

478

EAST AFR. PROT  
36128

3128  
REC'D  
SEP 21 1914

Governor  
Conf  
142

Field

1914

August

Subsequent Paper

1031

IMPERIAL LOAN  
EXPENDITURE ON RAILWAY WORKS

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.

For Record. Sir G. Fisher.

As regards getting the money, he knows that the Treas have issued a new notice as to the 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 3 3/4% assumed when the last figures, on which Mr. Taylor has worked were calculated. This means that more must be paid out of capital to cover these years' interest [at 4%, about £236 for every £1000 borrowed]

This need not disturb us, because some of Mr. Taylor's ideas will I think have become at least very close by

Copy sent to Mr. Taylor 18 Oct 14  
Further to Mr. Taylor 10 Dec 14  
Copy to Mr. Taylor 12 Dec 14  
Copy to Mr. Taylor 13 Dec 14

Subsequent Paper

1031  
14-5

p. 9 of detail. Hospital	4,000
School	3,000
p. 10 — Furniture	2000

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 possibility of raising up the 50 lb rails and stence on the Kolumb-Hammonds project, which would absorb the greater part of the rails we can safely assume. I think that this project is dead till the loan 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 relaying is, of course, to proceed gradually & only £40,000 is put down 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 has been persistently 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

I gather that this is out of question for long time at least.

we certainly contemplated a passenger  
steamer and I should see no other way  
of providing <sup>for</sup> 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 delayed in the past because  
of more urgent services. I see, in the letter  
to the Committee, that the members are  
of importance of various services, certain  
changes.] 4

At Hillidini, the brickfield scheme may be  
desirable, assuming that it was not the  
particular enterprise that ruined the Co; & I  
suppose we may take it for granted that  
the filling <sup>of the forebay</sup> will for an extension of the lighter  
harbour is worth 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 ~~sub~~ 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.

79/4/21, letter  
79 detail } Rolling Stock. Two of the items referred  
to as having been identified for or on order were  
ordered direct from the Co. see list in enclosure

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

- 15 Cattle trucks
- 2 Sheep vans,

the C.A. have no interest, & we must  
negotiate about them?

Yes  
H. J. R.

All the incidents received contemplated  
the stock being charged to "Surplus"  
unallocated to the account of the  
C.A. & the Government.

The Government  
would not  
allocate

I think we should  
after consulting you and  
negotiate with the Government

about the  
loan. It is not clear the Government  
would take of a demand for a  
substantial sum in 1914-15, & I  
think we must await their 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 core of the I.A.P. would  
mean that we should only ask in  
1914-15 for the amount necessary  
to cover charges falling due in the  
year or incidents in the hands of the  
Government. Oct. 6/1914

Yes  
H. J. R.

A short time ago Mr Ramsey of  
the Treasury said to me that he hoped  
that we would not ask for as little of  
the loan money as possible, as  
everything had to find way to the  
big war now which was coming  
forward

10. 2. 14  
7/13/14

As proposed we shall see  
well but can get a price  
Oct. 9. 1914

Mr B. B. B.  
Please think me  
Do you want a thing for  
I shall be glad

Uganda Ryys.

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

TELEGRAMS, "CROWN, LONDON."  
TELEPHONE 7780 VICTORIA (8 LINES)

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.

Schedule of Indents.  
Indents  
Working letters  
to the G.M.

2. For we note that the amounts entered on 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,

*Handwritten signature*

C. Bottomley Esq.  
Colonial Office.  
Downing Street,  
S.W.

255 A

sent for

40	4-wheel H.S. Trucks	900	
25	H/S Bogies	7,000	
45	L/S Bogies	11,700	
		25,500	
	add for freight	5,100	
	other	2,500	
2	4 wheel motor	5,100	
		8,500	
		1,000	
		3,000	
		600	
1	6 <sup>th</sup> Class Bogies	7,500	
1	1 <sup>st</sup> Class Bogies	2,000	25,260

255 500

sent direct to CA  
 no record in CA  
 sent direct to CA  
 no record in CA  
 sent direct to CA  
 sent direct to CA

no order

3	Heavy class locomotives	12,000	
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sent direct to CA

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

TELEGRAMS: CROWN, LONDON.  
TELEPHONE: 7530 VICTORIA (6 LINES.)

WHITEHALL GARDENS,  
LONDON, S.W.  
26th. November 1914.

Dear Bottomley,

Uganda Railway Rolling Stock

With reference to your letter

and Amber regarding the above, I

your schedule showing positions

contracts up to date, and return the orig

list to your

We have circular the Contractors concerned

making them the middle of

next year, and agreed

Item 11 The

item were paid for on the 17th Aug 1914 and now

have no doubt of their destination.

Trusting the list will now furnish

you with all the information you desire.

