

this direction would
tions and with the

gypt, the question
nuously. His re
me, he forwarded
Rough Notes to
e System of L
e rough not
y of

And according
December 17th

officials, 7
a limited nu
unofficial mer
members of t
ended espe
have secu

him
at 11
the direction of

was
state

modo implentat poyent gyanent

granat or madoptat puyent col gyanent

PUBLIC

RECORD

OFFICE

no arc enc
Lap. 90.
fore
Basi
res
is
eas
ep
ran
e l
he
Brit
use
ossi

As app
difficultie
andi
of cons
the
epidemic

1900, but ab
zeulation which finis

their control over
il to deal
at 11:30

returned to you in my
the direction of

ink, spent
ass into

their control over
il to deal
at 11:30

returned to you in my
the direction of

ink, spent
ass into

returned to you in my
the direction of

ink, spent
ass into

returned to you in my
the direction of

ink, spent
ass into

PUBLIC RECORD OFFICE

CONTINUED FROM PREVIOUS FILM

PUBLIC RECORD OFFICE

C0533/460

ORDER NO. ⇨ FN/E475
CAMERA NO. ⇨ 19
OPERATOR. ⇨ EM
REDUCTION. ⇨ 12
EMULSION NO. ⇨ 341081
DATE. ⇨ 5/7/72

CROWN COPYRIGHT

THESE COPIES ARE SUPPLIED FOR INFORMATION
AND RESEARCH ONLY-NO REPRODUCTION MAY BE
MADE FOR PUBLICATION WITHOUT THE ASSENT OF
THE PUBLIC RECORD OFFICE

recorded and has not only allowed the Deficit Account to be closed but has also admitted of a transfer of £26,708 to the Reserve Account.

These appear to me to be very satisfactory figures indeed, and to reflect great credit on the whole of the Administration.

4. On the Railway side of the Administration the percentage of ordinary working expenditure to earnings (excluding depreciation) of 44.64 or 59.73 (including depreciation) is worthy of note and is the best figure yet obtained, notwithstanding the fact that the freight ton miles moved are down some 27 millions on last year. This smaller ton mile movement has been caused by a heavy fall in the movement of the lowest rated traffic but as the revenue obtained from such traffic only just covers expenditure, the loss of this traffic has not had any adverse effect on the net revenue position. There has, at the same time, been a satisfactory increase in the higher rated traffic, the result being that the average receipts have gone up by just over 2 cents per ton mile. On this matter of increase in receipts I have noticed in certain positions of the press, both here and at home, adverse criticisms; the line which has been taken is that this increase has been caused by an increase in rates, an undesirable practice when the country is in the throes of a depression, that being a time when it should, if possible, be helped by transport and other organizations by reduced rates; there has been no general increase in rates during 1934 and increases have only been made in respect of items of lesser importance where it was necessary to adjust anomalies, while there have been some decreases. The total net increase for the year is estimated to be only some £9,000. This type of criticism has

therefore ...

therefore been based on entirely false premises.

5. The efficiency figures for the Railway are again most satisfactory and the following appear particularly to be worthy of note :-

The average net train load, wagon miles per engine hour, train miles per train coaching hour, net ton miles per train hour, while the improvement in the number of miles per engine failure is most remarkable.

6. The Lake Services have been satisfactory throughout the year and the tonnage shows a slight increase on 1933. In connection with these Lake Services I desire to draw attention to the remarks on the Report of the Parliamentary Visit to Tanganyika, Uganda and Zanzibar in 1934 issued by the Empire Parliamentary Association where adverse criticisms are made on the Lake Services. The Report says the "Usoga" cannot reverse engines without stopping them, and that the "Rusinga" had reached the normal age for scrapping and was only capable of 2.3 knots per hour as against the scheduled speed of 8 knots. I am informed by the Senior Marine Officer that the disadvantage which the Report attributes to the "Usoga" is one from which all vessels suffer. The statement regarding the speed of 2.3 knots of the "Rusinga", with quite light head winds, must be considered an exaggeration, and is not supported by the Voyage report. The Administration is fully aware of the age and slowness of the vessels on the Lake, but neither the financial position nor the amount of passenger traffic existing or likely to exist in the near future, justifies the provision at present of new vessels.

7. The Harbour Working results for 1934 were also satisfactory, the revenue and ordinary working expenditure being about the same as in 1933. The percentage of ordinary working expenditure (excluding depreciation) increased by 0.93 per cent as compared with 1933, but showed a decrease

of 4.64

No 28
24/25/11/34
FA

in case

Handwritten notes:
The
main
conclusion
is

22

of 4.64 per cent as compared with 1932. This increase on 1935 is due to the heavy fall in export tonnage and in the same way many of the efficiency figures were adversely effected. The work at the port has however, been carried out in a most satisfactory manner and Kilindini has gained a good reputation for quick handling of cargo, speedy turn round of ships and general businesslike efficiency.

8. In my despatch Transport, Kenya - Uganda, No. 54 dated the 31st May 1934, which forwarded the General Manager's Annual Report for 1933, I pointed out that the improved financial position in that year had in the main resulted from:

- (a) the economy measures of 1931 and 1932.
 (b) a record cotton crop in Uganda.
 (c) the elimination of wasteful motor transport.

These factors have continued and continue to bear fruit, except that in this year the cotton crop, while still well above the average, is no longer a record one. Last year however, these factors combined with a general betterment in trade conditions introduced so great an improvement in the financial position of this Administration that not only was the Deficit Account entirely liquidated, but also a sum of £26,708 was transferred to the Reserve Account. Such an improvement as this was more than could have been hoped for in the early part of the year, and is due to more satisfactory conditions than had been expected combined with the efficient organisation and work of the Administration.

9. The position of the Funds is satisfactory. At the end of December 1934 the balances were as follows :-

Renewals Funds	£ 1,780,454
Betterment "	46,855
Loan "	280,103
Reserve Account	26,708
Miscellaneous Capital, Credits	27,629

No 152

2321/324

I trust however that the permission which I have asked for on many occasions that the Administration should be allowed to contribute to the Renewals Fund at the rate of 2 per cent instead of 2½ per cent until the year 1946 may soon be granted so that the excess may be available for the Reserve Fund. I entirely endorse the General Manager's view that the building up of an adequate Reserve is an urgent matter so that before the next depression occurs there may be a fund available to meet the emergency which may be capable of rendering where necessary, assistance to industries in temporary difficulties.

No 621004/34
EA
name

10. Your despatch No.111 of the 4th December 1934 giving your decision on Mr Roger Gibb's Report on railway rates and finance in Kenya, Uganda and the Tanganyika Territory and on the recommendations of the Governors' Conference and the various Governments on that report has settled all outstanding points in connection with that report except that of the Joint Commissionership for this Administration, on which the views of the Governors' Conference and my own have already been forwarded to you. I trust that the formation of the Transport Policy Board and the functions and duties of that Board, which were agreed upon at its first Meeting, may in practise prove to be suitable to deal with the difficult questions of transport co-ordination referred to in the General Manager's Report and that the Board will be able to eliminate in East Africa the competition and difficulties which are so apt to occur between different rail administrations and different forms of transport.

11. In conclusion I desire to record my high appreciation of the good work accomplished during the year and the very satisfactory results achieved by Brig. Gen. Sir G.D.Rhodes

and all

and all the staff of this Administration. I also desire to thank the Railway Advisory Council and Harbour Advisory Board for their valuable assistance during the year.

I have the honour to be,

Sir,

Your most obedient, humble servant,

Asst. Secy

HIGH COMMISSIONER.



OFFICE OF THE HIGH COMMISSIONER FOR TRANSPORT,
GOVERNMENT HOUSE,
NAIROBI,
KENYA.

26

TRANSPORT

KENYA-UGANDA

No. 142

RE
G.O. REC'D

1st May, 1934

Sir,

I have the honour to refer to my Transport
despatch No. 51 of the 19th of May, 1934, which forwarded
copies of the Report of the General Manager of the Kenya
and Uganda Railways and Harbours Administration for 1933,
and to transmit, for your information, twelve copies each
of Parts I and II of the General Manager's Report for the
year 1934.

2. My comments will be forwarded at an early date.

I have the honour to be,

Sir,

Your most obedient,

numble servant,

by G. Lister
HIGH COMMISSIONER.

Under separate
cover.

2001/34
ma
Under separate cover
12/4/34
12/4/34
12/4/34
12/4/34
12/4/34
12/4/34

1934/5/1

THE RIGHT HONOURABLE
MAJOR SIR PHILIP CUNLIFFE-LISTER, C.B.E., K.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, S.W.1

27
Kenya and Uganda Railways and Harbours



REPORT
— OF —
THE GENERAL MANAGER
ON THE
ADMINISTRATION OF THE
RAILWAYS AND HARBOURS

For the Year ended 31st December, 1934
(Part I)

PRICE FIVE SHILLINGS

NAIROBI
PRINTED BY THE GOVERNMENT PRINTER,
1935

29

Kenya and Uganda Railways and Harbours



REPORT
— OF —
THE GENERAL MANAGER
ON THE
ADMINISTRATION OF THE
RAILWAYS AND HARBOURS

For the Year ended 31st December, 1934
(Part I)

PRICE FIVE SHILLINGS

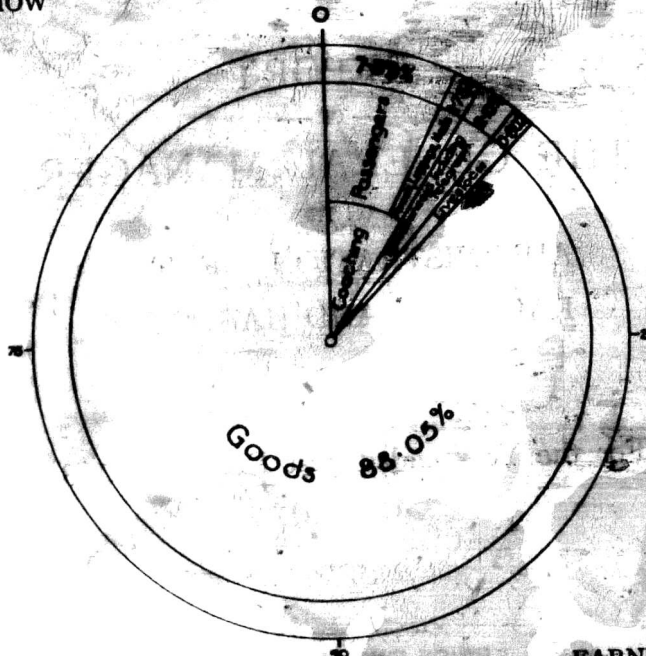
NAIROBI
PRINTED BY THE GOVERNMENT PRINTER,
1935

RAILWAYS

REVENUE 1934

HOW

IT



WAS

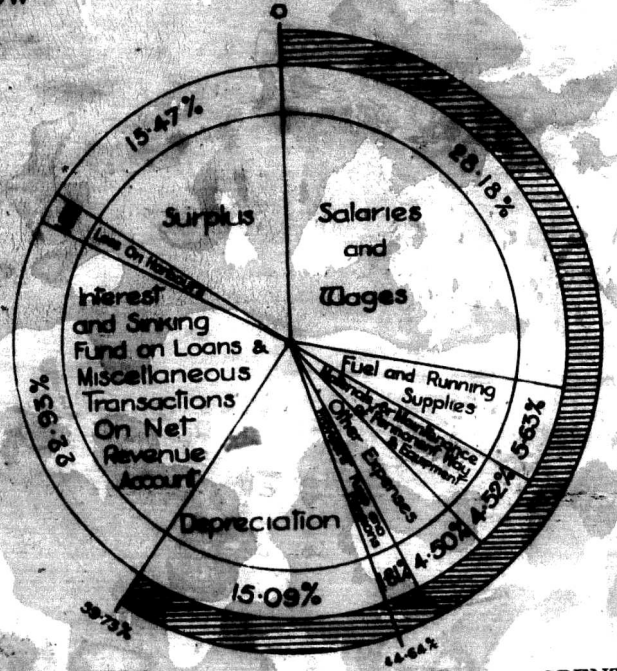
EARNED

RAILWAYS

REVENUE 1934

HOW

IT



WAS

SPENT

CONTENTS

PART I.

CHAPTER	PAGE
I. Railways and Harbours—Combined Working Results ..	1-4
II. Railways—Mileage and Working Results	5-15
III. Railways—Commercial Section	16-26
IV. Railways—Operating Section	27-33
V. Railways—Road Motor Service	34-35
VI. Railways—Marine Services	36-38
VII. Railways—Permanent Way, Works and Buildings ..	39-43
VIII. Railways—Locomotive Workshops and Locomotive Running Section	44-52
IX. Railways—Stores	53-54
X. Harbours	55-66
XI. Railways and Harbours—Miscellaneous and General ..	67-78
Certificates	79
Income Statements	80
Accounts and Statistical Statements	81-136
Diagrams, Profiles, Photographs and Map.	

PART II.

(In separate volume)

STATEMENTS	PAGE
A. Staff Changes	1-2
B. Railways—Comparison between Estimates and Ex- penditure	3-11
C. Harbours—Comparison between Estimates and Ex- penditure	12-15
D.-Z., A.A. and A.B. Expenditure Against Loan Funds, etc. ..	16-24
A.C., A.D. Investments	25, 26
A.E.-A.L. Traffic Statements—Railway, Lake Marine and Road Services	27-32
A.M. Repairs and Renewals of Rolling Stock	32
A.N., A.O. Locomotive Fuel and Lubricating Oil Consumption..	33-34
A.P.-B.K. Port of Mombasa—Tonnage Statements	35-40

INDEX TO TEXT

	PAGE
A	
Accidents	33
Advisory Councils	60
Apprentices, Marine Workshops	36
Apprentices, Railway Workshops	45
Average Load per Wagon Unit	28
Average Net Train Load	28
Average Revenue per Ton Mile	9
Average Revenue per Ton and per Ton Mile per Class Rate, etc.	19
Average Ton Mile Costs	10
B	
Balance Sheet	2
Bedding Issues	26
Betterment Fund	4
Branch Line Tonnages	12
Branch Lines, Working of	11
Bridges and Culverts	43
Buildings	43
Bulletin, General Manager's	70
Bush Clearing	43
C	
Caboose System of Engine Working	49
Capital Account	2
Cash Balances	4
Catering Revenue and Expenditure	26
Catering Supplies	54
Certificates	79
Charters of Ships	38
Claims Compensation	26
Coaching Miles per Train Hour	28, 29
Coaching Stock, Repairs to	45
Collection and Delivery Service, Masindi Town	35
Commodities railed to the Coast	20
Competition, Road Motor	73, 74
Concrete Factory	43
Conservancy Services	43
Consumable Stores, Locomotive	51
Co-ordination of Transport Services	74
Cotton Traffic	24
Cotton Seed Traffic	24
Country Produce Rates	73
Crank Pins, Locomotive	46
D	
Deficit Account	4
Density of Traffic	72
Depreciation	4, 76
Distribution Rates	23
E	
Earnings, Harbours	55, 56
Earnings, Railways	5, 6
Earnings, Railways and Harbours	1
Economy Measures	71
Efficiency Index, Harbours	65
Efficiency Index, Railways	28
Engine Failures	49
Engine Miles	27, 30, 50
Engine Miles per Day	28, 29
Engine Power	52
Engineering Department, District Organi- zation	43
Estimates, 1935	76
Excursion Facilities	16

	PAGE
E—contd.	
Expenditure--	
Catering	26
Engineering	39, 40
Harbours	55, 56
Railways	5, 6, 10
Railways and Harbours	1
Road Motor Service	34
F	
Feeder Services, Road Motor	35
Financial Position	75
First Aid Classes	69
Flat Rates	73
Floating Dock, Lake Albert	38
Freight Ton Mile Costs	10
Freight Ton Mile Receipts	9
Freight Ton Miles Moved	9
Freight Train Services	29
Fuel Consumption, Locomotive	51
Fuel Consumption and Costs, Locomotive	49, 51
Fuel Supplies, Lake Kioga	37
Funds	4
Future, The	76
G	
General Manager's Bulletin	70
Goods Traffic	18
Goods Train Services	29
Graphs—	
Carriage and Wagon Lubrication	47
Cost of Handling Cargo, Kilindini Har- bour	64
Cost of Locomotive Consumable Stores	51
Cost of Locomotive Maintenance—Run- ning Sheds	52
Earnings and Expenditure, Harbours	63
Efficiency Figures, Railways	32
Engine Miles	31
Engineering Expenditure	41, 42
Harbour Tonnages	64
Locomotive Fuel Consumption	48
Locomotive Fuel Consumption Costs	51
Locomotive Lubrication Consumption	43
Marine Expenditure per Net Registered Ton of Shipping, Kilindini Harbour	64
Miles per Engine Failure	48
Operating Ratio, Harbours	63
Operating Ratio, Railways	7
Passenger Traffic	17
Percentage increase or decrease of Rail- way Earnings and Ordinary Working Expenditure	8
Railway Earnings, Expenditure and Revenue Earning Ton Miles	13
Ton Miles, Railway	31
Traffic Diagram	14
Wagon Miles	47
Wagon Miles per Hot Box	47
Guarantees	11
H	
Handling Costs, Kilindini Harbour	65
Harbour Advisory Board	69
Harbour Working, General	66
Hollerith Machines	69
Hot Boxes	46

INDEX TO TEXT—(Contd.)

	PAGE		PAGE
I		Railway Advisory Council	69
Ice Factory Issues	26	Railway Working Results, Summary of	15
Investments	4	Rates Alterations	22
K		Rates, Country Produce	78
Kagera River Service	26	Rates, Distribution	23
Key Thefts (Track Keys)	43	Rates, Maximum and Flat	78
L		Rates Policy	72
Labour	43, 87	Rates Reductions	78
Lake Tonnages	24	Rates Review	54
Land	24	Rations	78
Laundry Issues	24	Regulation of Transport	4
Live Stock Traffic	1, 3, 55, 76, 77	Renewals Fund	45
Loan Charges	59	Repairing of Coaching Stock	44
Locomotive Running Shed Maintenance	62	Repairing of Locomotives	45
Costs	44	Repairing of Wagons	76, 77, 78
Locomotive Working, Kilindini Harbour	70	Reserve Account	76, 77, 78
Locomotives, Repairs to	46	Reserve Funds	76, 77, 78
London Office	17	Rèvenue	9
Lubrication of Wagons	17	Average per Ton Mile	26
Luggage Traffic	17	Catering	18
M		Goods	18
Marine Costs, Kilindini Harbour	66	Harbours	18
Marine Services (Lake), Working of—		Live Stock	18
Lake Albert and River Nile	37, 38	Luggage	18
Lake Kioga	37	Parcels	16
Lake Victoria	36	Passengers	34
Maximum Rates	78	Road Motor Service	55
Mechanical Accounting, Hollerith Machines	69	Revenue Account (Net) Harbours	6
Mileage, Route and Track	5	Revenue Account (Net) Railways	1
Mileage, Steamer	25	Revenue Account, Railways and Harbours	78, 74
Mileage, Train and Engine	27, 50	Road Motor Competition	35
Mileage, Water Factory Issues	26	Road Motor Fleet	48
Mineral Water Factory Issues	21	Roads	4
Motor Car Traffic	29	Route Mileages, Railway and Lake Marine	5
Movement of Main Crops	25	Services	5
Mwanza Traffic	25	S	
N		Salaries and Wages	67
Net Revenue Account, Harbours	6	Sanitation	69
Net Revenue Account, Railways	55	Scrap and Reclamation Yard	54
O		Sesse Islands Service	36
Oil Consumption, Lubricating	49	Shipping, Kilindini Harbour and Coast	59, 60, 61, 62
Oil Imports, Magadi Soda Company's	57	Ports	3
Jetty, Kilindini Harbour	29	Sinking Funds	58
Operating, Goods Services	29	Soda Exports, Kilindini Harbour	58
Operating, Passenger Services	29	Staff	78
Operating Ratio—		General	52
Harbours	55, 56	Running, Training of	67
Railways	5	Summary of	38
Railways and Harbours	2	Transportation, Training of	45
P		Workshops Apprentices	67
Parcels Traffic	18	Staff Expenditure, Review of	8
Passenger Traffic	29	Stamp Duty Reserve Fund	70
Passenger Train Services	40, 43	Statistics	25
Permanent Way Maintenance	69	Steamer Mileage	58
Police, Railways and Harbours Unit	76	Stores Department	54
Prospects	68	Cost of	58
Provident Fund	70	Local Purchases	58
Public Bodies, Co-operation with	70	Stocks	58
Publicity	70	Turnover	17
Q		Sudan Railways, Through Bookings	57
Quay Crane Working, Kilindini Harbour	58	Sudd Blockages	60
		Suggestion Scheme	15
		Summary of Results of Railway Working	1
		Surplus, Railways and Harbours	1

INDEX TO TEXT—(Contd.)

	PAGE		PAGE
T		T—contd.	
Tabulating Machines	69	Traffic Density	72
Tanganyika Railways	23, 70	Train Mileage	27
Technical Training, Running Staff	52	Train Miles per Train Hour, Goods and	26
Theft of Track Keys	43	Coaching	26
Through Bookings to and from Sudan and	17, 23	Transport, Regulation and Co-ordination	73, 74
Tanganyika Railways	17, 23	W	
Ton Mile Costs	10	Wagon Lubrication	46
Ton Mile Receipts	9	Wagon Mileage	46
Ton Miles, Railway	30	Wagon Working	33
Ton Miles, Total	9, 30	Wagons, Repairs to	45
Tonnages	19	Water Softening Plant	52
At various Class Rates, etc.	12	Water Supplies	43
Branch Line	18	Working Results	11
Goods	57	Branch Lines	26
Kilindini Harbour	24	Catering	55
Lake Services	34	Harbours	11
Road Motor Service	30	Marine (Lake Services)	5, 16
Total Moved	5	Railways	1
Track Mileage	20	Railways and Harbours	34
Traffic at Principal Stations	21	Road Motor Service	34
Traffic, Comparison between Local and	21		
Imported Commodities	21		

INDEX TO TEXT—(Contd.)

	PAGE
I	
Ice Factory Issues	26
Investments	4
K	
Kagera River Service	26
Key Thefts (Track Keys)	49
L	
Labour	49, 67
Lake Tonnages	24
Land	26
Laundry Issues	18
Live Stock Traffic	1, 3, 55, 76, 77
Loan Charges	52
Locomotive Running Shed Maintenance Costs	62
Locomotive Working, Kilindini Harbour	44
Locomotives, Repairs to	70
London Office	46
Lubrication of Wagons	17
Luggage Traffic	17
M	
Marine Costs, Kilindini Harbour	66
Marine Services (Lake), Working of—	
Lake Albert and River Nile	37, 38
Lake Kioga	86
Lake Victoria	73
Maximum Rates	69
Mechanical Accounting, Hollerith Machines	5
Mileage, Route and Track	25
Mileage, Steamer	27, 50
Mileage, Train and Engine	26
Mineral Water Factory Issues	21
Motor Car Traffic	29
Movement of Main Crops	25
Mwanza Traffic	25
N	
Net Revenue Account, Harbours	6
Net Revenue Account, Railways	55
O	
Oil Consumption, Lubricating	49
Oil Imports, Magadi Soda Company's Jetty, Kilindini Harbour	57
Operating, Goods Services	29
Operating, Passenger Services	29
Operating Ratio—	
Harbours	55, 56
Railways	5
Railways and Harbours	2
P	
Parcels Traffic	18
Passenger Traffic	16
Passenger Train Services	29
Permanent Way Maintenance	40, 43
Police, Railways and Harbours Unit	69
Prospects	76
Provident Fund	68
Public Bodies, Co-operation with	70
Publicity	70
Q	
Quay Crane Working, Kilindini Harbour	58

	PAGE
R	
Railway Advisory Council	69
Railway Working Results, Summary of	15
Rates Alterations	22
Rates, Country Produce	78
Rates, Disposition	22
Rates, Maximum and Flat	78
Rates Policy	72
Rates Reductions	78
Rates Review	22
Rations	54
Regulation of Transport	78
Renewals Fund	4
Repairing of Coasting Stock	45
Repairing of Locomotives	44
Repairing of Wagons	45
Reserve Account	4
Reserve Funds	76, 77, 78
Revenue —	
Average per Ton Mile	9
Catering	26
Goods	18
Harbours	18
Live Stock	18
Luggage	18
Parcels	16
Passengers	34
Road Motor Service	5
Revenue Account (Net) Harbours	1
Revenue Account (Net) Railways	78, 74
Revenue Account, Railways and Harbours	78, 74
Road Motor Competition	35
Road Motor Fleet	48
Roads	48
Route Mileages, Railway and Lake Marine Services	5
S	
Salaries and Wages	67
Sanitation	69
Scrap and Reclamation Yard	54
Sease Islands Service	36
Shipping, Kilindini Harbour and Coast Ports	59, 60, 61, 62
Sinking Funds	8
Soda Exports, Kilindini Harbour	58
Staff —	
General	78
Running, Training of	52
Summary of	67
Transportation, Training of	38
Workshops Apprentices	45
Staff Expenditure, Review of	67
Stamp Duty Reserve Fund	8
Statistics	70
Steamer Mileage	25
Stores Department—	
Cost of	54
Local Purchases	55
Stocks	58
Turnover	58
Sudan Railways, Through Bookings	17
Sudd Blockages	27
Suggestion Scheme	66
Summary of Results of Railway Working	13
Surplus, Railways and Harbours	1

INDEX TO TEXT—(Contd.)

	PAGE	PAGE
T		
Tabulating Machines	69	
Tanganyika Railways	23, 70	
Technical Training, Running Staff	52	
Theft of Track Keys	43	
Through Bookings to and from Sudan and Tanganyika Railways	17, 23	
Ton Mile Costs	10	
Ton Mile Receipts	9	
Ton Miles, Railway	30	
Ton Miles, Total	9, 30	
Tonnages—		
At various Class Rates, etc.	19	
Branch Line	12	
Goods	18	
Kilindini Harbour	57	
Lake Services	24	
Road Motor Service	34	
Total Moved	30	
Track Mileage	5	
Traffic at Principal Stations	20	
Traffic, Comparison between Local and Imported Commodities	21	
T—contd.		
Traffic Density	72	
Train Mileage	27	
Train Miles per Train Hour, Goods and Coaching	28	
Transport, Regulation and Co-ordination of	73, 74	
W		
Wagon Lubrication	46	
Wagon Mileage	46	
Wagon Working	33	
Wagons, Repairs to	45	
Water Softening Plant	52	
Water Supplies	43	
Working Results—		
Branch Lines	11	
Catering	26	
Harbours	55	
Marine (Lake Services)	11	
Railways	5, 15	
Railways and Harbours	1	
Road Motor Service	34	

OFFICE OF THE GENERAL MANAGER,
NAIROBI,

9th April, 1935.

TO HIS EXCELLENCY THE HIGH COMMISSIONER FOR TRANSPORT,
NAIROBI.

YOUR EXCELLENCY,

I have the honour to present my Report on the working, during the year 1934, of the services under the control of the Kenya and Uganda Railways and Harbours Administration, comprising railways in Kenya and Uganda; steamer services on Lakes Victoria, Kioga and Albert and the River Nile; the motor transport service connecting Masindi Port on Lake Kioga with Butiaba on Lake Albert; and the Port Administration.

The Report is divided into two parts for publication. Part I contains information of general interest to the public, while Part II contains statistics of more use to the Administration itself.

I have the honour to be,

Your Excellency's most obedient servant,

G. D. RHODES,
General Manager,

Kenya and Uganda Railways and Harbours.

CHAPTER I

RAILWAYS AND HARBOURS

1. The combined working results of all the Services during 1934 were as follows:—

	Railways	Harbours	Railways and Harbours
Earnings—Revenue Account	£ 2,277,285	£ 332,755	£ 2,560,040
Miscellaneous Receipts, Net Revenue Account ..	121,571	4,266	125,837
Gross Earnings	2,348,856	337,021	2,685,877
Ordinary Working Expenditure—Revenue Account ..	994,287	132,156	1,126,443
Contributions to Renewals Fund	336,047	30,376	366,423
Miscellaneous Expenditure, Net Revenue Account ..	18,270	828	19,098
Gross Expenditure	1,348,604	163,360	1,511,964
Balance Net Earnings	£ 1,000,252	173,661	1,173,913

On the total capital expenditure of £22,422,119 this gives a return of 5.24 per cent, while on the interest-bearing proportion of this total, i.e. £13,983,009, the return is 8.40 per cent.

From this balance the following Loan Charges were met, leaving a surplus as shown:—

LOAN CHARGES.	Railways	Harbours	Interest	Sinking Fund	Total
	£520,472	£180,249	£98,581	£85,007	£614,003
			£700,721	£128,538	£829,259
			Balance Available	£1,173,913	
			Surplus	£344,654	

Of this surplus a sum of £317,946 has been transferred to the credit of the Deficit Account, the balance of £26,708 being credited to Reserve Account.

COMBINED REVENUE ACCOUNT.

2. The financial results of working the Railways and Harbours (excluding depreciation) for 1934 as compared with 1933 and 1932, were as follows:—

	1934	1933	1932	1934 Increase on 1933	1934 Increase on 1932
Earnings	£ 2,560,040	£ 2,426,184	£ 2,121,015	£ 133,856	£ 439,025
Ordinary Working Expenditure	1,128,443	1,121,145	1,169,385	5,298	Decrease 42,942
Gross Surplus	£ 1,433,597	1,305,039	951,630	Increase 128,558	Increase 481,967
Percentage of Ordinary Working Expenditure to Earnings	44.00	46.21	55.13	Decrease 2.21	Decrease 11.13

The combined earnings for the year show an increase of 5.52 per cent on 1933, and an increase of 20.70 per cent on 1932. The combined ordinary working expenditure, exclusive of contributions to Renewals Funds on account of Depreciation, shows an increase of 0.47 per cent as compared with 1933, and a decrease of 3.67 per cent as compared with 1932.

Compared with 1929, the year immediately preceding the depression, the combined earnings show a decrease of £265,270, while the combined ordinary working expenditure shows a decrease of £543,190 resulting in a surplus which is the biggest yet recorded. The operating ratio for the combined services is also the best yet recorded.

Operating Ratio

The percentage of Ordinary Working Expenditure (i.e. excluding Depreciation) to Earnings for the combined services, is given in the table on the preceding page. Including Depreciation the corresponding figures during the past four years are:—

Year	Percentage
1934	58.31
1933	61.27
1932	71.66
1931	81.40

Comparison with Estimates

3. The earnings were £256,840 above estimate, while the working expenditure was £21,180 below estimate, leaving the net balance £278,020 above estimate. To this sum should be added £64,154 on Net Revenue Account above the estimate making a surplus of £342,174 above the estimate.

**CAPITAL ACCOUNT AND BALANCE SHEET—
RAILWAYS AND HARBOURS.**

Capital Account

4. The expenditure on Capital Account to the end of 1934 amounted to £22,422,119. Of this sum £8,439,110 is free of interest, being found from the following sources:—

	£
Parliamentary Grants, 1896 and 1902	5,686,437
Accrued interest on 1924 Loan	421,662
Contributions from Revenue—	
Direct (formerly called Expenditure Extraordinary)	649,808
Through Betterment Funds (capitalized)	1,581,078
Through Marine Insurance Fund (capitalized)	100,130

The balance totalling £18,983,009 has been met from interest-bearing capital guaranteed by the respective Governments in the following proportions:—

Kenya Government	£13,027,112*
Uganda Government	955,897
	£18,983,009

* Of this total, the Uganda Government has accepted responsibility for approximately £2,000,000, representing assets constructed in Uganda and a share of rolling stock expenditure.

5. Loan Charges during the last six years, and the estimated Loan Charges for the next four years, are shown in the following table:—

YEAR.	RAILWAYS.			HARBOURS.			GRAND TOTAL.
	Interest.	Sinking Fund.	Total.	Interest.	Sinking Fund.	Total.	
	£	£	£	£	£	£	£
1929	485,869	40,664	526,533	140,683	18,300	158,983	685,516
1930	485,237	40,664	525,901	145,979	18,300	164,279	690,180
1931	512,555	95,770	608,455	176,436	28,446	204,882	813,337
1932	528,918	103,535	632,453	176,121	31,031	207,152	839,605
1933	523,328	92,394	615,722	178,848	26,809	205,657	821,379
1934	520,472	93,531	614,003	180,249	35,097	215,256	829,259
1935	525,981	100,955	626,936	180,714	35,009	215,723	842,659
1936	529,240	102,427	631,667	181,504	35,009	216,513	848,180
1937	529,240	102,427	631,667	181,504	35,009	216,513	848,180
1938	529,240	102,427	631,667	181,504	35,009	216,513	848,180

For the year under review Loan Charges constitute the following average charge on capital:—

	Average Percentage on Interest-bearing Capital (£13,983,009)	Average Percentage on Total Capital Expenditure (£22,422,119)
Interest	5.01	8.18
Sinking Fund	0.92	0.57
Total	5.93%	8.70%

The difference between these figures and the return on Capital referred to on page 1, accounts for the surplus shown.

The total Loan Charges for 1934, as shown in the preceding table, represent 32.39 per cent of the total revenue received.

6. The following are the amounts of the Sinking Funds of Kenya Loans as at 31st December, 1934:—

Loan	Total of Sinking Fund	Transport Proportion
	£ s. d.	£ s. d.
£5,000,000 (1921)	924,690 11 6	785,133 13 8
£5,000,000 (1927)	206,051 7 9	206,051 7 9
£3,500,000 (1928)	142,324 10 1	115,499 12 7
£3,400,000 (1930)	18,110 4 4	6,211 4 6
Total £	1,291,176 13 8	1,112,895 18 6

No Sinking Fund contributions have yet been made in respect of the Uganda Loan of £2,000,000 (1932).

The following are the amounts of the Stamp Duty Reserve Funds of Kenya and Uganda Loans as at 31st December, 1934:—

	Total of Stamp Duty Reserve Fund	Transport Proportion
	£ s. d.	£ s. d.
Kenya Loans	86,397 8 10	63,752 0 8
Uganda Loan	7,932 2 0	3,501 12 11
Total £	94,329 10 10	67,253 13 7

Stamp Duty Reserve Fund

Funds

7. The balances of the various Funds at the 31st December, 1934, were:—

	£
Renewals Funds	1,780,434
Betterment Funds	46,855
Loan Funds	990,103
Miscellaneous Capital Credits	87,699
Total	£2,106,091

Note.—The sum of 87,699 under Miscellaneous Capital Credits represents the amount of unappropriated Capital Credits in respect of Assets withdrawn from service and not replaced. These sums were formerly included under the Betterment Funds.

Deficit Account

8. This account was opened in 1930 to record the deficit resulting from crediting the Renewals Fund with the amount due during the period when the Revenue earned was insufficient to meet this demand in full. The deficit carried forward from 1933 was £317,946. An equivalent sum has therefore been placed to the credit of this account in order that it may now be closed.

Reserve Account

9. After closing the Deficit Account a balance of £26,708 was available to reopen the Reserve Account.

Depreciation

10. Contributions to the Renewals Fund on account of Depreciation have been made at an average rate of 2½ per cent of the capital value of Railway wasting assets, and at varying rates on other assets.

Contributions to Renewals Fund on account of Marine Wasting Assets were suspended temporarily in 1931 as the fund was considered to be in excess of the accrued depreciation. The position is being reviewed in 1935 and it is anticipated contributions will be resumed in 1936.

Statements are included (43 to 46) showing the value of existing assets and their estimated "lives". The contributions to Renewals Funds in 1934 represent 14.31 per cent of the total revenue earned during the year.

Cash Balances

11. The cash balances held on December 31st, 1934, were as under:—

	£	s. c.	£	s. c.
Local.				
Current Account at Banks	576,604	3 84		
Chief Accountant	7,448	17 96		
Sub-Accountants	2,577	0 84		
			586,715	9 86
Crown Agents.				
Joint Colonial Fund	1,108,000	0 00		
Cash	897	19 00		
			1,108,897	19 00
Agents in India				1,511 16 50
Total			£1,697,124	17 86

Investments

12. The value of Investments has been adjusted to the middle market price on 31st December, 1934, resulting in a credit of £38,512/13/30 to the Net Revenue Account "Appreciation of Investments".

CHAPTER II RAILWAYS

OPEN LINE MILEAGE.

13. The total route mileage of open lines at the 31st December, 1934, was as follows:—

	Route Mileage
Main Line—	884
Mombasa to Kampala	
Principal Lines—	
Kisumu Line (Nakuru Junction to Kisumu)	131
Soroti Line (Tororo to Soroti)	100
Voi-Kahe Line (Voi to Kahe Junction)	92
	323
Minor and Branch Lines—	
Solai Branch (Rongai to Lake Solai)	27
Yala Branch (Kisumu to Butere)	43
Kitale Branch (Lesertu to Kitale)	41
Namasagali Line (Mbulamuti to Namasagali)	17
Kampala-Port Bell Line	6
Thomson's Falls Branch (Gilgil to Thomson's Falls)	48
Nanyuki Branch (Nairobi to Nanyuki)	145
	327
Lines Worked but not Owned—	
Magadi Branch (Konza to Magadi Lake)	91
Total open miles	1,625
Lake Route mileage	8,796

14. The total track mileage, including loops and industrial sidings, amounted to 1,834 miles.

RAILWAY WORKING RESULTS.

15. The revenue and net revenue accounts for the Railway Services during 1934 (inclusive of Lake Steamers and Motor Transport Services, but exclusive of Harbour Services) are shown in the following table in comparison with four previous years:—

	1934	1933	1932	1931	1930
Earnings—Revenue Account	2,227,285	2,088,162	1,838,661	1,903,726	2,214,229
Ordinary Working Expenditure— Revenue Account	994,237	990,054	1,044,161	1,300,805	1,441,285
Surplus over Ordinary Working Expenditure	1,233,048	1,098,108	794,500	602,921	772,944
Contributions to Renewals Funds	336,047	335,102	324,522	307,682	308,269
Balance transferred to Net Revenue Account	896,951	763,006	469,978	295,239	464,575
Interest	528,472	523,328	528,918	512,685	485,238
Redemption Charges	93,531	92,394	103,535	95,770	40,664
Miscellaneous Transactions on Net Revenue Account	Cr. 103,301	Cr. 115,534	Cr. 47,894	Cr. 22,431	Cr. 3,865
Surplus transferred to Combined Net Revenue Account	386,249	262,818	114,581 (Loss)	290,785 (Loss)	57,362 (Loss)
*Percentage of Ordinary Working Expenditure to Earnings (excluding depreciation)	44.64	47.41	56.79	68.33	65.09

*See Graph on page 7.

The earnings for the year under review were above the earnings for the previous four years, as shown below:—

Increase on 1933	£189,123	Percentage 6.66
Increase on 1932	£368,624	Percentage 21.14
Increase on 1931	£333,559	Percentage 16.99
Increase on 1930	£13,056	Percentage 0.59

The ordinary working expenditure (exclusive of depreciation) compared with that for the previous four years was as shown below:—

Increase on 1933	£4,933	Percentage 0.43
Decrease on 1932	£42,574	Percentage 4.78
Decrease on 1931	£906,518	Percentage 23.56
Decrease on 1930	£446,998	Percentage 31.01

(See Graph on page 8.)

16. The percentage ratio of ordinary working expenditure (i.e. excluding depreciation) to earnings during the last five years is given in paragraph 15.

Including depreciation the corresponding figures are:—

Year	Percentage
1934	59.73
1933	63.46
1932	74.44
1931	84.00
1930	79.01

The further heavy decrease in the operating ratio is very satisfactory.

17. The balance of £906,951 transferred to net revenue account represents an increase of 17.55 per cent when compared with 1933, an increase of 40.85 per cent when compared with 1932, an increase of 203.81 per cent when compared with 1931 and an increase of 93.03 per cent when compared with 1930.

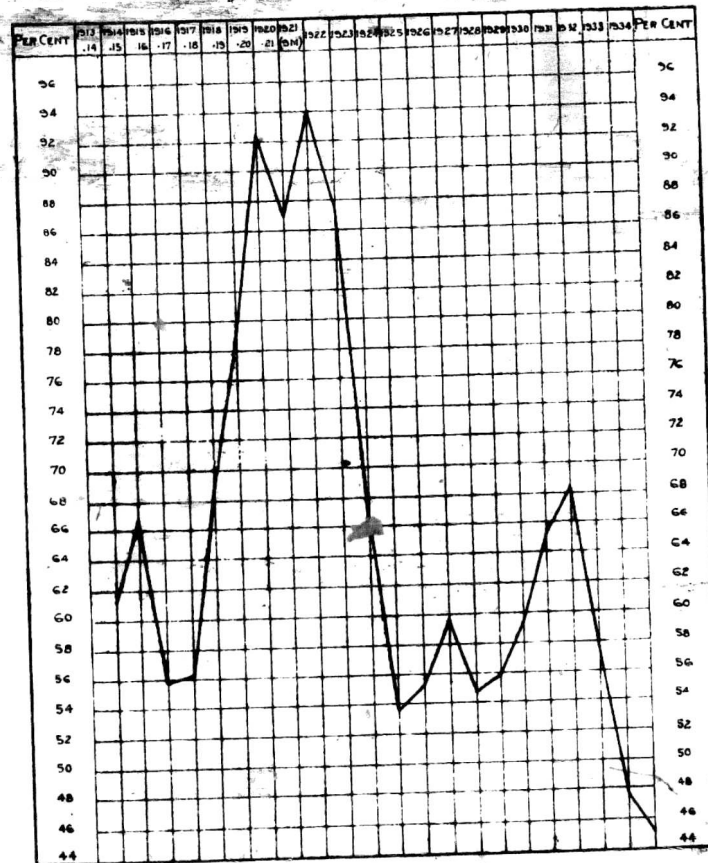
18. The table on page 3 reflects the Loan Charges (i.e. Interest and Sinking Fund) met during the last six years. So far as the Railways are concerned, it has been estimated that for 1935, a sum of £226,936 will be required to meet Loan Charges, and the necessary provision has been made in Estimates.

RAILWAY EARNINGS AND WORKING EXPENDITURE.

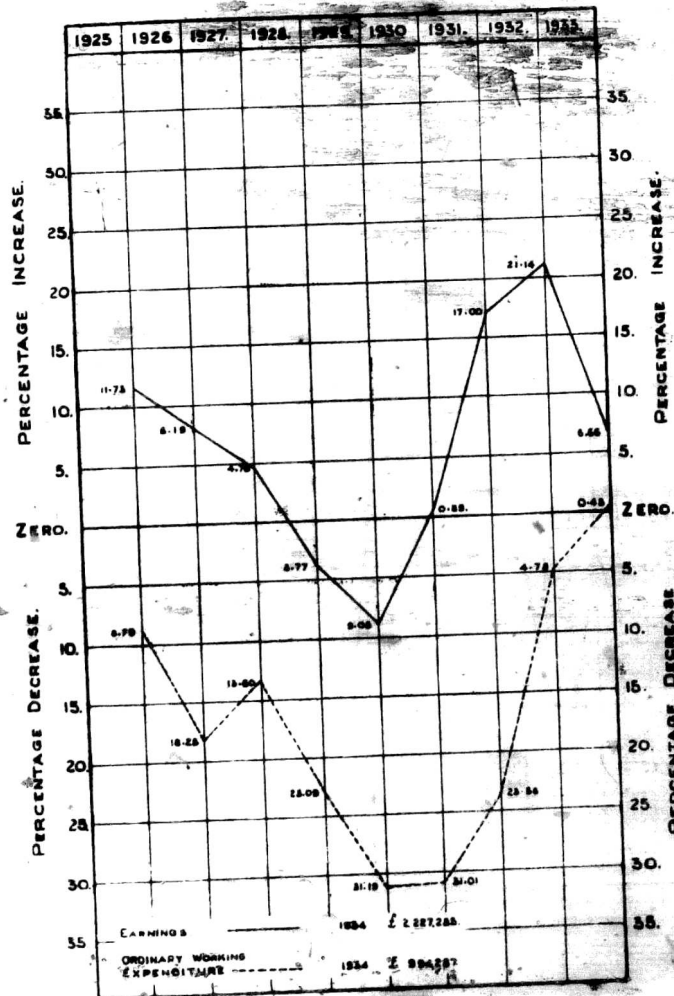
19. EARNINGS UNDER THE MAIN HEADS.

HEAD	1934	1933	Increase	
			Amount	Percentage
	£	£	£	
Passengers	163,637	160,786	2,251	1.40
Parcels, Luggage and Mails	38,859	35,592	3,067	8.62
Goods	1,861,165	1,821,527	139,178	7.64
Livestock	17,738	19,974	Decrease 2,236	11.20
Telegraphs	1,376	1,497	Decrease 221	14.77
Miscellaneous	49,736	48,366	Decrease 2,910	4.03
	2,327,566	2,088,162	139,123	6.66

PERCENTAGE OF ORDINARY RAILWAY WORKING EXPENDITURE TO EARNINGS (EXCLUDING DEPRECIATION)



1934 PERCENTAGE INCREASE OR DECREASE OF EARNINGS AND ORDINARY WORKING EXPENDITURE (EXCLUDING DEPRECIATION) COMPARED WITH EACH OF THE PRECEDING 9 YEARS.



20. When compared with the estimates prepared in 1933, the following are the percentage increases and decreases under each of the main heads of revenue:—

	Per cent
Increases.	
Passengers	5.87
Parcels, Luggage and Mails	4.49
Live Stock	4.34
Goods	14.16
Telegraphs	6.83
Decreases.	
Miscellaneous	24.22

The total earnings for the year were £240,285 (or approximately 12.09 per cent) above the estimate.

FREIGHT TON MILES MOVED.

21. The following table shows the total freight ton miles moved (including Steamship and Road Services) as compared with the previous two years and with 1929.

	1934	1933	1932	1929
Public	281,448,745	308,338,673	256,180,707	300,763,341
Railway Paying	1,079,135	215,432	960,257	24,070,279
Railway Non-paying	40,424,782	40,527,475	33,604,559	60,874,744
TOTAL	322,952,662	349,081,580	290,765,523	385,708,364

These figures are a measure of the work done by the Railway. It will be noted that there is a decrease of twenty-seven million ton miles of public traffic on 1933, and a decrease of nineteen million ton miles on 1929, which year was the highest revenue earning year in the history of the Railway.

This decrease is due entirely to the abnormally low export tonnages of cotton seed and maize. As will be noted later there was a general increase in all other higher rated traffic.

FREIGHT TON MILE RECEIPTS.

22. In spite of the considerable decrease in public ton miles moved, it will be noted that the earnings on goods traffic are 7.64 per cent above the earnings for the previous year.

23. The reason for this has been given above. While there has been a heavy fall in the ton mileage of the lowest rated traffic there has been a satisfactory increase in the higher rated traffic. In this respect the year has been unusual and the comparison of average receipts per ton mile given in the following table is not truly representative of what the position would have been if crop movements had been normal.

	*Average Receipts per Freight Ton Mile				
	1934	1933	1932	1931	1930
Public Traffic only	Cents 13-918	Cents 11-813	Cents 12-212	Cents 11-077	Cents 11-672
All Traffic including Railway Stores carried at Construction Rates, and Railway Revenue Stores carried free	12-145	10-438	10-764	9-479	9-679

*Railway, Lake Steamer and Road Motor Service

24. EXPENDITURE UNDER THE MAIN HEADS.

Expenditure

HEAD	1934	1933	Increase	Decrease
	£	£	£	£
Engineering Expenses	174,512	162,350	12,162	..
Locomotive Running Expenses	218,289	230,540	..	11,641
Maintenance of Engines and Rolling Stock	161,930	146,904	14,186	..
Traffic Expenses	218,740	212,650	2,775	..
General Charges	180,882	97,669	2,883	..
Steamer Services	60,236	60,927	..	682
Motor Services	10,589	10,307	202	..
Miscellaneous	53,055	68,707	..	15,652
	£ 994,287	£ 990,054	4,233	..

The increases under Engineering Expenses and Maintenance of Engines and Rolling Stock is due to the fact that full maintenance is now being carried out.

The decrease in Locomotive Running Expenses is due to the reduction in ton mileage referred to on the previous page.

The decrease under Miscellaneous is due mainly to the lesser amount required to meet exchange on overseas remittances.

25. The total expenditure for the year was £28,756 below the estimate.

FREIGHT TON MILE COSTS.

26. Full figures are given in this report showing the work performed by the Administration, including unit costs of individual operations. The final results, so far as goods working is concerned, can best be judged by average freight ton mile costs, and the following figures show the comparison with previous years :-

	AVERAGE COSTS PER FREIGHT TON MILE*					
	1934	1933	1932	1931	1930	1929
	Cents	Cents	Cents	Cents	Cents	Cents
Loan Costs (Interest and Sinking Fund)	2.902	2.872	3.459	2.995	2.190	2.106
Working Costs (Inclusive of Depreciation)	6.259	5.943	7.215	7.654	7.029	6.375
Working Costs (Exclusive of Depreciation)	4.021	4.361	5.440	6.140	5.743	5.634
Total Costs	9.281	8.815	10.674	10.649	9.219	8.481

* Railway Services, inclusive of Lake Steamers and Motor Transport Services, based on the total freight ton mileage given in paragraph 21.

All the increases shown in this table are the consequential result of the decrease in ton mileage already referred to. Taking this fact into consideration it may be stated that the figures for 1934 are extremely satisfactory and in improvement on the previous year.

It should be explained that losses on passenger or other services are not included in the foregoing table. This fact explains why freight ton mile receipts on public goods traffic shown on the previous page (which must provide the revenue to cover such losses as well as the cost of "non-paying" ton mileage) must, in order to balance, be considerably higher than the total freight ton mile cost shown in the foregoing table.

Comparison with Estimates

Average Ton Mile costs

LAKE MARINE WORKING RESULTS.

27. The traffic, year by year, on the three Lakes (Victoria, Kioga and Albert) on which the Administration maintains steamer services, is shown in the following table of earnings, working expenditure and tonnages carried :-

Lake Marine Working Results

YEAR	Earnings.	* Working Expenditure.	Tonnage Carried.
	£	£	Tons.
1934	114,000	60,245	52,116
1933	101,000	60,927	90,809
1932	92,000	64,250	71,611
1931	104,000	84,553	93,226
1930	207,000	101,785	148,596
1929	214,000	110,000	188,611
1928	207,000	106,064	152,002
1927	243,000	112,833	168,094
1926	254,000	117,668	193,849
1925	272,467	181,373	197,629
1924	238,642	117,404	149,803
1923	170,000	110,652	106,300
1922	122,917	103,985	68,429
1921 (9 mths)	85,349	81,997	55,265
1920-21	115,672	106,966	61,200
1919-20	79,483	78,034	62,038
1918-19	72,209	69,721	49,580
1917-18	75,635	71,182	48,793
1916-17	63,196	60,486	51,214
1915-16	48,141	52,762	41,977
1914-15	59,879	46,574	52,695
1913-14	80,792	52,712	72,782

* Exclusive of Overheads, cost of shore working, maintenance of piers, buildings, etc., etc.

The improvement in tonnage and earnings with a decrease in Marine Expenditure is satisfactory.

BRANCH LINE WORKING.

28. As explained in the Report for 1933, the reduction in the costs of moving low rated traffic brought about by the abolition of peak movements and the introduction of the quota system, allowed consideration of a new formula for calculating branch line working results.

The formula referred to, of which full details were given in the Report for 1933, was introduced with effect from November 1st, 1934. Sufficient time has not elapsed to enable the results of this change to be known, but provided working costs can be kept to a minimum, the new formula should be even more favourable to the Branch Lines than the old one.

29. All the Branch Lines, under the old formula, are working at a loss. In most cases this loss is being borne in full by the Railway Administration, but as regards the three branches shown below Government has undertaken to bear a proportion of the loss, as shown :-

	Government Share	Railway Share
Naro Moru-Nanyuki; Full extent of loss	£340	..
Thompson's Fall; To extent of Loan Charges	£9,552	£6,035
Kisumu-Butere; To extent of Loan Charges	£11,802	£5,837

Guarantees

BRANCH LINE TONNAGES.

Branch
Line
Tonnages

30. Although there is a net loss in their working, the Branch Lines already constructed perform a service of considerable value to the country, as is evident from the following table :-

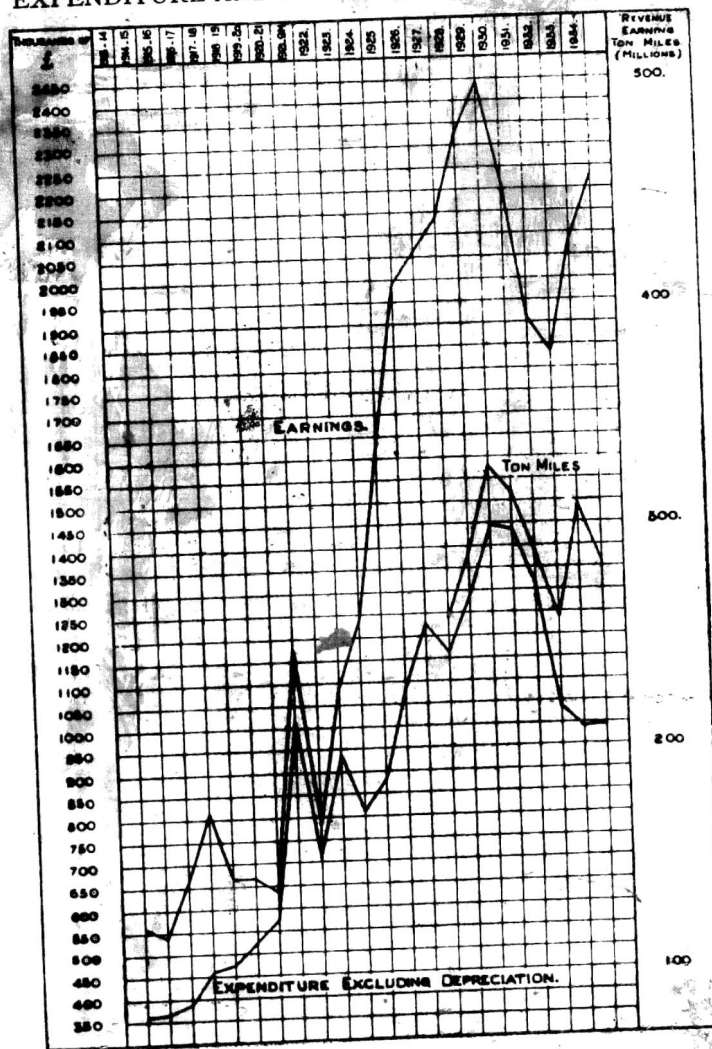
YEAR	Thika-Nanyu Moru	Solai	Kitale	Gilgil-Thomson's Falls	Naro Moru-Nanyuki	Kisumu-Butere	Total
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1928	37,491	8,983	29,598	4,721	4,884	17,387	103,762
1932	37,132	9,976	45,511	4,769	5,993	9,105	112,547
1931	33,913	28,994	57,458	5,441	5,641	10,990	145,038
1930	46,177	32,604	79,731	5,541	1,190	3,125	162,368
1929	35,883	7,230	58,407	1,455	(3 1/2 mths.)	(2 mths.)	102,975
1928	35,367	13,013	30,851	(4 mths.)	..	..	99,231
1927	38,273	25,579	34,064	..	..	..	97,916
Total Tons	296,304	128,231	395,953	26,409	22,335	58,025	929,267

Tonnages of this magnitude indicate that large areas of country have been opened up as a result of the building of these branches.

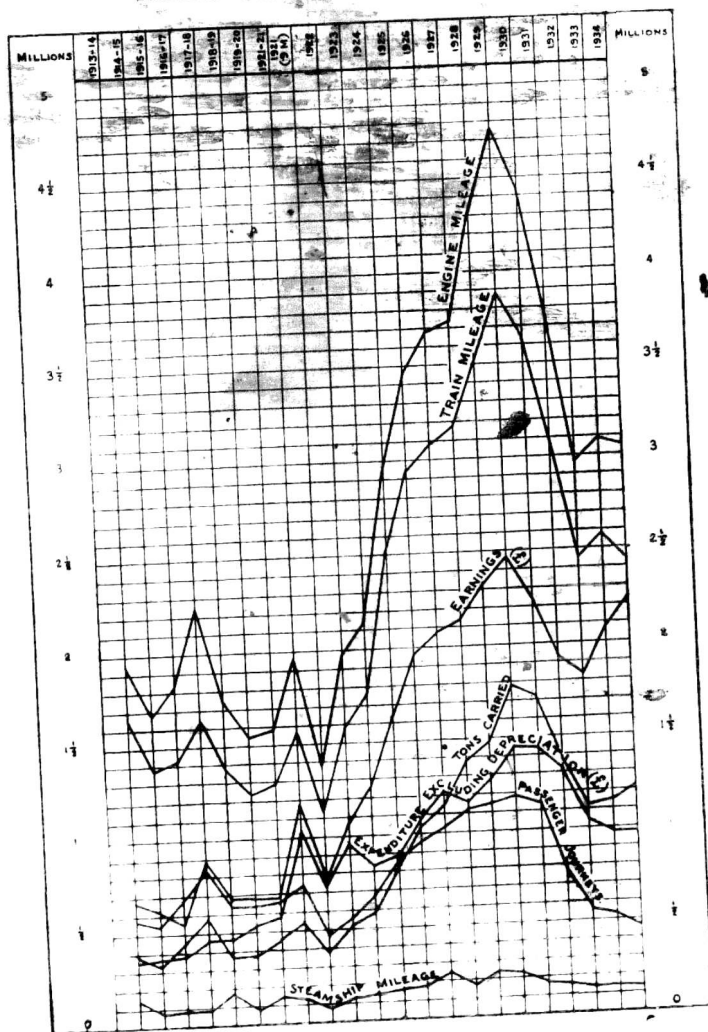
The following table shows the proportion the total Branch Line tonnage bears to the Main Line tonnage :-

Percentage of Branch Line Tonnage to Main Line Tonnage	1934	1933	1932	1931	1930	1929
	Per cent	Per cent	Per cent	Per cent	Per cent	Per cent
	13.93	13.45	15.50	17.64	16.05	9.40

It will be seen from this table that Branch Line tonnages are an important proportion of the total.

RAILWAY EARNINGS
EXPENDITURE AND REVENUE EARNING TON MILES

RAILWAYS—TRAFFIC DIAGRAM



SUMMARY OF RESULTS OF RAILWAY WORKING.

31. The following statement gives in summarized form the results of working and other information for the year ended the 31st December, 1934, as compared with the previous year:—

Summary of Results of Railway Working

	1934	1933	Increase	Decrease
Total expenditure on Capital Account (Railways and Harbours, but excluding lines under construction, etc.)	£ 22,422,119	22,418,140	3,979	
Total mileage of open lines	Miles 1,625	1,625		
Average mileage of open lines	Miles 185	185		
Locomotives	No. 446	445	1	
Coaching Vehicles	" 4,039	4,062		23
Goods Stock	" 21	20	1	
Road Vans (Motor)	" 18	18		
Lake Steamers and Tugs	" 54	56		2
Lighters, etc.	Miles 2,435,176	2,587,739		152,563
Train mileage	" 3,033,581	3,093,458		59,877
Train and Engine mileage				
Passengers carried (journeys)	No. 484,138	512,999		28,861
Tonnage of Goods (Revenue Earning including Construction)	Tons 756,632	771,714		14,882
Tonnage of Fuel and Stores for Lines and Lake Services (free hauled)	" 451,075	372,012	79,063	
Gross Tonnage (Revenue and Non-revenue Earning traffic)	" 1,207,907	1,143,726	64,181	
Live Stock carried	Units 45,677	50,811		5,134
EARNINGS—Revenue Account				
Passengers	£ 163,037	160,786	2,251	
Parcels, Luggage and Mails	" 38,659	38,592	3,067	
Goods	" 1,961,105	1,821,927	139,178	
Live Stock	" 17,738	19,974		2,236
Telegraphs	" 1,276	1,497		221
Miscellaneous	" 45,470	48,386		2,916
Total Earnings	£ 2,227,285	2,068,162	139,123	
EXPENDITURE—Revenue Account				
Engineering Expenses	£ 174,512	162,350	12,462	
Locomotive Running Expenses	" 218,899	230,540		11,641
Maintenance of Engines and Rolling Stock	" 161,090	146,904	14,186	
Traffic Expenses	" 215,425	212,650	2,775	
General Charges	" 16,552	97,669		2,683
Steamer Services	" 60,245	60,927		682
Motor Services	" 10,509	10,307	202	
Miscellaneous Expenditure	" 53,055	68,707		15,652
Total Ordinary Working Expenditure	£ 994,287	990,054	4,233	
Surplus of Earnings over Ordinary Working Expenditure	£ 1,232,998	1,098,108	134,890	
Contributions to Renewals Funds	" 336,047	335,102	945	
Interest on Loans	" 520,472	523,328		2,856
Redemption Charges	" 93,531	92,394	1,137	
Other Miscellaneous Receipts and Charges (Net)	" 103,301	115,534		12,233
Loss on Harbours	" 41,585	29,981	11,614	
Surplus transferred to Combined Net Revenue Account	£ 344,654	232,836	111,818	
Earnings per total train mile	Sols. 17/25	15/27	1/98	
Earnings per Revenue Earning train mile	" 21/74	17/98	3/76	
Earnings per open mile	£ 1,292	1,215	77	
Earnings per steamer mile	Sols. 15/56	13/13	2/43	
Expenditure per total train mile	" 7/58	7/10	0/48	
Expenditure per Revenue Earning train mile	" 9/56	9/36	1/20	
Expenditure per open mile	£ 568	565	3	
Expenditure per steamer mile	Sols. 8/22	7/92	0/30	
Expenditure per cent on Earnings	% 44.64	47.41		2.77

* Excluding Depreciation.

