

(Appendix A.)
UGANDA RAILWAY.

No. _____

CHIEF ACCOUNTANT'S OFFICE,

Nairobi 15th July 1913.

THE ACTING TRAFFIC MANAGER,
 NAIROBI.

SIR,

COMPENSATION FOR GOODS LOST IN TRANSIT.

I have received from the General Manager a copy of his letter of the 10th inst. to your address mentioning the payment of a claim for Rs. 70 for a package of transport carts lost in transit.

I have the honor to call your attention to the rapid increase in compensation for claims of this nature. During the past financial year there were 55, during what is practically three months of the present year there are no less than 28.

In the majority of cases I do not think the goods are lost in transit, but that they are stolen at the sending station. The traffic from Kilimlinj is far greater than it is from Mombasa, but where there are only two or three cases in connection with Kilimlinj, Mombasa is interested in no less than 26 out of the 55, of which over 30 are for outwards traffic. During the present year it claims 15 out of the 28. In my opinion it points to systematic theft at Mombasa goods shed.

There are a certain number of cases between Nairobi and other places outwards, and between Nakuru and Lumbwa inwards. These might possibly be stolen (or lost) in transit, or it might be the receiving station that is concerned in the loss.

I must certainly emphasise the fact that personally I consider the station staff at Mombasa is largely responsible for the present condition of affairs.

(Sd.) B. EASTWOOD,

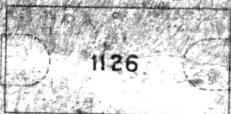
Chief Accountant.

No. 155. Dated 15th July 1913.

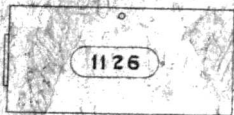
Copy forwarded to the General Manager with a reference to his letter No. A/21/5/128 dated 1st July 1912.

(Sd.) B. EASTWOOD,

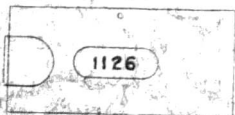
Chief Accountant.



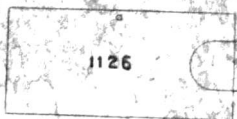
Loaded in transit



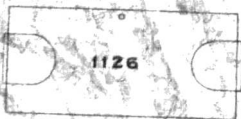
Empty in transit



In empty to be loaded



In full to be unloaded



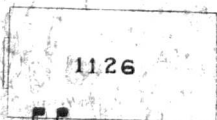
In loaded to be unloaded
and reloaded.



Sick



Under repairs



Standing three days

(Appendix C.)

WAGON MOVEMENT REGISTER.

The Wagon movement register is a board 3'-6" wide, and as long as may be found necessary. It should be divided into columns 3 1/2 inches wide, the right hand side of each column, or division, having a strip of slate, 1 inch wide, inserted. The divisions to have pins (for hanging tickets on) fixed at spaces of 1 1/2 to 2 inches apart throughout their length. Each space so divided by the pins to have a small hinged arm fixed on each side of the column, arranged so that they lay flat, but can be moved as desired.

Every wagon of the Railway is represented by a ticket, or tablet, having its number printed on it, on one side "plain", to indicate it is loaded, on the reverse "in a ring" to shew it is empty and every class of wagon has a distinctive tablet, either in shape, size, or color.

The use of the moveable arms is shewn in the accompanying diagram.

When a wagon is in transit the tablet covers both arms. When it is at a station either for "unloading" or for "loading", the use of one or more of the arms indicates the purpose it is at the station for.

The date the wagon is first at the station is entered on the slate slip at the side of the column, and a red flag is put against each wagon for every day that is at a station more than the first day.

Information must be sent in from all stations daily of the rolling stock in the station at a certain fixed hour. The stations are shewn on the register by a broad label hanging across the full width of the division, and the wagons at that station are arranged in groups in their different classes, and the purpose they are there for.

The register is arranged daily, and the Train Controller can see at a glance what rolling stock is at each station, what it is doing, and how long it has been there. It is also a most effective check on the time rolling stock is "under repairs".

B. EASTWOOD,

Chief Accountant.