Sincerely Yours,

*J. Carnevali*

C. Bottomley Esq.  
Colonial Office,  
Downing Street, S.W.

P.S. We are also enclosing by your  
official letter

Reqn. No.	Materials:	Accepted Cost P.G.B.	Delivery	Remarks
		2.		
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 hrs. Wheels & Axles for above. (Blake Boiler & Eng. Co. Ltd.)	3,484.	5. 1.15.	-do-
151.	2 Steel D'frames for Coach for F.L. the Governor. (Leeds Forge Co.)	2,780.	9. 12.15	Payment not due for 12 mo. ins.
2306	4 Bogie Carr. Underframes (Metropolitan Co.)	1,775.	25. 11.15	Delivery deferred No. 4000. 11/15/15
2303	Ironwork for Horse Boxes (MacLellan)	512.	17. 12.	Delivery deferred June 1915.
2325	2 (1st & 3rd Class Bogie Underframes (Metropolitan Co.)	390	7. 1.15	Delivery deferred

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

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

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*by Original list* 36718

Reqn. No.	Materials.	Est. Cost	Accepted Cost f.o.b.	Authority.
2499	High sided open <del>Trucks</del> ks.	£. 6,800.	£. <i>Order placed</i>	Indent No. 27 dated 6. 5. 14.
2499.	25 High sided open Bogie Trucks.	7,000.	<i>Order placed</i>	and Colonial Office.
2499.	45 Low sided open Bogie Trucks.	11,700. <hr/> 25,500.	Order not yet placed.	letter 20636/14 of 9. 6. 14.
2491.	2 Steel Underframes for Coaches for H.E. the Governor	2,300	2,780.	Indent No. 18 Col. Office 1985/14 of 18. 6. 14.
23	4 Bogie Carriage Underframes	1,600	792.	Indent No. 920 G.M.B. 1r. 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.Ir.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. Ir. D 24/1 119. of 7.7.14.
2284.	3 - Tank Locomotives	3,700	8,955.	Indent No. 869. G.M. Ir. 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 compliance with the directions contained in your Confidential despatch of 11th. 1914, I have the honour to submit herewith a copy of a letter from the General Manager, Uganda Railway, dated August 8th. 1914, and of the enclosures thereto, which embody the recommendations of this Government as to the manner in which the sum of £1,567,000, 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)

3612  
3  
As stated in my Confidential despatch of 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,

Your humble, obedient Servant,

Alcarray Bey

GOVERNOR.

INCLOSURE

In Despatch No. <sup>142</sup> of August 18<sup>th</sup> 1914

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

Uganda Railway.

5128  
REC'D  
SEP 21 1914

REFER HERETO IN  
YOUR REPLY.

General Manager's Office.

No. 7154/399

Nairobi Aug: 8<sup>th</sup>  
JULY 1914  
B. E. A.

488

To the

Genl. Mgr. Uganda Railway  
to the Government. DO 217  
Nairobi.

Sir,

Distribution of Parliamentary Loan.

I have the honor to acknowledge receipt, under cover of your 6595 of 4th June, of copy of Colonial Office Confidential Despatch of 11th 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 tenders 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 £3,000,000, 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 in

for Roads and Bridges under the Public Works Department. 2,100,000.

for the Uganda Railway. 21,567,000.

The Distribution of the Railway funds is allotted

as follows: directions contain

Kilindini Harbour: 2,700,000

Less available from previous loan: 90,000

Balance available on Uganda Railway 729,500

Rolling Stock 80,000

Total 21,567,000.

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

Proposed Allocation.

Kilindini Harbour Works 2,700,000

Improvement of permanent way

Relaying of 292 miles of line with 80 lb rails. 500,000

Strengthening of Bridges 20,000.

Rolling Stock.

Locomotives, carriages, wagons. 147,160.

Workshop Machinery 42,166.

Additions to Lake Fleet 80,000.

General Engineering and other works 162,600.

Reserved for contingencies 4,074.

Total Railway Appropriation 21,567,000.

3.

This allocation allows \$43,100 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 Millinai 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 regard 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 22%, 5000.

The details of the railway with 30 1/2 rails from the coast to Magadi Junction are given on page 5 of the enclosure. Our original estimated figure, based on the knowledge we then had regarding the rails somewhat similar to that quoted by the Consulting Engineers, i.e. 272,500, 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 322 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 220,000 to meet this charge.

7. Against the allotment for Locomotive stock, an indent has already gone forward for roughly ... 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 Rolling 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 2 - 1st Class, and 2 - 3rd class passenger bogies. The allotment under this head allows for ... water tanks, and ...