CHAPTER III

RAILWAYS—COMMERCIAL SECTION

PASSENGER TRAFFIC.

Number of
Passen-
gers

32. The number of passengers travelling in each class during 1934 as compared with the four previous years is given in the following table:—

CLASS	1934	1933	1932	1931	1930
First	7,739	7,741	8,366	12,815	19,085
Second	27,002	27,996	31,426	46,224	59,479
Third	449,397	477,262	518,700	709,465	1,027,542
Total	484,138	512,999	558,492	768,224	1,106,106
1934 Decrease per cent ..		5.63	13.31	36.98	56.23

First class passengers decreased by .03 per cent when compared with 1933, while second and third class passengers decreased by 3.55 per cent and 5.84 per cent respectively.

(See Graph on page 17.)

Passenger
Revenue

33. The receipts from passenger traffic under each class of travel for the same period, together with the average receipts per passenger in each class, are detailed in the following table:—

CLASS	1934		1933		1932		1931		1930	
	Total Receipts	Per Passgr.	Total Receipts	Per Passgr.	Total Receipts	Per Passgr.	Total Receipts	Per Passgr.	Total Receipts	Per Passgr.
First	£ 28,833	£ 3.73	£ 23,978	£ 3.74	£ 30,910	£ 3.69	£ 39,007	£ 3.12	£ 57,616	£ 3.02
Second	£ 54,386	£ 2.01	£ 54,997	£ 1.96	£ 56,599	£ 1.80	£ 63,916	£ 1.38	£ 77,828	£ 1.31
Third	£ 78,413	£ 0.17	£ 75,276	£ 0.16	£ 81,650	£ 0.16	£ 112,587	£ 0.16	£ 150,919	£ 0.15
Total	£ 161,541	£ 0.33	£ 159,050	£ 0.31	£ 169,159	£ 0.30	£ 215,510	£ 0.28	£ 286,363	£ 0.26
1934 Increase per cent ..		1.57	6.45	..	10.00	..	17.86	..	26.92	..
1934 Decrease per cent ..		..	..	..	4.50	..	25.04	..	43.59	..

It will be noted that notwithstanding the fall in passenger journeys as compared with 1933, the total passenger receipts increased by 1.57 per cent while the total receipts per passenger during 1934 showed an improvement on the four preceding years.

(See Graph on page 17.)

Standard
Excursion
Facilities

34. The following are details of the tickets issued during the year under the standard excursion facilities granted by the Administration as compared with similar issues during the preceding three years:—

FACILITY	1934	1933	1932	1931
Seasonal Excursions to Coast	No. 544	No. 607	No. 623	No. 1,239
Excursions from Uganda to Kenya Highlands	41	54	21	274
Coast to Nairobi and Kenya Highlands	133	189	168	260
Steamer Call Excursions	116	101	67	99
TOTAL	835	952	880	1,872

In comparison with 1933, Seasonal Excursion tickets to the Coast decreased by 10.37 per cent. Excursion tickets from Uganda to the Kenya Highlands were 24.77 per cent less and the issues of Coast to Nairobi and the Kenya Highlands Excursion tickets fell by 29.37 per cent, while Steamer Call Excursion tickets increased by 14.86 per cent.

The total number of Standard Excursion tickets issued during 1934 was 12.29 per cent below the issues during 1933.

35. The issue of Special Short Period Excursions introduced towards the end of 1933 was continued throughout the year when standard excursions to and from the Coast were not in force.

Special
Short
Period
Excursions

Passengers availing themselves of this facility also obtain a discount of 10 per cent at certain hotels affiliated to the East African Hotel Keepers' Association.

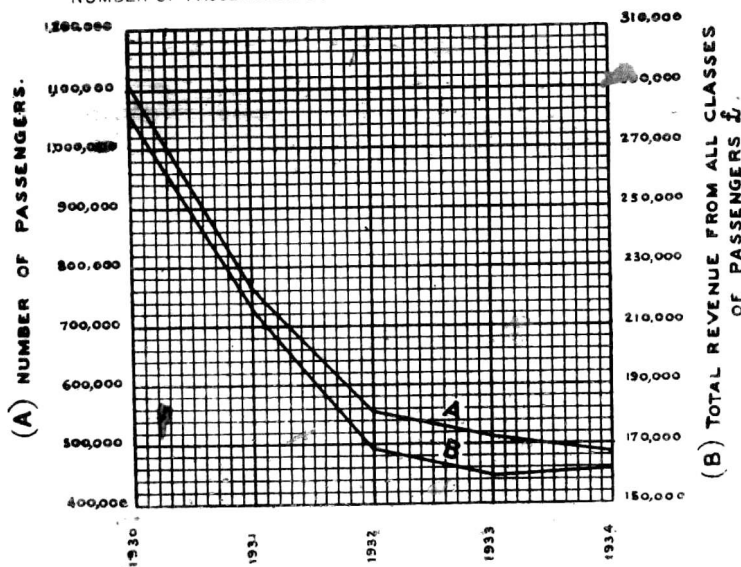
During the year 183 such tickets to and from the Coast were issued.

These excursion facilities have not received the support anticipated and it will be necessary to consider during 1935 the advisability of their continuance.

36. Additional facilities in the form of special first and second class composite including tickets were introduced during the year for the convenience of passengers travelling to and from the Sudan.

Through
Bookings
with the
Sudan
Railways

NUMBER OF PASSENGERS CONVEYED AND PASSENGER EARNINGS



PARCELS AND LUGGAGE.

Parcels and Luggage

37. The receipts from parcels (including mails) and luggage during 1934 compared with the four previous years, were:—

	1934	1933	1932	1931	1930
Parcels	28,854	23,213	23,993	29,702	34,270
Luggage	12,825	12,379	12,643	15,209	19,099
Total	41,679	35,592	36,636	43,911	53,369
1934 Increase per cent		8.62	5.52		
1934 Decrease per cent				11.96	27.56

An arrangement whereby passengers' luggage is accepted and despatched in advance was introduced on the 1st January.

LIVE STOCK.

Live stock

38. The following table shows the revenue received from the carriage of live stock and the number of live stock conveyed during 1934 and the four preceding years:—

	1934	1933	1932	1931	1930
Revenue	£17,738	£19,974	£16,892	£19,935	£22,315
1934 Increase per cent			5.01		
1934 Decrease per cent		11.19		11.02	20.51
Number	45,677	50,811	44,746	47,439	54,992
1934 Increase per cent			2.08		
1934 Decrease per cent		10.10		3.71	16.94

GOODS TRAFFIC.

Revenue

39. The revenue derived from public goods and the tonnage conveyed in 1934 are compared with the four preceding years in the following table:—

	1934	1933	1932	1931	1930
Revenue	£1,958,672	£1,821,279	£1,564,182	£1,567,429	£1,766,516
1934 Increase per cent		7.54	25.22	24.96	10.88
Tonnages	Tons 728,706	Tons 766,363	Tons 723,453	Tons 801,994	Tons 898,280
1934 Increase per cent			0.73		
1934 Decrease per cent		4.91		9.13	18.88

Tonnage

40. The total tonnage moved during the year was 1,207,907 tons, an increase of 64,181 tons or 5.61 per cent when compared with 1933. The following statement provides a comparison with the four preceding years:—

	Public	Departmental	Total
	Tons	Tons	Tons
1934	728,706	479,201	1,207,907
1933	766,363	377,363	1,143,726
1932	723,453	394,387	1,117,840
1931	801,994	574,220	1,376,214
1930	898,280	801,680	1,699,960

It will be noted that the increase is confined entirely to Departmental Tonnage. The decrease in Public Tonnage results from the decreased movements of maize and cotton seed.

41. The tonnage and revenue under the various class exceptional and export rates for the year under review compared with 1933 is as follows:—

Class	Tonnage		Revenue		Average Receipts per Ton		Average Distance Hauled		Average Receipts per Ton per Mile	
	1934	1933	1934	1933	1934	1933	1934	1933	1934	1933
1	Tons 11,608	Tons 10,450	£ 324,440	£ 271,526	Sh. cts. 559 00	Sh. cts. 519 67	Miles 535	Miles 470	Sh. cts. 1 04	Sh. cts. 1 11
2	3,694	3,300	71,660	58,309	384 73	353 39	456	405	84	87
3	4,784	4,065	60,887	49,239	254 54	242 26	426	400	60	61
4	31,297	29,423	286,649	275,091	183 18	174 76	411	390	45	45
5	2,671	2,531	14,344	14,122	107 41	111 59	284	296	38	38
6	18,379	15,134	79,087	64,986	86 06	85 88	310	310	28	28
7	34,479	31,755	169,177	161,341	58 11	54 55	288	269	20	20
8	69,687	74,204	173,876	161,341	50 17	43 49	299	256	17	17
9	98,177	97,747	163,816	161,341	21 48	19 86	151	150	14	13
10	106,165	108,575	45,489	45,489	8 41	7 31	79	73	11	10
Exceptional	106,165	108,575	176,905	136,523			Not available	Not available		
Export	250,570	305,880	519,629	570,983						
Total:	728,706	766,363	1,954,159	1,809,985						

Tonnage and Average Revenue per ton Mile by Classes

Note.—While no figures are available of receipts per ton mile under Exceptional and Export Rates, it may be stated that large tonnages move at about 6 cents per ton mile as regards Exceptional Rates, and as low as 2.4 cents per ton mile as regards Export Rates.

Traffic at Principal Stations

42. Traffic (inwards and outwards) at the principal stations during the last five years is shown in the following table. It should be explained that those tonnages shown against Kilindini for the year 1930 to 1932 inclusive comprised the traffic handled at both Kilindini Station and Kilindini Harbour. Consequent upon the closing of Kilindini Station on the 1st January, 1933, and the opening of the Central Station on Mombasa Island the tonnages shown against Kilindini for the years 1933 and 1934 are those handled at Kilindini Harbour only. The tonnage shown as handled at Mombasa in 1933 and 1934 includes traffic that in previous years was dealt with at Kilindini Station.

STATION	1934	1933	1932	1931	1930	1934	
						Increase over 1933	Decrease on 1933
	Tons	Tons	Tons	Tons	Tons	%	%
Mombasa	108,578	109,988	37,119	35,648	42,481	1.47	16.88
Kilindini	297,422	357,828	369,859	464,734	528,163		10.81
Nairobi	180,875	202,458	211,106	199,183	239,305	0.67	
Nakuru	31,561	31,351	34,190	57,621	64,484	14.75	
Kisumu	42,108	35,696	29,405	32,635	41,158	34.53	
Eldoret	24,157	17,957	22,548	25,079	42,089	51.85	13.88
Thika	42,233	27,812	24,924	23,909	23,907		
Kampala	52,791	61,303	53,525	49,527	66,636	12.83	
Jinja	19,557	17,333	14,996	19,661	24,076		

43. In the following table the tonnages of the principal commodities railed to the coast during 1934 are compared with the four previous years:

COMMODITY	1934	1933	1932	1931	1930
Beans	542	248	153	150	785
Chillies	193	145	564	233	154
Coffee	32,810	29,745	28,726	26,695	29,784
Cotton	54,182	54,823	38,179	36,390	24,531
Fibre, Sisal	5,816	18,927	15,020	14,060	14,643
Hides of Cattle	28,107	5,253	3,560	3,381	3,334
Maize	40,422	49,598	34,510	94,315	19,766
Oil Seeds (Cotton)	3,256	84,768	59,482	49,610	35,910
(Groundnuts)	3,285	1,492	3,734	1,897	2,894
(Simsim)	400	5,106	6,687	34	789
Skins (Goat and Sheep)	30,857	414	219	43,697	44,005
Soda Ash	18,109	35,778	42,160	3,986	707
Sugar	1,852	10,351	3,029	866	1,427
Timber	12,690	1,188	1,446	10,680	6,563
Wattle Bark		10,578	13,478	11	10,786
Wheat				3,134	

The following are the percentage increases or decreases in tonnages during 1934 when compared with the previous year:

COMMODITY	1934	
	Increase Per Cent	Decrease Per Cent
Beans	118.55	
Chillies	36.55	
Coffee	10.30	1.17
Cotton	15.52	
Fibre, Sisal	10.72	
Hides of Cattle		47.36
Maize		52.31
Oil Seeds		82.17
Cotton		36.06
Groundnuts		3.38
Simsim		13.75
Skins (Goat and Sheep)		
Soda Ash	74.95	
Sugar	39.06	
Timber	19.97	
Wattle Bark		
Wheat		19.21
Total		

The heavy fall in tonnage of maize and oil seeds will be noted.

44. A table is now given indicating the traffic in certain local products as compared with the tonnage of the corresponding imported commodity:—

COMMODITY	1934		1933		1932		1931		1930	
	Local	Imported	Local	Imported	Local	Imported	Local	Imported	Local	Imported
Flour (Wheaten)	Tons 8,990	Tons 825	Tons 6,368	Tons 763	Tons 6,345	Tons 924	Tons 5,710	Tons 1,474	Tons 9,033	Tons 1,556
Rice	2,127	1,159	2,368	1,094	2,441	1,130	2,517	4,269	3,749	2,015
Sugar	28,762	39	21,695	37	14,653	31	14,634	54	12,622	378
Soap	2,552	527	2,842	450	2,553	486	2,780	545	2,855	817
Ale and Beer	759	454	710	429	526	479	396	517	207	781
Timber	16,526	335	15,664	353	15,747	312	21,204	543	33,056	1,070
Tobacco (including Cigars and Cigarettes)	1,164	595	1,028	623	647	707	410	980	257	1,053

The following are the percentage increases or decreases in tonnages, in the case may be, of the local and imported varieties of the commodities detailed, when compared with the year 1933:—

	LOCAL		IMPORTED	
	Increase	Decrease	Increase	Decrease
	Per Cent	Per Cent	Per Cent	Per Cent
Flour (Wheaten)	9.48	..	8.65	..
Rice	..	10.18	5.94	..
Sugar	32.57	..	5.41	..
Soap	..	10.10	17.11	..
Ale and Beer	6.90	..	5.83	..
Timber	5.50	..	..	5.10
Tobacco (including Cigars and Cigarettes)	13.23	..	..	4.49

45. The subjoined statement gives details of the vehicles conveyed during 1934 at the reduced rates for passengers' privately-owned motor cars as compared with 1933 and with the six months in 1932 during which the facility was in operation.

The reduced rates are applicable only in cases where a valid passenger ticket is held for the journey between the two points the car is railed and are subject to conveyance being given in open trucks solely at Owners' Risk.

	1934		1933		1932 (6 months)	
	No. of Cars	Revenue	No. of Cars	Revenue	No. of Cars	Revenue
Single Journeys	No. 164	£ 726	No. 193	£ 799	No. 58	£ 311
Return Journeys	37	324	39	289	23	195
Total	201	1,050	232	1,088	81	506

46. The extensive review of rates which has been in hand during the past three years, for the purpose of obtaining additional revenue where justified, and partly to further the policy of eliminating and discouraging extravagant and uneconomic services, was completed during the year.

This examination was probably the most extensive and most thorough that has ever been undertaken by this Administration. In this connection, the statistics that are now available with the aid of the Hollerith machines have proved invaluable.

All the changes that have been introduced from time to time, in recent years as a result of this examination, have proved sound and beneficial.

The rates alterations introduced during the year under review are summarized below:—

(i) The minimum charge for general merchandise under the goods classification, was raised from Sh. 2 per consignment for imported commodities and Sh. 1 per consignment for goods of country produce or local manufacture to Sh. 2/50 per consignment. Parcels rates, under which smaller consignments are normally booked, remained unaltered. Returned butter, cheese and egg empties, which had hitherto been carried free, were, from the 1st January, charged Class 9 with a minimum fee of cents 20 per consignment.

In the case of empty drums and tins the rate was increased from Class 8 to Class 6, while that for other returned empties was reduced from Class 8 to Class 9.

Consequent upon numerous representations, a reduced minimum of Sh. 1 per consignment for perishable traffic was introduced on 15th March, 1934.

(ii) A number of out of date and obsolete country produce preferential rates and maximum rates were abolished.

(iii) Revised scales for Classes 9 and 10 were introduced.

(iv) A minimum goods rate of Sh. 2/24 per ton was introduced for short-haul traffic.

(v) The rates affecting forty-eight commodities in the general classification were adjusted.

(vi) General rates alterations during the year, as apart from the foregoing, were as follows:—

Basketware, local, for packing country produce.

Cattle Cake for export.

Chemicals—aerofloat, glycerine, pine oil, sulphuric acid, xanthate.

Crucibles for the treatment of metals.

Dynamite, Gelatine, etc.

Fish, dried, imported.

Grenadilla Juice for export.

Lime and Limestone.

Mohogo and Mohogo Flour.

Mineral Grille and Gold Concentrates for export.

Oil, Eucalyptus, for export.

Oil, perfumed, for export.

Rubber, raw, for export.

Salt, rock, synthetic.

Sisal Waste.

Twine, in bales and bundles, for manufacturing purposes.

Vanilla beans, pods and leaves.

Wattle Bark, chopped.

Wattle Bark, green.

Wood Preservatives for export.

The rates on the foregoing commodities were all amended either with a view to affording assistance to the various industries concerned or to encourage the expansion of traffic.

(vii) On 15th March, 1934, a "split delivery" system was introduced, whereby separate lots of traffic, both goods and parcels, part or all of which (in the case of goods traffic) are subject to the specified minimum charges, from one sender, handed in at one station for despatch to one or more consignees at one station, are charged as one consignment on payment of a fee of Cents 10 for each separate lot so charged.

(viii) To assist the live stock industry, the 25 per cent reduction allowed on one hundred head of cattle and over, tendered at one time for transport, was altered to allow the same reduction on fifty head.

(ix) The assimilation of rates with the Tanganyika Railways at Mwanza received attention, and the following export rates from that point were balanced with the rates quoted by that Administration:—

Cotton, in one ton lots (Special Goods Tariff No. 2), raised from Sh. 80 per ton to Sh. 81/27 per ton.

Barley, Beans, Bran, Buckwheat, Fodder, Locust Meal, Maize Meal and Flour, Oats, Peas, Pollards, Rye Sharps and Wheat, in 10 ton lots, (Special Goods Tariff No. 3), reduced from Sh. 26/88 per ton to Sh. 25/40 per ton.

Grain; other than Bajri and Matama, (Special Goods Tariff No. 4 (a)), in 10 ton lots, raised from Sh. 25 per ton to Sh. 25/40 per ton.

Bajri and Matama, in 10 ton lots (Special Goods Tariff No. 4 (b)), raised from Sh. 23 per ton to Sh. 23/37 per ton.

Sisal Fibre, Flax and Flax Tow and Hemp, in one ton lots (Special Goods Tariff No. 5), raised from Sh. 35 per ton to Sh. 35/56 per ton.

Groundnuts, Gum, Simsim Seed and Lulu Seed, in 10 ton lots, raised from Sh. 33 per ton to Sh. 35/56 per ton.

(x) The export rate for sisal fibre, etc., in one ton lots and over (Special Goods Tariff No. 5), from Moshi was also reduced from Sh. 18 per ton to Sh. 15/24 per ton, as part of the assimilation programme.

47. Distribution rates, abolished in 1932, were, at the request of the commercial community, reintroduced during the year. These rates, from the point of view of the trader, are unsound in many respects; and from the point of view of the Railway, are open to abuse and resulting loss of revenue. Provided, however, adequate protection against uneconomic and wasteful road competition is continued, these rates can remain in force until their inherent defects lead to a demand for their withdrawal.

48. The following table shows the through booked traffic which passed via Mwanza and via Moshi during the period under review compared with 1933:—

Class of Traffic	Unit	Route	1934			1933		
			From T.R. to K.U.R.	From K.U.R. to T.R.	Total	From T.R. to K.U.R.	From K.U.R. to T.R.	Total
Passengers ..	No.	Mwanza	231	251	482	378	340	718
		Moshi	336	370	714	405	358	763
Luggage ..	lbs.	Mwanza	20,710	16,983	34,793	19,716	16,426	36,142
		Moshi	15,824	9,464	25,988	13,022	7,298	20,320
Parcels ..	No.	Mwanza	163	147	310	144	81	225
		Moshi	95	854	949	136	810	946
Goods ..	Tons	Mwanza	784	378	1,162	701	285	986
		Moshi	1,032	2,947	3,979	1,598	1,811	3,409

The tonnages of luggage and goods carried by the two routes during 1934 show increases of 9.60 per cent and 16.97 per cent respectively when compared with 1933, while the number of parcels carried shows an increase of 7.51 per cent.

The number of passengers decreased by 19.24 per cent in comparison with the number conveyed the previous year.

Distribution Rates

Through Bookings with Tanganyika Railways

40. The total number of bales of cotton and bags of cotton seed booked for export from Uganda during 1934 and the seven preceding years is reflected in the following table:—

YEAR	Cotton		Cotton Seed		1934 percentage increase or decrease on preceding years			
	Bales	Tons	Bags	Tons	Cotton Bales		Cotton Seed Bags	
					Increase	Decrease	Increase	Decrease
1928	216,448	40,976	537,552	35,837	...	4.04	...	55.95
1929	291,648	52,080	1,220,346	81,356	...	...	...	34.64
1930	209,084	38,729	322,326	54,829	39.87	...	...	24.87
1931	191,308	34,852	715,932	47,702	46.29	...	...	...
1932	125,978	22,406	303,832	35,356	122.15	...	1.36	47.71
1929	196,141	35,875	629,087	68,539	42.69	...	...	15.65
1928	136,068	24,231	437,336	42,489	105.68	...	...	8.46
1927	54,192	9,677	587,231	39,149	416.43	...	...	...

The heavy decrease in the tonnage of cotton seed was due entirely to marketing conditions and the absence of demand.

50. The following table shows the tonnages of public traffic handled on Lakes Victoria, Kioga and Albert and the River Nile during 1934 and the four preceding years:—

	1934	1933	1932	1931	1930
Lake Victoria					
Inward to Kisumu	34,247	35,145	27,672	25,813	55,258
Outward from Kisumu	11,968	9,457	9,537	15,812	44,557
Intermediate Ports	5,022	4,437	3,123	5,489	10,334
Total for Lake Victoria	51,237	49,039	40,332	47,114	110,149
1934 Increase per cent	...	4.52	27.09	8.79	...
1934 Decrease per cent	...	...	...	...	53.47
Lake Kioga					
Inward to Namasagali	13,882	21,181	13,846	18,198	11,895
Outward from Namasagali	14,997	10,342	9,123	14,162	14,701
Intermediate Ports	1,310	1,673	1,367	1,824	1,096
Total for Lake Kioga	30,189	33,211	24,336	34,184	27,692
1934 Increase per cent	...	...	24.05	...	9.02
1934 Decrease per cent	...	9.07	...	16.69	...
Lake Albert and River Nile					
Inward to Butiaba	1,174	1,392	750	1,276	496
Outward from Butiaba	8,035	6,110	5,760	9,741	9,613
Intermediate Ports	1,461	1,067	433	880	646
Total for Lake Albert and River Nile	10,670	8,569	6,943	11,897	10,755
1934 Increase per cent	...	24.52	53.68	...	7.79
1934 Decrease per cent	...	...	...	10.31	...
Grand Total for three Lakes and River Nile	92,116	90,809	71,611	93,195	148,596
1934 Increase per cent	...	1.44	28.63	...	...
1934 Decrease per cent	...	...	...	1.16	38.01

51. The extent to which the traffic carried by the Administration from and to Mwanza has been affected by the opening of the Tanganyika Railways line from Mwanza to Tabora in 1928 is reflected in the following table:—

	1934	1933	1932	1931	1930	1929	1928	1927	1926
Tonnages	10,078	8,947	7,016	9,874	13,641	10,101	12,316	17,861	21,672
1934 Increase per cent	...	12.64	43.64	2.07	...	...	...	...	...
1934 Decrease per cent	...	...	...	...	26.12	0.23	18.17	43.58	53.50

52. The following table is a comparison of traffic at other Lake Victoria Ports:—

	1934	1933	1932	1931	1930
	Tons	Tons	Tons	Tons	Tons
(a) Kavirondo Gulf Ports	4,698	3,735	3,779	5,615	3,037
(b) Other Kenya Ports	2,191	2,004	1,024	918	757
(c) Sesse Island Ports	2,241	829	407	421	163
(d) Other Uganda Ports	15,859	21,375	16,922	16,755	81,515
(e) Tanganyika Ports	16,644	15,069	11,957	13,058	14,397
Total	41,633	43,012	34,089	36,764	99,869
1934 Increase per cent	...	...	22.13	13.24	...
1934 Decrease per cent	...	...	3.21	...	58.31

NOTE:—

- (a) Comprises Homa Bay, Homa Point, Kendu Bay and Usembo Bay;
- (b) Comprises Kadimu Bay, Karungu and Sio;
- (c) Comprises Katimeru, Katosi, Kirwe Island, Kiungu, Koja, Kome, Lutoboka, Lwazimululie and Sozi;
- (d) Comprises Bugungu, Bukakata, Buluba, Busungwe Island, Entebbe, Katebo, Kasiryu, Kibanga, Kibari Island, Kibungo, Kisensi Point, Kisubi, Kityerefa, Luwafu, Luanka, Mjanji, Mpungi and Sango Bay. (Tonnages for Port Bell have not been included in the 1931 and 1932 figures, following upon the opening of the railway from Jinja to Kampala in the former year. This accounts for the big decrease in traffic handled at Uganda Ports since 1930);
- (e) Comprises Bukoba, Musoma, Shirati, the Emin Pasha Gulf Port of Nyemirembe, the Speke Gulf Ports of Kibarra, Nasso Bay and Nansio, and the Kagera River Ports of Kyaka, Nahavanga and Nyakanyasi.

53. The mileage run on the three Lakes during the past five years is shown in the following table:—

	1934	1933	1932	1931	1930
	Miles	Miles	Miles	Miles	Miles
Lake Victoria	88,850	98,841	89,149	98,667	126,150
Lake Kioga	28,457	25,136	27,959	36,490	39,540
Lake Albert and River Nile	29,192	29,894	32,400	26,970	33,152
Total	146,499	153,871	149,508	162,127	198,842
1934 Decrease per cent	...	4.79	2.01	9.64	26.32

Claims
Compensation

54. Details of the claims compensation paid during 1934 and the five preceding years are given in the table set out below. Throughout the year under review claims were paid only for traffic carried under the Owner's Risk contract that came within the terms of the revised Owner's Risk conditions introduced on the 1st September, 1933, particulars of which were detailed in paragraph 56 of the 1933 Report:—

YEAR	No. of Claims Received	NUMBER OF CLAIMS PAID			AMOUNT OF COMPENSATION PAID		
		Railway Risk	Owner's Risk	Total	Railway Risk	Owner's Risk	Total
1934	141	35	36	71	£ 71	£ 64	£ 135
1933	146	38	33	71	143	111	254
1932	Not available	28	43	71	43	169	212
1931		40	55	95	436	407	843
1930	Not available	112	91	203	364	347	711
1929		(Not available)	(Not available)	285	751	1,200	1,951

The small number of claims received is a cause for satisfaction.

CATERING.

Receipts
and
Expenditure

55. The receipts and expenditure in respect of catering services on the Railways and Lake Steamers during the year under review and during the four preceding years are given in the following table:—

	1934	1933	1932	1931	1930
	£	£	£	£	£
Railways—					
Receipts	15,257	15,253	15,761	23,734	34,524
Expenditure	14,248	13,197	18,025	27,920	35,907
Surplus or Deficit	1,009 (Surplus)	2,056 (Surplus)	1,264 (Deficit)	4,186 (Deficit)	1,383 (Deficit)
Lake Steamers—					
Receipts	4,089	4,545	4,470	5,843	9,311
Expenditure	4,422	4,390	4,836	6,841	9,998
Surplus or Deficit	339 (Deficit)	155 (Surplus)	366 (Deficit)	998 (Deficit)	687 (Deficit)
Railways and Lake Steamers Combined—					
Receipts	19,346	19,798	21,231	29,577	43,835
Expenditure	18,471	17,587	22,861	34,761	45,905
Surplus or Deficit	875 (Surplus)	2,211 (Surplus)	1,630 (Deficit)	5,184 (Deficit)	2,070 (Deficit)

In so far as the Railway Catering Services are concerned, the 1934 figures again illustrate the success of the measures taken in 1932 to eliminate the material losses previously incurred. Having regard to the reduced numbers of passengers travelling in 1934 as compared with 1933, the final result of working is satisfactory.

Auxiliary
Services

56. The following table gives details of bedding valises issued to passengers, pieces passed through the laundry and mineral and ice factory issues during 1934 compared with the four preceding years:—

Year	Bedding Valises Issued	Laundry	Mineral Water Factory Issues	Ice Factory Issues
	Number	Pieces	Dozens	lb.
1934	13,200	256,373	9,502	216,228
1933	13,788	153,540	9,674	206,748
1932	13,219	173,064	11,023	268,721
1931	15,864	186,326	13,999	268,464
1930	21,652	254,562	17,570	251,256

CHAPTER IV

RAILWAYS—OPERATING SECTION

57. The figures of train and engine mileage for the year 1934 and the five previous years are set out in the following comparative table:—

Train and
Engine
Mileage

	1934	1933	1932	1931	1930	1929
	Miles	Miles	Miles	Miles	Miles	Miles
I. TRAIN MILES—						
Passenger	412,596	407,584	411,521	449,967	625,483	662,394
Goods	1,519,227	1,789,708	1,594,984	1,995,799	2,057,762	2,225,877
Total	1,931,825	2,197,292	2,006,505	2,445,766	2,683,245	2,888,271
II. DEPARTMENTAL TRAIN MILES—						
Loco. Fuel	114,204	142,007	133,384	208,418	292,523	294,566
Engineering	360,145	221,333	274,456	399,228	642,327	684,729
Miscellaneous	29,062	27,107	39,892	37,527	34,927	28,969
Total	503,411	390,447	447,732	645,173	969,777	1,008,264
Total Train Miles	2,435,176	2,587,739	2,454,237	3,090,939	3,653,022	3,896,535
III. ENGINE MILES—						
Assisting	77,263	35,068	31,420	58,276	51,214	84,758
Light	57,671	65,732	103,976	131,089	173,885	210,984
Shunting	463,471	404,899	402,423	479,938	533,790	555,608
Total	598,405	505,719	537,819	669,303	758,889	851,350
Total Engine Miles (i.e. Train Miles plus other Engine Miles)	3,033,581	3,093,458	2,992,056	3,760,242	4,411,911	4,747,885

EFFICIENCY FIGURES.

58. Following the practice introduced in 1929, an Index of Efficiency has been compiled, as shown in the table below, the year 1926 being taken as the datum year:—

	1934	1933	1932	1931	1930	1929	1928	1927	1926
1. Average Load per 12-ton Wagon Unit	8.91	8.43	8.05	7.99	8.61	8.41	8.45	8.59	7.4
Tons	106.24	119.92	108.78	107.97	116.35	113.65	114.19	116.08	100
Index Figure									
2. Average Net Train Load	189	181	169	153	167	160	150	134	120
Tons	185.60	150.83	140.83	127.05	139.16	133.33	125	111.66	100
Index Figure									
3. Wagon Miles per Engine Hour	284.84	263.01	235.58	194.74	173.14	160.86	148.66	140	103
Miles	259.07	255.35	228.72	189.06	168.09	156.17	144.71	135.92	100
Index Figure									
4. Train Miles per Train Hour-Freight Miles	13.43	12.64	12.21	11.47	10.19	9.63	9.84	10.02	7.07
Miles	189.95	178.78	172.70	162.23	144.13	136.21	139.18	141.72	100
Index Figure									
5. Train Miles per Train Hour-Coaching Miles	16.65	16.01	16.05	16.55	14.88	12.38	12.26	10.93	7.97
Miles	209.28	200.88	201.38	207.65	186.70	155.82	153.82	137.14	100
Index Figure									
6. Locomotive Stock-Percentage of Number Available to Stock	80.89	79.59	76.53	79.54	77.77	76.13	76.18	69.80	69.95
Per cent	115.35	113.78	109.41	113.71	111.18	108.6	108.91	99.79	100
Index Figure									
7. Engine Miles per Day per Engine in Use	83.79	83.14	80.70	78.14	93.28	102.91	96.31	91.16	85.55
Miles	97.84	97.18	94.33	91.33	109.10	120.29	112.57	106.56	100
Index Figure									
8. Coal Consumption-Coaching Train Miles per lb.	-0.124	-0.125	-0.131	-0.122	-0.113	-0.122	-0.137	-0.144	-0.152
per lb.	81.58	82.24	86.18	80.26	74.34	80.26	90.13	94.73	100
Index Figure									
9. Coal Consumption-Freight Train Miles per lb.	-0.109	-0.114	-0.119	-0.115	-0.112	-0.117	-0.129	-0.139	-0.157
Miles per lb.	69.43	72.61	75.80	73.25	71.34	74.52	82.17	88.53	100
Index Figure									
Final Index Figure	143.98	140.62	135.35	128.06	124.49	119.90	118.96	114.68	100

(See Graph on page 32.)

Item No. 1. Average load per 12-ton wagon unit.

This figure has gone back a little from the standard obtained last year. This is due to two causes. First the general speed up of movement (see Item No. 4) and secondly the consistent attempts made to avoid empty haulage. The empty haulage was reduced in 1934 from 27.11 per cent to 20.73 per cent, with no diminution in the average transit time, so that on the whole the wagons were utilized in the most economical manner to meet public demands and to keep down working costs.

Item No. 2.—Average net train load.

A further improvement has been obtained in the loading of the train. The 1934 figure is the highest recorded.

The figure fell below 190 tons in two months only, October and December.

The highest recorded figure was 219 tons in February.

Item No. 3.—Wagon miles per engine hour.

A further improvement is again recorded, the figure being the highest yet attained.

This figure is frequently accepted as the best all-round test of freight train working.

Item No. 4.—Train miles per train hour.

In view of the fact that the average train load has been so well maintained (Item No. 2), it is pleasing to record so high an index as 189.96, as it is obvious that the improvement has been obtained without any reduction of train loads.

This statistic indicates steady progress in the general movement of freight.

Item No. 5.—Train miles per train hour—coaching.

As has been pointed out in previous reports, this figure is not capable of much variation, as the passenger train service is practically constant, but such variation as there has been is in the nature of improved working.

Item No. 6.—Percentage Number of Locomotives available to Stock.

A steady improvement is being maintained.

Item No. 7.—Engine Miles per day per Engine in use.

It will be noted a slight increase is recorded.

Item No. 8.—Coaching Train Miles per lb. of Coal.

Item No. 9.—Freight Ton Miles per lb. of Coal.

These items, which appear to be slightly less satisfactory, have again been influenced by the larger engines in traffic. Allowing for this factor, there is an improvement in the consumption figures.

PASSENGER TRAIN OPERATION.

59. The percentage number of Mail and Mixed trains running to time during 1934 showed an improvement over performances during 1933 and 1932, but the timekeeping of branch line trains did not attain the same standard, the percentage number of branch line trains to time being below both 1933 and 1932.

The following table compares the 1934 results with those of the two preceding years:—

	1934	1933	1932
Mail trains	83.51	82.33	74.30
Mixed trains	77.20	73.62	70.31
Branch Line Trains	55.08	61.91	68.33

60. The Branch Lines present a very difficult problem. The only way to ensure good time-keeping on Branch Lines would be to divorce the goods traffic from the passenger traffic, and to run Branch Line passenger trains. The actual and potential traffic on Branch Lines would not, however, justify the considerable additional expenditure involved.

FREIGHT TRAIN OPERATION.

61. In the earlier part of the year it became evident that, for various reasons connected with marketing, etc., the quantity of cotton seed likely to be exported would be considerably below shipments in previous years. At one time, it appeared likely that practically no cotton seed would be exported. Fortunately, later in the year the position improved and a total of 40,000 tons was eventually railed to the Coast. This delay had the effect of throwing the main movement back to later in the year, so that transport to the Coast took place in every month up to December.

The total tonnage of maize railed to the Coast for export was 26,107 tons only, of which the greater proportion had been dealt with by the end of March, although there were small forwardings from June onwards until December. The heaviest month was March, when 10,000 tons were railed to the Coast.

In these circumstances there was no difficulty in dealing with the low railed crops, and no restrictions under the quota system were necessary.

Cotton commenced to move to the Coast in January and continued throughout the year. In all, 54,182 tons were railed, the heaviest month being April, with 11,463 tons.

Coffee was railed steadily throughout the year, a total of 32,810 tons being transported to the Coast. A very heavy crop was transported from Bukoba.

There was also a considerable export of sugar. 18,109 tons were railed to the Coast during the year—a good deal of it from Uganda.

The totals of the various crops railed, compared with last year, are shown in the Commercial Section of this Report.

Tonnage Moved

62. The tonnage moved during the year was 1,207,907 tons as detailed on page 18.

The tonnage moved each month was very constant, the highest being in March when 111,693 tons were transported and the lowest in July when 90,679 tons were moved.

Ton Miles

63. Railway ton miles, excluding steamships and road services, were 307,033,973 as compared with 333,703,110 in 1933, a decrease of 7.94 per cent, the main decrease being under maize and cotton seed, accounting for approximately 45,800,000 ton miles.

The total ton miles for the last three years are detailed in the following table:

	1934	1933	1932
Railway	307,033,973	333,703,110	278,256,154
Steamer	14,888,848	14,606,626	11,893,312
Road Services	829,844	771,844	616,057
Total	322,862,662	349,081,580	290,765,523

(See Graph on page 31.)

Total ton miles in 1934 were 7,952,662 or 2.5 per cent above the estimate of 315,000,000.

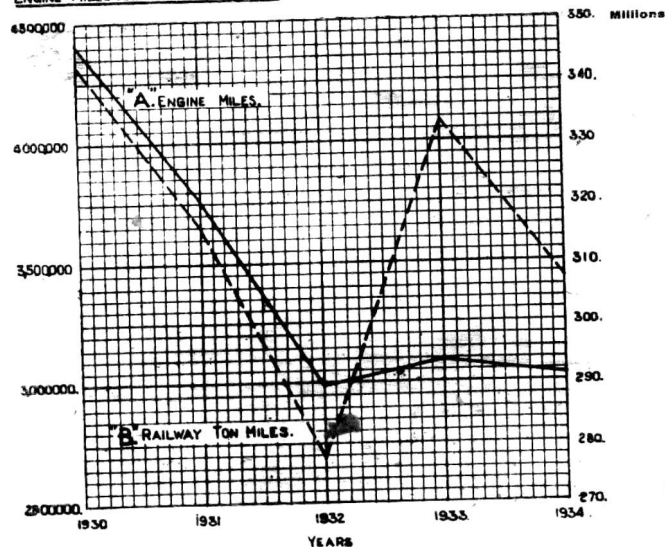
Engine Miles

64. The following table compares the engine miles run during 1934 with those of 1933, 1932 and 1931:—

	1934	1933	1932	1931
Public	1,931,825	2,197,292	2,006,292	2,445,766
Departmental	503,351	390,447	447,732	645,173
Miscellaneous	598,486	505,719	537,819	669,303
Total	3,033,661	3,093,458	2,992,056	3,760,242
1934 Increase per cent	..	..	1.39	..
1934 Decrease per cent	..	-1.94	..	19.32

(See Graph on page 31.)

ENGINE MILES AND RAILWAY TON MILES.



(A) Engine Miles
(B) Railway Ton Miles

The total tonnage of maize railed to the Coast for export was 26,107 tons only, of which the greater proportion had been dealt with by the end of March, although there were small forwardings from June onwards until December. The heaviest month was March, when 10,000 tons were railed to the Coast.

In these circumstances there was no difficulty in dealing with the low rated crops, and no restrictions under the quota system were necessary.

Cotton commenced to move to the Coast in January and continued throughout the year. In all, 54,182 tons were railed, the heaviest month being April, with 11,463 tons.

Coffee was railed steadily throughout the year, a total of 32,410 tons being transported to the Coast. A very heavy crop was transported from Bukoba.

There was also a considerable export of sugar. 18,100 tons were railed to the Coast during the year—a good deal of it from Uganda.

The totals of the various crops railed, compared with last year, are shown in the Commercial Section of this Report.

Tonnage Moved

62. The tonnage moved during the year was 1,207,907 tons as detailed on page 18.

The tonnage moved each month was very constant, the highest being in March when 111,693 tons were transported and the lowest in July when 90,679 tons were moved.

Ton Miles

63. Railway ton miles, excluding steamships and road services, were 307,033,973 as compared with 333,703,110 in 1933, a decrease of 7.94 per cent, the main decrease being under maize and cotton seed accounting for approximately 45,600,000 ton miles.

The total ton miles for the last three years are detailed in the following table:—

	1934	1933	1932
Railway	307,033,973	333,703,110	278,256,154
Steamer	14,888,645	14,606,626	11,893,312
Road Services	929,044	771,844	616,057
Total	322,852,662	349,081,580	290,765,523

(See Graph on page 31.)

Total ton miles in 1934 were 7,952,662 or 2.5 per cent above the estimate of 315,000,000.

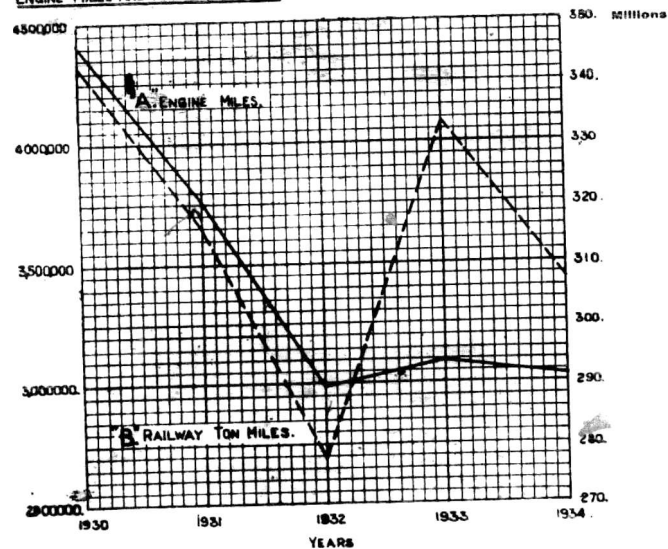
Engine Miles

64. The following table compares the engine miles run during 1934 with those of 1933, 1932 and 1931:—

	1934	1933	1932	1931
Public	1,931,825	2,197,292	2,006,292	2,445,766
Departmental	503,361	390,447	447,732	645,173
Miscellaneous	598,406	505,719	537,819	669,303
Total	3,033,591	3,093,458	2,992,056	3,760,242
1934 Increase per cent	..	..	1.39	..
1934 Decrease per cent	..	1.94	..	19.32

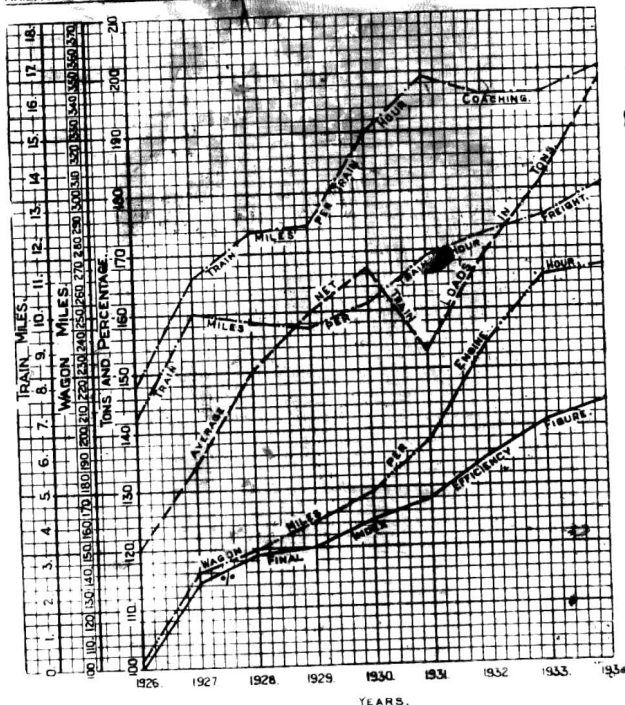
(See Graph on page 31.)

ENGINE MILES AND RAILWAY TON MILES.



(A) Engine Miles
(B) Railway Ton Miles

RAILWAY OPERATING EFFICIENCY INDEX.



65. The figure which gives cause for the greatest satisfaction, as has been stated elsewhere, is the reduction in the percentage of empty haulage from 27.11 per cent to 20.73 per cent. This is due to some extent to the restricted movement of cotton seed and maize, but chiefly to the special attention given to this problem by the operating staff.

As in previous years, the highest figures of empty haulage were incurred in March and April.

The average haul, however, decreased from 367 miles to 371 miles for public traffic, and from 108 miles to 87 miles for departmental traffic.

There was an improvement in the time occupied per wagon journey. In 1933 it was 12.96 days, whereas during 1934, it fell to 11.34 days.

The ton mileage moved per wagon increased from 78,751 to 81,977, so that notwithstanding the decreased average load, more work was performed by each wagon, and this in spite of the fact that the percentage available for traffic purposes fell from 68.40 per cent to 61.55 per cent.

The improved wagon working is the main operating achievement of the year.

The following table, containing comparative figures of freight movement, is of interest:—

	1934	1933	1932	1931	1930	1929	1928
Average Miles per Wagon per day	35.38	35.12	28.77	26.12	30.80	38.73	35.38
Net Ton Miles per Wagon Unit (12 tons) per annum	81,977	78,751	63,911	60,618	80,509	107,036	93,160
Net Ton Miles per Engine Hour	1,694	1,616	1,430	1,238	1,239	1,125	1,069
Net Ton Miles per Train Hour	2,660	2,292	2,066	1,755	1,705	1,543	1,473
Percentage of Empty Haulage to Total	20.73	27.11	24.60	20.39	16.93	16.85	14.93

66. On the 30th June a serious accident occurred at Mile 29/9, in which nine loaded bogie vehicles on a goods train became badly derailed and capsized, the main line being blocked for forty-four hours. Exhaustive technical enquiries were made by Committees of Railway Officers, but although every possible avenue was explored, the enquiries failed to establish with certainty the cause or causes of the accident.

67. The training of staff in the Training School was continued during 1934 on the same lines as in previous years and which have been found to achieve the most satisfactory results.

In the Transportation Section four Asians and fifty African learners were admitted to the School for training in telegraphy, train working and commercial instruction.

Nineteen Africans were passed out of the School as Probationer Signallers and three Asians and eight Africans were receiving instruction at the end of the year.

Close touch is maintained with the Education Department in order to attract natives of superior education, and to ensure the best methods of imparting the training.

It is hoped during the coming year to modernize the apparatus in the Training School, and consideration is being given to strengthening the staff by the appointment of an African instructor to work under the supervision of the European instructors.

84

CHAPTER V

RAILWAYS—ROAD MOTOR SERVICE

WORKING RESULTS.

Working Results

68. The following are the results of working the main Masindi Port-Butiaba Road Motor Service and the subsidiary Masindi Town-Hoima Feeder Service for the last five years:—

	1934	1933	1932	1931	1930
Total Revenue (all traffic) £	13,000	12,000	11,251	15,120	16,000
+ Goods Traffic Revenue £	11,000	10,713	9,844	12,830	13,338
Working Expenditure (excluding Depreciation) £	10,500	10,307	10,191	15,373	16,268
Depreciation £	6,190	6,776	6,864	6,782	6,273
Total Expenditure (including Depreciation) £	16,707	17,083	17,055	22,155	22,541
+ Tonnage Carried (Public) Tons	14,138	13,194	8,410	13,549	13,538
Total Tonnage Carried Tons	15,990	14,579	10,074	16,116	16,311
Passengers Carried No.	14,896	13,487	11,173	11,899	9,769
Mileage Run:—					
(a) Loaded Miles	312,365	258,854	Not available		
(b) Empty Miles	63,184	76,647	Not available		
(c) Total Miles	375,549	335,501	327,591	498,829	566,953
+ Ton Miles (Public) Ton Miles	802,180	676,813	549,247	883,971	901,508
Ton Miles (Departmental) Ton Miles	128,064	95,031	66,810	85,149	66,300
Total Ton Miles Ton Miles	930,244	771,844	616,057	969,120	967,808
+ Revenue per Public Ton Mile Cents	29.09	31.66	35.85	29.03	29.59
Revenue per Total Ton Mile Cents	25.12	27.76	31.96	26.48	27.56
+ Expenditure per Public Ton Mile Cents	37.15	45.30	55.56	45.40	44.55
+ Expenditure per Total Ton Mile Cents	32.08	39.73	49.53	41.40	41.50
Revenue per Total Lorry Mile Cents	65.73	71.53	68.69	60.62	56.44
* Expenditure per Total Lorry Mile Cents	84.65	101.84	104.12	88.83	79.52
Average Tons per Loaded Lorry Mile Tons	2.97	2.98	Not available		
Average Tons per Total Lorry Mile Tons	2.36	2.30	1.88	1.94	1.71

+ Includes Railway Paying Traffic.
* Includes Depreciation.

85

69. The feeder service between Masindi Town and Hoima, a distance of thirty-six miles, was operated throughout the year.

The results of working this feeder service during 1934, as compared with 1933, are reflected in the following table:—

	1934	1933
Total Revenue £	606	360
Expenditure excluding Depreciation and Insurance £	221	187
Expenditure including Depreciation and Insurance £	306	245
Total Expenditure £	527	432
Tonnage Carried (Public) Tons	1,702	1,859
Total Mileage Run Miles	12,000	8,003
Total Ton Miles (all Public) Miles	20,210	16,980

70. The collection and delivery service instituted at Masindi Town towards the end of 1932, was taken advantage of by the public to a far greater extent during 1934 than was the case in 1933, and it would appear that this facility is meeting a very useful purpose.

Details of the consignments handled under the scheme during 1934 as compared with 1933, are given in the following table:—

	Collected		Delivered	
	1934	1933	1934	1933
Consignments No.	261	70	1,572	254
⌈ Packages No.	2,900	342	16,032	1,323
Tonnage Tons	190	12	828	118

71. At the 31st December, 1934, the Road Motor Service Fleet consisted of:—

- 6 Three-ton Albion lorries;
- 4 Four-ton Albion lorries with Carrymore attachments;
- 4 Four-ton Albion lorries with four-ton trailers;
- 2 Six-ton six-wheeled Albion lorries;
- 2 Thirty-cwt. Albion passenger vehicles (seven-seater and four-teen-seater respectively);
- 1 Willys-Knight box-body car (for staff use);
- 2 Five-ton special type trailers.

CHAPTER VI

RAILWAYS—MARINE SERVICES

LAKE FLOTILLAS.

LAKE VICTORIA.

Craft in Commission

72. The following ships were in commission on Lake Victoria during the year for the periods stated—

- S.S. *Rusinga* throughout the year.
- S.T. *Buganda* from the 1st January to 31st May.
- S.T. *Busuma* throughout the year.
- S.T. *Kavirondo* from the 10th May to 31st December.
- S.T. *Percy Anderson* throughout the year.
- M.V. *Kagera* throughout the year.
- S.T. *Huseni* from the 25th January to 21st February.
- S.S. *Usoga* from the 11th August to 30th August.

Craft Laid Up

73. The S.S. *Clement Hill*, S.S. *Winifred* and S.S. *Nyanza* were laid up throughout the year.

Docking of Vessels

74. The undermentioned vessels were docked during the year—

- S.S. *Rusinga*.
- S.S. *Nyanza*.
- S.T. *Kavirondo*.
- S.T. *Percy Anderson*.
- S.T. *Huseni*.
- M.V. *Kagera*.
- M.L. *Humming Bird*.
- Pile Driver Barge.
- Disinfecting Barge.

Lighters Nos. 4, 10, 11, 14, 16, 17, 18, 19, 20, 23, 24, 26, 28, 29, 32, 34, 35 and 37.

Kagera River Service

75. The M.V. *Kagera* maintained the Kagera River Service throughout the year. Considerable difficulty was experienced owing to the drop in the level of the river and the vessel suffered some damage as a result of frequent groundings.

The whole position in regard to the future of this River Service is now under review.

Sesse Island Service

76. The Sesse Islands Service was maintained satisfactorily by the S.T. *Percy Anderson* throughout the year.

Speke Gulf Service

77. A tug and lighter service between Kisumu and Speke Gulf Ports was maintained from January to November, when it was withdrawn as a result of the paucity of cargo.

Workshops

78. The staff employed in the workshops at Kisumu totalled eighty-four, as compared with ninety-one at the end of 1933.

All machinery was maintained in efficient order throughout the year.

Workshops Apprentices

79. Six African apprentices were being trained in these workshops at the end of the year.

Fuelling of Vessels

80. The fuelling of oil-burning vessels at Kisumu has been facilitated by the installation of an oil fuel booster pump. Refuelling, which previously required twenty-two hours, can now be completed in seven hours.

81. The total tonnage of cargo handled on Lake Victoria was 51,257 tons as compared with 49,039 tons in 1933, an increase of 2,218 tons or 4.52 per cent.

LAKE KIOGA.

82. The following ships were in commission on Lake Kioga during the year for the periods stated—

- S.W. *Grant* throughout the year.
- S.W. *Speke* from the 9th January to the 21st November.
- S.W. *Stanley* from the 19th October to the 31st December.

The undermentioned vessels were docked during the year—

- S.W. *Grant*.
- S.W. *Stanley*.
- S.W. *Speke*.
- Motor Launch.
- Lighters Nos. 4, 9, 11, 13 and 14.

83. All machinery in the workshops was maintained in good repair during the year.

84. No difficulty on account of sudd blockage was experienced during 1934.

85. While stocks of wood fuel were maintained at all fuelling stations during the year, considerable difficulty was experienced in obtaining adequate supplies of fuel owing to the inaccessibility of cutting areas. As forecasted in my report for 1933, the time is rapidly approaching when consideration will require to be given to the use of oil or other form of fuel on this lake.

86. 30,189 tons of cargo were handled on Lake Kioga during the year, as compared with 33,201 in 1933, a decrease of 3,012 tons or 9.07 per cent, due mainly to decreased cotton seed exports.

87. An appreciable development in the cattle trade between the Eastern Province and Buganda, took place during the year, as a result of which the numbers of cattle, sheep and goats over Lake Kioga increased by 30.61 per cent when compared with 1933.

The actual figures are:—

	1934	1933
Cattle	12,653	10,072
Sheep and Goats	930	326
Total ...	13,583	10,400

LAKE ALBERT.

88. Details of the craft in commission on Lake Albert during 1934 are subjoined:—

- S.S. *Robert Coryndon* throughout the year.
- S.W. *Lugard* throughout the year.
- S.L. *Livingstone* throughout the year.
- P.S. *Samuel Baker* from the 26th June to the end of the year.

89. All vessels including small craft were docked during the year.

90. Scheduled services were maintained throughout the year, in addition to which the S.W. *Lugard* undertook ten special trips.

91. During reconditioning, the P.S. *Samuel Baker*, which previously had burned wood fuel, was converted into an oil burner with satisfactory results.

92. The S.S. *Robert Coryndon* whilst returning to Butiaba from Pakwach on July 8th, 1934, stranded on an anchored submerged sandbank near the western shore of Lake Albert. No damage of any description was sustained in the accident.

**Workshops
Machinery**

93. All machinery in the workshops at Butiaba was maintained in good condition throughout the year.

**Floating
Dock**

94. The new floating dry dock was anchored in position on the 20th July, and finally completed on the 22nd July, 1934. The S.S. *Robert Coryndon* was successfully lifted on the 21st July, and the dock has proved satisfactory in all respects. Photographs of the docking of the S.S. *Robert Coryndon* are published at the end of this Report.

Charters

95. While all passenger vessels on Lake Albert excepting the S.S. *Robert Coryndon* were under private charter at one time or another during the year, the total number of charters fell far short of those undertaken in 1933.

**Tonnage
of Cargo
Handled**

96. The tonnage of cargo handled on Lake Albert during 1934 was 10,670 as compared with 8,669 tons handled in 1933, an increase of 2,101 tons or 24.52 per cent.

CHAPTER VII

RAILWAYS—PERMANENT WAY, WORKS AND BUILDINGS

97. For comparative purposes, Engineering Expenditure has again, as in the 1933 Report, been sub-divided under the four categories of:—

**Engineering
Expenditure**

- (a) Staff, including all Engineers, Draughtsmen, Clerical and Accounting Staff.
- (b) Maintenance of Permanent Way, including Permanent Way Inspectors, Platelayers, Headmen, etc.
- (c) Maintenance of Works, including Buildings, Bridges, Telegraph lines, Water Supplies and Station Machinery, with their particular Inspectors and Overseers.
- (d) Services such as Bush Clearing, Supply of Water, Conservancy, etc., including Sanitary Inspectors and Overseers.

TOTAL EXPENDITURE.

The percentage ratio Engineering Expenditure bears to the Total Railway Expenditure and Revenue Receipts during the last five years is shown on the following Table, and in Graph No. 1 on page 41.

YEAR	Engineering Expenditure to Total Expenditure	Engineering Expenditure to Revenue Receipts
	Per cent	Per cent
1934 ..	13.12	7.84
1933 ..	12.24	7.77
1932 ..	12.34	9.19
1931 ..	11.87	10.03
1930 ..	12.98	10.25

It will be noted that the ratio of Engineering Expenditure to Total Expenditure, has returned to the 1930 standard, while the ratio to Earnings remains constant with that of 1933.

The percentage distribution of Total Engineering Expenditure used on each of the four headings from 1931 to 1934, is shown in the following Table and also in Graph No. 2 on page 41.

	1934	1933	1932	1931
	Per cent	Per cent	Per cent	Per cent
(a) Staff	19.2	20.7	22.3	20.0
(b) Permanent Way	43.2	46.2	47.1	43.5
(c) Works, etc.	25.7	25.3	22.8	21.7
(d) Services	11.9	7.8	7.8	14.8
		79.3	77.7	80.0

It is interesting to note that Overhead Expenditure is on the decline and, having regard to the fact that Overheads in this case include all Superior, Technical and Clerical Services, the final results when compared with other similar undertakings, must be considered very satisfactory.

EXPENDITURE ON THE MAINTENANCE OF PERMANENT WAY.

The following table shows the total expenditure on the maintenance of the permanent way in each year since 1930, and also the rate of expenditure per mile during these years:—

YEAR	Total Expenditure	Expenditure per route mile
1934	75,482	46.4
1933	74,965	46.1
1932	79,486	48.9
1931	68,896	52.5
1930	111,447	71.0

These results which are also plotted on Graph No. 3 on page 42 show that the track maintenance, which is at present entirely adequate and normal, has reached a steady figure and should not, materially, increase for many years, unless there is a considerable rise in native wages or a considerable increase in traffic.

EXPENDITURE ON MAINTENANCE OF BUILDINGS, BRIDGES, TELEGRAPHS, WATER SUPPLIES, ETC.

The expenditure on maintenance of buildings, bridges, telegraphs, water supplies, etc., together with the percentage that these maintenance costs bear to the original Capital costs of the works, is given in the subjoined table and also in Graph No. 4 on page 42.

YEAR	Expenditure	Capital Value of Works Maintained	Percentage of Expenditure to Capital Value	Expenditure per Mile
1934	£ 50,121	£ 4,735,816	Per cent 1.06	£ 30.8
1933	41,065	4,741,502	0.9	25.3
1932	38,598	4,754,548	0.8	23.7
1931	42,367	4,704,480	0.9	26.2
1930	54,251	4,539,978	1.2	34.8

The increased cost, as a result of the return to normal works, is clearly reflected in these figures.

COST OF SERVICES.

The table below gives the actual amount expended and the comparative rate of expenditure per head of staff since 1930:—

YEAR	Expenditure	Expenditure per Head of Staff	Expenditure per Mile
1934	£ 15,513	SA. cts. 17 50	£ 9.5
1933	12,878	16 60	8.0
1932	13,241	18 50	8.1
1931	28,847	31 00	17.9
1930	35,205	30 20	22.6

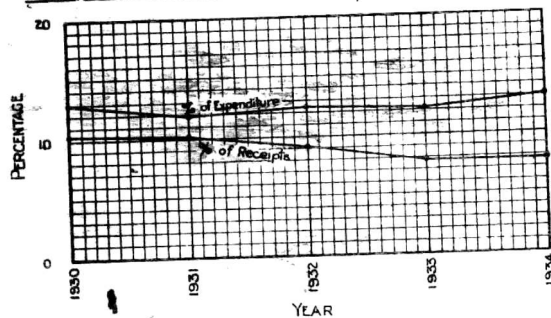
The slight increase under this head is due to improved services rendered under such items as Bush Clearing.

The expenditure per head of staff during the last five years on this account is reflected in Graph No. 5 on page 42.

TOTAL ENGINEERING COSTS PER MILE.

