

EAST AFRICAN PROT.
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Date
1912
January
Previous Paper
2009

MAGADI SHEET
ESTIMATES FOR WORKS ON THE UGANDA RAILWAY

Trs revised statements of proposals for expdre of the
£350,000 sanctioned for the equipment of the main line.
Trusts Managers proposals may be accepted in toto.

Send copy of the deep. spec. to
the Treasury, with refce to our
lt. of the 3rd May 11 for their
favourable view

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Copy of 6 p. 2009 for 2009

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GOVERNMENT HOUSE

16 FEB 12

NAIROBI,

BRITISH EAST AFRICA

January 15th 1912.

EAST AFRICA PROTECTORATE

No. 32

Sir,

by
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With reference to my despatch No.138 of the 27th of March enclosing provisional estimates for works upon the Uganda Railway entailed by the construction of the Kagadi line, I have the honour to transmit herewith a letter from the General Manager together with revised statements compiled from the more complete data which he now has at his disposal.

2. The Manager reports that, since his letter was written, further arrangements have been made for carrying out works, and that he anticipates that the £8,400 mentioned in Statements B and C as probable recurrent expenditure for 1911-12 will be reduced. Every endeavour is being made to effect the reduction.

3. I would invite your particular attention to the figures in Statements A and

RIGHT HONOURABLE

LEWIS HARCOURT, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

and I trust that the Lords Commissioners
of the Treasury will be able to accept the
Manager's proposals in toto.

I have the honour to be,

Sir,

Your humble, obedient servant,

J. Rowing
Secretary
of the
Governor.

INCLOSURE

In Dispatch No. 32 of 15. 1. 1912

172

Manager's Office.

Nairobi.

December 4th 1912

C O
4753

RECEIVED FEB 12

No. 237/210

Sir,

With my letter No. 39/210 dated the 10th March 1911 (Secretariat M.P.No.2292/1908) I submitted proposals for the expenditure of the £350,000 sanctioned by the Secretary of State as the maximum amount for the equipment of the Uganda Railway to enable it to carry the soda from Magadi.

2. When I prepared the statements which accompanied that letter I was not in possession of full data regarding the power and probable cost of the engines we would adopt nor of the carrying capacity and probable cost of the bogie wagons. I was also in ignorance of the rising gradients that would be adopted on the two sections of the Magadi branch, i.e. on the 50 lbs. and 80 lbs. rails. I have now got sufficient data to enable me to revise my estimates to make them accord more approximately with what they are likely to realise and I accordingly submit herewith revised statements.

3. In clause 37 of the contract between the Crown Agents and Messrs. Samuel and Company it is stated that the Uganda Railway Administration shall provide all necessary rolling stock at an estimated maximum cost of £203,500 and in clause

43 (b)

Honourable

Ag. Chief Secretary

to the Government.

(b) it is stated that the Uganda Railway Administration shall make improvements in its main line at an estimated maximum cost of £146,500. These two sums of £203,500 and £146,500, totalling £350,000, were estimated by myself in London in 1909 on such imperfect data as I had at my disposal. The total of £350,000 is of course obligatory but I presume that the other two sums can be varied in accordance with our requirements and I shall be glad to have a ruling on this point.

If the statements enclosed with my letter referred to above these figures worked out as follows:-

Rolling Stock	...	£218,000
Equipment	...	<u>£132,000</u>
Total		£350,000

and in my revised statements now submitted I have made a variation in these figures.

As a matter of efficiency I may point out that the more we spend on rolling stock the better so I hope that the Secretary of State will not insist upon the provision as given in the contract being rigidly adhered to.

4. The important points in connection with my revised estimates are:-

- (a) That on account of the higher cost of the locomotives I anticipate that £179,900 will be required to equip the line to carry 50,000 tons as against £157,500 in my original estimate i.e. an increase of £22,400 (vide statement A.). This extra money will not however be required until the year 1913-14 (vide Statement D).

