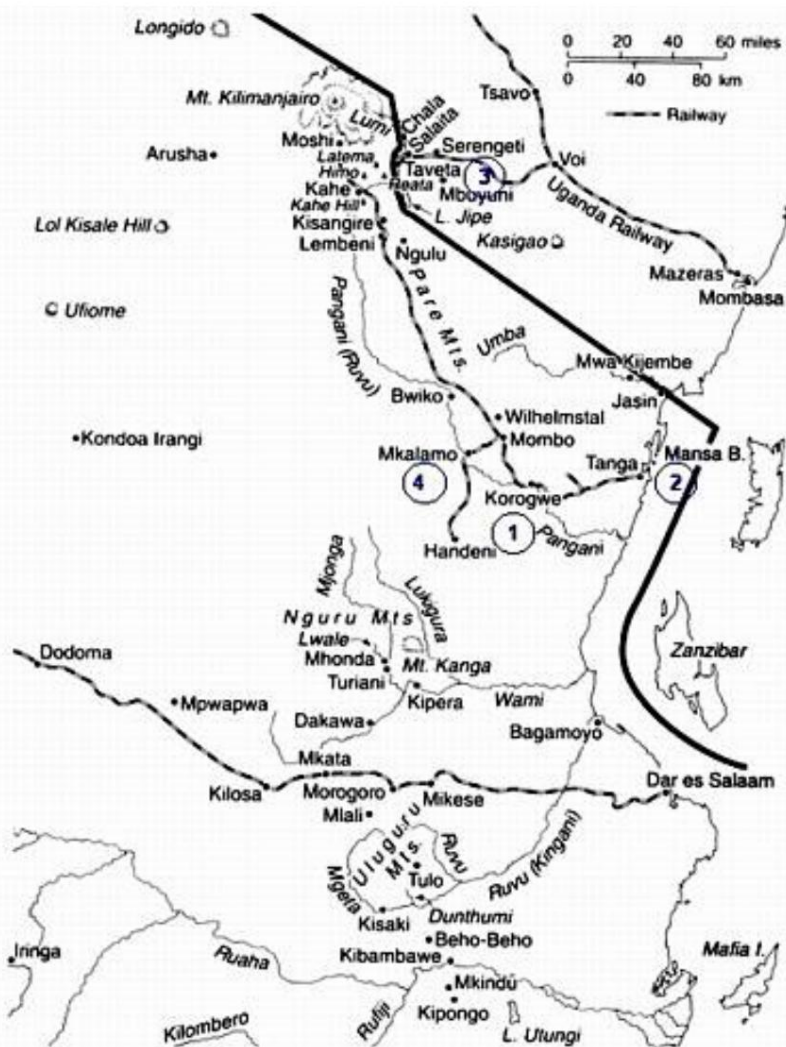
After that, they had to stand ready to be towed ashore when tugboat capacity was available.

Now the circumstances surrounding the landing, which had been expected to take place without resistance, meant that the bridge company was not landed, but returned to Mombasa with the rest of the Expeditionary Force.

As the bridge company did not themselves bring any timber, it must be assumed that pontoons and bridging material were presumably transported on locally provided, probably oxen-drawn, rolling stock and/or by parts of the 2,000-strong force of native porters recruited from Zanzibar especially with a view to transport tasks at Tanga [10](#)).

Taveta (Kort 2, punkt 4)

The bridge company strikes on the 10th-11th. March 1916 bridge over the Lumi River, at the town of Taveta southeast of Kilimanjaro, as the existing bridge cannot support the heavy traffic that must pass it.



Map 2: East Africa, the north-eastern part.
From Source 10.

The Lumi could be passed with some difficulty by the guns and carts of two ox-drawn batteries, and a number of ambulances, but the other artillery and motorized wood which must pass the river must await bridging.

The company had produced a 11 m long (36 ft) transportable "lattice bridge". It was judged too long for the purpose, and instead a wooden "trestle bridge" was constructed, which was completed by midday on 11 March 1916 [11](#)).

Mkalamo (Card 2, point 4)

On 10 June 1916, the Allied forces captured the town of Mkalamo, where a narrow-gauge railway between Mombo and Handeni crosses the Pangani River. Before the German troops withdrew from the area, they had destroyed part of the railway track, but not the bridge over the Pangani, which was important for the further advance.

An initial estimate of what would be needed to bring the track into serviceable condition was 4,000 sleepers, 10,000 rail ties and 20,000 bolts.

This material could not possibly be procured, but during the following three weeks the bridge company of the 3rd Sappers and Miners - assisted by the engineer company of the Faridkot Sappers and Miners - succeeded in bringing the railway track into serviceable condition.