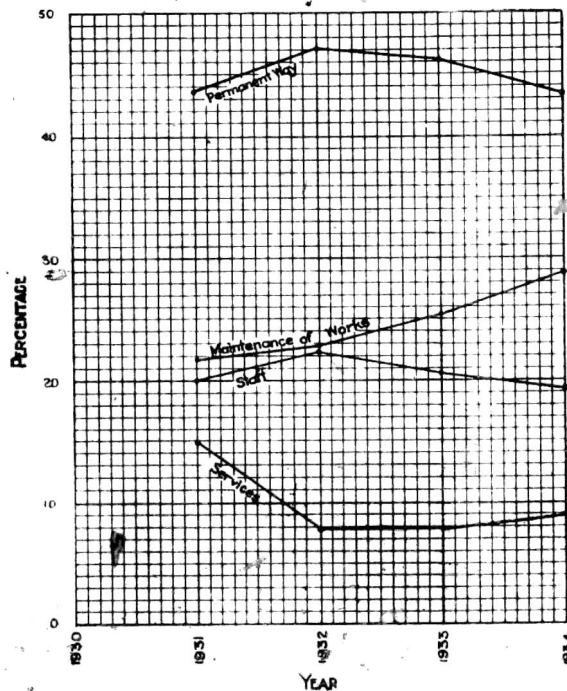
1934	£ 107.4
1933	99.9
1932	103.8
1931	118.0
1930	149.2

Percentage Engineering Expenditure bears to Total Expenditure and Total Receipts



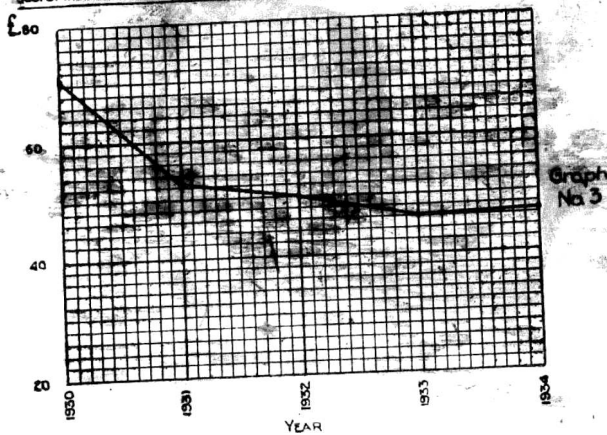
Graph No. 1

Percentage Distribution of Engineering Expenditure

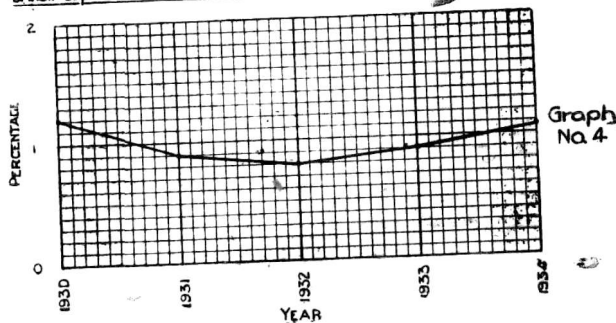


Graph No. 2

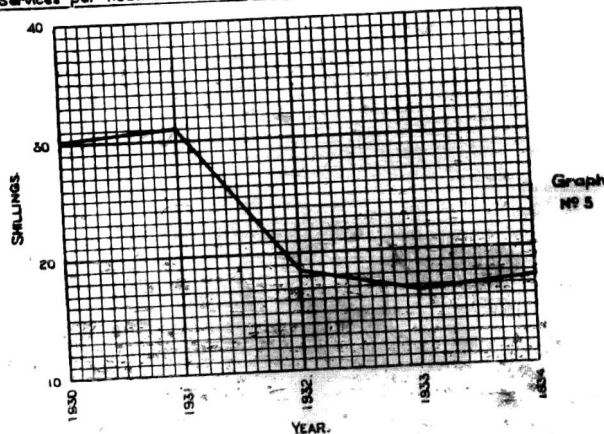
Cost of Maintenance of Permanent Way per Mile.



Cost of Maintenance of Works as a percentage of their Capital Cost.



Services per Head of Staff employed



98. The revised experimental district organization, which was detailed in the 1933 Report, operated throughout the year and proved an unqualified success.

In addition to securing certain financial economies, the new organization has resulted in increased efficiency in every branch and in every grade throughout the system and enables the supervision provided to be utilized to the utmost extent possible.

This organization has now been adopted permanently.

99. The track was maintained satisfactorily throughout the year, and is now in a better condition than at any time previously. While the provision of ballast has improved its condition to a certain extent, the superior supervision now concentrated on the line is mainly responsible for the present satisfactory position.

100. An appreciable decrease in key thefts was noticeable. The total number of keys lost from the track was 1,100 as compared with 3,800 in 1933 and 3,490 in 1932.

101. All bridges and culverts were kept in good condition. Painting, which previously had been deferred on account of the lack of funds, was recommenced, and at the end of the year one-third of the deferred work had been overtaken.

102. A normal programme of repair work was undertaken during the year, in addition to which attention was given to repairs which had fallen in arrears.

103. While no serious difficulties were experienced in maintaining adequate supplies of water during the year, there is every indication that serious consideration will require to be given to the question of a more extensive system of water conservation.

104. Roads were generally well maintained and compared favourably with the public roads with which they connect.

Additional funds were provided for bush clearing and these enabled normal maintenance works to be resumed.

105. All conservancy services were efficiently maintained throughout the year.

106. The concrete factory was fully employed throughout the year and the standard of work and unit costs continued to give satisfaction. A photograph of some of the products of the factory is published at the end of this Report.

107. No difficulty was experienced in obtaining skilled and unskilled labour, while wages remained at approximately the same level as in 1933.

108. The Land Section, which previously was attached to the General Manager's Department, was transferred to the Engineering Department during the year.

CHAPTER VIII

RAILWAYS—LOCOMOTIVE WORKSHOPS AND LOCOMOTIVE RUNNING

I.—WORKSHOPS.

Workshops
Improvements
New Rolling
Stock
Repairs to
Locomotives

109. No new buildings were occupied during the year.
110. No new rolling stock was received during the year.
111. The record of repairs to locomotives is shown below.

TABLE OF REPAIRS

Year	Output Repairs only	Output Repairs, New Erections and Out-turn Chargeable to Capital	Cost per Unit excluding New Erections and Out-turn Chargeable to Capital
	Units	Units	£
1934	82	82	486
1933	62	67	487
1932	56	56	579
1931	84	108	611
1930	83	87	663
1929	81	86	690
1928	70	74	716
1927	65	67	676

The cost of repairs per unit compares favourably with previous years.

Progress
System

112. During the last six months of the year, preparations were made for the inauguration of a new "progress" system. Schedules have been framed for the arrival of materials in the erecting shop from the feeder shops. In the case of the smaller engines, both tender and tank engines, the schedule adopted covers twelve working days for the repair, while twenty-four days are provided in respect of Garratt and Mikado engines.

The preparatory work involved in the adoption of the system consisted, in the first place, of building up stocks of parts such as brasses, bushes, piston valve liners, etc., which formerly did not exist, and, secondly, in speeding up the actual repair operations. In this connection, all rivetting, including that of firebox stay heads, also tube expanding and beading, has been mechanised. It has also been necessary for arrangements to be made for tubes to be withdrawn in a much shorter time than was formerly the case. This has been accomplished by cutting them out by oxy-acetylene in the case of the super-heater tubes and by compressed air tools in the case of the smaller tubes. The acceleration of the handling of boilers for repair has been very necessary, as, in the case of the Mikado engines, no spare boilers exist and it consequently becomes necessary to repair the boiler and place it back again on the frames from which it was taken.

A photograph of the first engine turned out to the new progress schedule is published at the end of this report.

During the year, engines were, for the first time, brought into the Workshops for what is now defined as an "Intermediate Repair". This repair is aimed to increase, at a comparatively small cost, the mileage of engines between general repairs.

As far as possible, the repair is limited to lifting the engine for the reconditioning of wheels, axle boxes and side rods and, where this is specifically asked for, the cleaning out of the boiler by the withdrawal of a small number of tubes, also the performing of piston and valve examination. This class of repair is on all-fours with the repair known as a "Service Repair" on most of the English and some of the Colonial railways.

113. Notwithstanding the increased length of time which has elapsed between locomotive general repairs during the last few years, the average mileage between these repairs has increased. In 1932, the average mileage per locomotive between general repairs was 68,766 miles, whereas in 1934 it was 78,560 miles.

Taken in conjunction with the decreased consumption of fuel oil and consumable stores, the increased average mileage represents a definite advance. It proves that the increased period of service is obtained, not at the expense of higher cost of service or increased cost of repair, but as a result of a higher standard of repair and more care in service.

114. Repairs to coaching stock are shown in the following table:—

YEAR	Output Repairs only	Output Repairs, New Erections and Out-turn Chargeable to Capital	Cost per Unit excluding New Erections and Out-turn Chargeable to Capital
	Units	Units	£
1934	100	114	122.7
1933	82	83	133
1932	105	105	119
1931	162	202	91
1930	146	155	99
1929	146	153	126
1928	92	126	212
1927	150	169	101
1926	165	156	126

Work on coaching stock during the year was unusually heavy due to arrears of maintenance and the length of time which vehicles were in service between general repairs.

The position at the end of the year was that the stock of vehicles in the Workshops had been reduced to the minimum and the intake will in future coincide with the output.

115. The record of wagon repairs is shown below:—

TABLE OF REPAIRS

YEAR	Output Repairs only	Output Repairs, New Erections and Out-turn Chargeable to Capital	Lifted	Cost per Unit Excluding New Erections and Out-turn Chargeable to Capital
	Units	Units	Units	£
1934	846	1,030	1,028	196
1933	786	786	..	14-15
1932	959	959	..	14-10
1931	1,033	1,477	576	16-40
1930	781	954	..	21-30
1929	851	1,089	..	20-45
1928	402	591	..	32-45
1927	596	744	..	27-00
1926	642	710	..	29-45

During the year considerable wagon repair work which, owing to the lack of funds, had been deferred from previous years, was undertaken, and at the close of the year an appreciable amount of lost ground had been recovered.

Consequently, the cost of repairs per unit was increased by £5.65 over the 1933 figure but, in view of the heavy nature of the work undertaken, the average cost compares favourably with previous figures. While a certain proportion of deferred maintenance still requires to be overtaken, it is intended to overtake these arrears as quickly as the work can be economically carried out.

116. An entrance examination for European boys wishing to join the Workshops as indentured apprentices was held in October. At the end of 1934 nineteen apprentices were serving their indentures.

During the year, three apprentices successfully completed their terms of indentures and two of these were appointed to the artisan staff.

Repairs to
Coaching
Stock

Repairs to
Wagons

Apprentices

The number of African apprentices was 102.

Both apprenticeship schemes continue to function satisfactorily and fulfil a useful purpose in providing a profession and livelihood for suitable youths of the country.

**Engines
Wheel
Axle Boxes**

117. One of the most important experiments which has taken place is that in respect of locomotive coupled wheel axle-boxes. The latter are of steel and were designed to have renewable brass faces secured to the box with copper set screws and also a renewable rectangular seating brass having a spigot on the top.

The experiment has consisted of casting in the brass and face liners simultaneously. The box is fixed in a cast iron chill and the metal is poured in. Two engines were equipped in this manner in the latter half of the year, and their performance has been very satisfactory.

**Locomo-
tive Crank
Pins**

118. The wear experienced with locomotive crank pins by this Administration is considerable and it has been found necessary to deal with this problem, not merely as a question of returning the pins, but of returning them so that they are in correct phase with each other and at the correct throw.

After considerable attention to the matter, it was found that the problem could best be overcome by constructing locally a crank pin turning machine, the turning head of which was mounted on a marking-off table. This was accordingly done and the machine is now in operation and giving satisfaction.

Hot Boxes

119. The attention which has been given to the avoidance of overheating of axle-boxes on coaches and wagons has produced increasingly good results during the year, as shown in the following table:—

	1934	1933	1932
Number of hot boxes on goods stock	129	294	302
Number of hot boxes on coaching stock	6	18	10
Total	135	312	312

The figure for the wagon-miles run per hot box is easily the best yet obtained: every box which ran hot, even if the wagon reached the end of its journey, is included, and is shown in the following comparative table and in Graph "A" on page 47.

Year	Miles per Hot Box
1934	374,372
1933	192,171
1932	147,020
1931	114,061
1930	79,741

**Wagon
Lubri-
cation**

120. A reduction in consumption of oil was again obtained, but unfortunately wagon miles decreased. An increased mileage with the same consumption would have been possible. The consumption is shown in the following table and in Graph "B" on page 47.

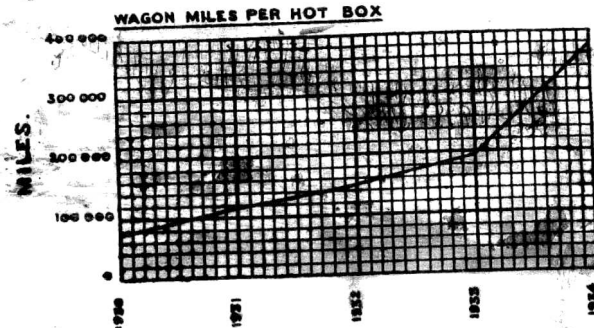
Year	Gallons
1934	441
1933	452
1932	506
1931	918
1930	1,917

**Wagon
Mileage**

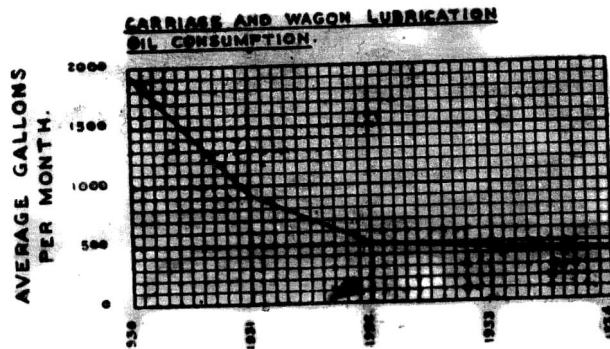
121. Wagon miles run are shown in the following table and in Graph "C" on page 47.

Year	Miles
1934	48,283,944
1933	52,847,137
1932	44,400,160
1931	48,019,521
1930	47,924,271

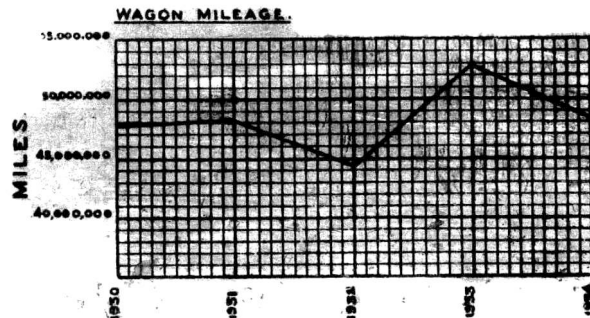
The improvement may be attributed to the re-organization of Carriage and Wagon Examining Depots, the regular turning over of packing in the axle-boxes, and instruction to staff by qualified inspecting officers.



GRAPH
A

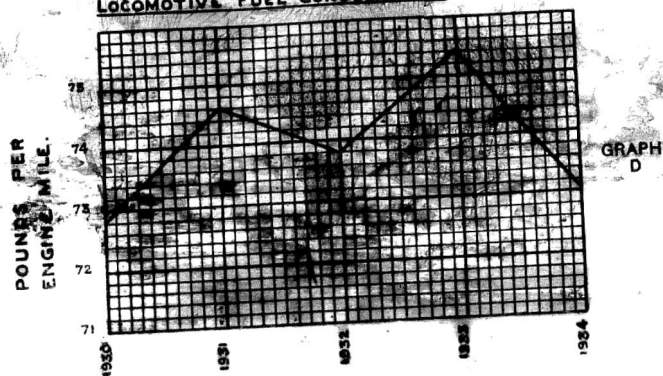


GRAPH
B



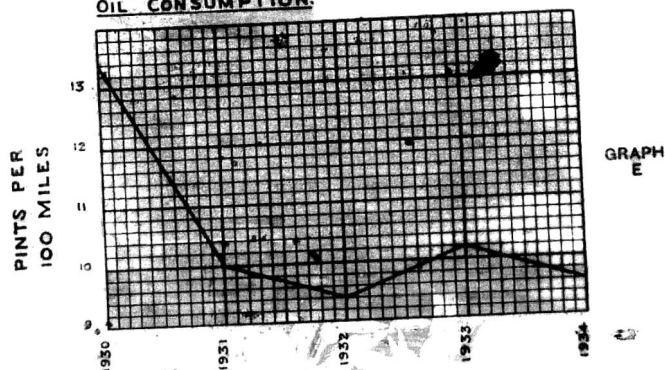
GRAPH
C

LOCOMOTIVE FUEL CONSUMPTION



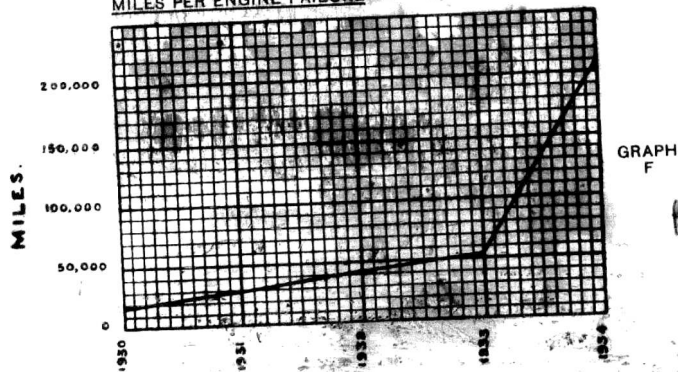
GRAPH D

ENGINE LUBRICATION OIL CONSUMPTION



GRAPH E

MILES PER ENGINE FAILURE



GRAPH F

LOCOMOTIVE RUNNING SECTION.

1923. The Osborne system of engine working again proved its value during the year, bringing about reduced running costs, reduced maintenance costs and longer periods between general overhauls.

Fuel and oil consumption was as follows:—

CLASS	FUEL CONSUMPTION, LBS. PER ENGINE MILE				OIL CONSUMPTION, PINTS PER 100 MILES				Fuel Consumption per Engine Mile and Oil Consumption per 100 Miles
	1934	1933	1932	1931	1934	1933	1932	1931	
Mikado 2-8-2 tender ..	75.75	73.7	67.2	77.0	9.04	10.5	10.7	12.3	
Carratt 4-8-2-2-8-4 ..	80.20	101.5	103.0	110.0	14.54	15.9	16.0	16.4	
E. B. 3 4-8-0 tender ..	80.0	64.7	62.4	70.9	5.99	6.57	6.27	6.78	

The average fuel consumption for all classes of locomotives, expressed in terms of coal, was as follows:—

Year	Consumption: Lbs. per Engine Mile
1934	73.07
1933	76.4
1932	73.6
1931	74.6
1930	72.6
1929	71.9

These comparative figures are also reflected in Graph "D" on page 48.

In view of the increasing size of engines in service during the years shown, the figures are very satisfactory, and show that the increase which would naturally be expected, has not occurred, the effect of the larger engines having been neutralized by the more efficient burning of fuel.

Supplies of wood and coal have again been satisfactory and the position so far as stocks are concerned was normal.

The total average consumption of all lubricating oils, particulars of which are given in the following table and also shown in graph form (Graph "E" on page 48) reflects a decrease over the previous year and compares well, especially when the increased size of engines in traffic in recent years is taken into account.

Year	Consumption: Pints per 100 Miles
1934	9.8
1933	10.2
1932	9.4
1931	10.0
1930	13.2

The improved figure during 1934 resulted from the experimental work previously undertaken and from increased care in the use of lubricants.

Engine Failures

123. The miles per engine failure for the principal classes of engines in service and the average miles per engine failure for all classes of locomotives are given below. The average mileage per engine failure during the last five years is shown in Graph "F" on page 48.

CLASS	MILES PER FAILURE				
	1934	1933	1932	1931	1930
	Mikado	79,899	40,432	59,949	11,775	3,040
Garratt	119,115	43,593	17,148	15,424	3,582
E. B. 3	258,283	54,522	96,623	45,804	17,684
Average - All Classes	205,894	53,462	42,252	29,703	17,684

The substantial improvement shown at all points is attributable to a higher standard of workshop repair, greater care in running shed maintenance and more careful use of locomotives in service. Investigation into causes of failures and the special attention given to the instruction of staff also have had a bearing on the result obtained. Having regard to the many factors contributing towards engine failures, and bearing in mind the nature of the country negotiated, it may not always be possible to maintain the exceptional performances achieved during 1934.

The advantage of the adoption of a standard definition of an engine failure by all British Colonial Railways is under consideration with a view to the adoption of the following :-

"ENGINE FAILURES."

- (1) All delays of sixty minutes or more to passenger or mixed trains and ninety minutes or more to goods trains waiting for an engine at an initial engine terminal, except in cases where an engine must be immediately turned and does not for any reason arrive in time to be cared for before booked departure time.
- (2) All late arrivals at engine changing terminals of sixty minutes or more for passenger and mixed trains and ninety minutes for goods trains due to time lost on the journey through engine mechanical defects, or mismanagement of engine including delay at initial terminal due to engine.
- (3) All reductions of load or inability to take full rated load due to engine mechanical defects or mismanagement of engine.

Engines being worked to shops for repairs and engines on trial trips are excluded.

Engines specially booked for shunting purposes to be treated separately and shunting mileage not to be included in engine mileage for engine failure statistics.

Engine Miles

124. The average engine miles per day in 1934 decreased when compared with 1933 as a result of the reduction in goods traffic. The actual figures are given in the following table :-

CLASS	AVERAGE MILES PER DAY PER ENGINE IN SERVICE			
	1934	1933	1932	1931
Garratt	116.57	122.88	107.89	101.11
Mikado	182.45	188.31	193.35	164.84
E. B. 3 (4-8-0 Tender)	73.67	71.37	78.01	86.78

125. The total fuel consumption and costs are shown in the following table and graph.

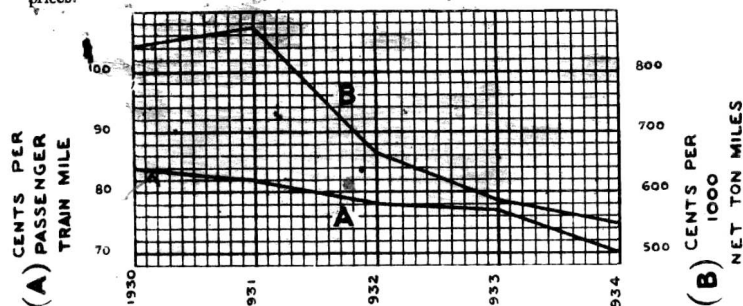
Fuel Consumption and Costs

YEAR	COAL		WOOD		OIL FUEL		TOTAL COST	Per Passenger Train Mile	Per 1,000 Net Ton Miles
	Quantity	Cost	Quantity	Cost	Quantity	Cost			
	Tons	£	Tons	£	Tons	£			
1934	81,422	86,811	114,773	37,597	658	1,630	106,047	0.78	5.44
1933	62,558	71,532	130,789	46,436	678	1,706	119,776	0.77	5.85
1932	55,790	68,436	132,656	47,315	85	292	116,143	0.78	6.63
1931	60,842	80,545	136,514	74,512	810	1,900	156,957	0.82	8.74
1930	69,913	95,395	221,825	89,803	960	3,378	188,576	0.84	8.41

Wood fuel is converted to tons on a basis of 66.66 cub ft = 1 ton.

The fuel expenditure for 1934 represents 10.67 per cent of the total ordinary working expenditure and 4.76 per cent of the earnings.

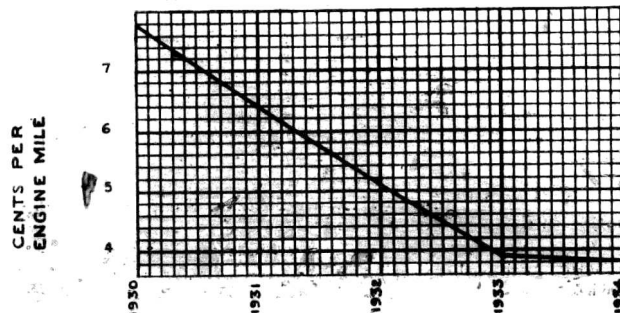
The reduction in costs was due to economy in use and lower contract prices.



126. The cost of Locomotive Consumable Stores again showed a reduction, as illustrated in the table hereunder and also in the subjoined graph. This reduction was due mainly to economy measures, influenced to a certain extent by a reduction in the cost of such stores.

Cost per Engine Mile Cents

1934	3.8
1933	3.92
1932	5.1
1931	6.4
1930	7.83
1929	8.0



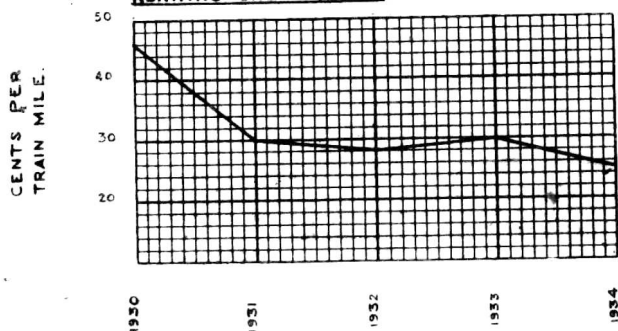
Locomotive
Maintenance
Costs

127. Running Shed costs for maintenance of engines in service reflected a decrease on the corresponding figure for 1933, as indicated in the following table and graph.

This was largely due to the altered system whereby certain heavier running repairs, previously carried out in running sheds, were when possible done in the main workshops. As locomotive unit repair costs also fell, it is considered that the alteration was fully justified.

	Maintenance Cost	
	Per Train Mile	Per Engine Mile
	Cents	Cents
1934	25	20
1933	30	21
1932	28	23
1931	30	25
1930	46	..

MAINTENANCE OF ENGINES
RUNNING SHED COSTS.



Technical
Training

128. The Training School for Running Staff had a successful year, during which nine Europeans, four Asians and seventy-eight Africans received tuition. The results of examinations showed that the instruction had been well assimilated, and there is very definite promise of a regular number of pupils from which efficient locomotive running staff can be trained. Close touch was kept with the various headmasters of schools from which recruiting is made.

Water
Softening

129. A second 'Keenicott' Water Softening Plant, similar to that installed at Kuu, was placed at Makindu.

Engine
Power

130. At the end of the year forty-three of the smaller engines were still stabled.

CHAPTER IX

RAILWAYS—STORES

131. The receipts and issues of the Stores Department for the year 1934 show an increase of £112,802, as compared with 1933. The transactions during the past three years were—

	1934	1933	1932
Receipts	292,842	149,912	145,031
Issues	253,207	199,035	199,652
	461,249	348,947	344,683

132. The book value of stocks on hand, excluding coal and wood fuel, at the close of each of the past five years, is shown hereunder:—

	£
1934	292,179
1933	337,344
1932	386,467
1931	441,088
1930	492,050

The policy of reducing stocks as far as possible, was continued during the year, a reduction in value to the extent of 13.39 per cent in comparison with stock on hand at the end of 1933 being effected.

An analysis of the stocks on hand at end of 1934 is contained in the following table:—

	1934
	£
General Stores	106,350
Timber	4,061
Locomotive, Carriage and Wagon Spares	69,463
Permanent Way Material	80,667
Engineering and Motor Transport Expense Stores	17,278
Catering and Rations	8,138
Forms and Stationery	5,606
Stores in Transit, etc.	5,616
	£292,179

133. The total value of Stores purchased locally during 1934 amounted to £76,034.

The following statement compares this figure with the amounts so spent during the previous four years:—

	£
1934	76,034
1933	51,992
1932	55,435
1931	92,957

Local
Purchases

Tonnage of Stores Received from Overseas Scrap and Reclamation Yard

134. The tonnage of stores, excluding coal and oil fuel, received from overseas during the year, amounted 7,498 tons compared with 2,738 tons in 1933.

135. Sales of scrap material realized £2,613 during the year as compared with £737 in 1933.

Issues of reclaimed material to departments totalled £973 as against £336 in 1933.

Catering Supplies

136. Catering supplies were purchased as before from local contractors and amounted to £5,249 as compared with £4,865 in 1933.

Rations

137. The total quantity of rations issued during the period under review amounted to 3,988 tons compared with 5,311 tons in 1933.

The numbers of units of Rations issued on Open Lines compared with the last four years was as follows:

	1934	1933	1932	1931	1930
Asians	75	89	317	637	1,593
Africans	128,013	106,863	127,897	171,137	208,297
Total	128,088	106,972	128,214	171,774	209,890
1934 Increase		21,116			
1934 Decrease			126	43,686	81,802

Cost

138. The total cost of the Stores Department was £19,008 as compared with £19,406 in 1933.

CHAPTER X HARBOURS

139. The working results of the Harbours Services for the last four years are detailed in the following table:

	1934	1933	1932	1931
*Earnings—Revenue Account	£ 132,758	£ 338,022	£ 282,364	£ 315,330
*Ordinary Working Expenditure—Revenue Account	132,150	131,091	125,224	173,422
Surplus of Receipts over Ordinary Working Expenditure	200,599	206,931	157,130	141,908
*Contribution to Renewals Fund	30,376	36,338	26,042	24,425
Balance (Net Earnings) transferred to Net Revenue Account (Harbours)	170,223	176,593	131,088	117,483
Interest	180,249	178,848	176,121	176,436
Redemption Charges	35,908	26,809	31,031	28,446
Total Loan Charges	215,257	205,657	207,152	204,882
Miscellaneous transactions on Net Revenue Account	Cr 3,439	Dr. 918	Cr. 1,257	..
Balance, Loss carried to combined Net Revenue Account (Railways and Harbours)	41,595	29,981	74,807	87,399
*Percentage of Ordinary Working Expenditure to Earnings	39.71	38.78	44.35	55.00

*See Graphs on page 63.

Earnings for the year under review were 1.56 per cent below 1933, 17.85 per cent above 1932, and 5.53 per cent above 1931.

Ordinary working expenditure increased by .81 per cent and 5.54 per cent, when compared with 1933, and 1932 respectively, and decreased by 23.80 per cent when compared with 1931.

The surplus of receipts over ordinary working expenditure (exclusive of contributions to Renewals Fund) shows a decrease of 3.06 per cent in comparison with 1933, but an increase of 27.66 per cent and 41.36 per cent in comparison with 1932 and 1931 respectively.

Contributions to the Renewals Fund on account of depreciation increased by 13 per cent, 16.64 per cent and 24.36 per cent respectively over 1933, 1932 and 1931, while the balance of Net Earnings transferred to Net Revenue Account (Harbours) decreased by 3.61 per cent, as compared with 1933, but was 29.85 per cent and 44.89 per cent respectively above the corresponding balances for 1932 and 1931.

Loan charges show increases of 4.67 per cent, 3.91 per cent and 5.06 per cent, respectively, when compared with 1933, 1932 and 1931, while the loss carried to the Combined Net Revenue Account (Railways and Harbours) increased by 38.74 per cent in comparison with 1933, but decreased by 44.40 per cent and 52.41 per cent in comparison with the 1932 and 1931 figures.

The percentage of ordinary working expenditure (i.e. excluding depreciation) to earnings increased by 0.93 per cent when compared with 1933, but decreased by 4.64 per cent when compared with 1932 and by 15.29 per cent in comparison with 1931.

Including depreciation, the ratio of total working expenditure compares with previous years as follows:—

Year	Percentage
1934	49.84
1933	47.76
1932	53.57
1931	62.74

140. A comparison of the actual results of working during 1934 with the estimates for that year which were framed in 1933 shows that:—

- (1) Earnings were £16,555, or 5.24 per cent above the estimate.
- (2) Ordinary working expenditure was £7,385, or 5.92 per cent above the estimate.
- (3) The Surplus of receipts over ordinary working expenditure (exclusive of provision for depreciation) was £9,170, or 4.79 per cent, above the estimate.
- (4) The balance of earnings transferred to the Net Revenue Account (Harbours) was £9,191, or 5.67 per cent, above the estimate.
- (5) Loan charges were £40, or .02 per cent, below the estimate.
- (6) The loss carried to the Combined Net Revenue Account (Railways and Harbours) was £11,610, or 21.82 per cent below the estimate.

141. The Harbour earnings for the year, under the main heads, compared with the three previous years, were:—

HEAD	1934	1933	1932	1931	1934 Increase over 1933		1934 Decrease on 1933	
	£	£	£	£	£	%	£	%
Deep Water and Bulk Oil								
Berths—								
Imports	105,835	94,548	90,598	99,209	11,287	11.94	15,297	10.54
Exports	129,833	145,130	104,620	100,915	..	..	..	..
Lightered Cargo								
Imports	2,940	4,566	3,251	14,079	..	..	1,626	35.61
Exports	98	87	56	2,864	..	11	12.64	..
Port and Light Dues, Pilotage, Other Marine Dues, Ferries, etc.	57,670	58,483	52,293	58,314	..	..	813	1.39
Miscellaneous	36,379	35,206	31,536	39,949	1,171	3.33	..	..
TOTAL	332,755	338,022	282,354	315,330	..	..	5,267	1.56

Revenue on imports, although still affected by adverse trade conditions, showed an improvement on the figures for the three preceding years.

The decrease in revenue from exports resulted mainly from the heavy decline in cotton seed and maize shipments.

142. The Harbour expenditure for the year, under the main heads, compared with 1933, was as follows:—

HEAD	1934	1933	1934 Increase over 1933	1934 Decrease on 1933
	£	£	£	£
Port Engineering Expenses	13,313	9,989	3,324	..
Ferries, Lights and Moorings	..	1,814	..	..
Marine Working	..	5,183	..	..
Water	19,687	4,106	2,301	..
Tugs, Launches and Lighters, etc.	..	6,283	..	..
Mechanical and Electrical Machinery	12,101	13,287	..	1,186
Shore Working	64,299	67,616	..	3,317
General Charges	16,030	16,324	..	294
Miscellaneous Expenditure	6,725	6,489	237	..
TOTAL	132,184	131,091	1,065	..

TONNAGES HANDLED.

(Note.—The tonnages of cargo handled at the Port of Mombasa are, in the case of exports, the bill of lading tonnage; i.e. the unit of weight measurement, or value upon which ocean freight has been charged. In the case of import cargo, however, the tonnages are assessed on 2,240 lb. or 40 cubic feet, whichever yields the higher Port charge. Bagged imports, however, are taken on the bill of lading tonnage. All ad valorem cargo is regarded at £100 value per ton.)

143. The total tonnages—imports (excluding coal), coal imports, and exports—handled at Kilindini Harbour during the year under review, as compared with the five previous years, are set out in the following table. The figures do not include oil imports discharged through the Magadi Company's pipe lines or soda exported from the Magadi Company's jetty, from which no revenue accrued to the Port Administration. The tonnages of the two latter commodities are shown separately in paragraphs 144 and 145.

Prior to 1931 they also do not include tonnages of bulk oil discharged through the floating pipe-line in Kilindini Bay.

	1934	1933	1932	1931	1930	1929
Imports (excluding Coal)	274,677	250,665	233,674	260,534	256,059	319,081
1934 Increase per cent	..	9.58	17.55	5.43	7.27	..
1934 Decrease per cent	..	..	..	..	..	13.92
Imports (Coal)	53,815	82,805	55,166	61,926	108,017	87,672
Total Imports	328,492	333,470	288,840	322,460	364,076	406,753
1934 Increase per cent	..	..	13.73	1.87	..	..
1934 Decrease per cent	..	1.49	..	..	9.77	19.24
Exports	390,467	451,123	324,344	323,013	318,761	281,968
1934 Increase per cent	..	..	20.39	20.88	22.50	38.48
1934 Decrease per cent	..	13.45	..	..	..	..
GRAND TOTAL	718,959	784,593	613,184	645,473	682,837	688,721
1934 Increase per cent	..	..	17.25	11.38	5.29	4.39
1934 Decrease per cent	..	8.37	..	..	..	..

(See Graph on page 64.)

It will be noticed that there is an increase of 24,012 tons of general imports, but a decrease of 28,990 tons of coal.

As regards exports, there was a decrease of 44,775 tons of cotton seed and 34,167 tons of maize.

These reduced tonnages, totalling 107,932 tons, were abnormal and seriously affected the revenue position, while at the same time rendering useless most of the unit efficiency figures when comparing results with previous years.

144. The tonnages of oil imports discharged through the Magadi Soda Company's pipe lines during the last six years were:—

Year	Tons
1934	1,500
1933	2,508
1932	2,518
1931	4,971
1930	10,119
1929	9,913

Kilindini Harbour Tonnages

Oil Imports Through Magadi Soda Company's Pipe Lines

Comparison with Estimate

Harbour Earnings

Harbour Expenditure

TONNAGE OF VESSELS.

Registered Tonnage

149. The following statement shows the number and registered tonnage of steam and sailing vessels entered inwards and cleared outwards during the year 1934 at all Kenya seaports:—

PORTS	STEAMSHIPS		SAILING VESSELS		TOTALS	
	No.	Registered Tonnage	No.	Registered Tonnage	No.	Registered Tonnage
	VANGA			203	4,245	203	4,245
Inwards			149	4,390	149	4,390
Outwards						
FUKEI			310	4,212	310	4,212
Inwards			317	4,313	317	4,313
Outwards						
MOMBASA						
Inwards	584	1,902,356	1,633	32,961	2,217	1,935,317
Outwards	586	1,903,082	1,615	33,066	2,201	1,936,148
KILIFI						
Inwards	13	1,292	207	2,168	220	3,460
Outwards	13	1,292	210	2,165	223	3,457
MALINDI						
Inwards			429	7,855	429	7,855
Outwards			435	7,844	435	7,844
KIPENI						
Inwards			192	1,695	192	1,695
Outwards			195	1,690	195	1,690
LAMU						
Inwards	9	9,859	384	9,725	393	19,584
Outwards	9	9,859	421	9,011	430	18,870
Totals for 1934	1,214	3,827,746	6,700	125,340	7,914	3,953,086
Totals for 1933	1,316	3,705,056	6,330	112,780	7,646	3,817,836
Totals for 1932	1,068	3,375,222	7,193	109,302	8,261	3,484,524
Totals for 1931	1,308	3,662,481	6,965	117,855	8,293	3,780,336

These figures represent the following increases and decreases in 1934 compared with each of the three previous years:—

	1933		1932		1931	
	Increase	Decrease	Increase	Decrease	Increase	Decrease
	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent
STEAMSHIPS						
Numbers		7.75	13.67			7.19
Registered Tonnage	3.31		13.41		4.51	
SAILING VESSELS—						
Numbers	5.85			6.85		4.08
Registered Tonnage	11.14		14.67		6.35	
TOTAL—						
Numbers	3.51			4.20		4.87
Registered Tonnage	3.54		13.45		4.87	

150. The following is a summarized statement of the registered tonnage (inwards and outwards) at each of the Kenya seaports during the year under review, compared with 1933:—

PORT	1934 Registered Tonnage	1933 Registered Tonnage	1934 Increase Per cent	1934 Decrease Per cent
Vanga	2,035	6,710		
Funzi	1,125	1,367		
Mombasa	3,871,488	3,702,419	4.56	40.50
Kilifi	3,817	5,182		
Malindi	16,679	18,532		16.64
Kipeni	3,825	3,825	10.65	
Lamu	3,825	67,199		42.78

151. The following table is of interest as showing the percentage of the number of steamships of the principal nationalities, and their net registered tonnage, to the total shipping entering the Port of Mombasa during 1934, compared with the two previous years:—

NATIONALITY	Number of Ships	Registered Net Tonnage	Percentage of Total Number of Ships	Percentage of Total Net Registered Tonnage
American	1	658	.17	.03
British	304	832,122	52.06	43.74
Dutch	69	121,834	11.82	6.40
Egyptian	1	106	.17	.01
French	53	292,699	9.08	15.39
German	37	144,259	6.33	7.58
Italian	61	226,184	10.45	11.89
Japanese	48	247,463	8.22	13.01
Norwegian	2	7,971	.34	.42
Panamanian	3	15,849	.51	.83
Swedish	2	12,397	.51	.65
Zanzibarian	3	814	.34	.05
Total 1934	584	1,982,366		
Total 1933	599	1,820,709		
Total 1932	515	1,684,696		

The percentage figures for the last five years are as follows:—

NATIONALITY	1934		1933		1932		1931		1930	
	Percentage of Total Number of Ships	Percentage of Total Net Registered Tonnage	Percentage of Total Number of Ships	Percentage of Total Net Registered Tonnage	Percentage of Total Number of Ships	Percentage of Total Net Registered Tonnage	Percentage of Total Number of Ships	Percentage of Total Net Registered Tonnage	Percentage of Total Number of Ships	Percentage of Total Net Registered Tonnage
	%	%	%	%	%	%	%	%	%	%
American	.17	.03								
Belgian							2.57	2.48	3.92	4.31
British	52.06	43.74	58.60	46.77	54.95	43.77	57.02	45.34	56.26	44.02
Danish									.75	.40
Dutch	11.82	6.40	9.85	5.45	8.74	6.52	8.56	9.28	8.60	8.60
Egyptian	.17	.01								
Finnish							.17	.14		
French	9.08	15.39	8.34	15.32	10.29	16.08	8.90	14.24	8.00	12.37
German	6.33	7.58	4.67	6.96	5.25	7.50	5.14	7.70	5.13	8.28
Italian	10.45	11.89	10.18	12.20	12.23	13.80	11.30	13.19	10.56	13.49
Japanese	8.22	13.01	7.01	11.91	5.44	9.40	4.80	6.69	5.88	7.41
Norwegian	.34	.42	.67	.60	.58	.54	.34	.41	.15	.20
Panamanian	.51	.83								
Swedish	.34	.65	.34	.56	1.75	2.13	.34	.46	.45	.74
Yugo-Slavian					.19	.21			.15	.17
Zanzibarian	.34	.05	.34	.03	.58	.05	.86	.07	.15	.01

Ships at
Deep water
Quay

152. The following figures concerning ships berthed alongside the deep-water quay at Kilindini Harbour during 1934 are of interest:

NUMBER OF SHIPS ALONGSIDE DEEPWATER QUAY
AND SHIMANZI BULK OIL JETTY.

	1934	1933
(a) Number of ships of over 400 tons net registered tonnage entering port .. .	469	476
(b) Number of ships of over 400 tons net registered tonnage berthed at deepwater quay .. .	417	444
(c) Number of ships of over 400 tons net registered tonnage berthed at Shimanzi Oil Jetty .. .	52	14

TONNAGE OF SHIPS BERTHED ALONGSIDE DEEPWATER QUAY
AND SHIMANZI BULK OIL JETTY.

	1934	1933
(a) Total net registered tonnage of ships of over 400 tons entering port .. .	1,889,314	1,810,269
(b) Net registered tonnage of ships berthed at deepwater quay .. .	1,776,166	1,699,127
(c) Net registered tonnage of ships berthed at Shimanzi Bulk Oil Jetty .. .	62,291	54,001

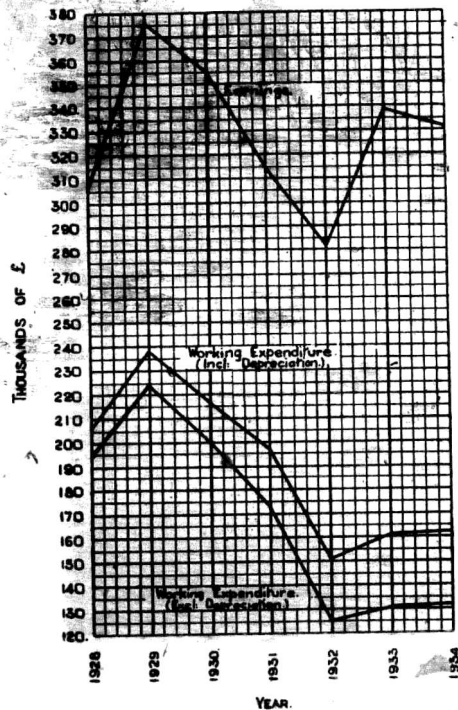
Port Loco-
motive
Working

153.

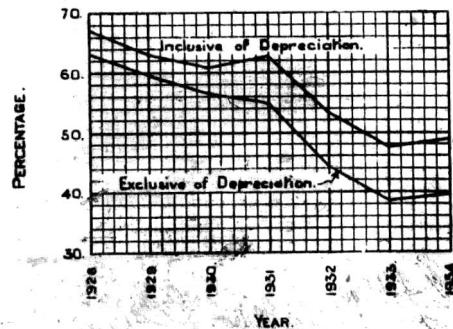
PORT LOCOMOTIVE WORKING.

	1934	1933
(a) Total rolling stock units entering and leaving the port area .. .	62,000	76,777
(b) Total port engine hours .. .	10,597	11,740
(c) Rolling stock units per port engine hour .. .	5.86	6.54

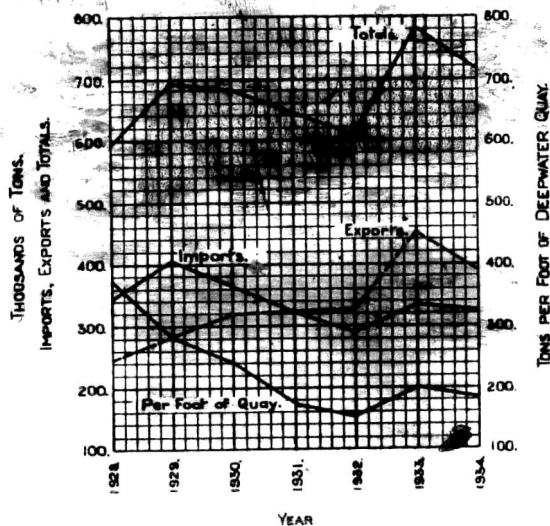
GROSS EARNINGS AND WORKING EXPENDITURE.



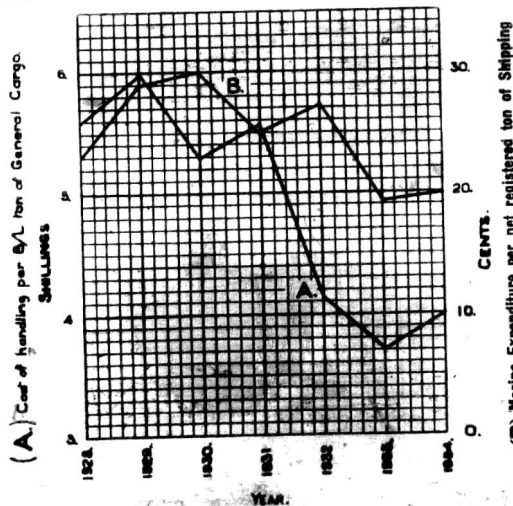
OPERATING RATIO.— PERCENTAGE OF
WORKING EXPENDITURE TO EARNINGS.



TONNAGES.



COSTS.



EFFICIENCY FIGURES.

154. In accordance with the practice adopted elsewhere in this report in regard to Railway working, the following efficiency figures have been prepared for Harbour working :-

	1934	1933	1932	1931	1930	1929	1928
(a) Berthing at Deep Water Quay (includes Shimani Oil Jetty for 1932 and 1933) — Percentage of vessels berthed to total vessels arriving	96.21	96.00	96.80	80.55	67.59	42.88	26.88
Index figure	387.22	357.14	360.12	299.64	251.44	159.52	100.00
(b) Working of Quay Cranes (all quays) — Tons per crane-hour	19.17	20.03	18.62	17.79	15.62	13.37	13.45
Index figure	142.63	148.92	138.44	132.27	116.13	103.87	100.00
(c) Harbour Engine Working — Units entering and leaving harbour area per port engine-hour	5.06	6.54	5.88	4.78	5.04	5.58	5.21
Index figure	112.47	125.53	112.86	91.75	96.74	107.10	100.00
(d) Tonnage Handled per Lineal Foot of Quay — Deepwater quay	183.05	200.35	154.50	176.30	240.75	281.82	373.11
Index figure	49.22	53.69	41.40	47.25	64.52	75.63	100.00
Lighterage quay	38.90	48.58	14.60	42.30	100.19	125.56	256.57
Index figure	14.44	19.00	5.71	16.55	39.20	49.12	100.00
(e) *Cost of Handling per B/L Ton of General Cargo	Sh. 3.08	Sh. 3.71	Sh. 4.13	Sh. 5.57	Sh. 5.29	Sh. 5.99	Sh. 5.59
Index figure	71.22	66.39	73.89	99.64	94.63	107.16	100.00
(f) General Cargo Earnings per B/L Ton	Sh. 10.10	Sh. 9.53	Sh. 9.81	Sh. 9.78	Sh. 9.48	Sh. 10.10	Sh. 8.89
Index figure	113.61	107.20	110.35	110.01	106.64	113.61	100.00
(g) Marine Expenditure per ship Entering Port (all tonnages)	£ 32.38	£ 29.48	£ 44.33	£ 39.40	£ 43.80	£ 41.40	£ 33.40
Index figure	96.94	88.26	132.72	117.96	131.14	123.95	100.00
(h) Marine Earnings per ship Entering Port (all tonnages)	£ 65.11	£ 63.45	£ 66.10	£ 58.02	£ 54.30	£ 50.60	£ 47.90
Index figure	135.82	132.46	138.00	121.13	113.36	105.64	100.00
(i) *Marine Expenditure per Net Registered Ton of Shipping (all tonnages)	Cents 19.97	Cents 19.39	Cents 27.10	Cents 25.00	Cents 30.00	Cents 29.00	Cents 23.00
Index figure	99.36	84.30	117.83	108.70	130.42	126.09	100.00
(j) Marine Earning per Net Registered Ton of Shipping (all tonnages)	Cents 39.97	Cents 41.75	Cents 40.41	Cents 38.00	Cents 37.00	Cents 36.00	Cents 34.00
Index figure	117.55	122.79	118.85	111.77	108.83	105.88	100.00
(k) Ratio of Total Working Expenditure to total Earnings (excluding depreciation)	39.71	38.78	44.35	55.00	56.39	59.65	63.23
Index figure	62.80	61.33	70.14	86.98	89.18	94.34	100.00
(l) Loan and Depreciation Charges for B/L ton of Revenue Earning Traffic from all sources	Sh. 6.83	Sh. 6.10	Sh. 7.64	Sh. 6.96	Sh. 5.17	Sh. 4.86	Sh. 4.49
Index figure	152.11	136.86	170.16	155.01	115.14	108.24	100.00

(*See Graph on page 64.)

Many of the above figures have been seriously affected by the abnormal reduction in export tonnage.

155. The cost per ton of handling general cargo in 1934 was Sh. 3/08 as compared with Sh. 3/71 in 1933, Sh. 4/18 in 1932 and Sh. 5/57 in 1931. The small increase over 1933 is entirely due to the heavy reduction in export tonnage.

Marine Costs. 156. The marine cost per ship entering port was £32.38 in 1934, as compared with £29.48 in 1933 and £44.33 in 1932. This figure also was affected by the fall in export tonnage.

Operating Ratio 157. The ratio of Working Expenditure to earnings was also adversely affected by the fall in export tonnage. It is still, however, remarkably low and compares favourably with other ports.

Port Working 158. The work at the Port was carried out during the year with great credit to all concerned. An enviable reputation for quick handling of cargo, speedy turn round of ships and for general business-like efficiency has been created, of which the staff of the Administration and the cargo handling contractors may well be proud.

Port Manager 159. Lt.-Commander N. J. Stacey Marks, R.D., R.N.R., the Port Manager, proceeded on leave on the 4th August, 1934, his place being taken by Captain R. G. Sargeant, M.B.E., Port Captain.

CHAPTER XI RAILWAYS AND HARBOURS

MISCELLANEOUS AND GENERAL STAFF.

160. The following summarized statement shows the staff directly employed by the Administration at the end of 1934, as compared with 1933 and 1932:—

	31-12-1934	31-12-1933	31-12-1932	Increase over 1933	Decrease over 1932
Europeans	514	509	515	5	1 (Dec.)
Asians	1,732	1,645	1,651	87	81
Africans (other than Labourers)	1,971	1,743	1,541	228	430
African Labourers	13,484	11,628	10,618	1,856	2,866
TOTAL	17,701	15,525	14,325	2,176	3,376

The increase in the Staff employed is mainly due to the steps taken towards the end of the year to overtake arrears in the maintenance of the track, buildings and equipment and also staff leave.

161. The following statement shows the cost of the Railway Staff in salaries and wages, exclusive of allowances and housing, medical, passage, pension and Provident Fund costs:—

	£	Percentage of Total Revenue	Percentage of Total Ordinary Working Expenditure
Senior Staff	53,251	2.39	5.36
Subordinate Staff, including skilled and unskilled labour	574,446	25.79	57.77
	£627,697	28.18	63.13

162. There was no difficulty in obtaining adequate supplies of labour.

163. During the year, an exhaustive examination was undertaken of salaries and wages, including the cost to the Administration of all Staff privileges.

Data was obtained from other Dominion, Colonial and private Railways, with a view to setting up a comparison of individual and grade salaries, as well as of the total expenditure on Staff.

The examination revealed such dissimilarity in the organizations employed by the various Railways services and in the physical and traffic features of the individual territories served, as well as in the staff service conditions, as to render individual or grade comparisons in many cases misleading.

It was, however, possible to establish the approximate cost of the personnel employed by those Administrations from whom complete information was obtained. It was possible also to determine the ratio of such cost to Revenue, the latter in turn being checked by the ratio of Working Expenditure to Revenue. Where conditions were in any way comparable, a comparison also was effected between the respective ton-mile receipts (the average charge to the public for rail transport), which, of course, largely control the Revenue position.

The following summary of the results revealed by this investigation is not without interest :-

	Highest Figure	Lowest Figure	Average	K.U.R. & H. Figure (1933)
	%	%	%	%
Percentage of total Salaries and Wages to Revenue	75.21	30.99	46.14	30.99
Ratio of total Working Expenditure to Revenue (including Depreciation)	171.04	59.62	89.23	59.62
Average Receipts per ton per mile (public traffic)	cents 14.194	cents 11.813	cents 13.269	cents 11.813

It is recognized that local conditions vary to such an extent that it is impossible to set up any one standard of comparison applicable to all the lines whose figures were analysed.

While too, during the recent financial crisis, every railway management no doubt concentrated its energies on meeting the almost universal fall in Railway earnings, it is probable that the full effect of the steps taken was not always reflected in the financial results of working included in the review.

In the case of this Administration, however, the steps initiated in 1930 have now had sufficient time to influence the unit costs of operating the services. It is satisfactory to note that these costs compare so favourably with corresponding expenditure on other railways.

164. The number of Provident Fund depositors on the 1st January, 1934, was 1,661, and 1,669 at the end of the year. The Fund opened with a balance of £492,733, and closed with a balance of £535,613

New depositors during the year numbered	75
Accounts closed during the year numbered	67

Net increase 8

The rate of interest payable to compulsory depositors during 1935 has been fixed at 4 per cent, this rate having been arrived at as follows :-

Balance of interest account on 31st December, 1934	£	£
Estimated interest due in 1935 in respect of Investments held on 31st December, 1934		1,036
Estimated interest on new Investments		21,676
		512
Estimated total interest available for distribution in 1935		23,124
Balance at credit of depositors on 31st December, 1934	618,749	
Estimated additional deposits and bonuses during 1935, reduced to terms of twelve months' deposits	18,188	
	£586,937	
	at 4%	21,477
		1,647
Less estimated working expenses (including brokerage etc.)		1,192
Estimated balance of undistributed interest, 31st December, 1935		£455

Voluntary contributions are placed on deposit with the Administration's local bankers, at fixed deposits rate, which at present is 2 per cent per annum. One-quarter per cent is deducted to cover the working expenses of this section of the Fund, leaving 1 7/8 per cent as the rate payable on voluntary deposits during the year 1935.

165. Early in the year arrangements were made at Nairobi for full courses of instruction on First Aid, under a medical officer, on the lines laid down by the St. John's Ambulance Association. Later, similar courses were initiated at other centres.

A class in Home Nursing also was formed.

Every encouragement was given to the Staff to attend these classes, the knowledge derived from which will, in cases of emergency, be invaluable not only to the staff, but also to the travelling public.

The response has been sufficiently gratifying to justify the continuance of the classes, and it is hoped that a large number of those members of the staff likely to be called upon in case of accident will avail themselves of these facilities.

166. Close attention was again given to sanitation during the year, with very beneficial results. Thanks to the invaluable assistance received from the officers of the Medical Department, it was possible to initiate a series of lectures on sanitation to interested members of the staff, which will be of considerable benefit to the Services.

167. The Hollerith tabulating machines gave complete satisfaction during the year.

Consideration is now being given to the installation of improved machines of the alphabetical self-balancing type which obviate the coding and decoding of information necessary with the existing machines.

It is anticipated that the new machines, if installed, will extend the mechanisation of the Administration's accounting and statistical work, and, at the same time, produce the information in more convenient form.

168. The strength of the Railways and Harbours Police at the end of 1934 was 108, consisting of seven Europeans, eight Asians and ninety-three Africans, under the command of an Assistant Superintendent.

I again with pleasure record my appreciation of the efficiency of this unit and the co-operation and assistance received from the Commissioner of Police and his Staff.

169. The following is a summary of the working during 1934 of the Suggestion Scheme, which was introduced in 1929 :-

Number of suggestions considered	33
Number of suggestions accepted	9
Percentage of suggestions adopted to number considered	27.3
Awards :-	
Monetary	9
Amount of such awards	Sh. 605

The standard attained during the year reflected a gratifying improvement over previous years and advantages will accrue to the Administration as a result of the introduction of the suggestions accepted.

I again acknowledge the care and attention given to this matter by the chairman and members of the Suggestion Scheme Committee.

170. The Railway Advisory Council held four meetings during the year, of which two were held in Uganda.

The Harbour Advisory Board held five meetings during the year.

171. Close contact throughout the year was maintained with all public bodies, organizations and many individuals. Representatives of this Administration are honorary members of most of the organizations having dealings with the Railway, but full advantage has not always been taken of this fact. This is largely due to the absence of any serious difficulty and to the close personal contact maintained with individuals. The rapid movement of goods and a quick release and turn round of wagons can only be obtained with the ready assistance of the general public. I am glad to report that the fullest possible co-operation in this respect has always been forthcoming.

I also wish to acknowledge the ready assistance and help at all times received from the Press.

172. The London Representative of these Services who is attached to the staff of H.M. Eastern African Dependencies Trade and Information Office continued to deal with the many and varied demands for information, advice, etc., made on this section of the London office. Opportunity has been taken during the year to bring more prominently to the notice of the public the fact that this specialised section of the London office is available.

A revised edition of the Travellers' Guide was issued during the year, ten thousand copies of which were distributed throughout the world. The extensive demand for this publication indicates some revival of interest in the travel and other attractions of Kenya and Uganda.

The Travel Information Brochure, designed to give passengers travelling out to Kenya and Uganda for the first time detailed information regarding the landing facilities available at Mombasa and train conveniences for those travelling inland, was also reissued during the year. These brochures are forwarded to all incoming passenger vessels so as to be available immediately prior to arrival at Mombasa.

Measures also were initiated to secure the early publication of pictorial posters for which there is a growing demand from agencies and other organizations throughout the world interested in promoting and developing travel in East Africa.

The Enquiry Office in the Headquarter building at Nairobi has been extensively used during the year by visitors and others wishing to plan trips over the system.

GENERAL

173. As in past years, very complete statistics are included in this Report. It has been suggested to me that this practice results in waste of public funds, in that much of the information is never read, and, again, much is incorrectly understood and interpreted. While this may be the case to some extent, I am convinced that the full information now published is generally appreciated and in many cases studied carefully and fully understood, resulting in informed and constructive criticism, of great value.

174. "Z" graphs, showing the revenue earned by the Railways and Harbours, are again included at the end of the Report and give a clear indication of the general trend of traffic during recent years.

Following the example of the Nigerian Railways, additional graphs have been included in the body of the Report, which, it is hoped, will be of assistance in illustrating the results obtained.

175. The General Manager's Bulletin was issued at intervals during the year and is, I believe, found of value locally and is also widely read overseas by those interested in the progress and development of Colonial Railways.

176. The closest possible co-operation between the Tanganyika Railways System and this Administration continues.

As is seen from figures given in this Report, the through booking facilities for passengers and goods are being increasingly utilized.

The question of standardisation of rates, rolling stock, stores and general practice and procedure has received constant attention and considerable progress can be recorded.

The policy of complete equality of rates at Moshi and Mwanza has been maintained, leaving the public free at all times to select whichever route is most convenient to them.

As I understand the present General Manager, Colonel G. A. P. Maxwell, C.M.G., D.S.O., M.C., is shortly retiring from the service, I would like to avail myself of this opportunity of expressing my personal appreciation of the courtesy and assistance I have always received from him during the many years I have been associated with him in Railway service in East Africa. The best wishes of this Administration go with him in his well earned retirement.

ECONOMY MEASURES.

177. The steps taken to reduce expenditure at the end of 1930 and during 1931, 1932 and 1933 have been detailed in the Annual Reports for these years.

During 1934 the same careful watch over expenditure has been maintained, with the results already described in this Report.

It is of some interest to note that the working cost of the Railway (excluding Depreciation) has, for the second year running, been kept below £1,000,000.

As pointed out in last year's report, the last time the working expenditure was below £1,000,000 was in 1924, since which date the mileage operated has increased by 73 per cent, while the ton mileage representing the work done has more than doubled.

In 1928 Railway earnings amounted to £2,314,430, a total slightly greater than the earnings for the present year. Working expenditure for 1934, was, however, £296,452 less than in 1928.

