

478

EAST AFR PROT

36128

REC'D
REG'D 21 SEP 14

Governor Conf
Mifield 142

1914

IMPERIAL LOAN
EXPENDITURE ON RAILWAY WORKS

27 August

Subsequent Paper.

No. 1
103

Sends copy of letter from Railway Manager embodying views of Government as to expenditure of £1,567,000 which it is understood will be available for railway works. Supports proposals in entirety.

To Hon. Dr. J. Fisher.

As regards getting the money, he knows that the Treas. have issued a new Notice as to local loans, with 4% as the lowest rate of interest. We may therefore expect to be able to get money, when the local legislation has been passed, but at a higher rate than the 3½% assumed when the last figures on which Mr. Taylor has worked were calculated. This means that more would be paid out of capital to cover three years' interest [at 4%, about £36 for every £1,000 borrowed].

You need not worry now, because our old Mr. Taylor's views will I think have become out of date - Regd.

Subsequent Paper.

107
769/4-5

b. 9 of detail. Hospital	4,000
School	3,000
b. 10 — Furniture	2,000

The first two do not seem to be "for the improvement of communications & trade facilities". The third has not a long enough life to be suitable as a loan service.

A more serious point arises, as to the re-laying of rails, which depended on the probability of using up the 50 lb rails and stance on the Kelvin-Macdonald project, which would abort the greater part of the rails we can safeguard now, I think that this project is dead till the war is over. If it is not proceeded with at all we shall have to stand out of the credit of, say, £175,000 until we can find other funds to build branch lines. The work of re-laying is, of course, to proceed gradually & only £40,000 is proposed for this year; but I think we ought to go fully into the question with Mr. Taylor when he arrives, before committing ourselves.

The estimate for re-laying of rails has been substantially reduced, because of the fall in price of steel rails; but here again I doubt whether anyone can say what the price will be after the war.

As regards Marine services, Mr. Taylor is of course in the best position to judge of the relative importance of various items, but

we certainly contemplated a passenger
steamer and I shall see no other way
of providing for it except out of revenue.
It would have seemed better to provide for
it out of the loan and to cover the many
small items of General Engineering
works from revenue gradually.

The question of lighting the lake is an old
one & has only been solved in the last two
or three years. [I am not quite
sure what the answer is. It is a question of
the importance of various services costing and
charges.]

With regard to the brickfield scheme may be
desirable, assuming that it was not the
particular enterprise that ruined the Co., & I
rather we may take it for granted that
the filling will be an extension of the lighter
harbour is not while - i.e. that land which
will have to be filled in in any case in
connection with the harbour scheme could
not be utilised. £3000 for a rd piece of land
which will ultimately be used as a stacking
ground is rather a lot. The dock platforms
(£1800) are not explained & I don't know
what they are.

^{799 P.M. letter}
^{79 detail} Rolling Stock. Two of the items referred
to as having been ordered for or on order were
ordered direct from the A. & M. Wagon Company.

letter and accompanying papers attached.
[It is not possible to say how the Taylor's
£60,000 is made up.] In two cases, however,

15 cattle trucks

2 sheep vans

the C.A. have no evidence, & we must
inquire about them?

All the incidents received contemplated
the stock being charged to "Sudwest"
unallocated revenue account, & it
had to go down to £1000.

The Prohibition

locked up, & so
able to do

I think this is a very reasonable
after consulting you, Jack S.

Very interesting about the off
loan Office. They view the basis of
loan taking as a demand for a
substantial sum in 1914-15, &
think we must await his reply
before deciding to go any further

with this programme, my own view
& I think yours also - is that we should
hold up all but the indispensable,
which is the case of the R.A.F. and
mean that we should only ask in
1914-15 for the amount necessary
to cover charges fairly due in the
year or incidents to the hands of the
Army & Admiralty

W.H.A.

Yes. H.Y.

A short time ago Mr. Ramsey of
the Treasury said to me that he hoped
that we would ask for as little
as the loan money as possible, as
everything had to find a way to the
big war now which was coming
faster

to J. S.

