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GOVERNMENT HOUSE,
25 FEB 1926
NAIROBI
KENYA

KENYA.

No. 116

29th January, 1926.

Sir,

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With reference to your despatch No. 1211

of the 1st December last, I have the honour to

forward for your information the General Manager's

report on the progress of the Turbo - Malaba River

and Mbulamuti - Malaba River construction up to

31st December, 1925.

Report
G.M. U.R.
E. 1053 of 14-1-26.

I have the honour to be,

Sir,

Your most obedient, humble servant,

J. A. Northcote
for GOVERNOR.
(absent on duty)

RIGHT HONOURABLE

LIEUTENANT COLONEL I. C. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S. W.

14th January.

.1053

The Hon. The Colonial Secretary,
Colony & Protectorate of Kenya,
N A I R O B I

RAILWAY EXTENSIONS

Your S/B. 7345/6/5/206, dated 8.1.26.

I forward herewith my report on the progress of the extensions referred to by the Secretary of State, as requested :

UGANDA EXTENSION :

Turbo - Malaba River Section.

The revised length of this section is 78 miles. It had been hoped to commence work at the beginning of January, 1925, on this section. Owing, however, to delay in the completion of the Uasin-Gishu Railway already reported, it was not possible to let contracts until April, and actual construction could not start until May, 1925.

It had been hoped that we should be able to reach the border with permanent way so as to open this section for traffic under construction arrangements not later than the end of December, 1925, but, owing to the late start, it is now impossible to realize this hope.

Also, owing to bad management and delay on the part of one of the contractors, platelaying was still further delayed, and it is not possible to make a start before the end of the present month. As it is of extreme importance that platelaying should be pushed forward to the border with the utmost despatch, arrangements have been made (as already reported in cablegram to the Colonial Office No. 7345/6/5, dated 29.6.25) for a system of bonuses to be instituted, which it is hoped will enable the contractors to expedite their work in this connection.

Special arrangements are being made to construct a temporary terminal close to the Uganda border, where it is hoped to collect traffic now passing along the Male-Tororo road to Mjanji pier. By this means it is anticipated that considerable relief will be given to the Marine services by April or May of the present year.

is progressing favorably.

The revised cost of this section is now estimated to be \$27,215, or \$2,920 per mile, as compared with the preliminary estimate of \$28,821 and \$3,927 respectively.

Malindi to Miani River.

The revised length of this section is 108.78 miles covering an approximately 20 miles on the original survey.

Work on this section commenced according to program in January, 1926, and has been progressing satisfactorily ever since.

By the end of January, 1928, earthworks will be practically completed within five miles of Miani River. Considerable progress has also been made on the last mile of this camp.

It had been hoped to commence platelaying from Malindi in January, 1928, but, owing to congestion on the main line of railway, it was not possible to forward material to Malindi. It is probable that it will, however, be able to start during 1928 and should reach Miani River later this year.

The progress of the railway and bridge over the Miani River will depend on the actual date of completion of the railway. This bridge and river are a mile long and necessitate a considerable quantity of earthwork and bridging.

Satisfactory progress is being made on this section.

Owing to the delay in commencing platelaying at Malindi it has been necessary to transport all material to this section by lorry, which has considerably increased the cost of the work.

None of the other sections in Uganda present any difficulty, and the general situation is satisfactory.

The revised cost of the Uganda section from Malindi to Miani is now estimated to be \$727,000, or \$2,920 per mile, as compared with the preliminary estimate of \$738,000 and \$3,927 respectively.

Uganda to Miani.

No construction of this section has been commenced, as all effort has been concentrated on the main line. A survey and reconnaissance has, however, been completed as far as Soroti.

It is proposed to carry on with the construction of this section during 1927.

Uganda to Miani.

It has not yet been determined if construction

is progressing favourably.

The revised cost of this section is now estimated to be £473,338, or £6,068 per mile, as compared with the preliminary estimate of £545,521 and £6,927 respectively.

