

1925

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KENYA

148

C. O.
- 8213

20 FEB 25

DATE

19th February 1925.

OWN AGENTS.

PROCEEDINGS

UGANDA RAILWAY: MEREKHA - KISA - SEVEN

U.S. of S.
W. S. Hall

See report from Consulting Engineers, who agree that S.W. route should be adopted. Concur. Return enclosures.

Previous Paper

MINUTES

Box 107/16

Dry minutes on 6878 shows that
further funds are available from the
Government of £3,000,000
with
been

Tel to Gov 7th March
Insd (copy above) - 20 MAR 1925
From the and 23 JUN 1926 on 800/4473/16

S. B. A.

On the choice of route
draw attention to the comments
it is not on the fact that the S.W.
route is not much use to the Native
Reserve which lies to the W. of the line.
But
(a) as pointed out in the Chief
Engineer's report in 929, the
Reserve is already served by the
extension now approaching completion.
(b) There is a native Reserve (already
possessed) to the East which can
be served by the Kisa route.
In fact, the original

Subsequent Paper

Goost Dep
4493
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C. O.
143 - 8213
20 FEB 25

ALL COMMUNICATIONS
TO BE ADDRESSED TO THE
CROWN AGENTS FOR THE COLONIES,
THE DATE OF THIS LETTER BEING QUOTED
AND THE FOLLOWING REFERENCE: E. 438/20
TELEGRAMS "CROWN, LONDON"
TELEPHONE 7700 VICTORIA

4, MILLBANK,
WESTMINSTER,
LONDON, S.W. 1.

19th

I have the honour to acknowledge the receipt
of your letter Reference 929/24/25 of the 12th January
and your letter No. 438/1925 of the 29th January
regarding the Nyeri-Tana River section of the proposed
Tika-Nyeri Extension of the Uganda Railway.

2. The enclosures in your letter of the 12th
January were forwarded to the Consulting Engineers who
were invited to submit their observations on the various
proposals. We now enclose a copy of a letter dated
15th February which we have received from the Consulting
Engineers and in which you will note that they are in
agreement with the proposal and the Chief Engineer
of the Uganda Railway that the 1000 feet per cent. Ridge
route should be adopted. We are in agreement with this
recommendation.

3. We return as requested the enclosures to the
Governor's despatch of the 8th December.

I have the honour to be,

Sir,

Your obedient servant,

H. Bradstreet

for Crown Agents

The Under Secretary of State
Colonial Office

CA

COPY LETTER FROM MESSRS. RENDEL, PALMER AND TRITTON, LONDON,
TO CROWN AGENTS.

12 - 14, Dartmouth Street,

Westminster,

18th February, 1920.

UGANDA RAILWAY

Trunk Line Extension

Your letter E. 458/2 of 14th January.

Gentlemen,

We have the honour to return herewith the Report made by Mr. H.E. Birch on the various route proposals for the trunk line extension of the Uganda Railway, together with the letters of the Chief Engineer, of the General Manager, Uganda Railways, and also the despatch from H.E. the Governor, with which the report and letters were forwarded to the Secretary of State for the Colonies.

2. We gather that the construction is advocated, in spite of the fact that in itself the Railway cannot be a commercial success, in fulfilment of a promise made by the Government to develop this section of the country, and it may well be that this development affords ample justification for the building of a line which shows no prospect of paying its way for many years.

3. The Resident Engineer's Report is exceedingly well drawn up. The advantages and disadvantages appertaining to the five proposals investigated are set forth very clearly and with the fullest consideration of the important factor of commercial economics - a factor too often omitted or ignored in such report.

4. The/

4. The five routes referred to in the report may be briefly described as :-

1. The Valley Route (1.5% grade) terminating 7 1/2 miles from Nrent and estimated to cost £10,600 for 2 1/2 miles of railway.

2. The same route on a 3% grade, terminating at Karating and estimated to cost £139,096 for 16 miles.

3. The same route on a 1 1/2% grade, terminating at Karating and estimated to cost £78,833.

The proposed line would serve the...
...of the North Districts, it is to be established.

6. It is true that a route with a grade of 1.5% and a curvature of 400 would be an attractive proposal if there existed any reasonable probability of it ever becoming a trunk line, or even a feeder, and considerable extension northwards beyond Cole's Runway in the...
either of these conditions being...
if not altogether negligible, and with these facts before us we cannot recommend the present expenditure of so much capital to deal with a traffic which, on figures described as very optimistic, only amounts to 900 tons of goods and 500 passengers per week.

7. It is true that against the much higher capital cost is the advantage of greatly reduced operating costs, due to easier grades and curvature, which Mr. Birchall estimates at £3,432 for the 1.5% Valley route, £6,864 for the 3% Valley

Route/

-3-

route, and £10,329 for the 3% Ridge route, but, as Mr. Felling points out, the cost of working double the number of trains (5 trains per week on the first named and 6 trains per week on the other two projects) is not proportional to the number of trains. We would, however, suggest that the proportion mentioned might not exist in actual practice, although it may be essential to have a minimum of three trains per week, it would not necessarily follow that four would be required on the 3% alternative routes if the traffic is considerably less than the "very optimistic" figures quoted above, and it might prove to be the case that four trains per week might suffice, or even the three trains per week which has been assumed as a minimum to give reasonable service.

