1937

38179 / 11

CO533/482

KENYA

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KENYA-UGANDA RAILWAY & HARBOURS

LOCOMOTIVES

Previous

Subsequent

R 297	1/7
R. 300	8/7
Mr Parkin	9/7
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FILE A.

(17430) 34000/36 5,000 11/36 M. & S., Ltd. Gp. 641

C.I.   1.SEC.,HIGH COMMR. FOR TRANSPORT....3 PN.........31.5.37. 2
TRANSPORT(K.U.R.)   Trs.copies of memo.on Locomotive Position.
(3 PN.RECD.ON 38172/19/37)

This envisages expenditure of £ 108,000 on 6 new locomotives. It is not clear whether the bill will have to be paid in 1938 or 1939. ~~However~~ The ~~[illegible] [illegible]~~ can stand up.

? Put by

C. A. Grossmith
8/7

J. J. Paskin
9/7

Sir J. Campbell

Interesting. I don't quite follow the figures especially the 6000 miles a month in 8(b). The average rate is only 95 miles per day (para 6) and 6000 a month is 200 a day. But apparently he means that with the stud in operation ~~[illegible]~~ you can get 6000 to 7000 engine miles a month allowing for those laid up ~~[illegible]~~ of which there must always be some.

What they must do is of course to get new large engines and also scrap such of the E.B. ones as they don't want - so as to get them off the books.

This they will do.

The C.A. should have a copy

J. E. W. Flood
10.7.

(P 119 of the Railway report gives a list of the stud. They have 36 Garratts 6 Mikados (big 8 coupled beasts) 62 E.B. 3 s (Superheater 8 coupled bogies) and 6 E.B. 1. These are much smaller animals & 8 were all stabled all year. So the idea is to replace them with 6 Garratts. The E.B. 1 s are just post-war 17 years old & probably no great shakes anyhow)

I, too, can't follow the figures; the 94.93 miles is " per engine in use", and the engines in use are about 72.56% of the total stud, over the last year.

But I don't think we need worry about this; the G M knows his job; so do the Council; and the broad indications clearly are that more modern engines, of about the number suggested, will be required. I'd let them alone, to go ahead as they wish.

The 18th July, 1937.

2 TO CA (w/copy 1) 22 7 37

ENCL. TO 3 PN.OF 31.5.37 RECD.ON 38179/19/37 KENYA.

MEMORANDUM FOR RAILWAY ADVISORY COUNCIL.

LOCOMOTIVE POSITION.

The steady increase in traffic during recent years, which still continues and shows every evidence of proceeding for some time at least, has necessitated a close examination being made of the Administration's locomotive power, with a view to deciding whether the time has arrived when additional locomotives must be ordered.

2. This increase is illustrated in the following figures:-

Year	Total Ton Miles	Total Engine Miles.
1931	331,326,671	3,760,242
1932	290,765,523	2,992,056
1933	349,081,580	3,093,458
1934	322,952,662	3,033,581
1935	384,329,367	3,356,930
1936	464,535,905	3,754,646

3. During the busy months of this period (1931-1936), there was an increase of 9,440 tons in the highest monthly tonnage of traffic conveyed to the Coast, the figures being:-

March	1936	57,107 tons
March	1931	47,667 tons
	Increase	9,440 tons.

4. If this rate of increase continues, the maximum monthly demand in 1939 (the earliest date engines ordered now could be expected to be available for traffic purposes) will be for power to move 62,791 tons.

5. The percentage of locomotives in traffic during 1936 was 72.55, which, judged by standards on other Railways, was comparatively high.

6. The Engine Miles run per day per engine in use have, as shown in the following figures, steadily increased:-

1931	78.14
1932	80.70
1933	83.14
1934	83.79
1935	91.43
1936	94.93

7. The possibility of increasing the available engine power by:-

(a) Utilising some of the engines that are stabled.

(b) Increasing the mileage run per engine by introducing longer engine runs;

and

4
End

(c) By an alteration in the train service, whereby a quicker turn-round of engines could be secured,

has been investigated and it is found that:-

(a) The stabled engines are of the E.B. type, which have a maximum haulage capacity on a 1 per cent grade of 375 tons only, as compared with 860 tons for the E.C. engines. This shows the main objection to the use of the small capacity engines. Apart from working difficulties, to double-head trains with these locomotives is definitely uneconomical.

(b) The Chief Mechanical Engineer, after close investigation of the mileage now being obtained from the available engine power, is of opinion that, having regard to the physical and other features under which they are operated, no greater mileage can be obtained than the 6000-7000 miles per month now being secured, nor can any greater mileage justifiably be expected.

(c) A detailed examination of the Working Time Tables has failed to disclose any possibility of securing increased engine use by any practical alteration of the existing train service.

8. At the present time, the available locomotive power is only just sufficient to move the traffic. There is no reserve of power to meet the situation that would be created by unexpected accidents. As such a reserve should be available and as provision must be made for the increasing traffic, the extent of the additional locomotives and their type has been investigated.

9. On the advice of the Chief Mechanical Engineer, it is considered that the Garratt locomotive is the most suitable for the work required. The Administration has 36 of these locomotives. It is found that 42 will be required to handle the traffic expected in 1939 and to provide a small necessary margin to cover engines under repair.

10. Until firm quotations are obtained, it is possible only to approximate the cost of obtaining 6 Garratt engines, if ordered now, but it is estimated that the total cost of the engines delivered in the Colony, including erection charges here, would be £18,000 each - a gross estimated expenditure of £108,000.

RECOMMENDATION:

Council, in view of the case submitted in the General Manager's memorandum No. E.F. 10021, dated 7th April, 1937, for additional locomotive power, recommends an expenditure, provisionally estimated at £108,000, for the purchase, delivery and erection of 6 Garratt Locomotives.

Ref. No. E.F. 10021

GENERAL MANAGER'S OFFICE,
NAIROBI.

8th April, 1937.