

EAST AFR. PROT.  
8082

C O  
8082  
REC'D  
MAR 1912

Memorandum  
Conf 21  
Board  
Date  
1912  
February  
Previous Paper

RAILWAY STORES DEPARTMENT

This copy of a letter from the Railway Manager submitting proposals for the establishment of a separate Stores Dept. Recommends. Promises further despatch as to the new appointment of Assistant Storekeeper when applications of local candidates have been considered. Requests reply by cable.

27th March 1912  
Durrant Conf - copy above sent - 27th March 1912

We read  
the enclosed sheet of these proposals  
is clearly set out in para 7 of  
Lami's letter. The only means of  
expenditure proposed is the salary of  
an Assistant Storekeeper (£300 - £450)  
and an increase of the scale of his rank  
salary from £350 - 550 to £450 - 600.  
The immediate increase is to 325 p.a.  
If the most desirable to Lami states that  
this small increase has to have been

Subsequent Paper  
8916

Comend by Addition in Cost of work.

Draft letter to Paauw in case.

(I do not understand why his proposal  
was not put forward in connection with  
the estimate.)

H.S. 19/3

at me

H. J. R.

19/14

Command by advertisement in Card of order.

Draft letter to Secretary for review.

(I do not understand why this proposal  
has not been passed in connection with  
the Estimate.)

H. J. B. 19/3

at me

H. J. B.

19/3

C O  
8082  
REC'D  
MAR 10 1912

420

GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

February 22nd 1912.

EAST AFRICA PROTECTORATE.

CONFIDENTIAL (21)

Sir,

I have the honour to transmit herewith for your consideration a letter from the General Manager of the Uganda Railway in which he puts forward proposals for the formation of a separate Department which would have complete control over the Stores.

Manager

2. At present the Stores are a Sub-Department under the Locomotive Superintendent and the time has now come when, owing to the rapid growth of traffic and the considerable extensions undertaken in the last few years, it is impossible for the present Staff to cope successfully with the work. I have therefore the honour to recommend Mr. Currie's proposals very strongly and I trust that you will be able to accord your sanction.

3. I propose to address you later on the subject of the new appointment mentioned in the 7th paragraph of Mr. Currie's letter, when I have been able to ascertain whether suitable applications for the post are received from local candidates.

THE RIGHT HONOURABLE  
LEWIS HARCOURT, P.C., M.P.,  
SECRETARY OF STATE FOR THE COLONIES,  
DOWNING STREET, LONDON, S.W.

4. I would invite your particular attention to the last paragraph of Mr. Currie's letter and shall be glad of a reply by cable.

I have the honour to be,

Sir,

Your humbl. obedient servant,



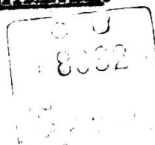
GOVERNOR.

27

INCLOSURE

In Despatch No. 21 of *Febry 22/11* <sup>ad</sup> 1922

CONFIDENTIAL.



General Manager's Office,

Nairobi 60 February 118

No. 58  
188

Sir,

Since the construction of this Railway was completed the Stores have formed a Sub Department of the Loco under the Locomotive Superintendent and are included in the estimates under Abstracts B. & C.

This arrangement was come to chiefly on the grounds of economy. It has up to the present worked very well because so long as our traffic was small and the amount of maintenance and construction work moderate the Stores transactions were not of sufficient importance to warrant a separate Department being formed to deal with them.

Moreover the Loco Superintendent Mr. Sandiford has considerable personal experience of stores matters and was able to exercise a valuable control over these transactions.

2. Conditions have now changed; the amount of now

The Honourable,

The Chief Secretary

to the Government,

East Africa Protectorate,

Nairobi.

new and ~~unimportant~~ work is rapidly increasing in all Departments and our traffic is also developing very rapidly. This entails very much more work in the purchase and distribution of stores and also in the preparation of invoices, in fact the present staff is unable to efficiently cope with it, I must therefore strengthen the establishment the more so that we shall unfortunately shortly lose the services of Mr. Sandiford.

3. I recently asked Mr. Sandiford and Mr. Hartwood both of whom are intimately acquainted with the internal working of the stores to give me their recommendations on what should be done. They both recommend that we should now follow the practice of other Railways and form the Stores into a separate Department of the Railway under a Chief Storekeeper and place it in Abstract E of the estimates. The Chief Storekeeper will be entirely responsible for all stores transactions and will be given the usual powers of a Head of a Department.

4. In recommending this they state: "The growth of the Railway traffic, the extension of the Lake Steamer trade, and the creation of a catering Department all mean that the number and variety of stores required increase in a way much greater proportion than the actual value of the stores transactions would indicate, and we consider the interests of the Railway would be best served if the control should be placed under an independent Chief Storekeeper rather than that it should be controlled by an Assistant Officer under the orders of the Head of another Department". I am therefore confident that in recommending that this ~~change should be effected~~ I am recommending what will increase the efficiency of the Railway.

