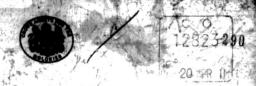
L'magade Scheme Railway Rolling Stock apr Lade taker from Cons Engis Howing that it is defined for them to proceed furthe pending definite knowledge of the arrangement to the matalled by hafade G to loading the Vida to the wagons & for discharging it at the destination Apy of i some to the for, with refer to me lest so 181 2 the 7 the april 27 et mie. 20/IK

uganda Rly 1769

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WHITEHALL CARGENS.

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 Sods on the wagons and for discharging it at the destination.

ch.1911

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

R. house

Under Secretary of State

ec se se

Colonial Office

Messre Rendel & Robertson to Crown Agents

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 bogic 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 sunt to the Manager of the Uganda Railway a design for a suitable begie wagon for ordinary traffic vide our letter of 17th March forwards 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 acc.,

Sd) Rendel & Robertson

Messrs Rendel & Robertson to the Manager, Uganda Rly.

17th March 1911

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 32" diameter so that with your journal of 7" x 32" diameter we think that 8 tons might be allowed though with 50 lbs rails it would not be prudent to exceed this.
- 4. The estimated tare of the proposed wagon may be a little disappointing to yes but we do not think with Westinghouse and hand brakes, improved bogies, side chains and stout underframe properly trussed it will work out

Resars Rendel & Reportson to Crown Agents

. Mestminster R. N.

TOTAL ABELL FELL

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Silding all Silvence minus \$110 unfebrute.

material which is building to a work to land property thanks to make the fire of the contract of the contract of

to you on 18th Herein and it improved to come This

tons out tons. You refer to the "Sheffield tons out to she had been a considered at this make of wagon, which had been any much pushed by agents in India, is that the light are given by them is first of all obtained by the coption of a form of bogic having a short helical gring to take all the weight (the same spring being very infficult of inspection on the road) by the omission of ever brakes, side chains, and such like fittings and by light scantlings. We have recently had a case in the "Sheffield Twinberrow" wagon after being fitted to many and power brakes and other standard fittings

which and power brakes and other standard fittings whally weighed more than a similar wagon of standard whigh. Assuming a tare of even 10 tons for our design whan axle load of 8 tons you would have a strong while the wagon carrying 20 tens paying load.

The approximate cost of such a wagon complete

"" wheels and axles Westinghouse and hand brakes,

stest flexible couplings etc would be about £260.

his might be reduced if a cheaper form of bogie of the

grican "Diamond" type be adopted.

Te send you form in duplicate and should you becauseful decide to indent for any such wagons we shall obliged if you will return one copy with the indent the any medifications etc marked in red upon it.