8. The allotment for the ... of Lake ... 250,000 is insufficient to meet our requirements. I have been in correspondence with ... Consulting Engineers with regard to a suitable passenger steamer for improvement on the 'Glenelg Hill', but I do not think we shall be able to obtain a steamer to meet our requirements for less than 50 to 250,000. 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 - 2nd Class passengers is more than necessary, but the grant of 250,000 will not permit of our allotting a sum for such a vessel. I have therefore allocated the amount available to works which are absolutely necessary for the improvement of our present fleet. We must have a dredger which will cost 251,000, as the Kiama Harbour is silting up

8.

somewhat, and we are, at times, experiencing great difficulty in approaching the wharf. We want some lighters for use with the new tug "Harpoon" and I intend obtaining 7 lighters, but I would like to get 8 such lighters if they are available.

9. I have made an allotment for lights and buoys as we may have to use them for some time far into the night.

It is possible, even though we are not to all night running, that some of the lights or buoys will be lighted, and the Marine Service, which is now at work, is looking into the matter of suitable lights and buoys.

10. I have also allotted a considerable sum i.e. \$25,000 for the purchase of a pier extension of Lake Park. At present our piers are very badly congested and the piers get cluttered with cargo and ware which leads to damage, delay, and the breaking of contracts. Kamalia has also been damaged and require further extensions.

11. I have also set down a small sum for Survey for \$5,000. As present little has been done in the way of survey but it is essential that, when the general prices 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.



6.

12. I have also been able to allow £125,000 for engineering purposes. This, though inadequate to meet the demand 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 totals 2,028,800, and it was with some difficulty, that I was able to select works from this list to meet the allotment at my disposal. The following

list of works I propose having included is given on page 9 and 10 of the enclosure 2209.

At Mombasa we propose covering the goods sheds with such suitable plants, in taking delivery of goods, and move them from the Goods Shed and give some protection from the weather whilst taking them away for their present use method by Hamill carts.

At Kilindini : there is an allotment for 5 1/2 million Sidings, the yard requires considerable addition and some £7,500 has been put down for the purchase of a Brickfield belonging to the East Africa Industries Ltd. This Brickfield 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 pier work 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

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

At Nairobi a number of improvements are required. The accommodation provided by our present Goods Shed is very poor. It is of a size of 110,500 sq. ft. It is necessary to put the Nairobi Goods Shed into a better condition to cope with the demands that will be made.

The Goods Shed, which was lately rebuilt, is now in a good condition. A new booking hall and other office buildings are necessary. The booking hall requires roofing to the full length, and the booking hall at present is of wood, which is not a good material.

I have allotted funds for the roads and bridges. The roads are in a very bad state and it is necessary to negotiate the roads.

An important matter 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 school for Indians, and there is no school  
at present and the school is proposed  
at the school and box of the school

the children who are at the stations on the  
line to be properly looked after. The  
of this school is to be a school for the  
which is under the school and the school

we propose to reconstruct the line  
changing stations for the line  
run. An engine would be used  
Kishu to Muboroni, and the route

will be a line from Muboroni to  
the line will be a line from Muboroni  
to the line will be a line from Muboroni

at Kishu a line is wanted besides  
the line on the line and additional sidings  
other works on the line generally are

as to allow us to have a better service of  
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 £25,000 for staff quarters but could  
easily spend a times that amount.

I have also allotted £10,000 each for the improvement  
of the water supply and fuelling appliances. These improve-  
ments are very essential.

Other works are Go-down sidings and fire-fighting

9.

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.

In reply to paragraph 4 of the despatch. As regards the commencement of work on the Uganda Railway, I would state that it can be commenced as soon as the heavy rains have come out. The works will go forward as soon as we hear from the Consulting Engineers as to their approval

of the adoption of the 60 lb standard rail with a 1 1/4 lb per foot weight. It will be essential to have 50 lb rails available as soon as the construction of the Nairobi - Kavirondo Railway be sanctioned. Survey of the first section Nairobi - Kavirondo has been completed showing the probable requirements for the period 1914 - 15 and 1915 - 16.

I have the honor to be,

Sir,

Your obedient servant.

Sd.H.B.Taylor.

General Manager.

Uganda Railway.

Enclosures 2

Distribution of Expenditure 1914-15 to 1918-19

	1914-15.	1915-16.	1916-17.	1917-18.	1918-19.	TOTAL.
Kilnashil Harbour Works.	£-----	200,000	200,000	200,000	120,000.	£10,000.
Improvement of Permanent Way	40,000.	150,000.	150,000.	150,000.	30,000.	520,000.
Strengthening Bridges.						190,326.
Rolling Stock & Machinery.						80,000.
Additions to Loko Fleet.						167,674.
General Engineering Works						
Contingencies.	20,000.	50,000.	50,000.	50,000.	34,574.	
TOTALS.	290,000.	490,000.	490,000.	490,000.	2174,074.	£1,567,000.

100  
101



WATER £ 1,507,000

Proposed all the ...  
 Secretary State.  
 Harbour ...  
 11 ...

282 miles ... to Marsden Junction.

