

EAST AFR. PROT  
5 9 1 3 4

C. O.  
59134  
REC.  
REG. 24 DEC 15

Rec  
Belfeld 782  
1915  
11 Nov  
Last previous Paper.  
for  
53367

Rates charged to Military by  
Uganda Railway administration  
Encloses copy corres. showing that (a) rate for  
ammunition has been settled, (b) arranged  
train has been taken over by military, (c) rates  
for other military stores has been postponed to 1st Jan.

Not Read. In G. Fiddles.

From Mr. Eastwood's letter of 11 Nov  
it was ascertained by Mr. Church (28/11/15)  
that error in saying that the separate  
charge for the engine had been made  
a error & would be adjusted.

It would be interesting to learn  
what is happening as regards rates  
how the Railway is under military  
administration

I copy of dep. inv. 6500,  
referring to our letter on 53367  
& previous correspondence, for info.

W.L.B. 29/12/15

H. J. R.  
29/12/15

alone P.D. 29.12

Boyle's letter  
shows that the  
rate was  
not correct

*[Handwritten signature]*

Copy No. 31 Dec 15

Next subsequent Paper.  
Treas  
4707/16

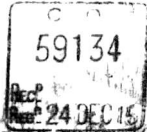
GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE.

No. 782.

November 11th, 1915.

Sir,



I have the honour to refer to my telegram No. 280 of the 30th of July respecting the rates charged to the military by the administration of the Uganda Railway and to express my regret that the despatch promised therein should have been so long delayed owing to the difficulty experienced in ascertaining the position of affairs with regard to the armoured train.

I enclose for your information copies of correspondence which has taken place on the subject from which it will be seen that

(a) the question of the rate for ammunition has been settled

(b) that

THE RIGHT HONOURABLE

ANDREW BONAR LAW, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

LONDON, S. W.

358

From Ag. General  
Manager, U. Ry.  
11-8-15

From D.A.A. and  
J.M.G.  
2-7-15

From Ag. General  
Manager, U. Ry.  
28-7-15

From Gnl. Manager  
11-11-15

(b) that the armoured train has been taken over by the military authorities, and (c) that the question of a reduction of rates in respect to other military stores has been postponed until the end of the war.

I have the honour to be,

Sir,

Your humble, obedient servant,

H. Conway Beyard,

GOVERNOR.



ENCLOSURE

In Dispatch No. 782 of 24th Dec 1915

GRAPHIC ADDRESS.  
M., N. R. S.  
P. O. BOX 57.

Uganda Railway.

C. O.  
59134  
REC'D  
24 DEC 15

General Manager

PLEASE REFER TO OUR REPLY.

Nairobi June 10th 1915.

B. E. A.

Sir,

With reference to General Wapshare's letter No. 465/1 dated 28/3/15 forwarded for my remarks under your No. 512024/1 dated 28/5/15:-

(1) General Wapshare does not take into account the very much cheaper working on Indian Railways.

(2) Taking the three largest railways in India, the North-western, the East Indian and the Great Indian Peninsular - The cost of hauling 1 ton per mile during 1912 was just 1 cent. The cost of hauling 1 ton per mile on the Uganda Railway for the year 1913-14 was 4.63 cents.

(3) Taking the cost of 10 tons to the Lake for ordinary Military Stores as quoted by General Wapshare being

Uganda Railway	584/-
Indian	126/-

the proportion is very much the same and the proportion of cost of haulage.

(4) I do not therefore think any reasonable objection can be made to our charges for ordinary military stores.

(5) With reference to ammunition however the rate charged a special rate, class 5, 56 cents per ton per mile, as 10.08 cents per ton per mile for ordinary stores. Even in India ammunition is carried at the same rate as ordi-

inary Military stores.

CHIEF SECRETARY.

NAIROBI.

(4) From August 1914 to the 31st 1915 we carried for the Military 2,000 tons of ammunition at a cost of Rs. 175,000. If we had carried this at ordinary rates it would have only cost Rs. 52,115, and we should have faced a loss of Rs. 122,885 or nearly £10,000.