In 1930 Railway earnings amounted to £2,214,229, a total slightly less than the earnings for the present year. Working expenditure for 1934 was, however, £446,998 less than in 1930.

These figures clearly show that an equivalent Revenue is now being earned at a very much lower cost than formerly and this fact accounts in full for the surpluses shown in 1933 and 1934. The position is, of course, further illustrated by the remarkable fall in the operating ratio referred to elsewhere in this Report and by the unit cost figures shown in the table on page 10.

The practical effect of these important reductions in cost on the pockets of the customers of the Railway is reflected in the table of average receipts per ton mile on page 9.

For reasons given in the Report the figures for 1934 are not really representative. Taking the more normal figures for 1933, however, for the purposes of the present argument, it may be stated that in that year the average charge paid by the public was 2.221 cents per ton mile below the charge paid in 1928; in other words, on the public traffic carried during 1933, it was found possible to give equivalent relief to the users of the Railway to the extent of £342,410 in spite of the fact that increases in Loan Charges and Depreciation, amounting to £179,520 had to be met.

While, as noted elsewhere, some increases in rates were introduced in 1934, the position remains broadly the same as in 1933.

In view of these figures, nothing more need be said on what has been done to reduce expenditure, particularly when it is borne in mind that prior

to 1928 the charges paid by the public were still higher. As is well known, these satisfactory results have been obtained from a combination of two processes:—

- (i) A steady improvement in efficiency, resulting in reduced costs of working; and
- (ii) Elimination of wasteful, extravagant and uneconomic services.

While no efforts will be spared to maintain progress under (i), the benefits of (ii) can only be retained with the real co-operation of Governments and the public.

With a return to a sound financial position, the temptation to Governments and the public to press for extravagant and uneconomic services will without doubt recur. This temptation must be resisted firmly, otherwise we shall inevitably drift back to the position in which we found ourselves four years ago. It is, in the confident hope that this support and co-operation will be forthcoming that so much care has been taken in this and in previous Reports to publish sufficient facts and figures to enable all who study them carefully to appreciate the reasons for pursuing a cautious and conservative policy.

TRAFFIC DENSITY.

175. The following table shows the density of traffic over the Railway for the past seven years:—

	Ton miles per mile	Revenue earned per mile £
1934	188,944	1,292
1933	205,356	1,215
1932	171,024	1,067
1931	195,598	1,104
1930	220,275	1,309
1929	250,175	1,558
1928	229,254	1,547

It will be noted that, while there has been a serious drop in ton miles per mile, there has been an increase in Revenue earned per mile.

This again illustrates the effect of a heavy reduction in low rated traffic, combined with an increase in higher rated traffic.

The traffic density as given above is, of course, extremely low.

RATES POLICY.

179. It may be stated as an axiom that the aim and object of a Rates Policy, as exemplified in the Tariff Book, is to distribute the cost of the transport machine as equitably and fairly as possible over all its users.

The question of the extent of this burden has been dealt with elsewhere in this Report and it is unnecessary to say more on this point here, beyond drawing attention to the fact that in our case the problem is simplified because our interest charges are fixed (unfortunately at a high rate) and there is no need to seek to earn additional profits to satisfy anxious shareholders. Our ultimate aim, therefore, after meeting all charges, is to reduce rates, consistent with the need for establishing suitable reserves and for maintaining a sound financial policy.

While it is felt that the present rates structure, taking into consideration existing and past conditions, is on the whole distributing the burden equitably and fairly, there are still a number of defects which should be eliminated as and when the opportunity arises.

Alterations in rates should, therefore, be designed to eliminate these defects rather than to perpetuate them. By far the most important is the unbalanced nature of our rates structure. This is clearly obvious from a study of the table shown on page 19. While the average charge to the public as given in the table on page 9 is very reasonable for a Railway of this size, having heavy grades, sharp curvature and a low density of traffic (see table above) working at a high altitude, importing all its coal and

paying high rates on its loan charges, it will be noticed that certain comparatively small tonnages of high valued imported goods pay very high rates indeed and contribute a large proportion of the total revenue, while large tonnages of low valued agricultural exports pay extremely low rates.

The unbalanced nature of this tariff above and below the average rate introduces many consequential troubles and difficulties. On the one hand, the high rates (Classes 1, 2 and 3) render the Railway unduly vulnerable to road and air competition and make it incumbent upon the Governments, if the policy is to be maintained, to provide adequate protection by means of legislation. Furthermore, such high rates keep up unduly the cost of the commodities concerned, tending to increase the cost of living and the cost of manufacture where imported products are used.

On the other hand, the assistance to agriculture for bulk crops is so great as to cause considerable difficulty financially when specially large tonnages have to be dealt with. This difficulty, it is true, has been largely overcome by the introduction of the quota system for the two main bulk crops—cotton seed and maize—but is always a possible source of anxiety to the Railway Administration and of annoyance to the farmer, who, of course, is anxious to get unrestricted movement of his crops, though not able to pay for it.

While it is unlikely that any suggestion will be made to increase rates on the low valued crops for export, provided movement can be regulated and controlled so as to avoid high costs and provided we are not forced off our top rates by unrestricted road or air competition, no opportunity should be lost gradually to rectify the position by reducing our top rates. As stated above, this is the main defect in the rating system. In addition, there are several others of somewhat less importance.

There are still a number of Country Produce Rates in the Tariff Book, which afford protection to local products against similar imported products. The Country Produce rates are frequently below the general standard and there is reason to think that certain commodities are getting off too lightly and that, in consequence, other commodities are having to bear more than their share.

Moreover, protection through Railway rates is unsound in several ways, particularly perhaps because it is hidden and the general taxpayer has no control over it, but also because it is least efficient nearer the Coast, where it is most required, and more intensive up country, where it is not required. In this way industries may be getting financial assistance at the expense of others which they do not need and to which they are not entitled.

As, however, there are a number of industries which have been built up under this system, care must be taken in making any changes not to do more harm than good. This question is receiving attention from time to time.

There are also a number of maximum and flat rates in existence which lead to wasteful and costly cross movements and tend to keep up the cost of transport unduly.

These and other matters are receiving constant and close attention.

As explained above, no startling or sudden changes are contemplated, but such changes as are brought about from time to time should tend to eradicate known defects, rather than to perpetuate them.

REGULATION OF TRANSPORT.

180. This question has been treated in so full and comprehensive a manner in previous Reports that it is unnecessary to repeat all the information and arguments contained therein. It may, however, be useful to summarize some of the main points which must receive consideration when reviewing the local circumstances connected with this world-wide problem.

Rail Costs

Transport by rail is by far the cheapest form of transport at the present time. The table on page 9 shows that the average charge to the public in normal years is say 12 cents per ton mile. This provides sufficient revenue to cover all costs, including loan charges, maintenance of permanent way, rolling stock, signals, police, medical charges, pensions, provident fund, renewals, reserves, rates and taxes to Municipalities and other local bodies, and all other financial commitments.

No other form of transport at the present time can approach this figure, even after eliminating, in the case of road transport, many of the subsidiary costs referred to above which the industry itself should meet, but which the general taxpayer for some reason is expected and usually persuaded to bear.

Railway Rates Structure

Rightly or wrongly, as explained elsewhere, a policy of charging high rates on imports and low rates on exports has been adopted by the Railway Administration, on the demand of the general public. This policy leaves open to attack by road and air transport interests, the railway traffic on which high rates are charged. In consequence, suitable protection against such loss must be provided by legislation, or the Railway must be left free to readjust its tariff. Both territories served by the Administration have agreed that the present is not an opportune moment to reverse the existing tariff policy and adequate protection along roads parallel to the main line has been provided by legislation.

Revised Tariff Ready

As, however, this legislation is of a year to year nature, a grave element of uncertainty exists and it has been found necessary to have ready a revised rates structure which will adequately and firmly deal with road competition, though at the cost of some upward revision of rates on bulk exports. To be forced to introduce such a measure suddenly would, in my view, be a disaster. The proper step to take is, as indicated elsewhere, gradually to reduce our rates on the top classes as and when the financial position makes it possible to do so. In the course of time the danger will thus be automatically eliminated, gradually and easily without any derangement of the export industry.

Apart, however, from the question of competition between the Railway and other methods of transport, I hold the view that regulation of transport will be required by each form of transport for its own protection against itself. This has been found to be the case in older countries and signs are not lacking here that both road and air transport are already in need of regulation in their own interests.

CO-ORDINATION OF TRANSPORT.

Co-ordination of Transport

181. This naturally leads to the wider question of co-ordination of all forms of transport. Regulation of each industry cannot be carried out without duplication and waste except by co-ordination of the whole or the fitting of each into its own particular sphere of economic usefulness.

Again, there are indications to show that waste of capital has already taken place in East Africa, so that this problem cannot be dealt with too early if the public, who eventually have to pay in full for all such waste) are to be protected from the troubles experienced so acutely in older countries.

Whether the cost, by road, or by air, will for a long time to come be sufficient only to support economically a strictly limited number of services. Unlimited competition, therefore, will inevitably militate against the provision of efficient services. In fact, such consequences have already been incurred and further examples may be expected to appear in the near future.

All older countries have found it necessary to deal with this problem, after it has arisen, at great public and private cost. Surely it would be wise for a new country to benefit by the costly experience of others and to take this problem in hand before it becomes too acute.

The difficulty, of course, is that it must be dealt with as a whole, over an area not less than the three territories forming the East African group. Such a problem can only be controlled by a system of licences, based on public necessity and convenience and issued by a central co-ordinating authority.

The above remarks refer to one particular form of waste that can be avoided by wise legislation. There is no doubt too that actual costs of transport, particularly as regards overhead expenses, can be reduced considerably if proper co-ordination between the different transport industries is permitted.

The time has now come for this Administration itself to consider the provision of road and air services, particularly for passenger travel, but there would be considerable hesitation in expending public funds for such purposes, unless there is adequate control by some central authority.

FINANCIAL POSITION.

182. The satisfactory financial position as revealed by the figures in this Report will be noted with much pleasure by the general public of East Africa. Financial position

It is only a short time since great anxiety was felt as to whether we should be able to get through the depression without calling upon the two Governments to meet their guarantees.

That catastrophe has been avoided successfully through the exceptionally good results of the economy campaign initiated in 1930, and by reason of a succession of excellent cotton crops in Uganda.

So far as 1934 was concerned, a small estimated surplus for the combined services of £2,480 has been converted to an actual surplus of £344,654.

In general terms, this improvement is due to the following main causes:

Revenue Account—

- (i) A conservative estimate of Revenue. As so much revenue is derived from agricultural crops dependent on the weather, average yields only are allowed for

In this case the Department of Agriculture in Uganda adopted an unusually low estimate for the coming crop. The improvement in revenue from the actual yield from the cotton crop and its resultant imports is estimated at

	£140,000
(ii) General improvement in trade in Kenya and Uganda	60,000
(iii) Under-estimate of Railway and Harbour Revenue	56,840
(iv) Savings on Working Expenditure	21,180
	£278,020

Net Revenue Account—

(v) Net Increase in Miscellaneous Receipts	£20,227
(vi) Appreciation of Securities	38,513
(vii) Decrease in Loan Charges	5,414
	64,154
	£342,174

As a result of the surplus obtained, it was found possible to liquidate completely the Deficit Account (representing contributions to the Renewal Fund which it had not been possible to meet in full) and to re-open the General Reserve Account by a small contribution of £26,708.

LOAN BURDEN.

Loan
Burden

183. As explained in previous Reports, fixed Loan charges constitute a serious proportion of our total costs, averaging as they do at least 4 cents per public ton mile, or say, Sh. 5.40 per paying train mile.

This, of course, results from the fact that heavy capital expenditure on transport has been incurred in advance of the productive development of the country. The traffic density, therefore, is extremely low. This latter factor is one over which we have little control.

No relief from Loan charges may be anticipated before 1946, when the 1921 Kenya Loan of £5,000,000, carrying interest at 6 per cent and Sinking Fund charges at 1 per cent, falls due for redemption.

DEPRECIATION.

Depreci-
ation

184. The position of the Renewals Funds is satisfactory and money is available to carry out all current renewals as they fall due.

The request of the Railway Administration to reduce temporarily the rate of contribution from 2½ per cent to 2 per cent (to be made up subsequently after 1946 when some relief from Loan charges may be expected) in order to build up more rapidly the Reserve Fund, has so far not been approved by the Secretary of State.

However, whether the actual reserve is kept in the Renewals Funds or in the General Reserve Fund, is immaterial at the moment, but the building up of a Reserve Fund is of primary importance. Apart from the absence of reserves, the general financial position of the services as a whole is satisfactory and, provided the cautious and conservative policy of the past few years is maintained and no extravagant and uneconomic services are forced upon the Administration, there is no reason to think that it will not remain so.

It is believed that this is a source of considerable satisfaction to the Governments of Kenya and Uganda, who are now relieved of all anxiety as regards the financial soundness of the Transport Services. It should remove completely any disability as regards their own loan position, in view of the fact that such a large proportion of the total loan liability of the two Colonies is in fact covered by these Services.

THE FUTURE.

The Future

185. It has been shown in this Report that:—

- (i) by the closest possible attention to expenditure and operating efficiency, and
- (ii) by the elimination of wasteful and uneconomic services and movements,

the costs necessary to earn a certain Revenue have been much decreased and, as a result, surpluses have been obtained in the past two years, sufficient to liquidate completely the Deficit Account and to commence 1935 with a small Reserve Fund.

Estimates
1935

Our Estimates for 1935 have, in accordance with custom, been prepared on very conservative lines. The total gross Revenue for the combined services is shown as £2,411,936 as against £2,685,877 actually earned in 1934. Our estimate of gross expenditure, excluding Loan charges is £1,571,626 as against £1,311,964 actually spent in 1934. This estimate includes some £10,000 to make up arrears of maintenance, mainly on account of rolling stock.

This leaves an estimated balance net earnings of £840,310 as against £1,120,000 in 1934 and an estimated surplus of £60,151 after meeting all contributions to the Renewals Fund and also all Loan charges.

Prospects

At the date of writing this Report, it is clear that the cotton crop of Uganda will be below average, so that there will be decreased earnings on this account. On the other hand, the price realized for the seed cotton by the native was higher than usual and some corresponding increase in imports is, on this account, to be expected.

In addition, some improvement in conditions is noticeable in Kenya, particularly in connection with the mining industry.

Taking all these factors into consideration, it is confidently expected that there should be a surplus of, say, £100,000 to £150,000 at the end of the year. This may be accepted as somewhat below a normal figure. A further decrease in the cotton crop would eliminate the surplus altogether and might even create a deficit.

Other traffic, particularly in Kenya, while of great value as a whole, have less individual effect upon the final results, as their variations up or down tend to cancel one another out.

On the whole, the immediate prospects for 1935 may be considered to be satisfactory.

In last year's Annual Report, considerable space was devoted to the Loan position, Depreciation and Operating Costs and the particular need, in connection with the latter, of keeping to "essential" or "pioneer" services.

Future
Financial
Policy

A glance at the profiles at the end of this Report will show that, mainly for physical reasons, such as grades, curvature and altitude, passenger services can never be made attractive and it has already been hinted that consideration is being given to developing such services by road and air.

It was also suggested that if working costs could be kept below 50 per cent of the Revenue earned, there should be no difficulty in building up an adequate reserve and, when that is done, in devoting a substantial sum to rate reductions.

As a matter of fact, the operating ratio for 1934 as already seen is below 45 per cent of the revenue earned and, in consequence, the deficit has been wiped out and a start made even earlier than expected on building up a reserve.

It is considered, as a result of our recent experience, that our reserve should reach a figure of at least £1,000,000 before any large reductions in rates can be made and before the Administration can feel reasonably safe and ready to meet the next cycle of depression. Those who have had experience of the recent crisis will agree that it was a calamity of the magnitude that, owing to the complete absence of reserves, the Railway Administration was unable to ease transport conditions at a time when they would have been most appreciated and most useful. By insistence on the need of building up adequate reserves before anything else is attempted, the Administration will be taking the correct steps to prevent a repetition of past mistakes.

Consideration of the results obtained during the past two years, with good cotton crops, will show that, with ordinary luck, the reserve required should be obtained within a reasonable period of years.

Consideration of the Loan position draws attention to the urgent need to redeem as soon as possible our most expensive loans. The first date this becomes possible is September, 1946, when the 1921 Kenya £5,000,000 loan, carrying interest at 6 per cent and Sinking Fund charges at 1 per cent first becomes due for redemption. At that time only £1,800,000 will be available for the purpose in the Sinking Fund. If money at that date is as cheap as it is at present, which, of course, presupposes the existence of another period of depression, it is obvious that the best policy would be to float a new loan to make up the difference. If, however, for one reason or another, the cost of money is high, it may be a matter for regret if more money can not be found to redeem this expensive loan. The wisest course to take will depend a great deal on the circumstances of the next few years. In any case, no decision on this point need be taken until after the reserve has reached adequate proportions.

Redemption
of
Loans

Need for a Reserve

From all points of view, therefore, it is clear that all our energies must, for the present, be concentrated on building up an adequate reserve, by ensuring that reasonable annual contributions are available for this purpose and nothing else should be allowed to interfere with this policy.

Our estimates are invariably designed on very conservative lines owing to our dependence upon precarious rain-grown agricultural products, and it follows that when conditions are better than the average allowed for, increased contributions will become available.

As a result of the adoption of this policy, the reserve will be built up entirely out of improved crop and trading conditions and so will avoid any possibility of hardship on any section of the community.

Such a policy too does not prevent some adjustments of rates in a downward direction, when found desirable or necessary, but the greatest care must be exercised to see that premature rate reductions are not made which would have to be cancelled later (as happened in the last crisis in a number of cases) at a moment when the community is least able to bear additional burdens.

It may be held that the policy outlined above provides cold comfort for the present users of the Railway, in that no hopes are held out of an immediate and general reduction in rates. While that fact is regretted, it results directly from the policy followed in previous years when substantial rate reductions were made during a boom period, giving up hundreds of thousands of pounds when the state of industry generally did not need them. The effects of that policy cannot now be escaped; they must be faced, but we can perhaps avoid making the same mistake again.

Equivalent of Rate Reductions

At the same time, it is permissible again to point out that the users of the Railway are in fact now getting the equivalent of substantial rate reductions in other less direct ways.

The drop during recent years in the average charge per ton mile has already been referred to and our average charge now compares very favourably with other railways of a similar size, operating under similar conditions. In addition, the figures given in this Report show that transport has been carried out more speedily and more efficiently in every way, not only at no greater cost, but at very much reduced cost. The absence of delay, the absence of damage, the absence of loss, all mean money in the pockets of the producers, merchants and shippers. In this direction, it is the aim of the Administration to continue to record steady progress and to improve on the results already obtained.

Further Relief from Increased Traffic

The most hopeful source of further relief, however, depends chiefly upon the people of these two territories. It has been pointed out in other publications that transport development is far in advance of all other development. To the extent that this discrepancy can be rectified, resulting in increased traffic, to that extent can the cost of transport be spread over a larger number of commodities, so easing the burden on each, and so expediting the day when substantial relief by way of rates reductions can be given.

STAFF.

Staff

186. I wish again to place on record my deep appreciation of the unswerving loyalty and devotion to duty of the whole staff.

We work together as a team, each in his own appointed place in a way possible only in an organization actuated by the ideal of public service.

Without such an ideal, and without the whole-hearted co-operation of all, it would have been impossible for me to record the results that are contained in this Report.

G. D. RHODES,
General Manager.

Kenya and Uganda Railways and Harbours.

16th March, 1935.

CERTIFICATE OF CHIEF ENGINEER.

I hereby certify that during 1934 the Permanent Way and Bridges on the entire system have been maintained in good order and condition. The Buildings and Works have also been maintained in good condition, with the exception of some of the original temporary Buildings and Works, which are long overdue for renewal, and on which further repairs are uneconomic.

The Wharves and Jetties of the Port of Mombasa have been maintained in good condition.

A. E. HAMP, M.INST.C.E., M.INST.T.,

Chief Engineer.

CERTIFICATE OF CHIEF MECHANICAL ENGINEER.

I hereby certify that the Locomotives, Carriages and Wagons, Machinery, Tools and Plant on the Railway Section of the system have been maintained during 1934 in as good condition as funds permitted, and that all Tugs, Launches, Harbour Craft and Mechanical Equipment at the Port of Mombasa have been maintained during 1934 in good condition.

K. C. STRAHAN, M.I.MECH.E., M.INST.T.,

Chief Mechanical Engineer.

CERTIFICATE OF SUPERINTENDENT OF THE LINE.

I hereby certify that the Steamers, Tugs, Lighters, and other craft in commission on the Lakes have been maintained in good working condition and repair during 1934.

F. BROWNING,

Superintendent of the Line.

CERTIFICATE OF PORT MANAGER.

I hereby certify that all Tugs, Launches and Harbour Craft and Mechanical Equipment ashore have been maintained during 1934 in good condition.

N. J. STACY-MARKS,

Port Manager.

INDEX TO STATEMENTS, Etc.

Statement No.	Page No.
List of Heads—Accounts and Statistical	81-83
1 Railways and Harbours, Capital Account	84
2 Railways and Harbours, Balance Sheet	85
3 Railways, Revenue Account	86
4 Harbours, Revenue Account	87
5 Railways, Net Revenue Account	88
6 Harbours, Net Revenue Account	89
7 Railways and Harbours, Combined Net Revenue Account	89
7A Railways and Harbours, Deficit Account	89
8 Railways, Renewals and Betterment Funds	90
9 Marine, Renewals, and Betterment Funds	90
10 Motor Services, Renewals and Betterment Funds	90
11 Harbours, Renewals and Betterment Funds	91-92
12 Railways, Statement of Traffic and Receipts	93
13 Harbours, Statement of Traffic and Receipts	94-107
14 Railways, Working Expenses	108-111
15 Harbours, Working Expenses	112
16 Summary of Statements of Capital Expenditure, etc.	113
17 Statement of Fine Fund	113
18 Statement of Transactions of the Provident Fund	113
19 Gauge, Gradients, etc.	114
20 Statement of Locomotives	115-116
21 Statement of Rolling Stock	117
22 Summary of Train Mileage	118
23 Railways, Summary of Earnings	119
24 Railways, Tonpages of Principal Commodities Carried	120-121
25 Statement of Flotilla Stock, Lake Victoria	122
26 Statement of Flotilla Stock, Lake Kioga	123
27 Statement of Flotilla Stock, Lake Albert	124
28 Lake Steamer Services, Result of Working	125
29 Summary of Accidents	126
30 Railways and Harbours, Statement of Staff	127
31 Mileage of Lines Open for Traffic	127
32 Mileage of Lines Authorised, but not Open for Traffic	128
33 Train and Engine Mileage	128
34 Number of Engine-miles per Engine Failure	129
35/36 Locomotive User	130
37 Coaching Vehicle User	130
38 Goods Vehicle User	131
39 Timekeeping of Booked Passenger Trains	131
40 Road Motor Mileage	132
41 Rail, Lake Marine and Road Services—Working Results for Ten Years	133
42 Standard Unit of Currency, Weights and Distances	134
43 Statement of Wasting Assets (Rail Services)	134
44 Statement of Wasting Assets (Lake Marine)	135
45 Statement of Wasting Assets (Motor Services)	135
46 Statement of Wasting Assets (Harbours)	135
47 Harbours, Summary of Lighthouses and Harbour Lights	135
48 Harbours, Statement of Flotilla Stock	136

Graphs—

- Railways, Earnings—Combined "Z" Diagrams, 1930-1934.
- Harbours, Earnings—Combined "Z" Diagrams, 1930-1934.
- Main Line, Longitudinal Section.
- Branch Lines, Longitudinal Sections.

Illustrations
Map.

*LIST OF HEADS—ACCOUNTS AND STATISTICAL

Head No.	For Details see Statement Number	Unit	1934	1933
1	Gauge		metre.	metre.
2	Route Mileage—			
	(a) Owned	Miles	1,534.0	1,534.0
	(b) Open to Public Traffic and Worked, but not Owned	Miles	91.0	91.0
	(c) TOTAL	Miles	1,625.0	1,625.0
3	Track Mileage			
	(a) Owned	Miles	1,730.2	1,728.6
	(b) Open to Public Traffic and Worked, but not Owned	Miles	104.0	103.0
	(c) TOTAL	Miles	1,834.2	1,831.6
4	Gross Railway Receipts	£	2,227,285	2,038,162
5	Railway Working Expenditure Excluding Provision for Renewals	£	994,287	990,054
6	Railway Working Expenditure Including Provision for Renewals	£	1,330,334	1,325,156
7	Balance of Railway Revenue Account	£	896,961	763,006
8	Receipts from Services other than Railway	£	332,755	338,022
	(a) Harbours			
9	Expenditure on Services other than Railway			
	(a) Harbours			
	(1) Working Expenditure Excluding Provision for Renewals	£	132,156	131,091
	(2) Working Expenditure Including Provision for Renewals	£	162,532	161,429
10	Interest Charges—			
	(a) Railway	£	520,772	523,328
	(b) Harbours	£	180,249	176,848
	(c) TOTAL	£	700,721	702,176
11	Redemption Charges—			
	(a) Railway	£	93,531	92,394
	(b) Harbours	£	35,007	26,809
	(c) TOTAL	£	128,538	119,203
12	Profit or Loss on Undertaking	£	344,654	232,836
13	Percentage of Railway Working Expenditure Excluding Provision for Renewals to Gross Railway Receipts	%	44.64	47.41
14	Percentage of Railway Working Expenditure Including Provision for Renewals to Gross Railway Receipts	%	59.73	63.46
15	Capital Expenditure—			
	(a) Railway	£	18,745,320	18,742,641
	(b) Harbours	£	3,576,349	3,574,949
	(c) TOTAL	£	22,321,569	22,317,590
16	Coaching Train Mileage—			
	(a) Paying, including a Proportion of Mixed	Miles	412,598	407,584
	(b) Non-paying	Miles	412,598	407,584
	(c) TOTAL			

*The term "Railway" includes Rail, Lake Marine and Road Services.

* LIST OF HEADS—ACCOUNTS AND STATISTICAL—(Contd.)

Head No.		For Details see Statement Number	Unit	1934	1933
17	Goods Train Mileage—	33			
	(a) Paying, including a Proportion of Mixed		Miles	1,519,277	1,789,708
	(b) Non-paying		Miles	890,254	990,447
	(c) TOTAL		Miles	2,409,531	2,780,155
18	Total Train Mileage	33	Miles	2,409,531	2,587,739
19	Engine Mileage	33	Miles	3,093,031	3,093,458
20	Percentage of Train to Engine Mileage		%	39.27	83.65
21	Average Goods Train Load (Net Tons)		Tons	152	153
22	Average Revenue Earning Goods Train Load (Net Tons)		Tons	195	180
23	Average Number of Vehicle Units Per Goods Train		No.	31.18	29.53
24	Engine Hours		No.	216,948	239,825
25	Number of Steam Locomotives on Hand	20	No.	185	185
26	Average Mileage per Steam Locomotive Available for Traffic	35	Miles	30,580.67	30,343.49
27	Railway Passenger Receipts	12	£	162,319	159,752
28	Railway Other Coaching Receipts	12	£	39,377	36,626
29	Railway Total Coaching Receipts	12	£	201,696	196,378
30	Percentage of Railway Coaching Receipts to Gross Railway Receipts	3	%	9.06	9.40
31	Number of Passenger Journeys	12	No.	1,494,138	1,512,999
32	Number of Coaching Vehicles in Stock	21	No.	446	445
33	Railway Goods Receipts	12	£	1,961,106	1,821,927
34	Percentage of Railway Goods Receipts to Gross Railway Receipts	5	%	89.06	87.25
35	Rail Service Goods Receipts per Route (Mean) Mile		£	1,136	1,059
36	Rail Service Goods Receipts per Paying Goods Train Mile		Sh.	24/31	19/23
37	Rail Service Goods Working Expenditure Excluding Provision for Renewals per Paying Goods Train Mile		Sh.	8.99	7/83
38	Rail Service Goods Working Expenditure Including Provision for Renewals per Paying Goods Train Mile		Sh.	12/34	10/77
39	Railway Tonnage of Goods Hauled	12			
	(a) Paying		Tons	756,832	771,714
	(b) Non-paying		Tons	451,075	372,012
	(c) TOTAL		Tons	1,207,907	1,143,726

* The term "Railway" includes Rail, Lake Marine and Road Services
 † Excluding Season Tickets. (See Statement No. 41)

* LIST OF HEADS—ACCOUNTS AND STATISTICAL—(Concluded.)

Head No.		For Details see Statement Number	Unit	1934	1933
40	Railway Net Ton Mileage of Goods				
	(a) Public		Tons	281,448,745	308,330,673
	(b) Railway Paying		Tons	1,079,135	215,432
	Total Paying		Tons	282,527,880	308,554,105
	(c) Railway Non-paying		Tons	40,424,782	40,527,475
	TOTAL		Tons	322,952,662	349,081,580
41	Railway Average Goods Receipts per Paying Ton-mile		Cents	13.883	11.809
42	Average Length of Haul of Railway Paying Goods Traffic		Miles	373	400
43	Number of Goods Vehicles in Stock	21 (Cont.)	No.	4,039	4,062
44	Loaded Goods Vehicle Unit Mileage	38	Miles	37,554,825	38,518,100
45	Empty Goods Vehicle Unit Mileage	38	Miles	9,821,630	14,329,037
46	Total Goods Vehicle Unit Mileage	38	Miles	47,376,455	52,847,137
47	Percentage of Empty to Total Goods Vehicle Unit Mileage		%	20.73	27.11
48	Average Mileage per Goods Vehicle Unit Available for Traffic	38	Miles	12,913	12,818

* The term "Railway" includes Rail, Lake Marine and Road Services

STATEMENT No. 1.

RAILWAYS AND HARBOURS.—CAPITAL ACCOUNT AS AT 31ST DECEMBER, 1934.

Expenditure	Total to 31-12-1933			Year ended 31-12-1934			Total to 31-12-1934			Year ended 31-12-1934			Total to 31-12-1934		
	£	s.	c.	£	s.	c.	£	s.	c.	£	s.	c.	£	s.	c.
To Lines Open for Traffic	13,411,316	10	80	4,738	17	79	13,426,049	8	68				13,426,049	8	68
Rolling Stock	3,824,743	14	64	11,730	13	60	3,923,013	1	04				3,923,013	1	04
Steamers, Tugs, Lighters, etc.	596,800	14	37	2,668	0	00	594,132	14	37				5,686,436	15	18
Docks, Piers, Wharves, etc.	3,222,063	7	69	6,638	11	63	3,225,721	19	52				649,802	12	35
Interest paid out of Capital	599,203	1	31				599,203	18	31				649,802	12	35
Expenses of Issue and Redemption of Loan Capital	553,446	3	37				553,448	3	37				1,593,754	9	15
New Lines under construction				3,978	16	02	22,321,569	5	29				97,503	18	55
Assets handed over to Kenya Colony and Protectorate (without charge)	100,558	0	00				100,550	0	00				442,347	8	86
Total	£ 22,418,140	9	27	3,978	16	02	22,422,119	5	29				23,154,619	17	81
Balance							810,138	18	76				77,538	0	24
							23,232,258	4	05				23,232,258	4	05

Examined.

W. H. SMITH,
Auditor.H. A. BAILEY
Acting Chief Accountant.
23rd February, 1935.

STATEMENT No. 2.

RAILWAYS AND HARBOURS.—BALANCE SHEET AS AT 31ST DECEMBER, 1934.

LIABILITIES.

Capital Account—Balance at Credit thereof

Renewals Funds—

Railway	1,474,679	16	92
Motor	38,016	16	45
Manre	119,133	1	61
Harbours	48,404	18	42
Total	1,780,232	13	40

Betsment Funds—

Railway	40,923	14	25
Manre	5,931	0	57
Total	46,854	14	82

Provident Fund

General Account	535,613	9	43
Provident Fund Account	1,430	3	56
Total	25,708	4	99

Fine Fund

Reserve Account	349,753	4	96
Total	3,550,933	15	01

Sundry Creditors

Total	£ 3,550,933	15	01
--------------	--------------------	-----------	-----------

ASSETS.

Cash Balances (At Bank, with Crown Agents, etc., and in Hand)

Cash on Fixed Deposit—			
General Account	300,000	0	00
Provident Fund Account	15,827	18	96
Total	315,827	18	96

Investments—

General Account	243,402	10	09
Provident Fund Account	533,084	0	50
Total	776,486	10	59

Coal and Woodfuel Stocks

Other Stores and Materials in hand and in transit

Loan Balances in the hands of the Government of Kenya

Outstanding Traffic Accounts

Sundry Debtors

1,697,124	17	86	
315,827	18	96	
776,486	10	59	
47,889	3	32	
792,178	13	68	
247,101	14	13	
127,182	7	82	
47,142	8	65	
Total	£ 3,550,933	15	01

The value of Other Stores and Materials (£292,178-13-68) shown above is the value at which they appear in the general ledger. Detailed accounts are maintained by the Stores Superintendent.

Examined.

W. H. SMITH,
Auditor.H. A. BAILEY
Acting Chief Accountant.
23rd February, 1935.
D. P. COUSIN
Stores Superintendent.
23rd February, 1935.

RAILWAYS—REVENUE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1934.

STATEMENT NO. 3.

RECEIPTS

HEADS	EXPENDITURE												RECEIPTS				
	1934						* 1933						Amounts			Per cent to total earnings	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	1934	1933	1934	1933	
To Engineering Expenses	174,511	16	48	162,350	7	87	784	777									
" Locomotive Running Expenses	218,089	3	06	233,350	17	53	783	1117									
" Maintenance of Engines and Rolling Stock	161,089	18	35	144,093	11	41	723	691									
" Traffic Expenses	215,425	8	54	212,949	11	11	907	1018									
" General Charges	106,551	12	94	97,669	2	89	451	456									
" Steamer Services	60,245	6	12	50,926	12	47	271	292									
" Motor Services	10,508	12	13	10,307	7	01	047	049									
" Miscellaneous Expenditure	53,855	7	08	68,706	10	94	238	329									
Total Ordinary Working Expenditure	994,267	4	73	990,094	1	23	440	4741									
To Depreciation	338,947	0	00	338,102	0	00	1508	1605									
Total Expenditure	1,333,214	4	73	1,328,196	1	23	5973	6346									
Balance Net Earnings	896,551	5	09	783,006	8	68	4927	3654									
Total	2,229,765	9	82	2,088,162	9	91	10000	10000									

Examined. W. H. SMITH, Auditor. 8th April, 1935.

H. A. BAILEY, Acting Chief Accountant. 23rd February, 1935.

* Changes in the allocation of expenditure, as from 1st January, 1934, have necessitated for purposes of comparison, re-allocation, on an approximate basis, of the figures against individual Heads of Expenditure for 1933.

HARBOURS.—REVENUE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1934.

STATEMENT NO. 4.

EXPENDITURE

RECEIPTS

HEADS	EXPENDITURE												RECEIPTS				
	1934						* 1933						Amounts			Per cent to total earnings	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	1934	1933	1934	1933	
To Port Engineering Expenses	13,313	2	88	10,384	16	21	400	307									
" Marine Working	19,087	8	42	17,598	7	14	522	521									
" Maintenance of Mechanical Plant	1,728	13	89	7,245	7	70	234	214									
" Shore Working and Lighterage	68,083	11	67	73,688	1	26	2922	2180									
" General Charges	16,089	5	39	15,131	5	00	432	448									
" Miscellaneous Expenditure	6,725	15	94	7,042	10	49	262	208									
Total Ordinary Working Expenditure	132,155	18	29	131,090	7	80	3972	3878									
To Depreciation	30,376	0	00	30,338	0	00	913	898									
Total Expenditure	162,531	18	29	161,428	7	80	4885	4776									
Balance Net Earnings	170,223	5	73	176,593	6	51	5115	5224									
Total	332,754	23	02	338,021	14	31	10000	10000									

* Changes in the allocation of expenditure, as from 1st January, 1934, have necessitated for purposes of comparison, re-allocation, on an approximate basis, of the figures against individual Heads of Expenditure for 1933.

Examined. W. H. SMITH, Auditor. 8th April, 1935.

H. A. BAILEY, Acting Chief Accountant. 23rd February, 1935.

RAILWAYS—NET REVENUE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1934.

STATEMENT No. 5.

Particulars	Amount			Particulars	Amount		
	£	s.	c.		£	s.	c.
To Interest charges	520,471	18	44	By Net Earnings from Revenue Account	895,951	5	09
" Loan Redemption Charges	93,530	15	34	" Interest on Advances and Cash Balances	62,175	0	73
" Write-down of Stores	6,291	13	90	" Levy on Salaries and Wages	23,449	11	95
" Depreciation	11,970	4	53	" Retrieved Material	43	4	05
" Write-off of Dead Assets	8	3	32	" Appreciation of Investments	35,903	4	89
" Loss on Land Account (Uganda)							
Balance carried to Combined Net Revenue Account (Railways and Harbours)	386,249	11	08				
Total £	1,018,522	6	71	Total £	1,018,522	6	71

Examined,
W. H. SMITH,
Auditor.

8th April, 1935.

H. A. BAILEY,
Acting Chief Accountant.

23rd February, 1935.

88

HARBOURS—NET REVENUE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1934.

STATEMENT No. 6.

Particulars	Amount			Particulars	Amount		
	£	s.	c.		£	s.	c.
To Interest Charges	180,249	6	13	By Net Earnings from Revenue Account	170,223	5	73
" Loan Redemption Charges	35,007	8	13	" Appreciation of Investments	2,609	8	41
" Write-off of Dead Assets	628	0	00	" Loss on Salaries and Wages	1,647	6	07
				" Retrieved Material	9	13	75
				" Balance carried to Combined Net Revenue Account (Railways and Harbours)	41,595	0	30
Total £	216,084	14	26	Total £	216,084	14	26

Examined,
W. H. SMITH,
Auditor.

8th April, 1935.

H. A. BAILEY,
Acting Chief Accountant.

23rd February, 1935.

STATEMENT No. 7.

RAILWAYS AND HARBOURS—COMBINED NET REVENUE ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1934.

Particulars	Amount			Particulars	Amount		
	£	s.	c.		£	s.	c.
To Balance from Net Revenue Account (Harbours)	41,595	0	30	By Balance from Net Revenue Account (Railways)	386,249	11	08
" Balance from Deficit Account	317,946	5	79				
" Balance Surplus, transferred to Reserve Account	26,703	4	99	Total £	386,249	11	08
Total £	386,249	11	08				

Examined,
W. H. SMITH,
Auditor.

8th April, 1935.

H. A. BAILEY,
Acting Chief Accountant.

23rd February, 1935.

STATEMENT No. 7a.

RAILWAYS AND HARBOURS—DEFICIT ACCOUNT FOR THE YEAR ENDED 31ST DECEMBER, 1934.

Particulars	Amount			Particulars	Amount		
	£	s.	c.		£	s.	c.
To Balance on 31st December, 1933	317,946	5	79	By transfer to Combined Net Revenue Account	317,946	5	79
	317,946	5	79	Total £	317,946	5	79

Examined,
W. H. SMITH,
Auditor.

8th April, 1935.

H. A. BAILEY,
Acting Chief Accountant.

23rd February, 1935.

STATEMENT No. 8.

RENEWALS AND BETTERMENT FUNDS (RAILWAYS) FOR THE YEAR ENDED 31ST DECEMBER, 1934.

Receipts	Renewals			Betterment			Total			Payments	Renewals			Betterment			Total		
	£	s.	c.	£	s.	c.	£	s.	c.		£	s.	c.	£	s.	c.			
To Balance on 31st December, 1933	1,246,146	7	12	114,545	9	92	1,362,993	17	04	By Expenditure, 1934	105,731	15	02	35,790	7	76	141,522	2	78
" Contribution from Revenue Account, 1934	329,549	0	00				329,549	0	00	" Balance on 31st December, 1934	1,474	9	92	40,523	14	25	1,515,803	11	17
Withdrawal of Capital Assets	2,614	4	82	Dr 39,424	17	66	39,424	17	66										
" Miscellaneous Receipts				1,293	9	75	3,907	14	57	Total £	1,580,611	11	94	76,414	2	01	1,657,325	13	95
Total £	1,580,611	11	94	76,714	2	01	1,657,325	13	95										

Examined,
W. H. SMITH,
Auditor.

8th April, 1935.

H. A. BAILEY,
Acting Chief Accountant.

23rd February, 1935.

79

89

STATEMENT NO. 9.
RENEWALS AND BETTERMENT FUNDS (MARINE) FOR THE YEAR ENDED 31st DECEMBER, 1934.

Receipts	Renewals		Betterment		Total		Payments		Renewals		Betterment		Total	
	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.
To Balance on 31st December 1933	122,111	0	94	9,355	17	431,466	19	11	3,023	15	33	304	17	60
Miscellaneous Receipts	45	16	00	Dr-3,120	0	45	16	00	119,133	1	61	5,931	0	57
Withdrawal of Capital Assets				Dr-3,120	0	Dr-3,120	0	00						
Total £	122,156	16	94	6,235	18	128,392	15	11	Total £	122,156	16	94	6,235	18

H. A. BAILEY,
Acting Chief Accountant,
23rd February, 1935.

Examined,
W. H. SMITH,
Auditor,
8th April, 1935.

RENEWALS AND BETTERMENT FUNDS (MOTOR SERVICES) FOR THE YEAR ENDED 31st DECEMBER, 1934.

Receipts	Renewals		Betterment		Total		Payments		Renewals		Betterment		Total	
	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.
To Balance on 31st December, 1933	34,198	16	45	By Expenditure, 1934	2,380	0	00	2,380	0	00	2,380	0	00	
Contribution from Revenue Account, 1934	6,198	0	00	Balance on 31st December, 1934	38,016	16	45	38,016	16	45	38,016	16	45	
Miscellaneous Receipts				Dr-3,800	17	46	Dr-3,800	17	46	Dr-3,800	17	46	Dr-3,800	17
Total £	40,396	16	45	Total £	40,396	16	45	Total £	40,396	16	45	Total £	40,396	16

H. A. BAILEY,
Acting Chief Accountant,
23rd February, 1935.

Examined,
W. H. SMITH,
Auditor,
8th April, 1935.

RENEWALS AND BETTERMENT FUNDS (HARBOURS) FOR THE YEAR ENDED 31st DECEMBER, 1934.

Receipts	Renewals		Betterment		Total		Payments		Renewals		Betterment		Total	
	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.
To Balance on 31st December, 1933	121,522	19	65	3,957	0	125,479	19	65	3,497	10	85	106	2	54
Contribution from Revenue Account, 1934	30,376	0	00	Balance on 31st December, 1934	148,404	18	42	148,404	18	42	148,404	18	42	
Miscellaneous Receipts	3	9	62	Dr-3,800	17	46	Dr-3,800	17	46	Dr-3,800	17	46	Dr-3,800	17
Withdrawal of Capital Assets				Dr-3,800	17	46	Dr-3,800	17	46	Dr-3,800	17	46	Dr-3,800	17
Total £	151,902	9	27	Total £	151,902	9	27	Total £	151,902	9	27	Total £	151,902	9

H. A. BAILEY,
Acting Chief Accountant,
23rd February, 1935.

Examined,
W. H. SMITH,
Auditor,
8th April, 1935.

RAILWAYS—STATEMENT OF TRAFFIC AND RECEIPTS FOR THE YEAR ENDED 31st DECEMBER, 1934, COMPARED WITH 1933.

No. of Passengers Carried	Amount	1933		1934		Increase in 1934		Decrease in 1934			
		Amount		Amount		No.		No.			
		£	s.	£	s.	No.	s.	No.	s.		
Single journeys	1,024	28,978	2	37	29,833	1	31	150	1	06	
Return journeys	3,856	54,796	19	24	54,204	15	47	1,020	501	14	
Total	354,615	61,324	75,276	6	70,412	10	56	16,314	9,376	..	
SEASON TICKETS—											
First class	380,435	132,564	159,049	19	07	161,549	7	34	2,490	8	27
Second class	27	642	0	00	725	0	00	2	63	0	00
Third class	9	7	8	00	13	12	00	10	6	4	00
Total	207	53	0	00	40	0	00	..	..	..	..
Platform Tickets, Special Trains, Etc.	243	702	8	00	778	12	00	76	4	00	39
Tons	136,321	691	12	60	708	1	10	3,289	1	8	50
Common Units	50,811	342	9	00	10	0	00	..	..	..	..
Total	160,786	8	67	163,027	0	44	2,256	11	77	..	..
Barrels and Luggage	7,326	29,267	5	66	32,084	4	75	135	2,415	19	09
Carrriage of Mails	7,326	6,324	10	02	6,574	10	00	..	..	..	..
Common Units	35,591	15	68	38,858	14	75	135	1,066	19	07	
Livestock	19,973	12	41	17,738	4	91	..	..	..	..
Total	216,351	16	76	219,434	0	10	3,082	3	34	..	..

Total carried forward

RAILWAYS—STATEMENT OF TRAFFIC AND RECEIPTS FOR THE YEAR ENDED 31st DECEMBER, 1934, COMPARED WITH 1933—(Continued)

1934

No. Weight of Goods, &c	1933		Particulars	No. Weight of Goods, &c	1934		Amount	Increase in 1934		Decrease in 1934	
	Tons	£			Tons	£		No.	Amount	No.	Amount
766,863	216,351	16,76	MERCHANDISE—GENERAL RAILWAY MATERIAL FOR CAPITAL WORKS	728,706	219,434	0	10	3,082	3	34	
5,351	1,821,274	0		28,126	1,958,672	0	81	137,393	0	73	37,657
147,145	54	15	265,126	7,432	16	58	22,775	1,785	1	28	
224,877			185,949				117,991				
1,143,726	1,821,926	15	1,207,907	1,961,104	17	39	64,181	139,178	2	61	
	1,497	12		1,276	6	65					221
	452	5	MISCELLANEOUS 1. Sale of Platform Licences 2. Rents of Buildings 3. Private Work in Shops 4. Ground Rents 5. Advertising Receipts 6. Sundries 7. Sale of Water 8. Widows and Orphans Pension Scheme Total	514	14	84		62	9	73	
	7,806	19		7,616	2	28		109	2	38	
	798	8		1,133	7	45		334	19	04	
	5,807	4		5,595	7	70					1,211
	2,048	17		1,183	1	84					1,216
	7,136	10		5,919	16	47		56	14	00	
	745	12		806	6	47					451
	19,757	14		19,346	7	20		256	10	01	
	3,068	12		3,355	2	03					2,915
	48,386	5		45,470	6	78					19
2,088,162	2,088,162	9	2,227,285	9	82		139,122	16	91		

Tons	Amount	Particulars	1933		1934		Increase in 1934		Decrease in 1934	
			Tons	Amount	Tons	Amount	Tons	Amount		
246,767	60,192	DEEP WATER AND BULK OIL BERTHS— Imports Exports Surcharge	273,762	100,350	2	09	25,956	10,757	19	29
453,445	1,385,317		388,946	1,267,19	17	17	528	19	20	61,499
	6913		6,165	10	04					747
	239,578		235,668	8	02					14,549
4,050	4,351	LIGHTERED CARBO (Including Coal) Imports Exports Surcharge	54,707	2,800	4	60				29,373
201	214		216	93	0	11				1,551
	4		4	13	05					74
54,281	4,652		54,923	3,037	18	07				74
	28,341	PORT DUES— Light Dues, Photogr. Port Dues, Mooring and Unmooring Dhow Registration, Licences, etc. Buoys Charges and Survey Fees Ferry Tugs and Launches Ballast Craneage at Deep Water Berths Miscellaneous Surcharge	28,799	2,999	2	99				487
	28,779		887	5	10					16
	44		420	5	03					5
	2,335		2,732	0	35					288
	6,634		6,346	10	00					655
	14		15	17	00					17
	16,251		15,595	2	00					22
	411		394	1	50					16
	2,502		2,479	9	24					812
	58,482		57,669	13	21					496
	8,054	MISCELLANEOUS— Ferry Storage Craneage Sodas Charges and Haulage, etc. Weighing and Marking Water Supply to Ships Electric Light Marine Reconditioning Passengers' Baggage Luggage Miscellaneous Surcharge	7,558	13	21					343
	1,177		110	10	00					7
	6,650		6,307	12	00					9
	654		859	4	01					154
	1,812		1,803	5	28					81
	1,410		1,246	0	61					104
	6,669		8,254	6	00					320
	523		518	15	27					141
	369		69	5	22					5,9
	963		1,104	16	84					14
	4,781	5,231	10	93					350	
	590	475	5	64					172	
	1,357	875	14	55					1,170	
	1,156	1,368	7	49					343	
	35,206	36,379	4	63					7	
338,011	338,011	332,755	3	83					10	

Grand Total

338,011

332,755

3

83

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933

1934 STATEMENT NO. 14

1933

Amount	Percentage on receipts	Percentage of disbursements	Per mile of line open 1,625		Per mile of line open 1,625	Per mile of line open 1,625	Per mile of line open 1,625	Per mile of line open 1,625	Per mile of line open 1,625	Per mile of line open 1,625
			£	s. d.						
4,075 4 4	0.31	0.31	2 10 19	0 03	0 24	0 26	0 26	0 26	0 26	0 17
4,328 5 7	0.33	0.33	2 13 27	0 04	0 27	0 29	0 29	0 29	0 29	0 29
4,388 4 3	0.33	0.33	2 13 30	0 04	0 27	0 29	0 29	0 29	0 29	0 29
11,583 0 67	0.52	0.52	7 17 39	0 10	0 77	0 81	0 81	0 81	0 81	0 76
10,256 2 12	0.46	0.46	6 57 03	0 08	0 57	0 60	0 60	0 60	0 60	0 57
1,141 0 57	0.05	0.05	5 19 39	0 01	0 07	0 07	0 07	0 07	0 07	0 07
7,823 17 05	0.36	0.36	4 53 44	0 06	0 49	0 50	0 50	0 50	0 50	0 50
8,590 17 00	0.38	0.38	5 02 59	0 07	0 50	0 52	0 52	0 52	0 52	0 52
21,308 15 78	0.96	0.96	10 07 16	0 16	1 27	1 27	1 27	1 27	1 27	1 39
49,130 12 52	2.21	2.21	20 14 57	0 38	2 90	2 90	2 90	2 90	2 90	3 20
41,281 15 67	1.89	1.89	19 17 02	0 32	2 45	2 45	2 45	2 45	2 45	2 45
3,282 5 42	0.15	0.15	1 59 39	0 02	0 19	0 19	0 19	0 19	0 19	0 19
3,547 3 33	0.15	0.15	1 59 39	0 02	0 19	0 19	0 19	0 19	0 19	0 19
1,454 5 27	0.06	0.06	6 55 95	0 01	0 08	0 08	0 08	0 08	0 08	0 08
321 10 21	0.01	0.01	1 4 77	0 01	0 11	0 11	0 11	0 11	0 11	0 11
3,025 1 28	0.14	0.14	1 4 77	0 01	0 12	0 12	0 12	0 12	0 12	0 12
53,861 17 68	2.38	2.38	25 14 57	0 40	3 13	3 13	3 13	3 13	3 13	3 48
703 19 49	0.03	0.03	0 5 91	0 00	0 03	0 03	0 03	0 03	0 03	0 04
2,947 4 48	0.13	0.13	0 4 16	0 00	0 06	0 06	0 06	0 06	0 06	0 15
4,846 18 76	0.22	0.22	1 15 60	0 02	0 16	0 16	0 16	0 16	0 16	0 25
1,941 5 54	0.08	0.08	0 15 26	0 01	0 07	0 07	0 07	0 07	0 07	0 13
15,689 6 35	0.70	0.70	8 0 67	0 10	0 78	0 78	0 78	0 78	0 78	0 82
1,550 18 25	0.06	0.06	10 27 01	0 01	0 05	0 05	0 05	0 05	0 05	0 05
1,138 10 73	0.05	0.05	0 15 83	0 01	0 06	0 06	0 06	0 06	0 06	0 06
1,021 3 58	0.04	0.04	0 12 02	0 01	0 02	0 02	0 02	0 02	0 02	0 02
884 13 52	0.04	0.04	0 3 68	0 00	0 02	0 02	0 02	0 02	0 02	0 04
27,664 18 27	1.24	1.24	13 1 52	0 17	1 27	1 27	1 27	1 27	1 27	1 80

A. ENGINEERING EXPENSES
 I.—CHIEF ENGINEER'S HEADQUARTERS STAFF—
 (a) Administrative and Engineering
 (b) Technical Office
 (c) Clerical Office
 Total I (a)
 (b) DISTRICT STAFF—
 (a) Administrative and Engineering
 (b) Technical Offices
 (c) Clerical Offices
 (d) Subordinate Supervision of Works
 (e) Subordinate Supervision of Track
 Total I (b)
 II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY—
 (1) Maintenance Gangs
 (2) Artisans and Mates
 (3) Permanent Way Materials
 (4) Consumable Stores
 (5) Tools
 (6) Ballasting
 (7) Repairs to Formation
 Total II
 III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—
 (a) Repairs
 (b) Painting
 Total III
 IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—
 (1) Station Buildings and Workshops
 (2) Station Machinery
 (3) Staff Quarters
 (4) Water Supply Installations
 (5) Roads and Platforms
 (6) Inland Piers and Docks
 (7) Sewerage and Sewage Disposal Works
 (8) Kents and Maintenance of Cookery Areas
 Total IV

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

STATEMENT NO. 14—(Continued)

1933

Amount	Percentage on receipts	Percentage of disbursements	Per mile of line open 1,625		Per mile of line open 1,625	Per mile of line open 1,625	Per mile of line open 1,625	Per mile of line open 1,625	Per mile of line open 1,625	Per mile of line open 1,625
			£	s. d.						
135,490 7 40	0.49	10.23	83 7 57	1 05	8 12	8 12	8 12	8 12	8 12	9 41
8,480 14 84	0.41	0.44	5 4 38	0 06	0 51	0 51	0 51	0 51	0 51	0 52
2,836 1 73	0.12	0.12	1 11 21	0 02	0 16	0 16	0 16	0 16	0 16	0 18
1,802 12 23	0.09	0.14	1 2 18	0 02	0 11	0 11	0 11	0 11	0 11	0 12
56 4 49	0.00	0.00	0 0 72	0 00	0 00	0 00	0 00	0 00	0 00	0 00
3,638 16 41	0.18	0.25	2 7 25	0 02	0 23	0 23	0 23	0 23	0 23	0 27
4,167 5 36	0.21	0.32	2 11 54	0 03	0 25	0 25	0 25	0 25	0 25	0 30
38 8 80	0.00	0.00	0 0 47	0 00	0 00	0 00	0 00	0 00	0 00	0 00
12,461 10 02	0.60	0.94	7 13 37	0 19	0 75	0 75	0 75	0 75	0 75	0 87
1,730 15 05	0.08	0.13	1 1 30	0 01	0 10	0 10	0 10	0 10	0 10	0 31
946 19 47	0.04	0.07	0 11 56	0 01	0 06	0 06	0 06	0 06	0 06	0 08
2,655 18 71	0.13	0.20	1 12 51	0 02	0 16	0 16	0 16	0 16	0 16	0 20
573 19 77	0.02	0.04	7 7 7	0 00	0 03	0 03	0 03	0 03	0 03	0 03
162,350 7 87	0.77	12.25	99 16 16	1 26	9 73	9 73	9 73	9 73	9 73	11 37

A. ENGINEERING EXPENSES (Continued)
 V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS
 VI.—MISCELLANEOUS SERVICES—
 (1) Bush Clearing
 (2) Tools and Plant
 (3) Fire-fighting Appliances
 (4) Conservancy
 (5) Supply of Water
 (6) Insurance of Motor Vehicles
 Total VI
 VII.—NEW MINOR WORKS
 VIII.—CONTINGENCIES DUE TO FLOODS AND ACCIDENTS
 IX.—PASSAGES
 X.—PRINTING AND STATIONERY
 GRAND TOTAL ABSTRACT A

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

	1933					1934				
	1	2	3	4	5	6	7	8	9	10
Amount	Percentage on receipts	Percentage of expenditure	Per mile of line open 1,625	Per train	Per 1,000 freight ton miles	Per 1,000 freight ton miles	Per 1,000 freight ton miles	Per 1,000 freight ton miles	Per 1,000 freight ton miles	Per 1,000 freight ton miles
B										
LOCOMOTIVE RUNNING EXPENSES										
SUPERINTENDENCE										
Locomotive Superintendent, Assistant, and Miscellaneous Expenses, etc.	5,814 16 88	0-43	0-68	5 10 45						0 54
Office Staff and Miscellaneous Expenses	5,580 14 17	0-25	0-39	3 4 71	4 0 03					0 36
Total	11,394 31 05	0-68	1-07	8 15 20						0 90
C										
LOCOMOTIVE RUNNING—SHED STAFF										
Salaries of Shed Foremen, Staff and Miscellaneous Expenses	4,584 13 83	0-20	0-34	2 16 43	0 04					0 30
D										
FUELLING, CLEANING AND CARE OF ENGINES										
(a) Labour	5,736 10 26	0-28	0-43	3 10 50	0 05	0 64				0 37
(b) Soap	420 7 59	0-02	0-03	0 5 18						0 03
(c) Overtime	6,156 17 85	0-28	0-46	3 15 78	0 05	0 64				0 40
Total	12,313 45 70	0-58	0-92	6 21 46	0 10	1 28				0 80
E										
LOCOMOTIVE RUNNING—STAFF										
Salaries of Drivers, Firemen and Miscellaneous Expenses	35,626 9 80	1-60	2-68	21 18 48	0 24	2 32				5 82
F										
RUNNING ALLOWANCE AND OVERTIME										
(a) Mileage Allowance	24,983 18 91	1-12	1-98	15 7 62	0 21	1 63				4 03
(b) Stabling Allowance	508 3 00	0-02	0-04	0 6 25						0 03
(c) Overtime	3,628 14 24	0-17	0-27	2 4 80	0 03	0 24				0 24
Total	29,119 36 15	1-31	2-19	17 18 67	0 24	1 90				4 30
G										
Total Carried forward										
	89,283 18 28	4-01	6-71	54 16 88	0 73	0 59				5 82

STATEMENT No. 14—(Continued)

RAILWAY—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

	1933					1934				
	1	2	3	4	5	6	7	8	9	10
Amount	Percentage on receipts	Percentage of expenditure	Per mile of line open 1,625	Per train	Per 1,000 freight ton miles	Per 1,000 freight ton miles	Per 1,000 freight ton miles	Per 1,000 freight ton miles	Per 1,000 freight ton miles	Per 1,000 freight ton miles
B										
LOCOMOTIVE RUNNING EXPENSES—(Continued)										
VI—RUNNING ROOMS—										
(a) Staff	617 12 25	0-03	0-05	0 7 50	0 01	0 01				0 04
(b) Stores and Equipment	606 5 29	0-03	0-04	0 7 46						0 04
Total VI	1,223 17 55	0-06	0-09	0 15 06	0 01	0 01				0 08
VII—FUEL—										
(a) Coal—61,422 Ton	66,811 6 21	3-00	5-02	41 2 20	0 55	0 44				4 35
(b) Wood—114,773 658	37,598 13 67	1-69	2-83	23 2 23	0 31	0 25				2 45
(c) Oil	1,638 14 57	0-07	0-12	1 0 17	0 01	0 01				0 10
Total VII	106,046 14 45	4-76	7-97	65 5 19	0 87	0 70				6 90
VIII—WATER—										
(a) Water Machinery (Staff Wages, other than Fuel and Water)	1,538 10 81	0-06	0-10	0 16 44	0 01	0 01				0 08
(b) Water Machinery (Stores and Fuel)	6,877 5 68	0-31	0-52	4 4 64	0 06	0 04				0 50
(c) Purchases of Water	4,584 0 15	0-21	0-34	2 16 42	0 04	0 03				0 30
Total VIII	12,798 16 64	0-58	0-96	7 17 50	0 11	0 08				0 83
IX—(a) Running Stores—(other than Fuel and Water)										
(b) Locomotive Tools and Plant	4,771 11 75	0-21	0-36	0 18 73	0 04	0 03				0 31
Total IX	1,632 8 39	0-05	0-08	0 12 76	0 01	0 01				0 07
X—FIRE-FIGHTING APPLIANCES, LOCOMOTIVE SHEDS—										
(a) Running Stores	5,804 0 14	0-26	0-44	0 11 01	0 05	0 04				0 38
(b) Locomotive Tools and Plant	32 9 23	0-00	0-00	0 0 46						0 03
Total X	417 6 82	0-02	0-03	0 5 16						0 03
XI—PRINTING AND STATIONERY										
(a) Running Stores	3,203 11 03	0-14	0-24	1 51 43	0 02	0 02				0 21
(b) Locomotive Tools and Plant	90 8 95	0-01	0-01	0 1 11						0 01
Total XI	210,899 3 09	9-83	16-45	134 14 14	1 80	1 44				14 25
XII—ADVERTISING										
Total XII	23,358 5 55	1-17	1-71	14 12 01	0 15	0 11				1 39
GRAND TOTAL ABSTRACT B										
	23,358 5 55	1-17	1-71	14 12 01	0 15	0 11				1 39

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

C.	1933								1934							
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
Amount	Percentage of expenditure	Per mile of line open 1.625	Per engine	Per 1,000 freight ton	Per 1,000 goods	Per 1,000 freight ton	Per 1,000 goods	Per 1,000 freight ton	Percentage of expenditure	Per mile of line open 1.625	Per engine	Per 1,000 freight ton	Per 1,000 goods	Per 1,000 freight ton	Percentage of expenditure	
5,941 10 06	0.29	3 13 13	0 04	0 04	0 36				0.24	3 57 2	0 04	0 04	0 35			
11,548 3 63	0.55	7 2 09	0 09	0 07	0 69				0.53	7 4 73	0 10	0 06	0 47			
6,003 7 55	0.29	3 13 89	0 05	0 04	0 36				0.48	3 17 82	0 05	0 04	0 31			
23,490 2 26	1.13	14 9 11	0 16	0 15	1 41				1.76	14 8 27	0 19	0 16	1 53			
21,441 10 97	1.03	13 3 89	0 16	0 14	1 26				1.82	14 17 23	0 20	0 16	1 57			
8,750 2 19	0.41	5 7 82	0 07	0 06	0 56				0.51	7 0 59	0 09	0 07	0 74			
23,358 15 70	1.12	14 7 49	0 18	0 15	1 46				1.62	13 5 49	0 18	0 14	1 41			
9,184 7 49	0.44	5 12 55	0 07	0 06	0 56				0.38	5 4 84	0 07	0 06	0 56			
62,704 16 35	3.00	4 7 3	38 11 75	0 48	0 41	3 76			4.94	40 8 15	0 56	0 43	4 28			
6,892 82 63	0.53	4 5 29	0 05	0 04	0 41				0.58	4 14 72	0 06	0 05	0 50			
3,946 14 12	0.19	2 3 61	0 03	0 03	0 23				0.43	3 9 87	0 05	0 04	0 37			
4,234 14 84	0.20	2 12 12	0 03	0 03	0 25				0.32	2 12 54	0 03	0 03	0 28			
3,457 14 46	0.17	2 2 56	0 03	0 02	0 22				0.20	2 14 80	0 04	0 03	0 25			
18,572 1 26	0.89	11 8 58	0 14	0 12	1 11				1.66	13 11 93	0 18	0 15	1 44			
104,765 18 87	5.02	64 9 44	0 80	0 68	6 28				4.99	68 8 35	0 91	0 74	7 25			
Total Carried forward																
111,178 15 35	4.99	68 8 35	0 91	0 74	7 25				4.99	68 8 35	0 91	0 74	7 25			

STATEMENT No. 14—(Continued)

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

C.	1933								1934							
	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
Amount	Percentage of receipts	Per mile of line open 1.625	Per engine	Per 1,000 freight ton	Per 1,000 goods	Per 1,000 freight ton	Per 1,000 goods	Per 1,000 freight ton	Percentage of receipts	Per mile of line open 1.625	Per engine	Per 1,000 freight ton	Per 1,000 goods	Per 1,000 freight ton	Percentage of receipts	
104,765 18 87	5.02	64 9 44	0 80	0 68	6 28				4.99	68 8 35	0 91	0 74	7 25			
Total brought forward																
111,178 15 35	4.99	68 8 35	0 91	0 74	7 25				4.99	68 8 35	0 91	0 74	7 25			
MAINTENANCE OF ENGINES AND ROLLING STOCK—(Continued)																
IV.—MAINTENANCE OF GOODS STOCK—																
(1) Shop Repairs																
5,349 19 25	0.42	3 6 02	0 04	0 03	0 32				0.42	3 10 08	0 05	0 04	0 37			
10,780 9 25	0.48	3 10 99	0 05	0 04	0 34				0.46	3 12 08	0 05	0 07	0 70			
(2) Running Repairs																
12,252 9 41	0.55	7 13 71	0 10	0 08	0 75				0.55	7 10 08	0 10	0 08	0 89			
5,133 9 32	0.25	3 7 83	0 04	0 04	0 33				0.25	3 3 18	0 04	0 03	0 33			
Total IV																
37,516 7 23	1.68	17 18 55	0 23	0 19	1 74				1.68	23 1 24	0 31	0 24	2 44			
V.—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—																
(1) Shop Repairs																
5,683 15 19	0.26	2 3 33	0 03	0 02	0 21				0.43	3 10 08	0 05	0 04	0 37			
1,735 19 49	0.08	1 9 82	0 01	0 01	0 10				0.13	1 1 36	0 01	0 01	0 11			
2,283 1 49	0.01	0 0 26	0 00	0 00	0 01				0.01	0 2 50	0 00	0 00	0 02			
Total V																
7,632 16 67	0.35	3 4 50	0 04	0 03	0 31				0.57	4 13 94	0 06	0 05	0 56			
VI.—EUROPEAN APPRENTICES HOSTEL																
15 17 01	0.00	Cr. 0 0 41	0 00	0 00	0 01				0.04	0 11 36	0 01	0 01	0 06			
VII.—AFRICAN APPRENTICES HOSTEL																
923 2 46	0.04	0 11 46	0 00	0 00	0 01				0.04	0 07	0 00	0 00	0 01			
VIII.—PRINTING AND STATIONERY																
214 3 46	0.01	0 2 40	0 00	0 00	0 01				0.01	0 02	0 00	0 00	0 01			
IX.—DRAWING MATERIALS AND INSTRUMENTS																
42 15 82	0.14	0 0 36	0 00	0 00	0 02				0.14	0 23	1 17 37	0 03	0 02	0 20		
3,077 2 86	0.14	2 4 75	0 03	0 02	0 28				0.14	2 4 75	0 03	0 02	0 20			
X.—PASSAGES																
XI.—NEW MINOR WORKS AND IMPROVEMENTS—																
(a) New Minor Works																
76 4 51	0.01	0 2 40	0 00	0 00	0 01				0.01	0 01	0 00	0 00	0 01			
412 13 84	0.02	0 2 40	0 00	0 00	0 01				0.02	0 03	0 00	0 00	0 02			
(b) Alterations and Improvements																
468 18 35	0.02	0 2 40	0 00	0 00	0 01				0.02	0 04	0 00	0 00	0 03			
Total XI																
161,989 16 35	7.23	85 19 86	1 11	0 93	8 63				7.23	12 11	99 2 64	1 32	1 06	10 49		
GRAND TOTAL ABSTRACT C.																

