

1911

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Magadi Scheme  
Railway Rolling Stock.

Letter taken from Cons. Engrs showing that it is  
difficult for them to proceed further pending  
definite knowledge of the arrangements to be  
installed by Magadi Co. for loading the soda  
on the wagons & for discharging it at the destination.

Copy of l: same to the fr<sup>o</sup>, with  
ref<sup>er</sup> to our despatch No. 181 of the 7<sup>th</sup> of  
April 1911.

at once.

H. J. R.

20/IV

S.R.

Vertical text on the left margin, possibly a date or reference number.

Common Paper

Common Paper

1911

Handwritten notes at the bottom, including "rolling stock" and "1911".

Uganda Rly 1769



12823290

20 APR 11

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 1483 VICTORIA

WHITEHALL CHARGES

LONDON, S.W.

19th April 1911

Sir,

I have the honour to acknowledge the receipt of your letter No. 9868/1911 of the 31st March, and the accompanying copy of a telegram, from the Governor of the East Africa Protectorate regarding the supply of rolling stock.

2. We communicated this letter to the Consulting Engineers, and I now enclose, for the information of Mr Secretary Harcourt, a copy of a letter from them from which it would appear that the design of the wagons has been fully discussed, and that it is difficult for them to proceed further pending definite knowledge of the arrangements to be installed by the Magadi Company for loading the Soda on the wagons and for discharging it at the destination.

3. A copy of their letter of the 17th March, to which they refer, is also enclosed.

I have the honour to be,

Sir,

Your Obedient Servant,

Under Secretary of State

cc cc cc

Colonial Office

Messrs Rendel & Robertson to Crown Agents

C O  
12823  
REC'D  
20 APR 1911

13 Dartmouth Street,  
Westminster S.W.  
10th April 1911

291

Uganda Railway - Magadi Lake Section.

Gentlemen,

We have your reference No. W/1769 of the 7th April asking us to furnish you with the necessary specification and drawings for high sided bogie wagons suitable for ordinary traffic and also the carriage of soda in bulk.

2. We may say that this matter was fully discussed with Sir Percy Girouard before he left and it was decided that it would hardly be feasible to get out a suitable design for wagons until it was known definitely what arrangements would be made by the Company for loading the soda into the wagons and discharging it at destination and at present we have heard nothing further upon these points which materially affect the design of the wagon. The request that the wagons shall also be suitable for ordinary merchandise makes the question still more difficult.

3. However we will again consult Mr Sandiford and we may say that we have already sent to the Manager of the Uganda Railway a design for a suitable bogie wagon for ordinary traffic vide our letter of 17th March forwarded to you on 18th March and it is possible that this may be adapted for the carriage of soda and we are looking further into the matter and will let you have a specification as soon as possible.

We are, &c.,

Sd/ Rendel & Robertson

C/O  
12823

Messrs Rendel & Robertson to the Manager, Uganda Rly.

17th March 1911

292

High Sided Open Bogie Wagons

Dear Sir,

In continuation of our letter of 10th January 1911 we have now got a design for high sided wagons which we hope may suit your requirements and we have had an opportunity of showing this design to Mr Sandiford who approves of it.

2. You will notice that the wagon is 32 feet long 8 feet wide and 3'9" deep and has an improved design of bogie with a 4'9" wheel base laminated springs over axleboxes and closed instead of open ends. The underframe generally is modelled upon a design made here for the Assam Bengal Railway which has proved very successful in service.

3. As regards axle load we may say that the Indian metre gauge railways have now a sanctioned axle load (measured at rail) of 8 tons per axle with a standard journal of 7" x 3 1/2" diameter so that with your journal of 7" x 3 1/2" diameter we think that 8 tons might be allowed though with 80 lbs rails it would not be prudent to exceed this.

4. The estimated tare of the proposed wagon may be a little disappointing to you but we do not think with Westinghouse and hand brakes, improved bogies, side chains and stout underframe properly trussed it will work out

less

-1-

less than 9 tons. You refer to the "Sheffield  
 Twinberrow" wagon with a tare of 7. 18. 0. 0.  
 It we should mistrust the figures given in the catalogue,  
 our experience of this make of wagon, which has been  
 very much pushed by agents in India, is that the light  
 tare given by them is first of all obtained by the  
 adoption of a form of bogie having a short helical  
 spring to take all the weight (the same spring being very  
 difficult of inspection on the road) by the omission of  
 power brakes, side chains, and such like fittings and by  
 light scantlings. We have recently had a case in  
 which a "Sheffield Twinberrow" wagon after being fitted  
 with power brakes and other standard fittings  
 actually weighed more than a similar wagon of standard  
 design. Assuming a tare of even 10 tons for our design  
 with an axle load of 8 tons you would have a strong  
 reliable wagon carrying 20 tons paying load.

4. The approximate cost of such a wagon complete  
 with wheels and axles Westinghouse and hand brakes,  
 latest flexible couplings etc would be about £260.  
 This might be reduced if a cheaper form of bogie of the  
 American "Diamond" type be adopted.

5. We send you ferro in duplicate and should you  
 subsequently decide to indent for any such wagons we shall  
 be obliged if you will return one copy with the indent  
 with any modifications etc marked in red upon it.