

1925

KENYA

C. O.  
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DATE

21st February 1925.

446

S. DEP. WORTHGOTE.  
223

M'BARAKI.

Trs copy of Resolution passed by Railways Council, opposing acquisition of property so long as Govt are unable to obtain right to operate pier. Fwded also copies of corres between Genl Mgr and Resdnt Engr, M'baraki Port Constn.

Previous Paper

O.A.C. 12033

MINUTES

The Resolution is not, as a matter of fact, very much concerned with buying the property with a view to the wharf being worked, like the rest of the port, by a Harbour Board with Executive powers. The 1922 correspondence shows that a shunting charge, for services rendered, was agreed to then; the objection is that there is therefore no grievance because later it was replaced by a handling charge for tonnage at the same time the handling charges at the Govt wharf were cut down.

Subsequent Paper

O.A.C. 15925

I do not think this will affect the basis taken but the Wharf is

any case want all weight  
a further telegram

Wes

213.13 above

447<sup>J</sup>.

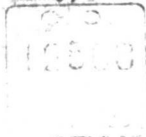
KENYA.

No. 223.



GOVERNMENT HOUSE,  
NAIROBI,  
KENYA.

21st February, 1925.



Sir,

*Mr. 5958*  
*ation:*  
*ndence:*

With reference to Kenya telegram No. 55 of the 6th instant, on the subject of Mbaraki, I have the honour to transmit for your information, a copy of a Resolution passed on January 27th by the Inter-Colonial Railway Council at its last meeting held at Kampala.

2. I also forward copies of correspondence which passed in 1922 between the General Manager and the Resident Engineer, Mbaraki Port Construction.

I have the honour to be,

Sir,

Your most obedient, humble servant,

*J. P. L. K. K. K.*  
for ACTING GOVERNOR.

MY HONOURABLE  
TENANT COLONEL

L. G. M. S. AMERY, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S. W.,

Resolution passed on January 27th  
by the Inter-Colonial Railway Council at  
its last meeting held at Kampala:

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" RESOLVED to record the opinion that it is unsound  
in principle that public money should be used for  
acquiring the property while the Government cannot  
obtain the right to operate the pier, either directly  
through the Railway or otherwise, or under conditions  
approved by Government."

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MBARAKI PORT CONSTRUCTION:

449

No. 2129/2/2:

Resident Engineer's Office,

P. O. Box No. 209,

M O M B A S A ,

6th June, 1922.

The Honourable,

The General Manager,

Uganda Railway, Nairobi.

Dear Sir,

Mbaraki Sidings:

In reply to your M.6827/4822 of the 2nd  
ultimo, I agree to the terms you state for working  
these sidings.

Yours faithfully,

Sd. E. W. Hickey.

RESIDENT ENGINEER.

M.6827/4822.

2nd May, 1922.

The Resident Engineer,  
Mbaraki Port Construction,  
P. O. Box No.209, Mombasa.

Dear Sir,

re: Mbaraki Sidings:

In continuation of my letter No.M.6827/2114 dated the 21st February, 1922, and with reference to your letter No.1341/2/2 dated the 18th January, 1922, and my interview with Major Grogan on 14.3.22. I have to inform you that this matter was again discussed by the Inter-Colonial Railway Council at their last meeting, when it was decided to recommend that the Railway should take out and put in trucks either on the high or low level, making a suitable charge therefor.

2. As no doubt delays will take place in your siding when putting in or taking out wagons, I consider it preferable to make a charge per hour or part thereof instead of a charge per wagon, and I shall fix this charge at 12/- shillings until further notice, and trust you will agree to this alteration.

3. The sidings on your property will have to be properly maintained and clause 14 of the Sidings Agreement will be applicable to the sidings on your property, and will also apply to locomotives.

Yours faithfully,  
Ed. S. Couper.

General Manager, Uganda Railway.

27/4411.

20th April, 1922.

The Traffic Manager, Uganda Railway,

Nairobi.

Nyaraki Sidings:MEMORANDUM:

The Railway Council has recommended that the Railway should take out and put in trucks either on the high or low level making a suitable charge therefor, and that as long as an engine is available one may be hired to the Company for shunting purposes.

2. I have already quoted the charge for shunting to and from the high as 3 shillings per 4 wheeled and 6 shillings per bogie wagon; now what charge would be suitable for the low level, the distance from the points on the second main line to the centre of the wharf being 0.79 of a mile, and the distance from centre of Mombasa Station to these points being 1.17 miles.

3. In fixing this charge we must consider the charges already laid down in the Traffic Book. For the Factory Siding, Nairobi, we only charge 5 and 6 shillings respectively. Shunting should be charged for by the hour but if this takes place at the same time as putting in or taking out wagons, a difficulty will arise as to when shunting commences and ends - how would you get this over this?

4. What would you propose to charge per hour for shunting including the provision of a Jamadar and say two boys.

Sd. S. Couper.  
General Manager, Uganda Railway.

## DIRECTION DEPARTMENT.

21st February, 1922.

The Resident Engineer,  
Mbaraki Port Construction,  
P. O. Box No. 209, Mombasa.

Dear Sir,

Mbaraki Sidings.

With reference to your letter No. 1341/2/2 of the 18th ultimo, the following are the recommendations of the Railway Council in respect of the requests you have put forward for the construction and working of above:-

- (1) That the Railway should only lay a siding as far as the boundary of the Mbaraki Port Property.
- (2) That the Railway will put in and remove trucks as required for the siding of the Plateau.
- (3) That this private terminal station cannot be considered as an integral part of the Uganda Railway system.

Yours faithfully,

Ed. S. Couper.

General Manager, Uganda Railway.