(7) If the War continues for another year and we carry ammunition at ordinary Government rate of 10.08 per ton per mile we shall in all probability have to face a deficit in our estimated receipts of at least £20,000.

(8) There is no doubt that the rate of 56 cents per ton mile is a very high one and it was never contemplated that we should carry ammunition in such large quantities. It is however for the Government to decide whether they are prepared to reduce the rate and face the deficit I have pointed out.

(9) With reference to the purchase of the Armoured Train. may point out that General Dapshare was under a misapprehension when he stated that the Armoured Train, when used in the earlier period of the War for patrolling the Railway was carried free of cost.

This was not the case, as a charge of Rs. 8 per mile when running, and a standing charge of Rs. 7/50 per hour was made.

(10) After the arrival of the Indian Expeditionary Force the Military Authorities approached us with a view to fitting brakes and safety chains to the armoured stock they had brought out with them from India, and this stock was sent up to the Nairobi workshops for the purpose of this work being done.

(11) On inspection it was found that this stock was very ill-suited to fit with brakes and that the process of fitting would be both costly and not over satisfactory.

(12) This was reported to the General and also in reply to his query as to how long the fitting and the reconstruction

would take, he was advised that the period of some twelve weeks was an optimistic estimate for completing the work in view of the greatly reduced staff in our shops.

(13) The prospect of this delay was not to the General's liking and he, with Colonel Sheppard, came down to the workshops to see what could be done with the stock.

(14) The armoured train built for the Uganda Railway being in the workshops yard was shown to the General, and it was suggested that in consideration of the unsuitability of the rolling stock they had brought out, and also taking into account the time it would take to build it, they should take over the armoured train built by the Uganda Railway, and to this suggestion the General agreed.

(15) At this time it seemed to be the undoubted intention not to employ this train on the Uganda Railway, but for use on the German East Africa Railway only, since the best way of landing the train in East Africa was discussed.

(16) Seeing that the General was unwilling to give up for another railway on a different system the stock would be lost to us the price asked for was practically the full value of the two high-sided bogie wagons and of the water tank but rather less than half the cost of the coaching stock therefore the sum asked for cannot be considered excessive.

(17) In reply to the General's enquiry as to whether a lien would be placed on the train with the option of buying later on, the hiring fee of £200 per month was determined by the General Manager, the General being unwilling to allow us to put the stock into general use again but wishing to have the same kept at Kilindini.

The General Manager pointed out that by doing so we should be losing the earning power of the bogie wagons and of the carriage, and the service of the water tank which constitutes a very important type of vehicle.

(18) During the interview which took place in the General

Manager's Office the Chief Mechanical Engineer was present and informs me that to the best of his belief no objection was raised by the General, and that on leaving he was good enough to thank them both for the trouble taken in the matter.

(19) The train was bought by the Military Authorities and was not dismantled, and is now in use patrolling the Uganda Railway.

I have the honour to be,

Sir,

Your obedient servant,

Sgd. A. F. CHURCH.

acting General Manager,  
UGANDA RAILWAY.

Command Headquarters <sup>582</sup>  
Nairobi.  
2nd. July 1915

From The D.A.A. & C.M. General.

Command Headquarters.

To The Hon:

The Chief Secretary.

to the Government of B.E.A.  
Protectorate

Nairobi.

Sir,

I have the honour to acknowledge receipt of your memo: No S. 12024/13 dated 21st June 1915 enclosing copy of The Hon; Acting General manager Uganda Railway's letter No A/4/91/271 dated 11th June 1915.

2. From this letter it is observed that Mr Church.

- (a). concedes that the Ammunition rate is very high and proposes its reduction.
- (b). maintains that the Railway took up a reasonable position in regard to the Armoured Train.