In the absence of rail ties (= connecting piece between two railway rails; usually made of iron) improvised ties were used, made of wood, attached to the rails with steel wire...

Cartographic Sections, 2nd Queen's Own Sappers and Miners

Two of Expeditionary Corps B's smallest units were the two cartographic sections *No. 3 Photo-Litho Section* and *No. 4 Printing Section*, both belonging to the 2nd Queen's Own Sappers & Miners.

The tasks of the sections consisted of diversifying i.a. map material. Their efforts, however significant, have earned them only an indirect mention in the official history of the first year of the war (Source 1).



Card 3: Tanga.
From Source 1.

The military operations in the German colonies in Africa were hampered by imprecise or completely missing map material, which was already evident during the operations at Tanga.

During the planning of the operations, a map of Tanga was available, but not detailed maps of the areas around the city. On the basis of various maps and sea charts, two sketches were produced, with a view to delivery to the units. However, both the course of the coastline and the few roads in the area were drawn incorrectly, which gave rise to some confusion after the landing.

The Expeditionary Force's youngest intelligence officer, Lieutenant Henry Plummer Ishmael, who had been sent from London to Mombasa, was one of the few people in the Expeditionary Force who had personal knowledge of the Tanga area.

Unfortunately for the further development, Lieutenant Ishmael fell already on the first day of the operation.

Prior to the operations, Norman King, who had been the British consul in Dar-es-Salam, had traveled to India to advise the Commander of the Expeditionary Force, Major General EA Aitken. Norman King prepared a small booklet - *Field Notes on German East Africa* - which gave the units some impression of the land area they had to fight in. How far down the system this information was distributed, nothing is known. Norman King then went with the Expeditionary Force staff to East Africa and was appointed political advisor, with the rank of major.

It does not appear, however, that either Lieutenant Ishmael's or Major King's advice and experience were given particular importance during the staff meeting at Mombasa on 31 October 1914 where the operations were planned.

During the meeting, Major General Aitken also declined assistance from the commander of the 3rd King's African Rifles, Lieutenant Colonel BR Graham, who offered to send parts of his battalion to Tanga.

With regard to map material, there existed official German maps of East Africa, i.a. at a scale of 1:300,000, but large areas were still uncharted, which presented particular problems as the war moved away from the inhabited parts. Names of localities were far from unique - the same town could be called several different names, depending on which tribal language was spoken.

A very interesting story about the production of the map material necessary for the operations can be found on the Naval & Military Press website: Introduction to Map Sections of the Official Histories of World War One.



Regimentsmärke

Royal Bombay Sappers and Miners, 1940.

From Source 6.

2nd Sappers and Miners - Historical Summary (Source 3)