I have carefully read through all the correspondence

with

(3)

with the Secretary of State and I can find no ruling limiting the expenditure to £157,500 for the equipment of the line to carry 50,000, in fact no mention is made of the figures 174

	£157,500	to carry 50,000	
with additional	70900	do. 100,000	
and do. do.	121,600	do. 160,000	
Total	£350,000		

and which I now estimate should stand at

	£179,900	to carry 50,000	
with additional	78,500	do. 100,000	
and do. do.	96,600	do. 160,000	

The only important reference to the matter is contained in enclosure to Secretary of State's despatch of the 29th December 1910.

In the discussions that took place in London in 1909 it was generally accepted that the Treasury would not be asked to grant more than £75,000 in any one year for this work and this principle has been adopted although I cannot see that it was ever laid down in writing.

(b) On account of the bogie stock being designed to take a net load of 20 tons of soda instead of 25 tons as I had anticipated I shall require a larger number of vehicles but against this the price of each bogie will be less than I had originally estimated.

(c) I shall require a larger number of locomotives to work the 50,000 tons than I originally allowed for i.e. 11 as against 8 but when it comes to carrying the full amount of 160,000 tons

tons of soda I shall be able to get a greater service out of each locomotive and I anticipate being able to do with a total of 16 Mallets as against 22 originally estimated (vide Statement F).

5. Statement B gives details of how the £75,000 voted for the current year is being expended. You will observe that I am unable to spend the whole of it before the end of March next and that I anticipate having to ask for £8,400 to be revoted in 1912-13 a remanet expenditure. This sum of £8,400 must of course be only taken approximate at present. Towards the end of the financial year I shall be able to give an accurate figure.

6. Statement C shows how I anticipate spending the sum of £68,500 which is being put into the estimates for 1912-13 together with the £8,400 to be revoted. And Statement D explains how the balance of the £179,900 will probably be expended.

Statement E gives in details the working up to the total of £179,900 and also a possible solution of the difficulty should the Secretary of State compel us to adhere to the original figure of £157,500.

I may state that I am convinced I shall experience the greatest difficulty in working the 50,000 tons of soda with only 8 Mallet engines and 71 bogies so I hope that the Secretary of State will not compel us to adhere to the figure of £157,500 which as already stated was based upon most imperfect data.

I have &c.,

Ed/- H. A. F. Currie
 Manager, Uganda Railway

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19 FEB 12

Work	To carry 50,000 tons per annum.		To carry 100,000 tons per annum.		To carry 180,000 tons per annum.	
	Original Estimate	Revised Estimate	Original Estimate	Revised Estimate	Original Estimate	Revised Estimate
Regrinding	24,000	24,000	24,000	24,000		
22 Mallet engines @ £2,500	99,000	88,000	24,000 (8 engines)	60,500 (11 engines)	7,000 (6 engines)	27,500 (6 engines)
22 Special engines @ £2,000	40,000	52,000				40,000 (8 engines)
150 Bogies @ £400	60,000	62,000	28,000 (70 bogies)	27,500 (90 bogies)	8,000 (4 bogies)	18,500 (60 bogies)
11 New Stations @ £1,500	16,500	16,500	1,500	1,500	1,500	4,500
2 Extensions of Lead Roads @ £2,300	4,500	4,500	4,500	4,500		
New plant at Hairebi & Kilindini.	3,500	3,500	3,500	3,500		
Buildings	40,500	40,500	13,200	13,200	2,200	10,300
Water supply Voi to Samburu.	30,000	30,000	30,000	28,000		
Water supply Sultan Hamud	5,000	4,500			7,000	4,500
Additional quarters Hairebi & Kilindini.	4,500	4,500			3,000	3,000
Working stock and erecting new stock	10,000	10,000	4,500	4,500	5,200	5,200
15 Brakes vans @ £500	9,000	6,000	9,000	6,000		800
Tyres Tablets.	3,500	4,000	3,000	4,000		
Total	£ 260,000	£ 238,000	£ 127,500	£ 178,500	£ 70,900	£ 72,500

Abstracts.

