

PRINTED FOR USE

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EAST AFR PROT

37033

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MAY 3 1910

37033

REVENUE  
FORM NO. 100

1910

REVENUE

PREVIOUS YEARS

Submit detailed estimate of cost of construction and equipment. Estimates that seven to eight thousand tons of traffic may be expected annually. While there is no sufficient produce to justify the line large increase is expected in the future.

N. Butler

I am sending you back statement of  
costs as of 1st month. That for 1st month  
may have been an overstatement of  
the estimate of £60,000 for 31 miles  
of track and all other costs of 1899

in the report of the committee  
estimate of £2700 (less 750) for the  
single Kabonke Railway of 50 lb rails  
& wooden sleepers were employed (the price  
to be sent same the same (metric)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 10/15/98 BY 60322/UC/BAW

60322



the present is a complete failure  
at this rate of pay and it is only  
to be expected that the  
best of may be

proposed had the 2.0 should be  
alternated to the  
to be replaced by  
estimate of cost

The estimate for 50 lbs rails strongly  
disapprove of a lighter rail  
but suggests that cost is too money and  
should be put up for the  
Railway is the old one with a  
to the present Railway the result of the  
proposed would certainly be to put

the present Railway the result would be that  
would not be able to be substituted and  
I am not sure that the Railway will  
be some work  
the result of taking up the  
of laying out  
be considered  
of rails of the  
to be replaced  
of rails  
it may be remarked that  
50 lb rails will make  
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which makes it difficult to see what  
of the present Railway  
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to be the present Railway

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GOVERNMENT HOUSE,  
NAIROBI,  
BRITISH EAST AFRICA.

NOVEMBER 1st 1916.

WEST AFRICA PROTO COLONIAL

CONFIDENTIAL (1/16)

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In reply to Your Lordship's despatch of the 15th of September, I have the honour to transmit herewith a detailed estimate of the cost of construction and equipment.

Estimate

2. It is not very easy to obtain data as to the actual traffic that may be expected, but seven to eight thousand tons annually, principally maize, beans and hemp may be safely anticipated.

3. This figure is arrived at from observations taken on the port road at Kisumu during August last and from an estimate of the produce brought into Nairobi from the districts North West of Kenya, via Kiambu.

4. But whilst there is already sufficient produce to justify the existence of the line, it should be borne in mind that the railway will suffer in its traffic to the extent to which the difficulty of transport. For at least four months in the year the roads are impassable and even

THE RIGHT HONOURABLE,

THE EARL OF CRENSHAW, K.G.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET, LONDON, S.W.

When they are open the necessary hindrances imposed by quarantine have undoubtedly proved a great obstacle and source of discouragement.

4. The railway will put an end to this: the existence of a reliable means of transport will prove the greatest stimulus to planting in areas adjoining the line. Indeed, the mere projection of the railroad has already done so, and once satisfactory arrangements for the shipping of the produce are concluded I anticipate that this estimate will be doubled in a very short time.

5. A very considerable passenger and casual goods traffic can also be expected: the farmers between Wairahi and the Taika draw all their supplies from Wairahi and the rapid and safe means of transport provided by the railway is certain to replace the slow and uncertain ox cart or native runner.

I have the honour to be

Your Lordship's humble,

obedient servant,

GOVERNOR.

than they are open the necessary hindrances in-  
crease of quarantine have undoubtedly proved a great  
obstacle and source of delay.

existence of a reliable mode of transport will  
prove the greatest stimulus to business in areas  
adjoining the line, indeed the more projection of  
the railroad has already done so, and once satis-  
factory arrangements for the shipping of the  
products are concluded, I anticipate that this esti-  
mate will be doubled in a very short time.

B. A very considerable passenger and casual  
freight traffic can also be expected, the farmers  
between Nairobi and the Thika draw all their  
supplies from Nairobi and the rapid and safe means  
of transport provided by the railway is certain  
to replace the slow and uncertain ox cart or  
native runner.

I have the honour to be  
Your Lordship's humble,  
obedient servant,

G. V. NOR.



37033

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ESTIMATE 3A

Estimated length of line 31 miles including sidings.  
 Propose to deal with the recognized Roads and Sub-  
 Roads in Partation.

ADMINISTRATION

General administration to be carried out by the per-  
 manent staff of the Public Works Department with the  
 special assistance of 18 months of

1 Asst. Engineer	@ Rs 2400	per annum	
		for 18 months	Rs 400
1 European Overseer	@ Rs 240	do. do.	560
5 Indian	@ Rs 120	do. do.	540
			Rs 1500

SURVEY

I have allowed Mr. Ross' figure of Rs 2.45 per mile  
 which amounts to Rs 76.

LAND

I have allowed Mr. Ross' figure of Rs 200 to stand.

CONSTRUCTION

Assuming an average 3 feet cutting of bank throughout  
 which according to Mr. Ross should be ample and the cost  
 of earthwork to be Rs. 10 per 1,000 cubic feet, the cost  
 of earthwork would be Rs 210 per mile. The earthwork on  
 the Mazeras realignments carried out by native labour

cost

(2)

cost Rs.12 per 1,000 but labour at Nairobi should be fact  
 cheaper, therefore, think Rs.10 per 1,000 would be a  
 more realistic estimate. In consideration of the availability of  
 material which for 10 miles will amount to 20,000, there will  
 be a saving of 20% on the estimate of 20,000 yards which  
 was estimated at 1,000 yards run at 11 per yard.

The total cost of the work would be Rs. 27,000.

(A) TUNNELS

Will not be necessary.

BRIDGE WORK

(1) Major Bridges

I recommend all bridges over the main gullies  
 should be formed of timber cribs  
 required crossing the gullies.