1780: Madras Pioneers

1792: Corps of Madras Pioneers

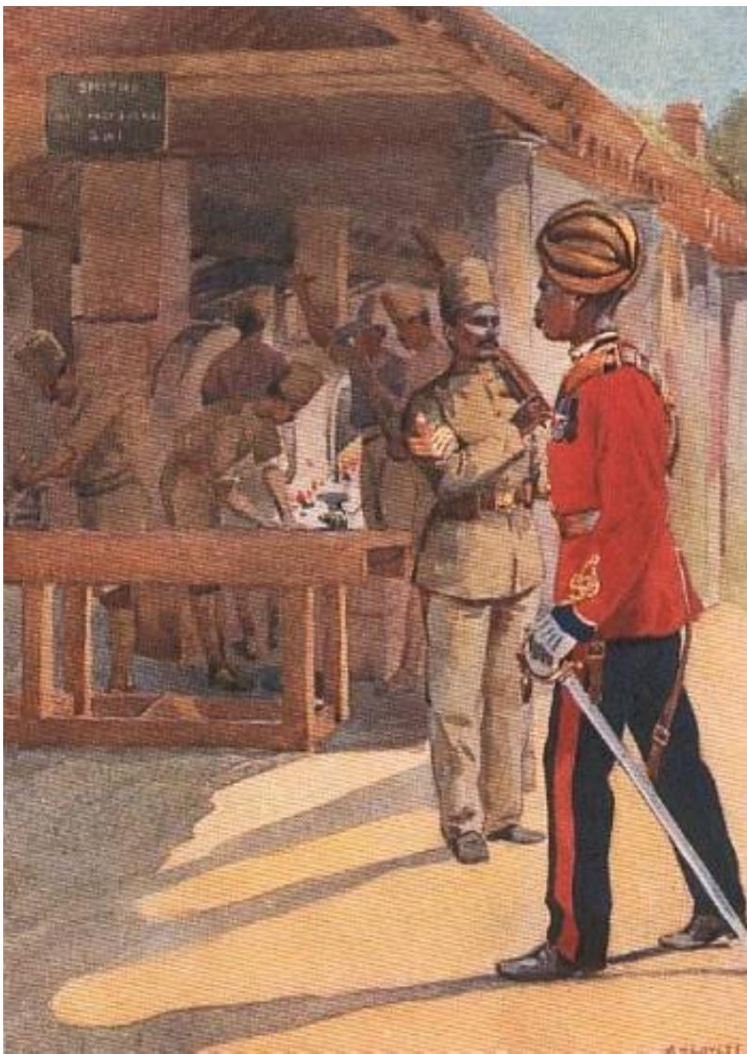
1831: Madras Sappers and Miners

1876: Queen's Own Madras Sappers and Miners 1903: 2nd

Queen's Own Sappers and Miners 1911: 2nd Queen

Victoria's Own Sappers and Miners

1923: Queen Victoria's Own Sappers and Miners



nd 2 Queen's Own Sappers and Miners.

Drawn by AC Lowett, 1910.

Reproduced from a plate seen for sale at MILPRINTS.

From left: 1)

Havildar (sergeant) (*Christian*)

2) Subadar (kaptajn) (*Christian*).

nd The Queen's Own Sappers and Miners were awarded the East Africa Ribbon, 1918 for their efforts in the First World War, but which units of the corps have earned this are not currently known.

Perhaps the corps contributed a railway company to replace *the 26th (Railway) Company* when it was sent to Mesopotamia?

The cartographic sections have not been large enough for their efforts to be noted with a banner (battle honour). As far as is known, it had to be a unit of more than sub-divisional size (company, squadron or battery) in a given area for it to be registered as an effort.

The corps was also awarded a further 13 ribbons for their efforts in France, Mesopotamia and Palestine.

For further examples of corps uniforms, see also the photograph of soldiers of the Queen's Own Madras Sappers and Miners (1897) reproduced in *The Indian Army - On Mountain Batteries, 1890-1940*.

Field Post Office

The handling of field mail is, in the British and Indian armies, a matter for the engineer troops.

The Expeditionary Force's Standing Orders (*standing orders*), reproduced in Source 1, mention in detail under the section *Correspondence and Censorship* how mail and telegrams must be handled, i.a. so that operations are not compromised.

Tabel 5: Field Post Office

English officers	1
English non-commissioned officers and privates	1
Indian officers	1
Indian NCOs and Privates	10
Total	13
Helpers	16

Unfortunately, the same care was not exercised elsewhere, including in Nairobi and Mombasa, and word of the Expeditionary Force arrived before the unit itself. Given the course of the operations, field post is probably not sent from Tanga, but an impression of the Indian field post system can be obtained from the article *Indian Field Post in Palestine and the Occupied Enemy Territories* (Tobias Zywiets).

Telegraph Section og Motor Cyclist Signal Section

The units were expected to be landed as the last units on D-Day, apparently they were. Motorcycles are mentioned among the equipment left on the beach during the retreat.

Table 6: Telegraph and MC Section

Telegraph Section Motor Cyclists 1

English officers		
	18	10
English non-commissioned officers and privates		
	18	
Indian NCOs and Privates		
Total	37	10
Helpers	15	

Motorcycles

Whether the platoons, like the brigades' signal platoons, are from the 31st Signal Company, Royal Engineers) is not available.

North-Western Railway Volunteers

Another one of Expedition Corps B's units related to the railway service can be appropriately mentioned here.

The unit has apparently not attracted much attention, and Source 1 also only mentions it in connection with the Expeditionary Force's strength list. The soldiers came from one of the volunteer local defense units in India called *The Volunteer Force*.

The Volunteer Force

The oldest unit - the Madras Volunteer Guard - dates from around the time of the Indian Rebellion (1857-58) and a number of units were established in the years after that, most around 1869, where e.g. the major railway companies in India are setting up their own units, e.g. East Indian Railway Volunteer Corps.

The soldiers were made up of Englishmen and Anglo-Indians, and the units were organized according to English patterns. Analogously to the volunteer units in England, which from 1908 became the Territorial Force, the units had an adjutant from the regular army, while all other posts were filled by volunteer personnel. In India, however, there were no specific requirements for education and length of service, and the effectiveness was highly variable.

At the start of the First World War, some units were used to replace regular units that could be sent to the front instead, but as the units were legally bound to their local area, they were not particularly flexible. To have sent the volunteers out as unified units would also have deprived the civil administration of a large part of its personnel, with consequent consequences for Indian society.