To carry	Original	Revised
50,000 tons	157,500	178,900
100,000 "	70,900	73,500
180,000 "	121,800	98,000
	<u>£ 350,000</u>	<u>£ 350,000</u>

	Original	Revised
Rolling stock	218,000	218,000
Equipment	132,000	132,000
	<u>350,000</u>	<u>350,000</u>

16 Mallet engines @ £2,500 = £40,000
 8 Special engines @ £2,500 = £20,000
 200 Bogies @ £ 310 = £62,000

The sum of £75,000 sanctioned for 1912-13 is being expended as follows:-

<u>WORKS</u>	<u>As originally contemplated</u>	<u>Amount</u>	<u>As now arranged</u>	<u>Amount</u>	<u>Remarks</u>
Regrading		5,500	Will not spend quite so much	5,000	
Locomotives	2 Mallets @ £4,500	9,000	Contract price £9066. Spare parts £1728. Freight £1219	12,000	2 engines.
Bogies	10 Bogies @ £400	4,000	Contract price £2087. Freight £413	2,560	10 open bogies
New station	At mile 114	1,500	S.W.W. unable to get this done this year.	-	
Extensions Loco sheds.	3 Extensions at Kilindini, Voi and Makindu @ £1,500.	4,500	Material £1024, freight £102, Pits, plant etc. £3374.	4,500	
New Plant.		3,000	Indents gone home.	3,500	
Buildings	6 Houses - 4 at Kilindini } @ £500 4 " Makindu }	4,800	Work well in hand.	4,800	
	2 Barracks 1 " Kilindini } @ £2400 1 " Makindu }	4,800	Kilindini completed. Makindu begun.	4,800	
	Part erection of running room at Voi.	1,500	S.W.W. unable to get this done this year.	-	
Water supply	From hills above mile 104 to Samburu mile 42	£1,500	Material £15,341. Freight etc. £2659.	18,000	
Trucking stock etc.		3,500	Material for 150 vehicles gone home say £3000. £500 required for erection of Loco's & fitting brakes.	3,500	
Truck vans.	10 new trucks @ £200	2,000	Contract price frame & axles £155 Labour in Africa, woodwork etc. £248.	4,000	
Truck Tablets.	Sitting all stations Mombasa to Nairobi.	2,000	More expensive than estimated.	4,000	
		£ 75,000		£ 68,400	
			Balance to be revoted as re-sanct for 1912-13.	8,400	
				75,000	

A sum of £88,500 was originally asked for for the year 1912-13.

Add 8,400 to be reverted from 1911-12.

Total £ 78,900 to be spent as follows:-

Work	Original Estimate	Amount	As not estimated	Amount		
Regrading		12,800	This work will be pushed on.	11,100		
Engines	8 engines (Mallet) @ £4,800	38,400	8 engines @ £5,500	33,000		
Bogies	40 bogies @ £400	16,000	40 bogies @ £310. These will not be same type as the 10 ordered in 1911-12.	12,400		
New Station	This was included in 1911-12	-	This will be built in 1912-13.	1,800	remant	£ 1,500
Buildings	3 Houses at Kilindini @ £800	2,400	3 Houses at Kilindini @ £800	1,200		
	1 House at Makindu	800	1 House at Makindu	800	remant	1,800
		-	Part erection of running room Vol.	1,800	remant	3,800
Water supply	To Mills &c	8,800	This work will be completed.	12,000	remant	1,300
Braking stock		-		1,300	remant	1,300
Brake vans	5 Brake vans @ £400	2,000	5 Brake Vans @ £400	2,000		
		<u>£ 88,500</u>		<u>78,900</u>		<u>£ 8,400</u>

A sum of £14,000 was originally estimated as the requirement for 1913-14. It is now anticipated that £26,400 will be required made up as follows:-

<u>Originally estimated</u>	<u>Amount</u>	<u>New estimated</u>	<u>Amount.</u>
Regrading	8,000	(1) Regrading	7,900
		(2) 3 mallet engines @ £5,168	15,500
20 bogies @ £400	8,000	(4) 42 bogies @ £310	13,000
			<hr/>
Total £ 14,000			£ 36,400

Comparative statement of expenditure of £18,500 originally estimated as required for equipment of line to carry 50,000 tonnage an m and of £179,900 now estimated.

