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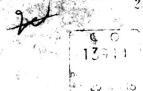
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283/25.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
MOWN ACENTS FOR THE COLONIES,
THE ABOVE REPERSION AND THE
DATE OF THIS LETTER BEING QUOTED.

TELEGRAMS, "GROWN, LONDON."



WHITEHALL CARDENS, LONDON, S. W.

24th. March, 1915.

fir,

I have the honour to acknowledge the receipt of your letter No. 7039/1914-15 dated 16th. February last, transmitting a despatch from the Governor of the East Africa Protectorate relating to the proposed rearrangement and extension of the present werehouses at Kilindini Pier.

- 2. In compliance with your request the Consulting Engineers for the Uganda Railway were asked for their observations on the proposed extension. I attach a copy of a letter dated the 19th. March which we have received from them and also the plan referred to therein.
- 3. The general arrangement of the sidings etc. shown on the plan prepared by the Consulting Engineers is substantially the same as that shown on the Colonial drawing No. 987 which accompanied the Governor's dispatch. Additional standing room for trucks has however been obtained by the provision of curves of shorter radius for the siding connections. The extensive use of curves of such small radius as 242 feet may be objected to by the railway officers on account of the resulting increased

oder Secretary of State,

kc. &c. &c.

Colonial Office.

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wear and tear on the permanent way and rolling stock. The Consulting Enginters in paragraph 5 of their letter referred to the use of similar curves on 5 ft. 6 ins. gauge lines at Calcutta but as against this it might be mentioned that the new construction regulations of the Nigerian Eastern Railway forbids the use of curves of so small a radius. This, however, is a matter of detail which can be left for the decision of the railway officers.

- 4. As we are not fully conversant with the local arrangements for marshalling the traffic entering and leaving the warehouse we are not in a position to comment usefully on the general arrangement of the lines proposed. It would appear from paragraph 2 of page 2 of the acting General Manager's report that the shunting of the traffic for the sidings leading to the platforms is delayed at the present time owing to all the sidings having to be shunted on one line. Neither of the proposed schemes appear to adequately deal with this point.
- 5. We have been assured by Messrs. Cooks Matthews Fitzmaurice and Wilson that the proposals of the railway Consulting Engineers do not interfere with the proposals which the harbour engineers have put forward with regard to the deep water accommodation.
- 6. We return the Colonial print and we also enclose the drawing prepared by Mesers. Rendel Palmer and Tritton. These gentlemen would like the loan of the Colonial drawing again as they have not retained a capy.

forward

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forward

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forward the drawing to you now as we believe there is some urgency with regard to this matter but we shall be glad if you will kindly return the Colonial drawing to us to enable the Consulting Engineers to make a copy.

I have the honour to be;

Sir.

Your shedient Servant.

for Crown Agents.

Messrs. Rendel Palmer & Tritton to Crown Agents.

13, Dartheut Street, Westminster, S.W. 19th. March, 1915.

Improvements at Kilindini Pier. Gentlemen.

We have considered the proposals shown on the drawingaccompanying your letter, and are in agreement with the scheme generally. The siding accommodation is obviously too small for the traffic, and the provision of more room on the land to be reclaimed seems absolutely necessary.

- 2. The only comment we have to make is on the lay-out of the new lines. We think that better use could possibly be made of the restricted area afforded by the reclamation works, if the lines are laid out in accordance with the plan sent herewith. The standing room is increased by over 25 per cent in this arrangement, and if it is not necessary to put in so much at present, one or two lines can be omitted until the development of traffic requires more eidings.
- 3. The proposal is based on the use of 1 in 6 crossings, with curves of 242 feet radius, and we think this is, if anything, more than ample for metre gauge sidings. In the port of Calcutta, where the gauge is 5 ft. 6 ins., curves of 250 feet radius are now the rule for sidings and sorting grids, so that in a metre gauge 200 feet radius would perfectly practicable. If this

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4. We have discussed the plan with Messrs. Coode Matthews Fitzmaurice and Wilson, and have their assurance that the recommendations we make will in no wise affect the scheme which they have in hand.

We are etc.,

(Sgd.) RENDEL PAIMER & TRITTON.

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