The volunteer units also functioned to a large extent as a recruitment opportunity for officers for the regular units, and as - in connection with Expeditionary Forces B and C - as a basis for the creation of ad hoc subdivisions.

Tabel 7: North-Western Railway Volunteers

Gun Detachment for Armoured Train

	3
English officers	
	37
English non-commissioned officers and privates	
Total	40
	5
Helpers	

The volunteer units became part of the Indian Army from 1917 with the passing of *the Indian Defense Force Act*. This meant that almost all English men, aged 18 to 41, resident in India were drafted to serve in the volunteer units. Similarly, the units now also admitted Indians from certain social classes. In 1917, a major reorganization of the entire force was also carried out.

For Expeditionary Corps B, the North-Western Railway Volunteer Rifles provided gun crew(s) for an armored train 12). [___](#)

The corps had experience in the use of armored trains in cooperation with regular units during skirmishes on the Northwest Frontier.



North-Western Railways brand.

Fra North Western Railway (Terry Case).

North-Western Railway Volunteer Rifles - Historical summary (Source 6)

rd 1886: 3 or Sind, Punjab and Indus Valley Railways Volunteer Rifle Corps rd

Punjab (North-Western Railway) Volunteer Rifle Corps 1888: 3

1892: North-Western Railway Volunteer Rifles 1917:24th

North-Western Railway Battalion

1920:North-Western Railway Regiment

1933:North-Western Railway Battalion

The corps carried the North-Western Railways brand.

The reorganization of the volunteer units in 1917 and 1920 brought about many changes in the names of the units, which apparently also happened in 1933, not only for the North-Western Railway Volunteers.



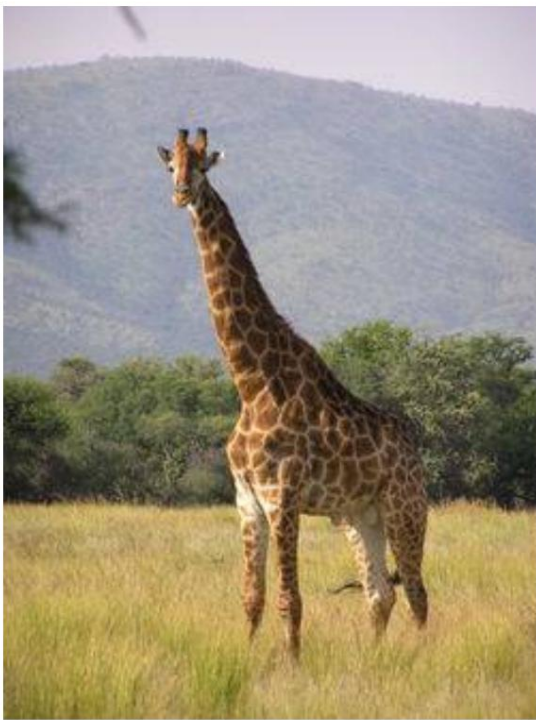
Soldiers of the 3rd Punjab Rifles, Armored Train Section, photographed at Moghalpura in 1919. Fra North Western Railway (Terry Case).

It must be assumed that the armored train had to be set up in East Africa - from railway equipment from English East Africa or captured German equipment.

The closest I can get to a picture of the corps shows soldiers from an almost similar volunteer unit...

The Punjab Rifles (until 1917 the 1st Punjab Volunteer Rifle Corps) was a volunteer unit on the lines of the North Western Railway Volunteer Rifles.

Postscript - About giraffes



As an apropos to the mention of the Expeditionary Corps' signal units, a particularly East African concrete challenge must be mentioned - when telegraph and telephone lines are installed high, you must be aware that giraffes can tear down the line!

To avoid this, approx. 7 m high (24 ft) masts (Source 1), which provided adequate headroom for even the largest giraffes.

The image comes from Giraf (Wikipedia).

Giraffes caused problems for both sides, and German soldiers around the Longido mountain had direct orders to shoot as many giraffes as possible.

Giraffes' destruction of a German telegraph line actually influences the fighting at Tanga and along the border between German and English East Africa.

When on 2 November 1914 the German side became completely aware of the impending British landing at Tanga, the German forces at Kilimanjaro and Longido were immediately ordered to Tanga.

Colonel von Lettow-Vorbeck's orders to Captain Kraut at Longido do not reach, however, as giraffes have torn down the telegraph line, thereby cutting off the German forces at Tanga to receive reinforcements from the four infantry companies that made up Abteilung Kraut . An orderly officer delivers the order on November 3, 1914, but by then *the Abteilung Kraut* is already engaged in battles, in which, among other things, includes *the 29th Punjabis* of the Indian Expeditionary Force C.

