

EAST AFR. PROT

7580

REC FEB 14

7580

RAILWAY ROLLING STOCK

1914

FEBRUARY

next previous Paper

1831

Ship to be built for  
The East African Railway

Mr G. Fisher.

It was arranged with the  
Treas<sup>r</sup> that, as it is not possible  
to pass in 1914 the £200,000 loan bill,  
provision of £200,000 be made in 1914-15 within  
a limit of £210,000 and upon conditions  
to be settled later, if such sums as may be  
required for services shown to be immediately  
necessary.

£40,000, according to our estimate  
was to be E. A. P.'s share of the £210,000.

In the list of recommendations submitted  
by the Com<sup>r</sup> in his despatch of the 13<sup>th</sup> of Nov<sup>r</sup> (see para-5 of the present despatch) the  
Harbour Scheme comes first + Rolling  
Stock (£300,000) fifth in the list.

next subsequent Paper

1914

1831

The Harbour Scheme can be quite adequately  
financed for the year 1914-15 out of the  
£90,000 left from the old loan. The  
plans & specifications have not yet been prepared  
when the job has been put out to tender,  
and the contractor will have to wait  
the job is so - so that work can scarcely  
be begun till late in - 1914 & I gathered  
from Mr Wilson some time ago that the  
expenditure would probably be comparatively  
light for the first year & that £50,000  
would amply suffice for 1914-15.

It appears from para 5 of this despatch  
that the fr<sup>o</sup> wishes Rolling Stock  
(£100,000) to take a prominent position  
in his list & that he will wish the  
expenditure involved in his present proposal  
to be met from the sum of £110,000  
referred to above.

You will see from the accompanying list  
supplied by the fr<sup>o</sup> that orders take a  
very long time to complete & that if the  
orders are to be placed at once, the material  
will probably not be delivered for another  
year. To save time, therefore, I will  
telegraph to the fr<sup>o</sup> & tell him to  
send home orders at once - &  
we can explain by despatch how we  
propose to meet the cost. It will  
probably be better to defer writing

In the Treasury act by the time  
the Bill to amend sufficient progress  
may have been made with the Loans  
Bill to make it unnecessary to  
communicate with them.

There are two main points to  
which I wd call attention -

para 12 of the me. According to  
the Reg<sup>ts</sup> the only officials in  
the E. A. P. + Uganda who are entitled  
to reserved saloons are the  
Gov<sup>r</sup>, the C. J., the Chief Sec<sup>y</sup>  
- & the I. G. of the K. A. R. who  
often does work in the train.

I think that in writing to the Gov<sup>r</sup>,  
we sh<sup>d</sup> point this out & ask whether  
the Reg<sup>ts</sup> are being observed.

para 14 of me. £5,100 is a lot of  
money to spend on 2 saloon carriages for  
the Gov<sup>r</sup>. I should have thought  
that with one new saloon & his  
present saloon he could have got  
along for some time longer - & I wd  
tell him in suitable terms.

H. J. R.  
5/11/1906

I agree - to the present parking conditions  
of the B<sub>2</sub> to remain as they are  
and in the Gallery road west

W. 5.3.14

I agree.

at once

W. 6.3.14

UGANDA RAILWAY.

Communications to be  
addressed to the Crown  
Agents for the Colonies the  
above reference and the  
date of this memorandum  
being quoted.

TELEGRAMS: "CROWN, LONDON"

TELEPHONE: 1688 VICTORIA.

From THE CROWN AGENTS FOR THE COLONIES, 36

Whitehall Gardens,  
LONDON, S.W.

To H.J. Read, Esq., C.M.G.

Colonial Office,

S.W.

5th March, 19 14.

UGANDA RAILWAY ROLLING STOCK.

The Crown Agents for the Colonies present their  
compliments to H.J. Read, Esq., C.M.G., and enclose a  
copy of the Consulting Engineers' report showing the  
position of the Rolling Stock on order for the  
Uganda Railway.

report.

UGANDA RAILWAY ROLLING STOCK.

