

1921

KENYA

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Recd: 24 OCT 21

A.G.
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DATE

1340 / RECESSED SEPTEMBER 1921

CIRCULATION —

Mr.
Mr.
Mr.
Mr. Grindle
Mr. H. Lamb
Mr. H. Reid
Mr. G. Nield
Mr. Wood
Mr. Churchill

SUBJECT

THIKA - NYERI RAILWAY

ECONOMIC SURVEY

The Report of Departmental Committee with Supplementary Report dealing with extension of Thika Railway to Kamicho only.

Previous Paper

MINUTES

49519

Sir H. Reid

Sir J. Stevenson has seen this communication with the Unemployment Committee. In my list of

thought the sum of £1,800,000 — the figures for

- (1) Thika to Nyeri £476,000
 - (2) Nyeri to Kamicho £680,000
- £1,156,000

But (1) is fairly correct the last stretch has not been approved the allowance of £17,000 (approx the same as for the Thika-Nyeri railway) is no doubt for a further railway of only a few miles to be built only a few miles to be built

Subsequent Paper

CO 59998

these should be a saving
not only in terms of miles
but in the whole length.

The substance of the economic
report is that the total length
of 60 years will not pay,
even after allowance is
made for the increased
yield to the main line: -
the profits would be £46,738
short of the loan charges at
3 years and £2,200,000 short of
the loan charges at 10 years.

On the other hand, if the
line stops at Hambrook,
the net loss at 3 years would be
only £1,196, & at 10 years
there would be a net profit of
£3,790.

In neither case is it
stated whether the figure
for working expenses contains
any provision for renewals.

If we stop at Hambrook we
shall do little or nothing to
develop either the Sutherland

Last page of enclosure

part of the funds of the Railway
of the Railway Commission. I
should have at Hambrook the saving the
full scheme. As things are, it is
difficult to say that the general
accountants would require a disbursement
of £200,000 to £250,000 a year.

I do not see what for the cost of
the unemployment proposals, but it
is for common interest we should not
over-estimate the cost of the
line or with the saving of the
Hambrook. It is part of the work.

C. C. 28/1/21.

Yes - we should do this.

at once.

H. J. R.

28/1/21

KENYA
No. 1340.

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52905 GOVERNMENT HOUSE,
NAIROBI,
KENYA.
OCT 21

23rd September, 1921.

Sir,

With further reference to Sir Edward Northey's despatch No. 1402 of December 16th, 1920, I have the honour to transmit 3 copies of the report of the Departmental Committee appointed to make an Economic Survey of the area covered by the proposed Thika-Nyeri Railway and a Supplemental Report dealing with an extension of the Thika Railway as far as Kamukoko only.

A copy of the Report has been laid before the Legislative Council, and I am sorry to say that some of the members of the Committee (Mr. ... and Mr. ...) are at present on leave of absence.

I have the honour to be,
Sir,
Your humble, obedient

W. K.

ASSISTANT SECRETARY

THE RIGHT HONOURABLE

WINSTON CHURCHILL, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, E.C.

2558
copies of report
Supplementary Report

11th September, 1923.

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The Hon. the Colonial Secretary,
 Railway and Protectorate of Kenya,
 Nairobi.

Thika - Nyeri Railway.
No. S/M. 18187/15/2, dated 28th August, 1923.

I return herewith the report, estimates and appendices of the Thika-Nyeri extension, together with the plans and specifications.

2. As a spare copy of the report is available I shall be glad to have it, but I understand that only one copy of the plans and specifications have been sent to the Government. Presumably Colonel Robertson has more copies. It would certainly be advisable for the Government to retain another complete set.

I presume that, in accordance with instructions, the report, plans, and specifications are now being sent to the Colonial Office for transmission to the Consulting Engineers. It would be wise to expedite this transmission in order that Major Rhodes may be able to discuss matters with the Consulting Engineers before he leaves England.

4. In the meantime I have asked the Acting Chief Engineer (Mr. C. M. Bunbury) to recalculate the estimates submitted, and I attach a copy of his report.

6. The recalculation is based partly on what I have agreed to in regard to the issue price of second-hand material released from the main line, railway rates, supervision charges, etc., and partly on a general investigation of Colonel Robertson's figures by Mr. Bunbury.

6. It will be observed that in the matter of supervision Colonel Robertson, in his analysis, took the total cost of 65 miles and on that calculated a percentage supervision for 65 miles. It will be obvious that this

this method results in a large reduction in expenditure which might not materialize, under Colonel Robertson's basis of calculation, in the actual cost of the first section. This is responsible for the comparatively small reduction in general charges estimated by Mr Bunbury in his calculations on the first section taken by itself.

7. Mr Bunbury's figures reduce the probable cost of the line to the Tana River from £8,376 per mile to £6,767 per mile, a difference of £1,609 per mile. The major portion of this difference, i.e. £1,645 per mile, lies in the cost of permanent way, as it is proposed to charge out the secondhand material at the rate of 2750 per mile. The remaining difference of approximately £1,000 per mile is spread over a number of other items, as shown in the revised estimates.

8. No contractor's profit has been included either by Colonel Robertson or in the revised estimates, the revised figures being based on departmental construction with sub-contracts for heavy earthworks, etc.

9. In regard to the alignment, it will be observed that Mr. Bunbury considers we would be well advised to carry out still further investigations in order to make sure that no cheaper route can be obtained with the same ruling grade.

10. Mr. Birch is apparently of opinion that to save heavy construction mere curvature might be permitted, and that we should use "Garratt" locomotives and special rolling stock. It is true that the "Garratt" locomotive is giving excellent results in South Africa, Brazil, Tasmania, and even on some railways in Wales, and there is no question about the extension of the use of "Garratts" in the near future in other countries, but, while I am strongly in favour of trying the "Garratt" here,

here, I think it would be a mistake to indulge in difficult grades and curves in reliance on the "Garratt" seeing us through the trouble.

11. Subject to this, I would be only too pleased to see further investigations, if arrangements could be made for us to adopt whatever better alignment we are able to locate without first having to report the matter to the Consulting Engineers, because if such further reports should be necessary there would be considerable delay.

12. I understand that there is such propaganda work being undertaken by private contractors in England, with the object of continuing to build lines in this Colony by private enterprise, but if it is at all possible I should very much like to see the construction of the line from Thika to the Tana River left entirely to the Uganda Railway to be carried through as a test of what the Railways can do departmentally and aspartly, by sub-contractors. This could be done I feel sure the results would challenge comparison with any results obtained by private enterprise.

13. If the construction is left to us Mr. Bunbury will probably be asked to take charge of the work under the control of the Chief Engineer.

C.L.N.Felling,

General Manager,
Uganda Railway.

Enclosures:

If any further investigations are to be made copies of the plans, etc., must be made. The work would occupy two draughtsmen at least a fortnight.

DCTD/CLNF/AGH.