5. It will entail a slightly increased cost on paper because an Assistant Storekeeper must be appointed but this small increase will be more than covered by reduction in cost of works. When, as is the case at present, details occur in meeting requisitions of the Engineering and Loco Departments for material required for works in hand, labour is kept either idle or inefficiently employed. This means wasteful expenditure, which will I am convinced be saved when the alterations I am recommending are given effect.

In saying this I do not cast any reflection on my present staff, they are doing their utmost to work efficiently but are, without further assistance, unable to cope with the increased work.

The new arrangement will lessen delay by enabling the Chief Storekeeper to deal direct with other Departments.

6. At present Mr. Reid the Assistant Locomotive Superintendent (Stores) has no assistant; when he has taken leave his work has been done by Mr. Brenner. This is no longer possible because this officer is now fully employed with his legitimate duties in the Loco Department.

7. The following comparative statement explains my proposals.

Post.	PRESENT.		Post.	PROPOSED.	
	No. of post.	Pay or Actual salary drawn.		No. of post.	Pay or Actual salary.
Loco Supt. (Stores)	1	350-550	Chief Store-keeper.	1	450-600
1. Store-keeper	-	-	Assistant Store-keeper.	1	300-400
2. Store-keeper	1	Rs. 300-400 P.M.	Sub Store-keeper	1	Rs. 300-400 P.M.
					575
					300
					400

As



As regards personnel we have in Mr. A.W. Reid a Stores Officer of great experience and absolute integrity who has been on the Railway 14 years and has done most excellent service. I can recommend him for the post of Chief Storekeeper with confidence.

He at present draws £650 per annum, I recommend that the pay of the post of Chief Storekeeper, for the present, fixed at £450-000 the same as that of the Marine Superintendent and that Mr. Reid shall fill the post with an increase of £20 on his present salary.

*Retired  
Prof. A. W. Reid*

An Assistant should be engaged on not less than £300 per annum. I state this because I want a capable man who can be trusted. It is a well known fact that in no Department of a Railway can money be more easily be wasted than in the Stores and it always pays to have this Department officered by men of ability and integrity. For this post I want a young man not over 30 years of age, unmarried if possible, who has had experience in dealing with Railway Stores and accounts.

I particularly do not want a man advanced in years who has been tried and proved a failure in other jobs.

He must be a gentleman because he will be called upon to act as Chief Storekeeper when Mr. Reid is on leave. It is possible that an officer for the post can be found in the country from some of the other Departments of Government but if not and and a new man has to be engaged and sent out from home the appointment should be probationary for the first 3 years.

8. I have made no provision in next years estimates for the post but I hope that this will not delay execution; the amount involved is small and I shall be

As regards personnel we have in Mr. A. V. Reid a Stores Officer of great experience and absolute integrity who has been on the Railway 14 years and has done most excellent service. I can recommend him for the post of Chief Storekeeper with confidence.

He at present draws \$650 per annum. I recommend that the pay of the post of Chief Storekeeper, <sup>be</sup> the present, fixed at \$450-500 the same as that of the Marine Superintendent and that Mr. Reid shall fill the post with an increase of \$86 on his present salary.

*Reid's  
2/2/12*

An Assistant should be engaged on not less than \$300 per annum. I state this because I want a capable man who can be trusted. It is a well known fact that in no Department of a Railway can money be more easily be wasted than in the Stores and it always pays to have this Department officered by men of ability and integrity. For this post I want a young man not over 30 years of age, unmarried if possible, who has had experience in dealing with Railway Stores and accounts. I particularly do not want a man advanced in years who has been tried and proved a failure in other jobs.

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8. I have made no provision in next year's estimates for the post but I hope that this will not delay sanction; the amount involved is small and I shall be

able.

able to arrange to meet the cost out of savings elsewhere. Mr. Reid goes on leave in June next and I would like the new officier to be appointed as soon as possible.

I have the honour to be,

Sir,

Your obedient servant,

Sd/- H.A.F. GURRIS.

Manager,  
Uganda Railway.

For Lat ~~2/2~~  
8882



427

19 March 1912

Sir

DRAFT.

Secretary to the  
Treasury

MINUTE.

- Mr. ~~12/3~~ 19/3
- Mr. Read 19/3
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

In answer

Conf. 22 Feb 1912

Ans'd 29/12

I am etc to transmit  
to you, to the Board of  
the H. of the Treasury,  
the accompanying copy of  
a despatch from the  
of the P.P. to the  
proposals for the  
of a separate Railway

Trans 29/12

Stms Dept

Copy for Conf 27 Dec 1911

2. The financial effect  
of these proposals is  
clearly explained in the  
General Manager's letter  
Enclosed in C. P. Memorandum

dispute. It will be  
seen that the commercial  
business of the corporation  
is not dependent on  
the sale of the  
to the public, and that  
it is not the business  
of the corporation to  
sell the same to the  
public, but to sell to  
the public in order to  
obtain a return on  
the investment.

3. In the case of the  
the corporation is the  
primary concern of the  
public, and it is not  
the business of the  
corporation to sell to  
the public in order to  
obtain a return on  
the investment, in order  
to sell to the public,

that the business of the  
corporation is to sell to  
the public in order to  
obtain a return on  
the investment.