1934

Amount	1933		1934		Per mile of line open 1,625	Per train 2,453,176	Per engine 3,003,581	Per 1,000 freight cars 302,004
	Percentage on receipts	Percentage of disburse	Percentage on receipts	Percentage of disburse				
14,765 17 90	0.71	1.11	9 1.74	0.11	0.10	0.89	0.89	0.89
594 19 04	0.03	0.05	0 7.32	0.04	0.01	0.01	0.01	0.01
15,360 16 92	0.74	1.16	9 9.06	0.12	0.10	0.92	0.92	0.92
14,593 18 61	0.70	1.10	4 19.62	0.11	0.10	0.88	0.88	0.88
3,201 16 24	0.16	0.24	1 19.40	0.03	0.02	0.19	0.19	0.19
17,795 14 35	0.86	1.34	10 19.02	0.14	0.12	1.07	1.07	1.07
103,825 5 83	4.97	7.63	63 17.85	0.80	0.67	6.22	6.22	6.22
18,703 12 07	0.90	1.41	11 10.20	0.14	0.12	1.12	1.12	1.12
747 10 38	0.03	0.06	0 9.20	0.01	0.01	0.05	0.05	0.05
123,276 8 28	5.90	9.30	75 17.25	0.95	0.80	7.39	7.39	7.39
17,035 3 81	0.82	1.29	10 9.66	0.13	0.11	1.02	1.02	1.02
109 19 05	0.01	0.01	0 1.35	0.00	0.00	0.01	0.01	0.01
7,422 17 46	0.35	0.56	4 11.36	0.06	0.04	0.44	0.44	0.44
24,568 0 32	1.18	1.86	15 2.37	0.19	0.15	1.47	1.47	1.47
181,001 0 37	8.47	13.66	111 7.70	1.40	1.17	10.85	10.85	10.85
I.—GENERAL SUPERINTENDENCE—								
a) Salaries of Superintendent and Assistants, etc.								
b) Miscellaneous Expenses								
<i>Total I.</i>								
II.—OFFICES of Office Staff								
a) Salaries								
b) Miscellaneous Expenses								
<i>Total II.</i>								
III.—STATION AND PIER STAFF—								
a) Salaries of Station and Pier Masters, Goods Agent, Signalmen, Clerks, Porters, Pointmen, Sweepers, etc.								
b) Loading and Unloading of Vessels and Trucks.								
c) Miscellaneous Expenses								
<i>Total III.</i>								
IV.—RUNNING STAFF—								
a) Salaries of Guards, Ticket Examiners and Running Room Expenses								
b) Miscellaneous Expenses								
c) Overtime and Trip Allowances								
<i>Total IV.</i>								
<i>Total carried forward</i>								

1934

TABLE NO. 14

through

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

1933

1934

Amount	1933		1934		Per mile of line open 1,625	Per train 2,587,739	Per engine 3,093,458	Per 1,000 freight cars 333,703
	Percentage on receipts	Percentage of disburse	Percentage on receipts	Percentage of disburse				
181,001 0 37	8.47	13.66	111 7.70	1.40	1.17	10.85	10.85	10.85
1,689 1 41	0.08	0.13	1 0.79	0.02	0.01	0.10	0.10	0.10
450 13 44	0.02	0.03	0 5.55	0.00	0.00	0.03	0.03	0.03
2,139 14 85	0.10	0.16	1 6.94	0.02	0.01	0.13	0.13	0.13
3,777 2 68	0.15	0.26	2 6.49	0.03	0.02	0.23	0.23	0.23
923 15 80	0.05	0.07	0 11.37	0.01	0.01	0.05	0.05	0.05
391 9 55	0.02	0.03	0 4.82	0.00	0.00	0.02	0.02	0.02
258 7 50	0.01	0.02	0 3.18	0.00	0.00	0.01	0.01	0.01
5,350 16 51	0.26	0.40	3 15.86	0.04	0.03	0.32	0.32	0.32
853 17 91	0.04	0.07	0 10.88	0.01	0.01	0.05	0.05	0.05
5,778 5 24	0.26	0.44	3 11.12	0.05	0.04	0.35	0.35	0.35
128 11 80	0.01	0.01	0 9.27	0.00	0.00	0.04	0.04	0.04
5,628 6 12	0.27	0.43	3 5.46	0.04	0.04	0.34	0.34	0.34
444 16 91	0.02	0.03	0 3.33	0.00	0.00	0.01	0.01	0.01
279 16 57	0.01	0.02	0 7.18	0.00	0.00	0.01	0.01	0.01
259 16 91	0.03	0.04	0 7.14	0.01	0.01	0.03	0.03	0.03
108 1 52	0.01	0.01	0 1.33	0.00	0.00	0.01	0.01	0.01
13,197 1 45	0.64	1.00	8 7.43	0.10	0.09	0.79	0.79	0.79
236 12 83	0.01	0.02	0 0.91	0.00	0.00	0.01	0.01	0.01
493 7 28	0.02	0.04	0 6.67	0.00	0.00	0.03	0.03	0.03
73 0 01	0.00	0.00	0 0.98	0.00	0.00	0.00	0.00	0.00
4,830 0 27	0.23	0.36	2 19.45	0.04	0.03	0.29	0.29	0.29
4,075 2 95	0.19	0.30	2 9.82	0.03	0.03	0.24	0.24	0.24
501 16 85	0.02	0.04	0 1.47	0.00	0.00	0.03	0.03	0.03
212,649 11 11	10.18	16.05	130 17.23	1.64	1.37	12.74	12.74	12.74
TRAFFIC EXPENSES—(Continued)								
a) Salaries of Carriers and Wagons—								
b) Wages								
c) Materials								
<i>Total V.</i>								
VI.—STATION STORES (FUEL, LIGHTING, WATER, ETC.)—								
a) Fires, Lights, Water and General Stores for Carriages, Stations, Fares, Offices, etc.								
b) Station Carriage, Repairs, etc.								
c) Office and Station Fittings and Equipment								
d) Watch and Clock repairs								
<i>Total VI.</i>								
VII.—LOTHING								
VIII.—CATERING—								
a) Salaries of Assistant Superintendent (Catering) and Staff, etc.								
b) Equipment and Uniforms								
c) Stages, Liquors and Licences								
d) Laundry and Disinfectory								
e) Mineral Water Factory								
f) Ice Plant								
g) Bedding Account								
h) Printing and Stationery								
<i>Total VII.</i>								
IX.—								
a) Claims Investigation and Compensation								
b) Commission on Sale of Passenger Tickets								
<i>Total IX.</i>								
X.—PRINTING AND STATIONERY								
XI.—PASSAGES								
XII.—ADVERTISING								
GRAND TOTAL ABSTRACT D								

Amount	1933		1934		Per 1,000 goods freight ton miles	s. c.
	Percentage on receipts	Percentage of expenditure	Per mile of line open 1,625	Per train mile		
2,491	6.57	0.11	1.10	0.66	0.02	0.15
190	9.00	0.01	0.23	0.35	0.01	0.01
410	6.73	0.02	0.56	0.06	0.01	0.08
3,092	2.30	0.14	1.19	0.90	0.08	0.18
Total I						
6,024	14.57	0.27	3.16	1.15	0.05	0.37
6,309	17.53	0.28	3.17	0.68	0.06	0.39
353	11.39	0.02	0.43	0.35	0.02	0.02
2,167	3.84	0.10	1.67	0.62	0.02	0.14
14,855	7.33	0.77	9.23	0.12	0.12	0.92
Total II						
5,149	4.76	0.23	3.37	0.04	0.04	0.32
26,686	7.95	1.29	16.85	0.22	1.08	1.68
3,115	18.99	0.14	1.18	0.03	0.19	0.03
413	4.19	0.02	0.59	0.01	0.03	0.03
1,488	13.63	0.06	0.18	0.44	0.01	0.09
39,833	9.52	1.45	22.13	0.30	2.29	2.29
54,830	19.15	2.46	33.14	0.45	3.40	3.40
Total carried forward						

Amount	1933		1934		Per 1,000 goods freight ton miles	s. c.
	Percentage on receipts	Percentage of expenditure	Per mile of line open 1,625	Per train mile		
53,911	7.48	2.59	33.35	3.55	0.41	3.09
3,867	18.52	0.19	2.76	0.03	0.22	0.22
2,966	12.42	0.14	1.62	0.02	0.17	0.17
16,438	15.98	0.79	10.23	0.13	0.94	0.94
19,405	8.40	0.93	11.18	0.15	1.11	1.11
5,930	3.66	0.24	3.26	0.04	0.29	0.29
2,470	16.69	0.12	1.10	0.41	0.02	0.14
7,561	2.35	0.36	4.13	0.06	0.43	0.43
2,122	7.96	0.10	1.62	0.02	0.12	0.12
1,238	11.42	0.06	6.15	0.24	0.01	0.07
267	15.75	0.01	0.30	0.01	0.02	0.02
2,345	5.73	0.11	1.86	0.02	0.13	0.13
2,613	1.48	0.12	1.12	0.16	0.02	0.15
665	15.03	0.03	0.82	0.20	0.04	0.04
4,281	10.25	0.36	3.17	0.31	0.05	0.36
97,669	2.69	4.95	60.20	0.73	6.75	5.99
GRAND TOTAL ABSTRACT E						

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

STATEMENT No. 14—(Continued)

1933

1934

Amount	Percentage on receipts			Percentage of expenditure			Per 1,000 goods freight ton miles
	£	s.	d.	£	s.	d.	
2,99	9	33	014	023	4	09	
2,521	12	79	013	019	3	45	
63	12	41	001	001	0	09	
5,575	14	53	027	043	7	63	
489	19	96	003	004	0	67	
11,914	18	80	057	090	16	31	
13,109	3	34	063	099	17	95	
164	13	87	001	001	0	23	
25,188	16	01	121	190	34	49	
7,079	9	50	034	053	9	69	
572	12	18	003	004	0	79	
88	7	45	001	001	0	12	
137	15	55	001	001	0	19	
7,878	4	68	036	059	10	79	
1,092	11	44	005	008	1	49	
40,225	4	41	193	304	55	07	
STEAMER SERVICES							
I.—GENERAL SUPERINTENDENCE—							
(a) Salaries of Senior Marine Officer and Engineers							
(b) Salaries of Head Office Staff							
(c) Miscellaneous Expenses							
Total I							
II.—SUBORDINATE SUPERINTENDENCE—							
Salaries of Foremen							
III.—RUNNING EXPENSES—							
(a) Superintendence							
(b) Salaries of Pur Messers, Engineers, Steamer Clerks, etc							
(c) Miscellaneous Expenses							
Total III							
IV.—MAINTENANCE—							
(a) Vessels							
(b) Machinery in Shops							
(c) Tools and Plant							
(d) Training of African Apprentices							
(e) Disinfecting Ships							
Total IV							
V.—GENERAL STORES—							
Ropes, Tarpaulins, Clothing, &c.							
Total carried forward							

104

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

STATEMENT No. 14—(Continued)

1933

1934

Amount	Percentage on receipts			Percentage of expenditure			Per 1,000 goods freight ton miles
	£	s.	d.	£	s.	d.	
40,225	6	64	192	304	55	07	
11,680	15	69	057	090	16	27	
743	12	48	003	005	1	02	
12,624	8	17	060	095	17	29	
590	18	71	003	005	0	81	
144	0	00	001	001	0	20	
73	16	17	001	001	0	10	
73	2	72	004	006	1	13	
825	11	66	005	007	1	33	
972	10	55	005	007	1	33	
STEAMER SERVICES—(Continued)							
VI.—FUEL—							
(a) Fuel: Wood 7,197 tons, Oil 740,006 gallons							
(b) Labour							
Total VI							
VII.—RUNNING STORES, OIL, TALLOW, &C.							
VIII.—NEW MINOR WORKS							
IX.—MAINTENANCE OF CHANNELS—							
(a) Maintenance							
(b) Uplieep of Lights, Lakes Victoria and Albert							
(c) Survey Salary of Marine Hydrographic Officer and Miscellaneous Expenses							
Total IX							
X.—CATERING—							
(a) Salaries and Wages, &c.							
(b) Equipment							
(c) Stores, Liquors and Licences							
Total X							
XI.—PRINTING AND STATIONERY							
XII.—PASSAGES							
GRAND TOTAL ABSTRACT F							

105

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

		1933		1934					
Amount		Percentage on receipts		Per 1,000 goods freight ton miles		Amount		Percentage on receipts	
£	s. c.	%	s. c.	%	s. c.	£	s. c.	%	s. c.
G. MOTOR SERVICES									
I.—SUPERINTENDENCE—									
Salary of Motor Transport Officer and Miscellaneous Expenses									
1,084	12 98	0.05	0.08	28 10	772	18 32	0.03	0.06	15 58
II.—OFFICE—									
Salaries of Clerks and Miscellaneous Expenses									
616	16 34	0.03	0.05	15 96	344	11 33	0.02	0.03	7 42
III.—STATION STAFF									
Salary of African Clerk, Labour and Miscellaneous Expenses									
102	10 35		0.01	2 66	145	1 71	0.01	0.01	3 12
IV.—RUNNING EXPENSES—									
(1) Salaries of Drivers and Van Boys									
1,255	4 99	0.06	0.09	32 00	1,423	8 72	0.06	0.11	39 64
3,213	1 78	0.15	0.24	83 24	3,882	8 86	0.17	0.29	83 58
795	18 00	0.04	0.06	20 61	891	18 09	0.04	0.06	17 35
48	16 60			1 26	74	19 77			6 54
(2) Stores									
(3) Licences and Insurance for Motor Vehicles									
(4) Clothing									
(5) Overtime									
Total IV									
5,293	1 37	0.05	0.39	137 12	6,112	6 35	0.22	0.46	132 02
V.—MAINTENANCE OF CARS—									
(a) Salaries of Motor Mechanics and Miscellaneous Expenses, etc.									
1,767	6 24	0.05	0.13	45 53	2,095	2 03	0.09	0.16	44 91
1,107	0 98	0.05	0.09	28 68	1,077	2 47	0.05	0.07	21 68
(b) Stores and Materials									
2,864	7 22	0.14	0.22	74 21	3,693	4 50	0.14	0.23	66 59
VI.—PASSAGES									
965	16 75	0.02	0.03	8 96	99	8 91			0.01
10,307	7 01	0.49	0.78	267 03	10,498	12 13	0.57	0.79	255 23
GRAND TOTAL ABSTRACT G									

RAILWAYS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued)

		1933		1934					
Amount		Percentage on receipts		Per mile of line open 1,625		Amount		Percentage on receipts	
£	s. c.	%	s. c.	%	£	s. c.	£	s. c.	%
H. MISCELLANEOUS EXPENDITURE									
I.—PROVIDENT FUND AND GRATUITIES FROM REVENUE ACCOUNT									
33,229	3 59	1.59	2.51	20 8 97	25,995	9 41	1.47	1.95	15 19 94
II.—EXPENSES OF INDIAN AGENCY									
806	15 33	0.04	0.06	0 9 93	768	1 52	0.03	0.05	0 9 45
III.—LEGAL EXPENSES									
16	5 53			2 0 22	15	13 02			0 0 19
IV.—EXCHANGE AND BROKERAGE									
11,178	5 22	0.54	0.84	4 17 56	5,251	14 04	0.29	0.46	3 4 84
V.—PENSIONS AND GRATUITIES									
15,148	17 13	0.70	1.14	5 6 45	14,246	2 19	0.64	1.06	8 16 57
VI.—SUGGESTIONS SCHEME									
38	10 04			46	60	15 03			0 0 75
VII.—MUNICIPAL RATES									
5,661	13 29	0.27	0.43	3 9 66	5,102	15 96	0.23	0.38	3 2 80
VIII.—MANAGEMENT EXPENSES OF LOANS									
1,538	6 23	0.07	0.12	0 18 93	1,388	11 82	0.06	0.11	0 17 22
IX.—SUBSCRIPTIONS TO RESEARCH SOCIETIES AND COMMITTEES									
499	19 50	0.02	0.04	0 6 15	Cr. 473	14 06	Cr. 0.62	Cr. 0 5 83	Cr. 0.03
X.—INVESTIGATION IN CONNECTION WITH STANDARDISATION OF RAILWAYS IN AFRICA									
444	18 34	0.02	0.03	0 5 48	278	4 06	0.01	0.02	0 3 43
XI.—LOSS ON STORES									
141	26 74	0.01	0.01	0 1 75	196	16 82	0.01	0.01	0 2 42
XII.—INVESTIGATION IN CONNECTION WITH PROPOSED SUPERANNUATION FUND									
6,576	10 94	0.29	0.18	42 5 62	114	17 29	0.01	0.01	0 1 41
GRAND-TOTAL ABSTRACT H									
65,706	10 94	3.29	5.18	42 5 62	53,055	7 08	2.38	3.99	32 12 99

STATEMENT No. 15.

HARBOURS—WORKING EXPENSES OF 1934 COMPARED WITH 1933

1933			1934		
Amount			Amount		
£	s.	cts.	£	s.	cts.
ABSTRACT "A" PORT ENGINEERING EXPENSES					
I A HEADQUARTERS STAFF—					
180	0	00	200	0	00
281	0	00	320	0	00
138	0	00	180	0	00
599	0	00	700	0	00
Total I A					
I B DISTRICT STAFF—					
403	8	18	411	2	64
112	0	00	143	8	59
641	5	10	993	14	82
738	13	92	717	6	88
552	4	72	624	12	08
2,447	11	92	2,890	5	01
3,046	11	92	3,590	5	01
Total I B					
Total I					
II—Maintenance and Minor Renewals of Permanent Way—					
851	14	80	952	19	75
204	5	61	170	12	31
127	0	03	365	5	08
			25	14	07
			16	2	71
			36	16	00
			49	12	16
1,183	0	44	1,671	2	68
Total II					
III—Maintenance and Minor Renewals of Bridges and Culverts—					
			43	15	45
			43	15	45
Total III					
IV—Maintenance and Minor Renewals of Buildings and Works—					
471	17	00	949	17	01
70	19	54	233	14	49
737	15	57	840	12	55
118	11	87	385	11	69
1,734	14	56	731	11	62
351	0	05	1,297	15	67
29	9	53	23	2	50
3,514	8	12	4,472	5	53
Total IV					
V—Maintenance and Minor Renewals of Telegraphs, Telephones and Instruments					
VI—Miscellaneous Services—					
274	17	99	263	4	59
83	19	96	185	8	24
	4	08	16	6	59
589	8	79	937	17	49
1,212	9	97	1,472	15	60
396	3	54	0	1	00
2,557	4	35	2,875	13	51
10,301	4	83	12,653	2	18
Total carried forward					

STATEMENT No. 15.—(Continued).

HARBOURS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued).

1933			1934		
Amount			Amount		
£	s.	cts.	£	s.	cts.
10,301	4	83	Total brought forward		
53	16	07	VII—New Minor Works		
			VIII—Contingencies due to Floods and Accidents		
			IX—Passages		
29	15	31	X—Printing and Stationery		
10,384	16	21	TOTAL ABSTRACT (A)		
ABSTRACT (B) MARINE WORKING.					
I—Salaries and Wages—					
2,959	6	66	(a) Pilots, Shore Boatswain, etc., including Overtime		
1,613	2	09	(b) Dhow Inspectors and Registration, Mooring Foreman and Gangs, Signal Staff, Clerks, Messengers including Overtime and Miscellaneous Expenses		
4,572	8	75	Total I		
614	1	95	II—Harbour Lighting and Buoying and Coast Lighting		
394	19	54	III—Ship's Surveying Fees, Signal Equipment, Mooring Buoys, etc.		
4,106	8	17	IV—Water Supplies to Ships		
V—Steam Tugs—					
4,364	12	27	Salaries of Tug Master and Tug Engineers, Mates, etc. including Running Stores, Overtime and Miscellaneous Expenses		
1,655	11	90	VI—Launches and Boats, Mombasa— Salaries of Nahotha Engineer and Crews, Motor Boat Drivers, Overtime and Running Stores		
287	5	90	VII—Launches and Boat, Lamu— Salaries of Engineer, and Crews, including Running Stores and Miscellaneous Expenses		
402	15	00	VIII—Passages		
1,200	3	66	IX—Ferries— Salaries of Mechanics and Staff, Overtime and Running Expenses		
17,598	7	14	TOTAL ABSTRACT (B)		
ABSTRACT (C) MAINTENANCE OF MECHANICAL PLANT.					
I—Supervision and Maintenance—					
1,248	10	98	Salaries of District Loco. Superintendent, Mechanics, Electrician and Clerks		
2,783	3	45	II—Equipment Ashore— Labour, Material and Stores		
2,278	18	36	III—Equipment Afloat— Labour, Material, and New Minor Works		
6,310	12	79	Total carried forward		

HARBOURS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Continued).

1933.			1934.		
Amount			Amount		
£	s.	cts.	£	s.	cts.
6,310	12	79	<i>Total brought forward</i>		
			6,324	6	69
			IV—Workshop and Shipway Machinery—		
133	9	26	Tools and Plant, Running Stores and Power		
			139	3	69
			V—Maintenance of Locomotives and Port Trucks—		
364	19	63	(a) Maintenance of Locomotives		
			354	8	53
50	17	85	(b) Maintenance of Wagons		
			238	18	49
415	17	46	<i>Total V</i>		
			593	7	02
373	19	84	VI—Overtime		
			350	1	58
5	0	00	VII—Passages		
			74	13	90
6	8	33	VIII—Miscellaneous Expenses		
			14	1	80
7,245	7	70	<i>TOTAL ABSTRACT (C)</i>		
			7,795	13	99
			ABSTRACT "D" SHORE WORKING AND LIGHTERAGE		
			I—Yard Working—		
			Salaries of Yard Master, Foreman, Clerks, Jemadars, Flagmen, Overtime and Miscellaneous Expenses		
2,597	10	13			
			3,063	0	06
			II—Landing and Shipping Cargo—		
			Salaries of Cargo Inspector, Clerks, Messengers, Porters, Overtime, Clothing and Miscellaneous Expenses		
2,012	2	26			
			1,932	15	20
			III—Crane Working—		
			Salaries of Crane Drivers, Firemen, Cableboys Overtime, Running stores and Electrical Power		
5,090	5	52			
			4,899	18	36
57,303	0	29	IV—Payments to Cargo Handling Contractors		
			51,549	29	88
			V—Miscellaneous Charges—		
			Locomotive Power, Fuel Wagon Hire, Claims, Lighting, Tarpaulins, Telephones to Ships and Passages		
6,605	3	06			
			7,099	7	45
73,688	1	26	<i>TOTAL ABSTRACT (D)</i>		
			65,999	11	67

HARBOURS—WORKING EXPENSES OF 1934 COMPARED WITH 1933—(Concluded).

1933.			1934		
Amount			Amount		
£	s.	cts.	£	s.	cts.
			ABSTRACT "E" GENERAL CHARGES.		
2,794	0	00	I—Expenses of Administration and Management		
			2,903	0	00
363	6	13	II—Expenses of Harbour Advisory Board		
			369	16	88
			III—Superintendence		
			(a) Salaries of Port Manager and District Traffic Superintendent, Port Captain and Miscellaneous Expenses		
2,243	13	78			
			2,669	19	59
			(b) Office		
			Salary of Office Superintendent, Clerks, Messengers, etc., and Miscellaneous Expenses		
5,641	7	43			
			5,515	1	25
7,885	1	21	<i>Total III</i>		
			8,185	0	84
			IV—Accounts and Audit—		
			(a) Accounts		
1,000	0	00			
			1,000	0	00
			(b) Audit		
1,000	0	00			
			150	0	00
832	0	00	<i>Total IV</i>		
			1,150	0	00
			V—Stores Expenses		
			807	6	84
281	14	81	VI—Telephones and Telegrams		
			281	9	00
1,505	2	97	VII—Watch and Ward—		
			(a) Port Police		
31	8	60			
			1,883	17	52
1,536	11	57	(b) Port Watchmen		
			31	7	46
Cr. 2	1	23	<i>Total VII</i>		
			1,915	4	98
440	12	51	VIII—Furniture and Equipment for Staff Quarters		
			2	12	52
15,131	5	00	IX—Passages		
			415	19	94
			<i>TOTAL ABSTRACT (E)</i>		
			16,030	5	30
			ABSTRACT "F" MISCELLANEOUS EXPENDITURE.		
1,214	5	50	I—Provident Fund and Gratuities from Revenue Account		
			1,303	9	48
304	4	16	II—Medical Services		
			321	2	26
279	16	17	III—Pensions and Gratuities		
			453	5	97
			IV—Educational Grants		
			31	11	58
			V—Legal Expenses		
4,658	14	37			
			4,154	15	24
553	18	71	VII—Municipal Rates		
			501	11	99
7,042	10	49	VIII—Management Expenses of Loans		
			6,725	15	94
			<i>TOTAL ABSTRACT (F)</i>		

STATEMENT No. 16

SUMMARY OF STATEMENTS OF CAPITAL EXPENDITURE, ETC.
TO 31ST DECEMBER, 1934

1. Funds provided under Uganda Railway Acts, 1896 and 1902	5,666,437
2. Godown areas as taken over from Kenya Colony	24,987
3. Railway Works Extraordinary (Kenya Colony)	419,883
4. Magadi Works Extraordinary (Kenya Colony)	161,298
5. Loan of £250,000 of 1912 (Kenya Colony)	72,521
6. Loan of £375,000 of 1914 (Kenya Colony)	344,479
7. Loan of £1,868,000 of 1915 (Kenya Colony)	714,889
8. Loan of £5,000,000 [1921] (Kenya Colony)	4,245,386
9. Loan of £3,500,000 [1924]	3,900,469
10. Loan of £5,000,000 [1927] (Kenya Colony)	5,000,000
11. Loan of £3,500,000 [1928] (Kenya Colony)	2,724,091
12. Loan of £3,400,000 [1930] (Kenya Colony)	1,035,229
13. Loan of £2,000,000 [1932] (Uganda Protectorate)	875,791
14. Loan of £170,000 of 1910-11 (Uganda Protectorate)	170,472
15. Loan of £125,000 of 1912-13 (Uganda Protectorate) (£29,160)	29,160
16. Busoga Railway Works Extraordinary (Uganda Protectorate)	2,985
17. Busoga Railway Marine Works Extraordinary (Uganda Protectorate)	40,150
18. Loan of £329,000 of 1915 (Uganda Protectorate) Improvements Busoga Railway and Marine	65,826
19. Loan Works of £125,000 of 1912-13 (Uganda Protectorate) Construction of Port Bell-Kampala Railway (£32,900)	33,145
20. Loan of £329,000 of 1915 (Uganda Protectorate) Improvements Port Bell-Kampala Railway	21,617
21. Loan of £329,000 of 1915 (Uganda Protectorate) Improvements Lake Albert Marine	49,170
22. Lake Albert Marine Works Extraordinary (Uganda Protectorate)	15,840
23. Motor Transport Service Extraordinary (Uganda Protectorate)	1,604
24. Harbour Works Extraordinary (Kenya Colony)	52,092

For full details of above Statements, see Statements D to P, and R to AB of Part II

STATEMENT No. 17.

STATEMENT OF FINE FUND FOR THE YEAR ENDED 31st DECEMBER, 1934.

Receipts	Amount			Expenditure	Amount		
	£	s.	c.		£	s.	c.
Balance on 1st January, 1934	1,806	4	60	Expenditure during 1934	603	16	72
Credits during 1934	228	0	70	Balance on 31st December, 1934	1,430	8	88
<i>Total £</i>	<i>2,034</i>	<i>5</i>	<i>30</i>	<i>Total £</i>	<i>2,034</i>	<i>5</i>	<i>30</i>

STATEMENT No. 18.

STATEMENT OF TRANSACTIONS OF THE PROVIDENT FUND FOR THE YEAR
ENDED 31st DECEMBER, 1934.

	Compulsory			Bonus			Voluntary			Security			Total		
	£	s.	c.	£	s.	c.	£	s.	c.	£	s.	c.	£	s.	c.
Balance on 1st Jan., 1934	273,965	10	75	199,470	2	55	19,077	12	23				492,733	5	53
Additions during 1934	40,346	3	77	36,948	4	66	14,308	10	96				91,602	19	39
<i>Total £</i>	<i>314,311</i>	<i>14</i>	<i>52</i>	<i>236,418</i>	<i>7</i>	<i>21</i>	<i>33,386</i>	<i>3</i>	<i>19</i>				<i>584,336</i>	<i>4</i>	<i>92</i>
Withdrawals during 1934	20,580	2	35	10,584	8	86	17,558	4	23				48,722	15	44
Balance on 31st Dec., 1934	293,751	12	17	226,033	18	35	15,827	18	96				535,613	9	48

STATEMENT No. 19.

GAUGE, GRADIENTS, ETC.

DETAILS	1934	1933	Increase	Decrease
Gauge of Railways	Metre	Metre	—	—
Mean Mileage Worked	1,625	1625	—	—
Number of Stations	124	123	1	—
Total Length of Following Gradients:—				
4 per cent .. Miles	4	4	—	—
Under 4 per cent to 3 per cent ..	17.7	17.7	—	—
.. 3 per cent to 2 per cent ..	169.1	169.1	—	—
.. 2 per cent to 1.50 per cent ..	348.4	348.4	—	—
.. 1.50 per cent to 1 per cent ..	370.5	370.5	—	—
.. 1 per cent ..	479.2	479.2	—	—
Level ..	239.7	239.7	—	—
Steepest Gradient Worked .. Per cent	4%	4%	—	—
Greatest Length of Steepest Gradient .. Miles	4	4	—	—

STATEMENT OF LOCOMOTIVES FOR THE YEAR ENDED 31st DECEMBER, 1934.

Class of Locomotive	Average Age (Years)	Wheel Distribution	Cylinders	Maximum Axle Load	Weight on Coupled Wheels		Weight of Engine in Steam	Water Capacity of Tender		Weight of Tender Loaded	Tractive Effort at 75%	On hand 31-12-1935	Erected in 1934	Scrapped in 1934	Number on hand at end of year		Total Mileage of Locomotives	Daily Average					
					Tons	Galls.		Tons	Galls.						On Hand	On Loan		Stabled	Construction	Shops: Harbour	Net on Open Lines	In Traffic	Under Shed Repairs
Carrain ... (E.C. E.C.1 E.C.2)	3-2 3-3 3-4	18-2 18-3 18-4	16" x 22"	1000 1050 1050	3989 39 47 41 94 41 99 41 94 41 99	125 50 131 00 131 00	4,250 5,250 5,250	35,000 33,500 20,400	56 6 62	36,000 6,000 62,000	0 49 0 49 6 14	473 0 49 6 14	1,250,000 201,000 1,284,000	36 6 62	1,250,000 201,000 1,284,000	1,072,060 256,889 1,299,266	36 00 6 00 62 00	31 27 25 19 9 51 3 86 55 85 48 32	0 87 0 03 1 15	5 21 1 62 6 38	116 57 182 45 73 67		
																						Mikado E.A. (E.B. 3 (Superheater) E. B. 2 (Superheater) E. B. E. B. 1 E. E. Tanks E. D. (Shunting E. D. 1 Tanks	2-8-2 4-8-0 4-8-0 4-8-0 4-8-0 2-6-4 2-6-2 2-6-2
All Classes	Percentage	3,086,263	185,000	53 00	4116	117 84	96 44	2 99	16 41	8 87	..												

STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st DECEMBER, 1934.

COACHING STOCK

Description of Vehicles.	Type.	Code.	Average Age (Years)	Total number on books at end of 1934	Average tare of each vehicle in tons.	SEATS OR BERTHS.				Total carrying capacity.
						1st.	2nd.	3rd.	4th.	
Inspection Coaches	4-wheel	IB	24.27	14	8.43					
Inspection Coaches	Bogie	SV	14.88	3	26.65					
Service Vans	4-wheel	PS	24.27	33	8.43					4 Berths
Public Saloons	Bogie	PSB	14.88	5	26.65					24 Berths
First Class Coaches	Bogie	FB	15.25	8	23.72	24				192 Passengers
" " Corridor Coaches	Bogie	FBC	6.62	13	31.76					274
" " Coaches	4-wheel	F	35.50	2	6.80					24
First and Second Class Coaches	Bogie	FSB	18.86	7	20.00					152
" " Coaches	4-wheel	FS	35.50	6	6.90					90
First, Second and Third Class Coaches	4-wheel	FST	34.00	1	7.40	6	8	20		34
Second Class Coaches	Bogie	SB	25.83	6	13.75					118
" " Corridor Coaches	Bogie	SBC	6.77	13	30.56	12				312
" " Coaches	4-wheel	S	35.80	5	6.61	24				60
Second and Third Class Coaches	Bogie	STB	28.00	1	12.60	17	10			27
Third Class Coaches	Bogie	TB	9.13	30	23.28					3,040
Restaurant Cars	4-wheel	T	35.50	73	6.22			40		2,920
Luggage and Parcel Vans	Bogie	RB	10.86	7	29.35					168 Seats
Horse Boxes	4-wheel	L	12.20	5	7.34					40 Tons
Pay Vans	4-wheel	H	13.86	35	8.94					140 Horses or 210 Ponies
Ration Vans	4-wheel	P	35.00	3	8.20					6 Berths
Brake Vans	4-wheel	RI	36.00	4	7.05					8 Berths
Brake Vans, Composite	4-wheel	B	18.68	135	7.68					347 Tons 140 Passengers
I, II, III and Brake	Bogie	BCB	7.45	11	21.25			10		110 Passengers 158 Tons
Relief Coaches	Bogie	MB	6.00	2	28.53	6	9	10		50 Passengers 7 Tons
Intermediate Coaches	4-wheel	RC	34.20	2	6.25					Staff Only
Laboose	Bogie	D	36.40	5	6.61				16	80 Passengers
"	4-wheel	KBB	28.75	12	13.56					Staff Only
"	4-wheel	KB	36.33	3	6.57					Staff Only
Total				446						

Note.—The Coaching Stock for the year represents a reduced carrying capacity of 80 Passengers and a reduction of 3 Tons in Luggage and Parcel Vans.

STOCK ERECTED	No.	CAPACITY.	STOCK CONVERTED.	No.	STOCK SCRAPPED.	No.	CAPACITY.
			L to SV	1			
			F " SV	2			
			T " RC	1			
			RV " RC	1			

(From Goods Statement).

STATEMENT No. 21.—(Continued)

STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st DECEMBER, 1934.

GOODS STOCK

Description of Vehicles.	Type	Code.	Average Age (Years)	Total number on books at end of 1934	Average tare of each vehicle in tons.	Total carrying capacity.
Covered Goods Wagons	Bogie	SRB	4.00	10	14.79	200 Tons.
" " "	4-wheel	CG	18.97	582	5.72	6,570 "
" " "	Bogie	CGB	10.84	1,261	11.59	35,992 "
Cattle Trucks	4-wheel	CT	14.18	91	7.24	735 "
Low-sided Trucks	4-wheel	LS	23.10	370	4.72	4,341 "
" " "	Bogie	LSB	9.16	499	11.75	13,901 "
High-sided Trucks	4-wheel	HS	13.24	84	6.17	1,176 "
" " "	Bogie	HSB	11.32	285	12.05	7,895 "
High-sided Trucks, Fenced	4-wheel	HSF	21.75	244	5.66	2,761 "
" " "	Bogie	HSFB	35.00	8	9.07	112 "
Powder Vans	4-wheel	PV	35.00	3	4.83	30 "
Water Tanks	4-wheel	WT	21.45	120	5.88	1,179 "
Oil Tanks	4-wheel	OF	18.00	14	6.54	124 "
" " "	Bogie	OFB	11.88	10	15.05	348 "
Kerosene Tanks	4-wheel	OK	37.00	2	6.47	24 "
" " "	Bogie	OKB	5.53	34	15.16	595 "
" " "	Bogie	OPB	5.79	39	16.66	610 "
Petrol Tanks	4-wheel	KT	35.39	97	3.96	970 "
Rail Trucks	4-wheel	RF	8.00	5	8.91	55 "
Refrigerator Van	Bogie	BWHB	7.00	30	11.77	750 "
Ballast Hopper Wagons	Bogie	FW	31.83	6	3.67	64 "
Platform Wagons	Bogie	FWB	26.65	78	8.21	1,470 "
Relief and Store Vans	4-wheel	RV	31.91	48	4.38	484 "
" " "	Bogie	RVB	14.00	22	11.34	580 "
Motors Vans	4-wheel	MV	14.00	10	6.84	124 "
Sheep Trucks	4-wheel	SW	24.00	2	7.15	200 Sheep.
Pig Wagons	4-wheel	PW	10.83	12	7.85	95 Tons.
Total				4,839		

STOCK ERECTED	No.	CAPACITY	STOCK CONVERTED	No.	STOCK SCRAPPED	No.	CAPACITY
			RV to RC (Coaching)	1	Oil Fuel	3	20 T
			CG to RV	4			
			RV to CG	1	Low Sided	2	20 T
			LS to RV	5			
			RT to RV	2	Flat Bogies	9	128 T
			LS to FW	1			
			OGB to RVB	2	Covered Goods Bogies	8	218 T
			LSB to RVB	15			
			LSB to FWB	2			

SUMMARY OF TRAIN MILEAGE FROM 1st APRIL, 1903, TO 31st DECEMBER, 1934

YEAR.	Mean mileage worked.	Traffic train mileage.	Construction and Water Train mileage, &c.	Total train mileage.	Average daily traffic-train mileage.	REMARKS
1904 (Leap year)	584	321,791	211,794	537,585	879	
1905	584	352,624	60,128	412,752	966	
1906	584	471,487	58,491	529,978	1,292	
1907	584	622,950	82,036	704,986	1,707	
1907-08 (Leap year)	584	636,893	68,763	705,656	1,740	
1908-09	584	632,752	70,104	702,856	1,734	
1909-10	584	648,541	99,229	747,770	1,777	
1910-11	585	863,962	103,343	967,305	2,367	
1911-12 (Leap year)	586	1,142,878	65,187	1,208,065	3,123	
1912-13	641	1,475,512	53,620	1,529,132	4,041	
1913-14	664	1,609,715	71,227	1,680,942	4,410	
1914-15	680	1,341,065	49,951	1,391,036	3,674	
1915-16 (Leap year)	685	1,349,804	50,714	1,400,518	3,689	
1916-17	685	1,697,927	37,206	1,635,133	4,378	
1917-18	685	1,333,489	46,839	1,380,328	3,653	
1918-19	685	1,182,127	39,215	1,221,342	3,238	
1919-20 (Leap year)	685	1,237,823	39,193	1,277,016	3,382	
1920-21	685	1,487,833	71,454	1,559,287	4,077	
1921 (9 months)	685	1,057,260	49,613	1,106,873	3,845	
1922	685	1,500,583	83,579	1,584,162	4,111	
1923	692	1,623,251	104,876	1,728,127	4,447	
1924 (Leap year)	816	2,160,023	325,868	2,485,891	5,902	
1925	898	2,575,407	355,492	2,930,899	7,056	
1926	990	2,663,395	431,500	3,094,895	7,297	
1927	1,166	2,731,219	421,764	3,152,983	7,483	
1928 (Leap year)	1,354	2,962,750	594,472	3,557,222	8,095	
1929	1,426	3,182,837	713,698	3,896,535	8,720	
1930	1,521	2,683,245	969,774	3,653,022	7,351	
1931	1,616	2,654,184	436,755	3,090,939	6,701	
1932 (Leap year)	1,627	2,139,889	314,348	2,454,237	5,847	
1933	1,625	2,339,299	248,440	2,587,739	6,409	
1934	1,625	2,046,028	389,147	2,435,176	5,608	

NOTES:—Traffic Train Mileage includes Loco. Fuel Trains.

Construction and Water Train Mileage does not include trains on lines under construction.

STATEMENT OF FLOTILLA STOCK, LAKE VICTORIA, FOR THE YEAR ENDED 31ST DECEMBER, 1934.

Date of launching and Serial No.	Name of distinguishing number of vessel.	1	2	3	4	5	6	7	8	9	10	11			12				17																	
												Indicated horse power	Displacement	Drift fully loaded.	Breadth.	Length over all.	Passenger Accommodations.	Cargo accommodation.		Number of days in commission.	Fuel capacity.	Speed in knots.	Officers.	Engineers.	Stewards.	Men.	Masters.	Engines-Asian.								
		H.P.	Tons.	Ft. in.	Ft.	Ft.	Tons.	Tons.	1st class.	2nd class.	oil.	Tons.	Number of days in commission.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.	oil.
February	S. S. "Winifred"	550	700	6 10	29	175	14	8	250	..	365	40	365	40	10	3	2	2	46	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
December	S. S. "Clement Hill"	635	1,100	7 0	32	225	30	20	450	..	365	29	365	29	10	3	2	2	46	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
December	Tug "Percy Anderson"	120	100	7 6	14	68	..	..	..	..	365	..	..	12	..	..	..	1	13	1	2	..	..	..	..	..	..	..	..	..	..	..	..	..
December	S. S. "Nyanza"	550	1,146	7 0	34	220	..	..	525	..	365	38	365	38	9	3	2	2	41	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September, 1914	S. S. "Usoga"	400	1,200	7 0	35	220	12	8	600	20	345	64	345	64	8	3	2	2	47	..	1
November	Tug "Kavondo"	400	200	7 0	21	100	..	..	..	..	226	129	129	37	9	..	1	1	25	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Purchased October, 1913	S. S. "Rusinga"	50	50	4 0	12	60	..	..	20	27	338	25	338	25	6	..	..	1	10	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September, 1914	S. S. "Rusinga"	400	1,200	7 0	35	220	28	12	550	365	..	44	..	44	8	3	2	2	47	..	1
November, 1925	Tug "Buganda"	400	200	7 0	21	105	..	..	..	..	128	237	..	45	9	..	1	1	25	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September, 1926	Tug "Buyuna"	400	200	7 0	21	105	..	..	..	..	365	..	..	45	9	..	1	1	25	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
September, 1921	M. V. "Kagera"	240 B.H.P.	75	3 1 1/2	18	89	..	..	..	..	365	..	..	20	10	..	..	1	10	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1906	S. L. Humming Bird	22	3	1 9	7	27.6	..	..	..	..	365	..	..	50	9	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

120

STATEMENT OF FLOTILLA STOCK, LAKE VICTORIA, FOR 1934—(Concluded.)

STATEMENT NO. 25—(Concluded.)

	Flats and Barges.	Tonnage.	Remarks.	CARRIAGE OF TROOPS.			
		Tons.		Horses only	Men only	Baggage only	
	Steel Barge Nos. 1 to 4, 6, 8, 10, 11, 14, 16 to 37	23 5 70 1 80 2	{ Lighter No. 9 transferred to Lake Albert in 1934. Lighters Nos. 5 and 7 condemned in 1934.	117	236	250	S. S. "Winifred"
	"Sybil"	..	..	144	400	120	S. S. "Clement Hill"
S. S. "Winifred"	1 Wooden Gp	350	Laid up	210	422	300	S. S. "Nyanza"
S. S. "Clement Hill"	2 Steel Life Boats 1 Steel Cutter 1 Wooden Gp	..	Laid up	302	607	500	S. S. "Usoga"
S. S. "Nyanza"	1 Steel Cutter 1 Wooden Dinghy	..	Laid up	30	..	..	Tug "Percy Anderson"
S. S. "Usoga"	1 Steel Life Boat 2 Steel Cutters 1 Wooden Gp	..	Laid up	259	521	500	S. S. "Rusinga"
S. S. "Rusinga"	1 Steel Life Boat 1 Wooden Gp	..	Laid up	50	10	..	Tug "Kavondo"
Tug "Kavondo"	2 Steel Life Boats	..	..	50	10	..	S. S. "Hussen"
S. S. "Hussen"	1 Wooden Dinghy	..	..	50	10	..	Tug "Buganda"
Tug "Percy Anderson"	1 Steel Cutter 1 Wooden Gp	..	..	50	10	..	Tug "Buyuna"
Tug "Buganda"	2 Steel Life Boats	..	..	..	..	..	M. V. Kagera
Tug "Buyuna"	2 Steel Life Boats	..	..	30	60	80	Motor Launch
Manse Surveys	2 Steel Life Boats	..	..	20	40	50	23 Lighters
M. V. Kagera	1 Motor Launch	..	..	10	30	30	5
	1 Motor Launch	..	..	20	60	50	2 Lighters
	1 Motor Launch	..	..	300	500	250	"Sybil"

191

STATEMENT OF FLOTILLA STOCK, LAKE KIOGA, FOR THE YEAR ENDED 31ST DECEMBER, 1934

STATEMENT No. 26.

Date of Launching and Serial No.	Name and distinguishing number of vessel.	Indicated horse power.	Displacement tonnage.	Draft fully loaded.	Breadth.	Length over all.	Passenger Accommodation.		Cargo accommodation.	Number of days running.	Number of days not in commission.	Fuel capacity.	Staff of					
							1st class.	2nd class.					Officers.	Engineers.	Stewards.	Clerks.	Men.	Engineers.	Men.
March, 1910	S. W. S. "Speke"	H.P. 175	Tons. 90	Ft. in. 3-6	Feet. 20	100	7	Nil.	Tons. 10	325	40	13	1	1	32	1		
April, 1913	S. W. S. "Stanley"	200	150	3-8	24	143	13	8	20	74	291	38	1	1	43	1		
July, 1925	S. W. S. "Grant"	350	228	3-0	26	134	16	8	20	365	38	10	1	1	43	1		
May, 1926	Motor Launch	14	3	1-6	8	28	Nil.	Nil.		365	6 galls. Petrol.				2			

Date of launching and serial No.	Lighters Nos.	Tonnage.	Remarks.	CARRIAGE OF TROOPS.		
				Horses only	Men only	Baggage only
April 1909	5	10		6	50	20
" " 1913	6	100	Steel, wooden hatches, decks		135	50
" " 1912	7, 8	100	" " " " " "		210	50
March 1914	No. 5, and No. 6	100	wooden decks			
March 1915	No. 8	100	Steel decks			
May 1916	" " " "	120	" " " "			
June 1916	" " " "	120	" " " "			
July 1916	" " " "	120	" " " "			
September 1916	" " " "	120	" " " "			
October 1916	" " " "	120	" " " "			
November 1916	" " " "	120	" " " "			
December 1916	" " " "	120	" " " "			
January 1917	" " " "	120	" " " "			
February 1917	" " " "	120	" " " "			
March 1917	" " " "	120	" " " "			
April 1917	" " " "	120	" " " "			
May 1917	" " " "	120	" " " "			
June 1917	" " " "	120	" " " "			
July 1917	" " " "	120	" " " "			
August 1917	" " " "	120	" " " "			
September 1917	" " " "	120	" " " "			
October 1917	" " " "	120	" " " "			
November 1917	" " " "	120	" " " "			
December 1917	" " " "	120	" " " "			
January 1918	" " " "	120	" " " "			
February 1918	" " " "	120	" " " "			
March 1918	" " " "	120	" " " "			
April 1918	" " " "	120	" " " "			
May 1918	" " " "	120	" " " "			
June 1918	" " " "	120	" " " "			
July 1918	" " " "	120	" " " "			
August 1918	" " " "	120	" " " "			
September 1918	" " " "	120	" " " "			
October 1918	" " " "	120	" " " "			
November 1918	" " " "	120	" " " "			
December 1918	" " " "	120	" " " "			
January 1919	" " " "	120	" " " "			
February 1919	" " " "	120	" " " "			
March 1919	" " " "	120	" " " "			
April 1919	" " " "	120	" " " "			
May 1919	" " " "	120	" " " "			
June 1919	" " " "	120	" " " "			
July 1919	" " " "	120	" " " "			
August 1919	" " " "	120	" " " "			
September 1919	" " " "	120	" " " "			
October 1919	" " " "	120	" " " "			
November 1919	" " " "	120	" " " "			
December 1919	" " " "	120	" " " "			

STATEMENT OF FLOTILLA STOCK, LAKE ALBERT, THE YEAR ENDED 31ST DECEMBER, 1934

STATEMENT No. 27.

Date of Launching and Serial No.	Name or distinguishing number of vessel.	Indicated horse power.	Displacement tonnage.	Draft fully loaded.	Breadth.	Length over all.	Passenger Accommodation.		Cargo accommodation.	Number of days running.	Number of days not in commission.	Fuel capacity.	Staff of					
							1st class.	2nd class.					Officers.	Engineers.	Stewards.	Men.	Engineers.	Men.
1908	P. S. "Samuel Baker"	H.P. 175	Tons. 160	Feet. 3-4	24	124	Nil.	Nil.	Tons. 50	203	162	10	1	1	40			
1922	S. L. "Livingstone"	100	60	3	12	60	4	Nil.	Nil.	288	77	8			15	1		
1927	S. W. "Lugard"	250	186	2	29	145	10	10	10	365	15	10	1	1	41	1		
1930	S. S. "Robert Coryndon" twin screw	800	860	7-2	32	207	18	20	200	365	55	55	2	2	51	1		
1930	Motor Launch	14	3	1-6	8	28				365	6 Galls. Petrol.				2			

Date of Launching and Serial No.	Lighters, etc.	Tonnage.	Remarks.	CARRIAGE OF TROOPS.		
				Horses only	Men only	Baggage only
August, 1926		50	Steel, wooden decks.	72	344	40
October, 1926	Lighter No. 3	50	" " " "		25	3
July, 1926	Steel boat	4	" " " "	10	200	10
September, 1926	" " " "	4	" " " "	150	1,150	100
Transferred from Lake Victoria and re-erected Aug. 1928	Lighter No. 5	50	Steel, wooden decks.	39	150	25
Transferred from Lake Victoria.	" " " "	120	Steel.	39	150	25
Under construction	" " " "			14	40	20
Procured in 1931	2 Dinghys		Steel.	30	60	80
P. S. "Samuel Baker"	1 Dinghy		Aluminium.	15	15	2
S. L. "Livingstone"	1 Dinghy		Steel.	15	15	2
S. W. "Lugard"	2 Steel Life Boats			15	15	2
S. S. "Robert Coryndon"	1 " Dinghy			15	15	2
	3 Carley Floats					

STEAMERS	EXPENDITURE										QUANTITY OF FUEL ISSUED				1933		1934				
	General Repairs- locks, etc.	Subordinate locks, etc.	Running Expen- diture	Maintenance	General Stores	Fuel	Oil, Tallow, etc.	New Works	Maintenance of Lights	Cleaning	Printing and Stationery	Passages	Total Expen- diture	Miles- Run	Tons Lifted	Wood	Oil	Cost per Ton	Consumption of Fuel per Mile	Cost per Ton	Consumption of Fuel per Mile
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
S.S. "Clément Hill"	..	..	..	..	..	Cr. 13	..	..	..	..	..	..	100	..	..	..	..	..	..	..	..
" " Nyssa "	..	..	144	..	..	Cr. 44	..	..	..	..	..	..	942	2,152	2,157	26,235	..	..	..	..	..
" " Unga "	..	..	245	196	10	144	..	..	127	..	..	..	10,924	35,318	27,878	325,928	..	..	..	..	..
" " Runa "	..	..	4,029	1,308	170	3,582	125	162	1,768	..	..	..	Cr. 27	..	..	..	..	..	..	..	..
" " Wharf "	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
" " Hana "	..	..	99	224	4	..	..	..	..	..	..	..	328	1,031	122	1,130	..	..	..	..	..
Tag " Percy Anderson "	..	..	1,004	223	26	385	36	..	..	..	..	..	1,704	15,774	4,795	73,462	..	..	..	..	..
" " Kaitiaki "	..	..	1,295	199	18	659	31	..	..	..	..	..	2,212	7,520	3,347	71,282	..	..	..	..	..
" " Runaiki "	..	..	611	161	49	552	27	..	..	..	..	..	1,400	7,298	6,490	49,511	..	..	..	..	..
" " Birawa "	..	..	1,899	274	56	1,301	48	..	..	..	..	..	3,578	14,502	12,202	102,339	..	..	..	..	..
M.V. " Kupa "	..	..	1,070	260	26	76	58	..	..	..	..	..	1,482	5,090	1,501	4,410	..	..	..	..	..
S.W.S. " Spide "	..	..	1,177	208	12	499	39	..	..	..	..	..	2,119	8,940	10,754	116,770	..	..	..	..	..
" " Ranga "	..	..	294	10	8	223	9	..	..	..	..	..	610	2,431	2,079	53,525	..	..	..	..	..
" " Otara "	..	..	1,592	519	47	1,257	50	..	..	..	..	..	3,961	17,086	16,268	295,175	..	..	..	..	..
P.S. " Samuel Baker "	..	..	194	75	..	229	5	..	..	..	..	..	627	2,786	1,558	21,903	..	..	..	..	..
Tag " Livingston "	..	..	464	108	9	154	18	..	..	..	..	..	114	5,716	126	35,650	..	..	..	..	..
S.W. " Lugard "	..	..	1,501	226	26	635	48	..	..	..	..	..	3,104	11,286	2,992	144,020	..	..	..	..	..
S.S. " Robert Corrydon "	..	..	3,345	371	46	1,331	66	..	..	..	..	..	5,964	9,404	7,544	133,128	..	..	..	..	..
General Maintenance	6,017	711	6,594	3,393	431	205	6	142	1,142	178	153	1,690	20,652	54	..	..	..	..	..	..	..
Total for the year ended 31st December, 1934 ..	6,017	711	25,483	7,288	940	10,595	571	306	1,162	4,629	183	1,890	69,245	146,499	109,213	719,692	760,026	..	..	..	..
Total for the year ended 31st December, 1933 ..	5,575	490	25,109	7,409	1,090	12,056	591	144	973	4,390	179	1,800	50,927	153,871	96,884	670,654	838,917	..	..	..	..
Difference ..	442	221	264	10	..	..	..	..	169	39	..	..	8,318	..	..	..	..	..	..	..	..
			Increase						26	110	682	7,372				89,911					

SUMMARY OF ACCIDENTS, 1934

CLASS "A"—Accidents resulting in loss of life or grievous hurt to persons:—

CLASSIFICATION	EUROPEANS		ASIANS		NATIVES	
	Killed	Injured	Killed	Injured	Killed	Injured
Passengers —						
Railway and Motor Service ..	1	..	..	1	..	..
Port ..	..	..	..	..	..	..
Lake Marine ..	..	..	..	..	..	..
Employees —						
Railway and Motor Service ..	..	..	..	1	2	11
Port ..	..	..	..	..	1	1
Lake Marine ..	..	..	..	..	1	6
Workshops and Locomotive Sheds ..	..	..	..	..	..	..
Persons on business on Railway premises ..	..	..	..	..	..	..
Persons on business on Port premises ..	1	1	..	..	..	..
Persons crossing at Level Crossings ..	..	..	..	..	..	3
Trespassers ..	..	..	..	..	3	2
TOTAL ..	2	1	..	2	7	23

CLASS "B". Accidents resulting in serious delays to traffic or damage to property, but not in loss of life or serious injury to persons:—

Railway —						
Collisions between trains and trolleys ..	..	..	..	..	..	2
" " train and motor lorry ..	..	..	..	..	..	1
" " train and ox wagon ..	..	..	..	..	..	1
" " train and motor bus ..	..	..	..	..	..	1
" " train and motor car ..	..	..	..	..	..	1
" " trolleys ..	..	..	..	..	..	1
Derailments due to track defects ..	..	..	..	..	..	3
" " mechanical defects ..	..	..	..	..	..	1
" " other causes ..	..	..	..	..	..	5
" " Miscellaneous ..	..	..	..	..	..	1
Washaways ..	..	..	..	..	..	3
Marine —						
Stranding of S.T. "ROBERT CORYNDON" ..	..	..	..	..	..	1
Motor boat capsized ..	..	..	..	..	..	1
Road —						
Collision between lorries ..	..	..	..	..	..	1
Port —						
Derailments ..	1	..	1	..	..	8
Collisions ..	1	..	1	..	..	1

193
STAFF.
RAILWAYS AND HARBOURS.

STATEMENT No. 30.