Work	Amount £	As now estimated	Amount £	If original figure of £187,500 must be adhered to.	Amount. £
Regrading	24,000	Regrading	24,000		24,000
8 Mallet engines @ £4,500	36,000	11 mallet engines @ £4,500	60,500	8 Mallet engines @ £5,500	44,000
70 bogies @ £400	28,000	90 bogies @ £310	27,900	71 bogies @ £310 say	22,000
1 New Station	1,500	1 New Station	1,500		1,500
3 Extensions Loco sheds @ £1,500	4,500	3 extensions Loco sheds @ £1,500. Material ordered.	4,500		4,500
New Plant	2,500	New Plant - ordered.	5,500		13,200
Buildings	13,200	Buildings	8,200		30,000
Water supply	30,000	Water supply	30,000		4,800
Braking stock etc.	4,800	Braking stock	4,800		6,000
16 Brake vans @ £500	8,000	16 Brake vans @ £400	6,400		4,000
Tyer Tablet	3,000	Tyer Tablet.	4,000		157,500
	£ 187,500		179,900		

Explanation of figures given in States regarding engines & bogies.

<u>As originally estimated</u>	<u>Total requirements</u> <u>Amount</u> <u>£</u>	<u>As Revised</u>	<u>Amount.</u> <u>£</u>
12 Mallet engines @ £4,500	54,000	16 Mallet @ £5,500	88,000
8 Special engines @ £5,000	40,000	8 Special @ £5,500	52,000
16 Bogies @ £400	6,400	200 Bogies	82,000
<u>To carry 50,000 tons.</u>			
8 Mallet engines @ £4,500	36,000	11 Mallet @ £5,500	60,500
70 Bogies @ £400	28,000	90 Bogies	27,900
<u>Additional for 100,000 tons.</u>			
6 Mallet engines @ £4,500	27,000	5 Mallet @ £5,500	27,500
40 Bogies @ £400	16,000	80 Bogies	18,600
<u>Additional for 150,000 tons.</u>			
6 Mallet engines @ £4,500	27,000		
8 Special engines @ £5,000	40,000	8 Special @ £5,500	52,000
40 Bogies @ £400	16,000	50 Bogies	15,500

EAST AFRICA PROTECTORATE

January 15th 1912.

No.32

Sir,

With reference to my despatch No.138 of the 27th of March enclosing provisional estimates for works upon the Uganda Railway entailed by the construction of the Magadi line, I have the honour to transmit herewith a letter from the General Manager together with revised statements compiled from the more complete data which he now has at his disposal.

2. The Manager reports that, since his letter was written, further arrangements have been made for carrying out works, and that he anticipates that the £8,400 mentioned in Statements B and C as probable remnant expenditure for 1911-12 will be reduced. Every endeavour is being made to effect the reduction.

3. I would invite your particular attention to the figures in Statements A and B and I trust that the Lords Commissioners of the Treasury will be able to accept the Manager's proposals in toto.

I have the honour to be,

Sir,

Your humble, obedient Servant,

(Sd) C.C.BOWRING.

in the absence of the Governor.

THE RIGHT HONOURABLE
LEWIS HARCOURT, P.C., M.P.
SECRETARY OF STATE FOR THE COLONIES,
DOWNING STREET, LONDON, S.W.

No. 237/210

Manager's Office,

Nairobi,

December 4th 1912.

Sir,

With my letter No. 39/210 dated the 10th March 1911 (Secretariat M.P. No. 2292/1908) I submitted proposals for the expenditure of the £350,000 sanctioned by the Secretary of State as the maximum amount for the equipment of the Uganda Railway to enable it to carry the soda from Mbagadi.