7/3/14

As proposed. We shall seek
all we can get
a full
7/3/14

W.B. 10/3/14

Miss E. thinks one thing will
be very useful for

A flat top

7/3/14

W.
Uganda Rlys.

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE ABOVE REFERECE AND THE
DATE OF THIS LETTER BEING QUOTED.

TELEGRAMS, "CROWN, LONDON"
TELEPHONE 7780 VICTORIA (6 LINES)

421
WHITEHALL GARDENS,
LONDON, S.W.

2nd. October, 1914.

Dear Bottomley,

In accordance with our conversation on the telephone yesterday I send you the Indents for the Rolling Stock for the Uganda Railway.

2. You will note that the amounts entered in these Indents in no way correspond with the amounts given on your list which I herewith return. This is due to the fact that they have only indented for the Underframes and Fittings for the Stock which they are presumably going to build in the Colony.

3. I also enclose a copy of a schedule of the Indents which we have made which you may find useful.

Yours faithfully,

C. Bottomley Esq.

Colonial Office.

Downing Street,

S.W.

Ex-25-A attorney

40	4-wheel H.S. Trucks	400	
25	H/S Bogies	7,000	
45	L/S Bogies	<u>11,700</u>	
		25,500	
	add for freight	500.00	
	other	<u>2,500</u>	
2	1st Class Locomotives	5,100	
6	2nd Class Locomotives	8,000	
1	3rd Class Locomotives	500	
		3,000	
	3rd Class Cars	600	
1	1 st Class Bogies	7,500	
1	1 st Class Bogies	<u>2,000</u>	25,260
<u>on order</u>			
3	Heavy class Locomotives	12,000	{ Sent direct to CA

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE ABOVE REFERENCED AND THE
DATE OF THE LETTER BEING QUOTED.

TELEGRAMS, CROWN, LONDON.
TELEPHONE 1280 VICTORIA (6 LOUD.)

WHITEHALL GARDENS,

LONDON, S.W.

25th November 1914,

Dear Bottomley:

Uganda Railway Rolling Stock

With reference to your letter

and my answer regarding the above, I enclose a copy of the original contract and a schedule shewing variations

in the contracts up to date, also return the original contract to you.

list of your claims.

We have circulated to the Contractors concerned

asking them to furnish a statement in the middle of

next year, and we have agreed to do so.

Item no. 11 for the delivery of rolling stock

item were paid for on the 17th August 1913. Now

have no date or place of their destination.

Trusting the enclosed list will now furnish

you with all the information you desire.

Sincerely Yours,

J. Currie Rail

C. Bottomley M.A.

Colonial Office.

Downing Street, S.W.

P.S. See also also enclosing by your
official letter.

Reqn. No.	Materials:	Accepted Cost F.O.B.	Delivery	Remarks.
2499/1	34 H.S. open 4-wheeled trucks. (Hurst Nelson & Co.)	5,777.	11. 2.15.	Delivery deferred until middle of June 1915.
2499/1a	20 H.S. open Bogie trucks.	16,242.	26. 4.15.	-do-
2499/1a	30 L.S. open Bogie trucks (Leeds Forge Co.)			
2499/2	268 prs. Wheels & Axles for above. (Blake Boiler & Eng. Co. Ltd.)	3,484.	5. 1.15.	-do-
491.	2 Steel U'frames for Coalie for F.L. the Governor. (Leeds Forge Co.)	1,780.	9. 12.15	Payment due for 12 mos. ins.
2506	4 Bogie Carr. Underframes (Metropolitan Co.)		15. 11.15	Delivery deferred to June 1915.
2513	Ironwork for Horse Boxes (Maclellan)		17. 12.	Delivery deferred to June 1915.
2525	2 (1st. & 3rd. Class Bogie Underframes (Metropolitan Co.)	396	7. 1.15	Delivery deferred to June 1915.

Note. For item No.11 please see covering letter.

No records of items Nos. 6 and 8 yet received at this Office.