Rolling Stock.	147,500
Addition to Lake Fleet.	80,000
<u>Total Railway Appropriation.</u>	<u>£. 1,507,000.</u>

Loan of \$1,000,000.

Proposed Allocations

Railway and Shipbuilding

Illinois

Raymond

Engineering and  
Construction

General

Locomotive

Works and  
Shops

Additions to Lake Fleet.

General Engineering & Other

Reserved for Contingencies.

\$ 1,537,000



12.

Station 0. 20

of line to be laid with

Miles



for the purpose of Stations

that are now in use

available

Append-

to the end of the line

Length

es,

of the line

20 Stations

each.

to be laid with

for the purpose of Stations

to be laid with, as per details on page 4.

Total mileage of track required.

233.

133



DEPARTMENT OF  
 PUBLIC WORKS

at least 500,000 lbs

£. 0-10 per ton

£. 2-00

0-10

7-8

£. 10-00

£. 0-00

£. 0-00

£. 0-00

£. 0-00

£. 0-00

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£. 0-00

533  
 133  
 PUBLIC WORKS  
 DEPARTMENT  
 ALLY WIL  
 PUBLIC

COST OF DISTRIBUTING.  
 =====

Railway Charges at construction material, rate of 2 cents per ton per mile.	£.
Mombasa to Voi. 24480 tons	1667
Voi to Makindu. 25640 "	5299
Makindu to Magadi Junction 20160 tons.	<u>6580</u>
Total cost.	£. 13546
=====	
Average cost per mile. say	£. 49
Handling 240 tons @ 3 annas per ton	<u>73</u>
Total cost per mile of distributing.	£. 57

COST OF WORKS

COST PER MILE

Material as detailed on page 4

Dist. cutting do do

Breaking up & re-laying 50 lb rails

Relaying with 40 lb rails

Crossings

Total cost per mile

Cost for 50 lb rails taken out

Value \$1,480 per mile at 2/3 original value

Final cost per mile of 40 lb of 50 lb \$1,197

LENGTH OF LINE

Mombasa to Nagadi Junction

39 1/2 miles 1,471,000

3 1/2 miles 500,000

Strengthening bridges 8 1/2 miles 20,000

Rolling stock \$,147,500

Incant for

40 4 Wheel H/S Trucks 6,800

25 H/S Boxcars 7,000

45 L/S do. 77,700

25,500

Ad. for ... 6,700

23,000

23,000

2 Coal Cars 11,000

4 1st Class Boxcars 8,000

15 Cattle Trucks 5,000

6 Horse Boxes 8,000

2 Sheep Vans 800

1 3rd Class Engine 1,500

1 1st " 2,000

2,000

Now on order

3 Heavy Gas locomotives 3,000

Wanted

12 Locomotives 24,000

4 Passenger Boxcars 1st Class 12,000

2 2nd Class do. 8,000

15 Cattle Trucks 5,000

8 Water Tanks 2,800

76,800

12,160

PLANT & MACHINERY AND THE COMPTON

Power & Plant.

Shovels & cranes.

Electric Trolly

Coal in F. Sawmill & Wood Machine shop.

Coppers with shovels

in a mill shop.

Steel for shop.

Knives for

Shop.

950

16,010

334 40

Public Recor  
Night  
Mitt.  
Recor

DUCE  
101

Engineering and other works.

Bombay.

Covering in Goods shed 20,000 5,000

K. India.

Station buildings.  
Brickfields

Coaching Pier No. 2, 3.

Filling in Borehole 2,000

Work Platforms 2,300

Wellborings 2,500

Sidings 2,000

Natrol Station.

Goods shed 10,500

Booking Hall & offices 10,000

Platform roof & floor 10,000

Station Masters Houses 1,200

Arrangement of Yard

Market Building 1,000

Roads & approaches 1,000

Natrol.

Building Store 2,500

Work 10,000

Work 10,000

Building Workshops 10,000

General.

Station and Sidings 2,500

Memoranda.

Rearrangement of Station 18,000

Carried forward 1,76,400

Brought forward

22,000

Rising

Shunting & sidings

8,000

Goods shed on Pier & sidings

3,000

11,000

On the General

1 New Station

7,000

2 Diversions

2,000

Staff Quarters

2,000

Improvements to water supply

1,000

-do- in building and repairs

10,000

10 Cowsheds

8,000

Fire fighting appliances

7,000

Ballasting

7,000

Furniture

1,000

1625



MARINE WORKS.  
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Dredger and 3 Hoppers	41,000
2,000-ton lighters	12,750
2,000 50-ton lighters	4,000

Lighting and Buoys	8,500
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Piers and pier extensions  
at Lake Ports.

Kisumu, Njanji, Kampala, Entebbe	23,700
Kadima, Kabanga, McDonald Bay	16

Lake Victoria Survey

and the grant will not allow of the same



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