

1925

E. AFRICA

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2 JUL 25

HOUSE OF COMMONS.

DATE

1st July 1925.

UGANDA RAILWAY. INADEQUACY OF ROLLING STOCK.

U.S. of S.  
*W. Storer*

\*10. Mr. Forrest. — To ask the Secretary of State for the Colonies, whether he is aware of the complaints of British traders as to the inadequacy of rolling-stock in Uganda and East Africa; will he state why orders for such rolling-stock are not placed and executed more promptly in this Country, especially with a view to the relief of unemployment; whether the policy of the Crown agents is to indent for such rolling-stock well in advance to meet the certain requirements of subsequent years; and whether the whole system of Crown agents' control of railways can be overhauled. [Monday 6th July.]

U.S. of S.  
The Secretary of State

Previous Paper

*100. 21/22*

MINUTES

ORAL REPLY

*100. 21/22*

~~100. 21/22~~

*[Signature]*

The General Manager has made no <sup>special</sup> complaint about the time taken to order trucks, and in any case the Crown Agents' reply on the general question of railway indents <sup>(57/11)</sup> was considered satisfactory. The Uganda Railway got something like 400 trucks last year, and a further order for 250 is now just about ~~at~~ completion. Further orders will be sent home according to the capacity of the <sup>shops</sup> ~~shops~~ at Nairobi to erect them, ~~and~~ <sup>and</sup> it might be argued that we ought to increase the capacity of

Subsequent Paper

*Hoff 30314*

our

our sheds. I think, however, it would be a great mistake to incur considerable capital expenditure to meet an emergency which is purely temporary. In future we shall continually need more trucks, but they can be obtained gradually.

It has to be remembered that, with railway construction trucks are required for construction purposes, and some of the trucks obtained last year have been so used; but I do not see that there should be much increase in the demand for this purpose, as the railway construction to Uganda merely follows on, and in this respect replaces the construction of the Uasin Gishu.

*58 reply later*

*W.C.D. Stanley*

*I fear some parts of my 27.25  
44 must be taken on trust, as  
the 44 are required for other operations &  
for road transport. Motion now underway*

*24/7/25*

*2/3 50M - 30324*

*27.5.25*

Official Report 6 July 25

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#### UGANDA AND EAST AFRICA (ROLLING STOCK)

24. Mr. FORREST asked the Secretary of State for the Colonies whether he is aware of the complaints of British traders as to the shortage of rolling stock in Uganda and East Africa; will he state why orders for such rolling stock are not placed and executed more promptly in this country, especially with a view to the relief of unemployment; whether the policy of the Crown Agents is to indent for such rolling stock well in advance to meet the certain requirements of subsequent years; and whether the whole system of Crown Agents' control of railways can be overhauled?

25. Sir W. de FRECE asked the Secretary of State for the Colonies whether the Crown Agents have, for the railways under their control, to anticipate the

needs of commercial development in the near future by placing in advance orders for rolling stock; whether this policy has been followed with regard to the Uganda Railway; and, if so, what is the reason for the suggested shortage of trucks?

Mr. AMERY: The complaints seem to have arisen from the temporary locking up of trucks largely owing to the unprecedented rush of imports into Uganda at the end of 1924, which were in excess of the handling facilities of the Lake terminus. The position will be eased in future, not only by the construction of the through line to Uganda, which is being expedited, but also by the continual provision of additional trucks and of additional facilities on the Lake. About 400 trucks were supplied in 1924, and further orders are being sent home and executed as rapidly as possible up to the capacity of the erecting sheds at Nairobi, but I must repeat that the present difficulty has been due to special and temporary causes. The latter part of the question of the hon. Member for Batley and Morley (Mr. Forrest) seems to be due to a misunderstanding. The Crown Agents control no railway, and their orders for rolling stock depend on the indents which they receive from Colonial Governments.

Sir ROBERT HAMILTON: Is it not the fact that there have been considerable complaints of the delay in executing indents sent home to the Crown Agents?

Mr. AMERY: I am not aware of any complaints on that score, but there have been great complaints owing to want of accommodation in the actual railway settlements.

Sir GERALD STRICKLAND: Would not these operations be considerably facilitated if the policy of the Crown Colonies were expanded in accordance with modern requirements, rather than under Regulations?

Mr. AMERY: I am not aware that the Regulations have put any obstacle in the way of the speedy carrying out of the indents.

Bottomley 3/7

Strachey 3/7

Stuckburgh

Davis

Bridges

Hasterton Smith

Densley Gore

Moery Jm 5/7

S. M. Lambert 4/7

DOWNING STREET

DRAFT. REPLY.

July, 1925.

House of Commons  
Question.

See

~~See~~

Journal  
vol 6/7

v. para: 43(c)  
In the Rly. Report

The complaints seem to have arisen from the temporary lack of trucks owing to the unprecedented rush of imports into Uganda at the end of 1924, which were in excess of the handling facilities of the Lake terminus. The position will be eased in future not only by the construction, now in progress, of the through line to Uganda, which is being expedited, but also by the continual provision of additional trucks and of additional facilities on the lake. Large quantities of trucks were supplied in 1924, and further orders are being

about 400

sent home and executed as rapidly as possible  
up to the capacity of the erecting sheds at  
Nairobi, but I must repeat that the present  
difficulty has been due to special and temporary  
causes. (While the Railway must expect and  
provide for heavy seasonal traffic, it cannot  
be expected to provide for the emergency traffic  
in excess of what can reasonably be foreseen.)

~~I am not aware of any avoidable delay~~

~~in executing orders for rolling stock, and the~~

latter part of the question seems to be due to  
a misunderstanding. The Crown Agents control

no railway, and their orders for rolling stock  
depend on the indents which they receive from

Colonial Governments. (I understand that no

arrangements for standing annual indents for

rolling stock exist, and it would indeed be

undesirable, as the relative quantities required

of the various types and makes are subject to

changes from year to year.)

*out*  
*dm*

*out*  
*dm*