

East Africa Protectorate.

211

UGANDA RAILWAY.

Inhibit No. *J. E. E.* Dated 24 MAR. 1921

Ordered by the Crown Agents for the Colonies to be **Loose** and Tenders.

required by the: **UGANDA RAILWAY.**

ADDRESS.

O. H. M. S.

Requisition.

The GENERAL MANAGER.

Uganda Railway.

KILINDINI.

C ↑ A
Kilindini.

Parcel Post Address: The General Manager, Uganda Railway, Nairobi.

Weight and size limit (if any) for individual packages

If necessary that goods be shipped by a fixed date or by a particular vessel enter instructions

here and briefly indicate reason for necessity

Estimated total cost in sterling exclusive of packing and freight £ 135,600,0.0

Special account with the Crown Agents } Uganda Railway, Working Account,
to which the cost is to be charged

Any other instructions to the Crown Agents as to the execution of this indent as
whole

Chief Accountant,
Uganda Railway

UGANDA RAILWAY.

Indent No. 15

with number and date of order sheet.

No. 15

LOCOMOTIVES & TENDERS similar to those constructed for H.E.H. the Nizam's Gujrat State Railways fitted with Robinson's Superheater, but having Westing house Brake and the Uganda Railway Type of Draw Gear, consideration being given to the alterations suggested, and remarks made in the accompanying letter from the Chief Mechanical Engineer.

8103/1.

C.O.

49258/1

ca. 9000

135,000

Note: The adhesive weight on driving axles be increased to 10 tons.

Total Estimated Cost of the Indent ...

Chief Mechanical Engineer.

General Manager, Uganda Railway.

The Honorable the General Manager,
Uganda Railway,
Nairobi.

INDEBT FOR NEW ENGINES

I shall be glad if the Consulting Engineers be asked to fit one of the new engines, with an intensifier lubricator if within their experience or from enquiries they consider it has given satisfaction. The defect appears to be particularly serious in a certain number of cylinders resulting in a varying steam pressure in the cylinders.

34/- T.A. WHITTAKER,
CHIEF MECHANICAL ENGINEER.

Dated 23rd 21st January 1941

No. 1185

REMARKS BY CHIEF MECHANICAL ENGINEER, W. G. ...

Consider the following details as in accordance with ...

(1) The weight to be increased to 20 tons on driving axle if permissible which should allow of a ...

(2) All coupled wheels to be flanged. Flanges to be thinned.

The first lot of engines built by the North British Locomotive Co. came out with flanged and it has not been found they have ...

(3) Detroit Eight Feet Lubricators to be fitted. have proved preferable to Wakefields Mechanical.

(4) Axle boxes to be fitted with Crown ... Journal and bolts, as well as with the auxiliary ...

These have been fitted on the present engines, it having been found that the boxes heated up before this was done.

(5) Sand apparatus to be worked by hand.

(6) The sand boxes are not nearly large enough and extra sand has to be carried on the footplate. Sand boxes should be ...

(7) Back steadying bracket to be fitted to boiler & expansion brackets to be strengthened.

(8) It is suggested that the Wringer plate should be round topped instead of ...

(9) Lifting brackets to be fitted to engines to facilitate lifting with jacks.

(10) Engine back buffer beam to be strengthened.

(11) Side rod knuckle pins to be fitted with ... with cotter.

It has been found that with the present ... the cotter becomes worn and permits the ...

(12) Consideration to be given to 'Churchman' or 'Robinson' system of top feed for boiler. Though I have had no experience with this I understand it is an ...

(13) Smoke box round type to be fitted instead of jointed with framing. Otherwise smoke box to be fitted inside frames. The present arrangement gives trouble with smoke box drawing air.

(14) Smoke box to be fitted with 'dogs' instead of centre dart.

(15) An improved method of securing Horn wedges to be made. There is considerable trouble with the present arrangement it being impossible to keep the wedges in place. An alternative would be to fit loose horns with liners at the back.

(16) The engine cabs should be fitted the same as supplied with the last lot of the North British Locomotive Co.'s engines which are much wider and roomier and permit of a better look out.

(17) If engines fitted with 'Pyke' National Head, Buffer, tail and gauge lamps, what would extra cost be?

(18) Boilers to be lagged with Bells Asbestos Salamander mattresses.

(19) 1 1/2" hand rail to be provided on right hand of boiler similar to the one on the left side through which superheater damper rod passes. The present one gets bent.

No hand rail or footboard required on the side of the tender.

(20) Main air reservoirs to be fixed beneath boiler instead of on the top.

I would point out that trouble was experienced with the engines which came out first in 1920 and which were built by the North British Locomotive Co. The piston rings and slide valves were away very quickly. A tyre had a flaw and had to be replaced. The metal of which cylinders were made does not appear to be very satisfactory as there has been undue wear.

It may be that the inferior material put into these engines may be the result of the Consulting Engineer's inspection having to be waived as a condition under which the order was accepted but I think it is a matter for consideration in view of the greater satisfaction given by Messrs. Nasmyth Wilsons engines as to whether the order should not be placed with them.

(Sd.) T.A. Whittaker
Chief Mechanical Engineer,
Uganda Railway.

29/76/21 Kanga

CD

sent 5-10p
AMP.

Mamabane.
May

21/8/76
[7234]

Feb 14th 85 Colony

DRAFT. TEL.

Governor Nairobi.

now overdrawn £ 1000 000

MINUTE.

- Mr. Clark 4/5/74
- Mr. Parkinson 11/5/74
- Mr. Bittanley 11.5.74
- Mr. Grindle
- Sir H. Lambert.
- Sir H. Read.
- Sir G. Puddis.
- Mr. Amery.
- Mr. Churchill.

on cancel Crown Agents which

does not include impuberty £ 300 000

for rolling stock and smaller

£ 150 000 locomotives

How the £ 1000 000 is assignable to your loan