

to meet his wishes

H. J. R.

4/21/14

alone

P.O. 5.3.14

GOVERNMENT HOUSE,
N. ROBI,
BRITISH EAST AFRICA.

EAST AFRICA PROTECTORATE

CONFIDENTIAL No. 23

19763
RECEIVED
REG. NO. 14

14th, 1914

Sir,

Gov 4580

1-5-14

Technical

Notes

I have been requested to take secret aide to
 your confidential request of March 20th 1914
 on the subject of additional rolling stock for
 the Uganda Railway, and to state that, as some
 days must elapse before I shall be in possession
 of information which will enable me to reply
 generally to the points therein raised, I wish
 to anticipate that reply by referring to the
 concluding portion of my report of 1913 which
 covers the subject of the proposed purchase of
 additional rolling stock. It is to be understood that the
 end of the Government staff and all other
 persons are in direct reflection upon my per-
 sonal ability in the matter.

The suggestion did not emanate from
 myself, as I have always endeavoured to

Content

EAST AFRICA PROTECTORATE

THE HANCOCK BUILDING, N. ROBI

SECRETARY OF STATE FOR THE COLONIES

10 WHITE HALL PLACE, LONDON, S.W. 1

content with such degree of accommodation, whether in residence or on tour, as may be considered by yourself to be sufficient and is proportionate to the financial ability of the country in which he is serving. It was represented to me as an essential measure of improvement by Mr. Deane, Mr. and Mrs. the Chief Mechanical Engineer for the reasons given in their communications, of which I enclose copies. It is true that Mr. Deane's experience of travelling on the Uganda Railway has been by no means so satisfactory as that of Mr. Deane, but I should like to say that I have had personal discussions with Mr. Deane in supporting their proposal, and I only regret that I cannot because of my family and my staff is an unjustifiable tax upon a stock of vehicles already insufficient for the public service - also because it puts it out of my power to do the entire thing in my carriage which is expected and desire to do so, I do, because faithful efforts to perform official work under hopeless conditions render it obligatory on me to spend days of idleness in the evenings thus to waste time which I can ill afford to lose.

3. I venture respectfully to assure you that the term "luxury" is an expression which ill accords with the conditions of the accommodation provided for the Governor in this country and, if I have not hitherto invited your attention to fundamental deficiencies which are subjects of general public concern, it is because of my desire to devote such funds as are available to works of more general public importance and to sulor hitherto personal conveniences to the numerous needs of the country.

4. It is possible that the residences of the Governor at Cairo and Fontenoy have provided adequate accommodation when the number of the European community was less than a quarter of its present strength, but the calls upon Government House have so expanded that I cannot claim sufficiency either for the residence or for the barracks, where even my staff have to live out, so often that at Cairo, where there is available space has to be troubled by the erection of temporary and leaky canvas extensions whenever more than 20 persons are to be entertained.

5. I trust that you will understand that I refer to these deficiencies with no complaining voice, but in the hope of making it clear

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to you that I am well inured to a most daily personal inconvenience, and that I should not have put forward these proposals of the General Manager were I not convinced that the public service was suffering from a continuance of the present make-shift arrangements.

I believe that this despatch and its enclosures accurately states the case as it appears to us here. I do not propose to supplement that statement by any request on my own behalf. I have received from the General Manager tenders for the saloons which he proposed to construct, and I forward them with this despatch in case you may deem the subject worthy of reconsideration.

I have the honour to be,

Sir,

Your humble, obedient servant,

A. Conway Beyard.

GOVERNOR.

INCLOSURE

Despatch No. 33 of May 1914

19763

REC'D
REG'D 30 MAY 14

1st May

N^o C4/21

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The Hon'ble The Chief Secretary,

1914

In reference to the indent for the Underframe and materials for constructing coaches for His Excellency, which have been returned, I have the honor to state that it is not possible to get the requisite accommodation for His Excellency's train in less than two coaches and really an additional coach is necessary for the kitchen and personal servants and followers. For the present it was proposed to utilize one of the existing special coaches, but it will not answer for long, as the coach is old and will want rebuilding shortly.

On the arrival in the country I personally brought to the notice the inadequacy of the accommodation on the Railway for His Excellency's journeys. The Governor's coach is one of the best, of an obsolete pattern and of small dimensions and has no accommodation for his own baggage and accommodation very poor.