36/18

435

Reqn. No.	Materials.	Est.Cost	Accepted Cost f.o.b.	Authority.
2499.	25 High sided open Bogie Trucks.	£. 6,800.	£. 6,800.	Indent No.27 dated 6. 5. 14. and Colonial Office
2499.	45 Low sided open Bogie Trucks.	11,700.	Order not yet placed.	letter 20636/14 of 9. 6. 14.
2491.	2 Steel Underframes for Coaches for H.E. the Governor	2,300.	£. 780.	Indent No.18 Col. Office 19755/14 of 18. 6. 14.
23	4 Bogie Carriage Underframes.	1,600.	792.	Indent No.920 G.M.B. lr. D 24/1/121 of 14. 11. 13.
	15 Cattle Trucks.	5,000		
<u>Note.</u> We have no record of this requisition in this Office.				
2533.	Ironwork for Six Horse Boxes.	420.	Order not yet placed.	Indent No.62. G.M. lr. D 24/1/ of 11.7.14. 120.
	2- Sheep Vans.	660.		
<u>Note.</u> We have no record of this requisition in this Office.				
2528.	2- (1st. & 3rd.) Class Bogie Underframes.	800	896.	Indent No.57. G.M. lr. D 24/1/ 112. of 7.7.14.
2284.	3 - Tank Locomotives	8,700.	8,955.	Indent No.869. G.M. lr. D 24/1/ 83. of 12.9.14.

EAST AFRICA PROTECTORATE.

No. 142.

CONFIDENTIAL.

GOVERNMENT HOUSE,

NAIROBI,

BRITISH EAST AFRICA.

18th. - August, 1914.

General Manager
3/8/14.

in accordance with the directions contained in your Confidential despatch of the 1st. 1914,

I have the honour to submit for your consideration a copy of a letter from the General Manager, Uganda, dated

Railway, dated August 9th, 1914, and of the enclosures thereto, which embody the recommendations of this Government as to the manner in which the sum of £1,567,600, which it is understood will be available for railway works from the proposed East African loan, shall be expended.

2. The subject has been very thoroughly discussed by the General Manager, Mr. Eastwood, and myself, and it does not appear necessary that I should supplement the full statement which has been submitted by the General Manager by any personal observation beyond saying that that statement is the result of our consultations and that I support the proposals in their entirety.

THE RIGHT HONOURABLE

LEWIS HARCOURT, P.C., M.P.

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S.W.

(2)

3 As stated in my Confidential despatch of
36127 August 13th, 1914, I am not in a position to
forecast the extent to which arrangements for
the loan may be frustrated or impeded by the
present state of war.

I have the honour to be,

Sir,

Your humble, obedient Servant,

Albany Bryant

G O V E R N O R.

INCLOSURE

Copied
In Despatch No. 142 of August 18th 1914.

TELEGRAPHIC ADDRESS
MANAGER., N. R. B.
P. O. BOX NO. 57.

Uganda Railway.

5128

REC'D
REG'D 21 SEP 14

General Manager's Office.

REFER HERE TO IN
YOUR REPLY.

No. - 718/1/399.

Nairobi Aug : 8th

1914

B. E. A.

478

To the

Hon. The Chief Secretary

to the Government.

Kenya.

Sir,

Distribution of Parliamentary Loans.

1. I have the honor to acknowledge receipt, under cover of your MSS. of 4th June, of copy of Colonial Office Confidential Despatch of 17th May 1914, enclosing copy of the East Africa Protectorate (Loans) Bill 1914, and directing that early steps be taken, in anticipation of the passing of the Bill, to make preliminary arrangements as regards Surveys; the despatch of Indents for material; to propose a definite scheme of the works which can be carried out within the limits of the sums likely to be available; and to make some forecast of the date at which each work can be expected to be undertaken.

2. The Parliamentary Loan of £5,000,000, of which the maximum amount for division is fixed for East Africa Protectorate at £1,850,000, allows but £1,667,000 for actual expenditure, owing to the proviso that Interest and Sinking Fund for the first three years is to be chargeable against the loan and not against Revenue.

3. The allocation proposed by the Secretary of State

2.

for the funds available is

for Roads and Bridges under the
Public Works Department. 2100,000.

For the Uganda Railway. 51,587,000.

The distribution of the railway funds is allotted
Sir,
as follows:

directions contain
Kilindini Harbour. : 200,000
less available from previous
loan... 90,000. 10,000.
Relax, etc. and on Uganda Railway Manager.