-0-

- (c). States generally that the Freight and passenger rates charged on the Uganda Railway are not unreasonable as compared with those on Indian Railway in view of "the very much cheaper working on Indian Railway"

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3. The General Officer Commanding has carefully considered the arguments brought forward in



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Hon: The Acting General manager's letter and directs me to make the following remarks:-

Regarding (a). As both the Railway and the Military Authorities are agreed that the rate charged for Ammunition is unduly high it is suggested that it to be reduced with effect from 1st April 1915 to 0.45 cents per 100 lbs per mile for special consignment ( viz: to the existing rate for other military goods ) while the Ammunition moving with troops continues at present to be treated as baggage.

Regarding (b):- As regards the price of the Ammunition train the purchase of which was proposed with the intention of removing the stock to G.E.A. for operations contemplated last Spring: as the movements did not take place the reason for the purchase has ceased to exist.

In these circumstances the General Officer Commanding is of the opinion that the matter may for the present be considered as closed.

Two questions however arise in regard to the running charges for the train on the home line viz

- o-
- (i) the proper basis of charge whether only actual out of pocket expenses (i.e. fuel stores and train staff) should be charged or the Railway be allowed a profit on the working of the train.
  - (ii) the incidence of the charge should the whole of such charge be a debit against the common charges (War 191

-o-

The General Officer Commanding is of opini-

that only out of pocket expenses should form a charge against the head CHARGE COMMON TO BOTH WAR-1914

Regarding (c) which is the chief issue the Hon: the Acting General Manager claims that on the basis of general statistics of the cost of carriage on three selected broad gauge Indian Railways and on the Uganda Railway his charges are not unreasonable.

The General Officer Commanding on the other hand is of opinion that the Uganda Railway might reasonably be asked to extend to so good a customer as the Indian Expeditionary Force a rate for military traffic: at all events in full train loads more nearly approximating to that granted (it is understood) to the Mazadi Soda Factory than that now charge to the I.E. Force.

He recognises however that just now such a substantial reduction in the Railway rate might lead to serious dislocation of the Protectorate Budget and moreover that at the present juncture when the energies of all concerned are concentrated on the successful prosecution of the War anything of a controversial character is to be deprecated.

In these circumstances the General Officer Commanding recommends that the Further consideration of the subject be postponed till the end of the War when it can form the subject of enquiry by a Committee of Railway experts.

If His Excellency the Governor agrees to the above proposals the General Officer Commanding will inform the War Office accordingly.

I have etc.  
Sd/- C.F. Dobbs Major.

No. 782. Nairobi 11/15



# Uganda Railway

General Manager's Office.

TELEGRAPHIC ADDRESS.  
MANAGER, N. R. E.

PLEASE REFER HERE TO IN  
YOUR REPLY.

No. A.4/91/

Nairobi July

1915.

R. E. A.

U R G E N T.

Sir,

Re: Railway Rates charged to Military.

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With reference to your letter No. 12024/21 dated the 10th July 1915, enclosing a copy of letter No. 465/4 dated 24/7/15 from the D.A.A. & A.M.G.

(a) With reference to the rate charged for Ammunition I am of an opinion with the General Officer Commanding that the present rate is excessive and that it should be reduced to the same rate as ordinary Military stores, viz. the Government rate of 10.08 cents per ton mile. I should be glad of your sanction to this reduction of rate from the 1st April 1915.

(c) I still contend that our rate for Military Stores compares favourably with current rates in India, but am willing to agree with the General Officer Commanding that further consideration on the subject be postponed until the end of the War.

(b) Armoured Train:

debit for the armoured train was raised vide Defence Bill No. 577 for Rs. 46,500, made up as follows:-

Rs. 24,000 for the train  
Rs. 22,500 for the Engine.

The engine was charged for in error by the Chief Accountant

THE HON'BLE  
CHIEF SECRETARY  
to the Government,  
NAIROBI.

and orders have been issued that the amount of Rs. 22,500 be adjusted which leaves the sum charged for the train at the agreed price of £1,600.

On the assumption that the train became the property of the Military, the following procedure has been in force since April:-

- (1) The driver has been seconded and paid by the Military.
- (2) All fuel and stores have been paid for by Military.
- (3) The train is allowed to run free of cost over the railway and also allowed free water.