8. If the choice of route is to be determined on purely economic grounds, we think this point might justify further consideration, but our objection to project No. 1 is on the extremely heavy capital cost of £415,410 as compared with £212,427 for the alternative Valley route and £172,582 for the 3% Ridge route. The difference of £155,983 and £244,728 respectively would, on a five per cent basis, amount to £440,353 and £649,263 in twenty years, and if in that time the development of the country and its resources demanded a better alignment, it would be more economical to carry out the No. 1 Valley route then, even if doing so necessitated the scrapping of the entire capital expenditure now to be incurred, which, of course, it would not do, as there would always be some residual value in permanent way and other removable equipment.

9. The choice therefore appears to lie between Nos. 2 and 3 - the 3% Valley route and the 3% Ridge route - and we have

no/

-4-

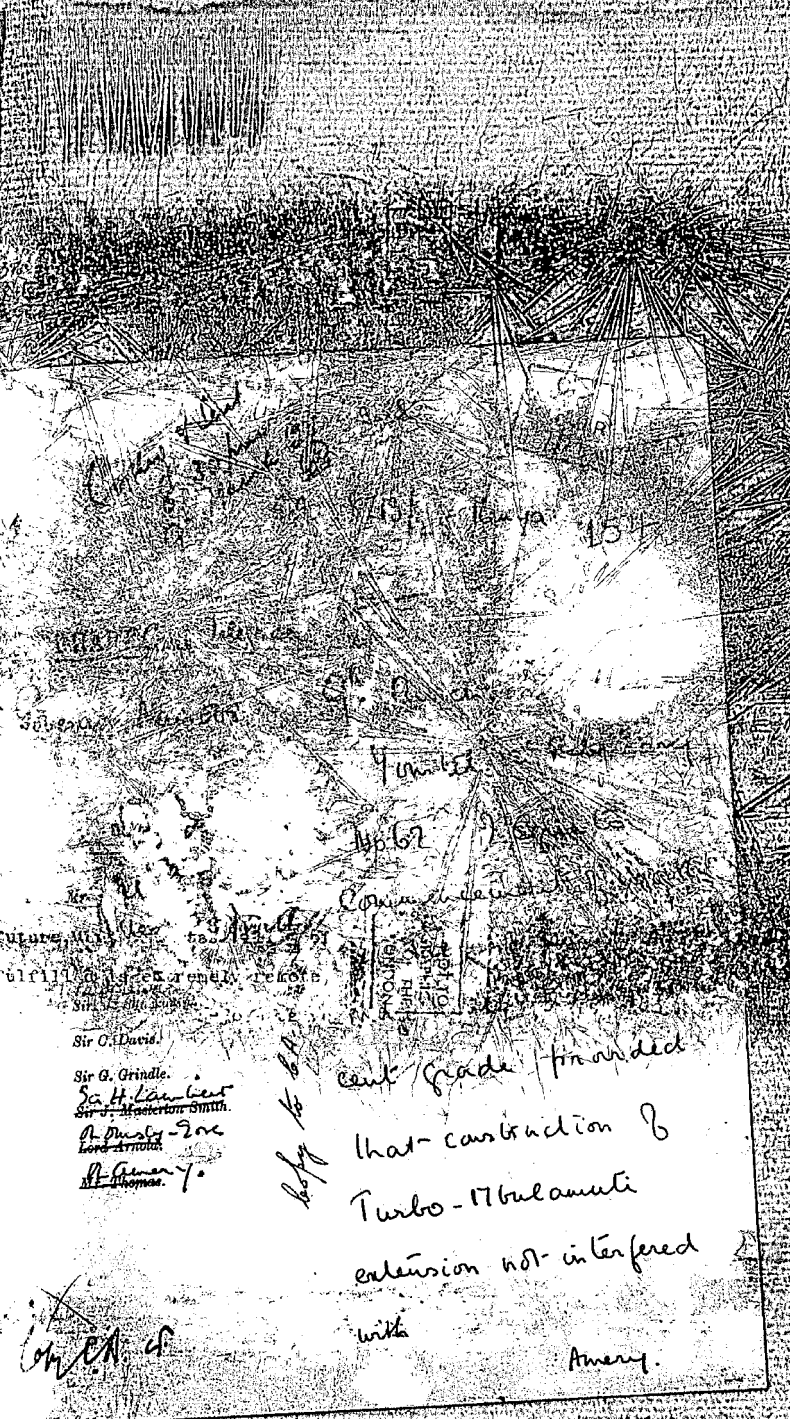
no hesitation in recommending the adoption of the latter for two principal reasons - first, that it effects a saving of \$78,745, and, second, that it better fulfills the object aimed at of serving the Nyeri Districts. The valley route is 7 1/2 miles from Nyeri while the ridge route is 15 miles. The valley route is also 100 feet lower than the ridge route. If the ridge route is undertaken, a saving of 100 feet would be effected because this route is situated at least 100 feet above the proposed terminus for the valley route. At the base of the valley routes there is no danger of landslides existing from the possibility of landslides although it is inadvisable to estimate the monetary value of this risk, it is sufficiently important to warrant expression of the belief that landslides are almost inevitable and the cost of dealing with them will be heavy.

10. We understand that as far as Karatina, the Ridge route has been surveyed in sufficient detail to allow of taking out the alignment without delay, so that if this alignment is sanctioned, construction could be commenced immediately on 16 miles, while the detailed survey of the remaining 17 miles is being prepared.

We are, Gentlemen,

Your obedient Servants,

(Sgd). Rendel, Palmer and Tritton.



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Comm. 17bulanti

copy to
cent grade

that - construction of
Turbo-17bulanti
extension not-interfered
with

Amery.

Sir G. Davis.
Sir G. Grindle.
Sir H. Lambert
Sir J. Maisteron Smith.
A. D. M. - 20c
A. Thomas.

copy to