1. When I prepared the statements which accompanied that letter I was not in possession of full data regarding the power and probable cost of the engines we would adopt nor of the carrying capacity and probable cost of the bogie wagons. I was also in ignorance of the ruling gradients that would be adopted on the two sections of the Mbagadi branch, i.e. on the 50 lbs. and 60 lbs. rails. I have now got sufficient data to enable me to revise my estimates to make them accord more approximately with what they are likely to realise and I accordingly submit herewith revised statements.

3. In clause 37 of the contract between the Crown Agents and Messrs Samuel and Company it is stated that the Uganda Railway Administration shall provide all necessary rolling stock at an estimated maximum cost of £203,500 and

in

Honourable
Chief Secretary
to the Government.

in clause 43 (b) it is stated that the Uganda Administration shall make improvements in its main line at an estimated maximum cost of £146,500. These two sums of £203,500 and £146,500, totalling £350,000, were estimated by myself in London in 1909 on such imperfect data as I had at my disposal. The total of £350,000 is of course obligatory but I presume that the other two sums can be varied in accordance with our requirements and I shall be glad to have a ruling on this point.

In the statements enclosed with my letter referred to above these figures worked out as follows :-

Rolling Stock	£218,000
Equipment	<u>£132,000</u>
	Total	<u>£350,000</u>

and in my revised statements now submitted I have made no alteration in these figures.

As a matter of efficiency I may point out that the more we spend on rolling stock the better, so I hope that the Secretary of State will not insist upon the division as given in the contract being rigidly adhered to.

4. The important points in connection with my revised estimates are :-

(a) That on account of the higher cost of the locomotives I anticipate that £179,900 will be required to equip the line to carry 50,000 tons as against £157,000 in my original estimate i.e. an increase of £22,400 (vide statement A). This extra money will not however be required until the year 1913-14 (vide Statement D).

I have carefully read through all the correspondence with

the Secretary of State and I can find no ruling limiting the expenditure to £157,500 for the equipment of the line to carry 50,000, in fact no mention is made of the figures

	£157,500	to carry	50,000
with additional	70,900	do	100,000
and do do	<u>121,600</u>	do	160,000
Total	£350,000		

and which I now estimate should stand at

	£179,000	to carry	50,000
with additional	73,500	do	100,000
and do do	26,500	do	160,000

The only important reference to the matter is contained in enclosure to Secretary of State's despatch of the 29th December 1910.

In the discussions that took place in London in 1909 it was generally accepted that the Treasury would not be asked to grant more than £75,000 in any one year for this work and this principle has been adopted although I cannot see that it was ever laid down in writing.

(b) On account of the bogie stock being designed to take a net load of 20 tons of soda instead of 25 tons as I had anticipated, I shall require a larger number of vehicles but against this the price of each bogie will be less than I had originally estimated.

(c) I shall require a larger number of locomotives to work the 50,000 tons than I originally allowed for, i.e. 11 as against 8; but when it comes to

carrying

carrying the full amount of 160,000 tons of soda I shall be able to get a greater service out of each locomotive and I anticipate being able to do with a total of 16 Mallets as against 22 originally estimated (vide Statement F).

5. Statement B gives details of how the £75,000 voted for the current year is being expended. You will observe that I am unable to spend the whole of it before the end of March next and that I anticipate having to ask for £8,400 to be revoted in 1912-13 as remanet expenditure. This sum of £8,400 must of course be only taken approximate at present. Towards the end of the financial year I shall be able to give an accurate figure.

6. Statement C shows how I anticipate spending the sum of £68,500 which is being put into the estimates for 1912-13 together with the £8,400 to be revoted, and Statement D explains how the balance of the £179,900 will probably be expended.

Statement E gives in details the working up to the total of £179,900 and also a possible solution of the difficulty should the Secretary of State compel us to adhere to the original figure of £157,500.

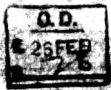
I may state that I am convinced I shall experience the greatest difficulty in working the 50,000 tons of soda with only 8 Mallet engines and 71 bogies so I hope that the Secretary of State will not compel us to adhere to the figure of £157,500 which as already stated was based upon most imperfect data.