Whether the Governor or his staff require any additional stock to be provided and the stock is not the most suitable and it will be a convenience to the Railway Administration for separate coaches to be always available for His Excellency and certainly the extra coaches are required to make out to beyond what is absolutely essential for the necessity of the case.

I enclose memoranda by the Chief Mechanical Engineer dealing with this matter in more detail and I trust His Excellency will be

P.T.O.

our views before the Secretary of State for reconsideration of his decision, for it certainly would be a mistake if we try to cramp or frame the accommodation necessary for His Excellency and staff and I may say it is not possible to do so without greatly restricting the size of the compartments, which requires serious consideration considering they are for service in a tropical climate.

I have the honor to be,

Your obedient servant,

W. J. ...
 GENERAL MANAGER
 UGANDA RAILWAY.

(Encl. ...)

INCLOSURE

In Despatch No. 83 ^{copy} of ^{May 1/14} 10/14

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LOGO SUPERINTENDENT'S OFFICE,

Nairobi, April, 1914.

The Hon'ble The Manager,
Uganda Railway.

Sir,

Saloon Carriages for H.E. The Governor.

I have the honor to submit the following remarks regarding the Colonial Office despatch on the subject of the two saloon carriages which it is proposed to construct for His Excellency the Governor of B.E.A., but the fact should be emphasized that these two coaches really constitute only one unit and are not in any way two separate and individual carriages.

There can be no question but that the existing carriage used by His Excellency is entirely inadequate and unsuitable.

The accommodation afforded is altogether insufficient, the coach is entirely lacking in conveniences and the design is such, that by no ingenuity or efforts, that can now be made, would it be possible to make this vehicle either a suitable or a smooth riding conveyance.

The carriage generally is wholly inferior in comfort to that afforded by the later types of first class carriages that we have running and can bear no comparison in this respect to the first class carriages now constructing.

In addition to these defects the present coach has only sleeping accommodation for His

Excellency,

Excellency, there being no place available for either His Excellency's personal servant or staff. There is no provision for an office in which His Excellency can transact business and it is matter of fact that His Excellency has to attend to important papers and other documents without being able to deal with them in either privacy, comfort or convenience.

In view of these deficiencies and in order to accommodate His Excellency's staff and family, the two proposed coaches were recommended; and it is worthy of notice that, in order to provide the requisite accommodation, together with a dining saloon, it has been difficult to get out a design to fulfil these needs in two coaches only instead of the three which are really wanted.

It must be remembered that His Excellency, when journeying by the Railway is on an entirely different basis to any ordinary individual and consideration must be given to the fact that His Excellency does not travel alone and that on many occasions the necessity arises of visiting and inspecting out-stations on the line, where no Circuit House or Government ~~HOUSE~~ Rest House is provided and in consequence has, not only to live in the carriage but to transact business and interview both Colonists and officials and also to entertain them.

I have the honor to attach a small sketch plan shewing the arrangements of the proposed saloons and it can be seen from this sketch that the accommodation has been cut down to the lowest possible requirements.

In the

In the day coach, an office room, with an open air vestibule or observance platform, and a dining saloon, capable of seating 18 persons, with a lavatory and necessary store cupboards etc have been all that it is possible to provide for; it being intended to use the kitchen car of the present saloon.

In the sleeping coach, a box room, a valet's room, a bath room, two bed rooms, a double berth cabin and a second bath room have been all that I have been able to put in the space available, which would only suffice for His Excellency and Lady Belfield, together with the Private Secretary and Aide-de-Camp.

In making out the designs of the two saloons every effort has been made to make them as simple and plain as possible in accordance with His Excellency's express wishes that no undue expense should be incurred.

If however the accommodation is to be cut down to a single coach it will be impossible, in view of the restricted length of carriage that can be put on a metre gauge line, especially on the Uganda Railway, on which severe curves have to be negotiated, to provide sufficient accommodation to render the carriage suitable for the purpose it is wished to attain, as two bed rooms and a bath room, together with a small dining room and a valet's room is the maximum that can be provided in one coach.

The provision of a single coach only will entail a first class passenger coach being used on ~~every~~ every occasion that His Excellency has to travel in order to provide accommodation for His Excellency's staff and family.

