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CAIRO - MEDINA BAHYRA RAILWAY

1914

February

This copy of letter from Railway Manager together with its enclosures respecting survey etc.

Last previous Paper.

Dr. G. Fiddes

This also seems to be a deep.
which Mr G Lloyd might see.
- or then Putby? H. J. R.

(The prospect is not bright)

17/III/14

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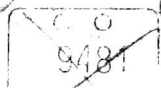
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~~EAST AFRICA PROTECTORATE~~

GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA.

CONFIDENTIAL No. 32



21st February 1914.

14 MAR 14
Sir,

*Ug/Gen 6459
Gen 4278.*

From Gen. Manager,
~~U.R. with encl.~~
19.2.14.

With reference to my telegram No. 46 of the 19th instant, and in continuation of my Confidential despatch No. 16 of the 30th of January, I have the honour to transmit herewith for your information a copy of a letter, with enclosure, from the General Manager of the Uganda Railway on the subject of the proposed Nakuru-Mumias line.

I have the honour to be,

Yours faithfully,
Sir,

Your humble, obedient servant,

[Signature]
Deputy GOVERNOR.

* N. 6459
+ N. 1578

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

Accessions

Encl in No.

LOSURE
33 of 21-2-1914

353

TELEGRAPHIC ADDRESS
MANAGER, N. F. B.
P. O. BOX NO. 17

Uganda Railway

C O
9481

14 MAR 14
General Manager's Office.

Nairobi February 19th 14.

E. E. A.

To the Hon:

The Chief Secretary

to the Government.

Nairobi.

Sir,

Railway Extension in Kavirondo.

I am in receipt, under cover of your memo 7345 of the 9th instant, of copy of telegram from the Colonial Office suggesting that an Officer be detailed for a reconnaissance survey of the Uasin Gishu Railway as it is important to have a close estimate of the cost of the railway at the earliest possible date as otherwise negotiations may break down if any delay.

2. I have the honour to suggest that the following telegram be sent in reply:-

- *Impossible to give close estimate on reconnaissance
- *Reconnaissance already made by Macdonald.
- *Accurately located and staked out line necessary in order to complete estimate. Approximate length of line 800 miles. Judging of lines of similar character would estimate cost at £5,000 per mile.
- *A sum of approximately £350,000 must also be available for relaying 800 miles of Uganda Railway with heavier rail if intention is to utilize released 50 lb rails on proposed "extensions".

3. The cost now given of £5,000 per mile differs very considerably from the rough guess of £3,000 previously suggested by me as the probable cost. But as I then stated

the lower figure was for purely a light line to work light traffic at slow speed. It is quite possible of course that the length of 200 miles might be made on this same principle

but I do not think this is desirable. Though it may not be necessary possible at first to thoroughly complete the railway before opening for traffic yet as we are now proposing to tap a very productive country it is desirable that we should have funds in sight whenever it be found necessary to have the line capable of carrying a big traffic at a reasonable speed.

4. In regard to the request of the Colonial Office for a close estimate based on a reconnaissance survey, I beg to quote an extract of the terms published by the Government of India for the construction of branch lines:-

"No concession can be granted for the construction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the government of India."

I think it only right that we should follow this procedure and I consider it would be folly to enter into any negotiations for the construction of branch lines in the Protectorate until the line has been properly surveyed, detailed estimates prepared, and we are in a position to know exactly what we are dealing with.

5. I enclose a memorandum by the Chief Engineer, R. March, who has had the construction experience of the Uganda Railway to guide him in his estimates. No doubt we shall have many more facilities than was possible in the old days, but there are new difficulties especially in the general rise in prices and wages.

I am in agreement with him that until we get

estimates based on the actual detailed survey we cannot
give a close figure of cost.

I have the honor to be,

Sir,

Your obedient servant.

H. R. Taylor.

General Manager.

Uganda Railway.

12/2/13.

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Memorandum by the CHIEF ENGINEER, UGANDA RAILWAY.
4 MAR 14

The length of the Nakuru, Eldoret and Kericho line will work out at approximately 185 miles, or including sidings say 200 miles. In estimating for a through line such as this it is necessary to allow for more substantial construction than what would suffice on a short branch line running a light traffic. In constructing a short branch line it is possible to keep clear of any heavy works by diversions round, and it would also be possible to keep expenditure down in many ways as speed over a short branch line need not be very high. But when one comes to a through trunk line as the railway to North Kavirondo will be, it is desirable that the line should be constructed on a substantial basis.

From my previous experience of construction in this country I am of opinion that we cannot base an estimate of cost at a less figure than 25,000 per mile exclusive of rolling stock.

2. The great difficulty will be Labour and its cost. The Uganda Railway employed on an average 20,000 Indian Coolies per month, and completed work at the rate of 100 miles per year.

The Busoga Railway employed 4,000 Busoga natives per month and completed 60 miles in 16 months; but the work on the Busoga line was very light and I should anticipate at least double the earth work on the Masir Gishu line.

Taking the above figures as a basis 10,000 natives will complete 200 miles of line in about 43 months or say 4 years, or taking 2,000 natives the time occupied will be two years, but it is extremely doubtful whether we can hope

for a larger supply than 10,000 natives monthly, and if this be so the construction will take about four years.

One point in our favour however, is that the railway would run right into the labour supply country. This will be of very great advantage and possibly help to shorten the period of construction. No doubt the formation of the railway will be completed before we are able to replace the 200 miles of main line with 80 lb rails and thus release the old 60 lb rails for the Usin Gishu railway.

3. The cost of labour at Kisumu is at least Rs 15 per head per month, including food. Mr. Ainsworth only recently informed us that they cannot get men for less than Rs 10 per month with food. The cost of labour alone therefore, based on the above figures amounts to £480,000.

Permanent Way Material.

4. Now as to the cost of Permanent way material. The cost of second hand material works out at £870 per mile on the coast section, and we should estimate the cost to be £1,000 per mile allowing for lead of materials, laying of track, and for crossings, or say for 200 miles £200,000.

The rough estimate therefore will work out as follows:-

	£.
Labour £2,400 per mile	480,000.
P.W. Material 1,000 per mile.	200,000.
Waterway 500 : :	100,000.
Telegraph 125 : :	25,000.
Station Buildings.	50,000.
Plant	30,000.
Administration.	<u>40,000.</u>
	<u>£925,000.</u>

5. There will have to be a properly organised Labour Department, Commissariat, Medical and Transport Departments. Construction Rolling Stock will be wanted. Temporary and

5.

permanent water supply to be arranged for, so that I do not think we can reckon the cost will be much under £1,000,000.

6. In addition to this sum provision will have to be made for funds for relaying 200 miles of the main line with 80 lb rails. The sum necessary is roughly £383,000 of this sum £170,000 would be debitable to capital, and £183,000 to revenue. It would be quite impossible to debit revenue with this sum in any one year, and the better way seems to be to spread the amount over a number of years and recover the cost by a sinking fund, say at the rate of £10,000 per annum.

7. These figures do not cover the whole cost of the rails. The sum of £174,000 will be required from the new railway in payment for the 200 miles of 50 lb track. There will also be some possible expenditure for the strengthening of bridges, though we have not gone thoroughly into this matter yet but possibly the figure will not be a very high one.

6th February 194