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UASIN GISHU RAILWAY. DELAY IN COMPLETION.

Two memoranda by General Manager and
Head Engineer traversing statements made by
Sir J. Norton Griffiths.

Previous Paper

MINUTES

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KENYA.

No. 1258.

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GOVERNMENT HOUSE
NAIROBI
Ri 30-1-25
KENYA

6th October, 1925.

Sir,

With reference to your despatch No. 676

BA 32482
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of the 22nd July last, relating to the completion of the Uasin Gishu Branch Railway, I have the honour to transmit Memoranda by the General Manager of the Uganda Railway and the Resident Engineer upon the construction traversing the statements made by Sir John Norton Griffiths in his two letters of the 6th July and undated to Colonel Carmichael.

From G.M. U.R.
dated 18-9-1925.

From R.E. U.G.R.
dated 22-9-1925.

Your most obedient, humble servant,

Edward Gigg

G O V E R N O R

RIGHT HONOURABLE
LIEUTENANT COLONEL L. O. M. S. AMERY, P.C., M.P.,
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET,
LONDON, S. W.

18th September 1935

Colonel The Acting Colonial Secretary,
Colony & Protectorate of Kenya,
PAINOB I.

UASIN GISHU RAILWAY - EXTENSION OF CONTRACT PERIOD.

Ref. GOVT S/B. 7345/1/4/89, dated 23.8.35.

EXTENSION OF UASIN GISHU RAILWAY

Ref. GOVT S/B. 7345/1/4/92, dated 4.9.35

Chief Engineer reports as follows:-

The material referred to by the Contractors in the letter is beyond the Goods Shed at Eldoret and is referred to in my Inspection Notes when taking over the Eldoret-Turbo section.

I have asked the Resident Engineer to have this road made, but only if it can be done without delaying the departure of the Contractors. If any such delay was likely to be caused, it was arranged that they should collect stones for this work only."

2. The statement of Sir J. Norton Griffiths in his letter to Colonel Gurnah - that bookings from Uganda to the east have been "totally suspended" is, of course, "ridiculous."

O L N. FEELING.

GENERAL MANAGER
UGANDA RAILWAY

Eldoret.

P.O. Box 71,
ELDORET.

249/1/3839

189

22nd. September

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The Hon'ble Ag. Colonial Secretary,
NAIROBI.

UASIN GISHU RAILWAY.
Your memo. No. B. 7345/1/4/92 of
4th. Sept: 1925.

On or about 15th/17th. April, 1925, during a preliminary inspection of the section Timboroa to Eldoret, the Chief Engineer, Uganda Railway, requested that an access road from the goods shed to the Western boundary of the Station yard be provided previous to the Uganda Railway being asked to take over the section and open it to public traffic.

In view of the arrangements come to at a Meeting at Government House on 2nd. March, 1925, I discussed the question of the construction of the road with Messrs. Griffiths & Co. Nairobi, Contractors for the Railway, and they agreed to make the road stating that they could arrange to do so with the labour at their command.

Accordingly, on the 21st. April, particulars of the road to be made were sent to Messrs. Griffiths & Co. and the work was to be put in hand.

Messrs. Griffiths & Co. assented in making the road and entered no protest, in fact, they were a willing party to carry out the work.

Messrs. Griffiths & Co. Nairobi, being the Contractors for the Railway, protests from other parties are irrelevant.

The extent of the work is exaggerated.

The road is about 1,700 feet long, formed practically on the surface. Stone for bottoming was available from spoil from rock cuttings in the vicinity of Eldoret and the metal was surplus Railway ballast. Messrs. Griffiths & Co. did not consolidate and roll the road.

On the 22nd. June, ¹⁹²⁵ 1924, as an offset against this work, the formation of extensive footpaths at Eldoret, which had been ordered so long previously as May, 1924, was abandoned. Previously, on the 14th. October, 1924, the formation, metalling and bottoming of other roads in Eldoret was abandoned although plans and sections for these roads had been delivered to Messrs. Griffiths & Co. with orders to make them in May and June, 1924, as even at that date Messrs. Griffiths & Co. appeared to be experiencing difficulty in completing the Contract.

When Messrs. Griffiths & Co. were asked if they would undertake the formation of the road under reference, both parties understood that there was no obligation on Messrs. Griffiths & Co's part to undertake the work, and had they not agreed to do so, other Contractors would have been employed then to make the road and complete the work on the Uasin Gishu Railway as is being done at present owing to Messrs. Griffiths & Co's disinclination to do so.

It is not expected that Messrs. Griffiths & Co's labour arrangements would be, or were, disorganised by the construction of the road for, on 18th. April, 1925, at which date Messrs. Griffiths & Co. had expressed their willingness to make the road, they informed the Resident Engineer under their letter No. LLO/14471 that no further company labour would be required, thereby indicating that they had sufficient labour for all their needs.

(copy) J. Robertson
Resident Engineer,
UAS IN GISRU RAILWAY.

1/1/02