It was

It was to avoid this contingency of having to employ public carriages, of which our supply is already insufficient, that the proposed coaches for His Excellency were suggested and this is a point which should receive most serious consideration.

If we have to build a single coach which is to be used for the double purpose of a sleeping and dining coach there can be no question but that it will prove more expensive than a single sleeping or dining coach.

It will also be necessary to construct an additional first class coach in order to avoid a shortage of ordinary passenger stock whenever His Excellency is travelling and, in view of the enhanced cost of the saloon coach, the expense of constructing a single coach and a first class bogie will be but slightly less than if we provided the two special coaches as proposed in the original suggestion, while the convenience, must of necessity, be greatly inferior.

For these reasons I have the honor to suggest that the matter of the construction be again referred to the Right Hon'ble the Secretary of State for the Colonies for his reconsideration.

I have, etc., etc.,

Sd/- W.E.Nevill.

Chief Mechanical Engineer.

Waters Room 7' 6"

H.E.'s Bath Room and Corridor 5' 2"

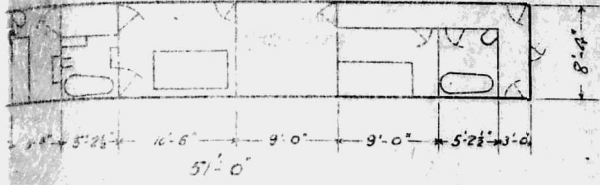
H.E.'s Bedroom

Spare Bedroom

Double Berthed Cabin and Corridor

Bath Room for and A.D.C.

Corridor and Vestibule



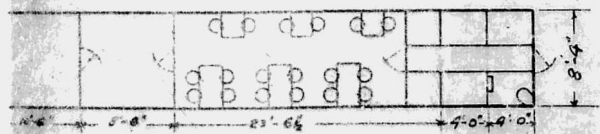
— SLEEPING COACH —

Oper. Governor Vestibule

Dining Saloon Seating 18 Persons

Starboard

Star Cupboard Lavatory and Store with Centre Corridor



— DAY AND DINING COACH —

— SKETCH PLAN OF PROPOSED SALOON —

— FOR H.E. THE GOVERNOR OF B.E.A. —

K. McNeill
Chief Mechanical Engineer 1914.

Drawn No 854.

Encl 19765 Encl

C. I. R. 6 JUN 8

DRAFT

Ca

8 June 1904

MINUTE.

Encl

- Mr. ~~accp 5/10/04~~
- Mr. ~~W. G. Fiddes~~
- Sir G. Fiddes.
- Sir H. Just.
- Sir J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

I am etc. to transmit to you
~~the~~ ^{the} ~~enclosed~~ ^{enclosed} ~~in~~ ⁱⁿ ~~an~~ ^{an} ~~encl~~ ^{encl} ~~for~~ ^{for}
 two saloon coach steel
 underframes for the
 Uganda Railway, and
 request that you will
 execute this indent
 with as little delay as
 possible

2/7/04
 Encl in Impress

(Signed) H. J. READ.
 for the Under Secretary of State

9 of 19763 East

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~~SA~~

DRAFT

East Conf
For Sir W. Bellfield

8 June 1964

MINUTE

Mr.

Mr.

Sir G. Fiddes.

Sir H. Just.

Sir J. Anderson.

Lord Emmott.

Mr. Harcourt.

20/6/64

Li. I have etc. to ack. the receipt of your conf. ^{no. 83} disk of the 4th of May on the subject of additional rolling stock for the Uganda Railway, & to inf. you that the indent enclosed in your disk has been transmitted to the Cd for the Col. for execution.

2. While I fully realise the discomfort to which the Gov. ~~of the East~~ is

is exposed in a young pt
like B. S. A. where the
state of the finances was
embarked rigid economy,
~~but~~ the inf. furnished in
your conf. dip. of the 2nd of Feb.

(7580/14)

seemed to indicate that
one additional saloon
coach would ^{suffice} ~~be sufficient~~
~~of the sort~~ in view
knowledge of the fuller details
with wh. you have now
supplied me, I recognize
that further accommodation
is required & I am glad
to meet your wishes in
the matter