Mbulamuti to Malaba River.

The revised length of this section is 105.75 miles a saving of approximately 10 miles on the original survey.

Work on this section commenced according to programme in January, 1925, and has been progressing satisfactorily ever since.

By the end of January, 1926, earthworks will be practically completed within five miles of Mpologoma Swamp. Considerable progress has also been made on the East side of this Swamp.

It had been hoped to commence platelaying from Mbulamuti in October, 1925, but, owing to congestion on the main line of railway, it was not possible to forward material to Mbulamuti to enable this to be done. We hope, however, to make an early start during 1926 and should reach Mpologoma soon after the half year.

The progress of the causeway and bridge over the Mpologoma Swamp will control the actual date of completion of the Railway. This swamp and river are a mile wide and necessitate a considerable quantity of earthwork and bridging.

Satisfactory progress is being made on this section.

Owing to the delay in commencing platelaying at Mbulamuti it has been necessary to transport all material to this section by lorry, which has considerably increased the cost of the work.

None of the other sections in Uganda present any difficulty, and the labour situation is satisfactory.

The revised cost of the Uganda section from Mbulamuti to Malaba is now estimated to be £727,881, or £6,881 per mile, as compared with the preliminary estimate of £1,028,010 and £8,942 respectively.

Tororo to Mbale:

No construction of this section has been commenced, as all effort has been concentrated on the main line. A survey and reconnaissance has, however, been completed as far as Soroti.

It is proposed to carry on with the construction of this branch during 1927.

North Kavirondo Branch:

No work has yet been undertaken in connection with

is progressing favourably.

The revised cost of this section is now estimated to be £475,558, or £6,068 per mile, as compared with the preliminary estimate of £545,521 and £6,927 respectively.

Mbulamuti to Malaba River.

The revised length of this section is 105.75 miles a saving of approximately 10 miles on the original survey.

Work on this section commenced according to programme in January, 1925, and has been progressing satisfactorily ever since.

By the end of January, 1926, earthworks will be practically completed within five miles of Mpologoma Swamp. Considerable progress has also been made on the East side of this Swamp.

It had been hoped to commence platelaying from Mbulamuti in October, 1925, but, owing to congestion on the main line of railway, it was not possible to forward material to Mbulamuti to enable this to be done. We hope, however, to make an early start during 1926 and should reach Mpologoma soon after the half year.

The progress of the causeway and bridge over the Mpologoma Swamp will control the actual date of completion of the Railway. This swamp and river are a mile wide and necessitate a considerable quantity of earthwork and bridging.

Satisfactory progress is being made on this section.

Owing to the delay in commencing platelaying at Mbulamuti it has been necessary to transport all material to this section by lorry, which has considerably increased the cost of the work.

None of the other sections in Uganda present any difficulty, and the labour situation is satisfactory.

The revised cost of the Uganda section from Mbulamuti to Malaba is now estimated to be £727,681, or £6,881 per mile, as compared with the preliminary estimate of £1,028,010 and £8,942 respectively.

Tororo to Mbale:

No construction of this section has been commenced, as all effort has been concentrated on the main line. A survey and reconnaissance has, however, been completed as far as Soroti.

It is proposed to carry on with the construction of this branch during 1927.

North Kavirondo Branch:

No work has yet been undertaken in connection with

with this branch. It is hoped to carry out a survey during the present year, and it should be possible to commence construction during 1927, should this branch be authorized.

It will be seen from the foregoing reports that, although certain delays have taken place owing to circumstances which could not be avoided, progress on the whole is very satisfactory.

It will also be noticed that considerable savings are anticipated on the original estimates. This has been brought about by very careful survey and investigation, and great credit is due to the Resident Engineer in charge of this work for the results obtained.

G. D. RHODES.

ACTING GENERAL MANAGER,
UGANDA RAILWAY