Designation.	1934		1933	
	Total staff employed on 31-12-1934	Total staff employed on 31-12-1933	Increase.	Decrease
EUROPEANS—				
Senior Officers	69	67	..	1
Clerical Staff	154	159	..	3
Running Staff	109	109	..	1
Workshops Staff.. .. .	61	54	7	..
Apprentices	31	31	..	..
Inspectors of Works, Permanent Way Inspectors, Second Engineers, etc., etc.	84	81	3	..
Total	524	509	5	..
ASIANS—				
Permanent Way Staff	24	25	9	..
Overseers and Sub-Overseers	12	13	..	..
Office Clerical Staff	212	310	3	..
Station Masters and Assistant Station Masters	277	175	12	..
Other Station Staff	202	243	15	..
Conductors	79	77	2	..
Drivers	33	35	..	2
Firemen	32	32	1	..
Artisan Classes	637	595	42	..
Cooks and Stewards	42	41	1	..
Marine Pies and Steamer Clerks	34	32	2	..
Tug Masters, Mates, 3rd Engineers, etc.	34	38	..	4
Apprentices, Chowkidars, Sweepers, Jemadars and Khalasis	35	29	6	..
Total	1,732	1,645	87	..
AFRICANS—				
Office Clerical Staff	81	72	9	..
Station (Signallers, Tally Clerks, etc.)	202	263	9	..
Artisan Classes	1,008	889	204	..
Running Staff	690	399	31	..
Apprentices	165	130	..	25
Unskilled labourers, Porters, etc.	12,404	11,628	1,856	..
Total	15,450	13,371	2,084	..
GRAND TOTAL	17,701	16,625	2,176	..

197
MILEAGE OF LINES.
MILEAGE OF LINES OPEN FOR TRAFFIC.

STATEMENT No. 31.

	RUNNING LINES				Siding Reduced to Single Track	Track Mileage (Total of Single Track In- cluding Sidings)	Year 1933 Track Mileage (Total of Single Track In- cluding Sidings)
	Route Mileage (Length of Road Single Track)	Second Track	Over two Tracks Reduced to Single Track	Total Miles Reduced to Single Track			
	M. CA.	M. EN.	M. CA.	M. CA.			
Lines Owned— Main Line	884-08	..	..	884-08	145-50	1,030-06	1,028-48
Principal Lines	323-00	..	..	323-00	27-09	350-09	349-47
Total Main and Principal Lines	1,207-08	..	..	1,207-08	173-07	1,380-15	1,378-42
Minor and Branch Lines	326-45	..	..	326-45	23-04	349-49	349-49
Lines Worked but not Owned	90-51	..	..	90-51	13-01	104-00	102-48
TOTAL	1,625-00	..	..	1,625-00	209-12	1,834-12	1,831-33

STATEMENT No. 32.
MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

NAME OF LINE	Miles Authorised	Miles Constructed but not Open for Traffic		Miles under Construction	Miles not Commenced or in Abeyance
	Length of Road	Length of Road	Length (Including Sidings)	Length of Road	Length of Road
	Nil	Nil	Nil	Nil	Nil
TOTAL .. .. .	..	..	..	..	..

TRAIN AND ENGINE MILEAGE

	1933							
	Train Miles Including Empty Trains	Shunting Miles	Other Miles (Assisting, Light, etc.)	Total Engine Miles	Train Miles Including Empty Trains	Shunting Miles	Other Miles (Assisting, Light, etc.)	Total Engine Miles
STEAM LOCOMOTIVES								
Coaching	36,122	4,372	2,000	42,494	302,027	37,812	7,698	347,537
Goods	1,486,759	283,376	51,500	1,821,635	1,694,150	257,553	62,213	2,003,916
Mixed	218,853	42,469	10,000	271,322	211,115	33,632	8,746	253,493
Railway Departmental								
(a) Coaching	100,381	113,843	25,507	239,731	200,000	74,902	22,163	498,512
(b) Other	2,453,178	623,571	20,000	3,096,749	2,900,000	186,999	100,820	3,093,820
TOTAL								
RAIL MOTORS	2,453,178	623,571	20,000	3,096,749	2,900,000	186,999	100,820	3,093,820
GRAND TOTAL	4,000,000	1,000,000	100,000	5,000,000	4,000,000	1,000,000	100,000	5,000,000

NOTE.—Shunting Miles are computed on the basis of 10 miles per hour. Other miles are computed on the basis of 10 miles per hour.

STATEMENT NO. 34
NUMBER OF ENGINE-MILES PER ENGINE HOUR

YEAR	Steam Locomotives			Rail Motors
	Passenger Service	Goods Service	Mixed	
1924	111,570	111,570	111,570	..
1933	46,299	59,089	23,868	..
1932	43,326	26,557	107,724	..
1931	40,340	26,153	24,461	..

STATEMENT NO. 35
LOCOMOTIVE USER

STEAM LOCOMOTIVES	Average Number Available	Average Number Available for Traffic		Total Mileage Run (Expanding Harbours and Shays)		Average Mileage per Locomotive (or Rail Motor) Available for Traffic	
		1924	1933	1924	1933	1924	1933
C	3500	2519	2138	1,048,629	1,048,629	416.65	486.54
G	4100	4112	4112	263,027	263,027	63.86	63.86
M	6200	6232	5335	1,363,120	1,363,120	218.74	254.64
E	200	..	..	..	..	..	..
E1	700	..	..	..	..	..	..
E2	3400	441	436	118	118	34.79	34.79
E3	800	1906	1735	313,016	313,016	391.26	454.26
E4	3000	..	..	..	..	..	..
TOTAL	18500	10744	10154	1,634,881	1,634,881	143.49	170.49
RAIL MOTORS							
M	18500	10744	10154	1,634,881	1,634,881	88.37	103.49

STATEMENT NO. 36
LOCOMOTIVE USER

STEAM LOCOMOTIVES	Average Number Available for Traffic		Average Number Available for Traffic		Net Ton-miles per Goods Train Engine Hour	
	1924	1933	1924	1933	1924	1933
C	2519	2138	1,048,629	1,048,629	104.86	104.86
G	4112	4112	263,027	263,027	63.86	63.86
M	6232	5335	1,363,120	1,363,120	218.74	254.64
E	..	..	..	..	..	..
E1	441	436	118	118	34.79	34.79
E2	1906	1735	313,016	313,016	391.26	454.26
E3	..	..	..	..	..	..
E4	..	..	..	..	..	..
TOTAL	10744	10154	1,634,881	1,634,881	143.49	170.49
RAIL MOTORS						
M	10744	10154	1,634,881	1,634,881	88.37	103.49

NOTE.—Yards are 4-wheel Unit. Bogie Vehicles—Two 4-wheel Units.

STATEMENT No. 37.

YEAR	Average Number on Hand		Average Mileage Run		Average Mileage per Vehicle Available for Traffic	
	Passenger Vehicles	Other Coaching Vehicles	Passenger Vehicles	Other Coaching Vehicles	Passenger Vehicles	Other Coaching Vehicles
1934	5,986	3,889	37,254,525	8,928,028	6,223	2,299
1933	6,027	4,123	39,248,100	14,320,037	6,581	1,976

These figures are not maintained by the Administration.

NOTE.—Vehicles—4-wheel Unit. Bogie Vehicles—Two 4-wheel Units.

STATEMENT No. 38.

GOODS VEHICLE USER.

YEAR	Average Number Available for Traffic		Total Goods Vehicle Mileage Run		Average Mileage per Goods Vehicle Available for Traffic		Net Ton Mileage Available for Traffic		Percentage of Average Load to Average Carrying Capacity		Tonnage Carried per Ton Capacity Annum	
	Number	Available for Traffic	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Percentage of Average Load to Average Carrying Capacity	Tonnage Carried per Ton Capacity Annum
1934 ..	5,986	3,889	37,254,525	8,928,028	14,320,037	52,847,137	2,342	3,076	81,977	78,761	83.33	2,299
1933 ..	6,027	4,123	39,248,100	14,320,037	52,847,137	12,518	12,518	78,761	8.43	65.81	1,976	

NOTE.—Vehicles—4-wheel Unit. Bogie Vehicles—Two 4-wheel Units.

STATEMENT No. 39.

TIMEKEEPING OF BOOKED PASSENGER TRAINS

	Number Run		Number Arriving on Time		Arrivals to Time not later than 15 minutes		Arrivals later than 15 minutes		Percentage of Number Run Arriving on Time	
	1934	1933	1934	1933	1934	1933	1934	1933	1934	1933
Main Line Trains	2,959	2,772	2,333	2,256	340	434	286	282	78.84	78.91
Branch Line Trains	1,723	1,712	949	996	292	186	482	426	55.08	51.91

NOTE.—Main line trains include Mail and Mixed

STATEMENT No. 40.

ROAD MOTOR MILEAGE

TYPE OF VEHICLE	1934			1933		
	Number	Mileage Run During Year	Average Mileage per Vehicle	Number	Mileage Run During Year	Average Mileage per Vehicle
Albion 3-ton Lorries	7 (1)	168,617	24,088.14	7	169,622	24,231.71
Albion 4-ton Lorries with Carry-more Trailer Attachments	4	65,009	16,252.25	4	45,422	11,355.50
Albion 4-ton Lorries with 4-ton Trailers	4	100,250	25,062.50	4	65,152	16,288.00
Albion 6-ton Rigid 6 wheeler	2	37,228	18,614.00	2	38,031	19,015.50
Albion Passenger Van (7-seater)	1	3,198	3,198.00	1	2,631	2,631.00
Albion Passenger Van (14-seater)	1	14,672	14,672.00	1	12,378	12,378.00
Willys Knight Box-body Car	1	3,934	3,934.00	1	2,265	2,265.00
International Truck	1 (2)	2,641	2,641.00			
TOTAL	21	306,548	18,835.67	20	335,501	16,775.05

- (1) One vehicle Written off during 1934
 (2) Temporarily on loan from Engineering Dept. in 1934

Used on Administration's service only

RAILWAY WORKING RESULTS FOR TEN YEARS
(RAIL, LAKE MARINE AND ROAD SERVICES)

YEAR	Route Mileage Open to Public Traffic		Total Capital Expenditure	Passengers Carried	Tons of Paving Goods Carried	Gross Receipts	Working Expenditure including Provision for Renewals	Percentage of Expenditure to Receipts (Col. 6 to Col. 5)	Balance of Receipts over Expenditure
	M.	Ch.							
1904 ..	1,625	0	14,352,200	68,578	79,332	2,272,206	1,396,334	59.72	846,851
1905 ..	1,625	0	19,782,941	524,271	771,714	2,081,162	1,325,156	63.46	763,006
1906 ..	1,625	7	18,692,822	575,176	726,154	1,836,661	1,368,688	74.44	469,978
1907 ..	1,616	0	18,464,469	791,188	822,232	1,500,726	1,608,488	84.49	268,238
1908 ..	1,556	6	17,834,638	1,366,298	1,003,644	3,215,229	1,749,554	79.01	464,675
1909 ..	1,806	0	16,841,996	1,196,014	1,105,702	2,448,960	1,684,701	67.87	764,259
1910 ..	1,873	0	16,155,297	1,133,616	964,851	2,814,480	1,862,161	66.36	732,279
1911 ..	1,704	8	15,069,057	1,003,834	887,616	2,126,063	1,414,219	66.82	711,824
1912 ..	1,708	0	13,336,167	1,015,770	641,278	2,689,710	1,463,378	69.88	626,332
1913 ..	1,681	0	11,691,498	946,269	646,046	1,890,849	1,274,146	63.91	719,363

* Includes season tickets

STANDARD UNITS OF CURRENCY, WEIGHTS AND DISTANCES

Unit of Currency

East African Shilling = 100 cents

Shillings = £1 English

Unit of Weight

1 Ton English = 2240 lbs

Unit of Measure

1 Mile English = 5280 Feet = 1760 yards

STATEMENT OF WASTING ASSETS (RAIL SERVICES)

DETAILS OF ASSETS	Capital Expenditure as at 31st Dec. 1934	Estimated Life
	£	Years
BRIDGE WORK—		
Major Bridges	963,878	75
Minor Bridges	574,798	100
FENCING	49,554	12½
TELEGRAPH—		
Telegraph	22,448	15½
Tyer's Tablet Instruments, etc.	35,847	15½
PERMANENT WAY	4,323,394	33½
STATIONS AND BUILDINGS—		
<i>Stations and Offices.</i>		
Temporary	195,477	25
Permanent	514,591	100
Workshops and Stores	348,675	66½
<i>Staff Quarters.</i>		
Temporary	177,456	25
Permanent	1,399,281	100
Station Machinery	467,674	22½
ROLLING STOCK—		
Locomotives	1,427,761	20
Carriages and Wagons	2,462,543	30
PLANT—		
Engineering	43,474	6½
Locomotive	189,919	15
Transportation	7,797	20
Stores	26,126	25
JETTIES AND FERRIES	246,216	25
TOTAL	12,567,895	

STATEMENT No. 44

STATEMENT OF WASTING ASSETS (LAKE MARINE)

Details of Assets	Capital Expenditure as at 31st December, 1934	Estimated Life
	£	Years
Steamers, Tugs, Lighters, Plant, etc.	533,156	33½

STATEMENT OF WASTING ASSETS (MOTOR SERVICES)

Details of Assets	Capital Expenditure as at 31st December, 1934	Estimated Life
	£	Years
Motor Vans, Lorries and Trailers	28,610	5

STATEMENT No. 46

STATEMENT OF WASTING ASSETS (HARBOURS)

Details of Assets	Capital Expenditure as at 31st Dec. 1934	Estimated Life
	£	Years
Kilindini Old Pier	79,499	66½
Wharf and Jetties	23,162	33½
Fenders	1,300	10
Railways and Sidings	95,721	33½
Electrical Installation, Cranes and Equipment	189,321	29
Crane Roads	15,615	33½
Macadamised Roadways	39,719	20
Tugs, Launches and Pontoons	64,867	13½
Lights, Buoys and Beacons	21,561	33½
Water Supply	6,115	33½
Brick Transit Sheds	346,822	100
Transit Sheds and Goods Sheds, etc.	84,634	50
Fencing	3,977	33½
Stations and Offices, etc.	11,737	25
Godowns	6,889	50
Staff Quarters	41,231	100
TOTAL	1,635,364	

STATEMENT No. 47

PORT DEPARTMENT—LIGHT-HOUSES AND HARBOUR LIGHTS

STATION	Class of Light	Candle Power	Range Miles	Height above High Water	Remarks
Ras Serani Main Light	4th Order	22,000	15	85 feet	Electric and A.G.A. Gas.
Ras Serani Front Light	—	300	10	62 "	A.G.A.
*Ras Iwa Tini	—	300	11	36 "	A.G.A.
*Kilifi	—	1,000	17½	130 "	A.G.A.
Malindi	—	—	10	69 "	Oil } at present limited by light power, not by horizon.
Lamu	—	—	10	170 "	Oil }
Harbour Light—10 Beacons using A.G.A. Gas.					
Harbour Buoys—2 Buoys using A.G.A. Gas.					

* Unattended.

STATEMENT OF WASTING ASSETS (RAIL SERVICES)

DETAILS OF ASSETS	Capital Expenditure as at 31st Dec. 1934	Estimated Life
	£	Years
BRIDGE WORK—		
Major Bridges	908,678	75
Minor Bridges	374,788	100
FENCING	15,266	12½
TELEGRAPH—		
Telegraph	32,640	15½
Tyer's Tablet Instruments, etc.	35,042	15½
PERMANENT WAY	4,323,384	33½
STATIONS AND BUILDINGS—		
<i>Stations and Offices.</i>		
Temporary	188,877	25
Permanent	814,381	100
Workshops and Stores	348,675	66½
<i>Staff Quarters.</i>		
Temporary	177,456	25
Permanent	1,206,281	100
Station Machinery	487,074	22½
ROLLING STOCK—		
Locomotives	1,427,701	20
Carriages and Wagons	2,482,543	30
PLANT—		
Engineering	43,574	6½
Locomotive	188,880	15
Transportation	7,787	20
Stores	26,136	25
JETTIES AND FERRIES	240,216	25
TOTAL	12,167,886	..

STATEMENT No. 44

STATEMENT OF WASTING ASSETS (LAKE MARINE)

Details of Assets	Capital Expenditure as at 31st December, 1934	Estimated Life
	£	Years
Steamers, Tugs, Lighters, Plant, etc.	533,150	33½

STATEMENT OF WASTING ASSETS (MOTOR SERVICES)

Details of Assets	Capital Expenditure as at 31st December, 1934	Estimated Life
	£	Years
Motor Vans, Lorries and Trailers	28,610	5

STATEMENT No. 46

STATEMENT OF WASTING ASSETS (HARBOURS)

Details of Assets	Capital Expenditure as at 31st Dec. 1934	Estimated Life
	£	Years
Kilindini Old Pier	76,488	66½
Wharf and Jetties	23,182	33½
Fenders	1,988	10
Railways and Sidings	85,721	33½
Electrical Installation, Cranes and Equipment	188,331	20
Crane Roads	19,615	33½
Macadamised Roadways	26,719	10
Tugs, Launches and Pontoons	64,827	20
Lights, Buoys and Beacons	21,281	13½
Water Supply	5,115	33½
Brick Transit Sheds	348,822	100
Transit Sheds and Goods Sheds, etc.	94,694	50
Fencing	3,097	33½
Stations and Offices, etc.	11,737	25
Godowns	6,488	50
Staff Quarters	41,331	100
TOTAL	1,635,264	..

STATEMENT No. 47

PORT DEPARTMENT—LIGHT-HOUSES AND HARBOUR LIGHTS

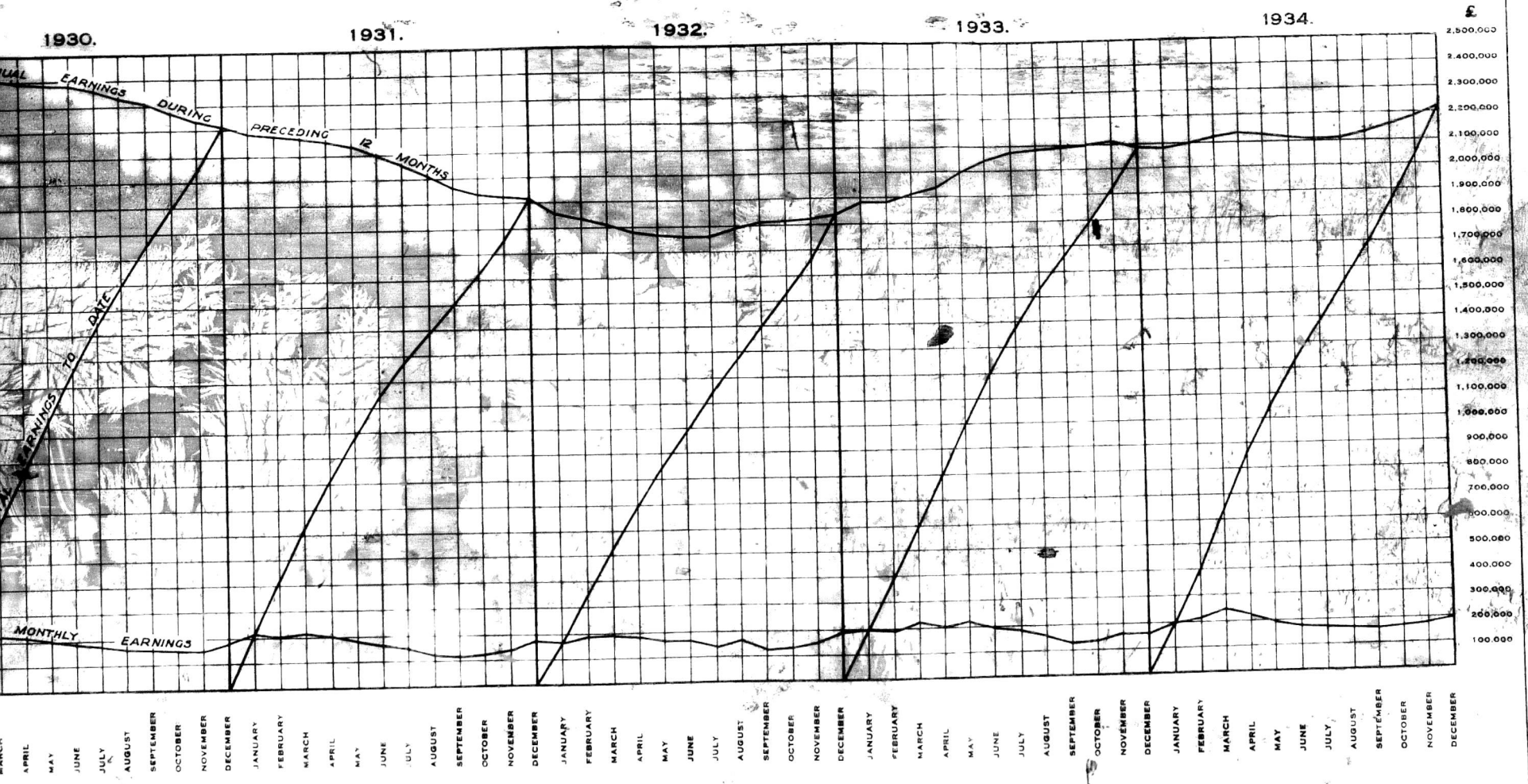
STATION	Class of Light	Candle Power	Range Miles	Height above High Water	Remarks
Ras Serani Main Light ..	4th Order	22,000	15	85 feet	Electric and A.G.A. Gas.
Ras Serani Front Light ..	—	300	10	62 "	A.G.A.
*Ras Iwa Tini	—	300	11	36 "	A.G.A.
*Kilifi	—	1,000	17½	130 "	A.G.A.
Malindi	—	—	10	69 "	Oil, } at present limited by light power, not by horizon.
Lamu	—	—	10	170 "	Oil. }
Harbour Light—10 Beacons using A.G.A. Gas.					
Harbour Buoys—2 Buoys using A.G.A. Gas.					

* Unattended.

PORT DEPARTMENT CRAFT

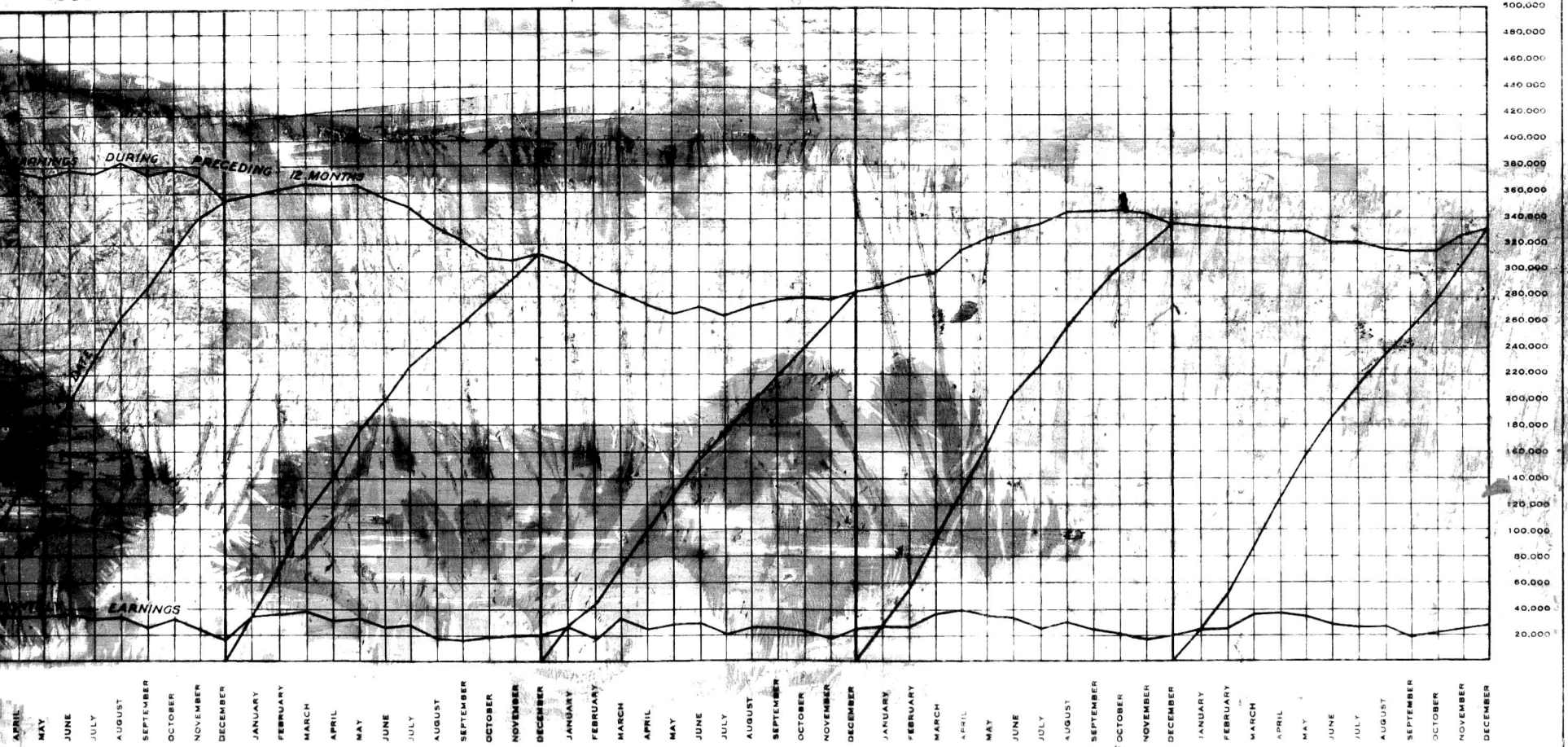
Name of Vessel	Type	Year built	Description	Dimensions			Reg. Tonnage		H.P.		Value shown in Capital Account	Remarks
				L.	B.	D.	Net	Gross	N.H.P.	I.H.P.		
<i>Maria Felice</i>	Harbour tug	1929	Steam, oil fuel. Twin screw	104'	28' 5"	13' 3"		271	139	1,200	31,034	Classed A.1. at Lloyds. Built at Earls Hill. Not suitable for sea-going work. Salvage and fire appliances. Classed A.1. at Lloyds. For Harbour and Flotage work.
<i>Nerua</i>	Tug	1925	Steam, oil fuel. Single screw	99' 8"	22' 1"	11' 1"	64	179	62	500	18,419	
<i>Marta</i>	Steam launch	1912	Steam, coal. Single screw	65'	14'					130	3,529	
<i>Sindho I.</i> <i>Sakoti I.</i>	Second-hand motor boat	1930	Petrol. Twin screw	42' 1"	9' 7"	4' 6"		2	18	8"	1,132	Flotage work.
		1924	ditto	35' 1"	7' 6"			2	15	7"	700	
<i>Asai</i>	Motor boat	1928	Petrol. Single screw	27' 3"	7' 6"			4	28	5"	677	Harbour Launches.
<i>Uraga</i>		1913	"	30' 8"	6' 6"			4	14	4 1/2"	600	
<i>Kazi Mingsi</i>		1929	"	27'	7'			4	14	4 1/2"	586	
<i>Cuty Sarah</i>		1922	"	25'	8' 3"			4	14	4 1/2"	285	
<i>Kubari</i>		1929	"	22' 4"	6' 0"			2	8	4 1/2"	406	
<i>Victor I</i>		1914	"	22' 2"	6' 2"			2	7	4 1/2"	180	
<i>Victor II</i>		1927	"	22' 0"	6' 0"			2	7	4 1/2"	364	
<i>Razin</i>	Steam launch	1913	Wood or coal. Single screw	55'	12'				1 1/2"	90	2,766	Harbour Launch stationed at Lamu.
<i>Ferry</i>	Ferry	No. 2	Petrol. Single screw	28'	7' 6"	2' 10"		2	15	7"	250	Classed A.1. at Lloyds. Built at Earls Hill. Not suitable for sea-going work. Salvage and fire appliances. Classed A.1. at Lloyds. For Harbour and Flotage work.
		No. 3	"	28'	7' 6"	2' 11"		2	15	7"	300	
		No. 4	"	30' 3"	8' 8"	2' 7"		4	14	4 1/2"	300	
		No. 5	"	30' 2"	8' 8"	2' 7"		4	14	4 1/2"	600	
		No. 6	"	30' 7"	8' 8"	2' 7"		2	15	7"	479	
	No. 7	"	30' 5"	8' 10"	2' 6"		4	14	4 1/2"	508		
<i>Steel Ferry</i>	Steel Pontoon	No. 7	Ferry Pontoon	33'	11' 10"	3' 4"			Length Overall		468	Classed A.1. at Lloyds. Built at Earls Hill. Not suitable for sea-going work. Salvage and fire appliances. Classed A.1. at Lloyds. For Harbour and Flotage work.
		No. 8	"	33'	11' 10"	3' 4"			35' 7"		468	
		No. 9	"	33'	12'	2' 9"			35' 7"		548	
		No. 10	"	33'	12'	2' 9"			35' 7"		548	

RAILWAYS EARNINGS.
COMBINED "Z" DIAGRAMS
FOR
1930 - 1934.



— HARBOURS EARNINGS —
 — COMBINED "Z" DIAGRAMS —
 — FOR —
 — 1930 — 1934 —

1930. 1931. 1932. 1933. 1934.



£
 500,000
 480,000
 460,000
 440,000
 420,000
 400,000
 380,000
 360,000
 340,000
 320,000
 300,000
 280,000
 260,000
 240,000
 220,000
 200,000
 180,000
 160,000
 140,000
 120,000
 100,000
 80,000
 60,000
 40,000
 20,000

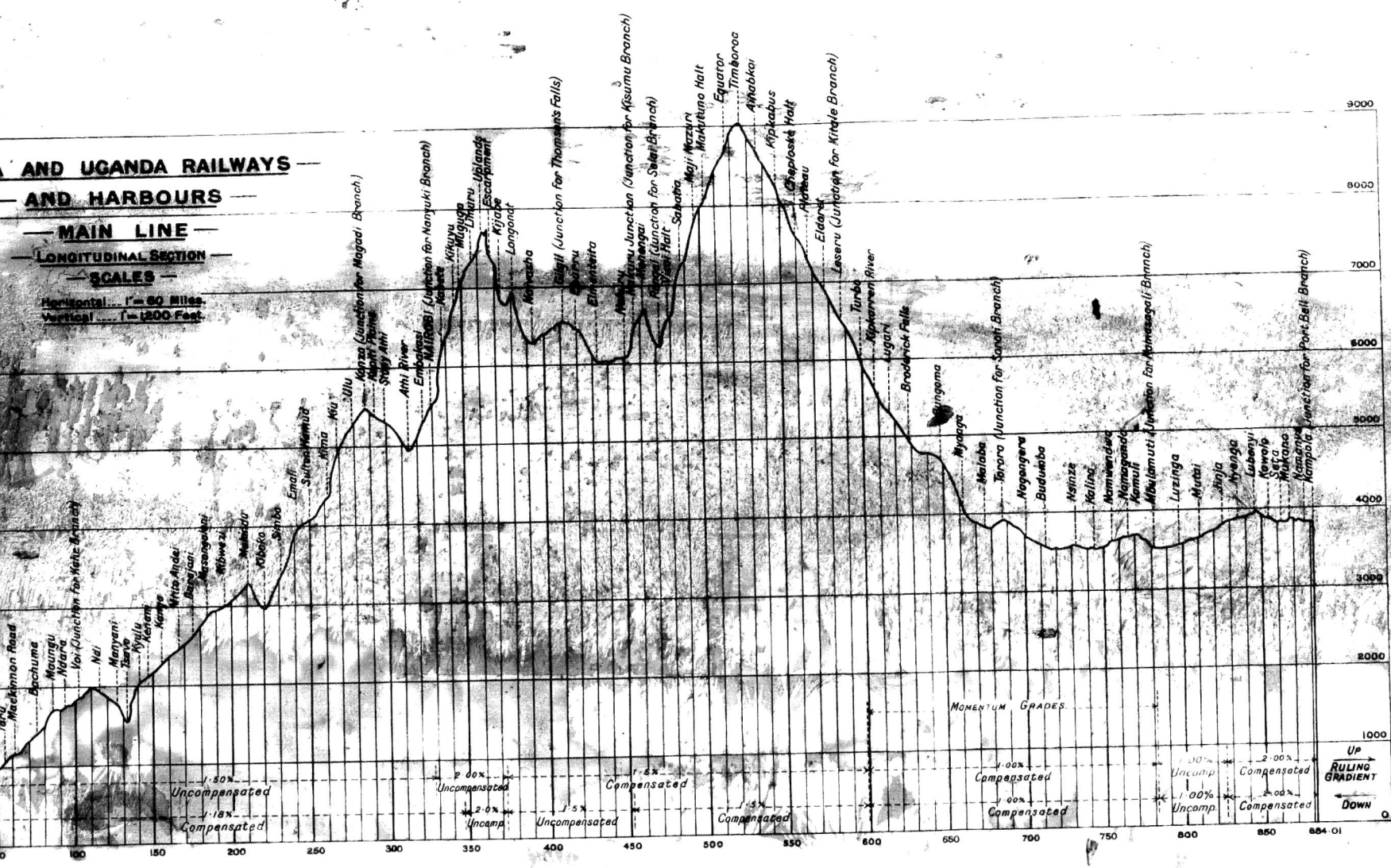
APRIL
 MAY
 JUNE
 JULY
 AUGUST
 SEPTEMBER
 OCTOBER
 NOVEMBER
 DECEMBER
 JANUARY
 FEBRUARY
 MARCH
 APRIL
 MAY
 JUNE
 JULY
 AUGUST
 SEPTEMBER
 OCTOBER
 NOVEMBER
 DECEMBER
 JANUARY
 FEBRUARY
 MARCH
 APRIL
 MAY
 JUNE
 JULY
 AUGUST
 SEPTEMBER
 OCTOBER
 NOVEMBER
 DECEMBER

UGANDA RAILWAYS AND HARBOURS

MAIN LINE

LONGITUDINAL SECTION

Horizontal... 1" = 50 Miles
Vertical... 1" = 200 Feet



— KENYA AND UGANDA RAILWAYS AND HARBOURS — — BRANCH LINES — — LONGITUDINAL SECTION — SCALES —

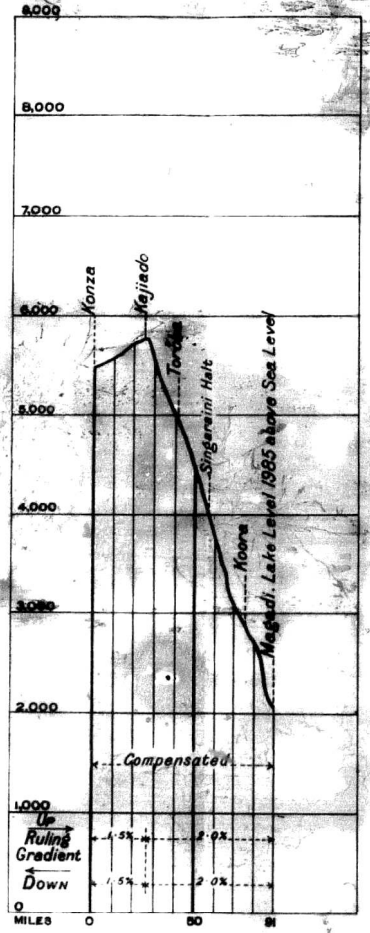
Horizontal 1" = 60 Miles
Vertical 1" = 1200 Feet

— SHEET No 2 —

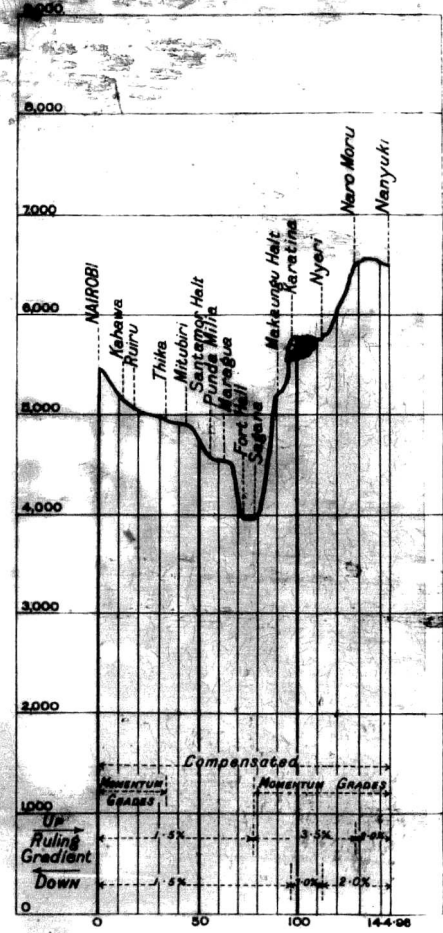
— KAHHE BRANCH —



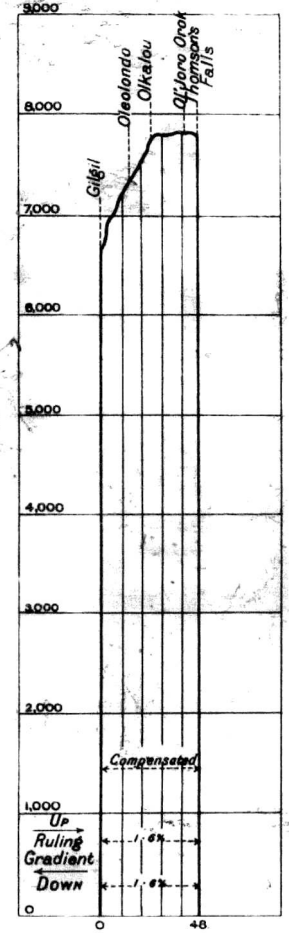
— MAGADI BRANCH —



— NANYUKI BRANCH —



— THOMSON'S FALLS —

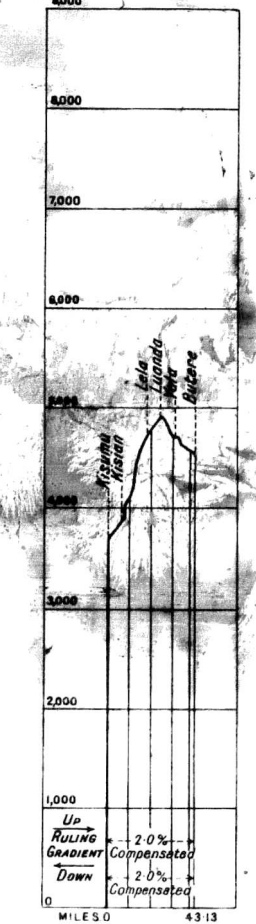


AND UGANDA RAILWAYS AND HARBOURS — — BRANCH LINES — — LONGITUDINAL SECTION — — SCALES: Horizontal 1" = 60 Miles. Vertical 1" = 1200 Feet.

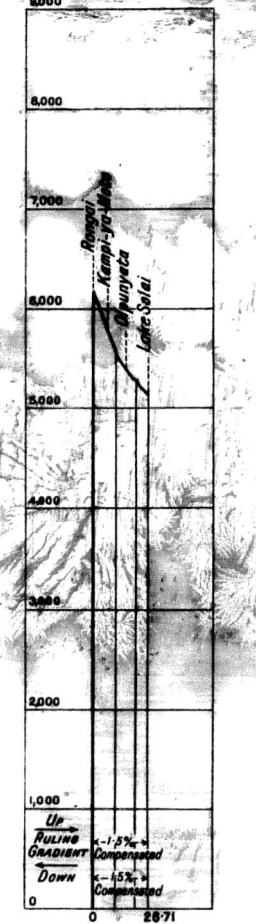
MUMU BRANCH



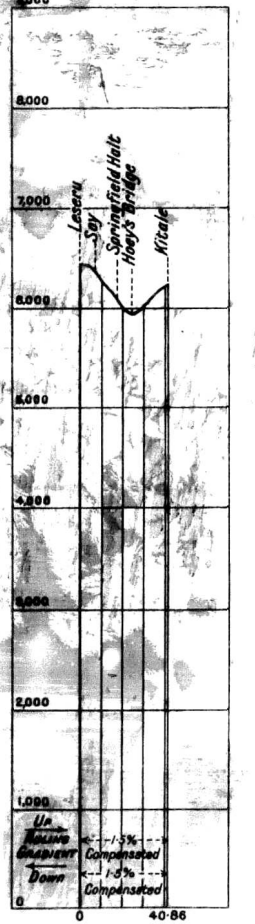
YALA BRANCH



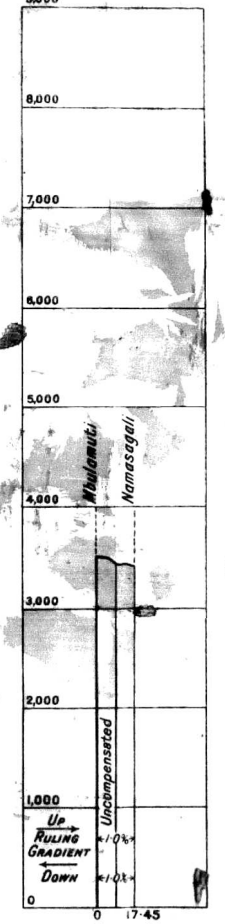
SOLAI BRANCH



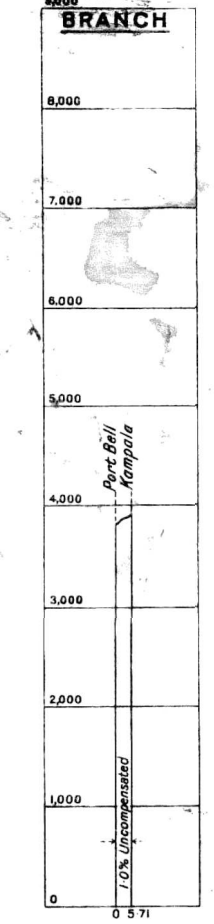
KITALE BRANCH



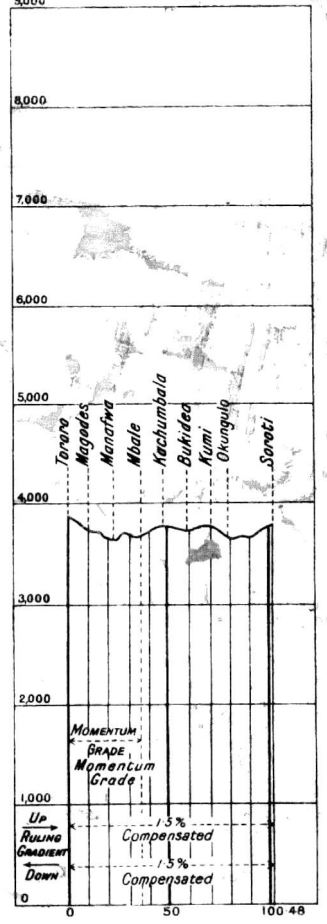
NAMASAGALI BRANCH



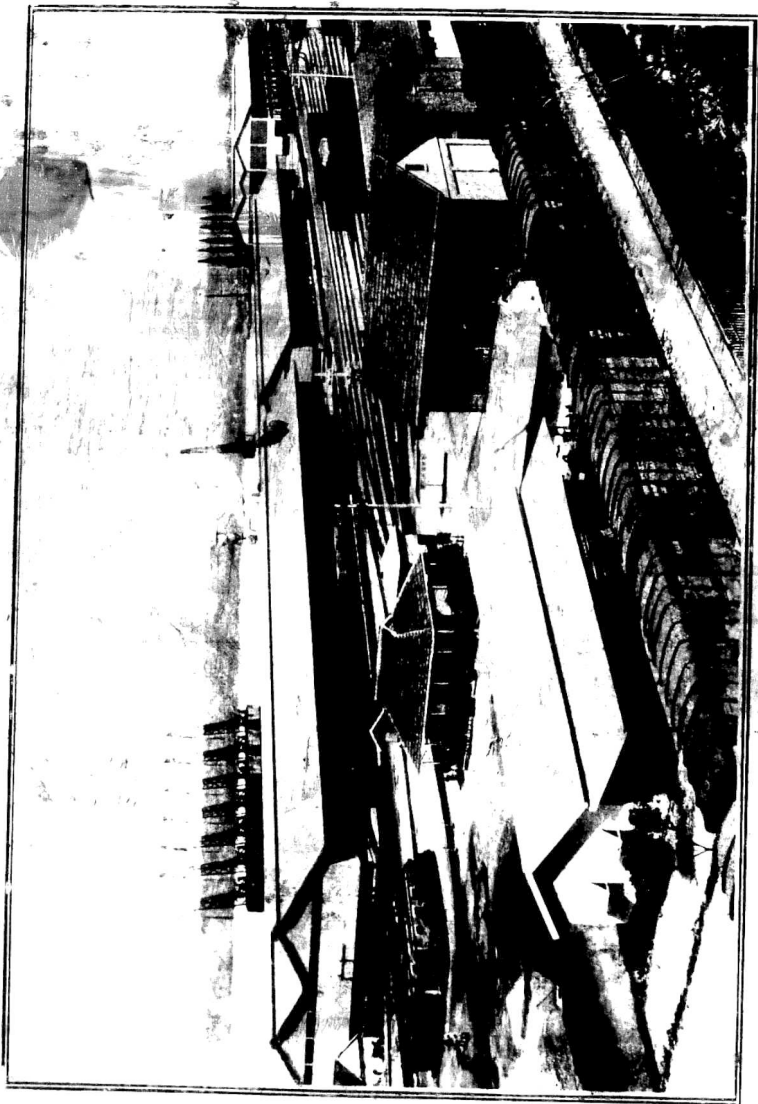
KAMPALA PORT BELL BRANCH



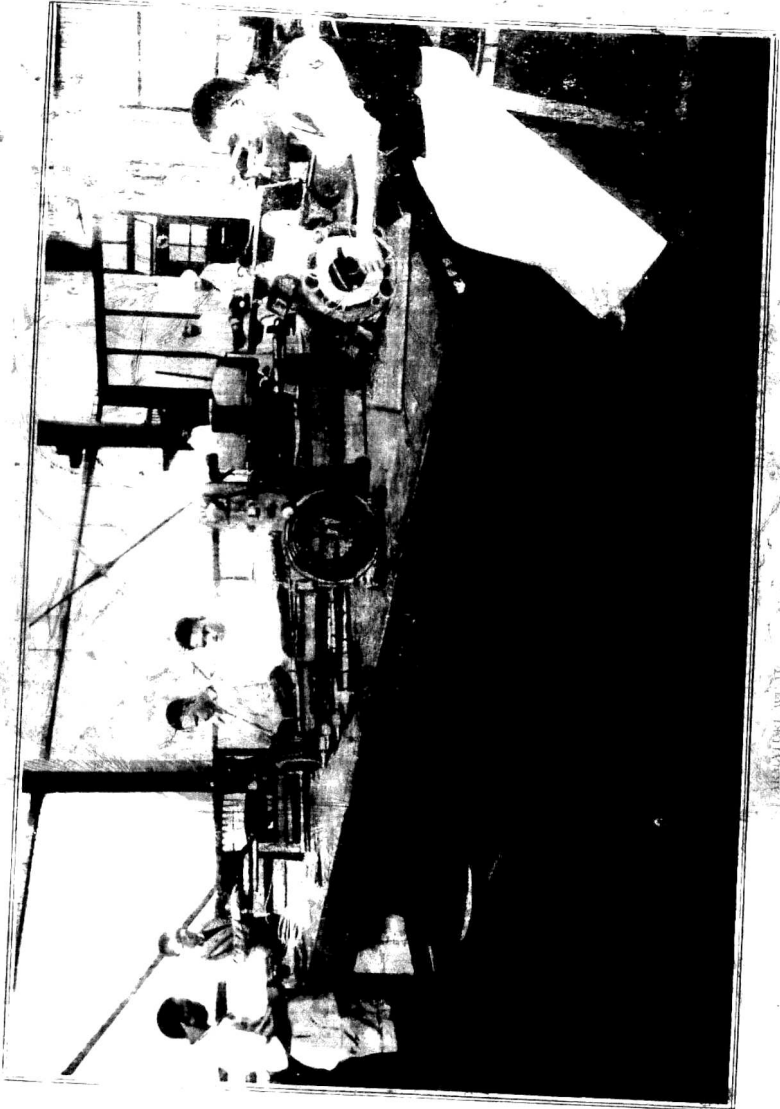
SOROTI BRANCH



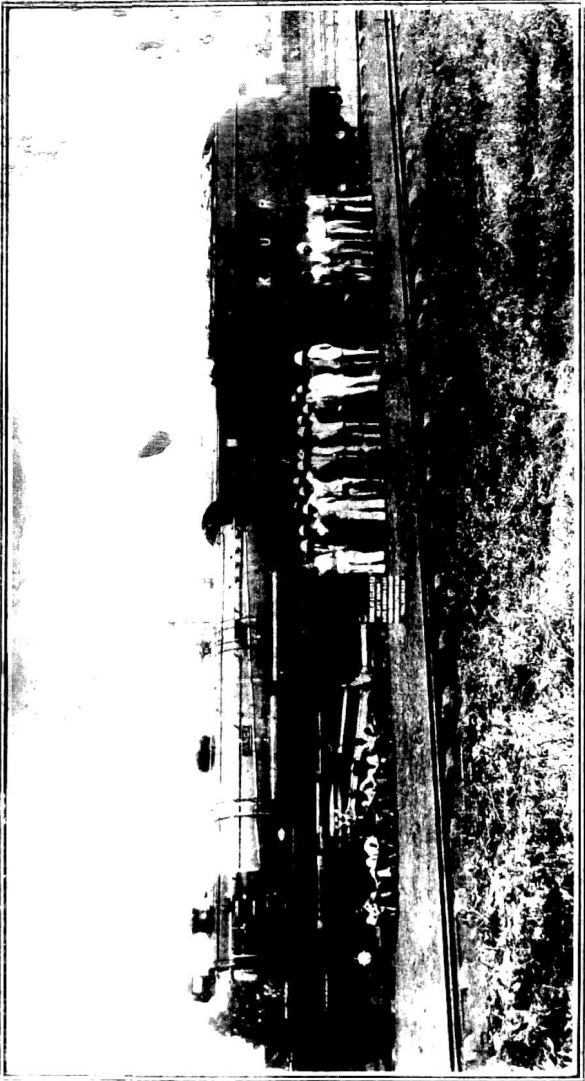


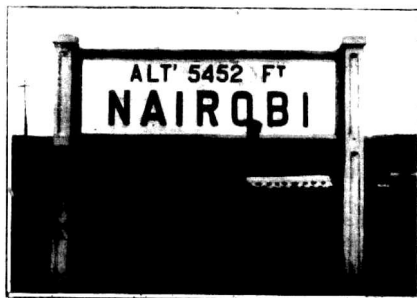
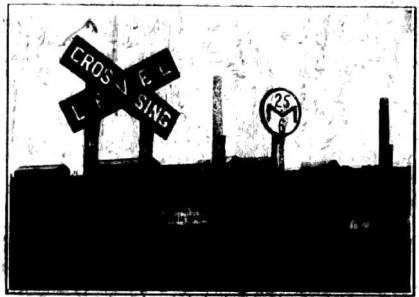
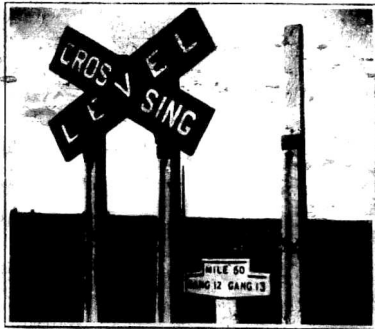


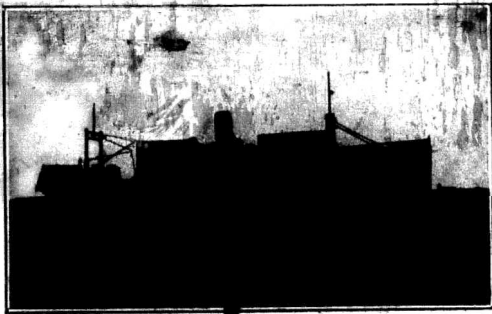
U.S. GOVERNMENT PRINTING OFFICE: 1917



1854-1855

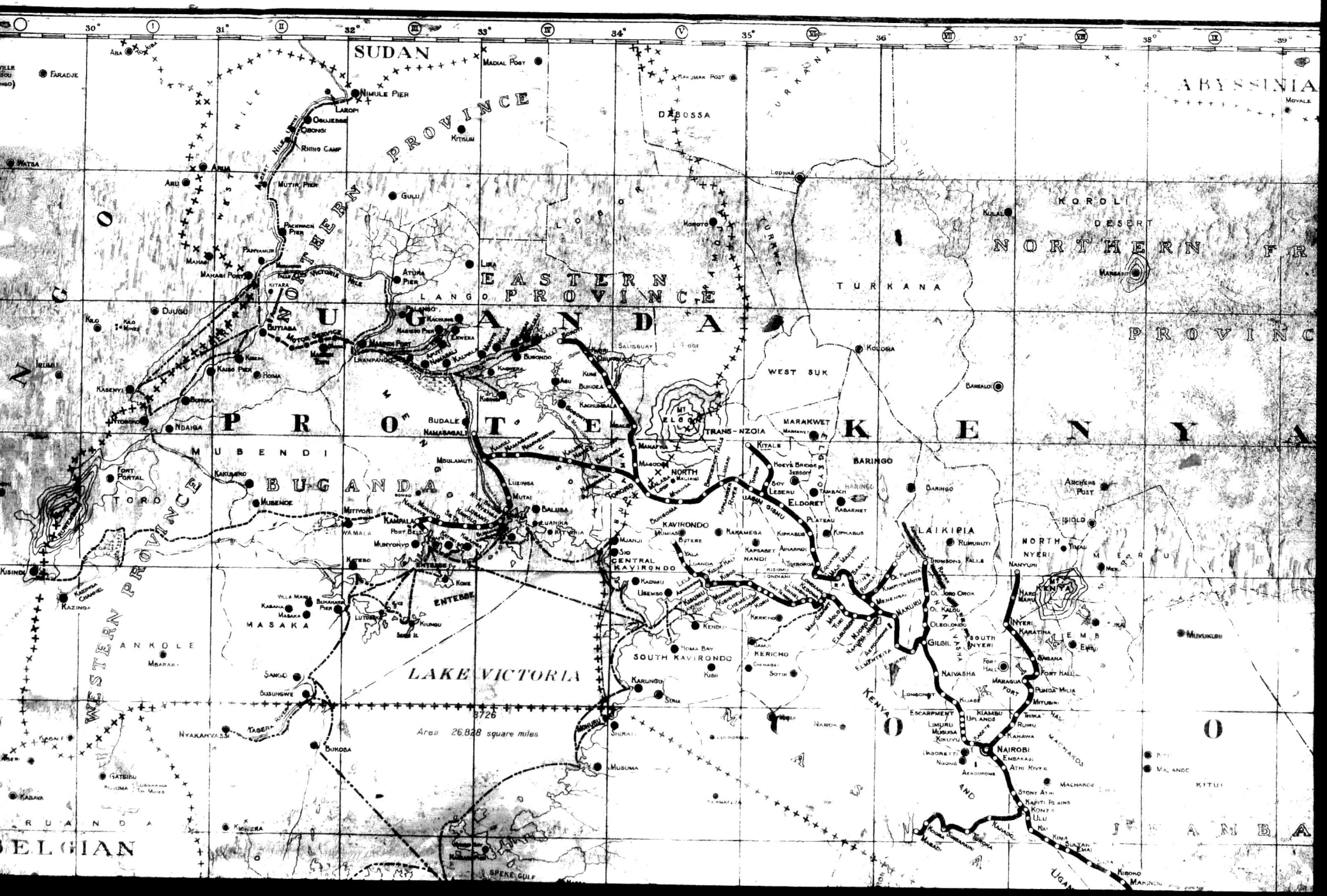






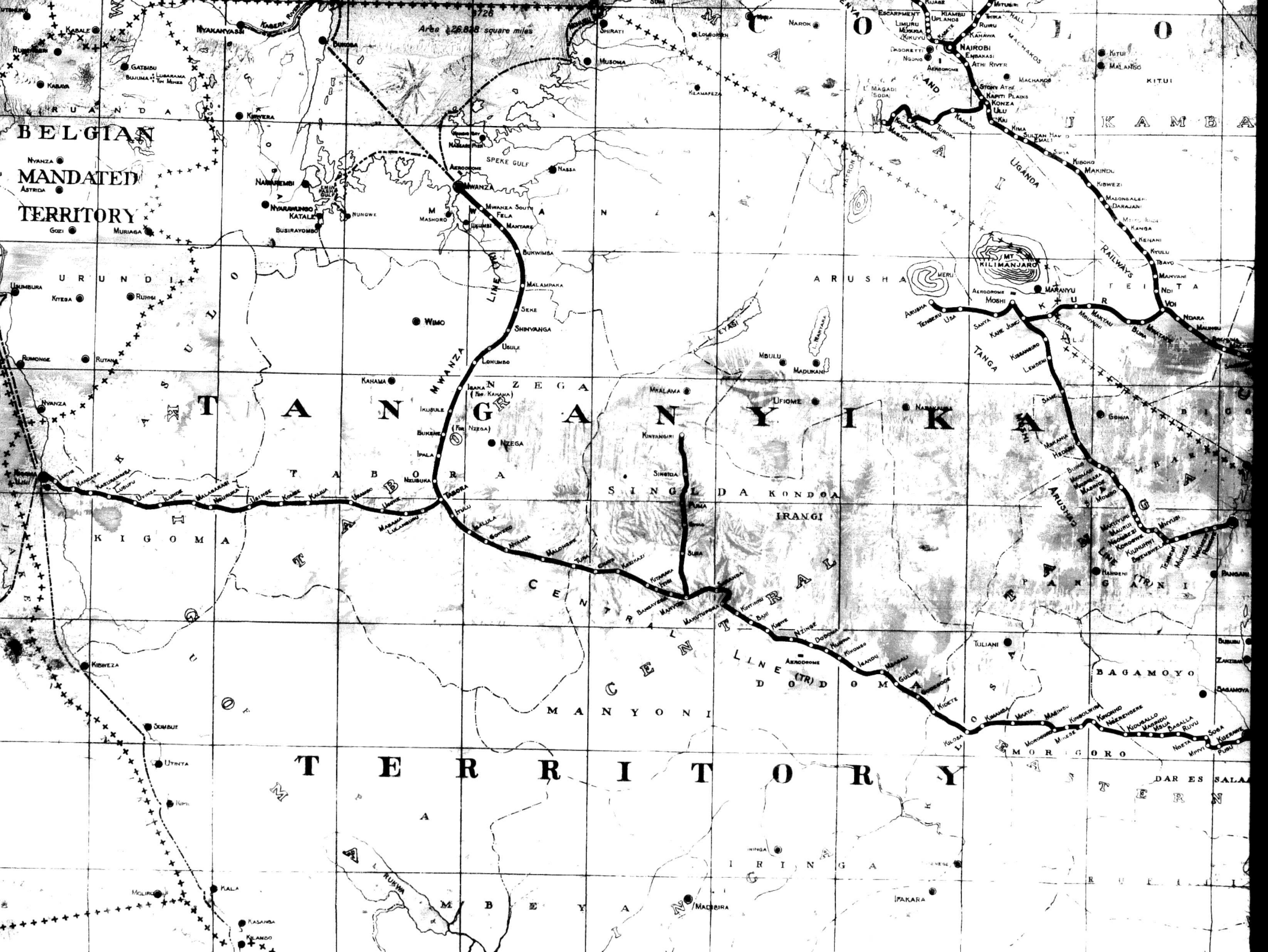
S.S. ROBERT CORYNDON IN FLOATING DRY DOCK AT BU HAHA
(Referred to in page 38.)

