

EAST AFR. PROT.  
No. 33238

C O  
33238  
REC'D  
16 SEP 05

No. 462  
1905  
6 Aug.  
Last previous Paper.  
No. 21840

(Subject.)

Liquid Fuel for Ry

In report by Mr. Conner it would be advisable to use oil on Mombasa - Nairobi section including Mlagadi Branch provided extra traffic from oil not on lake - obtained.

(Minutes.)

Mr. Antrobus

I am not at all set on this scheme - see my minute on 21840 to which I would add that I am doubtful whether an engine can be designed to burn wood & oil alternately & that the destruction of Baker will probably cause the price of oil to rise.

But, copy memo to C. Light asking them to obtain the views of the C.E. on the proposal with an account of the expenses of the railway.

Copy to Mr. Conner  
Arrived 533 28 Nov 1905

IN SIX MONTHS FROM THE DATE OF THIS REPORT THE REPORT WILL BE VALID FOR THE YEAR 1905.

*Handwritten signature*  
3323 377  
COMMISSIONER'S OFFICE  
MOMBASA.  
August 16th 1905

EAST AFRICA PROTECTORATE.

No. 482

Sir,

*Handwritten: Mr. Currie August 11th.*

In obedience to the instructions contained in your despatch No. 290 of June 30th on the subject of the supply of liquid fuel for the Uganda Railway, I have the honour to transmit to you herewith a copy of a report from the Manager on the subject.

2. I concur with Mr. Currie in thinking that the use of oil would be advisable between Mombasa and Nairobi, including the Magadi branch, if it is decided to build the latter; but if the extra traffic which may be expected from the natron lake is not obtained, it would be better to adhere to wood fuel for some years to come.

I have the honour to be,

Sir,

Your most obedient,

*Handwritten signature*

H. M. Principal Secretary of State

for the Colonies,

Downing Street,

London, S.W.



2.

engine the delay due to fuelling and absorption of  
wagons and inconvenience attending the running of fuel  
trains, also the very distinct advantage of having no  
sparks although not added in the shape of money these  
represent a good deal.

sd/- C. SANDIFORD.

Loco Supdt.

U. Ry:

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C. O.  
33238  
SEP 05

380

Manager's Office

11th August 1905.

H.M.C.

Taking the ratio between oil, coal and wood given by Mr. Sandiford in 1903 as correct viz that 1 ton of oil = 2 tons of coal = 5 tons of fuel we get the following comparison:-

At Mombasa

1 ton of oil - Prime cost per ton	sh.
2 tons " coal " " " "	45/-
5 " " wood " " " "	60/-
	55/-

We have received offers of Natal coal c.i.f. Kilindini harbour at <sup>s.d.</sup> 25/6 per ton, so the price given viz <sup>s.</sup> 30/- per ton is about as favourable a one as can be taken.

Wood per ton costs us at present as follows:-

Prime cost Rs.4/-	..	..	s. d.
			5. 4
Down haulage say 60 miles at <sup>s.d.</sup> 1/4 per ton per mile	..	..	5. 9
Handling	..	..	1. 0
Incidental losses etc..	..	..	0.11
			<hr/>
		Total	11. 0

These figures show that oil at Rs.45/- per ton is cheaper than either coal or wood in fact coal need not be seriously considered.

Taking the up haulage on oil at 1d. per ton per mile the extra cost per 100 miles comes to <sup>s.d.</sup> 2/4 per ton.

The cost of wood is about uniform all over the line as we cut it in many places and the haulage

is never more than 90 miles.

Oil and wood compare therefore as follows:-

<u>OIL.</u>				
At Mombasa ..	..	..	45/- per ton	} s. 55/- per ton.
100 miles from coast ..	..	..	53/4 "	
200 " " " ..	..	..	61/8 "	
300 " " " ..	..	..	70/- "	

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I attach a note on the subject by Mr. Sandiford. I agree with his remarks to the effect that in the event of the Magadi business being put through it would be advisable for us to use oil between Mombasa and Nairobi including the Magadi branch because with the heavy traffic to be expected we should have great difficulty in getting wood fuel in sufficient quantities and moreover the inevitable delay in loading wood at intermediate stations would be most inconvenient. If the nation traffic does not come I am inclined to recommend that in the general interests of the country we should adhere to wood fuel for some years yet. Although we might save a few hundred pounds per annum by the use of oil on the coast sections I consider it better to spend this money in the country and Mr. Sandiford agrees with me in this.

Comin 33238

362

3 Oct  
Sept 21 1905

ansd 40002

DRAFT.

Crown Agents

Gentlemen,

I am directed by  
Mr. Selig by letter to  
transmit to you the  
accompanying copy of  
conceps on the subject  
of an offer which has been  
made by the "Shell"  
Transport and Trading  
Company, Ltd., to  
supply oil fuel for the  
Uganda railway at 45s. a  
ton.

MINUTE.

- Mr. Bostonly 28/9
- Mr. S.H. 11/10 2/11/11
- Mr. Antrobs.
- Mr. Cox.
- Mr. Lucas.
- Mr. Graham.
- Sir H. Ommalley.
- The Duke of Marlborough.
- Mr. Lyttelton.

Shell Transport Coy. 23 June (2/8/0)

Comin 290 30 June (-)

462 16 Aug (33238)

CA  
Approved 533 28 Nov 40072

I am to request that  
you will obtain the  
views of the Consulting  
Engineer on the proposal,  
with a record of the  
experience of the railway.