A combined road and railway permanent structure	£2,000	
Two sixty feet girder bridges		
Girders from U. Railway stock each	£300	
Crib abutments do. do.	80	
Erection	100	
	£480 x 2 =	960

Total Major Bridges £2,960

(2) Minor Bridges

Girders from U. Railway stock	£750	
Abutment crib	80	
Erection	80	910
4 20 foot girders		
Girders from U. Railway stock	£.35	
Abutment crib	60	
Erection	34 = 150 x 4	600
31 12 to 10 feet girders		
Girders from U. Railway stock	24	
Abutment crib	40	
Erection	26 = 90 x 31	2,790
124 Surface openings at 25 each		620
Total Minor Bridges		£4,740

FENCING

Not required.

ROAD CROSSINGS

A question of settlement

£5 per mile as estimated on Jinja-Kakindu line

TELEGRAPH

Estimated by Superintendent of Telegraphs - £249.

PERMANENT WAY

## (1) Ballast

The line will be ballasted out of the money allocated to the Uganda Railway.

## (2) Material, etc.

The cost of 1 mile of permanent way 50 lbs rails is as follows:

Rails	78.57 tons @ £5.25 in England	£410.00
Rail plates	2.91 " @ 0.75 do.	2.18
bolts	0.89 " @ 16.77 do.	14.92
Dog Spikes	3.00 " @ 12.00 do.	36.00
Bearing plates	9.70 " @ 9.90 do.	96.03
	<u>84.77</u>	<u>577.20</u>

Sea Freight on 96 tons at £1.15.0 108.00

Landing Charges on 96 tons @ Rs.3 per ton 19.20

Railway Freight @ 2 cents per ton mile for 325 miles 48.00

Total cost of 1 mile of permanent way 753.40

Cost of 1 mile of permanent way for 35 miles  
 = 69.50 = 4403.20 = 987.50

Laying, packing and boxing 50.00

Maintenance for 12 months 50.00

£1,206.04

447 = £1,206

A sum of £116 per mile could be saved by using a 41 lbs

rail.

(4)

rail. I strongly deprecate reduction of weight of rail but am prepared to recommend the difference of £115 per mile being paid out of the revenue estimate of the Uganda Railway on the condition that the new rails be set into the old bed and the old rails replaced being used for the Thika line. It seems to me a pity to put new 60 lbs rails into an alignment with heavy curvature.

If this proposal be approved the cost per mile for the Thika line would be £1,200 less £115 = £1,085.

Cost for 21 miles = £22,795

STATIONS AND BUILDINGS

(1) Station Offices and Goods shed

There will be one terminal station. All other intermediate stopping places will be flag stations and will require no station building.

(1) Station building at Thika	£400
(2) Goods shed do	400
(3) 4 sheds at flag stations	800
@ £200 each	
	£1,600

(2) Workshops and stores

Not required.

(3) Staff Quarters

1 house at Thika for Sub-Permanent Way Inspector £800  
 2 gang huts @ £100 each 200

Locomotive Material

Locomotive stocks, etc. £500

EQUIPMENT. RAILWAY STOCK.

- (1) Locomotive -- Equipped by the Uganda Railway.
- (2) Carriage and Wagon. Equipped by the Uganda Railway.

PLANT

- (1) Engineering - Trolleys, etc. £50
- (2) Loco - Water Supply by Ram at Thika 300  
 Carried Forward £350

(5)

P L A N T (contd)

Weight Sizer	£350
Water Supply by Pump at Office	100
Station and Office	
(1) No. 1	Nil
(2) Stores	Nil
(3) Tools	Nil
(4) Construction Tools	1,000
	£1,500
Contingencies at 10%	£5,400

SUMMARY OF ESTIMATE

Nalabhi-thika Tramway

<u>Mainhead</u>	<u>Subhead</u>	<u>Estimate</u>	<u>Total</u>
Administration	...	£1,500	£1,500
Survey	...	75	75
Land	...	100	100
Construction			
	(1) Earthwork	£7,000	
	(2) Pannels	Nil	7,200
	<u>Bridge work</u>		
	(1) Major Bridges	£2,000	
	(2) Minor Bridges	£1,500	3,500
	<u>Fencing</u>		
	(1) Fencing	Nil	
	(2) Road crossings	Nil	
	(3) Mile & Gradient Posts	95	25
	Carried Forward		£10,200

<u>Mainhead</u>	<u>Subhead</u>	<u>Estimate</u>	<u>Total</u>
	Brought Over		610,208
	Telegraph	2248	248
	(8) Permanent Way 23,700	235,790	235,790
	<u>Stations &amp; Buildings</u>		
	(1) Station, Offices and Goods sheds	11,000	
	(2) Workshops & Stores Nil		
	(3) Staff Quarters	1,000	
	(4) Station Machinery	200	2,800
	<u>Rolling Stock</u>		
	(1) Locomotive Nil		
	(2) Overhaul & Wagon Nil		
	(1) Engineering	500	
	(2) Locomotive	400	
	(3) Wagon & Stock	...	
	(4) Station Supplies	50	
	(5) Boats	...	
	(6) Stores	...	
	(7) Press Department	...	
	(8) Construction	1,000	1,500
			<u>5,300</u>
	<u>Contingencies</u>		
	Total		<u>660,000</u>

for Lab  
37033

15 Dec 1910



DRAFT.

J.P.C. Forward  
Henry Oss RL

I am to be informed  
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forwarding in

MINUTE

- Mr. M.
- Mr. J.
- Mr. C.
- Mr. L.
- Mr. F. Hopwood.
- Mr. Seely.
- Mr. Creese.

Answer 39006

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TIDDER