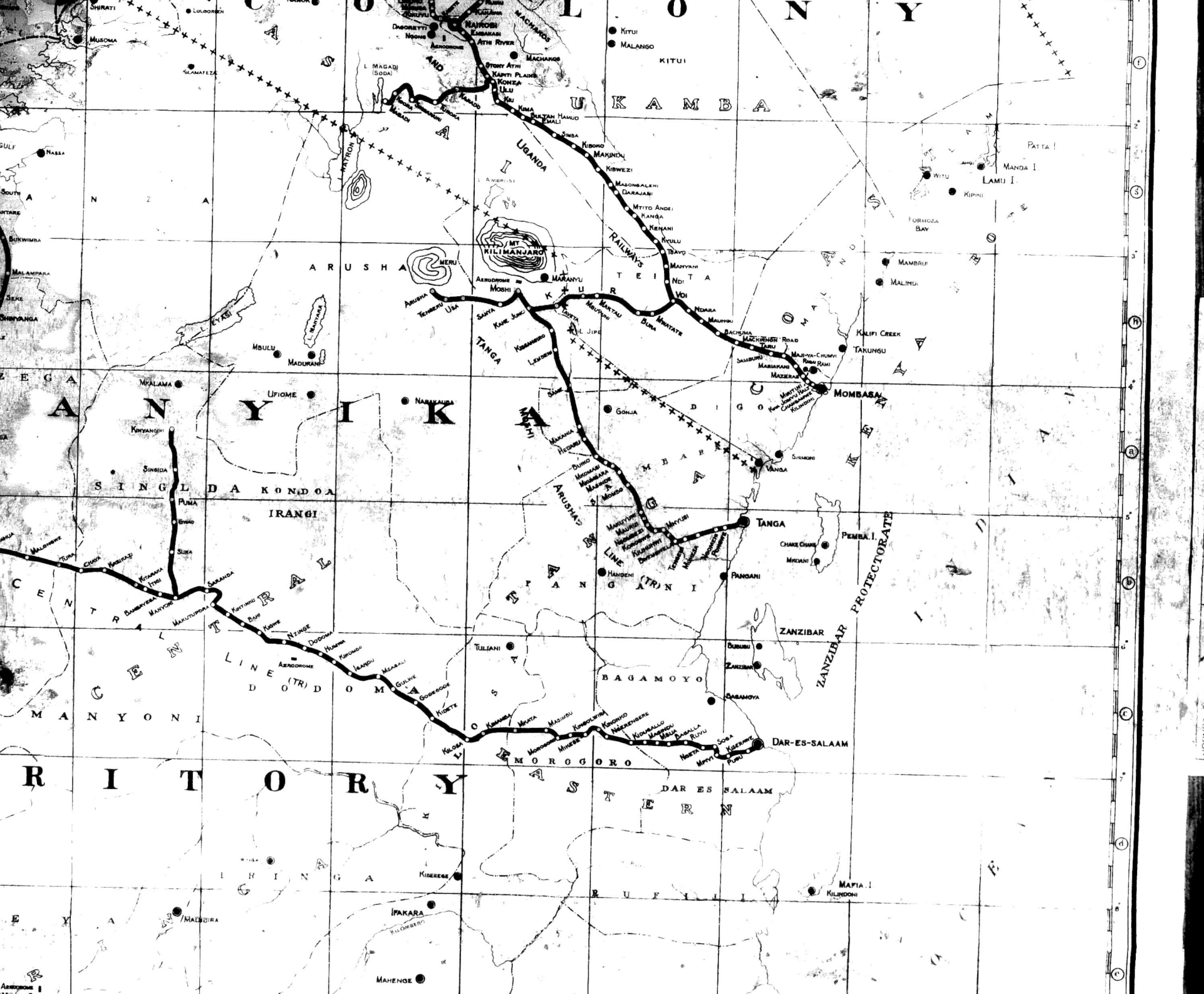
RAILWAY MAP OF EAST AFRICA

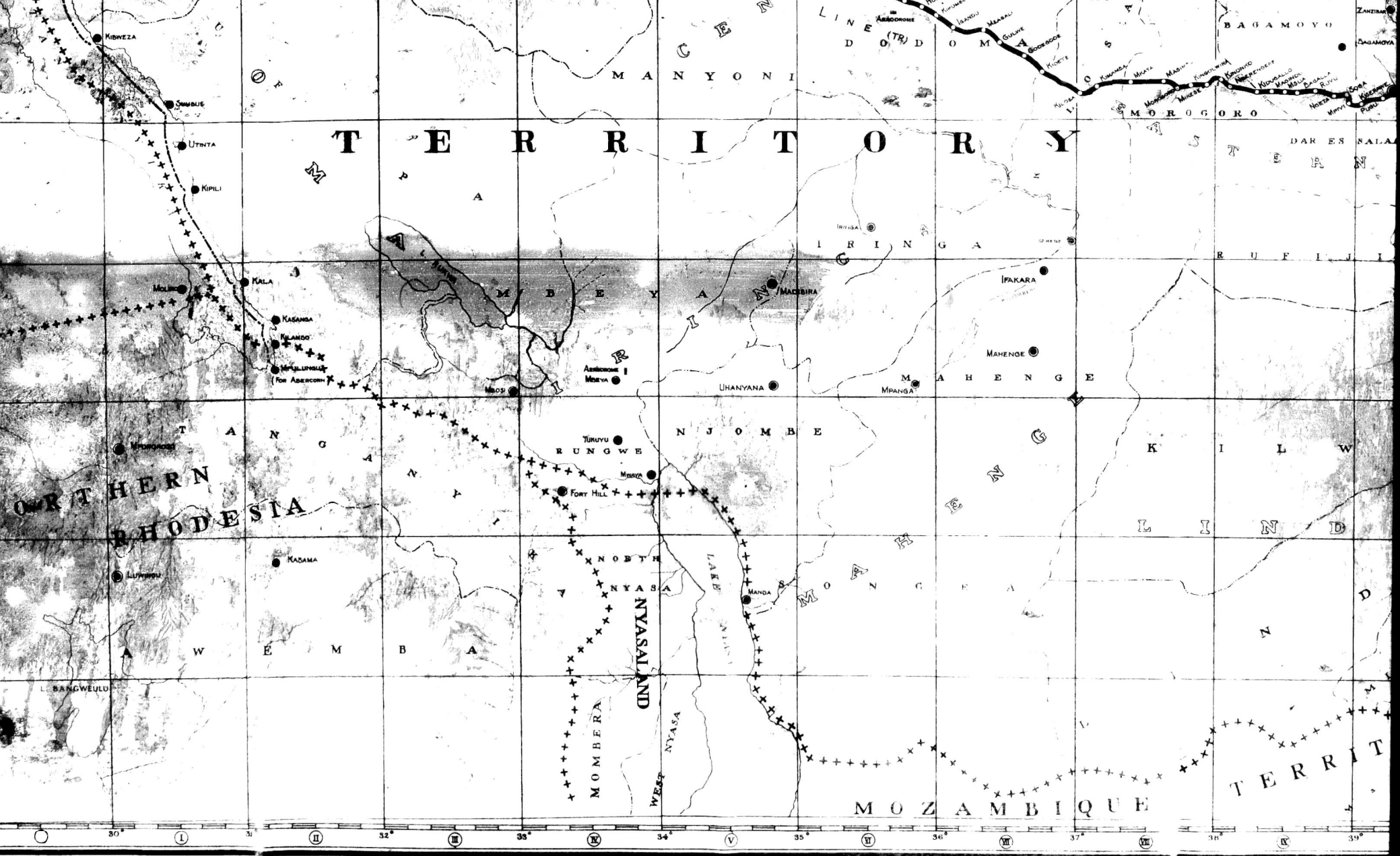


MAP OF EAST AFRICA



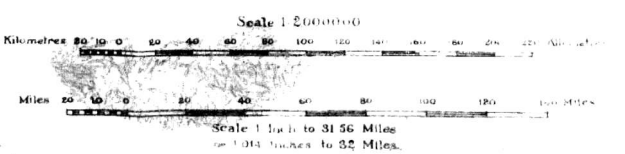


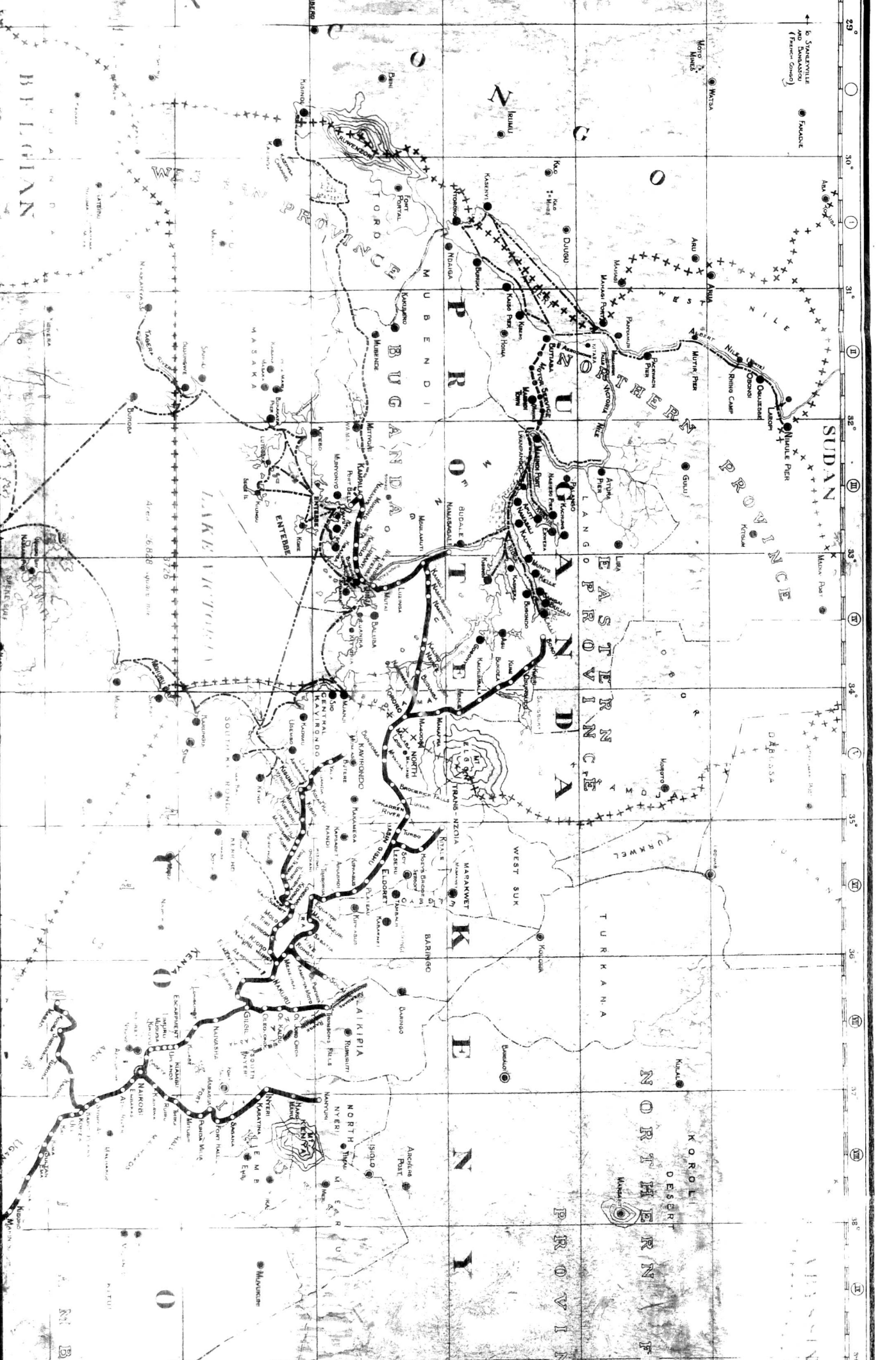


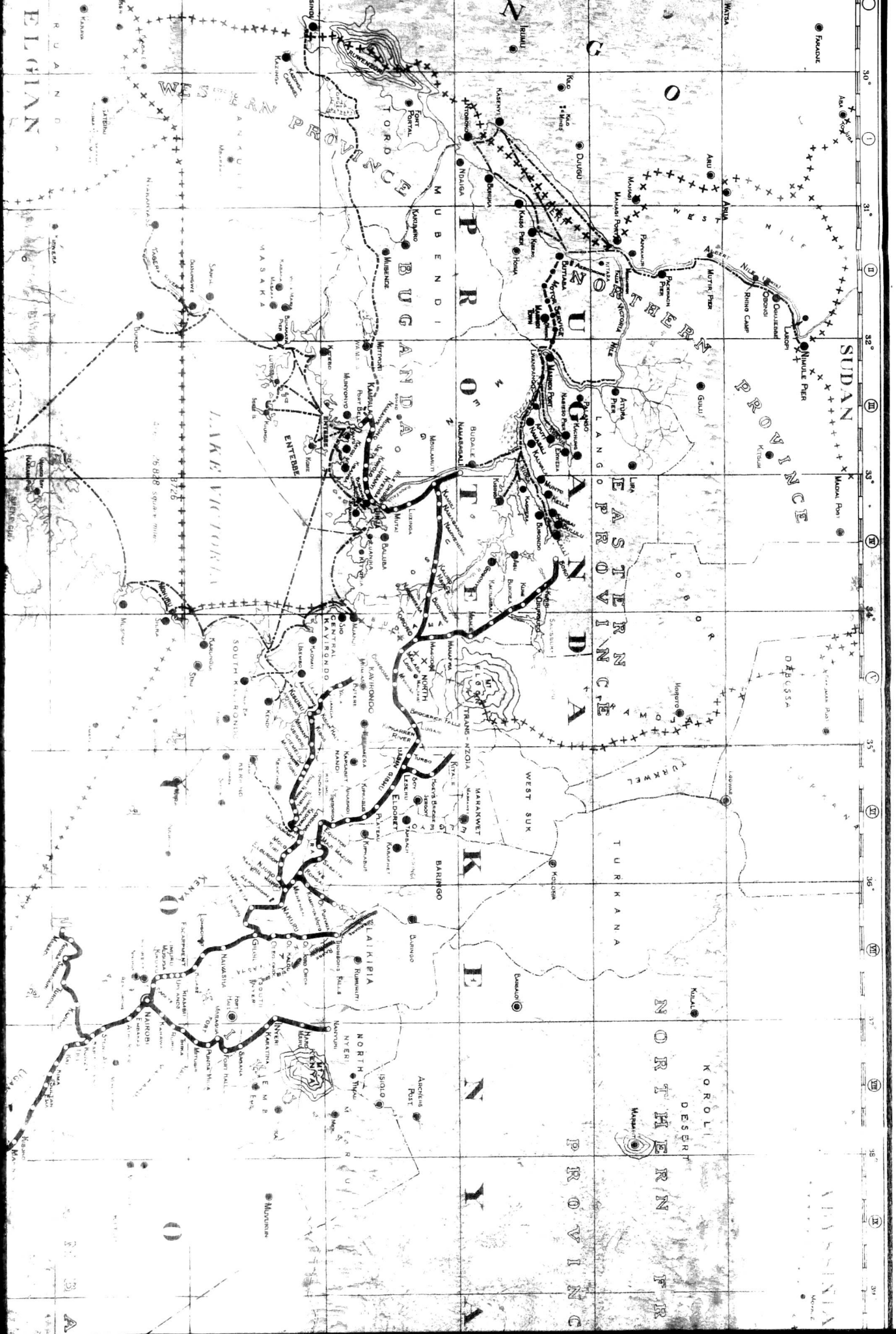


Reference

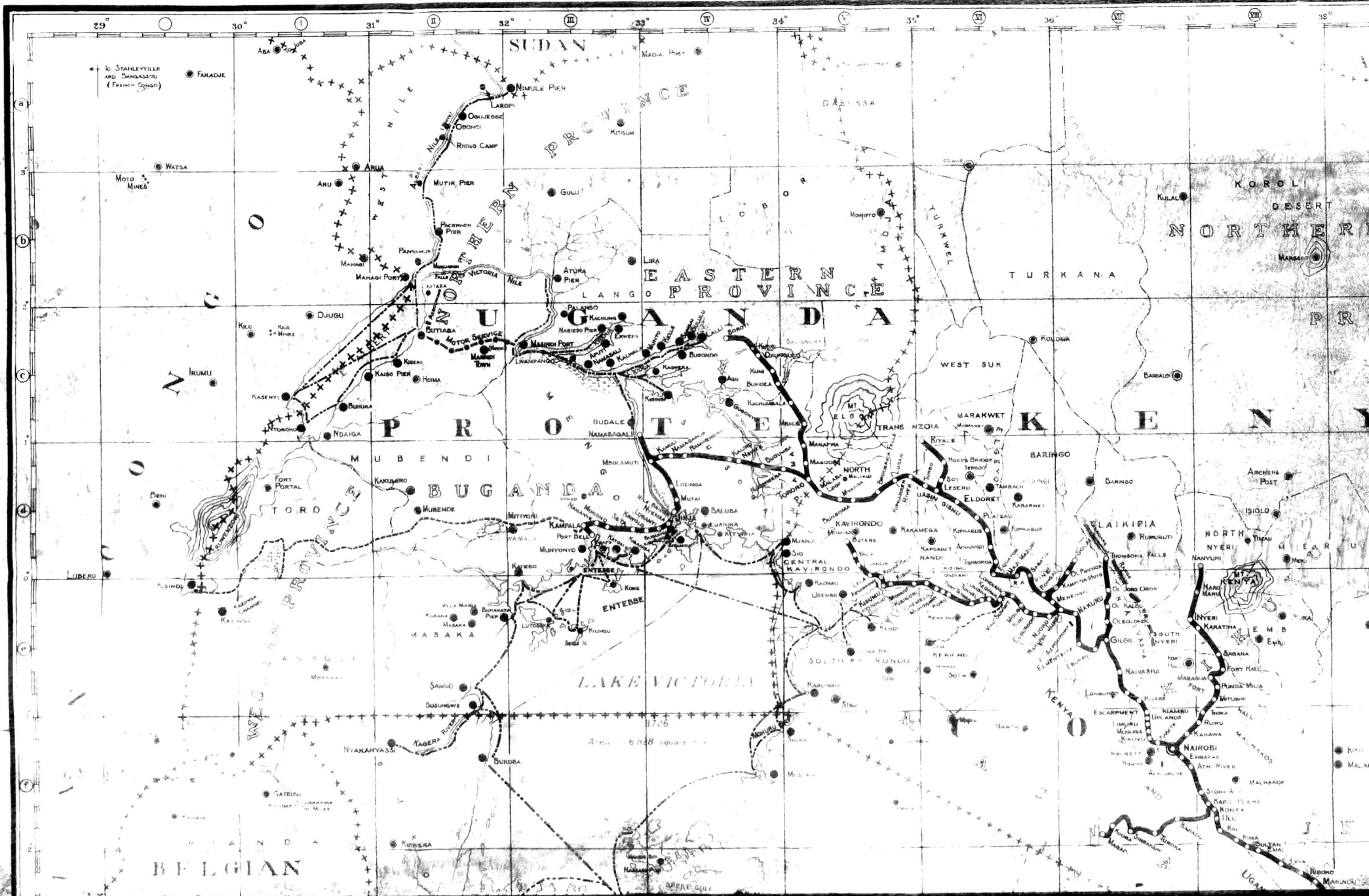
- | | | | |
|--|---------------------|--|------------------------|
| | TANGANYIKA RLYS | | BELGIAN CONGO RLY |
| | LINE'S UNDER CONSTN | | LAKE ROUTES |
| | LINE'S PROJECTED | | TERRITORIAL BOUNDARIES |
| | LAKE ROUTES | | TERRITORIAL BOUNDARIES |



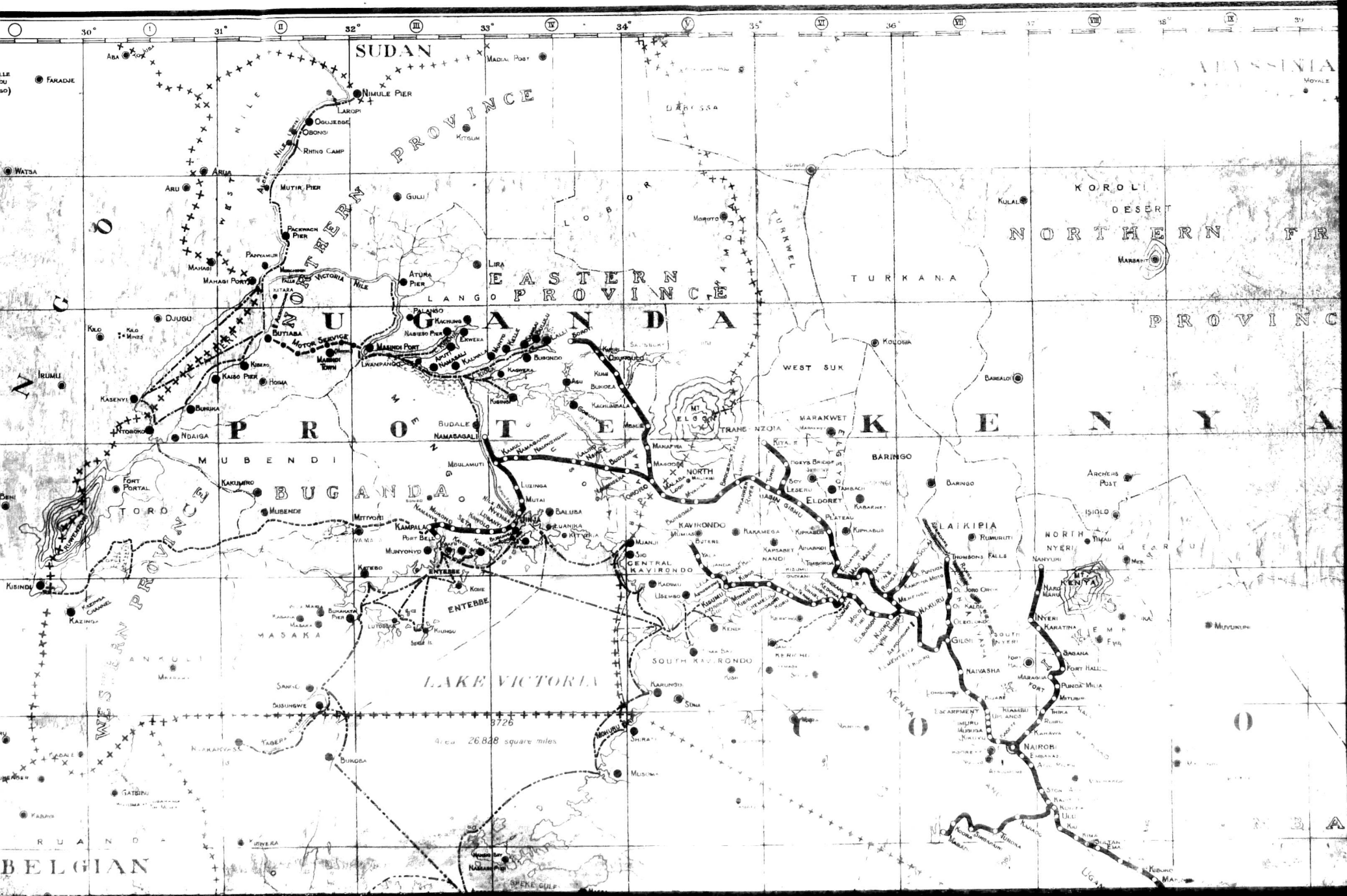




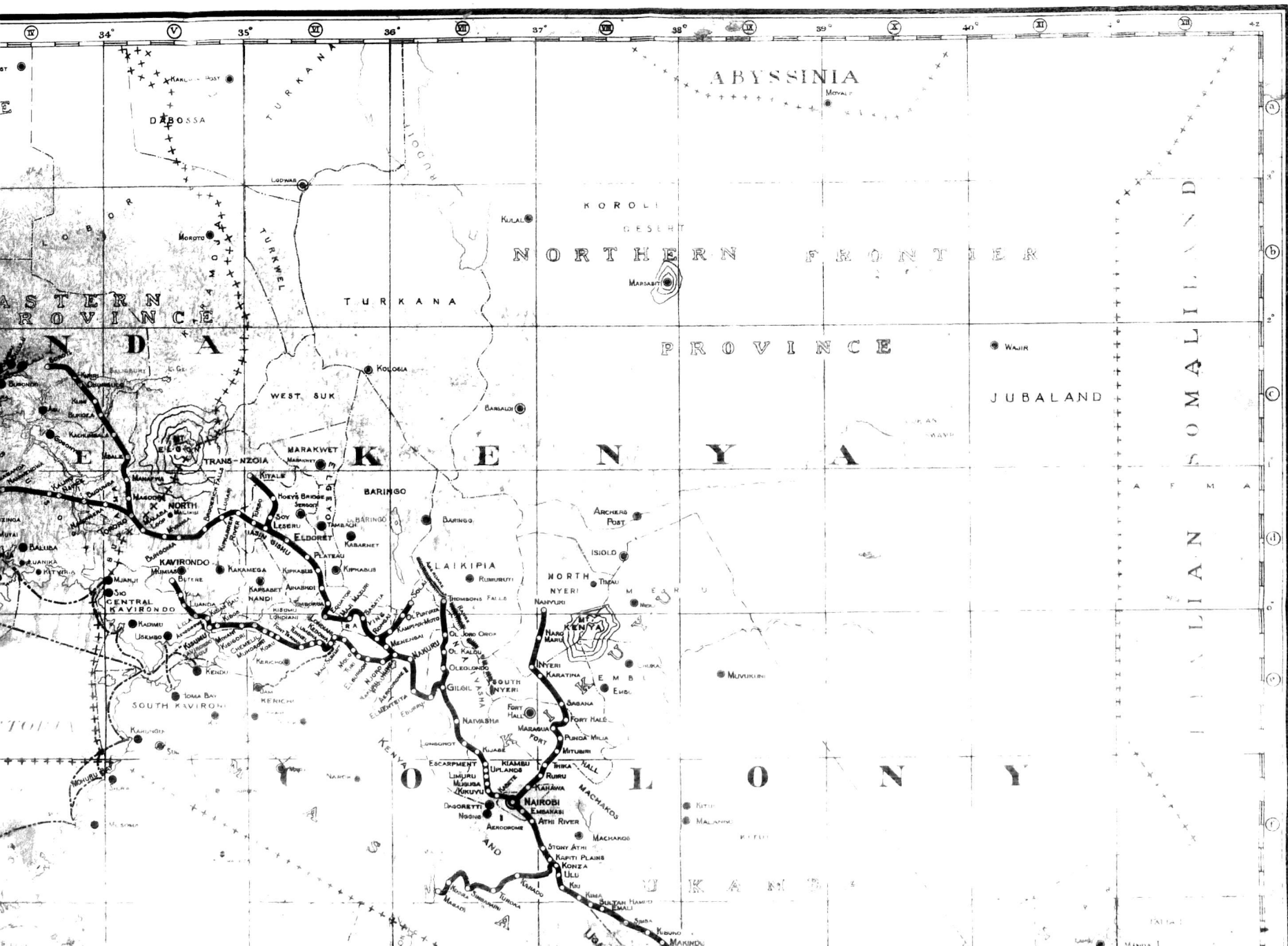
RAILWAY MAP OF EAST AFRICA

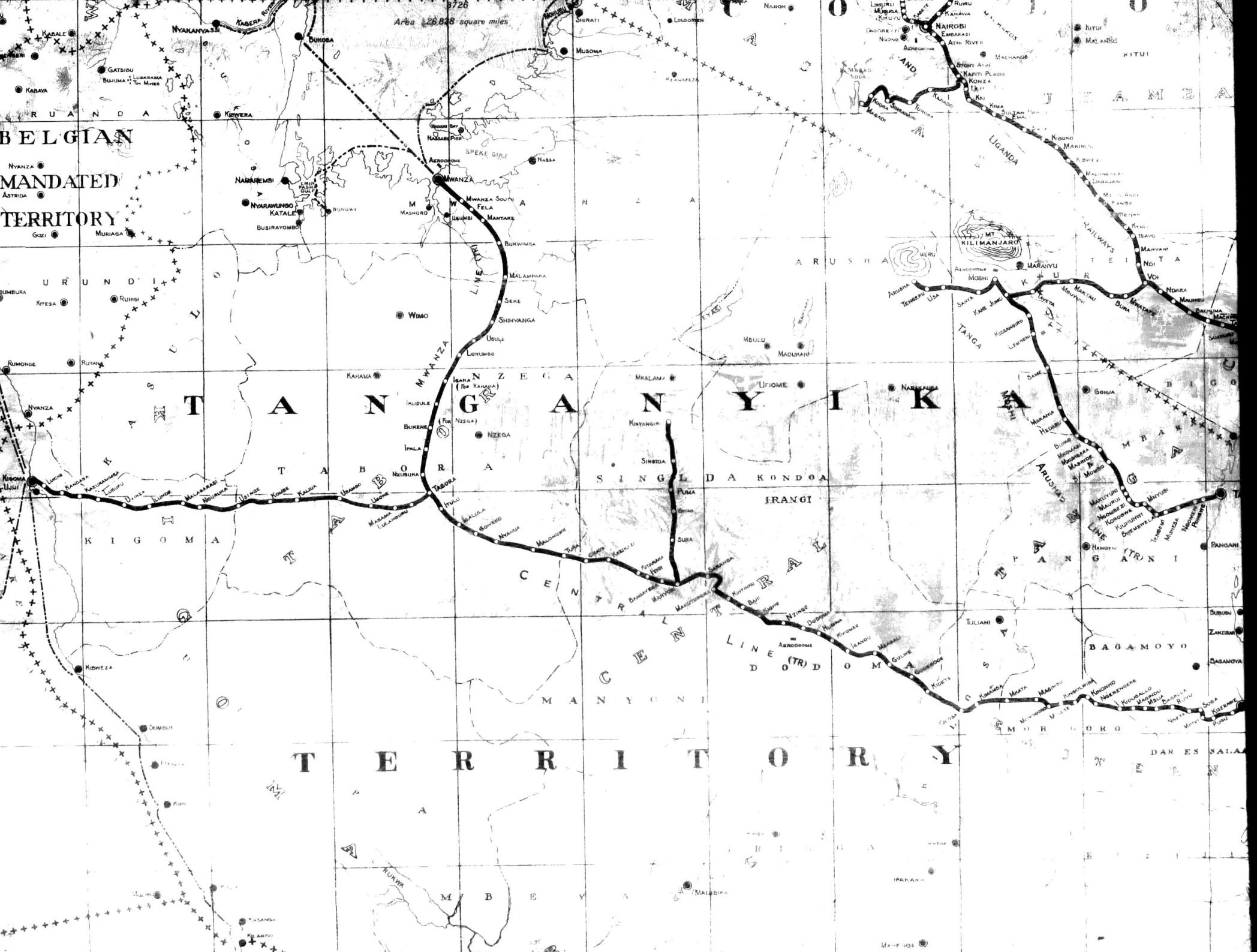


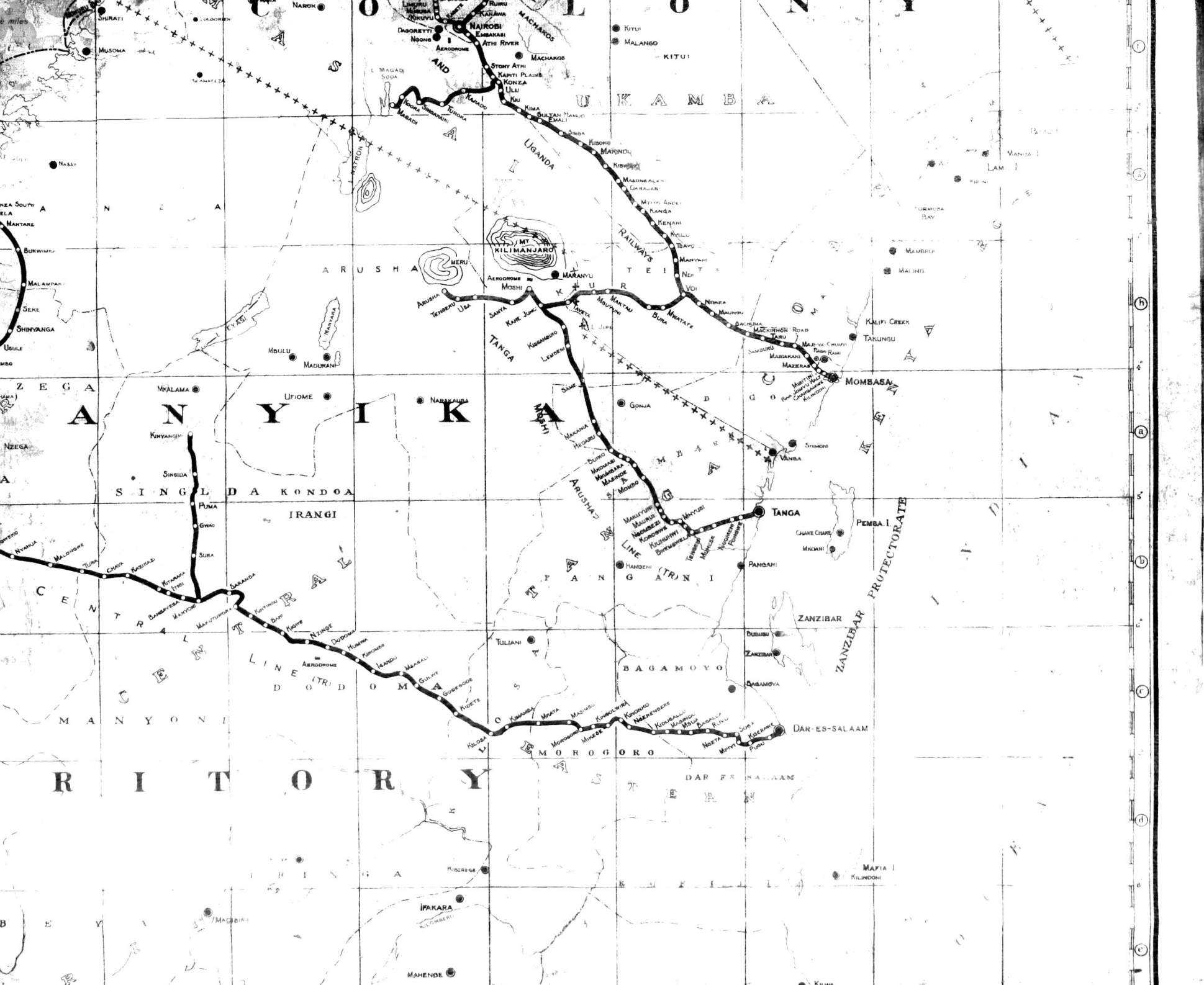
RAILWAY MAP OF EAST AFRICA

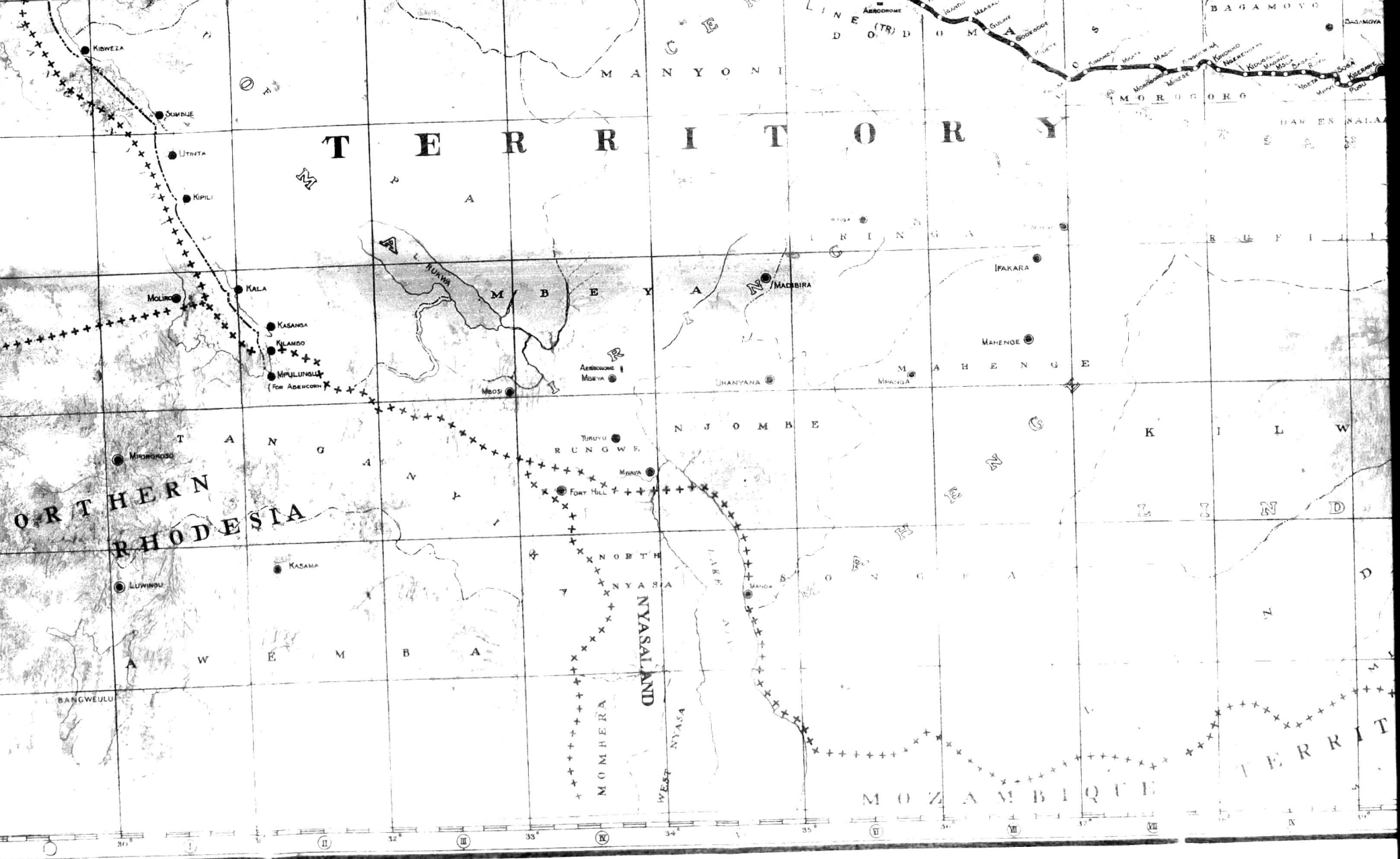


MAP OF EAST AFRICA

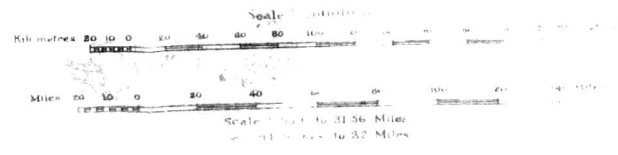


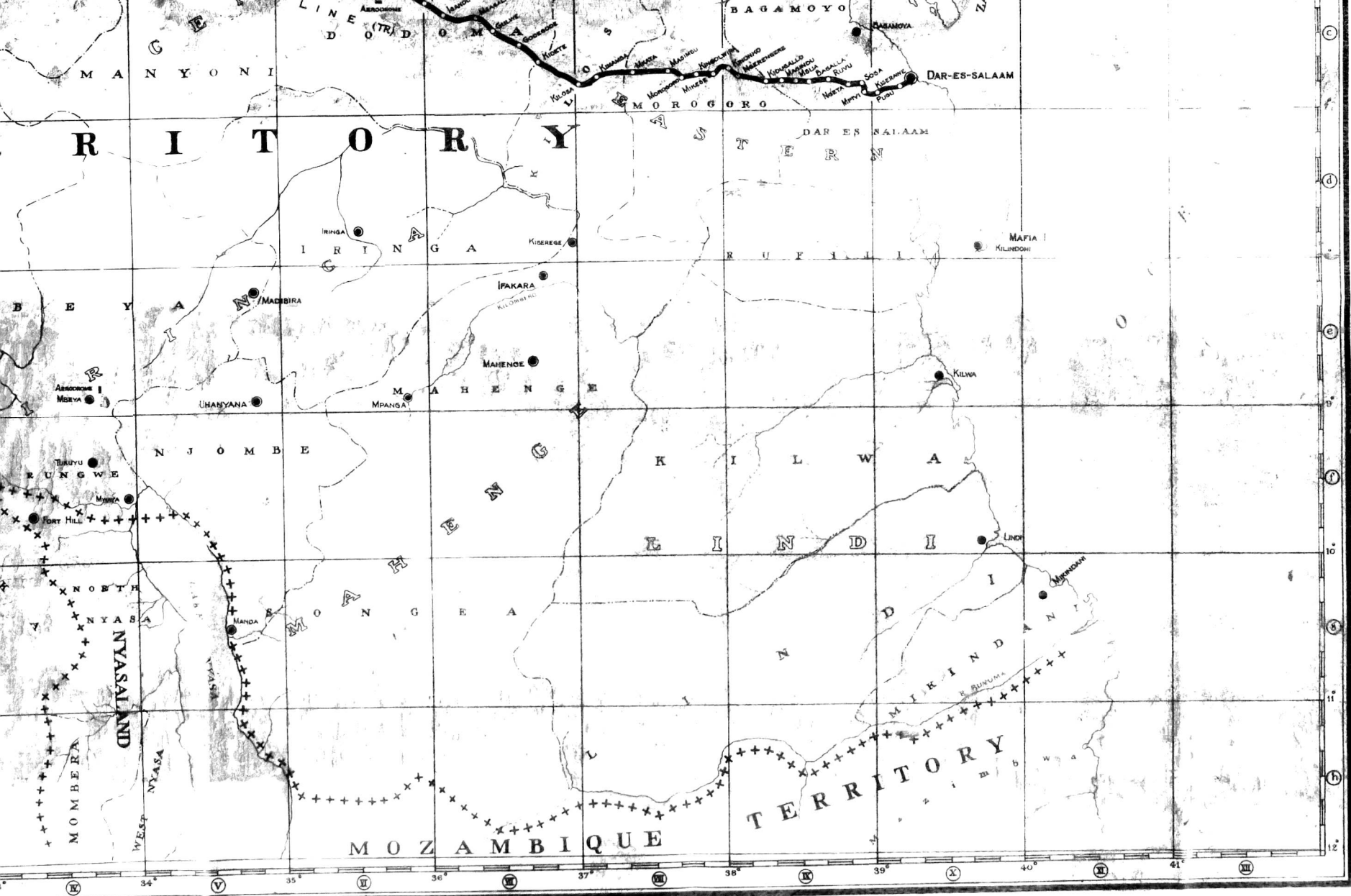






Reference	
	ANILANDIA RLY (TR)
	UNDER CONSTR
	PROJECED
	ROUTES
	LAKE ROUTES
	TERRITORIAL BOUNDARIES





Scale 1:2000000

Kilometres 20 40 60 80 100 120 140 160 180 200 220 Kilometres

Miles 20 40 60 80 100 120 140 Miles

Scale 1 inch to 31.56 Miles
or 1.014 inches to 32 Miles

Kenya and Uganda Railways and Harbours



REPORT
— OF —
THE GENERAL MANAGER
ON THE
ADMINISTRATION OF THE
RAILWAYS AND HARBOURS

For the Year ended 31st December, 1934
(Part II)

PRICE FIVE SHILLINGS

121

Kenya and Uganda Railways and Harbours



REPORT
— OF —
THE GENERAL MANAGER
ON THE
ADMINISTRATION OF THE
RAILWAYS AND HARBOURS

For the Year ended 31st December, 1934
(Part II)

PRICE FIVE SHILLINGS

NAIROBI
PRINTED BY THE GOVERNMENT PRINTER,
1935

CONTENTS

PART II.

STATEMENT		PAGE
A	Staff Changes	1-2
B	Railways—Comparison between Estimates and Expenditure	3-11
C	Harbours—Comparison between Estimates and Expenditure	12-15
D, E, A.A. and A.B.	Expenditure against Loan Funds	16-24
A.C., A.D.	Investments	25-26
A.E.—A.L.	Traffic Statements—Railway, Lake Marine and Road Services	27-32
A.M.	Repairs and Renewals of Rolling Stock	32
A.N., A.O.	Locomotive Fuel and Lubricating Oil Consumption	33-34
A.P.—B.K.	Port of Mombasa—Tonnage Statements	35-40

PART I.

(In separate volume)

CHAPTER		PAGE
I.	Railways and Harbours—Combined Working Results	1-4
II.	Railways—Mileage and Working Results	5-15
III.	Railways—Commercial Section	16-26
IV.	Railways—Operating Section	27-33
V.	Railways—Motor Service	34-35
VI.	Railways—Marine Services	36-38
VII.	Railways—Permanent Way, Works and Buildings	39-43
VIII.	Railways—Locomotive Workshops and Locomotive Running Section	44-52
IX.	Railways—Stores	53-54
X.	Harbours	55-66
XI.	Railways and Harbours—Miscellaneous and General	67-78
	Certificates	79
	Index to Statements	80
	Accounts and Statistical Statements	81-136
	Diagrams, Profiles Photographs and Maps	

Index to Statements

STATE- MENT	PAGE- NO.
A Staff Changes	1-2
B Railways Comparison between Estimates and Expenditure	3-11
C Harbours Comparison between Estimates and Expenditure	12-15
D Expenditure Against Funds Provided under Uganda Railway Acts, 1896 and 1902	16
E Expenditure on Godown Areas taken over from Kenya Colony	16
F Total Expenditure on Railway Works, Extraordinary (Kenya Colony)	17
G Expenditure Against Magadi Works, Extraordinary (Kenya Colony)	17
H Expenditure Against Loan of £250,000 (1912) (Kenya Colony)	17
I Expenditure Against Loan of £375,000 (1914) (Kenya Colony)	18
J Expenditure Against Loan of £1,868,000 (1915) (Kenya Colony)	18
K Expenditure Against Loan of £5,000,000 (1921) (Kenya Colony)	19
L Expenditure Against Loan of £3,500,000 (1924)	19
M Expenditure Against Loan of £5,000,000 (1927) (Kenya Colony)	19
N Expenditure Against Loan of £3,500,000 (1928) (Kenya Colony)	20
O Expenditure Against Loan of £3,400,000 (1930) (Kenya Colony)	20
P Expenditure Against Loan of £2,000,000 (1932) (Uganda Protectorate)	20
Q Expenditure Against Uasin Gishu Railway, Nakuru to Turbo	21
R Expenditure Against Loan of £170,000 (1910-11) (Uganda Protectorate)	21
S Expenditure Against Loan of £125,000 (1912-13) (Uganda Protectorate)	21
T Expenditure Against Busoga Railway Works Extraordinary (Uganda Protectorate)	22
U Expenditure Against Busoga Railway Marine Works Extraordinary (Uganda Protectorate)	22
V	
X., Y. Expenditure Against Loan of £329,000 (1915) (Uganda Protectorate)	22-23
W Expenditure Against Loan of £125,000 (1912-13) (Uganda Protectorate)	23
Z Expenditure Against Lake Albert Marine Works Extraordinary (Uganda Protectorate)	24
A.A. Expenditure Against Motor Transport Service Extraordinary (Uganda Protectorate)	24
A B Expenditure Against Harbours Works Extraordinary (Kenya Colony)	24
A C Provident Fund Investments	25
A D General Account Investments	26
A E Return Showing the Outwards Traffic at each Station for the Year	27-29
A F Summary of Cargo Received at Kisumu Pier	30
A G Summary of Cargo Carried from Kisumu Pier	30

INDEX TO STATEMENTS—Contd.

STATEMENT	PAGE NO.
A.H. Summary of Cargo Received at Namasagali Pier	31
A.I. Summary of Cargo Carried from Namasagali Pier	31
A.J. Summary of Cargo Received at Butiaba	31
A.K. Summary of Cargo Carried from Butiaba	31
A.L. Tonnage of Goods Carried, Masindi Port-Butiaba Road Motor Service	32
A.M. Repairs and Renewals of Rolling Stock	32
A.N. Fuel Consumption in lb. per Engine-mile	33
A.O. Consumption of Lubricating Oil on Locomotives and Rail Motors in Pints per 100 Engine-miles	34
KILINDINI HARBOUR	
A.P. Total Imports	35
A.Q. Imports at Deepwater Quay Berths (excluding Cased and Drum Oils)	35
A.R. Imports at Lighterage Quay (excluding Coal and Cased Oils)	35
A.S. Imports of Cased and Drum Oils	35
A.T. Imports at Shimanzi Cased Oil Wharf (other than Cased and Drum Oils)	36
A.U. Imports at Mombasa Old Port	36
A.V. Imports of Bulk Oils	36
A.W. Imports at Cable Depot	36
A.X. Imports of Coal	37
A.Y. Imports of Explosives	37
A.Z. Imports of Cement Clinker and Gypsum Rock in Bulk	37
B.A. Imports at M'baraki (Excluding Tiles and Coal)	37
B.B. Imports at English Point	38
B.C. Total Exports	38
B.D. Exports at Deepwater Berths	38
B.E. Exports from Likoni	38
B.F. Exports (other than cased and drum oils) from Shimanzi Cased Oils Wharf	39
B.G. Re-export of Bulk Oils (Cargo Shimanzi Oil Wharf)	39
B.H. Re-export of Bulk Oils (Bunkers)	39
B.I. Exports of Cased and Drum Oils	40
B.J. Exports of Explosives	40
B.K. Exports of Soap from	40

STAFF CHANGES DURING 1934

1934	
1st Jan	Change of title of Mr. H. A. Baines, District Locomotive Superintendent, to District Locomotive Superintendent, Class I.
1st	Promotion of Mr. H. Storax, District Locomotive Superintendent, Class I, to District Locomotive Superintendent, Class I.
11th	Arrival of Mr. R. H. Dornin, second class Assistant Accountant, from leave.
11th	Arrival of Lieutenant Commander C. B. Hoggan, R.D., R.N.R., Chief Officer, Lake Steamers, from leave.
16th	Departure of Mr. J. S. Clark, Chief Engineer, Lake Steamers, on leave.
20th	Departure of Mr. A. J. Booth, Second Officer, Lake Steamers, on leave.
21st	Arrival of Mr. C. A. G. Jouanno, Chief Locomotive Draughtsman, from leave.
21st	Arrival of Mr. J. R. Farquharson, Senior Assistant Engineer, from leave.
29th	Admission of Mr. P. Johnstone, Second Engineer, Lake Steamers, to pensionable status with effect from 22nd January, 1926.
4th Feb.	Departure of Mr. C. W. K. Tucker, Assistant Land Surveyor, on leave.
20th	Transfer of Mr. J. H. McEwen, Estates Officer to the Nigerian Railway.
22nd	Admission of Mr. C. A. G. Jouanno, Chief Locomotive Draughtsman, to pensionable status, with effect from 9th September, 1921.
23rd	Assumption of duties of District Engineer by Mr. J. R. Farquharson, Senior Assistant Engineer.
7th Mar.	Admission of Mr. C. G. B. Wale, Assistant Engineer to pensionable status with effect from 28th February, 1929.
8th	Assumption of duties of Commander, Marine Office, Butiaba, by Mr. J. Lochhead, Commander, Lake Steamers.
10th	Departure of Mr. P. Macfarlane, District Engineer, on leave.
12th	Assumption of duties of General Manager by Mr. A. E. Hanp, Chief Engineer.
12th	Assumption of duties of Chief Engineer, by Mr. V. B. Atkinson, Assistant Chief Engineer.
12th	Assumption of duties of Assistant Chief Engineer, by Mr. J. G. Nisbet, District Engineer.
12th	Departure of Brigadier-General G. D. Rhodes, C.B.E., D.S.O., R.E., (Retd.), on leave.
17th	Arrival of Lieutenant Commander C. B. Hoggan, R.D., R.N.R., Pilot, from leave.
19th	Assumption of duties of Port-Captain by Lieutenant Commander C. B. Hoggan, R.D., R.N.R. Pilot.
23rd	Assumption of duties of Assistant Superintendent, Class I, by Mr. D. V. Bunting, Assistant Traffic Superintendent.
24th	Departure of Mr. A. G. R. Higgins, Assistant Superintendent, Class I, on leave.
5th April	Arrival of Mr. R. I. Kirkland, Works Manager, on first appointment.
5th	Arrival of Mr. G. F. Fisher, Chief Engineer, Lake Steamers, from leave.
11th	Admission of Sub-Lieutenant A. M. Smith, R.N.R., Pilot, to pensionable status, with effect from 28th February, 1929.
14th	Departure of Mr. T. H. Stone, Chief Draughtsman, on leave.
14th	Assumption of duties of Chief Draughtsman by Mr. G. C. Beath, Senior Draughtsman, Engineering.
26th	Departure of Mr. P. I. Shingler, Assistant Engineer, on leave.
8th May	Admission of Mr. R. Cochrane, Assistant Engineer, to pensionable status with effect from 20th January, 1926.
12th	Departure of Mr. R. Macfarlane, Engineer-in-Charge, Marine Services, on leave pending retirement.
12th	Assumption of duties of Engineer-in-Charge, Marine Services, by Mr. G. F. Fisher, Chief Engineer, Lake Steamers.
14th	Admission of Mr. H. Storax, District Locomotive Superintendent, Class I, to pensionable status with effect from 16th April, 1929.
19th	Termination of appointment of Mr. W. A. Andrews, Acting Works Manager.
21st	Admission of Mr. O. K. Holmes, second officer, Lake Steamers, to pensionable status with effect from 15th November, 1928.
31st	Promotion of Mr. F. W. Laver, Stores Accountant to District Stores Superintendent.
1st June	Arrival of Mr. H. W. Cox, Senior Assistant Accountant, from leave.
9th	Departure of Mr. H. Dewhurst, Office Assistant to Estates Officer, on leave.
10th	Arrival of Mr. D. S. Sweeney, Second Engineer, Lake Steamers, from leave.
11th	Arrival of Mr. R. D. Plumister, Second Officer, Lake Steamers, on leave.
13th	Departure of Mr. H. J. Walker, Office Assistant to Chief Engineer, on leave.
13th	Assumption of duties of Office Assistant to Chief Engineer by Mr. R. Cunningham, Office Assistant.
27th	Assumption of duties of Senior Marine Officer by Mr. R. D. H. King, Commander, Lake Steamers.
30th	Departure of Lieutenant J. O. Buckler, R.D., R.N.R., (Retd.), Senior Marine Officer, on leave.
30th	Departure of Mr. G. F. Gray, Second Engineer, Lake Steamers, on leave.

RAILWAYS—COMPARISON BETWEEN ESTIMATED AND EXPENDITURE 1934

ABSTRACT 1934

STATEMENT A—(Concluded)

STAFF CHANGES DURING 1934—(Concluded)

1934	
7th July	Departure of Mr. T. R. Cullen, Second Engineer, Lake Steamers, on leave.
9th "	Arrival of Mr. J. W. Terrington, District Traffic Superintendent, Class II, from leave.
25th "	Arrival of Mr. J. S. Coney, Chief Assistant to General Manager, from leave.
28th "	Arrival of Mr. F. Buckley, Assistant-Engineer, from leave.
28th "	Arrival of Captain R. G. Sargeant, M.B.E., Port Captain, from leave.
29th "	Departure of Mr. R. Cochrane, Assistant Engineer, on leave.
4th Aug.	Departure of Lieutenant Commander, N. J. Stacy Marks, R.D., R.N.R., Port Manager and District Traffic Superintendent, on leave.
4th "	Assumption of duties of Port Manager and District Traffic Superintendent by Captain R. G. Sargeant, M.B.E., Port Captain.
6th "	Arrival of Mr. A. J. Booth, Second Officer, Lake Steamers, from leave.
25th "	Arrival of Mr. J. Clark, Chief Engineer, Lake Steamers, from leave.
30th "	Resignation of Mr. P. L. Shingler, Assistant Engineer.
1st Sept.	Assumption of duties of Engineer-in-Charge, Marine Services, by Mr. J. Clark, Chief Engineer, Lake Steamers.
5th "	Departure of Mr. O. K. Holmes, Second Officer, Lake Steamers, on leave.
15th "	Arrival of Mr. C. W. K. Tucker, Assistant Land Surveyor, from leave.
22nd "	Departure of Mr. W. C. Barton, Second Engineer, Lake Steamers, on leave.
22nd "	Departure of Mr. H. Vanhegan, Assistant Superintendent, Class I, on leave.
11th Oct.	Admission of Mr. T. C. W. Tippin, Second Engineer, Lake Steamers, to pensionable status with effect from 30th August, 1929.
24th "	Arrival of Mr. D. F. Cousin, on transfer from Tanganyika Railways as Stores Superintendent.
24th "	Assumption of duties of District Locomotive Superintendent, Class I, by Mr. H. Wood, Assistant Locomotive Superintendent.
24th "	Assumption of duties of Assistant Locomotive Superintendent by Mr. J. W. Copdon, Locomotive Instructor, Class I.
27th "	Departure of Mr. H. Stora, District Locomotive Superintendent, Class I, on leave.
28th "	Arrival of Brigadier-General Sir D. D. Rhodes, C.B.E., D.S.O., R.E. (Retd.), from leave.
28th "	Arrival of Mr. P. Macfarlane, District Engineer, from leave.
31st "	Departure of Sub-Lieutenant A. M. Smith, R.N.R., Pilot, on leave.
1st Nov.	Resumption of duties on return from local vacation leave by Mr. T. H. Stone, M.B.E., Chief Draughtsman, having arrived at Kilindini on 22nd September, 1934.
10th "	Departure of Mr. W. Welch, Stores Superintendent, on leave pending retirement.
10th "	Departure of Mr. C. G. B. Wale, Assistant Engineer, on leave.
15th "	Promotion of Mr. J. Clark, Chief Engineer, Lake Steamers, to Engineer-in-Charge, Marine Services.
15th "	Promotion of Lt. D. S. Sweeney, Second Engineer, Lake Steamers, to Chief Engineer, Lake Steamers.
15th "	Arrival of Mr. A. G. R. Higgins, Assistant Superintendent, Class I, from leave.
20th "	Assumption of duties of Chief Accountant by Mr. H. A. Bailey, Assistant Chief Accountant.
24th "	Departure of Mr. A. E. R. Mayne, Chief Accountant, on leave pending retirement.
22nd Dec.	Departure of Mr. E. J. B. Gahan, District Engineer, on leave.
23rd "	Arrival of Mr. H. J. Walker, Office Assistant to Chief Engineer, from leave.

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
	£	£	£	£	
I.—A CHIEF ENGINEER'S HEAD QUARTERS STAFF—					
(a) Administrative and Engineering	3,327	2,636	691		
(b) Technical Office	4,829	4,534	295		
(c) Clerical Office	4,279	4,423		144	
Total I A	12,435	11,593	842		
I.—B DISTRICT STAFF—					
(a) Administrative and Engineering	11,146	10,256	890		
(b) Technical Offices	1,232	1,144	91		
(c) Clerical Offices	6,841	7,924	917		
(d) Subordinate Supervision of Works	8,398	3,501		103	
(e) Subordinate Supervision of Track	22,819	21,309	1,510		
Total I B	52,436	49,131	3,305		
Total I	64,871	60,724	4,147		
II.—MAINTENANCE AND RENEWALS OF PERMANENT WAY—					
(1) (a) Maintenance Gangs	44,835	41,382	3,453		
(b) Artisans and Mates	3,025	3,063		38	
(2) (a) Permanent Way Materials	2,900	3,258		358	
(b) Consumable Stores	650	547	103		
(c) Tools	1,600	1,454	146		
(3) Ballasting	500	322	178		
(4) Repairs to Formation	4,000	3,026	974		
Total II	57,310	53,052	4,258		
III.—MAINTENANCE AND MINOR RENEWALS OF BRIDGES AND CULVERTS—					
(a) Repairs	875	704	171		
(b) Painting	2,700	2,243	457		
Total III	3,575	2,947	628		
IV.—MAINTENANCE AND MINOR RENEWALS OF BUILDINGS AND WORKS—					
(1) Station Buildings and Workshops	3,380	4,847		1,467	
(2) Station Machinery	2,660	1,941	919		
(3) Staff Quarters	13,960	15,689		1,729	
(4) Water Supply Installations	1,700	1,851		151	
(5) Roads and Platforms	1,300	1,137	163		
(6) Inland Piers and Docks	980	1,021		41	
(7) Sewerage and Sewage Disposal Works	740	495	245		
(8) Rents and Maintenance of Godown Areas	715	684	31		
Total IV	25,735	27,165		2,090	
V.—MAINTENANCE AND MINOR RENEWALS OF TELEGRAPHS, TELEPHONES AND INSTRUMENTS					
					14
VI.—MISCELLANEOUS SERVICES					
(1) Bush Clearing	2,050	2,815		865	
(2) Tools and Plant	1,340	1,574		234	
(3) Fire-fighting Appliances	75	75			
(4) Conservancy	4,200	4,170	30		
(5) Supply of Water	4,500	4,500			
(6) Insurance of Motor Vehicle	40	40			
Total VI	12,065	13,174		1,109	
TOTAL CARRIED FORWARD	122,306	105,834		16,472	

STATEMENT B.—(Continued)

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE 1934.

ABSTRACT (A).—(Concluded)

Particulars.	Estimate.	Expenditure.	Saving.	Excess.	REMARKS
	£	£	£	£	
TOTAL BROUGHT FORWARD	172,306	165,843	6,463	..	
VII.—NEW MINOR WORKS	3,000	4,668	..	1,668	
VIII.—CONTINGENCIES DUE TO FLOODS AND ACCIDENTS	500	391	109	..	
IX.—PASSAGES	3,530	3,098	432	..	
X.—PRINTING AND STATIONERY	550	512	38	..	
GRAND TOTAL (A)	179,886	174,512	5,374	..	

STATEMENT B.—(Continued)
RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934.