Miles of road or rail construction... 725,50

Railway 500,000.

and 100,000. 80,000.

Total appropriation. 51,587,000.

but it must be noted that no provision has been allowed
for Workshop Machinery or for "General Engineering Work".
and the allocation I propose, therefore, is as follows:

Proposed Allocation.

Kilindini Harbour Works	200,000.
Improvement of permanent way	
Delaying of 220 miles of line with 80 lb rails.	500,000.
Strengthening of Bridges	20,000.
<u>Rolling Stock.</u>	
Locomotives, carriages, wagons.	147,150.
Workshop Machinery	42,160.
Additions to Locomotive Fleet	50,000.
General Engineering and other works	162,600.
Reserve for contingencies	4,074.
 Total Railway Appropriation	51,587,000.

This allocation allows £45,100 for Workshop Machinery and will permit of our immediate necessities being met, but more will be required a few years hence.

4. With regard to the Kilindini Harbour, the preliminary works are already well forward. The consulting Engineers have the detailed drawings prepared and immediately the Loan Bill is passed they will call for tenders.

5. With respect to the Improvement to permanent way. It will be noticed that I have made considerable reduction in the estimated cost of this, reducing the figure by £100,000.

The details of the railway with 80 miles from the Coast to Magadi Junction are given on page 5 of the enclosure. The original estimate figure, based on the knowledge we then had available, was somewhat similar to that quoted by the Consulting Engineers, i.e., £750,000, but on going into the matter more closely, and taking into account the fall in the price of steel rails, we have come to the conclusion that it is possible we may be able to do the work at a considerable lower figure than was first anticipated. But whether we can do the whole of the 80 miles within the present allotment, which we hope to do, or not, it is absolutely essential that some funds be available for Workshop Machinery and General Engineering Works.

6. It is noticed also that in the original allotment by the Secretary of State, no provision is made for strengthening of bridges. I am at present in correspondence with the Consulting Engineers at home, and have placed the matter before them, they inform me it will be some time before they can advise when and what bridges between Nairobi and the Coast will require strengthening and what the cost will be. Meanwhile I have allowed £20,000 to meet this charge.

7. Against the allotment for Rail & Stock, an indent has already gone forward for roughly £10,000. This indent is being complied with. Money will be found from other sources should this be necessary.

On page 7 of the enclosure will be found a list of the most urgent needs of Rail & Stock required, and on page 8 a list of machinery as required by the Locomotive Department. We badly want the 12 Locomotives not yet ordered as also the 8 - 1st Class, and 2 - 3rd class passenger bogies. The allotment under this head allows £10,000 for the trucks, and 8 Water Trucks, which will be used as far as necessary.

8. The allotment no. 441/1911, £10,000 to Lake Fleet £20,000, is insufficient, but up to date I have been in correspondence with our Consulting Engineers with regard to a suitable passenger steamer, an improvement on the "Clement Hill", but I do not think we shall be able obtain a steamer to meet our requirements for less than £60 to £80,000. Our passenger traffic across the lake to Uganda and beyond is rapidly increasing, and a large traffic is about to arise.

9. Our passenger accommodation on the present steamers is totally inadequate and an additional passenger steamer with accommodation for say 50 - 70 1st Class, and 50 - 70 2nd Class passengers is more than necessary, but the grant of £20,000 will not permit of our allotting a sum for such a vessel. I have therefore allotted the amount available to works which are absolutely necessary for the improvement of our present fleet. We must have a dredger which will cost £21,000, as the Kizamu Harbour is silting up.

somewhat, and we are, at times, experiencing great difficulty in approaching the shore. We want some lighters for men with the new tug "Karinora" and I intend obtaining 7 lighters, but I would like to get 4 such lighters if they are available.

15

11. I have made an allotment for lights and buoys as we now have to run well into the dark - far into the night. It is conceivable, even though we do not go all night running, that certain parts of the lake will be lighted, as the harbor master who is now at , is looking into the necessity of suitable lights and buoys.

12. 1000.