I have &c.,

(Sd) H.A.F. CURRIE,

Manager, Uganda Railway.

Jan 1768. 12 187



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29 Feb 1878

DRAFT.

Secretary
Treasury.

MINUTE.

- Mr. Kennedy $\frac{16}{2}$
- Mr. Butler 26
- Mr. Fildes.
- Mr. H. Just.
- Mr. J. Anderson.
- Lord Emmott.
- Mr. Harcourt.

Ames 9/193

With ref^{ce} to the copy from the
Dept of the 3rd of May last,
I am to transmit to you
for the favourable consideration of
the Comptroller the accompanying
copy of a draft, from the
Secy of the EAP on the subject

Copy 1/100

Copy for 421 23/100

of the estimates for works upon
the Uganda Rly entered in
the construction of the Uganda

line

Thurs

15 Jan

The sum of £75,000 sanctioned for 1911-12 is being expended as follows:

	<u>As originally contemplated.</u>	<u>Amount.</u>	<u>As now arranged.</u>	<u>Amount.</u>	<u>Remarks.</u>
Engines		3,500	Will not spend quite so much	3,000	
Locomotives	2 Mallata at £4,500	9,000	Contract price £9000. Spare parts £1720. Freight £1219.	12,000	2 engines.
Bogies	10 new bogies at £400	4,000	Contract price £2087. Freight £413.	2,500	10 open bogies
Station	At mile 114	11,500	S.W. W. unable to set this down as a	-	
Extensions Local roads	3 Extensions at Kilindini, Voi and Makindu at £1,500	4,500	Material £1,200, freight 710, etc. Part etc. £2,500	4,500	
Plant		3,500	Indents, etc. same	3,500	
Buildings	6 Houses - 4 at Kilindini } 4 at Makindu } at £500	4,800	Work well advanced.	4,800	
	2 Barracks 1 at Kilindini } 1 at Makindu } at £2000	4,000		4,000	
	Part erection of running road at 114	1,600	Material 21,341. Freight 1,200	1,600	
Water supply	From hills above mile 114 to Pangani mile 42	21,500			
Working-stock etc.		4,500	Material for 100 vehicles, one engine say £3000, etc. required for erection of 1000 ft. of working tracks	4,500	
Motor vans.	10 new brakes at £500.	5,000	Contract price frame 1 axle £15. Labour in Africa, woodwork etc. £40.	5,000	
Tablet	Fitting all stations Mombasa to Nairobi	13,000	More expensive than estimated	4,000	
		<u>£75,000.</u>		<u>75,000</u>	
			Balance to be devoted as per at 1st 12 11	3,400	
				<u>£75,000</u>	

Marginal Expenditure.

Work	Original Estimate	Revised Estimate	To carry 50,000 tons per annum		To carry 100,000 tons per annum		To carry 150,000 tons per annum		To carry	Original	Revised
			Original Estimate	Revised Estimate	Original Estimate	Revised Estimate	Original Estimate	Revised Estimate			
Regrading	24,000	24,000	24,000	24,000							
22 Mallet engines at \$4,500	99,000	66,000 [⊕]	36,000 (8 engines)	60,500 (11 engines)	27,000 (6 engines)	27,500 (6 engines)	30,000 (6 engines)				
6 Special engines at \$8,000	40,000	52,000 [*]					40,000			52,000	
150 Bogies at \$400	60,000	62,000 [†]	28,000 (70 bogies)	27,900 (90 bogies)	16,000 (40 bogies)	16,600 (50 bogies)	16,000 (40 bogies)	15,300 (50 bogies)			
11 New Stations at \$1,500	16,500	15,500	1,500	1,500	4,500	4,500	10,500	10,500			
3 Extensions of Loco sheds at \$1,500	4,500	4,500	4,500	4,500					50,000 tons	157,500	179,900
New plant at Nairobi & Milindini	3,500	3,500	3,500	3,500					100,000 "	70,900	73,500
									150,000 "	121,600	90,600
										\$350,000	\$350,000
Buildings	40,500	40,500	13,500	13,500	10,000	10,000	17,100	17,100			
Water supply Vols. to Nairobi	30,000	30,000	30,000	30,000							
Water supply Sultan Hamud	20,000	20,000			5,000	4,500					
Additional quarters at Nairobi & Milindini	4,500	4,500			3,000	3,000	1,500	1,500			
Tools, Stock and other stores	10,000	10,000	4,500	4,500	5,200	5,200					
Contingencies	5,000	5,000	9,500	9,500							
Other items	3,500	4,000	3,000	4,000							
	<u>\$350,000</u>	<u>\$350,000</u>	<u>\$157,500</u>	<u>\$179,900</u>	<u>\$70,900</u>	<u>\$73,500</u>	<u>\$111,000</u>	<u>\$90,600</u>			