No.	Indent	Contractor	Stock	Orders Placed	Date due	Present Position.
600		Leeds Forge Co. Limited.	50 C.G. Wagons.	30/ 1/ 13	17-24/9/13	The general work is in progress, but the pattern vehicle is not yet ready.
602		do.	50 H.S. do.	do.	3-10/9/13	The bogies and underframe press-work are erected. Bogies erected. The pattern vehicle not yet ready.
604		do.	10 L.S. do.	do.	27/ 8/ 13	The bogies and underframe press-work are completed and all the Bogies erected. The pattern vehicle is not yet ready.
605		do.	100 C.G. do.	do.	Commence 23/ 7/ 13 complete 13/ 8/ 13	COMPLETED. <i>Jan 2 - Feb 2/14</i>
606		Massey's Wilson & Co.	7 Engines & Tenders.	5, 6, 13	8/ 5/ 14.	Nearly all the materials have now been delivered by the makers and the work is well in hand. The cylinders are now being machined. The Boiler Plates have been flanged and machined and are ready for erection. The forgings are all complete. The Tank work is well forward, also the various details.
---		do.	3 Tank Engines	9, 9, 13	31/ 8/ 14	

GOVERNMENT HOUSE  
NATAL  
BRITISH EAST AFRICA

EAST AFRICA PROTECTORATE.

February 2nd 1914.

CONFIDENTIAL No. 12

Sir,

I have the honour to invite your earliest attention to the enclosed communication from the General Manager, Uganda Railway, which has been compiled as the result of interviews with myself regarding the immediate and urgent requirements of the line.

Mr. Taylor  
Jan 30th

2. Mr. Taylor and his Staff have worked assiduously to meet the demands of the increasing traffic of the country with totally inadequate material, and, though the community have been patient so far because they know that the Department is doing its utmost to comply with their needs, it cannot be expected that they will continue to put up with the losses and delays which will certainly increase in number and gravity if the Railway is to remain unprovided with the means of punctual and adequate transport.

3. The General Manager has, at my instance, dealt with the matter most comprehensively. He has fully explained the difficulties which the Department is at present powerless to overcome, and has set out in detail the sum of our immediate necessities. I desire to make it clear that I concur with

THE RIGHT HONOURABLE  
LEWIS HARCOURT, P.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET, LONDON, S.W.

(2)

with every word which he has written, and to emphasize the fact that a continuance of the makeshift and haphazard methods which are at present unavoidable can only result in a serious set-back to the progress of the country.

4. I am most anxious that you should be placed in possession of the facts as they appear patent to ourselves on the spot, and I believe that a perusal of Mr. Taylor's summary of the situation will convince you that compliance with our requirements is imperative. The progress of this Protectorate and of Uganda is inevitably dependent on the extent of the facilities for inward and outward traffic afforded by the Railway, and it is useless for this Government to encourage the influx of capital into the country and to offer further areas of land for occupation and development if our present inability to meet current requirements is to remain unrelieved.

5. The recommendations made to you in my Secret despatch of November 13th 1913 require some modification in consequence of this latest exposition of Railway necessities, and I consider that one-third of the sum there mentioned in respect of this service should be accorded a prominent position in the list which was submitted to you in that communication.

6. In the meantime no effort will be spared to make the best use of material available, but matters have now reached a stage at which local resources are powerless to deal with the situation, and the organisation



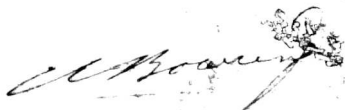
(3)

organisation of an economical and efficient Rail-  
way service has become wholly dependent upon  
financial assistance of a special nature.

I have the honour to be,

Sir,

Your humble, obedient servant,



DEPUTY GOVERNOR

(Drafted by Governor)

7580

REC

1914 FEB 14

# Uganda Railway.

General Manager's Office

Nairobi, January 17<sup>th</sup> 1914.

P. M. A.

To the Hon:

The Chief Secretary  
to the Government.  
Nairobi.