ABSTRACT (B)

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
	£	£	£	£	
I.—SUPERINTENDENCE—					
(a) Locomotive Superintendent, Assistants and Miscellaneous Expenses, etc.	8,545	8,214	331	..	
(b) Office Staff and Miscellaneous Expenses	5,600	5,560	40	..	
Total I	14,145	13,774	371	..	
II.—LOCOMOTIVE RUNNING SHED STAFF—					
Salaries of Shed Foremen, Staff and Miscellaneous Expenses	4,428	4,585	..	157	
III.—FUELLING, CLEANING AND CARE OF ENGINES—					
(a) Labour	6,864	5,737	1,127	..	
(b) Stores	809	420	389	..	
Total III	7,673	6,157	1,516	..	
IV.—LOCOMOTIVE RUNNING STAFF—					
Salaries of Drivers, Firemen and Miscellaneous Expenses	36,365	35,626	739	..	
V.—RUNNING ALLOWANCES AND OVERTIME—					
(a) Mileage Allowances	23,358	24,994	..	1,636	
(b) Stabling Allowances	345	508	..	163	
(c) Overtime	3,735	3,640	95	..	
Total V	27,438	29,142	..	1,704	
VI.—RUNNING ROOMS—					
(a) Staff	720	618	102	..	
(b) Stores and Equipment	500	606	..	106	
Total VI	1,220	1,224	..	4	
VII.—FUEL—					
(a) Coal	69,310	66,811	2,499	..	
(b) Wood	41,296	37,597	3,699	..	
(c) Oil	2,384	1,639	745	..	
Total VII	112,990	106,047	6,943	..	
VIII.—WATER—					
(a) Water Machinery (Staff Wages)	1,631	1,336	295	..	
(b) Water Machinery (Stores and Fuel)	7,186	6,877	309	..	
(c) Purchases of Water	4,832	4,584	248	..	
Total VIII	13,649	12,797	852	..	
IX.—(a) RUNNING STORES (OTHER THAN FUEL AND WATER)	5,577	4,772	805	..	
(b) ENGINE TOOLS AND PLANT	618	1,032	..	414	
Total IX	6,195	5,804	391	..	
X.—FIRE-FIGHTING APPLIANCES, LOCOMOTIVE SHEDS	141	32	109	..	
XI.—PRINTING AND STATIONERY	574	417	157	..	
XII.—PASSAGES	6,154	3,204	2,950	..	
XIII.—ADVERTISING	100	90	10	..	
GRAND TOTAL (B)	231,072	218,899	12,173	..	

STATEMENT B.—(Continued.)

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934.

ABSTRACT (C)

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
I.—GENERAL SUPERINTENDENCE—					
(a) Salaries of Chief Mechanical Engineer, Works Manager, Assistant Accountant, etc., and Miscellaneous Expenses	4,937	5,340		403	
(b) Superintendence—Salaries of Inspectors, Foremen, etc., and Miscellaneous Expenses	11,304	11,759		455	
(c) Office Staff and Miscellaneous Expenses	6,406	6,323	83		
Total I	22,647	23,422		775	
II.—MAINTENANCE OF ENGINES—					
(1) Shop Repairs:					
(a) Labour	20,008	24,150		4,142	
(b) Materials	9,915	11,423		1,508	
(2) Running Repairs:					
(a) Labour	24,000	21,571	2,429		
(b) Materials	10,072	8,518	1,554		
Total II	63,995	65,662		1,667	
III.—MAINTENANCE OF COACHING STOCK—					
(1) Shop Repairs:					
(a) Labour	10,350	7,696	2,654		
(b) Materials	5,305	5,677		372	
(2) Running Repairs:					
(a) Labour	5,275	4,269	1,006		
(b) Materials	5,042	4,463	589		
Total III	25,972	22,095	3,877		
IV.—MAINTENANCE OF GOODS STOCK—					
(1) Shop Repairs:					
(a) Labour	9,732	9,450	282		
(b) Materials	6,886	10,780		4,694	
(2) Running Repairs:					
(a) Labour	13,166	12,253	913		
(b) Materials	5,951	5,133	818		
Total IV	34,935	37,516		2,581	
V.—MAINTENANCE OF MACHINERY, TOOLS, PLANT, PUMPS, ETC.—					
(1) Shop Repairs	3,600	5,694		2,094	
(2) Running Repairs	1,197	1,236		39	
(3) Fire-fighting Appliances	288	203	85		
Total V	7,085	7,633		548	
VI.—EUROPEAN APPRENTICES HOSTEL					
		16		16	
VII.—AFRICAN APPRENTICES HOSTEL					
	1,185	928	257		
VIII.—PRINTING AND STATIONERY					
	317	214	103		
IX.—DRAWING MATERIALS AND INSTRUMENTS					
	50	43	7		
X.—PASSAGES					
	5,050	3,077	1,973		
XI.—NEW MINOR WORKS AND IMPROVEMENTS					
(a) New Minor Works	260	76	184		
Alterations and Improvement	409	413		4	
Total XI	669	489	180		
GRAND TOTAL	161,855	161,090	765		

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934.

ABSTRACT (D)

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
I.—GENERAL SUPERINTENDENCE					
(a) Superintendent of the Line and Assistants, etc.	14,712	15,241		529	
(b) Miscellaneous Expenses	75	765		690	
Total I	15,362	16,014		652	
II.—OFFICES—					
(a) Salaries of Office Staff	15,900	14,965	935		
(b) Miscellaneous Expenses	2,710	2,290	420		
Total II	18,691	17,255	1,436		
III.—STATION AND PIER STAFF—					
(a) Salaries of Station and Pier Masters, Goods Agent, Clerks, Porters, Signallers, Paintmen, Sweepers, etc.	106,529	106,336	2,193		
(b) Loading and Unloading of Vessels and Trucks	13,952	16,119		2,167	
(c) Miscellaneous Expenses	800	847		47	
Total III	123,281	123,302		21	
IV.—RUNNING STAFF—					
(a) Salaries of Guards, Ticket Examiners, and Running Room Expenses	17,567	16,928	639		
(b) Miscellaneous Expenses	150	29	121		
(c) Overtime and Trip Allowances	6,000	6,998		998	
Total IV	23,717	23,955		238	
V.—CLEANING OF CARRIAGES AND WAGONS—					
(a) Wages	1,750	1,727	23		
(b) Materials	500	394	106		
Total V	2,250	2,121	129		
VI.—STATION STORES (FUEL, LIGHTING, WATER, ETC.)—					
(a) Fires, Lights, Water and General Stores for Carriages, Stations, Ports, Offices, etc.	4,400	3,705	695		
(b) Wagon Covers, Ropes, etc.	960	869	92		
(c) Office and Station Fittings and Equipment	500	556		56	
(d) Watch and Clock Repairs	372	255	117		
Total VI	6,232	5,884	348		
VII.—CLOTHING					
	1,100	928	172		
VIII.—CATERING					
(a) Salaries of Assistant Superintendent (Catering) and Staff, etc.	6,004	5,907	97		
(b) Equipment and Uniforms	100	278		178	
(c) Stores, Liquors, Licences	6,000	6,021		21	
(d) Laundry and Disinfectant	708	485	223		
(e) Mineral Water Factory	577	325	252		
(f) Ice Plant	303	257	46		
(g) Bedding Account	995	887	108		
(h) Printing and Stationery	150	119	31		
Total VIII	14,834	14,249	585		
IX.—					
(a) Claims, Investigation and Compensation	400	200	200		
(b) Commission on Sale of Passenger Tickets	480	634		154	
Total IX	780	834		54	
X.—PRINTING AND STATIONERY					
	5,280	5,448		168	
XI.—PASSAGES					
	4,500	5,689		1,189	
XII.—ADVERTISING					
	500	251	249		
GRAND TOTAL (D)	216,527	215,425	1,102		

STATEMENT B.—(Continued)

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934

ABSTRACT (E).

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
I.—ADMINISTRATION—	£	£	£	£	
(a) High Commissioner for Transport, Staff and Miscellaneous Expenses	2,794	2,491	305	..	
(b) Expenses Railway Advisory Council	260	191	69	..	
(c) Consulting Engineers Fees and Crown Agents Commission	350	410	..	60	
Total I	3,406	3,092	314	..	
II.—MANAGEMENT—					
(a) General Manager and Assistants, etc.	4,879	6,025	..	1,146	
(b) Office	5,693	6,310	..	617	
(c) Passages	726	354	372	..	
(d) Estates Officer, Staff and Miscellaneous Expenses	3,420	2,167	1,253	..	
Total II	14,718	14,856	..	138	
III.—ACCOUNTS—					
(a) Chief Accountant and Assistants	4,810	5,149	..	339	
(b) Office	28,474	26,686	1,788	..	
(c) Cash Office	3,151	3,136	15	..	
(d) Printing and Stationery	550	413	137	..	
(e) Passages	2,000	1,499	501	..	
Total III	38,985	36,883	2,102	..	
IV.—COLONIAL AUDIT	3,975	3,967	8	..	
V.—STORES DEPARTMENT—					
(a) Stores Superintendent and Assistants	2,497	2,707	..	210	
(b) Offices and Stores	16,850	16,301	549	..	
Total V	19,357	19,008	349	..	
VI.—WATCH AND WARD—					
(a) Railway Police	4,847	5,098	..	251	
(b) Railway Watchmen	2,500	2,408	92	..	
Total VI	7,347	7,506	..	159	
VII.—POSTAL, TELEPHONE AND TELEGRAPH SERVICES	2,400	2,234	166	..	
VIII.—UPKEEP OF HEAD-QUARTER OFFICES	1,370	1,186	184	..	
IX.—PURITY					
(a) Salary of Clerk, Local Advertising and Miscellaneous Expenses	405	526	..	121	
(b) London Office and General Advertising Passages	729	354	375	..	
(c) Printing and Stationery	134	97	37	..	
(d) Passages	134	97	37	..	
(e) Printing and Stationery	25	71	..	46	
(f) Passages	25	71	..	46	
X.—MEDICAL SERVICES					
(a) Medical Payment	5,700	6,752	..	1,052	
(b) Medical Payment	5,700	6,752	..	1,052	
Total	101,542	100,552	990	..	

STATEMENT B.—(Continued)

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934

ABSTRACT (F).

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
I.—GENERAL SUPERINTENDENCE	£	£	£	£	
(a) Salaries of Senior Marine Officer and Engineers	2,567	3,336	..	769	
(b) Salaries of Head Office Staff	2,568	2,535	33	..	
(c) Miscellaneous Expenses	210	146	64	..	
Total I	5,345	6,017	..	672	
II.—SUBORDINATE SUPERINTENDENCE					
Salaries of Foremen	510	711	..	201	
III.—RUNNING EXPENSES—					
(a) Superintendence	12,584	12,065	519	..	
(b) Salaries of Tug Masters, Engineers, Steamer Clerks, etc.	13,500	13,122	378	..	
(c) Miscellaneous Expenses	240	256	..	16	
Total III	26,324	25,443	881	..	
IV.—MAINTENANCE—					
(a) Vessels	7,850	7,260	590	..	
(b) Machinery in Shops	400	396	4	..	
(c) Tools and Plant	70	97	..	27	
(d) Training of African Apprentices	150	122	28	..	
(e) Disinfecting Ships	75	14	61	..	
Total IV	8,545	7,889	656	..	
V.—GENERAL STORES—					
Ropes, Tarpaulins, Clothing, etc.	1,000	940	60	..	
VI.—FUEL—					
(a) Fuel	11,000	10,956	44	..	
(b) Labour	..	..	..	..
Total VI	11,000	10,956	44	..	
VII.—RUNNING STORES—					
Oil, Tallow, etc.	600	571	29	..	
VIII.—NEW MINOR WORKS	300	304	..	4	
IX.—MAINTENANCE OF CHANNELS—					
(a) Maintenance	80	78	2	..	
(b) Upkeep of Lights, Lakes Victoria and Albert	125	119	6	..	
(c) Survey Salary of Marine Hydrographic Officer and Miscellaneous Expenses	910	945	..	35	
Total IX	1,115	1,142	..	27	
X.—CATERING					
(a) Salaries and Wages	4,500	4,429	71	..	
(b) Equipment	..	..	..	..
(c) Stores, Fuel, etc.	..	..	..	..
Total X	4,500	4,429	71	..	
XI.—PRINTING AND STATIONERY	150	153	..	3	
XII.—PASSAGES	1,500	1,690	..	190	
GRAND TOTAL F	80,889	80,245	644	..	

STATEMENT B.—(Continued)

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934.

ABSTRACT (G)

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
I.—SUPERINTENDENCE— Salary of Motor Transport Officer and Miscellaneous Expenses	745	724	21	..	
Total I	745	724	21	..	
II.—OFFICE— Salaries of Clerks and Miscellaneous Expenses	376	345	31	..	
Total II	376	345	31	..	
III.—STATION STAFF— Salary of African Clerk, Labour and Miscellaneous Expenses	184	145	39	..	
Total III	184	145	39	..	
IV.—RUNNING EXPENSES— (1) Salaries of Drivers and Van Boys (2) Stores (3) Licences and Insurance for Motor Vehicles (4) Clothing (5) Overtime	1,440 3,500 800 80 60	1,423 3,882 802 25 60	17	.. 382 2 ..	
Total IV	5,880	6,132	..	252	
V.—MAINTENANCE OF CARS (a) Salaries of Motor Mechanics and Miscellaneous Expenses, etc. (b) Stores and Material	2,344 1,000	2,086 1,007	258	.. 7	
Total V	3,344	3,093	251	..	
VI.—PASSAGES—	120	70	50	..	
GRAND TOTAL (G)	10,649	10,509	140	..	

STATEMENT B.—(Continued)

RAILWAYS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934.

ABSTRACT (H)

Particulars	Estimate	Expenditure	Saving	Excess	REMARKS
I.—PROVIDENT FUND AND GRATUITIES FROM REVENUE ACCOUNT	25,000	25,995	..	995	
II.—EXPENSES OF INDIAN AGENTS	1,000	768	232	..	
III.—LEGAL EXPENSES	50	15	35	..	
IV.—EXCHANGE AND BROKERAGE	10,000	5,252	4,748	..	
V.—PENSIONS AND GRATUITIES	15,650	14,140	1,510	..	
VI.—SUGGESTIONS SCHEME	25	..	..	25	
VII.—MUNICIPAL RATES	5,348	5,163	1,245	..	
VIII.—MANAGEMENT EXPENSES OF LOANS	1,450	1,399	51	..	
IX.—SUBSCRIPTIONS TO RESEARCH SOCIETIES AND COMMITTEES	500	474	974	..	
X.—INVESTIGATIONS IN CONNECTION WITH STANDARDISATION OF RAIL- WAYS IN AFRICA	500	278	222	..	
XI.—LOSS ON STORES	100	197	..	97	
XII.—INVESTIGATION IN CONNECTION WITH PROPOSED SUPERANNUATION FUND	..	115	..	115	
GRAND TOTAL (H)	60,623	53,055	7,568	..	

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934

Particulars	Estimate	Expenditure	Saving	Excess	Remarks
	£	£	£	£	
ABSTRACT "A" PORT ENGINEERING EXPENSES					
I A—Headquarters Staff—					
(a) Administrative and Engineering	200	200			
(b) Technical Office	320	320			
(c) Clerical Office	180	180			
Total I A	700	700			
I B—District Staff—					
(a) Salaries of Asst. Engineer, Trolley-men and Chaitmen and Miscellaneous Expenses	473	411	62		
(b) Salary of Surveyor and Chaitmen	143	144		1	
(c) Salaries of Clerks, Messengers and Miscellaneous Expenses	703	994		291	
(d) Salaries of Inspector of Works, Overseers, Clerks and Miscellaneous Expenses	758	717	41		
(e) Salaries of Permanent Way Inspectors, Trolley-men and Clerks, etc.	592	625		33	
Total I B	2,669	2,891		222	
Total I	3,369	3,591		222	
II—Maintenance and Minor Renewals of Permanent Way—					
(1) (a) Maintenance Gangs	970	983	17		
(b) Artizans and Mates	165	171		6	
(2) (a) Permanent Way Materials	450	365	85		
(b) Consumable Stores	24	27		3	
(c) Tools	16	10	6		
(3) Ballasting	100	96	4		
(4) Repairs to formation	50	49	1		
Total II	1,775	1,671	104		
III—Maintenance and Minor Renewals of Bridges and Culverts—					
(a) Repairs					
(b) Painting	75	44	31		
Total III	75	44	31		
IV—Maintenance and Minor Renewals of Buildings and Works—					
(1) Station Buildings and Workshops	1,000	350	50		
(2) Station Machinery	175	234		59	
(3) Staff Quarters	770	841		71	
(4) Water Supply Installations	75	395		320	
(5) Roads and Platforms	775	731	44		
(6) Coastal Docks, Harbours, Jetties, Wharves and Quays	520	1,298		778	
(7) Sewerage and Sewage Disposal Works	24	23	1		
Total IV	3,339	4,472		1,133	
V—Maintenance and Minor Renewals of Telegraphs, Telephones and Instruments					
VI—Miscellaneous Services—					
(1) Bush Clearing	260	263		3	
(2) Tools and Plant	184	186		2	
(3) Fire Fighting Appliances	20	16	4		
(4) Conservancy	950	938	12		
(5) Supply of Water	1,315	1,473		158	
(6) Insurance of Motor Vehicles	3	3			
Rentals	600	600			
Total VI	3,332	2,876	456		
VII—Miscellaneous Works	415	453		38	
VIII—Contingencies for the Field and Accidents					
Total carried forward	12,305	13,107		802	

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE, 1934—(Continued)

Particulars	Estimate	Expenditure	Saving	Excess	Remarks
	£	£	£	£	
<i>Total brought forward</i>	12,305	13,107		802	
IX—Passages	60	175		115	
X—Printing and Stationery	25	31		6	
TOTAL ABSTRACT (A)	12,390	13,313		923*	
ABSTRACT (B) MARINE WORKING					
I—Salaries and Wages					
(a) Pilots and Shore Boatwain, etc., including Overtime	3,166	3,011	155		
(b) Dhow Inspectors and Registration, Mooring Foreman and Gangs, Signal Staff, Clerks, Messengers, including Overtime and Miscellaneous Expenses	1,775	1,742	33		
Total I	4,941	4,753	188		
II—Harbour Lighting and Buoying and Coast Lighting	575	453	122		
III—Ships' Surveying Fees, Signal Equipment, Mooring Buoys, etc.	583	395	188		
IV—Water Supplies to Ships	3,700	5,270		1,570	
V—Steam Tugs					
Salaries of Tug Master and Tug Engineers, Mates, etc., including Running Stores, Overtime and Miscellaneous Expenses	4,829	4,843		14	
VI—Launches and Boats, Mombasa—					
Salaries of Nakhtha, Engineer and Crews, Motor Boat Drivers, Overtime and Running Stores	1,806	1,856		50	
VII—Launches and Boat, Lamu—					
Salaries of Engineer and Crews, including Running Stores and Miscellaneous Expenses	276	320		44	
VIII—Passages	676	538	138		
IX—Ferries					
Salaries of Mechanics and Staff, Overtime and Running Expenses		1,259		1,259	
TOTAL ABSTRACT (B)	17,436	19,687		2,251*	

* Excess shown pending submission of supplementary Estimates under High Commissioner for Transport (Trans. No. 1, E.S. 1, A) dated 3rd October, 1934.

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE 1934.—(Continued)

Particulars	Estimate		Expenditure		Saving	Excess	Remarks
	£	l	£	l			
ABSTRACT "C" MAINTENANCE OF MECHANICAL PLANT							
I—Supervision and Maintenance—							
Salaries of District Loco Superintendent, Mechanics, Electrician and Clerks	1,462	1,360	122	..			
II—Equipment Ashore—							
Labour, Materials and Stores	2,419	2,283	..	134			
III—Equipment Afloat—							
Labour, Material and New Minor Works	1,882	2,311	..	429			
IV—Workshop and Slipway Machinery—							
Tools and Plant, Running Stores and Power	164	139	25	..			
V—Maintenance of Locomotives and Port Trucks							
(a) Maintenance of Locomotives	750	355	395	..			
(b) Maintenance of Wagons	500	239	261	..			
Total V	1,250	594	656	..			
VI—Overtime	250	150	..	100			
VII—Passages	320	75	245	..			
VIII—Miscellaneous Expenses	22	14	8	..			
TOTAL ABSTRACT C	6,189	7,796	1,607	..			
ABSTRACT "D" SHORE WORKING AND EQUIPMENT							
I—Yard Working—							
Salaries of Yard master, Foreman, Clerks, Janitors, Flagmen, Overtime and Miscellaneous Expenses	2,644	2,083	..	561			
II—Landing and Shipping Cargo—							
Salaries of Cargo Inspector, Clerks, Messengers, Porters, Overtime, Clothing and Miscellaneous Expenses	2,112	1,993	119	..			
III—Crane Working—							
Salaries of Crane Drivers, Firemen, Cable Boys, Overtime, Running Stores and Electrical Power	4,882	4,899	..	17			
IV—Payments to Cargo Handling Contractors	45,550	51,541	..	5,991*			
V—Miscellaneous Charges—							
Locomotive Power, Fuel, Wagon Hire, Claims, Light, Overtime, Supplies, Repairs, Shops and Passage	7,068	7,088	..	20			
TOTAL ABSTRACT D	62,456	68,604	6,148*	..			

* Excess sanctioned pending submission of supplementary Estimates under the High Commissioner for Transport reference No. T/EST/A9 dated 3rd October, 1934 and T/EST/A9 dated 20th February, 1935.

HARBOURS.—COMPARISON BETWEEN ESTIMATES AND EXPENDITURE 1934.—(Continued)

Particulars	Estimate		Expenditure		Excess	Remarks
	£	l	£	l		
ABSTRACT "E" GENERAL CHARGES						
I—Expenses of Administration and Management						
	490	370	..	120		
II—Expenses of Harbour Advisory Board						
		
III—Superintendence—						
(a) Salaries of Port Manager and District Traffic Superintendent, Port Captain and Miscellaneous Expenses	1,970	2,670	..	700		
(b) Office—Salaries of Office Superintendent, Clerks, Messengers, etc. and Miscellaneous Expenses	5,268	5,515	..	247		
Total III	7,238	8,185	..	947		
IV—Accounts and Audit						
(a) Accounts	1,000	1,000	..	..
(b) Audit	150	150	..	..
Total IV	1,150	1,150	..	..
V—Stores Expenses	807	807	..	..
VI—Telephones and Telegrams	300	281	19	..		
VII—Watch and Ward						
(a) Port Police	1,876	1,884	..	8		
(b) Port Watchmen	33	..	..	33		
Total VII	1,909	1,915	..	6		
VIII—Furniture and Equipment for Staff Offices	50	..	..	50		
IX—Passages	679	415	263	..		
Total Abstract E	15,426	16,030	..	604*		
ABSTRACT "F" MISCELLANEOUS EXPENDITURE						
I—Provident Fund and Gratuities from Revenue Account						
	1,400	1,303	97	..		
II—Medical Services						
	330	333	..	3		
III—Pensions and Gratuities						
	570	433	137	..		
IV—Educational Grants						
		
V—Legal Expenses	50	..	..	50		
VI—Municipal Rates	6,014	4,185	1,859	..		
VII—Management Expenses of Harbours	510	502	8	..		
TOTAL ABSTRACT F	8,874	6,726	2,148*	..		

* Excess sanctioned pending submission of supplementary Estimates under the High Commissioner for Transport reference No. T/EST/A9 dated 3rd October, 1934 and T/EST/A9 dated 20th February, 1935.

STATEMENT D.

EXPENDITURE AGAINST FUNDS PROVIDED UNDER UGANDA RAILWAY ACTS,
1896 AND 1902

Heads of Account	Total Expenditure		
	£	s.	d.
Administration and General Charges	423,816	10	11
Surveys	80,469	12	1
Land	22,173	10	9
Formation	1,261,776	0	0
Bridgework	771,722	17	5
Fencing	16,999	0	10
Telegraph	61,196	19	5
Ballast and Permanent Way	1,585,593	6	2
Stations and Buildings	784,604	11	11
Equipment	523,199	13	5
Plant	102,781	17	8
Ferries and Jetties	42,034	19	10
Loss and Depreciation	4,788	14	9
Total £	5,686,436	15	2

STATEMENT E.

EXPENDITURE ON GODOWN AREAS TAKEN OVER FROM KENYA COLONY

Particulars	Total Expenditure
	£
Sidings, roads, drains, etc., at Railway Stations and halts	19,080
Sidings, roads, drains, etc., in Harbour area	5,907
Total £	24,987

STATEMENT F.

TOTAL EXPENDITURE ON RAILWAY WORKS EXTRAORDINARY
(KENYA COLONY)

Particulars	Total Expenditure
Lake Stations	21,502
Surveys	80,469
Piers and Wharves	21,122
Stations	21,189
Goods Sheds and Other Buildings	80,674
Station Yards and Sidings	2,465
Staff Quarters	21,581
Examining Pits	22,037
Equipment	
Miscellaneous	
Total £	419,883

STATEMENT G.

EXPENDITURE AGAINST MAGADI WORKS EXTRAORDINARY
(KENYA COLONY)

Particulars	Total Expenditure
	£
Regrading	30,995
Locomotives	44,828
Bogies	22,017
New Station, Mbululu	1,342
Extension to Loco Sheds	3,820
New Plant	3,500
Houses at Kilindini	5,764
Houses at Malindi	4,630
Running Room, Voi	1,755
Water Supply, Samburu	26,882
Braking Stock	3,392
Brake Vans	5,423
Tyer's Tablets	4,004
Steel Ballast Trucks	2,256
Staff Quarters	990
Total £	161,298

STATEMENT H.

EXPENDITURE AGAINST LOAN OF £250,000 OF 1912
(KENYA COLONY)

Particulars	Amount Advanced	Total Expenditure	Over Expended
	£	£	£
Kilindini Deep Water Pier	100,000	100,000	
Doka Railway Kenya Colony	150,000	150,000	

STATEMENT D.

EXPENDITURE AGAINST FUNDS PROVIDED UNDER UGANDA RAILWAY ACTS,
1896 AND 1902

Heads of Account	Total Expenditure		
	£	s.	d.
Administration and General Charges	423,816	10	11
Surveys	80,469	12	1
Land	22,173	10	9
Formation	281,776	0	0
Bridgework	771,722	17	5
Fencing	16,996	0	10
Telegraph	61,196	18	3
Ballast and Permanent Way	1,886,933	8	2
Stations and Buildings	784,604	11	11
Equipment	523,199	13	5
Plant	107,781	17	8
Ferries and Jetties	42,034	19	10
Loss and Depreciation	4,788	14	9
Total £	5,606,436	15	2

STATEMENT E.

EXPENDITURE ON GODOWN AREAS TAKEN OVER FROM KENYA COLONY

Particulars	Total Expenditure
	£
Sidings, roads, drains, etc., at Railway Stations and halts	19,080
Sidings, roads, drains, etc., in Harbour area	5,907
Total £	24,987

STATEMENT F.

TOTAL EXPENDITURE ON RAILWAY WORKS EXTRAORDINARY
KENYA COLONY

Particulars	Total Expenditure
	£
Lake Steamers	10,000
Surveys	25,000
Piers and Wharves	10,000
Stations	10,000
Goods Sheds and Other Buildings	11,159
Station Yards and Sidings	20,000
Staff Quarters	4,000
Examining Pits	11,881
Equipment	22,037
Miscellaneous	
Total £	419,863

STATEMENT G.

EXPENDITURE AGAINST MAGADI WORKS EXTRAORDINARY
KENYA COLONY

Particulars	Total Expenditure
	£
Regrading	30,995
Locomotives	44,528
Bogies	22,017
New Station, Mbululu	1,342
Extension to Loco Sheds	3,820
New Plant	3,500
Houses at Kilindini	5,764
Houses at Makindu	4,630
Running Room, Voi	1,755
Water Supply, Samburu	26,851
Braking Stock	3,392
Brake Vans	5,421
Tyer's Tablets	4,004
Steel Ballast Trucks	2,256
Staff Quarters	990
Total £	161,298

STATEMENT H.

EXPENDITURE AGAINST LOAN OF £250,000 OF 1912
(KENYA COLONY)

Particulars	Amount Advanced	Total Expenditure	Over Expended
	£	£	£
Kilindini Deep Water Pier		10,450	
Thika Railway, Kenya Colony Area		22,000	

NOTE: Expenditure on the above works is £250,000 less interest thereon.

STATEMENT I

EXPENDITURE AGAINST LOAN OF £375,000 OF 1914
(KENYA COLONY)

Particulars	Appropriation	Total Expenditure
	£	£
Rolling Stock	14,403	174,403
Staff Quarters	22,860	22,860
Traffic Improvements	31,274	21,274
Loco Improvements	4,877	4,877
Improvements to General Stores	3,562	3,562
Improvements to Lake Ports	34,519	34,519
Low Cargo Steamer	44,076	44,076
Improvements to Kilindini Pier	33,906	33,906
Total £	344,479	344,479
Excess on Loan of £250,000 (Statement H.)	30,521	30,521
Total £	375,000	375,000

STATEMENT J.

EXPENDITURE AGAINST LOAN OF £1,868,000 OF 1915
(KENYA COLONY)

Particulars	Total Expenditure
	£
(A)—ADVANCE OF £62,840	
Rolling Stock (£147,160)	
1 Locomotive tank type	3,399
2 Sals of coaches	12,544
4 Passenger bogie carriages	7,092
7 Heavy class bogie carriages	2,417
6 Horse boxes	4,513
14 4-wheeled high-sided open wagons	8,658
20 High-sided open bogie wagons	9,676
30 Low-sided open bogie wagons	14,723
	63,022
Less: Amount available on account of Rolling Stock sold	Cr 168
Total Rolling stock £	62,854
Mombasa and Kilindini Veneer stocks (£22,000)	7,461
Makupa Brickfields	
Total £	70,335
Payment of Interest out of Capital	7,541
Total (A) £	77,876
(B)—ADVANCE OF £277,124	
Rolling Stock	513,477
Staff Quarters	21,234
Loco stock	10,681
Loco stock	4,927
Loco stock	755
Loco stock	143
Loco stock	3,193
Loco stock	32,361
Total (B) £	637,011

STATEMENT K

EXPENDITURE AGAINST LOAN OF £28,000,000 (1921) (KENYA COLONY)

Particulars	Appropriation	Total Expenditure
	£	£
Kilindini Harbour Works	84,594	
Interest paid out of Capital	162,766	1,972,030
Expenses of Issue out of Capital	119,649	
Expenses of Issue out of Capital	2,942,997	
Interest paid out of Capital	21,344	1,254,586
Expenses of Issue out of Capital	148,619	
Reserve to H.M. Treasury	1,019,443	
£1,868,000	94,348	1,113,779
Expenses of Issue out of Capital		
Total £	4,245,386	4,245,386

STATEMENT L.

EXPENDITURE AGAINST LOAN OF £3,500,000 (1924)

Particulars	Appropriation	Expended during 1934	Expended to 31-12-33	Total	Un-expended Balance
	£	£	£	£	£
1. Extension of the Kenya and Uganda Railway into Uganda and Construction of Branches in Kavirondo and Uganda	1,982,706	27	1,981,541	1,981,514	1,192
	990,000	1,298	79,702	990,000	
2. Capital Improvements to the existing line and Lake Service and Additional Equipment	527,274	3,021	504,272	507,293	20,001
	3,500,000	113,292	3,365,815	3,478,807	21,193
4. Rolling Stock	421,662		421,662	421,662	
Total £	3,921,662	113,292	3,787,177	3,900,469	21,193

* Accrued Interest as at 31st December, 1933.

STATEMENT M.

EXPENDITURE AGAINST LOAN OF £5,000,000 (1927) (KENYA COLONY)

Particulars	Appropriation	Expended to 31-12-34	Un-expended Balance
	£	£	£
1. Completion of Uasin Gishu Road	600,000	600,000	
2. General Improvements in Mombasa	125,000	125,000	
3. Purchase and Reconditioning of Locomotives and Rolling Stock	1,000,000	1,000,000	
4. Additional Locomotives and Rolling Stock	2,000,000	2,000,000	
5. General Port Development at Mombasa	55,000	55,000	
6. Repayment of Loan of £500,000 raised in 1927			
Imperial Loan of £500,000 raised in 1927		48	48
Expenses of Issue out of Capital		254,824	254,824
Total £	5,000,000	5,000,000	

STATEMENT N.
EXPENDITURE AGAINST LOAN OF £3,500,000 (1928)—(KENYA COLONY)

Particulars	Appropriation	Expended to 31 12 34	Un-expended Balance
	£	£	£
1. Construction of Nyeri, Kitale and Solai Branch Railways	801,623	801,623	
2. General Improvements on Main Line and additional Equipment	333,914	218,104	115,810
3. Purchase of site for New Railway Station, Mombasa	54,999	54,999	
4. Additional Locomotives and Rolling Stock	718,607	718,607	
5. General Port Development at Mombasa	650,000	649,570	430
6. General Port Development during Construction Period of Works	51,857	51,857	
7. Balance of Repayment of Loan of £3,500,000 raised under the Authority of the Imperial Loan Ordinance 29 of 1924	20,419	20,419	
10. (a) Expenses of Issue and Deduction for Discount	208,912	208,912	
Total £	2,840,331	2,724,091	116,240

STATEMENT O.

EXPENDITURE AGAINST LOAN OF £3,400,000 (1930)—(KENYA COLONY)

Particulars	Appropriation	Expended to 31-12-34	Un-expended Balance
	£	£	£
6 (a) Branch Lines	313,000	259,831	53,169
6 (b) Rolling Stock	25,000	63	24,937
7 (a) Construction of Quays and Outlets	626,018	626,018	
7 (b) Port Improvements	168,868	116,107	52,761
8 Expenses of Issue and Deduction for Discount	33,210	33,210	
Total £	1,166,091	1,035,229	130,862

STATEMENT P.

EXPENDITURE AGAINST LOAN OF £2,000,000 (1932)
(UGANDA PROTECTORATE)

Particulars	Appropriation	Expended to 31-12-34	Un-expended Balance
	£	£	£
Repayment of Old Uganda Loans	311,741	311,741	
Jinja-Kampala Railway	523,000	511,370	11,630
Expenses of Issue and Deduction for Discount	52,680	52,680	
Total £	887,421	875,791	11,630

STATEMENT Q.
EXPENDITURE AGAINST UASHI-GISHU RAILWAY (NATURAL PORT)

Heads of Account	Expenditure to 31-12-34		
	£	s.	d.
* Administration	41,943		
Surveys	2,091	11	14
Land	424,356	12	3
Formation	152,474	4	3
Bridgework	6,712	12	3
Fencing	9,853	11	5
Telegraphs	499,980	16	0
Ballast and Permanent Way	190,757	5	11
Stations and Buildings	100,875	9	8
Equipment	34,561	0	10
Plant	231,173	10	4
Interest paid out of Capital	170,663	0	0
Expenses of Issue and Deduction for Discount			
Total cost £	2,396,433	10	4

* This includes Contractors' Head Office Charges and Profits.

£1,754,560	0	0	Expenditure from Loan of £5,000,000 (1921)
£ 620,470	0	0	£5,000,000 (1927)
£ 21,403	10	4	£3,500,000 (1928)

Total as above £2,396,433 10 4

STATEMENT R.

EXPENDITURE AGAINST LOAN OF £170,000 OF 1911 (UGANDA PROTECTORATE)

Heads of Account	Expenditure to 31-12-34		
	£	s.	d.
Administration	6,459	19	11
Surveys	2,371	18	8
Land	86	17	7
Formation	15,856	7	8
Bridgework	4,223	12	3
Fencing	285	7	4
Telegraphs	3,157	9	9
Ballast and Permanent Way	91,744	3	8
Stations and Buildings	33,563	17	5
Equipment	9,390	13	5
Plant	1,803	17	9
Ferries and Jetties	1,529	6	3
Total £	170,472	11	2

STATEMENT S.

EXPENDITURE AGAINST LOAN OF £125,000 OF 1912-13 (UGANDA PROTECTORATE)
IMPROVEMENTS BUGGUA RAILWAY AND MARINE (£29,160)

Particulars	Provision	Total expenditure to 31 12 34	Un-expended Balance
	£	£	£
Expenses of Issue and Deduction for Discount	3,965	3,964	
Canal through the South	5,993	5,993	
Six 110-ton Lighters	9,000	9,000	
Namugaga Wharf	1,000	2,999	
Piers and Warehouses	1,202	2,204	
Total £	29,160	29,160	

STATEMENT T.

EXPENDITURE AGAINST BUSOGA RAILWAY WORKS EXTRAORDINARY
(UGANDA PROTECTORATE)

Particulars	Expended to 31-12-34
	£
One weighing machine, Falli Port	37
Enlargement of Superintendent's office, Jinja	417
Siding for Messrs. Mathuradas Nanganad Co., Jinja	526
Godown Sidings at Jinja	1,630
Part cost of circular saw for Namassagali	375
Total £	2,985

STATEMENT U.

EXPENDITURE AGAINST BUSOGA RAILWAY MARINE WORKS EXTRAORDINARY
(UGANDA PROTECTORATE)

Particulars	Expended to 31-12-34
	£
S. W. Speke— Lighter No. 2	7,400
Lighter No. 1	400
	12,700
S. W. Stanley	6,200
S. W. Grant	10,700
Four 100 ton Lighters	2,150
One 50 ton Lighter	500
Three Dredger Boats	
Total	40,150

STATEMENT V.

EXPENDITURE AGAINST LOAN OF £329,000 OF 1915 (UGANDA PROTECTORATE)
(IMPROVEMENTS BUSOGA RAILWAY AND MARINE)

Particulars	Provision	Expended to 31-12-34	Expended during 1934	Total	Un-expended Balance
	£	£	£	£	£
Rolling Stock	14,475	13,477		13,477	
Station Machinery	12,800	1,840		1,840	
Quarters and Piers	10,514	10,514		10,514	
Piers	15,471	15,471		15,471	178
Warehouses	720	720		720	
Stores	9,563	9,563		9,563	
Stores at Namassagali	2,446	2,446		2,446	
Land Cutting	687	687		687	
Survey of Lake	554	554		554	
Interest paid out of Capital	10,554	10,554		10,554	
Total £	66,004	65,826		65,826	178

STATEMENT W.

EXPENDITURE AGAINST LOAN OF £329,000 OF 1915 (UGANDA PROTECTORATE)
(IMPROVEMENTS PORT BELI-KAMPALA RAILWAY)

Particulars	Provision	Expended to 31-12-34
	£	£
Administration	1,462	1,462
Surveys	144	144
Earthworks	4,135	4,135
Land	79	79
Bridgework	764	764
Mile and Gradient Posts	9	9
Telegraphs	49	49
Permanent Way	13,474	13,474
Buildings	6,985	6,985
Rolling stock	4,000	4,000
Plant	17	17
Contingencies	1,896	1,896
	122	122
Total £	33,144	33,144

STATEMENT X.

EXPENDITURE AGAINST LOAN OF £329,000 OF 1915 (UGANDA PROTECTORATE)
(IMPROVEMENTS PORT BELI-KAMPALA RAILWAY)

Particulars	Provision	Expended to 31-12-34
	£	£
Goods Shed Extension	600	600
Crane for Kampala	644	644
Piers	16,906	16,906
Interest paid out of Capital	3,467	3,467
Total £	21,617	21,617

STATEMENT Y.

EXPENDITURE AGAINST LOAN OF £329,000 OF 1915 (UGANDA PROTECTORATE)
(IMPROVEMENTS LAKE ALBERT MARINE)

Particulars	Provision	Expended to 31-12-34
	£	£
S. L. "Livingstone" Quarters	42,000	9,224
Piers and Wharf		7,279
New Steamer		4,350
Interest paid out of Capital	7,170	21,147
Total £	49,170	49,170

STATEMENT Z.

EXPENDITURE AGAINST LAKE ALBERT MARINE WORKS EXTRAORDINARY
(UGANDA PROTECTORATE)

Particulars	Expended to 31-12-34
	£
P. S. "Samuel Baker"	11,000
Lighters and Sailing Vessels	475
Tools and Plant Stores, Butiaba	700
Staff Quarters	2,900
Offices and Pier	110
Slipway	600
Buildings at Mutir and Rhino Camp	55
Total £	15,840

STATEMENT A A

EXPENDITURE AGAINST MOTOR TRANSPORT SERVICE EXTRAORDINARY
(UGANDA PROTECTORATE)

Particulars	Expended to 31-12-34
	£
Paraffin Oil Storage	104
Godown and Offices at Masindi	1,200
Quarters at Masindi	300
Total £	1,604

STATEMENT A B

EXPENDITURE AGAINST HARBOURS WORKS EXTRAORDINARY
(KENYA COLONY)

Particulars	Expended to 31-12-34
	£
Port Offices	3,703
Staff Quarters	5,875
Transit sheds and offices	8,489
Wharves and Jetties	13,300
Lights, Buoys and Beacons	10,701
Tugs, Launches and Patrols	9,424
Equipment	600
Total £	52,092

STATEMENT A C

PROVIDENT FUND INVESTMENTS AS AT 31ST DECEMBER, 1934

Name of Stock	Amount of Stock purchased			Quotation (Middle Market Price) at 31st Dec. 1934	Market Value at 31st Dec. 1934		
	£	s	pds		£	s	pds
British Guiana (1947-50) 5 per cent	4 14	4	42	130	17,328	5	30
Ceylon (1940)	2 21	7	54	103	1,252	16	65
Ceylon (1960 70)	2,592	10	17	124	9,360	3	01
Commonwealth of Australia (1945-75) 5 per cent	6 274	3	68	B. Value*	3,041	19	86
Commonwealth of Australia (1964-74) 3 1/2 per cent	15,116	17	83	101	6,942	18	42
Federated Malay States (1960 70) 3 per cent	953	16	00	B. Value*	15,268	1	21
Fiji (1960 70)	7,144	3	50	116	943	5	25
Fiji (1946-53)	12,232	14	50	125	8,287	4	86
Gold Coast (1945-70)	42,454	2	58	117	15,290	18	13
Gold Coast (1956)	4,319	17	58	103	4,655	11	57
Gold Coast (1939-50)	4,232	16	84	101	4,275	3	41
Gold Coast (1927-52)	5,112	10	00	109	5,572	12	50
India (1948-53)	2,735	14	08	114	3,118	14	05
India (1950/55)	326	10	42	117	346	2	25
India (1925-38A)	1,182	13	08	117	7,233	14	10
India (1942-47)	2,405	19	50	107	6,471	6	66
Jamaica (1941-71)	4 43	11	42	118	14,638	11	46
Kenya (1961 71)	4 49	19	50	111	7,563	15	41
Kenya (1948-58)	16,280	4	17	115	18,722	4	80
Kenya (1950)	36,168	5	33	127	45,933	13	97
Kenya (1946-56)	10,935	3	42	111	12,138	0	80
New Zealand (1945)	1 217	0	33	111	1,850	17	77
New Zealand (1944)	1,389	1	33	116	1,611	6	34
New Zealand (1949)	8,843	15	84	114	10,081	18	46
New Zealand (1946)	17,711	7	84	112	19,836	17	42
New Zealand (1945-58)	6 99	4	33	111	7,762	9	41
New Zealand (1947)	12,416	8	17	B. Value*	12,418	8	17
Nigeria (1955)	3 698	0	00	108	4 994	4	36
Nigeria (1936-46)	20,044	5	58	130	26,057	11	25
Nigeria (1949-79)	42,747	1	25	114	49,751	13	03
Nigeria (1963)	24,710	12	00	118	29,158	10	16
Nigeria (1947-57)	18,527	16	83	119	22,048	2	63
Nigeria 1950 60	1,977	5	83	116	2,293	13	16
New South Wales (1947-57) 5 1/2 per cent	3,375	1	17	109	3,678	18	46
Queensland (1940-60)	7 542	6	17	103	7,871	11	56
Sierra Leone (1938-63)	6 908	16	58	113	7,806	19	54
Sierra Leone (1955)	10,755	14	34	101	10,863	5	48
Strait Settlements (1937-67) 3 1/2 per cent	10,018	5	75	101	10,166	11	24
Trinidad (1917-42)	10,756	11	08	116	12,477	12	05
Union of S. Africa (1945-75) 5 per cent	72	0	00	106	75	0	50
Union of S. Africa (1943) 6 1/2 per cent	1,824	11	50	121	2,225	7	50
Union of S. Africa (1950 70) 5 per cent	28,625	14	67	119	34,064	11	48
Uganda (1961-71)	440	9	00	101	444	9	00
Western Australia (1935-65) 4 1/2 per cent							
Total £	462,728	8	76		5,0384	6	46

* No Quotation.

STATEMENT A.F.

SUMMARY OF CARGO RECEIVED AT KISUMU PIER FROM THE UNDER-MENTIONED PORTS DURING 1934, COMPARED WITH 1933

Ports from	1934	1933
	Tons	Tons
Useumbo Bay	365	259
Sio Pier	1,247	1,129
Mianji Pier	1,065	1,353
Kendu Bay	1,716	1,669
Homa Bay	1,317	1,521
Port Bell	26	83
Entebbe	193	24
Bukakata	5,971	7,736
Karungu	174	484
Bukoba	10,859	8,407
Musoma	417	1,124
Mwanza	5,767	4,676
Katebo	3,924	6,081
Homa Point	658	71
Kadimu Bay	2	41
Busingwe Island	535	441
Nassaro Pier		46
Lushika	11	
Total Tons	34,247	35,145

STATEMENT A.G.

SUMMARY OF CARGO CARRIED FROM KISUMU PIER TO THE UNDER-MENTIONED PORTS DURING 1934, COMPARED WITH 1933

Ports to	1934	1933
	Tons	Tons
Useumbo Bay	72	40
Sio Pier	83	74
Mianji Pier	282	9
Kendu Bay	196	75
Homa Bay	238	46
Itaja Pier	26	19
Kibanga		1
Port Bell	174	111
Entebbe	563	813
Bukakata	2,794	2,314
Karungu	507	201
Bukoba	2,633	2,363
Musoma	1,259	882
Mwanza	2,102	1,756
Busingwe Island	961	618
Katebo	118	163
Kadimu Bay	34	
Total Tons	11,968	9,457

STATEMENT A.H.

SUMMARY OF CARGO RECEIVED AT NAMASAGALI PIER FROM THE UNDER-MENTIONED PORTS DURING 1934, COMPARED WITH 1933

PORTS FROM	1934	1933
	Tons	Tons
ATURA	1,589	1,997
BUDALI	302	361
BUGONDO	2,628	362
BUKUNGULU	621	399
EKWERA	1,687	2,239
KACHUNG	1,014	2,476
KELLI	535	1,691
RIGINGI	1	4
LALLI	3,746	4,965
MASINDI PORT		35
NABIESO	688	1,015
NAMASALI	342	503
PALANGO		668
ROMPANGO	729	2,096
SANGAI		
Total	13,882	21,181

STATEMENT A.I.

SUMMARY OF CARGO CARRIED, FROM NAMASAGALI PIER TO THE UNDER-MENTIONED PORTS DURING 1934, COMPARED WITH 1933

PORTS TO	1934	1933
	Tons	Tons
ATURA	1,340	572
BUDALI	65	13
BUGONDO	198	135
BUKUNGULU	4	2
EKWERA	39	49
KACHUNG	732	640
KELLI	308	249
RIGINGI	16	37
LALLI	16	46
MASINDI PORT	11,886	8,310
NABIESO	30	16
NAMASALI	70	89
PALANGO	112	43
PALANGO	61	111
SANGAI		0
KIKATO		3
KIBUGA		3
KAGANGA		7
KASIABO	10	1
KIMOGORO		3
KIBANGALA		10
ROMPANGO		
CHIGOLU	6	
KAKINDU	3	
KITUWABA	1	
Total	14,997	10,344

STATEMENT A.J.

SUMMARY OF CARGO RECEIVED AT BUTIABA FROM THE UNDERMENTIONED PORTS DURING 1934, COMPARED WITH 1933

PORTS FROM	1934	1933
	Tons	Tons
MAHAGI	236	264
PAKWACH	52	94
RHINO CAMP	630	763
LAROFI	6	16
NIMULE	2	10
KITARA POINT	86	212
KASENYI	159	79
PANYAMUR (RIVER MOUTH)	3	
Total	1,174	1,392

STATEMENT A.K.

SUMMARY OF CARGO CARRIED FROM BUTIABA TO THE UNDERMENTIONED PORTS DURING 1934, COMPARED WITH 1933

PORTS TO	1934	1933
	Tons	Tons
KASENYI	6,498	4,779
RHINO CAMP	723	712
MAHAGI	403	385
NIMULE	3	
NIMULE	52	6
PAKWACH	288	151
LAROFI	41	59
OGUJEHBE	10	6
OBONGI	5	
MUTIR	32	11
KITARA POINT		
Total	8,035	6,110

STATEMENT A L
TONNAGE OF GOODS CARRIED, MASINDI PORT
BUTIABA ROAD MOTOR SERVICE DURING 1934
COMPARED WITH 1933

Direction	1934	1933	Increase	Decrease
	Tons	Tons	Tons	Tons
UPWARD	8,636	5,670	2,966	
DOWNWARD	1,735	1,257	478	
Total	10,371	6,927	3,444	

REPAIRS AND RENEWALS OF ROLLING STOCK

STATEMENT A M

	Number of Vehicles Units Repaired		Per cent of Stock		Average Time under Repair, Days per unit	
	1934	1933	1934	1933	1934	1933
LOCOMOTIVES—						
Heavy Repairs	61	52	27.23	23.21	51.43	57.02
Intermediate Repairs	28		12.50		28.92	
Light Repairs	20	48	8.93	20.09	85.43	26.15
RAIL MOTORS—						
Heavy Repairs						
Light Repairs						
COACHING VEHICLES—						
(a) Passenger carrying vehicles						
Heavy Repairs	38	34	14.96	13.33	126.40	111.44
Light Repairs	46	4	18.11	1.11	22.29	19.47
(b) Other Coaching Vehicles						
Heavy Repairs	51	2	16.45	2.14	181.45	113.11
Light Repairs	29	30	9.35	10.71	38.00	52.72
WAGONS—						
Heavy Repairs	855	762	13.23	11.86	85.16	44.70
Light Repairs	544	73	8.42	1.13	34.70	26.20

Notes—(a) Sundays and holidays are included in column 5 and 6.
(b) The following are the classifications for Heavy, Intermediate and Light repairs respectively—

LOCOMOTIVES AND RAIL MOTORS

Heavy Repairs—overhaul of engine and boiler

Intermediate Repairs—engines fitted for reconditioning of wheels and axle boxes, piston and Valve Examina-
tion, and withdrawal of a few tubes to clean boiler may be done if condition warrants this
Light Repairs—overhaul of one or more parts of the engine, or the withdrawal of the engine from traffic for a period
exceeding 48 hours

COACHING VEHICLES

Heavy Repairs—overhaul of engine, including repainting and necessary repairs to bodies, wheels, brakes and
boilers, etc.
Intermediate Repairs—overhaul of engine, including repainting and fitting and any other repairs not classified as "Heavys" which
may be done if condition warrants this
Light Repairs—overhaul of one or more parts of the engine, or the withdrawal of the engine from traffic for a period
exceeding 48 hours

WAGONS

Heavy Repairs—overhaul of engine, including repainting and necessary repairs to bodies, wheels, brakes and
boilers, etc.
Intermediate Repairs—overhaul of engine, including repainting and fitting and any other repairs not classified as "Heavys" which
may be done if condition warrants this
Light Repairs—overhaul of one or more parts of the engine, or the withdrawal of the engine from traffic for a period
exceeding 48 hours

Notes—(a) Sundays and holidays are included in column 5 and 6.
(b) The following are the classifications for Heavy, Intermediate and Light repairs respectively—

STATEMENT A N

FUEL CONSUMPTION IN LBS PER ENGINE MILE
EXPRESSED IN TERMS OF COAL—THE CALORIFIC VALUE OF OTHER FUELS BEING
SHOWN FOR PURPOSES OF COMPARISON

STEAM LOCOMOTIVES

Rail Motors

Year	Steam Locomotives			Rail Motors		
	Coaching service	Goods service	Mixed	Departmental	*Total	
1934	78.59	86.85	80.04	53.90	73.07	
1933	76.59	87.12	83.84	54.01	76.26	
1932	79.38	85.04	70.67	51.01	73.62	
1931	84.49	87.64	78.00	57.15	74.63	

*NOTE (a)—Diesel includes Shunting (in depot yards and at worksite stations) and Light Engine mileage

RELATIVE QUANTITIES REQUIRED FOR STEAM-RAISING PURPOSES
(BASED ON LOCAL TESTS CONDUCTED PRIOR TO 1930)

Oil Fuel = 1.00
Coal = 1.55
Wood Fuel = 4.99

STATEMENT A.O.

CONSUMPTION OF LUBRICATING OIL BY LOCOMOTIVES AND RAIL MOTORS IN PINTS PER 100 ENGINE MILES

YEAR	STEAM LOCOMOTIVES.				RAIL MOTORS				
	COACHING SERVICE		GOODS SERVICE		MIXED		DEPARTMENTAL		TOTAL
	Cylinder oil	Other lubricating oil	Cylinder oil	Other lubricating oil	Cylinder oil	Other lubricating oil	Cylinder oil	Other lubricating oil	
1934	311	890	367	611	184	388	277	622	
1933	300	831	321	589	228	414	302	714	
1932	307	858	280	504	196	446	262	675	
1931	352	983	269	510	206	452	243	622	

STATEMENT A.P.

	TOTAL IMPORTS, PORT OF MOMBASA		Percentage Increase	Percentage Decrease
	1934	1933	Per cent	Per cent
Deepwater Quay (including Cased Oils and Cement Clinker)	Tons 180,691	Tons 167,171	8.09	
Lighterage Quay (including Cased Oils but excluding Coal)		71		100.00
Mbaraki (Tiles)	434	1,286		65.28
Mbaraki (other than Coal and Tiles)				25.51
Mombasa Old Port	73	98		
Explosives				35.00
Shimanzani Beach		82,905		12.29
Coal	53,815	1,286		
Shimanzani Cased Oil Wharf	1,128			
Oil Jetty, Kilindini Bay	93,662	80,632	16.18	
Bulk Oils				7.00
Fresh Fish	146	157		
Cable Depot, Mbaraki			100.00	
English Point, Kisauni, Nyah, Twaku	23			
TOTAL	329,992	333,470		1.04

STATEMENT A.Q.
IMPORTS AT DEEPWATER QUAY BERTHS (EXCLUDING CASSED AND DRUM OILS)

MONTH	Craned from Ships at Quay	Craned from Lighters	Manhandled	Total
	Tons	Tons	Tons	Tons
January	13,619		1	13,620
February	13,999		11	13,999
March	16,581	1	19	14,092
April	14,073		38	14,831
May	14,762	11	21	12,911
June	12,890		12	13,379
July	13,367		6	13,336
August	13,330		1	12,260
September	12,279	118	13	15,379
October	15,248		9	15,928
November	15,919	349	28	19,551
December	19,174			
TOTAL	175,261	479	159	175,899

STATEMENT A.R.
IMPORTS AT LIGHTERAGE QUAY (EXCLUDING COAL AND CASSED OILS)

NIL

STATEMENT A.S.
IMPORTS OF CASSED AND DRUM OILS

MONTH	Craned At Shimanzani Cased Oil Wharf	Craned at Deep Water Quay	Total
	Tons	Tons	Tons
January		12	7
February		2	12
March		13	2
April	30		13
May		2	30
June		158	2
July			158
August		8	2
September		23	8
October		12	23
November			12
December			
TOTAL	30	237	267

STATEMENT A.T.

IMPORTS AT SHIMANZI CASED OIL WHARF (OTHER THAN CASED AND DRUM OILS)

MONTH	Craned	Total
	Tons	Tons
January	149	134
February	134	93
March	93	196
April	196	28
May	113	113
June	69	69
July	41	41
August	118	118
September	1	1
October	1	1
November	156	156
December		
TOTAL	1,098	1,098

STATEMENT A.U.
IMPORTS AT MOMBASA OLD PORT.

NIL*

*Dhow cargo is not manifested and particulars are not available.

STATEMENT A.V.
IMPORTS OF BULK OILS

MONTH	Shimanzi Oil Jetty	Magadi Jetty	Deepwater Quay	Total
	Tons	Tons	Tons	Tons
January	6,602			6,602
February	5,715			5,715
March	18,272			18,272
April	2,705			2,705
May	16,216			16,216
June	9,263	1,500	5,865	16,628
July	902			902
August	10,228			10,228
September	6,304			6,304
October	10,110			10,110
November				
December				
TOTAL	86,317	1,500	5,865	93,682

STATEMENT A.W.
IMPORTS AT CABLE DEPOT.

MONTH	Tons
January	23
June	75
November	48
TOTAL	146

STATEMENT A.X.

IMPORTS OF COAL

MONTH	Manhandled at Mbaraki	Manhandled at Kilindini Bay	Craned at Lighterage Quay	Total
	Tons	Tons	Tons	Tons
January	4,786		1,794	6,580
February				
March	1,540		4,859	6,399
April				
May	6,158		2,805	8,963
June	917		3,785	4,702
July				
August	6,003		1,570	7,573
September		22		22
October	5,671	2,470	2,269	10,410
November	7,062		2,301	9,363
December				
TOTAL	32,137	2,492	19,186	53,815

STATEMENT A.Y.
IMPORTS OF EXPLOSIVES

MONTH	Manhandled at Flora Point	Manhandled at Old Sleeper Jetty	Total
	Tons	Tons	Tons
March	21	5	26
May	20		20
July	24		24
September		3	3
October			
TOTAL	65	8	73

STATEMENT A.Z.
IMPORTS OF CEMENT CLINKER AND GYPSUM ROCK IN BULK

MONTH	Handled at Deepwater Quay
	Tons
March	2,488
July	109
December	1,958
TOTAL	4,555

STATEMENT B.A.
IMPORTS AT M'BARAKI (EXCLUDING TILES AND COAL)

MONTH	Craned
	Tons
January	322
March	112
Total	434

STATEMENT B.B.
IMPORTS AT ENGLISH POINT.

MONTH	Tons
	Tons
February	23
TOTAL	23

STATEMENT B.C.
TOTAL EXPORTS, PORT OF MOMBASA

	1934	1933	Percentage Increase	Percentage Decrease
	B/L Tons	B/L Tons	Per cent	Per cent
Deepwater Quay	339,687	398,729	..	14.81
Lighterage Quay	..	220	..	100.00
Mombasa Old Port	..	..	..	..
Bulk Oils (Re-exports)	3,116	2,848	9.41	..
(a) Cargo	40,399	40,328	1.64	..
(b) Bunkers	5,283	7,764	..	30.67
Shimanzu Cased Oil Wharf	1,123	1,179	..	4.78
Likoni	8	..	100.00	..
Explosive (Exports)	..	38	..	100.00
Shimanzu Beach	..	17	..	100.00
Nyali Beach	..	..	100.00	..
Scrap Iron, Mombasa Old Port	60	..	100.00	..
Scrap Iron, Kilindini Bay	100	..	100.00	..
TOTAL	399,467	451,123	..	13.45

STATEMENT B.D.
EXPORTS AT DEEPWATER QUAY BERTHS

MONTH	Craned to Ships		Craned to Lighters		Manhandled		Total
	B/L Tons	B/L Tons	B/L Tons	B/L Tons	B/L Tons	B/L Tons	
January	13,719	..	..	..	..	..	13,755
February	26,357	..	..	..	11	..	26,394
March	42,061	486	..	..	..	..	42,539
April	45,502	..	..	..	..	..	46,624
May	27,627	19	..	..	..	..	27,646
June	25,390	60	..	..	..	..	25,462
July	28,186	..	..	..	31	..	28,217
August	16,732	..	..	..	79	..	16,811
September	19,443	..	..	..	..	..	19,467
October	24,955	..	..	706	..	..	25,661
November	21,534	..	..	..	..	..	21,540
December	..	..	..	..	..	..	..
TOTAL	338,120	686	..	..	881	..	339,687

STATEMENT B.E.
EXPORTS FROM LIKONI

MONTH	Manhandled
	B/L Tons
January	62
February	82
March	182
April	125
May	56
June	24
July	181
August	74
September	100
October	114
November	123
December	..
TOTAL	1,123

STATEMENT B.F.
EXPORTS (OTHER THAN CASED AND DRUM OILS)
FROM SHIMANZI CASED OILS WHARF

MONTH	Craned
	B/L Tons
January	1
February	1
March	2
April	5
May	..
June	..
July	..
August	..
September	..
October	..
November	..
December	..
TOTAL	26

STATEMENT B.G.
RE-EXPORT OF BULK OILS (CARGO)
SHIMANZI OIL WHARF

MONTH	Total
	B/L Tons
January	255
February	363
March	213
April	409
May	344
June	526
July	485
August	50
September	..
October	155
November	..
December	316
TOTAL	3,116

STATEMENT B.H.
RE-EXPORT OF BULK OILS (BUNKERS)

MONTH	Total
	B/L Tons
January	3,441
February	2,182
March	4,603
April	3,936
May	1,972
June	4,296
July	3,328
August	4,714
September	2,998
October	2,473
November	4,270
December	3,777
TOTAL	40,990

STATEMENT B.I.
EXPORTS OF CASED AND DRUM OILS

MONTH	Craned at Shimani Cased Oil Wharf
	<i>B/L Tons</i>
January	542
February	244
March	1,036
April	832
May	463
June	276
July	499
August	133
September	..
October	338
November	285
December	579
TOTAL	5,327

STATEMENT B.J.
EXPORTS, EXPLOSIVES

MONTH	Flora Point
	<i>B/L Tons</i>
January	2
September	6
TOTAL	8

STATEMENT B.K.
EXPORTS, SCRAP IRON

MONTH	Mombasa Old Port	Kilindini Bay	Total
	<i>B/L Tons</i>	<i>B/L Tons</i>	<i>B/L Tons</i>
June	60	..	60
November	..	100	100
TOTAL	60	100	160

HEADQUARTER OFFICES,
NAIROBI:

G. D. RHODES,
General Manager.

45
E. 8