[⊕] 15 Mallet engines at \$4,500 = \$68,000
^{*} 6 Special engines at \$8,500 = \$52,000
[†] 200 Bogies at £ 310 = £62,000

	Original	Revised
50,000 tons	157,500	179,900
100,000 "	70,900	73,500
150,000 "	121,600	90,600
	<u>\$350,000</u>	<u>\$350,000</u>
	"Original"	Revised
Rolling stock	218,000	218,000
Equipment	132,000	132,000
	<u>350,000</u>	<u>350,000</u>

A sum of £68,500 was originally asked for for the year 1912-13
 Add £ 8,400 to be revoted from 1911-12.
 Total £76,900 to be spent as follows :-

Work	Original Estimate	Amount	As now estimated	Amount	remaret	Amount
Regrading		12,500	This work will be pushed on.	11,100		
Engines	6 engines (Mallet) at £4,500	27,000	6 engines at £5,500	33,000		
Engines	40 bogies at £400	16,000	40 bogies at £310. These will not be same type as the 10 ordered in 1911-12.	12,400		
New Station	This was included in 1911-12	-	This will be built in 1912-13	1,500	remaret	1,500
Buildings	2 Houses at Kilindini at £600	1,200	2 Houses at Kilindini at £600	1,200		
	1 House at Makindu	500	1 House at Makindu	500		
		-	Part erection of running room Voi.	1,800	remaret	1,800
Water supply	To mile 42	8,200	This work will be completed.	12,000	remaret	3,800
Braking stock		-		1,300	remaret	1,300
Brake vans	5 Brake Vans at £600	3,000	5 Brake Vans at £400	2,000		
		<u>£68,500</u>		<u>£76,900</u>		<u>£8,400</u>

A sum of £68,500 was originally asked for for the year 1912-13

Add £ 8,400 to be revoted from 1911-12.

Total £76,900 to be spent as follows :-

<u>Work</u>	<u>Original Estimate</u>	<u>Amount</u>	<u>As now estimated</u>	<u>Amount</u>		
Regrading		12,500	This work will be pushed on.	11,100		
Engines	6 engines (Mallet) at £4,500	27,000	6 engines at £5,500	33,000		
Engines	40 bogies at £400	16,000	40 bogies at £310. These will not be same type as the 10 ordered in 1911-12.	12,400		
New Station	This was included in 1911-12	-	This will be built in 1912-13	1,500	remaret	£ 1,500
Buildings	2 Houses at Kilindini at £600	1,200	2 Houses at Kilindini at £500	1,200		
	1 House at Makindu	500	1 House at Makindu	500		
		-	Part erection of running room Voi.	1,800	remaret	1,800
Water supply	To mile 42	8,200	This work will be completed.	12,000	remaret	3,800
Braking stock		-		1,300	remaret	1,300
Brake vans	5 Brake vans at £600	3,000	5 Brake Vans at £400	2,000		
		<u>£68,500</u>		<u>£76,900</u>		<u>£8,400</u>

A sum of £14,000 was originally estimated as the requirement for 1913-14.
It is now anticipated that £36,400 will be required made up, as follows :-

<u>Item</u>	<u>Originally estimated</u>	<u>Amount</u>		<u>Now estimated</u>	<u>Amount</u>
		£			£
1	Regrading	6,000	(1)	Regrading	7,900
			(2)	3 Mills. engines at £3,100	15,500
4	20 bogies at £400	8,000	(4)	42 bogies at £310	13,000
	Total	<u>£14,000</u>			<u>£36,400</u>

Comparative statement of expenditure of £157,500 originally estimated as required for equipment of line to carry 50,000 tons per annum and of £179,900 now estimated.