Sir,

## Rolling Stock

I have the honor to draw your attention to the great difficulty I am experiencing at present, and shall have in the immediate future, in working the railway unless funds be placed at my disposal for the purchase of further rolling stock.

I had entered, in the Working Estimates for next year under Extraordinary Expenditure, various sums for stock which I considered absolutely essential, but it was found impossible to make provision for funds out of ordinary current revenue and the items of 'New Rolling Stock' were very rightly cut out, the cost of additional rolling stock being hardly a proper charge against current revenue but rather against loan funds, the Uganda Railway being a productive work.

The stock for which I have immediate requirements are:-

### ROADS STOCK.

Low sided trucks for engineering purposes &c	70.
High sided trucks.....	50.
Low sided bogies.....	11.
High " " .....	25.
Covered Cattle Trucks.....	15.
Sheep Vans.....	2.

2.

COACHING STOCK.

More Boxes.....	0.
Luggage & Parcel vans, & coolers.....	10
Reserved carriages.....	0.
2nd Class carriages, Bgies.....	0.

and in addition 2 Special Saloons for His Excellency.

3. I attach a statement showing the total stock on hand, now on order, and my further requirements. It will be noted that there are still a large number of wagons to go out under present contracts. These wagons have been accounted for in my estimate of requirements but what I am asking for now is in addition to all previous sanctions.

The detailed estimate of cost is attached & it totals 620,000, to meet which I am entirely without funds.

4. The 70 low sided trucks are very urgently needed. The work of the Engineering Department is being continually hung up for want of ballast wagons and trucks, and with a fair amount of the trucks, many of the existing trucks of this class are now only fit for the scrap heap.

In 1910 we had 250 of these low sided ballast trucks, but owing to the transferring of some to the branch lines in Uganda, and others having to be converted into rail, timber and log trucks I am now left with only 140 of these trucks on the main line. Engineering requirements account for at least 4 trains, further reducing the number available for ordinary traffic to 98, and of this number 50 are very essential to the proper working of the Kilindini Pier Station to enable us to deal with the traffic between the wharf and station yard and conveying goods to and from Private Warehouses.

3.

When there is a public demand for these trucks naturally the Engineering trains have to be cancelled and my inability to meet Engineer's requirements reflects again on the general efficiency of the railway, as without these trains it is impossible to build new stations, or improve others, and moreover the want of sufficient ballast trains means that the line cannot be kept up to a proper standard of efficiency, speed restrictions having to be put on and as a consequence train running is seriously delayed.

4. The 50 high sided coal wagons are in very urgent demand. At present we cannot deal with a shipment of even moderate size at Kilindini owing to want of trucks. Even a shipment of 500 tons of coal we are quite unable to load and despatch direct up country. Our inability to deal with this means stacking at the coast and the expense of double handling all adds to the cost of working the railway. This class of wagon is also required for sand traffic. We have a steady traffic of at least one train per day of sand from Ulu and the proper truck for this commodity is the coal wagon because the full weight can be loaded and as we have practically none of these we have now to use low sided trucks. I have worked out the difference of revenue obtainable by running trains of these low sided wagons against a train of coal trucks loaded with sand and the difference amounts to Rs 98 per train which means a total of Rs 54,675 per year at one train per day. Of course these are not actual earnings as probably with larger capacity wagons we would run fewer trains, but it shows we are working this traffic in a very uneconomical manner.

14

The 11 low sided bogies we want badly for conveying logs and sawdust cases, also for the carriage of rails, had we more low sided bogies we could load rails direct from the wharf cranes into trucks for immediate dispatch up coast, which at present we are unable to do not having a sufficient quantity of suitable trucks.

7. As regards the 10 high sided bogies, with the great increase in timber traffic we show a lamentable shortage of this class of truck and the timber traffic is being delayed all over the line. Not having high sided bogies available we are losing timber not covered wagon, a most unsuitable class of wagon or very difficult to load and unload. Further the wagons are suitable for only one class of traffic on account of having to be used on a class of traffic for which they are totally unsuited.