This arrangement has, I believe, proved satisfactory to both the Military and Railway Authorities, and I am of opinion that it would be best to leave these conditions as they are at present.

At the termination of hostilities I would recommend that the armoured train be re-purchased by the Railway Administration at a valuation.

I should be glad to have your approval to these proposals.

I have the honour to be,

Sir,

Your obedient servant,

Sgd. A. F. CHURCH.

Acting General Manager.  
Uganda Railway.



ENCLOSURE No. 4  
 762. Nov. 17th 1915

# Uganda Railway.

GRAPHIC ADDRESS.  
 NAGER. N R. B  
 G. Box. No. 87.

EVER HERETO IN  
 YOUR REPLY.

General Manager's Office.

Nairobi 17th Nov. 1915.

The Honourable  
 The Chief Secretary  
 to the Government,  
 N A I R O B I.

Sir,

Armoured Train.  
Your No. S 12024/25, dated 10.11.15.

In reply to the enquiry contained in your letter  
 I have the honour to state:

1. The armoured train has been taken over and paid

for:

- (a) The locomotive in January for £1500,  
 not as part of the armoured train, but has  
 been utilised for it.  
 (b) The armoured train was bought for £1500.

The wages of the crew of the engine have been paid  
 direct by the Military Authorities.

Cost of fuel and running stores are charged out as  
 requisitioned by the Military Authorities.

Water to be free.

I enclose a memo from the General Staff Officer (1)  
 dated the 17th April confirming arrangements made. The  
 armoured train had been taken over previous to this date.

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

Sd/ B. EASTWOOD,

General Manager,  
 Uganda Railway.

Enclos: 1.

D.

Command Head Quarters, E.E.A. &amp; U.

NAIROBI. 17th April 1915.

From/ The General Staff Officer (1)

TO/ The General Manager,  
UGANDA RAILWAY.

Sir,

With reference to the question of the re-employment of an Armoured Train on the Uganda Railway, I am directed to request that, in confirmation of verbal arrangements, and as a record, you will kindly note your approval on the following points:-

1. One of the "F" class engines recently purchased from the Uganda Railway to be changed for the "E" class engine, which was lately used with the "C" Force Armoured Train.
2. The Uganda Railway will supply two white drivers, at Rs.250 per mensem, with rations, for as long a time as they may be required. These men would be temporarily enlisted, so as to bring them entirely under the orders of the Officer Commanding the Armoured Train; of course they would be discharged directly their services could be dispensed with. You would also supply 4 Indian firemen, at a monthly salary of Rs.40/- with rations, under the same conditions of service as for the drivers.

It is possible that the services of the above men can be dispensed with at an early date, after the arrival of drivers and firemen from India.

3. An emergency engine will be placed at the disposal of the Military authorities at V.O.I. for use, if required, on the days (probably once a week) when the regular engine boiler is washed out. The cost of the engine when used to be Rs.300 per item. The Military authorities will be responsible for any damage that may accrue to this engine, while being so-used.
4. Fuel for the running of the engine will be supplied by the Railway Administration at cost price.
5. A copy of all orders issued in connection with the running of the train have been or will be sent to the General Manager.

I have the honour to be,

Sir,

Your obedient servant,

Sd/- H. de C. O'Grady.

Major.

General Staff.

Govt 59134/1915

E.A.P.

SC

590

Ind

31 Dec 15

Sh

With reference to the

DRAFT

(Sir 58367)

letter from this Office of the

20<sup>th</sup> Nov, and

previous corres. I am

to transmit to you,

for the info of the

Army Council, the

acc. copy of a despatch

from the Govt of the

E.A.P. with its enclosures

on the subject of the

rates charged to the

military authorities by

the Uganda Railway

administration

L

Secretary  
War Office

MINUTE.

Mr. Harper, 30/12/1915

Mr. Bottomley, 30/12/15

Mr.

Mr.

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Mr. Steel-Maitland.

Mr. Bonar Law.

782 / 11 Nov  
[Signature]