12. I have also allotted a considerable sum i.e. \$35,000 to the surveyor general extension of lake ports. At present our ports are very badly congested and the pigs get trapped with cattle and horses which begin to starve, disease and the breaking of equipment. I hope this will be sufficient to require further extensions.

13. 1000.

13. I have also put down a small sum for Survey Work \$5,000. As you will have notice in the way but it is essential that, when the demand arises for new ports, we have funds available for a proper survey to be made.

With the extension of cultivation and the opening up of trade around both the Uganda and East Africa portions of the Lake, I anticipate being called upon to open new ports at several points; and it is essential that we should be prepared for this and for general survey work.

It is most unfortunate that funds will not run to a steamer but I think I am right in allotting the money to these various items which are so very essential to the improvement generally of the Marine service, in preference to going in for a large passenger steamer.

12. I have also been able to allow £100,000 for unincorporating purposes. This, though inadequate to meet the demands of the Railway under this Head, will permit of our carrying out numerous important works. A list of the works has been compiled and the cost total £208,800, and it was with some difficulty, that I was able to select works from this list to meet the allotment at my disposal. At 20/11/

A full list of works I propose incorporating is given on pages 9 and 10 of the enclosure No 209.

At Mombasa we propose comprising the following: The approach or transit quays, in taking delivery of goods, to remove them from the Goods Shed and yet have some protection from the weather whilst taking them away by Road present

the method of Hamili carts.

At Kilindini : there is an allotment for 5/- for sidings, the yard requires considerable attention and £7,500 has been put down for the purchase of a Brick-field belonging to the East Africa Industries Ltd. This brick field is complete with machinery and is in full working order. The Industries have failed, and we shall be fortunate if we can secure this brick field for use by the Railway, more especially with the large and important works shortly to be commenced at Kilindini, the advantage of having a railway brick-field will be considerable.

At Kilindini Pier some immediate extension of the fore shore is necessary. I have, therefore, allotted a sum for filling in so that we can straighten out the wharf sidings. It will be some three years before any portion of the deep sea harbour will be available for service, therefore we must see to the immediate extension of the lighter harbour. This money

7.

will not be wasted as the filling in of the fore shore will always be of use as a stacking ground for railway and other material. I propose also to put on the wharf an automatic weighbridge.

In Nairobi a number of improvements are now being carried out by our present Commissioner. Shed 1 is very poor indeed, and a cost of £2,500 is necessary to put the Nairobi goods shed into a fit condition to cope with the demands that will be made.

The platform, which is being lately rebuilt, is no longer long enough for the additional booking hall and other office equipment necessary. The platform requires roofing to the full length, and one end of it at present is of mud, about eleven feet.

I have allotted £1,000 for Posts and Telegraphs, but do not consider the branch roads yet very badly in my opinion to negotiate.

An important item for me requires attention. Nairobi is the Ration Store where it is proposed to deal with rations in bulk. At present the main store is at the coast, but Nairobi, being the greatest centre of labour, is certainly the better place.

I have also allotted funds for Hospital & Schools, both of which are absolutely essential. At present our large Indian staff have no place to go when sick. Naturally they cannot go to the European Hospital, and the Native African Hospital is certainly no place for an Indian of any standing.

With regard to a school it is the same. We have the European Government School, which is absolutely full up, and

a post office for Indians, and there is no school

or post office. The station is composed of

timber and board, and is in a state of decay. The

children who go to school are stations on the

line are proper to the latter.

of these it is time to build a new station which is

now in a state of decay. It is proposed to

propose to remove the original

existing station and the building

will be used for

Kisumu to Mombasa, and the station

building will be removed.

800

It is proposed to make a new station at

Mombasa, and the existing one will be

demolished. The new station will be

and an engine house will be constructed especially

for Kismayo. A new station is wanted besides

the one on the line. In addition, additional sidings

at other points on the line generally are required,

as well as to allow us to have a through and better service on

trains. At present our long station runs are a serious

drawback to the good working of the railway.

Two diversions are wanted to enable us to divert the line so as to put in new stations on the level.

I have allotted £15,000 for staff quarters but could easily spend four times that amount.