The timber business in this country had, of late years, increased enormously, and lack of transport is not only hindering the expansion of this business but also the development of the country.

8. Covered Cattle Wagons. We require a minimum of 25 cattle wagons at once. In fact I rather think I am being too little as our present type of wagon is of very poor design and unsuited for work at the coast. It will be a serious business to reconstruct these wagons and I would rather advocate the building of new cattle wagons of roomier and airier design to replace those now in stock. This is really a revenue charge. I have not enough funds to replace all the old type of wagons but am having them overhauled to render them as satisfactory as possible. I have but 25 of this old type of wagon.

In November last, I was asked to move, under one order, a herd of 1500 head of cattle. We did manage to move this number

8.

but only by stopping our fuel trains and making use of fuel and coal wagons. This is a dangerous policy as it is most unwise to let our fuel supply run down to the extent that had been permitted when I took charge of the railway a year ago.

On the representations of the settlers we have reduced our live stock rates with the hope of developing the cattle traffic, but unless we can carry this stock in suitable wagons we are doing no good to ourselves or the Country.

I have only lately heard from the Chief Veterinary Officer of a serious loss, to a prominent settler on the plateau, of three pedigree stock which he was importing. I understand the loss was due to their being imported into a tropical climate with their long shaggy coats on at the wrong season of the year. One of the cattle died on board ship; one in the railway truck at Voi; and the third is in a dying condition at Londiani Station. Our cattle trucks are certainly not fit for the carriage of pedigree stock and it is up to us to at any rate do all we can to deliver the stock in the highlands in the best possible condition. I almost think it would be wiser if we indented for a larger number than 15 new cattle trucks.

9. 2 more sheep trucks are required. Our present double-decked trucks are much too closed in and I receive frequent complaints regarding the heat inside them and it is most essential that we get a better and more suitably designed truck. We now have a regular traffic in sheep from the Districts into Nairobi.

10. We require at once six more horse boxes. We now have a total of nine horse boxes on the line but during race week or at Show times two owners between them can fill all

6.

these and we have no stock left for carriage of Pedigree Bulls for up country and we should be in a position to be able to deal with these rushes. Not long ago a Presidential cattle brought out 15 bulls which required to be transported from the coast up country in large boxes. Had they arrived during race week it would have been impossible for us to have dealt with them satisfactorily and it might have led to serious loss to the importer. It is not right that we should sit still and do nothing in a case like this and we must get more horse boxes at once.

11. I require 12 more luggage and parcel vans as the number of trains is considerably on the increase and we are working at the present time on a very narrow margin, in fact at times we have to use a 3rd class coach as a brake van which is not desirable nor is it a safe way of working.

12. I desire to construct two more reserved coaches.

At present we cannot meet the demand for reserved accommodation and with several high officials entitled to reserved accommodation it is essential we be able to satisfy their needs, at present we find this very difficult indeed.

13. I have entered 2 2nd class bogie coaches in this programme as the additional passenger traffic now threatens this, more particularly for the Uganda Mail service.

14. The accommodation we can give His Excellency is quite inadequate. The Governor's coach at present consists of a dining room, verandah, one small bed room with the usual offices, the kitchen being a separate coach. There is no accommodation for other than the Governor and when His Excellency travels we have to attach a 1st class bogie coach

to accommodate his staff. Designs have been got out for two coaches, which will be self contained, and capable of accommodating His Excellency and his personal staff that usually accompany him, with a suitable dining room to accommodate his guests should the Governor desire to entertain when on tour. I estimate the cost at £5,100 and I consider that this amount will be very well expended as the accommodation at present available is totally inadequate and unsuited for the purpose.

15. Our present rolling stock is not only of bad design but much of it is so old that it is hardly worth the expense of repairing. Much of this stock should have been replaced at the cost of revenue some years back and it will be a matter as to how we are to deal with this question in the future, as it seems hardly fair to saddle the present revenue with the cost of replacing stock which should have been replaced, say, during the last five years. I should say it is quite possible we have something like 200 to 300 vehicles on the line which it would be desirable to scrap within the next two or three years. These trucks besides being old are of small carrying capacity and therefore uneconomical to use and it is probably wiser, in the majority of cases, to replace them than go to a heavy expense of repairing them which practically means having to completely rebuild them.

