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P.R. 8. N. 17

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Bal
Bowing | 537

1917

19 Sept.

Last previous Paper

Yours
26945.
Tb

RAILWAY LOCOMOTIVES

The copy letter from the General Manager recommending acquisition of four locos as a matter of urgency. Considers improvement Railway engine power very necessary and requests sanction to proposal. If approved asks M. of M. be approached re steel plates required for construction.

To Grindle.

1. The Uganda Railways has for a long time been short of locomotives, and a large number would have been obtained by now but for the war. The war, as this paper shows, has itself reduced the stock by four and has also imposed very hard wear on the rest.
2. The financial arrangements exist for the General Manager to do so. I am not certain whether the £1,000 Revenue credit for 1917 is an alteration of plan.

Ans to Col. Carr (13/9/17)
Ans to Mr. H. W. Bowring (14/9/17)
Ans to Mr. G. C. Grindle (14/9/17)

I shall assume the former, as
otherwise they would (as on the
previous occasion) have asked
for authority.

The only point remaining is whether
we can ask the Ministry of Munitions
for the facilities necessary for the
completion of the 4 locomotives
which cannot be completed for the
Mizan railway.

It is true that the losses occurred
during the military use of the line, &
if it were shown to be actually
impossible to carry on without
replacement we should have a
good case to put to the Ministry.

As regards present circumstances,
the opening part of para 5 of the
General ~~Instructions~~ letter is a little
inappropriate:—

(a) I am certain, though I cannot
at the moment confirm it, that
military control of the line is needed for
1.1.17. You will notice that the G.M.
does not now do so in 20445/16-8/2.

As far as I can see, the only
objection to this is that

the railway is not yet built.

Since the base of operations was transferred
from Montosa to Dar-el-Salaam.

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It is fairly clear that the proposal
is made now because the copies are
available, and, although I covet them
as much as Mr. Eastwood does, I think
that, as a matter of policy in our
future relations with the Ministry,
as well as from the point of view of
national security, we are bound to
make sure that there is a copy ~~done~~

Instant draft telegram

L.C.S. 13/11/17
I entirely agree
G.G. 13.11.17
61-one

AFRICA PROTECTORATE.

No. 537

GOVERNMENT HOUSE
NAIROBI,

BRITISH EAST AFRICA.

September 19th, 1917.

54749

REC 8. 9. 17

Sir,

I have the honour to transmit herewith a letter from the General Manager of the Uganda Railway on the subject of the purchase of certain locomotives. The General Manager explains that the average number of locomotives in use for open line working is now only 56, for a length of 700 miles of railway, and he recommends that, funds to the value of £25,000 being available, four locomotives be acquired as a matter of urgency.

2. I consider that the improvement of the engine power on the Uganda Railway is very necessary, and should be glad of your sanction to purchase the four engines referred to.

3. It appears that the work of constructing the locomotives in question is severely handicapped by priority restrictions

and

THE RIGHT HONOURABLE

WALTER LONG, P.C., M.P.,

SECRETARY OF STATE FOR THE COLONIES,

DOWNING STREET,

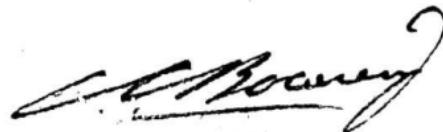
LONDON, S.W.

and, if you approve the purchase, I should be glad if the Ministry of Munitions could be approached with a view to allowing the delivery of the steel plates required by Messrs. Nasmyth Wilson and Company for the Nizam's locomotives.

I have the honour to be,

Sir,

Your humble, obedient servant,



ACTING GOVERNOR.

(3)

unable to purchase any plates although we have had deliveries of all steel castings, wheel centres, "spuds", axles, and general fixings.

If, therefore, you were considering the purchase of any further engines these four Nasmyth engines now partly assembled will be very quickly finished off once we were able to procure the necessary plates, and it occurs to us you might like to have this information in the event of the Military Authorities in East Africa requiring additional locomotive stock.

Engaged as the railway network is and has been in Military traffic under Military control, and also considering the fact that we lost four of our locomotives owing to the war, I most respectfully submit that the acquisition and completion of the four locomotives referred to by Messrs Nasmyth Wilson and Company is a matter of urgency, and priority can be claimed as an essential necessity of amendment upon the war.

Out of a total of 97 locomotives on the line on the last January 7 an average of no less than 32 have been either under repair or waiting repairs during the whole of the present year, and 14 are available for shunting and auxiliary purposes only. As 3 engines were written off at the end of the last financial year, 31st March 1917, this brings the number of locomotives available for over 1,000 miles of railway down to 58 only, for a length of over 700 miles of railway.

The funds to meet the proposed expenditure can be met from the following sources:-

Balance of £13,000 provided in anticipation of issue of loan of £1,464,000)	£ 13,000
£7,000 of this balance is the credit from revenue for the year 1916-17 referred to in paragraph 3.)	
Revenue credit to loan of £1,464,000 in the year 1916-17, being amount of locomotives &c., written off as useless)	,000
Amount in deposits, sale of engine for Armoured train)	1,000
Sale of old "A" class engine to the Military Authorities)	200
		£ 16,461
Any balance required to be provided out of Abstract B. & C., in which £10,000 is provided for during the present year)	0,549
	TOTAL	£ 25,000

allowing the very high figure of £5,350 per engine, they could only cost £500 less when erected in this country.

If the engine is to be delivered I would ask that the
axle load be increased to 10 tons, and that the axle load be increased
in proportion to the increase in the ratio of adhesion, thus

(3)

The front leading wheels shall be tyrelless, with a tyre 5 $\frac{1}{2}$ inch width in place of the 4 $\frac{1}{2}$ inch flanged tyre, and that two of the engines shall be fitted with either the Holden or the Mexican rough oil burning installation, so arranged that if it is necessary the ordinary coal-burning firegrate can be reinstated. It is of very great importance that we obtain infinite and reliable information as to the suitability of oil for fuel on this railway. Superheating should reduce the fuel consumption by 30 per cent, i.e., in 3 similar engines, one superheated, the other not, the difference in the consumption of fuel for the same work done under precisely similar conditions, should be 30 per cent.

I have the honour to be,
SIR,
Your obedient servant,

J. G. H. RAILWAY.

GENERAL MANAGER.
UGANDA RAILWAY.

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Copy 15 Sept 1947

(S.M.)

Ans'd 5/1/385

B. Hornister (E.I.D.)

Madgascar

With ref. to para 5

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Governor

Nairobi

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Ans'd 2nd 5/385

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Ans'd 2nd 5/385