I have also allotted £10,000 each for the improvement of the water supply and fueling appliances. These improvements are very essential.

Other works are Godown sidings and fire-fighting

appliances, ballasting and furniture.

Fire-fighting appliances are most essential, at present we have a very large quantity of goods in our care and we are not in a position to take adequate care of them should a fire occur.

P. In reply to paragraph 5 of the despatch. As regards the commencement of work on the Uganda Railway, I have to state that it can be commenced as soon as the howitzer shells come out. The tenders will go forward as soon as we hear from the Consulting Engineers as to their proposal of a section of the 50 lb standard rail with a $\frac{1}{4}$ long slot. It will be essential to have a 20 ft. length of 50 lb rails available as soon as the construction of the Mbarara - Kavirondo Railway is sanctioned, Surveyor General Uganda, the first section Mbarara - Ruvine. I enclose a drawing showing the probable requirements for 50 lb rails during the quinquennial period 1914 - 15 to 1918 - 19.

I have the honor to be,

Sir,

Your obedient servant.

Sd/H.B.Taylor.

General Manager.

Uganda Railway.

Enclosed

Instrumentation Options - Page 1 of 16

1914 - 15.	1915 - 16.	1916 - 17.	1917 - 18.	1918 - 19.	1919 - 20.
£.	£.	£.	£.	£.	£.
Kilkeel Harbour Works.					
Improvement of Permanent Way					
Strengthening Bridges.	40,000.				
Rolling Stock & Machinery.	50,000.				
Additions to Late Fleet.					
General Improvements Works.	20,000.				
Contingencies.					
					50,000.
					100,000.
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but there's been a lot of talk about it.

Well, I think it's time to do something about it.

What's better under the sun than a good old fashioned

old fashioned fight?

It's been a long time since we last had one.

Well, I think it's time to do something about it.

What's better under the sun than a good old fashioned

old fashioned fight?

It's been a long time since we last had one.

What's better under the sun than a good old fashioned

old fashioned fight?

It's been a long time since we last had one.

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RAILWAY APPROPRIATION

Proposed Railways for connecting with the
Secondary State.

base and a single rail 100 ft. long at £10.00 per
foot of rail

at Harbour £20.00 per ton made

11 lbs per previous £10.00

C.P.R. Report No. 11. dated 21st May 1866

282 miles from to Maradi Junction. 789.

Rolling Stock. 142.500

Addition to Lake Fleet. 80.000

Total Railway Appropriation. £. 1,567.000.

Loan # 2127.

Proposed Allocations

Railway and Harbor Plan

Lithium - 2000.

Iron Works - 2000.

Electric Power - 5000.

Engineering & General.

Industrial

Locomotives - 1000.

Workshops - 1000.

Additions to lake fleet.

General Engineering & the

Reserved for Contingencies.

S. 1,507.000

4,074

50,326

60

70

80

12.

Division No. 50

On or before to be laid with

and 100 ft. long

Miles

2000

and for 100 ft. stations

and 100 ft. track

and 100 ft.

av. end

- 200 ft. long

each 100 ft.

es

1
100
50

is to be placed at the line.

and 100 ft. line.

Cyanide Railway settlements, as per details
on page 4.

to all mileage of track required.

87

883.

(4).

Terms Way required for Uganda Fly Work

9. Nyanza	including Idang & Kiboga	500 yds each	4,500
10. Entebbe.	as per Traffic Works Contract.		4,500
11. Kisumu Pier.			
12. Kisumu Station			
13. Mombasa Station			
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test

Exhibit 10 per ton

21 5 57 20 per mile C-4

Leptodora heterophylla 1-17

1000 500 gland

2014-10-01

Cost per acre of acreage

Add 2500 lines for the file

at stations, 10 miles apart per day.

Cost per mile of line.

COST OF DISTRIBUTING.

Railway Charges at construction material,
rate of 2 cents per ton per mile.

Mombasa to Voi: 244BD/tone

4

Call to McKinnon, 85040.

1667

Mail to Mek (101), 85040 - " 5299

Return to Nagari Jatid

5290

Malindu to Nagadi Junction 80460 tons. 6580

Total disease incidence

6586

Total diet

£.13548.