The average life of steel wagons is from 10 to 12 years, and this does not appear to have been recognized hitherto by the Uganda Railway. Our work shops are hardly up to the capacity of now repairing these worn out wagons and it therefore appears to me that the best policy is to replace this stock and to make some future provision in the estimates for regular annual replacements for worn out stock. It is a very great pity that this was not seen



to before. Some provision has been made in the estimates for the coming year but naturally not to the extent required to deal with the deficiencies of the last five years.

In conclusion I have to point out the probability of the very rapid development of traffic in Uganda and British East Africa, in fact with the double season of this country one knows, that when a start is made the development will be very rapid indeed, and if the Uganda Railway is not in a position to deal with the traffic offering we may cause serious trouble to the mercantile community and the settlers and cause a set back to the development of the country. Of course we do manage to get along in a way, with the machinery at our disposal, but one cannot hope to be able to continue to manage in this way. 'Managing' means making the best of what one has at ones disposal, and I certainly think all will agree that this has been and is being done, but to work up a business one wants to be able to ~~more than~~ 'manage' to carry traffic, one desires to be in a position, to encourage traffic to the railway and the starting of new ventures, but at present we not only cannot encourage any new ventures but it is difficult to meet the present traffic demands and this is only done by stopping engineering, fuel, and sometimes sand trains, thus disorganising not only our engineering works, but the building trade generally of Nairobi. This is most unsatisfactory and is not business, I therefore beg that His Excellency may be asked to urge on the Secretary of State the immediate necessity of placing the Uganda Railway in funds for further capital expenditure for additional rolling stock.

I have the honor to be,

Sir,

Your obedient servant

H. S. K. K. K.

General Manager

Uganda Railway.

	Cost in England.	Freight.	Direction.	TPM.
	£.	£.	£.	£.
Low sided 4 Wheelers	70 @ £115 each = 8,050.	3,450.	700.	14,500.
High " "	50 @ 150 " = 7,500.	2,500.	500.	9,000.
Low " Bogies.	11 @ 200 " = 2,200.	500.	165.	2,700.
High " "	26 @ 200 " = 5,200.	1,700.	450.	6,900.
Motor Battle Trucks.	15 @ 450 " = 6,750.	1,500.	300.	8,250.
Sheep Wans.	2 @ 750 " = 1,500.	100.	60.	1,600.
Wagon Boxes.	6 @ 500 " = 3,000.	400.	400.	3,400.
Miscellaneous & Parcel Wans Bodies.	13 @ 300 " = 3,900.	900.	600.	4,800.
Reefer Carriages. (frames only)	2 @ 150 " = 300.	40.	100.	340.
Two Saloons for His Excellency.	1 @ 2,500 " = 2,500.	100.	---	2,600.

£ 22,000.

## STATIONERY OF THE RAILWAY.

Description of Stock	Total Stock on Hand	Wagon Stock	Further Number required
<b>RAILWAY STOCK</b>			
Intermediate & 3rd class carr:	23		2
including five full inter:			
Third Class Carriages	77		
Trucks	298		
Wagons	180		
Covered goods Wagons	235		
Low sided Wagons	9		11
High sided Wagons	71		25
Covered goods Wagons	226		
	227		18
<b>WAGON STOCK</b>			
Low sided Trucks	298		70
High sided Wagons	180		50
Covered goods Wagons	235		
Low sided Wagons	9		11
High sided Wagons	71		25
Covered goods Wagons	226		
	227		18

Carried forward

STATEMENT OF POLICE STOCK CONTINUED

Description of Stock	Total Stock on Hand	Under Order	Further Number required
Police Stock	147	100	100
Less: 50 inclusive of 6 transferred to Busoga Railway	97		
Police Stock	2		
Police	3		
Police	4		
Total	9		
Police Stock	4		
Police Stock	1		
Total	5		
	<u>1045</u>	<u>100</u>	<u>100</u>

Ed 7080 Ed

19

DRAFT

Ed Confidential

Mr. H. B. Bellfield

Hand 19763  
20636  
31228

20 March 1904

Sir,

MINUTE  
ceep 17/1/14

- Mr. Bostanly 17/1/14
- Mr. Keall 17/1/14
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr Harcourt.

