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 FILED
 REF 25 MAR 12

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A.G. 152
 Drawing

Date.
 1912

In March

at previous Paper.
 9014 August
 9016 August

ROLLING STOCK FOR RAILWAY

Trs letter from the Railway Manager stating that the stock rendered necessary by the operations of the Magadi Coy will owing to the increase in ordinary traffic be required earlier than was anticipated. 3 shunting engines and 6 Mallet engines have therefore been indented for. Asks C.A. be instructed to expedite.

Mr. G. Fiddes.

See also 9728, I draft to CA in last paper.
 It appears a little suspicious to order 6 new Mallet engines before testing the two already bought, but in his case, there appears no alternative but to take the new

See P. Richards' proposal. I understand L. Baines asks us the general manager's letter and I will therefore not comment on it further as previous papers pointing out that any proposal to utilize the £218,000 in advance of the duties already ~~incurred~~ to ~~provide~~ the same

next subsequent Paper
 9193

Contemplated [unclear] to meet with the
most uncompromising resistance from the

Inaccuracy

See figures in the
last one: - a 50% increase
in traffic this year
of last year

ASB

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H. J. R.

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Contemplated ^(benefit) is likely to meet with the
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Insurance

See figures in the ^{HRB} ^{2/6}
last time - 50.70 increase ^{the} / H. J. R.
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GOVERNMENT HOUSE,
NAIROBI,
BRITISH EAST AFRICA

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23 MAR 12

EAST AFRICA PROTECTORATE.

March 4th, 1912.

No. 152.

62

Sir,

I have the honour to transmit herewith a copy of a letter which I have received from the Manager of the Uganda Railway stating that in consequence of the very considerable increase in ordinary traffic the extra rolling stock rendered necessary by the operations of the Nagadi Company will be required at an earlier date than was originally anticipated.

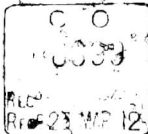
2. In these circumstances it would be impossible to wait till we are informed that the estimates have been sanctioned before ordering certain portions of the rolling stock and Mr. Currie has accordingly with Sir Percy Girouard's approval indented for the 3 shunting engines and 6 Mallet engines referred to in paragraph (2) and (3) of his letter.

3. I should be much obliged if the Crown Agents could be instructed to expedite the execution of this indent. The urgency of the matter is fully explained in the Manager's letter, a copy of which has been taken home by Sir Percy Girouard for discussion with you.

I have the honour to be,
Sir,
Your humble, obedient servant,

[Signature]
ACTING GOVERNOR.

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



General Manager's Office,

Nairobi / February 1912

No. 169
210 Vol 14.

Sir,

In my letter No.108/1811 of the 18th. June last (Secretariat Minute Paper No.1188/11) I fully explained the urgent necessity which exists for increasing our fleet on the Victoria Lake.

I pointed out how rapidly our traffic has increased in the last year and stated that we anticipate a still greater increase in the immediate future.

2. When I wrote the above letter I made no mention of how I proposed to deal with the increased traffic on the Railway because I anticipated that a certain amount would be available out of Capital Funds vide my letter No.138/140 dated the 27th. July 1911 for the purchase of stock and also that the engines and wagons expected during 1911-12 and 1912-13 for Bagadi Soda traffic would be delivered

in

The Honourable,

The Chief Secretary

to the Government,

East Africa Protectorate,

Nairobi.

to hasten the delivery of the 10 High sided open bogies and 40 Covered bogies under supply. The former are due for delivery in England on 20th. January 1912 and the latter on 2nd. May 1912.

I have also enabled them to place immediate contracts for 10 more High sided bogies and 30 more Covered bogies of the same design as those under supply. This amounts all the £28,000 available for the purchase of stock vide my letter No. 212/140 of the 6th. November 1911.

- (2) I propose indenting for 3 shunting engines. At present our shunting is done at Port Florence, Nairobi, Mombasa and Kilindini by main line engines an uneconomical, but so long as we had surplus locomotives, a convenient method.

These 3 locomotives will cost about £2000 each and being more efficient for this particular purpose than ordinary engines will replace 4 P class engines for use in the main line.

On the subject upon ordering more shunting engines before we have tested the 3 now under supply. These engines will not be erected and tried before June or July next. It takes at least

18 months after placing an order before an engine can be delivered, if therefore we wait until July next before ordering more they will not arrive in time.

This type of Locomotive is doing well in other parts of the world and there is no reason why it should not do the same here. I propose therefore to at once place an order for the six others, funds for which have been provided in next years estimates for Magadi.

Funds for the 3 shunting engines I must provide as follows:- (vide my letter No. 513/140 of 8.11.11).

£3,000 from item (2)

£3,000 " " (3) (b). The goods shed at Nairobi must wait.

£3,000 from item (4). I must reduce cost of Railway Offices to £15,000.

5. The above steps will I hope tide us over the next eighteen months i.e. until we have conveyed the whole of the material for the Magadi Railway from Kilindini to the junction. When this is done we shall obtain relief by the release of the Locomotives required for this traffic. It will not however assist us in goods stock because the open trucks used for the conveyance of Railway material are not suitable for ordinary merchandise other than machinery.

6. These proposals are the best I can suggest to give early relief but more permanent and effective steps must be taken to enable me to obtain further rolling stock to meet the rapidly increasing demands.

To work from [] to [] in a question [] progress of [] unsatisfactory. Thus the [] position to deal efficiently and quickly with the trade of the country is of paramount importance and I can not too strongly urge that funds shall be made available for the purchase of stock whenever it can be shown that more is essential.

7. It appears to me that unless other and better means for providing this money can not be devised the Colonial Office should be asked to sanction the £ 225,000, (or so much of this sum as may be required) which has been promised by His Majesty's Treasury to equip the line to enable it to carry 150,000 tons of soda, being utilised in advance of the dates originally contemplated. This will enable us to carry the 50,000 tons of soda per annum with which the company will commence business and also the ordinary traffic. By 1915 [] the year [] on the [] we are at present to raise further funds.

If this proposal is accepted it is of course essential that the soda wagons be suitable for ordinary traffic.

8. We are under obligations to keep the Busoga Railway equipped with stock, when we have not sufficient to meet our own requirements we endanger not only our own main line but this branch also.

9. I shall be glad to receive His Excellency's approval of my proposals.

10. I enclose a statement showing total tonnage handled on the Railway during the past three years.

I have the honour to be,

Sir,

Your obedient servant,

Sd. A. A.



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1898

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**STATEMENT SHOWING TOTAL TONNAGE OF THE
DEWARA RAILWAY.**

Financial Year	TONNAGE		TOTAL
	UP.	DOWN	
1909 - 10	31,895	28,818	60,713
1910 - 11	40,776	36,702	77,478
1911 - 12	62,000	51,000	113,000

The last 8 months of the current financial year have been estimated.

C.O. 533
103
PUBLIC RECORD OFFICE, LONDON