

1925

E. AFRICA

C. 3.  
10430  
5 MAR 25

DATE

End-March 1925.

AGENTS S.O.  
WILLIAMS, CHIEF  
INSPECTOR (ENGINEER)

MOTOR ROAD TRAINING

Technical operations, the address of Messrs. Harland & Wolff, Ltd., London, to form a definite opinion on the proposed project.

In view of the fact that the plans etc. have had the consent of the Government, I am sorry to hear that the Harland & Wolff, Ltd. are building a new building & says that he expects to inspect it. We should await his views on this.

P.W.W. 9.3.25

Yes - Perhaps Mr. Grant should ask Major Williams to write again when he has seen the train.

done  
M.W.  
10/3.

copy 9/3/25

W.C.S. 9.3.25

Subsequent Paper

M.W. 10/3

Wait now?  
M.W.  
10/3  
copy 10/3

... suitability of their trailer chassis for working under severe conditions. Afterwards they showed me a series of drawings in course of preparation, of the new motor road trains which they are preparing for manufacture. This is the new development which the firm seem confident will revolutionise the motor road transport in the near future. The train consists of a motor tractor and three or more trailers each of five tons carrying capacity. The chassis design both of the tractor and trailers follows very closely with their present trailers and is one of the special features. The tractive power will be derived primarily from an internal combustion engine mounted on the tractor. This engine will be directly coupled to an electric generator which supplies current to electric motors which drive the wheels. Every wheel of the tractor and trailer train will have its separate motor. Every wheel will also be braked in order to obtain perfect control in descending steep gradients. The trailers can be attached and detached as required, the maximum number in the train depending on the power of the tractor; the tractor can also be run by itself when required.

Of course the idea of motor road trains is by no means new, it has been tried repeatedly in the past but their sphere of usefulness <sup>of road trains</sup> has hitherto been very limited, hence they have not been developed. My opinion is that this form of transport will not become popular until main roads are constructed wider than they are at present, and provided railway freightage charges remain high/

The case is so clear that I think  
we can decide to let the buses  
go in for another year and tell

the bus  
agrees

egg 17.3

yes what

18 37 65

will be direct  
electric generator which  
drive the wheels

P/601

*SCFA*

East African Department,  
COLONIAL OFFICE.

RECEIVED  
14 MAR 1925  
COL OFFICE

C. O.  
1950  
16 MAR 25

... from Kenya and Zanzibar  
... as early as possible  
... to continue after 31st  
March, 1925

*J. ...*

"Pay" Department,  
Crown Agents,

13/27

RECEIVED  
MAR 25 1925  
COLONIAL OFFICE

*NY*  
*20/1*

*[Faint stamp]*

Ca 11950/25 Kenya

100

7A

DRAFT

Kenya

... to any ...  
... of the 11 ...

President  
MINUTE

I have to inform you ...

1919

1919

1919

... of the ...

... of the ...

... in this country over that

of July 1914, are as follows:

1 <sup>st</sup> December 1924	81%
1 <sup>st</sup> January 1925	80%
1 <sup>st</sup> February	79%
1 <sup>st</sup> March	79%

rd/6

The figure for the 1<sup>st</sup> of Dec 1923  
v 1<sup>st</sup> of Jan. 1924 was 77%.

2. In view of these figures

it is suggested that the

for another year the existing

arrangements with regard to temporary

additions payable on the

pensions should be maintained

and officials should be

the issue of Kenya  
Zanzibar

(The Secretary of State)  
(Signed) *W O Brasby Gore*

CA 950/25 Kenya 185

DRAFT

CA 19 March 1925

Fuller

MINUTE

In reply to your minute P/601, of the 13<sup>th</sup> of March, I am to inform you that it has been decided that the existing arrangement with regard to temporary additions payable on the pensions

Mr. Biell May 18  
Mr. Allen 19  
Mr. O. Davis  
Mr. G. Grindle  
Mr. H. Read  
Mr. J. Masterton Smith  
Mr. Arnold  
Mr. Thomas

info

of certain European

civil officials returned

from the service of

Kenya & Tanganyika

that are not available

1926

1926.

9  
72

(Signed) W. G. BOTTOMLEY.



Handwritten initials or a signature mark in the bottom right corner of the page.