Thank the hono<sup>r</sup> to ask the receipt  
of your conf. disp. of the 2<sup>d</sup> of Feb  
on the subject of rolling stock  
for the Uganda Railway, & to  
confirm my tid. of the 6<sup>th</sup>  
of March which read as follows:-

"Your disp. of 2<sup>d</sup> Feb confidential  
I send home at once  
indent to Sir G. Fiddes."

2. I fully appreciate  
the need for increasing  
the rolling stock of the

Railway & Harbours  
to be in a position to  
appear of the immediate  
purchase of the  
wagons etc. asked for  
by the General Manager. It is, however,  
Even with the placing  
that even if the orders are  
placed at once, I fear  
that it will be a long  
time, possibly twelve  
months, before the material  
is delivered in East Africa,  
but the C.A. Postal Col.  
will be requested to  
do all that is possible  
to expedite delivery.

3. As regards the  
source from which the  
stock is to be purchased,  
I propose that the  
money ~~should be~~  
be

in the form of  
a special fund  
from Imperial  
Funds, pending  
the passing of  
the loan act.

be found out of the sum  
of £710,000 which 53  
it is intended to allocate  
to the rail during the  
financial year 1914-15  
from <sup>(S. African)</sup>  
~~out of the new loan or~~  
It was contemplated that  
The scheme for the  
improvement of Kilindini  
Harbour should be  
given precedence over  
other works in 1914-15  
if & when the loan  
to be paid for out of  
funds become available  
~~the first instalment of~~  
this loan, but I have  
ascertained that pro-  
gress on this scheme is  
not likely to be so rapid  
that it cannot be  
financed adequately  
in 1914-15 out of the  
~~the~~ <sup>still remaining</sup>  
~~sum~~ <sup>appropriately allocated</sup>

Part of the price of £250,000  
for the new building  
water pier  
from the old one of £250,000  
With regard to the  
details of Mr Taylor's proposal,  
I have only to observe that  
acc. to the reg. as the only  
officials in the G. & A. & G. & A.  
who are entitled to  
reserved saloons in the R. & W.  
are the G. & A., the Chief Justice,  
the Chief Sec. & the S. G. of the  
R. & W., but apparently  
two more reserved carriages  
are required. I should be glad  
to see if within the reg. are  
being strictly adhered to,  
excepted. Taylor refers in para 12  
of his memo. to the fact that  
several high officials are  
entitled to reserved saloons.  
Further, I notice that the Gen.  
Manager proposes to

DRAFT.

MINUTE.

- Mr.
- Mr.
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

54  
to limit two reserved  
carriages for the use  
of the Government  
cost of £5100  
I have, of course, no  
wish to limit  
unduly the accommodation  
for the Governor of the  
Isle, but I am  
inclined to think  
that when money  
is needed so urgently  
for other services,  
the cost of £5100  
on what may perhaps  
be described as a  
luxury is excessive,  
I should be glad  
to know if you wd  
instruct the Gen. Manager  
to provide for one  
new saloon carriage only



The balance of the  
amount which was otherwise  
have been expended on  
the [unclear] [unclear] [unclear]  
used for other [unclear]  
stock.

Jan 7 1880 East

24th 1880

DRAFT £100  
Governor  
Nairobi

manchester  
To Mary

MINUTE  
Mr. [unclear]  
Mr. [unclear]  
Sir G. Pridemore  
Sir H. Just.  
Sir J. Anderson.  
Lord Emmott.  
Mr. Harcourt.

Yours Dis. of 2 Feb conf  
ULMOUS compta

18 sent home at once

Sabados

indents Dis. follows  
Harcourt

Return for Dis.

Harcourt