Item	Work	Amount	As now estimated	Amount	If original figure of £157,500 must be adhered to	Amount
		£		£		£
1	Regrading	24,000	Regrading	24,000		24,000
2	8 Mallet engines at £4,500	36,000	11 mallet engines at £5,500	30,500	8 Mallet engines at £5,500	44,000
3						
4	70 bogies at £400	28,000	90 bogies at £310	27,900	71 bogies at £310 say	22,000
5	1 New Station	1,500	1 New Station	1,500		1,500
6	3 Extensions loco sheds at £1,500	4,500	3 extensions Loco sheds at £1,500. Material ordered	4,500		4,500
7	New Plant	3,500	New Plant - ordered.	3,500		3,500
10	Buildings	13,200	Buildings	13,200		13,200
11	Water supply	30,000	Water supply	30,000		30,000
14	Braking stock etc.	4,800	Braking stock	4,800		4,800
15	15 Brake Vans at £600	9,000	15 Brake vans at £400	6,000		6,000
15	Tyer Tablet	3,000	Tyer Tablet	4,000		4,000
		<u>£157,500</u>		<u>£179,900</u>		<u>£157,500</u>

Explanation of figures given in Statement A regarding engines and bogies.

Item	Total requirements		As now estimated.	
	As originally estimated	Amount	As now estimated.	Amount.
2	22 Mallet engines at £4,500	99,000	15 Mallet engines at £5,500	82,500
3	8 Special engines at £5,000	40,000	8 Special engines at £5,500	52,000
4	150 Bogies at £400	60,000	200 Bogies at £310	62,000
	<u>To carry 50,000 tons.</u>			
2	8 Mallet engines at £4,500	36,000	11 Mallet engines at £5,500	60,500
3	70 bogies at £400	28,000	90 bogies at £310	27,900
	<u>Additional for 100,000 tons.</u>			
2	2 Mallet engines at £4,500	27,000	3 Mallet engines at £5,500	27,500
4	40 Bogies at £400	16,000	50 bogies at £310	15,500
	<u>Additional for 100,000 tons.</u>			
2	8 Mallet engines at £4,500	36,000	Nil	
3	8 Special engines at £5,000	40,000	8 Special engines at £5,500	52,000
4	40 Bogies at £400	16,000	50 Bogies at £310	15,500

Explanation of figures given in Statement A regarding engines and bogies.

	<u>Total requirements</u>			
	<u>As originally estimated.</u>	<u>Amount</u>	<u>As now estimated.</u>	<u>Amount.</u>
2	22 Mallet engines at £4,500	99,000	15 Mallet engines at £5,500	82,500
3	8 Special engines at £5,000	40,000	8 Special engines at £6,500	52,000
4	150 Bogies at £400	60,000	200 Bogies at £310	62,000
	<u>To carry 50,000 tons.</u>			
2	8 Mallet engines at £4,500	36,000	11 Mallet engines at £5,500	60,500
3	70 bogies at £400.	28,000	90 bogies at £310	27,900
	<u>Additional for 100,000 tons.</u>			
2	2 Mallet engines at £4,500	27,000	3 Mallet engines at £5,500	27,500
4	40 Bogies at £400	16,000	60 bogies at £310	18,600
	<u>Additional for 150,000 tons.</u>			
2	8 Mallet engines at £4,500	36,000		
3	8 Special engines at £5,000	40,000	8 Special engines at £6,500	52,000
4	40 Bogies at £400	16,000	50 Bogies at £310	15,500