



1911

EAST AFR. PROT.
288

G. O.
283
EC
1911 JAN 11

L. Magadi scheme.

Submit for approval certain modifications of the Contract relating to the Magadi Branch here. Modifications have been agreed to by local authorities.

Mr. Fuller

Mr. P. provided says that the
all right, subject to the
the rail between mile 33 &
end of the line (which holds out
in the short steep section from the
to the branch proper) shall
30 ft rail. He only agreed
to the steeper gradient or sharper
curve in order that he was free
to say so that he would employ
5/11

Encl. 1/2
Date
1911
Jan
Last previous Paper
8/309473/10

Dec 15 Jan
steep left corner 229 of Cont. Jan

5/11

Shell House,

25/27, Bishopsgate,

288
JAN 11

3rd January, 1911.

Ref. 30194/1910

To the

Under Secretary of State,
Colonial Office, S. S.



Sir,

We have to report that during the visit of Mr. Bradford, our Consulting Engineer, to the East Africa Protectorate in October and November last, for the purpose of conferring with His Excellency Sir Percy Gerouard and the General Manager of the Uganda Railway on technical matters concerning the proposed Nagadi Branch Line, the Specifications for the construction of the Line have been approved by Sir Percy Gerouard, and that the following modifications of the Specifications in the second schedule to the Option Agreement dated 24th August 1909 between the Crown Agents for the Colonies and the Uganda Railway were agreed, subject to our concurrence.

We have amplified the notes of the understanding arrived at with the Governor and the General Manager (copy of which we enclose herewith), to avoid ambiguity, and now have the honour to submit the following for official confirmation.

- (1) Between the junction of the Branch Line with the Uganda Railway and a suitable place between miles 30 and 33 upon the Branch Line as surveyed where an engine changing station can be established, the gradients of the Branch Line are not to be steeper than 1.5 per cent and the curvature is not to exceed 10 degrees compensated.
- (2) The rest of the Branch Line, except as provided in para. 5, may have gradients not exceeding 2 per cent with curves not sharper than 10 degrees compensated.

Concession 7295-20

(3) The sleepers throughout, except where agreed upon, to be of steel and laid not less than 2112 to the mile.

(4) Water to be provided at stations where required for working on Branch Line by storage or by other means at the cost of the contractor.

(5) The contractor may construct that part of the Branch Line between mile 23 of the line as surveyed and the terminus at or near Masindi with a maximum gradient of 2 1/2 per cent.

(6) In all places where a maximum curvature of 10 degrees involves an expense which is prohibitive in the opinion of the Contract Engineer, flag stations may be substituted.

(7) The Uganda Railway Administration agree to work the whole of the Branch Line if it is found to be to the Specification as agreed and in accordance with the conditions of the beforementioned Contract, with the exception of those provided for above under (2) to (6), at the rate of 1000000 per mile as fixed in para. 42 (a) to (g) of this Contract, and the provision of the line shall be done by special and sensitive methods of working. Clauses 41 and 42 (n) of the main Contract become more inoperative.

I shall be glad to receive your concurrence in the above.

I have the honour to be, Sir,
Your obedient Servant,

Encl. 20

313

THE UGANDA RAILWAY PROJECT

PROPOSAL

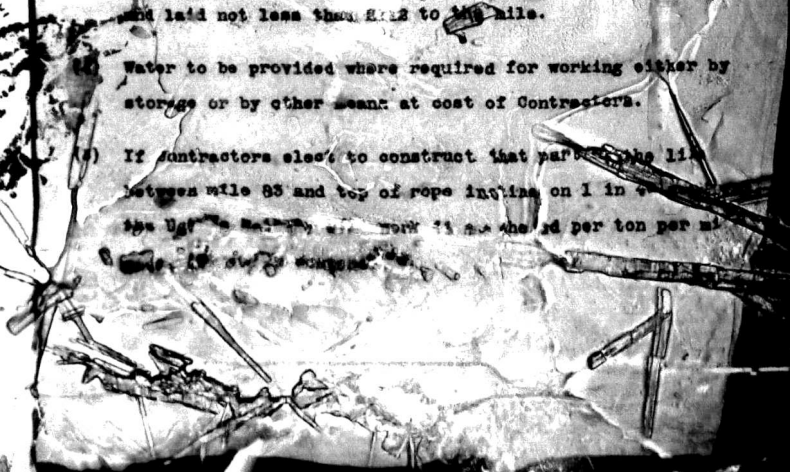
C O
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ASSERT

His Excellency the Governor,
Manager - Uganda Railway.
Mr Fred Shelford,
Mr Graham.

Proposed

- (1) That 1.5% gradients with 10° curves compensated be accepted from Junction to a suitable place between miles 26 and 33 where an engine-changing station could be established
- (2) From this point between miles 30 and 33 the rest of the alignment could be on a basis of 2% gradients and 10° curves compensated.
- (3) Sleepers throughout except where agreed upon to be steel and laid not less than 22.2 to the mile.
- (4) Water to be provided where required for working either by storage or by other means at cost of Contractors.
- (5) If Contractors elect to construct that part of the line between mile 23 and top of rope incline on 1 in 100 the U.G. Railway work is to be paid per ton per mile.



Encl.

318

The following proposals were made on SUNDAY the 20th

SEPTEMBER 1910.

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PROPOSALS

His Excellency the Governor,
Manager - Uganda Railway.
Mr Fred Shelford, Esq
Mr Graham.

Proposed

- (1) That 1.5% gradients with 10° curves should be accepted from Junction to a suitable place between miles 30 and 33 where an engine-changing station could be established
- (2) From this point between miles 30 and 33 the rest of the alignment could be on a basis of 2% gradients and 20° curves compensated.
- (3) Sleepers throughout except where agreed upon to be steel and laid not less than 2 1/2 ft to the rails.
- (4) Water to be provided where required for working either by storage or by other means at cost of Contractors.
- (5) If Contractors elect to construct that part of the line between mile 33 and top of rope incline on 1 in 40 the Uganda Railway will work it at the rate of 100 per ton per mile.

FOR USE OF
AGENCY
265

DRAFT.

Messrs Samuel & Co

of the
Gentlemen
London

MINUTE.

Mr. Reed. 5. Jan 2

Sir P. Fremantle

X Mr. Fiddes.

Mr. Just.

Mr. Cox.

Sir C. Lucas.

Sir F. Hopwood.

Col. Seely.

Lord Crew.

by Mr. Lee
ack: the recd. of your
letter of the 3rd inst
submitting in an amplified
form certain modifications
of the Contract forming
the 2nd Schedule to
the Magadi Agreement
of the 20th Sept: 1894
which was agreed upon
between Sir P. Fremantle,

of [unclear] [unclear]
[unclear] [unclear] [unclear]
[unclear] [unclear] [unclear]
-72620 + 1824

[unclear] [unclear] [unclear] [unclear]

Mr. Currier & Mr. Phelps

Mr. Harcourt

informs

subject known to the

respective provisions

that between mile

33

to the

to which

Railway

have not

11

the well

a 80 lb. rail

is understood that the same

was accepted by Mr. Harcourt

in the course of the discussion

between him & Mr. Currier

The top of the rope or the
rope proposed for the work
at the bridge and the top

1850

1

1850