Read more about these battles in the article *The Battle for Longido Mountain, 3 - 4 November 1914* by Dennis L. Bishop and Holger Dobold (By Jingo!).

Sources

1. *History of the Great War, Military Operations East Africa, Volume I, August 1914 - September 1916* by Second Lieutenant Charles Hordern, HSMO, London 1941. (Can be borrowed from the Royal Garrison Library.)
2. *The Battle of Tanga 1914* af Ross Anderson, Tempus Publishing Ltd., Stroud, Gloucestershire

2002, ISBN 0-7524-2349-5.

3. Queen Victoria's Own Sappers and Miners, Royal Bombay Sappers and Miners (Land Forces of Britain, the Empire and Commonwealth).
4. *Field Service Pocket Book (1914)*, published by the General Staff, War Office, London 1914, Reprint af David & Charles Reprints, London 1971, ISBN 0-7153-5225-3.
5. *The Army of India and Its Evolution - An official report published in Calcutta 1924 and reprinted by Picton Publishing, Chippenham/Wiltshire 1992, ISBN 0-948251-69-9.*
6. *India's Army* af Donovan Jackson, Purnell and Sons, London 1940.
7. *Armies of the Indian Princely States - Volume I: An Historical Overview* af Richard Head og Tony McClenaghan, The Military Press, Milton Keynes/Buckinghamshire, 1998. ISBN 0-85420-070-3.
8. *Armies of the Indian Princely States - Volume IV: Sappers & Miners, Part 1* af Richard Head og Tony McClenaghan, The Military Press, Milton Keynes/Buckinghamshire, 1999. ISBN 0-85420-11-8.
9. *Military Railways in India, Part One - Railways on the North Western Frontier 1880 to 1917* af Simon Darvill (The Indian Railways Fan Club). For sources, see Bibliography. Part 2 of the document, which includes will mention deployment of the reserve material in Mesopotamia, is, judging by information from the fan club's website, under preparation.
10. *The First World War in Africa* af Hew Strachan, Oxford University Press, Oxford 2004, ISBN 0-19-925728-0.

Per Finsted

To note:

- 1) The battalion's efforts are discussed in Part 1. It was specially selected as it had experience from building a mountain railway at Ootacamund in southern India. For this railway, see Nilgiri Mountain Railway and Ootacamund (Wikipedia).
- 2) From *the World War, booklet 75, The battles in South Africa* by H. Jenssen-Tusch, Johs. Lindbæk, H. Styrmer and E. Gyldenkrone, Gyldendalske Boghandel, Nordisk Forlag, Copenhagen 1920.
- 3) From *the World War, booklet 254-55, German East Africa's conquest* by H. Jenssen-Tusch, Johs. Lindbæk, H. Styrmer and E. Gyldenkrone, Gyldendalske Boghandel, Nordisk Forlag, Copenhagen 1920.
- 4) Fra Faridkot (Royal and Ruling Houses of Africa, Asia, Oceania and the Americas).
- 5) Se List of Indian Princely States (Wikipedia).
- 6) From *Stilk's Memoirs* by LC Dunsterville, Gyldendalske Boghandel - Nordisk Forlag, Copenhagen 1930.
- 7) May be earlier, but Source 1 first mentions the units from the summer of 1916.
- 8) Se Battle Honours East Africa 1914-1918 (Land Forces of Britain, the Empire and Commonwealth).
- 9) Se 108 Havildar Bikran Singh, 3/23rd Sikh Infantry (King Emperor) samt Samawah (Wikipedia).
- 10) Source 1 further states that the porter corps from Zanzibar was disbanded after returning to Mombasa, the wage bill being 25 rupees per man. month instead of the 15 rupees you usually paid an East African porter. In the East African economy of the time (1907), 15 rupees equaled 1 British pound. See *The Man-eaters of Tsavo and other East African adventures* by John Henry Patterson, who, among other things, also describes his experiences with porters from Zanzibar. John Henry Patterson later became commander of The Zion Mule Corps, see *The Zion Mule Corps (1915)* and *The Jewish Legion (1917-1918)*.

11) See also General Smut's official report, published in the London Gazette, 20 June 1916 (The Long, long trail). The grid bridge was later built over the Himo River

12) I assume that Source 1's designation *armored train* is to be understood in the sense of armored train rather than an armed train. Elsewhere there is talk of a *partially armored train*, which at first only makes sense in the sense of "partially armored".