Average cost per mile. say

5-49

handling 240 tons 2-3 hours per ton

卷之八

total cost per mile of distributing. 2. 57

451

COST OF PERMANENT WAY

COST PER MILE OF LINE

Material as detailed on page 4

Dist. putting in do do

Breaking up & re-leading 50 lb rails

Relying with 30 lb rails

Crossings

Total cost per mile

10 for 50 lb rails taken out

Value £1,450 per mile at 2/3 original value

Final cost per mile of line of 50 lb

LENGTH OF LINE

Nomana to Magadi Practice

Length of Line	Cost
39.7 miles	£471.00
500 ft	£0.200

Strengthning bridge E.Y.

Length of Line	Cost
20.100	£0.100

Rolling stock \$,147,500

Incident for

40 4 Wheel H/S Trucks	6,800
25 H/S Bodies	1,000
sets.	
45 H/S do.	1,700
	2,500

Ad. 5000 less. Inc.

" " " " "

2 Coal cars for 11 ton G.W. iron

4 1st Class Iron	25,000
------------------	--------

15 Cattle Trucks	5,000
------------------	-------

6 Horse Boxes	1,000
---------------	-------

2 Sheep Vans	800
--------------	-----

3 3rd Class Boxes	1,500
-------------------	-------

1st " "	2,000
---------	-------

Now in order.

3 Heavy class locomotives

Wanted.

12 Locomotives	18,000
----------------	--------

Passenger Wagons 1st class	12,000
----------------------------	--------

2 2nd class do.	3,000
-----------------	-------

15 Cattle Trucks	5,000
------------------	-------

8 Water Tanks	2,800
---------------	-------

	76,800
--	--------

	17,160
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(8) 446
PLANT MACHINERY & EQUIPMENT

Power Plant.

Shanties & crackups.

Plastic Tool.

Cord in E Sawmill & Wood Machine shop.

Chains - Open with shot.

in Mill shop.

Bed of Job.

958

16-101
C5
4D
PAC
ALSO WITH
PUBLIC RECOR

ADVISED
TO

Engineering and other works.LONDON

Covering in Goods shed at Greenwich.

£ 3,000

K. I. LINDIN

Station Sidings.

Brickfields.

K. I. LINDIN Pier & Docks

Filling in on shore.

£ 1,000

Rock Platforms.

£ 3,000

Wesnoridge.

£ 1,500

Sidings.

£ 2,000

Nairobi Station

Coats and

£ 500

Booking Hall & offices.

Lat. iron roof & floor.

Station Masters House.

£ 500

Rearrangement of Yard.

Market Building.

Roads & approaches.

£ 1000

Nairobi

Radio Station.

Office

£ 100

Homes

Engineering Workshops.

£ 10,000

Nairobi

Station and Sidings.

£ 10,000

Mombasa

Rearrangement of Station.

£ 3,000

Mombasa

Carried forward.

£ 1,600

Brought forward

Rising

Shunting Grid

Goods shed on Pier & siding 11,000

General

New Stack Legs

2 Diversions

Staff Quarters

Improvements to Water Supply

-do- in lighting and offices

Downsiding

Fire fighting appliances

Balasting

Furniture

1625

MARINE WORKS.

Brodger and 3 Jappers	11
2,000-ton lighters	12,750
2,500-ton lighters	1,000

1d girls and Boys 8.600

Piers and pier extensions
at Lake Ports.

Kisumu, Mjanji, Kaimosi, Entebbe) 25,000
Kadumu, Kabanga, McDonald Bay)
(8)

Lake Victoria Survey

which it will be possible
to obtain advances during
the present year, and
to determine those

advances at which
it would be best to take
is another subject to meet
now with the intention
of the change in the
stock already made.

No other people need

be taken because of
your long expedition

but not for the long expedit-

ion you have to make

3000 miles or more

and you will be in

case of difficulty

you will be compelled

to pay for the same

and about 1000 miles

will be in this difficult to

obtain loans from your

neighbors, and even

the 15 cattle have

2 sheep too. I understand
you will be glad if you will
call me by telephone
as soon as possible